



THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: April 26, 2021

TO: Balboa Park Committee  
Agenda of May 6, 2021

FROM: Christina Chadwick, Assistant Deputy Director, Parks and Recreation Department

SUBJECT: Golf Course Drive Improvements

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**SUMMARY**

**Issue** – Should the Balboa Park Committee recommend approval of the proposed improvements and realignment of Golf Course Drive?

**Department Recommendation**

Recommend approval of the proposed improvements and realignment of Golf Course Drive.

**Other Recommendations** – The proposed project has been reviewed by the following advisory groups. Their recommendations are addressed under Discussion.

- Municipal Golf Committee
- Greater Golden Hill Planning Group

**Fiscal Statement** – The estimated cost for design and construction of the proposed project is approximately \$6.5 Million. The additional maintenance cost of street sweeping the separated bike lanes is expected to be minimal with no annual increase in maintenance cost. The annual cost for electricity for the new street lights would be approximately \$31,000; it is yet to be determined if this will impact the Parks and Recreation budget or the overall city-wide street lighting budget.

**Environmental Review** – The City of San Diego as lead agency under the California Environmental Quality Act (CEQA) will conduct environmental review under State of California CEQA guidelines.

**Code Enforcement Impact** – None

**Housing Impact** – None

## **BACKGROUND**

Golf Course Drive is located on the East Mesa of Balboa Park adjacent to the community of Golden Hill. It is a meandering road connecting 28<sup>th</sup> Street to 26<sup>th</sup> Street to the southwest. Golf Course Drive serves the Balboa Golf Course as well as the Golden Hill Recreation Center. While technically being a park road, it also serves as a through way to connect Golden Hill and South Park to downtown San Diego and the Interstate 5 freeway. The road separates the 9-hole course on the south from the clubhouse and 18-hole course to the north. See Attachment A, Vicinity Map.

The East Mesa Precise Plan (EMPP) addresses the golf course complex and Golf Course Drive. The Precise Plan makes several recommendations, including the following:

- Continue to monitor pedestrian safety and vehicular speeds along Golf Course Drive with the implementation of the recent traffic control measures. If assessments indicate that the current stop signs do not adequately control vehicular speeds and allow for safe pedestrian crossings between the clubhouse and the nine-hole course, other measures to control vehicular speed should be considered with community input.
- Install gates at the east and west entrances of Golf Course Drive (off Date Street and 26th Street) for nightly closure of the road and parking areas following clubhouse closure.
- Provide a pedestrian sidewalk and bicycle lanes along Golf Course Drive.
- Lighting is to be for parking areas and pathways only. Lights should be in use for only a short time after the golf courses or Recreation Center have closed.

The first item above indicates a history of safety issues at the crossing between the clubhouse and the 9-hole golf course. The second item indicates a history of security issues at the golf course.

The EMPP discusses security issues at the golf course and provides recommendations for increased security, including nightly closure of Golf Course Drive. Golf Operations staff indicate there is still an ongoing security concern. Due to the traffic load on Golf Course Drive staff does not feel gating the road at night is appropriate. The traffic load also indicates safety lighting on Golf Course Drive should be considered. The EMPP can be found at the following link:

<https://www.sandiego.gov/park-and-recreation/general-info/documents>

The San Diego Bicycle Master Plan (SDBMP) does not map Golf Course Drive as an existing bike route. However, it is mapped as a future low demand route (SDBMP Figure 5-8). The recommendation of the Bicycle Master Plan is to develop Golf Course Drive as a low priority Class III bicycle route (SDBMP Figures 6-2 and 6-4). Class III bicycle routes are defined as roadways shared with vehicles (SDBMP Table 3-1). This is analogous with the bike lane designation on Park Blvd. with the use of “sharrows.” The SDBMP can be found at the following link:

<https://www.sandiego.gov/planning/programs/transportation/mobility/bicycleplan>

At its April 19, 2015 meeting the Park and Recreation Board recommended approval of the proposed Balboa Golf Course Clubhouse General Development Plan (GDP). According to the report to the Park and Recreation Board the project received input from many stakeholders, including:

- Golf Advisory Council
- Men's Golf Club
- Women's Golf Club
- Golfers-at-large
- Greater Golden Hill Community Planning Committee
- Balboa Park Committee
- Park and Recreation Design Review Committee
- Greater North Park Community Planning Group
- Historic Resources Board Design Assistance Subcommittee

The GDP for the clubhouse shows many amenities including a new community and restaurant building, additional parking, golf cart staging, drop-off area, and improved practice facilities. The GDP also indicates the re-alignment of Golf Course Drive as well as the addition of sidewalks along the road. The staff report and presentation can be found at the following links:

- Report to the Park and Recreation Board:  
<http://apps.sandiego.gov/directories/parkandrecboard/pdf/prbr15319101gdpsbalboagolfcourse.pdf>
- Presentation to the Park and Recreation Board (includes GDP rendering):  
<http://apps.sandiego.gov/directories/parkandrecboard/pdf/prbr15319101bpgc.pdf>

The City's Engineering and Capital Projects Department has been working with the Greater Golden Hill Planning Committee (GGHPC) on a project to improve Golf Course Drive. The improvements include new curb and gutter, sidewalks, separated Class I bike lanes, storm drainage systems and storm water treatment. At their July 11, 2018 meeting the GGHPC recommended approval of Option 2 (see Attachment B) with the condition there be physical separation between the bike lanes and vehicular lanes.

At their September 6, 2018 meeting the Balboa Park Committee (BPC) recommended approval of Option 2, supporting the recommendation and condition of the GGHPC.

At their September 13, 2018 meeting the Municipal Golf Committee (MGC) recommended approval of Option 2, supporting the recommendation of the GGHPC recommendation, with the additional condition that there be no loss of parking as a result of the roadway improvements.

## **DISCUSSION**

The proposed improvements to Golf Course Drive are strongly supported by the Parks and Recreation Department. However, the recommended Option 2 plan does not meet safety and security concerns and does not meet Parks and Recreation needs. In addition, Option 2 is counter to the condition made by the MGC; the proposed plan results in a loss of approximately 44 parking spaces.

The most recent traffic studies indicate Golf Course Drive has a traffic load of 4,207 average daily trips (ADTs). According to the City Street Design Manual (Manual) this level of traffic is classified as a Two-Lane Collector. Per the Manual a two-lane collector requires a minimum radius of 450 feet. There are two turns by the clubhouse with a radius of 100 feet and 110 feet, which is not considered safe. The safety issue is compounded by the entrance and exit of two separate parking lots, entrance to the golf cart maintenance area, and pedestrians crossing to the 9-hole course. See Attachment C for traffic counts and road design standards.

The Municipal Golf Committee recommended approval of the proposed improvements with the condition there be no loss in parking. However, widening of the road to accommodate two vehicular lanes, two separated bicycle lanes and a sidewalk has impacted parking at three locations.

- Perpendicular parking along the east side is changed to parallel parking, resulting in a loss of approximately 11 parking spaces.
- Widening of the roadway eliminates approximately 8 parking spaces at the central parking lot by the clubhouse entrance.
- Widening of the roadway eliminates 25 parking spaces at the main lot to the west of the clubhouse.

In total approximately 44 parking spaces are lost to the roadway widening. There is no simple and inexpensive remediation for the lost parking. Expansion would need to occur out onto steep hillsides, requiring expensive retaining walls and impacting established native vegetation.

The proposed plan does not address the security concerns identified in the EMPP. As previously noted, the EMPP recommends gating Golf Course Drive and closing the road at night. The Department does not support this recommendation but feels security concerns need to be addressed.

The proposed plan does not consider the previously approved Golf Course Clubhouse Master Plan. One component of the Clubhouse Masterplan is a re-routing of Golf Course Drive to simplify traffic routing and to provide space needed for implementation of other improvements. While the Golf Division has no immediate plans to implement all elements of the Masterplan, additional space will allow them to improve conditions on the site.

The Department is recommending approval of an alternate alignment for Golf Course Drive (see Attachment D). The proposed alignment continues the east/west segment of the road through the existing 9-hole course and creating a "T" intersection with the north/south segment. The "horseshoe" section of Golf Course Drive would become a one-way road and serve as access to the golf course. The one-way road would still have a sidewalk for pedestrian access as originally designed. The one-way road would also have a Class 2 bike lane with a striped buffer. The bike lane would be one-way like the road. The proposed re-alignment provides the following benefits:

1. Conforms to City Street Design Manual.
2. Eliminates two sub-standard curves in the road, increasing safety and reducing liability.

3. Separates golf course traffic from through traffic.
4. Simpler circulation.
5. Less vehicular/pedestrian conflicts.
6. Safer access to 9-hole golf course.
7. Opportunity to make 28<sup>th</sup> Street Park safer at hole #6.
8. No loss in parking, therefore no expensive retaining walls, no impact to habitat and reduced storm water treatment.
9. Allows for improvements to the golf course clubhouse site.
10. Allows staff to secure the golf course clubhouse complex at night.
11. Meets the needs of the community as well as the needs of the Department.

At their November 18, 2020 meeting the GGHPC made three motions regarding the proposed realignment and improvements to Golf Course Drive. These motions include the following:

1. *Brierton moved, Schumacher seconded, motion carried, Yes-8, no-1, abstain-1 (Vandenheuvel-uncertainty about referring it to the City Attorney) That the City Attorney be asked to re-evaluate the use of Golf Enterprise Funds for this revised project, which advances the Golf Clubhouse Plan.*
2. *Brierton moved, DiMinico seconded, to reject the current plan unless the Golf Course Enterprise funds it. Motion amendment from Nazarinia accepted, "unless the Golf Course Enterprise partially or significantly funds it". Motion amendment accepted from General discussion, "or support the previous plan presented as Alternate 2 in 2018 with safe bike lane separation and a view along the canyon rim." MOTION FAILED, yes-4, no-6.*
3. *Member of the public Mike Gruby suggested a motion, which Brierton moved, Curran seconded, motion carried (9-yes, 1-no, 0-abstentions). The Plan is approved, provided the bikeway is changed to Class 1 and the Golf Course Enterprise funds the project. In this absence of agreement on this point, the committee approves the original plan (Alternate 2 of 2018), with the change to a protected Class 1 bikeway.*

The full meeting minutes can be found at the following link:

[https://www.sandiego.gov/sites/default/files/greater\\_golden\\_hill\\_planning\\_committee-november\\_2020\\_minutes.pdf](https://www.sandiego.gov/sites/default/files/greater_golden_hill_planning_committee-november_2020_minutes.pdf)

The GGHPC discussed the scope of the project again at their February 10, 2021 meeting. The following additional considerations were requested:

*In addition to reaffirming the planning group's interest in divided, protected bike lanes as a core concept of the Golf Course Drive improvement project, the GGHPC also requests the following:*

*We would appreciate information, and the opportunity to provide input on:*

1. *Landscape design, including the potential for on-site mitigation for loss of trees and other vegetation/habitat as a result of this project.*
2. *Lighting Design.*

3. *Review of the possibility of placing the sidewalks on the canyon rim (north side) of golf course drive east (from the area of the clubhouse "horse-shoe" to 28th Street while maintaining the sidewalk connection with the rec center to 26th street in the Golf Course Drive ccd line.*
4. *Explore the possibility of relocation of the golf course drive east portion of the project further south into the area of the greens to minimize canyon disruption and impacts associated with that.*
5. *Consider development of a canyon overlook near the right angle turn mid route (to the west of the clubhouse area) This is a great view spot, and such an amenity would enhance the project greatly.*
6. *And also would like to inquire regarding design and use plans for the area enclosed by the "horse-shoe" section near the historic clubhouse. This is an area created by the new proposed alignment of the route."*

The full meeting minutes can be found at the following link:  
[https://www.sandiego.gov/sites/default/files/gghpc\\_february\\_10\\_2021\\_minutes.pdf](https://www.sandiego.gov/sites/default/files/gghpc_february_10_2021_minutes.pdf)

The Department's response to these motions and recommendations are contained in the memorandum to the GGHPC, Attachment E.

The Municipal Golf Committee reviewed the proposed re-alignment as an information item at their September 17, 2020 meeting. Because the proposed re-alignment comports with the original Golf Course Clubhouse Master Plan and results in no loss of parking the MGC did not request any additional information and did not feel the need to take action on the item.

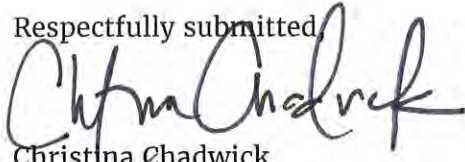
The proposed alternative realignment of Golf Course Drive meets the needs of the community as well as the needs of the Department. Safety would be increased for pedestrians, cyclists, golfers and motorists alike. No parking will be lost and retaining walls and storm water treatment facilities can be eliminated. There is no change in pedestrian circulation other than the additional shortcut provided by the re-alignment. Bicycle access is maintained on the "horseshoe" road as a one-way Class 2 bike lane while a two-way Class I bike lane is provided for the main road.

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**ALTERNATIVES**

1. Recommend approval of the proposed realignment and improvements for Golf Course Drive with modifications.
2. Do not recommend approval of the proposed realignment and improvements for Golf Course Drive.

Respectfully submitted,

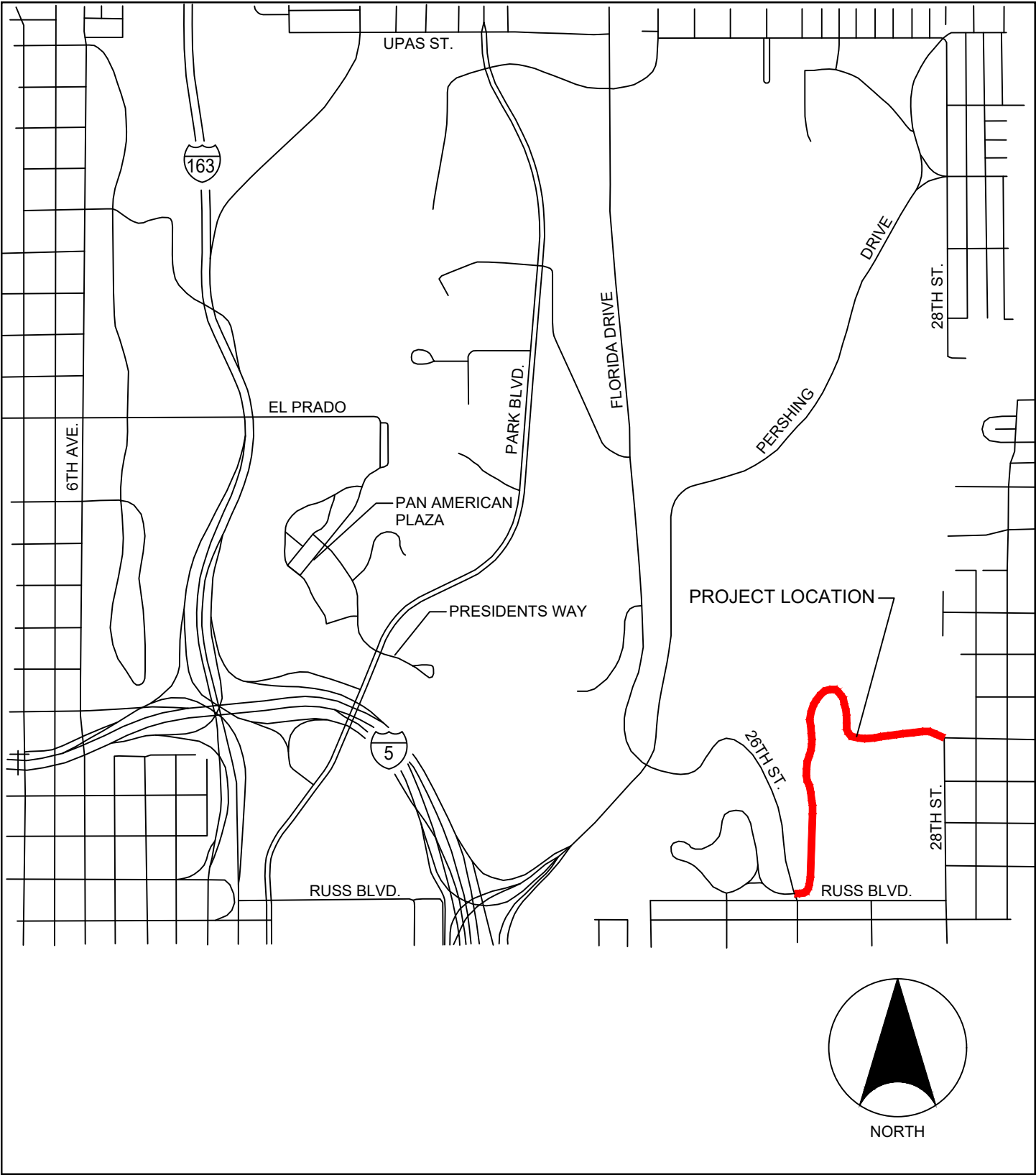


Christina Chadwick  
Assistant Deputy Director

CC/cpd

- Attachments:
- A. Vicinity Map
  - B. Original Alignment Plans
  - C. Traffic Counts and Road Design Standards
  - D. Proposed Realignment Plans
  - E. Memorandum to Greater Golden Hill Planning Committee

Cc: Council District 3 Office



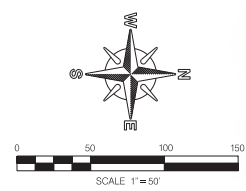
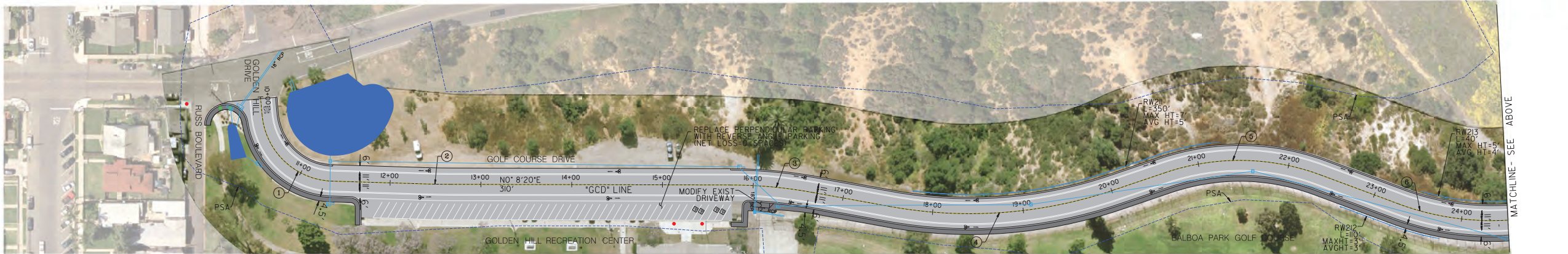
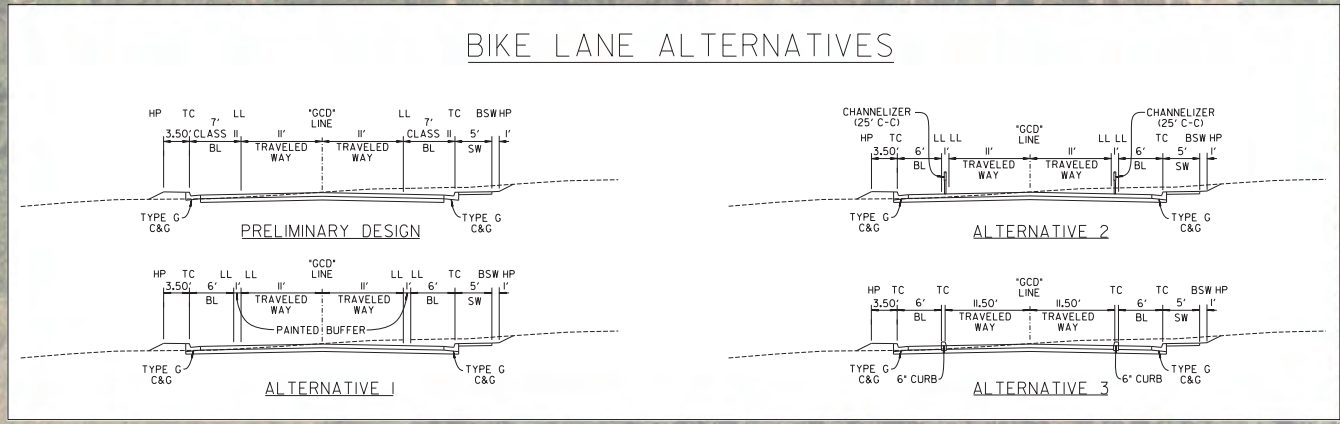
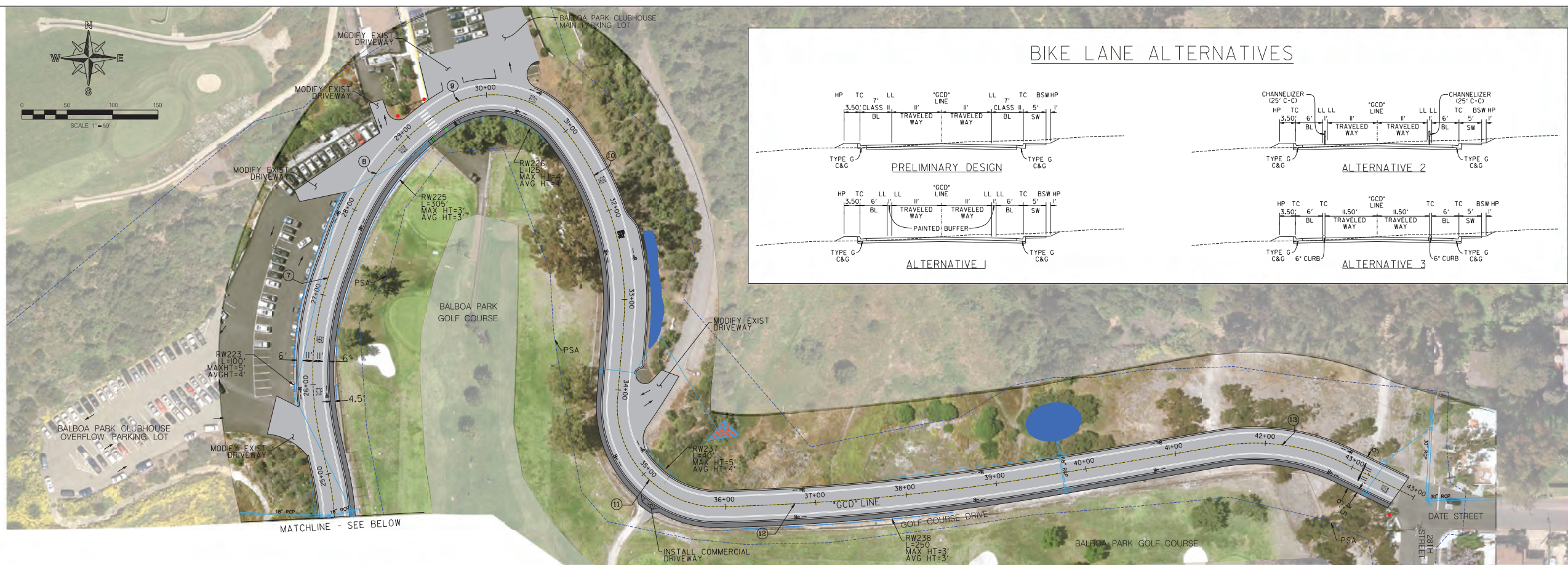
BALBOA PARK GOLF COURSE DRIVE IMPROVEMENTS  
PROJECT VICINITY MAP  
NOT TO SCALE



**LEGEND**

- PROPOSED RETAINING WALL
- PROPOSED SIDEWALK
- PROPOSED ROADWAY
- DETENTION BASIN
- RIP RAP ENERGY DISSIPATOR
- MODIFY EXISTING CURB RAMP
- INSTALL CURB RAMP
- PROJECT STUDY AREA (PSA)

CURVE DATA				
No	RADIUS	$\Delta$	TANGENT	LENGTH
1	80.00'	83° 02' 49"	70.84'	115.96'
2	994.00'	01° 35' 02"	13.74'	27.48'
3	506.00'	10° 07' 33"	44.83'	89.42'
4	494.00'	28° 57' 05"	127.53'	249.62'
5	256.00'	39° 04' 23"	90.84'	174.58'
6	294.00'	33° 11' 18"	87.61'	170.30'
7	331.00'	33° 04' 48"	98.30'	191.10'
8	278.00'	36° 40' 36"	92.15'	177.96'
9	100.00'	84° 28' 42"	90.80'	147.44'
10	306.00'	43° 15' 09"	121.32'	231.00'
11	111.00'	96° 42' 00"	124.80'	187.34'
12	2491.00'	07° 37' 25"	165.97'	331.45'
13	228.00'	35° 31' 38"	73.04'	141.38'



**DE DOKKEN ENGINEERING**

1450 PRAZEE ROAD  
SUITE 100  
SAN DIEGO, CA 92108

(658) 514-8377

GOLF COURSE DRIVE  
BIKE LANE  
ALTERNATIVE EXHIBIT  
AUGUST 2019

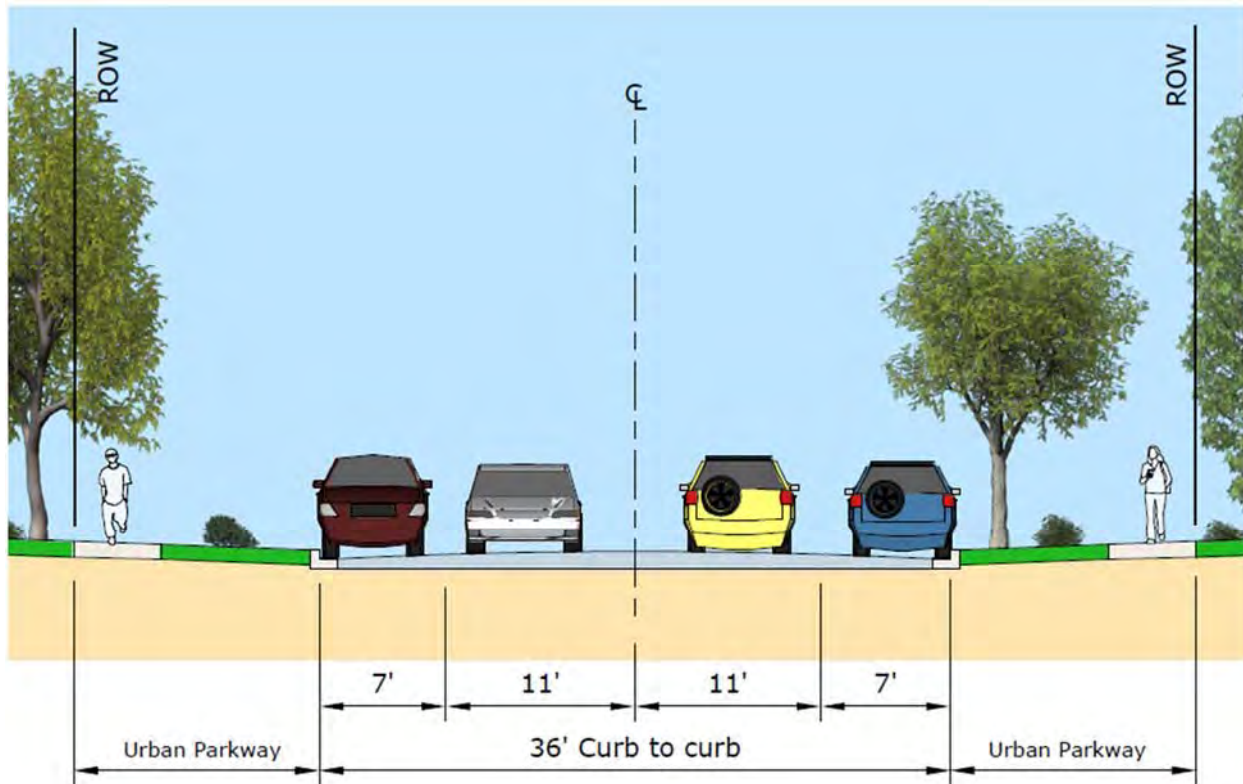
## MACHINE COUNT TRAFFIC VOLUMES

FROM 01/01/2005 - 03/12/2020

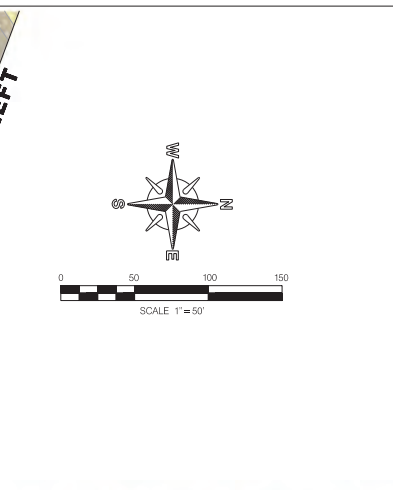
CITY OF SAN DIEGO - TRAFFIC ENGINEERING	LIMITS	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	TOTAL	FILE NO.	DATE
GOLDFINCH ST	REYNARD WY - UNIVERSITY AV	3,304	3,402			6,706	0094-19	05/15/19
GOLDFINCH ST	FORT STOCKTON DR - LEWIS ST	1,800	155			1,955	0841-10	09/09/10
GOLDFINCH ST	FORT STOCKTON DR - LEWIS ST	2,200	1,711			3,911	0909-13	10/17/13
GOLDFINCH ST	SUTTER ST - BUSH ST	3,480	4,200			7,680	0169-06	03/22/06
GOLDFINCH ST	SUTTER ST - BUSH ST	3,505	3,790			7,295	0171-09	03/26/09
GOLDFINCH ST	SUTTER ST - BUSH ST	3,209	3,435			6,644	0232-12	03/13/12
GOLDFINCH ST	SUTTER ST - BUSH ST	3,609	3,086			6,695	0260-15	05/12/15
GOLDFINCH ST	SUTTER ST - BUSH ST	3,309	3,342			6,651	0047-16	03/01/16
GOLDFINCH ST	SUTTER ST - BUSH ST	3,073	3,204			6,277	0094-20	03/12/20
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,300	2,920			6,220	0097-05	03/30/05
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,170	2,380			5,550	0141-08	03/25/08
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,525	2,740			6,265	0331-11	05/24/11
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	2,263	2,455			4,718	0527-14	07/09/14
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	2,621	2,470			5,091	0071-18	03/14/18
GOLDFINCH ST	WASHINGTON ST - FORT STOCKTON DR	4,230	4,975			9,205	0842-10	09/09/10
GOLDFINCH ST	WASHINGTON ST - FORT STOCKTON DR	3,179	3,133			6,312	0910-13	10/16/13
GOLF COURSE DR	26 ST - 28 ST	1,890	2,040			3,930	0067-05	03/31/05
GOLF COURSE DR	26 ST - 28 ST	1,950	2,220			4,170	0116-08	03/19/08
GOLF COURSE DR	26 ST - 28 ST			1,935	1,980	3,915	0116-08	05/12/11
GOLF COURSE DR	26 ST - 28 ST			830	861	1,691	0528-14	06/12/14
GOLF COURSE DR	26 ST - 28 ST	1,045	1,020			2,065	0076-18	03/14/18
GOLF COURSE DR	26 ST - 28 ST	2,202	2,005			4,207	0046-20	02/12/20
GOLFCREST DR	GLENFLORA AV - CASPER DR	2,790	2,610			5,400	0314-07	05/31/07
GOLFCREST DR	GLENFLORA AV - CASPER DR	3,085	2,880			5,965	0332-10	05/27/10
GOLFCREST DR	GLENFLORA AV - CASPER DR	3,158	3,414			6,572	0336-13	05/02/13
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,450	4,810			8,260	0356-05	05/25/05
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,920	4,090			8,010	0277-08	06/05/08
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	2,935	3,505			6,440	0523-11	06/28/11
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,069	4,028			7,097	0529-14	06/12/14
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,137	3,770			6,907	364-18	05/17/18
GOLFCREST DR	MURRAY PARK DR - WANDERMERE DR	1,460	1,360			2,820	0315-07	05/31/07
GOLFCREST DR	MURRAY PARK DR - WANDERMERE DR	1,440	1,315			2,755	0333-10	05/27/10
GOLFCREST DR	MURRAY PARK DR - WANDERMERE DR	1,495	1,368			2,863	0337-13	04/25/13
GOLFCREST DR	NAVAJO RD - MELOTTE ST	2,820	3,020			5,840	0316-07	05/31/07
GOLFCREST DR	NAVAJO RD - MELOTTE ST	2,745	2,850			5,595	0334-10	05/27/10
GOLFCREST DR	NAVAJO RD - MELOTTE ST	2,660	2,760			5,420	0338-13	04/25/13
GOLFCREST DR	NAVAJO RD - TUXEDO RD	2,571	2,576			5,147	0004-19	02/06/19
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,500	1,605			3,105	0843-10	09/08/10
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,458	1,705			3,163	0863-13	12/10/13
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,815	1,643			3,458	0047-20	02/25/20
GOODE ST	BRIARWOOD RD - MANZANA WY	1,752	1,890			3,642	0326-18	04/05/18
GOODE ST	BRIARWOOD RD - MANZANA WY	1,647	1,596			3,243	473-18	12/13/18
GOODE ST	BRIARWOOD RD - MONTCLIFF RD			2,455	2,425	4,880	0684-11	08/11/11
GOODE ST	BRIARWOOD RD - MONTCLIFF RD			2,792	2,648	5,440	0530-14	06/12/14

**TABLE 1-7. TWO-LANE COLLECTOR SPECIFICATIONS**

<b>Width, Right-of-Way</b> (with added bike lanes)	60 ft. – 86 ft. 70 ft. – 96 ft.
<b>Design ADT</b> LOS C LOS D	5,000 6,500
<b>Design Speed</b>	30 mph
<b>Width, Curb-to-Curb</b> (with added bike lanes)	36 ft. 46 ft.
<b>Maximum Grade</b>	10% (8% in commercial area)
<b>Minimum Curve Radius</b>	500 ft. above 6% grade 450 ft. at or below 6% grade
<b>Land Use</b> <b>Parkway Options</b>	Large Lot Single Dwelling Residential – no front yards, Single Dwelling Residential – no front yards, Low Density Multiple Dwelling Residential – no front yards, Open Space-Park Urban Parkway Configurations see Figure 5-3, 5-4
<b>Land Use</b> <b>Parkway Options</b>	Commercial, School, Church, or Public Building Urban Parkway Configurations see Figure 5-6 through 5-9



**FIGURE 1-20. SECTION A-A: TWO LANE COLLECTOR**



ALIGNMENT DATA				
NO	RADIUS	△	TANGENT	LENGTH
1		N84°46'11"E		17.19'
2	80.00'	83°2'49"	70.84'	115.96'
3		N01°43'22"E		102.53'
4	991.00'	1°35'22"	13.70'	27.39'
5		N00°08'20"E		293.21'
6	506.00'	10°7'33"	44.83'	89.42'
7		N10°15'53"E		104.55'
8	494.00'	28°57'5"	127.53'	249.62'
9		N18°41'13"W		59.87'
10	256.00'	39°4'23"	90.84'	174.58'
11		N20°23'10"E		91.67'
12	294.00'	33°11'18"	87.61'	170.30'
13		N12°48'08"W		40.54'
14	331.00'	33°4'48"	98.30'	191.10'
15		N20°16'40"E		41.11'
16	278.00'	36°40'36"	92.15'	177.96'
17	100.00'	84°28'42"	90.80'	147.44'
18	306.00'	44°29'28"	125.16'	237.61'
19		S05°55'27"W		194.55'
20		S88°58'35"E		360.07'
21	1200.00'	3°02'17"	31.82'	63.63'
22		N87°59'08"E		29.87'
23	2491.00'	7°37'25"	165.97'	331.45'
24		N80°21'43"E		192.74'
25	228.00'	35°31'38"	73.04'	141.38'
26		S64°06'39"E		83.98'

LEGEND	
PROPOSED RETAINING WALL	
PROPOSED SIDEWALK	
PROPOSED ROADWAY	
PROPOSED GATE	

**DOKKEN**  
ENGINEERING

1450 FRAZEE ROAD  
SUITE 100  
SAN DIEGO, CA 92108

(858) 514-8377

**GOLF COURSE DRIVE  
OVERVIEW EXHIBIT**

**JUNE 2020**

**Parks and Recreation Department**

March 22, 2021

Ms. Kathy Vandenheuvel  
Chairperson  
Greater Golden Hill Planning Committee  
2600 Golf Course Drive  
San Diego, CA 92102  
Via email: [goldenhillplanning@sbcglobal.net](mailto:goldenhillplanning@sbcglobal.net)

**SUBJECT:** Golf Course Drive Bikeway and Pedestrian Improvements in Balboa Park

Dear Ms. Vandenheuvel:

The Parks and Recreation Department (Department) is grateful for the feedback from the Greater Golden Hill Planning Committee (Committee) on the proposed improvements to Golf Course Drive in Balboa Park. At your November 18, 2020 meeting, the Committee approved two motions:

- 1. That the City Attorney be asked to re-evaluate the use of Golf Enterprise Funds for this revised project which advances the Golf Clubhouse Plan.**

**Staff response:** The Golf Enterprise Fund may be used for operations, maintenance, and improvements of golf-related assets in accordance with Ordinance O-17667 (Section VI, Item 3) adopted July 23, 1991. Additional information on the appropriate uses of the Golf Enterprise Fund is available in City Attorney Report RC 2011-12 dated March 1, 2011 (see <http://docs.sandiego.gov/cityattorneyreports/RC-2011-12.pdf>).

The portion of this project that meets the above criteria would be eligible, such as on-course improvements, parking lot modifications, fence realignments, and cart path and walkway revisions. The road alignment of Golf Course Drive and the Class 1 bike path would not be eligible. The Department will continue to look at other possible funding sources to allow completion of the design and eventual construction of the project.

- 2. The Plan is approved, provided the bikeway is changed to Class 1 and the Golf Course Enterprise funds the project. In this absence of agreement on this point, the Committee approves the original plan (Alternate 2 of 2018) with the change to a protected Class 1 bikeway.**

**Staff response:** The Department agrees to provide the separated, Class 1 bike lane as requested. This change will be incorporated into the construction drawings as the project proceeds. The current conceptual drawing is enclosed as Attachment 1.

In addition, the Committee noted several concerns during the discussion portion of the presentation. The Department offers the following responses to those observations:

- 1) **Landscape design should consider the potential for on-site mitigation for loss of trees and other vegetation/habitat as a result of this project.**

**Staff response:** This will become clearer after the environmental review is complete. The environmental document will determine what mitigation is required for the loss of any trees, vegetation, or habitat. If trees are to be added for mitigation, they will be placed in areas where it makes sense to plant them (e.g. additional shade).

- 2) **The design should consider the addition of street lighting.**

**Staff response:** The project will evaluate and add streetlights based on the City's Street Design Manual. Lighting at intersections and conflict areas will also be evaluated to ensure adequate lighting.

- 3) **The design should review of the possibility of placing the sidewalks on the canyon rim (north side) of Golf Course Drive east (from the area of the clubhouse "horseshoe" to 28<sup>th</sup> Street) while maintaining the sidewalk connection between the Golden Hill Recreation Center and 26<sup>th</sup> Street.**

**Staff response:** The project is currently at the 60% design phase, which prevents significant redesign without incurring additional costs to the project. Placing the sidewalk on the canyon rim would be a major redesign and would result in major impacts to the construction plans. This design change would impact the design of the curb ramps, driveways, storm drain systems, and centerline profile for this segment.

- 4) **The design should explore the possibility of relocation of the Golf Course Drive east portion of the project further south into the area of the greens to minimize canyon disruption and impacts associated with that.**

**Staff response:** As with Item (3) above, this recommendation would also require a major redesign at 60% design phase and would result in major impacts to the project. This design change would impact the design of the curb ramps, driveways, storm drain systems, and centerline profile for this segment. By shifting the alignment south, there would be additional grading impacts to the golf course. Any change to the grading limits or impact area may require additional environmental support. Much of the north side of Golf Course Drive in this segment is eucalyptus grove and disturbed area, and there will be very little impact to habitat.

This recommendation would also impact daily golf operations at the Balboa Park Golf Course. Relocation of the Golf Course Drive east portion of the project further south is not feasible as this moves the roadway closer to the active golf course. The tees would be closer to the roadway, and errant golf balls would pose a safety concern. On-course irrigation systems would have to be re-constructed, which would be an added cost to the project. The existing protective fence would also need to be reconstructed.

- 5) **The project should consider development of a canyon overlook near the right angle turn mid-route (to the west of the clubhouse area), as this is a great view spot, and such an amenity would enhance the project greatly.**

**Staff response:** The development of the canyon overlook near the right-angle turn mid-route does not fit into the scope of this project. The Department will examine this request and evaluate possibility of adding it to another project or implement as a separate, standalone project if feasible.

- 6) **The project should consider the potential uses and design for the area proposed for enclosure by the “horseshoe” section near the historic clubhouse. This is an area created by the new proposed alignment of the route.**

**Staff response:** The area of land enclosed by the “horseshoe” section near the historic clubhouse will still be used for the golf course after the completion of this project. Some possible uses include a practice putting and chipping green and pathways that would better connect the clubhouse to the nine-hole course.

In the next few months, the project team consisting of staff from both the Engineering and Capital Projects Department and the Parks and Recreation Department will present the realigned Golf Course Drive proposal (consistent with the presentation to the Committee at its November 18, 2020 meeting) to the Balboa Park Committee for its consideration. This realignment is consistent with the General Development Plan (GDP) for the Balboa Park Golf Course Clubhouse complex, which was previously approved by the Committee, Municipal Golf Committee, Balboa Park Committee, and Park and Recreation Board. The Board approved the Balboa Park Golf Course Clubhouse GDP on March 19, 2015 (Item 101) and is available for review at the following links:

- Report to the Park and Recreation Board:  
<http://apps.sandiego.gov/directories/parkandrecboard/pdf/prbr15319101gdpbalboagolfcourse.pdf>
- Presentation to the Park and Recreation Board (includes GDP rendering):  
<http://apps.sandiego.gov/directories/parkandrecboard/pdf/prbr15319101bpgc.pdf>

If you have questions, comments, or concerns about the responses in this memorandum, please reach out to Park Designer Charlie Daniels at [cdaniels@sandiego.gov](mailto:cdaniels@sandiego.gov) or (619) 533-6597 or me at [afield@sandiego.gov](mailto:afield@sandiego.gov) or (619) 236-6643.

Thank you for your consideration of this project.

Sincerely,



Andy Field  
Director  
Parks and Recreation Department

March 22, 2021  
Greater Golden Hill Planning Committee  
Page 4

AF/cd

Attachments:

1. Conceptual drawing of realigned Golf Course Drive
2. Traffic analysis of Golf Course Drive

cc: Honorable Council President Pro Tem Stephen Whitburn  
Kristina Peralta, Deputy Chief Operating Officer, Neighborhood Services Branch  
Matt Yagyagan, Deputy Director of Policy, Office of Mayor Todd Gloria  
Stephen Hill, Senior Advisor, Office of Mayor Todd Gloria  
Kohta Zaiser, Community Representative, Office of Mayor Todd Gloria  
James Nagelvoort, Director and City Engineer, Engineering and Capital Projects  
Department  
Karen Dennison, Assistant Director, Parks and Recreation Department  
Scott Bentley, Interim Deputy Director, Parks and Recreation Department  
Alex Garcia, Deputy Director, Engineering and Capital Projects Department  
Mike Tully, Deputy Director, Parks and Recreation Department  
Christina Chadwick, Assistant Deputy Director, Parks and Recreation Department  
John Howard, Acting Assistant Deputy Director, Parks and Recreation Department  
Mario Llanos, District Manager, Parks and Recreation Department  
Doran Aivati, Associate Engineer, Engineering and Capital Projects Department  
Bernard Turgeon, Senior Planner, Planning Department  
Katherine Johnston, Chair, Balboa Park Committee  
Kurt Carlson, Chair, Municipal Golf Committee



# ATTACHMENT 1

Attachment E

# Conceptual Golf Course Drive Realignment

Parks and Recreation Department

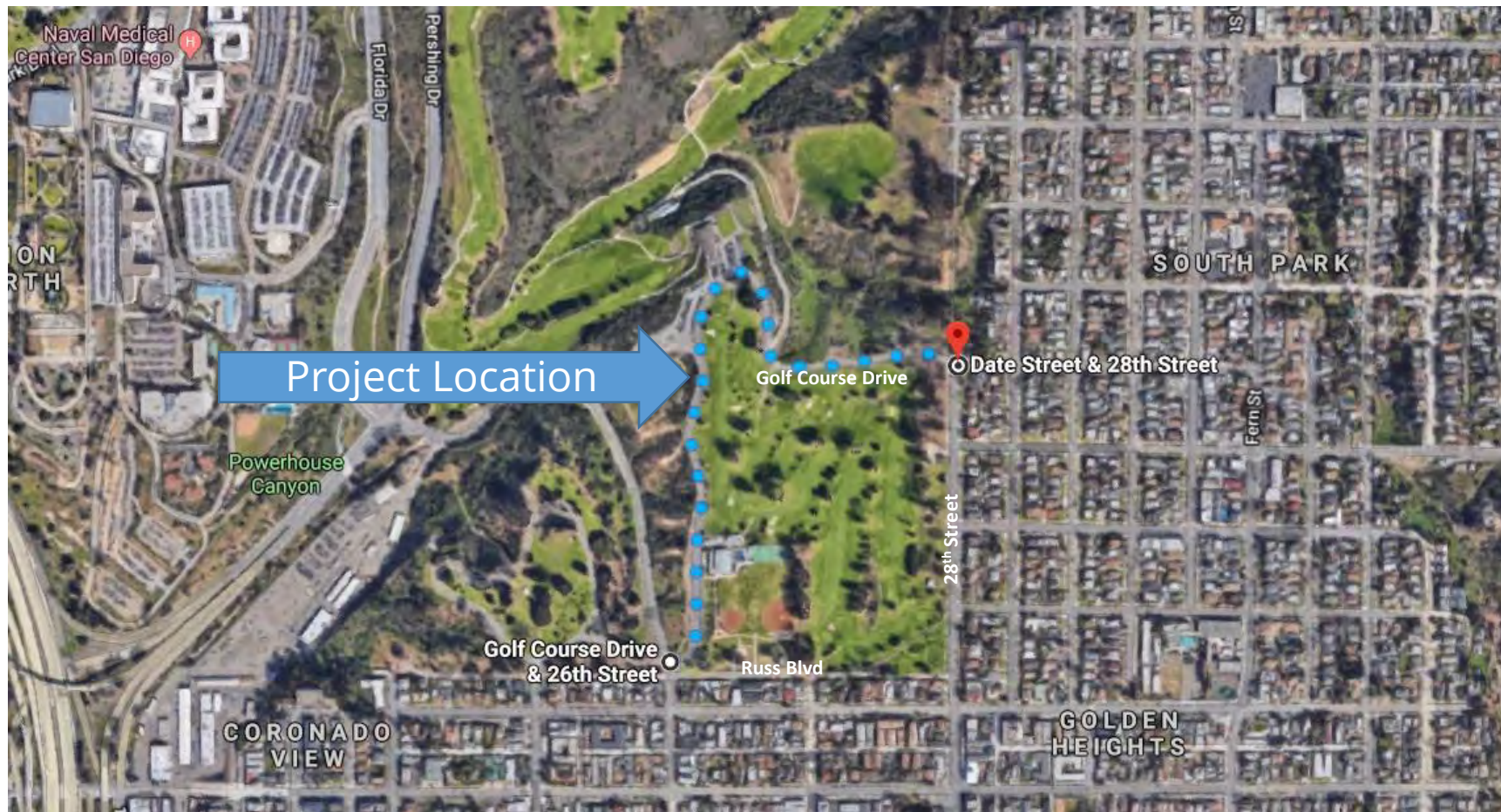
# Golf Course Drive Improvements Project

Greater Golden Hill Planning Committee  
November 18, 2020



# Project Location

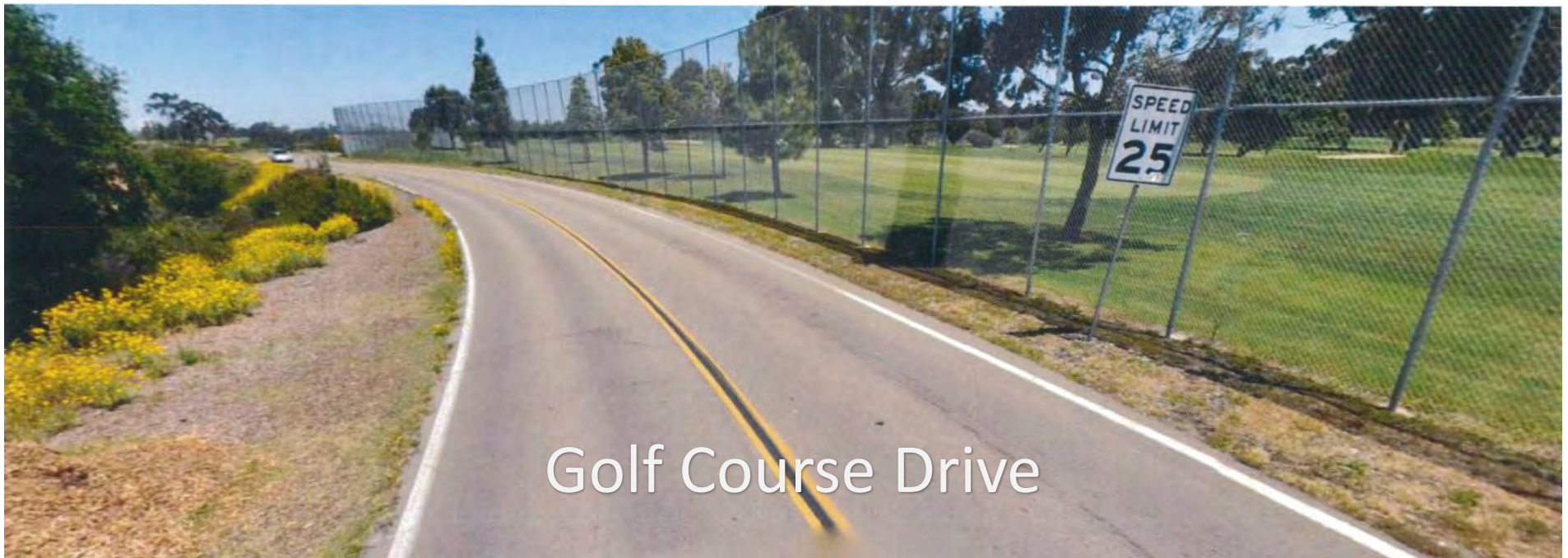
Golf Course Drive from the intersection of Golf Course Drive and 26<sup>th</sup> Street to the intersection of Date Street and 28<sup>th</sup> Street

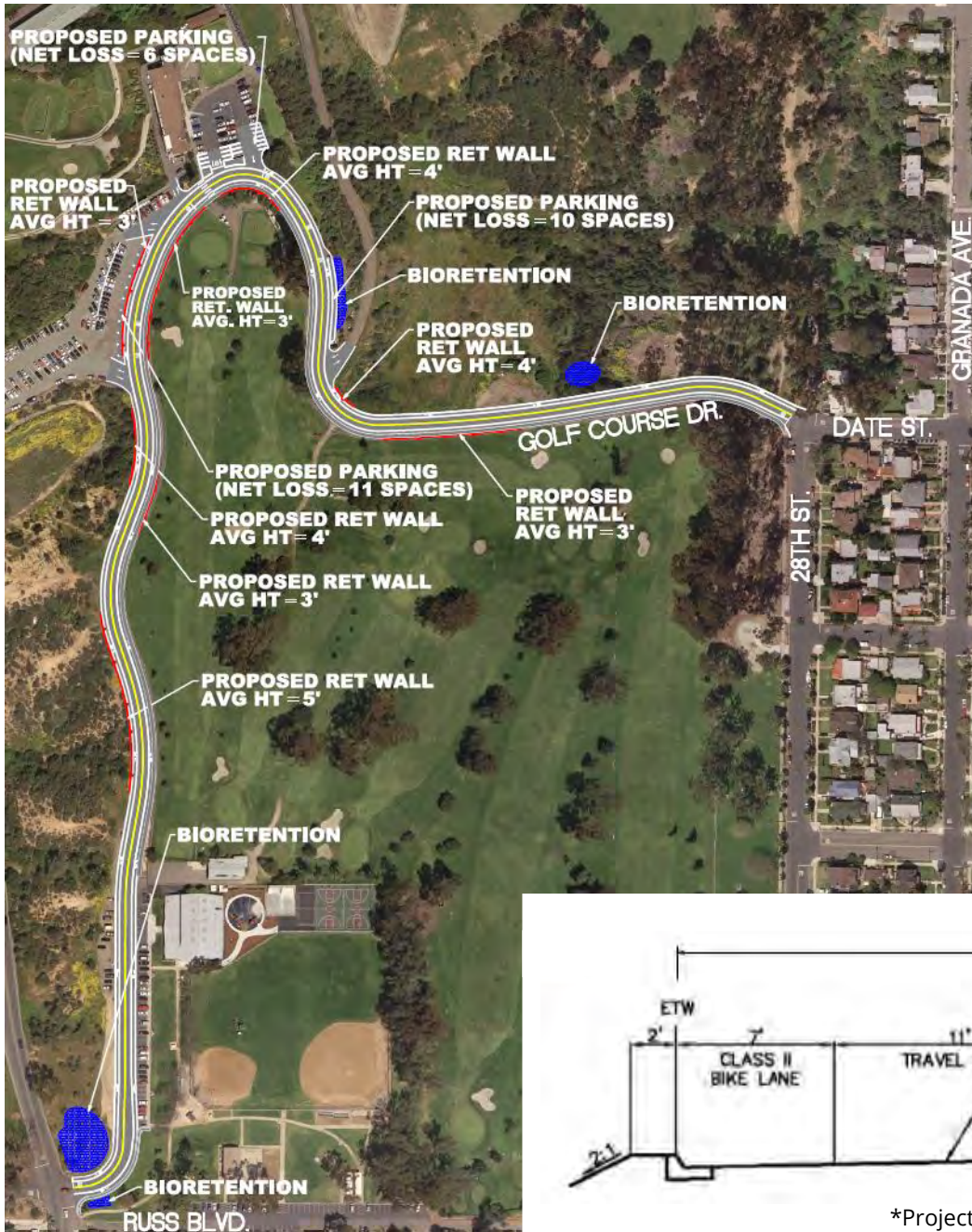


# Project Objective

Provide pedestrian pathway and bicycle facilities along Golf Course Drive from 26<sup>th</sup> Street to 28<sup>th</sup> and Date Street.

A Feasibility Study was prepared to evaluate various alternatives to meet the project objective.

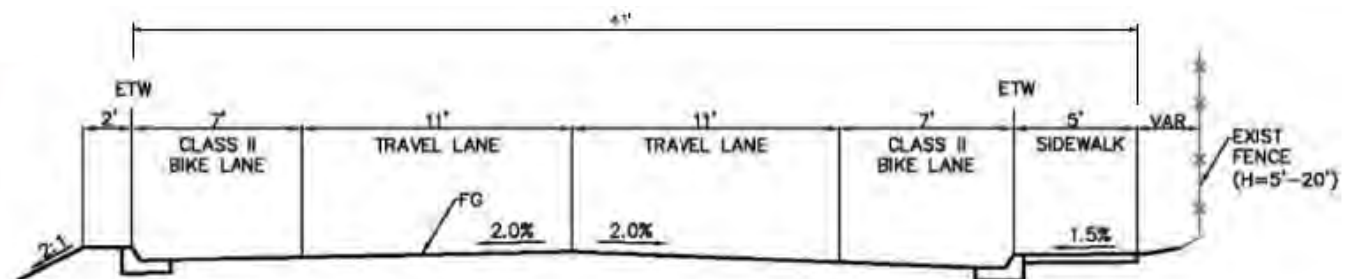




## Alternative 2

Two 11' Travel Lanes with two 7' Class II Bike Lanes and 5' Sidewalk adjacent to the northbound lane

- Requires reverse angle parking at the Recreation Center
- Multiple retaining walls with average height ranging from 3 to 5 feet
- 27 net loss parking spaces **(will be designed to zero)**
- Largest cross-section
- Total project cost: \$5,050,000
- Project timeline\*: 3 years and 6 months
- Approved by the Golden Hill Community Planning Committee on July 11, 2018 and the Balboa Park Committee on September 6, 2018.



\*Project timeline is from when the design phase is funded and ready to begin

## Balboa Park Golf Course – Revised Clubhouse Master Plan

Existing Conditions and Proposed Revisions





# Proposed Concept





# Added Benefit

- Comports with the previously approved Clubhouse Master Plan
- Simplified circulation for through traffic, bicycles and pedestrians
- Eliminated “blind curve” for a majority of the circulation, increasing safety
- Complies with City Street Design Manual
- Safer access to the 9-hole course
- Allows the golf course site to be secured at night
- Reduces impact to habitat
- Reduces project cost due to storm water mitigation



March 6, 2013

Mr. Jack Gallagher  
Dahlin Group Architecture  
539 South Cedros Avenue  
Solana Beach, California 92075

**SUBJECT: BALBOA PARK GOLF COURSE REVISED  
CLUBHOUSE MASTER PLAN TRAFFIC ANALYSIS  
(RICK ENGINEERING COMPANY JOB NUMBER 16502)**

Dear Mr. Gallagher:

The following letter summarizes the traffic assessment that was conducted for the Balboa Park Golf Course Revised Clubhouse Master Plan. The existing site is located at 2600 Golf Course Drive within the City of San Diego. Rick Engineering Company was retained by Dahlin Group Architecture to evaluate the impacts of a proposed project, assess the proposed site plan in terms of site access and on-site circulation, and recommend any feasible mitigation measures, if required, at any impacted locations due to the proposed project based on the evaluation results.

## INTRODUCTION

The following analysis has been prepared to determine any transportation impacts to Golf Course Drive and to assess Balboa Park Golf Course access and on-site circulation due to the proposed project. Objectives of the project include renovation of the existing clubhouse and construction of a new banquet/event center and restroom facility. In order to make room for the new construction, a portion of the existing 9-hole executive golf course will be reconfigured and Golf Course Drive will be realigned to the south end of the project. Parking will be relocated south of the proposed construction.

## PROJECT DESCRIPTION

The proposed project includes the renovation of the existing clubhouse, the demolition of a golf cart shed, and the construction of a new banquet/event center. The renovated clubhouse will contain the pro shop and administrative offices. The new banquet/event center will contain a restaurant/bar and event pavilion. A putting green and an event lawn will also be added to the site. Additionally, Golf Course Drive will be realigned to south end of the project and two full access driveways will be constructed. One access point will serve as an entrance to the main parking lot and the other will serve primarily as an entrance to a drop-off location and ADA parking. In order to make room for the new construction, a portion of approximately 2.5 acres of the existing 9-hole executive golf course will be reconfigured and parking will be relocated south of the proposed construction. The existing golf course (18 hole course and 9 hole executive course) are to remain. Exhibit 1 shows the proposed site plan.



Mr. Gallagher  
March 6, 2013  
Page 2 of 4

## EXISTING TRANSPORTATION CONDITIONS

Golf Course Drive is a two-lane park road that runs west from 28<sup>th</sup> Street, through the Balboa Golf Course, and southwest to 26<sup>th</sup> Street. It has a curb-to-curb width ranging from 18 feet to 32 feet. The posted speed limit on the segment is 25 miles per hour. There are two stop controlled intersections near the existing upper parking lot. Sidewalks are not provided on this segment and on-street parking is prohibited. The roadway provides access to the Balboa Park Golf Course and the Golden Hill Recreation Center. There are four existing driveways that provide access to the Golf Course's parking lots and a driveway providing access to a maintenance building. The Maintenance driveway is located southeast of the existing clubhouse and is a full access uncontrolled driveway used primarily as access for maintenance vehicles and staff. Existing Driveway 1 is located east of the existing clubhouse and is stop controlled on the westbound approach only. This driveway is the ingress access to the upper parking lot, which includes the ADA parking and some non-restrictive parking. Existing Driveway 2 is located just west of Driveway 1 and is stop controlled on the southbound approach only. This driveway serves as the egress access for the upper parking lot. Existing Driveway 3 is a full access, uncontrolled driveway located south of the existing clubhouse. It serves as an access to the lower parking lot, which contains the majority of the non-restrictive parking. Existing Driveway 4 is a full access, uncontrolled driveway located south of Driveway 3. It also serves as an access to the lower parking lot. Exhibit 2 shows a summary of the existing transportation conditions.

## EXISTING TRAFFIC VOLUMES

Current traffic volumes were collected along Golf Course Drive and the existing site driveways during the week of June 28, 2012. Specifically, ADT's were obtained from Thursday, June 28 through Saturday, June 30, 2012 and AM/PM peak hour turning movement counts were collected on Thursday, June 28, 2012. ADT's from Thursday, June 28, 2012 were utilized for the purpose of this analysis since these traffic volumes were higher than Friday and Saturday volumes. These counts show Golf Course Drive to carry 4,141 ADT just south of Driveway 4 and 3,335 ADT just south of the Maintenance Driveway. Driveway 1 carries about 344 ADT into the upper parking lot with Driveway 2 carrying the same 344 ADT out of the parking lot. Driveway 3 and 4 carry 237 ADT and 279 ADT, respectively. Appendix A contains the traffic count sheets. Exhibit 3 shows a summary of the existing traffic volumes for Balboa Golf Club.

## PROJECT TRAFFIC GENERATION

The proposed project trip generation is based on the increase in square footages of the Pro Shop (1,388 square feet), Restaurant/Bar (848 square feet) and Conference/Meeting Room (2,060 square feet) and the traffic volumes associated with the existing conditions. Based on the existing ADT's at the existing driveways, and the square feet of existing Pro Shop, Restaurant/Bar and Conference/Meeting Room, an ADT rate was calculated (341 ADT/1,000 square feet) and applied to the proposed scenario to estimate the proposed project traffic generation. Additionally, Peak Hour percentages for the AM and PM peak hours were also calculated for the existing conditions and then applied to the proposed project scenario to estimate the traffic volumes going in and out of the proposed project. Based on rates, the proposed project is estimated to generate 2,670 ADT with 206 AM peak hour trips (124 inbound and 82 outbound) and 193 PM peak hour trips (89 inbound and

Mr. Gallagher  
March 6, 2013  
Page 3 of 4

104 outbound). Therefore, the proposed project is estimated to add an additional 1,466 ADT with 110 AM peak hour trips (68 inbound and 42 outbound) and 106 PM peak hour trips (49 inbound and 57 outbound) to the surrounding street system. Table 1 summarizes the project trip generation calculations for the existing and proposed conditions.

### **PROJECT TRAFFIC DISTRIBUTION**

Exhibit 4 shows the project trip distribution percentages for the proposed project. These percentages are based on the current traffic count data that was collected along Golf Course Drive and the existing site driveways. Based on trip generation estimates and the trip distribution percentages, Exhibit 5 shows the project trip assignment at the study intersections and roadway segment for proposed project. Approximately 60% of the project related traffic is estimated to come to/from the west and the remaining 40% to/from the east. Exhibit 6 shows the existing traffic volumes plus the project traffic volumes. These volumes were obtained by subtracting the existing site trips from the roadway system and then adding them to the proposed project site trips onto the realigned roadway.

### **EXISTING ANALYSIS**

An existing AM and PM peak hour operation analysis was conducted utilizing Highway Capacity Manual 2010 (HCM 2010) analysis methodologies for unsignalized intersections. Based on the existing AM and PM peak hour turning volumes and intersection lane configuration and intersection control parameters, the four existing intersections were calculated to currently operate at LOS A during both AM and PM peak hours. Table 2 shows the peak hour intersection operation results. Appendix B contains the existing intersection calculation sheets. Additionally, existing roadway segment operation analysis was conducted for the roadway segments of Golf Course Drive located east of the project site and south of the project site. These segments have been determined to operate at LOS A and LOS B, respectively. Table 3 shows the roadway segment operations results.

### **EXISTING + PROJECT ANALYSIS**

An existing plus project AM and PM peak hour operation analysis was conducted utilizing Highway Capacity Manual 2010 (HCM 2010) analysis methodologies for unsignalized intersections. Based on the existing plus project AM and PM peak hour turning volumes and proposed intersection lane configuration and intersection control parameters, the two proposed intersections were calculated to currently operate at LOS B and LOS A during both AM and PM peak hours for the Proposed Driveway 1 and Proposed Driveway 2, respectively. Table 2 shows the peak hour intersection operation results. Appendix B contains the existing plus project intersection calculation sheets. Additionally, existing plus project roadway segment operation analysis was conducted for the proposed roadway segments of Golf Course Drive located south of Proposed Driveway 1 and east of Proposed Driveway 2. Both of these segments have been determined to operate at LOS B. Table 3 shows the roadway segment operations results.

Mr. Gallagher  
March 6, 2013  
Page 4 of 4

### **CONCLUSIONS/RECOMMENDATIONS**

Based on the traffic assessment, the proposed project is calculated to not have any significant traffic impacts at any of the project intersections and roadways. LOS B or better was calculated for existing and proposed project conditions. To facilitate access, the following is recommended:

#### **GOLF COURSE DRIVE/PROPOSED DRIVEWAY 1**

This intersection shall operate as an unsignalized full access driveway with the following lane configurations:

- SB – stop sign controlled with shared left-right lane
- EB – shared left-through lane
- WB – shared through-right lane

#### **GOLF COURSE DRIVE/PROPOSED DRIVEWAY 2**

This intersection shall operate as an all way stop controlled intersection with the following lane configurations:

- NB – shared left-right lane
- EB – shared through-right lane
- WB – shared left-through lane

#### **MAINTENANCE DRIVEWAY**

This intersection shall operate as an unsignalized full access driveway with the following lane configurations:

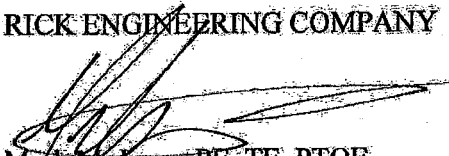
- NB – stop sign controlled with shared left-right lane
- EB – shared through-right lane
- WB – shared left-through lane

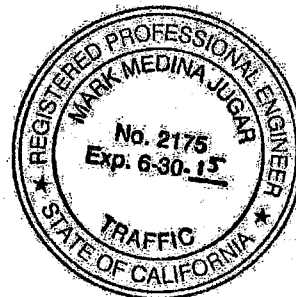
Exhibit 7 shows a graphical summary of the access recommendations.

If you have any questions, please contact me directly at (619) 291-0707.

Sincerely,

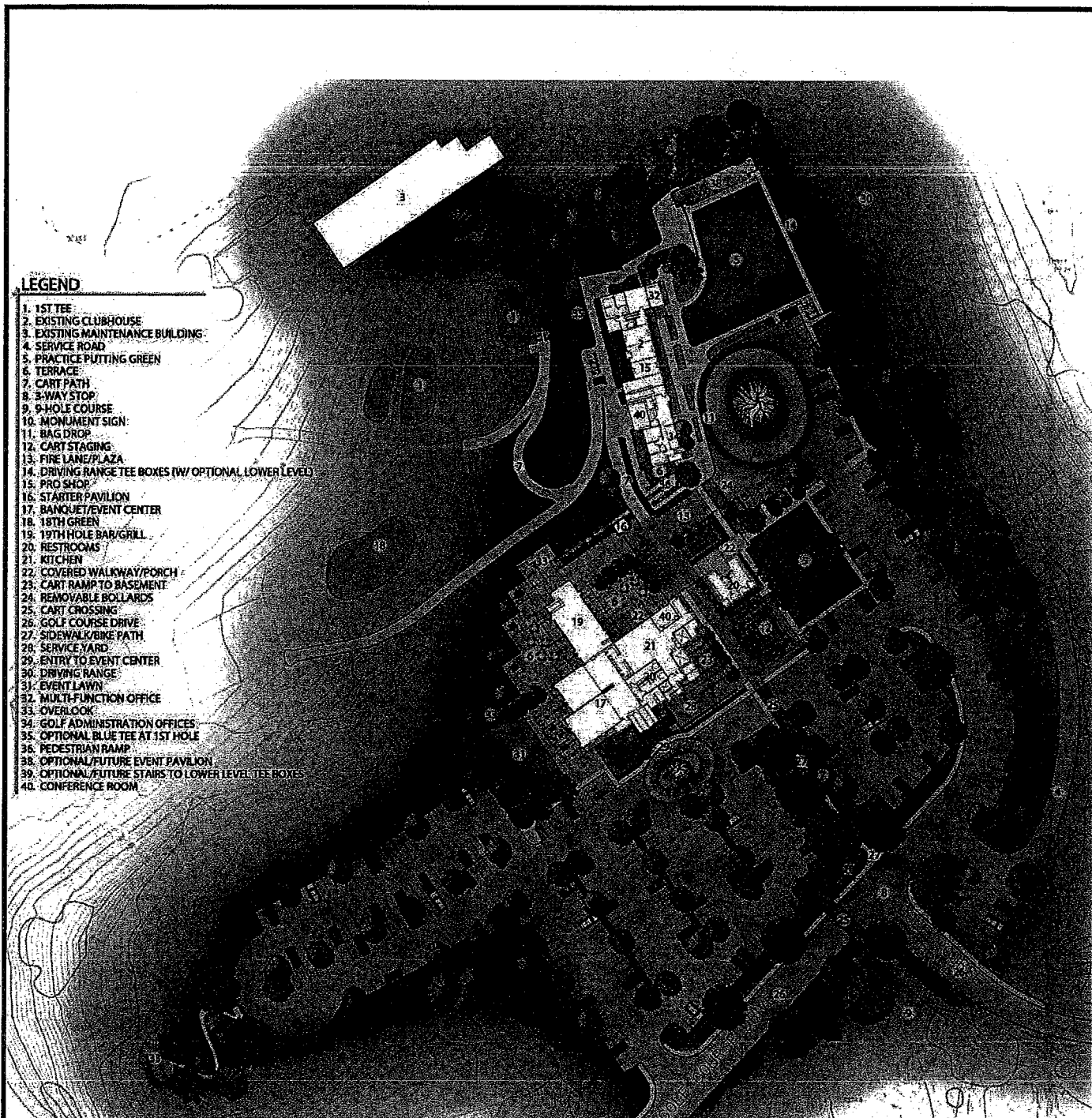
RICK ENGINEERING COMPANY

  
Mark M. Jugar, PE, TE, PTOE  
TE 2175



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Attachments



**LEGEND**

- 1. 1ST TEE
- 2. EXISTING CLUBHOUSE
- 3. EXISTING MAINTENANCE BUILDING
- 4. SERVICE ROAD
- 5. PRACTICE PUTTING GREEN
- 6. TERRACE
- 7. CART PATH
- 8. 3-WAY STOP
- 9. 9-HOLE COURSE
- 10. MONUMENT SIGN
- 11. BAG DROP
- 12. CART STAGING
- 13. FIRE LANE/PLAZA
- 14. DRIVING RANGE TEE BOXES (W/ OPTIONAL LOWER LEVEL)
- 15. PRO SHOP
- 16. STARTER PAVILION
- 17. BANQUET/EVENT CENTER
- 18. 18TH GREEN
- 19. 19TH HOLE BAR/GRILL
- 20. RESTROOMS
- 21. KITCHEN
- 22. COVERED WALKWAY/PORCH
- 23. CART RAMP TO BASEMENT
- 24. REMOVABLE BOLLARDS
- 25. CART CROSSING
- 26. GOLF COURSE DRIVE
- 27. SIDEWALK/BIKE PATH
- 28. SERVICE YARD
- 29. ENTRY TO EVENT CENTER
- 30. DRIVING RANGE
- 31. EVENT LAWN
- 32. MULTI-FUNCTION OFFICE
- 33. OVERLOOK
- 34. GOLF ADMINISTRATION OFFICES
- 35. OPTIONAL BLUE TEE AT 1ST HOLE
- 36. PEDESTRIAN RAMP
- 38. OPTIONAL/FUTURE EVENT PAVILION
- 39. OPTIONAL/FUTURE STAIRS TO LOWER LEVEL TEE BOXES
- 40. CONFERENCE ROOM



NO SCALE

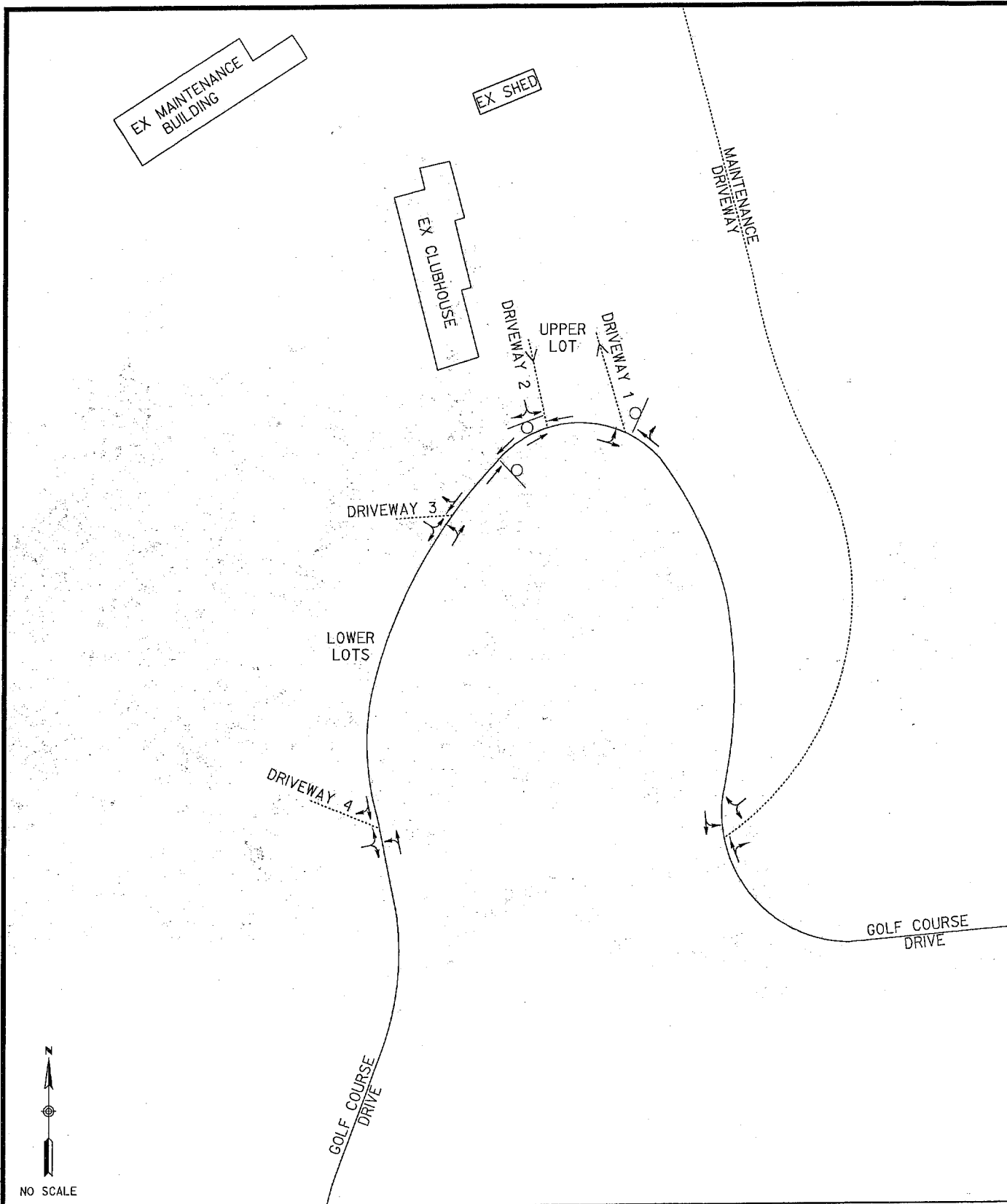
SITE PLAN COURTESY OF DAHLIN GROUP ARCHITECTURE



**EXHIBIT 1**  
 PROPOSED SITE PLAN  
 BALBOA PARK GOLF COURSE REVISED  
 CLUBHOUSE MASTER PLAN, TRAFFIC ANALYSIS

© 2000 Rick Engineering Company

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NO SCALE

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### EXHIBIT 2

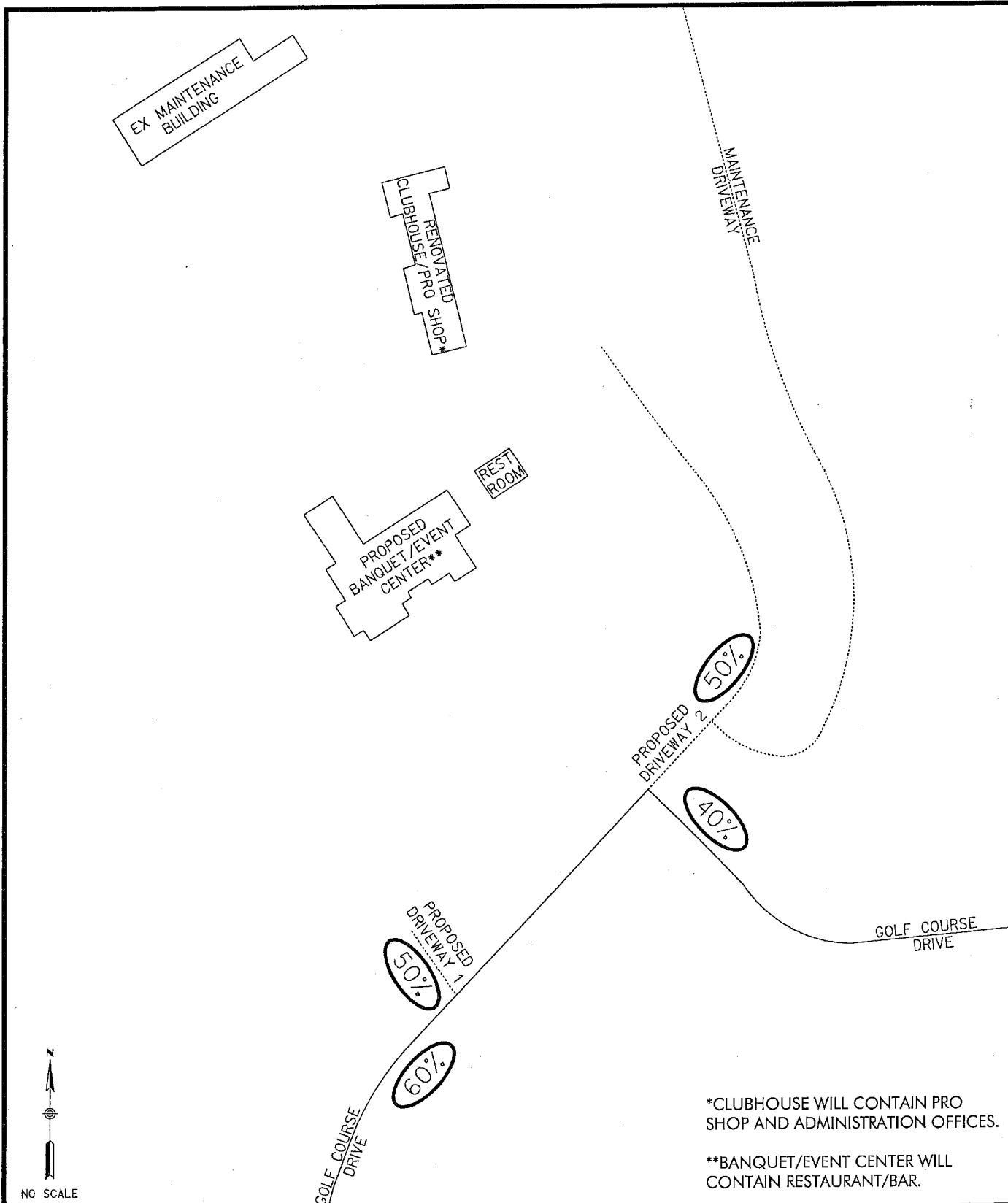
EXISTING TRANSPORTATION CONDITIONS

BALBOA PARK GOLF COURSE REVISED CLUBHOUSE MASTER PLAN TRAFFIC ANALYSIS

#### LEGEND

—○— = STOP SIGN





\*CLUBHOUSE WILL CONTAIN PRO SHOP AND ADMINISTRATION OFFICES.

\*\*BANQUET/EVENT CENTER WILL CONTAIN RESTAURANT/BAR.

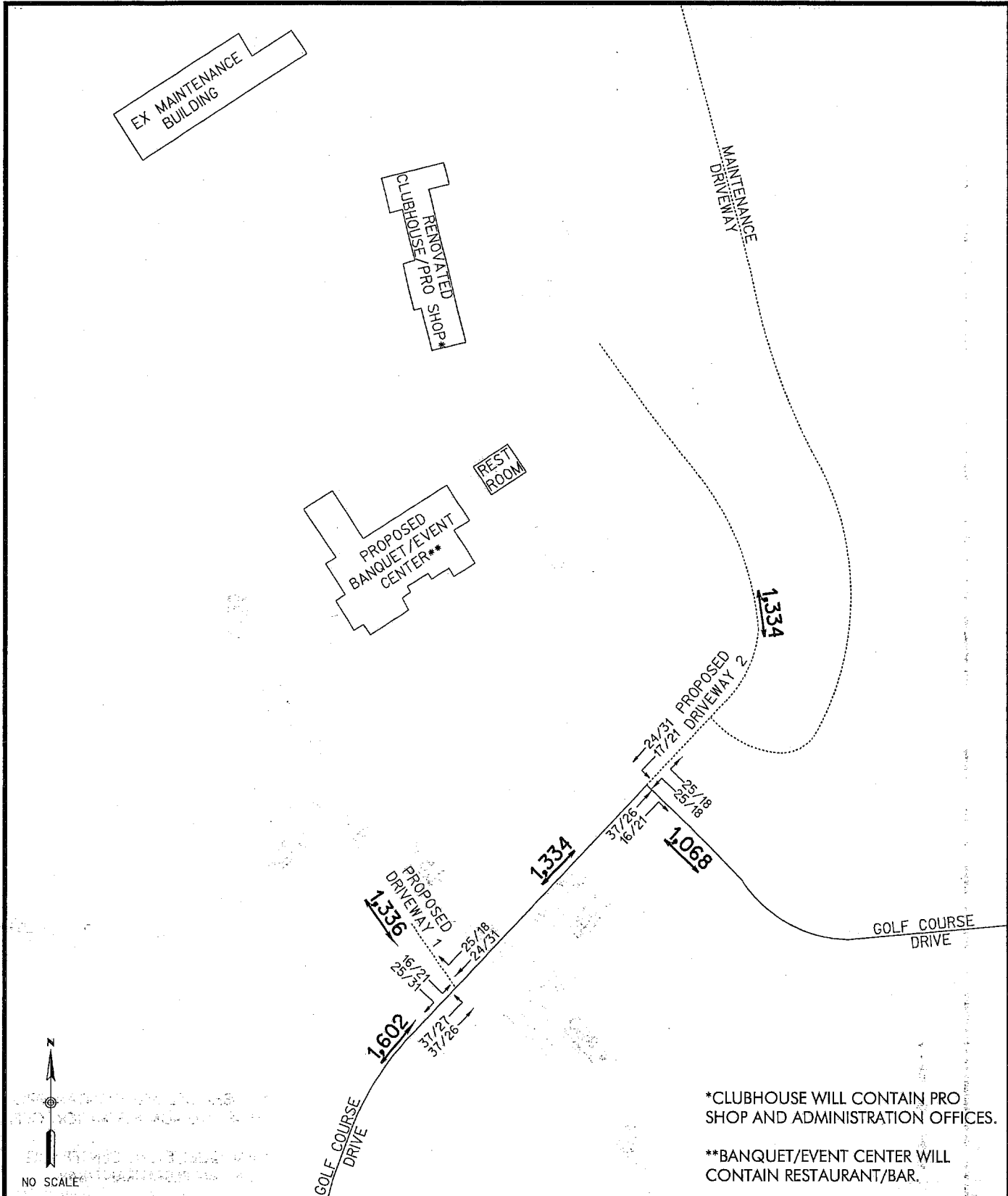


NO SCALE

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**EXHIBIT 4**  
 PROJECT TRIP DISTRIBUTION PERCENTAGES  
 BALBOA PARK GOLF COURSE REVISED  
 CLUBHOUSE MASTER PLAN TRAFFIC ANALYSIS



NO SCALE

\*CLUBHOUSE WILL CONTAIN PRO SHOP AND ADMINISTRATION OFFICES.

\*\*BANQUET/EVENT CENTER WILL CONTAIN RESTAURANT/BAR.

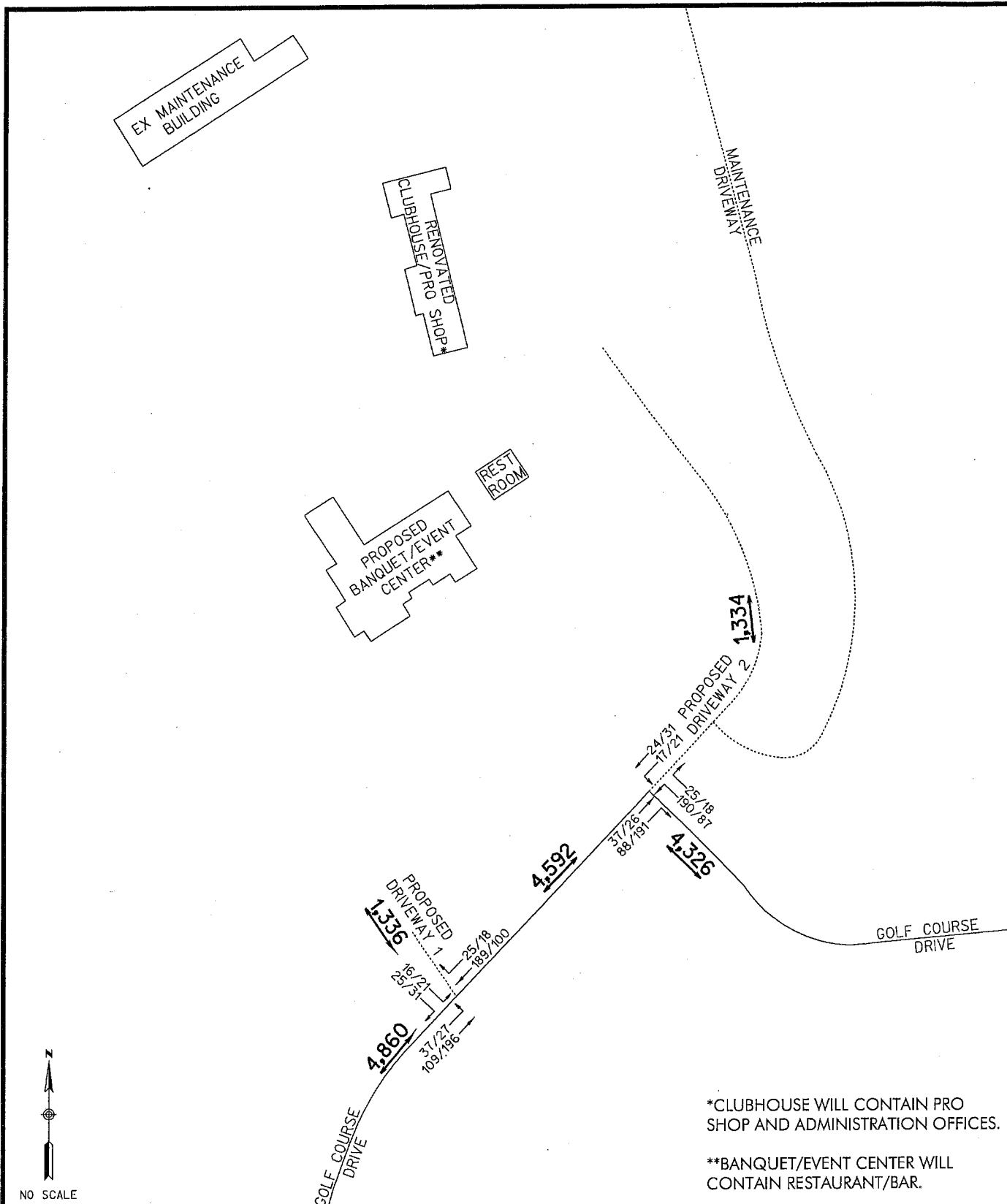


**EXHIBIT 5**  
 PROJECT TRAFFIC VOLUMES  
 BALBOA PARK GOLF COURSE REVISED  
 CLUBHOUSE MASTER PLAN TRAFFIC ANALYSIS

**LEGEND**  
 xxxx/xxxx = AM/PM PEAK HR  
**XXXXX = ADT**

© 2000 Rick Engineering Company





NO SCALE

\*CLUBHOUSE WILL CONTAIN PRO SHOP AND ADMINISTRATION OFFICES.  
 \*\*BANQUET/EVENT CENTER WILL CONTAIN RESTAURANT/BAR.



**EXHIBIT 6**  
 EXISTING + PROJECT TRAFFIC VOLUMES  
 BALBOA PARK GOLF COURSE REVISED  
 CLUBHOUSE MASTER PLAN TRAFFIC ANALYSIS

**LEGEND**  
 xxxx/xxxx = AM/PM PEAK HR  
**XXXX = ADT**

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**TABLE 1  
BALBOA PARK MUNICIPAL GOLF COURSE  
TRAFFIC GENERATION**

LAND USE	SIZE (SF)	RATE (ADT/ 1000 SF)	ADT	AM PEAK			PM PEAK		
				PEAK HOUR %	VOLUME		PEAK HOUR %	VOLUME	
					IN	OUT		IN	OUT
<b>Existing Golf Course</b>									
18 Hole Course	-	-	-	-	-	-	-	-	-
9 Hole Executive Course	-	-	-	-	-	-	-	-	-
Pro Shop	928	-	-	-	-	-	-	-	-
Restaurant/Bar	1,139	-	-	-	-	-	-	-	-
Conference/Meeting Room	1,462	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>3,529</b>	<b>341.173</b>	<b>1,204</b>	<b>7.724</b>	<b>56</b>	<b>37</b>	<b>7.225</b>	<b>40</b>	<b>47</b>
<b>Proposed Golf Course</b>									
18 Hole Course	-	-	-	-	-	-	-	-	-
9 Hole Executive Course	-	-	-	-	-	-	-	-	-
Pro Shop	2,316	-	-	-	-	-	-	-	-
Restaurant/Bar	1,987	-	-	-	-	-	-	-	-
Conference/Meeting Room	3,522	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>7,825</b>	<b>341.173</b>	<b>2,670</b>	<b>7.724</b>	<b>124</b>	<b>82</b>	<b>7.225</b>	<b>89</b>	<b>104</b>
<b>Net Additional Trips</b>	<b>4,296</b>	<b>-</b>	<b>1,466</b>	<b>-</b>	<b>68</b>	<b>42</b>	<b>-</b>	<b>49</b>	<b>57</b>

**TABLE 2  
BALBOA PARK MUNICIPAL GOLF COURSE  
PEAK HOUR INTERSECTION OPERATIONS**

Intersection	Control	Existing				Existing + Project				Incremental Delay		Significant Project Impact Yes/No
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
		Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS			
1: Golf Course Drive/Driveway 1/2 Eastbound Approach Westbound Approach Southbound Approach	All-Way Stop	7.7	A	8.4	A	-	-	-	-			No
		8.2	A	7.6	A	-	-	-	-			
		7.2	A	7.0	A	-	-	-	-			
2: Golf Course Drive/Driveway 3 Northbound Left Eastbound Shared Left-Right	Stop	7.7	A	-	A	-	-	-	-			No
		9.8	A	8.6	A	-	-	-	-			
3: Golf Course Drive/Driveway 4 Northbound Left Eastbound Shared Left-Right	Stop	-	-	-	-	-	-	-	-			No
		-	-	-	-	-	-	-	-			
4: Golf Course Drive/Proposed Driveway 1 Eastbound Left Southbound Shared Left-Right	Stop	-	-	-	-	7.8	A	7.5	A			No
		-	-	-	-	10.5	B	10.1	B			
5: Golf Course Drive/Proposed Driveway 2 Eastbound Approach Northbound Approach Westbound Approach	All-Way Stop	-	-	-	-	7.9	A	8.0	A			No
		-	-	-	-	9.2	A	8.4	A			
		-	-	-	-	8.0	A	7.9	A			

City of San Diego  
 Significant Impact: 1) LOS D or better to LOS E or worse  
 2) Incremental Delay ≥ 2 seconds for LOS E  
 3) Incremental Delay ≥ 1 second for LOS F

**TABLE 3  
BALBOA PARK MUNICIPAL GOLF COURSE  
ROADWAY SEGMENT OPERATIONS**

	Roadway Segment	Functional Classification	Maximum LOS E Capacity	Existing			Existing + Project			Incremental V/C Ratio	Significant Project Impact Yes/No
				ADT	V/C Ratio	LOS	ADT	V/C Ratio	LOS		
1	Golf Course Drive east of Project Site	2 Lane Park Road	8,000	3,335	0.417	A	4,326	0.541	B	0.124	NO
2	Golf Course Drive south of Project Site	2 Lane Park Road	8,000	414	0.518	B	4,860	0.608	B	0.090	NO

City of San Diego

Significant Impact: 1) LOS D or Better to LOS E or Worse  
 2) Incremental V/C Ratio  $\geq$  0.02 for LOS E  
 3) Incremental V/C Ratio  $\geq$  0.01 for LOS F

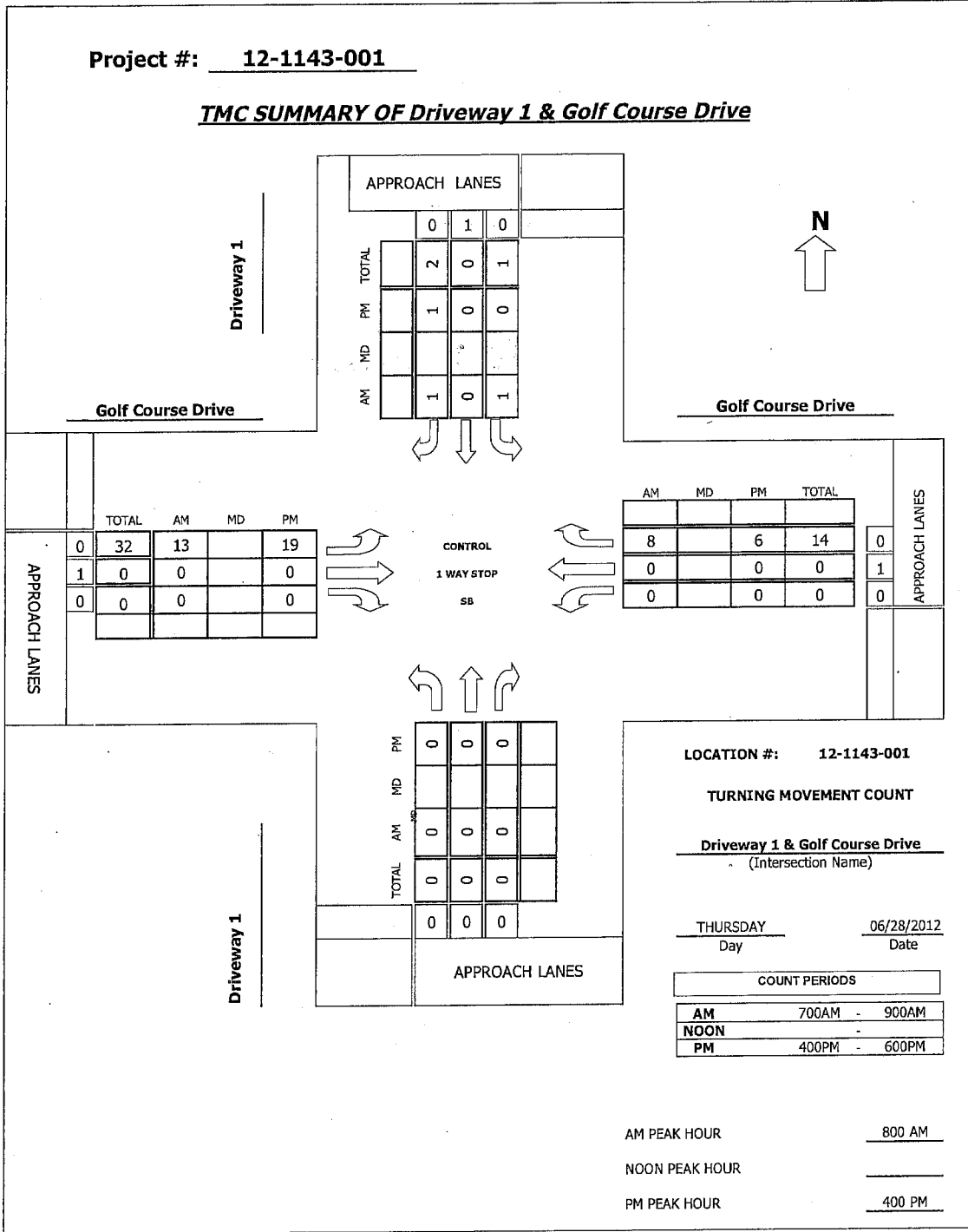
# APPENDIX A

## Traffic Counts



Project #: 12-1143-001

**TMC SUMMARY OF Driveway 1 & Golf Course Drive**



		APPROACH LANES		
		0	1	0
AM	TOTAL	2	0	1
	PM	1	0	0
	MD			
	AM	1	0	1

	AM	MD	PM	TOTAL
	8		6	14
	0		0	0
	0		0	0

	TOTAL	AM	MD	PM
0	32	13		19
1	0	0		0
0	0	0		0

	TOTAL	AM	MD	PM
	0	0	0	0
	0	0	0	0
	0	0	0	0

LOCATION #: **12-1143-001**

**TURNING MOVEMENT COUNT**

**Driveway 1 & Golf Course Drive**  
(Intersection Name)

THURSDAY                      06/28/2012  
Day                                      Date

COUNT PERIODS	
AM	700AM - 900AM
NOON	-
PM	400PM - 600PM

AM PEAK HOUR                      800 AM  
NOON PEAK HOUR                      \_\_\_\_\_  
PM PEAK HOUR                      400 PM

**Intersection Turning Movement  
Prepared by:**



**FIELD DATA SERVICES OF ARIZONA, INC.  
520.316.6745**

N-S STREET: **Driveway 1**      DATE: **06/28/2012**      LOCATION: **San Diego**  
 E-W STREET: **College Course Drive**      DAY: **THURSDAY**      PROJECT# **12-1143-001**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	4	0	0	0	0	1	5
7:15 AM	0	0	0	1	0	0	5	0	0	0	0	1	7
7:30 AM	0	0	0	0	0	0	4	0	0	0	0	1	5
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	2	4
8:00 AM	0	0	0	1	0	1	2	0	0	0	0	2	6
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	2	3
8:30 AM	0	0	0	0	0	0	6	0	0	0	0	2	8
8:45 AM	0	0	0	0	0	0	4	0	0	0	0	2	6
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	2	0	1	28	0	0	0	0	13	44
Approach %	###	###	###	66.67	0.00	33.33	100.00	0.00	0.00	0.00	0.00	100.00	
App/Depart	0	/	41	3	/	0	28	/	2	13	/	1	

AM Peak Hr Begins at: 800 AM

PEAK

Volumes	0	0	0	1	0	1	13	0	0	0	0	8	23
Approach %	###	###	###	50.00	0.00	50.00	100.00	0.00	0.00	0.00	0.00	100.00	

PEAK HR. FACTOR:

	0.000	0.250	0.542	1.000	0.719
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CONTROL: **1 Way Stop (SB)**  
 COMMENT 1:  
 COMMENT 2:



## Intersection Turning Movement



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

N-S STREET: Driveway 1      DATE: 06/28/2012      LOCATION: San Diego  
 E-W STREET: Golf Course Driv      DAY: THURSDAY      PROJECT # 12-1143-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	0	0	1	3	0	0	0	0	1	5
4:15 PM	0	0	0	0	0	0	5	0	0	0	0	2	7
4:30 PM	0	0	0	0	0	0	7	0	0	0	0	0	7
4:45 PM	0	0	0	0	0	0	4	0	0	0	0	3	7
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	3	0	0	0	0	1	4
5:30 PM	0	0	0	0	0	0	4	0	0	0	0	1	5
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	0	0	1	29	0	0	0	0	10	40
Approach %	####	####	####	0.00	0.00	100.00	100.00	0.00	0.00	0.00	0.00	100.00	
App/Depart	0	/	39	1	/	0	29	/	0	10	/	1	

PM Peak Hr Begins at: 400 PM

PEAK													
Volumes	0	0	0	0	0	1	19	0	0	0	0	6	26
Approach %	####	####	####	0.00	0.00	100.00	100.00	0.00	0.00	0.00	0.00	100.00	

PEAK HR. FACTOR:	0.000	0.250	0.679	0.500	0.929
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CONTROL: 1 Way Stop (SR)  
 COMMENT 1: 0  
 COMMENT 2: 0



Pedestrian & Bicycle Study

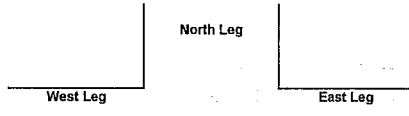
N-S STREET: Driveway 1  
E-W STREET: Golf Course Drive

Date: 08/28/2012  
Day: THURSDAY

City: San Diego  
Project #: 12-1143-001

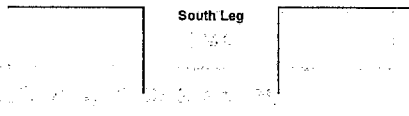
	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	GOLF CARTS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



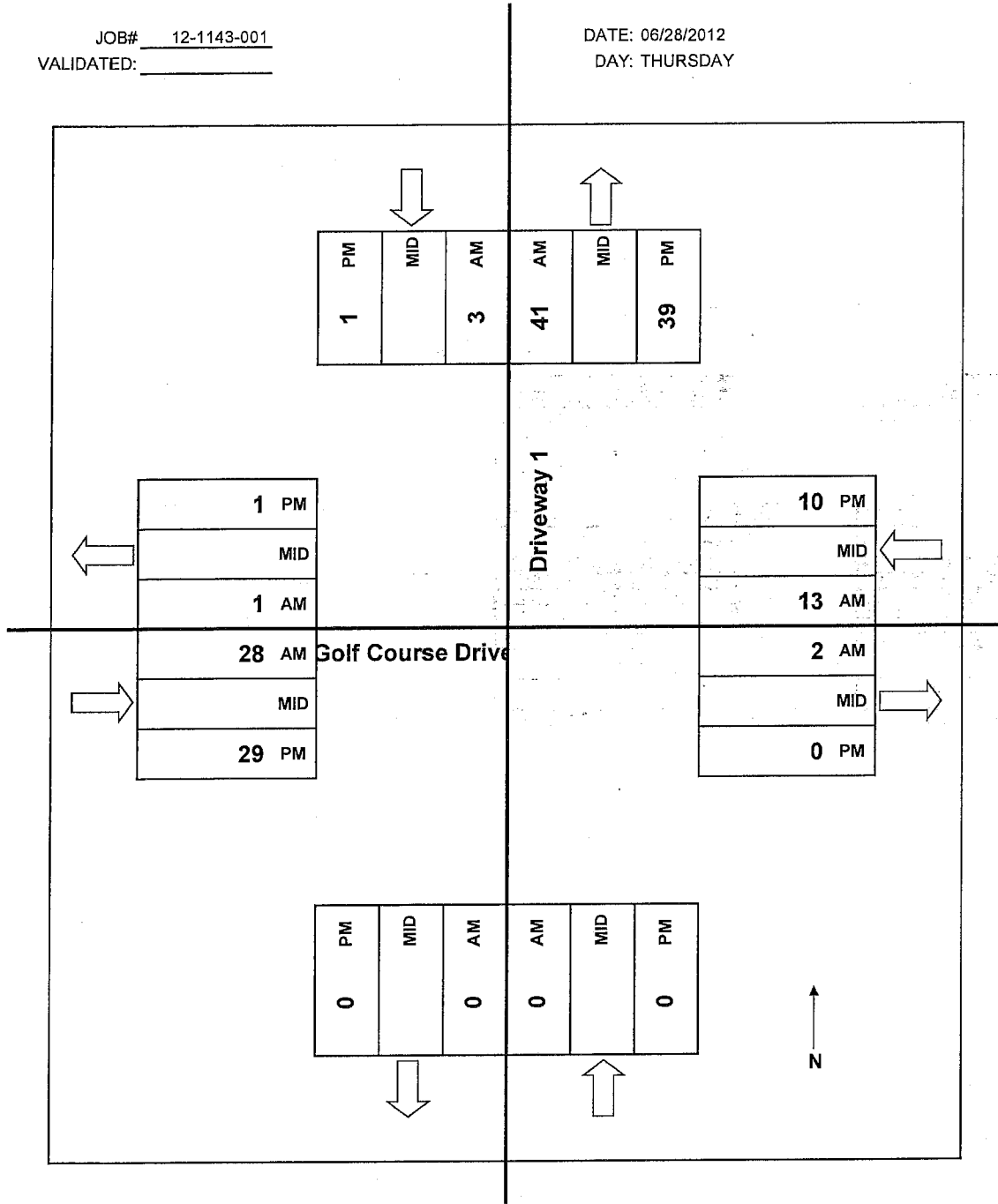
	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	GOLF CARTS			
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



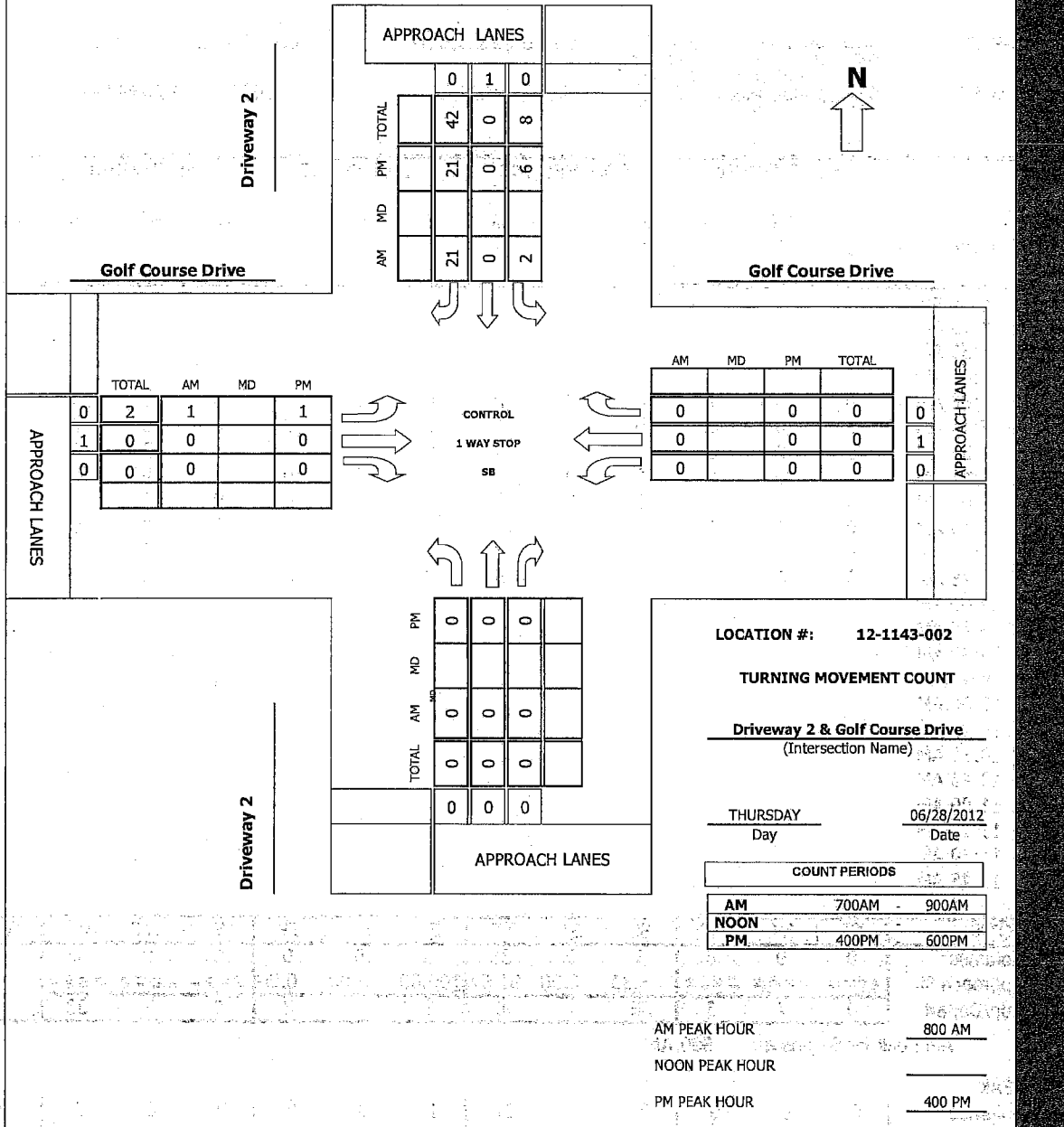
JOB# 12-1143-001  
VALIDATED: \_\_\_\_\_

DATE: 06/28/2012  
DAY: THURSDAY



Project #: 12-1143-002

**TMC SUMMARY OF Driveway 2 & Golf Course Drive**



**Intersection Turning Movement  
Prepared by:**



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

N-S STREET: **Driveway 2**      DATE: **06/28/2012**      LOCATION: **San Diego**  
E-W STREET: **Golf Course Driv**      DAY: **THURSDAY**      PROJECT# **12-1143-002**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	0	0	0	1	0	0	1	0	0	1	0	0
6:15 AM	0	0	0	0	1	0	0	1	0	0	1	0	0
6:30 AM	0	0	0	0	1	0	0	1	0	0	1	0	0
6:45 AM	0	0	0	0	1	0	0	1	0	0	1	0	0
7:00 AM	0	0	0	0	1	0	2	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	4	2	0	0	0	0	6
7:30 AM	0	0	0	1	0	3	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	3
8:15 AM	0	0	0	1	0	6	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	8	0	0	0	0	0	0	8
8:45 AM	0	0	0	1	0	5	0	0	0	0	0	0	6
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	3	0	33	3	0	0	0	0	0	39
Approach %	####	####	####	8.33	0.00	91.67	100.00	0.00	0.00	####	####	####	
App/Depart	0	/	3	36	/	0	3	/	3	0	/	33	

AM Peak Hr Begins at: 800 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	2	0	21	1	0	0	0	0	0	24
Approach %	####	####	####	8.70	0.00	91.30	100.00	0.00	0.00	####	####	####	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.000		0.719			0.250			0.000			0.750

CONTROL: **1 Way Stop (SB)**  
COMMENT 1:  
COMMENT 2:

# Intersection Turning Movement



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

N-S STREET: **Driveway 2** DATE: **06/28/2012** LOCATION: **San Diego**  
 E-W STREET: **Golf Course Drive** DAY: **THURSDAY** PROJECT# **12-1143-002**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	2	0	3	1	0	0	0	0	0	6
4:15 PM	0	0	0	1	0	7	0	0	0	0	0	0	8
4:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
4:45 PM	0	0	0	3	0	7	0	0	0	0	0	0	10
5:00 PM	0	0	0	1	0	4	0	0	0	0	0	0	5
5:15 PM	0	0	0	1	0	2	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	1	0	4	0	0	0	0	0	0	5
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	9	0	33	1	0	0	0	0	0	43
Approach %	####	####	####	21.43	0.00	78.57	100.00	0.00	0.00	####	####	####	
App/Depart	0	/	1	42	/	0	1	/	9	0	/	33	

PM Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	6	0	21	1	0	0	0	0	0	28
Approach %	####	####	####	22.22	0.00	77.78	100.00	0.00	0.00	####	####	####	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.000		0.675			0.250			0.000			0.700

CONTROL: **1 Way Stop (SB)**  
 COMMENT 1: **0**  
 COMMENT 2: **0**



**Pedestrian & Bicycle Study**

N-S STREET: Driveway 2  
E-W STREET: Golf Course Drive

Date: 06/28/2012  
Day: THURSDAY

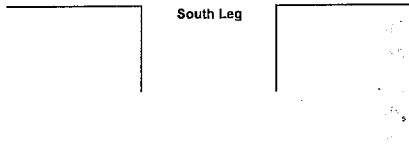
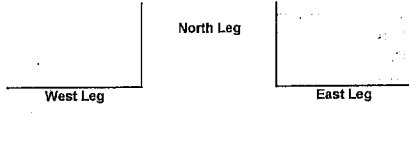
City: San Diego  
Project #: 12-1143-002

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	5
7:15 AM	0	0	0	2
7:30 AM	0	0	0	1
7:45 AM	0	0	0	8
8:00 AM	0	0	0	9
8:15 AM	0	0	0	6
8:30 AM	0	0	0	3
8:45 AM	0	0	0	11
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>

	COURT CARTS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	1
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	1
8:30 AM	0	0	0	3
8:45 AM	0	0	0	1
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>

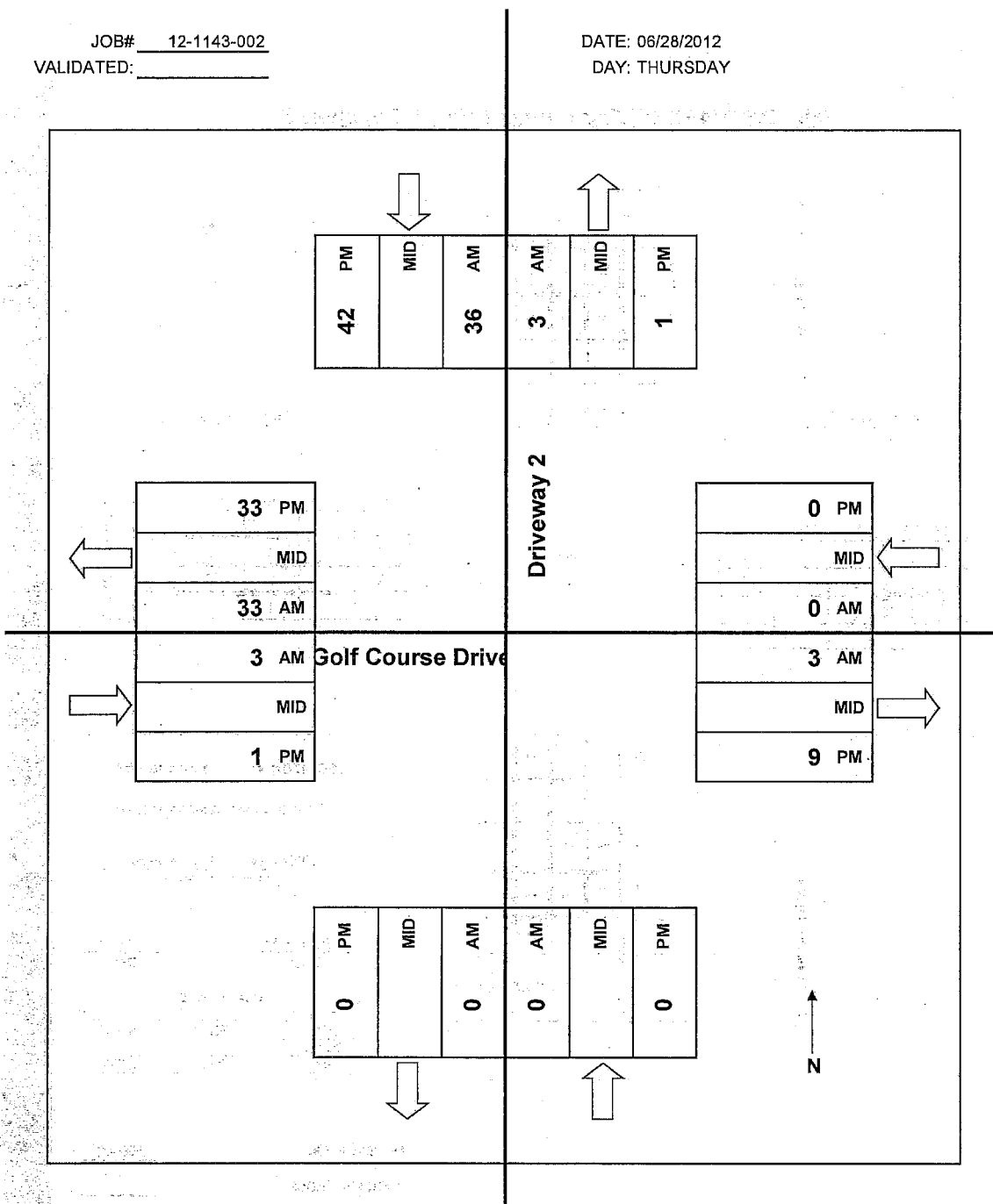
	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	13
4:15 PM	0	0	0	5
4:30 PM	0	0	0	8
4:45 PM	0	0	0	4
5:00 PM	0	0	0	7
5:15 PM	0	0	0	19
5:30 PM	0	0	0	4
5:45 PM	0	0	0	16
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>

	COURT CARTS			
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	1
5:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>



JOB# 12-1143-002  
VALIDATED: \_\_\_\_\_

DATE: 06/28/2012  
DAY: THURSDAY

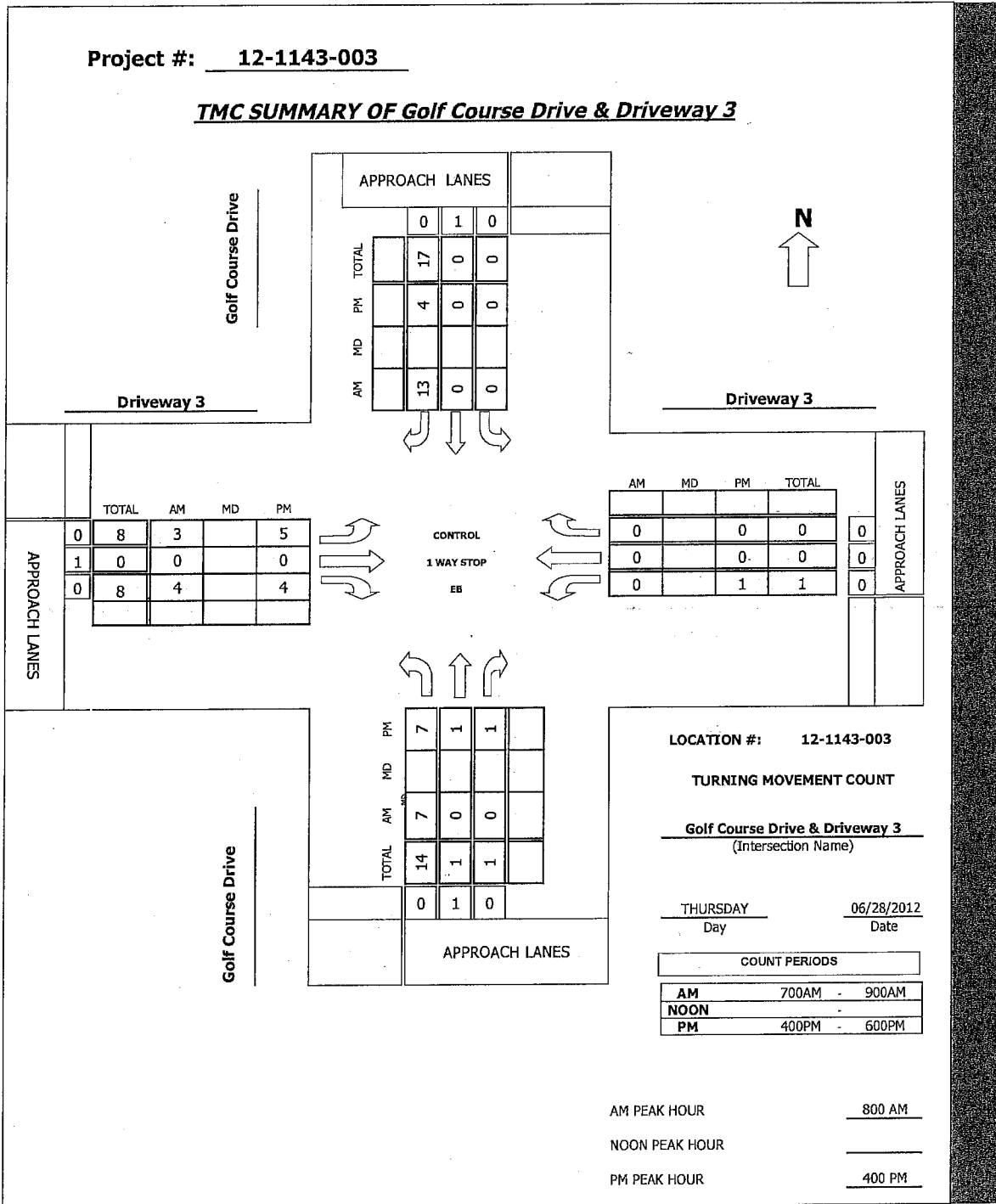






Project #: 12-1143-003

**TMC SUMMARY OF Golf Course Drive & Driveway 3**



Intersection Turning Movement  
Prepared by:



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

N-S STREET: **Golf Course Drive** DATE: **06/28/2012** LOCATION: **San Diego**  
E-W STREET: **University** DAY: **THURSDAY** PROJECT# **12-1143-003**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	1	0	0	1	0	0	1	0	0	0	0	
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	0	0	0	0	1	0	0	0	0	0	0	3
7:15 AM	1	0	0	0	0	4	0	0	0	0	0	0	5
7:30 AM	2	0	0	0	0	5	0	0	0	0	0	0	7
7:45 AM	1	0	0	0	0	2	0	0	0	0	0	0	3
8:00 AM	1	0	0	0	0	2	1	0	0	0	0	0	4
8:15 AM	4	0	0	0	0	3	2	0	2	0	0	0	11
8:30 AM	2	0	0	0	0	6	0	0	1	0	0	0	9
8:45 AM	0	0	0	0	0	2	0	0	1	0	0	0	3
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	13	0	0	0	0	25	3	0	4	0	0	0	45
Approach %	100.00	0.00	0.00	0.00	0.00	100.00	42.86	0.00	57.14	####	####	####	
App/Depart	13	/	3	25	/	4	7	/	0	0	/	38	

AM Peak Hr Begins at: 800 AM

PEAK

Volumes	7	0	0	0	0	13	3	0	4	0	0	0	27
Approach %	100.00	0.00	0.00	0.00	0.00	100.00	42.86	0.00	57.14	####	####	####	

PEAK HR.

FACTOR:	0.438	0.542	0.438	0.000	0.614
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CONTROL: **Way Stop (EB)**  
COMMENT 1:  
COMMENT 2:

# Intersection Turning Movement



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

N-S STREET: **Camino Drive** DATE: **06/28/2012** LOCATION: **San Diego**  
 E-W STREET: **Driveway** DAY: **THURSDAY** PROJECT#: **12-1143-003**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	1	0	0	1	0	0	0	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	0	0	0	0	0	1	0	1	1	0	0	7
4:15 PM	0	1	1	0	0	2	1	0	1	0	0	0	6
4:30 PM	1	0	0	0	0	1	2	0	1	0	0	0	5
4:45 PM	2	0	0	0	0	1	1	0	1	0	0	0	5
5:00 PM	1	0	0	0	0	1	0	0	2	0	0	0	4
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	3	0	0	1	0	0	0	4
5:45 PM	3	0	0	0	0	2	1	0	2	0	0	0	8
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	12	1	1	0	0	10	6	0	9	1	0	0	40
Approach %	85.71	7.14	7.14	0.00	0.00	100.00	40.00	0.00	60.00	100.00	0.00	0.00	
App/Depart	14	/	7	10	/	10	15	/	1	1	/	22	

PM Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	7	1	1	0	0	4	5	0	4	1	0	0	23
Approach %	77.78	11.11	11.11	0.00	0.00	100.00	55.56	0.00	44.44	100.00	0.00	0.00	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.563			0.500			0.750			0.250		0.821

CONTROL: **1 Way Stop (EB)**  
 COMMENT 1: **0**  
 COMMENT 2: **0**



Pedestrian & Bicycle Study

N-S STREET: Golf Course Drive  
E-W STREET: Driveway 3

Date: 06/29/2012  
Day: THURSDAY

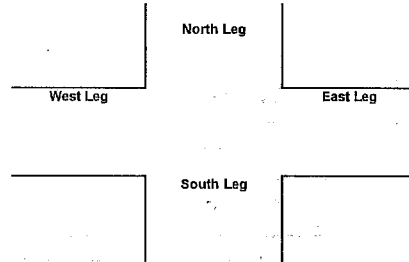
City: San Diego  
Project #: 12-1143-003

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	GOLF CARTS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

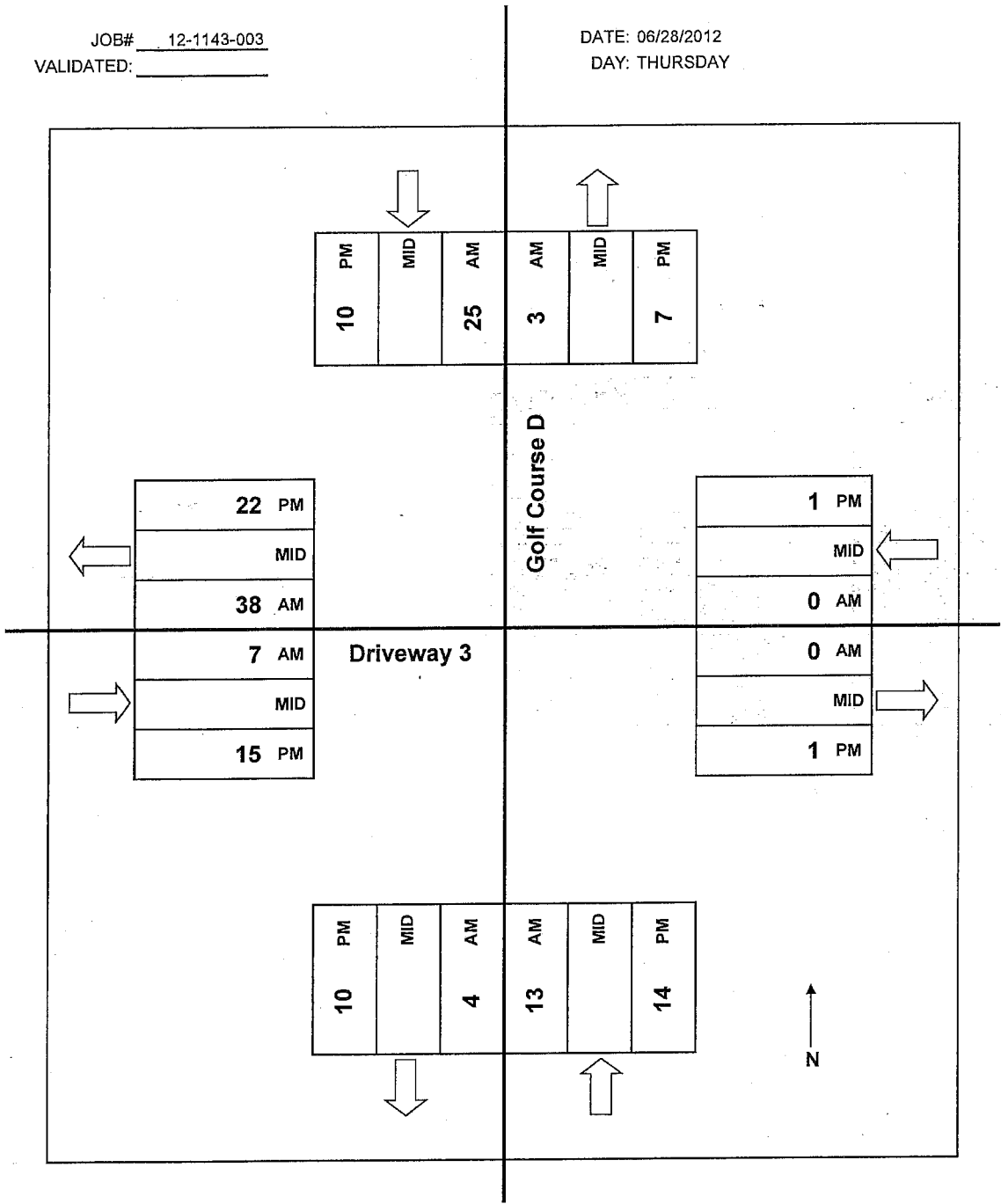
	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	GOLF CARTS			
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



JOB# 12-1143-003  
VALIDATED: \_\_\_\_\_

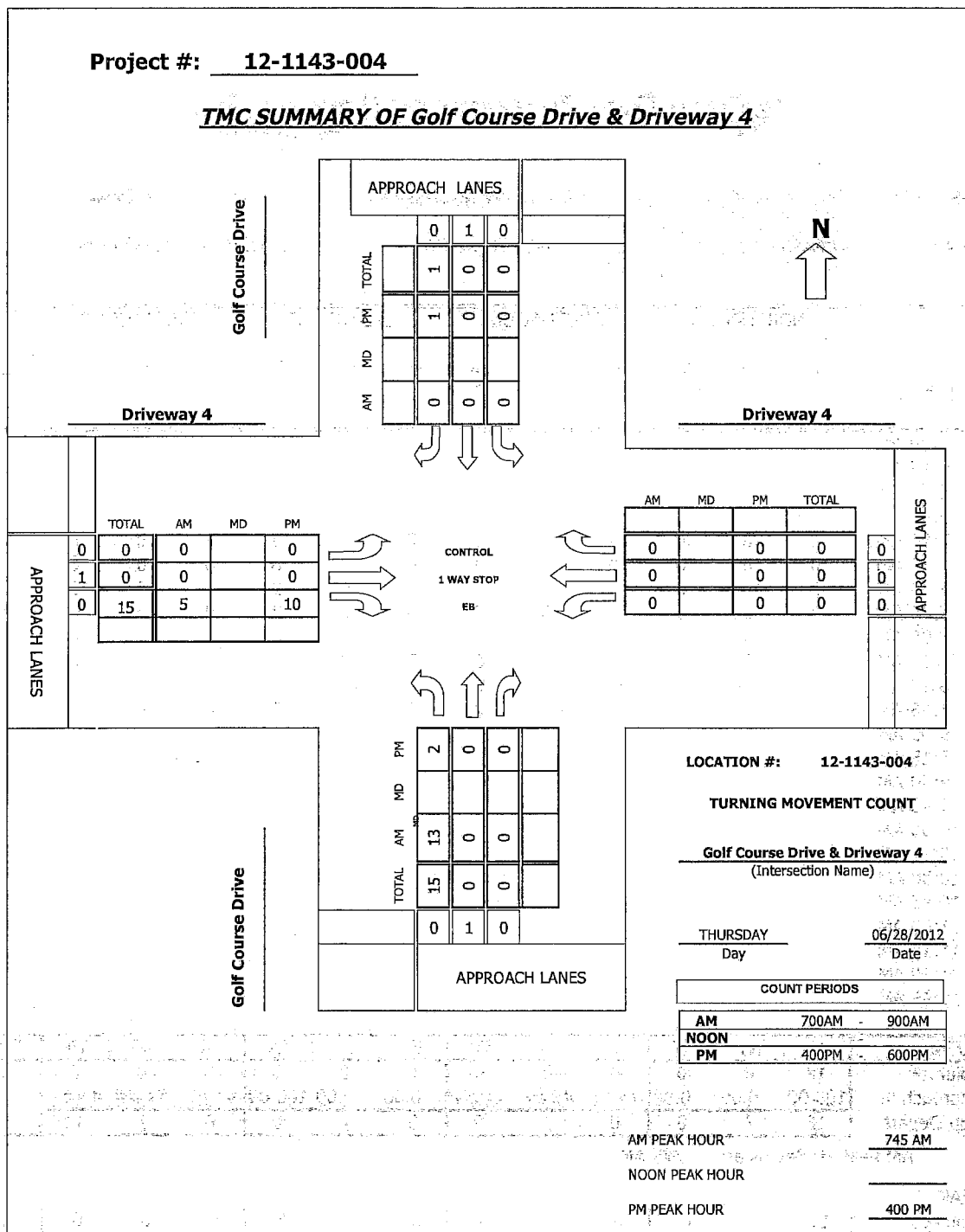
DATE: 06/28/2012  
DAY: THURSDAY





Project #: 12-1143-004

**TMC SUMMARY OF Golf Course Drive & Driveway 4**



		APPROACH LANES		
		0	1	0
TOTAL		1	0	0
PM		1	0	0
MD				
AM		0	0	0

	TOTAL	AM	MD	PM
0	0	0		0
1	0	0		0
0	15	5		10

	AM	MD	PM	TOTAL
0			0	0
0			0	0
0			0	0

	TOTAL	AM	MD	PM
2	13	0		0
0	0	0		0
0	0	0		0
0	1	0		0

LOCATION #: 12-1143-004

**TURNING MOVEMENT COUNT**

Golf Course Drive & Driveway 4  
(Intersection Name)

THURSDAY 06/28/2012  
Day Date

COUNT PERIODS	
AM	700AM - 900AM
NOON	
PM	400PM - 600PM

AM PEAK HOUR 745 AM  
NOON PEAK HOUR \_\_\_\_\_  
PM PEAK HOUR 400 PM

**Intersection Turning Movement**  
Prepared by:



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

N-S STREET: Golf Course Drive      DATE: 06/28/2012      LOCATION: San Diego  
E-W STREET: Driveway 4      DAY: THURSDAY      PROJECT# 12-1143-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	7	0	0	0	0	0	0	0	2	0	0	0	9
8:00 AM	2	0	0	0	0	0	0	0	1	0	0	0	3
8:15 AM	2	0	0	0	0	0	0	0	1	0	0	0	3
8:30 AM	2	0	0	0	0	0	0	0	1	0	0	0	3
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	18	0	0	0	0	0	0	0	5	0	0	0	23
Approach %	100.00	0.00	0.00	####	####	####	0.00	0.00	100.00	####	####	####	
App/Depart	18	/	0	0	/	5	5	/	0	0	/	18	

AM Peak Hr Begins at: 745 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	13	0	0	0	0	0	0	0	5	0	0	0	18
Approach %	100.00	0.00	0.00	####	####	####	0.00	0.00	100.00	####	####	####	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.464			0.000			0.625			0.000		0.500

CONTROL: Way Stop (EB)  
COMMENT 1:  
COMMENT 2:

# Intersection Turning Movement



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

N-S STREET: **Co Course Drive** DATE: **06/28/2012** LOCATION: **San Diego**  
 E-W STREET: **Driveway** DAY: **THURSDAY** PROJECT# **12-1143-004**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	1	0	0	1	0	0	0	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	0	0	1	0	0	4	0	0	0	5
4:15 PM	1	0	0	0	0	0	0	0	3	0	0	0	4
4:30 PM	1	0	0	0	0	0	0	0	2	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
5:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
5:30 PM	1	0	0	0	0	0	0	0	3	0	0	0	4
5:45 PM	1	0	0	0	0	1	0	0	2	0	0	0	4
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	6	0	0	0	0	2	0	0	17	0	0	0	25
Approach %	100.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	####	####	####	
App/Depart	6	/	0	2	/	17	17	/	0	0	/	8	

PM Peak Hr Begins at: 400 PM

PEAK

Volumes	2	0	0	0	0	1	0	0	10	0	0	0	13
Approach %	100.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	####	####	####	

PEAK HR. FACTOR:

	0.500	0.250	0.625	0.000	0.650
--	-------	-------	-------	-------	-------

CONTROL: **Way Stop (EB)**  
 COMMENT 1:  
 COMMENT 2:





**Pedestrian & Bicycle Study**

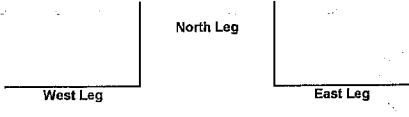
N-S STREET: Golf Course Drive  
E-W STREET: Driveway 4

Date: 06/28/2012  
Day: THURSDAY

City: San Diego  
Project #: 12-1143-004

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	GOLF CARTS			
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



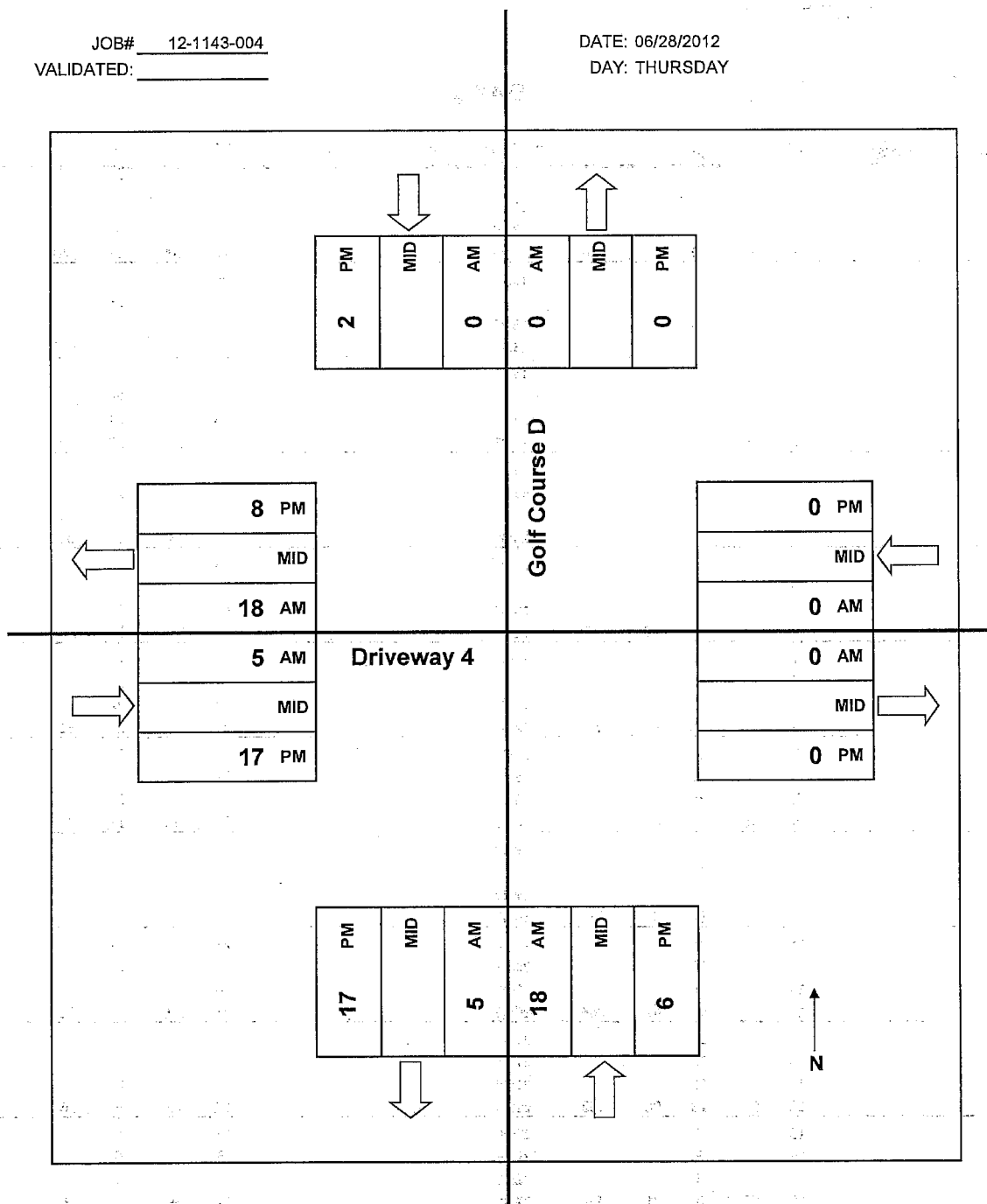
	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	GOLF CARTS			
	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



JOB# 12-1143-004  
VALIDATED: \_\_\_\_\_

DATE: 06/28/2012  
DAY: THURSDAY



Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Thursday, June 28, 2012

City: San Diego

Project# 12-1143-001

Location : Golf Course Dr. east of Golf Course

DAY 1

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			8	1	12:00			28	27			
00:15			2	0	12:15			24	32			
00:30			2	3	12:30			26	34			
00:45			4	16	0	4	20	22	100	27	120	220
01:00			2	0	13:00			20	24			
01:15			0	0	13:15			25	26			
01:30			2	0	13:30			24	27			
01:45			1	5	3	3	8	33	102	29	106	208
02:00			0	2	14:00			30	28			
02:15			2	0	14:15			32	25			
02:30			1	1	14:30			28	24			
02:45			2	5	2	5	10	24	114	29	106	220
03:00			2	0	15:00			41	16			
03:15			0	2	15:15			42	19			
03:30			1	0	15:30			28	21			
03:45			1	4	3	5	9	26	137	25	81	218
04:00			2	2	16:00			33	24			
04:15			0	2	16:15			30	28			
04:30			0	5	16:30			41	25			
04:45			1	3	3	12	15	42	146	24	101	247
05:00			1	9	17:00			50	21			
05:15			2	11	17:15			54	18			
05:30			1	13	17:30			42	22			
05:45			4	8	16	49	57	41	187	20	81	268
06:00			3	18	18:00			53	21			
06:15			5	22	18:15			56	25			
06:30			2	35	18:30			39	21			
06:45			8	18	32	107	125	33	181	14	81	262
07:00			6	31	19:00			30	19			
07:15			5	46	19:15			35	13			
07:30			7	55	19:30			32	11			
07:45			9	27	69	201	228	41	138	10	53	191
08:00			15	49	20:00			28	14			
08:15			17	58	20:15			33	18			
08:30			14	56	20:30			30	8			
08:45			13	59	42	205	264	25	116	11	51	167
09:00			18	32	21:00			24	10			
09:15			15	34	21:15			21	7			
09:30			12	11	21:30			14	11			
09:45			18	63	13	90	153	19	78	8	36	114
10:00			15	7	22:00			13	5			
10:15			14	8	22:15			15	6			
10:30			22	8	22:30			14	3			
10:45			16	67	8	31	98	17	59	2	16	75
11:00			26	9	23:00			11	5			
11:15			16	9	23:15			10	2			
11:30			7	20	23:30			8	4			
11:45			2	51	22	60	111	6	35	1	12	47
<b>Total Vol.</b>			<b>326</b>	<b>772</b>	<b>1098</b>			<b>1393</b>	<b>844</b>	<b>2237</b>		

Daily Totals				
NB	SB	EB	WB	Combined
		1719	1616	3335

AM

Split %	28.7%	32.9%	32.9%
Peak Hour	10:45	10:45	07:45
Volume	81	210	287
P.H.F.	0.17	0.84	0.92

PM

Split %	62.3%	37.7%	67.1%
Peak Hour	17:45	17:30	17:30
Volume	102	121	223
P.H.F.	0.35	0.33	0.35

# Attachment E

**Prepared by: Field Data Services of Arizona (520) 316-6745**

**Volumes for:** Friday, June 29, 2012

**City:** San Diego

**Project#** 12-1143-001

**Location :** Golf Course Dr east of Golf Course

## DAY 2

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			7	0	12:00			31	23			
00:15			4	0	12:15			33	24			
00:30			2	2	12:30			23	30			
00:45			1	14	1	3	17	32	119	28	105	224
01:00			0	2	13:00			27	23			
01:15			1	1	13:15			31	28			
01:30			0	0	13:30			29	26			
01:45			0	1	1	4	5	38	125	14	91	216
02:00			0	0	14:00			24	22			
02:15			2	1	14:15			23	25			
02:30			1	2	14:30			33	23			
02:45			0	3	0	3	6	43	123	25	95	218
03:00			1	1	15:00			32	15			
03:15			0	3	15:15			28	24			
03:30			1	2	15:30			31	31			
03:45			2	4	0	6	10	31	122	25	95	217
04:00			1	1	16:00			40	22			
04:15			0	2	16:15			46	29			
04:30			1	4	16:30			52	20			
04:45			2	4	5	12	16	50	188	24	95	283
05:00			0	6	17:00			49	20			
05:15			1	3	17:15			44	28			
05:30			2	8	17:30			49	25			
05:45			3	6	11	28	34	41	183	25	98	281
06:00			4	14	18:00			53	13			
06:15			5	24	18:15			36	26			
06:30			6	29	18:30			38	18			
06:45			3	18	33	100	118	40	167	22	79	246
07:00			5	30	19:00			45	11			
07:15			8	54	19:15			43	20			
07:30			9	41	19:30			41	24			
07:45			6	28	45	170	198	25	154	9	64	218
08:00			14	58	20:00			27	13			
08:15			18	54	20:15			30	16			
08:30			19	58	20:30			20	27			
08:45			22	73	42	212	285	22	99	5	61	160
09:00			24	39	21:00			22	13			
09:15			18	21	21:15			14	12			
09:30			16	14	21:30			10	9			
09:45			18	76	19	93	169	18	64	7	41	105
10:00			17	8	22:00			17	4			
10:15			18	5	22:15			23	7			
10:30			21	9	22:30			21	7			
10:45			18	74	6	28	102	13	74	5	23	97
11:00			16	10	23:00			16	6			
11:15			19	8	23:15			12	3			
11:30			22	15	23:30			13	5			
11:45			10	67	19	52	119	6	47	1	15	62
<b>Total Vol.</b>			368	711	<b>1079</b>			1465	862	<b>2327</b>		

Daily Totals				
NB	SB	EB	WB	Combined
		1833	1573	<b>3406</b>

### AM

### PM

Split %	AM	PM	Combined
Peak Hour	15:00	16:15	16:15
Volume	285	127	412
P.H.F.	0.26	0.27	0.27

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Saturday, June 30, 2012

City: San Diego

Project# 12-1143-001

Location : Golf Course Dr east of Golf Course

DAY 3

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			7	5	12:00			33	27			
00:15			7	6	12:15			33	38			
00:30			9	1	12:30			35	35			
00:45			8	31	4	16	47	41	142	28	128	270
01:00			4	3	13:00			26	23			
01:15			4	2	13:15			32	23			
01:30			5	1	13:30			31	26			
01:45			3	16	3	9	25	33	122	27	99	221
02:00			3	3	14:00			26	22			
02:15			2	0	14:15			22	28			
02:30			0	1	14:30			34	22			
02:45			1	6	1	5	11	26	108	19	91	199
03:00			0	0	15:00			45	31			
03:15			1	0	15:15			29	25			
03:30			1	1	15:30			33	23			
03:45			0	2	2	3	5	36	143	26	105	248
04:00			0	0	16:00			22	24			
04:15			2	2	16:15			38	28			
04:30			1	2	16:30			35	33			
04:45			1	4	6	10	14	34	129	21	106	235
05:00			0	1	17:00			41	25			
05:15			0	4	17:15			40	19			
05:30			2	8	17:30			29	13			
05:45			2	4	9	22	26	39	149	12	69	218
06:00			1	5	18:00			27	20			
06:15			6	11	18:15			28	18			
06:30			2	7	18:30			29	22			
06:45			7	16	16	39	55	24	108	11	71	179
07:00			10	16	19:00			21	20			
07:15			2	9	19:15			21	18			
07:30			9	21	19:30			18	17			
07:45			5	26	30	76	102	21	81	16	71	152
08:00			4	22	20:00			27	15			
08:15			6	20	20:15			19	20			
08:30			21	28	20:30			19	15			
08:45			19	50	30	100	150	14	79	6	56	135
09:00			17	34	21:00			24	7			
09:15			9	31	21:15			13	9			
09:30			18	33	21:30			7	9			
09:45			23	67	32	130	197	11	55	18	43	98
10:00			22	31	22:00			13	10			
10:15			26	29	22:15			15	2			
10:30			26	20	22:30			20	9			
10:45			33	107	35	115	222	16	64	6	27	91
11:00			39	44	23:00			11	6			
11:15			27	36	23:15			12	8			
11:30			37	34	23:30			12	1			
11:45			29	132	40	154	286	12	47	0	15	62

Total Vol. 461 679 1140 1227 881 2108

		Daily Totals		
NB	SB	EB	WB	Combined
		1688	1560	3248

AM

Split %	40.0%	39.0%	35.1%
Peak Hour	11:00	11:00	11:00
Volume	11	15	286
P.L.F.	0.0	0.23	0.26

PM

Split %	58.2%	41.8%	64.9%
Peak Hour	11:00	11:00	11:00
Volume	150	13	270
P.L.F.	0.81	0.84	0.85

# Attachment E

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Thursday, June 28, 2012  
 Saturday, June 30, 2012  
 Location : Golf Course Dr east of Golf Course

City: San Diego

Project#: 12-1143-001

## 3-DAY AVERAGE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	0	0	7	2	12:00	0	0	31	26									
00:15	0	0	4	2	12:15	0	0	30	31									
00:30	0	0	4	2	12:30	0	0	28	33									
00:45	0	0	4	20	2	8	28	12:45	0	0	0	0	32	120	28	118	238	
01:00	0	0	2	2	13:00	0	0	24	23									
01:15	0	0	2	1	13:15	0	0	29	26									
01:30	0	0	2	0	13:30	0	0	28	26									
01:45	0	0	1	7	2	5	13	13:45	0	0	0	0	35	116	23	99	215	
02:00	0	0	1	2	14:00	0	0	27	24									
02:15	0	0	2	0	14:15	0	0	26	26									
02:30	0	0	1	1	14:30	0	0	32	23									
02:45	0	0	1	5	1	4	9	14:45	0	0	0	0	31	115	24	97	212	
03:00	0	0	1	0	15:00	0	0	39	21									
03:15	0	0	0	2	15:15	0	0	33	23									
03:30	0	0	1	1	15:30	0	0	31	25									
03:45	0	0	1	3	2	5	8	15:45	0	0	0	0	31	134	25	94	228	
04:00	0	0	1	1	16:00	0	0	32	23									
04:15	0	0	1	2	16:15	0	0	38	28									
04:30	0	0	1	4	16:30	0	0	43	26									
04:45	0	0	1	4	5	11	15	16:45	0	0	0	0	42	154	23	101	255	
05:00	0	0	0	5	17:00	0	0	47	22									
05:15	0	0	1	6	17:15	0	0	46	22									
05:30	0	0	2	10	17:30	0	0	40	20									
05:45	0	0	3	6	12	33	39	17:45	0	0	0	0	40	173	19	83	256	
06:00	0	0	3	12	18:00	0	0	44	18									
06:15	0	0	5	19	18:15	0	0	40	23									
06:30	0	0	3	24	18:30	0	0	35	20									
06:45	0	0	6	17	27	82	99	18:45	0	0	0	0	32	152	16	77	229	
07:00	0	0	7	26	19:00	0	0	32	17									
07:15	0	0	5	36	19:15	0	0	33	17									
07:30	0	0	8	39	19:30	0	0	30	17									
07:45	0	0	7	27	48	149	176	19:45	0	0	0	0	29	124	12	63	187	
08:00	0	0	11	43	20:00	0	0	27	14									
08:15	0	0	14	44	20:15	0	0	27	18									
08:30	0	0	18	47	20:30	0	0	23	17									
08:45	0	0	18	61	38	172	233	20:45	0	0	0	0	20	98	7	56	154	
09:00	0	0	20	35	21:00	0	0	23	10									
09:15	0	0	14	29	21:15	0	0	16	9									
09:30	0	0	15	19	21:30	0	0	10	10									
09:45	0	0	20	69	21	104	173	21:45	0	0	0	0	16	66	11	40	106	
10:00	0	0	18	15	22:00	0	0	14	6									
10:15	0	0	19	14	22:15	0	0	18	5									
10:30	0	0	23	12	22:30	0	0	18	6									
10:45	0	0	22	83	16	58	141	22:45	0	0	0	0	15	66	4	22	88	
11:00	0	0	27	21	23:00	0	0	13	6									
11:15	0	0	21	18	23:15	0	0	11	4									
11:30	0	0	22	23	23:30	0	0	11	3									
11:45	0	0	14	83	27	89	172	23:45	0	0	0	0	8	43	1	14	57	
<b>Total Vol.</b>			<b>385</b>	<b>721</b>	<b>1106</b>			<b>1362</b>	<b>862</b>	<b>2224</b>								

Daily Totals		
NB	SB	Combined
1747	1583	3330

AM			PM		
Split %	Peak Hour	Volume	Split %	Peak Hour	Volume
33.2%	07:00	234	33.2%	17:00	234
0.5%	07:00	849	0.5%	17:00	849

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Thursday, June 28, 2012

City: San Diego

Project# 12-1143-002

Location : Golf Course Driveway 1

NB TRAFFIC ONLY

DAY 1

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0				12:00	7			
00:15	0				12:15	7			
00:30	0				12:30	17			
00:45	0	0			12:45	5	36		36
01:00	0				13:00	6			
01:15	0				13:15	3			
01:30	0				13:30	8			
01:45	0	0			13:45	11	27		27
02:00	0				14:00	6			
02:15	0				14:15	9			
02:30	0				14:30	0			
02:45	0	0			14:45	5	19		19
03:00	0				15:00	9			
03:15	0				15:15	10			
03:30	0				15:30	6			
03:45	4	4		4	15:45	10	34		34
04:00	0				16:00	6			
04:15	0				16:15	5			
04:30	0				16:30	7			
04:45	0	0			16:45	8	26		26
05:00	1				17:00	3			
05:15	4				17:15	4			
05:30	3				17:30	5			
05:45	6	14		14	17:45	1	13		13
06:00	6				18:00	2			
06:15	3				18:15	1			
06:30	6				18:30	4			
06:45	11	25		25	18:45	3	9		9
07:00	5				19:00	1			
07:15	6				19:15	3			
07:30	4				19:30	2			
07:45	3	18		18	19:45	4	9		9
08:00	4				20:00	2			
08:15	6				20:15	1			
08:30	8				20:30	0			
08:45	8	25		25	20:45	0	3		3
09:00	11				21:00	0			
09:15	11				21:15	0			
09:30	4				21:30	0			
09:45	5	32		32	21:45	0	0		0
10:00	5				22:00	0			
10:15	5				22:15	0			
10:30	4				22:30	0			
10:45	8	22		22	22:45	0	0		0
11:00	4				23:00	0			
11:15	6				23:15	0			
11:30	7				23:30	0			
11:45	7	24		24	23:45	3	3		3
<b>Total Vol.</b>	164			164		180			180

Daily Totals				
NB	SB	EB	WB	Combined
344				344

AM

PM

Split %	47.7%
Peak Hour	08:45
Volume	38
P.H.F.	0.84

Split %	52.3%
Peak Hour	17:45
Volume	36
P.H.F.	0.53





Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Thursday, June 28, 2012

City: San Diego

Project#: 12-1143-004

Location : Golf Course Driveway 3

## DAY 1

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00			0	0	12:00			1	6	
00:15			0	0	12:15			0	6	
00:30			0	1	12:30			2	0	
00:45			0	0	12:45			1	4	
01:00			0	0	13:00			0	2	
01:15			0	0	13:15			1	2	
01:30			0	0	13:30			0	0	
01:45			0	0	13:45			1	2	
02:00			0	0	14:00			4	12	
02:15			0	0	14:15			0	10	
02:30			0	0	14:30			0	2	
02:45			0	0	14:45			1	5	
03:00			0	0	15:00			3	4	
03:15			0	0	15:15			0	0	
03:30			0	0	15:30			1	0	
03:45			0	0	15:45			4	8	
04:00			0	0	16:00			1	2	
04:15			0	0	16:15			2	2	
04:30			0	0	16:30			0	4	
04:45			0	0	16:45			2	4	
05:00			0	0	17:00			1	0	
05:15			0	0	17:15			1	4	
05:30			0	0	17:30			1	4	
05:45			0	0	17:45			2	5	
06:00			0	0	18:00			3	2	
06:15			0	0	18:15			2	0	
06:30			0	0	18:30			0	0	
06:45			0	0	18:45			2	7	
07:00			0	2	19:00			0	0	
07:15			1	2	19:15			2	2	
07:30			0	6	19:30			1	0	
07:45			1	2	19:45			0	2	
08:00			0	4	20:00			0	0	
08:15			3	6	20:15			3	3	
08:30			1	2	20:30			0	0	
08:45			0	4	20:45			0	3	
09:00			2	14	21:00			0	0	
09:15			2	4	21:15			0	0	
09:30			2	0	21:30			0	0	
09:45			0	6	21:45			0	0	
10:00			1	8	22:00			0	0	
10:15			2	0	22:15			1	0	
10:30			2	8	22:30			0	0	
10:45			2	6	22:45			0	1	
11:00			0	0	23:00			0	0	
11:15			0	2	23:15			0	0	
11:30			0	2	23:30			0	0	
11:45			1	1	23:45			1	1	
<b>Total Vol.</b>			18	79	97			39	101	140

Daily Totals				
NB	SB	EB	WB	Combined
		57	180	237

### AM

### PM

Split %	85%	15%	40.9%
Peak Hour	08:15		
Volume	31	25	
P.H.F.	0.45	0.50	

Split %	27.1%	72.9%	59.1%
Peak Hour	17:30		
Volume	10	37	
P.H.F.	0.63	0.58	

# Attachment E

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Thursday, June 28, 2012

City: San Diego

Project#: 12-1143-005

Location: Golf Course Driveway 4

## DAY 1

AM Period	OUT	IN	EB	WB	PM Period	OUT	IN	EB	WB			
00:00			0	0	12:00			0	5			
00:15			0	0	12:15			5	3			
00:30			0	0	12:30			5	0			
00:45			0	0	12:45			5	16	8	24	
01:00			0	0	13:00			8	0			
01:15			0	0	13:15			3	0			
01:30			0	0	13:30			3	0			
01:45			0	0	13:45			0	13	1	1	14
02:00			0	0	14:00			0	0			
02:15			0	0	14:15			3	3			
02:30			0	0	14:30			9	0			
02:45			0	0	14:45			5	17	0	3	20
03:00			0	0	15:00			9	1			
03:15			0	0	15:15			14	1			
03:30			0	0	15:30			7	3			
03:45			0	0	15:45			1	31	3	8	39
04:00			0	0	16:00			8	3			
04:15			0	0	16:15			7	0			
04:30			0	0	16:30			3	1			
04:45			0	0	16:45			0	17	3	7	24
05:00			0	0	17:00			3	1			
05:15			0	0	17:15			1	3			
05:30			0	0	17:30			0	1			
05:45			0	0	17:45			5	9	1	7	16
06:00			0	0	18:00			5	0			
06:15			3	4	18:15			3	0			
06:30			2	1	18:30			5	0			
06:45			0	5	18:45			3	16	0	0	16
07:00			0	1	19:00			3	1			
07:15			0	0	19:15			4	0			
07:30			0	5	19:30			3	0			
07:45			3	3	19:45			9	18	1	3	21
08:00			3	3	20:00			3	1			
08:15			0	0	20:15			4	1			
08:30			0	1	20:30			3	0			
08:45			0	3	20:45			1	10	0	3	13
09:00			0	0	21:00			1	0			
09:15			3	7	21:15			0	0			
09:30			1	0	21:30			0	0			
09:45			3	7	21:45			0	1	0	0	1
10:00			4	3	22:00			0	0			
10:15			2	0	22:15			3	0			
10:30			3	0	22:30			0	0			
10:45			5	14	22:45			0	3	0	0	3
11:00			1	0	23:00			0	0			
11:15			8	1	23:15			0	0			
11:30			5	1	23:30			0	0			
11:45			7	21	23:45			0	0	0	0	

Total Vol. 51 40 90 151 39 189

Daily Totals				
OUT	IN	EB	WB	Combined
		201	78	279

### AM

Split %	4:00-11:15	11:15-11:45
Volume	35.46	4.00
Count	661	66

### PM

Split %	12:00-12:45	12:45-1:15
Volume	67.79	14.21
Count	661	66

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: **Thursday, June 28, 2012**

City: **San Diego**

Project#: **12-1143-006**

Location : **Golf Course Dr. south of Golf Course**

## DAY 1

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	8	2			12:00	31	24		
00:15	2	0			12:15	36	30		
00:30	2	2			12:30	37	34		
00:45	4	16	0	4	12:45	31	135	36	124
01:00	1	0			13:00	23	32		
01:15	0	0			13:15	28	27		
01:30	2	0			13:30	33	27		
01:45	1	4	2	2	13:45	40	124	32	118
02:00	0	3			14:00	24	35		
02:15	2	0			14:15	34	27		
02:30	1	1			14:30	23	39		
02:45	2	5	2	6	14:45	38	119	24	125
03:00	2	0			15:00	49	27		
03:15	0	1			15:15	40	33		
03:30	1	1			15:30	40	31		
03:45	2	5	0	2	15:45	45	174	35	126
04:00	4	1			16:00	40	21		
04:15	1	1			16:15	54	26		
04:30	0	4			16:30	50	31		
04:45	2	7	4	10	16:45	55	199	28	106
05:00	3	7			17:00	42	28		
05:15	5	4			17:15	52	19		
05:30	6	11			17:30	64	25		
05:45	14	28	9	31	17:45	50	208	41	113
06:00	8	15			18:00	53	22		
06:15	14	17			18:15	41	25		
06:30	13	33			18:30	50	26		
06:45	21	56	28	93	18:45	45	189	28	101
07:00	16	26			19:00	26	25		
07:15	13	42			19:15	32	33		
07:30	18	50			19:30	37	25		
07:45	19	66	68	186	19:45	32	127	15	98
08:00	18	51			20:00	32	16		
08:15	35	50			20:15	21	31		
08:30	30	52			20:30	26	11		
08:45	23	106	43	196	20:45	24	103	12	70
09:00	32	34			21:00	24	9		
09:15	37	41			21:15	23	11		
09:30	23	38			21:30	21	6		
09:45	28	120	26	139	21:45	14	82	5	31
10:00	21	31			22:00	17	11		
10:15	20	27			22:15	13	7		
10:30	27	29			22:30	21	7		
10:45	30	98	33	120	22:45	9	60	2	27
11:00	31	33			23:00	14	7		
11:15	19	24			23:15	9	2		
11:30	23	39			23:30	11	2		
11:45	20	93	34	130	23:45	11	45	3	14
<b>Total Vol.</b>	<b>604</b>	<b>919</b>		<b>1523</b>		<b>1565</b>	<b>1053</b>		<b>2618</b>

Daily Totals				
NB	SB	EB	WB	Combined
2169	1972			4141

### AM

### PM

Split %	39.7%	60.3%	<b>36.8%</b>
Peak Hour	1:15	12:45	<b>6:45</b>
Volume	124	27	<b>323</b>
P.F.P.	0.24	0.51	<b>0.53</b>

Split %	59.8%	40.2%	<b>63.2%</b>
Peak Hour	17:15	11:45	<b>17:15</b>
Volume	110	158	<b>268</b>
P.F.P.	0.52	0.25	<b>0.52</b>

# Attachment E

**Prepared by: Field Data Services of Arizona (520) 316-6745**

**Volumes for:** Friday, June 29, 2012

**City:** San Diego

**Project#** 12-1143-006

**Location :** Golf Course Dr south of Golf Course

## DAY 2

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	5	1			12:00	45	29			
00:15	5	2			12:15	42	32			
00:30	5	0			12:30	28	35			
00:45	5	20	0	3	12:45	44	159	37	133	
					<b>23</b>					<b>292</b>
01:00	3	1			13:00	35	26			
01:15	5	2			13:15	44	35			
01:30	3	0			13:30	42	29			
01:45	1	12	4	7	13:45	36	157	34	124	
					<b>19</b>					<b>281</b>
02:00	2	1			14:00	34	26			
02:15	1	0			14:15	40	23			
02:30	1	0			14:30	38	30			
02:45	2	6	0	1	14:45	47	159	39	118	
					<b>7</b>					<b>277</b>
03:00	2	0			15:00	37	19			
03:15	0	0			15:15	32	34			
03:30	0	0			15:30	37	31			
03:45	0	2	0	0	15:45	32	138	25	109	
					<b>2</b>					<b>247</b>
04:00	0	1			16:00	47	30			
04:15	1	0			16:15	52	34			
04:30	2	3			16:30	49	26			
04:45	1	4	2	6	16:45	56	204	29	119	
					<b>10</b>					<b>323</b>
05:00	1	3			17:00	52	23			
05:15	4	1			17:15	55	36			
05:30	8	16			17:30	50	32			
05:45	7	20	12	32	17:45	43	200	35	126	
					<b>52</b>					<b>326</b>
06:00	13	10			18:00	52	21			
06:15	11	20			18:15	45	27			
06:30	12	17			18:30	40	20			
06:45	6	42	19	66	18:45	44	181	29	97	
					<b>108</b>					<b>278</b>
07:00	24	34			19:00	39	21			
07:15	16	34			19:15	42	26			
07:30	18	57			19:30	26	29			
07:45	18	76	56	181	19:45	23	130	15	91	
					<b>257</b>					<b>221</b>
08:00	18	56			20:00	25	19			
08:15	25	56			20:15	29	24			
08:30	20	48			20:30	18	36			
08:45	26	89	41	201	20:45	20	92	8	87	
					<b>290</b>					<b>179</b>
09:00	31	46			21:00	24	13			
09:15	23	37			21:15	13	10			
09:30	30	34			21:30	12	7			
09:45	36	120	31	148	21:45	13	62	7	37	
					<b>268</b>					<b>99</b>
10:00	18	32			22:00	18	4			
10:15	27	39			22:15	24	7			
10:30	22	24			22:30	20	7			
10:45	32	99	32	127	22:45	13	75	5	23	
					<b>226</b>					<b>98</b>
11:00	32	37			23:00	16	4			
11:15	29	22			23:15	12	3			
11:30	27	31			23:30	16	4			
11:45	48	136	39	129	23:45	5	49	3	14	
					<b>265</b>					<b>63</b>

**Total Vol.**                      626                      901                      **1527**                      1606                      1078                      **2684**

Daily Totals				
	NB	SB	EB	WB      Combined
	2232	1979		<b>4211</b>

AM		PM	
<b>Split %</b>	36.3%	50.8%	40.2%
<b>Peak Hour</b>	07:30	17:45	17:45
<b>Volume</b>	264	111	111
<b>PHI</b>	0.04	0.02	0.02

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Saturday, June 30, 2012

City: San Diego

Project# 12-1143-006

Location : Golf Course Dr south of Golf Course

DAY 3

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	8	4			12:00	47	27		
00:15	9	6			12:15	33	37		
00:30	7	1			12:30	43	45		
00:45	8	32	3	14	12:45	38	161	32	141
01:00	4	4			13:00	30	25		
01:15	5	2			13:15	34	32		
01:30	4	1			13:30	35	31		
01:45	3	16	2	9	13:45	42	141	29	117
02:00	3	3			14:00	31	27		
02:15	2	0			14:15	32	32		
02:30	0	1			14:30	39	33		
02:45	1	6	2	6	14:45	27	129	31	123
03:00	0	0			15:00	42	33		
03:15	1	0			15:15	26	31		
03:30	2	0			15:30	33	28		
03:45	1	4	1	1	15:45	33	134	41	133
04:00	1	0			16:00	27	29		
04:15	1	1			16:15	42	27		
04:30	2	1			16:30	38	33		
04:45	3	7	3	5	16:45	29	136	24	113
05:00	5	1			17:00	45	27		
05:15	0	3			17:15	43	21		
05:30	3	8			17:30	28	18		
05:45	12	20	8	20	17:45	43	159	11	77
06:00	7	4			18:00	28	26		
06:15	13	8			18:15	31	22		
06:30	8	7			18:30	27	22		
06:45	19	47	11	30	18:45	25	111	13	83
07:00	18	14			19:00	24	21		
07:15	6	8			19:15	22	33		
07:30	14	15			19:30	21	25		
07:45	19	57	24	61	19:45	29	96	16	95
08:00	11	22			20:00	27	21		
08:15	25	17			20:15	13	23		
08:30	18	29			20:30	20	22		
08:45	19	73	30	98	20:45	14	74	7	73
09:00	20	33			21:00	21	9		
09:15	18	28			21:15	13	10		
09:30	30	31			21:30	11	8		
09:45	34	102	29	121	21:45	8	53	18	45
10:00	24	33			22:00	15	9		
10:15	40	36			22:15	15	2		
10:30	32	33			22:30	21	8		
10:45	41	137	33	135	22:45	18	69	6	25
11:00	45	51			23:00	12	6		
11:15	32	35			23:15	9	7		
11:30	51	39			23:30	12	1		
11:45	31	159	50	175	23:45	10	43	0	14
<b>Total Vol.</b>	<b>660</b>	<b>675</b>		<b>1335</b>		<b>1306</b>	<b>1039</b>		<b>2345</b>

Daily Totals				
NB	SB	EB	WB	Combined
1966	1714			3680

AM

PM

Split %	AM	PM	Combined
Peak Hour	100%	100%	100%
Volumes	660	1306	1966
P.H.F.	0.43	0.47	0.47

Split %	AM	PM	Combined
Peak Hour	100%	100%	100%
Volumes	675	1714	2389
P.H.F.	0.43	0.47	0.47

# Attachment E

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Thursday, June 28, 2012  
 Saturday, June 30, 2012  
 Location : Golf Course Dr south of Golf Course

City: San Diego

Project# 12-1143-006

## 3-DAY AVERAGE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB					
00:00	7	2	0	0	12:00	41	27	0	0					
00:15	5	3	0	0	12:15	37	33	0	0					
00:30	5	1	0	0	12:30	36	38	0	0					
00:45	6	23	1	7	12:45	38	152	35	133	0	0	0	0	284
01:00	3	2	0	0	13:00	29	28	0	0					
01:15	3	1	0	0	13:15	35	31	0	0					
01:30	3	0	0	0	13:30	37	29	0	0					
01:45	2	11	3	6	13:45	39	141	32	120	0	0	0	0	260
02:00	2	2	0	0	14:00	30	29	0	0					
02:15	2	0	0	0	14:15	35	27	0	0					
02:30	1	1	0	0	14:30	33	34	0	0					
02:45	2	6	1	4	14:45	37	136	31	122	0	0	0	0	258
03:00	1	0	0	0	15:00	43	26	0	0					
03:15	0	0	0	0	15:15	33	33	0	0					
03:30	1	0	0	0	15:30	37	30	0	0					
03:45	1	4	0	1	15:45	37	149	34	123	0	0	0	0	271
04:00	2	1	0	0	16:00	38	27	0	0					
04:15	1	1	0	0	16:15	49	29	0	0					
04:30	1	3	0	0	16:30	46	30	0	0					
04:45	2	6	3	7	16:45	47	180	27	113	0	0	0	0	292
05:00	3	4	0	0	17:00	46	26	0	0					
05:15	3	3	0	0	17:15	50	25	0	0					
05:30	6	12	0	0	17:30	47	25	0	0					
05:45	11	23	10	28	17:45	45	189	29	105	0	0	0	0	294
06:00	9	10	0	0	18:00	44	23	0	0					
06:15	13	15	0	0	18:15	39	25	0	0					
06:30	11	19	0	0	18:30	39	23	0	0					
06:45	15	48	19	63	18:45	38	160	23	94	0	0	0	0	254
07:00	19	25	0	0	19:00	30	22	0	0					
07:15	12	28	0	0	19:15	32	31	0	0					
07:30	17	41	0	0	19:30	28	26	0	0					
07:45	19	66	49	143	19:45	28	118	15	95	0	0	0	0	212
08:00	16	43	0	0	20:00	28	19	0	0					
08:15	28	41	0	0	20:15	21	26	0	0					
08:30	23	43	0	0	20:30	21	23	0	0					
08:45	23	89	38	165	20:45	19	90	9	77	0	0	0	0	166
09:00	28	38	0	0	21:00	23	10	0	0					
09:15	26	35	0	0	21:15	16	10	0	0					
09:30	28	34	0	0	21:30	15	7	0	0					
09:45	33	114	29	136	21:45	12	66	10	38	0	0	0	0	103
10:00	21	32	0	0	22:00	17	8	0	0					
10:15	29	34	0	0	22:15	17	5	0	0					
10:30	27	29	0	0	22:30	21	7	0	0					
10:45	34	111	33	127	22:45	13	68	4	25	0	0	0	0	93
11:00	36	40	0	0	23:00	14	6	0	0					
11:15	27	27	0	0	23:15	10	4	0	0					
11:30	34	36	0	0	23:30	13	2	0	0					
11:45	33	129	41	145	23:45	9	46	2	14	0	0	0	0	60
<b>Total Vol.</b>	630	832			<b>1462</b>	1492	1057			<b>2549</b>				

Daily Totals		
NB	SB	Combined
2122	1888	4011

### AM

### PM

Split %	Volume	PHF
36.4%	1145	0.97

Split %	Volume	PHF
63.6%	300	0.96

## **APPENDIX B**

### **Intersection Calculations**

HCM 2010 AWSC  
1: Golf Course Drive & DWY 1/2

Existing AM

Intersection Delay (sec/veh)	8
Intersection LOS	A

Volume (vph)	15	7	178	8	2	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	14	84	193	9	2	23
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.7	8.2	7.2
HCM LOS	A	A	A

	EB	WB	SB
Volume Left (%)	14%	0%	9%
Volume Thru (%)	86%	96%	0%
Volume Right (%)	0%	4%	91%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	90	186	23
Left Turning Volume	77	178	0
Through Volume	0	8	21
Right Turning Volume	13	0	2
Lane Flow Rate	98	202	25
Geometry Group	1	1	1
Degree of Utilization, X	0.113	0.226	0.028
Departure Headway, Hd	4.158	4.025	4.046
Convergence(Y/N)	Yes	Yes	Yes
Capacity	857	890	890
Service Time	2.209	2.059	2.046
HCM Lane V/C Ratio	0.114	0.227	0.028
HCM Control Delay	7.7	8.2	7.2
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	0.4	0.9	0.1



HCM 2010 TWSC  
2: Golf Course Drive & DWY 3

Existing AM

Intersection Delay (sec/veh): 0.4

Volume (vph)	3	4	7	86	187	18
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	3	4	8	93	203	14
Number of Lanes	1	0	0	1	1	0

		Major 1	Major 2	Major 3	Major 4
Conflicting Flow Rate - All	319	210	217	0	0
Stage 1	210	-	-	-	-
Stage 2	109	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-
Pot Capacity-1 Maneuver	674	830	1353	-	-
Stage 1	825	-	-	-	-
Stage 2	916	-	-	-	-
Time blocked-Platoon (%)	0	0	0	-	-
Mov Capacity-1 Maneuver	670	830	1353	-	-
Mov Capacity-2 Maneuver	670	-	-	-	-
Stage 1	825	-	-	-	-
Stage 2	911	-	-	-	-

HCM Control Delay (s)	9.8	0.6	0
HCM LOS	A	A	A

Capacity (vph)		753
HCM Control Delay (s)	7.676	9.8
HCM Lane VC Ratio	0.006	0.01
HCM Lane LOS	A	A
HCM 95th Percentile Queue (veh)	0.017	0.031

HCM 2010 TWSC  
3: Golf Course Drive & DWY 4

Existing AM

Intersection Delay (sec/veh): 0.5

Volume (vph)	0	5	13	93	191	0
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	0	5	14	101	208	0
Number of Lanes	1	0	0	1	1	0

Conflicting Flow Rate - All	337	208	208	0	0	-
Stage 1	208	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	0
Pot Capacity-1 Maneuver	658	832	1363	-	-	0
Stage 1	827	-	-	-	-	0
Stage 2	897	-	-	-	-	0
Time blocked-Platoon (%)	0	0	0	-	-	0
Mov Capacity-1 Maneuver	651	832	1363	-	-	-
Mov Capacity-2 Maneuver	651	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	887	-	-	-	-	-

HCM Control Delay (s) 9.4 0.9 0

HCM LOS A A A

Capacity (vph)			832			
HCM Control Delay (s)	7.669		9.4			
HCM Lane VC Ratio	0.01	-	0.007	-		
HCM Lane LOS	A	-	A	-		
HCM 95th Percentile Queue (veh)	0.031	-	0.02	-		

HCM 2010 AWSC  
1: Golf Course Drive & DWY 1/2

Existing PM

Intersection Delay (sec/veh) 8.1

Intersection LOS A

	EB	WB	SB	EB	WB	SB
Volume (vph)	18	181	74	6	6	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	21	197	80	7	7	23
Number of Lanes	0	1	1	0	1	0

	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.4	7.6	7.3
HCM LOS	A	A	A

	EB	WB	SB
Volume Left (%)	10%	0%	22%
Volume Thru (%)	91%	93%	0%
Volume Right (%)	0%	7%	78%
Sign Control	Stop	Stop	Stop
Traffic Volume by Lane	200	80	27
Left Turning Volume	181	74	0
Through Volume	0	6	21
Right Turning Volume	19	0	6
Lane Flow Rate	217	87	29
Geometry Group	1	1	1
Degree of Utilization, X	0.246	0.099	0.034
Departure Headway, Hd	4.069	4.103	4.167
Convergence(Y/N)	Yes	Yes	Yes
Capacity	880	866	864
Service Time	2.104	2.164	2.167
HCM Lane V/C Ratio	0.247	0.1	0.034
HCM Control Delay	8.4	7.6	7.3
HCM Lane LOS	A	A	A
HCM 95th Percentile Queue	1	0.3	0.1

HCM 2010 TWSC  
2: Golf Course Drive & DWY 3

Existing PM

Intersection Delay (sec/veh): 0.5

	5	1	7	180	92	1
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	5	4	8	207	100	4
Number of Lanes	1	0	0	1	1	0

Conflicting Flow Rate - All	325	102	104	0	0	0
Stage 1	102					
Stage 2	223	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218			
Pot Capacity-1 Maneuver	669	953	1488			
Stage 1	922					
Stage 2	814	-	-	-	-	-
Time blocked-Platoon (%)	0	0	0			
Mov Capacity-1 Maneuver	665	953	1488			
Mov Capacity-2 Maneuver	665					
Stage 1	922	-	-	-	-	-
Stage 2	809					

HCM Control Delay (s)	9.7		0.3		0	
HCM LOS	A		A		A	

Capacity (vph)			768			
HCM Control Delay (s)	7.432		9.7			
HCM Lane VC Ratio	0.005	-	0.013	-		
HCM Lane LOS	A		A			
HCM 95th Percentile Queue (veh)	0.015	-	0.039	-		

HCM 2010 TWSC  
3: Golf Course Drive & DWY 4

Existing PM

Intersection Delay (sec/veh): 0.4

Volume (vph)	0	10	2	97	99	1
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0	0	0	0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	0	11	2	214	104	1
Number of Lanes	1	0	0	1	1	0

	Mano	Mano 2	Mano 3	Mano 4	Mano 5	Mano 6
Conflicting Flow Rate - All	323	105	105	0	0	0
Stage 1	105					
Stage 2	218	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218			
Pot Capacity-1 Maneuver	671	949	1486	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Time blocked-Platoon (%)	0	0	0			
Mov Capacity-1 Maneuver	670	949	1486	-	-	-
Mov Capacity-2 Maneuver	670					
Stage 1	919	-	-	-	-	-
Stage 2	816	-	-	-	-	-

HCM Control Delay (s)	8.8	0.1	0
HCM LOS	A	A	A

Capacity (vph)		949
HCM Control Delay (s)	7.426	8.8
HCM Lane VC Ratio	0.001	0.011
HCM Lane LOS	A	A
HCM 95th Percentile Queue (veh)	0.004	0.035

HCM 2010 TWSC  
4: Golf Course Drive & Proposed DWY 1

Proposed AM

Intersection Delay (sec/veh): 1.8

Volume (vph)	16	25	37	109	189	25
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	17	27	40	118	205	27
Number of Lanes	1	0	0	1	1	0

Conflicting Flow Rate - All	417	219	232	0	0	0
Stage 1	219	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218			
Pot Capacity-1 Maneuver	592	821	1336	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0			
Mov Capacity-1 Maneuver	573	821	1336	-	-	-
Mov Capacity-2 Maneuver	573					
Stage 1	817	-	-	-	-	-
Stage 2	808	-	-	-	-	-

HCM Control Delay (s)	10.5		2		0	
HCM LOS	B		A		A	

Capacity (vph)			702			
HCM Control Delay (s)	7.778		10.5			
HCM Lane VC Ratio	0.03	-	0.063	-	-	
HCM Lane LOS	A		B			
HCM 95th Percentile Queue (veh)	0.093	-	0.203	-	-	

Intersection Delay (sec/veh):	-
-------------------------------	---

Volume (veh)	0	0	0	0	0	0
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0	0	0	0
Median Width	12	0	0	0	0	0
Grade (%)	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	0	0	0	0	0	0
Number of Lanes	1	0	1	0	0	1

Conflicting Flow Rate - All	0	-	0	-	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Follow-up Headway	3.518	0	0	0	0	-
Pot Capacity-1 Maneuver	-	0	-	0	0	-
Stage 1	-	0	-	0	0	-
Stage 2	-	0	-	0	0	-
Time blocked-Platoon (%)	0	0	0	0	0	-
Mov Capacity-1 Maneuver	-	-	-	-	-	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

HCM Control Delay (s)	0	0	0
HCM LOS	A	A	A

Capacity (vph)	-
HCM Control Delay (s)	0
HCM Lane VC Ratio	-
HCM Lane LOS	A
HCM 95th Percentile Queue (veh)	-

HCM 2010 AWSC  
5: Golf Course Drive & Prop DWY 2

Proposed AM

<b>Intersection</b>						
Intersection Delay (sec/veh)	8.6					
Intersection LOS	A					
<b>Volume</b>						
Volume (vph)	19	25	37	38	17	Volume Left (%)
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	Volume Thru (%)
Heavy Vehicles (%)	2	2	2	2	2	Volume Right (%)
Movement Flow Rate	207	27	40	38	18	Sign Control
Number of Lanes	1	0	1	0	0	Left Turning Volume
						37
<b>Geometry</b>						
Opposing Approach	SW			Right Turning Volume		
Opposing Lanes	0	1	1	Lane Flow Rate		
Conflicting Approach Left	NE			NW Geometry Group		
Conflicting Lanes Left	1	0	0	Degree of Utilization, X		
Conflicting Approach Right	SW			Departure Headway, Hd		
Conflicting Lanes Right	1	1	1	Convergence (Y/N)		
HCM Control Delay	9.2	7.9	8	Capacity		
HCM LOS	A	A	A	Service Time		
						HCM Lane V/C Ratio
						0.155
HCM Control Delay	7.9	9.2	8			
HCM Lane LOS	A	A	A			
HCM 95th Percentile Queue	0.6	1.2	0.2			



HCM 2010 TWSC  
4: Golf Course Drive & Proposed DWY 1

Proposed PM

Intersection Delay (sec/veh): 1.8

	21	31	27	198	100	18
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0	0	0	0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	23	34	29	213	109	20
Number of Lanes	1	0	0	1	1	0

	Map 1	Map 2
Conflicting Flow Rate - All	390	119
Stage 1	119	
Stage 2	271	
Follow-up Headway	3.518	3.318
Pot Capacity-1 Maneuver	614	933
Stage 1	906	
Stage 2	775	
Time blocked-Platoon (%)	0	0
Mov Capacity-1 Maneuver	600	933
Mov Capacity-2 Maneuver	600	
Stage 1	906	
Stage 2	757	

	EB	NE	SW
HCM Control Delay (s)	10.1	0.9	0
HCM LOS	B	A	A

	NE	EB	SW	SW
Capacity (vph)			762	
HCM Control Delay (s)	7.522		10.1	
HCM Lane VC Ratio	0.02		0.074	
HCM Lane LOS	A		B	
HCM 95th Percentile Queue (veh)	0.062		0.24	

HCM 2010 TWSC  
7: Prop DWY 2

Proposed PM

Intersection Delay (sec/veh): -

Volume (vph)	0	0	0	0	0	0
Conflicting Peds. (#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0	0	0	0
Median Width	12	0	0	0	0	0
Grade (%)	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2	2	2
Movement Flow Rate	0	0	0	0	0	0
Number of Lanes	1	0	1	0	0	1

Conflicting Flow Rate - All	0	-	0	-	-	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Follow-up Headway	3.518	0	0	0	0	-
Pot Capacity-1 Maneuver	-	0	-	0	0	-
Stage 1	-	0	-	0	0	-
Stage 2	-	0	-	0	0	-
Time blocked-Platoon (%)	0	0	0	0	0	-
Mov Capacity-1 Maneuver	-	-	-	-	-	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

HCM Control Delay (s)	0	0	0
HCM LOS	A	A	A

Capacity (vph)	-
HCM Control Delay (s)	0
HCM Lane VC Ratio	-
HCM Lane LOS	A
HCM 95th Percentile Queue (veh)	-

HCM 2010 AWSC  
5: Golf Course Drive & Prop DWY 2

Proposed PM

Intersection Delay (sec/veh)	8.1			
Intersection LOS	A			
Volume (vph)	87	18	26	191
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2	2	2	2
Movement Flow Rate	95	20	28	208
Number of Lanes	1	0	1	0
Volume Left (%)	0%			
Volume Thru (%)	12%			
Volume Right (%)	88%			
Sign Control	Stop			
Traffic Volume by Lane	217			
Left Turning Volume	26			
Right Turning Volume	0			
Lane Flow Rate	236			
Geometry Group	1			
Degree of Utilization, X	0.246			
Departure Headway, Hd	3.748			
Convergence (Y/N)	Yes			
Capacity	965			
Service Time	1.75			
HCM Lane V/C Ratio	0.245			
HCM Control Delay	8	8.4	7.9	
HCM Lane LOS	A	A	A	
HCM 95th Percentile Queue	1	0.5	0.2	

Parks and Recreation Department

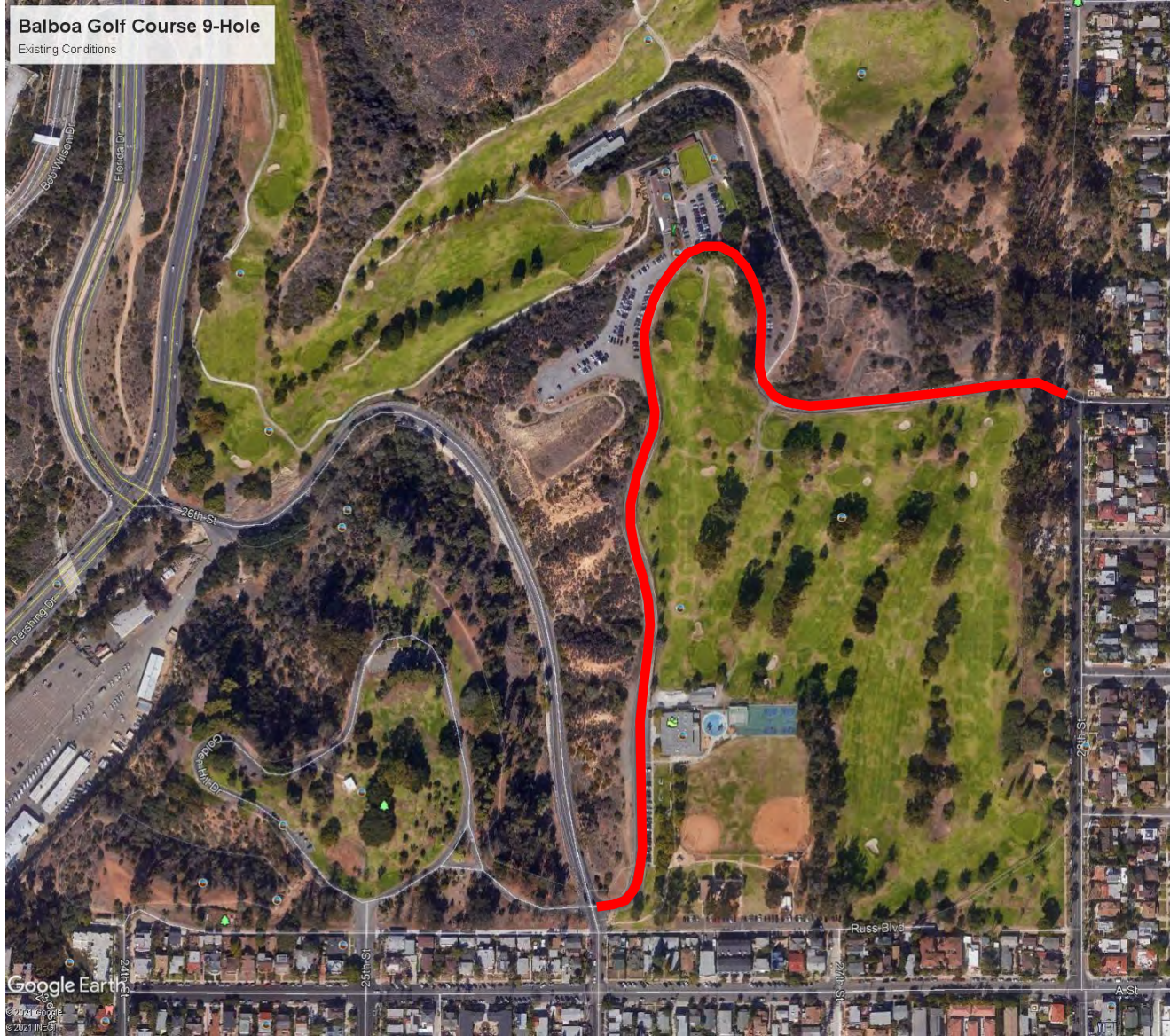
# Balboa Park Golf Course Drive Improvements

Balboa Park Committee  
March 6, 2021





# Parks and Recreation Department





# Parks and Recreation Department








**PLANT MATERIAL LEGEND**

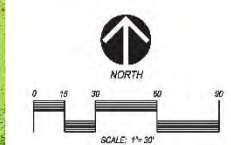
- MEDIUM TREES SUCH AS: 40' MAX. HGT. 10" DBH. (e.g., Redwood, Sycamore)
- LARGE TREES SUCH AS: 40' TO 60' HGT. 12" TO 18" DBH. (e.g., Redwood, Sycamore, Sequoia)
- SMALL TREES SUCH AS: 15' TO 30' HGT. 4" TO 8" DBH. (e.g., Dogwood, Magnolia)
- SMALL ACCENT PALM TREES SUCH AS: 10' TO 15' HGT. 2" TO 4" DBH. (e.g., Queen Palm, Dwarf Palm)
- PER METER ACCENT TREES SUCH AS: 10' TO 15' HGT. 2" TO 4" DBH. (e.g., Queen Palm, Dwarf Palm)

**HARDSCAPE MATERIAL LEGEND**

ITEM	DESCRIPTION	ITEM	DESCRIPTION
1	GRAVEL DRIVEWAY	11	CONCRETE DRIVEWAY
2	GRAVEL DRIVEWAY	12	CONCRETE DRIVEWAY
3	GRAVEL DRIVEWAY	13	CONCRETE DRIVEWAY
4	GRAVEL DRIVEWAY	14	CONCRETE DRIVEWAY
5	GRAVEL DRIVEWAY	15	CONCRETE DRIVEWAY
6	GRAVEL DRIVEWAY	16	CONCRETE DRIVEWAY
7	GRAVEL DRIVEWAY	17	CONCRETE DRIVEWAY
8	GRAVEL DRIVEWAY	18	CONCRETE DRIVEWAY
9	GRAVEL DRIVEWAY	19	CONCRETE DRIVEWAY
10	GRAVEL DRIVEWAY	20	CONCRETE DRIVEWAY



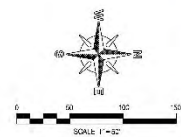
**BALBOA PARK GOLF COURSE CLUBHOUSE MASTER PLAN**  
The Master Landscape Plan





- LEGEND
- PROPOSED RETAINING WALL
  - PROPOSED SIDEWALK
  - PROPOSED ROADWAY
  - DETENTION BASIN
  - RIP RAP ENERGY DISSIPATOR
  - MODIFY EXISTING CURB RAMP
  - INSTALL CURB RAMP
  - PROJECT STUDY AREA (PSA)

CURVE DATA				
NO.	RADIUS	Δ	TANGENT	LENGTH
1	80.00'	63° 02' 49"	70.84'	15.96'
2	894.00'	0° 35' 02"	15.74'	27.78'
3	506.00'	10° 07' 32"	44.83'	89.42'
4	494.00'	28° 51' 05"	124.53'	249.62'
5	256.00'	39° 04' 23"	90.84'	174.58'
6	294.00'	33° 1' 8"	87.61'	70.30'
7	331.00'	33° 07' 48"	98.30'	101.01'
8	278.00'	36° 40' 36"	92.15'	177.96'
9	100.00'	84° 28' 42"	90.83'	147.44'
10	306.00'	43° 15' 09"	21.32'	231.00'
11	1.00'	96° 42' 00"	24.83'	167.32'
12	2451.00'	07° 37' 25"	165.97'	33.45'
13	228.00'	35° 21' 38"	73.04'	141.38'



**DE DOKKEN**  
ENGINEERING

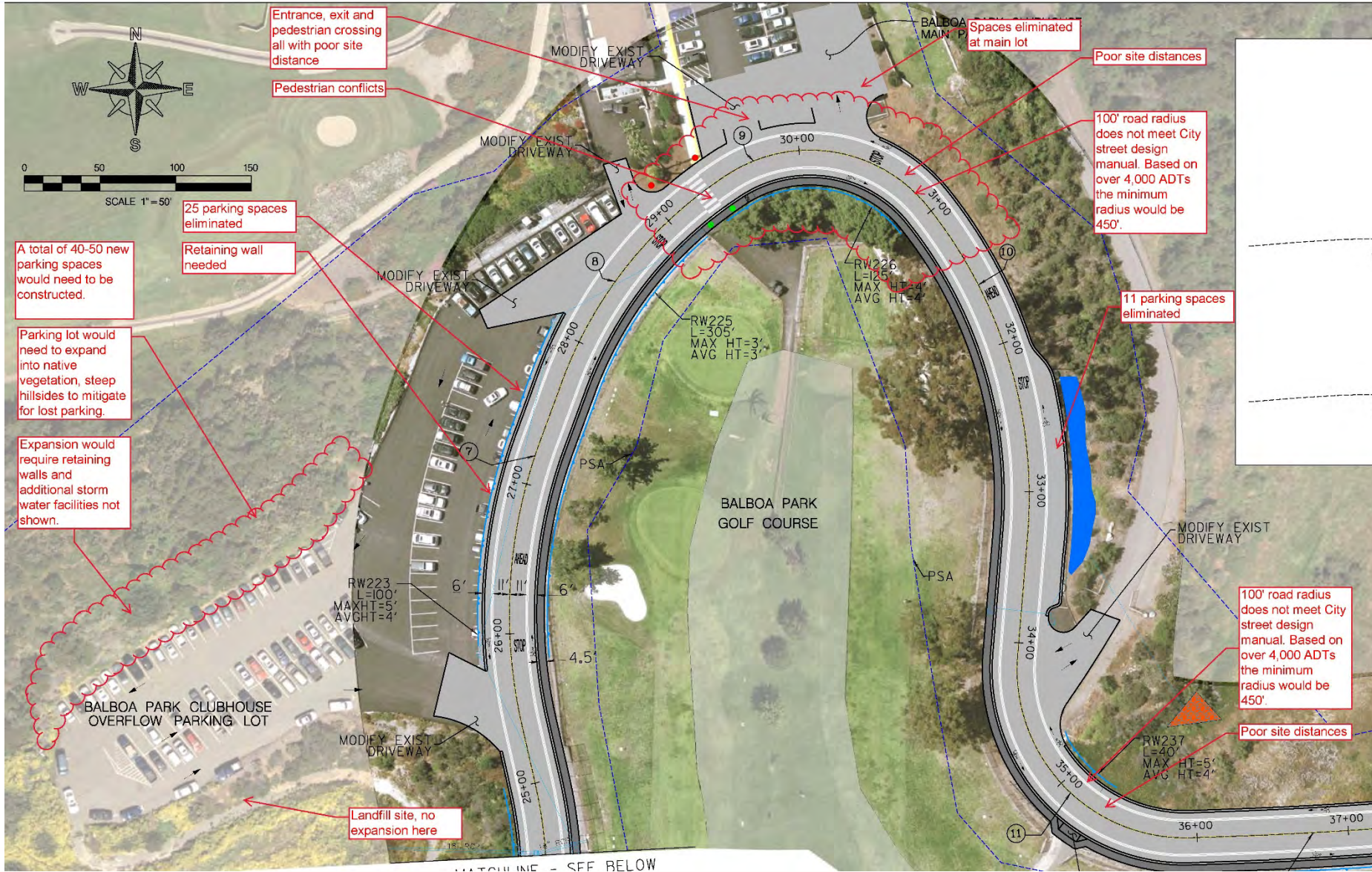
1456 FRASER ROAD  
SUITE 100  
SAN DIEGO, CA 92108

(619) 514-8077

GOLF COURSE DRIVE  
BIKE LANE  
ALTERNATIVE EXHIBIT  
AUGUST 2019



# Parks and Recreation Department





# Parks and Recreation Department

## MACHINE COUNT TRAFFIC VOLUMES

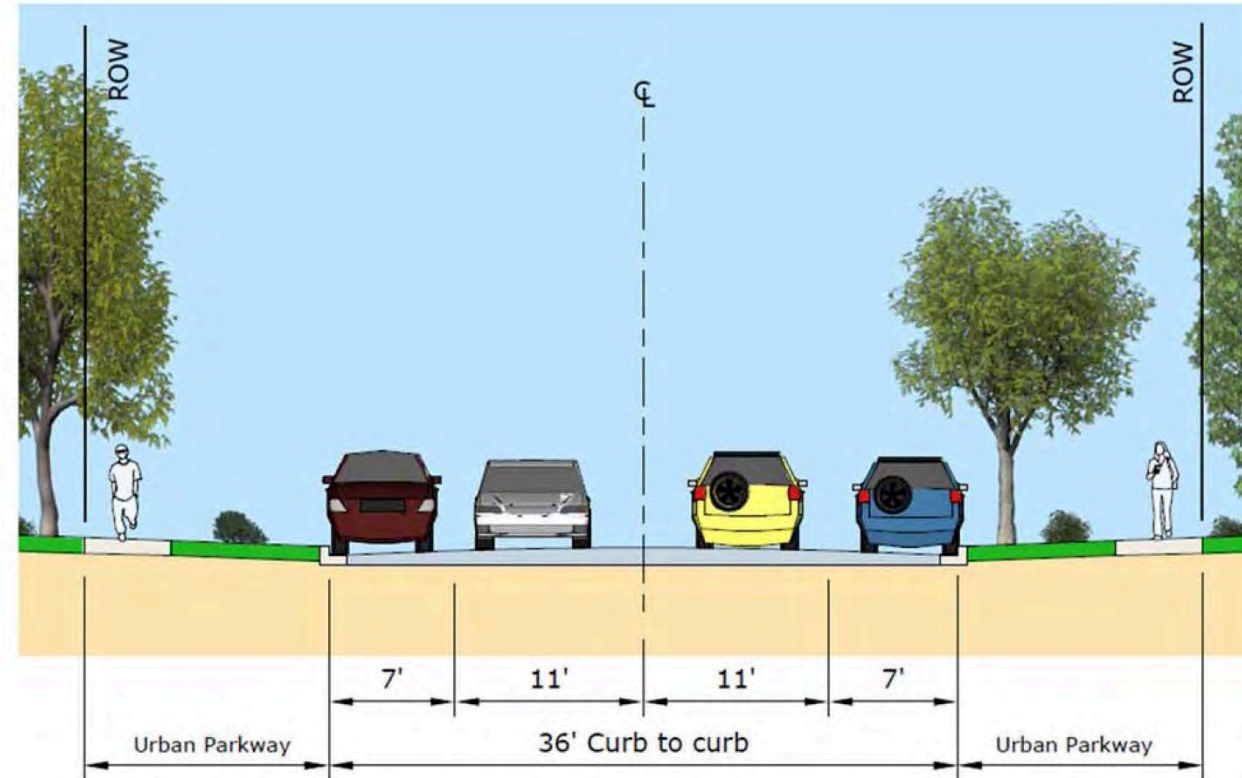
FROM 01/01/2005 - 03/12/2020

CITY OF SAN DIEGO - TRAFFIC ENGINEERING	LIMITS	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	TOTAL	FILE NO.	DATE
GOLDFINCH ST	REYNARD WY - UNIVERSITY AV	3,304	3,402			6,706	0094-19	05/15/19
GOLDFINCH ST	FORT STOCKTON DR - LEWIS ST	1,800	155			1,955	0841-10	09/09/10
GOLDFINCH ST	FORT STOCKTON DR - LEWIS ST	2,200	1,711			3,911	0909-13	10/17/13
GOLDFINCH ST	SUTTER ST - BUSH ST	3,480	4,200			7,680	0169-06	03/22/06
GOLDFINCH ST	SUTTER ST - BUSH ST	3,505	3,790			7,295	0171-09	03/26/09
GOLDFINCH ST	SUTTER ST - BUSH ST	3,209	3,435			6,644	0232-12	03/13/12
GOLDFINCH ST	SUTTER ST - BUSH ST	3,609	3,086			6,695	0260-15	05/12/15
GOLDFINCH ST	SUTTER ST - BUSH ST	3,309	3,342			6,651	0047-16	03/01/16
GOLDFINCH ST	SUTTER ST - BUSH ST	3,073	3,204			6,277	0094-20	03/12/20
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,300	2,920			6,220	0097-05	03/30/05
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,170	2,380			5,550	0141-08	03/25/08
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,525	2,740			6,265	0331-11	05/24/11
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	2,263	2,455			4,718	0527-14	07/09/14
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	2,621	2,470			5,091	0071-18	03/14/18
GOLDFINCH ST	WASHINGTON ST - FORT STOCKTON DR	4,230	4,975			9,205	0842-10	09/09/10
GOLDFINCH ST	WASHINGTON ST - FORT STOCKTON DR	3,179	3,133			6,312	0910-13	10/16/13
GOLF COURSE DR	26 ST - 28 ST	1,890	2,040			3,930	0067-05	03/31/05
GOLF COURSE DR	26 ST - 28 ST	1,950	2,220			4,170	0116-08	03/19/08
GOLF COURSE DR	26 ST - 28 ST			1,935	1,980	3,915	0116-08	05/12/11
GOLF COURSE DR	26 ST - 28 ST			830	861	1,691	0528-14	06/12/14
GOLF COURSE DR	26 ST - 28 ST	1,045	1,020			2,065	0076-18	03/14/18
GOLF COURSE DR	26 ST - 28 ST	2,202	2,005			4,207	0042-20	02/12/20
GOLFCREST DR	GLENFLORA AV - CASPER DR	2,790	2,610			5,400	0114-07	05/31/07
GOLFCREST DR	GLENFLORA AV - CASPER DR	3,085	2,880			5,965	0332-10	05/27/10
GOLFCREST DR	GLENFLORA AV - CASPER DR	3,158	3,414			6,572	0336-13	05/02/13
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,450	4,810			8,260	0356-05	05/25/05
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,920	4,090			8,010	0277-08	06/05/08
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	2,935	3,505			6,440	0523-11	06/28/11
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,069	4,028			7,097	0529-14	06/12/14
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,137	3,770			6,907	364-18	05/17/18
GOLFCREST DR	MURRAY PARK DR - WANDERMERE DR	1,460	1,360			2,820	0315-07	05/31/07
GOLFCREST DR	MURRAY PARK DR - WANDERMERE DR	1,440	1,315			2,755	0333-10	05/27/10
GOLFCREST DR	MURRAY PARK DR - WANDERMERE DR	1,495	1,368			2,863	0337-13	04/25/13
GOLFCREST DR	NAVAJO RD - MELOTTE ST	2,820	3,020			5,840	0316-07	05/31/07
GOLFCREST DR	NAVAJO RD - MELOTTE ST	2,745	2,850			5,595	0334-10	05/27/10
GOLFCREST DR	NAVAJO RD - MELOTTE ST	2,660	2,760			5,420	0338-13	04/25/13
GOLFCREST DR	NAVAJO RD - TUXEDO RD	2,571	2,576			5,147	0004-19	02/06/19
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,500	1,605			3,105	0843-10	09/08/10
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,458	1,705			3,163	0863-13	12/10/13
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,815	1,643			3,458	0047-20	02/25/20
GOODE ST	BRIARWOOD RD - MANZANA WY	1,752	1,890			3,642	0326-18	04/05/18
GOODE ST	BRIARWOOD RD - MANZANA WY	1,647	1,596			3,243	473-18	12/13/18
GOODE ST	BRIARWOOD RD - MONTCLIFF RD			2,455	2,425	4,880	0684-11	08/11/11
GOODE ST	BRIARWOOD RD - MONTCLIFF RD			2,792	2,648	5,440	0530-14	06/12/14

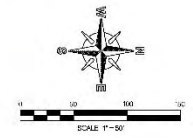
**Collector Streets  
Two Lane Collector**

**TABLE 1-7. TWO-LANE COLLECTOR SPECIFICATIONS**

<b>Width, Right-of-Way</b> (with added bike lanes)	60 ft. – 86 ft. 70 ft. – 96 ft.
<b>Design ADT</b> LOS C LOS D	5,000 6,500
<b>Design Speed</b>	30 mph
<b>Width, Curb-to-Curb</b> (with added bike lanes)	36 ft. 46 ft.
<b>Maximum Grade</b>	10% (8% in commercial area)
<b>Minimum Curve Radius</b>	500 ft. above 6% grade 450 ft. at or below 6% grade
<b>Land Use</b>	Large Lot Single Dwelling Residential – no front yards, Single Dwelling Residential – no front yards, Low Density Multiple Dwelling Residential – no front yards, Open Space-Park
<b>Parkway Options</b>	Urban Parkway Configurations see Figure 5-3, 5-4
<b>Land Use</b>	Commercial, School, Church, or Public Building
<b>Parkway Options</b>	Urban Parkway Configurations see Figure 5-6 through 5-9



**FIGURE 1-20. SECTION A-A: TWO LANE COLLECTOR**



MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT

ALIGNMENT DATA				
(No)	RADIUS	Δ	TANGENT	LENGTH
1				
2	80.00'	N84°46'11" E	70.84'	115.96'
3		N0°14'52" E		102.53'
4	991.00'	S35°27"	13.70'	27.39'
5		N00°08'20" F		293.21'
6	506.00'	10°57'33"	47.83'	89.42'
7		N10°15'53" E		104.55'
8	494.00'	28°57'5"	127.53'	249.62'
9		N18°41'13" W		59.87'
10	256.00'	39°42'3"	90.84'	174.58'
11		N20°23'10" F		91.67'
12	294.00'	33°11'18"	67.61'	170.30'
13		N12°48'08" W		40.54'
14	331.00'	33°47'48"	98.30'	191.10'
15		N20°16'40" E		41.11'
16	278.00'	36°40'36"	92.15'	177.96'
17	100.00'	64°26'42"	90.60'	147.44'
18	506.00'	44°29'28"	125.16'	237.67'
19		S05°59'27" W		194.55'
20		S86°58'35" L		360.07'
21	1200.00'	3°02'17"	31.82'	63.63'
22		N87°59'08" E		29.87'
23	249.00'	7°37'25"	165.97'	331.45'
24		N80°21'43" E		192.14'
25	226.00'	55°31'58"	73.04'	141.38'
26		S64°06'39" E		63.98'

**LEGEND**

- PROPOSED RETAINING WALL
- PROPOSED SIDEWALK
- PROPOSED ROADWAY
- PROPOSED GATE

**DE DOKKEN**  
ENGINEERING

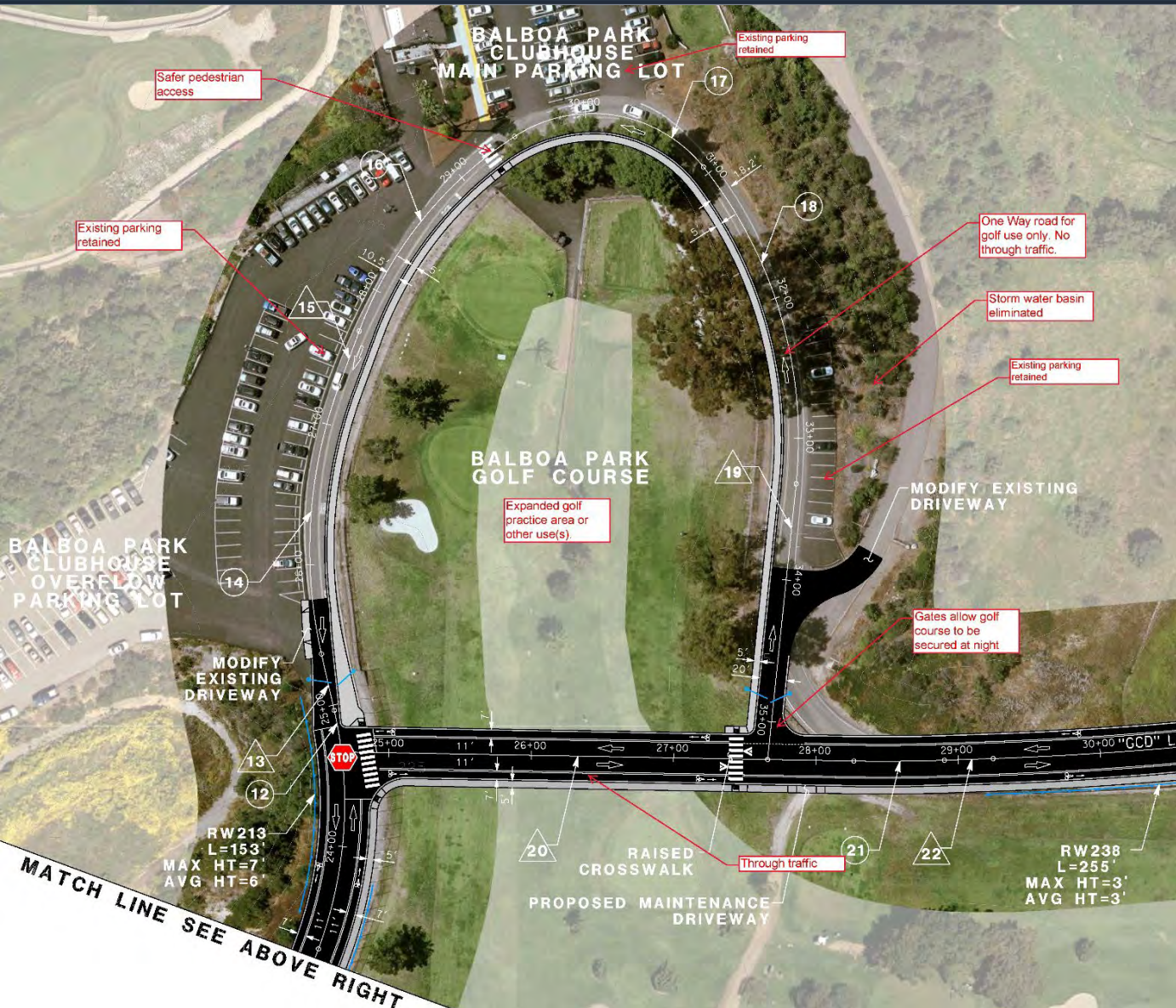
1000 PLYMOUTH ROAD  
SUITE 100  
SAN DIEGO, CA 92108  
(619) 514-9377

**GOLF COURSE DRIVE OVERVIEW EXHIBIT**

JUNE 2020



# Parks and Recreation Department



- Safety
  - Separates through traffic from golf traffic.
  - Better sight distances.
  - Less pedestrian/vehicular conflicts.
  - Simper circulation.
  - Safer access to 9-hole course.
  - Opportunity to make 28<sup>th</sup> St. park safer at hole #6.
  - Conforms to City street design manual, reducing City liability.
- Cost
  - No mitigation for lost parking.
  - Less storm water treatment.
- Golf Operations
  - Allows for improvements to golf practice area.
  - Allows staff to secure the golf complex at night.
  - Allows for future site development.
- Meets needs of the community and golf patrons.
- Lessens impact to habitat.

Parks and Recreation Department

# Questions/Discussion

Briefing  
February 26, 2021

