

**TABLE 32
EXISTING + PRECISE PLAN
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing		Existing + Precise Plan				
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No	
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.1	B	-0.2	No	
			PM	17.1	B	17.2	B	0.1	No
2	Park Boulevard/Upas Street	Signal	18.6	B	18.5	B	-0.1	No	
			PM	14.4	B	14.2	B	-0.2	No
3	Park Boulevard/Morley Field Drive	Signal	18.6	B	18.5	B	-0.1	No	
			PM	19.2	B	19.2	B	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.1	B	20.1	C	4.0	No	
			PM	21.5	C	21.8	C	0.3	No
5	Park Boulevard/Village Place	Signal	3.9	A	4.0	A	0.1	No	
			PM	11.3	B	11.1	B	-0.2	No
6	Park Boulevard/Space Theatre Way	Unsignalized							
	Northbound Left		AM	9.0	A	8.7	A	-0.3	No
			PM	9.7	A	9.3	A	-0.4	No
	Eastbound Left		AM	12.1	B	11.6	B	-0.5	No
			PM	19.2	C	16.8	C	-2.4	No
7	Park Boulevard/Inspiration Way		Signal	3.1	A	3.2	A	0.1	No
		PM		4.5	A	4.6	A	0.1	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	16.0	B	1.3	No	
			PM	21.8	C	22.0	C	0.2	No
9	Park Boulevard/SR 163 NB Ramps	Unsignalized							
	Northbound Left		AM	8.8	A	8.8	A	0.0	No
			PM	12.8	B	12.8	B	0.0	No
10	Park Boulevard/I-5 Ramps	Signal	26.2	C	26.0	C	-0.2	No	
			PM	19.9	B	19.7	B	-0.2	No
11	Park Boulevard/A Street	Signal	11.5	B	11.3	B	-0.2	No	
			PM	13.3	B	13.0	B	-0.3	No
12	Richmond Street/Robinson Avenue	Signal	15.0	B	15.0	B	0.0	No	
			PM	14.5	B	14.5	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop	7.7	A	7.7	A	0.0	No	
			PM	8.0	A	8.0	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal	20.5	C	20.0	C	-0.5	No	
			PM	22.6	C	22.6	C	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.3	A	-0.3	No	
			PM	11.7	B	11.5	B	-0.2	No
16	6th Avenue/Quince Drive	Signal	12.1	B	12.4	B	0.3	No	
			PM	12.1	B	14.1	B	2.0	No
17	6th Avenue/Laurel Street	Signal	13.0	B	12.9	B	-0.1	No	
			PM	15.0	B	14.9	B	-0.1	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	8.6	A	9.3	A	0.7	No	
			PM	12.8	B	13.0	B	0.2	No
19	6th Avenue/Ash Street	Signal	11.5	B	11.8	B	0.3	No	
			PM	10.9	B	10.5	B	-0.4	No
20	6th Avenue/A Street	Signal	11.8	B	11.7	B	-0.1	No	
			PM	11.5	B	11.6	B	0.1	No
21	A Street/10th Avenue	Signal	11.9	B	11.2	B	-0.7	No	
			PM	14.0	B	14.1	B	0.1	No
22	A Street/11th Avenue	Signal	11.0	B	10.4	B	-0.6	No	
			PM	13.9	B	13.3	B	-0.6	No
23	Balboa Drive/El Prado	All Way Stop	7.8	A	7.6	A	-0.2	No	
			PM	10.8	B	9.2	B	-1.6	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 33
EXISTING + PRECISE PLAN
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing		Existing + Precise Plan			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	14.5	B	14.4	B	-0.1	No
	AM		13.8	B	13.7	B	-0.1	No
2	Park Boulevard/Upas Street	Signal	19.2	B	18.8	B	-0.4	No
	AM		15.5	B	15.3	B	-0.2	No
3	Park Boulevard/Morley Field Drive	Signal	17.0	B	16.9	B	-0.1	No
	AM		20.0	C	20.0	B	0.0	No
4	Park Boulevard/Zoo Place	Signal	30.0	C	29.6	C	-0.4	No
	AM		24.0	C	24.2	C	0.2	No
5	Park Boulevard/Village Place	Signal	18.5	B	18.2	B	-0.3	No
	AM		15.5	B	15.6	B	0.1	No
6	Park Boulevard/Space Theatre Way	Unsignalized	11.3	B	10.6	B	-0.7	No
	Northbound Left		11.1	B	10.4	B	-0.7	No
	AM		31.2	D	23.7	C	-7.5	No
	PM		20.3	C	17.4	C	-2.9	No
	Eastbound Left							
	AM							
7	Park Boulevard/Inspiration Way	Signal	4.1	A	4.1	A	0.0	No
	AM		4.1	A	4.3	A	0.2	No
8	Park Boulevard/Presidents Way	Signal	25.0	C	25.7	C	0.7	No
	AM		26.8	C	26.9	C	0.1	No
9	Park Boulevard/SR 163 NB Ramps	Unsignalized	10.5	B	10.5	B	0.0	No
	Northbound Left		15.4	C	15.8	C	0.4	No
	AM							
10	Park Boulevard/I-5 Ramps	Signal	21.8	C	21.8	C	0.0	No
	AM		16.2	B	16.1	B	-0.1	No
11	Park Boulevard/A Street	Signal	12.8	B	12.7	B	-0.1	No
	AM		13.8	B	13.6	B	-0.2	No
12	Richmond Street/Robinson Avenue	Signal	13.0	B	13.0	B	0.0	No
	AM		12.7	B	12.7	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop	8.8	A	8.8	A	0.0	No
	AM		7.7	A	7.7	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal	24.3	C	24.5	C	0.2	No
	AM		24.8	C	25.2	C	0.4	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	8.3	A	8.0	A	-0.3	No
	AM		11.1	B	10.7	B	-0.4	No
16	6th Avenue/Quince Drive	Signal	13.9	B	14.2	B	0.3	No
	AM		13.5	B	13.7	B	0.2	No
17	6th Avenue/Laurel Street	Signal	14.8	B	14.6	B	-0.2	No
	AM		14.7	B	14.7	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.9	B	10.9	B	0.0	No
	AM		11.5	B	11.6	B	0.1	No
19	6th Avenue/Ash Street	Signal	11.2	B	12.5	B	1.3	No
	AM		10.7	B	10.3	B	-0.4	No
20	6th Avenue/A Street	Signal	11.4	B	11.3	B	-0.1	No
	AM		11.3	B	11.1	B	-0.2	No
21	A Street/10th Avenue	Signal	11.4	B	10.8	B	-0.6	No
	AM		10.4	B	9.8	A	-0.6	No
22	A Street/11th Avenue	Signal	9.8	A	9.3	A	-0.5	No
	AM		9.2	A	8.9	A	-0.3	No
23	Balboa Drive/El Prado	All Way Stop	10.5	B	7.0	A	-3.5	No
	AM		10.3	B	7.0	A	-3.3	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
 Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
 Significant Impact: 1) LOS D or better to LOS E or worse
 2) Incremental Delay ≥ 2 seconds for LOS E
 3) Incremental Delay ≥ 1 second for LOS F

**TABLE 34
EXISTING + PRECISE PLAN
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	Existing			Existing + Precise Plan				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	12,549	0.837	D	13,214	0.881	E	0.044	YES
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	12,179	0.304	A	10,498	0.262	A	-0.042	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	14,478	0.362	A	12,726	0.318	A	-0.044	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	15,006	0.375	B	13,175	0.329	A	-0.046	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	16,946	0.424	B	14,912	0.373	A	-0.051	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	19,047	0.476	B	19,123	0.478	B	0.002	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	17,424	0.436	B	16,570	0.414	B	-0.021	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	15,372	0.384	B	13,420	0.335	A	-0.049	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	18,003	0.600	C	20,577	0.686	D	0.086	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	13,658	0.455	B	15,789	0.526	C	0.071	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	13,018	0.434	B	14,528	0.484	C	0.050	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	10,045	0.335	B	10,537	0.351	B	0.016	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	9,893	0.440	B	10,952	0.487	C	0.047	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,223	0.122	A	1,300	0.130	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,146	0.115	A	637	0.064	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	3,856	0.386	A	3,856	0.386	A	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	7,996	0.800	D	8,204	0.820	D	0.021	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	10,344	0.690	D	10,623	0.708	D	0.019	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	3,880	0.388	A	3,880	0.388	A	0.000	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,070	0.607	C	4,553	0.455	B	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	3,512	0.351	A	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,866	0.787	D	8,834	0.883	D	0.097	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,968	0.397	A	4,063	0.406	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,660	0.566	C	6,549	0.655	C	0.089	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,818	0.582	C	5,818	0.582	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	16,655	0.740	D	14,273	0.634	C	-0.106	NO
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	5,050	0.505	B	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,560	0.856	D	5,160	0.516	B	-0.340	NO
33 The Mall (Esplanade) south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	3,512	0.351	A	-0.220	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

**TABLE 35
EXISTING + PRECISE PLAN
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)**

Intersection	Control	Existing + Precise Plan	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		8.8	A
Westbound Left		2.0	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		7.5	A
Eastbound Left		9.0	A
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		7.5	A
Eastbound Left		9.3	A
Eastbound Right		9.0	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		7.4	A
Southbound Left		9.4	A
Southbound Right		8.9	A

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Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 36
EXISTING + PRECISE PLAN
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)**

Intersection	Control	Existing + Precise Plan	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		17.6	C
Westbound Left		4.5	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		8.1	A
Eastbound Left		10.4	B
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		8.3	A
Eastbound Left		11.6	B
Eastbound Right		11.3	B
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.1	A
Southbound Left		23.3	C
Southbound Right		9.8	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
 Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
 Significant Impact: 1) LOS D or better to LOS E or worse
 2) Incremental Delay \geq 2 seconds for LOS E
 3) Incremental Delay \geq 1 second for LOS F

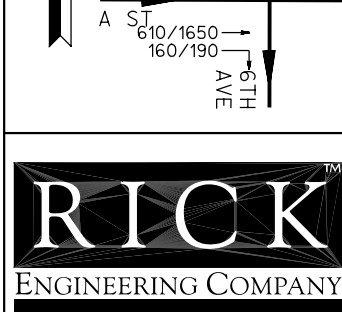
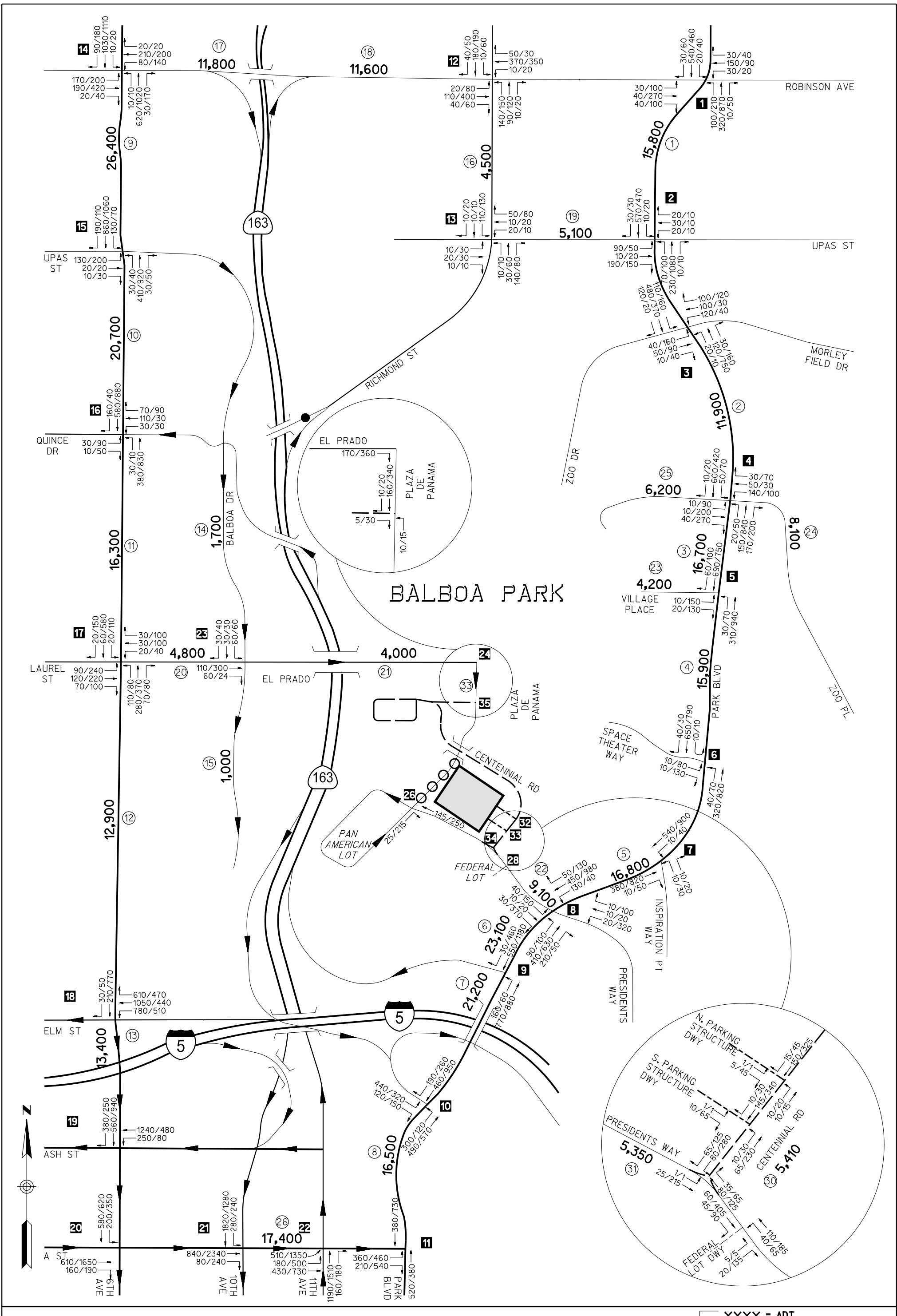


EXHIBIT 27

2015 WITH PRECISE PLAN PROJECT TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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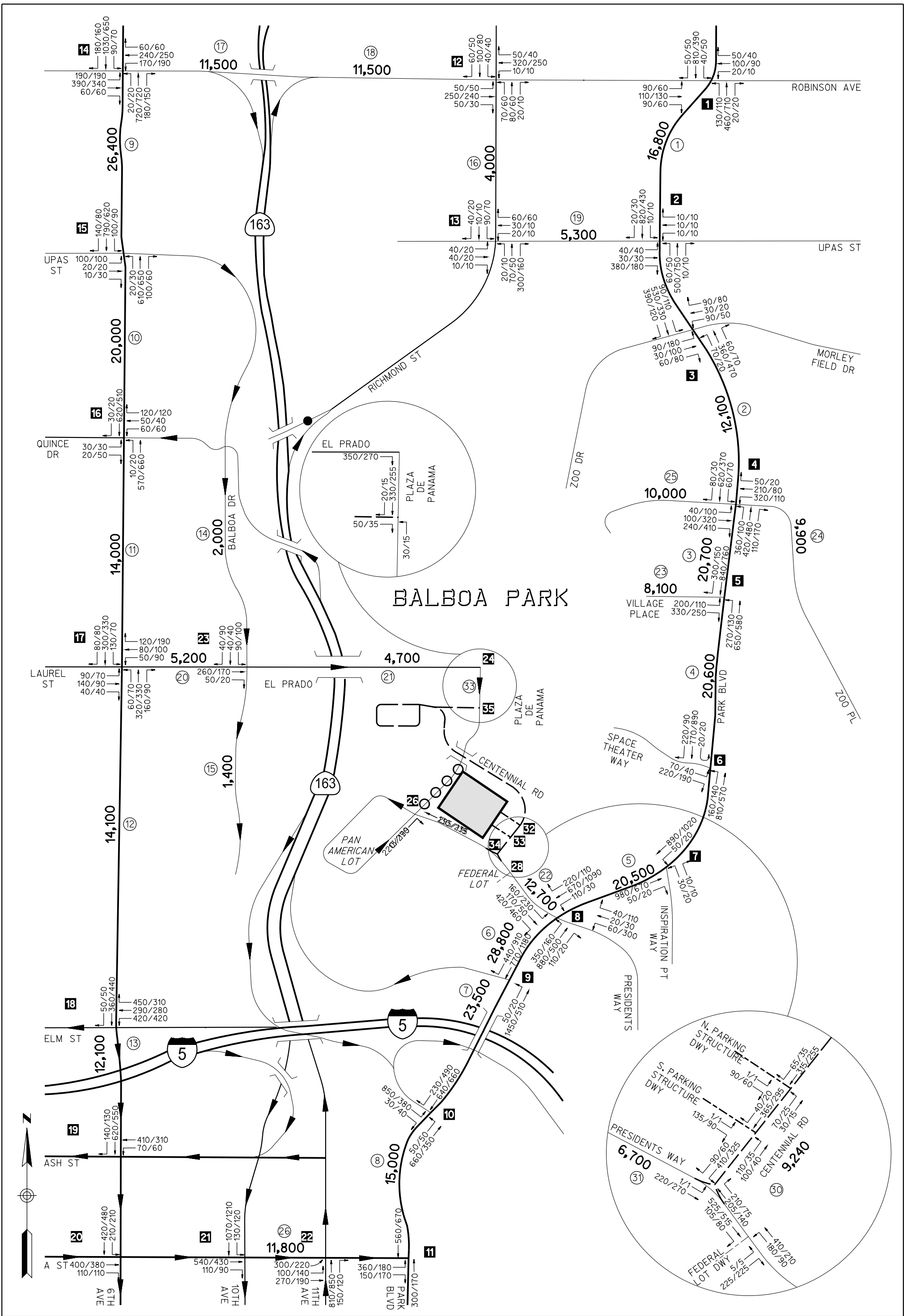


EXHIBIT 28

2015 WITH PRECISE PLAN PROJECT TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 37
2015 + PRECISE PLAN
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2015 No Project		2015 + Precise Plan			Significant Project Impact Yes/No
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.0	B	-0.3	No
			PM	19.5	B	19.2	B	-0.3
2	Park Boulevard/Upas Street	Signal	20.3	C	19.3	B	-1.0	No
			PM	18.6	B	15.4	B	-3.2
3	Park Boulevard/Morley Field Drive	Signal	18.8	B	18.6	B	-0.2	No
			PM	20.4	C	19.6	B	-0.8
4	Park Boulevard/Zoo Place	Signal	16.2	B	15.6	B	-0.6	No
			PM	22.5	C	19.9	B	-2.6
5	Park Boulevard/Village Place	Signal	4.1	A	3.8	A	-0.3	No
			PM	11.7	B	11.1	B	-0.6
6	Park Boulevard/Space Theatre Way	Unsignalized						
	Northbound Left		9.7	A	9.1	A	-0.6	No
	PM		11.2	B	9.8	A	-1.4	No
	Eastbound Left		13.5	B	12.2	B	-1.3	No
	AM		33.1	D	20.2	C	-12.9	No
	PM							
7	Park Boulevard/Inspiration Way	Signal	2.9	A	3.2	A	0.3	No
			PM	4.7	A	4.6	A	-0.1
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.7	B	0.0	No
			PM	28.4	C	24.8	C	-3.6
9	Park Boulevard/SR 163 NB Ramps	Unsignalized						
	Northbound Left		9.5	A	9.3	A	-0.2	No
	PM		17.4	C	15.6	C	-1.8	No
10	Park Boulevard/I-5 Ramps	Signal	28.9	C	27.8	C	-1.1	No
			PM	23.9	C	21.6	C	-2.3
11	Park Boulevard/A Street	Signal	11.8	B	11.6	B	-0.2	No
			PM	14.7	B	14.0	B	-0.7
12	Richmond Street/Robinson Avenue	Signal	15.6	B	15.6	B	0.0	No
			PM	15.6	B	15.3	B	-0.3
13	Richmond Street/Upas Street	All Way Stop	8.3	A	8.1	A	-0.2	No
			PM	8.9	A	8.4	A	-0.5
14	6th Avenue/Robinson Avenue	Signal	23.4	C	22.8	C	-0.6	No
			PM	31.1	C	30.2	C	-0.9
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.3	A	-0.3	No
			PM	12.6	B	12.6	B	0.0
16	6th Avenue/Quince Drive	Signal	15.3	B	15.6	B	0.3	No
			PM	13.9	B	13.9	B	0.0
17	6th Avenue/Laurel Street	Signal	13.2	B	13.0	B	-0.2	No
			PM	15.7	B	15.4	B	-0.3
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.3	B	12.0	B	1.7	No
			PM	13.4	B	13.8	B	0.4
19	6th Avenue/Ash Street	Signal	12.1	B	12.4	B	0.3	No
			PM	11.3	B	10.8	B	-0.5
20	6th Avenue/A Street	Signal	12.3	B	12.1	B	-0.2	No
			PM	13.2	B	12.9	B	-0.3
21	A Street/10th Avenue	Signal	12.8	B	12.2	B	-0.6	No
			PM	16.6	B	16.2	B	-0.4
22	A Street/11th Avenue	Signal	11.6	B	11.0	B	-0.6	No
			PM	15.6	B	14.6	B	-1.0
23	Balboa Drive/El Prado	All Way Stop	8.1	A	8.0	A	-0.1	No
			PM	12.0	B	9.9	A	-2.1

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 38
2015 + PRECISE PLAN
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2015 No Project		2015 + Precise Plan			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	15.0	B	14.6	B	-0.4	No
	AM		14.5	B	13.9	B	-0.6	No
2	Park Boulevard/Upas Street	Signal	24.3	C	20.6	C	-3.7	No
	PM		19.6	B	16.4	B	-3.2	No
3	Park Boulevard/Morley Field Drive	Signal	17.5	B	16.6	B	-0.9	No
	AM		20.2	C	20.1	C	-0.1	No
4	Park Boulevard/Zoo Place	Signal	27.2	C	24.9	C	-2.3	No
	PM		24.0	C	22.2	C	-1.8	No
5	Park Boulevard/Village Place	Signal	21.3	C	18.9	B	-2.4	No
	AM		16.6	B	15.5	B	-1.1	No
6	Park Boulevard/Space Theatre Way	Unsignalized	13.9	B	11.6	B	-2.3	No
	Northbound Left		13.9	B	11.3	B	-2.6	No
	AM		112.7	F	33.4	D	-79.3	No
	PM		44.6	E	21.3	C	-23.3	No
	Eastbound Left							
	AM							
7	Park Boulevard/Inspiration Way	Signal	3.9	A	4.2	A	0.3	No
	PM		3.8	A	4.1	A	0.3	No
8	Park Boulevard/Presidents Way	Signal	31.3	C	29.1	C	-2.2	No
	AM		52.4	D	36.4	D	-16.0	No
9	Park Boulevard/SR 163 NB Ramps	Unsignalized	12.4	B	11.7	B	-0.7	No
	Northbound Left		22.4	C	19.5	C	-2.9	No
	AM							
10	Park Boulevard/I-5 Ramps	Signal	25.1	C	23.6	C	-1.5	No
	PM		18.5	B	17.6	B	-0.9	No
11	Park Boulevard/A Street	Signal	13.3	B	13.1	B	-0.2	No
	AM		14.6	B	14.2	B	-0.4	No
12	Richmond Street/Robinson Avenue	Signal	13.7	B	13.6	B	-0.1	No
	PM		13.6	B	13.0	B	-0.6	No
13	Richmond Street/Upas Street	All Way Stop	11.5	B	10.1	B	-1.4	No
	AM		9.3	A	8.2	A	-1.1	No
14	6th Avenue/Robinson Avenue	Signal	37.2	D	40.1	D	2.9	No
	PM		30.5	C	30.1	C	-0.4	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	8.3	A	8.2	A	-0.1	No
	AM		11.6	B	10.7	B	-0.9	No
16	6th Avenue/Quince Drive	Signal	17.6	B	18.2	B	0.6	No
	PM		16.5	B	17.2	B	0.7	No
17	6th Avenue/Laurel Street	Signal	15.1	B	14.8	B	-0.3	No
	AM		15.0	B	14.8	B	-0.2	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	11.6	B	10.0	B	-1.6	No
	PM		12.0	B	12.2	B	0.2	No
19	6th Avenue/Ash Street	Signal	11.4	B	11.1	B	-0.3	No
	AM		10.9	B	10.5	B	-0.4	No
20	6th Avenue/A Street	Signal	11.7	B	11.4	B	-0.3	No
	PM		11.5	B	11.2	B	-0.3	No
21	A Street/10th Avenue	Signal	11.8	B	11.1	B	-0.7	No
	AM		10.7	B	10.1	B	-0.6	No
22	A Street/11th Avenue	Signal	10.2	B	9.6	A	-0.6	No
	PM		9.5	A	9.2	A	-0.3	No
23	Balboa Drive/El Prado	All Way Stop	12.2	B	9.5	A	-2.7	No
	AM		10.7	B	8.8	A	-1.9	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 39
2015 + PRECISE PLAN
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2015 No Project			2015 + Precise Plan				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	15,000	1.000	E	15,800	1.053	F	0.053	YES
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	13,800	0.345	A	11,900	0.298	A	-0.048	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	19,000	0.475	B	16,700	0.418	B	-0.058	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	18,100	0.453	B	15,900	0.398	B	-0.055	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	19,100	0.478	B	16,800	0.420	B	-0.058	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	23,000	0.575	C	23,100	0.578	C	0.003	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	21,200	0.530	C	-0.028	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	18,900	0.473	B	16,500	0.413	B	-0.060	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	23,100	0.770	D	26,400	0.880	E	0.110	YES
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	17,900	0.597	C	20,700	0.690	D	0.093	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	14,600	0.487	C	16,300	0.543	C	0.057	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	12,300	0.410	B	12,900	0.430	B	0.020	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	12,100	0.538	C	13,400	0.596	C	0.058	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,600	0.160	A	1,700	0.170	A	0.010	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,800	0.180	A	1,000	0.100	A	-0.080	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	4,500	0.450	B	4,500	0.450	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	11,500	1.150	F	11,800	1.180	F	0.030	YES
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	11,300	0.753	D	11,600	0.773	D	0.020	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,100	0.510	B	5,100	0.510	B	0.000	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,400	0.640	C	4,800	0.480	B	-0.160	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,500	0.650	C	4,000	0.400	B	-0.250	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,100	0.810	D	9,100	0.910	E	0.100	YES
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	4,100	0.410	B	4,200	0.420	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	7,000	0.700	C	8,100	0.810	D	0.110	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	20,300	0.902	E	17,400	0.773	D	-0.129	NO
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	5,410	0.541	B	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,470	0.947	E	5,350	0.535	B	-0.412	NO
33 The Mall (Esplanade) south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,500	0.650	C	4,000	0.400	B	-0.250	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- Presidents Way west of Park Boulevard (LOS E)
- 6th Avenue between Robinson and Upas Street (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F).

Significant impacts were calculated based on the current significance thresholds.

Tables 40 and 41 show all the weekday and Saturday internal study intersections to operate acceptably at LOS D or better.

2030

Exhibit 29 and Exhibit 30 show the 2030 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 42 shows all the study area intersections to operate at LOS D or better during the weekday AM and PM peak periods, with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS E, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, PM peak)

Significant impacts were calculated based on the current significance thresholds.

Table 43 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and LOS E, PM peak)
- Park Boulevard/Presidents Way (LOS F, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, AM and PM peaks)

Significant impacts were calculated at these locations based on the current significance thresholds.

Table 44 shows that all study area roadways to operate at LOS D or better on a daily basis with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)*
- 6th Avenue between Robinson Avenue and Upas Street (LOS F)*
- 6th Avenue between Upas Street and Quince Street (LOS E)*
- 6th Avenue between Elm Street and Ash Street (LOS E)*
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)*
- Robinson Avenue between Vermont Street and Park Boulevard (LOS E)
- Zoo Place east of Park Boulevard (LOS F)*
- Presidents Way west of Park Boulevard (LOS E)*

Significant impacts were calculated at these “*” locations based on the current significance thresholds.

TABLE 40
2015 + PRECISE PLAN
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

Intersection	Control	2015 + Precise Plan	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		9.2	A
Westbound Left		2.2	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		7.6	A
Eastbound Left		9.2	A
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		7.6	A
Eastbound Left		9.5	A
Eastbound Right		9.1	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		7.5	A
Southbound Left		9.5	A
Southbound Right		9.0	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 41
2015 + PRECISE PLAN
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)**

Intersection	Control	2015 + Precise Plan	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		22.5	C
Westbound Left		5.1	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		8.4	A
Eastbound Left		11.0	B
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		8.4	A
Eastbound Left		11.3	B
Eastbound Right		12.1	B
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.2	A
Southbound Left		32.7	D
Southbound Right		10.0	B

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

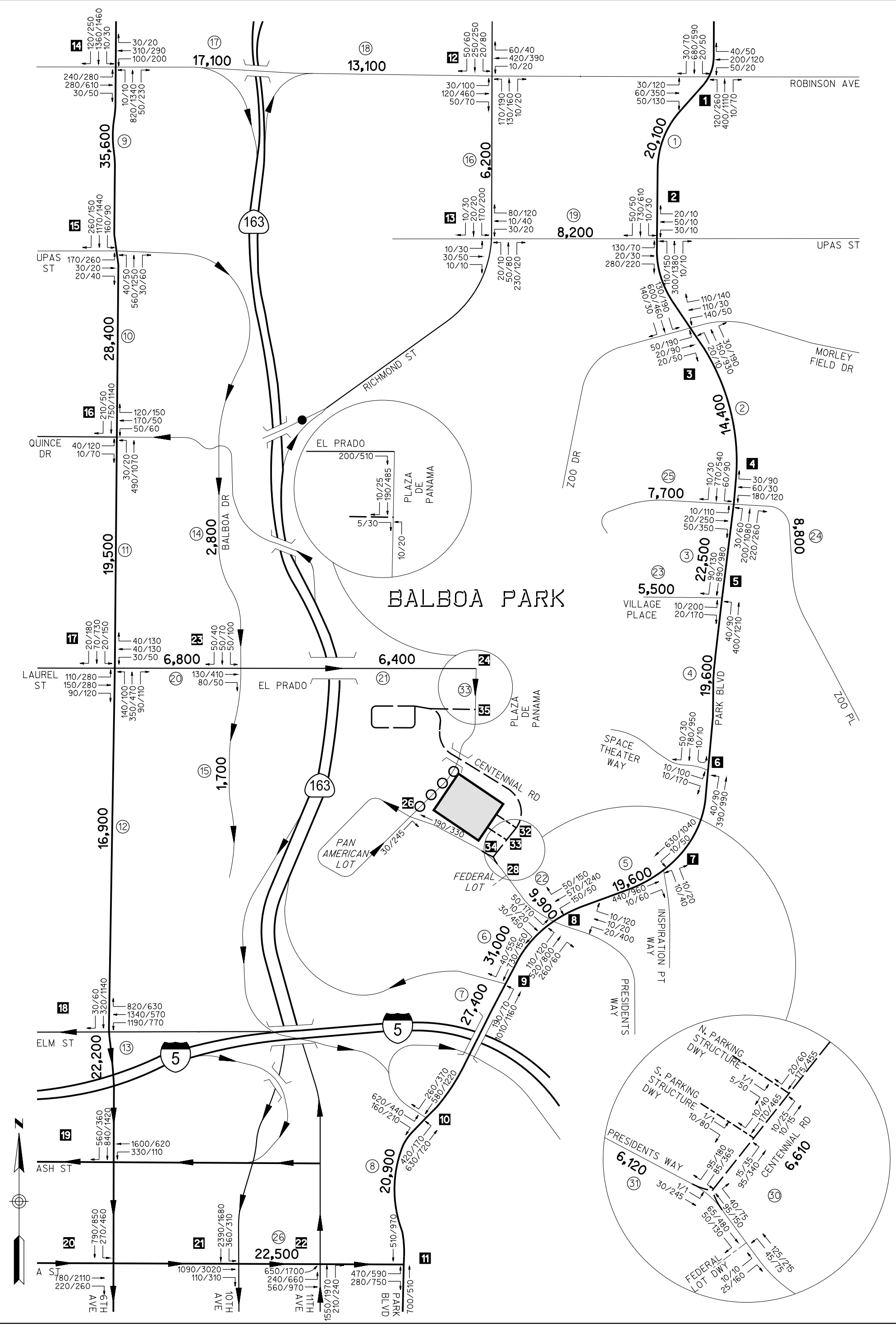


EXHIBIT 29
 2030 WITH PRECISE PLAN PROJECT TOTAL TRAFFIC VOLUMES (WEEKDAY)
 BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- - - = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

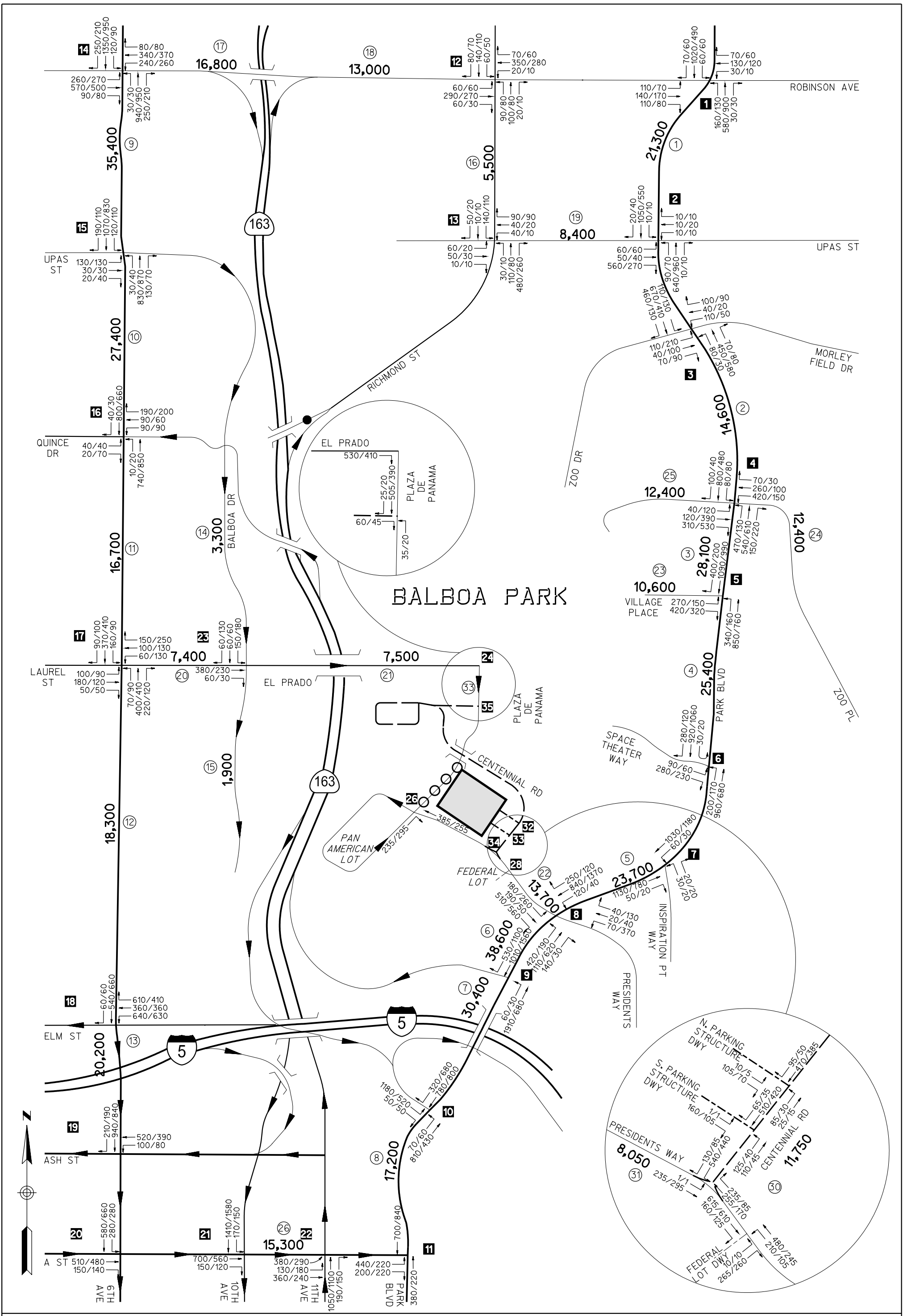


EXHIBIT 30

2030 WITH PRECISE PLAN PROJECT TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

- LEGEND**
- XXXX = ADT
 - XXXX/XXXX = AM/PM PEAK HR
 - ○ ○ = NO VEHICULAR ACCESS
 - — — = PROPOSED ROADWAY
 - - - - - = PROPOSED DRIVEWAY
 - = PROPOSED PARKING GARAGE



J:\BalboaPark\Plaza de Panama\12-23-11\EXHIBIT 30 - 2030 WITH PRECISE PLAN PROJECT TOTAL TRAFFIC ANALYSIS.dwg, saturday, 11/23/11, 11:15 AM, Rick Engineering Company

**TABLE 42
2030 + PRECISE PLAN
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2030 No Project		2030 + Precise Plan			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	17.5	B	17.3	B	-0.2	No
	AM		31.0	C	34.8	C	3.8	No
2	Park Boulevard/Upas Street	Signal	24.8	C	22.9	C	-1.9	No
	AM		24.1	C	19.5	B	-4.6	No
3	Park Boulevard/Morley Field Drive	Signal	19.2	B	18.9	B	-0.3	No
	AM		22.6	C	20.8	C	-1.8	No
4	Park Boulevard/Zoo Place	Signal	16.7	B	16.1	B	-0.6	No
	AM		29.3	C	22.5	C	-6.8	No
5	Park Boulevard/Village Place	Signal	4.6	A	4.0	A	-0.6	No
	AM		13.1	B	11.8	B	-1.3	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left		10.6	B	9.7	A	-0.9	No
	AM		12.9	B	10.8	B	-2.1	No
	PM							
	Eastbound Left		15.1	C	13.3	B	-1.8	No
	AM		112.1	F	35.8	E	-76.3	No
	PM							
7	Park Boulevard/Inspiration Way	Signal	3.0	A	2.9	A	-0.1	No
	AM		4.7	A	4.9	A	0.2	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.7	B	0.0	No
	AM		62.0	E	40.9	D	-21.1	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left		10.9	B	10.4	B	-0.5	No
	AM		28.4	D	23.3	C	-5.1	No
	PM							
10	Park Boulevard/I-5 Ramps	Signal	38.4	D	33.8	C	-4.6	No
	AM		43.6	D	28.9	C	-14.7	No
11	Park Boulevard/A Street	Signal	12.5	B	12.1	B	-0.4	No
	AM		20.1	C	16.3	B	-3.8	No
	PM							
12	Richmond Street/Robinson Avenue	Signal	16.7	B	16.7	B	0.0	No
	AM		17.3	B	16.9	B	-0.4	No
	PM							
13	Richmond Street/Upas Street	All Way Stop	9.6	A	9.3	A	-0.3	No
	AM		10.6	B	9.8	A	-0.8	No
	PM							
14	6th Avenue/Robinson Avenue	Signal	30.6	C	30.4	C	-0.2	No
	AM		103.0	F	104.1	F	1.1	Yes
	PM							
15	6th Avenue/ Upas Street-Balboa Drive	Signal	11.1	B	10.9	B	-0.2	No
	AM		15.3	B	15.2	B	-0.1	No
	PM							
16	6th Avenue/Quince Drive	Signal	18.7	B	19.2	B	0.5	No
	AM		16.9	B	18.0	B	1.1	No
	PM							
17	6th Avenue/Laurel Street	Signal	13.7	B	13.4	B	-0.3	No
	AM		17.8	B	17.0	B	-0.8	No
	PM							
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	31.1	C	63.9	E	32.8	Yes
	AM		17.6	B	19.9	B	2.3	No
	PM							
19	6th Avenue/Ash Street	Signal	14.7	B	14.7	B	0.0	No
	AM		11.7	B	11.1	B	-0.6	No
	PM							
20	6th Avenue/A Street	Signal	13.1	B	12.8	B	-0.3	No
	AM		17.6	B	15.6	B	-2.0	No
	PM							
21	A Street/10th Avenue	Signal	15.7	B	15.3	B	-0.4	No
	AM		42.1	D	28.0	C	-14.1	No
	PM							
22	A Street/11th Avenue	Signal	13.0	B	12.0	B	-1.0	No
	AM		21.6	C	18.7	B	-2.9	No
	PM							
23	Balboa Drive/EI Prado	All Way Stop	8.9	A	8.1	A	-0.8	No
	AM		27.5	D	12.4	B	-15.1	No
	PM							

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 43
2030 + PRECISE PLAN
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2030 No Project		2030 + Precise Plan			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		16.5	B	16.0	B	-0.5	No
	PM		15.5	B	15.3	B	-0.2	No
2	Park Boulevard/Upas Street	Signal						
	AM		51.3	D	31.6	C	-19.7	No
	PM		23.3	C	19.2	B	-4.1	No
3	Park Boulevard/Morley Field Drive	Signal						
	AM		19.3	B	17.7	B	-1.6	No
	PM		20.7	C	20.3	C	-0.4	No
4	Park Boulevard/Zoo Place	Signal						
	AM		36.1	D	28.1	C	-8.0	No
	PM		27.4	C	24.1	C	-3.3	No
5	Park Boulevard/Village Place	Signal						
	AM		37.7	D	23.7	C	-14.0	No
	PM		19.3	B	16.9	B	-2.4	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		19.4	C	14.2	B	-5.2	No
	PM		18.5	C	13.4	B	-5.1	No
	Eastbound Left							
	AM		460.8	F	145.2	F	-315.6	No
	PM	168.8	F	46.6	E	-122.2	No	
7	Park Boulevard/Inspiration Way	Signal						
	AM		4.9	A	4.6	A	-0.3	No
	PM		4.0	A	4.4	A	0.4	No
8	Park Boulevard/Presidents Way	Signal						
	AM		56.4	E	46.5	D	-9.9	No
	PM		126.4	F	87.0	F	-39.4	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		15.5	C	14.5	B	-1.0	No
	PM		40.7	E	32.6	D	-8.1	No
10	Park Boulevard/I-5 Ramps	Signal						
	AM		32.6	C	28.4	C	-4.2	No
	PM		23.8	C	20.7	C	-3.1	No
11	Park Boulevard/A Street	Signal						
	AM		14.2	B	13.6	B	-0.6	No
	PM		16.4	B	14.8	B	-1.6	No
12	Richmond Street/Robinson Avenue	Signal						
	AM		14.6	B	14.6	B	0.0	No
	PM		14.4	B	14.0	B	-0.4	No
13	Richmond Street/Upas Street	All Way Stop						
	AM		29.2	D	19.4	C	-9.8	No
	PM		11.7	B	9.6	A	-2.1	No
14	6th Avenue/Robinson Avenue	Signal						
	AM		151.7	F	168.4	F	16.7	Yes
	PM		75.5	E	86.7	F	11.2	Yes
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		9.5	A	9.4	A	-0.1	No
	PM		12.4	B	11.6	B	-0.8	No
16	6th Avenue/Quince Drive	Signal						
	AM		21.6	C	22.1	C	0.5	No
	PM		20.0	B	20.9	C	0.9	No
17	6th Avenue/Laurel Street	Signal						
	AM		15.7	B	15.2	B	-0.5	No
	PM		15.4	B	15.1	B	-0.3	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		11.3	B	11.9	B	0.6	No
	PM		12.5	B	13.1	B	0.6	No
19	6th Avenue/Ash Street	Signal						
	AM		11.8	B	11.3	B	-0.5	No
	PM		10.9	B	10.4	B	-0.5	No
20	6th Avenue/A Street	Signal						
	AM		12.1	B	11.8	B	-0.3	No
	PM		11.9	B	11.5	B	-0.4	No
21	A Street/10th Avenue	Signal						
	AM		12.5	B	11.8	B	-0.7	No
	PM		11.4	B	10.8	B	-0.6	No
22	A Street/11th Avenue	Signal						
	AM		10.8	B	10.2	B	-0.6	No
	PM		10.0	B	9.6	A	-0.4	No
23	Balboa Drive/El Prado	All Way Stop						
	AM		24.7	C	12.0	B	-12.7	No
	PM		21.9	C	10.1	B	-11.8	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 44
2030 + PRECISE PLAN
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2030 No Project			2030 + Precise Plan				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	19,100	1.273	F	20,100	1.340	F	0.067	YES
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	16,700	0.418	B	14,400	0.360	A	-0.058	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	25,600	0.640	C	22,500	0.563	C	-0.078	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	19,600	0.490	B	-0.068	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	19,600	0.490	B	-0.068	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	30,900	0.773	D	31,100	0.778	D	0.005	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	28,800	0.720	C	27,400	0.685	C	-0.035	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	24,000	0.600	C	20,900	0.523	B	-0.078	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	31,200	1.040	F	35,600	1.187	F	0.147	YES
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	24,500	0.817	D	28,400	0.947	E	0.130	YES
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	17,500	0.583	C	19,500	0.650	C	0.067	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	16,100	0.537	C	16,900	0.563	C	0.027	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	20,100	0.893	E	22,200	0.987	E	0.093	YES
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	2,700	0.270	A	2,800	0.280	A	0.010	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,000	0.300	A	1,700	0.170	A	-0.130	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	16,700	1.670	F	17,100	1.710	F	0.040	YES
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	12,800	0.853	D	13,100	0.873	E	0.020	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,200	0.820	D	8,200	0.820	D	0.000	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,100	0.910	E	6,800	0.680	C	-0.230	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	10,300	1.030	F	6,400	0.640	C	-0.390	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,800	0.880	D	9,900	0.990	E	0.110	YES
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,400	0.540	B	5,500	0.550	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,800	0.880	D	10,200	1.020	F	0.140	YES
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,700	0.770	D	7,700	0.770	D	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	26,300	1.169	F	22,500	1.000	E	-0.169	NO
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	6,610	0.661	C	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,800	0.980	E	6,120	0.612	C	-0.368	NO
33 The Mall (Esplanade) south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	10,300	1.030	F	6,400	0.640	C	-0.390	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

Tables 45 and 46 show all the weekday and Saturday internal study intersections to operate at LOS C or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS E)
- Presidents Way/Centennial Road (SB left, LOS F)

These are deemed significant impacts.

ALTERNATIVE 3A – PEDESTRIANIZE CABRILLO BRIDGE WITH NO NEW PARKING OPERATIONS

Exhibit 31 shows the intersection lane geometry and configurations of the study area intersections.

Exhibit 32 shows the percent distribution for this alternative.

Existing

Exhibit 33 and Exhibit 34 show the Existing + Project Alternative 3A traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 47 shows all the study area intersections to operate acceptably at LOS C or better during the weekday AM and PM peak periods. No significant impacts were calculated.

Table 48 shows all the study area intersections to operate acceptably at LOS D or better during the weekend AM and PM peak periods. No significant impacts were calculated.

Table 49 shows that all study area roadways to operate at LOS D or better on a daily basis. No significant impact based on the current significance thresholds.

Tables 50 and 51 show all the weekday and Saturday internal study intersections to operate acceptably at LOS C or better.

2015

Exhibit 35 and Exhibit 36 show the 2015 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 52 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, PM peak)

This is deemed a significant impact.

TABLE 45
2030 + PRECISE PLAN
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

Intersection	Control	2030 + Precise Plan	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		9.5	A
Westbound Left		2.2	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		7.7	A
Eastbound Left		9.3	A
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		7.7	A
Eastbound Left		9.6	A
Eastbound Right		9.3	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		7.5	A
Southbound Left		9.7	A
Southbound Right		9.2	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 46
2030 + PRECISE PLAN
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection	Control	2030 + Precise Plan	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		37.0	E
Westbound Left		6.7	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		9.1	A
Eastbound Left		13.3	B
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		9.4	A
Eastbound Left		13.7	B
Eastbound Right		15.0	C
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.5	A
Southbound Left		>50	F
Southbound Right		10.8	B

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

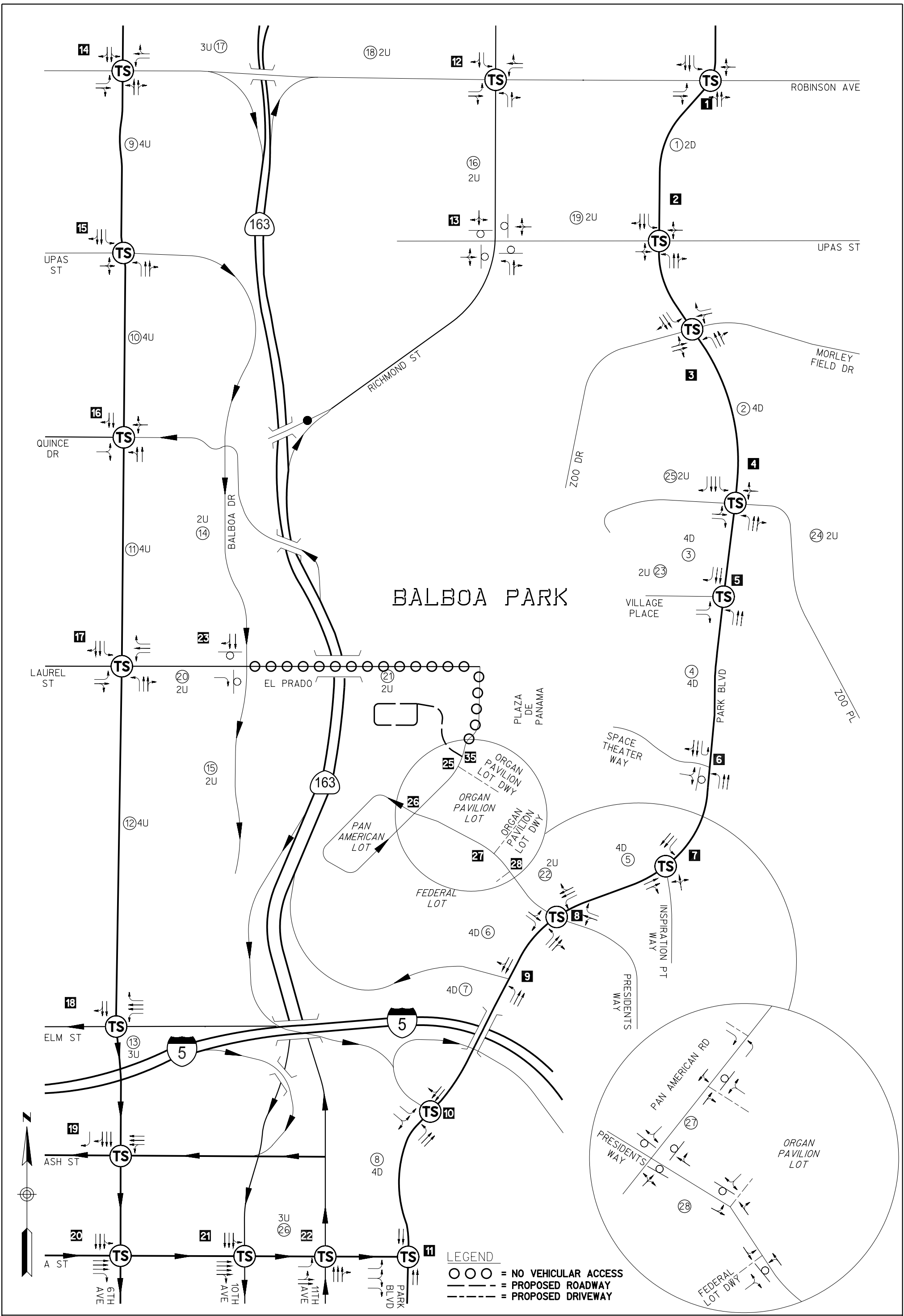


EXHIBIT 31

ALTERNATIVE 3A TRANSPORTATION CONDITIONS

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS



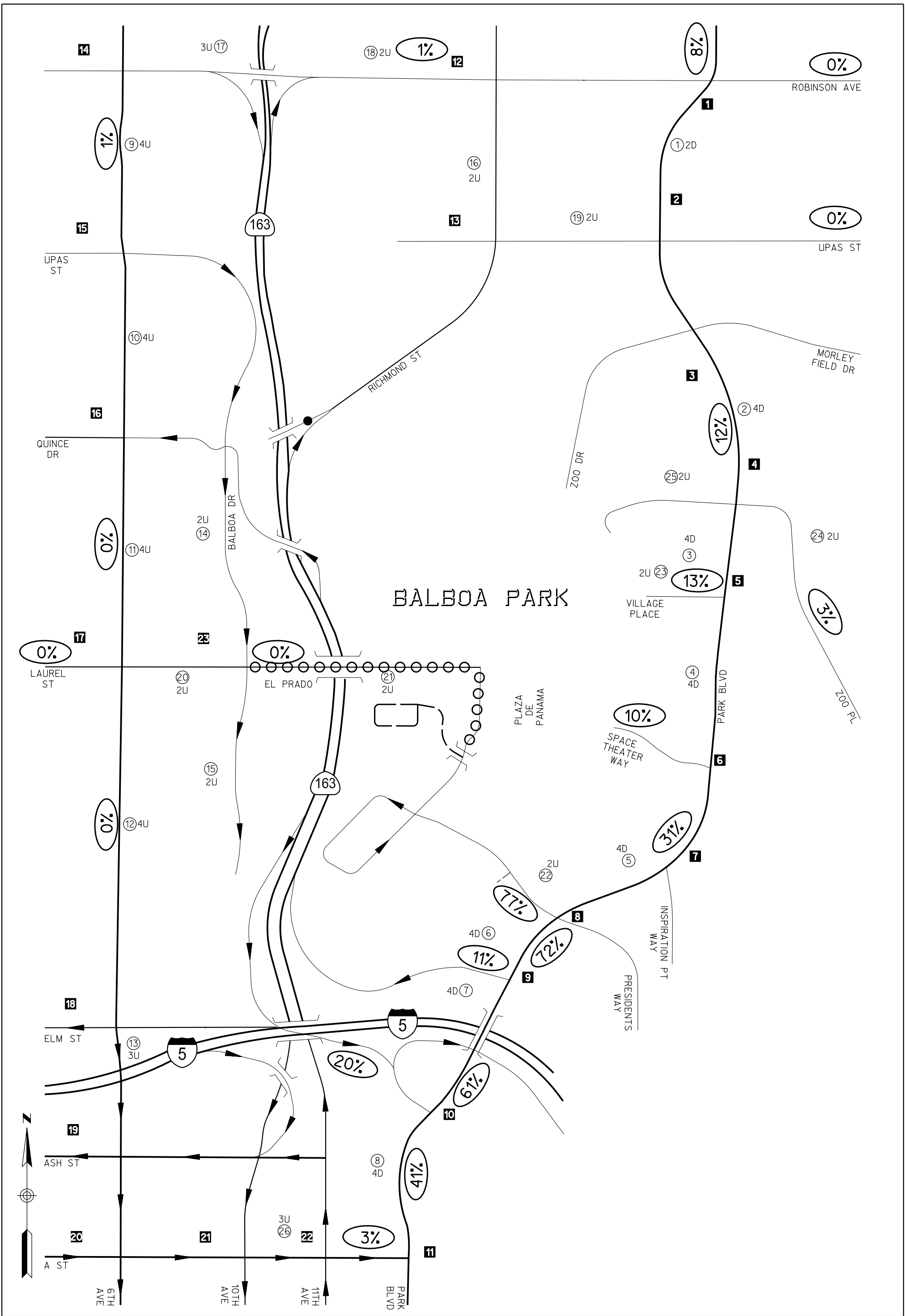


EXHIBIT 32

PROJECT ALTERNATIVE 3A TOTAL TRIP DISTRIBUTION

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- xxx = PERCENT DISTRIBUTION
- = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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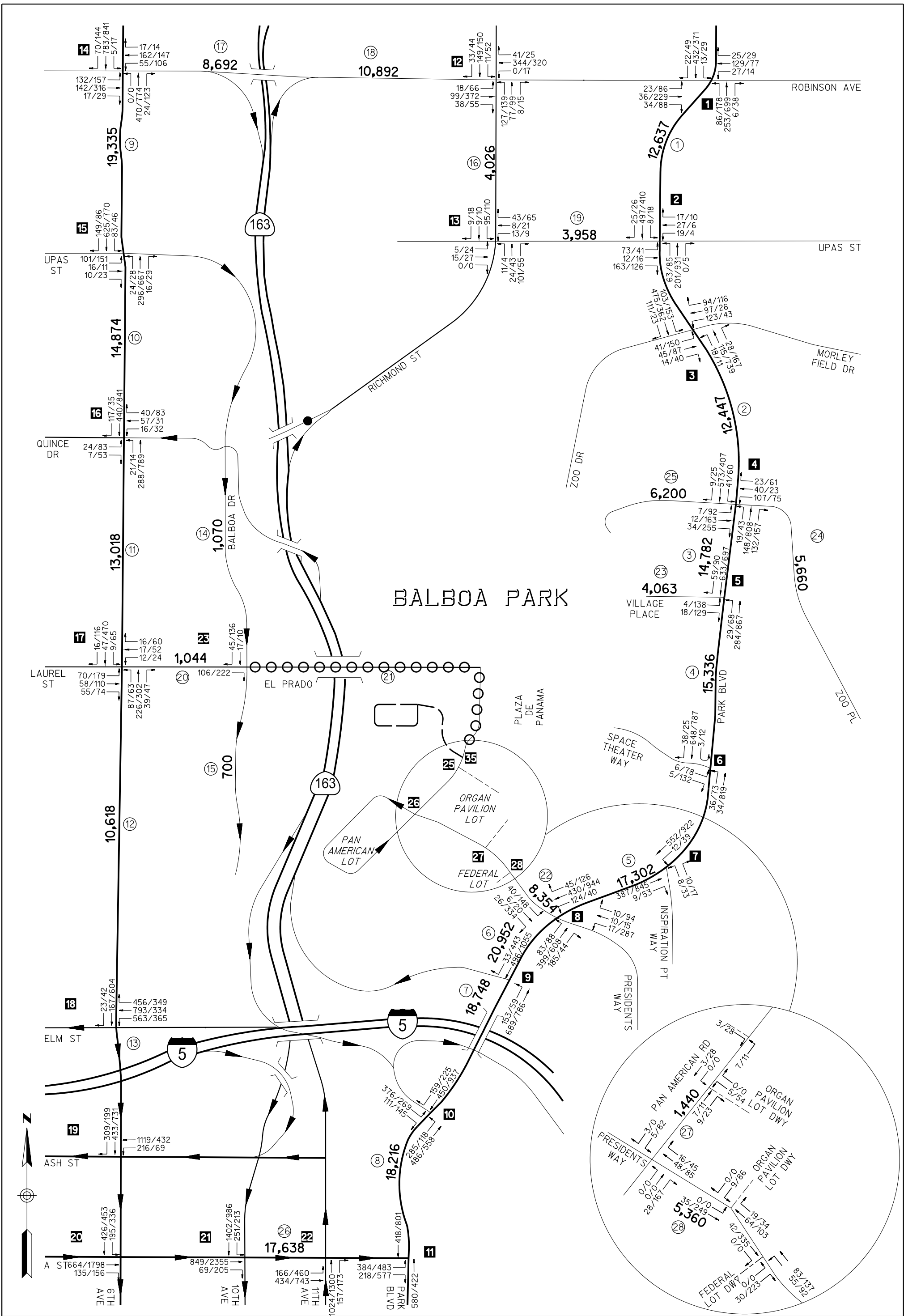


EXHIBIT 33

EXISTING WITH ALTERNATIVE 3A TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

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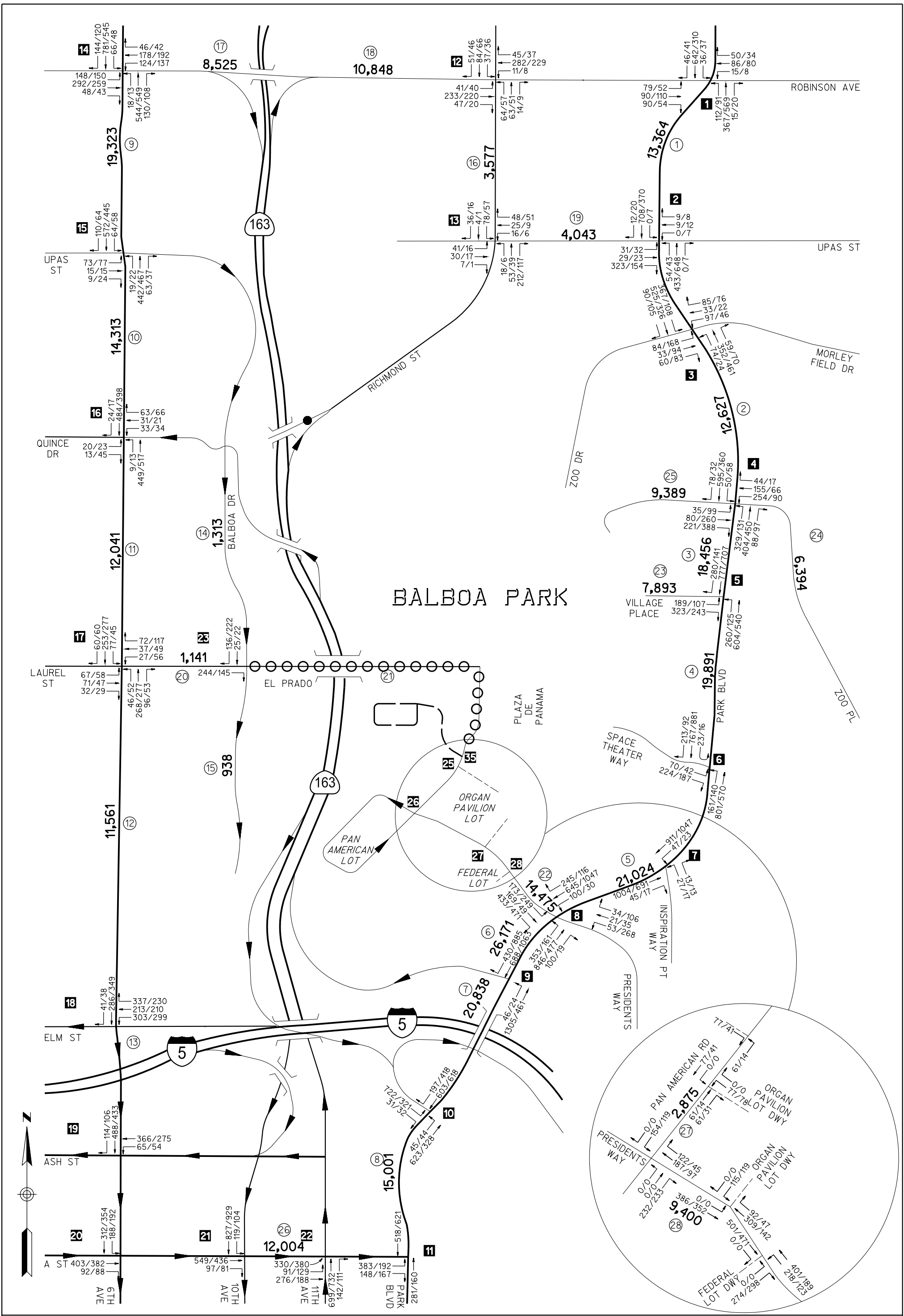


EXHIBIT 34

EXISTING WITH ALTERNATIVE 3A TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 47
EXISTING + PROJECT ALTERNATIVE 3A INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 3A				
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No	
1	Park Boulevard/Robinson Avenue	AM	Signal	16.3	B	16.3	B	0.0	No
		PM		17.1	B	17.2	B	0.1	No
2	Park Boulevard/Upas Street	AM	Signal	18.6	B	18.7	B	0.1	No
		PM		14.4	B	14.5	B	0.1	No
3	Park Boulevard/Morley Field Drive	AM	Signal	18.6	B	18.6	B	0.0	No
		PM		19.2	B	19.2	B	0.0	No
4	Park Boulevard/Zoo Place	AM	Signal	16.1	B	16.1	B	0.0	No
		PM		21.5	C	21.8	C	0.3	No
5	Park Boulevard/Village Place	AM	Signal	3.9	A	3.9	A	0.0	No
		PM		11.3	B	11.2	B	-0.1	No
6	Park Boulevard/Space Theatre Way	Northbound Left	NA						
		AM		9.0	A	9.1	A	0.1	No
		PM		9.7	A	9.8	A	0.1	No
		Eastbound Left							
7	Park Boulevard/Inspiration Way	AM	Signal	3.1	A	3.1	A	0.0	No
		PM		4.5	A	4.5	A	0.0	No
8	Park Boulevard/Presidents Way	AM	Signal	14.7	B	14.6	B	-0.1	No
		PM		21.8	C	22.9	C	1.1	No
9	Park Boulevard/SR 163 NB Ramps	Northbound Left	NA						
		AM		8.8	A	9.0	A	0.2	No
		PM		12.8	B	14.1	B	1.3	No
10	Park Boulevard/I-5 Ramps	AM	Signal	26.2	C	26.7	C	0.5	No
		PM		19.9	B	20.5	C	0.6	No
11	Park Boulevard/A Street	AM	Signal	11.5	B	11.6	B	0.1	No
		PM		13.3	B	14.6	B	1.3	No
12	Richmond Street/Robinson Avenue	AM	Signal	15.0	B	15.1	B	0.1	No
		PM		14.5	B	14.6	B	0.1	No
13	Richmond Street/Upas Street	AM	All Way Stop	7.7	A	7.8	A	0.1	No
		PM		8.0	A	8.0	A	0.0	No
14	6th Avenue/Robinson Avenue	AM	Signal	20.5	C	20.6	C	0.1	No
		PM		22.6	C	23.1	C	0.5	No
15	6th Avenue/ Upas Street-Balboa Drive	AM	Signal	9.6	A	9.2	A	-0.4	No
		PM		11.7	B	11.4	B	-0.3	No
16	6th Avenue/Quince Drive	AM	Signal	12.1	B	12.0	B	-0.1	No
		PM		12.1	B	13.7	B	1.6	No
17	6th Avenue/Laurel Street	AM	Signal	13.0	B	12.3	B	-0.7	No
		PM		15.0	B	14.3	B	-0.7	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	AM	Signal	8.6	A	8.7	A	0.1	No
		PM		12.8	B	12.9	B	0.1	No
19	6th Avenue/Ash Street	AM	Signal	11.5	B	11.5	B	0.0	No
		PM		10.9	B	10.9	B	0.0	No
20	6th Avenue/A Street	AM	Signal	11.8	B	11.8	B	0.0	No
		PM		11.5	B	11.8	B	0.3	No
21	A Street/10th Avenue	AM	Signal	11.9	B	12.1	B	0.2	No
		PM		14.0	B	14.1	B	0.1	No
22	A Street/11th Avenue	AM	Signal	11.0	B	11.3	B	0.3	No
		PM		13.9	B	14.2	B	0.3	No
23	Balboa Drive/El Prado	AM	All Way Stop	7.8	A	7.1	A	-0.7	No
		PM		10.8	B	7.3	A	-3.5	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 48
EXISTING + PROJECT ALTERNATIVE 3A INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 3A			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		14.5	B	14.6	B	0.1	No
	PM		13.8	B	13.9	B	0.1	No
2	Park Boulevard/Upas Street	Signal						
	AM		19.2	B	19.3	B	0.1	No
	PM		15.5	B	15.5	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal						
	AM		17.0	B	17.0	B	0.0	No
	PM		20.0	C	20.0	C	0.0	No
4	Park Boulevard/Zoo Place	Signal						
	AM		30.0	C	30.3	C	0.3	No
	PM		24.0	C	24.2	C	0.2	No
5	Park Boulevard/Village Place	Signal						
	AM		18.5	B	18.7	B	0.2	No
	PM		15.5	B	15.5	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		11.3	B	11.5	B	0.2	No
	PM		11.1	B	11.2	B	0.1	No
	Eastbound Left							
	AM		31.2	D	33.6	D	2.4	No
	PM	20.3	C	21.2	C	0.9	No	
7	Park Boulevard/Inspiration Way	Signal						
	AM		4.1	A	4.1	A	0.0	No
	PM		4.1	A	4.1	A	0.0	No
8	Park Boulevard/Presidents Way	Signal						
	AM		25.0	C	29.7	C	4.7	No
	PM		26.8	C	34.4	C	7.6	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.5	B	11.1	B	0.6	No
	PM		15.4	C	17.8	C	2.4	No
10	Park Boulevard/I-5 Ramps	Signal						
	AM		21.8	C	22.3	C	0.5	No
	PM		16.2	B	16.3	B	0.1	No
11	Park Boulevard/A Street	Signal						
	AM		12.8	B	13.3	B	0.5	No
	PM		13.8	B	14.4	B	0.6	No
12	Richmond Street/Robinson Avenue	Signal						
	AM		13.0	B	13.0	B	0.0	No
	PM		12.7	B	12.7	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop						
	AM		8.8	A	8.8	A	0.0	No
	PM		7.7	A	7.8	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal						
	AM		24.3	C	25.1	C	0.8	No
	PM		24.8	C	25.8	C	1.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		8.3	A	7.8	A	-0.5	No
	PM		11.1	B	10.6	B	-0.5	No
16	6th Avenue/Quince Drive	Signal						
	AM		13.9	B	13.9	B	0.0	No
	PM		13.5	B	13.5	B	0.0	No
17	6th Avenue/Laurel Street	Signal						
	AM		14.8	B	13.6	B	-1.2	No
	PM		14.7	B	13.7	B	-1.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		10.9	B	11.1	B	0.2	No
	PM		11.5	B	11.7	B	0.2	No
19	6th Avenue/Ash Street	Signal						
	AM		11.2	B	11.2	B	0.0	No
	PM		10.7	B	10.7	B	0.0	No
20	6th Avenue/A Street	Signal						
	AM		11.4	B	11.4	B	0.0	No
	PM		11.3	B	11.4	B	0.1	No
21	A Street/10th Avenue	Signal						
	AM		11.4	B	11.5	B	0.1	No
	PM		10.4	B	10.5	B	0.1	No
22	A Street/11th Avenue	Signal						
	AM		9.8	A	10.0	A	0.2	No
	PM		9.2	A	9.4	A	0.2	No
23	Balboa Drive/El Prado	All Way Stop						
	AM		10.5	B	6.9	A	-3.6	No
	PM		10.3	B	6.9	A	-3.4	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 49
EXISTING + PROJECT ALTERNATIVE 3A
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	Existing			Existing + Project Alternative 3A				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	12,549	0.837	D	12,637	0.842	D	0.006	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	12,179	0.304	A	12,447	0.311	A	0.007	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	14,478	0.362	A	14,782	0.370	A	0.008	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	15,006	0.375	B	15,336	0.383	B	0.008	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	16,946	0.424	B	17,302	0.433	B	0.009	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	19,047	0.476	B	20,952	0.524	B	0.048	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	17,424	0.436	B	18,748	0.469	B	0.033	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	15,372	0.384	B	18,216	0.455	B	0.071	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	18,003	0.600	C	19,335	0.645	C	0.044	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	13,658	0.455	B	14,874	0.496	C	0.041	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	13,018	0.434	B	13,018	0.434	B	0.000	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	10,045	0.335	B	10,618	0.354	B	0.019	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	9,893	0.440	B	10,061	0.447	B	0.007	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,223	0.122	A	1,070	0.107	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,146	0.115	A	700	0.070	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	3,856	0.386	A	4,026	0.403	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	7,996	0.800	D	8,692	0.869	D	0.070	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	10,344	0.690	D	10,892	0.726	D	0.037	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	3,880	0.388	A	3,958	0.396	A	0.008	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,070	0.607	C	1,044	0.104	A	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	0	0.000	A	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,866	0.787	D	8,354	0.835	D	0.049	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,968	0.397	A	4,063	0.406	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,660	0.566	C	5,660	0.566	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,818	0.582	C	6,200	0.620	C	0.038	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	16,655	0.740	D	17,638	0.784	D	0.044	NO
27 Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,767	0.577	C	1,440	0.144	A	-0.433	NO
28 Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,560	0.856	D	5,360	0.536	B	-0.320	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

**TABLE 50
EXISTING + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing + Alt 3A	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		1.8	A
	Westbound Shared Left-Right		8.6	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		7.3	A
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		9.1	A
	Eastbound Left		0.2	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		8.7	A
	Westbound Left		3.1	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 51
EXISTING + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing + Alt 3A	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		0.1	A
	Westbound Shared Left-Right		10.0	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		11.0	B
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		20.9	C
	Eastbound Left		0.0	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		20.3	C
	Westbound Left		5.3	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

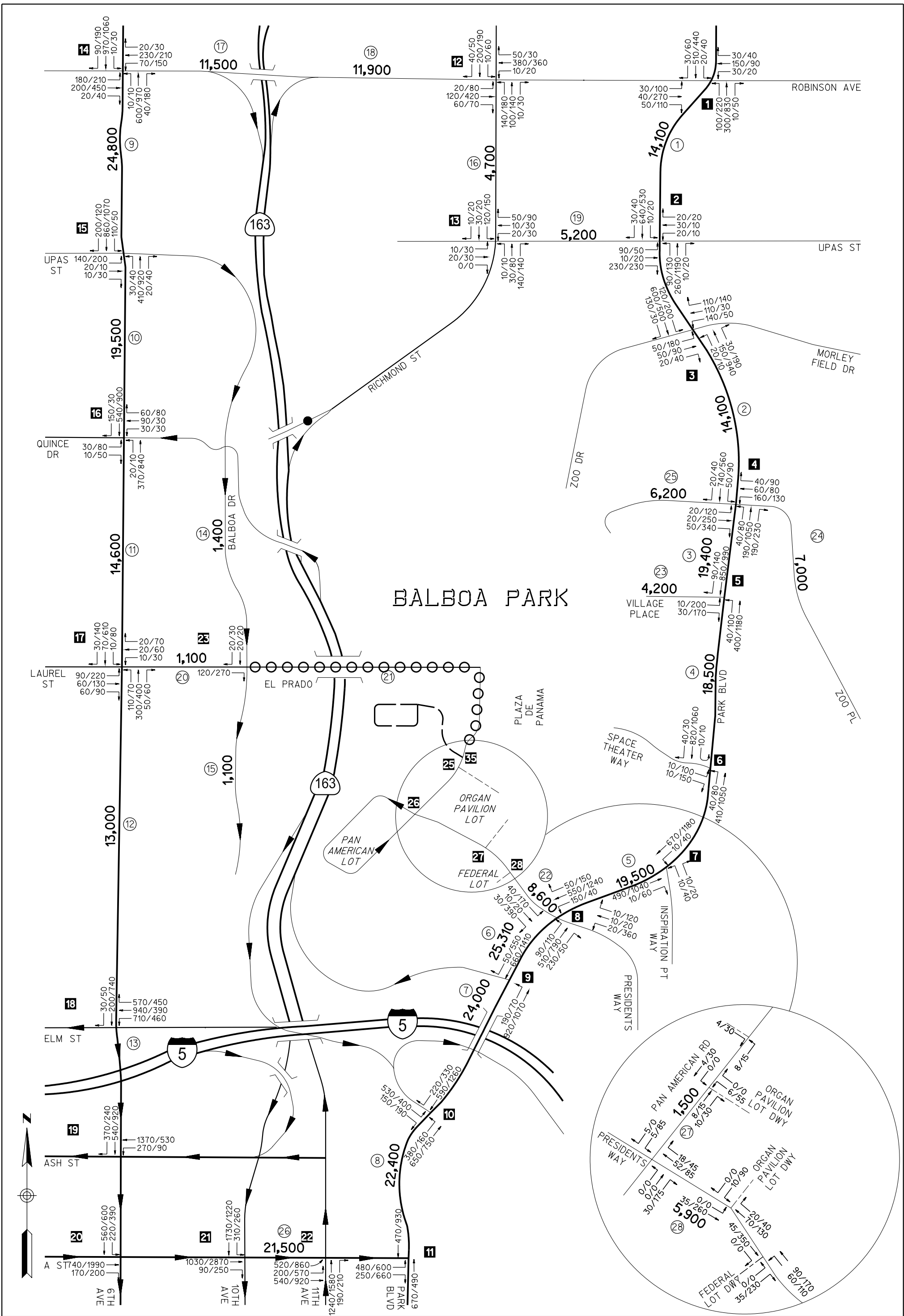


EXHIBIT 35

2015 WITH ALTERNATIVE 3A TOTAL TRAFFIC VOLUMES (WEEKDAY)

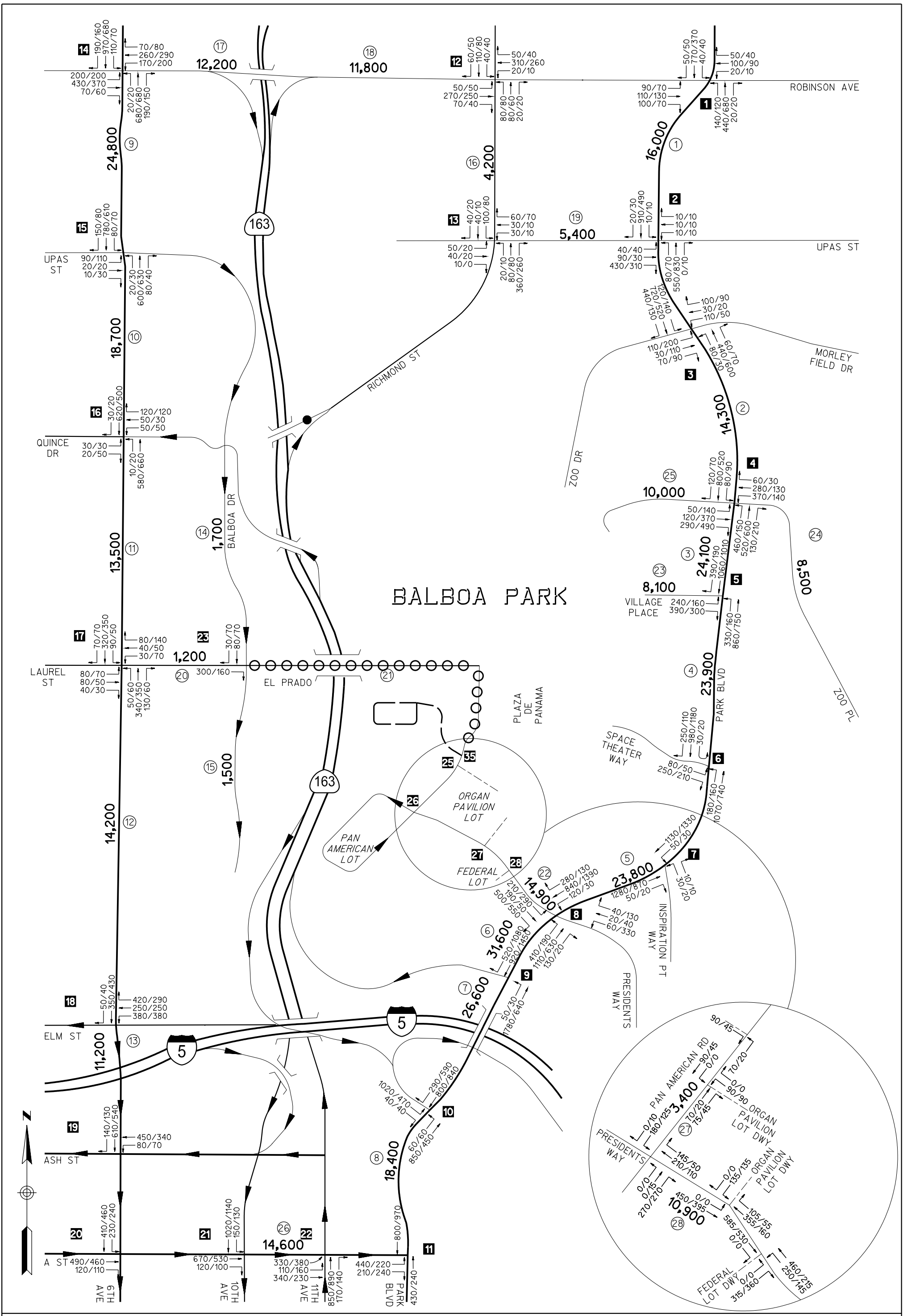
BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- - - - = PROPOSED ROADWAY
- - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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EXHIBIT 36
 2015 WITH ALTERNATIVE 3A TOTAL TRAFFIC VOLUMES (SATURDAY)
 BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

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**TABLE 52
2015 + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 3A			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
	AM		19.5	B	19.6	B	0.1	No
2	Park Boulevard/Upas Street	Signal	20.3	C	20.5	C	0.2	No
	AM		18.6	B	18.6	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	18.8	B	18.7	B	-0.1	No
	AM		20.4	C	20.4	C	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.2	B	16.1	B	-0.1	No
	AM		22.5	C	22.8	C	0.3	No
5	Park Boulevard/Village Place	Signal	4.1	A	4.0	A	-0.1	No
	AM		11.7	B	11.8	B	0.1	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		9.7	A	9.8	A	0.1	No
	PM		11.2	B	11.4	B	0.2	No
	Eastbound Left							
	AM		13.5	B	13.6	B	0.1	No
	PM	33.1	D	39.0	F	5.9	Yes	
7	Park Boulevard/Inspiration Way	Signal	2.9	A	2.9	A	0.0	No
	AM		4.7	A	4.6	A	-0.1	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.2	B	-0.5	No
	AM		28.4	C	33.6	C	5.2	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		9.5	A	10.1	B	0.6	No
	PM	17.4	C	20.6	C	3.2	No	
10	Park Boulevard/I-5 Ramps	Signal	28.9	C	30.2	C	1.3	No
	AM		23.9	C	26.0	C	2.1	No
11	Park Boulevard/A Street	Signal	11.8	B	12.1	B	0.3	No
	AM		14.7	B	15.8	B	1.1	No
12	Richmond Street/Robinson Avenue	Signal	15.6	B	15.7	B	0.1	No
	AM		15.6	B	15.8	B	0.2	No
13	Richmond Street/Upas Street	All Way Stop	8.3	A	8.3	A	0.0	No
	AM		8.9	A	9.0	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal	23.4	C	23.6	C	0.2	No
	AM		31.1	C	32.8	C	1.7	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.8	A	0.2	No
	AM		12.6	B	12.4	B	-0.2	No
16	6th Avenue/Quince Drive	Signal	15.3	B	15.3	B	0.0	No
	AM		13.9	B	13.6	B	-0.3	No
17	6th Avenue/Laurel Street	Signal	13.2	B	12.3	B	-0.9	No
	AM		15.7	B	14.8	B	-0.9	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.3	B	10.4	B	0.1	No
	AM		13.4	B	13.6	B	0.2	No
19	6th Avenue/Ash Street	Signal	12.1	B	12.2	B	0.1	No
	AM		11.3	B	11.3	B	0.0	No
20	6th Avenue/A Street	Signal	12.3	B	12.3	B	0.0	No
	AM		13.2	B	13.3	B	0.1	No
21	A Street/10th Avenue	Signal	12.8	B	13.2	B	0.4	No
	AM		16.6	B	17.2	B	0.6	No
22	A Street/11th Avenue	Signal	11.6	B	11.9	B	0.3	No
	AM		15.6	B	16.1	B	0.5	No
23	Balboa Drive/El Prado	All Way Stop	8.1	A	7.0	A	-1.1	No
	AM		12.0	B	7.3	A	-4.7	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

Table 53 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM peak and LOS E, PM peak)
- Park Boulevard/Presidents Way (LOS F, PM peak)

Significant impacts are calculated at these locations.

Table 54 shows that all study area roadways to operate at LOS D or better on a daily basis, with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- A Street between 6th Avenue and Park Boulevard (LOS E)*
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)*

Significant impacts were calculated at these “*” locations based on the current significance thresholds.

Tables 55 and 56 show all the weekday and Saturday internal study intersections to operate acceptably at LOS D or better.

2030

Exhibit 37 and Exhibit 38 show the 2030 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 57 shows all the study area intersections to currently operate at LOS D or better during the weekday AM and PM peak periods, with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, PM peak)
- Park Boulevard/Presidents Way (LOS F, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, PM peak)

Significant impacts were calculated at these locations.

Table 58 shows all the study area intersections to currently operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and PM peak)*
- Park Boulevard/Presidents Way (LOS F, AM peak and PM peak)*
- Park Boulevard/SR 163 NB on Ramp (LOS E, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, AM and PM peak)*

Significant impacts were calculated at these “*” locations.

Table 59 shows that all study area roadways to currently operate at LOS D or better on a daily basis with the exception of:

TABLE 53
2015 + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (SATURDAY)

	Intersection	Control	2015 No Project		2015 + Project Alternative 3A			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		15.0	B	15.2	B	0.2	No
	PM		14.5	B	14.4	B	-0.1	No
2	Park Boulevard/Upas Street	Signal						
	AM		24.3	C	24.3	C	0.0	No
	PM		19.6	B	19.9	B	0.3	No
3	Park Boulevard/Morley Field Drive	Signal						
	AM		17.5	B	17.4	B	-0.1	No
	PM		20.2	C	20.1	C	-0.1	No
4	Park Boulevard/Zoo Place	Signal						
	AM		27.2	C	27.3	C	0.1	No
	PM		24.0	C	24.0	C	0.0	No
5	Park Boulevard/Village Place	Signal						
	AM		21.3	C	21.7	C	0.4	No
	PM		16.6	B	16.6	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		13.9	B	14.1	B	0.2	No
	PM		13.9	B	14.2	B	0.3	No
	Eastbound Left							
	AM		112.7	F	120.5	F	7.8	Yes
	PM	44.6	E	47.0	E	2.4	Yes	
7	Park Boulevard/Inspiration Way	Signal						
	AM		3.9	A	3.9	A	0.0	No
	PM		3.8	A	3.8	A	0.0	No
8	Park Boulevard/Presidents Way	Signal						
	AM		31.3	C	46.8	D	15.5	No
	PM		52.4	D	86.5	F	34.1	Yes
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		12.4	B	13.5	B	1.1	No
	PM		22.4	C	29.0	D	6.6	No
10	Park Boulevard/I-5 Ramps	Signal						
	AM		25.1	C	26.2	C	1.1	No
	PM		18.5	B	19.3	B	0.8	No
11	Park Boulevard/A Street	Signal						
	AM		13.3	B	13.6	B	0.3	No
	PM		14.6	B	15.4	B	0.8	No
12	Richmond Street/Robinson Avenue	Signal						
	AM		13.7	B	13.7	B	0.0	No
	PM		13.6	B	13.5	B	-0.1	No
13	Richmond Street/Upas Street	All Way Stop						
	AM		11.5	B	11.6	B	0.1	No
	PM		9.3	A	9.4	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal						
	AM		37.2	D	47.3	D	10.1	No
	PM		30.5	C	31.9	C	1.4	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		8.3	A	8.1	A	-0.2	No
	PM		11.6	B	11.2	B	-0.4	No
16	6th Avenue/Quince Drive	Signal						
	AM		17.6	B	17.7	B	0.1	No
	PM		16.5	B	16.3	B	-0.2	No
17	6th Avenue/Laurel Street	Signal						
	AM		15.1	B	13.8	B	-1.3	No
	PM		15.0	B	13.9	B	-1.1	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		11.6	B	11.8	B	0.2	No
	PM		12.0	B	12.2	B	0.2	No
19	6th Avenue/Ash Street	Signal						
	AM		11.4	B	11.4	B	0.0	No
	PM		10.9	B	10.9	B	0.0	No
20	6th Avenue/A Street	Signal						
	AM		11.7	B	11.7	B	0.0	No
	PM		11.5	B	11.6	B	0.1	No
21	A Street/10th Avenue	Signal						
	AM		11.8	B	11.9	B	0.1	No
	PM		10.7	B	10.9	B	0.2	No
22	A Street/11th Avenue	Signal						
	AM		10.2	B	10.4	B	0.2	No
	PM		9.5	A	9.7	A	0.2	No
23	Balboa Drive/El Prado	All Way Stop						
	AM		12.2	B	7.7	A	-4.5	No
	PM		10.7	B	7.4	A	-3.3	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 54
2015 + PROJECT ALTERNATIVE 3A
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2015 No Project			2015 + Project Alternative 3A				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	15,000	1.000	E	15,100	1.007	F	0.007	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	13,800	0.345	A	14,100	0.353	A	0.008	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	19,000	0.475	B	19,400	0.485	B	0.010	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	18,100	0.453	B	18,500	0.463	B	0.010	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	19,100	0.478	B	19,500	0.488	B	0.010	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	23,000	0.575	C	25,310	0.633	C	0.058	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	24,000	0.600	C	0.043	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	18,900	0.473	B	22,400	0.560	C	0.088	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	23,100	0.770	D	24,800	0.827	D	0.057	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	17,900	0.597	C	19,500	0.650	C	0.053	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	14,600	0.487	C	14,600	0.487	C	0.000	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	12,300	0.410	B	13,000	0.433	B	0.023	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	12,100	0.538	C	12,300	0.547	C	0.009	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,600	0.160	A	1,400	0.140	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,800	0.180	A	1,100	0.110	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	4,500	0.450	B	4,700	0.470	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	11,500	1.150	F	12,500	1.250	F	0.100	YES
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	11,300	0.753	D	11,900	0.793	D	0.040	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,100	0.510	B	5,200	0.520	B	0.010	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,400	0.640	C	1,100	0.110	A	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,500	0.650	C	0	0.000	A	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,100	0.810	D	8,600	0.860	D	0.050	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	4,100	0.410	B	4,200	0.420	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	7,000	0.700	C	7,000	0.700	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	20,300	0.902	E	21,500	0.956	E	0.053	YES
27 Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,700	0.670	C	1,500	0.150	A	-0.520	NO
28 Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,470	0.947	E	5,900	0.590	C	-0.357	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

TABLE 55
2015 + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

	Intersection	Control	2015 + Alt 3A	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		1.5	A
	Westbound Shared Left-Right		8.6	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		7.3	A
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		9.2	A
	Eastbound Left		0.2	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		8.7	A
	Westbound Left		3.2	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 56
2015 + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

	Intersection	Control	2015 + Alt 3A	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		0.1	A
	Westbound Shared Left-Right		10.3	B
26	Pan American Road/Presidents Way	All Way Stop		
	AM		12.8	B
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		29.0	D
	Eastbound Left		0.0	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		31.5	D
	Westbound Left		6.4	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

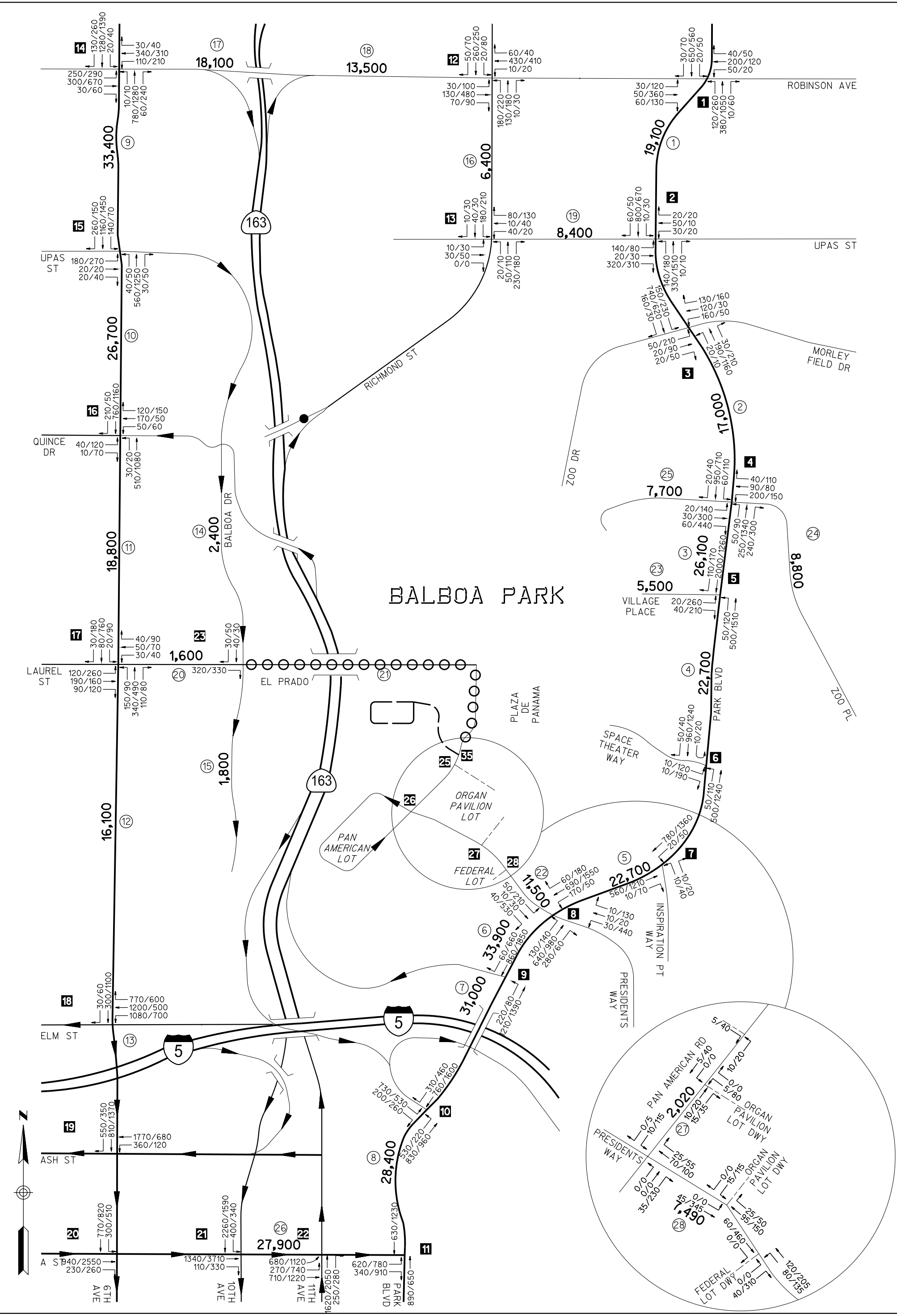


EXHIBIT 37

2030 WITH ALTERNATIVE 3A TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND	
XXXX	= ADT
XXXX/XXXX	= AM/PM PEAK HR
○ ○ ○	= NO VEHICULAR ACCESS
---	= PROPOSED ROADWAY
- - -	= PROPOSED DRIVEWAY
■	= PROPOSED PARKING GARAGE

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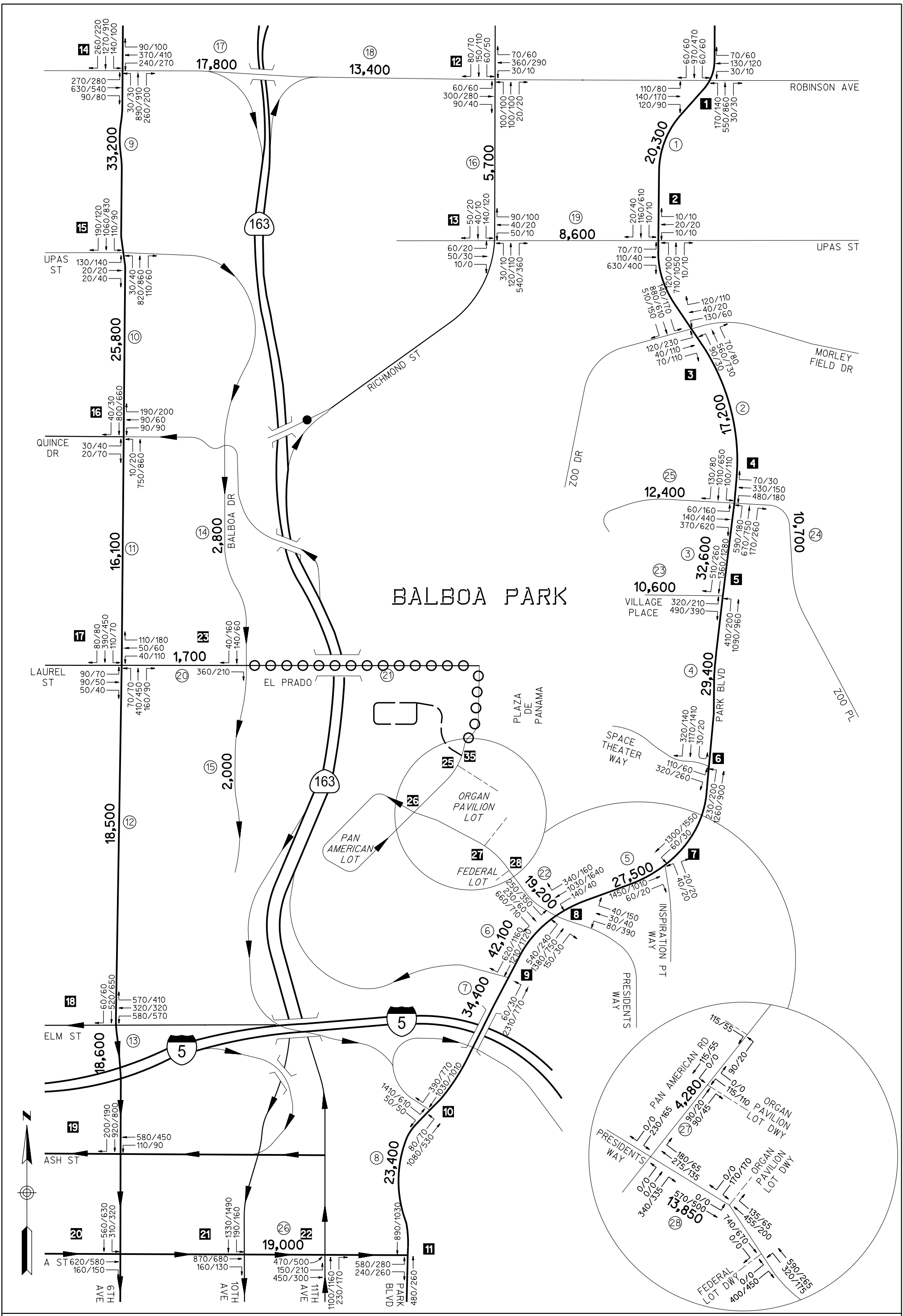


EXHIBIT 38

2030 WITH ALTERNATIVE 3A TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT**
- xxxx/xxxx = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - - = PROPOSED DRIVEWAY
- ▭ = PROPOSED PARKING GARAGE



**TABLE 57
2030 + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 3A			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	17.5	B	17.5	B	0.0	No
	AM		31.0	C	31.9	C	0.9	No
2	Park Boulevard/Upas Street	Signal	24.8	C	25.4	C	0.6	No
	AM		24.1	C	24.3	C	0.2	No
3	Park Boulevard/Morley Field Drive	Signal	19.2	B	19.3	B	0.1	No
	AM		22.6	C	22.7	C	0.1	No
4	Park Boulevard/Zoo Place	Signal	16.7	B	16.7	B	0.0	No
	AM		29.3	C	29.8	C	0.5	No
5	Park Boulevard/Village Place	Signal	4.6	A	4.5	A	-0.1	No
	AM		13.1	B	13.6	B	0.5	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		10.6	B	10.6	B	0.0	No
	PM		12.9	B	13.2	B	0.3	No
	Eastbound Left							
	AM		15.1	C	15.2	C	0.1	No
	PM	112.1	F	141.0	F	28.9	Yes	
7	Park Boulevard/Inspiration Way	Signal	3.0	A	3.0	A	0.0	No
	AM		4.7	A	4.7	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.8	B	0.1	No
	AM		62.0	E	93.4	F	31.4	Yes
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.9	B	11.8	B	0.9	No
	PM	28.4	D	33.5	D	5.1	No	
10	Park Boulevard/I-5 Ramps	Signal	38.4	D	48.7	D	10.3	No
	AM		43.6	D	51.5	D	7.9	No
11	Park Boulevard/A Street	Signal	12.5	B	12.9	B	0.4	No
	AM		20.1	C	16.2	B	-3.9	No
12	Richmond Street/Robinson Avenue	Signal	16.7	B	16.8	B	0.1	No
	AM		17.3	B	17.9	B	0.6	No
13	Richmond Street/Upas Street	All Way Stop	9.6	A	9.7	A	0.1	No
	AM		10.6	B	10.7	B	0.1	No
14	6th Avenue/Robinson Avenue	Signal	30.6	C	32.5	C	1.9	No
	AM		103.0	F	124.0	F	21.0	Yes
15	6th Avenue/ Upas Street-Balboa Drive	Signal	11.1	B	11.1	B	0.0	No
	AM		15.3	B	15.5	B	0.2	No
16	6th Avenue/Quince Drive	Signal	18.7	B	18.7	B	0.0	No
	AM		16.9	B	17.8	B	0.9	No
17	6th Avenue/Laurel Street	Signal	13.7	B	13.7	B	0.0	No
	AM		17.8	B	15.7	B	-2.1	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	31.1	C	33.1	C	2.0	No
	AM		17.6	B	18.2	B	0.6	No
19	6th Avenue/Ash Street	Signal	14.7	B	14.8	B	0.1	No
	AM		11.7	B	11.7	B	0.0	No
20	6th Avenue/A Street	Signal	13.1	B	13.1	B	0.0	No
	AM		17.6	B	18.4	B	0.8	No
21	A Street/10th Avenue	Signal	15.7	B	16.3	B	0.6	No
	AM		42.1	D	54.9	D	12.8	No
22	A Street/11th Avenue	Signal	13.0	B	13.4	B	0.4	No
	AM		21.6	C	24.2	C	2.6	No
23	Balboa Drive/El Prado	All Way Stop	8.9	A	7.3	A	-1.6	No
	AM		27.5	D	7.5	A	-20.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

TABLE 58
2030 + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS EXTERNAL STREETS (SATURDAY)

	Intersection	Control	2030 No Project		2030 + Project Alternative 3A			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		16.5	B	16.5	B	0.0	No
	PM			15.5	B	15.8	B	0.3
2	Park Boulevard/Upas Street	Signal						
	AM		51.3	D	53.0	D	1.7	No
	PM			23.3	C	23.3	C	0.0
3	Park Boulevard/Morley Field Drive	Signal						
	AM		19.3	B	19.3	B	0.0	No
	PM			20.7	C	20.6	C	-0.1
4	Park Boulevard/Zoo Place	Signal						
	AM		36.1	D	36.9	D	0.8	No
	PM			27.4	C	27.5	C	0.1
5	Park Boulevard/Village Place	Signal						
	AM		37.7	D	40.7	D	3.0	No
	PM			19.3	B	20.0	C	0.7
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		19.4	C	20.6	C	1.2	No
	PM		18.5	C	20.0	C	1.5	No
	Eastbound Left							
	AM		460.8	F	517.7	F	56.9	Yes
	PM	168.8	F	198.0	F	29.2	Yes	
7	Park Boulevard/Inspiration Way	Signal						
	AM		4.9	A	4.9	A	0.0	No
	PM			4.0	A	4.0	A	0.0
8	Park Boulevard/Presidents Way	Signal						
	AM		56.4	E	112.3	F	55.9	Yes
	PM			126.4	F	126.1	F	-0.3
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		15.5	C	18.1	C	2.6	No
	PM			40.7	E	41.1	E	0.4
10	Park Boulevard/I-5 Ramps	Signal						
	AM		32.6	C	38.5	D	5.9	No
	PM			23.8	C	24.3	C	0.5
11	Park Boulevard/A Street	Signal						
	AM		14.2	B	14.8	B	0.6	No
	PM			16.4	B	17.3	B	0.9
12	Richmond Street/Robinson Avenue	Signal						
	AM		14.6	B	14.7	B	0.1	No
	PM			14.4	B	14.4	B	0.0
13	Richmond Street/Upas Street	All Way Stop						
	AM		29.2	D	29.2	D	0.0	No
	PM			11.7	B	12.0	B	0.3
14	6th Avenue/Robinson Avenue	Signal						
	AM		151.7	F	181.7	F	30.0	Yes
	PM			75.5	E	98.2	F	22.7
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		9.5	A	8.9	A	-0.6	No
	PM			12.4	B	11.5	B	-0.9
16	6th Avenue/Quince Drive	Signal						
	AM		21.6	C	22.3	C	0.7	No
	PM			20.0	B	21.1	C	1.1
17	6th Avenue/Laurel Street	Signal						
	AM		15.7	B	13.7	B	-2.0	No
	PM			15.4	B	14.0	B	-1.4
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		11.3	B	11.7	B	0.4	No
	PM			12.5	B	12.9	B	0.4
19	6th Avenue/Ash Street	Signal						
	AM		11.8	B	11.7	B	-0.1	No
	PM			10.9	B	11.1	B	0.2
20	6th Avenue/A Street	Signal						
	AM		12.1	B	12.2	B	0.1	No
	PM			11.9	B	12.0	B	0.1
21	A Street/10th Avenue	Signal						
	AM		12.5	B	12.7	B	0.2	No
	PM			11.4	B	11.5	B	0.1
22	A Street/11th Avenue	Signal						
	AM		10.8	B	11.1	B	0.3	No
	PM			10.0	B	10.2	B	0.2
23	Balboa Drive/El Prado	All Way Stop						
	AM		24.7	C	8.4	A	-16.3	No
	PM			21.9	C	8.0	A	-13.9

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 59
2030 + PROJECT ALTERNATIVE 3A
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2030 No Project			2030 + Project Alternative 3A				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	19,100	1.273	F	19,100	1.273	F	0.000	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	16,700	0.418	B	17,000	0.425	B	0.008	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	25,600	0.640	C	26,100	0.653	C	0.013	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,700	0.568	C	0.010	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,700	0.568	C	0.010	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	30,900	0.773	D	33,900	0.848	D	0.075	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	28,800	0.720	C	31,000	0.775	D	0.055	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	24,000	0.600	C	28,400	0.710	C	0.110	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	31,200	1.040	F	33,400	1.113	F	0.073	YES
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	24,500	0.817	D	26,700	0.890	E	0.073	YES
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	17,500	0.583	C	18,800	0.627	C	0.043	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	16,100	0.537	C	16,100	0.537	C	0.000	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	20,100	0.893	E	20,400	0.907	E	0.013	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	2,700	0.270	A	2,400	0.240	A	-0.030	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,000	0.300	A	1,800	0.180	A	-0.120	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	6,200	0.620	C	6,400	0.640	C	0.020	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	16,700	1.670	F	18,100	1.810	F	0.140	YES
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	12,800	0.853	D	13,500	0.900	E	0.047	YES
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,200	0.820	D	8,400	0.840	D	0.020	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,100	0.910	E	1,600	0.160	A	-0.750	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	10,300	1.030	F	0	0.000	A	-1.030	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,800	0.880	D	11,500	1.150	F	0.270	YES
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,400	0.540	B	5,500	0.550	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,800	0.880	D	8,800	0.880	D	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,700	0.770	D	7,700	0.770	D	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	26,300	1.169	F	27,900	1.240	F	0.071	YES
27 Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,220	0.822	D	2,020	0.202	A	-0.620	NO
28 Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,800	0.980	E	7,490	0.749	C	-0.231	NO

LOS = Level of Service
 Segments with Significant Impacts Shown in **Bold**
 Significant Impact: LOS D or Better to LOS E or Worse
 Incremental V/C Ratio ≥ 0.02 for LOS E
 Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- 6th Avenue between Robinson Avenue and Upas Street (LOS F)*
- 6th Avenue between Upas Street and Quince Drive (LOS F)*
- 6th Avenue between Elm Street and Ash Street (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)*
- Robinson Avenue between Vermont Street and Park Boulevard (LOS E)*
- Presidents Way, west of Park Boulevard (LOS F) *
- A Street between 6th and Park Boulevard (LOS F)*

Six of the eight segments as denoted with an “*” were deemed a significant impact.

Tables 60 and 61 show all the weekday and Saturday internal study intersections to operate at LOS C or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS F)
- Presidents Way/Organ Pavilion Lot (SB shared left-right, LOS F)

Significant impacts were calculated at these intersections.

ALTERNATIVE 3B – PEDESTRIANIZE CABRILLO BRIDGE, ORGAN PAVILLION PARKING STRUCTURE OPERATIONS

Exhibit 39 shows the intersection lane geometry and configurations of the study area intersections.

Exhibit 40 shows the percent distribution for this alternative.

Existing

Exhibit 41 and Exhibit 42 show the Existing + Project Alternative 3A traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 62 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods. No significant impacts were calculated.

Table 63 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods. No significant impacts were calculated.

Table 64 shows that all study area roadways to operate at LOS D or better on a daily basis. No significant impacts were calculated.

Table 65 shows all the Saturday internal study intersections to operate acceptably at LOS C or better.

2015

TABLE 60
2030 + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

	Intersection	Control	2030 + Alt 3A	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		1.2	A
	Westbound Shared Left-Right		8.6	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		7.5	A
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		9.4	A
	Eastbound Left		0.2	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		8.8	A
	Westbound Left		3.3	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 61
2030 + PROJECT ALTERNATIVE 3A
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

	Intersection	Control	2030 + Alt 3A	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		0.1	A
	Westbound Shared Left-Right		11.1	B
26	Pan American Road/Presidents Way	All Way Stop		
	AM		20.4	C
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		>50	F
	Eastbound Left		0.0	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		>50.0	F
	Westbound Left		10.0	B

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

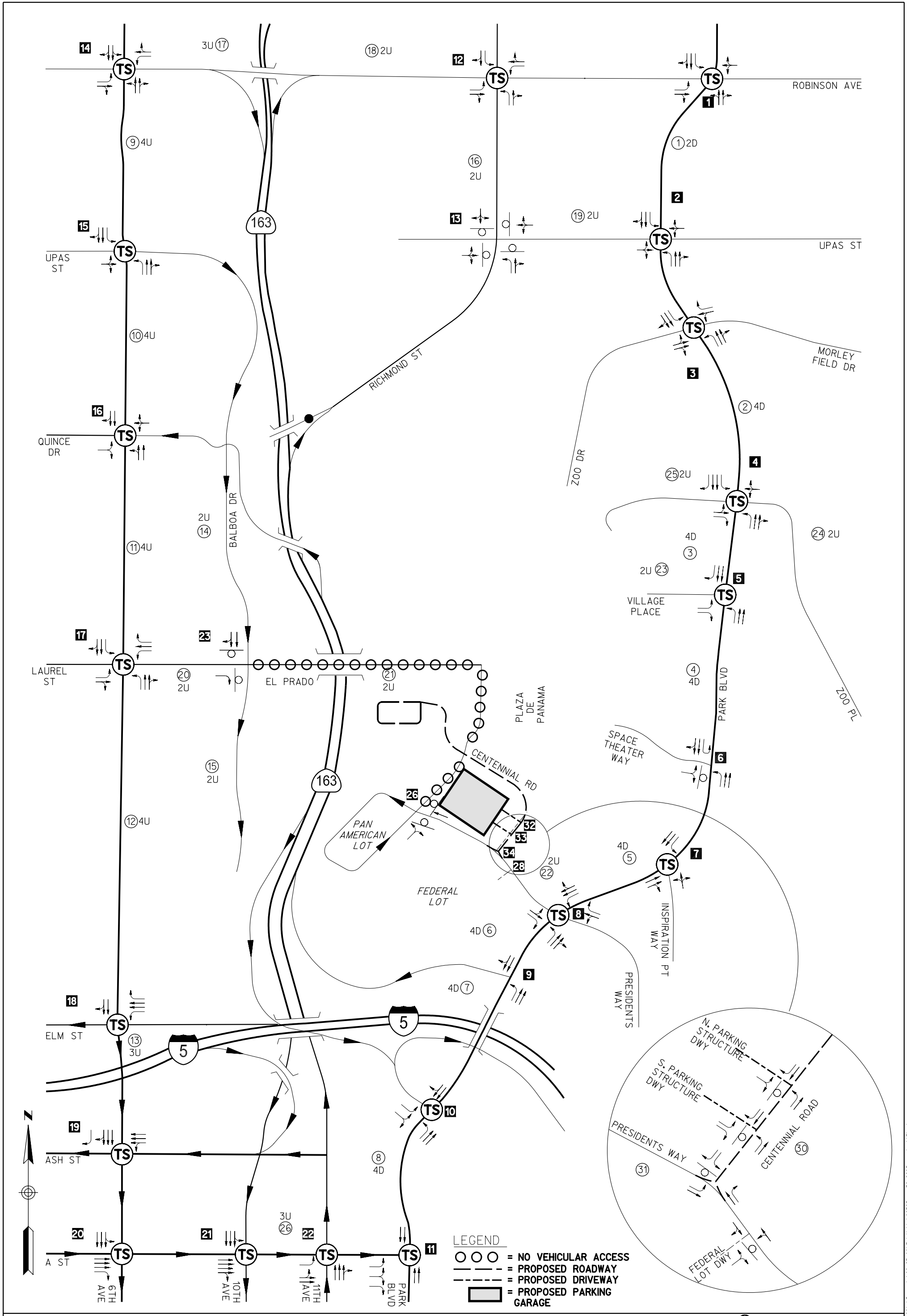


EXHIBIT 39

ALTERNATIVE 3B TRANSPORTATION CONDITIONS

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND
 ○○○ = NO VEHICULAR ACCESS
 --- = PROPOSED ROADWAY
 - - - = PROPOSED DRIVEWAY
 ■ = PROPOSED PARKING GARAGE

LEGEND
 TS = TRAFFIC SIGNAL
 ○ = STOP SIGN
 X = INTERSECTION NUMBER
 ⊗ = SEGMENT NUMBER
 XU = X LANE UNDIVIDED
 XD = X LANE DIVIDED



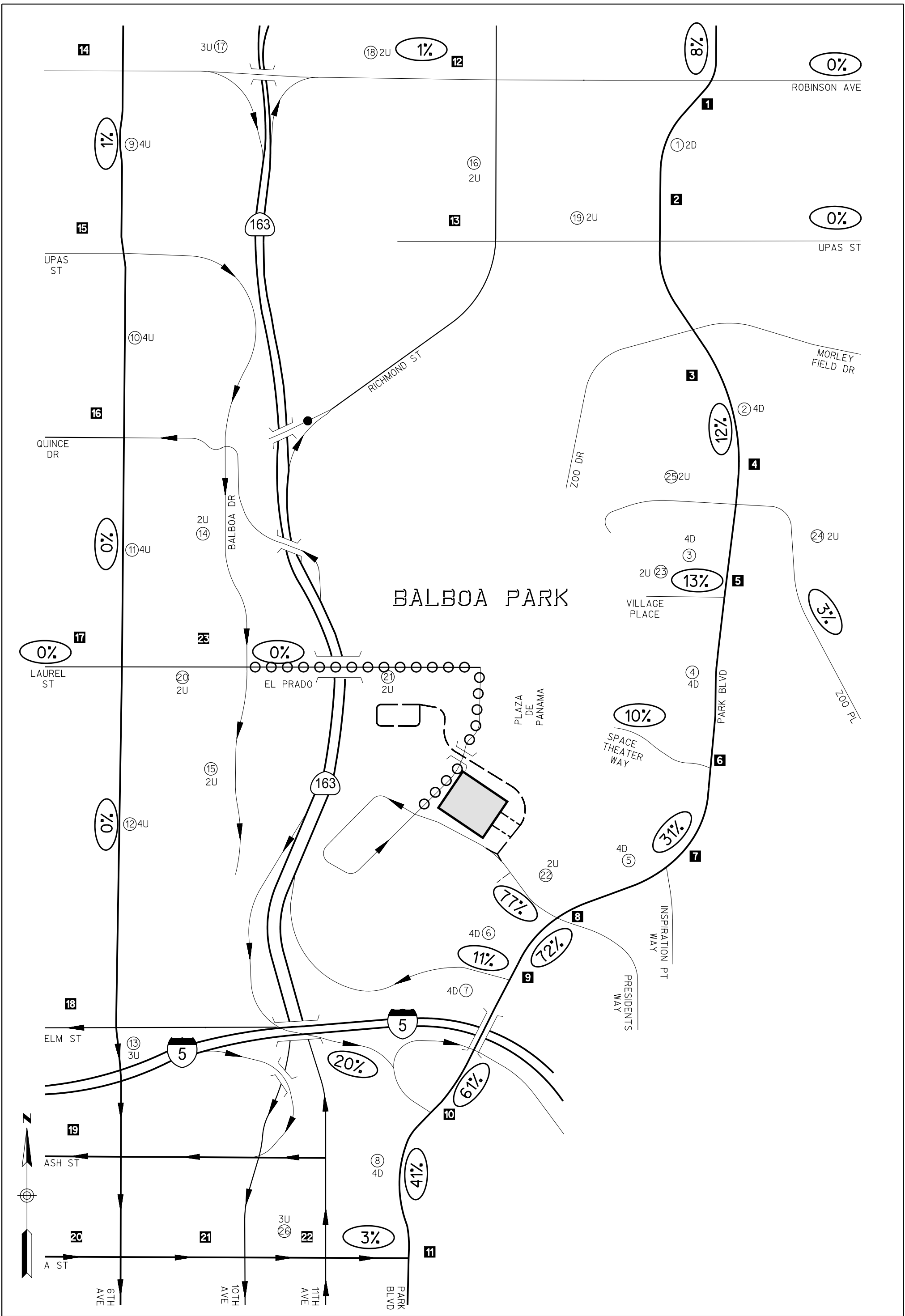


EXHIBIT 40

ALTERNATIVE 3B TOTAL TRIP DISTRIBUTION

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- xxx% = PERCENT DISTRIBUTION
- = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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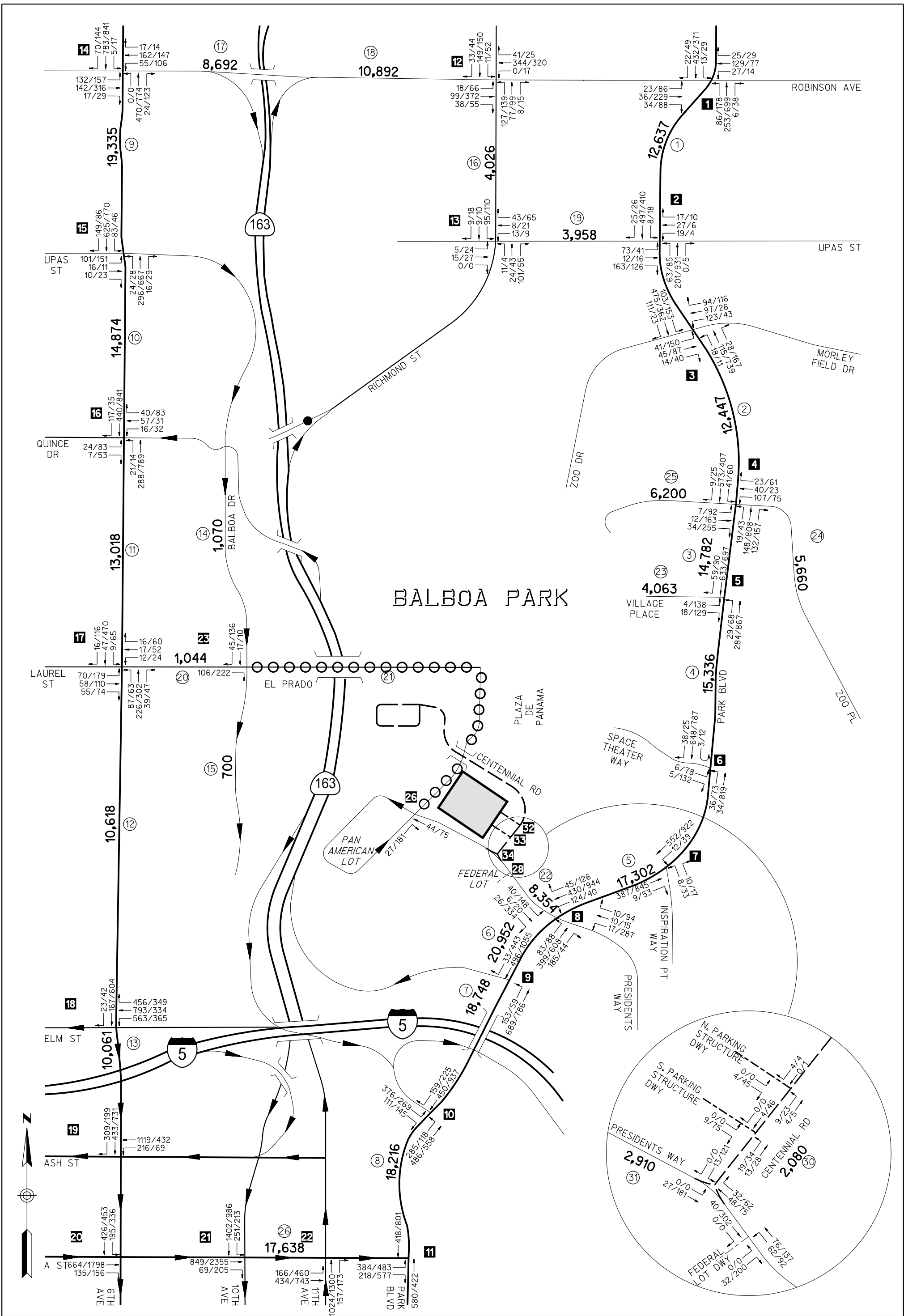


EXHIBIT 41

EXISTING WITH ALTERNATIVE 3B TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 62
EXISTING + PROJECT ALTERNATIVE 3B INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 3B			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
			17.1	B	17.2	B	0.1	No
2	Park Boulevard/Upas Street	Signal	18.6	B	18.7	B	0.1	No
			14.4	B	14.5	B	0.1	No
3	Park Boulevard/Morley Field Drive	Signal	18.6	B	18.6	B	0.0	No
			19.2	B	19.2	B	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.1	B	16.1	B	0.0	No
			21.5	C	21.8	C	0.3	No
5	Park Boulevard/Village Place	Signal	3.9	A	3.9	A	0.0	No
			11.3	B	11.2	B	-0.1	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		9.0	A	9.1	A	0.1	No
	PM		9.7	A	9.8	A	0.1	No
	Eastbound Left							
	AM		12.1	B	12.2	B	0.1	No
	PM	19.2	C	20.0	C	0.8	No	
7	Park Boulevard/Inspiration Way	Signal	3.1	A	3.1	A	0.0	No
			4.5	A	4.5	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.6	B	-0.1	No
			21.8	C	22.9	C	1.1	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		8.8	A	9.0	A	0.2	No
	PM	12.8	B	14.1	B	1.3	No	
10	Park Boulevard/I-5 Ramps	Signal	26.2	C	26.7	C	0.5	No
			19.9	B	20.5	C	0.6	No
11	Park Boulevard/A Street	Signal	11.5	B	11.6	B	0.1	No
			13.3	B	14.6	B	1.3	No
12	Richmond Street/Robinson Avenue	Signal	15.0	B	15.1	B	0.1	No
			14.5	B	14.6	B	0.1	No
13	Richmond Street/Upas Street	All Way Stop	7.7	A	7.8	A	0.1	No
			8.0	A	8.0	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal	20.5	C	20.6	C	0.1	No
			22.6	C	23.1	C	0.5	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.2	A	-0.4	No
			11.7	B	11.4	B	-0.3	No
16	6th Avenue/Quince Drive	Signal	12.1	B	12.0	B	-0.1	No
			12.1	B	13.7	B	1.6	No
17	6th Avenue/Laurel Street	Signal	13.0	B	12.3	B	-0.7	No
			15.0	B	14.3	B	-0.7	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	8.6	A	8.7	A	0.1	No
			12.8	B	12.9	B	0.1	No
19	6th Avenue/Ash Street	Signal	11.5	B	11.5	B	0.0	No
			10.9	B	10.9	B	0.0	No
20	6th Avenue/A Street	Signal	11.8	B	11.8	B	0.0	No
			11.5	B	11.8	B	0.3	No
21	A Street/10th Avenue	Signal	11.9	B	12.1	B	0.2	No
			14.0	B	14.1	B	0.1	No
22	A Street/11th Avenue	Signal	11.0	B	11.3	B	0.3	No
			13.9	B	14.2	B	0.3	No
23	Balboa Drive/El Prado	All Way Stop	7.8	A	7.1	A	-0.7	No
			10.8	B	7.3	A	-3.5	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 63
EXISTING + PROJECT ALTERNATIVE 3B INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 3B			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		14.5	B	14.6	B	0.1	No
	PM		13.8	B	13.9	B	0.1	No
2	Park Boulevard/Upas Street	Signal						
	AM		19.2	B	19.3	B	0.1	No
	PM		15.5	B	15.5	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal						
	AM		17.0	B	17.0	B	0.0	No
	PM		20.0	C	20.0	C	0.0	No
4	Park Boulevard/Zoo Place	Signal						
	AM		30.0	C	30.3	C	0.3	No
	PM		24.0	C	24.2	C	0.2	No
5	Park Boulevard/Village Place	Signal						
	AM		18.5	B	18.7	B	0.2	No
	PM		15.5	B	15.5	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		11.3	B	11.5	B	0.2	No
	PM		11.1	B	11.2	B	0.1	No
	Eastbound Left							
	AM		31.2	D	33.6	D	2.4	No
	PM	20.3	C	21.2	C	0.9	No	
7	Park Boulevard/Inspiration Way	Signal						
	AM		4.1	A	4.1	A	0.0	No
	PM		4.1	A	4.1	A	0.0	No
8	Park Boulevard/Presidents Way	Signal						
	AM		25.0	C	29.7	C	4.7	No
	PM		26.8	C	34.4	C	7.6	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.5	B	11.1	B	0.6	No
	PM		15.4	C	17.8	C	2.4	No
10	Park Boulevard/I-5 Ramps	Signal						
	AM		21.8	C	22.3	C	0.5	No
	PM		16.2	B	16.3	B	0.1	No
11	Park Boulevard/A Street	Signal						
	AM		12.8	B	13.3	B	0.5	No
	PM		13.8	B	14.4	B	0.6	No
12	Richmond Street/Robinson Avenue	Signal						
	AM		13.0	B	13.0	B	0.0	No
	PM		12.7	B	12.7	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop						
	AM		8.8	A	8.8	A	0.0	No
	PM		7.7	A	7.8	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal						
	AM		24.3	C	25.1	C	0.8	No
	PM		24.8	C	25.8	C	1.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		8.3	A	7.8	A	-0.5	No
	PM		11.1	B	10.6	B	-0.5	No
16	6th Avenue/Quince Drive	Signal						
	AM		13.9	B	13.9	B	0.0	No
	PM		13.5	B	13.5	B	0.0	No
17	6th Avenue/Laurel Street	Signal						
	AM		14.8	B	13.6	B	-1.2	No
	PM		14.7	B	13.7	B	-1.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		10.9	B	11.1	B	0.2	No
	PM		11.5	B	11.7	B	0.2	No
19	6th Avenue/Ash Street	Signal						
	AM		11.2	B	11.2	B	0.0	No
	PM		10.7	B	10.7	B	0.0	No
20	6th Avenue/A Street	Signal						
	AM		11.4	B	11.4	B	0.0	No
	PM		11.3	B	11.4	B	0.1	No
21	A Street/10th Avenue	Signal						
	AM		11.4	B	11.5	B	0.1	No
	PM		10.4	B	10.5	B	0.1	No
22	A Street/11th Avenue	Signal						
	AM		9.8	A	10.0	A	0.2	No
	PM		9.2	A	9.4	A	0.2	No
23	Balboa Drive/El Prado	All Way Stop						
	AM		10.5	B	6.9	A	-3.6	No
	PM		10.3	B	6.9	A	-3.4	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 64
EXISTING + PROJECT ALTERNATIVE 3B
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	Existing			Existing + Project Alternative 3B				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	12,549	0.837	D	12,637	0.842	D	0.006	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	12,179	0.304	A	12,447	0.311	A	0.007	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	14,478	0.362	A	14,782	0.370	A	0.008	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	15,006	0.375	B	15,336	0.383	B	0.008	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	16,946	0.424	B	17,302	0.433	B	0.009	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	19,047	0.476	B	20,952	0.524	B	0.048	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	17,424	0.436	B	18,748	0.469	B	0.033	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	15,372	0.384	B	18,216	0.455	B	0.071	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	18,003	0.600	C	19,335	0.645	C	0.044	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	13,658	0.455	B	14,874	0.496	C	0.041	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	13,018	0.434	B	13,018	0.434	B	0.000	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	10,045	0.335	B	10,618	0.354	B	0.019	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	9,893	0.440	B	10,061	0.447	B	0.007	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,223	0.122	A	1,070	0.107	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,146	0.115	A	700	0.070	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	3,856	0.386	A	4,026	0.403	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	7,996	0.800	D	8,692	0.869	D	0.070	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	10,344	0.690	D	10,892	0.726	D	0.037	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	3,880	0.388	A	3,958	0.396	A	0.008	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,070	0.607	C	1,044	0.104	A	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	0	0.000	A	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,866	0.787	D	8,354	0.835	D	0.049	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,968	0.397	A	4,063	0.406	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,660	0.566	C	5,660	0.566	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,818	0.582	C	6,200	0.620	C	0.038	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	16,655	0.740	D	17,638	0.784	D	0.044	NO
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	2,080	0.208	A	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,560	0.856	D	2,910	0.291	A	-0.565	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**
Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

**TABLE 65
EXISTING + PROJECT ALTERNATIVE 3B
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)**

Intersection	Control	Existing + Alt 3B	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		20.2	C
Westbound Left		5.3	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		7.4	A
Eastbound Left		8.9	A
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		7.7	A
Eastbound Left		11.1	B
Eastbound Right		9.6	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.2	A
Southbound Left		19.0	C
Southbound Right		9.4	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

Exhibit 43 and Exhibit 44 show the 2015 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 66 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left-turn, LOS F, PM peak)

This is deemed a significant impact.

Table 67 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM peak and LOS E, PM peak)
- Park Boulevard/Presidents Way (LOS F, PM peak)

Significant impacts are calculated at these locations.

Table 68 shows that all study area roadways to operate at LOS D or better on a daily basis, with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- A Street between 6th Avenue and Park Boulevard (LOS E)*
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)*

Significant impacts were calculated at these “*” locations based on the current significance thresholds.

Table 69 shows all the Saturday internal study intersections to operate acceptably at LOS D or better.

2030

Exhibit 45 and Exhibit 46 show the 2030 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 70 shows all the study area intersections to currently operate at LOS D or better during the weekday AM and PM peak periods, with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, PM peak)
- Park Boulevard/Presidents Way (LOS F, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, PM peak)

Significant impacts were calculated at these locations.

Table 71 shows all the study area intersections to currently operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

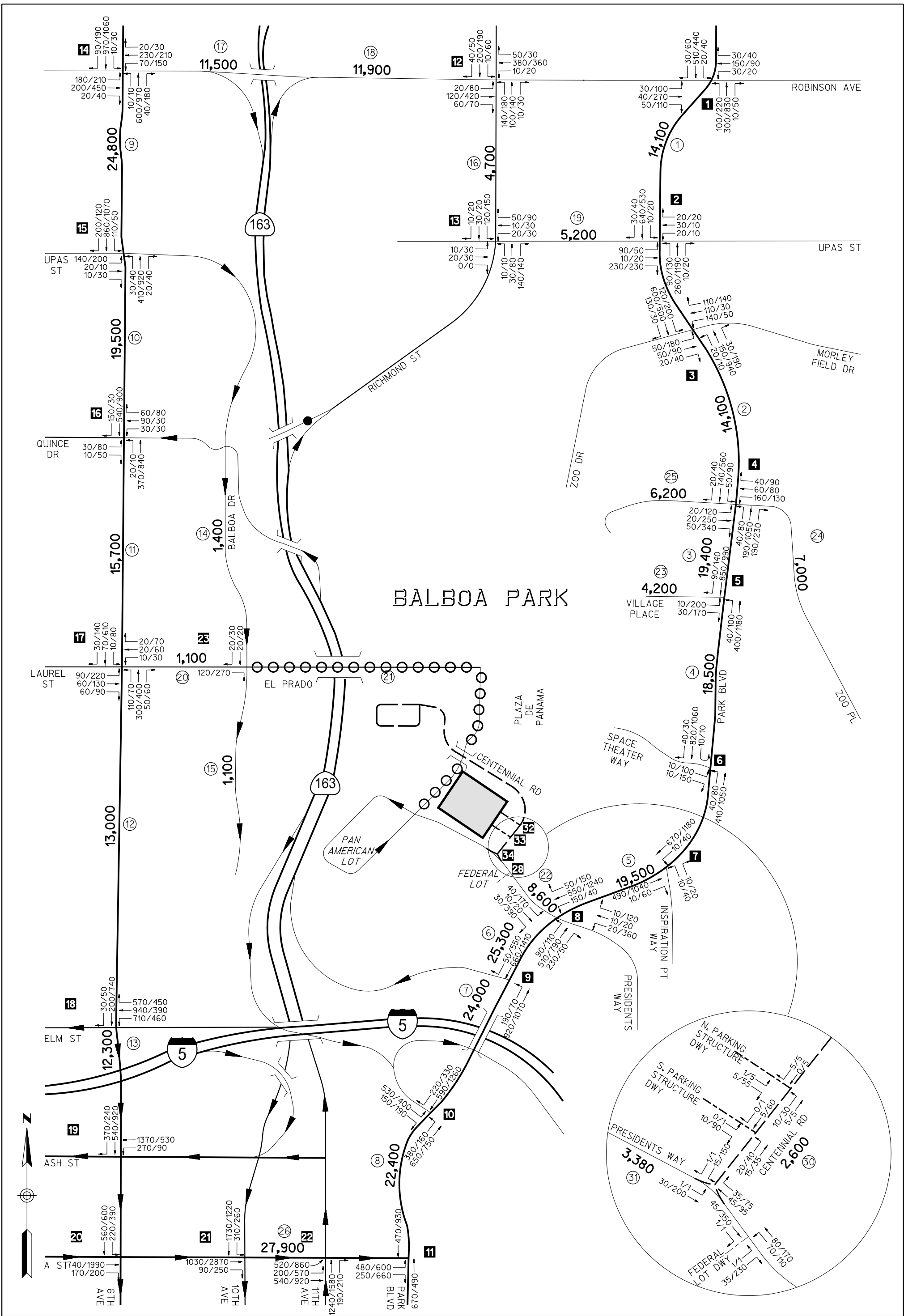


EXHIBIT 43

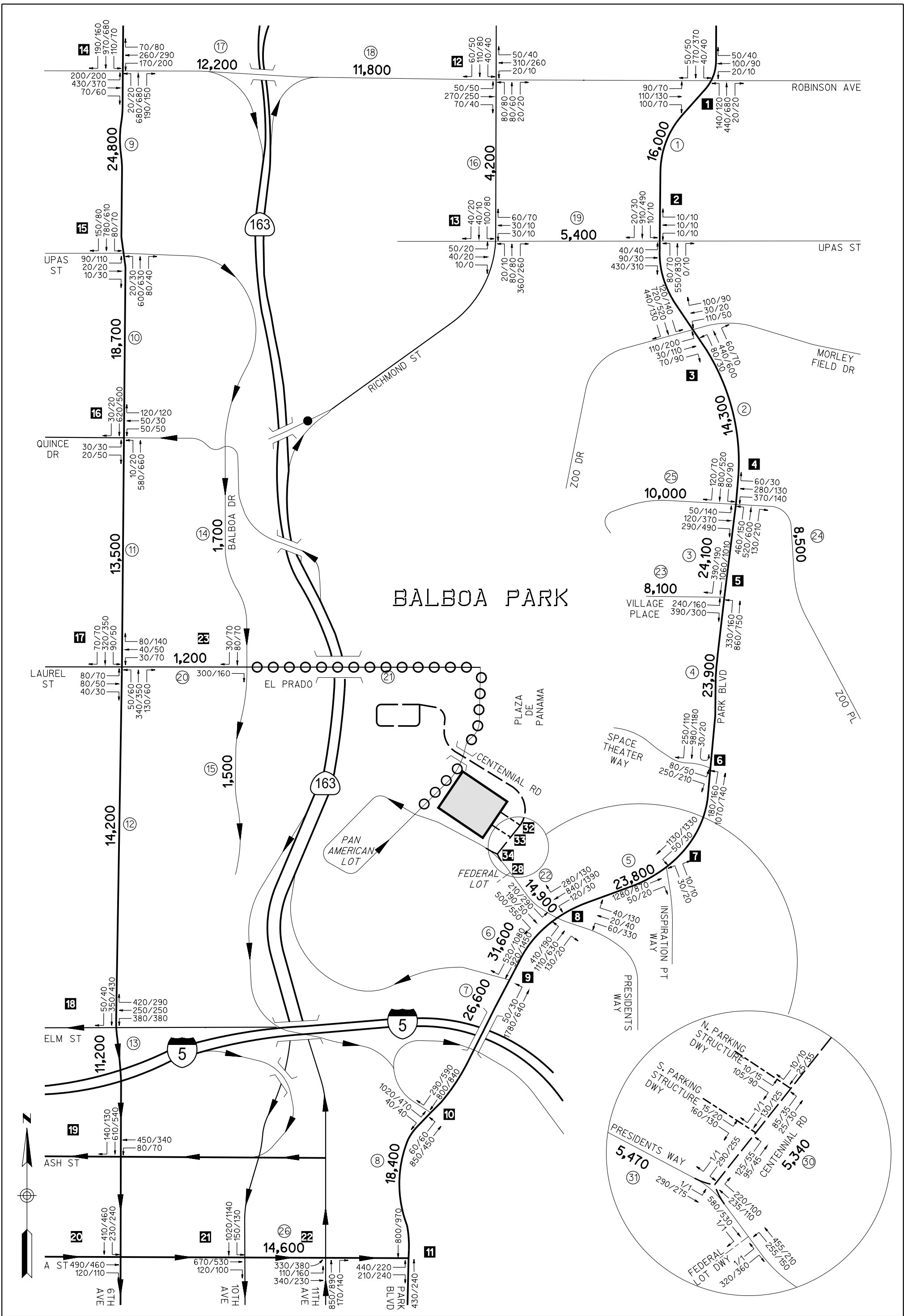
2015 WITH ALTERNATIVE 3B TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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 11-JAN-2012 1:40



© 2012 Rick Engineering Company



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 11-JAN-2012 14:00

**TABLE 66
2015 + PROJECT ALTERNATIVE 3B INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 3B			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
			19.5	B	19.6	B	0.1	No
2	Park Boulevard/Upas Street	Signal	20.3	C	20.5	C	0.2	No
			18.6	B	18.6	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	18.8	B	18.7	B	-0.1	No
			20.4	C	20.4	C	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.2	B	16.1	B	-0.1	No
			22.5	C	22.8	C	0.3	No
5	Park Boulevard/Village Place	Signal	4.1	A	4.0	A	-0.1	No
			11.7	B	11.8	B	0.1	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		9.7	A	9.8	A	0.1	No
	PM		11.2	B	11.4	B	0.2	No
	Eastbound Left							
	AM		13.5	B	13.6	B	0.1	No
	PM	33.1	D	39.0	F	5.9	Yes	
7	Park Boulevard/Inspiration Way	Signal	2.9	A	2.9	A	0.0	No
			4.7	A	4.6	A	-0.1	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.2	B	-0.5	No
			28.4	C	33.6	C	5.2	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		9.5	A	10.1	B	0.6	No
	PM	17.4	C	20.6	C	3.2	No	
10	Park Boulevard/I-5 Ramps	Signal	28.9	C	30.2	C	1.3	No
			23.9	C	26.0	C	2.1	No
11	Park Boulevard/A Street	Signal	11.8	B	12.1	B	0.3	No
			14.7	B	15.8	B	1.1	No
12	Richmond Street/Robinson Avenue	Signal	15.6	B	15.7	B	0.1	No
			15.6	B	15.8	B	0.2	No
13	Richmond Street/Upas Street	All Way Stop	8.3	A	8.3	A	0.0	No
			8.9	A	9.0	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal	23.4	C	23.6	C	0.2	No
			31.1	C	32.8	C	1.7	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.8	A	0.2	No
			12.6	B	12.4	B	-0.2	No
16	6th Avenue/Quince Drive	Signal	15.3	B	15.3	B	0.0	No
			13.9	B	13.6	B	-0.3	No
17	6th Avenue/Laurel Street	Signal	13.2	B	12.3	B	-0.9	No
			15.7	B	14.8	B	-0.9	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.3	B	10.4	B	0.1	No
			13.4	B	13.6	B	0.2	No
19	6th Avenue/Ash Street	Signal	12.1	B	12.2	B	0.1	No
			11.3	B	11.3	B	0.0	No
20	6th Avenue/A Street	Signal	12.3	B	12.3	B	0.0	No
			13.2	B	13.3	B	0.1	No
21	A Street/10th Avenue	Signal	12.8	B	13.2	B	0.4	No
			16.6	B	17.2	B	0.6	No
22	A Street/11th Avenue	Signal	11.6	B	11.9	B	0.3	No
			15.6	B	16.1	B	0.5	No
23	Balboa Drive/El Prado	All Way Stop	8.1	A	7.0	A	-1.1	No
			12.0	B	7.3	A	-4.7	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

TABLE 67
2015 + PROJECT ALTERNATIVE 3B INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)

	Intersection	Control	2015 No Project		2015 + Project Alternative 3B			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	15.0	B	15.2	B	0.2	No
	AM		14.5	B	14.4	B	-0.1	No
	PM							
2	Park Boulevard/Upas Street	Signal	24.3	C	24.3	C	0.0	No
	AM		19.6	B	19.9	B	0.3	No
	PM							
3	Park Boulevard/Morley Field Drive	Signal	17.5	B	17.4	B	-0.1	No
	AM		20.2	C	20.1	C	-0.1	No
	PM							
4	Park Boulevard/Zoo Place	Signal	27.2	C	27.3	C	0.1	No
	AM		24.0	C	24.0	C	0.0	No
	PM							
5	Park Boulevard/Village Place	Signal	21.3	C	21.7	C	0.4	No
	AM		16.6	B	16.6	B	0.0	No
	PM							
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		13.9	B	14.1	B	0.2	No
	PM		13.9	B	14.2	B	0.3	No
	Eastbound Left							
	AM		112.7	F	120.5	F	7.8	Yes
	PM	44.6	E	47.0	E	2.4	Yes	
7	Park Boulevard/Inspiration Way	Signal	3.9	A	3.9	A	0.0	No
	AM		3.8	A	3.8	A	0.0	No
	PM							
8	Park Boulevard/Presidents Way	Signal	31.3	C	46.8	D	15.5	No
	AM		52.4	D	86.5	F	34.1	Yes
	PM							
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		12.4	B	13.5	B	1.1	No
	PM	22.4	C	29.0	D	6.6	No	
10	Park Boulevard/I-5 Ramps	Signal	25.1	C	26.2	C	1.1	No
	AM		18.5	B	19.3	B	0.8	No
	PM							
11	Park Boulevard/A Street	Signal	13.3	B	13.6	B	0.3	No
	AM		14.6	B	15.4	B	0.8	No
	PM							
12	Richmond Street/Robinson Avenue	Signal	13.7	B	13.7	B	0.0	No
	AM		13.6	B	13.5	B	-0.1	No
	PM							
13	Richmond Street/Upas Street	All Way Stop	11.5	B	11.6	B	0.1	No
	AM		9.3	A	9.4	A	0.1	No
	PM							
14	6th Avenue/Robinson Avenue	Signal	37.2	D	47.3	D	10.1	No
	AM		30.5	C	31.9	C	1.4	No
	PM							
15	6th Avenue/ Upas Street-Balboa Drive	Signal	8.3	A	8.1	A	-0.2	No
	AM		11.6	B	11.2	B	-0.4	No
	PM							
16	6th Avenue/Quince Drive	Signal	17.6	B	17.7	B	0.1	No
	AM		16.5	B	16.3	B	-0.2	No
	PM							
17	6th Avenue/Laurel Street	Signal	15.1	B	13.8	B	-1.3	No
	AM		15.0	B	13.9	B	-1.1	No
	PM							
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	11.6	B	11.8	B	0.2	No
	AM		12.0	B	12.2	B	0.2	No
	PM							
19	6th Avenue/Ash Street	Signal	11.4	B	11.4	B	0.0	No
	AM		10.9	B	10.9	B	0.0	No
	PM							
20	6th Avenue/A Street	Signal	11.7	B	11.7	B	0.0	No
	AM		11.5	B	11.6	B	0.1	No
	PM							
21	A Street/10th Avenue	Signal	11.8	B	11.9	B	0.1	No
	AM		10.7	B	10.9	B	0.2	No
	PM							
22	A Street/11th Avenue	Signal	10.2	B	10.4	B	0.2	No
	AM		9.5	A	9.7	A	0.2	No
	PM							
23	Balboa Drive/El Prado	All Way Stop	12.2	B	7.7	A	-4.5	No
	AM		10.7	B	7.4	A	-3.3	No
	PM							

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 68
2015 + PROJECT ALTERNATIVE 3B
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

	Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2015 No Project			2015 + Project Alternative 3B				
					ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1	Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	15,000	1.000	E	15,100	1.007	F	0.007	NO
2	Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	13,800	0.345	A	14,100	0.353	A	0.008	NO
3	Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	19,000	0.475	B	19,400	0.485	B	0.010	NO
4	Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	18,100	0.453	B	18,500	0.463	B	0.010	NO
5	Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	19,100	0.478	B	19,500	0.488	B	0.010	NO
6	Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	23,000	0.575	C	25,310	0.633	C	0.058	NO
7	Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	24,000	0.600	C	0.043	NO
8	Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	18,900	0.473	B	22,400	0.560	C	0.088	NO
9	6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	23,100	0.770	D	24,800	0.827	D	0.057	NO
10	6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	17,900	0.597	C	19,500	0.650	C	0.053	NO
11	6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	14,600	0.487	C	14,600	0.487	C	0.000	NO
12	6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	12,300	0.410	B	13,000	0.433	B	0.023	NO
13	6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	12,100	0.538	C	12,300	0.547	C	0.009	NO
14	Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,600	0.160	A	1,400	0.140	A	0.000	NO
15	Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,800	0.180	A	1,100	0.110	A	0.000	NO
16	Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	4,500	0.450	B	4,700	0.470	B	0.000	NO
17	Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	11,500	1.150	F	12,500	1.250	F	0.100	YES
18	Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	11,300	0.753	D	11,900	0.793	D	0.040	NO
19	Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,100	0.510	B	5,200	0.520	B	0.010	NO
20	El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,400	0.640	C	1,100	0.110	A	0.000	NO
21	El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,500	0.650	C	0	0.000	A	0.000	NO
22	Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,100	0.810	D	8,600	0.860	D	0.050	NO
23	Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	4,100	0.410	B	4,200	0.420	B	0.010	NO
24	Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	7,000	0.700	C	7,000	0.700	C	0.000	NO
25	Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
26	A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	20,300	0.902	E	21,500	0.956	E	0.053	YES
30	Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	2,600	0.260	A	0.000	NO
31	Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,470	0.947	E	3,380	0.338	A	-0.609	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**
Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

TABLE 69
2015 + PROJECT ALTERNATIVE 3B
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection	Control	2015 + Alt 3B	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		30.0	D
Westbound Left		6.2	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		7.4	A
Eastbound Left		9.0	A
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		7.8	A
Eastbound Left		11.6	B
Eastbound Right		9.9	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.4	A
Southbound Left		25.6	D
Southbound Right		9.6	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

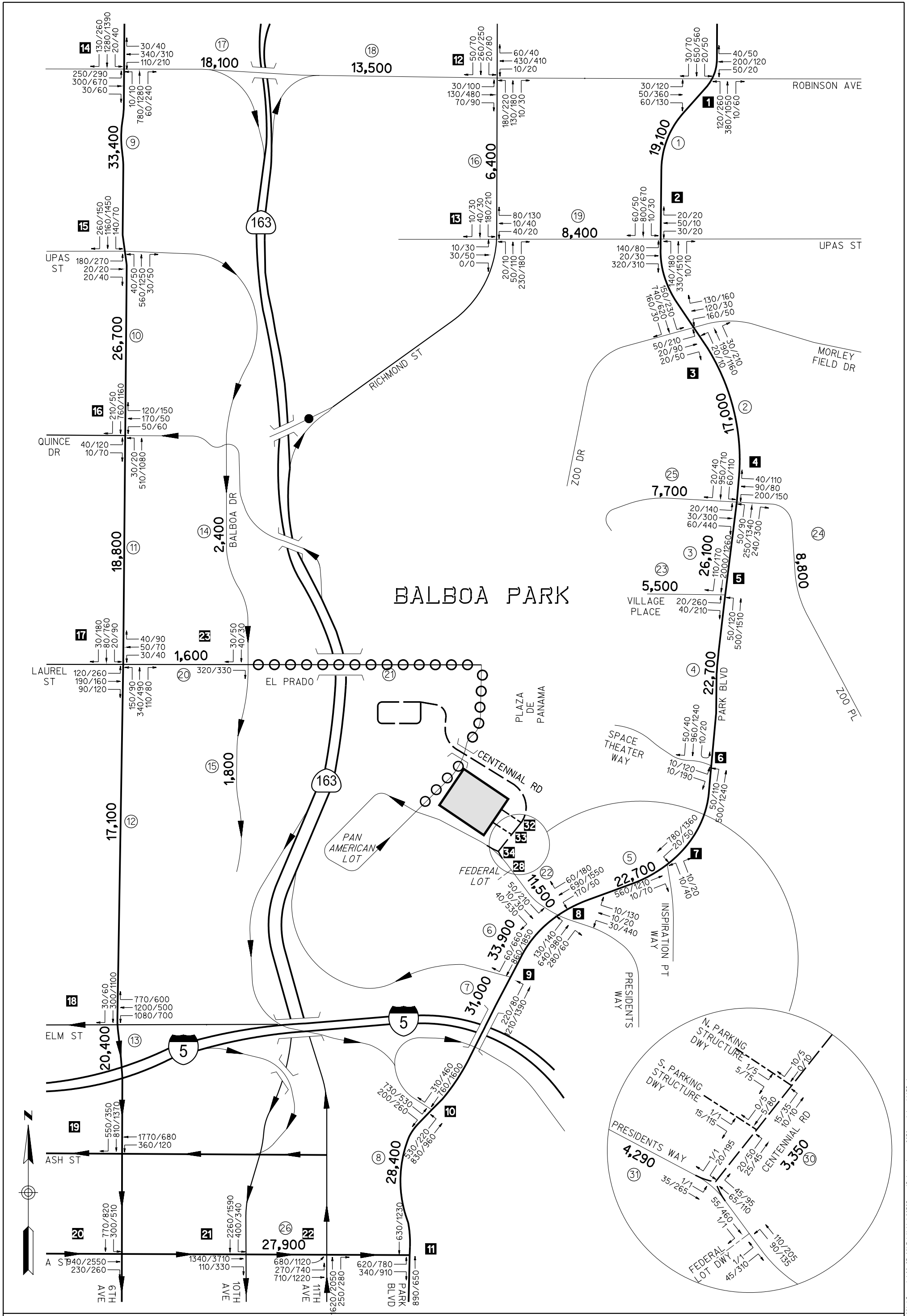


EXHIBIT 45

2030 WITH ALTERNATIVE 3B TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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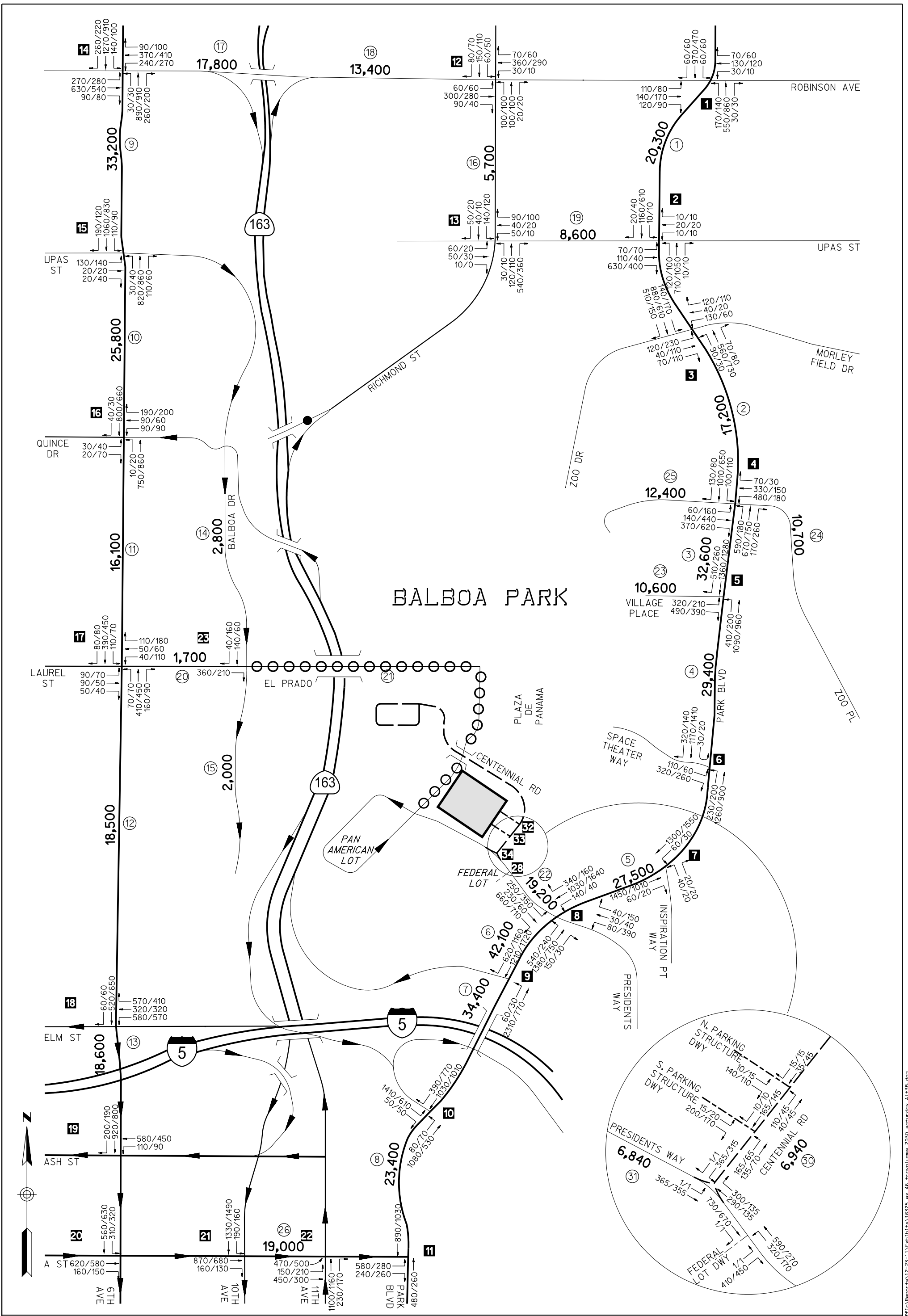


EXHIBIT 46

2030 WITH ALTERNATIVE 3B TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- - - = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



**TABLE 70
2030 + PROJECT ALTERNATIVE 3B INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 3B			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	17.5	B	17.5	B	0.0	No
	AM		31.0	C	31.9	C	0.9	No
2	Park Boulevard/Upas Street	Signal	24.8	C	25.4	C	0.6	No
	AM		24.1	C	24.3	C	0.2	No
3	Park Boulevard/Morley Field Drive	Signal	19.2	B	19.3	B	0.1	No
	AM		22.6	C	22.7	C	0.1	No
4	Park Boulevard/Zoo Place	Signal	16.7	B	16.7	B	0.0	No
	AM		29.3	C	29.8	C	0.5	No
5	Park Boulevard/Village Place	Signal	4.6	A	4.5	A	-0.1	No
	AM		13.1	B	13.6	B	0.5	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		10.6	B	10.6	B	0.0	No
	PM		12.9	B	13.2	B	0.3	No
	Eastbound Left							
	AM		15.1	C	15.2	C	0.1	No
	PM	112.1	F	141.0	F	28.9	Yes	
7	Park Boulevard/Inspiration Way	Signal	3.0	A	3.0	A	0.0	No
	AM		4.7	A	4.7	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.8	B	0.1	No
	AM		62.0	E	93.4	F	31.4	Yes
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.9	B	11.8	B	0.9	No
	PM	28.4	D	33.5	D	5.1	No	
10	Park Boulevard/I-5 Ramps	Signal	38.4	D	48.7	D	10.3	No
	AM		43.6	D	51.5	D	7.9	No
11	Park Boulevard/A Street	Signal	12.5	B	12.9	B	0.4	No
	AM		20.1	C	16.2	B	-3.9	No
12	Richmond Street/Robinson Avenue	Signal	16.7	B	16.8	B	0.1	No
	AM		17.3	B	17.9	B	0.6	No
13	Richmond Street/Upas Street	All Way Stop	9.6	A	9.7	A	0.1	No
	AM		10.6	B	10.7	B	0.1	No
14	6th Avenue/Robinson Avenue	Signal	30.6	C	32.5	C	1.9	No
	AM		103.0	F	124.0	F	21.0	Yes
15	6th Avenue/ Upas Street-Balboa Drive	Signal	11.1	B	11.1	B	0.0	No
	AM		15.3	B	15.5	B	0.2	No
16	6th Avenue/Quince Drive	Signal	18.7	B	18.7	B	0.0	No
	AM		16.9	B	17.8	B	0.9	No
17	6th Avenue/Laurel Street	Signal	13.7	B	13.7	B	0.0	No
	AM		17.8	B	15.7	B	-2.1	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	31.1	C	33.1	C	2.0	No
	AM		17.6	B	18.2	B	0.6	No
19	6th Avenue/Ash Street	Signal	14.7	B	14.8	B	0.1	No
	AM		11.7	B	11.7	B	0.0	No
20	6th Avenue/A Street	Signal	13.1	B	13.1	B	0.0	No
	AM		17.6	B	18.4	B	0.8	No
21	A Street/10th Avenue	Signal	15.7	B	16.3	B	0.6	No
	AM		42.1	D	54.9	D	12.8	No
22	A Street/11th Avenue	Signal	13.0	B	13.4	B	0.4	No
	AM		21.6	C	24.2	C	2.6	No
23	Balboa Drive/EI Prado	All Way Stop	8.9	A	7.3	A	-1.6	No
	AM		27.5	D	7.5	A	-20.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

TABLE 71
2030 + PROJECT ALTERNATIVE 3B INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)

	Intersection	Control	2030 No Project		2030 + Project Alternative 3B			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.5	B	16.5	B	0.0	No
	AM		15.5	B	15.8	B	0.3	No
2	Park Boulevard/Upas Street	Signal	51.3	D	53.0	D	1.7	No
	AM		23.3	C	23.3	C	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	19.3	B	19.3	B	0.0	No
	AM		20.7	C	20.6	C	-0.1	No
4	Park Boulevard/Zoo Place	Signal	36.1	D	36.9	D	0.8	No
	AM		27.4	C	27.5	C	0.1	No
5	Park Boulevard/Village Place	Signal	37.7	D	40.7	D	3.0	No
	AM		19.3	B	20.0	C	0.7	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		19.4	C	20.6	C	1.2	No
	PM		18.5	C	20.0	C	1.5	No
	Eastbound Left							
	AM		460.8	F	517.7	F	56.9	Yes
7	Park Boulevard/Inspiration Way	Signal	168.8	F	198.0	F	29.2	Yes
	AM		4.9	A	4.9	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	4.0	A	4.0	A	0.0	No
	AM		56.4	E	112.3	F	55.9	Yes
9	Park Boulevard/SR 163 NB Ramps	NA	126.4	F	126.1	F	-0.3	Yes
	Northbound Left							
	AM		15.5	C	18.1	C	2.6	No
10	Park Boulevard/I-5 Ramps	Signal	40.7	E	41.1	E	0.4	No
	AM		32.6	C	38.5	D	5.9	No
11	Park Boulevard/A Street	Signal	23.8	C	24.3	C	0.5	No
	AM		14.2	B	14.8	B	0.6	No
12	Richmond Street/Robinson Avenue	Signal	16.4	B	17.3	B	0.9	No
	AM		14.6	B	14.7	B	0.1	No
13	Richmond Street/Upas Street	All Way Stop	14.4	B	14.4	B	0.0	No
	AM		29.2	D	29.2	D	0.0	No
14	6th Avenue/Robinson Avenue	Signal	11.7	B	12.0	B	0.3	No
	AM		151.7	F	181.7	F	30.0	Yes
15	6th Avenue/ Upas Street-Balboa Drive	Signal	75.5	E	98.2	F	22.7	Yes
	AM		9.5	A	8.9	A	-0.6	No
16	6th Avenue/Quince Drive	Signal	12.4	B	11.5	B	-0.9	No
	AM		21.6	C	22.3	C	0.7	No
17	6th Avenue/Laurel Street	Signal	20.0	B	21.1	C	1.1	No
	AM		15.7	B	13.7	B	-2.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	15.4	B	14.0	B	-1.4	No
	AM		11.3	B	11.7	B	0.4	No
19	6th Avenue/Ash Street	Signal	12.5	B	12.9	B	0.4	No
	AM		11.8	B	11.7	B	-0.1	No
20	6th Avenue/A Street	Signal	10.9	B	11.1	B	0.2	No
	AM		12.1	B	12.2	B	0.1	No
21	A Street/10th Avenue	Signal	11.9	B	12.0	B	0.1	No
	AM		12.5	B	12.7	B	0.2	No
22	A Street/11th Avenue	Signal	11.4	B	11.5	B	0.1	No
	AM		10.8	B	11.1	B	0.3	No
23	Balboa Drive/El Prado	All Way Stop	10.0	B	10.2	B	0.2	No
	AM		24.7	C	8.4	A	-16.3	No
	PM	21.9	C	8.0	A	-13.9	No	

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and PM peak)*
- Park Boulevard/Presidents Way (LOS F, AM and PM peak)*
- Park Boulevard/SR 163 NB on Ramp (LOS E, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, AM and PM peak)*

Significant impacts were calculated at these “*” locations.

Table 72 shows that all study area roadways to currently operate at LOS D or better on a daily basis with the exception of:

- Park Boulevard between Robinson and Avenue and Upas Street (LOS F)
- 6th Avenue between Robinson Avenue and Upas Street (LOS F)*
- 6th Avenue between Upas Street and Quince Drive (LOS E)*
- 6th Avenue between Elm Street and Ash Street (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)*
- Robinson Avenue between Vermont Street and Park Boulevard (LOS E)*
- Presidents Way, west of Park Boulevard (LOS F) *
- A Street between 6th and Park Boulevard (LOS F)*

Six of the eight segments as denoted with an “*” were deemed a significant impact.

Table 73 shows all the Saturday internal study intersections to operate at LOS B or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS F)
- Presidents Way/Centennial Road (SB left, LOS F)

ALTERNATIVE 3C - PEDESTRIANIZE CABRILLO BRIDGE, WEST MESA PARKING STRUCTURE OPERATIONS

Exhibit 47 shows the intersection lane geometry and configurations of the study area intersections.

Exhibit 48 shows the percent distribution for this alternative.

Existing

Exhibit 49 and Exhibit 50 show the Existing + Project Alternative 3C traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 74 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods. No significant impacts were calculated.

Table 75 shows all the study area intersections to operate at LOS C or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS E, AM peak)

**TABLE 72
2030 + PROJECT ALTERNATIVE 3B
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2030 No Project			2030 + Project Alternative 3B				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	19,100	1.273	F	19,100	1.273	F	0.000	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	16,700	0.418	B	17,000	0.425	B	0.008	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	25,600	0.640	C	26,100	0.653	C	0.013	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,700	0.568	C	0.010	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,700	0.568	C	0.010	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	30,900	0.773	D	33,900	0.848	D	0.075	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	28,800	0.720	C	31,000	0.775	D	0.055	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	24,000	0.600	C	28,400	0.710	C	0.110	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	31,200	1.040	F	33,400	1.113	F	0.073	YES
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	24,500	0.817	D	26,700	0.890	E	0.073	YES
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	17,500	0.583	C	18,800	0.627	C	0.043	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	16,100	0.537	C	16,100	0.537	C	0.000	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	20,100	0.893	E	20,400	0.907	E	0.013	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	2,700	0.270	A	2,400	0.240	A	-0.030	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,000	0.300	A	1,800	0.180	A	-0.120	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	6,200	0.620	C	6,400	0.640	C	0.020	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	16,700	1.670	F	18,100	1.810	F	0.140	YES
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	12,800	0.853	D	13,500	0.900	E	0.047	YES
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,200	0.820	D	8,400	0.840	D	0.020	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,100	0.910	E	1,600	0.160	A	-0.750	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	10,300	1.030	F	0	0.000	A	-1.030	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,800	0.880	D	11,500	1.150	F	0.270	YES
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,400	0.540	B	5,500	0.550	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,800	0.880	D	8,800	0.880	D	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,700	0.770	D	7,700	0.770	D	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	26,300	1.169	F	27,900	1.240	F	0.071	YES
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	3,350	0.335	A	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,800	0.980	E	4,290	0.429	B	-0.551	NO

LOS = Level of Service
 Segments with Significant Impacts Shown in **Bold**
 Significant Impact: LOS D or Better to LOS E or Worse
 Incremental V/C Ratio ≥ 0.02 for LOS E
 Incremental V/C Ratio ≥ 0.01 for LOS F

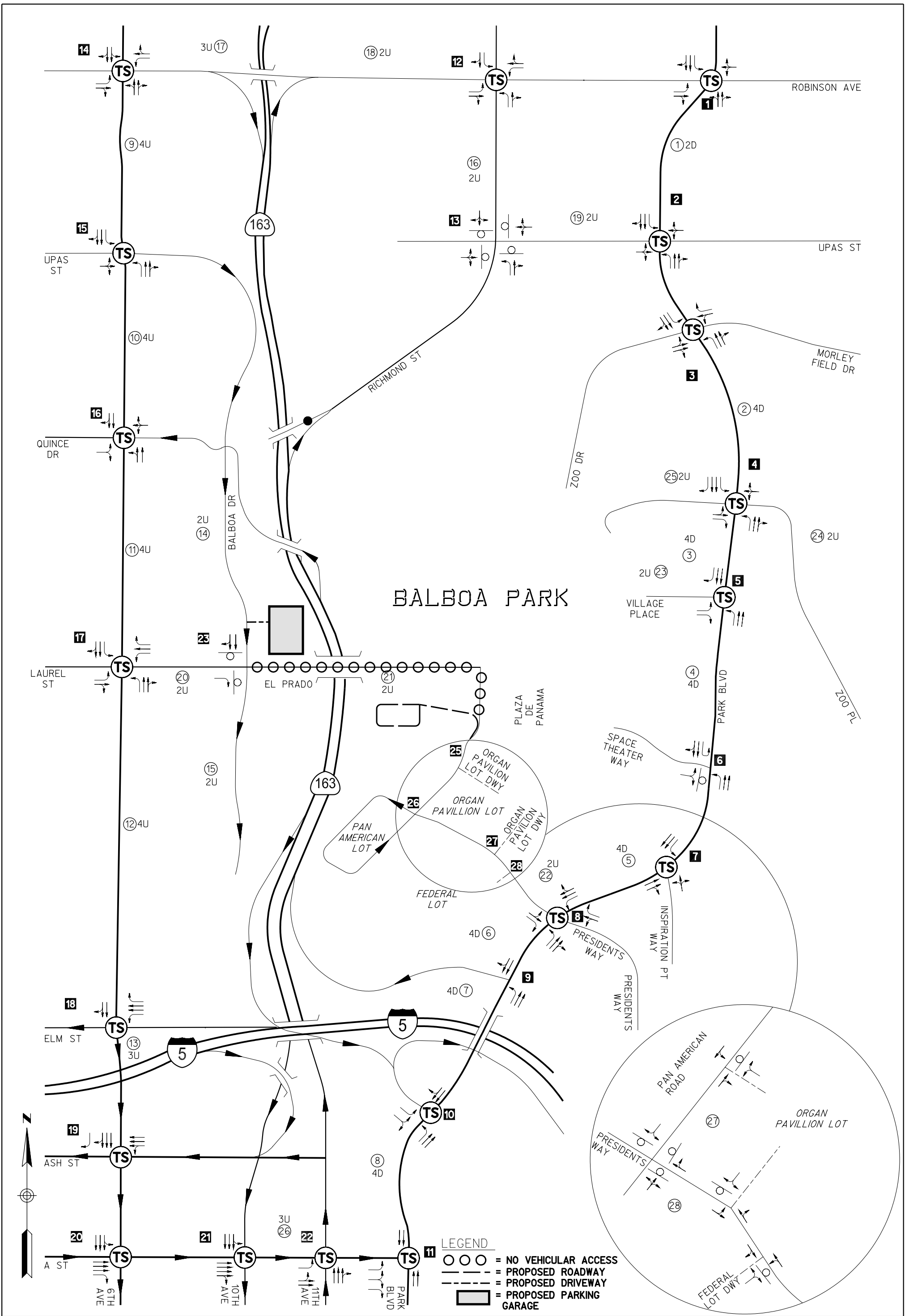
DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

TABLE 73
2030 + PROJECT ALTERNATIVE 3B
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

	Intersection	Control	2030 + Alt 3B	
			Control Delay (sec/veh)	LOS
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		>50.0	F
	Westbound Left		9.9	A
32	Centennial Road/Parking Garage North Entrance/Exit	Stop		
	AM			
	Northbound Left		7.5	A
	Eastbound Left		9.3	A
33	Centennial Road/Parking Garage South Entrance/Exit	Stop		
	AM			
	Northbound Left		8.0	A
	Eastbound Left		13.2	B
	Eastbound Right		10.6	B
34	Presidents Way/Centennial Road	Stop		
	AM			
	Eastbound Left		8.8	A
	Southbound Left		>50	F
	Southbound Right		10.0	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F



BALBOA PARK

LEGEND
 ○ ○ ○ = NO VEHICULAR ACCESS
 — — — = PROPOSED ROADWAY
 - - - - = PROPOSED DRIVEWAY
 ■ ■ ■ = PROPOSED PARKING GARAGE

LEGEND
 TS = TRAFFIC SIGNAL
 ○ = STOP SIGN
 X = INTERSECTION NUMBER
 ⊗ = SEGMENT NUMBER
 XU = X LANE UNDIVIDED
 XD = X LANE DIVIDED



EXHIBIT 47
 ALTERNATIVE 3C TRANSPORTATION CONDITIONS

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

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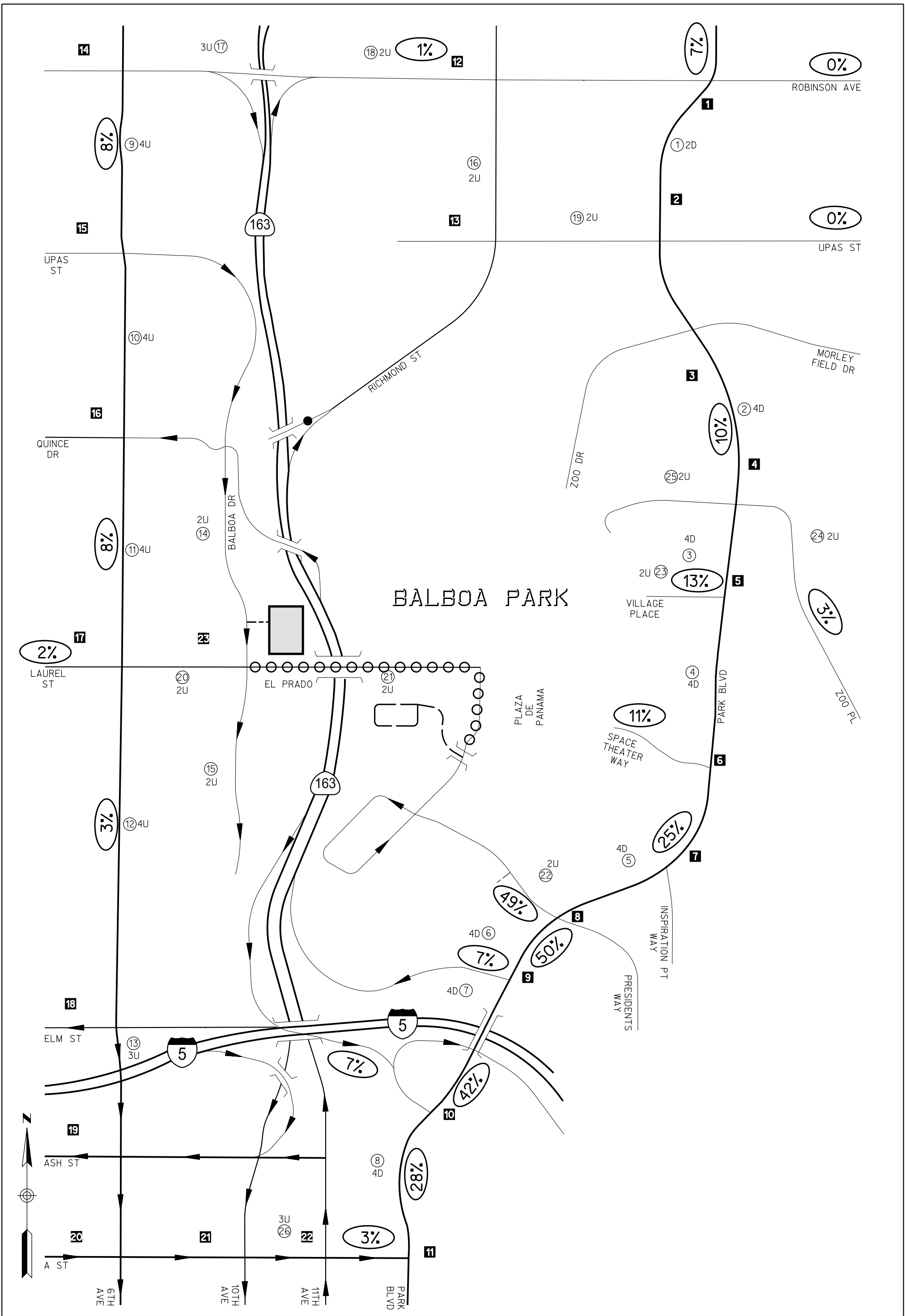


EXHIBIT 48

ALTERNATIVE 3C TOTAL TRIP DISTRIBUTION

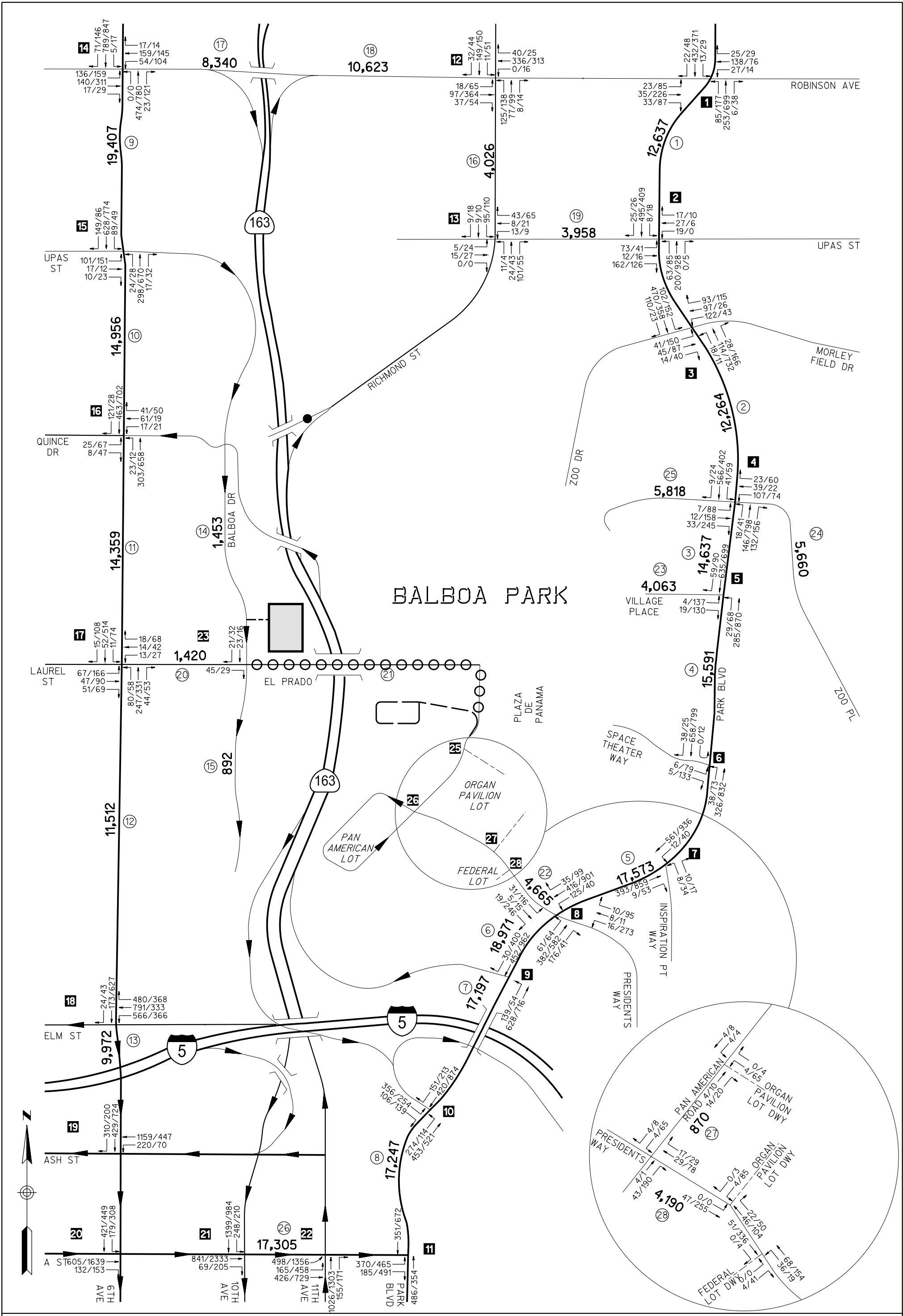
BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = PERCENT DISTRIBUTION
- = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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EXHIBIT 49

EXISTING WITH ALTERNATIVE 3C TOTAL TRAFFIC VOLUMES (WEEKDAY)

LEGEND	
XXXX	= ADT
XXXX/XXXX	= AM/PM PEAK HR
○ ○ ○	= NO VEHICULAR ACCESS
---	= PROPOSED ROADWAY
- - -	= PROPOSED DRIVEWAY
■	= PROPOSED PARKING GARAGE

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

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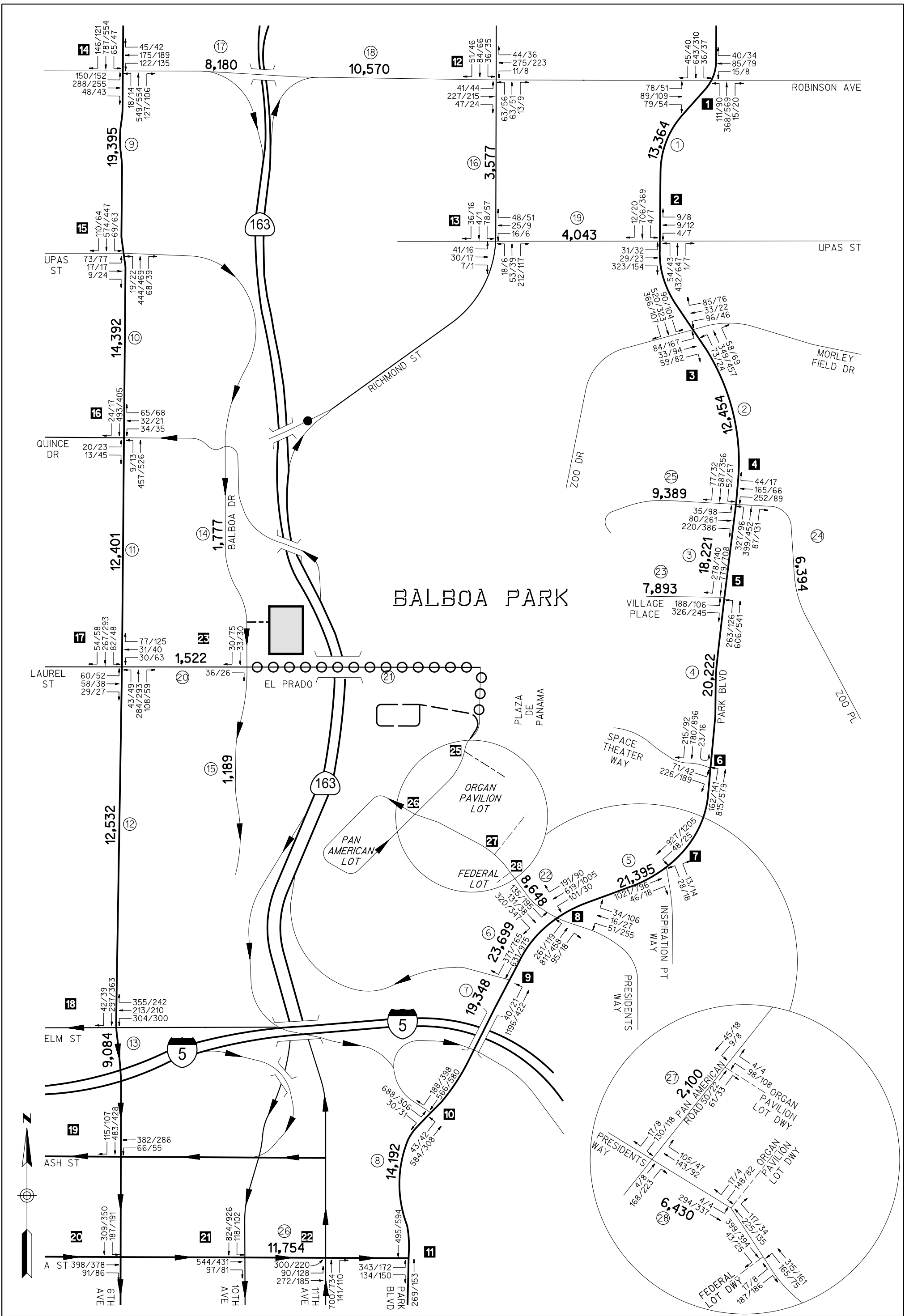


EXHIBIT 50

EXISTING WITH ALTERNATIVE 3C TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- - - = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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**TABLE 74
EXISTING + PROJECT ALTERNATIVE 3C INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 3C				
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No	
1	Park Boulevard/Robinson Avenue	AM	Signal	16.3	B	16.2	B	-0.1	No
		PM		17.1	B	17.1	B	0.0	No
2	Park Boulevard/Upas Street	AM	Signal	18.6	B	18.7	B	0.1	No
		PM		14.4	B	14.5	B	0.1	No
3	Park Boulevard/Morley Field Drive	AM	Signal	18.6	B	18.6	B	0.0	No
		PM		19.2	B	19.2	B	0.0	No
4	Park Boulevard/Zoo Place	AM	Signal	16.1	B	16.1	B	0.0	No
		PM		21.5	C	21.5	C	0.0	No
5	Park Boulevard/Village Place	AM	Signal	3.9	A	3.9	A	0.0	No
		PM		11.3	B	11.1	B	-0.2	No
6	Park Boulevard/Space Theatre Way	Northbound Left	NA						
		AM		9.0	A	9.1	A	0.1	No
		PM		9.7	A	9.9	A	0.2	No
		Eastbound Left	NA						
7	Park Boulevard/Inspiration Way	AM	Signal	3.1	A	3.0	A	-0.1	No
		PM		4.5	A	4.5	A	0.0	No
8	Park Boulevard/Presidents Way	AM	Signal	14.7	B	14.0	B	-0.7	No
		PM		21.8	C	20.7	C	-1.1	No
9	Park Boulevard/SR 163 NB Ramps	Northbound Left	NA						
		AM		8.8	A	8.8	A	0.0	No
		PM		12.8	B	12.9	B	0.1	No
10	Park Boulevard/I-5 Ramps	AM	Signal	26.2	C	26.4	C	0.2	No
		PM		19.9	B	20.3	C	0.4	No
11	Park Boulevard/A Street	AM	Signal	11.5	B	11.6	B	0.1	No
		PM		13.3	B	13.5	B	0.2	No
12	Richmond Street/Robinson Avenue	AM	Signal	15.0	B	15.1	B	0.1	No
		PM		14.5	B	14.6	B	0.1	No
13	Richmond Street/Upas Street	AM	All Way Stop	7.7	A	7.8	A	0.1	No
		PM		8.0	A	8.0	A	0.0	No
14	6th Avenue/Robinson Avenue	AM	Signal	20.5	C	20.5	C	0.0	No
		PM		22.6	C	23.0	C	0.4	No
15	6th Avenue/ Upas Street-Balboa Drive	AM	Signal	9.6	A	9.2	A	-0.4	No
		PM		11.7	B	11.4	B	-0.3	No
16	6th Avenue/Quince Drive	AM	Signal	12.1	B	12.1	B	0.0	No
		PM		12.1	B	12.3	B	0.2	No
17	6th Avenue/Laurel Street	AM	Signal	13.0	B	11.9	B	-1.1	No
		PM		15.0	B	13.9	B	-1.1	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	AM	Signal	8.6	A	8.8	A	0.2	No
		PM		12.8	B	13.1	B	0.3	No
19	6th Avenue/Ash Street	AM	Signal	11.5	B	11.4	B	-0.1	No
		PM		10.9	B	11.1	B	0.2	No
20	6th Avenue/A Street	AM	Signal	11.8	B	11.8	B	0.0	No
		PM		11.5	B	11.4	B	-0.1	No
21	A Street/10th Avenue	AM	Signal	11.9	B	12.0	B	0.1	No
		PM		14.0	B	14.1	B	0.1	No
22	A Street/11th Avenue	AM	Signal	11.0	B	11.2	B	0.2	No
		PM		13.9	B	14.1	B	0.2	No
23	Balboa Drive/El Prado	AM	All Way Stop	7.8	A	6.9	A	-0.9	No
		PM		10.8	B	6.8	A	-4.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 75
EXISTING + PROJECT ALTERNATIVE 3C INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 3C			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	14.5	B	14.5	B	0.0	No
	AM		13.8	B	13.8	B	0.0	No
2	Park Boulevard/Upas Street	Signal	19.2	B	19.3	B	0.1	No
	AM		15.5	B	15.6	B	0.1	No
3	Park Boulevard/Morley Field Drive	Signal	17.0	B	17.0	B	0.0	No
	AM		20.0	C	20.0	B	0.0	No
4	Park Boulevard/Zoo Place	Signal	30.0	C	30.1	C	0.1	No
	AM		24.0	C	24.1	C	0.1	No
5	Park Boulevard/Village Place	Signal	18.5	B	18.8	B	0.3	No
	AM		15.5	B	15.6	B	0.1	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		11.3	B	11.6	B	0.3	No
	PM		11.1	B	11.4	B	0.3	No
	Eastbound Left							
	AM		31.2	D	35.6	E	4.4	Yes
7	Park Boulevard/Inspiration Way	Signal	20.3	C	21.7	C	1.4	No
	AM		4.1	A	4.1	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	4.1	A	3.9	A	-0.2	No
	AM		25.0	C	23.6	C	-1.4	No
9	Park Boulevard/SR 163 NB Ramps	NA	26.8	C	25.4	C	-1.4	No
	AM							
	Northbound Left							
	AM	10.5	B	10.5	B	0.0	No	
	PM	15.4	C	15.4	C	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal						
	AM		21.8	C	22.1	C	0.3	No
	PM	16.2	B	16.2	B	0.0	No	
11	Park Boulevard/A Street	Signal	12.8	B	13.0	B	0.2	No
	AM		13.8	B	14.1	B	0.3	No
12	Richmond Street/Robinson Avenue	Signal	13.0	B	13.1	B	0.1	No
	AM		12.7	B	12.8	B	0.1	No
13	Richmond Street/Upas Street	All Way Stop	8.8	A	8.8	A	0.0	No
	AM		7.7	A	7.8	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal	24.3	C	24.9	C	0.6	No
	AM		24.8	C	25.0	C	0.2	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	8.3	A	7.9	A	-0.4	No
	AM		11.1	B	10.7	B	-0.4	No
16	6th Avenue/Quince Drive	Signal	13.9	B	14.0	B	0.1	No
	AM		13.5	B	13.6	B	0.1	No
17	6th Avenue/Laurel Street	Signal	14.8	B	13.2	B	-1.6	No
	AM		14.7	B	13.5	B	-1.2	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.9	B	11.3	B	0.4	No
	AM		11.5	B	11.9	B	0.4	No
19	6th Avenue/Ash Street	Signal	11.2	B	12.8	B	1.6	No
	AM		10.7	B	10.8	B	0.1	No
20	6th Avenue/A Street	Signal	11.4	B	11.4	B	0.0	No
	AM		11.3	B	11.3	B	0.0	No
21	A Street/10th Avenue	Signal	11.4	B	11.5	B	0.1	No
	AM		10.4	B	10.5	B	0.1	No
22	A Street/11th Avenue	Signal	9.8	A	9.9	A	0.1	No
	AM		9.2	A	9.3	A	0.1	No
23	Balboa Drive/El Prado	All Way Stop	10.5	B	7.6	A	-2.9	No
	AM		10.3	B	7.5	A	-2.8	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

This is deemed a significant impact.

Table 76 shows that all study area roadways to operate at LOS D or better on a daily basis. No significant impacts were calculated.

Tables 77 and 78 show all the weekday and Saturday internal study intersections to operate acceptably at LOS C or better.

2015

Exhibit 51 and Exhibit 52 show the 2015 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 79 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left-turn, LOS E, PM peak).

This is deemed a significant impact.

Table 80 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and PM peak)

Significant impacts are calculated at this location.

Table 81 shows that all study area roadways to operate at LOS D or better on a daily basis, with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- A Street between 6th Avenue and Park Boulevard (LOS E)*
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)*

Significant impacts were calculated at these “*” locations based on the current significance thresholds.

Tables 82 and 83 show all the weekday and Saturday internal study intersections to operate acceptably at LOS C or better.

2030

Exhibit 53 and Exhibit 54 show the 2030 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 84 shows all the study area intersections to currently operate at LOS D or better during the weekday AM and PM peak periods, with the exception of:

**TABLE 76
EXISTING + PROJECT ALTERNATIVE 3C
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	Existing			Existing + Project Alternative 3C				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	12,549	0.837	D	12,637	0.842	D	0.006	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	12,179	0.304	A	12,264	0.307	A	0.002	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	14,478	0.362	A	14,637	0.366	A	0.004	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	15,006	0.375	B	15,591	0.390	B	0.015	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	16,946	0.424	B	17,573	0.439	B	0.016	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	19,047	0.476	B	18,971	0.474	B	-0.002	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	17,424	0.436	B	17,197	0.430	B	-0.006	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	15,372	0.384	B	17,247	0.431	B	0.047	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	18,003	0.600	C	19,407	0.647	C	0.047	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	13,658	0.455	B	14,956	0.499	C	0.043	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	13,018	0.434	B	14,359	0.479	C	0.045	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	10,045	0.335	B	11,512	0.384	B	0.049	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	9,893	0.440	B	9,972	0.443	B	0.004	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,223	0.122	A	1,453	0.145	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,146	0.115	A	892	0.089	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	3,856	0.386	A	4,026	0.403	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	7,996	0.800	D	8,340	0.834	D	0.034	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	10,344	0.690	D	10,623	0.708	D	0.019	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	3,880	0.388	A	3,958	0.396	A	0.008	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,070	0.607	C	1,420	0.142	A	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	0	0.000	A	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,866	0.787	D	4,665	0.466	B	-0.320	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,968	0.397	A	4,063	0.406	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,660	0.566	C	5,660	0.566	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,818	0.582	C	5,818	0.582	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	16,655	0.740	D	17,305	0.769	D	0.029	NO
27 Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,767	0.577	C	870	0.087	A	-0.490	NO
28 Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,560	0.856	D	4,190	0.419	B	-0.437	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

**TABLE 77
EXISTING + PROJECT ALTERNATIVE 3C
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing + Alt 3C	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		3.6	A
	Westbound Shared Left-Right		8.6	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		6.8	A
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		9.0	A
	Eastbound Left		0.2	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		8.8	A
	Westbound Left		2.7	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 78
EXISTING + PROJECT ALTERNATIVE 3C
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing + Alt 3C	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		1.3	A
	Westbound Shared Left-Right		10.0	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		9.2	A
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		17.8	C
	Eastbound Left		0.1	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		17.9	C
	Westbound Left		4.3	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

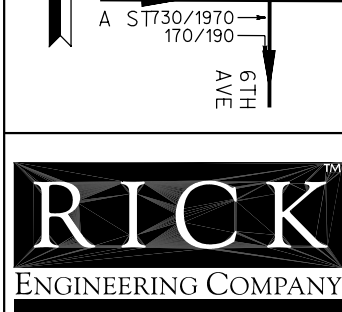
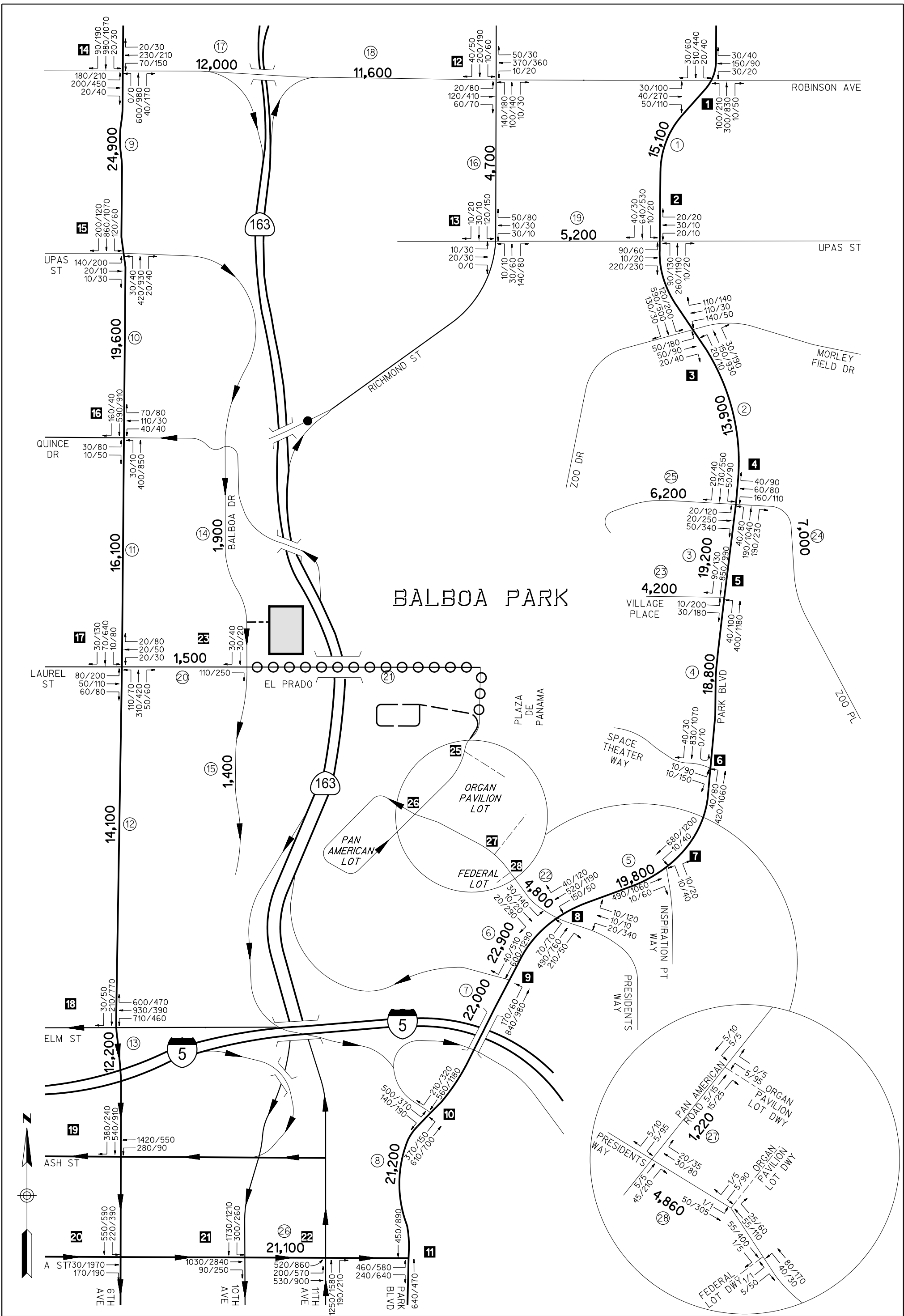


EXHIBIT 51

2015 WITH ALTERNATIVE 3C TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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**TABLE 79
2015 + PROJECT ALTERNATIVE 3C INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 3C			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
	AM		19.5	B	19.5	B	0.0	No
2	Park Boulevard/Upas Street	Signal	20.3	C	20.3	C	0.0	No
	AM		18.6	B	18.6	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	18.8	B	18.8	B	0.0	No
	AM		20.4	C	20.4	C	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.2	B	16.2	B	0.0	No
	AM		22.5	C	22.5	C	0.0	No
5	Park Boulevard/Village Place	Signal	4.1	A	4.0	A	-0.1	No
	AM		11.7	B	11.9	B	0.2	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left		9.7	A	9.9	A	0.2	No
	AM		11.2	B	11.4	B	0.2	No
	PM							
	Eastbound Left		13.5	B	13.7	B	0.2	No
	AM		33.1	D	40.1	E	7.0	Yes
7	Park Boulevard/Inspiration Way	Signal	2.9	A	2.9	A	0.0	No
	AM		4.7	A	4.6	A	-0.1	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	13.7	B	-1.0	No
	AM		28.4	C	25.4	C	-3.0	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left		9.5	A	9.6	A	0.1	No
	AM		17.4	C	17.6	C	0.2	No
10	Park Boulevard/I-5 Ramps	Signal	28.9	C	29.4	C	0.5	No
	AM		23.9	C	24.8	C	0.9	No
11	Park Boulevard/A Street	Signal	11.8	B	12.0	B	0.2	No
	AM		14.7	B	15.3	B	0.6	No
12	Richmond Street/Robinson Avenue	Signal	15.6	B	15.7	B	0.1	No
	AM		15.6	B	15.8	B	0.2	No
13	Richmond Street/Upas Street	All Way Stop	8.3	A	8.3	A	0.0	No
	AM		8.9	A	9.0	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal	23.4	C	23.6	C	0.2	No
	AM		31.1	C	32.9	C	1.8	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.7	A	0.1	No
	AM		12.6	B	12.4	B	-0.2	No
16	6th Avenue/Quince Drive	Signal	15.3	B	15.7	B	0.4	No
	AM		13.9	B	13.5	B	-0.4	No
17	6th Avenue/Laurel Street	Signal	13.2	B	12.0	B	-1.2	No
	AM		15.7	B	14.3	B	-1.4	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.3	B	10.5	B	0.2	No
	AM		13.4	B	13.8	B	0.4	No
19	6th Avenue/Ash Street	Signal	12.1	B	12.2	B	0.1	No
	AM		11.3	B	11.4	B	0.1	No
20	6th Avenue/A Street	Signal	12.3	B	12.2	B	-0.1	No
	AM		13.2	B	13.2	B	0.0	No
21	A Street/10th Avenue	Signal	12.8	B	13.1	B	0.3	No
	AM		16.6	B	17.0	B	0.4	No
22	A Street/11th Avenue	Signal	11.6	B	11.8	B	0.2	No
	AM		15.6	B	16.0	B	0.4	No
23	Balboa Drive/El Prado	All Way Stop	8.1	A	6.9	A	-1.2	No
	AM		12.0	B	6.8	A	-5.2	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 80
2015 + PROJECT ALTERNATIVE 3C INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 3C			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		15.0	B	15.2	B	0.2	No
	PM		14.5	B	14.5	B	0.0	No
2	Park Boulevard/Upas Street	Signal						
	AM		24.3	C	24.3	C	0.0	No
	PM		19.6	B	19.9	B	0.3	No
3	Park Boulevard/Morley Field Drive	Signal						
	AM		17.5	B	17.5	B	0.0	No
	PM		20.2	C	20.1	C	-0.1	No
4	Park Boulevard/Zoo Place	Signal						
	AM		27.2	C	27.3	C	0.1	No
	PM		24.0	C	24.0	C	0.0	No
5	Park Boulevard/Village Place	Signal						
	AM		21.3	C	21.8	C	0.5	No
	PM		16.6	B	16.6	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		13.9	B	14.6	B	0.7	No
	PM		13.9	B	14.4	B	0.5	No
	Eastbound Left							
	AM		112.7	F	136.0	F	23.3	Yes
	PM	44.6	E	49.7	F	5.1	Yes	
7	Park Boulevard/Inspiration Way	Signal						
	AM		3.9	A	3.9	A	0.0	No
	PM		3.8	A	3.7	A	-0.1	No
8	Park Boulevard/Presidents Way	Signal						
	AM		31.3	C	27.8	C	-3.5	No
	PM		52.4	D	45.8	D	-6.6	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		12.4	B	12.4	B	0.0	No
	PM		22.4	C	22.8	C	0.4	No
10	Park Boulevard/I-5 Ramps	Signal						
	AM		25.1	C	25.2	C	0.1	No
	PM		18.5	B	18.3	B	-0.2	No
11	Park Boulevard/A Street	Signal						
	AM		13.3	B	13.5	B	0.2	No
	PM		14.6	B	14.8	B	0.2	No
12	Richmond Street/Robinson Avenue	Signal						
	AM		13.7	B	13.8	B	0.1	No
	PM		13.6	B	13.5	B	-0.1	No
13	Richmond Street/Upas Street	All Way Stop						
	AM		11.5	B	11.6	B	0.1	No
	PM		9.3	A	9.4	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal						
	AM		37.2	D	46.5	D	9.3	No
	PM		30.5	C	31.5	C	1.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		8.3	A	8.1	A	-0.2	No
	PM		11.6	B	11.2	B	-0.4	No
16	6th Avenue/Quince Drive	Signal						
	AM		17.6	B	17.5	B	-0.1	No
	PM		16.5	B	17.2	B	0.7	No
17	6th Avenue/Laurel Street	Signal						
	AM		15.1	B	13.3	B	-1.8	No
	PM		15.0	B	13.9	B	-1.1	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		11.6	B	10.2	B	-1.4	No
	PM		12.0	B	12.4	B	0.4	No
19	6th Avenue/Ash Street	Signal						
	AM		11.4	B	11.5	B	0.1	No
	PM		10.9	B	11.0	B	0.1	No
20	6th Avenue/A Street	Signal						
	AM		11.7	B	11.7	B	0.0	No
	PM		11.5	B	11.5	B	0.0	No
21	A Street/10th Avenue	Signal						
	AM		11.8	B	11.9	B	0.1	No
	PM		10.7	B	10.9	B	0.2	No
22	A Street/11th Avenue	Signal						
	AM		10.2	B	10.4	B	0.2	No
	PM		9.5	A	9.7	A	0.2	No
23	Balboa Drive/El Prado	All Way Stop						
	AM		12.2	B	7.7	A	-4.5	No
	PM		10.7	B	7.5	A	-3.2	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 81
2015 + PROJECT ALTERNATIVE 3C
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2015 No Project			2015 + Project Alternative 3C				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	15,000	1.000	E	15,100	1.007	F	0.007	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	13,800	0.345	A	13,900	0.348	A	0.003	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	19,000	0.475	B	19,200	0.480	B	0.005	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	18,100	0.453	B	18,800	0.470	B	0.018	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	19,100	0.478	B	19,800	0.495	B	0.018	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	23,000	0.575	C	22,900	0.573	C	-0.002	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,000	0.550	C	-0.007	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	18,900	0.473	B	21,200	0.530	C	0.058	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	23,100	0.770	D	24,900	0.830	D	0.060	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	17,900	0.597	C	19,600	0.653	C	0.057	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	14,600	0.487	C	16,100	0.537	C	0.050	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	12,300	0.410	B	14,100	0.470	C	0.060	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	12,100	0.538	C	12,200	0.542	C	0.004	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,600	0.160	A	1,900	0.190	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,800	0.180	A	1,400	0.140	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	4,500	0.450	B	4,700	0.470	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	11,500	1.150	F	12,000	1.200	F	0.050	YES
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	11,300	0.753	D	11,600	0.773	D	0.020	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,100	0.510	B	5,200	0.520	B	0.010	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,400	0.640	C	1,500	0.150	A	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,500	0.650	C	0	0.000	A	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,100	0.810	D	4,800	0.480	B	-0.330	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	4,100	0.410	B	4,200	0.420	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	7,000	0.700	C	7,000	0.700	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	20,300	0.902	E	21,100	0.938	E	0.036	YES
27 Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,700	0.670	C	1,220	0.122	A	-0.548	NO
28 Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,470	0.947	E	4,860	0.486	B	-0.461	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

TABLE 82
2015 + PROJECT ALTERNATIVE 3C
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

	Intersection	Control	2015 + Alt 3C	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		3.6	A
	Westbound Shared Left-Right		8.7	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		6.9	A
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		9.1	A
	Eastbound Left		0.2	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		8.8	A
	Westbound Left		2.6	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 83
2015 + PROJECT ALTERNATIVE 3C
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

	Intersection	Control	2015 + Alt 3C	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		2.5	A
	Westbound Shared Left-Right		9.8	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		9.3	A
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		20.3	C
	Eastbound Left		0.2	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		23.0	C
	Westbound Left		4.8	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

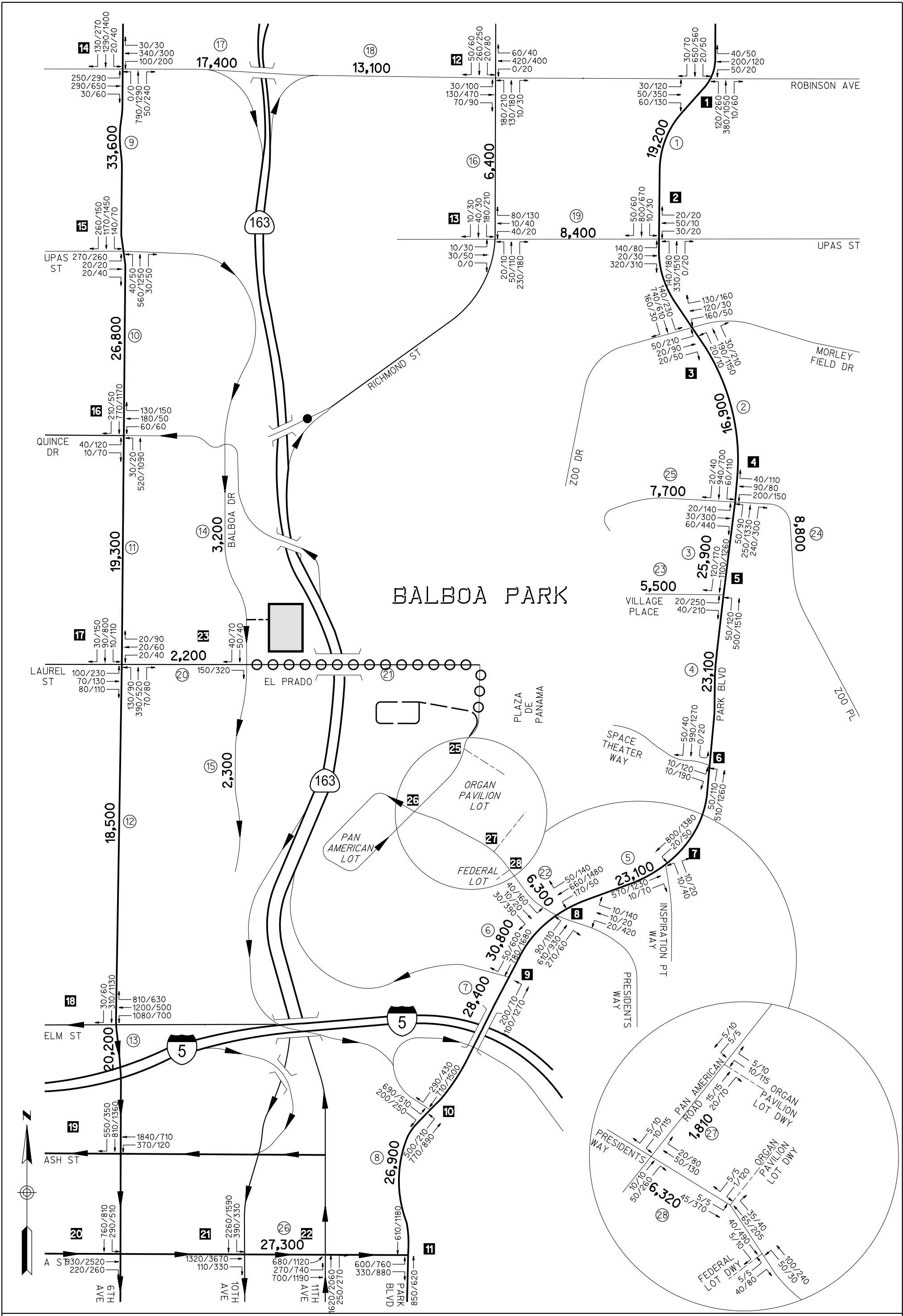


EXHIBIT 53

2030 WITH ALTERNATIVE 3C TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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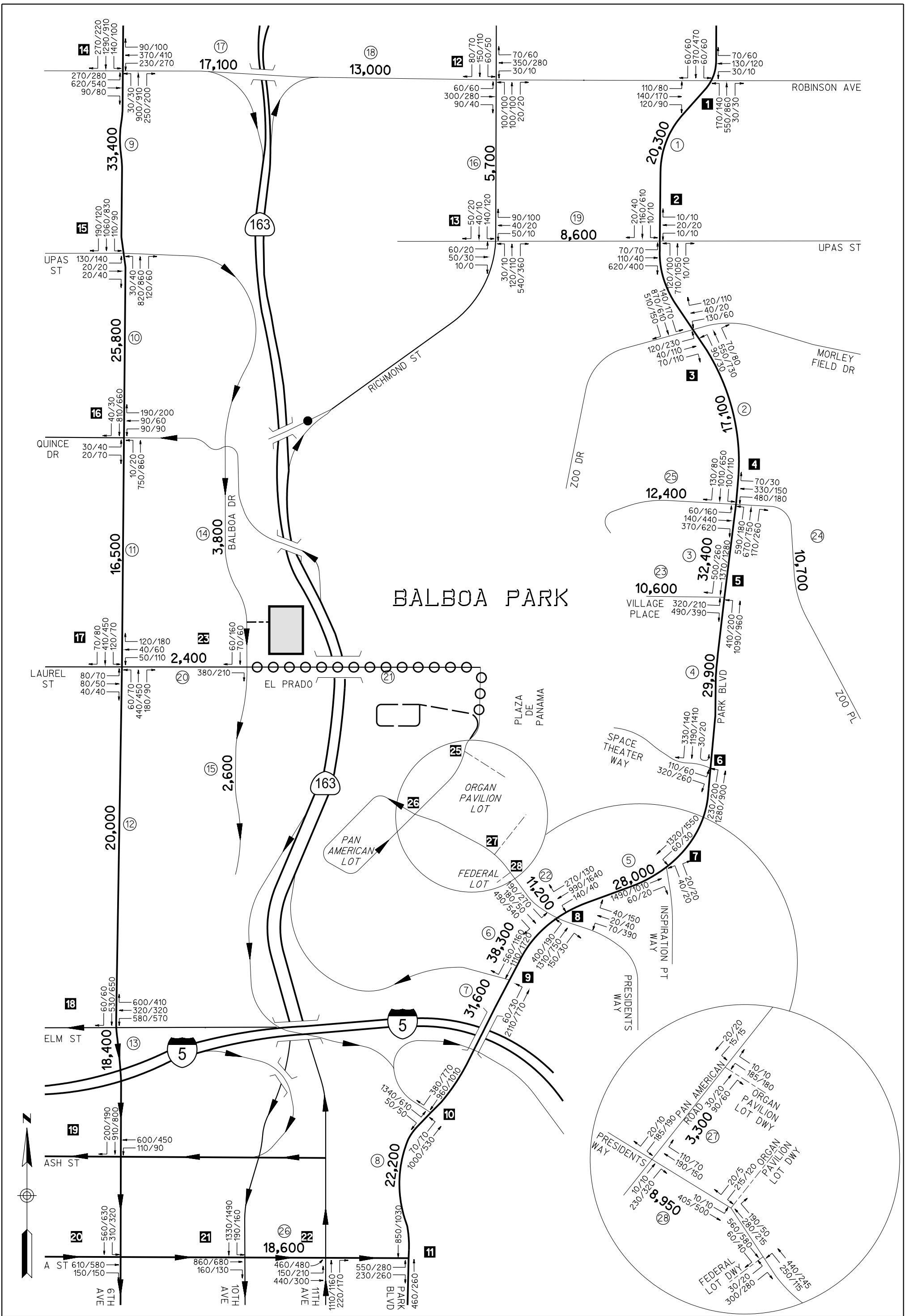


EXHIBIT 54

2030 WITH ALTERNATIVE 3C TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 84
2030 + PROJECT ALTERNATIVE 3C INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 3C			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	17.5	B	17.5	B	0.0	No
	AM		31.0	C	31.0	C	0.0	No
2	Park Boulevard/Upas Street	Signal	24.8	C	25.4	C	0.6	No
	AM		24.1	C	24.2	C	0.1	No
3	Park Boulevard/Morley Field Drive	Signal	19.2	B	19.2	B	0.0	No
	AM		22.6	C	22.7	C	0.1	No
4	Park Boulevard/Zoo Place	Signal	16.7	B	16.7	B	0.0	No
	AM		29.3	C	29.6	C	0.3	No
5	Park Boulevard/Village Place	Signal	4.6	A	4.5	A	-0.1	No
	AM		13.1	B	13.4	B	0.3	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		10.6	B	10.8	B	0.2	No
	PM		12.9	B	13.3	B	0.4	No
	Eastbound Left							
	AM		15.1	C	15.5	C	0.4	No
	PM	112.1	F	150.8	F	38.7	Yes	
7	Park Boulevard/Inspiration Way	Signal	3.0	A	4.2	A	1.2	No
	AM		4.7	A	4.6	A	-0.1	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	13.7	B	-1.0	No
	AM		62.0	E	54.8	D	-7.2	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.9	B	10.9	B	0.0	No
	PM	28.4	D	28.4	D	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal	38.4	D	42.4	D	4.0	No
	AM		43.6	D	50.7	D	7.1	No
11	Park Boulevard/A Street	Signal	12.5	B	12.8	B	0.3	No
	AM		20.1	C	15.8	B	-4.3	No
12	Richmond Street/Robinson Avenue	Signal	16.7	B	16.8	B	0.1	No
	AM		17.3	B	17.4	B	0.1	No
13	Richmond Street/Upas Street	All Way Stop	9.6	A	9.7	A	0.1	No
	AM		10.6	B	10.7	B	0.1	No
14	6th Avenue/Robinson Avenue	Signal	30.6	C	32.4	C	1.8	No
	AM		103.0	F	122.3	F	19.3	Yes
15	6th Avenue/ Upas Street-Balboa Drive	Signal	11.1	B	11.1	B	0.0	No
	AM		15.3	B	15.5	B	0.2	No
16	6th Avenue/Quince Drive	Signal	18.7	B	19.8	B	1.1	No
	AM		16.9	B	17.8	B	0.9	No
17	6th Avenue/Laurel Street	Signal	13.7	B	12.4	B	-1.3	No
	AM		17.8	B	14.9	B	-2.9	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	31.1	C	32.9	C	1.8	No
	AM		17.6	B	18.8	B	1.2	No
19	6th Avenue/Ash Street	Signal	14.7	B	14.9	B	0.2	No
	AM		11.7	B	11.9	B	0.2	No
20	6th Avenue/A Street	Signal	13.1	B	13.0	B	-0.1	No
	AM		17.6	B	18.2	B	0.6	No
21	A Street/10th Avenue	Signal	15.7	B	16.1	B	0.4	No
	AM		42.1	D	51.8	D	9.7	No
22	A Street/11th Avenue	Signal	13.0	B	13.4	B	0.4	No
	AM		21.6	C	23.6	C	2.0	No
23	Balboa Drive/El Prado	All Way Stop	8.9	A	7.1	A	-1.8	No
	AM		27.5	D	7.1	A	-20.4	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, PM peak)

Significant impacts were calculated at these locations.

Table 85 shows all the study area intersections to currently operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and PM peak)*
- Park Boulevard/Presidents Way (LOS F, PM peak)
- Park Boulevard/SR 163 NB on Ramp (LOS E, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, AM and PM peak)*

Significant impacts were calculated at these “*” locations.

Table 86 shows that all study area roadways to currently operate at LOS D or better on a daily basis with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- 6th Avenue between Robinson Avenue and Upas Street (LOS F)*
- 6th Avenue between Upas Street and Quince Drive (LOS E)*
- 6th Avenue between Elm Street and Ash Street (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)*
- Robinson Avenue between Vermont Street and Park Boulevard (LOS E)
- A Street between 6th and Park Boulevard (LOS F)*

Four of the seven segments as denoted with an “*” were deemed a significant impact.

Tables 87 and 88 show all the weekday and Saturday internal study intersections to operate at LOS B or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS F)
- Presidents Way/Organ Pavilion Lot (SB shared left-right, LOS E)

ALTERNATIVE 3D - PEDESTRIANIZE CABRILLO BRIDGE, INSPIRATION POINT PARKING STRUCTURE OPERATIONS

Exhibit 55 shows the intersection lane geometry and configurations of the study area intersections.

Exhibit 56 shows the percent distribution for this alternative.

Existing

Exhibit 57 and Exhibit 58 show the Existing + Project Alternative 3D volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

**TABLE 85
2030 + PROJECT ALTERNATIVE 3C INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 3C			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		16.5	B	16.5	B	0.0	No
	PM			15.5	B	15.8	B	0.3
2	Park Boulevard/Upas Street	Signal						
	AM		51.3	D	53.5	D	2.2	No
	PM			23.3	C	23.3	C	0.0
3	Park Boulevard/Morley Field Drive	Signal						
	AM		19.3	B	19.3	B	0.0	No
	PM			20.7	C	20.6	C	-0.1
4	Park Boulevard/Zoo Place	Signal						
	AM		36.1	D	36.9	D	0.8	No
	PM			27.4	C	27.5	C	0.1
5	Park Boulevard/Village Place	Signal						
	AM		37.7	D	41.3	D	3.6	No
	PM			19.3	B	20.0	C	0.7
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		19.4	C	21.4	C	2.0	No
	PM		18.5	C	20.0	C	1.5	No
	Eastbound Left							
	AM		460.8	F	554.6	F	93.8	Yes
	PM	168.8	F	197.6	F	28.8	Yes	
7	Park Boulevard/Inspiration Way	Signal						
	AM		4.9	A	4.9	A	0.0	No
	PM			4.0	A	4.0	A	0.0
8	Park Boulevard/Presidents Way	Signal						
	AM		56.4	E	51.8	D	-4.6	No
	PM			126.4	F	126.1	F	-0.3
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		15.5	C	16.1	C	0.6	No
	PM	40.7	E	41.1	E	0.4	No	
10	Park Boulevard/I-5 Ramps	Signal						
	AM		32.6	C	33.7	C	1.1	No
	PM			23.8	C	24.3	C	0.5
11	Park Boulevard/A Street	Signal						
	AM		14.2	B	14.5	B	0.3	No
	PM			16.4	B	17.3	B	0.9
12	Richmond Street/Robinson Avenue	Signal						
	AM		14.6	B	14.7	B	0.1	No
	PM			14.4	B	14.4	B	0.0
13	Richmond Street/Upas Street	All Way Stop						
	AM		29.2	D	29.2	D	0.0	No
	PM			11.7	B	12.0	B	0.3
14	6th Avenue/Robinson Avenue	Signal						
	AM		151.7	F	181.2	F	29.5	Yes
	PM			75.5	E	98.2	F	22.7
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		9.5	A	8.9	A	-0.6	No
	PM			12.4	B	11.5	B	-0.9
16	6th Avenue/Quince Drive	Signal						
	AM		21.6	C	22.3	C	0.7	No
	PM			20.0	B	21.1	C	1.1
17	6th Avenue/Laurel Street	Signal						
	AM		15.7	B	13.4	B	-2.3	No
	PM			15.4	B	14.0	B	-1.4
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		11.3	B	11.8	B	0.5	No
	PM			12.5	B	12.9	B	0.4
19	6th Avenue/Ash Street	Signal						
	AM		11.8	B	11.9	B	0.1	No
	PM			10.9	B	11.1	B	0.2
20	6th Avenue/A Street	Signal						
	AM		12.1	B	12.1	B	0.0	No
	PM			11.9	B	12.0	B	0.1
21	A Street/10th Avenue	Signal						
	AM		12.5	B	12.7	B	0.2	No
	PM			11.4	B	11.5	B	0.1
22	A Street/11th Avenue	Signal						
	AM		10.8	B	11.0	B	0.2	No
	PM			10.0	B	10.2	B	0.2
23	Balboa Drive/El Prado	All Way Stop						
	AM		24.7	C	8.1	A	-16.6	No
	PM			21.9	C	8.0	A	-13.9

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
 Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
 Significant Impact: 1) LOS D or better to LOS E or worse
 2) Incremental Delay ≥ 2 seconds for LOS E
 3) Incremental Delay ≥ 1 second for LOS F

**TABLE 86
2030 + PROJECT ALTERNATIVE 3C
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2030 No Project			2030 + Project Alternative 3C				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	19,100	1.273	F	19,200	1.280	F	0.007	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	16,700	0.418	B	16,900	0.423	B	0.005	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	25,600	0.640	C	25,900	0.648	C	0.007	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	23,100	0.578	C	0.020	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	23,100	0.578	C	0.020	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	30,900	0.773	D	30,800	0.770	D	-0.002	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	28,800	0.720	C	28,400	0.710	C	-0.010	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	24,000	0.600	C	26,900	0.673	C	0.073	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	31,200	1.040	F	33,600	1.120	F	0.080	YES
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	24,500	0.817	D	26,800	0.893	E	0.077	YES
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	17,500	0.583	C	19,300	0.643	C	0.060	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	16,100	0.537	C	18,500	0.617	C	0.080	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	20,100	0.893	E	20,200	0.898	E	0.004	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	2,700	0.270	A	3,200	0.320	A	0.050	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,000	0.300	A	2,300	0.230	A	-0.070	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	6,200	0.620	C	6,400	0.640	C	0.020	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	16,700	1.670	F	17,400	1.740	F	0.070	YES
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	12,800	0.853	D	13,100	0.873	E	0.020	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,200	0.820	D	8,400	0.840	D	0.020	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,100	0.910	E	2,200	0.220	A	-0.690	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	10,300	1.030	F	0	0.000	A	-1.030	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,800	0.880	D	6,300	0.630	C	-0.250	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,400	0.540	B	5,500	0.550	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,800	0.880	D	8,800	0.880	D	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,700	0.770	D	7,700	0.770	D	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	26,300	1.169	F	27,300	1.213	F	0.044	YES
27 Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,220	0.822	D	1,810	0.181	A	-0.641	NO
28 Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,800	0.980	E	6,320	0.632	C	-0.348	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

TABLE 87
2030 + PROJECT ALTERNATIVE 3C
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

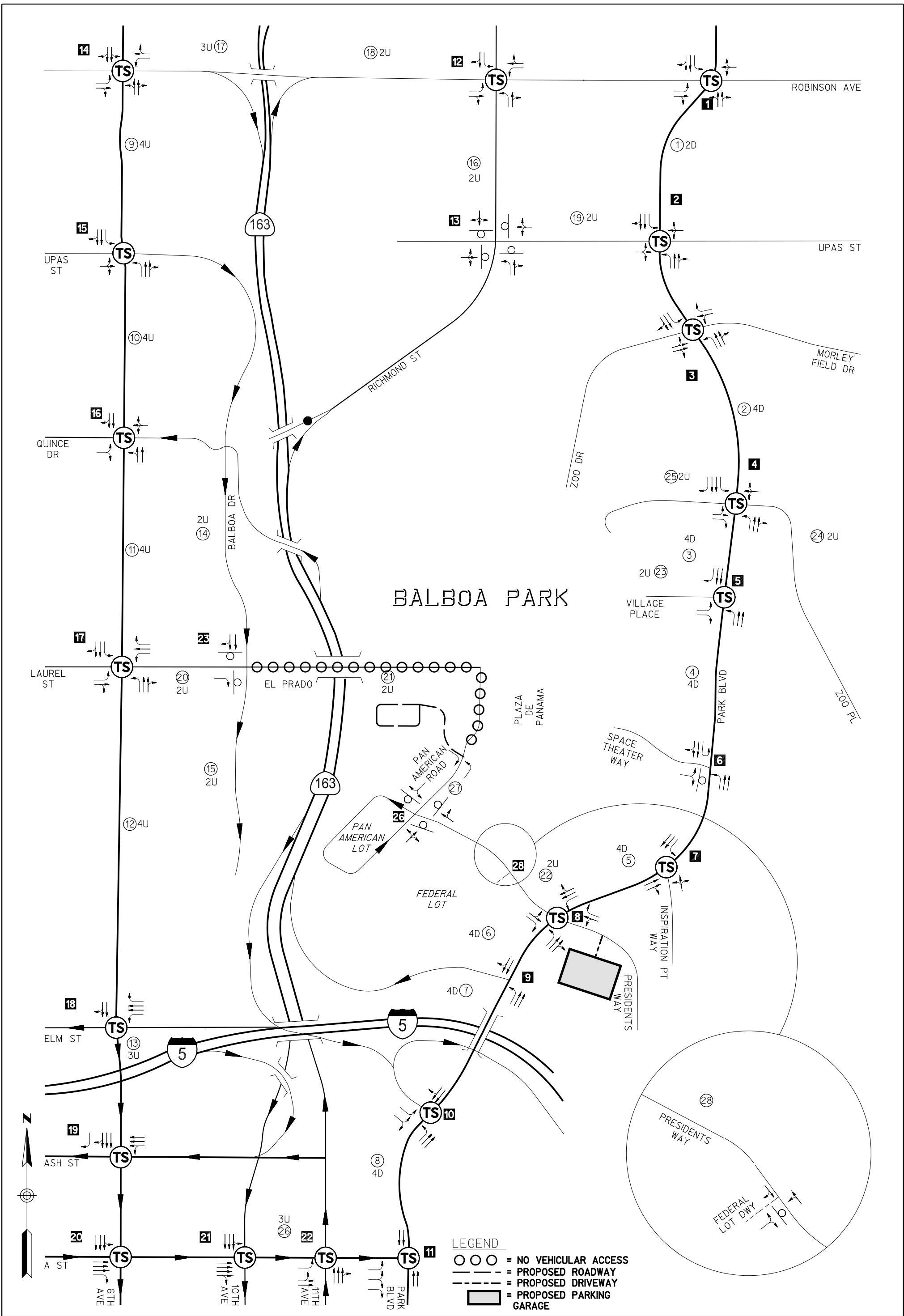
	Intersection	Control	2030 + Alt 3C	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		3.7	A
	Westbound Shared Left-Right		8.7	A
26	Pan American Road/Presidents Way	All Way Stop		
	AM		7.1	A
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		8.8	A
	Eastbound Left		0.8	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		8.9	A
	Westbound Left		2.6	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 88
2030 + PROJECT ALTERNATIVE 3C
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

	Intersection	Control	2030 + Alt 3C	
			Control Delay (sec/veh)	LOS
25	Pan American Road/Organ Pavilion Lot	Stop		
	AM			
	Southbound Left		3.3	A
	Westbound Shared Left-Right		10.6	B
26	Pan American Road/Presidents Way	All Way Stop		
	AM		10.8	B
27	Presidents Way/Organ Pavilion Lot	Stop		
	AM			
	Southbound Shared Left-Right		44.1	E
	Eastbound Left		0.3	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		>50.0	F
	Westbound Left		6.4	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F



BALBOA PARK

LEGEND
 ○○○ = NO VEHICULAR ACCESS
 --- = PROPOSED ROADWAY
 - - - = PROPOSED DRIVEWAY
 [] = PROPOSED PARKING GARAGE

LEGEND
 TS = TRAFFIC SIGNAL
 ○ = STOP SIGN
 X = INTERSECTION NUMBER
 ⊗ = SEGMENT NUMBER
 XU = X LANE UNDIVIDED
 XD = X LANE DIVIDED



EXHIBIT 55
 ALTERNATIVE 3D TRANSPORTATION CONDITIONS

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

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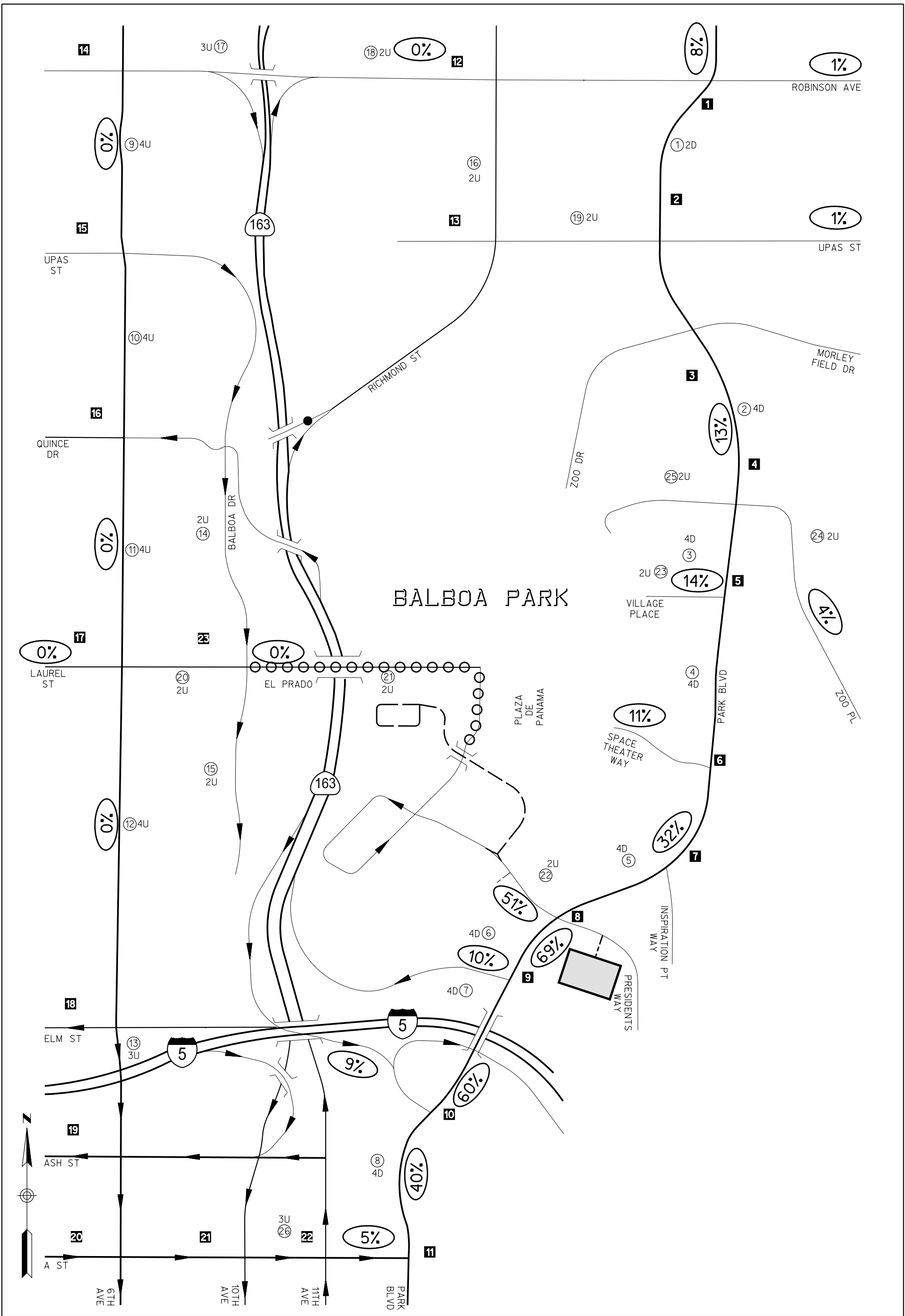


EXHIBIT 56

ALTERNATIVE 3D TOTAL TRIP DISTRIBUTION

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = PERCENT DISTRIBUTION
- = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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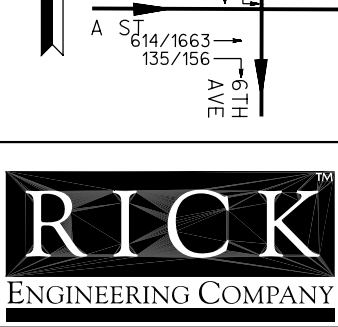
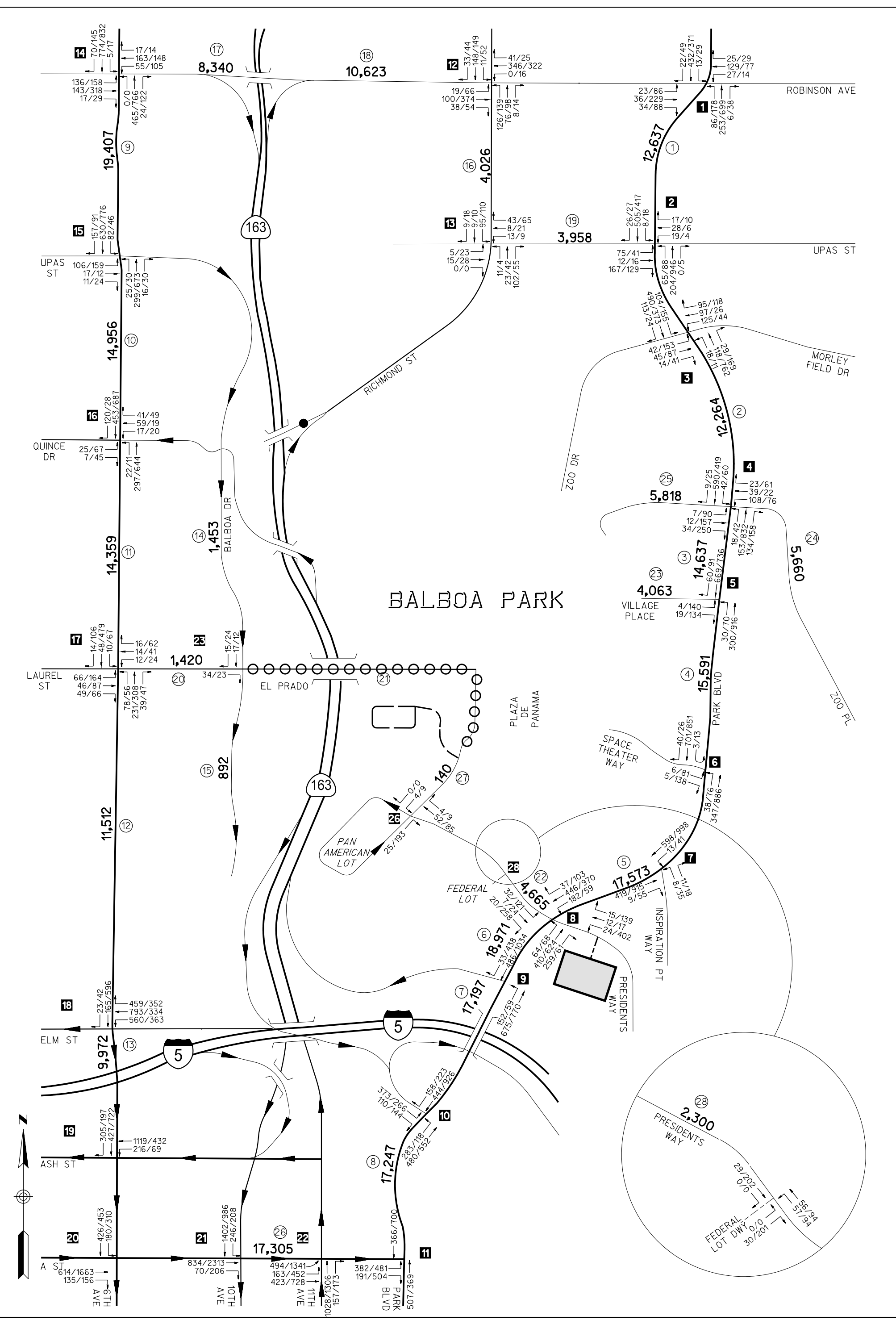


EXHIBIT 57

EXISTING WITH ALTERNATIVE 3D TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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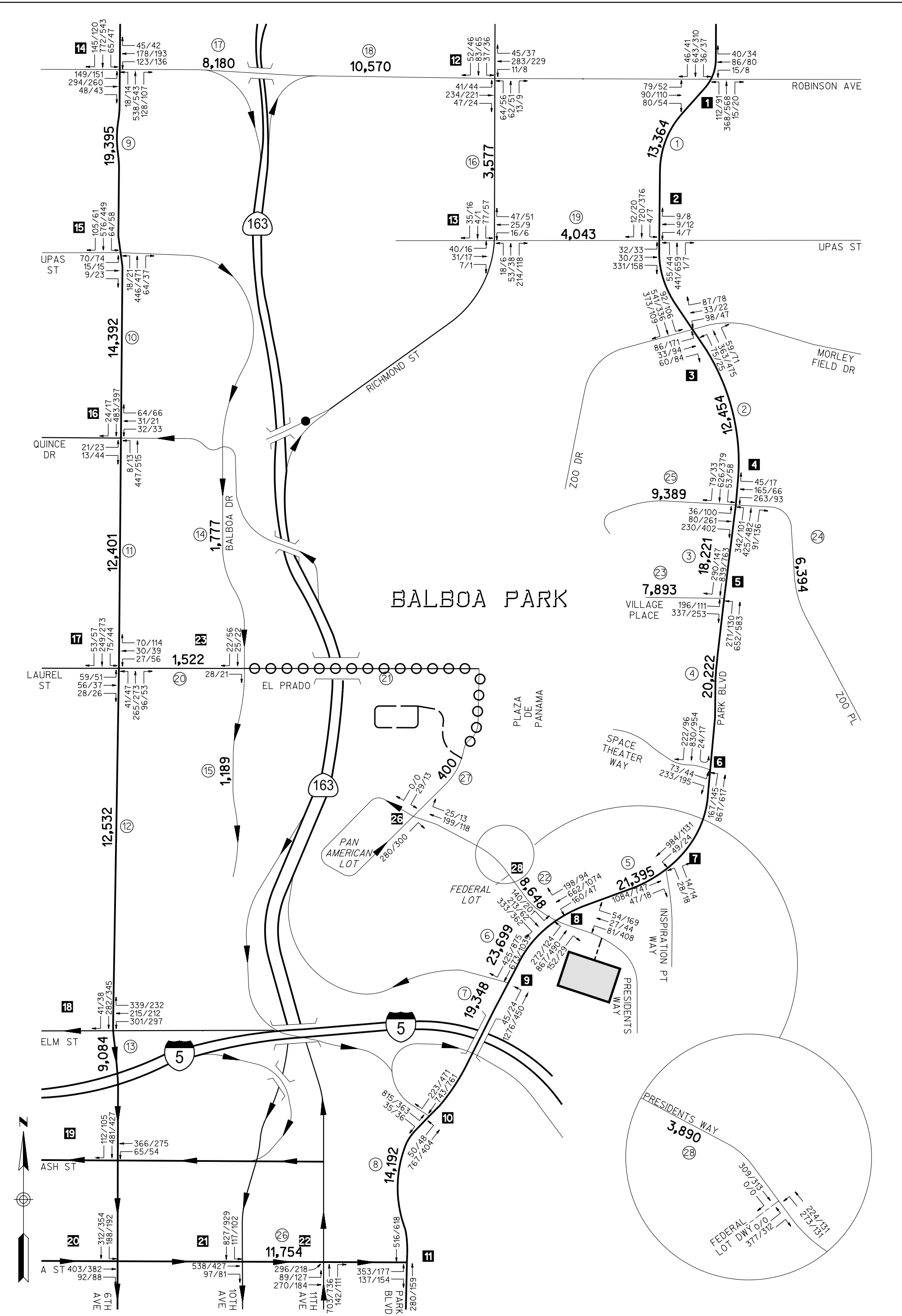


EXHIBIT 58

EXISTING WITH ALTERNATIVE 3D TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



J:\BalboaPark\91\92\93\94\95\96\97\98\99\100\101\102\103\104\105\106\107\108\109\110\111\112\113\114\115\116\117\118\119\120\121\122\123\124\125\126\127\128\129\130\131\132\133\134\135\136\137\138\139\140\141\142\143\144\145\146\147\148\149\150\151\152\153\154\155\156\157\158\159\160\161\162\163\164\165\166\167\168\169\170\171\172\173\174\175\176\177\178\179\180\181\182\183\184\185\186\187\188\189\190\191\192\193\194\195\196\197\198\199\200\201\202\203\204\205\206\207\208\209\210\211\212\213\214\215\216\217\218\219\220\221\222\223\224\225\226\227\228\229\230\231\232\233\234\235\236\237\238\239\240\241\242\243\244\245\246\247\248\249\250\251\252\253\254\255\256\257\258\259\260\261\262\263\264\265\266\267\268\269\270\271\272\273\274\275\276\277\278\279\280\281\282\283\284\285\286\287\288\289\290\291\292\293\294\295\296\297\298\299\300\301\302\303\304\305\306\307\308\309\310\311\312\313\314\315\316\317\318\319\320\321\322\323\324\325\326\327\328\329\330\331\332\333\334\335\336\337\338\339\340\341\342\343\344\345\346\347\348\349\350\351\352\353\354\355\356\357\358\359\360\361\362\363\364\365\366\367\368\369\370\371\372\373\374\375\376\377\378\379\380\381\382\383\384\385\386\387\388\389\390\391\392\393\394\395\396\397\398\399\400\401\402\403\404\405\406\407\408\409\410\411\412\413\414\415\416\417\418\419\420\421\422\423\424\425\426\427\428\429\430\431\432\433\434\435\436\437\438\439\440\441\442\443\444\445\446\447\448\449\450\451\452\453\454\455\456\457\458\459\460\461\462\463\464\465\466\467\468\469\470\471\472\473\474\475\476\477\478\479\480\481\482\483\484\485\486\487\488\489\490\491\492\493\494\495\496\497\498\499\500\501\502\503\504\505\506\507\508\509\510\511\512\513\514\515\516\517\518\519\520\521\522\523\524\525\526\527\528\529\530\531\532\533\534\535\536\537\538\539\540\541\542\543\544\545\546\547\548\549\550\551\552\553\554\555\556\557\558\559\560\561\562\563\564\565\566\567\568\569\570\571\572\573\574\575\576\577\578\579\580\581\582\583\584\585\586\587\588\589\590\591\592\593\594\595\596\597\598\599\600\601\602\603\604\605\606\607\608\609\610\611\612\613\614\615\616\617\618\619\620\621\622\623\624\625\626\627\628\629\630\631\632\633\634\635\636\637\638\639\640\641\642\643\644\645\646\647\648\649\650\651\652\653\654\655\656\657\658\659\660\661\662\663\664\665\666\667\668\669\670\671\672\673\674\675\676\677\678\679\680\681\682\683\684\685\686\687\688\689\690\691\692\693\694\695\696\697\698\699\700\701\702\703\704\705\706\707\708\709\710\711\712\713\714\715\716\717\718\719\720\721\722\723\724\725\726\727\728\729\730\731\732\733\734\735\736\737\738\739\740\741\742\743\744\745\746\747\748\749\750\751\752\753\754\755\756\757\758\759\760\761\762\763\764\765\766\767\768\769\770\771\772\773\774\775\776\777\778\779\780\781\782\783\784\785\786\787\788\789\790\791\792\793\794\795\796\797\798\799\800\801\802\803\804\805\806\807\808\809\810\811\812\813\814\815\816\817\818\819\820\821\822\823\824\825\826\827\828\829\830\831\832\833\834\835\836\837\838\839\840\841\842\843\844\845\846\847\848\849\850\851\852\853\854\855\856\857\858\859\860\861\862\863\864\865\866\867\868\869\870\871\872\873\874\875\876\877\878\879\880\881\882\883\884\885\886\887\888\889\890\891\892\893\894\895\896\897\898\899\900\901\902\903\904\905\906\907\908\909\910\911\912\913\914\915\916\917\918\919\920\921\922\923\924\925\926\927\928\929\930\931\932\933\934\935\936\937\938\939\940\941\942\943\944\945\946\947\948\949\950\951\952\953\954\955\956\957\958\959\960\961\962\963\964\965\966\967\968\969\970\971\972\973\974\975\976\977\978\979\980\981\982\983\984\985\986\987\988\989\990\991\992\993\994\995\996\997\998\999\1000

Table 89 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods. No significant impacts were calculated.

Table 90 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS E, AM peak)

A significant impact was calculated at this location.

Table 91 shows that all study area roadways to operate at LOS D or better on a daily basis. No significant impacts were calculated.

Tables 92 and 93 show all the weekday and Saturday internal study intersections to operate acceptably at LOS C or better.

2015

Exhibit 59 and Exhibit 60 show the 2015 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 94 shows all the study area intersections to operate at LOS D or better during the weekday AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left-turn, LOS E, PM peak).

This is deemed a significant impact.

Table 95 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and PM peak)
- Park Boulevard/Presidents Way (LOS F, PM peak)

Significant impacts are calculated at these locations.

Table 96 shows that all study area roadways to operate at LOS D or better on a daily basis, with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)
- A Street between 6th Avenue and Park Boulevard (LOS E).

A significant impact was calculated only for the Robinson Avenue roadway segment based on the current significance thresholds.

Tables 97 and 98 show all the weekday and Saturday internal study intersections to operate acceptably at LOS D or better.

**TABLE 89
EXISTING + PROJECT ALTERNATIVE 3D INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 3D				
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No	
1	Park Boulevard/Robinson Avenue	AM	Signal	16.3	B	16.3	B	0.0	No
		PM		17.1	B	17.2	B	0.1	No
2	Park Boulevard/Upas Street	AM	Signal	18.6	B	18.8	B	0.2	No
		PM		14.4	B	14.6	B	0.2	No
3	Park Boulevard/Morley Field Drive	AM	Signal	18.6	B	18.6	B	0.0	No
		PM		19.2	B	19.2	B	0.0	No
4	Park Boulevard/Zoo Place	AM	Signal	16.1	B	16.0	B	-0.1	No
		PM		21.5	C	21.7	C	0.2	No
5	Park Boulevard/Village Place	AM	Signal	3.9	A	3.9	A	0.0	No
		PM		11.3	B	11.0	B	-0.3	No
6	Park Boulevard/Space Theatre Way	Northbound Left	NA						
		AM		9.0	A	9.3	A	0.3	No
		PM		9.7	A	10.1	B	0.4	No
		Eastbound Left	NA						
7	Park Boulevard/Inspiration Way	AM	Signal	3.1	A	3.0	A	-0.1	No
		PM		4.5	A	4.5	A	0.0	No
8	Park Boulevard/Presidents Way	AM	Signal	14.7	B	14.9	B	0.2	No
		PM		21.8	C	25.3	C	3.5	No
9	Park Boulevard/SR 163 NB Ramps	Northbound Left	NA						
		AM		8.8	A	9.0	A	0.2	No
		PM		12.8	B	13.9	B	1.1	No
10	Park Boulevard/I-5 Ramps	AM	Signal	26.2	C	26.6	C	0.4	No
		PM		19.9	B	20.5	C	0.6	No
11	Park Boulevard/A Street	AM	Signal	11.5	B	11.7	B	0.2	No
		PM		13.3	B	13.7	B	0.4	No
12	Richmond Street/Robinson Avenue	AM	Signal	15.0	B	15.0	B	0.0	No
		PM		14.5	B	14.6	B	0.1	No
13	Richmond Street/Upas Street	AM	All Way Stop	7.7	A	7.8	A	0.1	No
		PM		8.0	A	8.0	A	0.0	No
14	6th Avenue/Robinson Avenue	AM	Signal	20.5	C	20.7	C	0.2	No
		PM		22.6	C	23.1	C	0.5	No
15	6th Avenue/ Upas Street-Balboa Drive	AM	Signal	9.6	A	9.5	A	-0.1	No
		PM		11.7	B	11.8	B	0.1	No
16	6th Avenue/Quince Drive	AM	Signal	12.1	B	12.1	B	0.0	No
		PM		12.1	B	12.3	B	0.2	No
17	6th Avenue/Laurel Street	AM	Signal	13.0	B	12.0	B	-1.0	No
		PM		15.0	B	13.9	B	-1.1	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	AM	Signal	8.6	A	8.7	A	0.1	No
		PM		12.8	B	12.9	B	0.1	No
19	6th Avenue/Ash Street	AM	Signal	11.5	B	11.4	B	-0.1	No
		PM		10.9	B	11.0	B	0.1	No
20	6th Avenue/A Street	AM	Signal	11.8	B	11.8	B	0.0	No
		PM		11.5	B	11.5	B	0.0	No
21	A Street/10th Avenue	AM	Signal	11.9	B	12.0	B	0.1	No
		PM		14.0	B	14.1	B	0.1	No
22	A Street/11th Avenue	AM	Signal	11.0	B	11.2	B	0.2	No
		PM		13.9	B	14.1	B	0.2	No
23	Balboa Drive/El Prado	AM	All Way Stop	7.8	A	7.1	A	-0.7	No
		PM		10.8	B	7.3	A	-3.5	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 90
EXISTING + PROJECT ALTERNATIVE 3D INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 3D			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		14.5	B	14.6	B	0.1	No
	PM		13.8	B	13.9	B	0.1	No
2	Park Boulevard/Upas Street	Signal						
	AM		19.2	B	19.5	C	0.3	No
	PM		15.5	B	15.7	B	0.2	No
3	Park Boulevard/Morley Field Drive	Signal						
	AM		17.0	B	17.0	B	0.0	No
	PM		20.0	C	20.0	B	0.0	No
4	Park Boulevard/Zoo Place	Signal						
	AM		30.0	C	31.3	C	1.3	No
	PM		24.0	C	24.3	C	0.3	No
5	Park Boulevard/Village Place	Signal						
	AM		18.5	B	19.1	C	0.6	No
	PM		15.5	B	15.5	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		11.3	B	12.2	B	0.9	No
	PM		11.1	B	11.8	B	0.7	No
	Eastbound Left							
	AM		31.2	D	44.4	E	13.2	Yes
	PM	20.3	C	24.6	C	4.3	No	
7	Park Boulevard/Inspiration Way	Signal						
	AM		4.1	A	4.1	A	0.0	No
	PM		4.1	A	4.0	A	-0.1	No
8	Park Boulevard/Presidents Way	Signal						
	AM		25.0	C	26.6	C	1.6	No
	PM		26.8	C	44.9	D	18.1	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.5	B	11.0	B	0.5	No
	PM		15.4	C	17.4	C	2.0	No
10	Park Boulevard/I-5 Ramps	Signal						
	AM		21.8	C	23.2	C	1.4	No
	PM		16.2	B	16.5	B	0.3	No
11	Park Boulevard/A Street	Signal						
	AM		12.8	B	13.1	B	0.3	No
	PM		13.8	B	14.1	B	0.3	No
12	Richmond Street/Robinson Avenue	Signal						
	AM		13.0	B	13.0	B	0.0	No
	PM		12.7	B	12.7	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop						
	AM		8.8	A	8.8	B	0.0	No
	PM		7.7	A	7.7	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal						
	AM		24.3	C	25.0	D	0.7	No
	PM		24.8	C	25.8	C	1.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		8.3	A	7.6	A	-0.7	No
	PM		11.1	B	10.3	B	-0.8	No
16	6th Avenue/Quince Drive	Signal						
	AM		13.9	B	13.9	B	0.0	No
	PM		13.5	B	13.5	B	0.0	No
17	6th Avenue/Laurel Street	Signal						
	AM		14.8	B	13.2	B	-1.6	No
	PM		14.7	B	13.4	B	-1.3	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		10.9	B	11.0	B	0.1	No
	PM		11.5	B	11.6	B	0.1	No
19	6th Avenue/Ash Street	Signal						
	AM		11.2	B	12.7	B	1.5	No
	PM		10.7	B	10.7	B	0.0	No
20	6th Avenue/A Street	Signal						
	AM		11.4	B	11.4	B	0.0	No
	PM		11.3	B	11.4	B	0.1	No
21	A Street/10th Avenue	Signal						
	AM		11.4	B	11.5	B	0.1	No
	PM		10.4	B	10.4	B	0.0	No
22	A Street/11th Avenue	Signal						
	AM		9.8	A	9.9	B	0.1	No
	PM		9.2	A	9.3	A	0.1	No
23	Balboa Drive/El Prado	All Way Stop						
	AM		10.5	B	7.5	A	-3.0	No
	PM		10.3	B	7.4	A	-2.9	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 91
EXISTING + PROJECT ALTERNATIVE 3D
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	Existing			Existing + Project Alternative 3D				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	12,549	0.837	D	12,637	0.842	D	0.006	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	12,179	0.304	A	12,800	0.320	A	0.016	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	14,478	0.362	A	15,245	0.381	B	0.019	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	15,006	0.375	B	16,582	0.415	B	0.039	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	16,946	0.424	B	18,725	0.468	B	0.044	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	19,047	0.476	B	20,456	0.511	B	0.035	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	17,424	0.436	B	18,435	0.461	B	0.025	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	15,372	0.384	B	18,062	0.452	B	0.067	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	18,003	0.600	C	19,245	0.642	C	0.041	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	13,658	0.455	B	15,188	0.506	C	0.051	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	13,018	0.434	B	13,552	0.452	B	0.018	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	10,045	0.335	B	10,618	0.354	B	0.019	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	9,893	0.440	B	9,814	0.436	B	-0.004	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,223	0.122	A	1,070	0.107	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,146	0.115	A	700	0.070	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	3,856	0.386	A	3,941	0.394	A	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	7,996	0.800	D	8,556	0.856	D	0.056	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	10,344	0.690	D	10,985	0.732	D	0.043	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	3,880	0.388	A	4,031	0.403	B	0.015	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,070	0.607	C	1,044	0.104	A	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	0	0.000	A	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,866	0.787	D	4,665	0.466	B	-0.320	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,968	0.397	A	4,063	0.406	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,660	0.566	C	5,660	0.566	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,818	0.582	C	5,818	0.582	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	16,655	0.740	D	16,905	0.751	D	0.011	NO
27 Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,767	0.577	C	140	0.014	A	-0.563	NO
28 Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,560	0.856	D	2,300	0.230	A	-0.626	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

**TABLE 92
EXISTING + PROJECT ALTERNATIVE 3D
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)**

Intersection		Control	Existing + Alt 3D	
			Control Delay (sec/veh)	LOS
26	Presidents Way/Pan American Plaza	All Way Stop		
	AM		7.0	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		8.6	A
	Westbound Left		3.9	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
 Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
 Significant Impact: 1) LOS D or better to LOS E or worse
 2) Incremental Delay \geq 2 seconds for LOS E
 3) Incremental Delay \geq 1 second for LOS F

**TABLE 93
EXISTING + PROJECT ALTERNATIVE 3D
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)**

Intersection		Control	Existing + Alt 3D	
			Control Delay (sec/veh)	LOS
26	Presidents Way/Pan American Plaza	All Way Stop		
	AM		9.2	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		17.2	C
	Westbound Left		6.0	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
 Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
 Significant Impact: 1) LOS D or better to LOS E or worse
 2) Incremental Delay \geq 2 seconds for LOS E
 3) Incremental Delay \geq 1 second for LOS F

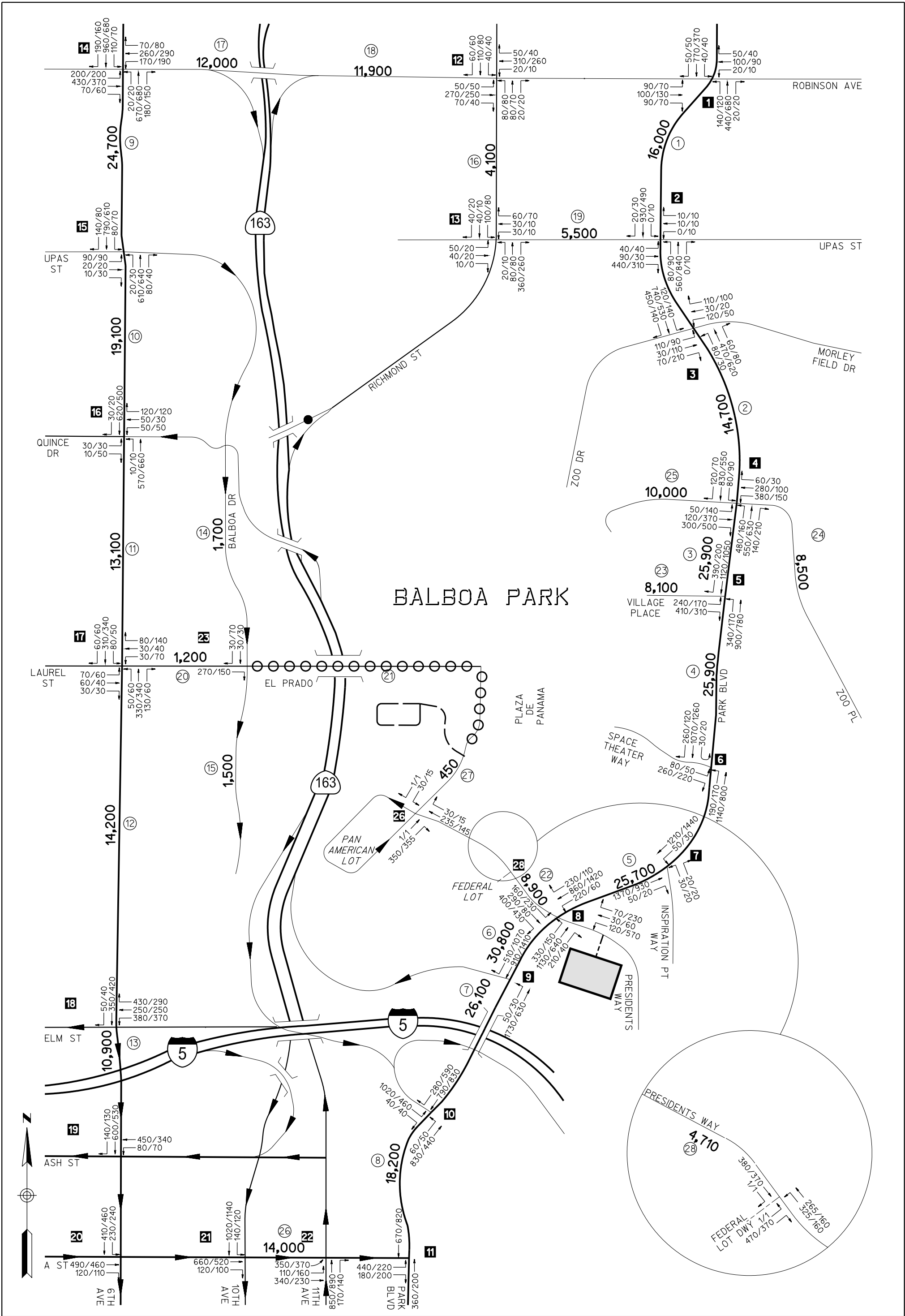


EXHIBIT 60

2015 WITH ALTERNATIVE 3D TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- - - = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 94
2015 + PROJECT ALTERNATIVE 3D INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 3D			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
	AM		19.5	B	19.6	B	0.1	No
2	Park Boulevard/Upas Street	Signal	20.3	C	20.4	C	0.1	No
	AM		18.6	B	18.6	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	18.8	B	18.8	B	0.0	No
	AM		20.4	C	20.3	C	-0.1	No
4	Park Boulevard/Zoo Place	Signal	16.2	B	16.0	B	-0.2	No
	AM		22.5	C	22.9	C	0.4	No
5	Park Boulevard/Village Place	Signal	4.1	A	4.0	A	-0.1	No
	AM		11.7	B	11.7	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		9.7	A	10.1	B	0.4	No
	PM		11.2	B	11.8	B	0.6	No
	Eastbound Left							
	AM		13.5	B	14.2	C	0.7	No
	PM	33.1	D	49.4	E	16.3	Yes	
7	Park Boulevard/Inspiration Way	Signal	2.9	A	2.8	A	-0.1	No
	AM		4.7	A	4.8	A	0.1	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	15.2	B	0.5	No
	AM		28.4	C	49.3	D	20.9	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		9.5	A	9.9	A	0.4	No
	PM	17.4	C	20.3	C	2.9	No	
10	Park Boulevard/I-5 Ramps	Signal	28.9	C	30.0	C	1.1	No
	AM		23.9	C	26.0	C	2.1	No
11	Park Boulevard/A Street	Signal	11.8	B	12.1	B	0.3	No
	AM		14.7	B	15.6	B	0.9	No
12	Richmond Street/Robinson Avenue	Signal	15.6	B	15.7	B	0.1	No
	AM		15.6	B	15.7	B	0.1	No
13	Richmond Street/Upas Street	All Way Stop	8.3	A	8.3	A	0.0	No
	AM		8.9	A	9.0	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal	23.4	C	23.7	C	0.3	No
	AM		31.1	C	33.1	C	2.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.3	A	-0.3	No
	AM		12.6	B	12.0	B	-0.6	No
16	6th Avenue/Quince Drive	Signal	15.3	B	15.8	B	0.5	No
	AM		13.9	B	13.5	B	-0.4	No
17	6th Avenue/Laurel Street	Signal	13.2	B	12.1	B	-1.1	No
	AM		15.7	B	14.2	B	-1.5	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.3	B	10.4	B	0.1	No
	AM		13.4	B	13.5	B	0.1	No
19	6th Avenue/Ash Street	Signal	12.1	B	12.2	B	0.1	No
	AM		11.3	B	11.3	B	0.0	No
20	6th Avenue/A Street	Signal	12.3	B	12.3	B	0.0	No
	AM		13.2	B	13.3	B	0.1	No
21	A Street/10th Avenue	Signal	12.8	B	13.1	B	0.3	No
	AM		16.6	B	16.9	B	0.3	No
22	A Street/11th Avenue	Signal	11.6	B	11.8	B	0.2	No
	AM		15.6	B	15.9	B	0.3	No
23	Balboa Drive/El Prado	All Way Stop	8.1	A	7.6	A	-0.5	No
	AM		12.0	B	8.8	A	-3.2	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 95
2015 + PROJECT ALTERNATIVE 3D INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 3D			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	15.0	B	15.2	B	0.2	No
	AM		14.5	B	14.4	B	-0.1	No
2	Park Boulevard/Upas Street	Signal	24.3	C	24.8	C	0.5	No
	AM		19.6	B	20.1	C	0.5	No
3	Park Boulevard/Morley Field Drive	Signal	17.5	B	17.8	B	0.3	No
	AM		20.2	C	20.2	C	0.0	No
4	Park Boulevard/Zoo Place	Signal	27.2	C	27.8	C	0.6	No
	AM		24.0	C	24.4	C	0.4	No
5	Park Boulevard/Village Place	Signal	21.3	C	23.3	C	2.0	No
	AM		16.6	B	17.0	B	0.4	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		13.9	B	15.6	C	1.7	No
	PM		13.9	B	15.6	C	1.7	No
	Eastbound Left							
	AM		112.7	F	179.7	F	67.0	Yes
7	Park Boulevard/Inspiration Way	Signal	44.6	E	66.5	F	21.9	Yes
	AM		3.9	A	4.3	A	0.4	No
8	Park Boulevard/Presidents Way	Signal	3.8	A	4.1	A	0.3	No
	AM		31.3	C	43.9	D	12.6	No
9	Park Boulevard/SR 163 NB Ramps	Signal	52.4	D	153.0	F	100.6	Yes
	AM							
	Northbound Left	NA						
	AM		12.4	B	13.3	B	0.9	No
	PM	22.4	C	28.0	D	5.6	No	
10	Park Boulevard/I-5 Ramps	Signal	25.1	C	26.1	C	1.0	No
	AM		18.5	B	18.7	B	0.2	No
11	Park Boulevard/A Street	Signal	13.3	B	13.6	B	0.3	No
	AM		14.6	B	15.4	B	0.8	No
12	Richmond Street/Robinson Avenue	Signal	13.7	B	13.7	B	0.0	No
	AM		13.6	B	13.7	B	0.1	No
13	Richmond Street/Upas Street	All Way Stop	11.5	B	11.6	B	0.1	No
	AM		9.3	A	9.4	A	0.1	No
14	6th Avenue/Robinson Avenue	Signal	37.2	D	46.2	D	9.0	No
	AM		30.5	C	31.6	C	1.1	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	8.3	A	8.1	A	-0.2	No
	AM		11.6	B	10.6	B	-1.0	No
16	6th Avenue/Quince Drive	Signal	17.6	B	17.6	B	0.0	No
	AM		16.5	B	16.4	B	-0.1	No
17	6th Avenue/Laurel Street	Signal	15.1	B	13.2	B	-1.9	No
	AM		15.0	B	13.8	B	-1.2	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	11.6	B	10.1	B	-1.5	No
	AM		12.0	B	12.1	B	0.1	No
19	6th Avenue/Ash Street	Signal	11.4	B	11.4	B	0.0	No
	AM		10.9	B	10.9	B	0.0	No
20	6th Avenue/A Street	Signal	11.7	B	11.7	B	0.0	No
	AM		11.5	B	11.6	B	0.1	No
21	A Street/10th Avenue	Signal	11.8	B	11.9	B	0.1	No
	AM		10.7	B	10.8	B	0.1	No
22	A Street/11th Avenue	Signal	10.2	B	10.4	B	0.2	No
	AM		9.5	A	9.7	A	0.2	No
23	Balboa Drive/El Prado	All Way Stop	12.2	B	7.4	A	-4.8	No
	AM		10.7	B	7.3	A	-3.4	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 96
2015 + PROJECT ALTERNATIVE 3D
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2015 No Project			2015 + Project Alternative 3D				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	15,000	1.000	E	15,100	1.007	F	0.007	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	13,800	0.345	A	14,500	0.363	A	0.018	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	19,000	0.475	B	20,000	0.500	B	0.025	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	18,100	0.453	B	20,000	0.500	B	0.048	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	19,100	0.478	B	21,100	0.528	C	0.050	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	23,000	0.575	C	24,700	0.618	C	0.043	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	23,600	0.590	C	0.033	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	18,900	0.473	B	22,200	0.555	C	0.083	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	23,100	0.770	D	24,700	0.823	D	0.053	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	17,900	0.597	C	19,900	0.663	C	0.067	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	14,600	0.487	C	15,200	0.507	C	0.020	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	12,300	0.410	B	13,000	0.433	B	0.023	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	12,100	0.538	C	12,000	0.533	C	-0.004	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,600	0.160	A	1,400	0.140	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,800	0.180	A	1,100	0.110	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	4,500	0.450	B	4,600	0.460	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	11,500	1.150	F	12,300	1.230	F	0.080	YES
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	11,300	0.753	D	12,000	0.800	D	0.047	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,100	0.510	B	5,300	0.530	B	0.020	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,400	0.640	C	1,100	0.110	A	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,500	0.650	C	0	0.000	A	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,100	0.810	D	4,800	0.480	B	-0.330	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	4,100	0.410	B	4,200	0.420	B	0.010	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	7,000	0.700	C	7,000	0.700	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	20,300	0.902	E	20,600	0.916	E	0.013	NO
27 Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,700	0.670	C	160	0.016	A	-0.654	NO
28 Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,470	0.947	E	2,640	0.264	A	-0.683	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

TABLE 97
2015 + PROJECT ALTERNATIVE 3D
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

Intersection	Control	2015 + Alt 3D	
		Control Delay (sec/veh)	LOS
26 Presidents Way/Pan American Plaza	All Way Stop		
AM		7.1	A
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		8.7	A
Westbound Left		3.9	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 98
2015 + PROJECT ALTERNATIVE 3D
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection		Control	2015 + Alt 3D	
			Control Delay (sec/veh)	LOS
26	Presidents Way/Pan American Plaza	All Way Stop		
	AM		10.4	B
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		30.5	D
	Westbound Left		6.8	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

2030

Exhibit 61 and Exhibit 62 show the 2030 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 99 shows all the study area intersections to currently operate at LOS D or better during the weekday AM and PM peak periods, with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, PM peak)
- Park Boulevard/Presidents Way (LOS F, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, PM peak)

Significant impacts were calculated at these locations.

Table 100 shows all the study area intersections to currently operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and PM peak)
- Park Boulevard/Presidents Way (LOS F, AM and PM peak)
- Park Boulevard/SR 163 NB on Ramp (LOS E, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, AM and PM peak)

Significant impacts were calculated at these locations.

Table 101 shows that all study area roadways to currently operate at LOS D or better on a daily basis with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- 6th Avenue between Robinson Avenue and Upas Street (LOS F)*
- 6th Avenue between Upas Street and Quince Drive (LOS E)*
- 6th Avenue between Elm Street and Ash Street (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)*
- Robinson Avenue between Vermont Street and Park Boulevard (LOS E)*
- A Street between 6th and Park Boulevard (LOS F)*

Five of the seven segments as denoted with an “*” were deemed a significant impact.

Mitigation measures for the locations deemed significant will be discussed later in this report.

Tables 102 and 103 show all the weekday and Saturday internal study intersections to operate at LOS B or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS F)

ALTERNATIVE 4Ai – GOLD GULCH PARKING STRUCTURE ALTERNATIVE, CABRILLO BRIDGE OPEN WITH CENTENNIAL BRIDGE, OPERATIONS

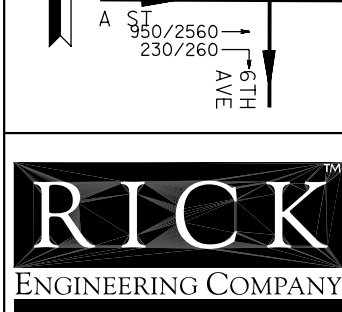
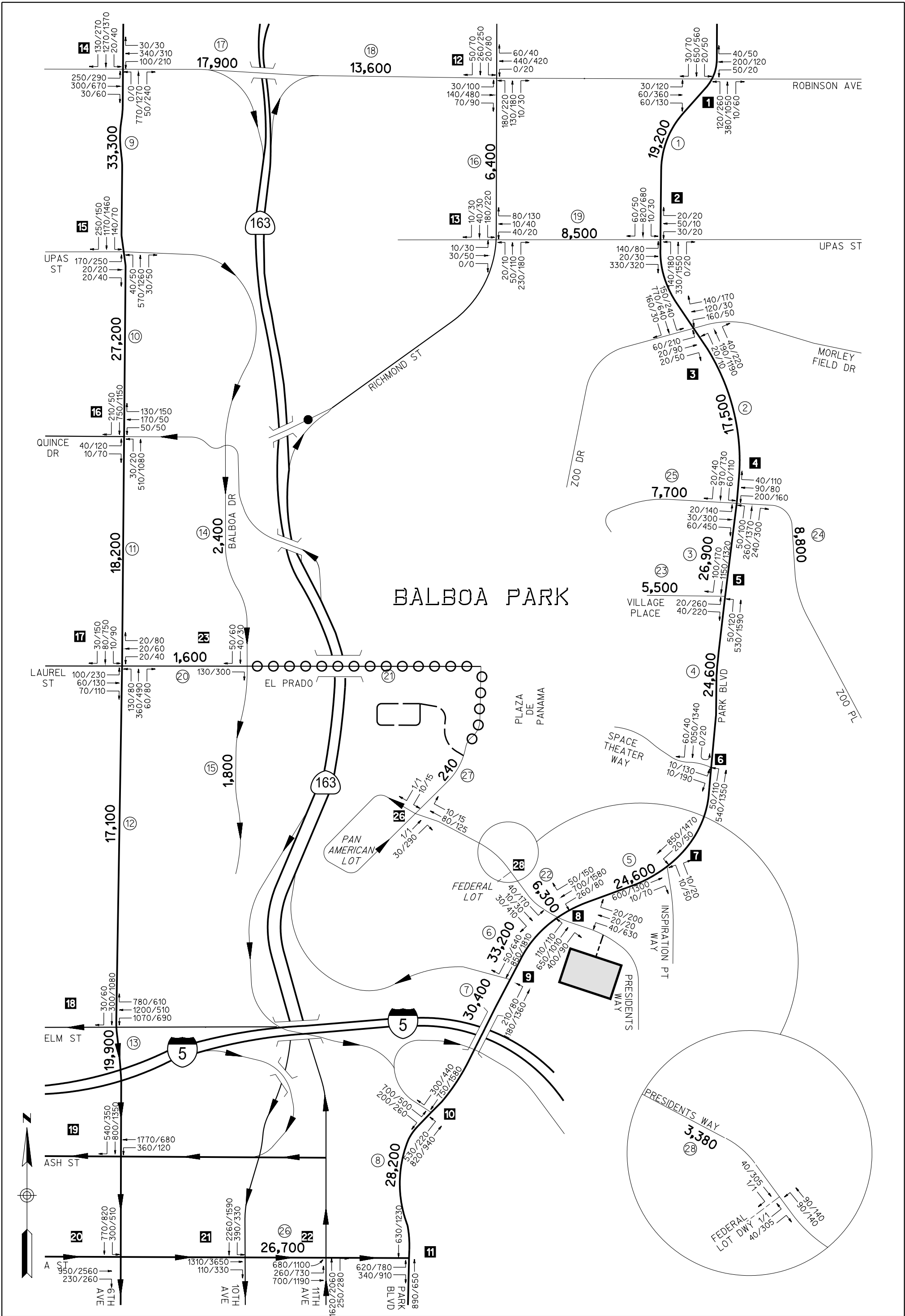


EXHIBIT 61

2030 WITH ALTERNATIVE 3D TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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**TABLE 99
2030 + PROJECT ALTERNATIVE 3D INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 3D			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	17.5	B	17.5	B	0.0	No
	AM		31.0	C	31.9	C	0.9	No
2	Park Boulevard/Upas Street	Signal	24.8	C	25.9	C	1.1	No
	AM		24.1	C	25.1	C	1.0	No
3	Park Boulevard/Morley Field Drive	Signal	19.2	B	19.3	B	0.1	No
	AM		22.6	C	23.3	C	0.7	No
4	Park Boulevard/Zoo Place	Signal	16.7	B	16.6	B	-0.1	No
	AM		29.3	C	31.0	C	1.7	No
5	Park Boulevard/Village Place	Signal	4.6	A	4.5	A	-0.1	No
	AM		13.1	B	13.8	B	0.7	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		10.6	B	11.2	B	0.6	No
	PM		12.9	B	14.0	B	1.1	No
	Eastbound Left							
	AM		15.1	C	16.3	C	1.2	No
	PM	112.1	F	218.2	F	106.1	Yes	
7	Park Boulevard/Inspiration Way	Signal	3.0	A	4.1	A	1.1	No
	AM		4.7	A	5.0	A	0.3	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	16.0	B	1.3	No
	AM		62.0	E	128.7	F	66.7	Yes
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.9	B	11.5	B	0.6	No
	PM	28.4	D	31.1	D	2.7	No	
10	Park Boulevard/I-5 Ramps	Signal	38.4	D	47.3	D	8.9	No
	AM		43.6	D	49.8	D	6.2	No
11	Park Boulevard/A Street	Signal	12.5	B	12.9	B	0.4	No
	AM		20.1	C	16.2	B	-3.9	No
12	Richmond Street/Robinson Avenue	Signal	16.7	B	16.9	B	0.2	No
	AM		17.3	B	17.9	B	0.6	No
13	Richmond Street/Upas Street	All Way Stop	9.6	A	9.7	A	0.1	No
	AM		10.6	B	10.8	B	0.2	No
14	6th Avenue/Robinson Avenue	Signal	30.6	C	32.2	C	1.6	No
	AM		103.0	F	122.3	F	19.3	Yes
15	6th Avenue/ Upas Street-Balboa Drive	Signal	11.1	B	10.6	B	-0.5	No
	AM		15.3	B	15.1	B	-0.2	No
16	6th Avenue/Quince Drive	Signal	18.7	B	19.1	B	0.4	No
	AM		16.9	B	17.8	B	0.9	No
17	6th Avenue/Laurel Street	Signal	13.7	B	12.2	B	-1.5	No
	AM		17.8	B	14.8	B	-3.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	31.1	C	31.9	C	0.8	No
	AM		17.6	B	17.9	B	0.3	No
19	6th Avenue/Ash Street	Signal	14.7	B	14.7	B	0.0	No
	AM		11.7	B	11.7	B	0.0	No
20	6th Avenue/A Street	Signal	13.1	B	13.1	B	0.0	No
	AM		17.6	B	18.5	B	0.9	No
21	A Street/10th Avenue	Signal	15.7	B	16.0	B	0.3	No
	AM		42.1	D	50.6	D	8.5	No
22	A Street/11th Avenue	Signal	13.0	B	13.3	B	0.3	No
	AM		21.6	C	23.6	C	2.0	No
23	Balboa Drive/El Prado	All Way Stop	8.9	A	8.1	A	-0.8	No
	AM		27.5	D	11.3	B	-16.2	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

TABLE 100
 2030 + PROJECT ALTERNATIVE 3D INTERSECTION LOS ANALYSIS
 EXTERNAL STREETS (SATURDAY)

1	Intersection	Control	2030 No Project		2030 + Project Alternative 3D			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	AM	16.5	B	16.5	B	0.0	No
		PM	15.5	B	15.8	B	0.3	No
2	Park Boulevard/Upas Street	AM	51.3	D	58.7	E	7.4	Yes
		PM	23.3	C	23.6	C	0.3	No
3	Park Boulevard/Morley Field Drive	AM	19.3	B	19.6	B	0.3	No
		PM	20.7	C	20.8	C	0.1	No
4	Park Boulevard/Zoo Place	AM	36.1	D	39.0	D	2.9	No
		PM	27.4	C	27.8	C	0.4	No
5	Park Boulevard/Village Place	AM	37.7	D	48.4	D	10.7	No
		PM	19.3	B	20.8	C	1.5	No
6	Park Boulevard/Space Theatre Way	AM	19.4	C	24.1	C	4.7	No
		PM	18.5	C	22.5	C	4.0	No
		AM	460.8	F	692.1	F	231.3	Yes
		PM	168.8	F	264.8	F	96.0	Yes
		NA						
7	Park Boulevard/Inspiration Way	AM	4.9	A	4.9	A	0.0	No
		PM	4.0	A	4.0	A	0.0	No
8	Park Boulevard/Presidents Way	AM	56.4	E	117.0	F	60.6	Yes
		PM	126.4	F	474.0	F	347.6	Yes
9	Park Boulevard/SR 163 NB Ramps	AM	15.5	C	17.6	C	2.1	No
		PM	40.7	E	44.3	E	3.6	Yes
		NA						
10	Park Boulevard/I-5 Ramps	AM	32.6	C	37.8	D	5.2	No
		PM	23.8	C	27.0	C	3.2	No
11	Park Boulevard/A Street	AM	14.2	B	14.7	B	0.5	No
		PM	16.4	B	17.9	B	1.5	No
12	Richmond Street/Robinson Avenue	AM	14.6	B	14.7	B	0.1	No
		PM	14.4	B	14.3	B	-0.1	No
13	Richmond Street/Upas Street	AM	29.2	D	31.0	D	1.8	No
		PM	11.7	B	12.0	B	0.3	No
14	6th Avenue/Robinson Avenue	AM	151.7	F	181.3	F	29.6	Yes
		PM	75.5	E	97.3	F	21.8	Yes
15	6th Avenue/ Upas Street-Balboa Drive	AM	9.5	A	8.9	A	-0.6	No
		PM	12.4	B	11.1	B	-1.3	No
16	6th Avenue/Quince Drive	AM	21.6	C	21.8	C	0.2	No
		PM	20.0	B	21.1	C	1.1	No
17	6th Avenue/Laurel Street	AM	15.7	B	13.4	B	-2.3	No
		PM	15.4	B	13.7	B	-1.7	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	AM	11.3	B	11.6	B	0.3	No
		PM	12.5	B	12.6	B	0.1	No
19	6th Avenue/Ash Street	AM	11.8	B	11.8	B	0.0	No
		PM	10.9	B	10.9	B	0.0	No
20	6th Avenue/A Street	AM	12.1	B	12.2	B	0.1	No
		PM	11.9	B	12.0	B	0.1	No
21	A Street/10th Avenue	AM	12.5	B	12.7	B	0.2	No
		PM	11.4	B	11.5	B	0.1	No
22	A Street/11th Avenue	AM	10.8	B	10.9	B	0.1	No
		PM	10.0	B	10.1	B	0.1	No
23	Balboa Drive/El Prado	AM	24.7	C	7.7	A	-17.0	No
		PM	21.9	C	7.7	A	-14.2	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
 Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
 Significant Impact: 1) LOS D or better to LOS E or worse
 2) Incremental Delay \geq 2 seconds for LOS E
 3) Incremental Delay \geq 1 second for LOS F

**TABLE 101
2030 + PROJECT ALTERNATIVE 3D
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

	Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2030 No Project			2030 + Project Alternative 3D				
					ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1	Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	19,100	1.273	F	19,200	1.280	F	0.007	NO
2	Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	16,700	0.418	B	17,500	0.438	B	0.020	NO
3	Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	25,600	0.640	C	26,900	0.673	C	0.033	NO
4	Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	24,600	0.615	C	0.058	NO
5	Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	33,200	0.830	D	0.273	NO
6	Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	30,900	0.773	D	30,400	0.760	D	-0.013	NO
7	Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	28,800	0.720	C	28,200	0.705	C	-0.015	NO
8	Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	24,000	0.600	C	26,900	0.673	C	0.073	NO
9	6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	31,200	1.040	F	33,300	1.110	F	0.070	YES
10	6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	24,500	0.817	D	27,200	0.907	E	0.090	YES
11	6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	17,500	0.583	C	18,200	0.607	C	0.023	NO
12	6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	16,100	0.537	C	17,100	0.570	C	0.033	NO
13	6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	20,100	0.893	E	19,900	0.884	E	-0.009	NO
14	Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	2,700	0.270	A	2,400	0.240	A	-0.030	NO
15	Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,000	0.300	A	1,800	0.180	A	-0.120	NO
16	Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	6,200	0.620	C	6,400	0.640	C	0.020	NO
17	Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	16,700	1.670	F	17,900	1.790	F	0.120	YES
18	Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	12,800	0.853	D	13,600	0.907	E	0.053	YES
19	Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,200	0.820	D	8,500	0.850	D	0.030	NO
20	El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,100	0.910	E	1,600	0.160	A	-0.750	NO
21	El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	10,300	1.030	F	0	0.000	A	-1.030	NO
22	Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,800	0.880	D	6,300	0.630	C	-0.250	NO
23	Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,400	0.540	B	5,500	0.550	B	0.010	NO
24	Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,800	0.880	D	8,800	0.880	D	0.000	NO
25	Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,700	0.770	D	7,700	0.770	D	0.000	NO
26	A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	26,300	1.169	F	26,700	1.187	F	0.018	YES
27	Pan American Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,220	0.822	D	240	0.024	A	-0.798	NO
28	Presidents Way east of Pan American Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,800	0.980	E	3,380	0.338	A	-0.642	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

TABLE 102
2030 + PROJECT ALTERNATIVE 3D
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

Intersection		Control	2030 + Alt 3D	
			Control Delay (sec/veh)	LOS
26	Presidents Way/Pan American Road	All Way Stop		
	AM		7.3	A
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		8.7	A
	Westbound Left	4.0	A	

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 103
2030 + PROJECT ALTERNATIVE 3D
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection		Control	2030 + Alt 3D	
			Control Delay (sec/veh)	LOS
26	Presidents Way/Pan American Plaza	All Way Stop		
	AM		13.0	B
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		>50.0	F
	Westbound Left		8.6	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

Exhibit 63 shows the intersection lane geometry and configurations of the study area intersections.

Exhibit 64 shows the percent distribution for this alternative.

Existing

Exhibit 65 and Exhibit 66 show the Existing + 4Ai traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 104 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods. No significant impacts were calculated.

Table 105 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods. No significant impacts were calculated.

Table 106 shows that all study area roadways to operate at LOS D or better on a daily basis. No significant impacts were calculated.

Tables 107 and 108 show all the weekday and Saturday internal study intersections to operate acceptably at LOS D or better.

2015

Exhibit 67 and Exhibit 68 show the 2015 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 109 shows all the study area intersections to operate at LOS D or better during the weekday AM and PM peak periods.

Table 110 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM peak and LOS E, PM peak)

No impacts were calculated at these locations based on the current significance thresholds.

Table 111 shows that all study area roadways to operate at LOS D or better on a daily basis, with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS E)
- A Street between 6th Avenue and Park Boulevard (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F).

No impacts were calculated based on the current significance thresholds.

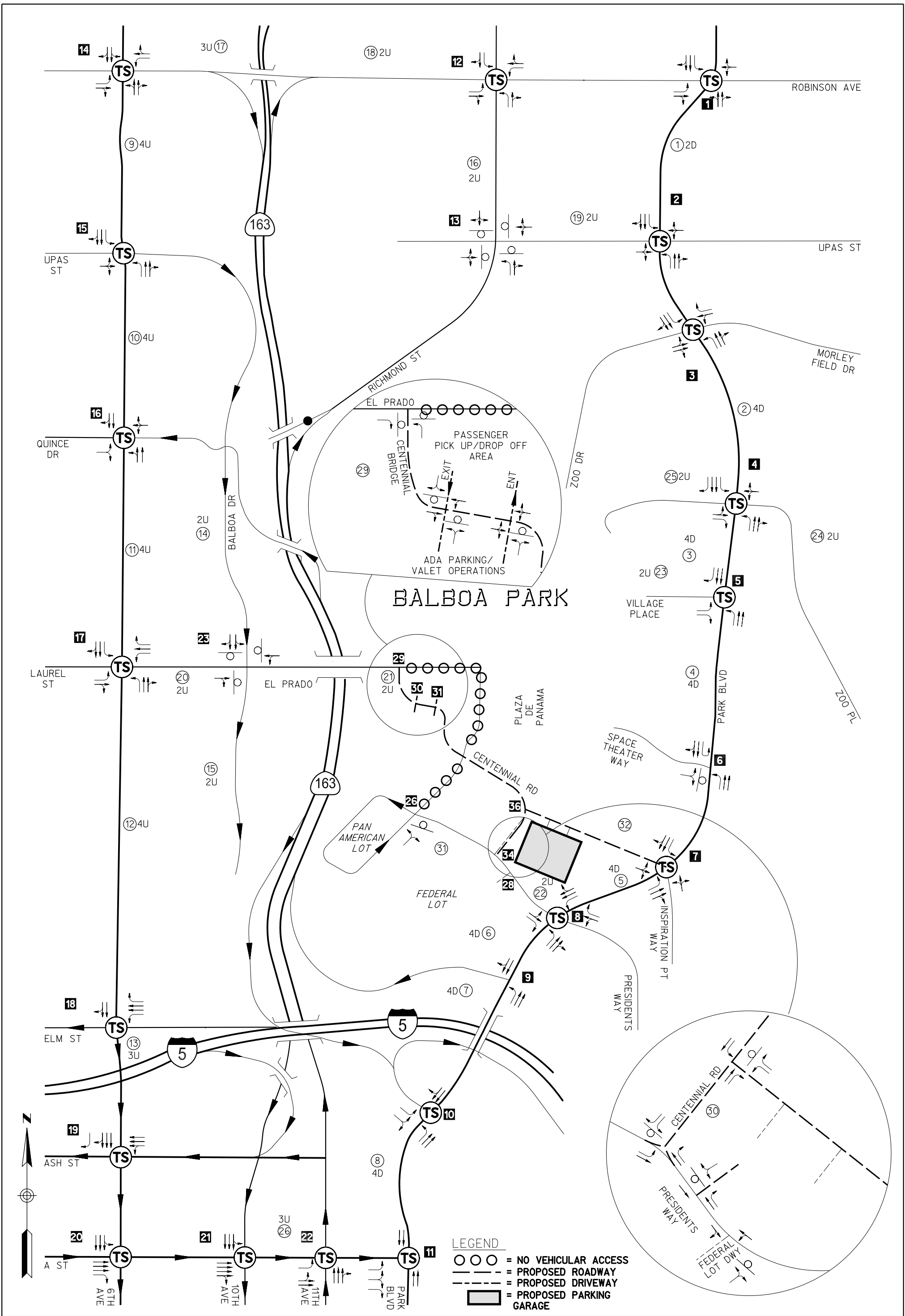


EXHIBIT 63

ALTERNATIVE 4Ai TRANSPORTATION CONDITIONS

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS



LEGEND

- = TRAFFIC SIGNAL
- = STOP SIGN
- = INTERSECTION NUMBER
- = SEGMENT NUMBER
- = X LANE UNDIVIDED
- = X LANE DIVIDED

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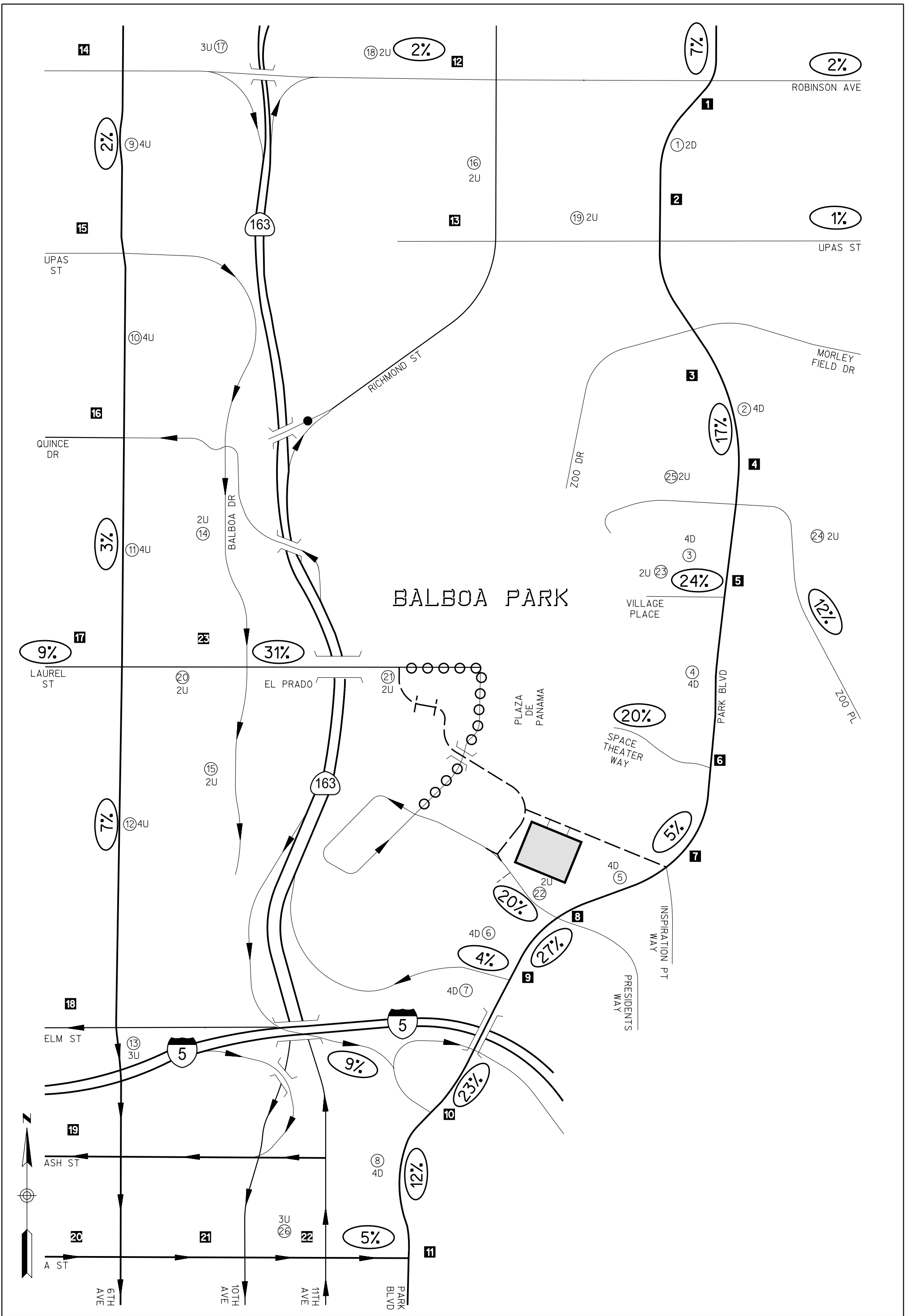


EXHIBIT 64

ALTERNATIVE 4aI TOTAL TRIP DISTRIBUTION

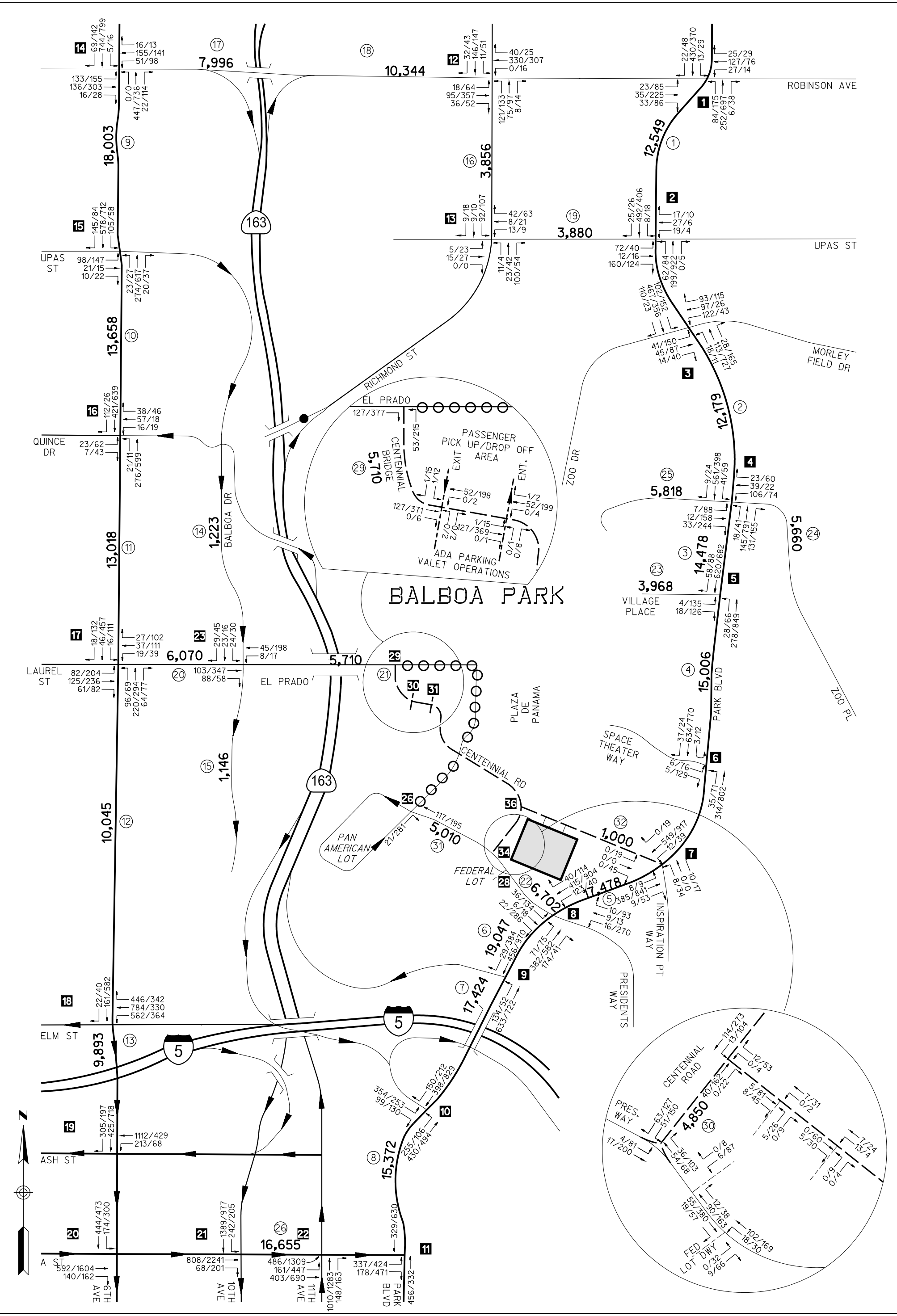
BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- = PERCENT DISTRIBUTION
- ○ ○ = NO VEHICULAR ACCESS
- - - = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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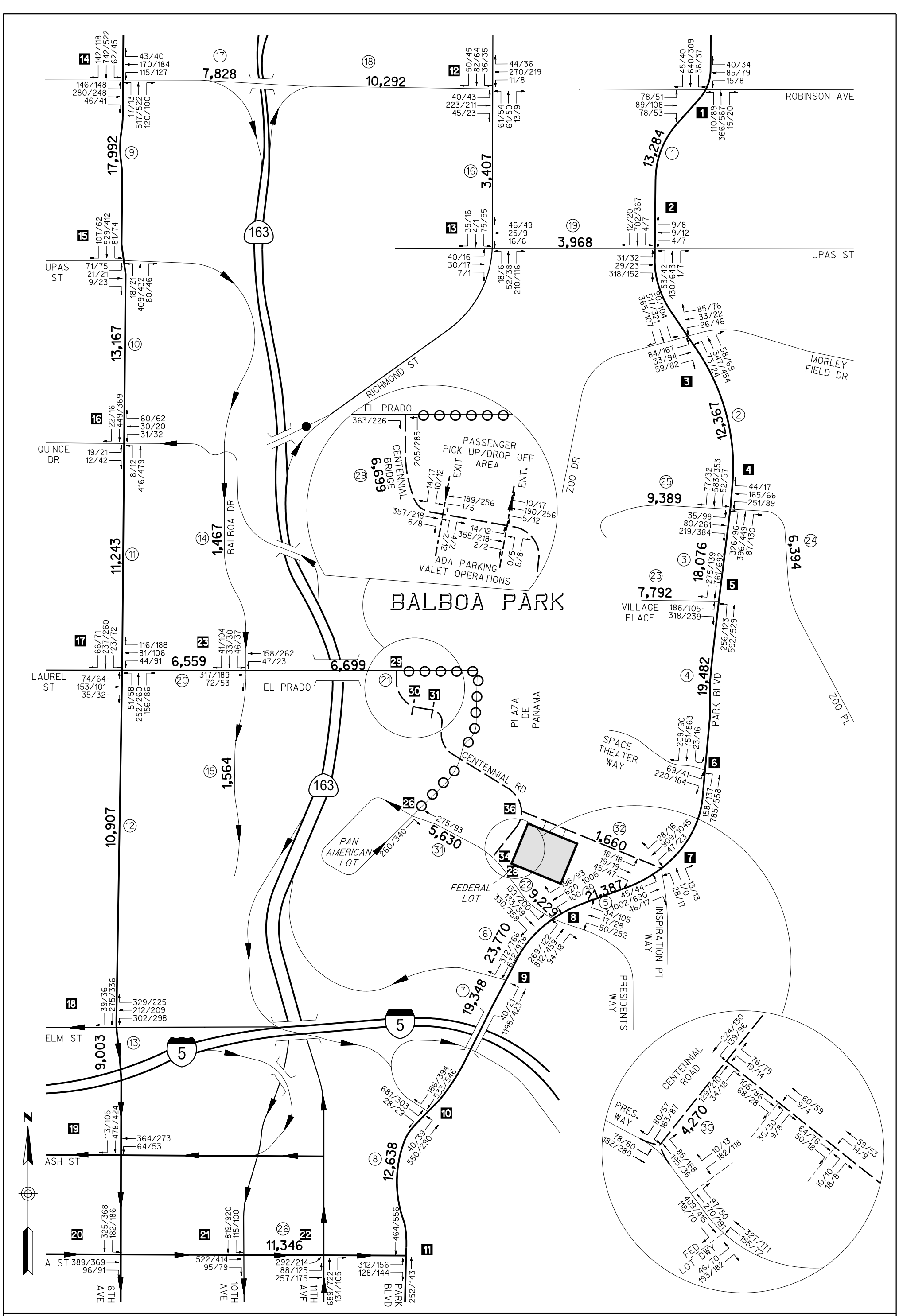


EXHIBIT 66

EXISTING WITH ALTERNATIVE 4Ai TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 104
EXISTING + PROJECT ALTERNATIVE 4Ai INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 4Ai			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
	AM		17.1	B	17.1	B	0.0	No
2	Park Boulevard/Upas Street	Signal	18.6	B	18.6	B	0.0	No
	AM		14.4	B	14.4	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	18.6	B	18.6	B	0.0	No
	AM		19.2	B	19.2	B	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.1	B	16.1	B	0.0	No
	AM		21.5	C	21.5	C	0.0	No
5	Park Boulevard/Village Place	Signal	3.9	A	3.9	A	0.0	No
	AM		11.3	B	11.3	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left		9.0	A	9.0	A	0.0	No
	AM		9.7	A	9.7	A	0.0	No
	PM							
	Eastbound Left		12.1	B	12.1	B	0.0	No
	AM		19.2	C	19.2	C	0.0	No
7	Park Boulevard/Inspiration Way	Signal	3.1	A	3.6	A	0.5	No
	AM		4.5	A	8.3	A	3.8	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.5	B	-0.2	No
	AM		21.8	C	21.4	C	-0.4	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left		8.8	A	8.8	A	0.0	No
	AM		12.8	B	12.8	B	0.0	No
10	Park Boulevard/I-5 Ramps	Signal	26.2	C	26.2	C	0.0	No
	AM		19.9	B	19.9	B	0.0	No
11	Park Boulevard/A Street	Signal	11.5	B	11.5	B	0.0	No
	AM		13.3	B	13.3	B	0.0	No
12	Richmond Street/Robinson Avenue	Signal	15.0	B	15.0	B	0.0	No
	AM		14.5	B	14.5	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop	7.7	A	7.7	A	0.0	No
	AM		8.0	A	8.0	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal	20.5	C	20.5	C	0.0	No
	AM		22.6	C	22.6	C	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.6	A	0.0	No
	AM		11.7	B	11.7	B	0.0	No
16	6th Avenue/Quince Drive	Signal	12.1	B	12.1	B	0.0	No
	AM		12.1	B	12.1	B	0.0	No
17	6th Avenue/Laurel Street	Signal	13.0	B	13.0	B	0.0	No
	AM		15.0	B	15.0	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	8.6	A	8.6	A	0.0	No
	AM		12.8	B	12.8	B	0.0	No
19	6th Avenue/Ash Street	Signal	11.5	B	11.5	B	0.0	No
	AM		10.9	B	10.9	B	0.0	No
20	6th Avenue/A Street	Signal	11.8	B	11.8	B	0.0	No
	AM		11.5	B	11.5	B	0.0	No
21	A Street/10th Avenue	Signal	11.9	B	11.9	B	0.0	No
	AM		14.0	B	14.0	B	0.0	No
22	A Street/11th Avenue	Signal	11.0	B	11.0	B	0.0	No
	AM		13.9	B	13.9	B	0.0	No
23	Balboa Drive/El Prado	All Way Stop	7.8	A	7.8	A	0.0	No
	AM		10.8	B	10.8	B	0.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 105
EXISTING + PROJECT ALTERNATIVE 4Ai INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 4Ai			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	14.5	B	14.5	B	0.0	No
	AM		13.8	B	13.8	B	0.0	No
	PM							
2	Park Boulevard/Upas Street	Signal	19.2	B	19.2	B	0.0	No
	AM		15.5	B	15.5	B	0.0	No
	PM							
3	Park Boulevard/Morley Field Drive	Signal	17.0	B	17.0	B	0.0	No
	AM		20.0	C	20.0	C	0.0	No
	PM							
4	Park Boulevard/Zoo Place	Signal	30.0	C	30.0	C	0.0	No
	AM		24.0	C	24.1	C	0.1	No
	PM							
5	Park Boulevard/Village Place	Signal	18.5	B	18.5	B	0.0	No
	AM		15.5	B	15.5	B	0.0	No
	PM							
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		11.3	B	11.3	B	0.0	No
	PM		11.1	B	11.1	B	0.0	No
	Eastbound Left							
	AM		31.2	D	31.2	D	0.0	No
	PM	20.3	C	20.3	C	0.0	No	
7	Park Boulevard/Inspiration Way	Signal	4.1	A	9.4	A	5.3	No
	AM		4.1	A	9.7	A	5.6	No
	PM							
8	Park Boulevard/Presidents Way	Signal	25.0	C	24.0	C	-1.0	No
	AM		26.8	C	25.7	C	-1.1	No
	PM							
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.5	B	10.5	B	0.0	No
	PM	15.4	C	15.4	C	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal	21.8	C	21.8	C	0.0	No
	AM		16.2	B	16.2	B	0.0	No
	PM							
11	Park Boulevard/A Street	Signal	12.8	B	12.8	B	0.0	No
	AM		13.8	B	13.8	B	0.0	No
	PM							
12	Richmond Street/Robinson Avenue	Signal	13.0	B	13.0	B	0.0	No
	AM		12.7	B	12.7	B	0.0	No
	PM							
13	Richmond Street/Upas Street	All Way Stop	8.8	A	8.8	B	0.0	No
	AM		7.7	A	7.7	A	0.0	No
	PM							
14	6th Avenue/Robinson Avenue	Signal	24.3	C	24.3	C	0.0	No
	AM		24.8	C	24.8	C	0.0	No
	PM							
15	6th Avenue/ Upas Street-Balboa Drive	Signal	8.3	A	8.3	A	0.0	No
	AM		11.1	B	11.1	B	0.0	No
	PM							
16	6th Avenue/Quince Drive	Signal	13.9	B	13.9	B	0.0	No
	AM		13.5	B	13.5	B	0.0	No
	PM							
17	6th Avenue/Laurel Street	Signal	14.8	B	14.8	B	0.0	No
	AM		14.7	B	14.7	B	0.0	No
	PM							
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.9	B	10.9	B	0.0	No
	AM		11.5	B	11.5	B	0.0	No
	PM							
19	6th Avenue/Ash Street	Signal	11.2	B	12.7	B	1.5	No
	AM		10.7	B	10.7	B	0.0	No
	PM							
20	6th Avenue/A Street	Signal	11.4	B	11.4	B	0.0	No
	AM		11.3	B	11.3	B	0.0	No
	PM							
21	A Street/10th Avenue	Signal	11.4	B	11.4	B	0.0	No
	AM		10.4	B	10.4	B	0.0	No
	PM							
22	A Street/11th Avenue	Signal	9.8	A	9.8	B	0.0	No
	AM		9.2	A	9.2	A	0.0	No
	PM							
23	Balboa Drive/El Prado	All Way Stop	10.5	B	10.5	B	0.0	No
	AM		10.3	B	10.3	B	0.0	No
	PM							

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 106
EXISTING + PROJECT ALTERNATIVE 4Ai
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

	Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	Existing			Existing + Project Alternative 4Ai				
					ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1	Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	12,549	0.837	D	12,549	0.837	D	0.000	NO
2	Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	12,179	0.304	A	12,179	0.304	A	0.000	NO
3	Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	14,478	0.362	A	14,478	0.362	A	0.000	NO
4	Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	15,006	0.375	B	15,006	0.375	B	0.000	NO
5	Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	16,946	0.424	B	17,478	0.437	B	0.013	NO
6	Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	19,047	0.476	B	19,047	0.476	B	0.000	NO
7	Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	17,424	0.436	B	17,424	0.436	B	0.000	NO
8	Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	15,372	0.384	B	15,372	0.384	B	0.000	NO
9	6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	18,003	0.600	C	18,003	0.600	C	0.000	NO
10	6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	13,658	0.455	B	13,658	0.455	B	0.000	NO
11	6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	13,018	0.434	B	13,018	0.434	B	0.000	NO
12	6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	10,045	0.335	B	10,045	0.335	B	0.000	NO
13	6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	9,893	0.440	B	9,893	0.440	B	0.000	NO
14	Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,223	0.122	A	1,223	0.122	A	0.000	NO
15	Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,146	0.115	A	1,146	0.115	A	0.000	NO
16	Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	3,856	0.386	A	3,856	0.386	A	0.000	NO
17	Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	7,996	0.800	D	7,996	0.800	D	0.000	NO
18	Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	10,344	0.690	D	10,344	0.690	D	0.000	NO
19	Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	3,880	0.388	A	3,880	0.388	A	0.000	NO
20	El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,070	0.607	C	6,070	0.607	C	0.000	NO
21	El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	5,710	0.571	C	0.000	NO
22	Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,866	0.787	D	6,702	0.670	C	-0.116	NO
23	Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,968	0.397	A	3,968	0.397	A	0.000	NO
24	Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,660	0.566	C	5,660	0.566	C	0.000	NO
25	Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,818	0.582	C	5,818	0.582	C	0.000	NO
26	A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	16,655	0.740	D	16,655	0.740	D	0.000	NO
29	Centennial Bridge south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	5,710	0.571	C	0.000	NO
30	Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	4,850	0.485	B	0.000	NO
31	Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,560	0.856	D	5,010	0.501	B	-0.355	NO
32	Inspiration Point Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	1,000	0.100	A	0.000	NO

LOS = Level of Service

Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

TABLE 107
EXISTING + PROJECT ALTERNATIVE 4Ai
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

Intersection	Control	Existing + Alt 4Ai	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		8.8	A
Westbound Left		1.2	A
29 El Prado/Centennial Bridge	All Way Stop		
AM		7.2	A
30 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Northbound Shared Left-Right		9.4	A
Southbound Shared Left-Right		9.2	A
Westbound Left		0.1	A
31 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Westbound Left		0.1	A
Northbound Shared Left-Right		9.9	A
Eastbound Left		0.1	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		7.4	A
Southbound Left		9.0	A
Southbound Right		9.0	A
36 Pan American Road/Inspiration Point Extension	Stop		
AM			
Westbound Left		9.6	A
Westbound Right		8.6	A
Southbound Left		7.3	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 108
EXISTING + PROJECT ALTERNATIVE 4Ai
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection	Control	Existing + Alt 4Ai	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		33.0	D
Westbound Left		4.3	A
29 El Prado/Centennial Bridge	All Way Stop		
AM		10.0	A
30 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Northbound Shared Left-Right		11.8	B
Southbound Shared Left-Right		11.6	B
Westbound Left		0.1	A
31 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Westbound Left		0.2	A
Northbound Shared Left-Right		11.3	B
Eastbound Left		0.4	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.1	A
Southbound Left		15.6	C
Southbound Right		15.6	B
36 Pan American Road/Inspiration Point Extension	Stop		
AM			
Westbound Left		15.6	C
Westbound Right		9.5	A
Southbound Left		7.9	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

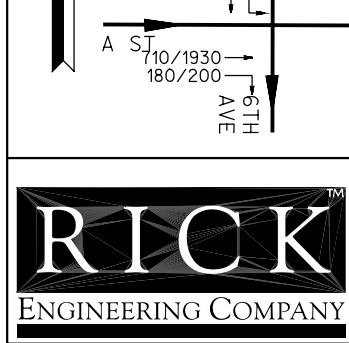
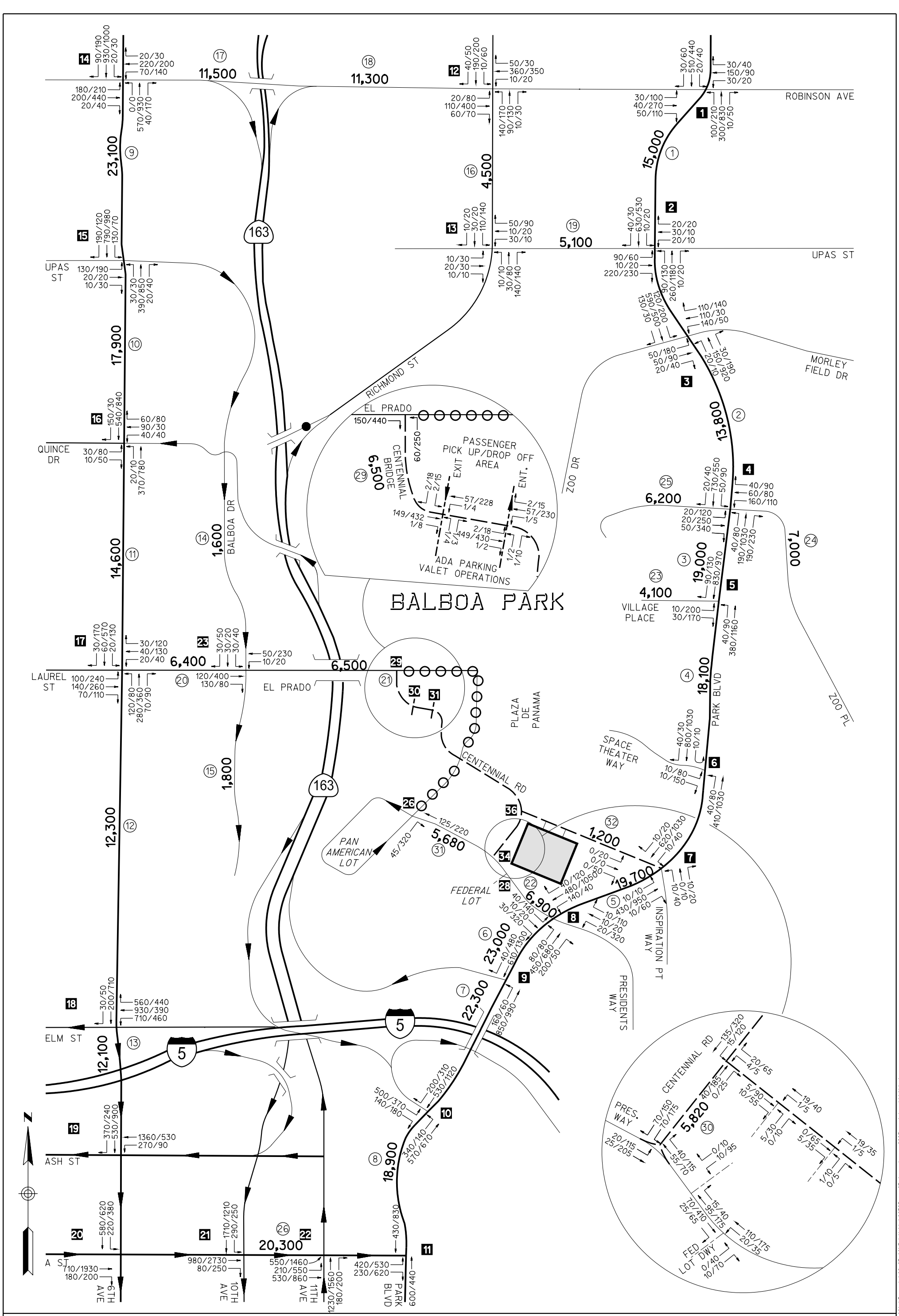


EXHIBIT 67

2015 WITH ALTERNATIVE 4Ai TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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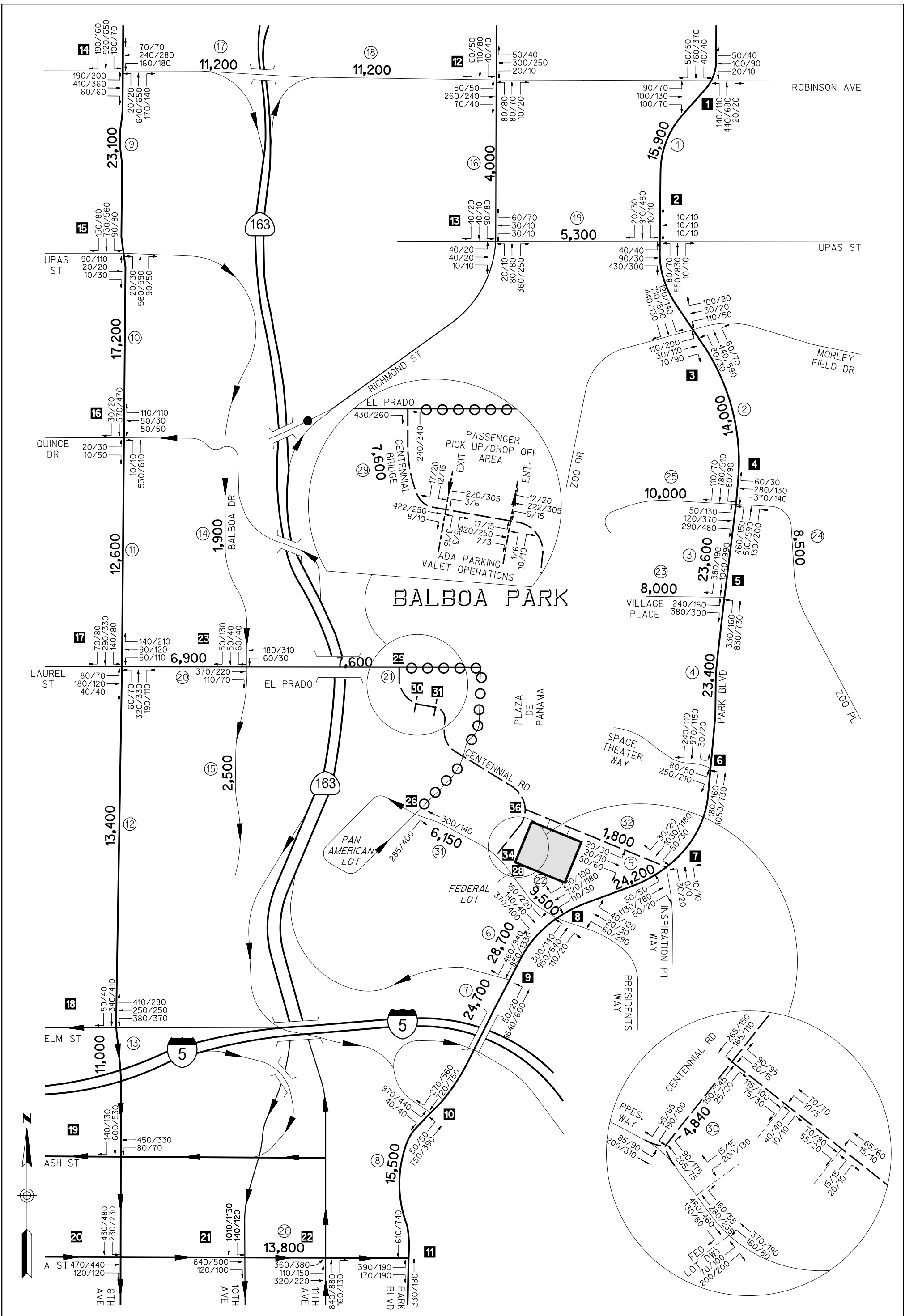


EXHIBIT 68

2015 WITH ALTERNATIVE 4Ai TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



**TABLE 109
2015 + PROJECT ALTERNATIVE 4Ai INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 4Ai				
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No	
1	Park Boulevard/Robinson Avenue	AM	Signal	16.3	B	16.3	B	0.0	No
		PM	Signal	19.5	B	19.5	B	0.0	No
2	Park Boulevard/Upas Street	AM	Signal	20.3	C	20.3	C	0.0	No
		PM	Signal	18.6	B	18.6	B	0.0	No
3	Park Boulevard/Morley Field Drive	AM	Signal	18.8	B	18.8	B	0.0	No
		PM	Signal	20.4	C	20.4	C	0.0	No
4	Park Boulevard/Zoo Place	AM	Signal	16.2	B	16.2	B	0.0	No
		PM	Signal	22.5	C	22.5	C	0.0	No
5	Park Boulevard/Village Place	AM	Signal	4.1	A	4.1	A	0.0	No
		PM	Signal	11.7	B	11.7	B	0.0	No
6	Park Boulevard/Space Theatre Way	Northbound Left	NA						
		AM	NA	9.7	A	9.7	A	0.0	No
		PM	NA	11.2	B	11.2	B	0.0	No
		Eastbound Left	NA						
		AM	NA	13.5	B	13.5	B	0.0	No
7	Park Boulevard/Inspiration Way	AM	Signal	2.9	A	5.2	A	2.3	No
		PM	Signal	4.7	A	9.1	A	4.4	No
8	Park Boulevard/Presidents Way	AM	Signal	14.7	B	14.6	B	-0.1	No
		PM	Signal	28.4	C	25.7	C	-2.7	No
9	Park Boulevard/SR 163 NB Ramps	Northbound Left	NA						
		AM	NA	9.5	A	9.5	A	0.0	No
		PM	NA	17.4	C	17.4	C	0.0	No
10	Park Boulevard/I-5 Ramps	AM	Signal	28.9	C	28.9	C	0.0	No
		PM	Signal	23.9	C	23.9	C	0.0	No
11	Park Boulevard/A Street	AM	Signal	11.8	B	11.8	B	0.0	No
		PM	Signal	14.7	B	14.7	B	0.0	No
12	Richmond Street/Robinson Avenue	AM	Signal	15.6	B	15.6	B	0.0	No
		PM	Signal	15.6	B	15.6	B	0.0	No
13	Richmond Street/Upas Street	AM	All Way Stop	8.3	A	8.3	A	0.0	No
		PM	All Way Stop	8.9	A	8.9	A	0.0	No
14	6th Avenue/Robinson Avenue	AM	Signal	23.4	C	23.4	C	0.0	No
		PM	Signal	31.1	C	31.1	C	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	AM	Signal	9.6	A	9.6	A	0.0	No
		PM	Signal	12.6	B	12.6	B	0.0	No
16	6th Avenue/Quince Drive	AM	Signal	15.3	B	15.3	B	0.0	No
		PM	Signal	13.9	B	13.9	B	0.0	No
17	6th Avenue/Laurel Street	AM	Signal	13.2	B	13.2	B	0.0	No
		PM	Signal	15.7	B	15.7	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	AM	Signal	10.3	B	10.3	B	0.0	No
		PM	Signal	13.4	B	13.4	B	0.0	No
19	6th Avenue/Ash Street	AM	Signal	12.1	B	12.1	B	0.0	No
		PM	Signal	11.3	B	11.3	B	0.0	No
20	6th Avenue/A Street	AM	Signal	12.3	B	12.3	B	0.0	No
		PM	Signal	13.2	B	13.2	B	0.0	No
21	A Street/10th Avenue	AM	Signal	12.8	B	12.8	B	0.0	No
		PM	Signal	16.6	B	16.6	B	0.0	No
22	A Street/11th Avenue	AM	Signal	11.6	B	11.6	B	0.0	No
		PM	Signal	15.6	B	15.6	B	0.0	No
23	Balboa Drive/El Prado	AM	All Way Stop	8.1	A	8.1	A	0.0	No
		PM	All Way Stop	12.0	B	12.0	B	0.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 110
2015 + PROJECT ALTERNATIVE 4Ai INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 4Ai			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	15.0	B	15.0	B	0.0	No
	AM		14.5	B	14.5	B	0.0	No
	PM							
2	Park Boulevard/Upas Street	Signal	24.3	C	24.3	C	0.0	No
	AM		19.6	B	19.6	B	0.0	No
	PM							
3	Park Boulevard/Morley Field Drive	Signal	17.5	B	17.5	B	0.0	No
	AM		20.2	C	20.2	C	0.0	No
	PM							
4	Park Boulevard/Zoo Place	Signal	27.2	C	27.2	C	0.0	No
	AM		24.0	C	24.0	C	0.0	No
	PM							
5	Park Boulevard/Village Place	Signal	21.3	C	21.3	C	0.0	No
	AM		16.6	B	16.6	B	0.0	No
	PM							
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		13.9	B	13.9	B	0.0	No
	PM		13.9	B	13.9	B	0.0	No
	Eastbound Left							
	AM		112.7	F	112.7	F	0.0	No
	PM	44.6	E	44.6	E	0.0	No	
7	Park Boulevard/Inspiration Way	Signal	3.9	A	4.5	A	0.6	No
	AM		3.8	A	10.1	B	6.3	No
	PM							
8	Park Boulevard/Presidents Way	Signal	31.3	C	27.8	C	-3.5	No
	AM		52.4	D	42.1	D	-10.3	No
	PM							
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		12.4	B	12.4	B	0.0	No
	PM	22.4	C	22.4	C	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal	25.1	C	25.1	C	0.0	No
	AM		18.5	B	18.5	B	0.0	No
	PM							
11	Park Boulevard/A Street	Signal	13.3	B	13.3	B	0.0	No
	AM		14.6	B	14.6	B	0.0	No
	PM							
12	Richmond Street/Robinson Avenue	Signal	13.7	B	13.7	B	0.0	No
	AM		13.6	B	13.6	B	0.0	No
	PM							
13	Richmond Street/Upas Street	All Way Stop	11.5	B	11.5	B	0.0	No
	AM		9.3	A	9.3	A	0.0	No
	PM							
14	6th Avenue/Robinson Avenue	Signal	37.2	D	37.2	D	0.0	No
	AM		30.5	C	30.5	C	0.0	No
	PM							
15	6th Avenue/ Upas Street-Balboa Drive	Signal	8.3	A	8.3	A	0.0	No
	AM		11.6	B	11.6	B	0.0	No
	PM							
16	6th Avenue/Quince Drive	Signal	17.6	B	17.6	B	0.0	No
	AM		16.5	B	16.5	B	0.0	No
	PM							
17	6th Avenue/Laurel Street	Signal	15.1	B	15.1	B	0.0	No
	AM		15.0	B	15.0	B	0.0	No
	PM							
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	11.6	B	11.6	B	0.0	No
	AM		12.0	B	12.0	B	0.0	No
	PM							
19	6th Avenue/Ash Street	Signal	11.4	B	11.4	B	0.0	No
	AM		10.9	B	10.9	B	0.0	No
	PM							
20	6th Avenue/A Street	Signal	11.7	B	11.7	B	0.0	No
	AM		11.5	B	11.5	B	0.0	No
	PM							
21	A Street/10th Avenue	Signal	11.8	B	11.8	B	0.0	No
	AM		10.7	B	10.7	B	0.0	No
	PM							
22	A Street/11th Avenue	Signal	10.2	B	10.2	B	0.0	No
	AM		9.5	A	9.5	A	0.0	No
	PM							
23	Balboa Drive/El Prado	All Way Stop	12.2	B	12.2	B	0.0	No
	AM		10.7	B	10.7	B	0.0	No
	PM							

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 111
2015 + PROJECT ALTERNATIVE 4Ai
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2015 No Project			2015 + Project Alternative 4Ai				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	15,000	1.000	E	15,000	1.000	E	0.000	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	13,800	0.345	A	13,800	0.345	A	0.000	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	19,000	0.475	B	19,000	0.475	B	0.000	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	18,100	0.453	B	18,100	0.453	B	0.000	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	19,100	0.478	B	19,700	0.493	B	0.015	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	23,000	0.575	C	23,000	0.575	C	0.000	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,300	0.558	C	0.000	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	18,900	0.473	B	18,900	0.473	B	0.000	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	23,100	0.770	D	23,100	0.770	D	0.000	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	17,900	0.597	C	17,900	0.597	C	0.000	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	14,600	0.487	C	14,600	0.487	C	0.000	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	12,300	0.410	B	12,300	0.410	B	0.000	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	12,100	0.538	C	12,100	0.538	C	0.000	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,600	0.160	A	1,600	0.160	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,800	0.180	A	1,800	0.180	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	4,500	0.450	B	4,500	0.450	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	11,500	1.150	F	11,500	1.150	F	0.000	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	11,300	0.753	D	11,300	0.753	D	0.000	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,100	0.510	B	5,100	0.510	B	0.000	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,400	0.640	C	6,400	0.640	C	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,500	0.650	C	6,500	0.650	C	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,100	0.810	D	6,900	0.690	C	-0.120	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	4,100	0.410	B	4,100	0.410	B	0.000	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	7,000	0.700	C	7,000	0.700	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	20,300	0.902	E	20,300	0.902	E	0.000	NO
29 Centennial Bridge south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	6,500	0.650	C	0.000	NO
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	5,820	0.582	C	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,470	0.947	E	5,680	0.568	C	-0.379	NO
32 Inspiration Point Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	1,200	0.120	A	0.000	NO

LOS = Level of Service

Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

Tables 112 and 113 show all the weekday and Saturday internal study intersections to operate at LOS C or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS F)

2030

Exhibit 69 and Exhibit 70 show the 2030 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 114 shows all the study area intersections to operate at LOS D or better during the weekday AM and PM peak periods, with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, PM peak)

No impacts were calculated at these locations based on the current significance thresholds.

Table 115 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and PM peak)
- Park Boulevard/Presidents Way (LOS E, AM peak and LOS F, PM peak)
- Park Boulevard/SR 163 NB on Ramp (LOS E, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, AM peak and LOS E, PM peak)

No impacts were calculated at these locations based on the current significance thresholds.

Table 116 shows that all study area roadways to operate at LOS D or better on a daily basis with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS F)
- 6th Avenue between Robinson Avenue and Upas Street (LOS F)
- 6th Avenue between Elm Street and Ash Street (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)
- El Prado between 6th Avenue and Balboa Drive (LOS E)
- El Prado between Balboa Drive and Plaza De Panama (LOS F)
- A Street between 6th and Park Boulevard (LOS F)
- Centennial Bridge south of El Prado (LOS F)

No significant impact was calculated at locations based on the current significance thresholds.

Tables 117 and 118 show all the weekday and Saturday internal study intersections to operate at LOS D or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS F)

TABLE 112
2015 + PROJECT ALTERNATIVE 4Ai
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

Intersection	Control	2015 + Alt 4Ai	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		8.9	A
Westbound Left		1.2	A
29 El Prado/Centennial Bridge	All Way Stop		
AM		7.3	A
30 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Northbound Shared Left-Right		9.5	A
Southbound Shared Left-Right		9.3	A
Westbound Left		0.1	A
31 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Westbound Left		0.1	A
Northbound Shared Left-Right		10.1	B
Eastbound Left		0.1	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		7.5	A
Southbound Left		9.3	A
Eastbound Right		9.3	A
35 Pan American Road/Inspiration Point Extension	Stop		
AM			
Westbound Left		9.8	A
Westbound Right		8.6	A
Southbound Left		7.3	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 113
2015 + PROJECT ALTERNATIVE 4Ai
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection	Control	2015 + Alt 4Ai	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		> 50	F
Westbound Left		4.6	A
29 El Prado/Centennial Bridge	All Way Stop		
AM		11.4	B
30 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Northbound Shared Left-Right		13.1	B
Southbound Shared Left-Right		12.5	B
Westbound Left		0.1	A
31 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Westbound Left		0.3	A
Northbound Shared Left-Right		12.0	B
Eastbound Left		0.4	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.1	A
Southbound Left		18.0	C
Southbound Right		18.0	C
36 Pan American Road/Inspiration Point Extension	Stop		
AM			
Westbound Left		18.0	C
Westbound Right		9.7	A
Southbound Left		8.0	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

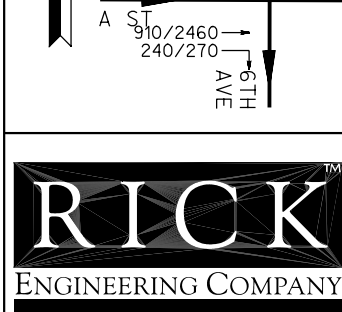
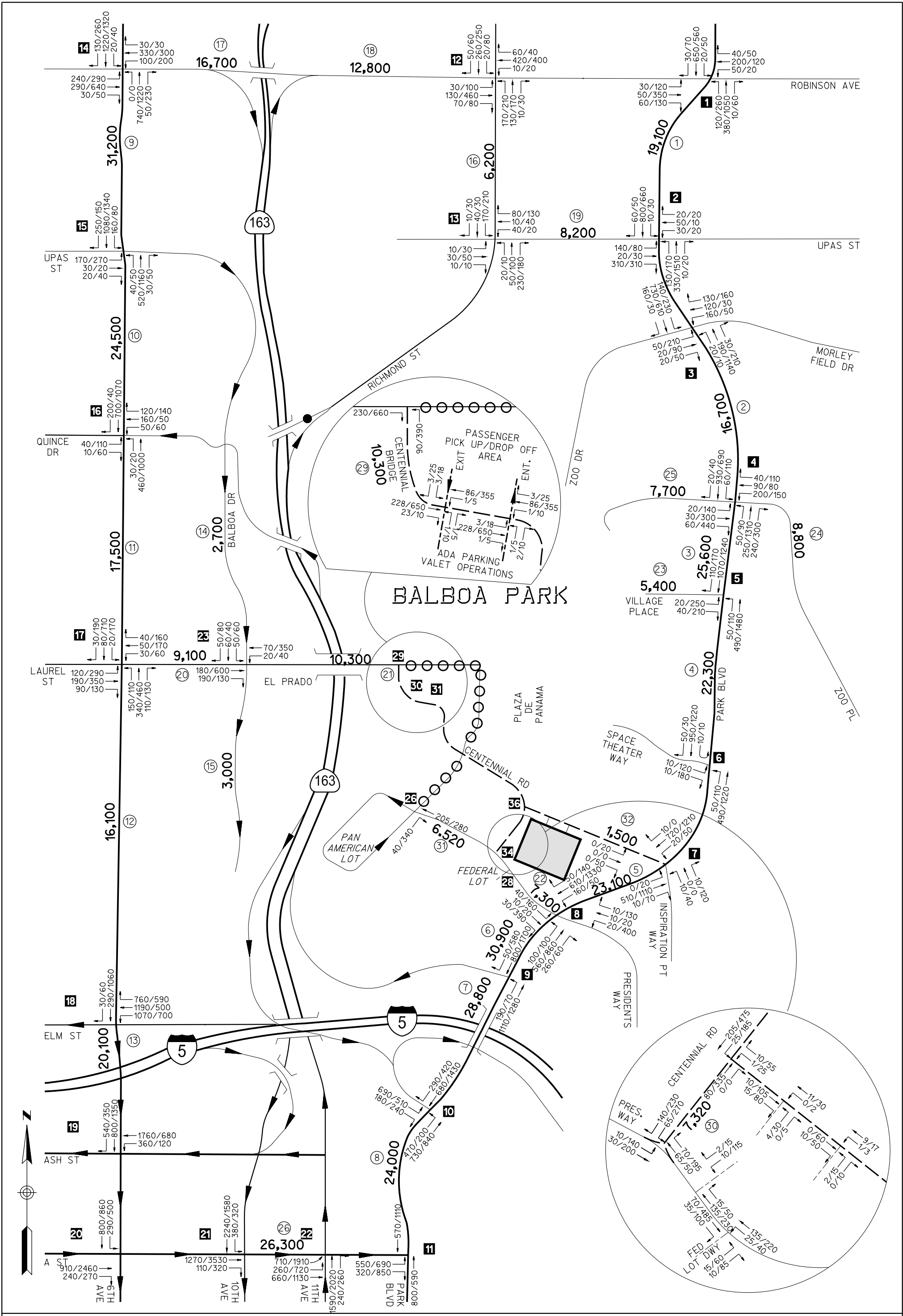


EXHIBIT 69

2030 WITH ALTERNATIVE 4Ai TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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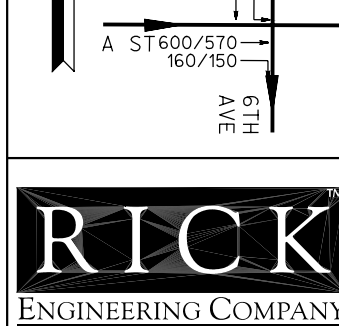
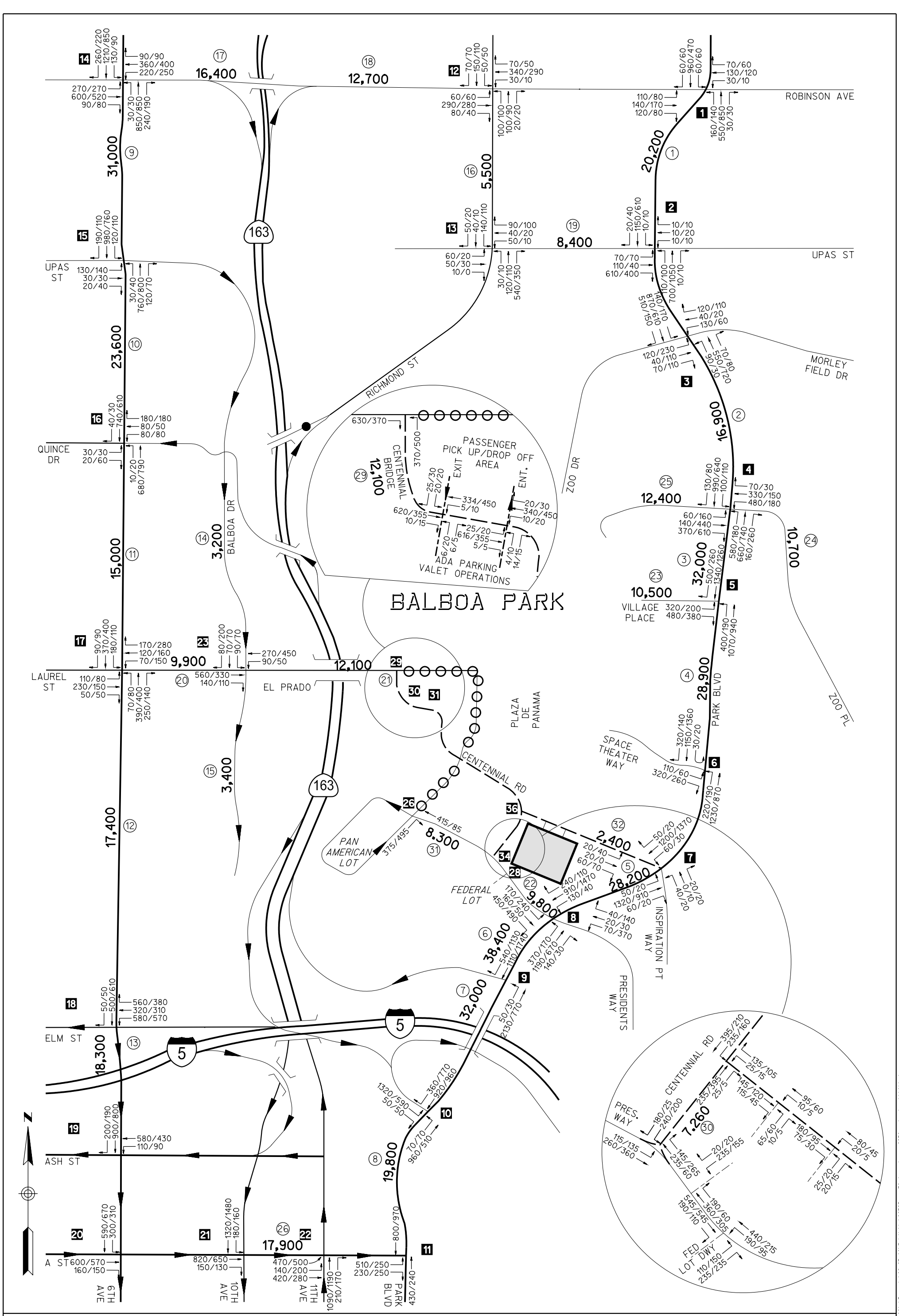


EXHIBIT 70

2030 WITH ALTERNATIVE 4a TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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**TABLE 114
2030 + PROJECT ALTERNATIVE 4Ai INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 4Ai			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	17.5	B	17.5	B	0.0	No
	AM		31.0	C	31.0	C	0.0	No
2	Park Boulevard/Upas Street	Signal	24.8	C	24.8	C	0.0	No
	AM		24.1	C	24.1	C	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	19.2	B	19.2	B	0.0	No
	AM		29.3	C	29.3	C	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.7	B	16.7	B	0.0	No
	AM		29.3	C	29.3	C	0.0	No
5	Park Boulevard/Village Place	Signal	4.6	A	4.6	A	0.0	No
	AM		13.1	B	13.1	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		10.6	B	10.6	B	0.0	No
	PM		12.9	B	12.9	B	0.0	No
	Eastbound Left							
	AM		15.1	C	15.1	C	0.0	No
7	Park Boulevard/Inspiration Way	Signal	112.1	F	112.1	F	0.0	No
	AM		3.0	A	4.4	A	1.4	No
	PM	4.7	A	13.2	B	8.5	No	
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.0	B	-0.7	No
	AM		62.0	E	50.8	D	-11.2	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.9	B	10.9	B	0.0	No
10	Park Boulevard/I-5 Ramps	Signal	28.4	D	28.4	D	0.0	No
	AM		38.4	D	38.4	D	0.0	No
11	Park Boulevard/A Street	Signal	43.6	D	43.6	D	0.0	No
	AM		12.5	B	12.5	B	0.0	No
12	Richmond Street/Robinson Avenue	Signal	20.1	C	20.1	C	0.0	No
	AM		16.7	B	16.7	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop	17.3	B	17.3	B	0.0	No
	AM		9.6	A	9.6	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal	10.6	B	10.6	B	0.0	No
	AM		30.6	C	30.6	C	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	103.0	F	103.0	F	0.0	No
	AM		11.1	B	11.1	B	0.0	No
16	6th Avenue/Quince Drive	Signal	15.3	B	15.3	B	0.0	No
	AM		18.7	B	18.7	B	0.0	No
17	6th Avenue/Laurel Street	Signal	16.9	B	16.9	B	0.0	No
	AM		13.7	B	13.7	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	17.8	B	17.8	B	0.0	No
	AM		31.1	C	31.1	C	0.0	No
19	6th Avenue/Ash Street	Signal	17.6	B	17.6	B	0.0	No
	AM		14.7	B	14.7	B	0.0	No
20	6th Avenue/A Street	Signal	11.7	B	11.7	B	0.0	No
	AM		13.1	B	13.1	B	0.0	No
21	A Street/10th Avenue	Signal	17.6	B	17.6	B	0.0	No
	AM		15.7	B	15.7	B	0.0	No
22	A Street/11th Avenue	Signal	42.1	D	42.1	D	0.0	No
	AM		13.0	B	13.0	B	0.0	No
23	Balboa Drive/El Prado	All Way Stop	21.6	C	21.6	C	0.0	No
	AM		8.9	A	8.9	A	0.0	No
	PM	27.5	D	27.5	D	0.0	No	

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 115
2030 + PROJECT ALTERNATIVE 4Ai INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 4Ai			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		16.5	B	16.5	B	0.0	No
	PM							
2	Park Boulevard/Upas Street	Signal						
	AM		51.3	D	51.3	D	0.0	No
	PM							
3	Park Boulevard/Morley Field Drive	Signal						
	AM		19.3	B	19.3	B	0.0	No
	PM							
4	Park Boulevard/Zoo Place	Signal						
	AM		36.1	D	36.1	D	0.0	No
	PM							
5	Park Boulevard/Village Place	Signal						
	AM		37.7	D	37.7	D	0.0	No
	PM							
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		19.4	C	19.4	C	0.0	No
	PM		18.5	C	18.5	C	0.0	No
	Eastbound Left							
	AM		460.8	F	460.8	F	0.0	No
	PM	168.8	F	168.8	F	0.0	No	
7	Park Boulevard/Inspiration Way	Signal						
	AM		4.9	A	10.7	B	5.8	No
	PM							
8	Park Boulevard/Presidents Way	Signal						
	AM		56.4	E	45.1	E	-11.3	No
	PM							
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		15.5	C	15.5	C	0.0	No
	PM	40.7	E	40.7	E	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal						
	AM		32.6	C	32.6	C	0.0	No
	PM							
11	Park Boulevard/A Street	Signal						
	AM		14.2	B	14.2	B	0.0	No
	PM							
12	Richmond Street/Robinson Avenue	Signal						
	AM		14.6	B	14.6	B	0.0	No
	PM							
13	Richmond Street/Upas Street	All Way Stop						
	AM		29.2	D	29.2	D	0.0	No
	PM							
14	6th Avenue/Robinson Avenue	Signal						
	AM		151.7	F	151.7	F	0.0	No
	PM							
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		9.5	A	9.5	A	0.0	No
	PM							
16	6th Avenue/Quince Drive	Signal						
	AM		21.6	C	21.6	C	0.0	No
	PM							
17	6th Avenue/Laurel Street	Signal						
	AM		15.7	B	15.7	B	0.0	No
	PM							
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		11.3	B	11.3	B	0.0	No
	PM							
19	6th Avenue/Ash Street	Signal						
	AM		11.8	B	11.8	B	0.0	No
	PM							
20	6th Avenue/A Street	Signal						
	AM		12.1	B	12.1	B	0.0	No
	PM							
21	A Street/10th Avenue	Signal						
	AM		12.5	B	12.5	B	0.0	No
	PM							
22	A Street/11th Avenue	Signal						
	AM		10.8	B	10.8	B	0.0	No
	PM							
23	Balboa Drive/El Prado	All Way Stop						
	AM		24.7	C	24.7	C	0.0	No
	PM							

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 116
2030 + PROJECT ALTERNATIVE 4Ai
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

	Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2030 No Project			2030 + Project Alternative 4Ai				
					ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1	Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	19,100	1.273	F	19,100	1.273	F	0.000	NO
2	Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	16,700	0.418	B	16,700	0.418	B	0.000	NO
3	Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	25,600	0.640	C	25,600	0.640	C	0.000	NO
4	Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,300	0.558	C	0.000	NO
5	Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,300	0.558	C	0.000	NO
6	Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	30,900	0.773	D	30,900	0.773	D	0.000	NO
7	Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	28,800	0.720	C	28,800	0.720	C	0.000	NO
8	Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	24,000	0.600	C	24,000	0.600	C	0.000	NO
9	6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	31,200	1.040	F	31,200	1.040	F	0.000	NO
10	6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	24,500	0.817	D	24,500	0.817	D	0.000	NO
11	6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	17,500	0.583	C	17,500	0.583	C	0.000	NO
12	6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	16,100	0.537	C	16,100	0.537	C	0.000	NO
13	6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	20,100	0.893	E	20,100	0.893	E	0.000	NO
14	Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	2,700	0.270	A	2,700	0.270	A	0.000	NO
15	Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,000	0.300	A	3,000	0.300	A	0.000	NO
16	Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
17	Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	16,700	1.670	F	16,700	1.670	F	0.000	NO
18	Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	12,800	0.853	D	12,800	0.853	D	0.000	NO
19	Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,200	0.820	D	8,200	0.820	D	0.000	NO
20	El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,100	0.910	E	9,100	0.910	E	0.000	NO
21	El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	10,300	1.030	F	10,300	1.030	F	0.000	NO
22	Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,800	0.880	D	7,300	0.730	C	-0.150	NO
23	Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,400	0.540	B	5,400	0.540	B	0.000	NO
24	Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,800	0.880	D	8,800	0.880	D	0.000	NO
25	Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,700	0.770	D	7,700	0.770	D	0.000	NO
26	A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	26,300	1.169	F	26,300	1.169	F	0.000	NO
29	Centennial Bridge south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	10,300	1.030	F	0.000	NO ³
30	Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	7,320	0.732	C	0.000	NO
31	Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,800	0.980	E	6,520	0.652	C	-0.328	NO
32	Inspiration Point Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	1,500	0.150	A	0.000	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**
Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)
³ Not considered significant since no increase in traffic volumes or V/C is expected due to project on this road which will be replacing the traffic on the failing segment of El Prado

TABLE 117
2030 + PROJECT ALTERNATIVE 4Ai
INTERSECTION LOS ANALYSIS INTERNAL STREETS (WEEKDAY)

Intersection	Control	2030 + Alt 4Ai	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		9.8	A
Westbound Left	1.3	A	
29 El Prado/Centennial Bridge	All Way Stop		
AM		7.9	A
30 Bypass Road/ADA Parking & Valet Operations	Stop		
AM			
Northbound Shared Left-Right		10.4	B
Southbound Shared Left-Right		9.9	A
Westbound Left	0.1	A	
31 Bypass Road/ADA Parking & Valet Operations	Stop		
AM			
Westbound Left		0.3	A
Northbound Shared Left-Right		10.9	B
Eastbound Left	0.1	A	
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		7.5	A
Southbound Left		9.4	A
Southbound Right	9.4	A	
36 Pan American Road/Inspiration Point Extension	Stop		
AM			
Westbound Left		10.8	B
Westbound Right		8.7	A
Southbound Left	7.4	A	

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

TABLE 118
2030 + PROJECT ALTERNATIVE 4Ai
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection	Control	2030 + Alt 4Ai	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		>50.0	F
Westbound Left		5.9	A
29 El Prado/Centennial Bridge	All Way Stop		
AM		26.1	D
30 Bypass Road/ADA Parking & Valet Operations	Stop		
AM			
Northbound Shared Left-Right		19.5	C
Southbound Shared Left-Right		18.3	C
Westbound Left		0.2	A
31 Bypass Road/ADA Parking & Valet Operations	Stop		
AM			
Westbound Left		0.4	A
Northbound Shared Left-Right		17.0	C
Eastbound Left		0.6	A
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.5	A
Southbound Left		33.8	D
Southbound Right		33.8	D
36 Pan American Road/Inspiration Point Extension	Stop		
AM			
Westbound Left		31.7	D
Westbound Right		10.8	B
Southbound Left		8.5	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

ALTERNATIVE 4Aii – NO PAID PARKING ALTERNATIVE, CABRILLO BRIDGE OPEN WITH CENTENNIAL BRIDGE, OPERATIONS

Exhibit 71 shows the intersection lane geometry and configurations of the study area intersections.

Exhibit 72 shows the percent distribution for this alternative.

Existing

Exhibit 73 and Exhibit 74 show the Existing + 4Aii traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 119 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods. No significant impacts were calculated.

Table 120 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods. No significant impacts were calculated.

Table 121 shows that all study area roadways to operate at LOS D or better on a daily basis. No significant impacts were calculated.

Table 122 shows all the Saturday internal study intersections to operate at LOS D or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS E)

2015

Exhibit 75 and Exhibit 76 show the 2015 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 123 shows all the study area intersections to operate at LOS D or better during the weekday AM and PM peak periods.

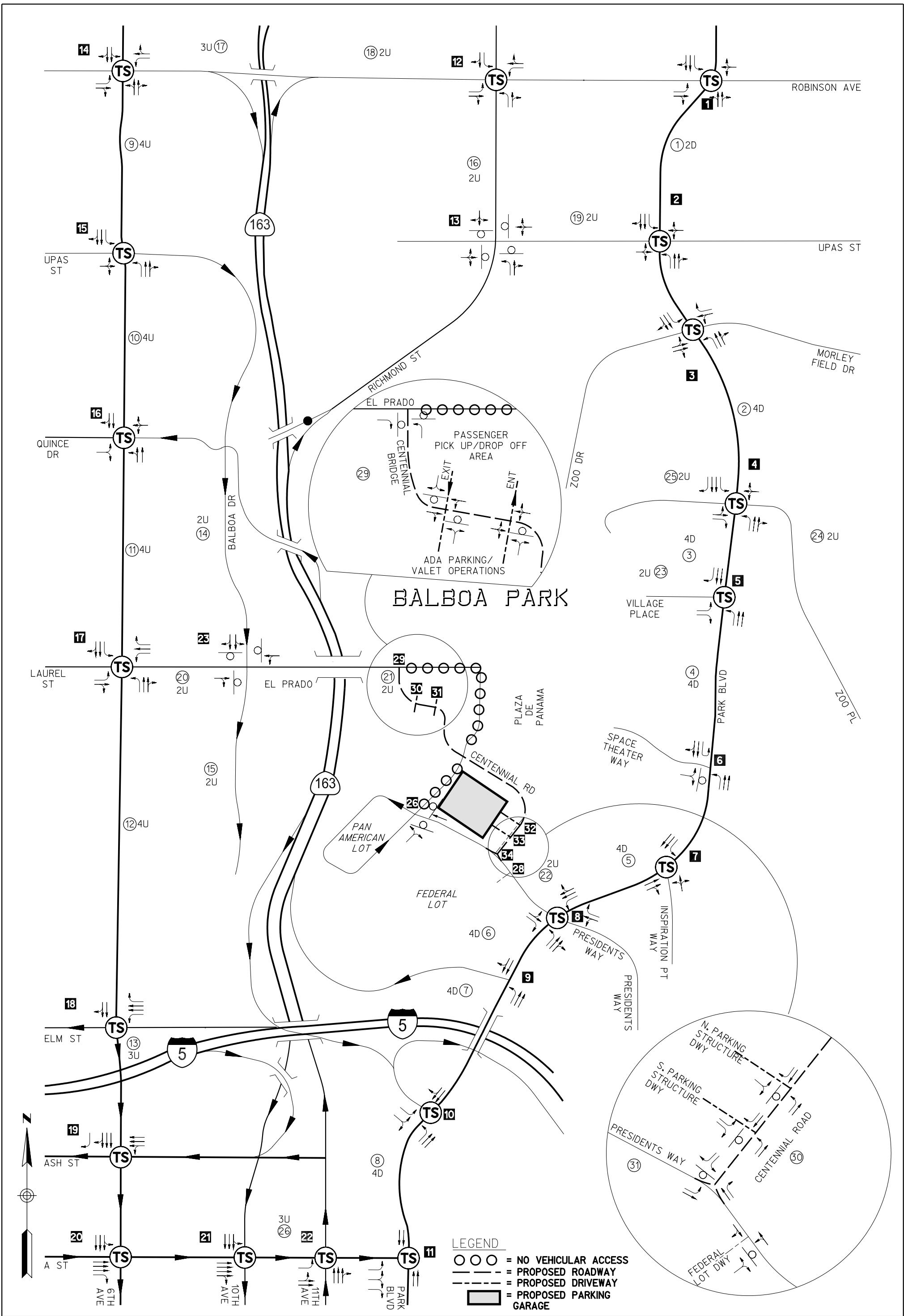
Table 124 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM peak and LOS E, PM peak)

No impacts were calculated at these locations based on the current significance thresholds.

Table 125 shows that all study area roadways to operate at LOS D or better on a daily basis, with the exception of:

- Park Boulevard between Robinson Avenue and Upas Street (LOS E)
- A Street between 6th Avenue and Park Boulevard (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)



LEGEND
 ○○○ = NO VEHICULAR ACCESS
 --- = PROPOSED ROADWAY
 - - - = PROPOSED DRIVEWAY
 ■ = PROPOSED PARKING GARAGE

LEGEND
 TS = TRAFFIC SIGNAL
 ○ = STOP SIGN
 X = INTERSECTION NUMBER
 ⊗ = SEGMENT NUMBER
 XU = X LANE UNDIVIDED
 XD = X LANE DIVIDED



EXHIBIT 71
 ALTERNATIVE 4Aii TRANSPORTATION CONDITIONS

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

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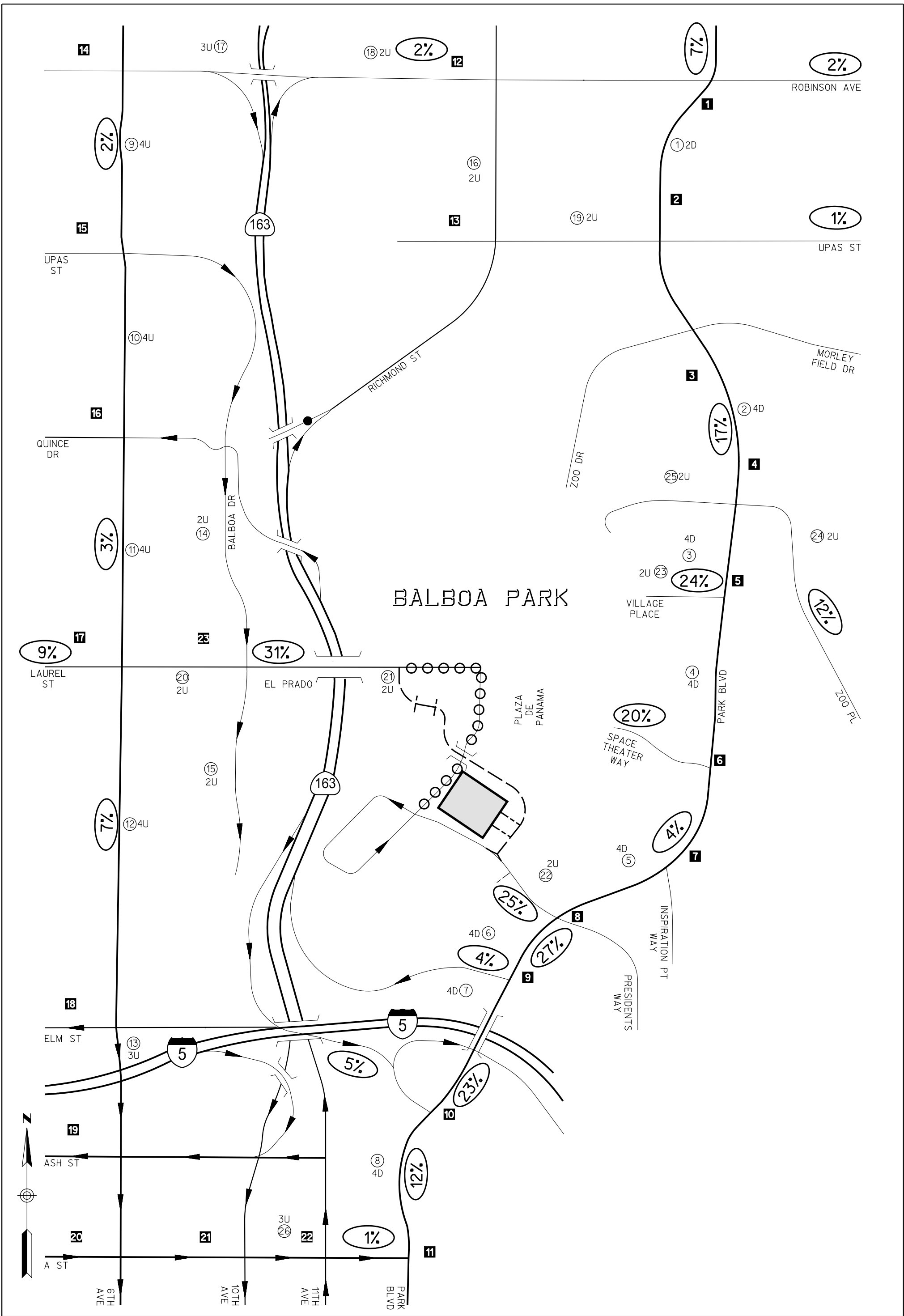


EXHIBIT 72

ALTERNATIVE 4Aii TOTAL TRIP DISTRIBUTION

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = PERCENT DISTRIBUTION
- = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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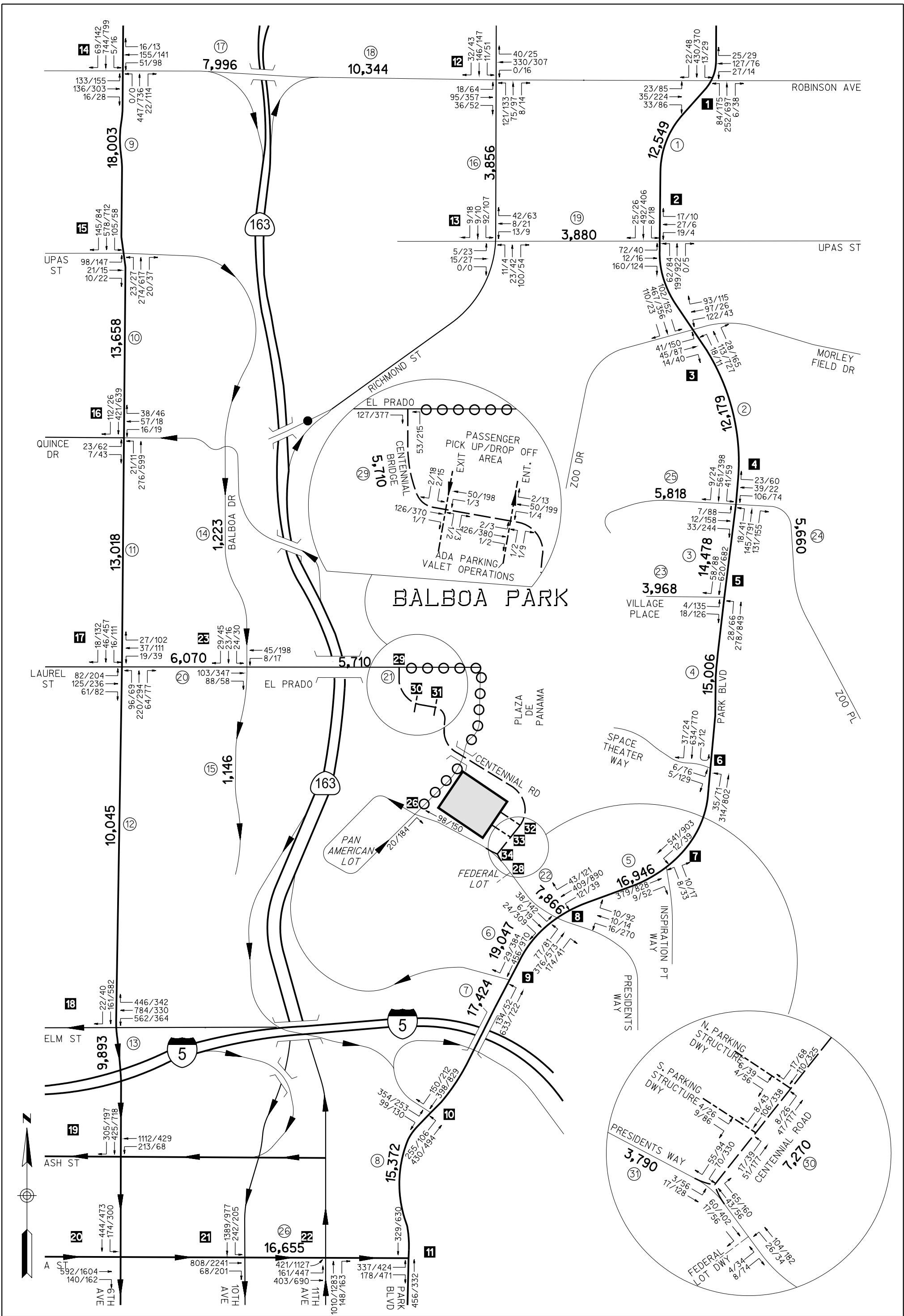


EXHIBIT 73

EXISTING WITH ALTERNATIVE 4Aii TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- — — = PROPOSED ROADWAY
- - - - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 119
EXISTING + PROJECT ALTERNATIVE 4Aii INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 4Aii			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
			17.1	B	17.1	B	0.0	No
2	Park Boulevard/Upas Street	Signal	18.6	B	18.6	B	0.0	No
			14.4	B	14.4	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	18.6	B	18.6	B	0.0	No
			19.2	B	19.2	B	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.1	B	16.1	B	0.0	No
			21.5	C	21.5	C	0.0	No
5	Park Boulevard/Village Place	Signal	3.9	A	3.9	A	0.0	No
			11.3	B	11.3	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		9.0	A	9.0	A	0.0	No
	PM		9.7	A	9.7	A	0.0	No
	Eastbound Left							
	AM		12.1	B	12.1	B	0.0	No
	PM	19.2	C	19.2	C	0.0	No	
7	Park Boulevard/Inspiration Way	Signal	3.1	A	3.1	A	0.0	No
			4.5	A	4.5	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.7	B	0.0	No
			21.8	C	21.8	C	0.0	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		8.8	A	8.8	A	0.0	No
	PM	12.8	B	12.8	B	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal	26.2	C	26.2	C	0.0	No
			19.9	B	19.9	B	0.0	No
11	Park Boulevard/A Street	Signal	11.5	B	11.5	B	0.0	No
			13.3	B	13.3	B	0.0	No
12	Richmond Street/Robinson Avenue	Signal	15.0	B	15.0	B	0.0	No
			14.5	B	14.5	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop	7.7	A	7.7	A	0.0	No
			8.0	A	8.0	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal	20.5	C	20.5	C	0.0	No
			22.6	C	22.6	C	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.6	A	0.0	No
			11.7	B	11.7	B	0.0	No
16	6th Avenue/Quince Drive	Signal	12.1	B	12.1	B	0.0	No
			12.1	B	12.1	B	0.0	No
17	6th Avenue/Laurel Street	Signal	13.0	B	13.0	B	0.0	No
			15.0	B	15.0	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	8.6	A	8.6	A	0.0	No
			12.8	B	12.8	B	0.0	No
19	6th Avenue/Ash Street	Signal	11.5	B	11.5	B	0.0	No
			10.9	B	10.9	B	0.0	No
20	6th Avenue/A Street	Signal	11.8	B	11.8	B	0.0	No
			11.5	B	11.5	B	0.0	No
21	A Street/10th Avenue	Signal	11.9	B	11.9	B	0.0	No
			14.0	B	14.0	B	0.0	No
22	A Street/11th Avenue	Signal	11.0	B	11.0	B	0.0	No
			13.9	B	13.9	B	0.0	No
23	Balboa Drive/El Prado	All Way Stop	7.8	A	7.8	A	0.0	No
			10.8	B	10.8	B	0.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 120
EXISTING + PROJECT ALTERNATIVE 4Aii INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 4Aii				
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No	
1	Park Boulevard/Robinson Avenue	AM Signal	14.5	B	14.5	B	0.0	No	
			13.8	B	13.8	B	0.0	No	
2	Park Boulevard/Upas Street	AM Signal	19.2	B	19.2	B	0.0	No	
			15.5	B	15.5	B	0.0	No	
3	Park Boulevard/Morley Field Drive	AM Signal	17.0	B	17.0	B	0.0	No	
			20.0	C	20.0	C	0.0	No	
4	Park Boulevard/Zoo Place	AM Signal	30.0	C	30.0	C	0.0	No	
			24.0	C	24.0	C	0.0	No	
5	Park Boulevard/Village Place	AM Signal	18.5	B	18.5	B	0.0	No	
			15.5	B	15.5	B	0.0	No	
6	Park Boulevard/Space Theatre Way	NA							
			Northbound Left						
			AM	11.3	B	11.3	B	0.0	No
			PM	11.1	B	11.1	B	0.0	No
			Eastbound Left						
			AM	31.2	D	31.2	D	0.0	No
7	Park Boulevard/Inspiration Way	AM Signal	4.1	A	4.1	A	0.0	No	
			4.1	A	4.1	A	0.0	No	
8	Park Boulevard/Presidents Way	AM Signal	25.0	C	25.0	C	0.0	No	
			26.8	C	26.8	C	0.0	No	
9	Park Boulevard/SR 163 NB Ramps	NA							
			Northbound Left						
			AM	10.5	B	10.5	B	0.0	No
10	Park Boulevard/I-5 Ramps	AM Signal	21.8	C	21.8	C	0.0	No	
			16.2	B	16.2	B	0.0	No	
11	Park Boulevard/A Street	AM Signal	12.8	B	12.8	B	0.0	No	
			13.8	B	13.8	B	0.0	No	
12	Richmond Street/Robinson Avenue	AM Signal	13.0	B	13.0	B	0.0	No	
			12.7	B	12.7	B	0.0	No	
13	Richmond Street/Upas Street	AM All Way Stop	8.8	A	8.8	A	0.0	No	
			7.7	A	7.7	A	0.0	No	
14	6th Avenue/Robinson Avenue	AM Signal	24.3	C	24.3	C	0.0	No	
			24.8	C	24.8	C	0.0	No	
15	6th Avenue/ Upas Street-Balboa Drive	AM Signal	8.3	A	8.3	A	0.0	No	
			11.1	B	11.1	B	0.0	No	
16	6th Avenue/Quince Drive	AM Signal	13.9	B	13.9	B	0.0	No	
			13.5	B	13.5	B	0.0	No	
17	6th Avenue/Laurel Street	AM Signal	14.8	B	14.8	B	0.0	No	
			14.7	B	14.7	B	0.0	No	
18	6th Avenue/Elm Street-I-5 NB Off Ramp	AM Signal	10.9	B	10.9	B	0.0	No	
			11.5	B	11.5	B	0.0	No	
19	6th Avenue/Ash Street	AM Signal	11.2	B	11.2	B	0.0	No	
			10.7	B	10.7	B	0.0	No	
20	6th Avenue/A Street	AM Signal	11.4	B	11.4	B	0.0	No	
			11.3	B	11.3	B	0.0	No	
21	A Street/10th Avenue	AM Signal	11.4	B	11.4	B	0.0	No	
			10.4	B	10.4	B	0.0	No	
22	A Street/11th Avenue	AM Signal	9.8	A	9.8	A	0.0	No	
			9.2	A	9.2	A	0.0	No	
23	Balboa Drive/El Prado	AM All Way Stop	10.5	B	10.5	B	0.0	No	
			10.3	B	10.3	B	0.0	No	

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
 Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
 Significant Impact: 1) LOS D or better to LOS E or worse
 2) Incremental Delay ≥ 2 seconds for LOS E
 3) Incremental Delay ≥ 1 second for LOS F

**TABLE 121
EXISTING + PROJECT ALTERNATIVE 4Aii
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	Existing			Existing + Project Alternative 4Aii				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	12,549	0.837	D	12,549	0.837	D	0.000	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	12,179	0.304	A	12,179	0.304	A	0.000	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	14,478	0.362	A	14,478	0.362	A	0.000	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	15,006	0.375	B	15,006	0.375	B	0.000	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	16,946	0.424	B	16,946	0.424	B	0.000	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	19,047	0.476	B	19,047	0.476	B	0.000	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	17,424	0.436	B	17,424	0.436	B	0.000	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	15,372	0.384	B	15,372	0.384	B	0.000	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	18,003	0.600	C	18,003	0.600	C	0.000	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	13,658	0.455	B	13,658	0.455	B	0.000	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	13,018	0.434	B	13,018	0.434	B	0.000	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	10,045	0.335	B	10,045	0.335	B	0.000	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	9,893	0.440	B	9,893	0.440	B	0.000	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,223	0.122	A	1,223	0.122	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,146	0.115	A	1,146	0.115	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	3,856	0.386	A	3,856	0.386	A	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	7,996	0.800	D	7,996	0.800	D	0.000	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	10,344	0.690	D	10,344	0.690	D	0.000	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	3,880	0.388	A	3,880	0.388	A	0.000	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,070	0.607	C	6,070	0.607	C	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	5,710	0.571	C	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,866	0.787	D	7,866	0.787	D	0.000	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,968	0.397	A	3,968	0.397	A	0.000	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,660	0.566	C	5,660	0.566	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,818	0.582	C	5,818	0.582	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	16,655	0.740	D	16,655	0.740	D	0.000	NO
29 Centennial Bridge south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	5,710	0.571	C	0.000	NO
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	7,270	0.727	C	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,560	0.856	D	3,790	0.379	A	-0.477	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

TABLE 122
EXISTING + PROJECT ALTERNATIVE 4Aii
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection	Control	Existing + Alt 4Aii	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		37.5	E
Westbound Left		3.7	A
29 El Prado/ Centennial Bridge	All Way Stop		
AM		10.0	A
30 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Southbound Shared Left-Right		11.6	B
Westbound Left		0.1	A
Northbound Shared Left-Right		11.8	B
31 Centennial Road/ADA Parking & Valet Operations	Stop		
AM			
Northbound Shared Left-Right		11.3	B
Eastbound Left		0.4	A
Westbound Left		0.2	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		8.4	A
Eastbound Left		12.3	B
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		8.7	A
Eastbound Left		14.1	B
Eastbound Right		12.3	B
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.5	A
Southbound Left		33.9	D
Southbound Right		9.5	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

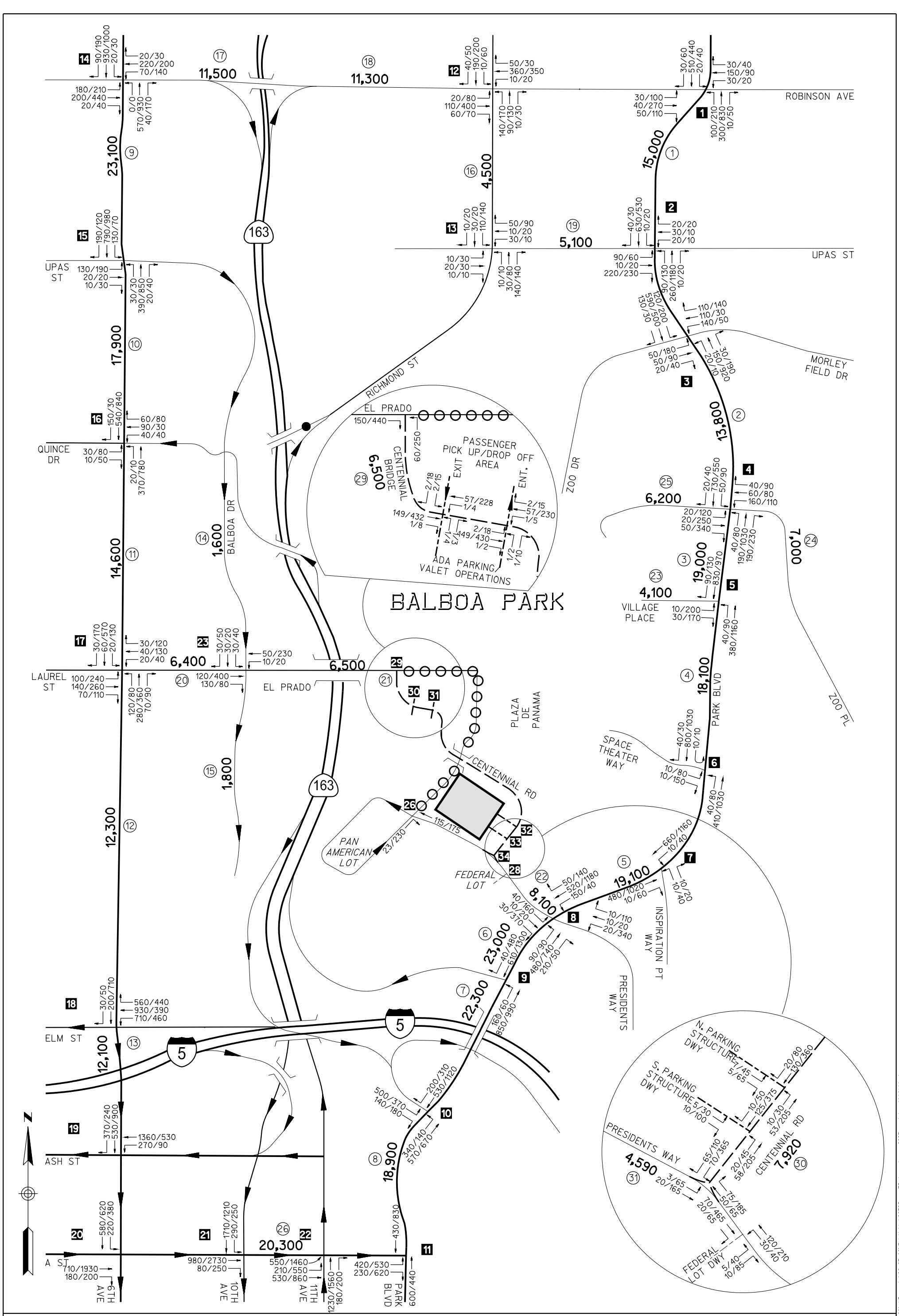


EXHIBIT 75

2015 WITH ALTERNATIVE 4Aii TOTAL TRAFFIC VOLUMES (WEEKDAY)

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 123
2015 + PROJECT ALTERNATIVE 4Aii INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 4Aii			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
			19.5	B	19.5	B	0.0	No
2	Park Boulevard/Upas Street	Signal	20.3	C	20.3	C	0.0	No
			18.6	B	18.6	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	18.8	B	18.8	B	0.0	No
			20.4	C	20.4	C	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.2	B	16.2	B	0.0	No
			22.5	C	22.5	C	0.0	No
5	Park Boulevard/Village Place	Signal	4.1	A	4.1	A	0.0	No
			11.7	B	11.7	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		9.7	A	9.7	A	0.0	No
	PM		11.2	B	11.2	B	0.0	No
	Eastbound Left							
	AM		13.5	B	13.5	B	0.0	No
7	Park Boulevard/Inspiration Way	Signal	2.9	A	2.9	A	0.0	No
			4.7	A	4.7	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.7	B	0.0	No
			28.4	C	28.4	C	0.0	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		9.5	A	9.5	A	0.0	No
		PM	17.4	C	17.4	C	0.0	No
10	Park Boulevard/I-5 Ramps	Signal	28.9	C	28.9	C	0.0	No
			23.9	C	23.9	C	0.0	No
11	Park Boulevard/A Street	Signal	11.8	B	11.8	B	0.0	No
			14.7	B	14.7	B	0.0	No
12	Richmond Street/Robinson Avenue	Signal	15.6	B	15.6	B	0.0	No
			15.6	B	15.6	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop	8.3	A	8.3	A	0.0	No
			8.9	A	8.9	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal	23.4	C	23.4	C	0.0	No
			31.1	C	31.1	C	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.6	A	0.0	No
			12.6	B	12.6	B	0.0	No
16	6th Avenue/Quince Drive	Signal	15.3	B	15.3	B	0.0	No
			13.9	B	13.9	B	0.0	No
17	6th Avenue/Laurel Street	Signal	13.2	B	13.2	B	0.0	No
			15.7	B	15.7	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	10.3	B	10.3	B	0.0	No
			13.4	B	13.4	B	0.0	No
19	6th Avenue/Ash Street	Signal	12.1	B	12.1	B	0.0	No
			11.3	B	11.3	B	0.0	No
20	6th Avenue/A Street	Signal	12.3	B	12.3	B	0.0	No
			13.2	B	13.2	B	0.0	No
21	A Street/10th Avenue	Signal	12.8	B	12.8	B	0.0	No
			16.6	B	16.6	B	0.0	No
22	A Street/11th Avenue	Signal	11.6	B	11.6	B	0.0	No
			15.6	B	15.6	B	0.0	No
23	Balboa Drive/El Prado	All Way Stop	8.1	A	8.1	A	0.0	No
			12.0	B	12.0	B	0.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 124
2015 + PROJECT ALTERNATIVE 4Aii INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2015 No Project		2015 + Project Alternative 4Aii			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	15.0	B	15.0	B	0.0	No
	AM		14.5	B	14.5	B	0.0	No
	PM							
2	Park Boulevard/Upas Street	Signal	24.3	C	24.3	C	0.0	No
	AM		19.6	B	19.6	B	0.0	No
	PM							
3	Park Boulevard/Morley Field Drive	Signal	17.5	B	17.5	B	0.0	No
	AM		20.2	C	20.2	C	0.0	No
	PM							
4	Park Boulevard/Zoo Place	Signal	27.2	C	27.2	C	0.0	No
	AM		24.0	C	24.0	C	0.0	No
	PM							
5	Park Boulevard/Village Place	Signal	21.3	C	21.3	C	0.0	No
	AM		16.6	B	16.6	B	0.0	No
	PM							
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		13.9	B	13.9	B	0.0	No
	PM		13.9	B	13.9	B	0.0	No
	Eastbound Left							
	AM		112.7	F	112.7	F	0.0	No
	PM	44.6	E	44.6	E	0.0	No	
7	Park Boulevard/Inspiration Way	Signal	3.9	A	3.9	A	0.0	No
	AM		3.8	A	3.8	A	0.0	No
	PM							
8	Park Boulevard/Presidents Way	Signal	31.3	C	31.3	C	0.0	No
	AM		52.4	D	52.4	D	0.0	No
	PM							
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		12.4	B	12.4	B	0.0	No
	PM	22.4	C	22.4	C	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal	25.1	C	25.1	C	0.0	No
	AM		18.5	B	18.5	B	0.0	No
	PM							
11	Park Boulevard/A Street	Signal	13.3	B	13.3	B	0.0	No
	AM		14.6	B	14.6	B	0.0	No
	PM							
12	Richmond Street/Robinson Avenue	Signal	13.7	B	13.7	B	0.0	No
	AM		13.6	B	13.6	B	0.0	No
	PM							
13	Richmond Street/Upas Street	All Way Stop	11.5	B	11.5	B	0.0	No
	AM		9.3	A	9.3	A	0.0	No
	PM							
14	6th Avenue/Robinson Avenue	Signal	37.2	D	37.2	D	0.0	No
	AM		30.5	C	30.5	C	0.0	No
	PM							
15	6th Avenue/ Upas Street-Balboa Drive	Signal	8.3	A	8.3	A	0.0	No
	AM		11.6	B	11.6	B	0.0	No
	PM							
16	6th Avenue/Quince Drive	Signal	17.6	B	17.6	B	0.0	No
	AM		16.5	B	16.5	B	0.0	No
	PM							
17	6th Avenue/Laurel Street	Signal	15.1	B	15.1	B	0.0	No
	AM		15.0	B	15.0	B	0.0	No
	PM							
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	11.6	B	11.6	B	0.0	No
	AM		12.0	B	12.0	B	0.0	No
	PM							
19	6th Avenue/Ash Street	Signal	11.4	B	11.4	B	0.0	No
	AM		10.9	B	10.9	B	0.0	No
	PM							
20	6th Avenue/A Street	Signal	11.7	B	11.7	B	0.0	No
	AM		11.5	B	11.5	B	0.0	No
	PM							
21	A Street/10th Avenue	Signal	11.8	B	11.8	B	0.0	No
	AM		10.7	B	10.7	B	0.0	No
	PM							
22	A Street/11th Avenue	Signal	10.2	B	10.2	B	0.0	No
	AM		9.5	A	9.5	A	0.0	No
	PM							
23	Balboa Drive/El Prado	All Way Stop	12.2	B	12.2	B	0.0	No
	AM		10.7	B	10.7	B	0.0	No
	PM							

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 125
2015 + PROJECT ALTERNATIVE 4Aii
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2015 No Project			2015 + Project Alternative 4Aii				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	15,000	1.000	E	15,000	1.000	E	0.000	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	13,800	0.345	A	13,800	0.345	A	0.000	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	19,000	0.475	B	19,000	0.475	B	0.000	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	18,100	0.453	B	18,100	0.453	B	0.000	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	19,100	0.478	B	19,100	0.478	B	0.000	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	23,000	0.575	C	23,000	0.575	C	0.000	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,300	0.558	C	0.000	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	18,900	0.473	B	18,900	0.473	B	0.000	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	23,100	0.770	D	23,100	0.770	D	0.000	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	17,900	0.597	C	17,900	0.597	C	0.000	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	14,600	0.487	C	14,600	0.487	C	0.000	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	12,300	0.410	B	12,300	0.410	B	0.000	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	12,100	0.538	C	12,100	0.538	C	0.000	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,600	0.160	A	1,600	0.160	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,800	0.180	A	1,800	0.180	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	4,500	0.450	B	4,500	0.450	B	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	11,500	1.150	F	11,500	1.150	F	0.000	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	11,300	0.753	D	11,300	0.753	D	0.000	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,100	0.510	B	5,100	0.510	B	0.000	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,400	0.640	C	6,400	0.640	C	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,500	0.650	C	6,500	0.650	C	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,100	0.810	D	8,100	0.810	D	0.000	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	4,100	0.410	B	4,100	0.410	B	0.000	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	7,000	0.700	C	7,000	0.700	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,200	0.620	C	6,200	0.620	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	20,300	0.902	E	20,300	0.902	E	0.000	NO
29 Centennial Bridge south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	6,500	0.650	C	0.000	NO
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	7,920	0.792	D	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,470	0.947	E	4,590	0.459	B	-0.488	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)
¹ with Two-way left turn lane
² Estimated capacity (3/4 of 4 lane collector)

No impacts were calculated based on the current significance thresholds.

Table 126 shows all the Saturday internal study intersections to operate at LOS C or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS F)
- Presidents Way/Centennial Road (SB left, LOS E)

2030

Exhibit 77 and Exhibit 78 show the 2030 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 127 shows all the study area intersections to operate at LOS D or better during the weekday AM and PM peak periods, with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, PM peak)
- Park Boulevard/Presidents Way (LOS E, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, PM peak)

No impacts were calculated at these locations based on the current significance thresholds.

Table 128 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM and PM peak)
- Park Boulevard/Presidents Way (LOS E, AM peak and LOS F, PM peak)
- Park Boulevard/SR 163 NB Ramps (LOS E, PM peak)
- 6th Avenue/Robinson Avenue (LOS F, AM peak, LOS E, PM peak)

No impacts were calculated at these locations based on the current significance thresholds.

Table 129 shows that all study area roadways to operate at LOS D or better on a daily basis with the exception of:

- Park Boulevard between Robinson and Avenue and Upas Street (LOS F)
- 6th Avenue between Robinson Avenue and Upas Street (LOS F)
- 6th Avenue between Elm Street and Ash Street (LOS E)
- Robinson Avenue between 6th Avenue and Vermont Street (LOS F)
- El Prado between 6th Avenue and Balboa Drive (LOS E)
- El Prado between Balboa Drive and Plaza De Panama (LOS F)
- A Street between 6th and Park Boulevard (LOS F)
- Centennial Bridge south of El Prado (LOS F)

No impacts were calculated at these locations based on the current significance thresholds.

TABLE 126
2015 + PROJECT ALTERNATIVE 4Aii
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

Intersection		Control	2015 + Alt 4Aii	
			Control Delay (sec/veh)	LOS
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right		>50.0	F
	Westbound Left		4.5	A
29	El Prado/ Centennial Bridge	All Way Stop		
	AM		11.4	B
30	Centennial Road/ADA Parking & Valet Operations	Stop		
	AM			
	Southbound Shared Left-Right		12.5	B
	Westbound Left		0.1	A
	Northbound Shared Left-Right		13.1	B
31	Centennial Road/ADA Parking & Valet Operations	Stop		
	AM			
	Northbound Shared Left-Right		12.0	B
	Eastbound Left		0.4	A
	Westbound Left		0.3	A
32	Centennial Road/Parking Garage North Entrance/Exit	Stop		
	AM			
	Northbound Left		8.7	A
	Eastbound Left		13.2	B
33	Centennial Road/Parking Garage South Entrance/Exit	Stop		
	AM			
	Northbound Left		8.9	A
	Eastbound Left		13.0	B
	Eastbound Right		15.7	C
34	Presidents Way/Centennial Road	Stop		
	AM			
	Eastbound Left		8.8	A
	Southbound Left		40.9	E
	Southbound Right		9.8	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

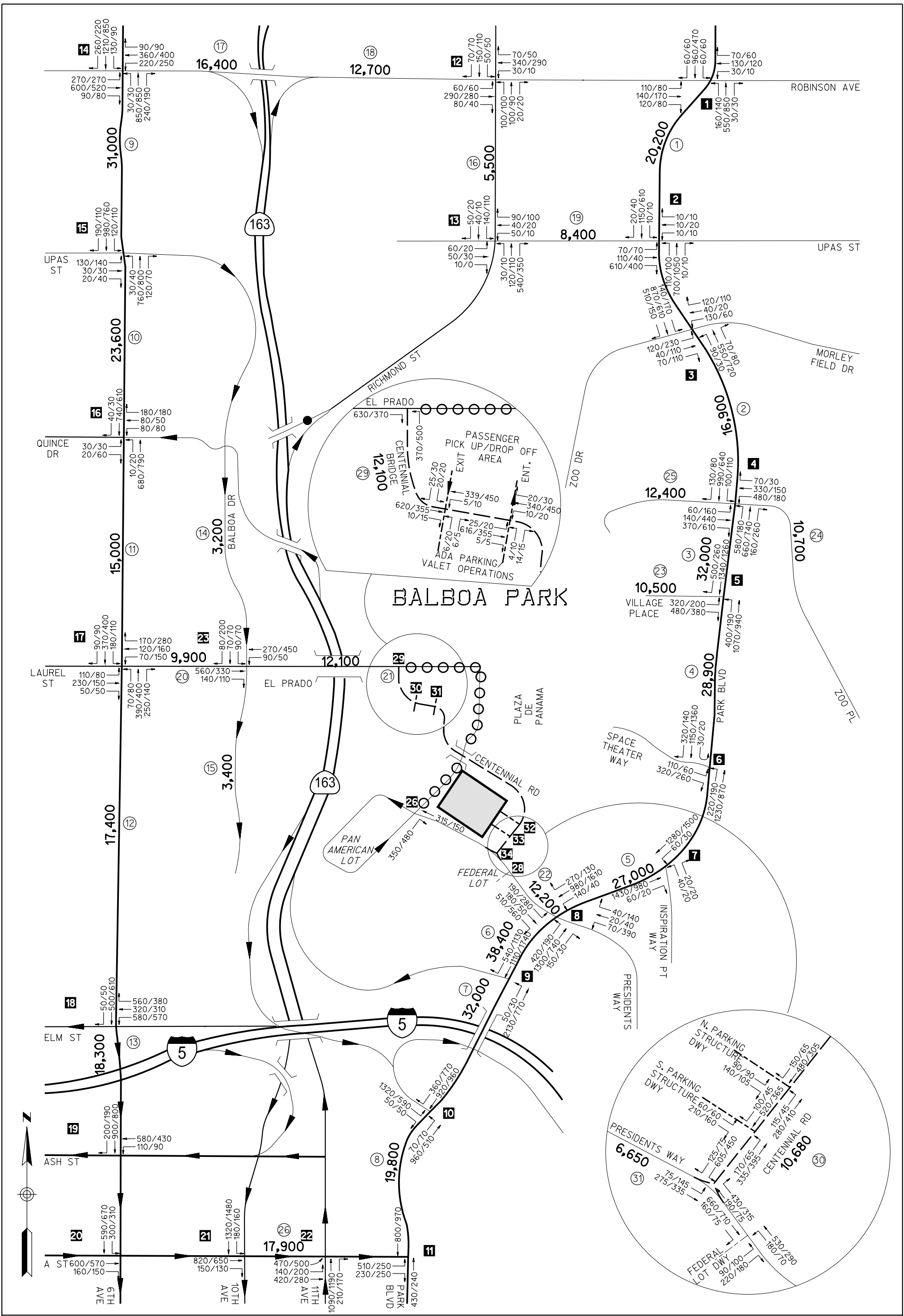


EXHIBIT 78

2030 WITH ALTERNATIVE 4Ai TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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**TABLE 127
2030 + PROJECT ALTERNATIVE 4Aii INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 4Aii			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	17.5	B	17.5	B	0.0	No
	AM		31.0	C	31.0	C	0.0	No
2	Park Boulevard/Upas Street	Signal	24.8	C	24.8	C	0.0	No
	AM		24.1	C	24.1	C	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	19.2	B	19.2	B	0.0	No
	AM		22.6	C	22.6	C	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.7	B	16.7	B	0.0	No
	AM		29.3	C	29.3	C	0.0	No
5	Park Boulevard/Village Place	Signal	4.6	A	4.6	A	0.0	No
	AM		13.1	B	13.1	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		10.6	B	10.6	B	0.0	No
	PM		12.9	B	12.9	B	0.0	No
	Eastbound Left							
	AM		15.1	C	15.1	C	0.0	No
7	Park Boulevard/Inspiration Way	Signal	112.1	F	112.1	F	0.0	No
	AM		3.0	A	3.0	A	0.0	No
	PM	4.7	A	4.7	A	0.0	No	
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.7	B	0.0	No
	AM		62.0	E	62.0	E	0.0	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		10.9	B	10.9	B	0.0	No
	PM	28.4	D	28.4	D	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal	38.4	D	38.4	D	0.0	No
	AM		43.6	D	43.6	D	0.0	No
11	Park Boulevard/A Street	Signal	12.5	B	12.5	B	0.0	No
	AM		20.1	C	20.1	C	0.0	No
12	Richmond Street/Robinson Avenue	Signal	16.7	B	16.7	B	0.0	No
	AM		17.3	B	17.3	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop	9.6	A	9.6	A	0.0	No
	AM		10.6	B	10.6	B	0.0	No
14	6th Avenue/Robinson Avenue	Signal	30.6	C	30.6	C	0.0	No
	AM		103.0	F	103.0	F	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	11.1	B	11.1	B	0.0	No
	AM		15.3	B	15.3	B	0.0	No
16	6th Avenue/Quince Drive	Signal	18.7	B	18.7	B	0.0	No
	AM		16.9	B	16.9	B	0.0	No
17	6th Avenue/Laurel Street	Signal	13.7	B	13.7	B	0.0	No
	AM		17.8	B	17.8	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	31.1	C	31.1	C	0.0	No
	AM		17.6	B	17.6	B	0.0	No
19	6th Avenue/Ash Street	Signal	14.7	B	14.7	B	0.0	No
	AM		11.7	B	11.7	B	0.0	No
20	6th Avenue/A Street	Signal	13.1	B	13.1	B	0.0	No
	AM		17.6	B	17.6	B	0.0	No
21	A Street/10th Avenue	Signal	15.7	B	15.7	B	0.0	No
	AM		42.1	D	42.1	D	0.0	No
22	A Street/11th Avenue	Signal	13.0	B	13.0	B	0.0	No
	AM		21.6	C	21.6	C	0.0	No
23	Balboa Drive/El Prado	All Way Stop	8.9	A	8.9	A	0.0	No
	AM		27.5	D	27.5	D	0.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 128
2030 + PROJECT ALTERNATIVE 4Aii INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)**

	Intersection	Control	2030 No Project		2030 + Project Alternative 4Aii			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal						
	AM		16.5	B	16.5	B	0.0	No
	PM			15.5	B	0.0	No	
2	Park Boulevard/Upas Street	Signal						
	AM		51.3	D	51.3	D	0.0	No
	PM			23.3	C	0.0	No	
3	Park Boulevard/Morley Field Drive	Signal						
	AM		19.3	B	19.3	B	0.0	No
	PM			20.7	C	0.0	No	
4	Park Boulevard/Zoo Place	Signal						
	AM		36.1	D	36.1	D	0.0	No
	PM			27.4	C	0.0	No	
5	Park Boulevard/Village Place	Signal						
	AM		37.7	D	37.7	D	0.0	No
	PM			19.3	B	0.0	No	
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		19.4	C	19.4	C	0.0	No
	PM		18.5	C	18.5	C	0.0	No
	Eastbound Left							
	AM		460.8	F	460.8	F	0.0	No
	PM	168.8	F	168.8	F	0.0	No	
7	Park Boulevard/Inspiration Way	Signal						
	AM		4.9	A	4.9	A	0.0	No
	PM			4.0	A	0.0	No	
8	Park Boulevard/Presidents Way	Signal						
	AM		56.4	E	56.4	E	0.0	No
	PM			126.4	F	0.0	No	
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		15.5	C	15.5	C	0.0	No
	PM			40.7	E	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal						
	AM		32.6	C	32.6	C	0.0	No
	PM			23.8	C	0.0	No	
11	Park Boulevard/A Street	Signal						
	AM		14.2	B	14.2	B	0.0	No
	PM			16.4	B	0.0	No	
12	Richmond Street/Robinson Avenue	Signal						
	AM		14.6	B	14.6	B	0.0	No
	PM			14.4	B	0.0	No	
13	Richmond Street/Upas Street	All Way Stop						
	AM		29.2	D	29.2	D	0.0	No
	PM			11.7	B	0.0	No	
14	6th Avenue/Robinson Avenue	Signal						
	AM		151.7	F	151.7	F	0.0	No
	PM			75.5	E	0.0	No	
15	6th Avenue/ Upas Street-Balboa Drive	Signal						
	AM		9.5	A	9.5	A	0.0	No
	PM			12.4	B	0.0	No	
16	6th Avenue/Quince Drive	Signal						
	AM		21.6	C	21.6	C	0.0	No
	PM			20.0	B	0.0	No	
17	6th Avenue/Laurel Street	Signal						
	AM		15.7	B	15.7	B	0.0	No
	PM			15.4	B	0.0	No	
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal						
	AM		11.3	B	11.3	B	0.0	No
	PM			12.5	B	0.0	No	
19	6th Avenue/Ash Street	Signal						
	AM		11.8	B	11.8	B	0.0	No
	PM			10.9	B	0.0	No	
20	6th Avenue/A Street	Signal						
	AM		12.1	B	12.1	B	0.0	No
	PM			11.9	B	0.0	No	
21	A Street/10th Avenue	Signal						
	AM		12.5	B	12.5	B	0.0	No
	PM			11.4	B	0.0	No	
22	A Street/11th Avenue	Signal						
	AM		10.8	B	10.8	B	0.0	No
	PM			10.0	B	0.0	No	
23	Balboa Drive/El Prado	All Way Stop						
	AM		24.7	C	24.7	C	0.0	No
	PM			21.9	C	0.0	No	

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

**TABLE 129
2030 + PROJECT ALTERNATIVE 4Aii
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	2030 No Project			2030 + Project Alternative 4Aii				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	19,100	1.273	F	19,100	1.273	F	0.000	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	16,700	0.418	B	16,700	0.418	B	0.000	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	25,600	0.640	C	25,600	0.640	C	0.000	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,300	0.558	C	0.000	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	22,300	0.558	C	22,300	0.558	C	0.000	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	30,900	0.773	D	30,900	0.773	D	0.000	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	28,800	0.720	C	28,800	0.720	C	0.000	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	24,000	0.600	C	24,000	0.600	C	0.000	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	31,200	1.040	F	31,200	1.040	F	0.000	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	24,500	0.817	D	24,500	0.817	D	0.000	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	17,500	0.583	C	17,500	0.583	C	0.000	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	16,100	0.537	C	16,100	0.537	C	0.000	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	20,100	0.893	E	20,100	0.893	E	0.000	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	2,700	0.270	A	2,700	0.270	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,000	0.300	A	1,800	0.180	A	-0.120	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	6,200	0.620	C	3,000	0.300	A	-0.320	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	16,700	1.670	F	16,700	1.670	F	0.000	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	12,800	0.853	D	12,800	0.853	D	0.000	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,200	0.820	D	8,200	0.820	D	0.000	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,100	0.910	E	9,100	0.910	E	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	10,300	1.030	F	10,300	1.030	F	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,800	0.880	D	8,800	0.880	D	0.000	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,400	0.540	B	5,400	0.540	B	0.000	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	8,800	0.880	D	8,800	0.880	D	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,700	0.770	D	7,700	0.770	D	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	26,300	1.169	F	26,300	1.169	F	0.000	NO
29 Centennial Bridge south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	10,300	1.030	F	0.000	NO ³
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	8,700	0.870	D	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	9,800	0.980	E	5,050	0.505	B	-0.475	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

³ Not considered significant since no increase in traffic volumes or V/C is expected due to project on this road which will be replacing the traffic on the failing segment of El Prado

Table 130 shows all the Saturday internal study intersections to operate at LOS D or better, with the exception of:

- Presidents Way/Federal Lot (NB shared left-right, LOS F)
- Presidents Way/Centennial Road (SB left, LOS F)

ALTERNATIVE 4Bi – TUNNEL ALTERNATIVE WITH CABRILLO BRIDGE OPEN AND WITHOUT CENTENNIAL BRIDGE, OPERATIONS

Exhibit 79 shows the intersection lane geometry and configurations of the study area intersections.

Exhibit 80 shows the percent distribution for this alternative.

Existing

Exhibit 81 and Exhibit 82 show the Existing + 4Bi traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 131 shows all the study area intersections to operate at LOS C or better during the weekday AM and PM peak periods. No significant impacts were calculated.

Table 132 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods. No significant impacts were calculated.

Table 133 shows that all study area roadways to operate at LOS D or better on a daily basis. No significant impacts were calculated.

Table 134 shows all the Saturday internal study intersections to operate acceptably at LOS C or better.

2015

Exhibit 83 and Exhibit 84 show the 2015 traffic volumes at the study intersections and roadway segments for a typical weekday and Saturday, respectively.

Table 135 shows all the study area intersections to operate at LOS D or better during the weekday AM and PM peak periods.

Table 136 shows all the study area intersections to operate at LOS D or better during the weekend AM and PM peak periods with the exception of:

- Park Boulevard/Space Theatre Way (EB left turn, LOS F, AM peak and LOS E, PM peak)

No impacts were calculated at these locations based on the current significance thresholds.

Table 137 shows that all study area roadways to operate at LOS D or better on a daily basis, with the exception of:

TABLE 130
2030 + PROJECT ALTERNATIVE 4Aii
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)

	Intersection	Control	2030 + Alt 4Aii	
			Control Delay (sec/veh)	LOS
28	Presidents Way/Federal-Aerospace Lot	Stop		
	AM			
	Northbound Shared Left-Right Westbound Left		>50.0 6.2	F A
29	El Prado/ Centennial Bridge	All Way Stop		
	AM		26.1	D
30	Centennial Road/ADA Parking & Valet Operations	Stop		
	AM			
	Southbound Shared Left-Right Westbound Left		18.5 0.2	C A
	Northbound Shared Left-Right		19.6	C
31	Centennial Road/ADA Parking & Valet Operations	Stop		
	AM			
	Northbound Shared Left-Right Eastbound Left Westbound Left		17.0 0.6 0.4	C A A
32	Centennial Road/Parking Garage North Entrance/Exit	Stop		
	AM			
	Northbound Left Eastbound Left		9.6 19.7	A C
33	Centennial Road/Parking Garage South Entrance/Exit	Stop		
	AM			
	Northbound Left Eastbound Left Eastbound Right		9.9 21.1 17.1	A C C
34	Presidents Way/Centennial Road	Stop		
	AM			
	Eastbound Left Southbound Left		9.3 >50.0	A F
	Southbound Right		10.2	B

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

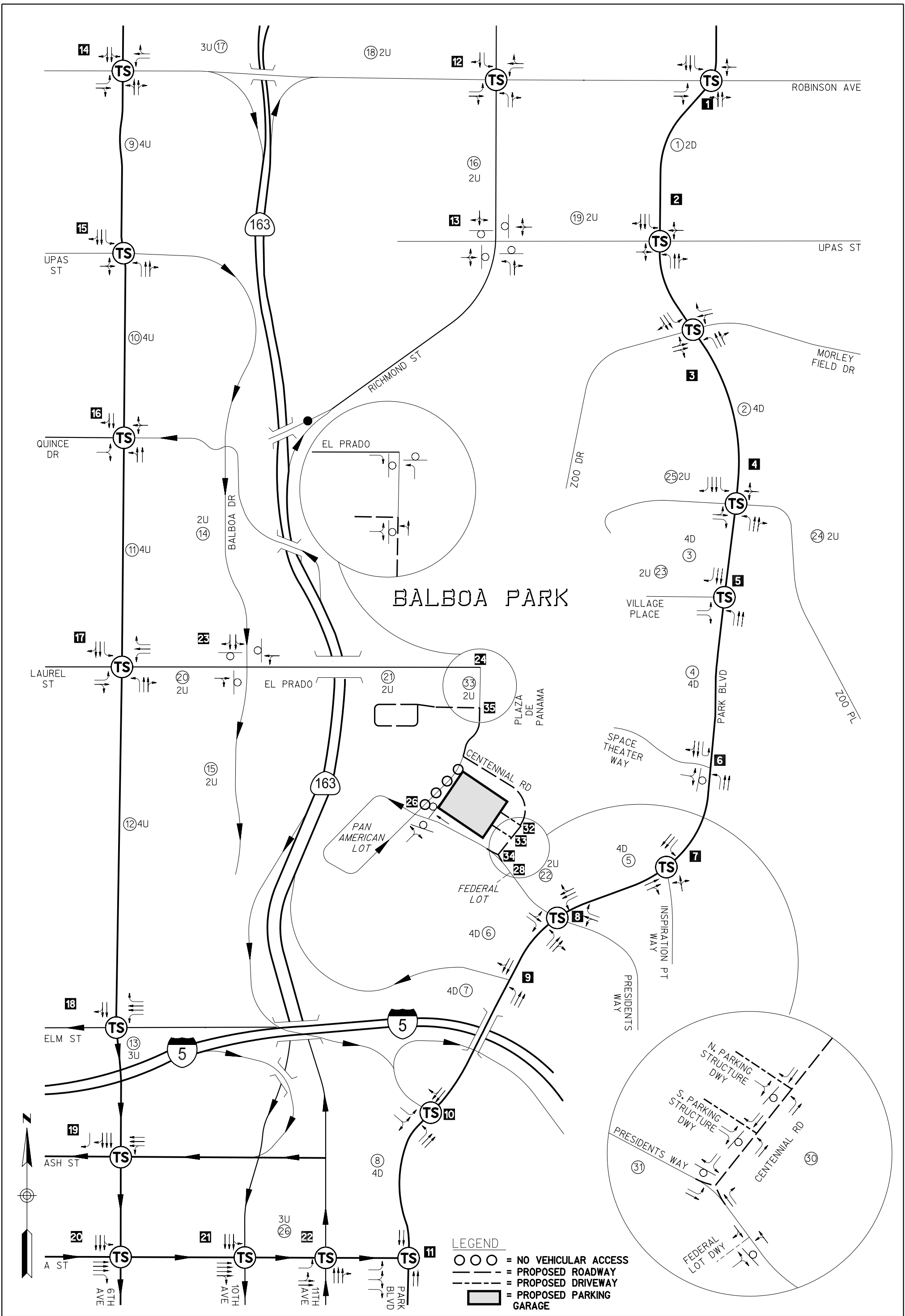


EXHIBIT 79

ALTERNATIVE 4Bi TRANSPORTATION CONDITIONS

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS



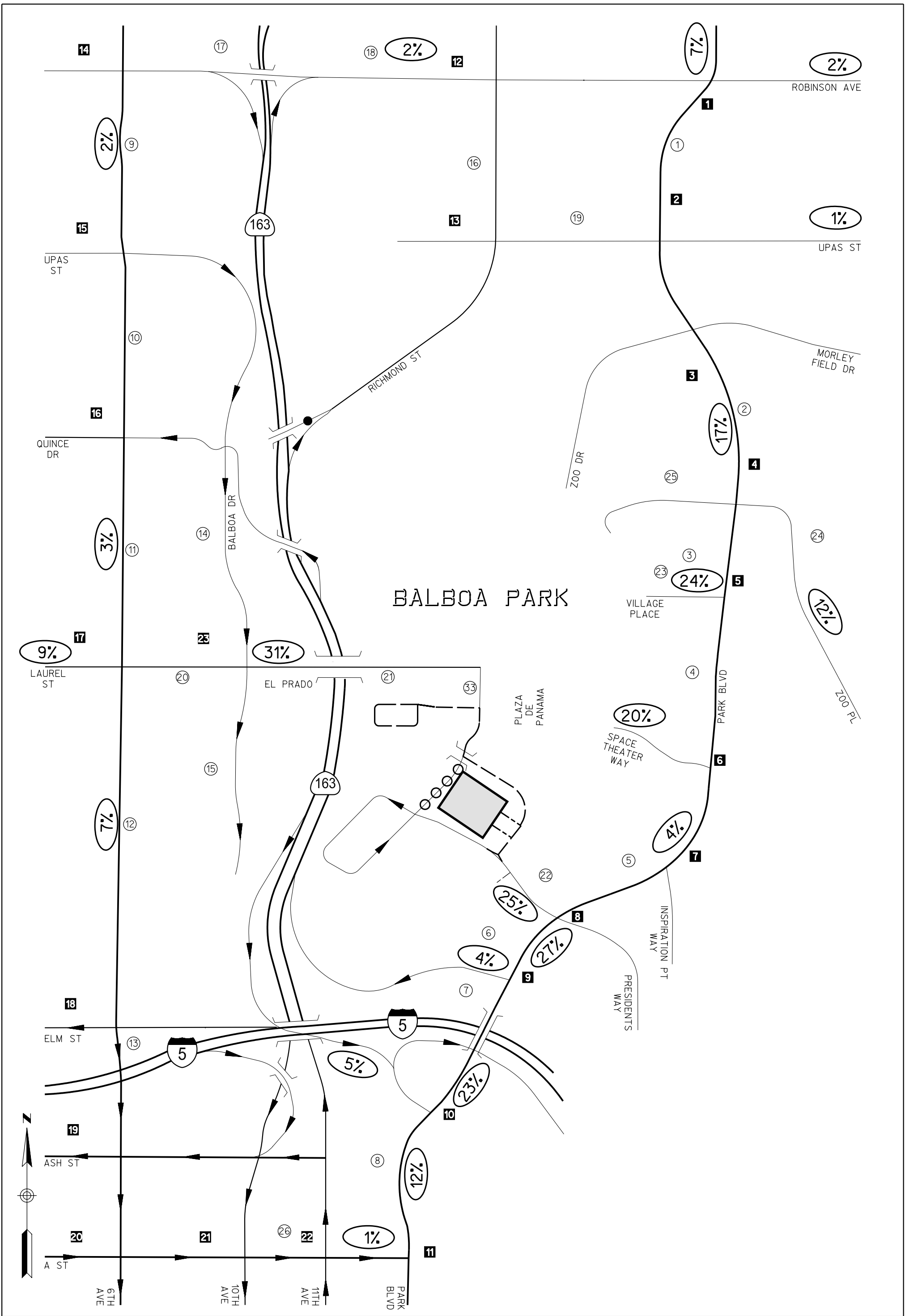


EXHIBIT 80

ALTERNATIVE 4Bi TOTAL TRIP DISTRIBUTION

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = PERCENT DISTRIBUTION
- = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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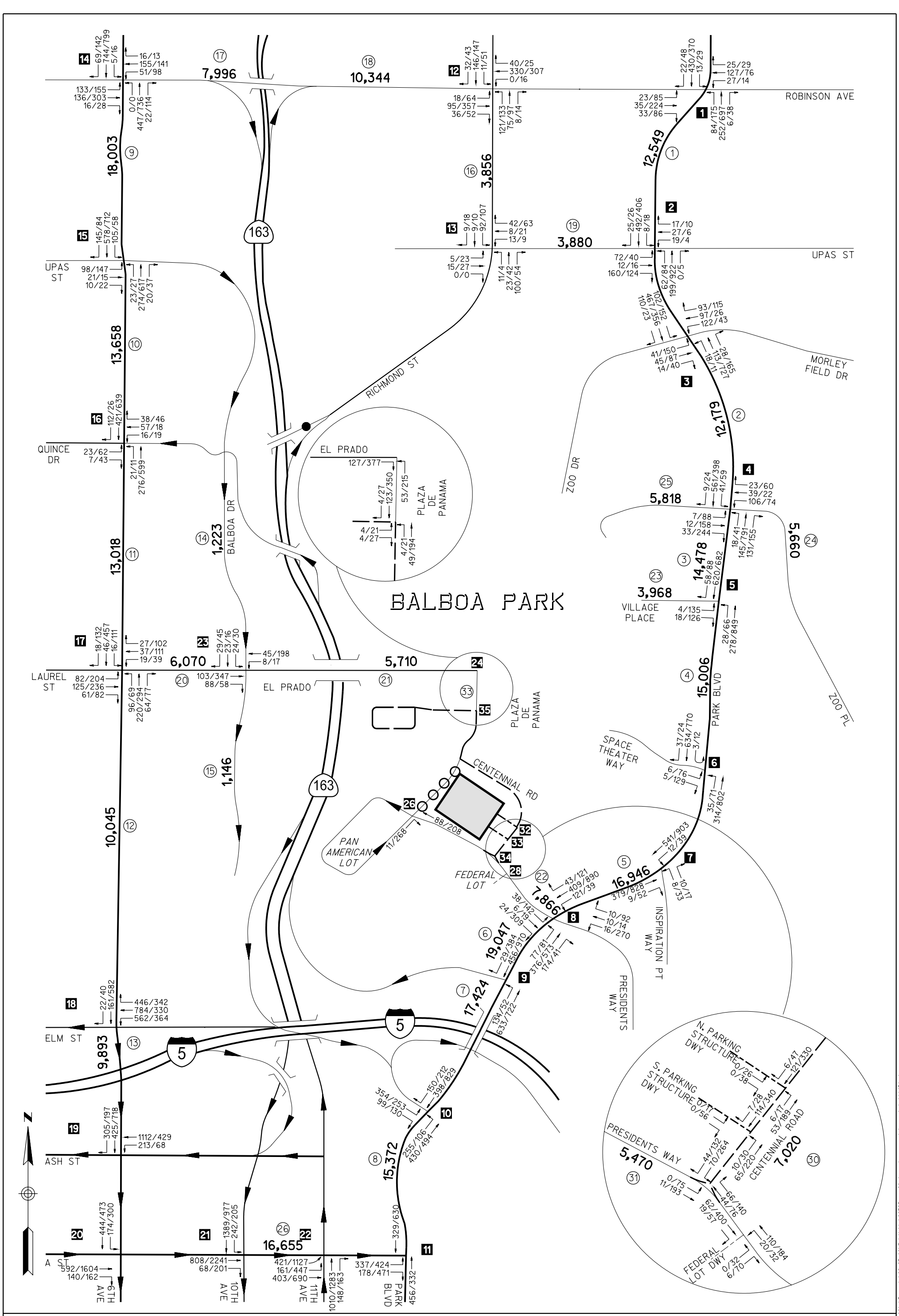


EXHIBIT 81

EXISTING WITH ALTERNATIVE 4Bi TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE



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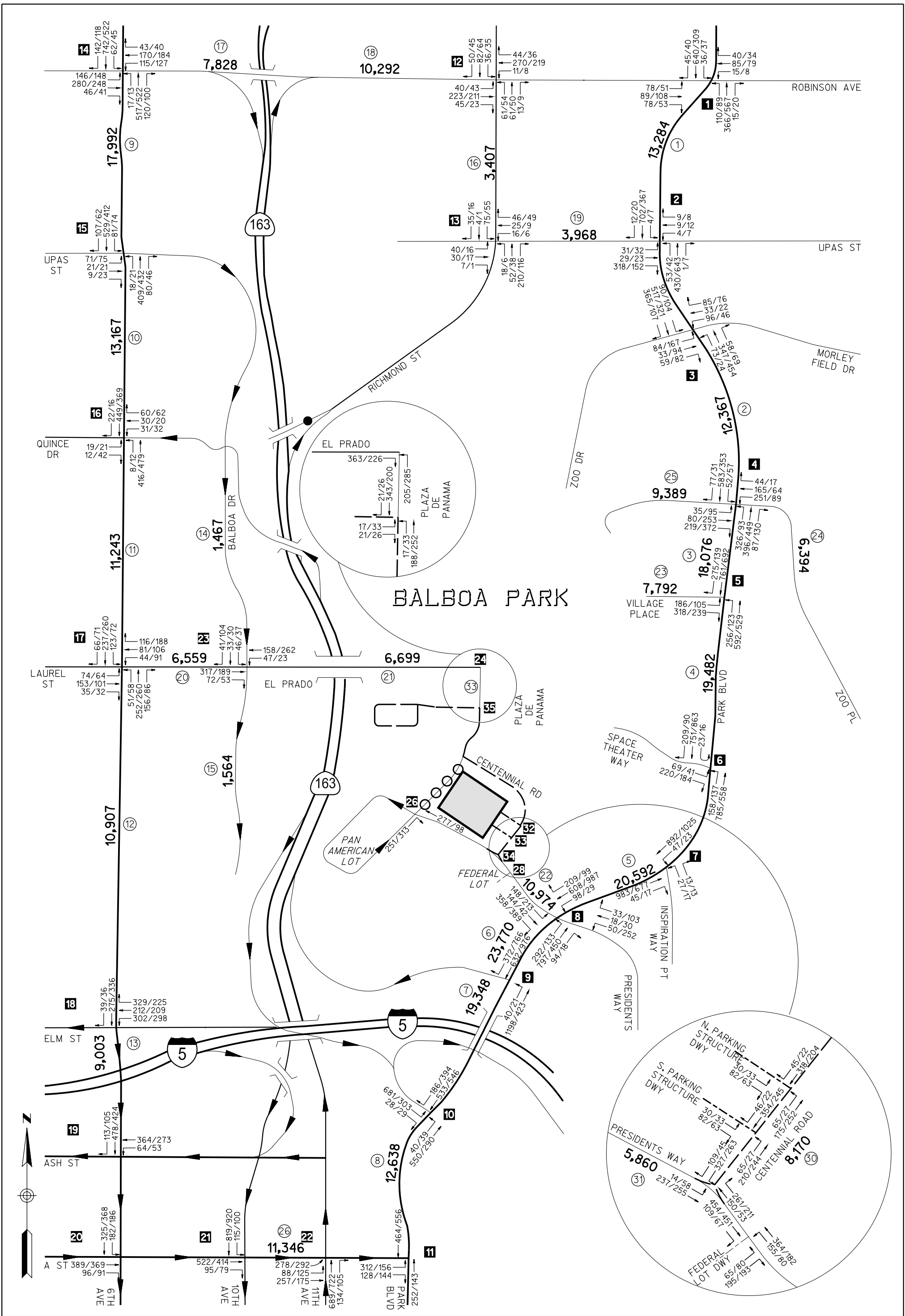


EXHIBIT 82

EXISTING WITH ALTERNATIVE 4Bi TOTAL TRAFFIC VOLUMES (SATURDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

- XXXX = ADT
- XXXX/XXXX = AM/PM PEAK HR
- ○ ○ = NO VEHICULAR ACCESS
- = PROPOSED ROADWAY
- - - = PROPOSED DRIVEWAY
- = PROPOSED PARKING GARAGE

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**TABLE 131
EXISTING + PROJECT ALTERNATIVE 4Bi INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (WEEKDAY)**

	Intersection	Control	Existing		Existing + Project Alternative 4Bi			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	16.3	B	16.3	B	0.0	No
			17.1	B	17.1	B	0.0	No
2	Park Boulevard/Upas Street	Signal	18.6	B	18.6	B	0.0	No
			14.4	B	14.4	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	18.6	B	18.6	B	0.0	No
			19.2	B	19.2	B	0.0	No
4	Park Boulevard/Zoo Place	Signal	16.1	B	16.1	B	0.0	No
			21.5	C	21.5	C	0.0	No
5	Park Boulevard/Village Place	Signal	3.9	A	3.9	A	0.0	No
			11.3	B	11.3	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA						
	Northbound Left							
	AM		9.0	A	9.0	A	0.0	No
	PM		9.7	A	9.7	A	0.0	No
	Eastbound Left							
	AM		12.1	B	12.1	B	0.0	No
	PM	19.2	C	19.2	C	0.0	No	
7	Park Boulevard/Inspiration Way	Signal	3.1	A	3.1	A	0.0	No
			4.5	A	4.5	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	14.7	B	14.7	B	0.0	No
			21.8	C	21.8	C	0.0	No
9	Park Boulevard/SR 163 NB Ramps	NA						
	Northbound Left							
	AM		8.8	A	8.8	A	0.0	No
	PM	12.8	B	12.8	B	0.0	No	
10	Park Boulevard/I-5 Ramps	Signal	26.2	C	26.2	C	0.0	No
			19.9	B	19.9	B	0.0	No
11	Park Boulevard/A Street	Signal	11.5	B	11.5	B	0.0	No
			13.3	B	13.3	B	0.0	No
12	Richmond Street/Robinson Avenue	Signal	15.0	B	15.0	B	0.0	No
			14.5	B	14.5	B	0.0	No
13	Richmond Street/Upas Street	All Way Stop	7.7	A	7.7	A	0.0	No
			8.0	A	8.0	A	0.0	No
14	6th Avenue/Robinson Avenue	Signal	20.5	C	20.5	C	0.0	No
			22.6	C	22.6	C	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	9.6	A	9.6	A	0.0	No
			11.7	B	11.7	B	0.0	No
16	6th Avenue/Quince Drive	Signal	12.1	B	12.1	B	0.0	No
			12.1	B	12.1	B	0.0	No
17	6th Avenue/Laurel Street	Signal	13.0	B	13.0	B	0.0	No
			15.0	B	15.0	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	8.6	A	8.6	A	0.0	No
			12.8	B	12.8	B	0.0	No
19	6th Avenue/Ash Street	Signal	11.5	B	11.5	B	0.0	No
			10.9	B	10.9	B	0.0	No
20	6th Avenue/A Street	Signal	11.8	B	11.8	B	0.0	No
			11.5	B	11.5	B	0.0	No
21	A Street/10th Avenue	Signal	11.9	B	11.9	B	0.0	No
			14.0	B	14.0	B	0.0	No
22	A Street/11th Avenue	Signal	11.0	B	11.0	B	0.0	No
			13.9	B	13.9	B	0.0	No
23	Balboa Drive/El Prado	All Way Stop	7.8	A	7.8	A	0.0	No
			10.8	B	10.8	B	0.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay ≥ 2 seconds for LOS E
3) Incremental Delay ≥ 1 second for LOS F

TABLE 132
EXISTING + PROJECT ALTERNATIVE 4Bi INTERSECTION LOS ANALYSIS
EXTERNAL STREETS (SATURDAY)

	Intersection	Control	Existing		Existing + Project Alternative 4Bi			
			Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Incremental Delay	Significant Project Impact Yes/No
1	Park Boulevard/Robinson Avenue	Signal	14.5	B	14.5	B	0.0	No
			13.8	B	13.8	B	0.0	No
2	Park Boulevard/Upas Street	Signal	19.2	B	19.2	B	0.0	No
			15.5	B	15.5	B	0.0	No
3	Park Boulevard/Morley Field Drive	Signal	17.0	B	17.0	B	0.0	No
			20.0	C	20.0	C	0.0	No
4	Park Boulevard/Zoo Place	Signal	30.0	C	30.0	C	0.0	No
			24.0	C	24.0	C	0.0	No
5	Park Boulevard/Village Place	Signal	18.5	B	18.5	B	0.0	No
			15.5	B	15.5	B	0.0	No
6	Park Boulevard/Space Theatre Way	NA	11.3	B	11.3	B	0.0	No
			11.1	B	11.1	B	0.0	No
			31.2	D	31.2	D	0.0	No
			20.3	C	20.3	C	0.0	No
7	Park Boulevard/Inspiration Way	Signal	4.1	A	4.1	A	0.0	No
			4.1	A	4.1	A	0.0	No
8	Park Boulevard/Presidents Way	Signal	25.0	C	25.0	C	0.0	No
			26.8	C	26.8	C	0.0	No
9	Park Boulevard/SR 163 NB Ramps	NA	10.5	B	10.5	B	0.0	No
			15.4	C	15.4	C	0.0	No
			21.8	C	21.8	C	0.0	No
10	Park Boulevard/I-5 Ramps	Signal	16.2	B	16.2	B	0.0	No
			12.8	B	12.8	B	0.0	No
11	Park Boulevard/A Street	Signal	13.8	B	13.8	B	0.0	No
			13.0	B	13.0	B	0.0	No
12	Richmond Street/Robinson Avenue	Signal	12.7	B	12.7	B	0.0	No
			8.8	A	8.8	A	0.0	No
13	Richmond Street/Upas Street	All Way Stop	7.7	A	7.7	A	0.0	No
			24.3	C	24.3	C	0.0	No
14	6th Avenue/Robinson Avenue	Signal	24.8	C	24.8	C	0.0	No
			8.3	A	8.3	A	0.0	No
15	6th Avenue/ Upas Street-Balboa Drive	Signal	11.1	B	11.1	B	0.0	No
			13.9	B	13.9	B	0.0	No
16	6th Avenue/Quince Drive	Signal	13.5	B	13.5	B	0.0	No
			14.8	B	14.8	B	0.0	No
17	6th Avenue/Laurel Street	Signal	14.7	B	14.7	B	0.0	No
			10.9	B	10.9	B	0.0	No
18	6th Avenue/Elm Street-I-5 NB Off Ramp	Signal	11.5	B	11.5	B	0.0	No
			11.2	B	11.2	B	0.0	No
19	6th Avenue/Ash Street	Signal	10.7	B	10.7	B	0.0	No
			11.4	B	11.4	B	0.0	No
20	6th Avenue/A Street	Signal	11.3	B	11.3	B	0.0	No
			11.4	B	11.4	B	0.0	No
21	A Street/10th Avenue	Signal	10.4	B	10.4	B	0.0	No
			9.8	A	9.8	A	0.0	No
22	A Street/11th Avenue	Signal	9.2	A	9.2	A	0.0	No
			10.5	B	10.5	B	0.0	No
23	Balboa Drive/El Prado	All Way Stop	10.3	B	10.3	B	0.0	No
			10.3	B	10.3	B	0.0	No

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

**TABLE 133
EXISTING + PROJECT ALTERNATIVE 4Bi
ROADWAY SEGMENT ANALYSIS (WEEKDAY)**

Roadway Segment	Functional Classification/Lanes	Future Classification/Lanes	LOS E Capacity	Existing			Existing + Project Alternative 4Bi				
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS	Incremental V/C Ratio	Significant Project Impact Yes/No
1 Park Boulevard between Robinson Avenue and Upas Street	2 Lane Collector ¹	4 Lane Major	15,000	12,549	0.837	D	12,549	0.837	D	0.000	NO
2 Park Boulevard between Upas Street and Zoo Place	4 Lane Major	4 Lane Major	40,000	12,179	0.304	A	12,179	0.304	A	0.000	NO
3 Park Boulevard between Zoo Place and Village Place	4 Lane Major	4 Lane Major	40,000	14,478	0.362	A	14,478	0.362	A	0.000	NO
4 Park Boulevard between Village Place and Space Theater Way	4 Lane Major	4 Lane Major	40,000	15,006	0.375	B	15,006	0.375	B	0.000	NO
5 Park Boulevard between Space Theater Way and Presidents Way	4 Lane Major	4 Lane Major	40,000	16,946	0.424	B	16,946	0.424	B	0.000	NO
6 Park Boulevard between Presidents Way and SR 163 NB Ramps	4 Lane Major	4 Lane Major	40,000	19,047	0.476	B	19,047	0.476	B	0.000	NO
7 Park Boulevard between SR 163 NB Ramps and SR 163 SB Ramps	4 Lane Major	4 Lane Major	40,000	17,424	0.436	B	17,424	0.436	B	0.000	NO
8 Park Boulevard between SR 163 SB Ramps and A Street	4 Lane Major	4 Lane Major	40,000	15,372	0.384	B	15,372	0.384	B	0.000	NO
9 6th Avenue between Robinson Avenue and Upas Street	4 Lane Collector	4 Lane Major	30,000	18,003	0.600	C	18,003	0.600	C	0.000	NO
10 6th Avenue between Upas Street and Quince Drive	4 Lane Collector	4 Lane Major	30,000	13,658	0.455	B	13,658	0.455	B	0.000	NO
11 6th Avenue between Quince Drive and El Prado	4 Lane Collector	4 Lane Major	30,000	13,018	0.434	B	13,018	0.434	B	0.000	NO
12 6th Avenue between El Prado and Elm Street-I-5 NB Off Ramp	4 Lane Collector	4 Lane Major	30,000	10,045	0.335	B	10,045	0.335	B	0.000	NO
13 6th Avenue between Elm Street-I-5 NB Off Ramp and Ash Street	3 Lane One Way ²	3 Lane One Way ²	22,500	9,893	0.440	B	9,893	0.440	B	0.000	NO
14 Balboa Drive between Quince Drive and El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,223	0.122	A	1,223	0.122	A	0.000	NO
15 Balboa Drive between El Prado and Juniper Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	1,146	0.115	A	1,146	0.115	A	0.000	NO
16 Richmond Street between Robinson Avenue and Upas Street	2 Lane Collector	2 Lane Collector	10,000	3,856	0.386	A	3,856	0.386	A	0.000	NO
17 Robinson Avenue between 6th Avenue and Vermont Street	2 Lane Collector	3 Lane Collector	10,000	7,996	0.800	D	7,996	0.800	D	0.000	NO
18 Robinson Avenue between Vermont Street and Park Boulevard	2 Lane Collector ¹	3 Lane Collector	15,000	10,344	0.690	D	10,344	0.690	D	0.000	NO
19 Upas Street between Richmond Street and Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	3,880	0.388	A	3,880	0.388	A	0.000	NO
20 El Prado between 6th Avenue and Balboa Drive*	2 Lane Park Road*	2 Lane Park Road*	10,000	6,070	0.607	C	6,070	0.607	C	0.000	NO
21 El Prado between Balboa Drive and Plaza De Panama*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	5,710	0.571	C	0.000	NO
22 Presidents Way west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	7,866	0.787	D	7,866	0.787	D	0.000	NO
23 Village Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	3,968	0.397	A	3,968	0.397	A	0.000	NO
24 Zoo Place east of Park Boulevard	2 Lane Collector	2 Lane Collector	10,000	5,660	0.566	C	5,660	0.566	C	0.000	NO
25 Zoo Place west of Park Boulevard*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,818	0.582	C	5,818	0.582	C	0.000	NO
26 A Street between 6th Avenue and Park Boulevard	3 Lane One Way ²	3 Lane One Way ²	22,500	16,655	0.740	D	16,655	0.740	D	0.000	NO
30 Centennial Road north of Presidents Way*	2 Lane Park Road*	2 Lane Park Road*	10,000	DNE	DNE	DNE	7,020	0.702	C	0.000	NO
31 Presidents Way west of Centennial Road*	2 Lane Park Road*	2 Lane Park Road*	10,000	8,560	0.856	D	5,470	0.547	B	-0.309	NO
33 The Mall (Esplanade) south of El Prado*	2 Lane Park Road*	2 Lane Park Road*	10,000	5,710	0.571	C	5,710	0.571	C	0.000	NO

LOS = Level of Service
Segments with Significant Impacts Shown in **Bold**

Significant Impact: LOS D or Better to LOS E or Worse
Incremental V/C Ratio ≥ 0.02 for LOS E
Incremental V/C Ratio ≥ 0.01 for LOS F

DNE = Does not exist

* Park roads (maximum capacity estimated at 10,000 ADT)

¹ with Two-way left turn lane

² Estimated capacity (3/4 of 4 lane collector)

**TABLE 134
EXISTING + PROJECT ALTERNATIVE 4Bi
INTERSECTION LOS ANALYSIS INTERNAL STREETS (SATURDAY)**

Intersection	Control	Existing + Alt 4Bi	
		Control Delay (sec/veh)	LOS
28 Presidents Way/Federal-Aerospace Lot	Stop		
AM			
Northbound Shared Left-Right		23.7	C
Westbound Left		4.4	A
32 Centennial Road/Parking Garage North Entrance/Exit	Stop		
AM			
Northbound Left		8.3	A
Eastbound Left		11.7	B
33 Centennial Road/Parking Garage South Entrance/Exit	Stop		
AM			
Northbound Left		8.4	A
Eastbound Left		12.6	B
Eastbound Right		11.3	B
34 Presidents Way/Centennial Road	Stop		
AM			
Eastbound Left		8.3	A
Southbound Left		23.2	C
Southbound Right		9.9	A

LOS = Level of Service; Minor approach delay reported for unsignalized intersections
Intersections with significant project impacts (AM and PM) and mitigated LOS shown in Bold
Significant Impact: 1) LOS D or better to LOS E or worse
2) Incremental Delay \geq 2 seconds for LOS E
3) Incremental Delay \geq 1 second for LOS F

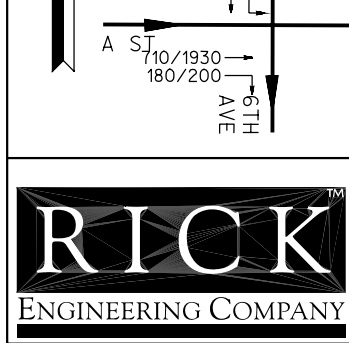
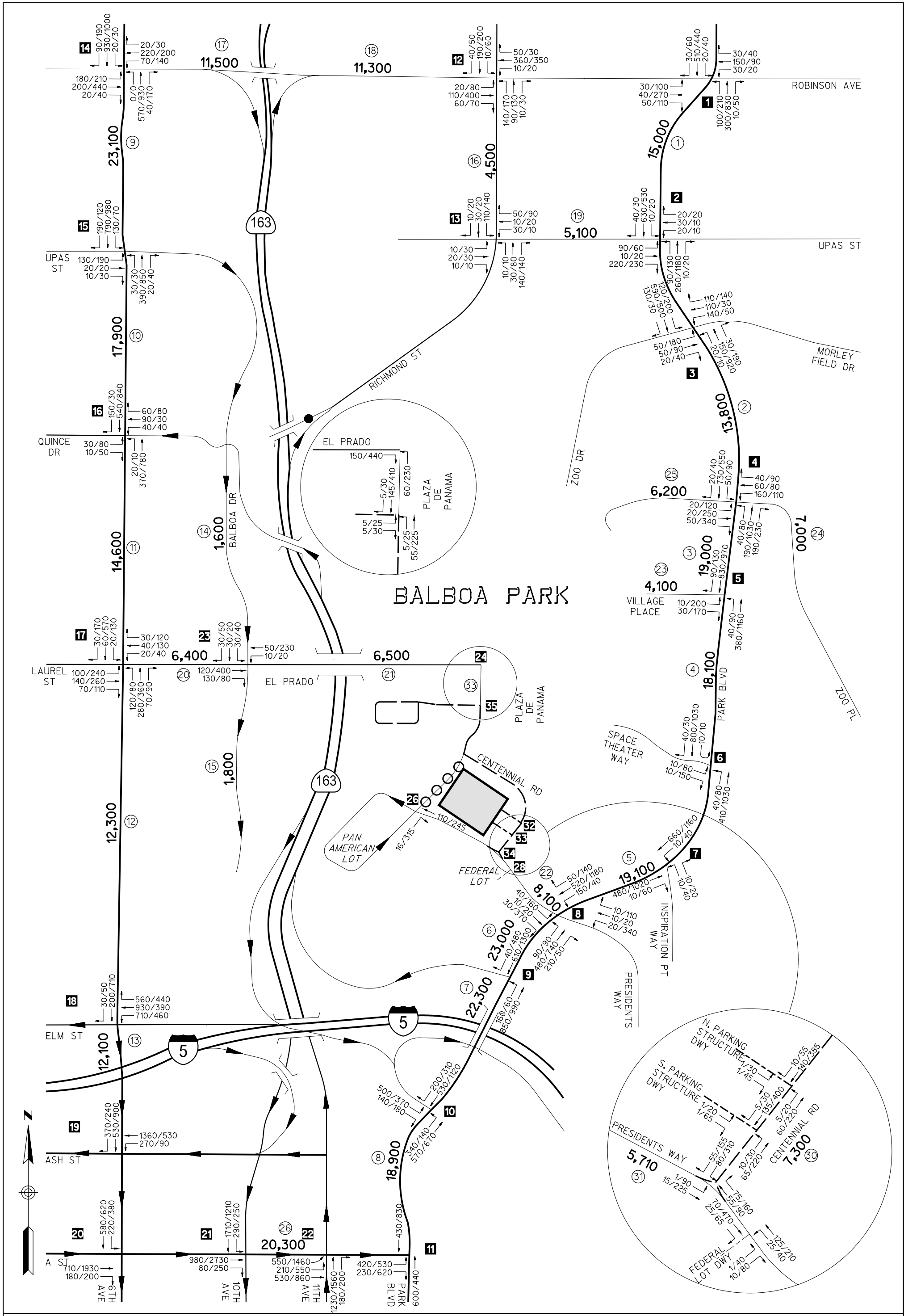


EXHIBIT 83

2015 WITH ALTERNATIVE 4B1 TOTAL TRAFFIC VOLUMES (WEEKDAY)

BALBOA PARK PLAZA DE PANAMA, CIRCULATION & PARKING STRUCTURE PROJECT TRAFFIC ANALYSIS

LEGEND

XXXX	= ADT
XXXX/XXXX	= AM/PM PEAK HR
○ ○ ○	= NO VEHICULAR ACCESS
---	= PROPOSED ROADWAY
- - -	= PROPOSED DRIVEWAY
■	= PROPOSED PARKING GARAGE

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