REPORT

THE CITY OF SAN DIEGO
TO THE PARK AND RECREATION BOARD

DATE ISSUED: March 12, 2014 REPORT NO: 101

ATTENTION: Park and Recreation Board
Agenda of March 20, 2014

SUBJECT: Old Globe Way Improvements and San Diego Zoo Employee Parking Structure

SUMMARY

Issue – Should the Park and Recreation Board recommend approval of the proposed General Development Plan for Old Globe Way improvements?

Department Recommendation – Recommend approval of the proposed General Development Plan for Old Globe Way improvements.

Other Recommendations – The following groups have reviewed and considered the proposed project. Actions taken and recommendations made by these groups are listed under Conclusion below.

Historic Resources Board's Design Assistance Subcommittee
Balboa Park Committee
Design Review Committee

Fiscal Impact – Old Globe Way improvements are anticipated to cost approximately $2 million. If implemented, the San Diego Zoological Society (San Diego Zoo Global), a recognized 501(c)(3) non-profit organization, would fund the construction of the proposed improvements.

The City's Park and Recreation Department would be responsible for maintaining the improvements along Old Globe Way. A majority of these improvements would be improvements to existing park facilities such as enhanced paving, enhanced landscaping and new light fixtures; these improvements would reduce the amount of deferred maintenance expense for Old Globe Way. However, there are new improvements that would add to the long-term maintenance costs of Balboa Park. These elements include, but are not necessarily limited to, additional site furniture including benches, trash receptacles and light standards. Additional maintenance costs are expected to be negligible and would be incorporated into the existing operating budget.

Water and Energy Conservation Status – The proposed Old Globe Way improvements comply with all water and energy conservation guidelines contained in Council Policy 200-14.

Environmental – This activity has been reviewed for consistency with the SEIR prepared for the Central Mesa Precise Plan (Project No. 91-0686/SCH No. 92021038, 07/28/92) certified and adopted by City Council Resolution No. R-280919 on 10/20/92, and is part of a series of subsequent discretionary actions, and therefore not a separate project for purposes of CEQA review as defined in CEQA Section §15378(c). There is no change in circumstance, additional information or project changes to warrant additional environmental review (CEQA Section 21166). **N**o new environmental affects would result with this activity or use for the site.

BACKGROUND

Balboa Park is located in the heart of San Diego, immediately north of the downtown area. The Park is surrounded by the communities of Golden Hill, North Park, Uptown and Centre City. Balboa Park is one of the City's largest developed parks at 1,172 acres and is host to numerous passive and active recreational activities, cultural and educational institutions, and special events. Over 12 million visitors come to Balboa Park each year to enjoy the diversity the park has to offer.

Development, maintenance and management of Balboa Park are governed by the Balboa Park Master Plan (BPMP), the Central Mesa Precise Plan (CMPP), the East Mesa Precise Plan (EMPP) and subsequent amendments to these documents. The BPMP is a part of the City's Progress Guide and General Plan (General Plan), and implements land use policies for Balboa Park. Therefore, amendments to the Master Plan and its Precise Plans must follow the Land Use and Community Planning Element of the General Plan.

The Central Mesa Precise Plan is divided into sub-areas that address the various geographic regions of the Central Mesa. These areas include the West Prado, East Prado, North Prado, War Memorial, and Park Boulevard. Greenbelt (formerly named War Memorial & Zoo Parking Lot), Pepper Grove, and Palisades. Old Globe Way is located in the West Prado, East Prado and North Prado areas of the park.

Old Globe Way is a meandering access road that runs from The Old Globe Theater east to Village Place, north of the Museum of Art, Botanical Building and Casa del Prado Theater. The Central Mesa Precise Plan identifies it as a service road. The road is used to access the Botanical Building Parking Lot, the San Diego Zoo's hospital building, and loading docks at The Old Globe Theater, the Museum of Art, the Botanical Building and the Casa del Prado Theater. Old Globe Way and the Botanical Building Parking Lot are used for drop-off at the Casa del Prado Theater. Minimal staff parking to these institutions is accessed via Old Globe Way. The Zoo has a service access gate located along the western edge of the Botanical Building Parking Lot.

The Zoological Society of San Diego, also known as San Diego Zoo Global, was first established in 1916 to care for animals collected for the 1915-16 Panama-California International Exposition. Balboa Park has been home to the San Diego Zoological Society since 1921. Since then the organization has grown worldwide to be a leader in the field of wildlife conservation and includes four branches: the San Diego Zoo, the San Diego Zoo Safari Park, San Diego Zoo Institute for Conservation Research, and San Diego Zoo Global.

PROJECT DESCRIPTION

Parking Structure

The San Diego Zoological Society wishes to construct a 650-car parking structure within their leasehold north of Old Globe Way, just northeast of The Old Globe Theatre's Lowell Davies Festival Theatre. The parking structure would be rectangular in configuration with a footprint of approximately 36,960 square feet, and would be six stories. There would be parking located on the top level of the parking structure; parking spaces will be covered by solar panels. The top of the parking structure would be located approximately ten feet below the level of Old Globe Way. The solar panels would be on a similar level as Old Globe Way.

The parking structure is within the footprint of the Zoo leasehold, which is excluded from the Balboa Park Master Plan and Central Mesa Precise Plan. However, the parking structure can still have an impact on view sheds from the park. Views of the parking structure from Old Globe Way will be mitigated by constructing a solid wall that extends from the upper level of the parking structure to a height of approximately eight feet. Vegetation will be planted in the sloped area between the parking structure and Old Globe Way.

The proposed parking structure would provide 650 parking spaces primarily for Zoo employees. However, the San Diego Zoological Society has been discussing possible joint use of the facility for valet parking for Old Globe patrons. It is possible other nearby institutions such as the Museum of Art, Timken Museum, or Museum of Man may wish to use the facility for special event valet parking.

Old Globe Way

The Zoo proposes to implement improvements to Old Globe Way as a component of the overall Project. Improvements are to be in substantial conformance with the Central Mesa Precise Plan. Improvements include enhanced paving, lighting, site furniture, accessible parking, and landscaping.

The segment of Old Globe Way between Village Place and the Botanical Building Parking Lot would be reconfigured. The road would be widened to 26 feet per the Central Mesa Precise Plan. The road bed would be asphalt while pedestrian paving would be enhanced concrete. A drop-off area would be incorporated into the south side of the street to accommodate Casa del Prado users. The Botanical Building Lot would be reconfigured for better circulation and to create a central landscaped island that would also serve as storm water retention. The existing *Ficus sycomorus* tree would enjoy a larger planting area and greater protection. The parking lot would accommodate Botanical Building staff parking and accessible parking only. Walkways would be added to the south side of the road only, and enhanced paving would be provided at key locations. Improved lighting would increase security and safety along Old Globe Way.

The segment of Old Globe Way between the Botanical Building Parking Lot and The Old Globe Theater would be used for light vehicular, delivery and pedestrian access. Only authorized vehicles would be allowed in this area. The existing asphalt road would be replaced with enhanced paving; the overall road width would remain the same. Additional lighting, benches and trash receptacles would be provided to create a more pedestrian environment. The area would be re-graded to meet accessibility requirements.

The Zoo currently has an access gate located on the west end of the Botanical Building Parking Lot. This gate is primarily used for service access by Zoo staff only. This access point would be the new entrance to the Zoo employee parking structure. A turn-around would be located at the gate, including a drop-off area that could be used for valet staging. A pedestrian link between the turn-around and Old Globe Way would be provided to facilitate possible valet use of the parking structure. A small guard house would be located at the center of the turn-around to monitor access to Zoo grounds. The guard house would be located on the Zoo leasehold but would be located outside the realigned fence.

The fence delineating the Zoo leasehold would be replaced. A portion of the fencing would be realigned to the north and west, setting the fencing further back from the pedestrian areas and increasing the amount of landscaping outside the fence. The fencing would be a combination of stucco finished wall, ornamental iron fence and chain link fence. Stucco finished walls will be used where screening is required. Ornamental iron fence will be used where screening is not required but is still in general view of the public. Chain link fence will be used in areas unseen by the public, primarily north of the Lowell Davies Festival Theatre where chain link fencing is currently used.

Existing Park and Recreation Department maintenance sheds would be replaced on the northern side of the parking area. Existing trash facilities would be placed in enclosures, improving aesthetics of the area.

New landscaping would be planted throughout the Project area. The landscaping would be drought resistant and low maintenance while still meeting soil stabilization, screening and aesthetic requirements. Landscaping would be used in conjunction with solid walls described herein to screen views of the proposed parking structure from Old Globe Way. A new irrigation system would provide efficient, low precipitation watering for the new landscape.

ANALYSIS

Parking Structure

The parking structure is located within the Zoo leasehold and outside the purview of the Central Mesa Precise Plan. However, its location and access would have an impact on the park in terms of views, noise, headlights and traffic. A solid wall will be added to the top of the parking structure to mitigate views, headlight glare and noise. Landscaping will be added to provide visual screening of the parking structure and wall.

The proposed parking structure will provide 650 parking spaces for Zoo employees. These employees currently park primarily in the main parking lot along Park Boulevard. These employees will be relocated to the proposed parking structure, freeing up spaces for Zoo and park visitors. This should also have the effect of reducing overflow parking along Park Boulevard and in the surrounding community. Parking at the War Memorial Building to the north of the main parking lot should also be improved.

The San Diego Zoological Society has discussed the possible joint use of the parking structure for valet use with The Old Globe Theatre. As noted, it is possible other nearby institutions may also wish to use the valet service for special events. If the proposed parking structure is used for valet service then traffic in the core of the park along Pan American Road and El Prado should

be reduced since visitors using valet would use the current service provided adjacent to the House of Hospitality.

Old Globe Way

Old Globe Way improvements are identified in several areas of the CMPP. Under the Specific Recommendations for the North Prado area, Recommendation 7, North Prado Way and Old Globe Way (Attachment A) shows the eastern portion of Old Globe Way between the Botanical Building Lot and Village Place (North Prado Way). This graphic shows the reconfiguration of the Botanical Building Parking Lot to a cul-de-sac configuration with staff and accessible parking, and pedestrian drop-off on the south side of Old Globe Way. While the configuration of the cul-de-sac varies in the proposed GDP, the function is essentially the same and a greater amount of accessible parking can be provided. Also, the amount of unpaved space provided for the existing *Ficus sycomorus* is increased.

The graphic for the cul-de-sac does not indicate access to the Zoo leasehold. However, this access currently exists and is an essential link for Zoo staff to this area of the zoo grounds. In any proposed configuration it is unlikely the existing access would be severed.

Improvements to the western portion of Old Globe Way are not specifically indicated in any graphics within the CMPP. However, the concept is addressed on page 193, which recommends development of a comprehensive system of pedestrian walkways. Additionally, Figure 4 of the Balboa Park Master Plan (Attachment B) identifies Old Globe Way as "*enhanced pedestrian/service access*."

The addition of the proposed employee parking structure with access from the Botanical Building Parking Lot was not anticipated in the CMPP. Old Globe Way is identified as a service road and is not intended to receive vehicle traffic from routine park visitors. However, Old Globe Way does receive traffic due to limited parking facilities located in the Botanical Building Parking Lot, at the Museum of Art, and at The Old Globe Theatre. Access to the Zoo employee parking structure by zoo employees would be consistent with the existing and proposed use; however, the amount of traffic generated would be greater than anticipated in the CMPP. The attached traffic report indicates the increased level of traffic anticipated by this Project (Attachment C).

The San Diego Zoological Society states the proposed parking structure will be used primarily by Zoo employees. There is the possibility of valet use as well, possibly by The Old Globe Theatre patrons. Zoo employees would arrive at early morning hours before park visitors arrive, and would arrive at staggered hours. However, Zoo employees would depart during mid afternoon hours through early evening hours. The departure hours would also be staggered. It is unlikely all 650 (maximum) vehicles would leave at the same time. Valet use, particularly by The Old Globe Theatre patrons, would be in the evening hours, with the exception of weekend matinees, when the Zoo employees have departed.

CONCLUSION

The proposed parking structure is located within the Zoo leasehold and is not in the study area of the Central Mesa Precise Plan. The Balboa Park Master Plan only identifies the Zoo as a land use and does not provide any specific recommendations for development. Visual and noise

impacts by the proposed parking structure are being mitigated by a solid screening wall and enhanced vegetation. Additional parking within the Zoo leasehold should improve parking for Zoo and park visitors in the Zoo's main lot, which is shared by the War Memorial Building.

Proposed Old Globe Way improvements appear to be consistent with the intent of the Central Mesa Precise Plan and Balboa Park Master Plan. The proposed improvements do not create a substantial burden on maintenance staff, and will eliminate deferred maintenance expense for Old Globe Way. Accessibility, security, and aesthetics will be improved along Old Globe Way.

Traffic will increase on Village Place and a short section of Old Globe Way. However, there will be a proportionate reduction in traffic at Zoo Drive and Zoo Place.

On December 4, 2013 the Historic Resources Board's Design Assistance Subcommittee voted unanimously to recommend approval of the project.

On December 5, 2013 the Balboa Park Committee voted 7-1-1 to recommend approval of the project with the condition that the parking structure walls be designed in such a way as to not rely solely on vegetation for visual mitigation.

On December 11, 2013 the Design Review Committee voted unanimously to recommend approval of the project with design recommendations, and requested additional information on the façade treatments of the parking structure.

On January 8, 2014 the Design Review Committee voted unanimously to recommend approval of the proposed parking structure elevations with design recommendations.

ALTERNATIVES

1. Approve the Department's recommendations with modifications.

2. Do not approve the Department's recommendations.

Respectfully submitted,

Bruce E. Martinez
Interim Deputy Director
Developed Regional Parks Division

Prepared by: Charles Daniels
Park Designer
Administrative Services Division

BEM/cd

Attachments:
A. CMPP - North Prado Way and Old Globe Way
B. BPMP Figure 4- East Prado and Spanish Village Conceptual Master Plan
C. Traffic Report
D. General Development Plans
E. Environmental Consistency Memo

cc: Honorable Council President Todd Gloria, Council District 3

~~8~~7. *North Prado Way and Old Globe Way**

Design Objective:

Provide service and fire access to ~~Old Globe Way and a drop-off area to Casa del Prado~~ buildings along Old Globe Way, the Spanish Village, and the Casa del Prado.

Recommendations:

- Connect ~~Zoo Place~~ Village Place with Old Globe Way with a 26' wide ~~roadway~~ service access.
- Incorporate a cul-de-sac with adjacent service parking behind the Botanical Building as shown on plan. Preserve the existing Ficus sycamorus tree in the center planting area of the cul-de-sac.
- Maintain disabled parking behind the Botanical Building.
- Provide a drop-off lane on the north side of the Casa del Prado Theater.
- ~~Provide a drop-off lane at the Spanish Village west entry.~~
- Provide a drop-off for the Casa del Prado along Village Promenade at the Casa del Prado Theater Entry Plaza.
- Connect North Prado Way with Village Place on the south.

* proposed name for a new feature.

ATTACHMENT B

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LLG Reference: 3-11-2089

Subject: **San Diego Zoo Employee Parking Structure Traffic Letter Report**

Dear David:

Per your request, Linscott, Law & Greenspan (LLG) has prepared this traffic letter report to evaluate traffic operations on the fronting and nearby roadways and intersections of the proposed San Diego Zoo Employee Parking Structure project.

Based on LLG's traffic analysis outlined in this letter report, it was determined that the study area intersections and roadway segments can reasonably accommodate the additional traffic associated with the proposed Zoo Employee Parking Structure.

1.0 Project Description

The proposed 650 space San Diego Zoo Employee Parking Structure project site is located immediately east of the Zoo Hospital and north of The Old Globe Theatre within Balboa Park, inside the San Diego Zoo leasehold. Access to the parking structure will be from Old Globe Way via Village Place off of Park Boulevard.

In addition, Old Globe Way will be improved to implement the Central Mesa Precise Plan for Old Globe Way. The 24 foot wide Old Globe Way will be repaved and widened to approximately 37 feet just west of Village Place, where a pull out area will be provided for drop-off / pick-up traffic associated with the Casa del Prado Theatre. The roadway will then taper to approximately 26 feet for a very short distance before splitting into a 24 foot one-way two-lane loop just north of the Botanical Building circling an existing rare Jerusalem sycamore tree, a native garden, and accessible and permit parking for park service vehicles. All these improvements are consistent with the Central Mesa Precise Plan for this portion of Balboa Park.

A driveway leading to the proposed San Diego Zoo Employee Parking Structure will be provided via the traffic circle, creating a circulation pattern where the majority of the existing and proposed traffic on Old Globe Way will not traverse the western stretch of Old Globe Way (west of the traffic circle). The western stretch of Old Globe Way will be approximately 20-22 feet wide and be repaved to provide a mixed use roadway (vehicles, bicycles and pedestrians). There is currently only a small amount of vehicular traffic on the western stretch of Old Globe Way. Two-weeks of

ADT counts were conducted between January 8th and January 21st, 2014. An average of 342 ADT was observed on the weekdays and 142 ADT on the Saturday. ***Charts 1 and 2*** show the average amount of traffic on the western stretch of Old Globe Way on an hourly basis during the week and on Saturday, respectively. The manual count sheets are included in ***Attachment A***.

It is expected that, after the proposed improvements are implemented, there will be very little vehicular traffic on the western stretch of Old Globe Way, likely only Park service vehicles.

In addition, the project will restripe the westbound lane of Village Place to two lanes between Park Boulevard and the driveway serving the parking lots about 200 feet west of Park Boulevard. The second thru lane would be trapped as a right-turn only lane at the north parking lot. This improvement will be provided to facilitate the additional traffic on Village Place associated with Zoo employees headed toward their parking structure and to improve the overall vehicular operations on Village Place.

Figure 1 shows the project area map, ***Figure 2*** shows a detailed site plan of the proposed improvements to Old Globe Way and ***Figure 2a*** shows the proposed improvements to Village Place. [All figures are provided at the end of this letter report.]

The purpose of this traffic assessment is to determine if the fronting and nearby roadways and intersections have the capacity to accommodate project traffic, both on a daily and peak hour basis.

2.0 Existing Conditions

Old Globe Way is a non-classified park road within Balboa Park. It is constructed as a long 24 foot wide, 2-lane undivided cul-de-sac that terminates behind the Old Globe Theatre and the Zoo Hospital in Balboa Park. There are no sidewalks, bus stops or bike lanes along the roadway and there is no posted speed limit. For the purposes of this report Old Globe Way is functionally classified as a 2-lane Collector with an LOS E capacity of 8,000 ADT.

Village Place is a non-classified park road within Balboa Park. Village Place just west of Park Boulevard is constructed as a three lane undivided roadway (two eastbound lanes and one westbound lane) with a curb-to-curb width of 52 feet. About 200 feet west of Park Boulevard it is constructed as a 2-lane undivided roadway with a curb-to-curb width of approximately 48-feet. Sidewalks and parking are provided. There are no bus stops along Village Place and the speed limit is not posted. For the purposes of this report Village Place is functionally classified as a 2-lane Collector with an LOS E capacity of 10,000 ADT. Once the section of Village Place immediately west of Park Boulevard is restriped to include two westbound lanes as a project feature, this section will consist of four lanes and will therefore have the capacity of a 4-lane Collector with an LOS E capacity of 15,000.

Figure 3 shows the existing conditions diagram.

3.0 Traffic Volumes

Existing AM peak (8:00-9:00) and PM peak (5:00-6:00) hour intersection turning movement counts were commissioned for two weekdays (December 8th & 15th, 2011) and two Saturdays (December 10th & 17th, 2011) to check traffic flow patterns. The higher of the two days of counts were used in the analyses (December 8th & 10th). While the existing Saturday peaks typically occur midday within Balboa Park, presumably due to visitors, the typical commuter AM / PM peak hours were analyzed in this report to capture peak Zoo employee activity.

Average daily traffic (ADTs) counts under both weekday and Saturday conditions were also commissioned. ***Figures 4 and 5*** depict the existing weekday and Saturday traffic volumes, respectively. The manual count sheets are included in *Attachment A.*

4.0 Analysis Approach and Methodology

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the 2000 Highway Capacity Manual (HCM), with the assistance of the Synchro version 7 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS).

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the 2000 Highway Capacity Manual (HCM), with the assistance of the Synchro 7 computer software.

Intersection analyses were conducted at the following two study area intersections under Existing and Existing + Project conditions. The delay values (represented in seconds) are qualified with a corresponding intersection Level of Service (LOS).

- Village Place / Old Globe Way
- Park Boulevard / Village Place

Street Segments were analyzed was based upon the comparison of daily traffic volumes (ADTs) to the City of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The City of San Diego's Roadway Classification, Level of Service, and ADT Table is attached in ***Attachment B***.

Street Segment analyses were conducted along the following four study area street segments under Existing and Existing + Project conditions:

- Old Globe Way: West of Village Place
- Village Place: Park Boulevard to the north and south parking lots

- Village Place: The north and south parking lots to Old Globe Way
- Village Place: South of Old Globe Way

5.0 Existing Operations

Intersections

Table 1 summarizes the Existing peak hour intersection operations under weekday and Saturday conditions. As shown on *Table 1*, the study intersections are calculated to operate acceptably at LOS B or better during both the AM and PM peak hours. The intersection analysis worksheets are included in ***Attachment C***.

Table 1
Existing Intersection Operations

Intersection	Control Type	Peak Hour	Weekday		Saturday	
			Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. Village Place / Old Globe Way	OWSC[c]	AM	8.9	A	9.7	A
		PM	10.2	B	10.3	B
2. Park Boulevard / Village Place	Signal	AM	4.7	A	6.5	A
		PM	8.9	A	9.3	A

Footnotes:

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. OWSC: One-way Stop Controlled intersection. Minor Street left turn delay is reported.

General Notes:

Analysis based on traffic counts conducted in December 2011.

Daily Segment Analysis

Table 2 summarizes the daily segment analysis for the study area roadways. As shown in *Table 2*, under Existing conditions the study area street segments are calculated to operate at LOS D or better during the week and on Saturdays.

Table 2
Existing Street Segment Operations

Roadway	Capacity at LOS E[a]	Week Day			Saturday		
		ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS
Old Globe Way							
West of Village Place	8,000	3,157	0.395	B	3,616	0.452	C
Village Place							
Park Boulevard to Parking Lots	10,000	4,322	0.432	B	8,411	0.841	D
Parking Lots to Old Globe Way	10,000	2,610	0.261	A	4,810	0.481	B
South of Old Globe Way	10,000	1,520	0.152	A	3,750	0.375	A

Footnotes:
a. Capacities based on the City of San Diego's Roadway Classification & LOS Table
b. Average Daily Traffic
c. Volume to Capacity Ratio
d. Level of Service

General Notes:
Analysis based on traffic counts conducted in December 2011.

6.0 Project Trip Generation Summary

The project trip generation for the San Diego Zoo Parking Structure project is based on the existing work schedules of San Diego Zoo employees. Employee arrival / departure data was obtained from the San Diego Zoo on an hourly basis during the week of July 15th, 2013. This was found to be the summer week with the most Zoo employee activity. The number of Zoo employees is much higher during the summer months than compared to other seasons. Therefore, it can be concluded that this week was the most employee intensive of the year.

The data is based on employees clocking in and out of work. The data is not based on the arrival and departure of vehicles and does not take into account car pools, bus riders, and employees who walk or bike to work. Therefore the use of this data in analyzing the traffic conditions associated with the proposed parking structure is conservative.

During the weekday time period it was found that the AM peak hour for employee arrivals (employees clocking-in) was between 8:00 and 9:00 AM, with 189 inbound employee vehicles and 0 outbound employee vehicles and that the PM peak hour for employee departures (employees clocking-out) was between 4:00 and 5:00 PM, with 23 inbound employee vehicles and 178 outbound employee vehicles. This is based on an average of the information collected during the week of July 15th, in which the most employee activity occurred (July 16th – 18th, 2013). The accumulation of employee arrivals less departures peaked at 823, 882 and 870 during the three weekdays. This was assumed to equate to the total vehicles being parked. This tended to occur at 1:00 PM.

Similarly, on Saturday, the AM peak hour for employees clocking in and out was between 8:00 and 9:00 AM, with 188 inbound employee vehicles and 1 outbound employee vehicle and the PM peak hour was between 4:00 and 5:00 PM, with 23 inbound employee vehicles and 171 outbound employee vehicles. The maximum number of vehicles parked on Saturday was 847 cars at 1:00 PM. ***Attachment D*** includes the employee arrival / departure data.

The current employee arrival/departure data reveals that in total there are more employees working at the Zoo than can be accommodated in the 650 space parking structure. Assuming nothing changes within employee work schedules, then about 200 employees will have to park in the existing Zoo parking lot, where they currently park. This analysis could proceed by factoring the employee parking demand (about 850 vehicles) to the parking structure supply of 650 spaces (75%). However, to be conservative, the analysis will proceed assuming all employees travel to and from and can be accommodated in the proposed parking structure.

However, it should be noted that the Zoo will actively monitor the use of the parking structure, which will be restricted exclusively to specific employees of the Zoo. Access to the parking structure will be monitored by a parking attendant at the main gate and badge access could be enforced. Spaces in the parking structure will be assigned to employees based on their work schedules to ensure the parking structure is adequately utilized while simultaneously ensuring that the number of vehicles traveling along Old Globe Way to park does not exceed capacity of the structure. The additional 200 employees mentioned above who will continue to park in the existing Zoo parking lot will be aware of the parking situation and will not travel along Old Globe Way to seek out parking in the structure. The traffic on Old Globe Way associated with the parking structure will be strategically managed (details not finalized) to eliminate parking seekers as much as possible.

The project trip generation summary is shown on ***Table 3***. As mentioned above, these volumes are based on the number of employees clocking in and out and do not take into account carpooling and employees who walk, bike or take the bus to work. These volumes are also based on the maximum number of parking spaces required by the entire Zoo staff, and not just the employees who will be assigned to the parking garage once it is constructed. Therefore this trip generation estimate is considered very conservative.

Figures 6 and 7 depict the project only traffic volumes on a weekday and Saturday. ***Figures 8 and 9*** depict the Existing weekday and Saturday + Zoo Parking Structure traffic volumes, respectively. *Attachment D* includes the employee arrival / departure data.

Table 3
Trip Generation Summary

Land Use	Quantity	Daily Trip Ends (ADT)[a]	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
Parking Structure – Weekday	650 Spaces	2,064	189	0	23	178
Parking Structure – Saturday	650 Spaces	2,069	188	1	23	171

Footnotes:
a. ADT and peak hour trip generation obtained from existing San Diego Zoo employee clock-in/clock-out data conducted during the week of July 15, 2013, included in *Attachment D*.

7.0 Existing + Project Operations

Intersections

Table 4 summarizes the Existing + Project peak hour intersection operations under weekday and Saturday conditions. As shown on *Table 4*, the study intersections are calculated to continue to operate acceptably at LOS B or better during both the AM and PM peak hours. The intersection analysis worksheets are included in *Attachment C*.

The actual traffic impacts to the roadway network due to the proposed parking structure will be even less, given the conservative nature of the analysis.

Table 4
Existing + Project Intersection Operations

Intersection	Control Type	Peak Hour	Existing Weekday		Existing Weekday+ Zoo Parking Structure		Existing Saturday		Existing Saturday+ Zoo Parking Structure	
			Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Delay	LOS
1. Village Place / Old Globe Way	OWSC[c]	AM	8.9	A	9.4	A	9.7	A	10.4	B
		PM	10.2	B	12.7	B	10.3	B	12.7	B
2. Park Boulevard / Village Place	Signal	AM	4.7	A	6.9	A	6.5	A	8.8	A
		PM	8.9	A	9.9	A	9.3	A	11.0	B

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service
c. OWSC: One-way stop controlled intersection. Minor street left turn delay is reported.

Daily Segment Analysis

Table 5 summarizes the daily segment analysis for the study area roadways under Existing + Project conditions. As shown in *Table 5*, with the addition of project traffic the study area street segments are calculated to operate at LOS D or better during the week and on Saturdays. It should be noted that, under Existing + Project conditions, the segment of Village Place has an increased LOS E capacity of 15,000 ADT as compared to existing conditions. This is because of the restriping of the westbound lane of Village Place between Park Boulevard and the parking lots to provide an additional thru lane as part of the proposed project.

Table 5
Existing + Project Street Segment Operations

Roadway	Capacity at LOS E [a]	Week Day			Saturday		
		ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS
Old Globe Way							
West of Village Place	8,000	3,157	0.395	B	3,616	0.452	C
Village Place							
Park Boulevard to Parking Lots	15,000[e]	6,386	0.639	B	10,480	1.048	D
Parking Lots to Old Globe Way	10,000	4,674	0.467	B	6,879	0.688	C
South of Old Globe Way	10,000	1,520	0.152	A	3,750	0.375	A

Footnotes:
a. Capacities based on the City of San Diego's Roadway Classification & LOS Table
b. Average Daily Traffic
c. Volume to Capacity Ratio
d. Level of Service
e. This segment of Village Place has an increased LOS E capacity of 15,000 ADT as compared to the existing condition due to the restriping of the westbound lane to provide an additional thru lane as part of the proposed project.

8.0 Casa del Prado Theatre Discussion

The Casa del Prado Theatre is located within the Casa del Prado Building just south of Old Globe Way, and hosts activities associated with the Youth Symphony, the Youth Ballet, the Junior Theatre and the Civic Dance Program. A portion of the existing traffic on Old Globe Way is comprised of Casa del Prado Theatre pick-up / drop-off traffic, in which children are driven to and from the Theater. A popular pick-up / drop-off point is on Old Globe Way, just north of the Botanical Building. The installation of a traffic circle on Old Globe Way will improve existing Theatre pick-up / drop-off operations.

The primary pick-up / drop-off times for Youth Symphony activities are September thru June on Saturdays from 8 AM to 7 PM and on Sundays from 11:30 AM to 5 PM. On these days there are multiple waves of pick-up / drop-off activity. Approximately 500 students participate in the Saturday programs and 150 participate in the Sunday programs. Weekday rehearsals also take place during this time on Monday and Thursday evenings with drop-off times at around 6 PM and pick-up times between

8:30 and 9 PM. In addition, during the month of July, there are daily drop-offs at 8 AM and pick-ups at 1:30 PM.

The Youth Ballet uses the Casa del Prado Theatre four times a year, for a total of 20 performances with corresponding rehearsals. Pick-up / drop-off times for performances and rehearsals are usually between 4 PM and 9 PM Wednesday thru Saturday and 12 PM and 4 PM Saturdays and Sundays. With each performance or rehearsal, approximately 150-200 vehicles utilize Old Globe Way for pick-up / drop-off activities about an hour before and after the scheduled activity. Parents are required to park to sign their children in and out of the performances or rehearsals. The busiest season occurs in December during the performance of the Nutcracker, which runs three weeks of the month.

The Junior Theatre offers educational and community programs, including classes in drama, voice, dance, and theatre production for children age three to eighteen. The Junior Theatre uses the Casa del Prado Theatre throughout the year for stage productions and corresponding rehearsals. Rehearsals for each stage production typically begin ten weeks prior to opening night, and are generally between 4 and 6 PM during first eight weeks and between 4 and 9 or 10 PM during the last two weeks. Standard show times are Fridays at 7 PM and Saturdays and Sundays at 2 PM. Depending on the size of the cast and crew, anywhere between 40-80 vehicles pick-up and drop-off students on Old Globe Way during rehearsals and main stage productions.

The Civic Dance program offers dance classes in cooperation with the San Diego Park and Recreation Department Dance Arts Program. The Civic Dance Program uses the Casa del Prado Theatre throughout the year for stage productions and corresponding rehearsals. Rehearsals for each stage production typically begin four to ten weeks prior to opening night, and occur at differing times. Standard show times also vary throughout the year to offer weekday performances geared towards students, weekend matinees and evening performances. Typical show times are1 PM, 4 PM, and 7 PM on Saturdays and Sundays. The longer shows feature up to 250 dancers plus support staff and occur 6-8 times per year. Smaller shows feature only a dozen or so dancers.

The potential impact of the Zoo parking structure on the Casa del Prado Theatre was assessed, particularly the pick-up / drop-off activity associated with the Youth Symphony, the Youth Ballet, the Junior Theatre and the Civic Dance Program. As mentioned in *Section 2* of this report, the assumption of an LOS E segment capacity of 8,000 ADT on Old Globe Way is reasonable. ***Charts 3 and 4*** show that, on an hourly basis, the Existing + Project traffic on Old Globe Way is a maximum of 318 vehicles during the week between 5-6 PM and a maximum of 337 vehicles on Saturday between 2-3 PM. These volumes correlate with acceptable levels of service on Old Globe Way. Therefore, the construction of the Zoo parking structure is not expected to affect the Casa del Prado Theatre's existing pick-up / drop-off operations.

9.0 Conclusions

The Existing + Project intersection and daily segment analyses outlined in this letter report show acceptable operations within the study area The actual traffic impacts to the roadway network due to the proposed parking structure will be even less, given the conservative nature of the analysis. Therefore, it was concluded that the study area intersections and roadway segments can reasonably accommodate the additional traffic associated with the Zoo Employee Parking Structure.

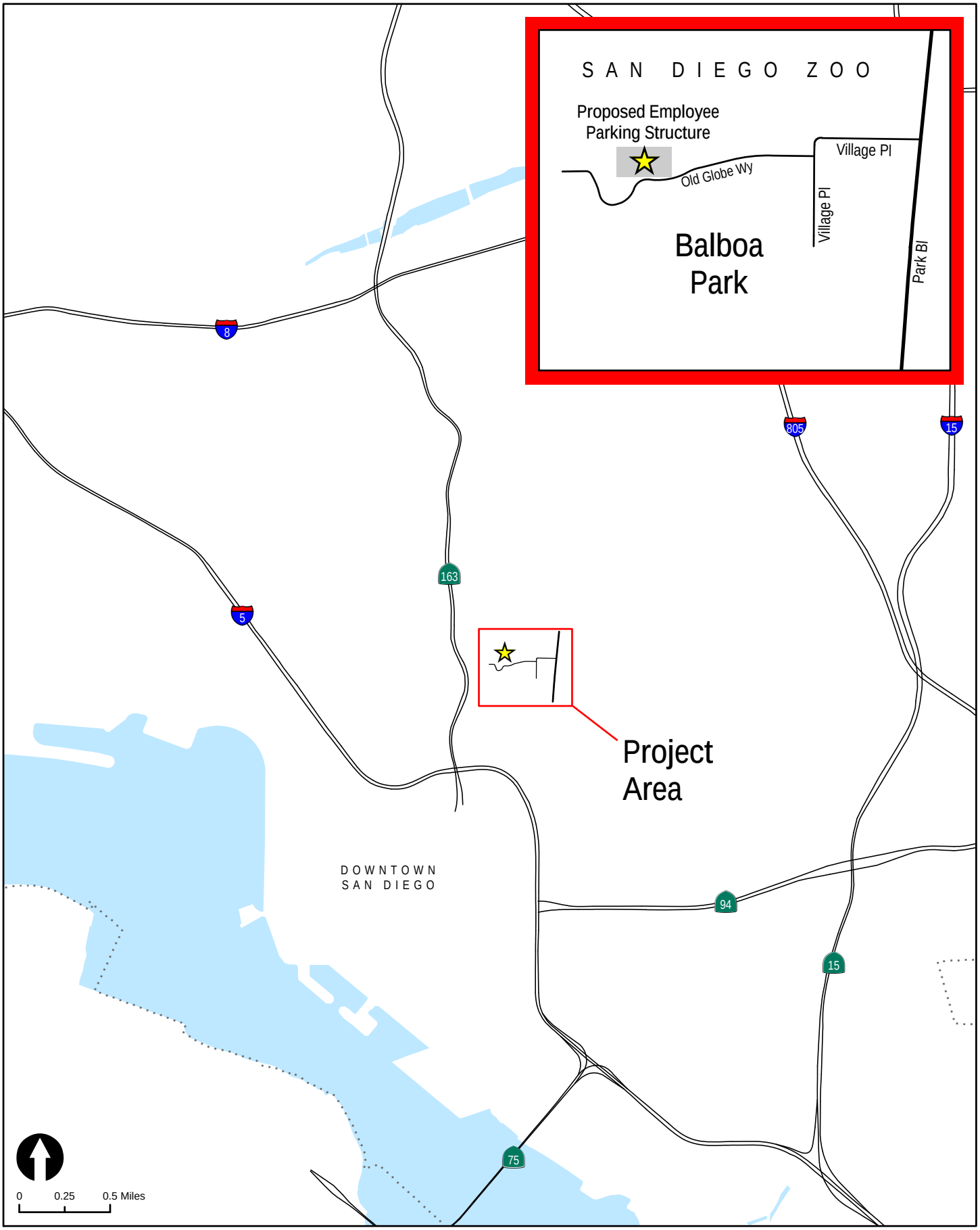
Please let me know if you have any questions. Thank you.

Sincerely,

Linscott, Law & Greenspan, Engineers

John Keating, P.E
Principal

cc: File



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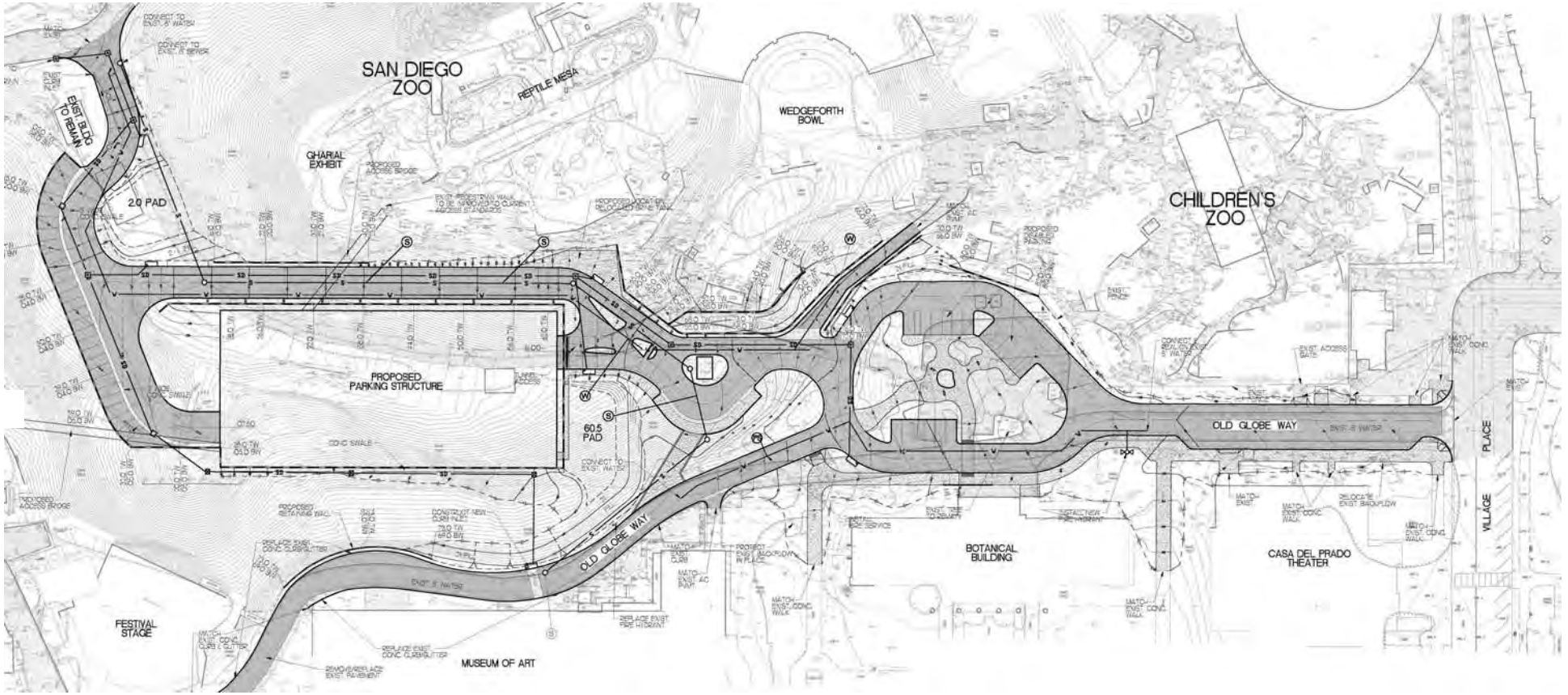
Date: 02/11/14

Figure 1

Project Area Map

San Diego Zoo Parking Structure



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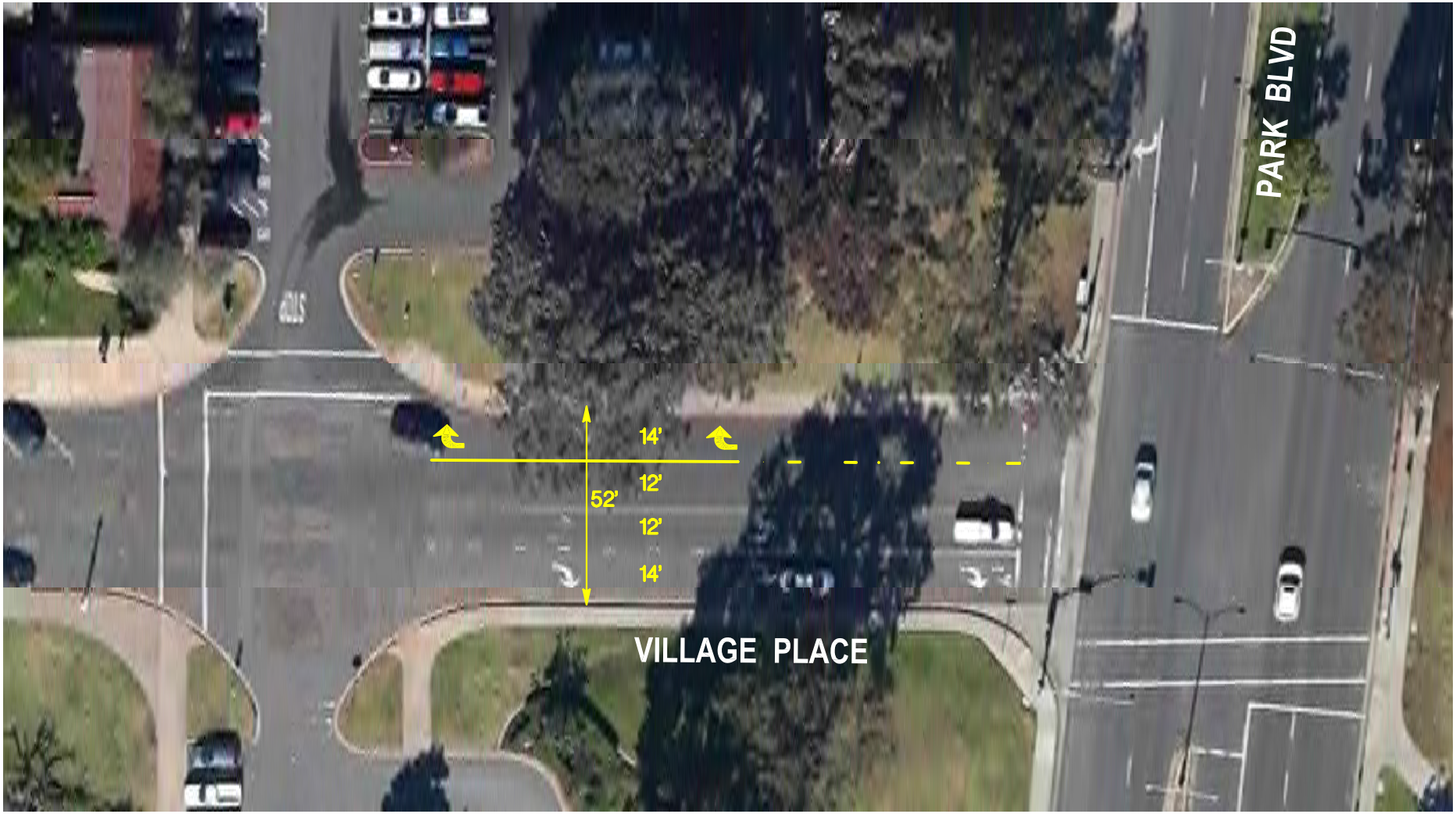
Date: 02/10/14

Figure 2

Project Site Plan

San Diego Zoo Parking Structure



NORTH

SCALE: 1"=40'

REV. 3/10/2014
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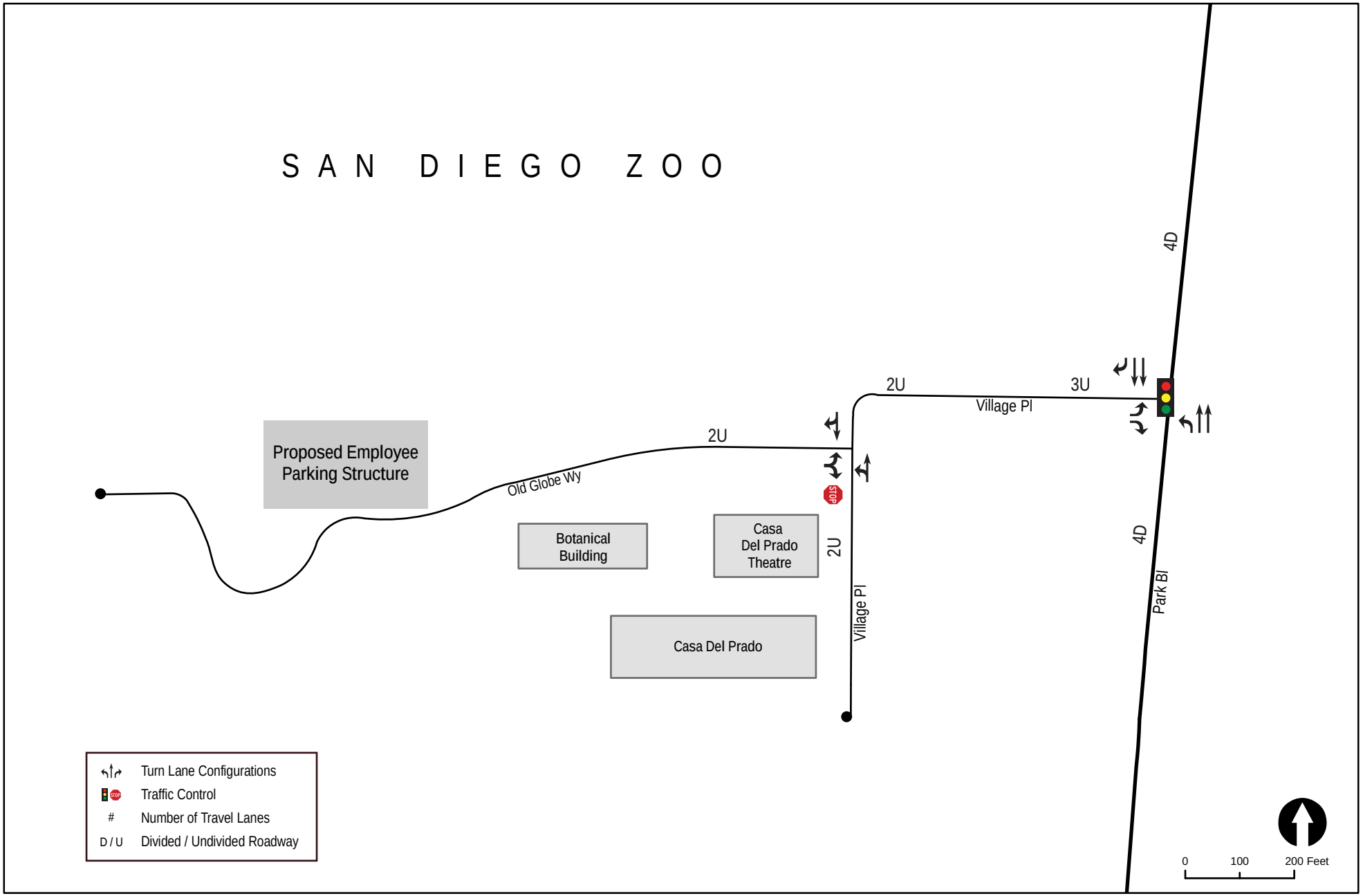
Figure 2a

Village Place Restriping

SAN DIEGO ZOO PARKING STRUCTURE



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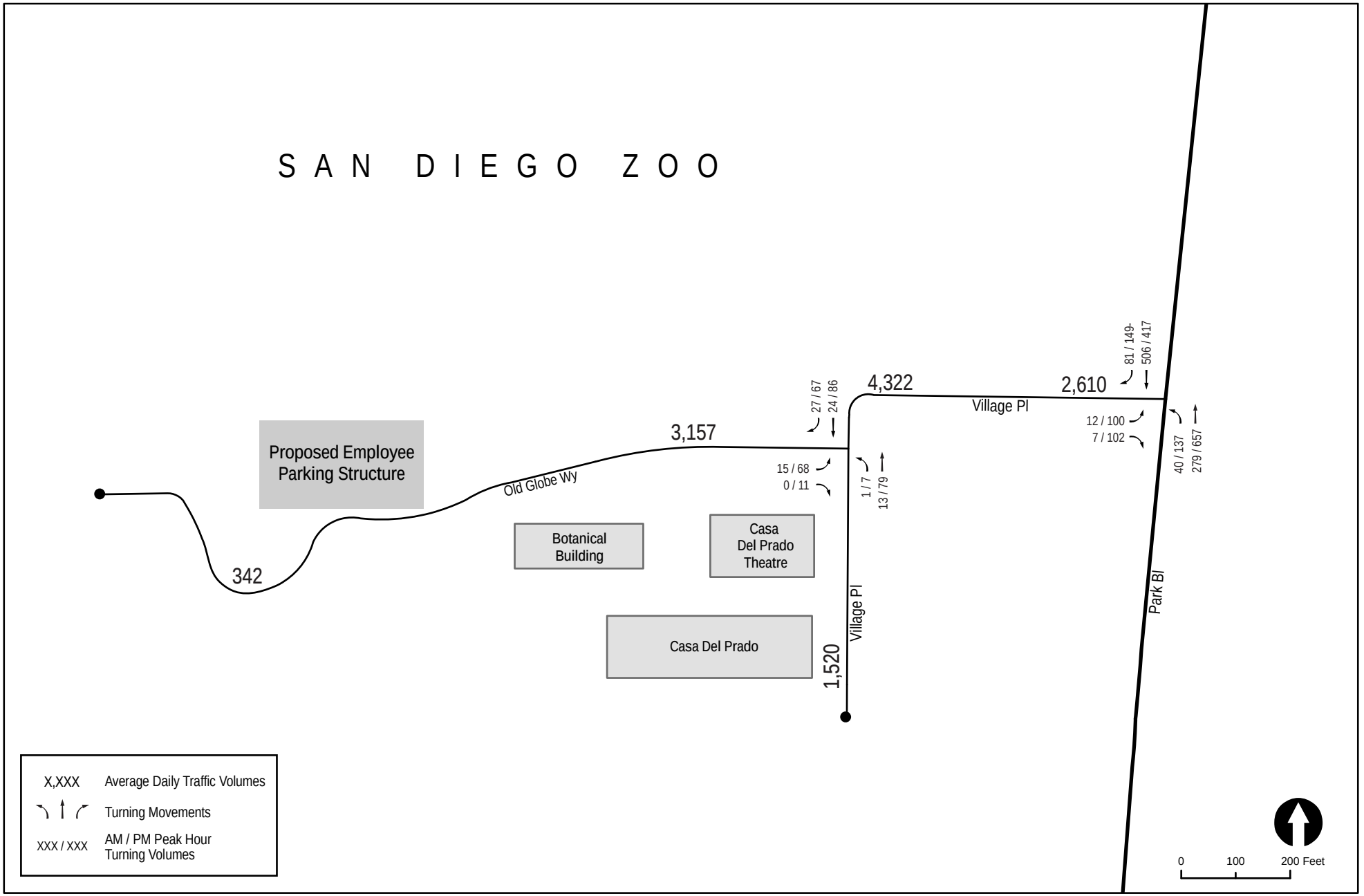
Date: 03/10/14

Figure 3

Existing Conditions Diagram

SAN DIEGO ZOO PARKING STRUCTURE



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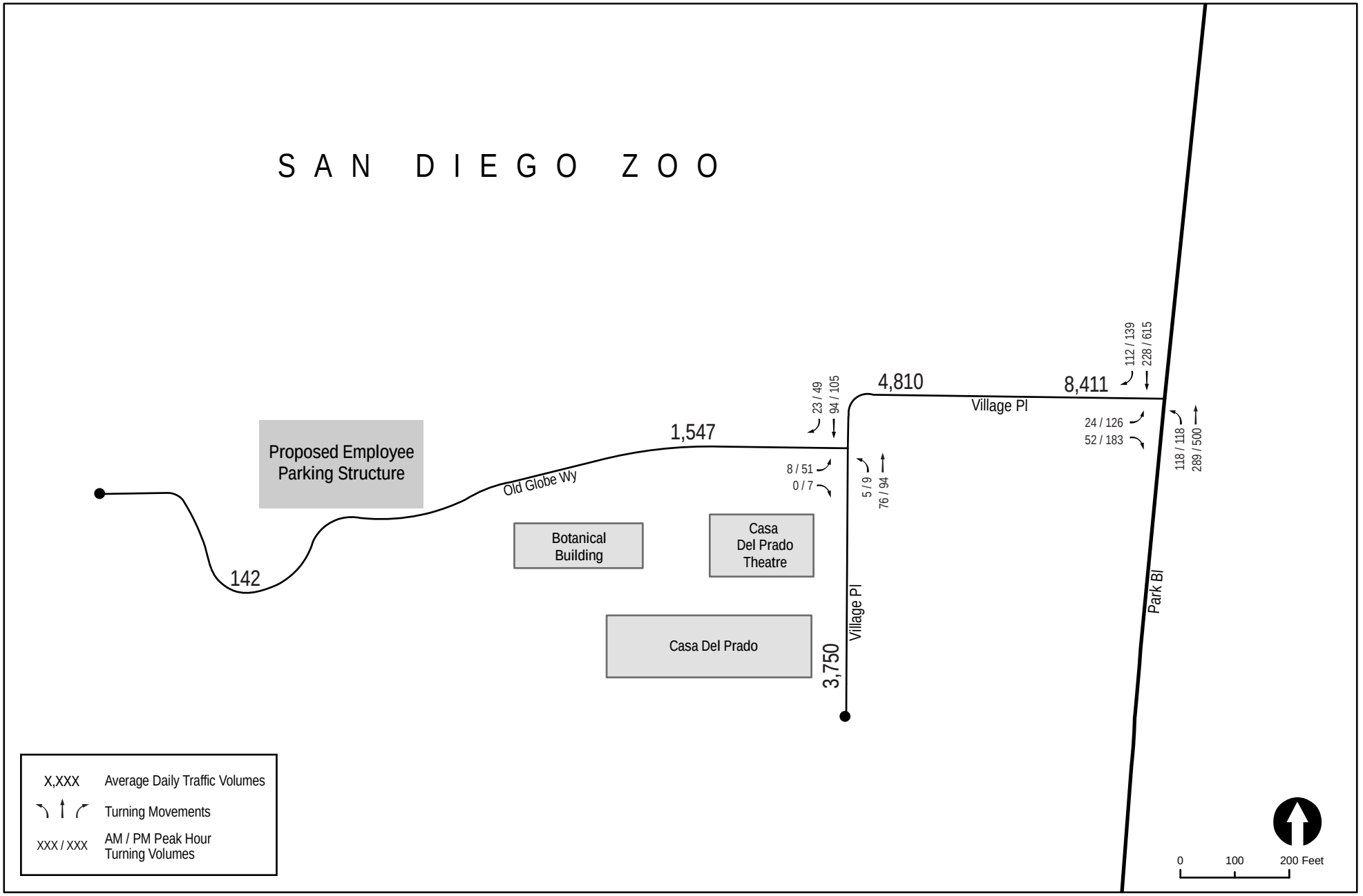
Date: 03/10/14

Figure 4

Existing Traffic Volumes - Weekday

SAN DIEGO ZOO PARKING STRUCTURE



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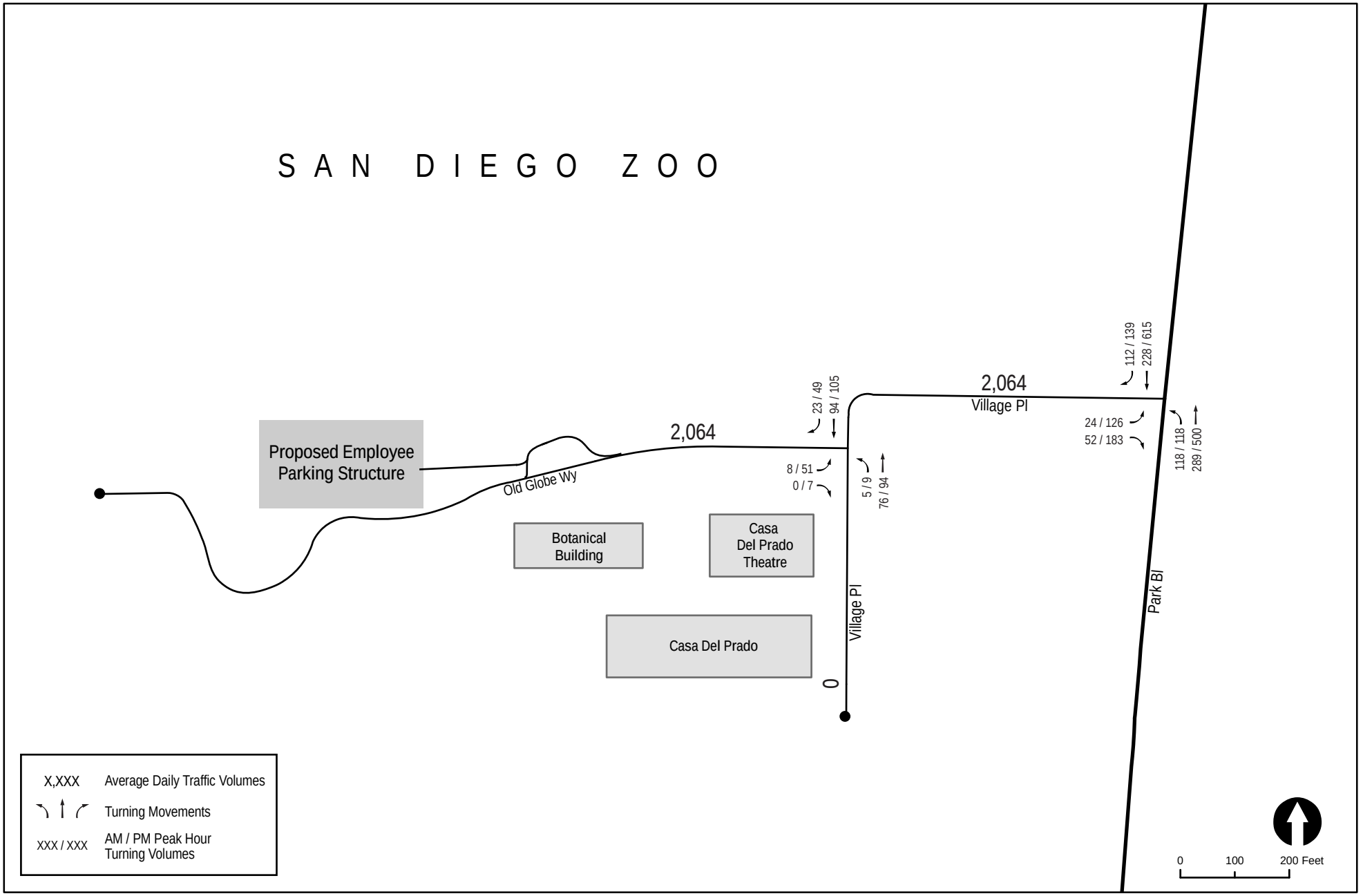
Date: 03/10/14

Figure 5

Existing Traffic Volumes - Saturday

SAN DIEGO ZOO PARKING STRUCTURE



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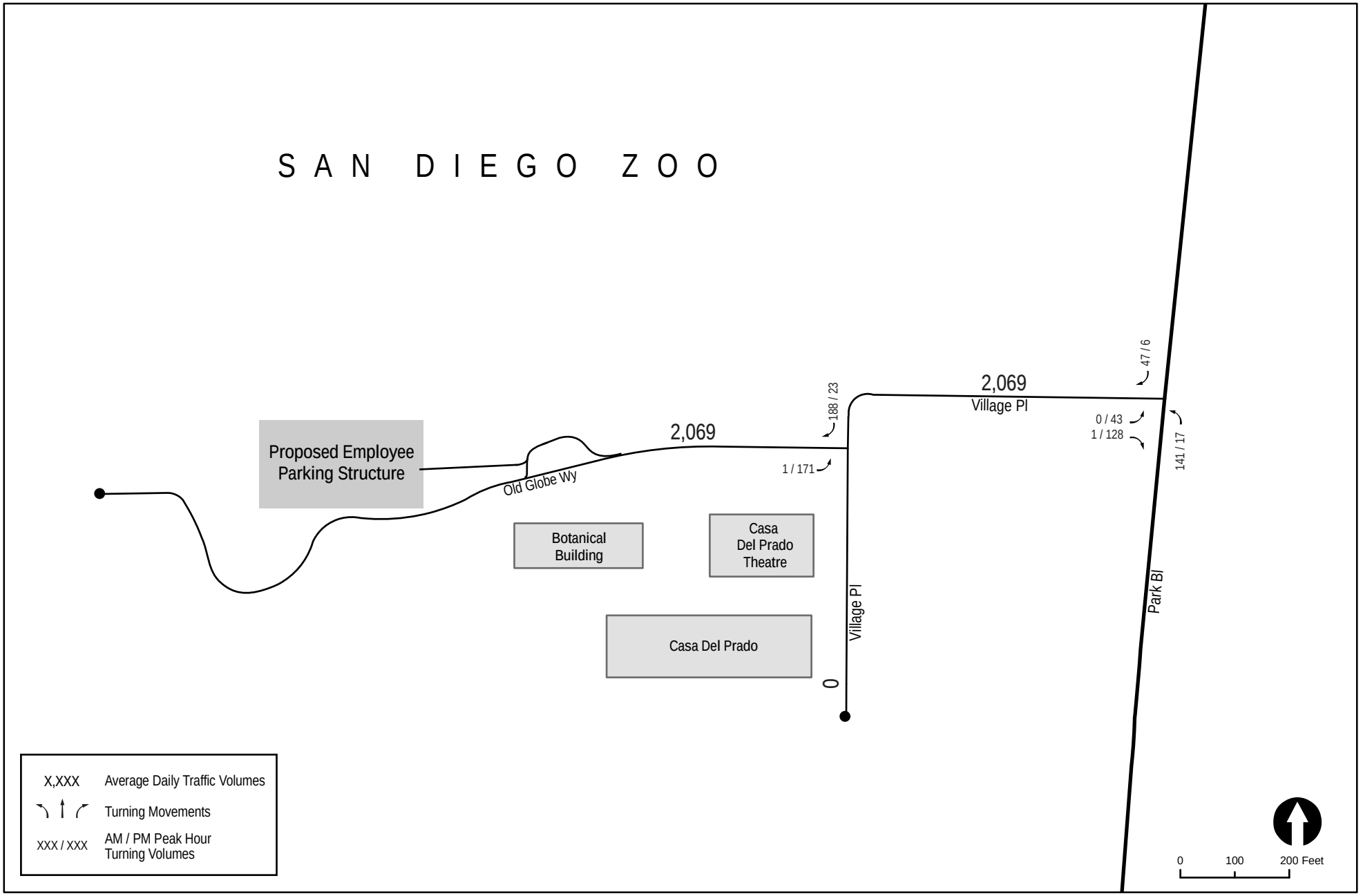
Date: 03/10/14

Figure 6

Project Traffic Volumes - Weekday

SAN DIEGO ZOO PARKING STRUCTURE



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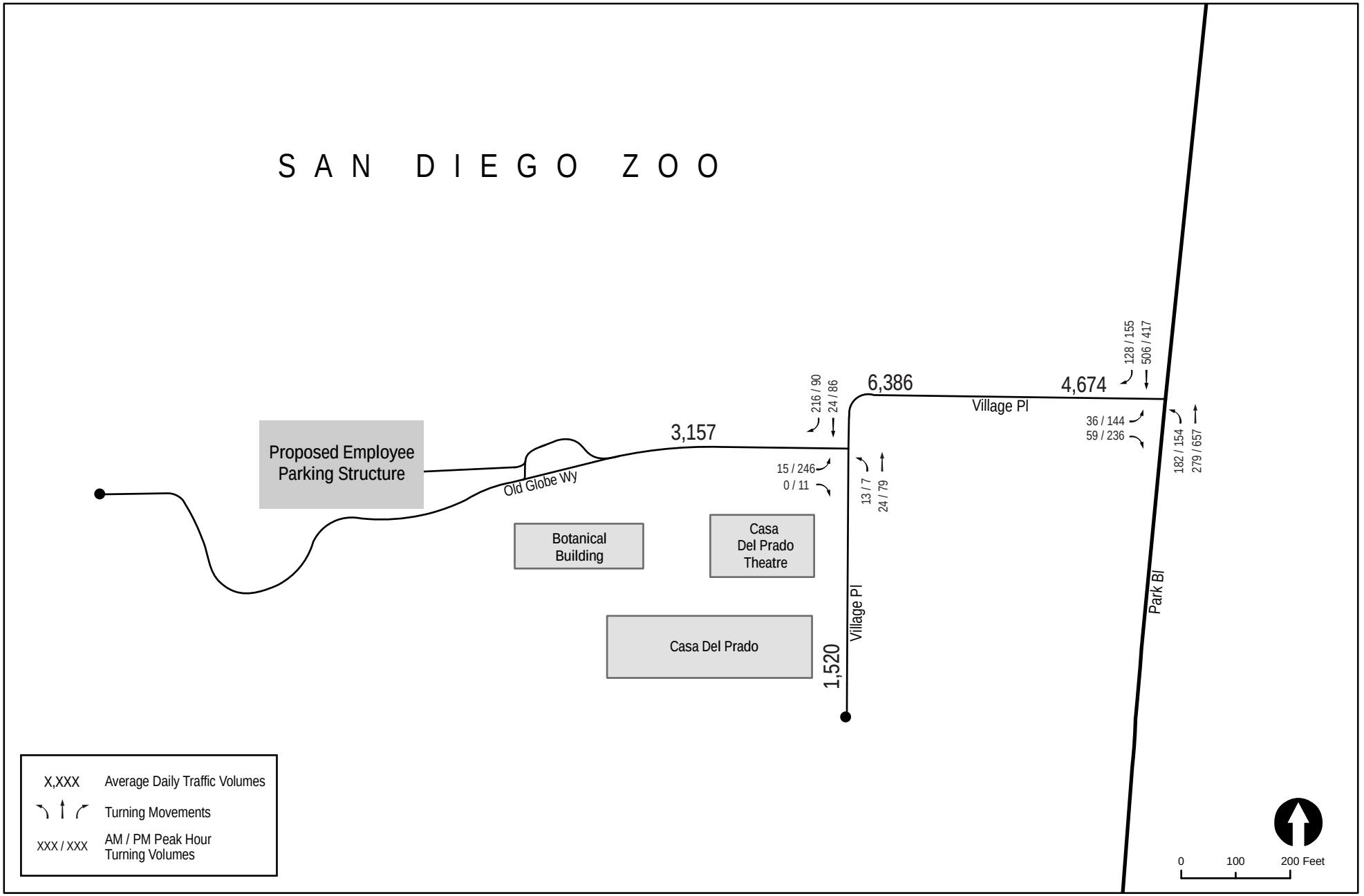
Date: 03/10/14

Figure 7

Project Traffic Volumes - Saturday

SAN DIEGO ZOO PARKING STRUCTURE



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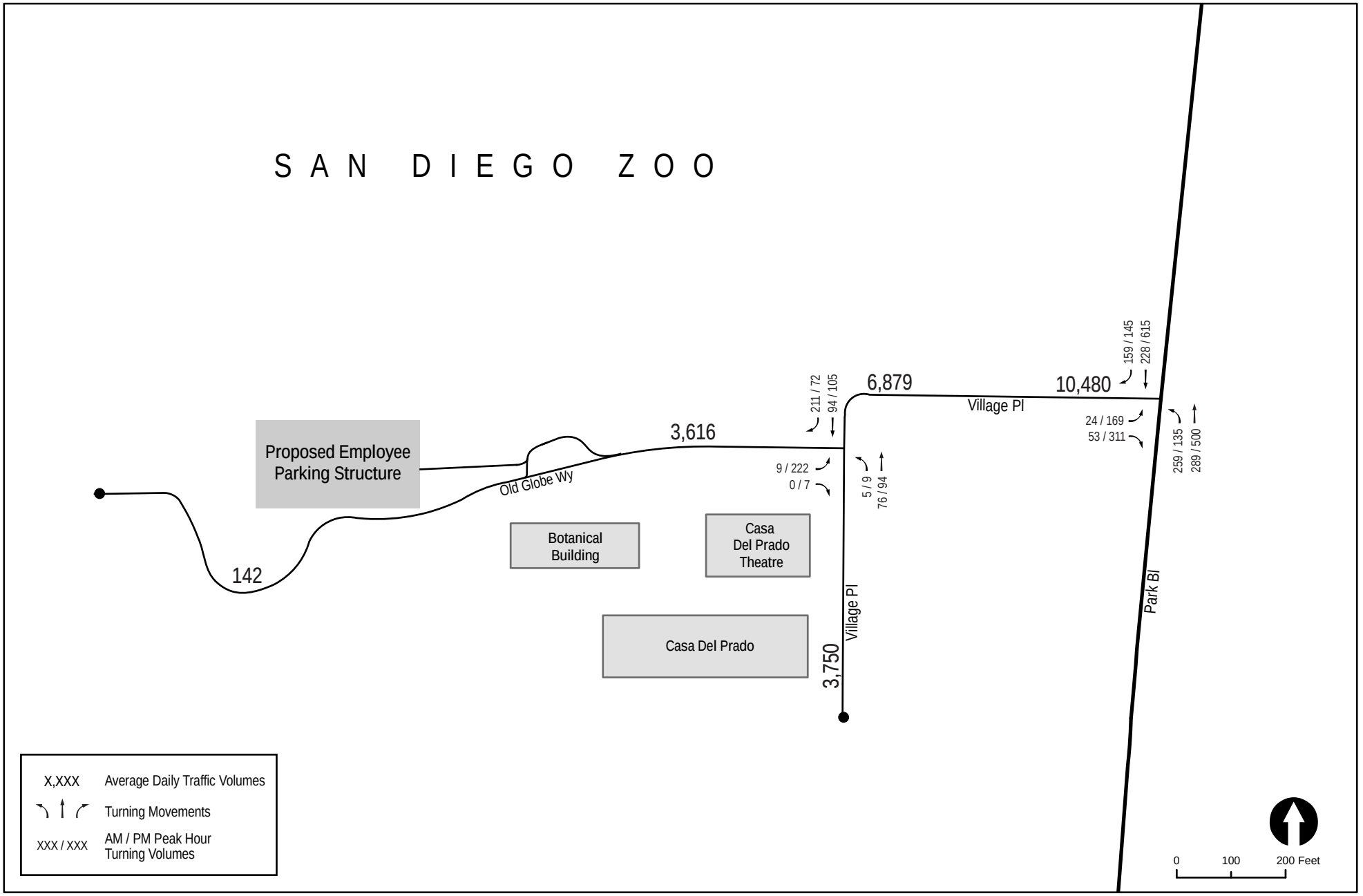
Date: 03/10/14

Figure 8

Existing + Project Traffic Volumes - Weekday

SAN DIEGO ZOO PARKING STRUCTURE



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Date: 03/10/14

Figure 9

Existing + Project Traffic Volumes - Saturday

SAN DIEGO ZOO PARKING STRUCTURE

Chart 1
Weekday Traffic on Old Globe Way: West of the Botanical Building

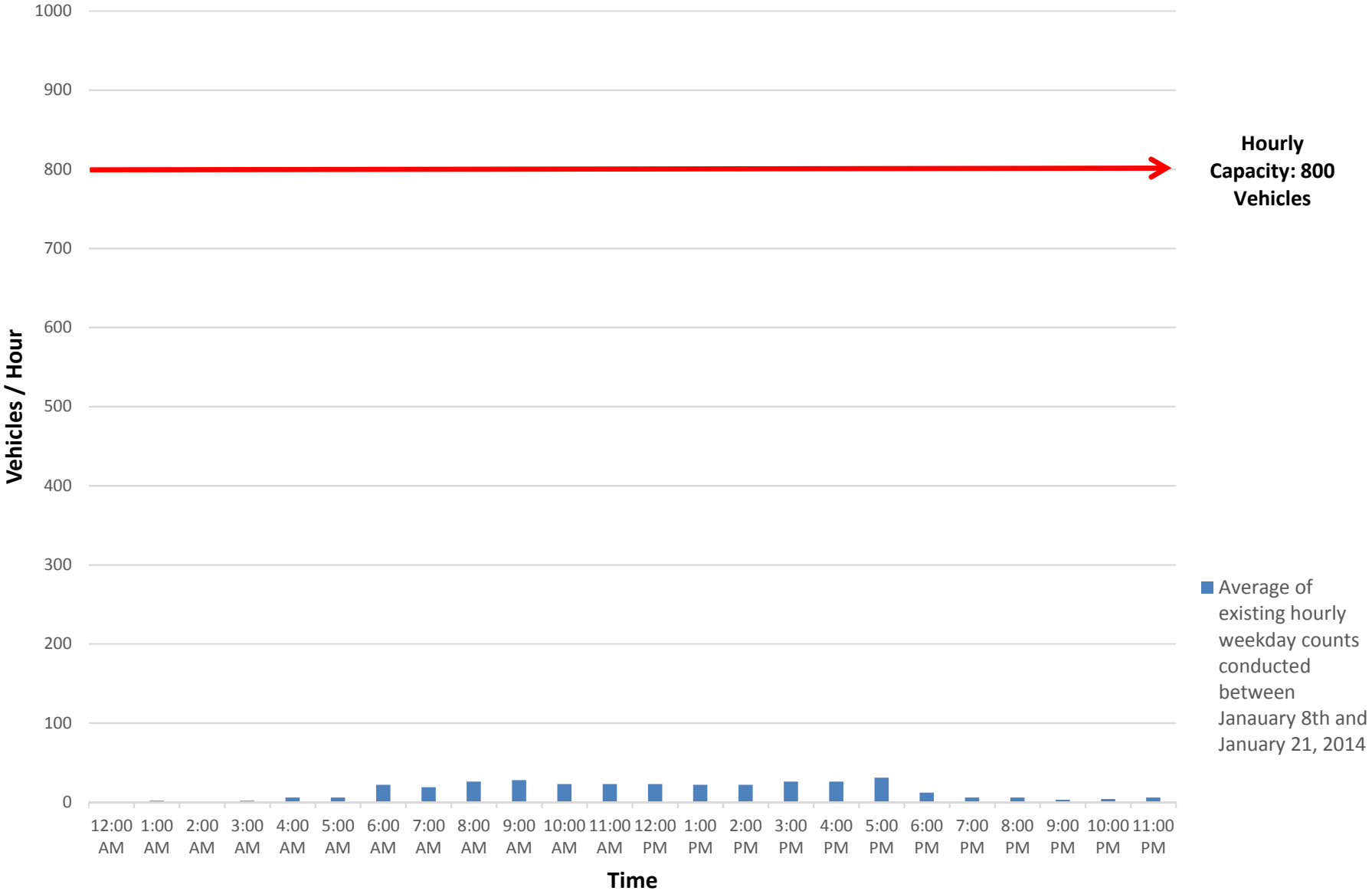


Chart 2
Saturday Traffic on Old Globe Way: West of the Botanical Building

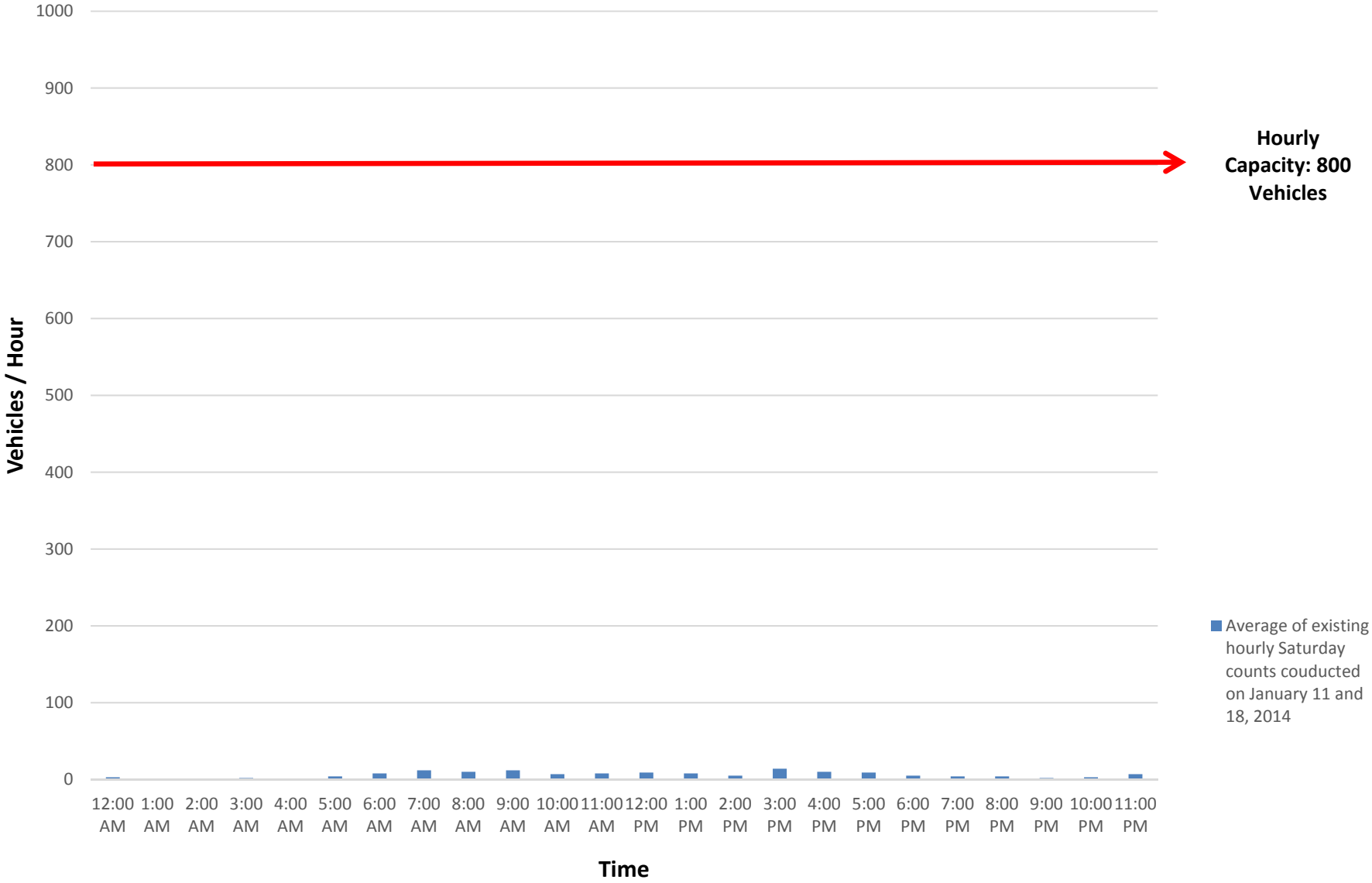


Chart 3
Existing Traffic vs. Zoo Employee Activity (Weekday)

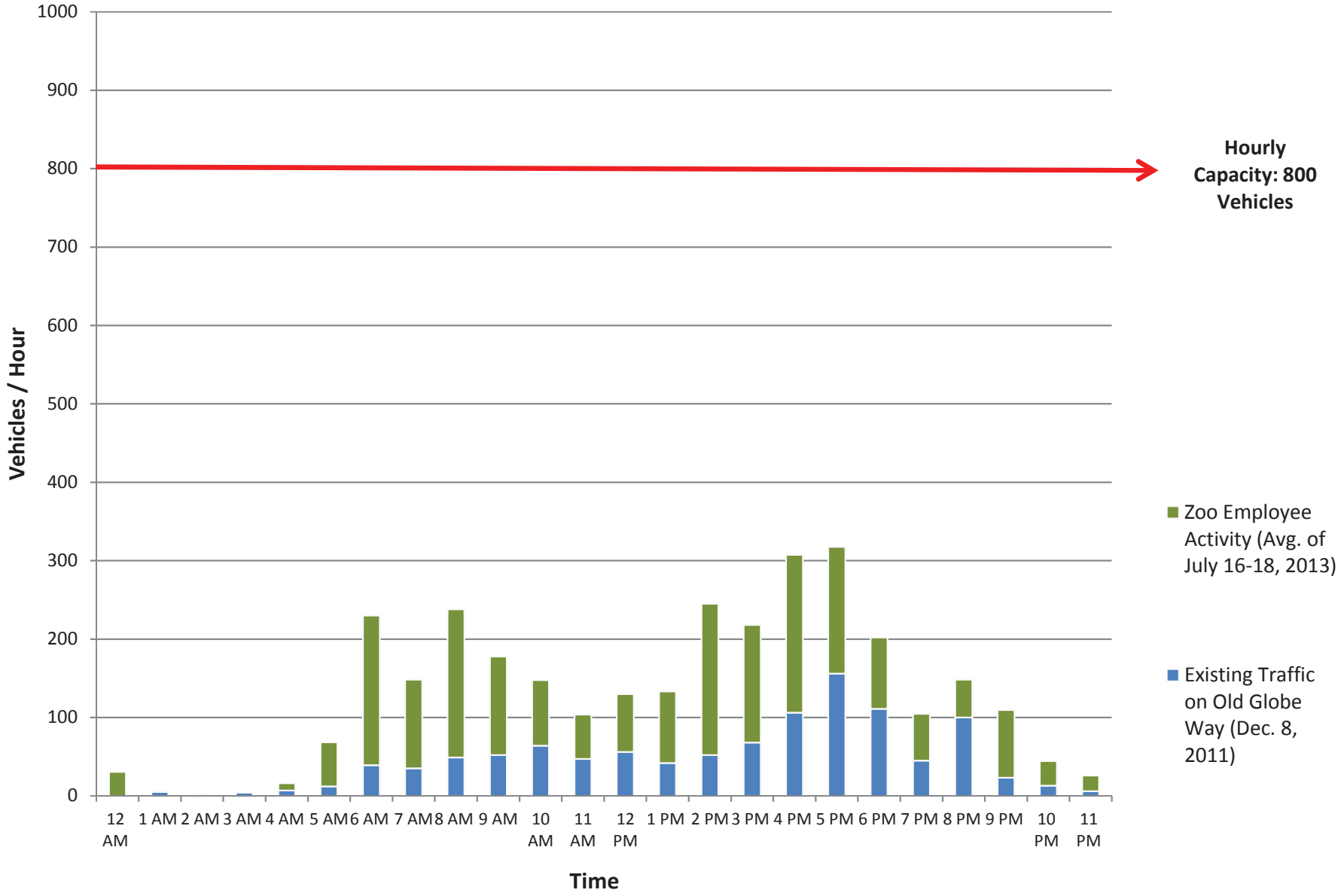
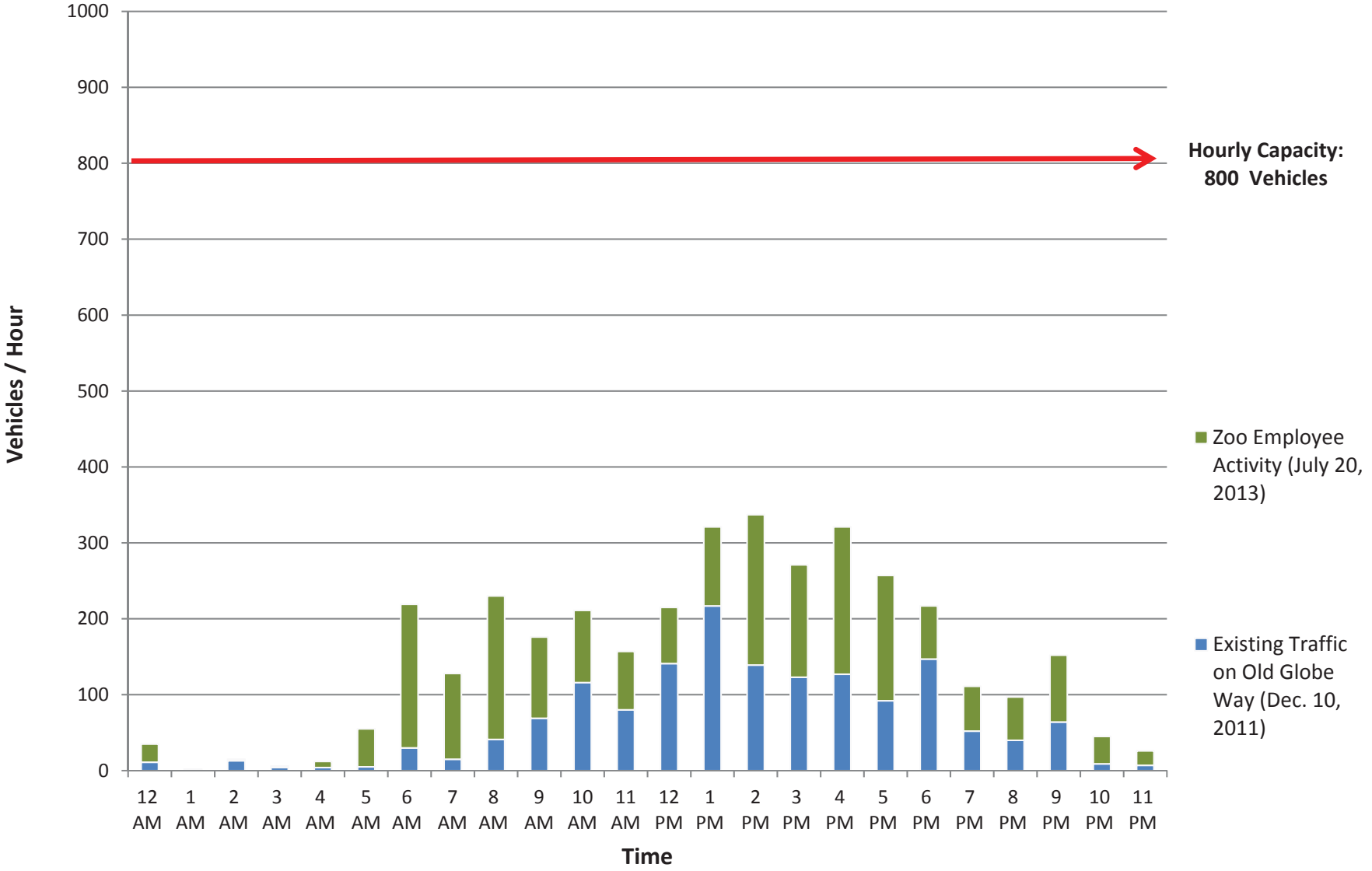


Chart 4
Existing Traffic vs. Zoo Employee Activity (Saturday)



ATTACHMENT A

MANUAL COUNT SHEETS

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7-Day Segment Counts Summary

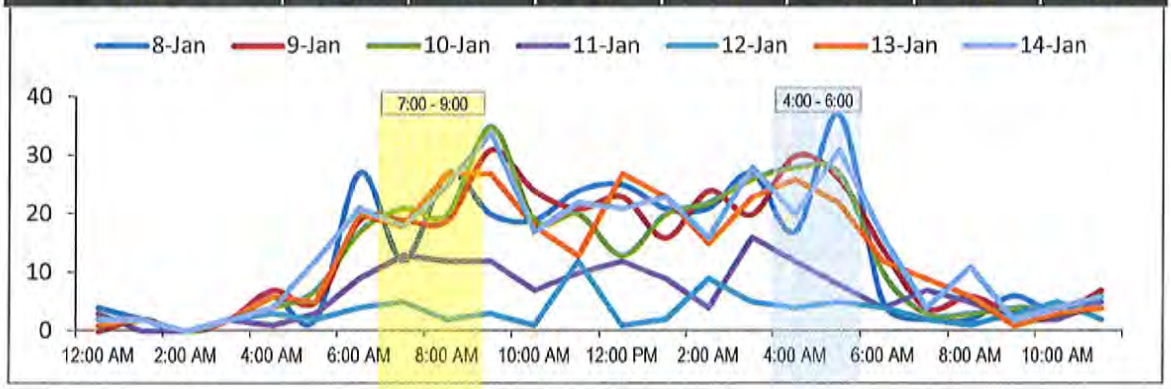
Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location:	Old Globe Way west of the Botanical Building Parking Lot
Orientation:	*East-West*
Day 1	*Wednesday, January 08, 2014*
Day 2	*Thursday, January 09, 2014*
Day 3	*Friday, January 10, 2014*
Day 4	*Saturday, January 11, 2014*
Day 5	*Sunday, January 12, 2014*
Day 6	*Monday, January 13, 2014*
Day 7	*Tuesday, January 14, 2014*
AVC Proj. No:	*14-0140*

Average Daily Traffic	***263***
Highest Daily Traffic	***341***

Time	Hourly Volume						
	8-Jan	9-Jan	10-Jan	11-Jan	12-Jan	13-Jan	14-Jan
12:00 AM - 1:00 AM	4	0	1	3	1	1	2
1:00 AM - 2:00 AM	2	2	2	0	2	2	2
2:00 AM - 3:00 AM	0	0	0	0	0	0	0
3:00 AM - 4:00 AM	2	2	2	2	2	2	2
4:00 AM - 5:00 AM	6	7	4	1	3	6	4
5:00 AM - 6:00 AM	2	5	7	3	2	5	12
6:00 AM - 7:00 AM	27	19	17	9	4	20	21
7:00 AM - 8:00 AM	12	19	21	13	5	18	18
8:00 AM - 9:00 AM	27	19	20	12	2	27	25
9:00 AM - 10:00 AM	20	31	35	12	3	27	34
10:00 AM - 11:00 AM	19	24	19	7	1	18	17
11:00 AM - 12:00 PM	24	21	20	10	12	13	22
12:00 PM - 1:00 PM	25	23	13	12	1	27	21
1:00 PM - 2:00 PM	21	16	20	9	2	23	23
2:00 PM - 3:00 PM	21	24	22	4	9	15	16
3:00 PM - 4:00 PM	27	20	26	16	5	23	28
4:00 PM - 5:00 PM	17	30	28	12	4	26	20
5:00 PM - 6:00 PM	37	26	27	8	5	22	31
6:00 PM - 7:00 PM	5	14	10	4	4	12	16
7:00 PM - 8:00 PM	2	4	3	7	2	9	4
8:00 PM - 9:00 PM	2	6	3	5	1	6	11
9:00 PM - 10:00 PM	6	3	4	2	3	1	2
10:00 PM - 11:00 PM	3	3	4	2	5	3	4
11:00 PM - 12:00 AM	6	7	4	5	2	4	6
Total	**317**	**325**	**312**	**158**	**80**	**310**	**341**



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7-Day Segment Counts Summary

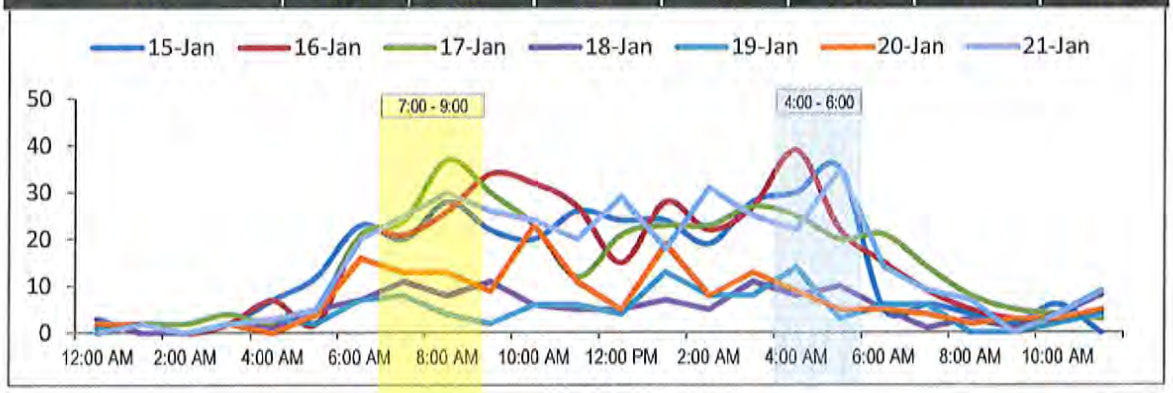
Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location:	Old Globe Way west of the Botanical Building Parking Lot
Orientation:	*East-West*
Day 1	*Wednesday, January 15, 2014*
Day 2	*Thursday, January 16, 2014*
Day 3	*Friday, January 17, 2014*
Day 4	*Saturday, January 18, 2014*
Day 5	*Sunday, January 19, 2014*
Day 6	*Monday, January 20, 2014*
Day 7	*Tuesday, January 21, 2014*
AVC Proj. No:	*14-0140*

Average Daily Traffic	***263***
Highest Daily Traffic	***367***

Time	Hourly Volume						
	15-Jan	16-Jan	17-Jan	18-Jan	19-Jan	20-Jan	21-Jan
12:00 AM - 1:00 AM	0	0	1	3	1	2	0
1:00 AM - 2:00 AM	2	2	2	0	2	2	2
2:00 AM - 3:00 AM	0	0	2	0	0	0	0
3:00 AM - 4:00 AM	2	2	4	2	2	2	2
4:00 AM - 5:00 AM	7	7	2	1	3	0	3
5:00 AM - 6:00 AM	12	2	5	5	2	4	5
6:00 AM - 7:00 AM	23	21	21	7	7	16	20
7:00 AM - 8:00 AM	20	21	24	11	8	13	25
8:00 AM - 9:00 AM	28	26	37	8	4	13	30
9:00 AM - 10:00 AM	22	34	30	11	2	9	26
10:00 AM - 11:00 AM	20	32	23	6	6	23	24
11:00 AM - 12:00 PM	26	27	12	5	6	11	20
12:00 PM - 1:00 PM	24	15	21	5	4	5	29
1:00 PM - 2:00 PM	24	28	23	7	13	19	18
2:00 PM - 3:00 PM	19	22	23	5	8	8	31
3:00 PM - 4:00 PM	28	27	27	11	8	13	25
4:00 PM - 5:00 PM	30	39	25	8	14	9	22
5:00 PM - 6:00 PM	35	22	20	10	3	5	35
6:00 PM - 7:00 PM	5	15	21	5	6	5	14
7:00 PM - 8:00 PM	6	9	14	1	6	4	9
8:00 PM - 9:00 PM	4	5	8	3	0	2	7
9:00 PM - 10:00 PM	2	3	5	1	0	3	0
10:00 PM - 11:00 PM	6	3	4	4	2	3	4
11:00 PM - 12:00 AM	0	5	3	8	4	5	9
Total	**345**	**367**	**357**	**127**	**111**	**176**	**360**



weekday

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

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Start Date : 12/8/2011
Page No : 1

Groups Printed- Vehicles

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07:15	0	10	4	0	0	0	0	0	0	5	0	0	0	0	0	0	19
07:30	0	3	3	0	0	0	0	0	0	2	0	0	0	0	0	0	8
07:45	0	3	10	0	0	0	0	0	0	1	0	0	4	0	0	0	18
Total	0	17	23	0	0	0	0	0	0	8	0	0	10	0	0	0	58
08:00	0	5	7	0	0	0	0	0	0	1	0	0	7	0	0	0	20
08:15	0	5	10	0	0	0	0	0	0	1	0	0	1	0	0	0	17
08:30	0	6	5	0	0	0	0	0	0	5	0	0	4	0	0	0	20
08:45	0	8	5	0	0	0	0	0	1	6	0	0	3	0	0	0	23
Total	0	24	27	0	0	0	0	0	1	13	0	0	15	0	0	0	80
*** BREAK ***																	
16:00	0	21	14	0	0	0	0	0	4	22	0	0	15	0	2	0	78
16:15	0	4	7	0	0	0	0	0	0	9	0	0	10	0	2	0	32
16:30	0	12	5	0	0	0	0	0	1	10	0	0	9	0	0	0	37
16:45	0	14	9	0	0	0	0	0	2	11	0	0	18	0	1	0	55
Total	0	51	35	0	0	0	0	0	7	52	0	0	52	0	5	0	202
17:00	0	21	18	0	0	0	0	0	0	23	0	0	23	0	4	0	89
17:15	0	20	11	0	0	0	0	0	0	16	0	0	7	0	2	0	56
17:30	0	20	18	0	0	0	0	0	2	18	0	0	14	0	3	0	75
17:45	0	25	20	0	0	0	0	0	5	22	0	0	24	0	2	0	98
Total	0	86	67	0	0	0	0	0	7	79	0	0	68	0	11	0	318
Grand Total	0	178	152	0	0	0	0	0	15	152	0	0	145	0	16	0	658
Apprch %	0	53.9	46.1	0	0	0	0	0	9	91	0	0	90.1	0	9.9	0	
Total %	0	27.1	23.1	0	0	0	0	0	2.3	23.1	0	0	22	0	2.4	0	

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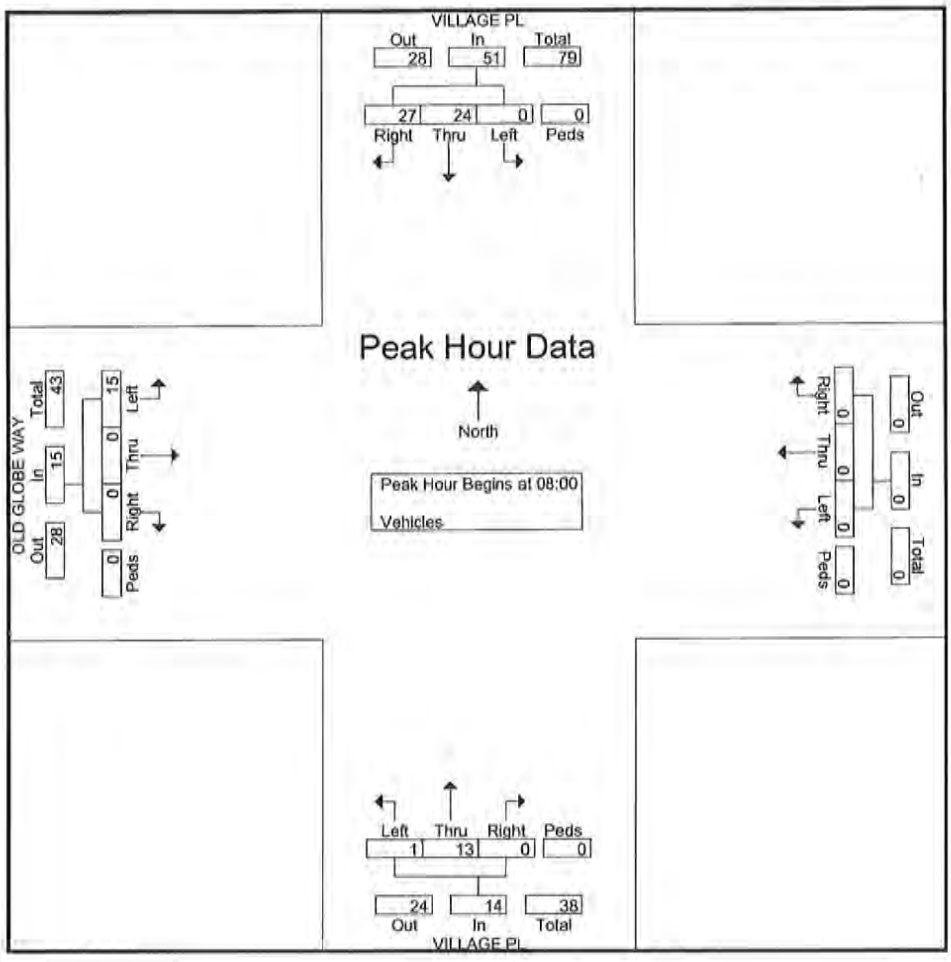
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	5	7	0	12	0	0	0	0	0	0	1	0	0	1	7	0	0	0	7	20
08:15	0	5	10	0	15	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	17
08:30	0	6	5	0	11	0	0	0	0	0	0	5	0	0	5	4	0	0	0	4	20
08:45	0	8	5	0	13	0	0	0	0	0	1	6	0	0	7	3	0	0	0	3	23
Total Volume	0	24	27	0	51	0	0	0	0	0	1	13	0	0	14	15	0	0	0	15	80
% App. Total	0	47.1	52.9	0		0	0	0	0		7.1	92.9	0	0		100	0	0	0		
PHF	.000	.750	.675	.000	.850	.000	.000	.000	.000	.000	.250	.542	.000	.000	.500	.536	.000	.000	.000	.536	.870



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San Diego, CA 92120

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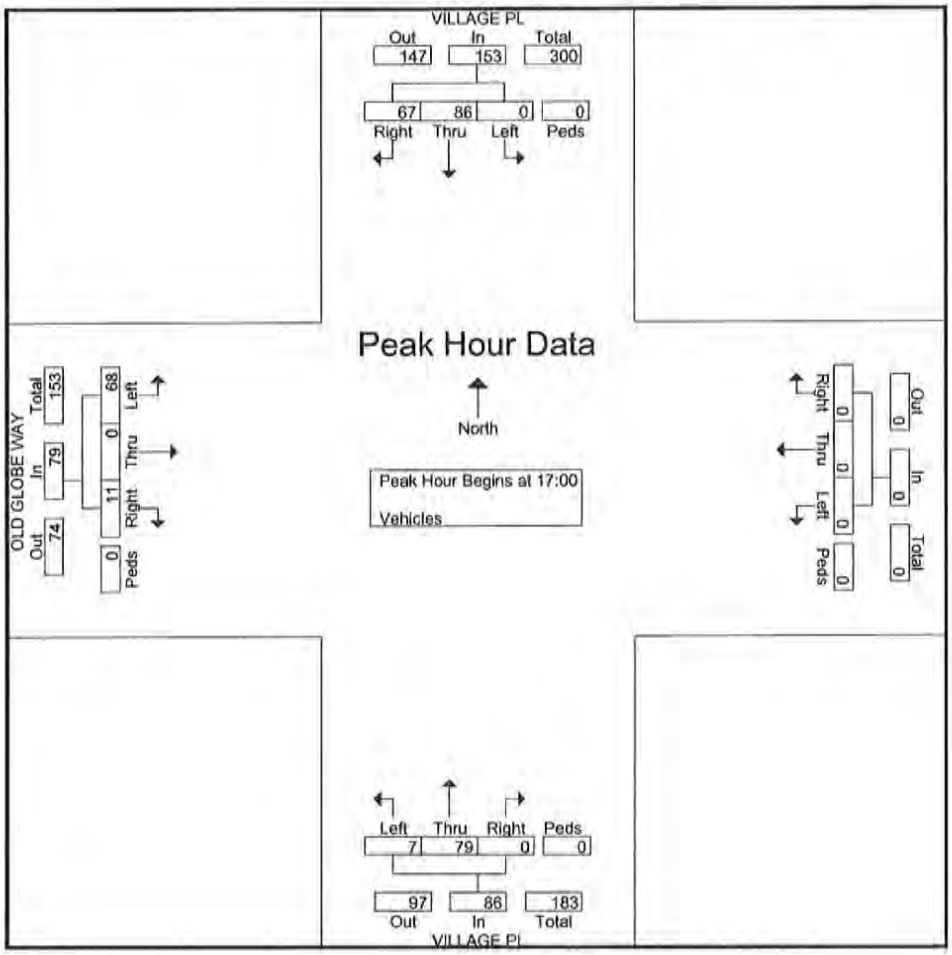
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	21	18	0	39	0	0	0	0	0	0	23	0	0	23	23	0	4	0	27	89
17:15	0	20	11	0	31	0	0	0	0	0	0	16	0	0	16	7	0	2	0	9	56
17:30	0	20	18	0	38	0	0	0	0	0	2	18	0	0	20	14	0	3	0	17	75
17:45	0	25	20	0	45	0	0	0	0	0	5	22	0	0	27	24	0	2	0	26	98
Total Volume	0	86	67	0	153	0	0	0	0	0	7	79	0	0	86	68	0	11	0	79	318
% App. Total	0	56.2	43.8	0		0	0	0	0		8.1	91.9	0	0		86.1	0	13.9	0		
PHF	.000	.860	.838	.000	.850	.000	.000	.000	.000	.000	.350	.859	.000	.000	.796	.708	.000	.688	.000	.731	.811



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Page No : 1

Groups Printed- Vehicles

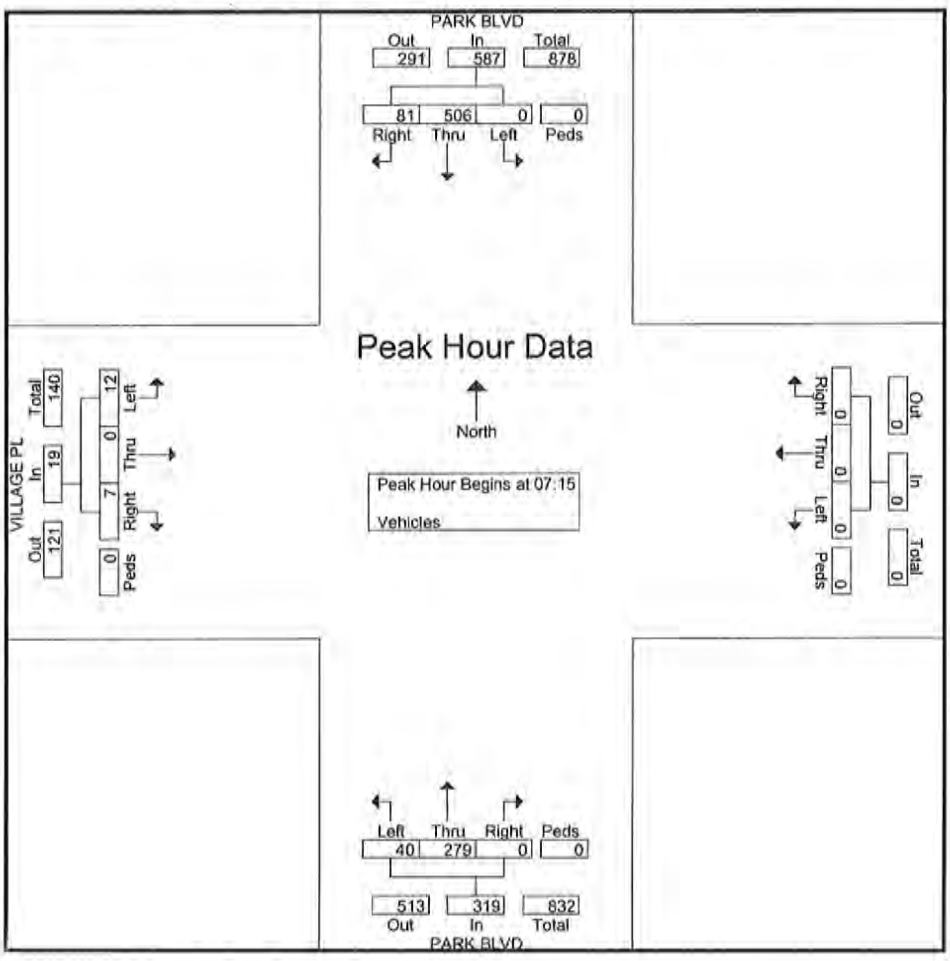
	PARK BLVD Southbound				Westbound				PARK BLVD Northbound				VILLAGE PL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	154	16	0	0	0	0	0	5	58	0	0	3	0	3	0	239
07:15	0	219	18	0	0	0	0	0	6	100	0	0	3	0	3	0	349
07:30	0	85	17	0	0	0	0	0	10	66	0	0	4	0	0	0	182
07:45	0	77	20	0	0	0	0	0	9	33	0	0	1	0	2	0	142
Total	0	535	71	0	0	0	0	0	30	257	0	0	11	0	8	0	912
08:00	0	125	26	0	0	0	0	0	15	80	0	0	4	0	2	0	252
08:15	0	90	20	0	0	0	0	0	9	48	0	0	2	0	1	0	170
08:30	0	104	24	0	0	0	0	0	17	57	0	0	2	0	4	0	208
08:45	0	100	22	0	0	0	0	0	10	62	0	0	0	0	4	0	198
Total	0	419	92	0	0	0	0	0	51	247	0	0	8	0	11	0	828
*** BREAK ***																	
16:00	0	112	30	0	0	0	0	0	17	118	0	0	28	0	49	0	354
16:15	0	110	14	0	0	0	0	0	11	123	0	0	26	0	15	0	299
16:30	0	121	20	0	0	0	0	0	10	154	0	0	23	0	30	0	358
16:45	0	100	28	0	0	0	0	0	29	140	0	0	34	0	29	0	360
Total	0	443	92	0	0	0	0	0	67	535	0	0	111	0	123	0	1371
17:00	0	125	40	0	0	0	0	0	33	186	0	0	32	0	31	0	447
17:15	0	89	46	0	0	0	0	0	28	191	0	0	15	0	21	0	390
17:30	0	103	35	0	0	0	0	0	47	140	0	0	19	0	21	0	365
17:45	0	59	40	0	0	0	0	0	41	122	0	0	26	0	22	0	310
Total	0	376	161	0	0	0	0	0	149	639	0	0	92	0	95	0	1512
Grand Total	0	1773	416	0	0	0	0	0	297	1678	0	0	222	0	237	0	4623
Apprch %	0	81	19	0	0	0	0	0	15	85	0	0	48.4	0	51.6	0	
Total %	0	38.4	9	0	0	0	0	0	6.4	36.3	0	0	4.8	0	5.1	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 08
Site Code : 00000000
Start Date : 12/8/2011
Page No : 2

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	219	18	0	237	0	0	0	0	0	6	100	0	0	106	3	0	3	0	6	349
07:30	0	85	17	0	102	0	0	0	0	0	10	66	0	0	76	4	0	0	0	4	182
07:45	0	77	20	0	97	0	0	0	0	0	9	33	0	0	42	1	0	2	0	3	142
08:00	0	125	26	0	151	0	0	0	0	0	15	80	0	0	95	4	0	2	0	6	252
Total Volume	0	506	81	0	587	0	0	0	0	0	40	279	0	0	319	12	0	7	0	19	925
% App. Total	0	86.2	13.8	0		0	0	0	0		12.5	87.5	0	0		63.2	0	36.8	0		
PHF	.000	.578	.779	.000	.619	.000	.000	.000	.000	.000	.667	.698	.000	.000	.752	.750	.000	.583	.000	.792	.663

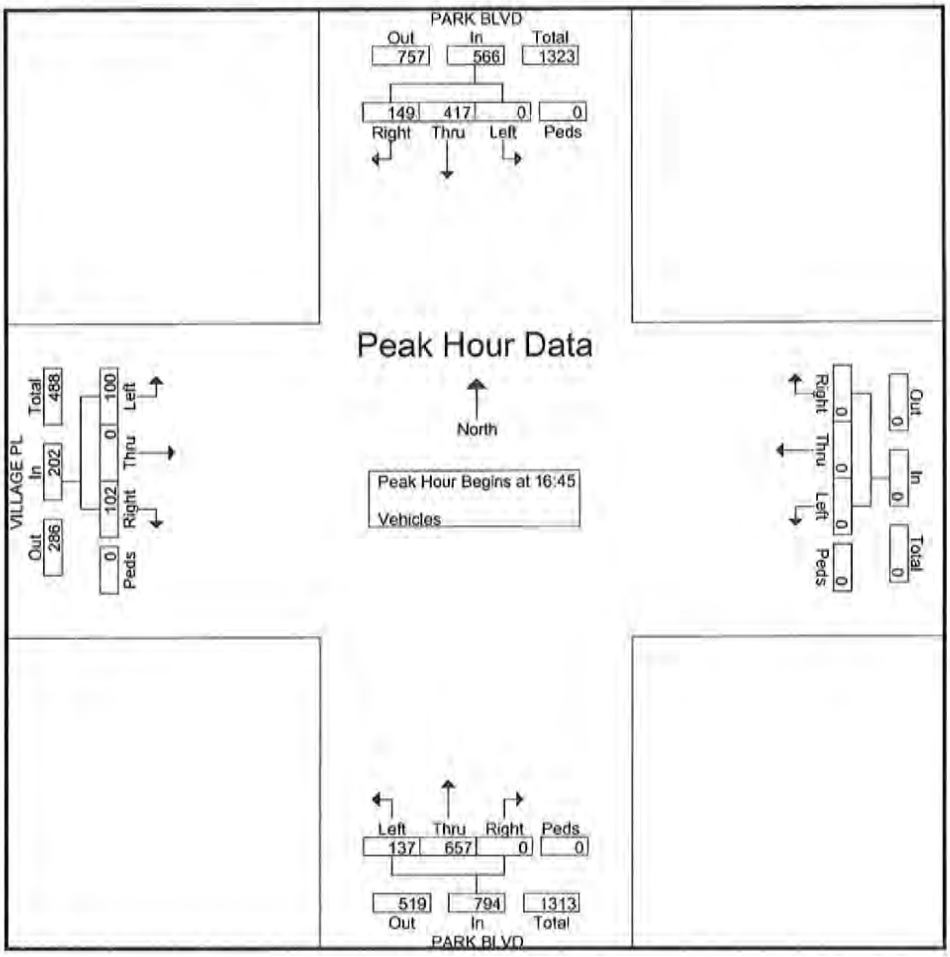


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 08
Site Code : 00000000
Start Date : 12/8/2011
Page No : 3

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	100	28	0	128	0	0	0	0	0	29	140	0	0	169	34	0	29	0	63	360
17:00	0	125	40	0	165	0	0	0	0	0	33	186	0	0	219	32	0	31	0	63	447
17:15	0	89	46	0	135	0	0	0	0	0	28	191	0	0	219	15	0	21	0	36	390
17:30	0	103	35	0	138	0	0	0	0	0	47	140	0	0	187	19	0	21	0	40	365
Total Volume	0	417	149	0	566	0	0	0	0	0	137	657	0	0	794	100	0	102	0	202	1562
% App. Total	0	73.7	26.3	0		0	0	0	0		17.3	82.7	0	0		49.5	0	50.5	0		
PHF	.000	.834	.810	.000	.858	.000	.000	.000	.000	.000	.729	.860	.000	.000	.906	.735	.000	.823	.000	.802	.874



True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 1

Groups Printed- Vehicles

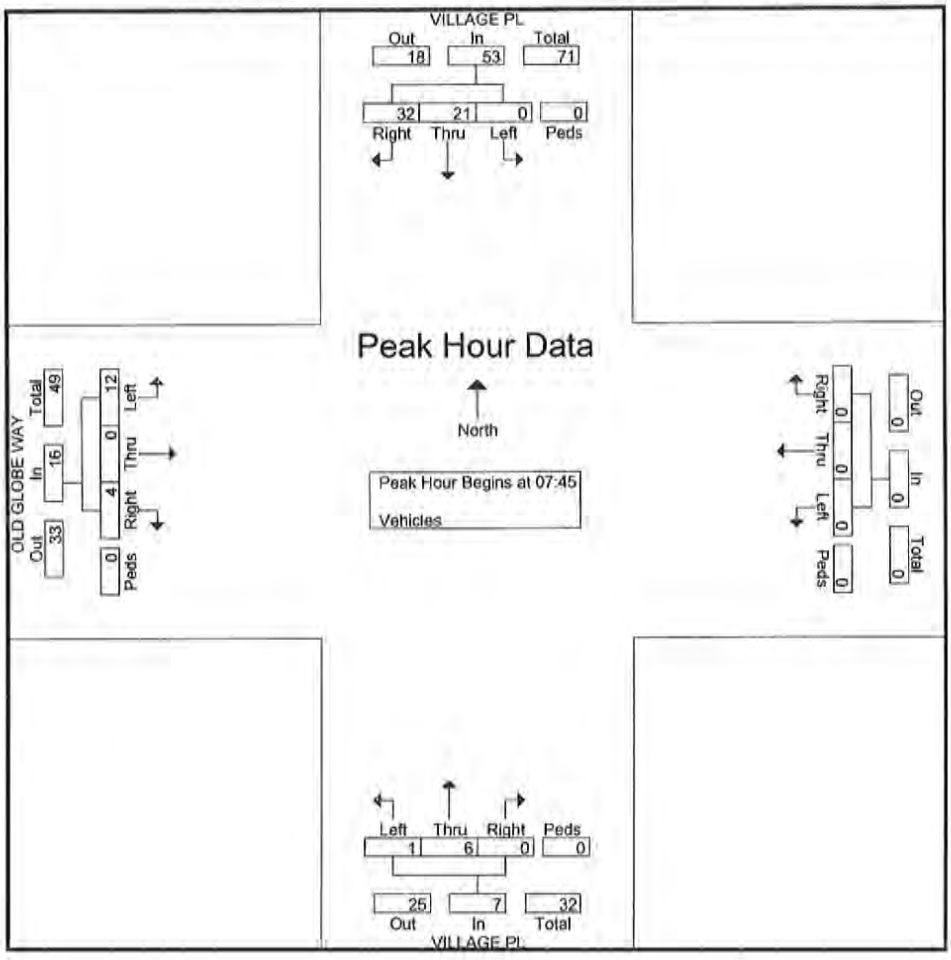
	VILLAGE PL Southbound				Westbound				VILLAGE PL Northbound				OLD GLOBE WAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	1	8	0	0	0	0	0	0	2	0	0	3	0	1	0	15
07:15	0	6	5	0	0	0	0	0	1	0	0	0	0	0	0	0	12
07:30	0	2	4	0	0	0	0	0	0	2	0	0	3	0	0	0	11
07:45	0	8	7	0	0	0	0	0	1	1	0	0	2	0	2	0	21
Total	0	17	24	0	0	0	0	0	2	5	0	0	8	0	3	0	59
08:00	0	4	5	0	0	0	0	0	0	1	0	0	2	0	0	0	12
08:15	0	3	14	0	0	0	0	0	0	1	0	0	3	0	2	0	23
08:30	0	6	6	0	0	0	0	0	0	3	0	0	5	0	0	0	20
08:45	0	2	6	0	0	0	0	0	0	3	0	0	2	0	0	0	13
Total	0	15	31	0	0	0	0	0	0	8	0	0	12	0	2	0	68
*** BREAK ***																	
16:00	0	8	4	0	0	0	0	0	1	15	0	0	11	0	0	0	39
16:15	0	3	4	0	0	0	0	0	0	6	0	0	5	0	0	0	18
16:30	0	6	6	0	0	0	0	0	0	6	0	0	9	0	1	0	28
16:45	0	11	4	0	0	0	0	0	2	7	0	0	9	0	1	0	34
Total	0	28	18	0	0	0	0	0	3	34	0	0	34	0	2	0	119
17:00	0	8	1	0	0	0	0	0	0	5	0	0	11	0	0	0	25
17:15	0	16	8	0	0	0	0	0	1	11	0	0	4	0	0	0	40
17:30	0	9	2	0	0	0	0	0	1	12	0	0	8	0	0	0	32
17:45	0	14	13	0	0	0	0	0	1	7	0	0	5	0	0	0	40
Total	0	47	24	0	0	0	0	0	3	35	0	0	28	0	0	0	137
Grand Total	0	107	97	0	0	0	0	0	8	82	0	0	82	0	7	0	383
Apprch %	0	52.5	47.5	0	0	0	0	0	8.9	91.1	0	0	92.1	0	7.9	0	
Total %	0	27.9	25.3	0	0	0	0	0	2.1	21.4	0	0	21.4	0	1.8	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 2

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	8	7	0	15	0	0	0	0	0	1	1	0	0	2	2	0	2	0	4	21
08:00	0	4	5	0	9	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	12
08:15	0	3	14	0	17	0	0	0	0	0	0	1	0	0	1	3	0	2	0	5	23
08:30	0	6	6	0	12	0	0	0	0	0	0	3	0	0	3	5	0	0	0	5	20
Total Volume	0	21	32	0	53	0	0	0	0	0	1	6	0	0	7	12	0	4	0	16	76
% App. Total	0	39.6	60.4	0		0	0	0	0		14.3	85.7	0	0		75	0	25	0		
PHF	.000	.656	.571	.000	.779	.000	.000	.000	.000	.000	.250	.500	.000	.000	.583	.600	.000	.500	.000	.800	.826

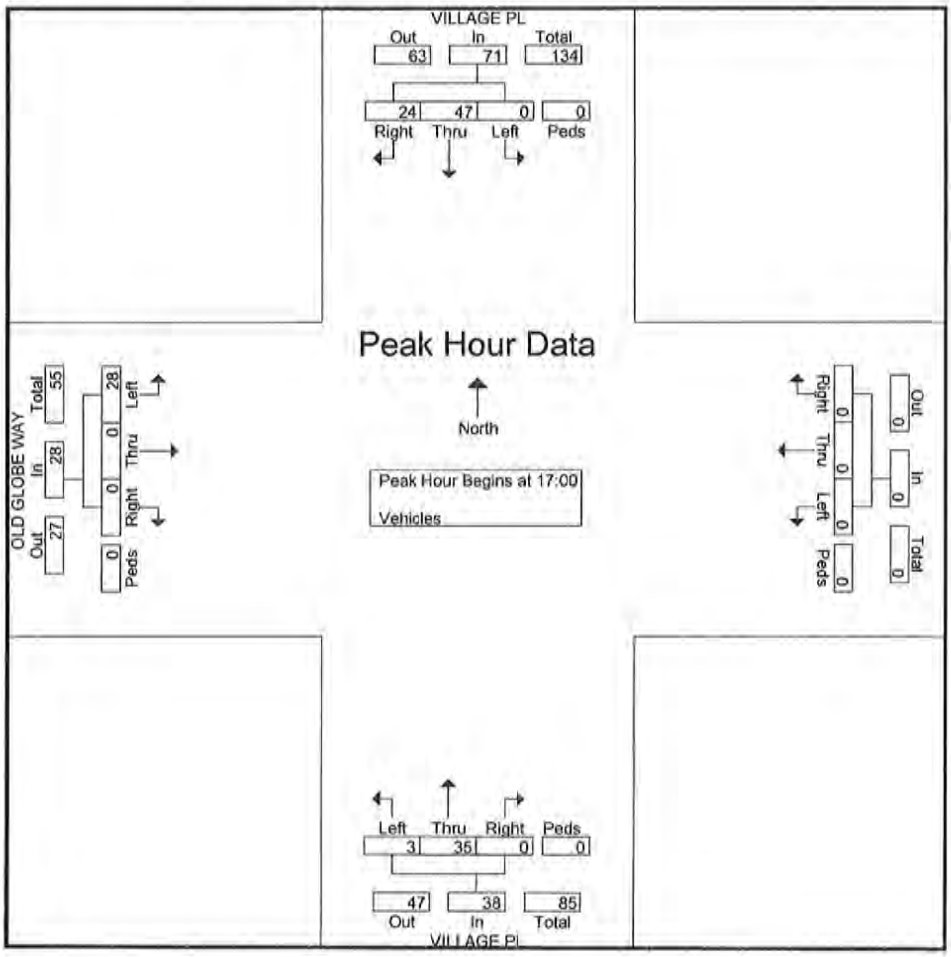


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 3

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	8	1	0	9	0	0	0	0	0	0	5	0	0	5	11	0	0	0	11	25
17:15	0	16	8	0	24	0	0	0	0	0	1	11	0	0	12	4	0	0	0	4	40
17:30	0	9	2	0	11	0	0	0	0	0	1	12	0	0	13	8	0	0	0	8	32
17:45	0	14	13	0	27	0	0	0	0	0	1	7	0	0	8	5	0	0	0	5	40
Total Volume	0	47	24	0	71	0	0	0	0	0	3	35	0	0	38	28	0	0	0	28	137
% App. Total	0	66.2	33.8	0		0	0	0	0		7.9	92.1	0	0		100	0	0	0		
PHF	.000	.734	.462	.000	.657	.000	.000	.000	.000	.000	.750	.729	.000	.000	.731	.636	.000	.000	.000	.636	.856



True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 1

Groups Printed- Vehicles

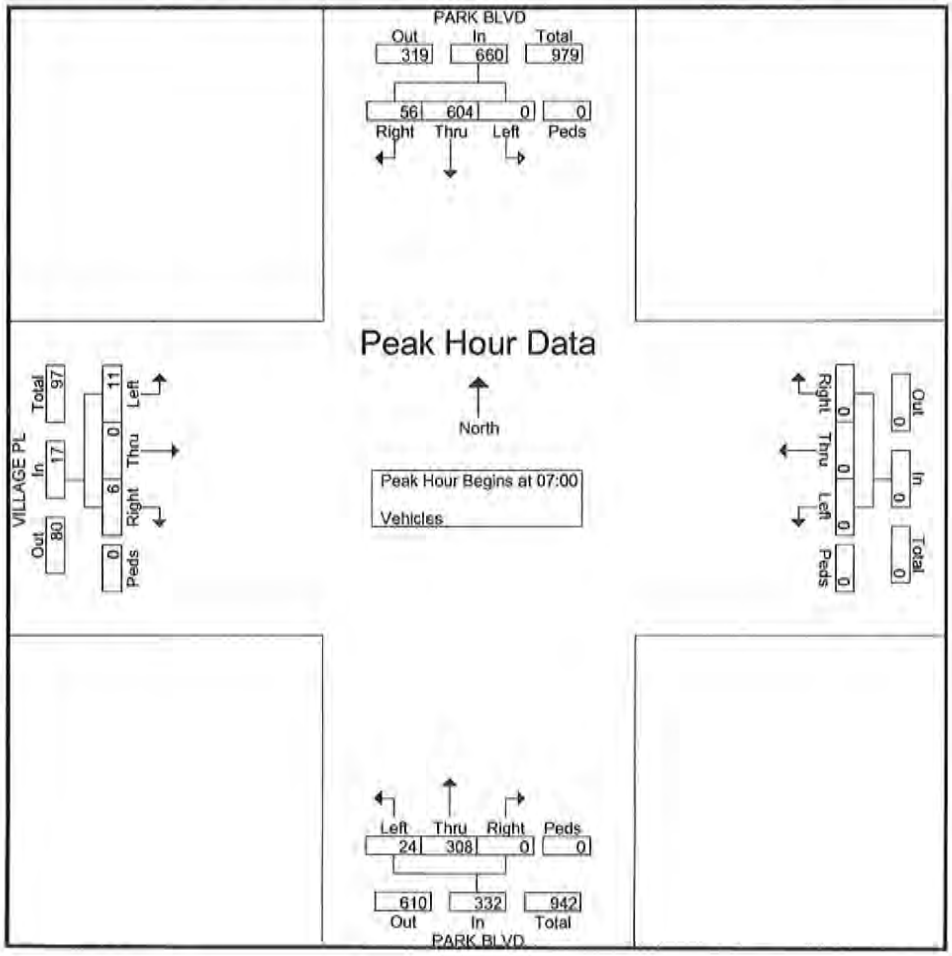
	PARK BLVD Southbound				Westbound				PARK BLVD Northbound				VILLAGE PL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	164	7	0	0	0	0	0	4	86	0	0	6	0	1	0	268
07:15	0	226	12	0	0	0	0	0	4	93	0	0	1	0	1	0	337
07:30	0	122	13	0	0	0	0	0	6	78	0	0	4	0	2	0	225
07:45	0	92	24	0	0	0	0	0	10	51	0	0	0	0	2	0	179
Total	0	604	56	0	0	0	0	0	24	308	0	0	11	0	6	0	1009
08:00	0	107	20	0	0	0	0	0	10	42	0	0	3	0	1	0	183
08:15	0	117	28	0	0	0	0	0	12	61	0	0	0	0	2	0	220
08:30	0	101	21	0	0	0	0	0	9	71	0	0	3	0	8	0	213
08:45	0	91	33	0	0	0	0	0	12	74	0	0	3	0	5	0	218
Total	0	416	102	0	0	0	0	0	43	248	0	0	9	0	16	0	834
*** BREAK ***																	
16:00	0	99	11	0	0	0	0	0	15	162	0	0	34	0	48	0	369
16:15	0	81	16	0	0	0	0	0	6	115	0	0	16	0	24	0	258
16:30	0	88	9	0	0	0	0	0	14	156	0	0	22	0	29	0	318
16:45	0	76	20	0	0	0	0	0	12	164	0	0	30	0	22	0	324
Total	0	344	56	0	0	0	0	0	47	597	0	0	102	0	123	0	1269
17:00	0	96	14	0	0	0	0	0	20	164	0	0	27	0	16	0	337
17:15	0	95	29	0	0	0	0	0	18	157	0	0	18	0	10	0	327
17:30	0	102	20	0	0	0	0	0	14	142	0	0	21	0	14	0	313
17:45	0	102	30	0	0	0	0	0	13	117	0	0	5	0	8	0	275
Total	0	395	93	0	0	0	0	0	65	580	0	0	71	0	48	0	1252
Grand Total	0	1759	307	0	0	0	0	0	179	1733	0	0	193	0	193	0	4364
Apprch %	0	85.1	14.9	0	0	0	0	0	9.4	90.6	0	0	50	0	50	0	
Total %	0	40.3	7	0	0	0	0	0	4.1	39.7	0	0	4.4	0	4.4	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 2

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	164	7	0	171	0	0	0	0	0	4	86	0	0	90	6	0	1	0	7	268
07:15	0	226	12	0	238	0	0	0	0	0	4	93	0	0	97	1	0	1	0	2	337
07:30	0	122	13	0	135	0	0	0	0	0	6	78	0	0	84	4	0	2	0	6	225
07:45	0	92	24	0	116	0	0	0	0	0	10	51	0	0	61	0	0	2	0	2	179
Total Volume	0	604	56	0	660	0	0	0	0	0	24	308	0	0	332	11	0	6	0	17	1009
% App. Total	0	91.5	8.5	0		0	0	0	0		7.2	92.8	0	0		64.7	0	35.3	0		
PHF	.000	.668	.583	.000	.693	.000	.000	.000	.000	.000	.600	.828	.000	.000	.856	.458	.000	.750	.000	.607	.749

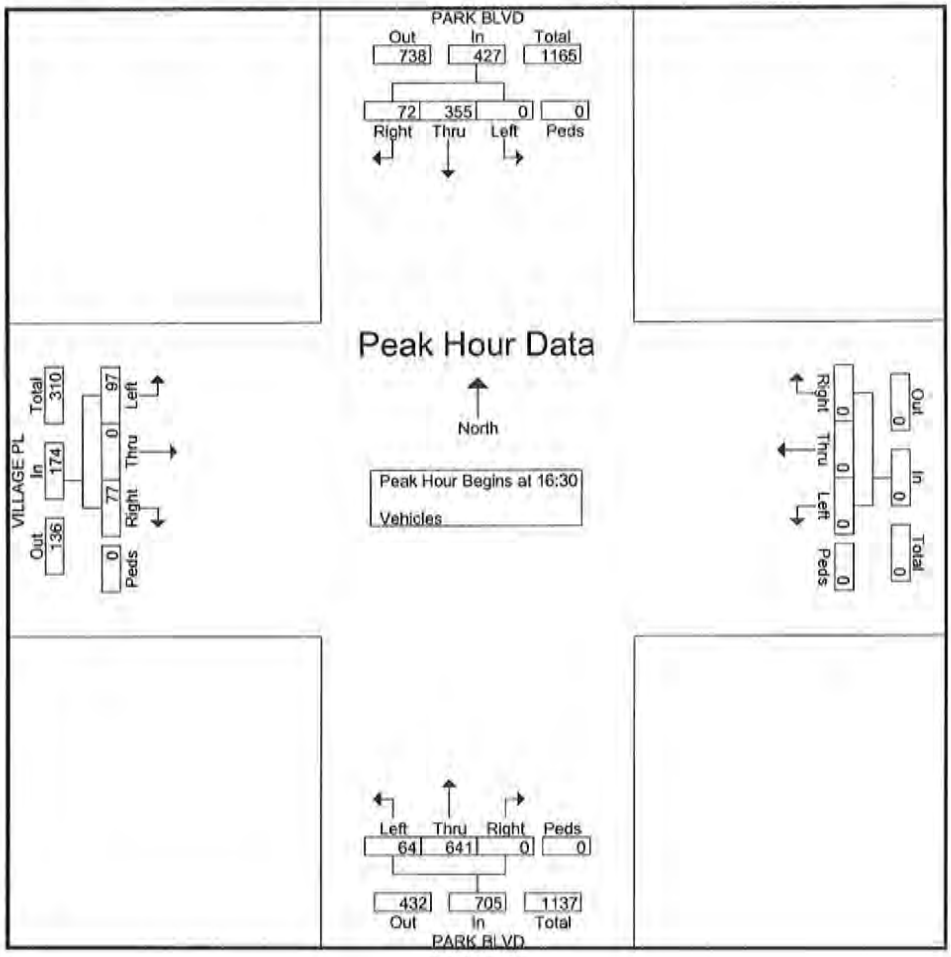


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 15
Site Code : 00000000
Start Date : 12/15/2011
Page No : 3

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	88	9	0	97	0	0	0	0	0	14	156	0	0	170	22	0	29	0	51	318
16:45	0	76	20	0	96	0	0	0	0	0	12	164	0	0	176	30	0	22	0	52	324
17:00	0	96	14	0	110	0	0	0	0	0	20	164	0	0	184	27	0	16	0	43	337
17:15	0	95	29	0	124	0	0	0	0	0	18	157	0	0	175	18	0	10	0	28	327
Total Volume	0	355	72	0	427	0	0	0	0	0	64	641	0	0	705	97	0	77	0	174	1306
% App. Total	0	83.1	16.9	0		0	0	0	0		9.1	90.9	0	0		55.7	0	44.3	0		
PHF	.000	.924	.621	.000	.861	.000	.000	.000	.000	.000	.800	.977	.000	.000	.958	.808	.000	.664	.000	.837	.969



Saturday

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 1

Groups Printed- Vehicles

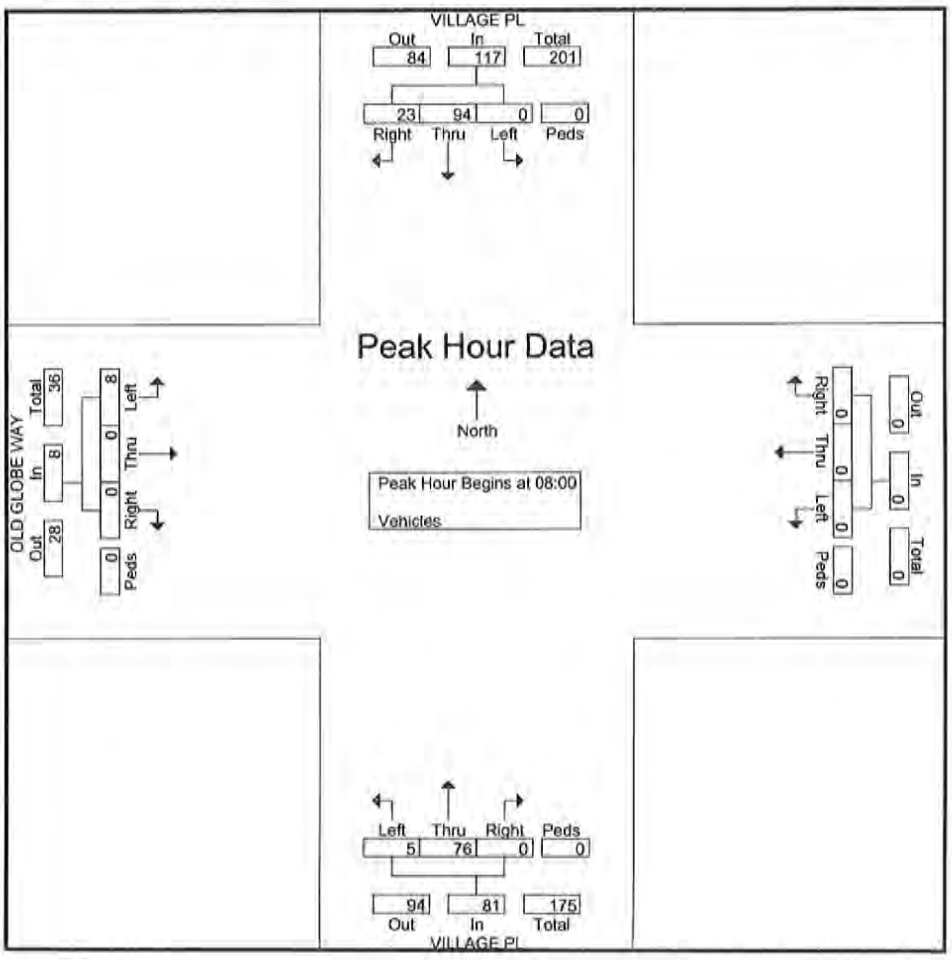
	VILLAGE PL Southbound				Westbound				VILLAGE PL Northbound				OLD GLOBE WAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
07:15	0	8	3	0	0	0	0	0	0	4	0	0	1	0	1	0	17
07:30	0	5	6	0	0	0	0	0	0	2	0	0	1	0	0	0	14
07:45	0	4	3	0	0	0	0	0	0	2	0	0	0	0	0	0	9
Total	0	20	12	0	0	0	0	0	0	9	0	0	2	0	1	0	44
08:00	0	10	3	0	0	0	0	0	0	7	0	0	1	0	0	0	21
08:15	0	45	9	0	0	0	0	0	3	31	0	0	2	0	0	0	90
08:30	0	22	5	0	0	0	0	0	2	28	0	0	2	0	0	0	59
08:45	0	17	6	0	0	0	0	0	0	10	0	0	3	0	0	0	36
Total	0	94	23	0	0	0	0	0	5	76	0	0	8	0	0	0	206
*** BREAK ***																	
16:00	0	21	14	0	0	0	0	0	4	16	0	0	17	0	3	0	75
16:15	0	17	16	0	0	0	0	0	5	21	0	0	33	0	4	0	96
16:30	0	22	11	0	0	0	0	0	1	17	0	0	10	0	2	0	63
16:45	0	26	15	0	0	0	0	0	2	20	0	0	10	0	1	0	74
Total	0	86	56	0	0	0	0	0	12	74	0	0	70	0	10	0	308
17:00	0	27	11	0	0	0	0	0	0	20	0	0	18	0	0	0	76
17:15	0	24	10	0	0	0	0	0	5	26	0	0	11	0	5	0	81
17:30	0	28	13	0	0	0	0	0	2	28	0	0	12	0	1	0	84
17:45	0	18	6	0	0	0	0	0	3	24	0	0	9	0	1	0	61
Total	0	97	40	0	0	0	0	0	10	98	0	0	50	0	7	0	302
Grand Total	0	297	131	0	0	0	0	0	27	257	0	0	130	0	18	0	860
Apprch %	0	69.4	30.6	0	0	0	0	0	9.5	90.5	0	0	87.8	0	12.2	0	
Total %	0	34.5	15.2	0	0	0	0	0	3.1	29.9	0	0	15.1	0	2.1	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 2

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	10	3	0	13	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	21
08:15	0	45	9	0	54	0	0	0	0	0	3	31	0	0	34	2	0	0	0	2	90
08:30	0	22	5	0	27	0	0	0	0	0	2	28	0	0	30	2	0	0	0	2	59
08:45	0	17	6	0	23	0	0	0	0	0	0	10	0	0	10	3	0	0	0	3	36
Total Volume	0	94	23	0	117	0	0	0	0	0	5	76	0	0	81	8	0	0	0	8	206
% App. Total	0	80.3	19.7	0		0	0	0	0		6.2	93.8	0	0		100	0	0	0		
PHF	.000	.522	.639	.000	.542	.000	.000	.000	.000	.000	.417	.613	.000	.000	.596	.667	.000	.000	.000	.667	.572

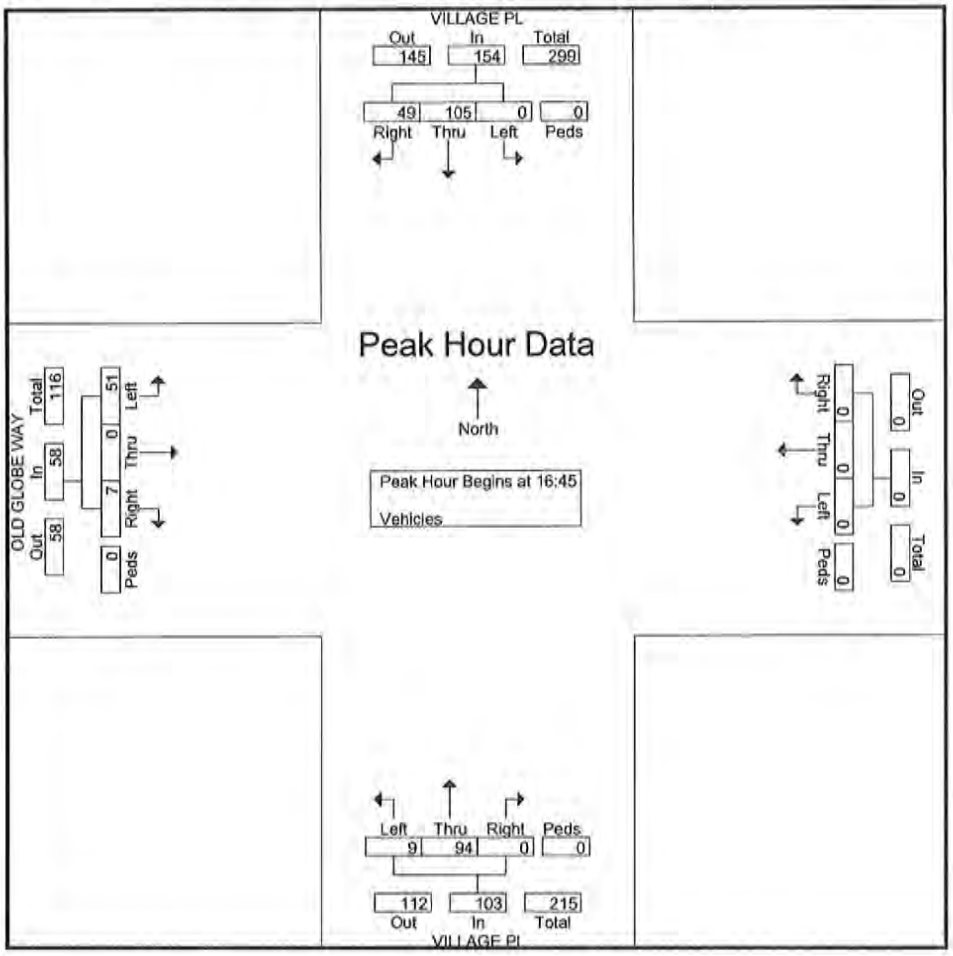


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 3

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	26	15	0	41	0	0	0	0	0	2	20	0	0	22	10	0	1	0	11	74
17:00	0	27	11	0	38	0	0	0	0	0	0	20	0	0	20	18	0	0	0	18	76
17:15	0	24	10	0	34	0	0	0	0	0	5	26	0	0	31	11	0	5	0	16	81
17:30	0	28	13	0	41	0	0	0	0	0	2	28	0	0	30	12	0	1	0	13	84
Total Volume	0	105	49	0	154	0	0	0	0	0	9	94	0	0	103	51	0	7	0	58	315
% App. Total	0	68.2	31.8	0		0	0	0	0		8.7	91.3	0	0		87.9	0	12.1	0		
PHF	.000	.938	.817	.000	.939	.000	.000	.000	.000	.000	.450	.839	.000	.000	.831	.708	.000	.350	.000	.806	.938



True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 1

Groups Printed- Vehicles

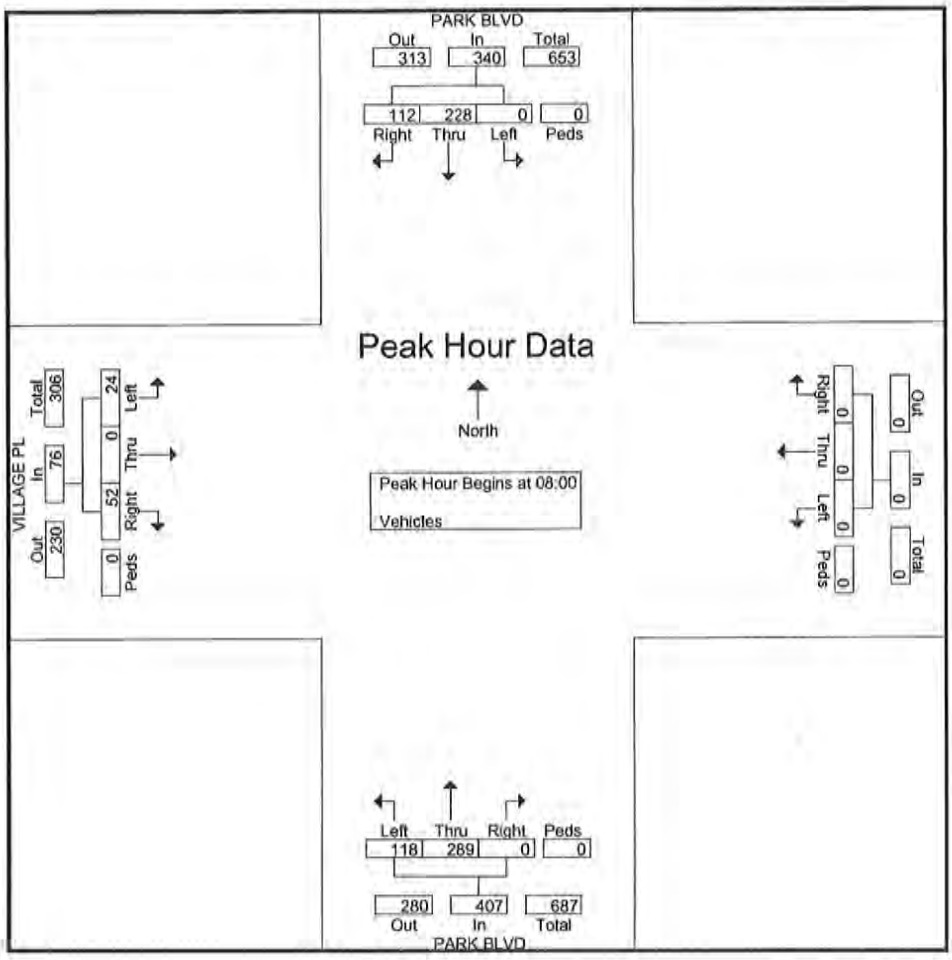
	PARK BLVD Southbound				Westbound				PARK BLVD Northbound				VILLAGE PL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	56	10	0	0	0	0	0	9	32	0	0	4	0	3	0	114
07:15	0	97	14	0	0	0	0	0	5	40	0	0	2	0	2	0	160
07:30	0	76	10	0	0	0	0	0	8	59	0	0	3	0	6	0	162
07:45	0	56	8	0	0	0	0	0	7	100	0	0	2	0	3	0	176
Total	0	285	42	0	0	0	0	0	29	231	0	0	11	0	14	0	612
08:00	0	54	13	0	0	0	0	0	22	64	0	0	6	0	10	0	169
08:15	0	35	37	0	0	0	0	0	54	62	0	0	10	0	24	0	222
08:30	0	60	26	0	0	0	0	0	20	70	0	0	4	0	12	0	192
08:45	0	79	36	0	0	0	0	0	22	93	0	0	4	0	6	0	240
Total	0	228	112	0	0	0	0	0	118	289	0	0	24	0	52	0	823
*** BREAK ***																	
16:00	0	139	40	0	0	0	0	0	30	137	0	0	21	0	34	0	401
16:15	0	164	33	0	0	0	0	0	26	132	0	0	54	0	68	0	477
16:30	0	163	34	0	0	0	0	0	23	125	0	0	24	0	42	0	411
16:45	0	149	32	0	0	0	0	0	39	106	0	0	27	0	39	0	392
Total	0	615	139	0	0	0	0	0	118	500	0	0	126	0	183	0	1681
17:00	0	120	36	0	0	0	0	0	42	90	0	0	24	0	61	0	373
17:15	0	126	34	0	0	0	0	0	28	91	0	0	18	0	57	0	354
17:30	0	114	32	0	0	0	0	0	37	76	0	0	26	0	45	0	330
17:45	0	141	35	0	0	0	0	0	29	89	0	0	16	0	43	0	353
Total	0	501	137	0	0	0	0	0	136	346	0	0	84	0	206	0	1410
Grand Total	0	1629	430	0	0	0	0	0	401	1366	0	0	245	0	455	0	4526
Apprch %	0	79.1	20.9	0	0	0	0	0	22.7	77.3	0	0	35	0	65	0	
Total %	0	36	9.5	0	0	0	0	0	8.9	30.2	0	0	5.4	0	10.1	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 2

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	54	13	0	67	0	0	0	0	0	22	64	0	0	86	6	0	10	0	16	169
08:15	0	35	37	0	72	0	0	0	0	0	54	62	0	0	116	10	0	24	0	34	222
08:30	0	60	26	0	86	0	0	0	0	0	20	70	0	0	90	4	0	12	0	16	192
08:45	0	79	36	0	115	0	0	0	0	0	22	93	0	0	115	4	0	6	0	10	240
Total Volume	0	228	112	0	340	0	0	0	0	0	118	289	0	0	407	24	0	52	0	76	823
% App. Total	0	67.1	32.9	0		0	0	0	0		29	71	0	0		31.6	0	68.4	0		
PHF	.000	.722	.757	.000	.739	.000	.000	.000	.000	.000	.546	.777	.000	.000	.877	.600	.000	.542	.000	.559	.857

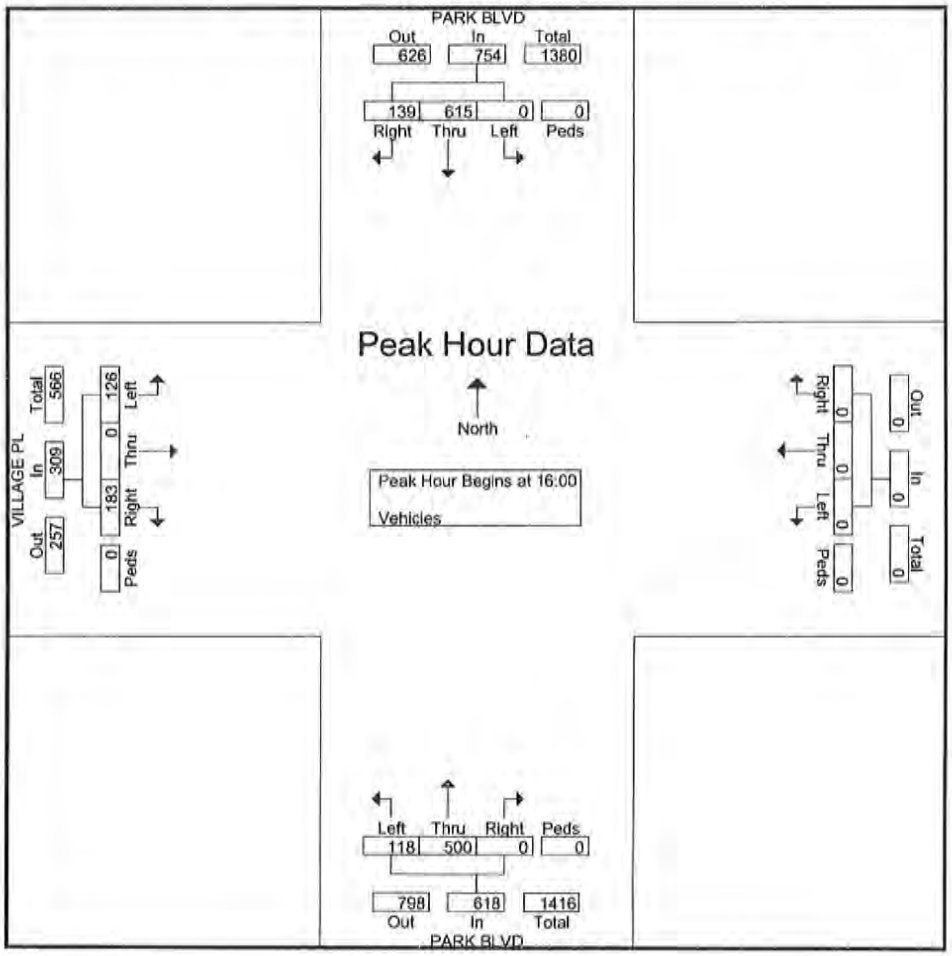


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 10
Site Code : 00000000
Start Date : 12/10/2011
Page No : 3

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	139	40	0	179	0	0	0	0	0	30	137	0	0	167	21	0	34	0	55	401
16:15	0	164	33	0	197	0	0	0	0	0	26	132	0	0	158	54	0	68	0	122	477
16:30	0	163	34	0	197	0	0	0	0	0	23	125	0	0	148	24	0	42	0	66	411
16:45	0	149	32	0	181	0	0	0	0	0	39	106	0	0	145	27	0	39	0	66	392
Total Volume	0	615	139	0	754	0	0	0	0	0	118	500	0	0	618	126	0	183	0	309	1681
% App. Total	0	81.6	18.4	0		0	0	0	0		19.1	80.9	0	0		40.8	0	59.2	0		
PHF	.000	.938	.869	.000	.957	.000	.000	.000	.000	.000	.756	.912	.000	.000	.925	.583	.000	.673	.000	.633	.881



True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 1

Groups Printed- Vehicles

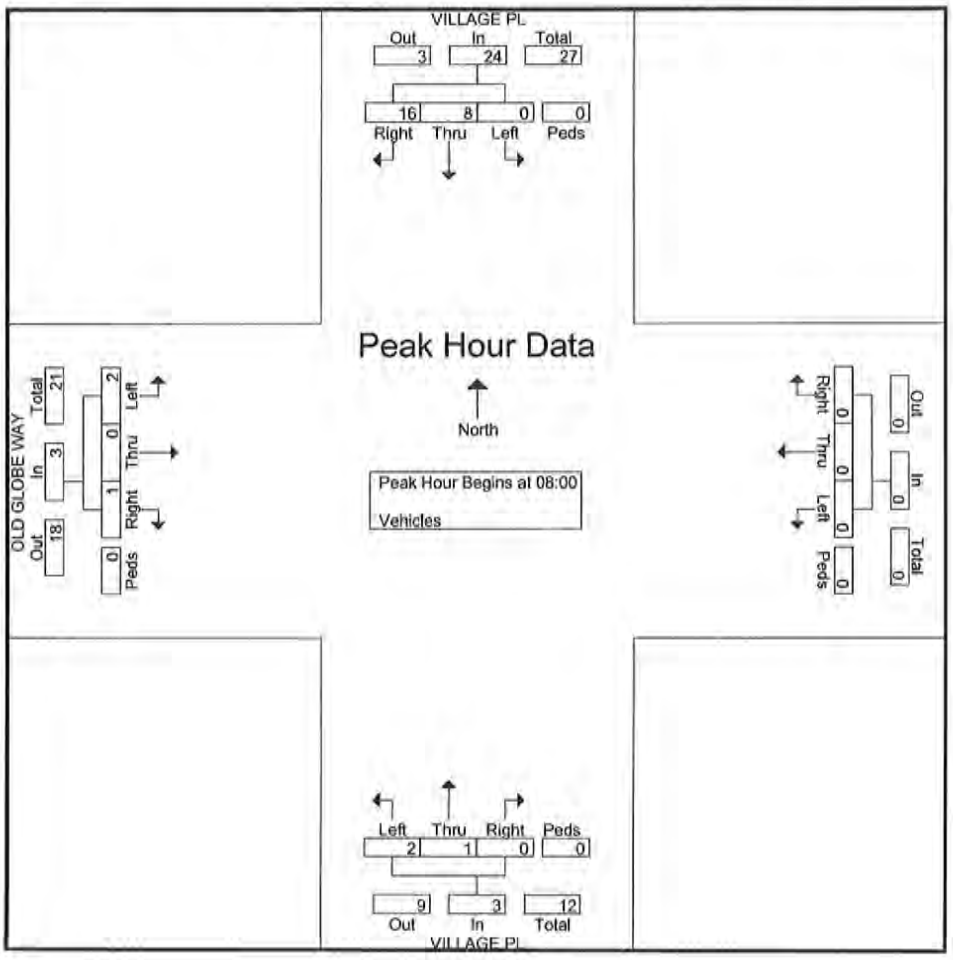
	VILLAGE PL Southbound				Westbound				VILLAGE PL Northbound				OLD GLOBE WAY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	1	3	0	0	0	0	0	0	3	0	0	2	0	0	0	9
07:15	0	1	1	0	0	0	0	0	0	2	0	0	1	0	0	0	5
07:30	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
07:45	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
Total	0	4	6	0	0	0	0	0	1	5	0	0	5	0	0	0	21
08:00	0	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	6
08:15	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:30	0	1	4	0	0	0	0	0	1	1	0	0	1	0	0	0	8
08:45	0	3	3	0	0	0	0	0	1	0	0	0	0	0	1	0	8
Total	0	8	16	0	0	0	0	0	2	1	0	0	2	0	1	0	30
*** BREAK ***																	
16:00	0	11	12	0	0	0	0	0	0	13	0	0	9	0	2	0	47
16:15	0	15	15	0	0	0	0	0	3	23	0	0	13	0	4	0	73
16:30	0	23	10	0	0	0	0	0	2	18	0	0	13	0	4	0	70
16:45	0	9	3	0	0	0	0	0	1	12	0	0	5	0	0	0	30
Total	0	58	40	0	0	0	0	0	6	66	0	0	40	0	10	0	220
17:00	0	13	2	0	0	0	0	0	1	9	0	0	3	0	0	0	28
17:15	0	9	4	0	0	0	0	0	0	6	0	0	5	0	0	0	24
17:30	0	12	3	0	0	0	0	0	2	5	0	0	5	0	2	0	29
17:45	0	13	5	0	0	0	0	0	0	11	0	0	2	0	1	0	32
Total	0	47	14	0	0	0	0	0	3	31	0	0	15	0	3	0	113
Grand Total	0	117	76	0	0	0	0	0	12	103	0	0	62	0	14	0	384
Apprch %	0	60.6	39.4	0	0	0	0	0	10.4	89.6	0	0	81.6	0	18.4	0	
Total %	0	30.5	19.8	0	0	0	0	0	3.1	26.8	0	0	16.1	0	3.6	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 2

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
08:15	0	2	6	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:30	0	1	4	0	5	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	8
08:45	0	3	3	0	6	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	8
Total Volume	0	8	16	0	24	0	0	0	0	0	2	1	0	0	3	2	0	1	0	3	30
% App. Total	0	33.3	66.7	0		0	0	0	0		66.7	33.3	0	0		66.7	0	33.3	0		
PHF	.000	.667	.667	.000	.750	.000	.000	.000	.000	.000	.500	.250	.000	.000	.375	.500	.000	.250	.000	.750	.938

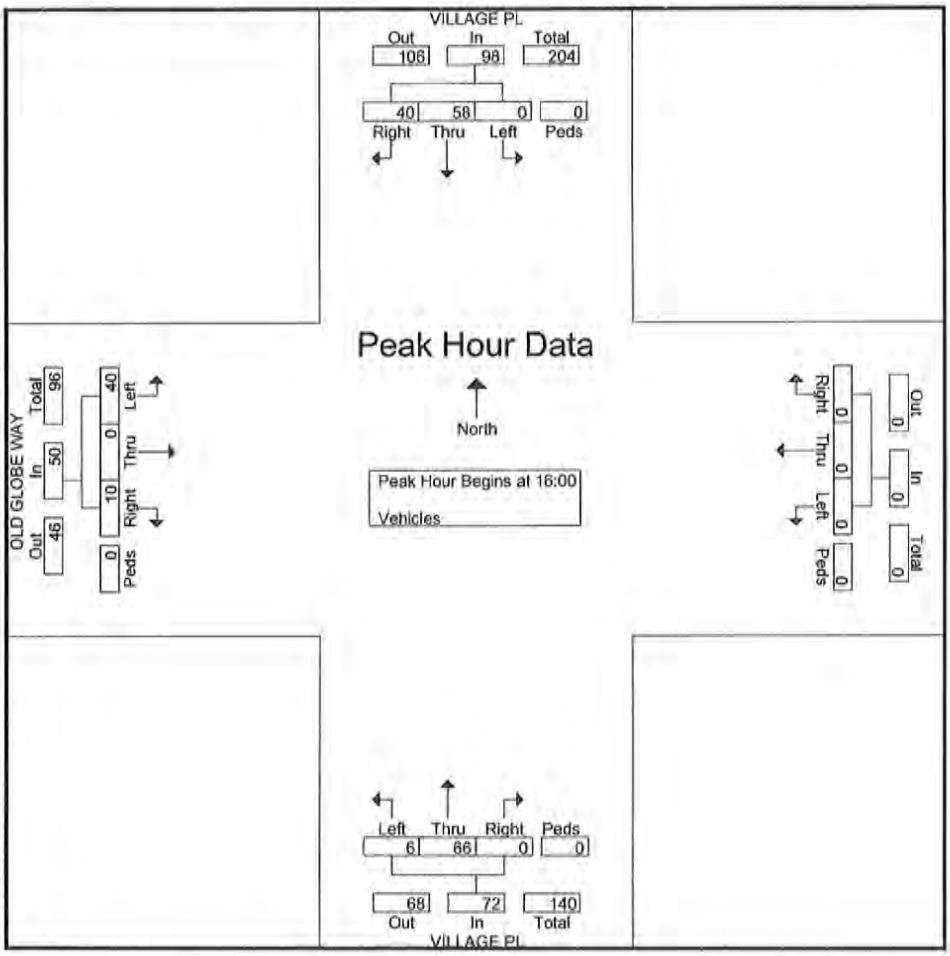


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.01.OLD GLOVE WAY.VILLAGE PL.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 3

	VILLAGE PL Southbound					Westbound					VILLAGE PL Northbound					OLD GLOBE WAY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	11	12	0	23	0	0	0	0	0	0	13	0	0	13	9	0	2	0	11	47
16:15	0	15	15	0	30	0	0	0	0	0	3	23	0	0	26	13	0	4	0	17	73
16:30	0	23	10	0	33	0	0	0	0	0	2	18	0	0	20	13	0	4	0	17	70
16:45	0	9	3	0	12	0	0	0	0	0	1	12	0	0	13	5	0	0	0	5	30
Total Volume	0	58	40	0	98	0	0	0	0	0	6	66	0	0	72	40	0	10	0	50	220
% App. Total	0	59.2	40.8	0		0	0	0	0		8.3	91.7	0	0		80	0	20	0		
PHF	.000	.630	.667	.000	.742	.000	.000	.000	.000	.000	.500	.717	.000	.000	.692	.769	.000	.625	.000	.735	.753



True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 1

Groups Printed- Vehicles

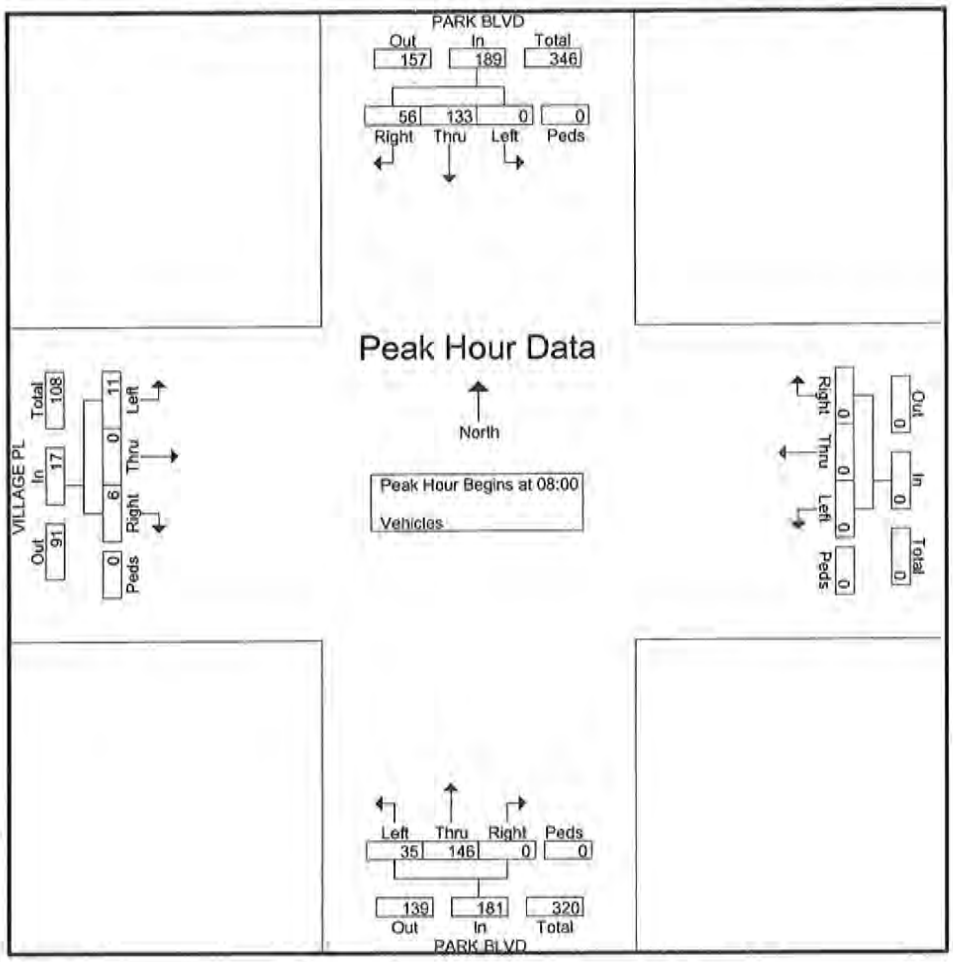
	PARK BLVD Southbound				Westbound				PARK BLVD Northbound				VILLAGE PL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	15	2	0	0	0	0	0	6	22	0	0	5	0	2	0	52
07:15	0	16	3	0	0	0	0	0	1	25	0	0	5	0	1	0	51
07:30	0	24	3	0	0	0	0	0	4	14	0	0	1	0	1	0	47
07:45	0	26	4	0	0	0	0	0	3	26	0	0	4	0	2	0	65
Total	0	81	12	0	0	0	0	0	14	87	0	0	15	0	6	0	215
08:00	0	28	7	0	0	0	0	0	4	36	0	0	3	0	0	0	78
08:15	0	26	9	0	0	0	0	0	5	29	0	0	2	0	2	0	73
08:30	0	32	19	0	0	0	0	0	14	30	0	0	1	0	2	0	98
08:45	0	47	21	0	0	0	0	0	12	51	0	0	5	0	2	0	138
Total	0	133	56	0	0	0	0	0	35	146	0	0	11	0	6	0	387
*** BREAK ***																	
16:00	0	115	26	0	0	0	0	0	24	103	0	0	24	0	39	0	331
16:15	0	128	40	1	0	0	0	0	33	95	0	0	29	0	79	0	405
16:30	0	128	35	0	0	0	0	0	36	98	0	0	39	0	58	0	394
16:45	0	123	18	0	0	0	0	0	14	95	0	0	20	0	48	0	318
Total	0	494	119	1	0	0	0	0	107	391	0	0	112	0	224	0	1448
17:00	0	94	13	0	0	0	0	0	15	75	0	0	12	0	27	0	236
17:15	0	127	15	0	0	0	0	0	25	65	0	0	11	0	31	0	274
17:30	0	115	16	0	0	0	0	0	16	70	0	0	18	0	29	0	264
17:45	0	106	15	0	0	0	0	0	15	60	0	0	7	0	23	0	226
Total	0	442	59	0	0	0	0	0	71	270	0	0	48	0	110	0	1000
Grand Total	0	1150	246	1	0	0	0	0	227	894	0	0	186	0	346	0	3050
Apprch %	0	82.3	17.6	0.1	0	0	0	0	20.2	79.8	0	0	35	0	65	0	
Total %	0	37.7	8.1	0	0	0	0	0	7.4	29.3	0	0	6.1	0	11.3	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 2

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	28	7	0	35	0	0	0	0	0	4	36	0	0	40	3	0	0	0	3	78
08:15	0	26	9	0	35	0	0	0	0	0	5	29	0	0	34	2	0	2	0	4	73
08:30	0	32	19	0	51	0	0	0	0	0	14	30	0	0	44	1	0	2	0	3	98
08:45	0	47	21	0	68	0	0	0	0	0	12	51	0	0	63	5	0	2	0	7	138
Total Volume	0	133	56	0	189	0	0	0	0	0	35	146	0	0	181	11	0	6	0	17	387
% App. Total	0	70.4	29.6	0		0	0	0	0		19.3	80.7	0	0		64.7	0	35.3	0		
PHF	.000	.707	.667	.000	.695	.000	.000	.000	.000	.000	.625	.716	.000	.000	.718	.550	.000	.750	.000	.607	.701

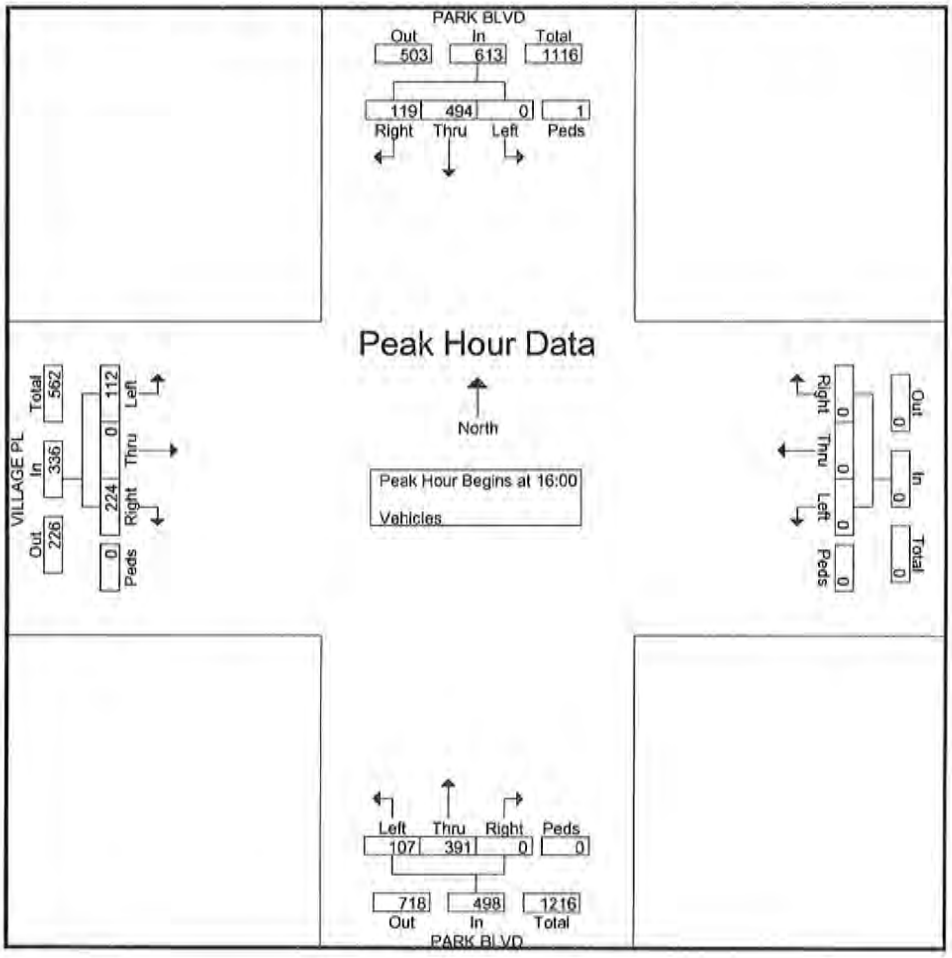


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 11113.02.VILLAGE PL.PARK BLVD.DEC 17
Site Code : 00000000
Start Date : 12/17/2011
Page No : 3

	PARK BLVD Southbound					Westbound					PARK BLVD Northbound					VILLAGE PL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	115	26	0	141	0	0	0	0	0	24	103	0	0	127	24	0	39	0	63	331
16:15	0	128	40	1	169	0	0	0	0	0	33	95	0	0	128	29	0	79	0	108	405
16:30	0	128	35	0	163	0	0	0	0	0	36	98	0	0	134	39	0	58	0	97	394
16:45	0	123	18	0	141	0	0	0	0	0	14	95	0	0	109	20	0	48	0	68	318
Total Volume	0	494	119	1	614	0	0	0	0	0	107	391	0	0	498	112	0	224	0	336	1448
% App. Total	0	80.5	19.4	0.2		0	0	0	0		21.5	78.5	0	0		33.3	0	66.7	0		
PHF	.000	.965	.744	.250	.908	.000	.000	.000	.000	.000	.743	.949	.000	.000	.929	.718	.000	.709	.000	.778	.894



MetroCount Traffic Executive
Vehicle Counts

1902 -- English (ENU)

Datasets:

Site:	**[11113.01] OLD GLOBE WY (WEST OF VILLAGE PL) EASTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	15:10 Wednesday, December 07, 2011 => 10:02 Sunday, December 11, 2011
File:	11113.0111Dec2011.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

AM - 52
PM - 156

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	East (bound)

* **Thursday, December 08, 2011 - Total=501, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**2**	**1**	**2**	**1**	**4**	**7**	**10**	**15**	**21**	**28**	**18**	**28**	**20**	**24**	**28**	**58**	**75**	**47**	**24**	**60**	**17**	**5**	**6**	
0	0	1	0	0	0	2	5	7	4	6	4	**6**	4	1	6	17	25	15	7	5	7	3	3	0
0	0	0	0	0	3	1	1	2	5	11	3	**12**	3	6	9	13	**12**	9	5	9	4	0	2	1
0	1	0	0	0	1	1	0	3	10	7	5	**6**	3	8	5	9	**15**	11	6	28	2	1	0	0
0	1	0	2	1	0	3	4	3	2	4	**6**	4	10	9	8	19	**23**	12	6	18	4	1	1	1

AM Peak 1145 - 1245 (30), AM PHF=0.63 PM Peak 1700 - 1800 (75), PM PHF=0.75

* **Friday, December 09, 2011 - Total=490, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**2**	**1**	**2**	**4**	**11**	**14**	**17**	**14**	**23**	**17**	**24**	**23**	**42**	**33**	**27**	**49**	**75**	**28**	**30**	**38**	**4**	**10**	
0	0	0	0	0	0	5	5	3	1	**7**	6	7	6	10	5	6	20	**22**	11	3	11	3	3	1
1	0	0	0	0	0	2	4	3	2	**6**	4	7	3	7	9	3	4	**13**	8	7	11	0	2	0
0	0	0	0	0	1	2	3	6	**8**	7	2	2	8	23	9	9	9	**24**	4	11	14	1	4	3
1	0	2	1	2	3	2	2	5	**3**	3	5	8	6	2	10	9	**16**	16	5	9	2	0	1	3

AM Peak 0930 - 1030 (24), AM PHF=0.75 PM Peak 1745 - 1845 (75), PM PHF=0.78

* **Saturday, December 10, 2011 - Total=718, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**1**	**7**	**3**	**1**	**2**	**8**	**2**	**9**	**29**	**50**	**36**	**67**	**99**	**62**	**60**	**66**	**47**	**71**	**23**	**17**	**40**	**7**	**4**	
1	0	4	0	0	0	3	0	2	5	9	13	**21**	19	11	23	18	12	13	10	7	16	2	0	-
0	1	1	2	0	1	2	1	2	12	8	7	**12**	26	13	13	21	15	14	2	3	17	2	2	-
3	0	1	0	0	1	2	1	2	7	17	8	**21**	26	20	14	11	10	17	6	2	6	2	2	-
3	0	1	1	1	0	1	0	3	5	16	**8**	13	28	18	10	16	10	27	5	5	1	1	0	-

AM Peak 1145 - 1245 (62), AM PHF=0.74

Weekday: 501 + 592 = 1093

Saturday: 718 + 829 = 1547

MetroCount Traffic Executive
Vehicle Counts

1903 -- English (ENU)

Datasets:

Site:	**[11113.01] OLD GLOBE WY (WEST OF VILLAGE PL) WESTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	15:10 Wednesday, December 07, 2011 => 10:02 Sunday, December 11, 2011
File:	11113.0111Dec2011.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	West (bound)

*** Thursday, December 08, 2011 - Total=592, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**3**	**0**	**2**	**6**	**8**	**32**	**25**	**34**	**31**	**36**	**29**	**28**	**22**	**28**	**40**	**48**	**81**	**64**	**21**	**40**	**6**	**8**	**0**	
0	0	0	1	0	2	8	6	12	8	**20**	10	4	5	4	12	17	18	**21**	6	11	0	4	0	0
0	0	0	1	1	2	10	4	9	**8**	7	6	4	4	7	10	9	**16**	14	2	12	2	0	0	2
0	1	0	0	1	2	5	3	5	**9**	6	7	7	7	8	9	9	**21**	18	5	10	3	0	0	0
0	2	0	0	4	2	9	12	8	**6**	3	6	13	6	9	9	13	**26**	11	8	7	1	4	0	0

AM Peak 0915 - 1015 (43), AM PHF=0.54 PM Peak 1715 - 1815 (84), PM PHF=0.81

*** Friday, December 09, 2011 - Total=582, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**1**	**6**	**17**	**27**	**34**	**35**	**32**	**32**	**26**	**25**	**44**	**29**	**31**	**28**	**38**	**95**	**26**	**26**	**20**	**3**	**5**	
0	0	0	0	1	2	8	12	6	6	**11**	8	9	12	4	2	6	9	**26**	10	1	3	2	0	0
2	0	0	0	0	2	8	4	7	7	**10**	4	6	6	5	13	4	3	**20**	5	7	13	0	2	1
0	0	0	0	1	1	4	8	11	**10**	5	5	4	14	11	10	11	9	**30**	6	9	2	0	3	2
0	0	0	1	4	12	7	10	11	**9**	6	9	6	12	9	6	7	17	**19**	5	9	2	1	0	1

AM Peak 0930 - 1030 (40), AM PHF=0.91 PM Peak 1800 - 1900 (95), PM PHF=0.79

*** Saturday, December 10, 2011 - Total=829, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**0**	**6**	**1**	**3**	**3**	**22**	**13**	**32**	**40**	**66**	**44**	**74**	**118**	**77**	**63**	**61**	**45**	**76**	**29**	**23**	**24**	**2**	**3**	
0	0	3	0	0	1	6	0	5	11	16	15	**26**	21	14	21	18	11	15	8	4	6	0	1	-
1	0	0	0	0	1	8	4	14	14	13	8	**15**	34	19	12	11	14	20	5	4	14	0	2	-
2	0	1	0	1	0	4	6	6	9	18	9	**22**	30	27	15	14	11	23	9	4	4	2	0	-
1	0	2	1	2	1	4	3	7	6	19	**12**	11	33	17	15	18	9	18	7	11	0	0	0	-

AM Peak 1145 - 1245 (75), AM PHF=0.72

MetroCount Traffic Executive
Vehicle Counts

?

1910 -- English (ENU)

Datasets:

Site:	**[11113.01] OLD GLOBE WY (WEST OF VILLAGE PL) EASTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	7:42 Wednesday, December 14, 2011 => 8:58 Tuesday, December 20, 2011
File:	11113.0120Dec2011.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	East (bound)

TOTAL = 339

*** Wednesday, December 14, 2011 - Total=254 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**22**	**23**	**26**	**26**	**28**	**36**	**26**	**13**	**28**	**18**	**2**	**6**	
-	-	-	-	-	-	-	-	-	-	-	-	4	9	4	5	7	**11**	8	3	1	4	0	3	0
-	-	-	-	-	-	-	-	-	-	-	-	5	5	3	6	9	**7**	4	4	0	5	0	1	0
-	-	-	-	-	-	-	-	-	-	-	-	6	5	12	6	2	**10**	10	4	9	8	1	1	0
-	-	-	-	-	-	-	-	-	-	-	-	7	4	7	9	**10**	8	4	2	18	1	1	1	0

PM Peak 1645 - 1745 (38), PM PHF=0.86

*** Thursday, December 15, 2011 - Total=85 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**1**	**1**	**2**	**4**	**9**	**13**	**14**	**9**	**15**	**16**	-	-	-	-	-	-	-	-	-	-	-	-	
0	0	0	0	0	1	1	4	2	2	6	10	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	3	1	5	3	3	2	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	1	1	0	1	3	3	6	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	2	1	2	5	1	3	4	1	-	-	-	-	-	-	-	-	-	-	-	-	-

EB = 254 + 85 = 339

WB = 382

T = 721

MetroCount Traffic Executive
Vehicle Counts

1911 -- English (ENU)

Datasets:

Site:	**[11113.01] OLD GLOBE WY (WEST OF VILLAGE PL) WESTBOUND**
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	7:42 Wednesday, December 14, 2011 => 8:58 Tuesday, December 20, 2011
File:	11113.0120Dec2011.EC0 (Regular)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Direction:	West (bound)

TOTAL = 382

*** Wednesday, December 14, 2011 - Total=209 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**28**	**24**	**20**	**14**	**15**	**35**	**33**	**13**	**10**	**12**	**3**	**2**	
-	-	-	-	-	-	-	-	-	-	-	-	6	8	5	2	5	4	**10**	4	2	5	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	10	9	2	5	5	8	**9**	3	2	2	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	7	2	7	2	2	5	**11**	4	3	2	1	0	0
-	-	-	-	-	-	-	-	-	-	-	-	5	5	6	5	3	**18**	3	2	3	3	2	2	0

PM Peak 1745 - 1845 (48), PM PHF=0.67

*** Thursday, December 15, 2011 - Total=173 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**1**	**1**	**5**	**14**	**28**	**28**	**32**	**25**	**16**	**22**	-	-	-	-	-	-	-	-	-	-	-	-	
0	0	1	0	0	4	5	8	5	8	3	10	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	1	2	8	6	14	6	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	1	1	3	7	6	7	7	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	3	5	8	8	6	4	5	3	-	-	-	-	-	-	-	-	-	-	-	-	-

WB = 209 + 173 = 382

MetroCount Traffic Executive
Event Counts

1904 -- English (ENU)

wkday
AM- 164
PM- 511

wkend AM- 315
PM- 554

Datasets:

Site:	**[11113.02] VILLAGE PL (WEST OF PARK BLVD) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	14:42 Wednesday, December 07, 2011 => 10:03 Sunday, December 11, 2011
File:	11113.02.E11Dec2011.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**

*** Thursday, December 08, 2011=1988, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**7**	**2**	**1**	**3**	**11**	**24**	**25**	**72**	**90**	**97**	**131**	**130**	**124**	**122**	**238**	**195**	**145**	**98**	**361**	**82**	**21**	**8**	
2	1	3	0	1	0	1	8	6	16	20	25	**38**	27	28	29	79	67	36	36	49	**50**	12	2	1
1	0	4	0	0	0	1	6	5	13	13	27	**42**	20	32	27	41	39	42	25	**133**	14	2	3	1
1	0	0	0	0	3	4	7	5	23	34	21	**28**	41	36	28	53	39	30	21	**118**	8	4	2	0
0	1	0	2	0	0	5	3	9	21	24	**25**	24	42	29	39	65	50	37	16	**62**	10	3	1	3

AM Peak 1145 - 1245 (132), AM PHF=0.79 PM Peak 2015 - 2115 (362), PM PHF=0.68

*** Friday, December 09, 2011=2153, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**4**	**4**	**1**	**2**	**6**	**21**	**27**	**40**	**38**	**66**	**88**	**137**	**132**	**157**	**157**	**174**	**178**	**233**	**129**	**168**	**285**	**77**	**29**	
1	2	2	1	0	0	8	6	10	11	16	18	**34**	25	38	26	54	70	68	42	29	**45**	30	6	4
1	1	0	0	0	3	4	7	6	9	15	21	**41**	31	43	43	48	39	31	27	35	**129**	23	8	2
0	0	0	0	0	0	3	5	16	11	18	28	**34**	28	49	39	29	36	68	29	48	**63**	10	6	12
3	1	2	0	2	3	7	9	8	7	19	**22**	29	49	28	49	44	33	66	31	**57**	48	14	9	3

AM Peak 1145 - 1245 (130), AM PHF=0.80 PM Peak 2045 - 2145 (294), PM PHF=0.57

*** Saturday, December 10, 2011=4199, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**6**	**10**	**4**	**3**	**2**	**18**	**24**	**74**	**89**	**227**	**236**	**342**	**452**	**334**	**318**	**325**	**295**	**228**	**371**	**183**	**256**	**197**	**188**	
4	0	6	1	0	0	6	6	10	27	48	76	**57**	88	70	102	63	87	55	120	72	80	45	51	-
2	4	3	3	0	1	1	5	35	18	31	61	**70**	123	50	75	111	60	40	91	45	102	39	56	-
12	1	1	0	0	1	5	6	18	24	68	52	**119**	119	78	88	85	87	52	88	30	44	66	47	-
3	1	0	0	3	0	6	7	11	20	64	**47**	97	123	136	53	67	61	82	73	36	30	48	34	-

AM Peak 1145 - 1245 (292), AM PHF=0.62

Weekday: 2153 + 2169

= 4322

Saturday: 4199 + 4212

= 8411

MetroCount Traffic Executive
Event Counts

1905 -- English (ENU)

Datasets:

Site:	**[11113.02] VILLAGE PL (WEST OF PARK BLVD) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	14:42 Wednesday, December 07, 2011 => 10:03 Sunday, December 11, 2011
File:	11113.02.W11Dec2011.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, December 08, 2011 => 0:00 Sunday, December 11, 2011**

*** Thursday, December 08, 2011=1986, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**1**	**1**	**7**	**18**	**53**	**119**	**162**	**192**	**127**	**94**	**106**	**81**	**98**	**127**	**154**	**316**	**162**	**92**	**49**	**12**	**9**	**5**	
1	1	1	1	0	3	7	21	41	**45**	42	26	20	24	25	26	46	**75**	49	32	20	4	3	2	0
0	0	0	0	0	3	14	25	30	**36**	31	22	21	21	19	24	25	**74**	47	19	16	1	1	0	0
1	0	0	0	1	5	12	43	33	**49**	28	30	24	24	31	32	29	**87**	41	21	5	3	1	2	1
0	1	0	0	6	7	20	31	58	**63**	27	16	41	13	24	45	54	**81**	25	20	8	4	4	1	2

AM Peak 0900 - 1000 (192), AM PHF=0.77 PM Peak 1700 - 1800 (316), PM PHF=0.91

*** Friday, December 09, 2011=2169, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**2**	**1**	**1**	**5**	**25**	**53**	**81**	**128**	**172**	**133**	**110**	**115**	**124**	**120**	**121**	**169**	**263**	**289**	**96**	**70**	**59**	**21**	**13**	
0	1	1	0	0	2	10	21	30	**40**	37	29	32	31	23	18	39	66	**77**	31	16	12	7	3	4
0	0	0	0	0	3	14	11	35	**60**	39	27	37	28	27	37	30	53	**70**	22	19	25	7	2	1
1	0	0	0	0	3	12	19	25	**40**	28	27	28	28	41	36	41	67	**78**	25	15	11	2	5	1
2	1	0	1	5	17	17	30	**38**	32	29	28	18	37	29	31	60	**77**	64	19	20	11	5	3	1

AM Peak 0845 - 0945 (178), AM PHF=0.75 PM Peak 1745 - 1845 (302), PM PHF=0.97

*** Saturday, December 10, 2011=4212, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**6**	**3**	**0**	**6**	**16**	**38**	**67**	**213**	**226**	**327**	**222**	**356**	**445**	**350**	**276**	**242**	**265**	**312**	**319**	**197**	**99**	**110**	**113**	
4	0	1	0	0	2	8	19	27	49	**70**	65	62	98	65	88	68	74	58	84	73	32	22	35	-
1	2	0	0	0	3	12	14	83	56	**81**	62	85	128	68	63	56	55	71	95	50	24	21	34	-
1	2	1	0	0	3	6	22	49	49	**100**	41	117	119	97	58	57	78	95	77	30	24	34	24	-
1	2	1	0	6	8	12	12	54	72	**77**	55	93	102	121	68	61	59	88	68	44	19	33	20	-

AM Peak 1000 - 1100 (327), AM PHF=0.82

MetroCount Traffic Executive
Event Counts

1912 -- English (ENU)

Datasets:

Site:	**[11113.02] VILLAGE PL (WEST OF PARK BLVD) EASTBOUND**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	7:14 Wednesday, December 14, 2011 => 8:58 Tuesday, December 20, 2011
File:	11113.02.E20Dec2011.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**

TOTAL = 1499

1248

*** Wednesday, December 14, 2011=1245 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**142**	**116**	**122**	**141**	**183**	**151**	**83**	**51**	**119**	**108**	**24**	**8**	
-	-	-	-	-	-	-	-	-	-	-	-	32	35	33	33	**57**	61	42	10	4	52	4	3	2
-	-	-	-	-	-	-	-	-	-	-	-	37	25	27	26	**49**	35	18	16	11	26	8	3	2
-	-	-	-	-	-	-	-	-	-	-	-	36	31	41	**39**	36	30	13	12	34	21	9	2	0
-	-	-	-	-	-	-	-	-	-	-	-	37	26	22	**45**	41	25	10	13	70	10	3	0	0

PM Peak 1530 - 1630 (189), PM PHF=0.83

254

*** Thursday, December 15, 2011=254 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**2**	**2**	**1**	**0**	**6**	**18**	**19**	**25**	**39**	**52**	**88**	-	-	-	-	-	-	-	-	-	-	-	-	
2	1	0	0	0	1	3	9	3	10	13	26	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	0	0	0	1	5	1	1	8	9	14	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	2	1	0	3	4	7	13	5	11	20	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	0	1	6	3	8	16	19	29	-	-	-	-	-	-	-	-	-	-	-	-	-

EB = 1248 + 254 =

WB = 1440

T = 1504

MetroCount Traffic Executive
Event Counts

1913 -- English (ENU)

Datasets:

Site:	**[11113.02] VILLAGE PL (WEST OF PARK BLVD) WESTBOUND**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	7:15 Wednesday, December 14, 2011 => 9:00 Tuesday, December 20, 2011
File:	11113.02.W20Dec2011.EC0 (Base)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time: **12:00 Wednesday, December 14, 2011 => 12:00 Thursday, December 15, 2011**

TOTAL = 1436

789

*** Wednesday, December 14, 2011=787 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**80**	**92**	**92**	**102**	**82**	**125**	**110**	**58**	**19**	**18**	**7**	**4**	
-	-	-	-	-	-	-	-	-	-	-	-	19	24	20	17	25	21	**39**	20	2	6	0	2	0
-	-	-	-	-	-	-	-	-	-	-	-	21	25	23	27	28	**34**	28	18	9	4	3	1	2
-	-	-	-	-	-	-	-	-	-	-	-	22	17	28	27	8	**31**	29	12	4	3	2	1	0
-	-	-	-	-	-	-	-	-	-	-	-	18	26	21	31	21	**40**	14	8	4	5	2	0	0

PM Peak 1715 - 1815 (143), PM PHF=0.91

651

*** Thursday, December 15, 2011=649 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**1**	**0**	**5**	**23**	**49**	**79**	**140**	**146**	**100**	**105**	-	-	-	-	-	-	-	-	-	-	-	-	
0	0	1	0	1	5	9	13	25	40	28	31	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	0	0	0	1	14	15	34	27	18	30	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	5	10	19	42	38	31	27	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	4	12	16	33	39	41	23	17	-	-	-	-	-	-	-	-	-	-	-	-	-

WE= 789 651 = 1440

ATTACHMENT B

CITY OF SAN DIEGO'S ROADWAY CLASSIFICATION, LEVEL OF SERVICE, AND ADT TABLE

TABLE 2
Roadway Classifications, Levels of Service (LOS)
and Average Daily Traffic (ADT)

STREET CLASSIFICATION	LANES	CROSS SECTIONS	LEVEL OF SERVICE A	B	C	D	E
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes		45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000
Primary Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	72/92	10,000	14,000	20,000	25,000	30,000
Collector (no center lane) continuous left-turn lane)	4 lanes 2 lanes	64/84 50/70	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multifamily)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2 lanes	36/56	—	—	2,200	—	—

LEGEND:

XXX/XXX = Curb to curb width (feet)/right-of-way width (feet): based on the City of San Diego Street Design. Manual

XX/XXX= Approximate recommended ADT based on the City of San Diego Street Design Manual.

NOTES:

1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.

2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

ATTACHMENT C

INTERSECTION ANALYSIS WORKSHEETS

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	15	0	1	13	24	27
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	1	14	26	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	57	41	55			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	57	41	55			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	950	1030	1549			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	16	15	55
Volume Left	16	1	0
Volume Right	0	0	29
cSH	950	1549	1700
Volume to Capacity	0.02	0.00	0.03
Queue Length 95th (ft)	1	0	0
Control Delay (s)	8.9	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	0.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	7	40	279	506	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	8	43	303	550	88
RTOR Reduction (vph)	0	8	0	0	0	35
Lane Group Flow (vph)	13	0	43	303	550	53
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	1.0	1.0	1.3	27.2	21.9	21.9
Effective Green, g (s)	1.0	1.0	1.3	27.2	21.9	21.9
Actuated g/C Ratio	0.03	0.03	0.04	0.75	0.60	0.60
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	49	44	64	2659	2141	958
v/s Ratio Prot	c0.01		c0.02	0.09	c0.16	
v/s Ratio Perm		0.00				0.03
v/c Ratio	0.27	0.01	0.67	0.11	0.26	0.06
Uniform Delay, d1	17.2	17.1	17.2	1.2	3.3	2.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	0.0	24.3	0.0	0.1	0.0
Delay (s)	20.1	17.2	41.6	1.2	3.4	2.9
Level of Service	C	B	D	A	A	A
Approach Delay (s)	19.0			6.3	3.3	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	36.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	68	11	7	79	86	67
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	74	12	8	86	93	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	231	130	166			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231	130	166			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	99	99			
cM capacity (veh/h)	753	920	1412			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	86	93	166
Volume Left	74	8	0
Volume Right	12	0	73
cSH	773	1412	1700
Volume to Capacity	0.11	0.01	0.10
Queue Length 95th (ft)	9	0	0
Control Delay (s)	10.2	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	10.2	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	21.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	100	102	137	657	417	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	111	149	714	453	162
RTOR Reduction (vph)	0	91	0	0	0	100
Lane Group Flow (vph)	109	20	149	714	453	62
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	6.5	6.5	4.0	21.8	13.8	13.8
Effective Green, g (s)	6.5	6.5	4.0	21.8	13.8	13.8
Actuated g/C Ratio	0.18	0.18	0.11	0.60	0.38	0.38
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	317	283	195	2125	1345	602
v/s Ratio Prot	c0.06		c0.08	c0.20	0.13	
v/s Ratio Perm		0.01				0.04
v/c Ratio	0.34	0.07	0.76	0.34	0.34	0.10
Uniform Delay, d1	13.0	12.4	15.7	3.6	8.0	7.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1	16.2	0.1	0.1	0.1
Delay (s)	13.7	12.5	31.9	3.7	8.1	7.3
Level of Service	B	B	C	A	A	A
Approach Delay (s)	13.1			8.6	7.9	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	36.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	0	5	76	94	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	5	83	102	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	208	115	127			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	208	115	127			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	777	938	1459			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	9	88	127
Volume Left	9	5	0
Volume Right	0	0	25
cSH	777	1459	1700
Volume to Capacity	0.01	0.00	0.07
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.7	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.7	0.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	24	52	118	289	228	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	57	128	314	248	122
RTOR Reduction (vph)	0	53	0	0	0	70
Lane Group Flow (vph)	26	4	128	314	248	52
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	2.3	2.3	4.8	23.2	14.4	14.4
Effective Green, g (s)	2.3	2.3	4.8	23.2	14.4	14.4
Actuated g/C Ratio	0.07	0.07	0.14	0.69	0.43	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	122	109	254	2451	1521	680
v/s Ratio Prot	c0.01		c0.07	0.09	c0.07	
v/s Ratio Perm		0.00				0.03
v/c Ratio	0.21	0.04	0.50	0.13	0.16	0.08
Uniform Delay, d1	14.7	14.6	13.3	1.7	5.9	5.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1	1.6	0.0	0.1	0.0
Delay (s)	15.6	14.7	14.8	1.8	5.9	5.7
Level of Service	B	B	B	A	A	A
Approach Delay (s)	15.0			5.5	5.8	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	33.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	51	7	9	94	105	49
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	55	8	10	102	114	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	262	141	167			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	141	167			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	99	99			
cM capacity (veh/h)	721	907	1410			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	63	112	167
Volume Left	55	10	0
Volume Right	8	0	53
cSH	740	1410	1700
Volume to Capacity	0.09	0.01	0.10
Queue Length 95th (ft)	7	1	0
Control Delay (s)	10.3	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	126	183	118	500	615	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	199	128	543	668	151
RTOR Reduction (vph)	0	166	0	0	0	78
Lane Group Flow (vph)	137	33	128	543	668	73
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	6.8	6.8	4.4	25.9	17.5	17.5
Effective Green, g (s)	6.8	6.8	4.4	25.9	17.5	17.5
Actuated g/C Ratio	0.17	0.17	0.11	0.64	0.43	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	296	264	191	2252	1522	681
v/s Ratio Prot	c0.08		c0.07	0.15	c0.19	
v/s Ratio Perm		0.02				0.05
v/c Ratio	0.46	0.13	0.67	0.24	0.44	0.11
Uniform Delay, d1	15.3	14.4	17.5	3.2	8.2	6.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.2	8.9	0.1	0.2	0.1
Delay (s)	16.4	14.6	26.3	3.2	8.4	7.0
Level of Service	B	B	C	A	A	A
Approach Delay (s)	15.4			7.6	8.1	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	40.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	15	0	1	13	24	216
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	0	1	14	26	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	160	143	261			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	160	143	261			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	831	904	1304			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	16	15	261
Volume Left	16	1	0
Volume Right	0	0	235
cSH	831	1304	1700
Volume to Capacity	0.02	0.00	0.15
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.4	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	0.6	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	12	7	182	279	506	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	8	198	303	550	139
RTOR Reduction (vph)	0	8	0	0	0	57
Lane Group Flow (vph)	13	0	198	303	550	82
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	0.9	0.9	7.8	29.5	17.7	17.7
Effective Green, g (s)	0.9	0.9	7.8	29.5	17.7	17.7
Actuated g/C Ratio	0.02	0.02	0.20	0.77	0.46	0.46
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	41	37	360	2719	1631	730
v/s Ratio Prot	c0.01		c0.11	0.09	c0.16	
v/s Ratio Perm		0.00				0.05
v/c Ratio	0.32	0.01	0.55	0.11	0.34	0.11
Uniform Delay, d1	18.4	18.3	13.7	1.1	6.6	5.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	0.1	1.8	0.0	0.1	0.1
Delay (s)	22.9	18.4	15.5	1.1	6.7	6.0
Level of Service	C	B	B	A	A	A
Approach Delay (s)	21.2			6.8	6.6	
Approach LOS	C			A	A	

Intersection Summary			
HCM Average Control Delay	6.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	38.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	246	11	7	79	86	90
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	267	12	8	86	93	98
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	243	142	191			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	243	142	191			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	99	99			
cM capacity (veh/h)	741	905	1382			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	279	93	191
Volume Left	267	8	0
Volume Right	12	0	98
cSH	747	1382	1700
Volume to Capacity	0.37	0.01	0.11
Queue Length 95th (ft)	44	0	0
Control Delay (s)	12.7	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	12.7	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	144	236	154	657	417	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	157	257	167	714	453	168
RTOR Reduction (vph)	0	201	0	0	0	113
Lane Group Flow (vph)	157	56	167	714	453	55
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.3	9.3	7.3	25.3	14.0	14.0
Effective Green, g (s)	9.3	9.3	7.3	25.3	14.0	14.0
Actuated g/C Ratio	0.22	0.22	0.17	0.59	0.33	0.33
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	386	346	303	2102	1163	520
v/s Ratio Prot	c0.09		c0.09	c0.20	0.13	
v/s Ratio Perm		0.04				0.03
v/c Ratio	0.41	0.16	0.55	0.34	0.39	0.11
Uniform Delay, d1	14.3	13.5	16.2	4.4	11.0	9.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.2	2.2	0.1	0.2	0.1
Delay (s)	15.0	13.7	18.3	4.5	11.2	10.0
Level of Service	B	B	B	A	B	B
Approach Delay (s)	14.2			7.1	10.9	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	9.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	42.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	9	0	5	76	94	211
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	5	83	102	229
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	310	217	332			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	217	332			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	679	823	1228			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	10	88	332
Volume Left	10	5	0
Volume Right	0	0	229
cSH	679	1228	1700
Volume to Capacity	0.01	0.00	0.20
Queue Length 95th (ft)	1	0	0
Control Delay (s)	10.4	0.5	0.0
Lane LOS	B	A	
Approach Delay (s)	10.4	0.5	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	24	53	259	289	228	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	58	282	314	248	173
RTOR Reduction (vph)	0	53	0	0	0	121
Lane Group Flow (vph)	26	5	282	314	248	52
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	3.5	3.5	11.6	27.2	11.6	11.6
Effective Green, g (s)	3.5	3.5	11.6	27.2	11.6	11.6
Actuated g/C Ratio	0.09	0.09	0.30	0.70	0.30	0.30
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	160	143	531	2487	1061	474
v/s Ratio Prot	c0.01		c0.16	0.09	c0.07	
v/s Ratio Perm		0.00				0.03
v/c Ratio	0.16	0.04	0.53	0.13	0.23	0.11
Uniform Delay, d1	16.2	16.1	11.3	1.9	10.2	9.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1	1.0	0.0	0.1	0.1
Delay (s)	16.7	16.2	12.3	1.9	10.3	9.9
Level of Service	B	B	B	A	B	A
Approach Delay (s)	16.3			6.8	10.2	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	38.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	222	7	9	94	105	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	241	8	10	102	114	78
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					685	
pX, platoon unblocked						
vC, conflicting volume	275	153	192			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	275	153	192			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	99	99			
cM capacity (veh/h)	710	893	1381			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	249	112	192
Volume Left	241	10	0
Volume Right	8	0	78
cSH	714	1381	1700
Volume to Capacity	0.35	0.01	0.11
Queue Length 95th (ft)	39	1	0
Control Delay (s)	12.7	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	12.7	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	169	311	135	500	615	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	338	147	543	668	158
RTOR Reduction (vph)	0	258	0	0	0	73
Lane Group Flow (vph)	184	80	147	543	668	85
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	10.2	10.2	6.3	25.0	14.7	14.7
Effective Green, g (s)	10.2	10.2	6.3	25.0	14.7	14.7
Actuated g/C Ratio	0.24	0.24	0.15	0.58	0.34	0.34
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	418	374	258	2048	1204	539
v/s Ratio Prot	c0.10		c0.08	0.15	c0.19	
v/s Ratio Perm		0.05				0.05
v/c Ratio	0.44	0.21	0.57	0.27	0.55	0.16
Uniform Delay, d1	14.1	13.3	17.2	4.5	11.6	9.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.3	2.9	0.1	0.6	0.1
Delay (s)	14.8	13.6	20.1	4.6	12.1	10.1
Level of Service	B	B	C	A	B	B
Approach Delay (s)	14.0			7.9	11.8	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	11.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	43.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT D

EMPLOYEE COUNT DATA

San Diego Zoo: Employee clock in / clock out data by hour. July 2013

Column A by Date I=In swipe; O=Out Swipe

Date / Time of day	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Grand Total	Total In / Out for the day
07/15																										
I		14				6	41	91	38	76	92	73	78	62	65	31	30	19	10			4			730	
O		14				2		1	1		2	16	8	6	26	103	71	95	73	59	58	51	85	46	11	728	
15		0	0	0	0	4	45	135	172	248	338	395	465	521	560	488	447	371	308	249	191	144	59	13	2		
07/16																										
I		19				8	53	176	106	170	119	73	53	68	56	30	21	24	12	2		3		1		994	1993
O		16		1			1				6	12	4	10	28	147	133	170	149	80	60	47	86	27	22	999	
16		3	3	2	2	10	62	238	344	514	627	688	737	795	823	706	594	448	311	233	173	129	43	17	-5		
07/17																										
I		16				9	54	192	120	198	123	73	51	60	59	29	25	26	12	2	1	5	1			1056	2111
O		12				1	1	1			6	7	4	11	30	172	125	178	157	101	58	44	94	35	18	1055	
17		4	4	4	4	12	65	256	376	574	691	757	804	853	882	739	639	487	342	243	186	147	54	19	1		
07/18																										
I		16				9	59	204	114	199	115	75	54	56	62	25	19	19	10	2	4	1				1043	2088
O		13	1				1				8	11	4	16	39	176	127	187	145	86	56	45	79	31	20	1045	
18		3	2	2	2	11	69	273	387	586	693	757	807	847	870	719	611	443	308	224	172	128	49	18	-2		
07/19																										
I		15				9	55	200	132	179	112	69	58	63	60	30	24	19	8	2	1	4	1	1		1042	
O		10				1	2	1			7	14	3	7	28	179	136	172	148	87	54	56	81	32	22	1040	
19		5	5	5	5	13	66	265	397	576	681	736	791	847	879	730	618	465	325	240	187	135	55	24	2		
07/20																										
I		14		2	2	8	49	189	113	188	99	82	67	61	68	38	18	23	7	2	2	3				1035	2069
O		10	1				1			1	8	13	10	13	36	160	130	171	158	68	57	54	88	36	19	1034	
20		4	3	5	7	15	63	252	365	552	643	712	769	817	849	727	615	467	316	250	195	144	56	20	1		
07/21																										
I		14				8	41	95	46	88	86	81	78	62	62	44	22	23	6			2		2		760	
O		13					3	1			3	9	4	6	26	101	69	94	89	64	77	55	93	41	11	759	
21		1	1	1	1	9	47	141	187	275	358	430	504	560	596	539	492	421	338	274	197	144	51	12	1		

Tuesday, Wednesday & Thursday

Project ADT

Weekday ADT:

2,064 Avg.

Saturday ADT:

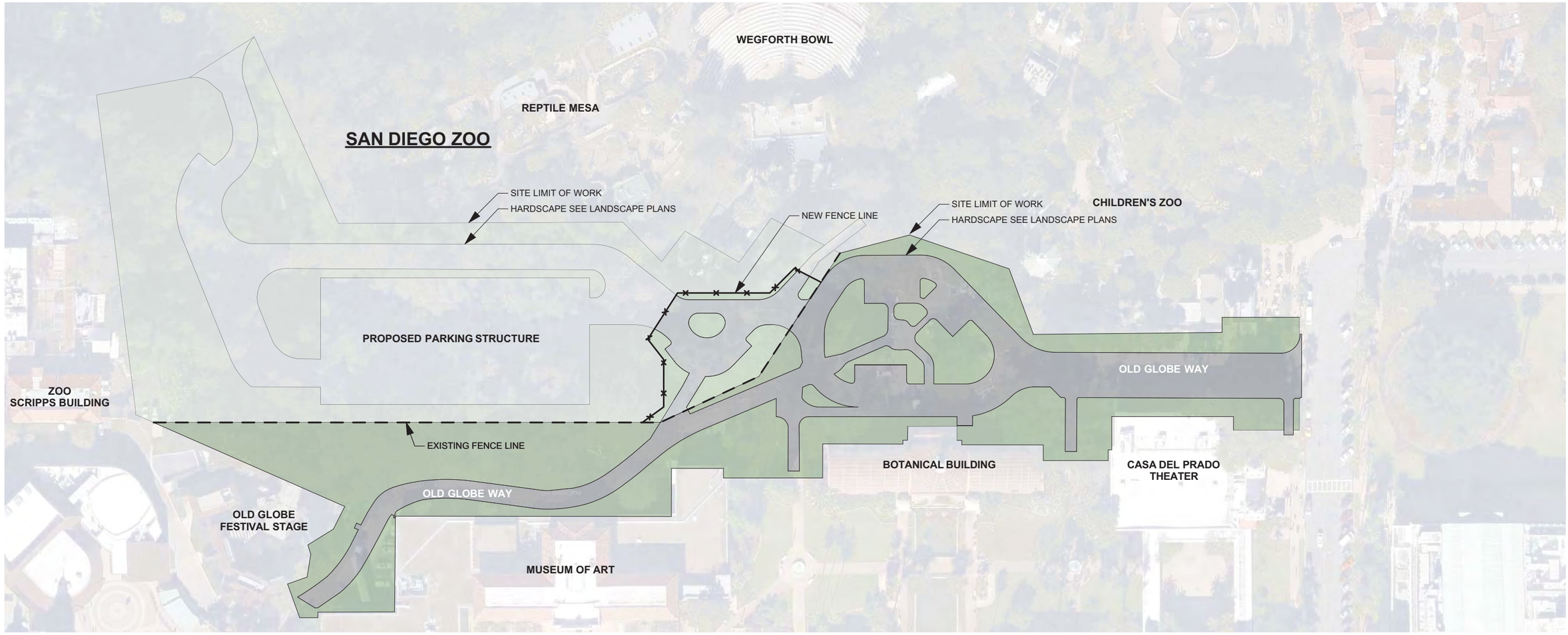
Saturday Peak / ADT

AM/PM peak (weekday) = Avg. of highest hour of data in/out (7-9 AM / 4-6 PM) over 3 days

Weekday Peak

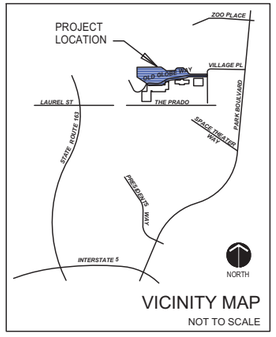
AM: 8-9 AM was the highest of the peak
- In = (170 + 198 + 199) / 3 = 189
- Out = 0

PM: 4-5 PM was the highest of the peak
- In = (24 + 26 + 19) / 3 = 23
- Out = (170 + 178 + 187) / 3 = 178



PROJECT DIRECTORY	CODE DATA	PROJECT DESCRIPTION	
SAN DIEGO ZOO ARCHITECTURE DAVID RICE, FAIA P.O. BOX 120551 SAN DIEGO, CA 92112-0551 P) (619) 557-3929 F) (619) 744-3309 **ESTRADA LAND PLANNING** VICKI ESTRADA 225 BROADWAY, SUITE 1160 SAN DIEGO, CA 92101 P) (619) 236-0143 F) (619) 236-0578 **SNIPES-DYE AND ASSOCIATES** BOB BRUCKART 8348 CENTER DRIVE, SUITE G LA MESA, CA 91942 P) (619) 697-9234 F) (619) 460-2033 **PARKING DESIGN CONSULTING INC.** Ron Saxton 23422 Westford Place Valencia, CA 91354 P) 213 706-7790 F) (661) 296-2547	**BUILDING CODE** 2014 IBC **CONSTRUCTION TYPE** V NON COMBUSTIBLE **SPRINKLED** YES **PROJECT AREAS:** SITE 3.58 ACRES HARDSCAPE 1.77 ACRES GRADED 2.6 ACRES PARKING STRUCTURE TOTAL 208,379 SQ.FT. 1ST FLOOR 31,417 SQ.FT. 2ND - 5TH FLOOR 36,162 SQ.FT. 6TH FLOOR 22,826 SQ.FT. GUARD SHACK 256 SQ.FT. **BUILDING HEIGHTS** NUMBER OF STORIES 6 STRUCTURE ABOVE HIGHEST GRADE 9.5' STRUCTURE ABOVE LOWEST GRADE 69.5'	**Employee Parking Structure** The Zoological Society of San Diego is proposing construction of a 650-space employee parking structure in an under-utilized canyon in the south portion of the Zoo leasehold area north of Old Globe Way. The parking structure would be completely within the Zoo leasehold and financed entirely by the Zoo. The structure could not be seen outside the Zoo leasehold. Ingress and egress would be from Old Globe Way, via Village Place from Park Boulevard. The purpose of the project is to provide 650 parking spaces for Zoo employees within the Zoo leasehold. This would allow more parking in the Zoo front parking lot for members of the public as well as reduce the need for Zoo employees to park in public streets surrounding Balboa Park.	

Sheet Index Complete



VICINITY MAP
NOT TO SCALE

COUNCIL DISTRICT: 3 COMMUNITY PLAN AREA: BALBOA PARK

DATE	ACTION	REFERENCE DOCUMENTS		
	SITE ACQUIRED	RESO. NO. R-292980	COST $:	ACRES: 5.0
	SITE DEDICATED	ORD. NO.		ACRES:
	GDP CONSULTANT HIRED	RESO. NO.	NAME: ESTRADA LAND PLANNING	
	P&R BOARD APPROVAL	PF&R APPROVAL	DATE:	
	INITIAL DEVELOPMENT	CIP NO.	J.O. NO.	DRWG. NO.
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IMPROVEMENTS SUMMARY (DATA FROM AS-BUILT DRAWINGS)

ITEM	QUANTITY	ITEM	QUANTITY	ITEM	QUANTITY	ITEM	QUANTITY
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IMPROVED AREA	AC.	MULTI-PURPOSE CT.	SF	PARK ROADS	SF	BALLFIELD LTS.	STDS.
TURF	AC.	TENNIS CTS.	SF	PARKING LOT	SF	TENNIS COURT LTS.	STDS.
SHRUB BED	AC.	RESTROOM	SF	PARKING STALLS-STD.		MULTI-PURPOSE CT. LTS.	STDS.
NATURAL	AC.	REC. BLDG.	SF	PARKING STALLS-DISABLED		BACKSTOPS	EA.
D.G. PAVING	AC.	POOL BLDG.	SF	COURT GAME AREA	SF	BENCHES	EA.
DIRT INFIELDS	AC.	POOL DECK	SF	LAWN EDGING	LF	PICNIC TABLES	EA.
		POOL WATER	SF	BLEACHERS	EA.	TRASH RECEPTACLES	EA.
						REVISION	

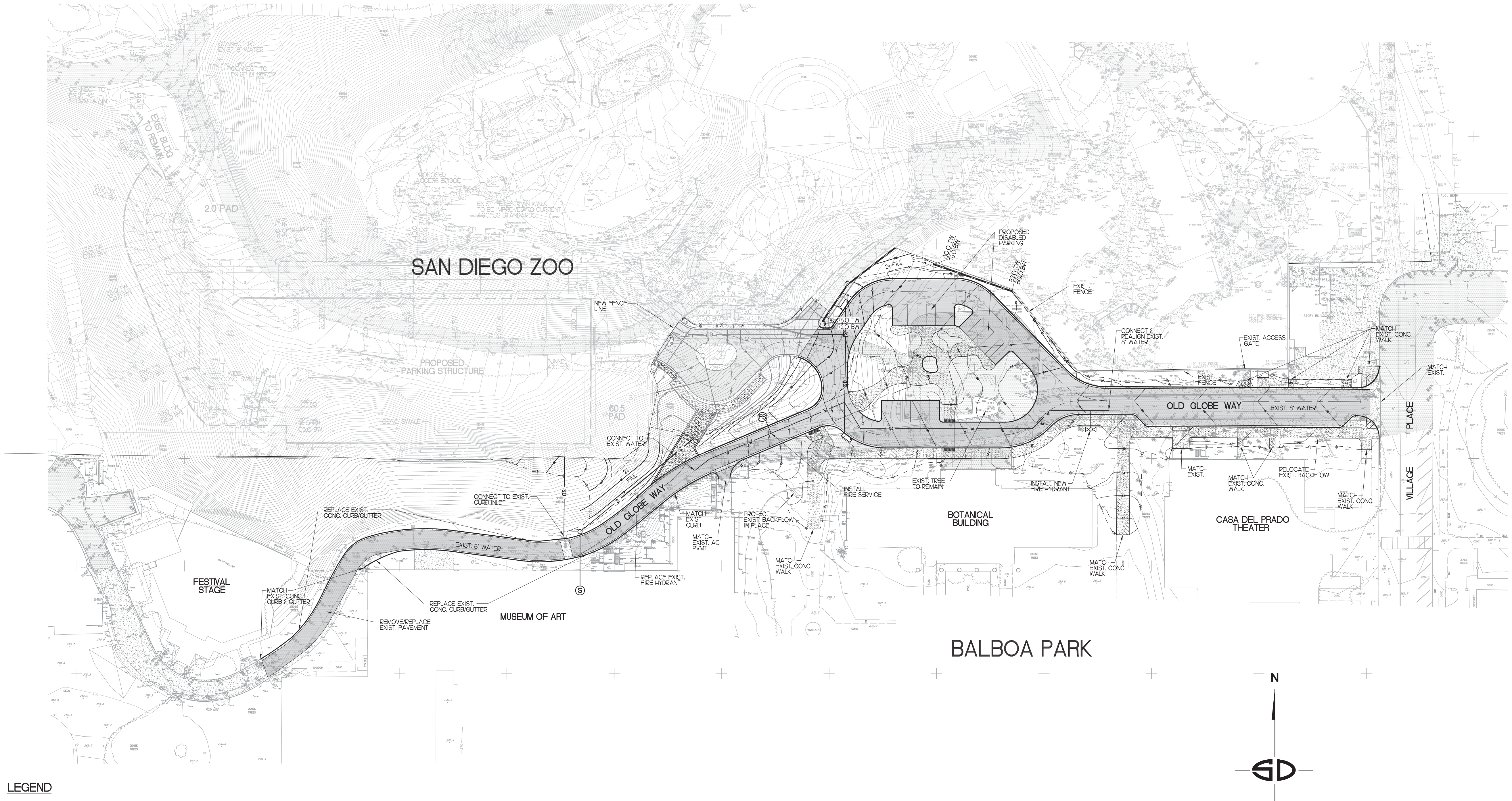
CITY OF SAN DIEGO PARK AND RECREATION DEPARTMENT

The General Development Plan **Attachment #D**

Old Globe Way Enhancements and Zoo Parking Structure

Cover Sheet T-1

LAMBERT COORDINATES: THOMAS BROTHERS PAGE: (PSD #)



LEGEND

- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- EXISTING PAVEMENT
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION — 07.50
- PROPOSED STRUCTURE
- PROPOSED RETAINING WALL
- PROPOSED CURB
- PROPOSED CURB/GUTTER
- PROPOSED PAVEMENT
- PROPOSED CONCRETE WALK
- PROPOSED SANITARY SEWER — S
- PROPOSED STORM DRAIN — SD
- PROPOSED WATER — W
- PROPOSED SEWER CONNECTION
- PROPOSED CATCH BASIN
- PROPOSED CURB INLET
- PROPOSED FIRE SERVICE

CAUTION:

LOCATION OF EXISTING UTILITIES ON THIS PLAN ARE APPROXIMATE AND SHALL BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCY.

NOTE: ADD 200 FEET TO ALL PROPOSED CONTOURS AND SPOT ELEVATIONS.

Snipes-Dye associates
civil engineers and land surveyors
8348 CENTER DRIVE, STE. G, LA MESA, CA 91942
TELEPHONE (619) 697-9234 FAX (619) 460-2033

COUNCIL DISTRICT: 3 COMMUNITY PLAN AREA: BALBOA PARK

DATE	ACTION	REFERENCE DOCUMENTS		
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	GDP CONSULTANT HIRED	RESO. NO.	NAME: ESTRADA LAND PLANNING	
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	INITIAL DEVELOPMENT	CIP NO.	J.O. NO.	DRWG. NO.
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		POOL WATER	SF	BLEACHERS	EA.	TRASH RECEPTACLES	EA.
						REVISION	

CITY OF SAN DIEGO PARK AND RECREATION DEPARTMENT

The General Development Plan **Attachment #D**

Old Globe Way Enhancements and Zoo Parking Structure

Schematic Grading Plan C-1

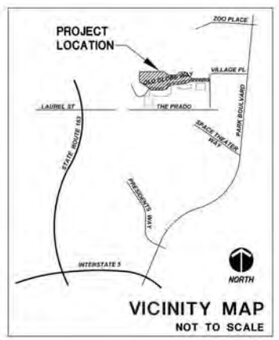
LAMBERT COORDINATES: THOMAS BROTHERS PAGE: (PSD #)

Design Concept:
The San Diego Zoo is proposing to enhance Old Globe Way. The Central Mesa Precise Plan designates Old Globe Way as an improved combined pedestrian and service access. Old Globe Way will be improved to allow pedestrian access from the re-configured surface parking lot. The improved pedestrian access will provide a much improved and pleasant entry and exit experience from Village Place to the Old Globe. Enhanced paving, lighting and benches will be provided. Old Globe Way will be widened behind the Casa del Prado Theater to allow for a drop-off/pick-up area as specified in the Central Mesa Precise Plan. Old Globe Way will continue to serve as the access for deliveries to the theaters and museums.

Planting for Old Globe Way will expand the theme for Balboa Park and the Prado while preserving their historic significance. When possible, existing significant trees will be preserved and protected during construction. A native garden area will be provided in the central area inside the loop.

Lighting and Electrical:
Pedestrian and security lighting will be provided along Old Globe Way utilizing the approved lighting as specified in the Precise Plan.

Irrigation:
Old Globe Way will be irrigated with potable water using an automatic irrigation system, accurately programmable controller and low flow irrigation heads. A separate bubbler system will be installed to provide moisture to trees.



Planting Legend

Trees

Ficus species	Ficus	15 Gal
Geijerea parviflora	Australian Willow	24" Box
Lagerstroemia indica	Crape Myrtle	24" Box
Lophostemon confertus	Brisbane Box	24" Box
Taxodium mucronatum	Montezuma Cypress	36" Box

Shrubs

Agave shawii	Shaw's Agave	5 Gal
Artemesia californica	Coastal Sage Brush	1 Gal
Bamboo	Bamboo	15 Gal
Ceanothus 'Wheeler Canyon'	Wild Lilac	1 Gal
Eriogonum fasciculatum	California Buckwheat	1 Gal
Eriophyllum confertifolium	Long Stem Golden Yarrow	1 Gal
Heteromeles arbutifolia	Toyon	1 Gal
Isocoma menziesii 'Menzeisii'	Spreading Goldenbush	1 Gal
Lotus scoparius	Deer Weed	1 Gal
Malosma laurina	Laurel Sumac	1 Gal
Muhlenbergia rigens	Deer Grass	1 Gal
Mimulus Aurantiacus	Sticky Monkeyflower	1 Gal
Nasella pulchra	Purple Needle Grass	1 Gal
Rhus integrifolia	Lemonade Berry	1 Gal
Salvia mellifera	Black Sage	1 Gal
Yucca schidigera	Yucca	5 Gal

Groundcover

Iva hayesiana	Sump Weed	Flats
Baccharis pilularis 'Twin Peaks'	Prostrate Coyote Brush	Flats
Eriogonum fasciculatum	Common Buckwheat	Flats

Potential Detention Basin

Carex Divulsa	Berkeley Sedge	1 Gal
Leymus Condensatus	Canyon Prince Rye	1 Gal
Muhlenbergia rigens	Deer Grass	1 Gal

Native Garden Planting Legend

Trees

Arctostaphylos 'Dr Hurd'	Dr Hurd Manzanita	24" box
Arctostaphylos x densiflora	Austin Griffith's Manzanita	24" Box
Brahea edulis	Guadalupe Island Fan Palm	24" Box
Cupressus goveniana	Gowen's Cypress	24" Box
Heteromeles arbutifolia	Toyon	24" Box
Prunus illicifolia lyonii	Catalina Island Cherry	24" Box
Rhus ovata	Sugarbush	24" Box
Umbellularia californica	California Bay Laurel	24" Box

Medium to Tall Shrubs (5-8')

Arctostaphylos densiflora x hybrids	'Howard McMinn' Manzanita	1 Gal
	'Sentinel' Manzanita	1 Gal
	'Harmony' Manzanita	1 Gal
Arctostaphylos hookeri x pajaroensis 'Sunset'	Sunset Manzanita	1 Gal
Atriplex lentiformis	Quail Bush	1 Gal
Berberis aquifolium x 'Golden Abundance'	Golden Abundance	1 Gal
Eriogonum giganteum	St. Catherine's Lace	1 Gal
Isomeris menzesii	Menzie's Goldenbush	1 Gal
Rhamnus californica	Coffeeberry	1 Gal
Salvia clevelandii x leucophylla	California Blue Sage	1 Gal
Simmondsia chinensis	Jojoba	1 Gal

Low Shrubs and Bunch Grasses (2-5')

Archtostaphylos hookeri franciscana	Franciscan Manzanita	1 Gal
Artemesia californica x pycnocephala	Montara Sage Brush	1 Gal
Baccharis pilularis x hybrids	'Pigeon Point', 'Pozo Surf', and 'Twin Peaks'	1 Gal
Bahiopsis linearis	San Diego Sunflower	1 Gal
Eriogonum arborescens	Santa Cruz Island Buckwheat	1 Gal
Galvezia juncea	Baja Bush Snapdragon	1 Gal
Leymus condensatus 'Canyon Prince'	Canyon Prince Grass	1 Gal
Lonicera subspicata denudata	San Diego Honeysuckle	1 Gal
Muhlenbergia rigens	Deer Grass	1 Gal
Ribes viburnifolium	Island Perfume Currant	1 Gal

Flower Garden Perennials

Achillea millefolium	Yarrow	1 Gal
Aster chilensis	California Aster	1 Gal
Epilobium cana 'Catalina'	Catalina Island Fuchsia	1 Gal
Eriophyllum confertiflorum	Goldern Yarrow	1 Gal
Eschscholzia californica	California Poppy	1 Gal
Linum lewisii	Blue Flax	1 Gal
Monardella linoides	Willowy Coyote Mint	1 Gal
Penstemon spectabilis	Showy Penstemon	1 Gal
Pseudognaphalium californicum	California Pearly Everlasting	1 Gal
Salvia chaemadryoides	Electric Blue Sage	1 Gal
Salvia spathecea	Hummingbird Sage	1 Gal
Solidago californica	California Goldenrod	1 Gal

Low Perennials for Groundcover

Dudleya edulis	Lady-fingers Dudleya	Flats
Dudleya brittonii	Britton's Dudleya	Flats
Fragaria chiloensis	Dune Strawberry	Flats
Helianthemum scoparium	California Sun Rose	Flats
Heuchera hybrids	Coral Bells	Flats
Iris douglasiana	Coast Iris	Flats
Penstemon heterophylla	Margarita BOP	Flats

COUNCIL DISTRICT: 3 COMMUNITY PLAN AREA: BALBOA PARK

DATE	ACTION	REFERENCE DOCUMENTS		
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IMPROVEMENTS SUMMARY (DATA FROM AS-BUILT DRAWINGS)

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D.G. PAVING	AC.	POOL BLDG.	SF	COURT GAME AREA	SF	BENCHES	EA.
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						REVISION	

CITY OF SAN DIEGO PARK AND RECREATION DEPARTMENT

The General Development Plan **Attachment #D**

Old Globe Way Enhancements and Zoo Parking Structure

Landscape Plan L-1

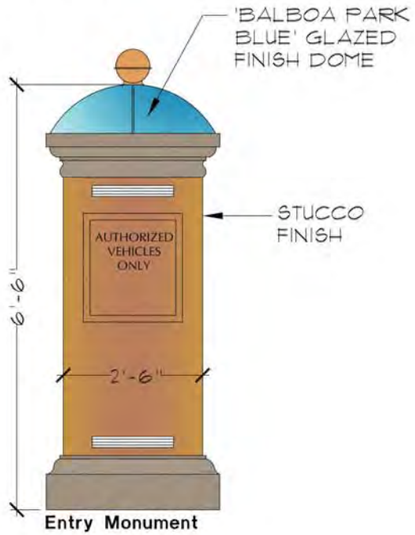
LAMBERT COORDINATES: THOMAS BROTHERS PAGE: (PSD #)

Prado Concrete Bench

Prado Bollard

Prado Metal Trash Receptacle

Prado Light Standard



Entry Monument

Prado Cast Iron/Wood Bench

VICINITY MAP
NOT TO SCALE

COUNCIL DISTRICT: 3 COMMUNITY PLAN AREA: BALBOA PARK

DATE	ACTION	REFERENCE DOCUMENTS		
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						REVISION	

CITY OF SAN DIEGO PARK AND RECREATION DEPARTMENT

The General Development Plan **Attachment #D**

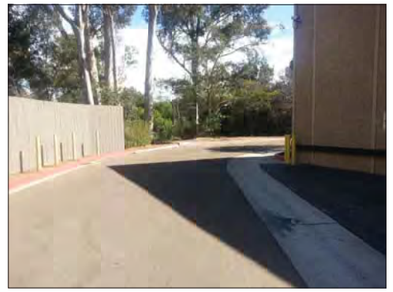
Old Globe Way Enhancements and Zoo Parking Structure

Improvement Plan L-2

LAMBERT COORDINATES: THOMAS BROTHERS PAGE: (PSD #)



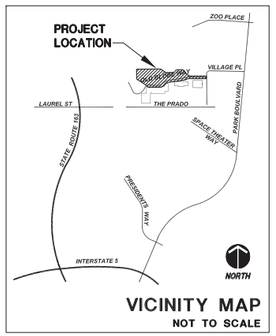








VICINITY MAP
NOT TO SCALE

COUNCIL DISTRICT: 3

COMMUNITY PLAN AREA: BALBOA PARK

DATE	ACTION	REFERENCE DOCUMENTS		
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						REVISION	

CITY OF SAN DIEGO PARK AND RECREATION DEPARTMENT

The General Development Plan

Attachment #D

Old Globe Way Enhancements and Zoo Parking Structure

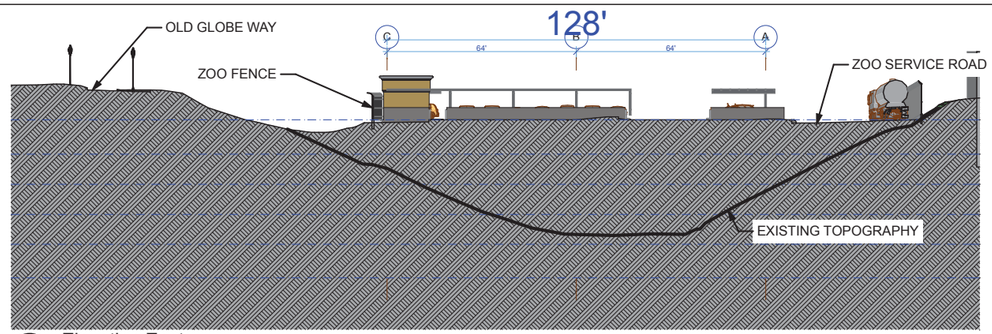
Existing Site Photos

L-3

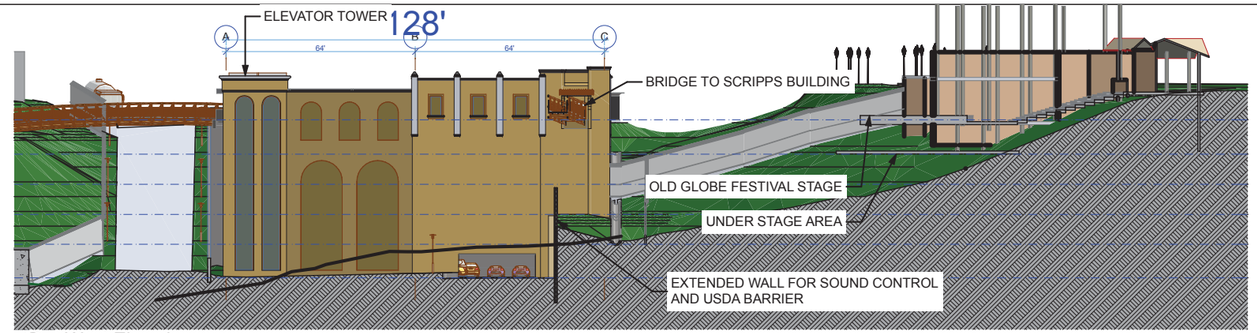
LAMBERT COORDINATES:

THOMAS BROTHERS PAGE:

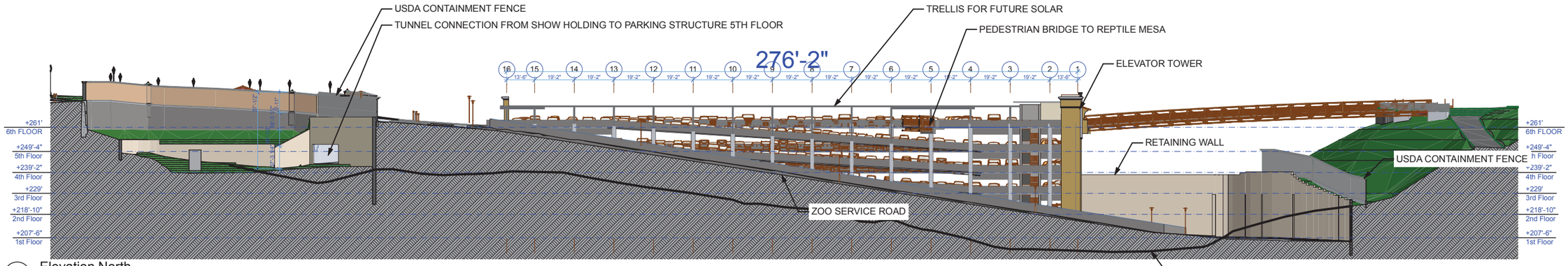
(PSD #)



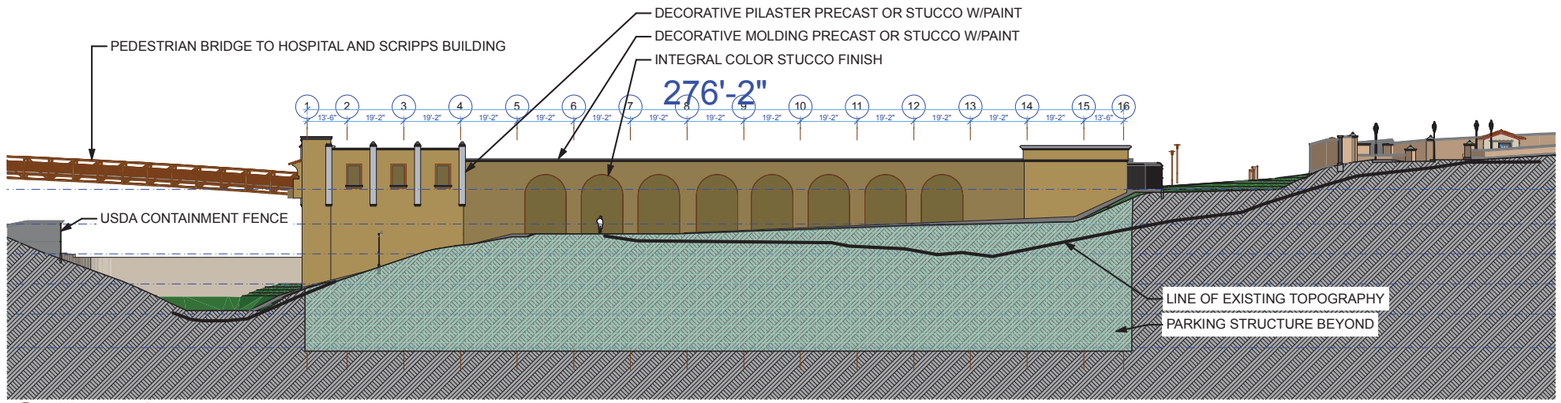
1 Elevation East
SCALE: 1" = 20'



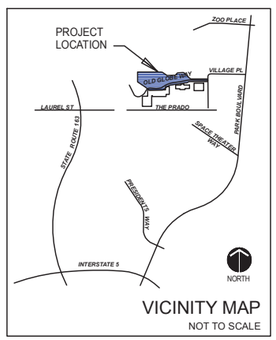
2 West Elevation
SCALE: 1" = 20'



3 Elevation North
SCALE: 1" = 20'



4 Elevation South
SCALE: 1" = 20'



VICINITY MAP
NOT TO SCALE

FOR PRELIMINARY REVIEW - SPECIFICATION AND P.D.C. DOCUMENTS TAKE PRECIDENCE IF IN CONFLICT
---NOT FOR CONSTRUCTION---

COUNCIL DISTRICT: 3 COMMUNITY PLAN AREA: BALBOA PARK

DATE	ACTION	REFERENCE DOCUMENTS		
	SITE ACQUIRED	RESO. NO. R-292980	COST $:	ACRES: 5.0
	SITE DEDICATED	ORD. NO.		ACRES:
	GDP CONSULTANT HIRED	RESO. NO.	NAME: ESTRADA LAND PLANNING	
	P&R BOARD APPROVAL	PF&R APPROVAL	DATE:	
	INITIAL DEVELOPMENT	CIP NO.	J.O. NO.	DRWG. NO.
		CIP NO.	J.O. NO.	DRWG. NO.
		CIP NO.	J.O. NO.	DRWG. NO.
		CIP NO.	J.O. NO.	DRWG. NO.
		CIP NO.	J.O. NO.	DRWG. NO.
		CIP NO.	J.O. NO.	DRWG. NO.
		CIP NO.	J.O. NO.	DRWG. NO.

IMPROVEMENTS SUMMARY (DATA FROM AS-BUILT DRAWINGS)

ITEM	QUANTITY	ITEM	QUANTITY	ITEM	QUANTITY	ITEM	QUANTITY
TOTAL SITE	AC.	TOT LOT	SF	PAVED WALKWAYS	SF	SECURITY LTS.	STDS.
IMPROVED AREA	AC.	MULTI-PURPOSE CT.	SF	PARK ROADS	SF	BALLFIELD LTS.	STDS.
TURF	AC.	TENNIS CTS.	SF	PARKING LOT	SF	TENNIS COURT LTS.	STDS.
SHRUB BED	AC.	RESTROOM	SF	PARKING STALLS-STD.		MULTI-PURPOSE CT. LTS.	STDS.
NATURAL	AC.	REC. BLDG.	SF	PARKING STALLS-DISABLED		BACKSTOPS	EA.
D.G. PAVING	AC.	POOL BLDG.	SF	COURT GAME AREA	SF	BENCHES	EA.
DIRT INFIELDS	AC.	POOL DECK	SF	LAWN EDGING	LF	PICNIC TABLES	EA.
		POOL WATER	SF	BLEACHERS	EA.	TRASH RECEPTACLES	EA.
						REVISION	

CITY OF SAN DIEGO PARK AND RECREATION DEPARTMENT

Bid Package - Issued 3/11/2014

Attachment #D

Old Globe Way Enhancements and Zoo Parking Structure

PARKING ELEVATIONS A-1

LAMBERT COORDINATES: THOMAS BROTHERS PAGE: (PSD #)

THE CITY OF SAN DIEGO
M E M O R A N D U M

DATE: March 12, 2014

TO: Charlie Daniels, Park Designer - Park & Recreation Department

FROM: Myra Herrmann, Senior Planner, Development Services Department

SUBJECT: Old Globe Way Improvements - Project No. 349316
California Environmental Quality Act - 15162 Consistency Evaluation

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The Development Services Department (DSD) has completed a California Environmental Quality Act (CEQA) Section 15162 evaluation for the Old Globe Way Improvements Project (Project). This evaluation was conducted to provide supporting documentation that none of the conditions specified in the State CEQA Guidelines Section 15162 exist that require the preparation of a new environmental document. This evaluation is intended to demonstrate that no new impacts would result with implementation of the proposed Project. The review was limited to consideration of CEQA issues evaluated in the previously certified SEIR relative to the request for approval of improvements to an existing park service road located behind the Botanical Garden, Old Globe Theatre Complex and Casa de Prado Buildings in the Central Mesa of Balboa Park.

The following environmental and planning documents were reviewed for this project:

Balboa Park Master Plan Adopted July 25, 1989
Central Mesa Precise Plan Adopted October 20, 1992
Central Mesa Precise Plan Supplemental Environmental Impact Report DEP No. 91-0686 certified October 20, 1992
Central Mesa Precise Plan Amendment Adopted April 13, 2004
Park Boulevard Promenade FEIR certified April 2004

A Supplemental Environmental Impact Report (SEIR) was prepared for the Central Mesa Precise Plan in 1992 which provided specific recommendations for development of 193 acres in the Central Mesa of Balboa Park. The SEIR specifically evaluated traffic circulation, land use, and cultural resources relative to the differences between the 1989 Balboa Park Master Plan and the proposed Precise Plan. Two alternatives were also evaluated in the SEIR, the No Project Alternative and Development of Central Mesa in Accordance with the Existing Balboa Park Master Plan Alternative.

EXHIBIT E

Background and Project Description

The Central Mesa Precise Plan identifies enhanced pedestrian/service road enhancements to Old Globe Way from Village Place to The Old Globe Theatre complex and is shown as such in Figure 6 of the SEIR. The Precise Plan for this area includes a redesign and enhancement of an existing small parking area behind the Museum of Art for vehicle turn around and parking adjacent to Old Globe Way. As part of this project the Zoological Society proposes to implement the Central Mesa Precise Plan's Old Globe Way improvements from Village Place in a manner consistent with the Precise Plan.

Old Globe Way provides access to the Zoo, Casa del Prado, Botanical Building, San Diego Museum of Art, Old Globe facilities and the Zoo Hospital (which is within the Zoo Leasehold). Old Globe Way which is also within the National Historic Landmark District begins at Village Place to the east and traverses between the Casa del Prado, Botanical Building, San Diego Museum of Art and Old Globe facilities on the south and the Zoo Leasehold to the north.

Implementing the Precise Plan for this section of Old Globe Way would enhance and improve vehicle and pedestrian access in this area of Balboa Park. Redesigning the existing small parking area as provided in the Precise Plan would provide an easily accessible and safer turnaround for vehicles dropping off and picking up children from the Casa del Prado. Widening Old Globe Way and installing sidewalks and other appurtenances as provided in the Precise Plan would improve pedestrian safety and enhance the pedestrian experience to The Old Globe Theatre Complex. This improvement also would comply with the Precise Plan recommendation that all service access routes accommodate trucks with semi-trailers.

Although the SEIR did not specifically identify any impacts or mitigation measures that would be required in order to implement the project, the following issue areas were evaluated in accordance with CEQA and to assure consistency with the previously certified environmental document.

Land Use

The Land Use section of the SEIR specifically considered several issues including existing buildings, open park land, restricted park land, areas devoted to roads and parking areas including service roads and affects on adjacent communities. The locations of existing roads and parking areas are illustrated in Figure 18 in the SEIR. The Precise Plan identified enhancements to the Old Globe Way service/access road which would not affect the overall road or park acreage or affect adjacent communities, and therefore no land use impacts would result from implementation of the proposed Project.

The Project was reviewed by staff in the City's Park & Recreation Department as well as the Planning, Neighborhoods and Economic Development Department and determined to be consistent with the Central Mesa Precise Plan and Balboa Park Master Plan. On December 5, 2013 the Balboa Park Committee, the recognized planning group for Balboa Park recommended approval of the Old Globe Way Improvements to the Park and Recreation Department Director. Based on the above consistency review, DSD Environmental further determined that improvements to Old Globe Way would not result

in land use impacts or conflict with the goals or recommendations contained either the Central Mesa Precise Plan or the Balboa Park Master Plan (1989) and therefore, no mitigation or further environmental review is required.

Traffic Circulation

The SEIR did not identify the need for any traffic mitigation associated with the implementation of improvements to the Old Globe Way Service road. However, a traffic letter report was prepared by Linscott Law & Greenspan, Engineers (LLG) dated March 10, 2014 for the San Diego Zoological Society (Zoo) to support a separate project to construct a 650-space employee parking structure within the existing Zoo leasehold. Because access to the proposed Zoo employee parking structure would be taken off the service road, the report included information relative to the Old Globe Way Improvements and was provided to staff as part of the Central Mesa Precise Plan and SEIR consistency review submittal for that project. Following is a brief summary of the report and conclusions relative to Old Glove Way improvements.

Old Globe Way is a non-classified park road within Balboa Park. It is constructed as a long 24-foot-wide, 2-lane undivided cul-de-sac that terminates behind the Old Globe Theatre and the Zoo Hospital in Balboa Park. There are no sidewalks, bus stops or bike lanes along the roadway and there is no posted speed limit. For the purpose of the traffic letter report and analysis, Old Globe Way is functionally classified as a 2-lane Collector with an LOS E capacity of 8,000 ADT.

According to the LLG letter report, the existing 24-foot-wide Old Globe Way will be repaved and widened to approximately 37 feet just west of Village Place, where a pull out area will be provided for drop-off / pick-up traffic associated with the Casa del Prado Theatre. The roadway will then taper to approximately 26 feet for a very short distance before splitting into a 24-foot-wide, one-way two-lane loop just north of the Botanical Building circling an existing rare Jerusalem sycamore tree, a native garden, and accessible and permit parking for park service vehicles. All of these improvements are consistent with the Central Mesa Precise Plan for this portion of Balboa Park.

A driveway leading to the proposed San Diego Zoo Employee Parking Structure will be provided via the traffic circle, creating a circulation pattern where the majority of the existing and proposed traffic on Old Globe Way will not traverse the western stretch of Old Globe Way (west of the traffic circle). The western stretch of Old Globe Way will be approximately 20-22 feet wide and be repaved to provide a mixed use roadway (vehicles, bicycles and pedestrians). Currently there is only a small amount of vehicular traffic on the western stretch of Old Globe Way.

Average Daily Trip (ADT) counts were conducted along the service road for two weeks between January 8-21, 2014 resulting in an average of 342 ADT on the weekends and 142 ADT on Saturday. The letter report concluded that after the proposed improvements are implemented, it is anticipated that there will be very little vehicular traffic on the western stretch of Old Globe Way; likely only Park service vehicles. Based on the above consistency review, DSD Environmental further determined that improvements to Old Globe Way would not result in traffic impacts or conflict with the goals or

recommendations contained either the Central Mesa Precise Plan or the Balboa Park Master Plan (1989) and therefore, no mitigation or further environmental review is required.

Cultural Resources

The Central Mesa Precise Plan area and the existing Old Globe Way service access road are within the National Historic Landmark Zone (NHLZ). This service road was use to access to the historic buildings (except for the Old Globe Theatre Complex) during the 1915 Panama Exposition. In 1935, the western end of Old Glove Way was reconfigured to provide access to the new Palace of Fine Arts, Old Globe and Zoological Research buildings.

The Old Globe Way Improvements project was reviewed by the City's Historical Resources staff to determine consistency with the Secretary of the Interior Standards for projects within or adjacent to the NHL district. Staff was able to find that the project would not have an adverse effect on the NHLZ. Based on the above consistency review, DSD Environmental further determined that improvements to Old Globe Way would not result in impacts to cultural resources. Rather, the project would preserve the historic character of the Central Mesa and would not conflict with the goals or recommendations concerning historical preservation contained in either the Central Mesa Precise Plan or the Balboa Park Master Plan and therefore, no mitigation or further environmental review is required.

Environmental Conclusions

Section 15162 of the State California Environmental Quality Act Guidelines states that when an Environmental Impact Report has been certified or a Negative Declaration adopted for a project, no subsequent or supplemental Environmental Impact Report or Negative Declaration shall be prepared for that project unless one or more of the following events occur:

1. Substantial changes are proposed to the project

2. Substantial changes occur with respect to circumstances under which the project is being undertaken

3. New information, which was not known or could not have been known at the time the Environmental Impact Report or Negative Declaration was certified as complete, becomes available.

Based on the above criteria and taking into consideration the additional analysis conducted by DSD along with review of the previously certified SEIR, it was concluded that there are no substantial changes to the project; that the project would not result in new impacts or changed circumstances that would require a subsequent or new EIR; and there is no new information available that was not part of the original environmental document and/or considered with subsequent review of the project which identifies new significant effects not addressed in the previous document or a substantial increase in the severity of previously identified effects.

Therefore, because none of the three above criteria have occurred, DSD has determined that a subsequent or supplemental environmental document for the Old Globe Way Improvements Project is not required. All project issues and potential for significant impacts have been adequately addressed pursuant to CEQA for the project.

This Memorandum reflects the Lead Agency's independent judgment and analysis and can be used by the City Decision-Maker or Mayor-Appointed Designee when approving the project.

Myra Herrmann, Senior Planner
Development Services Department

cc: Helene Deisher, Project Manager, Development Services Department
Environmental File

EXHIBIT E