THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
Date of Notice: October 8, 2010
PUBLIC NOTICE OF THE PREPARATION OF A ENVIRONMENTAL IMPACT REPORT AND PUBLIC NOTICE OF AN ENVIRONMENTAL IMPACT REPORT SCOPING MEETING
IO: 24000958

PUBLIC NOTICE: The City of San Diego as the Lead Agency has determined that the project described below will require the preparation of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a Project Environmental Impact Report and Scoping Meeting was publicly noticed and distributed on October 8, 2010. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego website at the following location on October 8, 2010, http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml.

SCOPING MEETING: A public scoping meeting will be held by the City of San Diego Development Services Department on **Wednesday, October 27, starting at 5:30 PM and running no later than 7:30 PM at** La Jolla Branch Library, 7555 Draper Avenue La Jolla, CA 92037. **Please note that depending on the number of attendees, the meeting could end earlier than 7:30 PM.** Verbal and written comments regarding the scope and alternatives of the proposed EIR will be accepted at the meeting.

Written/Mail-in comments may also be sent to Elizabeth Shearer-Nguyen, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101, or e-mailed to **DSDEAS@sandiego.gov** referencing the Project Name (Hillel Student Center if San Diego) and Number (212995) in the subject line within 30 days of the receipt of this notice/date of the Public Notice above. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. An EIR incorporating public input will then be prepared and distributed for public review and comment.

PROJECT NAME/NO.: HILLEL STUDENT CENTER OF SAN DIEGO/212995

COMMUNITY PLAN AREA: La Jolla

COUNCIL DISTRICT: 1 (Lightner)

PROJECT DESCRIPTION: The Applicant is requesting a SITE DEVELOPMENT PERMIT AND PUBLIC RIGHT-OF-WAY VACATION for the phased construction of two one-story buildings and one two-story building around a central outdoor courtyard space, a surface parking lot, and a landscaped area. The project proposes to be accomplished in two phases as Hillel is currently occupying an existing on-site single family house. Phase I would consist of the continued operation of religious administrative offices in the existing single family residence located at 8976 Cliffridge Avenue on an approximately 0.2-acre parcel (Assessor's Parcel No.

[APN] 344-131-0100). Phase II would consist of the construction of new structures and the parking lot on the approximately 0.8-acre adjacent vacant lot (APN 344-120-4300) and the public right-of-way. The purpose of the public right-of-way vacation is to increase the lot size and make use of unutilized land. The proposed project would have an overall building square footage of approximately 6,600 square feet. Upon completion of the new structure, Hillel will vacate the house and return it to its original use. The project has been designed to meet the standards required to obtain a Leadership in Energy and Environmental Design (LEED) Silver rating.

The project site is bounded to the north by La Jolla Village Drive, to the east by La Jolla Scenic Way and to the south by La Jolla Scenic Drive. The project site is within a Single Family Zone of the La Jolla Shores Planned District, Coastal Height Limit Overlay Zone, Campus Parking Impact Overlay Zone, and the La Jolla Community Planning Area. Legal Description: Lot 67 of La Jolla Highlands Unit No. 3, in the City of San Diego, County of San Diego, Parcel Map No. 3528 and Portion of Lot 1299, Miscellaneous Map 36, Pueblo Lands, in the City of San Diego, County of San Diego. The site is not included on any Government Code Listing of hazardous waste sites.

Applicant: Hillel of San Diego

Recommended Finding: Pursuant to Section 15060(d) of the CEQA Guidelines, it appears that the proposed project may result in significant environmental impacts in the following areas: **Land Use, Transportation/ Circulation/Parking, Biological Resources, Global Warming/Greenhouse Gases, Noise, Geology/Soils, Historical Resources, Paleontological Resources, Hydrology, Water Quality, Cumulative Effects and Growth Inducement.**

Availability in Alternative Format: To request the City's letter to the applicant detailing the required scope of work (EIR Scoping Letter) in alternative format, call the Development Services Department at (619) 446-5460 immediately to ensure availability. This information is ALSO available in alternative formats for persons with disabilities; to request this notice in alternative format, call (619) 446-5446 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact Elizabeth Shearer-Nguyen at (619) 446-5369. The Scoping Letter and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Department. For information regarding public meetings/hearings on this project, contact the Project Manager, John Fisher, at (619) 446-5231.

This notice was published in the San Diego Union Tribune and the San Diego Transcript, and placed on the City of San Diego website (http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html) and distributed on October 8, 2010.

Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

DISTRIBUTION: See Attached.

ATTACHMENTS: Figure 1: Regional Vicinity Map
Figure 2: Project Location on Aerial Photograph
Figure 3: Project Site Plan
Scoping Letter

Distribution:

FEDERAL
U.S. Fish and Wildlife Service (23)

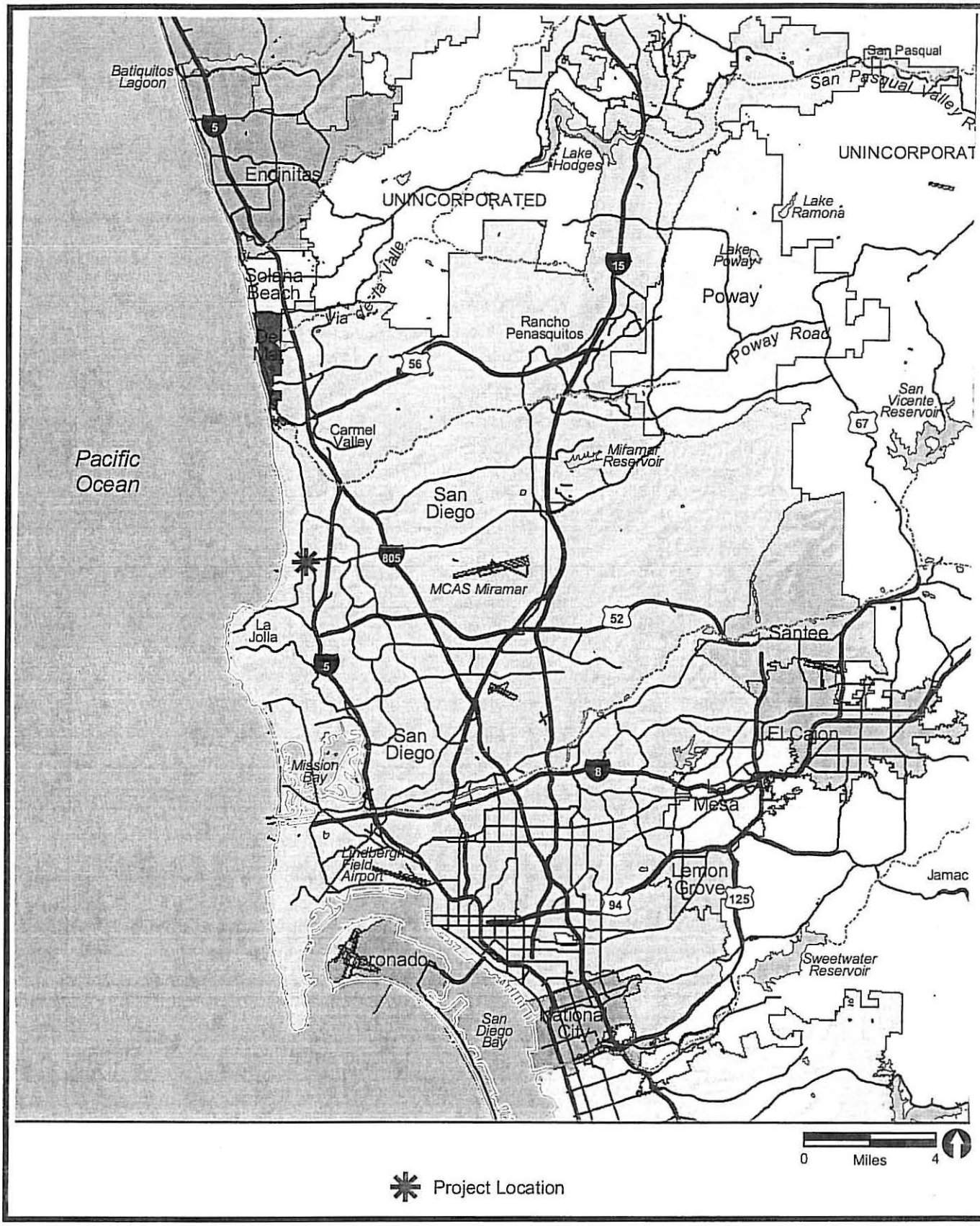
STATE OF CALIFORNIA
California Department of Fish and Game, Don Chadwick (32)
State Clearinghouse (46A)

CITY OF SAN DIEGO
Mayor's Office (91)
Councilmember Lightner, District 1 (MS 10A)
Councilmember Faulconer District 2 (MS 10A)
Councilmember Gloria, District 3 (MS 10A)
Councilmember Young, District 4 (MS 10A)
Councilmember DeMaio, District 5 (MS 10A)
Councilmember Frye, District 6 (MS 10A)
Councilmember Emerald, District 7 (MS 10A)
Councilmember Hueso, District 8 (MS 10A)
City Planning and Community Investment Department
    Long-Range Planning
Development Services
    EAS
    Transportation Development
    Engineering
    Fire
    Planning Review
    Wastewater
    Water
    Landscape
    Geology
    DPM
Library, Government Documents (81)
Central Library (81A)
La Jolla/Ridford Branch Library (81L)
Historical Resources Board (87)
City Attorney [2 Copies] (MS59)

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS
Sierra Club (165)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS (CONTINUED)

Endangered Habitats League (182A)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Louie Guassac (215A)
Clint Linton (215B)
San Diego County Archaeological Society, Inc. (218)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution [Notice and Site Plan Only] (225A-R)
La Jolla Village News (271)
La Jolla Shores Association (272)
La Jolla Town Council (273)
La Jolla Historical Society (274)
La Jolla Community Planning Association (275)
Milton Phegley, UCSD (277)
La Jolla Shores PDO Advisory Board (279)
La Jolla Light (280)
Patricia K. Miller (283)
Carmel Mountain Conservancy (284)



Regional VicinityMap

HILLEL STUDENT CENTER OF SAN DIEGO Project No. 212995

City of San Diego – Development Services Department

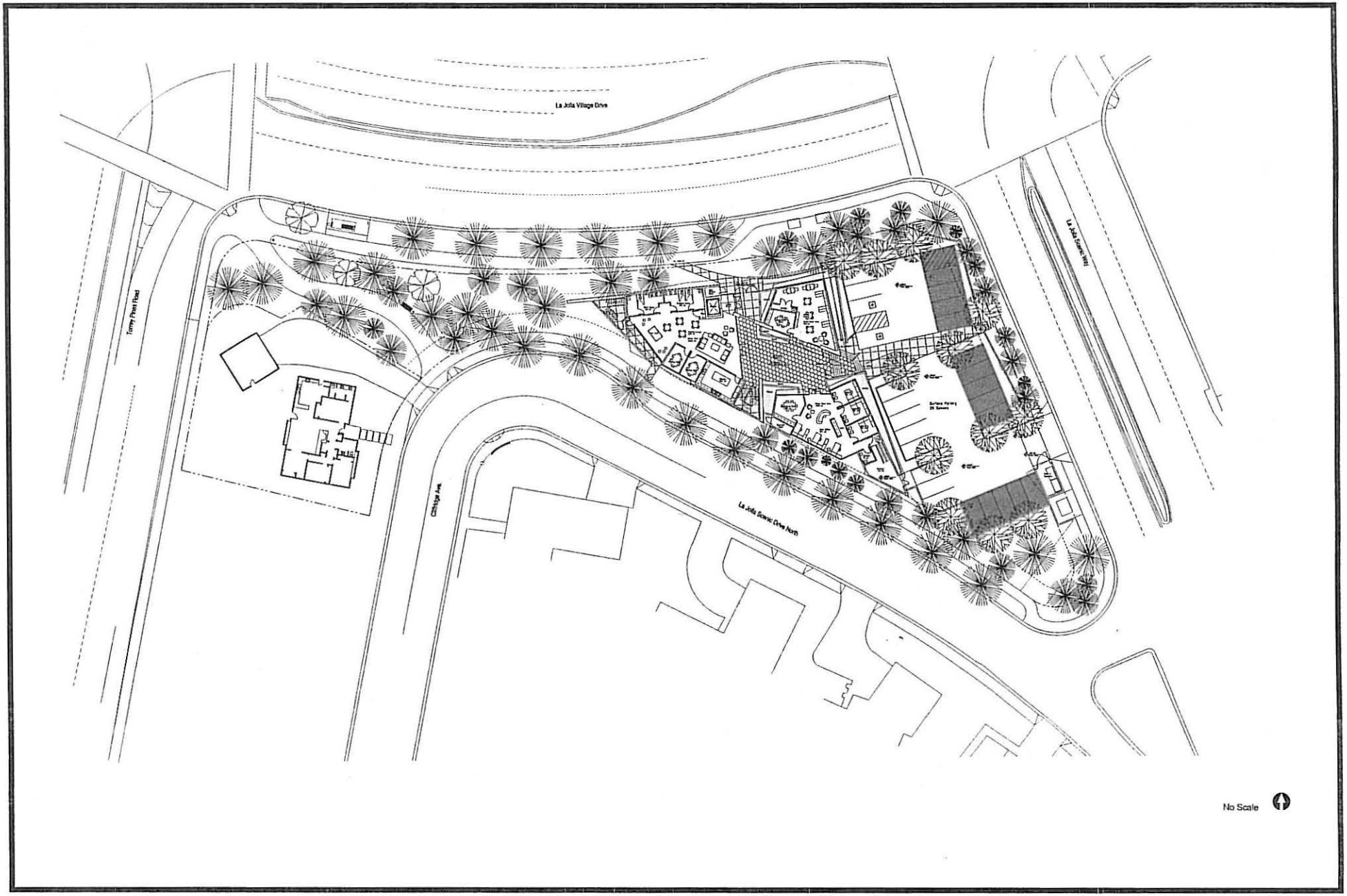
FIGURE No. 1

Project Location/Aerial Photo

HILLEL STUDENT CENTER OF SAN DIEGO Project No. 212995

City of San Diego – Development Services Department

FIGURE No. 2



Project Site Plan

HILLEL STUDENT CENTER OF SAN DIEGO / PROJECT NO. 212995

City of San Diego – Development Services Department

FIGURE

No. 3

THE CITY OF SAN DIEGO

October 8, 2010

Mr. Robert Lapidus
Hillel of San Diego
5717 Lindo Paseo
San Diego, CA 92115

Subject: Scope of Work for an Environmental Impact Report for the Hillel Student Center of San Diego – La Jolla, CA Project (Project No. 212995)

Dear Mr. Lapidus:

Pursuant to Section 15060(d) of the California Environmental Quality Act (CEQA), the Environmental Analysis Section (EAS) of the City of San Diego Development Services Department has determined that the proposed project may have significant effects on the environment, and the preparation of an Environmental Impact Report (EIR) is required. Staff has determined that a project EIR is the appropriate environmental document for the Hillel of San Diego project.

The purpose of this letter is to identify the specific issues to be addressed in the EIR. The EIR shall be prepared in accordance with the attached "City of San Diego Technical Report and Environmental Impact Guidelines" (Updated December 2005). A Notice of Preparation will be distributed to the Responsible Agencies and others who may have an interest in the project as required by CEQA Section 21083.9(a)(2) for projects that may have statewide, regional, or area-wide environmental impacts. A scoping meeting has been scheduled for Wednesday, October 27, 2010. Changes or additions to the scope of work may be required as a result of input received in response to the Scoping Meeting and Notice of Preparation. In addition, the project may be adjusted overtime by the applicant and these changes would be disclosed in the EIR.

Each section and issue area of the EIR should provide a descriptive analysis of the project followed by a comprehensive evaluation. The EIR should also include sufficient graphics and tables to provide a complete description of all major project features.

The project that will be the subject of the EIR is briefly described as follows:

Project Description/Setting: The Applicant is requesting a SITE DEVELOPMENT PERMIT AND PUBLIC RIGHT-OF-WAY VACATION for the phased construction of two one-story buildings and one two-story building around a central outdoor courtyard space, a surface parking lot, and a landscaped area. The project proposes to be accomplished in two phases as Hillel is currently occupying an existing on-site single family house. Phase I would consist of the continued operation of religious administrative offices in the existing single family residence located at 8976 Cliffridge Avenue on an approximately 0.2-acre parcel (Assessor's Parcel No. [APN] 344-131-0100). Phase II would consist of the construction of new structures and the parking lot on the approximately 0.8-acre adjacent vacant lot (APN 344-120-4300) and the public right-of-way. The purpose of the public right-of-way vacation is to increase the lot size and make use of unutilized land. The proposed project would have an overall building square footage of approximately 6,600 square feet. Upon completion of the new structure, Hillel will vacate the house and return it to its original use. The project has been designed to meet the standards required to obtain a Leadership in Energy and Environmental Design (LEED) Silver rating.

The project site is bounded to the north by La Jolla Village Drive, to the east by La Jolla Scenic Way and to the south by La Jolla Scenic Drive. The project site is within a Single Family Zone of the La Jolla Shores Planned District, Coastal Height Limit Overlay Zone, Campus Parking Impact Overlay Zone, and the La Jolla Community Planning Area. Legal Description: Lot 67 of La Jolla Highlands Unit No. 3, in the City of San Diego, County of San Diego, Parcel Map No. 3528 and Portion of Lot 1299, Miscellaneous Map 36, Pueblo Lands, in the City of San Diego, County of San Diego.

EIR FORMAT/CONTENT

The EIR serves to inform governmental agencies and the public of a project's environmental impacts. An EIR also proposes mitigation measures and alternatives that may reduce or avoid significant environmental impacts. The EIR must be written in an objective, clear, and concise manner. Use graphics to replace extensive word descriptions and to assist in clarification. Conclusions must be supported with qualitative information, to the extent practicable.

Prior to the distribution of the draft EIR, Conclusions, which are attached at the front of the draft EIR, will also need to be prepared. The Conclusions cannot be prepared until an approved draft has been submitted and accepted by the City. The EIR shall include a title page that includes the Project Tracking System (PTS) number (212995) and the date of publication. The entire EIR must be left justified and shall include a table of contents and an executive summary of all of the following issues areas.

A. INTRODUCTION

Introduce the project with a brief discussion on the intended use and purpose of the EIR. Describe and/or incorporate by reference any previously certified environmental documents that address the project site. Briefly describe areas where the proposed project is in compliance or non-compliance with assumptions and mitigation contained in these previously certified documents.

B. ENVIRONMENTAL SETTING

The EIR shall describe the precise location of the project and present it on a detailed topographic map and regional map. Provide a local and regional description of the environmental setting of the project, as well as the zoning and land use designations of the site and its contiguous properties, area topography, drainage characteristics and vegetation. Include any applicable jurisdictional boundaries, land use plans and overlay zones that affect the project site, such as the City of San Diego General Plan. This section shall also discuss the provision of emergency services. Provide a recent aerial photograph of the site and surrounding uses, and clearly identify the project location.

C. PROJECT DESCRIPTION

Per CEQA Section 15124, the EIR shall include a detailed discussion of the goals and objectives of the project and a project description. The description of the project shall include an overview of all major project features and phasing, including land use, grading quantities and locations, retaining walls (number of retaining walls and their individual heights and lengths), landscaping, drainage design, improvement plans, including any off-site components, vehicular access points, and parking areas associated with the project. The project description shall provide a discussion of all applicable discretionary actions required for the project (e.g. Site Development Permit), as well as a discussion of all permits and approvals required by federal, state, and other regulatory agencies.

D. HISTORY OF PROJECT CHANGES

This section of the EIR shall outline the history of the project and any physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.

E. ENVIRONMENTAL ANALYSIS

The potential for significant environmental impacts must be thoroughly analyzed and mitigation measures identified that would avoid or substantially lessen any such significant impacts. The EIR must represent the independent analysis of the City of San Diego as Lead Agency; therefore, all impact analysis must be based on the City's current "Guidelines for the Determination of Significance."

Below are key environmental issue areas that have been identified for this project, within which the issue statements must be addressed individually. Discussion of each issue statement shall include an explanation of the existing project site conditions, impact analysis, significance determination, and appropriate mitigation. The impact analysis shall address potential direct and indirect impacts that could be created through implementation of the proposed project.

LAND USE

Issue 1: Would the proposal require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

Issue 2: Would the proposal result in a conflict with the environmental goals, objectives, or recommendations of a General and/or Community Plan?

Issue 3: Would the proposal result in land uses that are not compatible with existing or planned surrounding land uses?

The EIR shall evaluate the project's compatibility with existing and planned land uses in the vicinity, including adjacent slopes, residential and commercial uses. The project has requested a vacation from the right-of- way in order to vacate a portion of La Jolla Scenic Drive North. The EIR shall analyze the project's consistency with the City of San Diego General Plan (2008), the La Jolla Community Plan, and applicable zoning ordinance (i.e., La Jolla Planned District).

TRANSPORTATION/CIRCULATION/PARKING

Issue 1: Would the Proposal result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system?

Issue 2: Would the Proposal result in an increased demand for offsite parking?

Issue 3: Would the Proposal project result in an increase in traffic hazards to motor vehicles, bicycles or pedestrians?

The analysis in this section of the EIR shall identify potential impacts to the traffic and circulation system. A traffic study, consistent with the City's Traffic Impact Study Manual and approved by City staff, will be prepared and included as an appendix to the EIR. A summary of the approved traffic study shall be included in the body of the EIR. It shall address the project traffic volumes and the effects this traffic has on the existing and future surrounding circulation system. The analysis shall focus on segment and intersection conditions for near term and future conditions, with or without the project. Quantified volumes will be provided for existing, existing plus cumulative projects, existing plus cumulative projects plus project and horizon year without and with project traffic conditions. In addition, potential construction traffic impacts should also be analyzed. The traffic section shall discuss the potential for parking supply effects onsite and any potential effects on the offsite parking supply. The traffic section shall also discuss proposed methods for avoiding potential hazards to motor vehicles, pedestrians and bicycles.

BIOLOGICAL RESOURCES

Issue 1: Would the Proposal result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDGF) or U.S. Fish and Wildlife Service (USFWS)?

Issue 2: Would the proposal result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community as identified in local or regional plans, policies, regulations, or by the CDFG or USFWS?

Vegetation and sensitive wildlife directly or indirectly affected by the proposed project shall be fully discussed in this section of the EIR. A biological resources report for the site will be prepared in accordance with the City of San Diego's *Biological Review References* (July 2002) and will be included as an appendix to the EIR. The report must identify any MSCP covered and narrow endemic flora and fauna that exist or have a potential to exist in the area of the project site, and any impacts to sensitive flora and fauna, as well as discuss proposed mitigation measures for any impacts.

GEOLOGIC CONDITIONS

Issue 1: **Would the Proposal expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?**

Issue 2: **Would the Proposal result in a substantial increase in wind or water erosion of soils, either on- or off-site?**

Issue 3: **Would the Proposal be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

The project site is located in a seismically active region of California where the potential for geologic hazards, such as earthquakes and ground failures exists. Therefore, a geologic technical report will be prepared and included as an appendix. According to the City of San Diego Seismic Safety Study (1995 edition), the project site is located within Geologic Hazard Zone 52, which is characterized by level mesas with a low risk potential. Information from the report shall be summarized in the body of the EIR, including a description of the geologic and subsurface conditions in the project area and the general setting in terms of existing topography, geology (surface and subsurface), tectonics and soil types. Based on information provided in the technical report, the EIR shall assess possible impacts to the project from geologic hazards and unfavorable soil conditions. The constraints discussion should include issues such as the potential for liquefaction, slope instability, and rock fall hazards. Any need for blasting should also be identified, if such measures are anticipated. Any secondary impacts due to soils/geology mitigation (e.g., excavation of unsuitable soils) should also be addressed. The EIR shall discuss the type and amount of grading that would be required for this project, and any potential impacts that may result from grading activities, including impacts related to removing soils from the site for off-site storage, use, and/or disposal. Finally, the EIR shall provide mitigation, as appropriate, that would reduce the potential for future adverse impacts resulting from on-site soils and geologic hazards.

ENERGY

Issue 1: **Would the construction and operation of the proposed project result in the use of excessive amounts of electrical power?**

Issue 2: **Would the Proposal result in the use of excessive amount of fuel or other forms of energy (including gas, oil, etc.)?**

CEQA required that potentially significant energy implications of a project be considered in an EIR to the extent relevant and applicable to the project. Particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy should be included in this section. Address the estimated energy use for the project and assess whether the project would generate a demand for energy (electricity and/or natural gas) that would exceed the planned capacity of energy suppliers. A description of any energy and/or water saving project features should also be included in this section (cross reference with the Greenhouse Gas Emissions and Land Use [Conservation Element] sections as appropriate). Describe any proposed measures included as part of the project or required as mitigation measures directed at conserving energy and reducing energy consumption. Ensure that this section addresses all issues described within Appendix F of the CEQA Guidelines.

GREENHOUSE GASES (GHGS)

Issue 1: Would the Proposal generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Issue 2: Would the Proposal conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Within the cumulative analysis, the EIR shall analyze the project's contribution to emissions of greenhouse gasses associated with vehicle trips, the typical energy and water use, and other factors associated with the proposed project. The City of San Diego currently does not yet have adopted greenhouse gases (GHG) Thresholds of Significance for CEQA. Therefore, the City of San Diego is utilizing the California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change" dated January 2008 as an interim threshold to determine whether a GHG analysis would be required. The CAPCOA report references the 900 metric ton guideline as a conservative threshold for requiring further analysis and mitigation. Therefore, the proposed project will be analyzed to determine whether it exceeds the 900 metric ton screening threshold. Based on the this screening threshold, the proposed construction may be required to complete a GHG Emission analysis in order to determine what, if any cumulative impacts would result through project implementation. An analysis of existing versus proposed emissions shall be completed. A technical report shall be been prepared and will be included as an appendix to the EIR. The EIR shall summarize the results of the report, including identification of the net GHG emissions identified. In addition, the project may also be required to implement project features to reduce the emission by 28.3 percent (consistent with the 2020 "Business-As-Usual" model from the California Air Resources Board [CARB]).

HISTORICAL RESOURCES

Issue 1: Would the Proposal result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including architecturally significant building), structure, or object or site?

Issue 2: Would the Proposal result in any impact to existing religious or sacred uses within the potential impact area?

Issue 3: Would the Proposal result in the disturbance of any human remains, including those interred outside of formal cemeteries?

The project site is within proximity of recorded archaeological sites. An archaeological record search shall be conducted for the project area (area of potential effect) to access any recently recorded sites that may be adversely impacted by the development proposal. The results of the survey and the subsurface testing program shall be presented in a report that will be included as an appendix to the EIR. The report shall be prepared in accordance with the *City of San Diego's Land Development Code Historical Resources Guidelines* (amended April 30, 2001) and shall be summarized within the EIR. This report should assess the project's potential for impacting prehistoric and/or historic resources through grading activities, especially in previously undisturbed soil, and discussed in the EIR. If appropriate, the EIR should identify requirements for archaeological monitoring during grading operations and specify mitigation for any discoveries. For significant cultural resources identified during the survey phase and/or during any archaeological monitoring, a Research Design and Data Recovery Program would be required.

NOISE

Issue 1: Would the proposed project result in a significant increase in the existing ambient noise levels that would expose sensitive receptors to noise levels which exceed the City's adopted Noise Ordinance?

Issue 2: Would the proposed project result in the exposure of people to current or future transportation noise levels, which exceed standards established in the Transportation Element of the General Plan?

A noise technical study will be prepared and included as an appendix to the EIR. The analysis in this section of the EIR shall identify the potential for operational noise impacts. The analysis must also calculate the traffic noise levels on adjacent roadways in the buildout condition and identify mitigation measures, as appropriate. Discuss the project's potential

impacts to existing ambient noise levels within the project area, and state whether implementation would expose people to noise levels that exceed the City's adopted noise ordinance. Any temporary construction noise which exceeds the 75dB(A) Leq at a sensitive receptor would be considered significant. Therefore, the acoustical report needs to provide analysis on temporary construction noise due to the nature of the project and make recommendations on mitigation measures to be implemented if required.

PALEONTOLOGICAL RESOURCES

Issue 1: Would the Proposal require over 1,000 cubic yards of excavation in a high resource potential formation that would result in the loss of significant paleontological resources?

According to the *Geology of the San Diego Metropolitan Area, California* (Kennedy 1975), published by the California Division of Mines and Geology, the project site is underlain by the Scripps and Ardath Shale formations which have been assigned a high paleontological resource potential. This formation is known to contain well-preserved, rare, and significant paleontological fossil materials that could provide important information about the evolutionary history of our area. There is a potential for future grading operations to impact previously undisturbed portions of these formations and impact unknown fossil deposits. Therefore, paleontological monitoring would be required during grading activities to into undisturbed formations by a qualified paleontologist to ensure resource preservation. The EIR shall discuss the planning area's geologic composition as it relates to fossiliferous potential and include paleontological monitoring as a mitigation measure, if determined to be required.

HYDROLOGY

Issue 1: Would the Proposal result in a substantial increase in impervious surfaces and associated increased runoff?

Issue 2: Would the Proposal result in a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

A hydrology/drainage study consistent with the City's Storm Water Standards (adopted March 2008) will be prepared to address the proposed project's potential for impacting the hydrologic conditions within the project area and downstream and recommend drainage design techniques to reduce runoff volumes and velocities, if appropriate. The report shall include examples of potential best management practices (BMPs) and outline programs that can be used during and post-construction and discuss the project's compliance with the City's

Storm Water Standards. The findings in the report and required mitigation measures shall be reflected within this section of the EIR and the report will be included as an appendix to the EIR.

WATER QUALITY

Issue 1: Would the Proposal result in an increase in pollutant discharge, including downstream sedimentation, to receiving waters during or following construction, including discharge to an already impaired water body?

A water quality technical report consistent with the City's Storm Water Standards (adopted March 2008) will be prepared and included as an appendix to the EIR. Increases in impervious surfaces could potentially result in significant erosion and subsequent sedimentation downstream. Water quality is affected by sedimentation caused by erosion, by runoff carrying contaminants, and by direct discharge of pollutants (point-source pollution). As land is developed, the impervious surfaces send an increased volume of runoff containing oils, heavy metals, pesticides, fertilizers, and other contaminants (non-point source pollution) into adjacent watersheds. Therefore, the EIR shall discuss how the proposed project could affect water quality within the project area and downstream.

F. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

This section shall describe the significant unavoidable impacts of the projects, including those significant impacts that can be mitigated but not reduced to below a level of significance.

G. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

In conformance with CEQA Section 15126.2(b) and (c), the EIR shall discuss the significant environmental effects which cannot be avoided if the proposed project is implemented; and the significant irreversible changes that would result from the implementation of the proposed project. Address the use of nonrenewable resources during the construction and life of the project.

H. GROWTH INDUCEMENT

The EIR shall address the potential for growth inducement through implementation of the proposed project. The EIR shall discuss the ways in which the proposed project could foster economic or population growth, or construction of additional housing either directly or indirectly. Accelerated growth could further strain existing community facilities or encourage

activities that could significantly affect the environment. This section need not conclude that growth-inducing impacts, if any, are significant unless the project would induce substantial growth or concentration of population.

I. CUMULATIVE IMPACTS

When the proposed project is considered with other past, present, and reasonably foreseeable projects in the project area, implementation could result in significant environmental changes, which are individually limited but cumulatively considerable. Therefore, in accordance with Section 15130 of the CEQA Guidelines, potential cumulative impacts shall be discussed in a separate section of the EIR.

J. EFFECTS FOUND NOT TO BE SIGNIFICANT

The City of San Diego as Lead Agency has determined that the following issue areas are not potentially significant with the proposed project and do not require analysis in this EIR: Agricultural Resources, Air Quality/Odor, Mineral Resources, Public Services and Facilities, Population and Housing, Health and Safety, Public Utilities, Visual Quality/Neighborhood Character. However, if these or other potentially significant issue areas arise during the detailed environmental investigation of the project, consultation with EAS staff is required to determine if these or other issue areas need to be addressed within the EIR. Additionally, as supplementary information is submitted, the EIR may need to be expanded to include additional areas.

K. ALTERNATIVES

The EIR shall place major attention on reasonable alternatives which avoid or reduce the project's significant environmental impacts. These alternatives shall be identified and discussed in detail, and shall address all significant impacts. The alternatives analysis shall be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility. Preceding the detailed alternatives analysis shall be a section entitled "Alternatives Considered but Rejected." This section shall include a discussion of preliminary alternatives that were considered but not analyzed in detail. The reason for rejection shall be explained.

At a minimum, the following alternatives shall be considered:

No Project Alternative: The No Project Alternative should discuss the existing conditions of the site at the time of the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based

on current plans and consistent with available infrastructure and community services. Development in accordance with the Community Plan would consider development in accordance with the existing land use designation and zoning. How would development be permitted to proceed based on the policies of La Jolla Community Plan? What is the potential for impacts based on development under the existing regulations and currently planned infrastructure improvements that would occur regardless of project approval?

Also, this alternative should compare the environmental effects of the project site remaining in its existing state (or in what would reasonably be expected to occur on-site) against environmental effects that would occur if the project were approved. Should the No Project Alternative prove to be the environmentally preferred alternative, then according to CEQA, another environmentally preferred alternative must be identified for the project.

Alternate Location Alternative: The Alternate Location Alternative should consider and identify other locations that could feasibly support the project but would avoid or substantially lessen significant impacts associated with the project at the proposed location. Only locations that would avoid or substantially lessen any of the significant effects of the proposed project while achieving the primary project objectives need be considered in the EIR.

If, through the environmental analysis process, other alternatives become apparent which would mitigate potential impacts, these options should be discussed with EAS staff before including them in the EIR. It is important to emphasize that the alternatives section of the EIR should constitute a major part of the report. The timely processing of the environmental review will likely be dependent on the thoroughness of effort exhibited in the alternatives analysis.

L. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

For each of the issue areas discussed above, mitigation measures should be clearly identified, discussed, and their effectiveness assessed in each issue section of the EIR. A Mitigation, Monitoring and Reporting Program (MMRP) for each mitigation measure must be included. At a minimum, the program should identify: 1) the city department or other entity responsible for the monitoring; 2) the monitoring and reporting schedule; and 3) the completion requirements. The separate MMRP should also be contained (verbatim) as a separate chapter within the EIR.

M. OTHER

The EIR shall include the references, individuals and agencies consulted, and certification page. The appendices section shall include the Scoping Meeting Notice and Notice of

Preparation, and any responses and comments received (including verbal transcript). Include all accepted technical studies.

Until the screencheck EIR is submitted, which addresses all of the above issues, the environmental processing timeline will be held in abeyance. Contact Elizabeth Shearer-Nguyen, Associate Planner at (619) 446-5369 if you have any questions regarding the CEQA analysis or John Fisher, Project Manager at (619) 446-5231 for general questions pertaining to the project.

Sincerely,

Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

Enclosures: City of San Diego Technical Report and Environmental Impact Report Guidelines

cc: Elizabeth Shearer-Nguyen, EAS
EAS Seniors
EAS Project File
John Fisher, DSD

ENVIRONMENTAL IMPACT HEARING

Taken at La Jolla, California

October 27, 2010

REPORTED BY SHAWNEE M. WILBORN CSR NO. 13361

I N D E X

ENVIRONMENTAL IMPACT HEARING
OCTOBER 27, 2010

E X H I B I T S

Pursuant to Notice to Take Hearing, on the 27th day of October, 2010, commencing at the hour of 5:32 P.M., at 7555 Draper Avenue, in the City of La Jolla, County of San Diego, State of California, before me, Shawnee M. Wilborn, Certified Shorthand Reporter in and for the State of California, personally appeared:

A P P E A R A N C E S

IP LEGAL ADVISORS, P.C.,
JOSHUA J. RICHMAN, Esq.
1940 Garnet Avenue
Suite 230
San Diego, California 92109
(858) 272-0220

Also Present:
Elizabeth Shearer-Nguyer, City of San Diego
Bobby Herdes, Recon
Lisa Linde, Recon
Mark Steel
Anna MacPherson, Recon
Robert Barto
Ross Starr

(CONTINUED APPEARANCES)

Jim Fitzgerald
Nancy Manno
Patricia Granger
Joe Lacava
Julie Hamilton
John Berol
Maria Rothschild
Vaughn Woods
Dave Schwab
Tim Lucas
Gale Spicher
Michael Costello
Leslie Lucas
Helen Bayden
Sally Miller
Michelle Addington
Joann Hutchingson

SAN DIEGO, CALIFORNIA; OCTOBER 27, 2010; 5:32 P.M.

MS. SHEARER-NGUYEN: Good evening. If I could just quickly take care of some business. We have someone who is going to be doing court reporting who is going to take notes for the meeting tonight. And what I'm going to ask is when you would like to speak, kind of elementary school, raise your hand, and if you could come up to the front here.

And before you speak, if you could please provide your first and last name and spell your name as well to make is easier for our court reporter and give your comments. And if you could please speak kind of loud. I will try to speak kind of loud as well.

Thank you for attending. My name is Elizabeth Shearer-Nguyen. I am with the City of San Diego. And we are here for the Environmental Impact Report Scoping Meeting for the Hillel Student Center of San Diego.

Also with me in attendance is Ana MacPherson, Senior Planner for the City of San Diego.

This meeting is referred to as an Environmental Impact Report Scoping Meeting. And the purpose is to give the public and interested parties an opportunity to submit comments regarding the potential environmental

impacts of the proposed project.

The information gathered tonight will be used to develop the scope and content of the EIR. Therefore, I would ask that you fill out the comment forms in the back.

And also in the back at the table is a sign-in sheet, if you could please put your name and address and also do the same on the comment form. So that way we can ensure that when the EIR gets distributed for public review, you are among those that receives a copy.

As I previously mentioned, this meeting has been scheduled to gather public input prior to preparing the project's environmental document. And I, as the environmental review staff, am required by the city's municipal code to provide the public and the decision makers with an independently prepared environmental document which deposes the impacts of the physical -- deposes the impacts to the physical environment.

This information is used to -- used by the city's decision makers as part of the deliberating process in approving or denying a project. The environmental document itself does not recommend or approve or deny a project.

And I'm going to discuss how the meeting will progress tonight. There will be a brief description of

the project. And I keep reiterating it is designed -- the meeting again is designed to get as much public input as possible.

Your verbal comments will be recorded; therefore, each speaker is asked to introduce themselves, state their address and complete their comments within two to three minutes allotted.

The meeting will last two hours. The meeting began at 5:30 or 5:31 and will end approximately 7:30.

Please refrain from trying to conduct a debate on the merits of the project for that is not the purpose of today's meeting.

So, lastly, I would like to be acting as the moderator and what I would like to do is introduce Lisa Linde. And she is from Elite Environmental.

And also here is Mark Steele. And also Bobby Herdes. So Mark will come up and briefly discuss -- describe the project -- oh, do environmental first.

MS. LINDE: Thank you, Liz.

Good evening. I am Lisa Linde. I'm actually with Recon Environmental.

MS. SHEARER-NGUYEN: Oh, I am sorry. That was another project.

MS. LINDE: That is okay. I am with Bobby Herdes. I am one of the Recons environmental analysts

and also project manner. So I, along with the team people, will be working on the EIR for the Hillel project.

What we wanted to do tonight is reiterate the EIR is largely a public information document so that we are informing the decision makers to have a roll in this project as well as those of you who are here tonight and others that are interested in the project.

We did want to lay out for you what was in the scoping letter. The EIR will be addressing all the mandatory sections as required by the California Environmental Quality Act, CEQA. And the scoping letter identified land use, transportation and parking, biology, geology, energy and greenhouse gas submission, historic resources, noise, heliology, hydrology, and water quality as the issue we will be evaluating in the EIR.

So if you have any other input, we will take information that you have. Thank you.

MS. SHEARER-NGUYEN: Great.

If Mark could please come up. And, like I said, he will be providing us with a project description.

MR. STEELE: Hi. I am Mark Steele, MW Steele Group for the architectural Hillel project. And it was mentioned -- I think tonight's meeting is not to discuss

the merits of the project but rather the environmental impact. But in order to give you a sense of those, they have asked me to explain the project.

It has -- just real quickly where we are in a -- we have redesigned this project, reduced the size of it considerably, and we will explain that.

We have gone through the mandatory initial review, lovingly called the MIR, which is a preliminary review with the City where they tell us what they see and the major issues.

We are now in the process of responding to that, finishing up the traffic study which is not yet complete. And then we will submit the project in full sometime over the next 45 days or so. And then I will start through the initial process that takes everything, the environment and so forth and so on.

Once it is submitted, a full set of drawings will be in the library downstairs. I know everybody knows where that is and you will be able to get to them very easily any time you would like.

Just a quick -- I'm going to give a quick overview because tonight is really meant for you all to ask questions and comments. The site -- I think everybody knows it, but just to go over briefly, this is La Jolla Village Drive, Torrey Pines Road, La Jolla

Scenic Drive. This is actually La Jolla Scenic Way. This is La Jolla Scenic Drive North.

Most of you know La Jolla Scenic Drive North ends in a cul-de-sac at this point with a little street. There is a single-family house here. This is the vacant property that is the subject of -- I think it is like 356, 653.

And as part of this project, a brief vacation has been asked for the street right-of-way. It is very wide here because it was originally all part of La Jolla Scenic Drive North. And the city has no plans to ever widen this road so that the request is for a street vacation.

It doesn't narrow the street. An existing street stays where it is. It is simply making use of that land. The other piece of it is to vacate this little cul-de-sac. The purpose of that is to provide landscaping at the corner and try to beautify the corner.

The project is divided into two phases. There is a house that sits here at this location. This is currently being used as some office space for Hillel. That would be -- that is Phase 1.

As soon as Phase 2, which is the main building for Hillel is complete, Phase 1 will be vacated and sort

of no longer part of the project and simply return to its previous use. And then Phase 2 will go on and become the offices for Hillel.

This is the overall plan. Hopefully you can still hear me. Just holler if you can't. This is the overall plan of the Hillel facility itself. Let me point out there are two major differences from what lot of you have seen before in the past.

The major difference is in the past the size of the building was about 13,000 square feet. It is now. About 6,600 square feet. So roughly half the size.

Also the project before had a room, a gathering space to be used for events and for religious services. That entire function is gone. It is no longer part of this facility. The facility really is primarily simply a student center, study center, some office space, and that is no longer to be used for any major gatherings whatsoever.

The other notable difference is with the last plan we had underground parking. But because now the building has shrunk so much, it is actually 6,600 square feet is smaller than a lot of houses in this area. Nevertheless, it is a smaller building now. And so we found a way to provide simply surface parking. So we don't have the underground parking that we had before.

So there won't be as much excavation which means construction noise and so forth.

So back to the plan itself. Once again, this is La Jolla Village Drive and this is La Jolla Scenic Way. What we have proposed is taking the 6,600 square feet and actually breaking it into three pieces to further sort of reduce the sense of scale to make it even fit in with the residential character of the neighborhood, even better.

And those three pieces are as follows: This piece here is a simple space. It is a library. It is a library with a small meeting room in it.

This piece is an administrative center. It has some offices, a little bit of storage, a little bit of open office and another little meting area and the restroom. So this area and another small little piece is simply administrative.

This area over here is the main restrooms for the facility, the small kitchen, couple meeting rooms and there is a student area here that will be used like a student lounge, which is fairly small. So this is a small little -- the third piece.

And then this has a small second story, which is another room for study and work programs and another little meeting room, an elevator that goes to it and a

small toilet up above. I take it back. That is not a small toilet. That is a storage room. All the toilets are down below.

These three sort of pavilions are connected by the courtyard. So there is an outdoor space here. You can -- it still has access from La Jolla Village Drive for pedestrian access. It still comes in this way so students who walk across from the campus will come down the sidewalk and down here.

There is no access along La Jolla Scenic Drive. We maintained that. There is no automobile access. There is no pedestrian access. There is no access. There should be no student activities going on over here adjacent to the residential area.

In fact, the entrance to the parking still remains in La Jolla Scenic Way as it did before about mid point of the block. Now it simply goes straight into a parking area. And the parking area contains about 27 car spaces.

There will be some shade structures. And over part of those spaces, it will provide shade for the spaces, but also provide a location to provide renewable energy electricity in the building.

In fact, the building is in slated to be a sustainable building with a lee grade. So that is the

fundamental plan. There is, you know -- once again to tell you -- to reiterate there is 6,600 square feet. That space is broken into these three sort of pavilions in order to reduce the scale more.

The only building that has two stories is this one, which has a very small second floor.

UNIDENTIFIED SPEAKER: What is the square footage of the student lounge, the one that is going to be two stories?

MR. STEELE: The student lounge is 1,165 square feet.

You mean the lounge itself or the whole space?

UNIDENTIFIED SPEAKER: No. I meant the whole complex. I'm sorry.

MR. STEELE: It is probably in the neighborhood of -- no, I didn't need to add it up. It is 2,500 square feet.

UNIDENTIFIED SPEAKER: I'm sorry. What is 2,500 square feet?

MR. STEELE: This little building over here. That, in fact, is the size of a house in the neighborhood.

This is a landscape plan. Just to illustrate what we have always intended to do, which is sort of a naturalized California landscape still using Torrey pine

trees as a theme. And making really a kind of a -- we think, of a much nicer kind of entrance to La Jolla at this point by landscaping this whole corner providing some pedestrian access to the walkway through it.

Nevertheless, we think this is a big improvement over the cul-de-sac that is there now. There will still be a little bit of a driveway that comes in over here to the side -- you can see it on this plan -- to get to that garage.

These are the elevation drawings. You can see all the building have sloped roofs. To try to give a sense again of residential scale, the materials are stone and wood, glass. And we have paid a lot of attention to try to break down these pavilions. You can see individual pieces as they go around. So it is meant to be a building that has a small and sort of a warm human scale that fits in the residential community that it is a part of it.

MS. ROTHSCHILD: Maria Rothschild and I am asking about the highest point. What was the highest point? You said it fits in with the residence and --

MR. STEELE: The highest point here would be something under 30 feet. Most of it is down -- most of the average height is well below that. We really haven't averaged it. But this little peak could get to

just under --

MS. ROTHSCHILD: I need your help. The one you are pointing to is the same as the one up at the top?

MR. STEELE: Yes.

MS. ROTHSCHILD: And you think that is under 30 feet?

MR. STEELE: It is.

MS. SHEARER-NGUYEN: I'm going to have to ask you to reserve your questions when it is time, when the period comes up to ask your questions. It will make it a lot easier.

And, again, I would like to just state the whole purpose here tonight is to kind of discuss the scoping of the project and what you believe the environmental issues would be and --

MS. ROTHSCHILD: Well, I am trying to understand.

MS. SHEARER-NGUYEN: I understand that. I want to make it easier for --

MR. STEELE: Well, with that announcement, I think my explanation is done. I will turn it back over to you.

MS. ROTHSCHILD: Thank you for your answer, sir.

MS. SHEARER-NGUYEN: Thank you, Mark.

Again, so I would like to reiterate it is important that we speak loud when you introduce

yourself. So I guess we will just raise hands and people can come up and, again, if you can please come up to the front, state your name, spell your name and speak nice and loudly. And everybody will get three minutes to speak. Great. Sir.

MR. BEROL: Hi. My name is John Berol, B-e-r-o-l. My address is 8521 Avenida De Las Ondas in La Jolla.

I have two issues with the scoping memo that was sent out by e-mail, the 13 pages. At page 11, paragraph J, the October 8th scoping memo concludes, "There is no potential significance to the issue of visual" -- can you hear me? "Of visual quality/neighborhood character." Quote "visual quality/neighborhood character."

In my opinion this needs to be amended to make clear that the residential character of the neighborhood is the primary issue as to the concern against having the institutional uses of UCSD spilling over into the residential neighborhood.

My second issue with the scoping memo of October 8th at page 4, land use issue 3, it speaks of looking at the issue of residential use. This is good if it will include an examination of whether the Hillel Center is to be used primarily for religious use or is

it to be primarily a student center because the answer to that question is determinative for the zoning.

If access would be at times restricted by university affiliation, that would indicate a student center rather than a house of worship used primarily for religious use, in which case it would not be allowed under the PDO zoning.

Consideration needs to be given to the fact that existing houses of worship -- and you can look them all up on the internet on their websites of all types. I looked at all the synagogues -- welcome all respectful persons without regard for their university affiliation.

So if this is going to be restricted to students, you may have a hard -- it may be difficult to prove that it is a house of worship that is allowed under the zoning. And that get to the residential character.

Okay?

MS. SHEARER-NGUYEN: Thank you.

MR. BEROL: Thank you.

MS. SHEARER-NGUYEN: Next.

MR. STARR: I'm Ross Starr of 8976 Cliffridge Avenue. I have a handout. I will not read the entire handout into the record.

First, I think we should thank who made this meeting possible. That is the La Jolla Shore

Association and Taxpayers For Responsible Land Use who insisted that an environmental impact report be filed and contributed significant amount of money to the litigation that make that requirement.

Dr. Oliver Jones, who I hoped to be here today, via president of taxpayers responsible land use. He could not make it. He had an out-of-town engagement.

Dr. Jones wanted me to let you all know that contrary to what you have heard, there is no confidential or secret agreement between taxpayers for responsible land use and Hillel of San Diego to accommodate this project. On the contrary taxpayers for responsible land use is opposed and will vigorously oppose the project.

There are four principal issues that I hope the Environmental Impact Report will address. Those are precedent, parking and traffic, and the right-of-way vacation.

It was noted a moment ago by John Berol that the way Mark described this center is a student activity center. It is a University of California function in the residential area. The site we are talking about is in the La Jolla Shores plan district in a single-family area.

The district ordinance makes very clear the kind

of undertakings that may be placed there. University functions do not belong. And on the issue of churches it says, "Churches, temples or buildings of a permanent nature used primarily for religious purposes." Mark made it very clear in his remarks this is not a house of worship. This is a place for hanging out.

The other -- so on the issue of precedent, once we -- once we have established that is a suitable use within the single-family area -- let me note that there are five dozen student organizations at UCSD, all of which claim they are religious affiliation.

Once that decision is made, every one of them has a claim to locate in the single-family area. In addition, Phase 1 represents an administrative center, again purportedly for religious organizations that, again, are university affiliated.

Once we agree that university organizations that are purportedly religious are allowed to establish administrative centers in the residential area. Again, there are five dozen of them that qualify.

We are supposed to look at the cumulative impact of the decision to allow this. The cumulative impact is the possibility of five dozen university organizations locating in the area.

On parking, if this were a religious

organization, it would require 30 parking spaces for every 1,000 square feet of public assembly area.

MS. SHEARER-NGUYEN: Could you please wrap up your comments? Thank you.

MR. STARR: Mark made it clear that there were meeting areas or assembly areas there. In fact, it is about 3,000 square -- accumulative square feet, which means about 90 parking spaces we are short.

Finally, when the parking and traffic study is done -- this is a wrap-up -- it should be at peak load time. Those are Friday afternoons during the 30 weeks of the year when University of California has classes in session and the La Jolla Theater District is in use. That is when the parking and traffic study should be done. Anything done another time is meaningless.

Thank you very much.

MS. SHEARER-NGUYEN: Thank you. Next.

MR. LUCAS: Tim Lucas, L-u-c-a-s. I had a question on the right-of-way vacation. Is it still going to be a narrowing of the street, a street vacation? Or is this just in the adjacent property next to the stoplight?

MR. STEELE: It is not --

MR. LUCAS: Will the street be narrowed there?

MR. STEELE: I'm going to have to --

MR. LUCAS: Basically La Jolla Scenic Drive North is what I'm asking about. Is the proposal -- previous proposal -- they talk about narrowing that street and getting a vacation --

MR. STEELE: The right-of-way goes to -- well, you know what? We are going to have to -- it is a very technical question that I will have to get into. In essence, the street stays about the same or is narrowed very slightly. But the right-of-way is really just empty lane.

MR. LUCAS: Well, if you are narrowing --

MR. STEELE: This is the right-of-way.

MR. LUCAS: Well, if it is encroaching into the street, the right-of-way, that needs to be --

MR. STEELE: The right-of-way and the street are two different things.

MR. LUCAS: So the question is: Is the street going to be affected? The sidewalk along there, the parking along there, is anything going to be affected?

MR. STEELE: We will have to answer that question --

MS. SHEARER-NGUYEN: If you can submit your comments, and we will get back to you on that.

MR. LUCAS: I did have a few quick comments then basically with what John Berol and Ross Starr have said.

I agree with that basically this is called a student center on the plant on the meeting announcements. And as such, a student center is not a recognized use of land in La Jolla Shores -- according to La Jolla Shores PDO.

So I think it is all out here in the open. It is on everything. This is a student center and that is its primary use. It is not a religious use. It is its primary use.

Another thing, I'm a little disappointed that there is even a project here because this has always been a pocket park. It has always been a community park on the map. And all the zoning goes back even before the '70s, into the '60s. It was designated as a community park in 1974.

I believe there was -- in the community plan it shows it has a little pocket park. And inexplicably without any community input, it was changed in the La Jolla community plan that was adopted in 2000. A notation was made on a diagram saying, you know, no longer a park. It is land that could be sold.

And I -- we still didn't know how that got changed. It did not go through community review. And that is really germane to the last point, which is, in your EIR, as John Berol mentioned, previously the visual

quality and neighborhood character aspects were not to be considered significant or studied.

And I think that this was once a park. It actually had two very nice eucalyptus trees. Bird nests and raptors in the neighborhood. And it was a very -- you know, it was part of that whole environmental corridor.

And first thing after the land got sold is they took these trees out. I think you really need to look at the neighborhood character. And I think those are the points. Everyone else has covered the rest of the items.

MS. SHEARER-NGUYEN: Thank you.

MS. MONNO: Nancy Manno, M-a-n-n-o. 2329 Rue De Anne, R-u-e, separate word, D-e, separate word, A-n-n-e.

On page 4 of 13 pages the letter to Mr. Robert Lapidus (phonetic) under E, Environmental Analysis, where the initial sentence is the significant environmental impact must be thoroughly analyzed.

I would suggest that you pay particular attention to issue 2 with the proposal result in a conflict with the environmental goals, objectives, or recommendations of a general and/or community plan. I would suggest that even a partial analysis would indicate that there would be tremendous conflict.

On issue 3, which Mr. Berol spoke to, would the proposal result in land uses that are not compatible with the existing of plants rounding land uses, I would say, again, a minimal analysis that would indicate that there would be -- it is not compatible. This is not compatible. That is it.

MS. SHEARER-NGUYEN: Please, thank you.

MS. GRANGER: Pat, Granger, G-r-a-n-g-e-r.

I have a question first about Mark. What is the carrying capacity of the student center? How many people would be allowed in the fire regulations to accommodate?

MR. STEELE: We will have to get back with you on that. I don't have the answer. That is a comment that will --

MS. GRANGER: Okay. My other comment is about the access, the driveway. For a long time this has been no curb cuts for driveways along La Jolla Village Drive or La Jolla Scenic Way. I have the documents with me here, which I can turn in.

And the city ignores that. There have been -- there have been -- since 1975 the lack of safe access to the site for La Jolla Village Drive to La Jolla Village Way. And those documents clearly slow no curb cuts to driveways.

If the access to the site was deemed unsafe in 1977, how much true would that be in 2010? Why is the City of San Diego Developer's Service Department allowing the applicant, Hillel, to ignore rules regarding the access to 653 from La Jolla Scenic Way? So that is that part.

And I can give you some information about removing the site out of the La Jolla community plan. In 2002 the La Jolla community plan update came before the City Counsel. Scott Peters, our then representative, bifurcated 653 out of the discussion. They passed everything else by noon. And in the afternoon they were going to discuss 653.

But all the representation students came in after lunch in matching blue T-shirts. And then they took 653 out of the La Jolla community plan. Donna Fry said you are doing this incorrectly. And I have to give you the documents for that later. And they just ignored her. They ignored what the City Attorney said and they took it out and changed the zoning on it. And I will try to get all the documents to you. And I have the tape on that.

On accumulative effects, there are students parking in the neighborhood during the day. Soccer field uses the neighborhood streets as overspill

parking, especially at the weekends for tournaments in the summer.

UCSD district, they use the neighborhood for parking rather than pay to park on campus. The VETA Institute, which is planning to be built, may also use that as overspill parking. And I'm sure Hillel would use it as overspill parking.

Hillel visitors come park there 4:00 o'clock on Friday afternoon until Monday morning. There is no restrictions. The heavy use on Fridays and Saturdays, the neighborhood would be easily parked up.

I think that is it for now. Thank you.

MS. SHEARER-NGUYEN: Anyone else? Sir.

MR. LACAVA: Joe Lacava, L-a-c-a-v-a, 5274 La Jolla Boulevard.

I'm going to mention a couple things to you to kind of complement what has already been said. One of the key parts of an EIR is the alternative analysis. I was surprised I didn't hear much discussion about alternative uses that should be described to give the decision makers some options.

Normally we include a reduced project as one of the alternatives. It seems pretty small. But I will throw that out there of a reduced project. That is pretty standard. In light of the comments that were

made earlier, I think individually the house of worship, the K-12 school, a residential use and a park open space you should consider as alternative uses for the property. Otherwise, EIR isn't going to be complete. And I will leave it at that.

MR. BRADY: I have a question on Ross Starr's handout. The second page he talks about invalid right-of-way vacation and illegal use of the residence.

Would that be included in these comments, this handout?

MS. SHEARER-NGUYEN: Yes. That handout will be part of what is taken tonight as part of the public record.

Anyone else?

MS. GRANGER: Can I have a second question?

MS. SHEARER-NGUYEN: Sure.

MS. GRANGER: Patricia Granger again. I'm really concerned about the removal of the cul-de-sac. Many people use that as a turn-around area. And today I happened to see someone do a turn-around in this area at the bottom here. And that is going to happen more and more and it would be highly dangerous to take that away, that cul-de-sac area.

It is used for a lot of people. A lot of walkers use it. A lot of cyclists use it going over to UCSD. I

think a pathway would not be safe enough.

Thank you.

MS. SHEARER-NGUYEN: Yes, sir.

MR. COSTELLO: Hi, Michael Costello, 626 Wrelton Drive.

One of the things that I have -- forgive me. I came in a little late. I haven't heard anything about a traffic study here. Given that this project is a little smaller, I think that is kind of a plus here. But one of the things that this is going to do is it is going to impact this little region.

We need to know what sort of traffic will come in and the average daily trips. We need to know how it is going to affect traffic flow, both right-of-ways, the narrowing of the street or right-of-way or whatever Mr. Steele said it is going to be.

The other thing is something about the history of the project. In the way back days when UCSD chancellors for the University of California, chancellors said there was going to be a campus at UCSD, a solemn promise was made that the student activities would remain on campus and that UCSD would not migrate or send its activities or facilities across La Jolla Boulevard.

I don't know what you think about promises and time or whatever. But I should think that a promise is

a promise. And that should go into the environmental impact report. When does a promise expire or not, a rhetorical question, which we all know, but is there a legal way to get around that promise?

UCSD promised there would not be student activities across La Jolla Boulevard -- La Jolla Village Drive. I'm sorry. I live by La Jolla Village Drive.

MS. SHEARER-NGUYEN: Thank you.

Yes, sir.

MR. BARTO: Robert Barto, 8803 Robinhood Lane, B-a-r-t-o.

I just want to echo John Berol and Ross Starr's comments and Tim Lucas also covered what I had to say. And the narrowing of that street, which was originally going to be about two feet and now it is in question, I still think it would be a disaster area if they narrow that street.

Thank you.

MS. SHEARER-NGUYEN: Yes?

MR. BEROL: John Berol again.

To continue the discussion, hopefully, I would like to read one sentence from the negative declaration that is part of what was submitted by the La Jolla Committee Planning Association and then read the response from the City. And I'm hoping that the EIR

will do a better job than the response that came in the negative declaration.

I'm referring to G, as in golf, 8 in the negative declaration that preceded this EIR. "The physical barrier of La Jolla Village Drive provides a very real and distinctive" -- "and distinct barrier between the institutional and higher lever education of UCSD and the single-family residential area. This project would reach that barrier and introduce a university-oriented institutional use that is neither oriented to nor compatible with the residential area."

The City of San Diego's response in the negative declaration was as follows: "Hillel is consistent with the La Jolla community plan" -- "is consistent with the LJCP goals" period -- or comma. Excuse me. "Designations and the underlying zoning: It is a religious use -- allow within the community plan, it serves the residence of the community -- students of UCSD.

Students who attend UCSD are also residences of the community and this is a service facility that is for them. Anyone in the community can attend Shabbat services."

To be polite, I only want to say I consider that response totally inadequate not completely -- I consider

it ingenuous and inadequate. And what I'm looking for from the EIR is a genuine response to the issues.

Thank you.

MS. SHEARER-NGUYEN: What I would like to do is try to have people who haven't had a chance or an opportunity to come and speak. And if those who have already spoken, if you have additional comments, there is forms in the back that can be filled out or submitted or, again, during this time you can submit a formal letter via -- to the City of San Diego via e-mail or regular mail.

The public review -- I think the period of -- ends on -- I'm sorry. I have it here. The public review on the scoping ends on -- let's see here. It is 30 days from the date of your receipt.

So, again, if you have additional comments and you have already spoken, if you could please fill out a form in the back, and we will -- they will all be incorporated into the document.

UNIDENTIFIED SPEAKER: What was the date they had to be in by?

MS. SHEARER-NGUYEN: It is 30 days of the date you receive that.

UNIDENTIFIED SPEAKER: When is that? Can you give us a definite date?

MS. SHEARER-NGUYEN: Well, public review started on October 8.

UNIDENTIFIED SPEAKER: It did?

MS. SHEARER-NGUYEN: Yes. And it is on the City's website. And it was distributed -- unless we have an internal distrubution of those who are interested parties when I distributed this, unless I was contacted directly, and I was unaware of that. But, again, it is on the City's -- on the City clerk's website.

MS. MACPHERSON: To answer your question, though, it is 30 days from the date of the notice. So that is approximately November 8. You have to count on a calendar.

MS. SHEARER-NGUYEN: And if we do receive it after November 8, it will be accepted. I want you to know it is 30 days. November 8th is when -- approximately when it went in.

MR. LUCAS: Question.

MS. SHEARER-NGUYEN: Can you please state your name again, please?

MR. LUCAS: Tim Lucas. Do you want my address too?

MS. SHEARER-NGUYEN: No.

MS. MACPHERSON: No. But we can't hear you. And

the person who is taking the notes for the meeting can't hear you. That is why we are asking you to come up, please.

MR. LUCAS: Well, I mean, the question is why -- it is really hard to send the response to this when we don't have a lot of specific details on the project.

MS. SHEARER-NGUYEN: Well, what --

MR. LUCAS: So am I misinterpreting what the scoping is?

MS. SHEARER-NGUYEN: Yes. It is, again, the whole point of the scoping meeting is just for you to provide us with what you believe are the environmental issues that are being -- or that would be -- need to be analyzed in the EIR. That is what the purpose of tonight's meeting is.

We are not here to discuss what the merits of the project at all. Just to scope what the environmental issues should be discussed and analyzed in the EIR.

MR. STEELE: Isn't it true that when the actual environmental document is prepared, there will be another --

MS. SHEARER-NGUYEN: Correct. Yeah, so once --

MR. STEELE: I think that might help make it clear.

MS. SHEARER-NGUYEN: There will be another

opportunity to speak or provide comments on the EIR. Once we take into consideration all the comments that are received today, we will go through and we will analyze the project. It will be put together.

The EIR will be distributed for public review for 45-day public review period. At that time you will be permitted based on you providing this information that you want to be part of that distribution list.

You will be provided another opportunity to provide comment letters on the adequacy and accuracy of the environmental document. And then at that time we will respond to those concerns, finally the environmental document, and then another opportunity to speak on a project will be at the problem hearing during the public hearing process before the decision makers. So that is the process.

Your question?

MS. HAMILTON: Did you want me to speak --

MS. SHEARER-NGUYEN: If you can give her your name.

MS. HAMILTON: Julie Hamilton, 2835 Camino Del Rio South, Suite 100, San Diego. I'm the attorney representing TRLU.

It is very difficult to provide scoping comments on a project with an inadequate project description.

The project description provided by the City doesn't include square footage. Doesn't include number of parking spaces. It is just very difficult to scope something with inadequate parking description.

We also ask that in your alternatives analysis, that you look at a different site for this project. And we will follow-up with further comments.

MS. SHEARER-NGUYEN: Thank you.

Would you -- yes, please. If you could please come up and state your name.

MS. MILLER: Can we make a comment about -- from the heart and not the law?

MS. MACPHERSON: What we are trying to do, though -- this meeting is not appropriate for that type of comment. I'm not saying it is not valid. But the point of this meeting is for us to scope this document. So we want -- we are trying to get input on the issue that we should be analyzing with respect to the physical impacts of this project --

MS. MILLER: The only thing from the heart is think of it as your neighborhood. If 20 cars are coming into your neighborhood every night that are not supposed to be there.

MS. SHEARER-NGUYEN: Your name, please?

MS. MILLER: Sally Miller.

MS. SHEARER-NGUYEN: Yes.

MS. HUTCHINGSON: Joann Hutchingson, 8959 Caminito Fresco. I have a question of you, Mark.

I am un -- that lot is elevated along La Jolla Scenic Way.

MR. STEELE: Yes.

MS. HUTCHINGSON: Is there a change in that elevation for that new parking area that is going to be -- is the lower now?

MR. STEELE: Yes, it is lower.

MS. HUTCHINGSON: Okay. But those parking spaces and their little shaded areas are going to be visible from that street? Is that true?

MR. STEELE: Yes.

MS. HUTCHINGSON: Okay. I just wanted a clear identification. And so these buildings then are sitting at street level on La Jolla Scenic Drive, right?

MR. STEELE: Approximately.

MS. HUTCHINGSON: Right. My only other concern is the width of that street as it is now. It is very narrow, this right here. And it is parked heavily on both sides by student parking. And it is difficult to have cars pass going through there as it is.

And I know that you are certain as to how wide that street is going to end up being with the vacation

we were talking about. Is that not true?

MR. STEELE: That is true and it will be answered in the response.

MS. HUTCHINGSON: Okay. The third question that I have is is it still planned that this house is going to be returned to residential use?

MR. STEELE: Yes.

MS. HUTCHINGSON: It is going to be sold as a residence or --

MR. STEELE: I don't know if it will be sold or not but it goes back to residential.

MS. HUTCHINGSON: Okay. Thank you.

MS. SHEARER-NGUYEN: Yes, sir.

MR. WOODS: My name is Vaughn Woods. My address 2226 Avenida De La Playa.

So I have a question and my question is as far as traffic flows, one of the questions that was earlier asked was attached traffic flows of student capacity, seems to be regarding student capacity if you have even 25 students, much less 50 or 100, it could use that facility.

I'm not so much concerned about the parking facility as I am the number of units of bodies that are going across that street, which is going to restrict traffic flow. And what it means to the entire street

going down and even the entry into I-5.

That is a significant activity that is going to occur both ingress and egress. At any time of day there is heavy traffic.

MS. SHEARER-NGUYEN: I would also like to add one more clarifying comment. This all is a misconception. The comments that are received today, we will not be providing responses to those. If there are questions that are raised tonight, I can convey that information to the project manager, who in turn can give you that information.

But, again -- once again, this is not -- the comments provided is to gather information and to scope out what environmental issues will be analyzed in the environmental document. We will not be providing individual response for the comments that are provided tonight.

So, again, I know there are a couple questions that were raised on the vacation easement and some other things. And we have taken those. Again, I will have the project manager, John Fisher contact you with that information.

UNIDENTIFIED SPEAKER: I'm sorry. What are your names?

MS. SHEARER-NGUYEN: My name is Elizabeth

Shearer-Nguyer. I'm the environmental analyst. And with me to tonight is Anna MacPherson, the senior planner.

Anyone else would like -- yes, ma'am.

MS. SPICHER: My name is Gale Spicher, S-p-i-c-h-e-r, 8955 Caminito Fresco. I was looking at the document that was put out with the letter to Mr. Lapidus. And I have contention with a couple of the issues.

It says that health and safety is not an issue. If there is street narrowing on La Jolla Village Drive, I believe it is north -- or La Jolla Scenic Drive North that would be a safety issue as traffic passing either direction, it is currently limited.

Also with the placement of the parking entrance at La Jolla Scenic Way, traffic already has issues with the two lanes merging into one as it goes onto La Jolla Scenic. To then add a driveway there would make it even more dangerous and backing up traffic onto La Jolla Village Drive.

I agree with the pedestrians crossing La Jolla Village Drive as well that would also impact safety. The street narrowing also affects public facilities as well as the loss of the cul-de-sac. You would then have a loss of parking spaces as well as

lack -- a loss of parking spaces where the driveway would turn into the parking lot.

The narrowing may also, if there is narrowing since we are not sure, can cause a need to eliminate additional parking spaces on the street due to traffic passing back and forth and safety issues that would result because of that. And then potentially, you know, additional flow onto the street would cause issues with that as well as the pedestrian crossing La Jolla Village Drive would cause an impact to the facilities.

The visual quality in the neighborhood character would also be affected. The facility will mainly or completely service students at UCSD. And adjunct student organizations are called out for in the University City community plan, not the La Jolla PDO. Therefore, it should be located in that planning district, not La Jolla.

I would agree that the traffic study should be conducted during the day and time of year where peak traffic is done. Last time it was done during the summer when student impacts are at their lowest.

For the biological impacts taken into consideration, I would like to have them include the damage already done to the site by the removal of the trees that is affecting raptor and owl nestings.

I don't know if this fully goes into the EIR but parking for the site, 27 parking spaces for the facility does not seem like an adequate parking lot.

There would also be additional noise pollution for the cars parking and coming and going.

I would also like to be sure that the property on the other side of La Jolla Scenic -- I'm almost done -- La Jolla Scenic would be correctly marked this time on the project as not open space. It is single-family residence. It has been marked as open space or multi-family residence on several different maps that have been attached to the plan in the past. And I would like to make sure it is marked correctly because we are a single-family residence.

MS. SHEARER-NGUYEN: Thank you.

Anyone else? No one else would like to speak? If no one else would like to speak, we can end public comments and end this public scoping meeting.

MS. MACPHERSON: Of course comments can be provided on those comment forms and submitted to us after the meeting.

MS. SHEARER-NGUYEN: So I have a few words to say.

This closes the public environmental scoping meeting for Hillel. Your input would be considered by

City staff and for use and scope of the EIR and included as part of the official record.

Speakers and comments will be placed on the notification list for further environmental review actions related to the project.

I would also like to remind everyone that this is the start of the environmental process. There will be other opportunities to provide comment on the environmental documents and that such, as during public review of the draft, the environmental document and other public hearings.

Thank you and have a good evening.

(The hearing was concluded at 6:31 p.m.)

STATE OF CALIFORNIA

COUNTY OF SAN DIEGO

I, Shawnee M. Wilborn, Certified Shorthand Reporter No. 13361, in and for the State of California, do hereby declare under penalty of perjury that the above proceedings were taken down by me in shorthand at the time and place herein named and was then transcribed through computer-aided transcription and that the same is a true and correct transcript of said proceedings.

I declare that I am a disinterested person and am in no way interested in the outcome of this action, or connected with or related to any of the parties in this action or to their respective counsel.

IN WITNESS WHEREOF, I have hereunto set my hand on this_____ day of_____, 2010, at San Diego, California.

_____

Shawnee M. Wilborn, CSR

Certificate No. 13361

SIGN IN SHEET
for the
HILLEL STUDENT CENTER OF SAN DIEGO
(PROJECT NO. NO. 212995)
Environmental Impact Report Scoping Meeting
Wednesday, October 27, 2010

Name (please print)	Address (please print)
Elizabeth Shearer-Nguyen	City of SD
Bobbi Herdes	RECON
Robert Barto	Robin Hood Ln
Ross M. STARR	Cliffridge Ave. La Jolla
JIM FITZGERALD	6942 VIA ESTRADA
Nancy A. Munro	2329 Rue de Anne
PAT GRANGER	2854 ROBIN HOOD LN LJ,
Joe LaCava	5274 La Jolla Blvd 92037
Tom BRADY	7854 EADS AVE
Julie Hamilton	2835 Camino Del Rio S, ste 100 92108
John BEROL	
Maria Rothschild	La Jolla Shores Assn
Vaughn Woods vwoodsarchitect@gmail.com	2226 Avenida De LA Playa LAJOLLA, CA 92037
DAVE SCHWAB	LJ Light Newspaper
TIM LUCAS tlucas92037@gmail.com	8152 Calle del Cielo, La Jolla 92037
Gale Spicher	8965 Caminito Fresco LJ 92037
MICHAEL COSTELLO	620 WRELTON 92037
Leslie Lucas	8152 Calle del Cielo lesliebrucas@gmail.com
Helen Boyden	8527 NOTTINGHAM PL L.J 92037
	dmiller@ucsd.edu

EXHIBIT 1 10-27-10

Sally Miller
6678 Michaeljohn Dr.
La Jolla, CA 92037

SIGN IN SHEET
for the
HILLEL STUDENT CENTER OF SAN DIEGO
(PROJECT NO. NO. 212995)
Environmental Impact Report Scoping Meeting
Wednesday, October 27, 2010

Name (please print)	Address (please print)
Lisa Lind	RECON [illegible]
MICHELE ADDINGTON	7560 EADS AVE #10 La Jolla CA 92037

1.2

Ross M. Starr, Ph.D.
October 27, 2010

Hillel: An EIR Checklist

RE: PTS# 212995 Hillel of SD Student Center II, Comment for Scoping EIR

1. **Parking.** **A:** Provision for on-site parking appears to be inadequate for the size of the project. The project purports to be a *church, temple or building...used primarily for religious purposes*, in order to qualify as a permitted use in the La Jolla Shores Planned District. Under the SDMC it then requires 30 parking spaces on site for each 1000 sq. ft. of assembly area. The 6600 sq. ft. building has at least 3000 sq. ft. of assembly area, requiring 90 on-site parking spaces. It is short by 61 spaces.

   B: Peak load will occur Friday afternoons and evenings during the 30 weeks of the academic year when classes are in session at UCSD and when the UCSD theatre district is active. That is when the traffic and parking situation should be assessed.
2. **Alternative Sites.** There are alternative sites suitable for the Hillel project that do not require this project's deviations. The University Community Planning area has been designated as appropriate for university affiliated facilities.
3. **Violation of LJSPDO**. The Hillel of San Diego student center is a University social activity center with a religious affiliation. IT IS NOT A CHURCH, A TEMPLE OR PRIMARILY FOR RELIGIOUS PURPOSES. The site is in the Single Family (SF) area of the La Jolla Shores Planned District. As a university facility the Hillel project violates the Planned District Ordinance, which makes the following provisions for permitted uses (SDMC section 15.0303):

   (d) Schools limited to primary, elementary, junior and senior high schools.

   (e) Churches, temples or buildings of a permanent nature, used primarily for religious purposes.

   UCSD-related facilities are to be located in the adjacent University Community Planning area. No University facilities are allowed in the LJSPDO SF area.
4. **Precedent.** Locating UCSD facilities, purported to be religious, in the single-family residential area sets a precedent. There are dozens of religiously affiliated organizations at UCSD, ranging from the Acts 2 Fellowship to the Zoroastrian Youth Connection of San Diego (see http://wailua.ucsd.edu/studentorg/StudentOrgList.aspx?frmFocus=18). If the Hillel project is approved, each would then be able to cite the Hillel project, showing that it also should be allowed to locate in the residential neighborhood.
5. **Site's required use and dedication of La Jolla Scenic Way:** Open space on the site is required as mitigation of development on Gilman Dr. Driveway access to the project on La Jolla Scenic Way violates the dedication of La Jolla Scenic Way. These issues require investigation.

6. **Invalid right of way vacation.** Most of the site is in the La Jolla Scenic Dr. right of way. The proposed project seeks vacation of the right of way. The San Diego Municipal Code sets forth standards for the findings required to approve vacation, all of which must be met. These include (San Diego Municipal Code section 125.0941) :

"(a) There is no present or prospective public use for the public right-of-way, either for the facility for which it was originally acquired or for any other public use of a like nature that can be anticipated;

(b) The public will benefit from the action through improved use of the land made available by the vacation;"

Neither finding (a) or (b) can validly be made. In the event that a student center is located on the Site, the roadway hardscape on the adjacent 8900 block of La Jolla Scenic Dr. (in the right of way) will require widening for the safe passage of additional traffic engendered by the center. The roadway in that area has a peculiar Z-shape configuration including turns of 120° at the east (La Jolla Scenic Way) and west (Cliffridge Ave.). This configuration is inherently unsafe due to restricted visibility, a peril that will be exacerbated by the student center traffic. Maintaining --- not vacating --- the right of way will be needed to provide for widening the hardscape, and for the City to avoid liability for a capricious action resulting in an unsafe traffic condition. Hence, finding (a) cannot be fulfilled.

There is no public benefit. Indeed there is a public detriment: vacation of the right of way impedes pedestrian and bicycle access to the corner of La Jolla Village Dr. and Torrey Pines Rd. from La Jolla Scenic Dr., implying violation of finding (b).

7. **Illegal use of residence.** Approval of the project includes approval of the use of the residence at 8976 Cliffridge Ave. as an administration building for a UCSD campus organization; setting a precedent for similar use by others. There are dozens of religiously affiliated organizations at UCSD, ranging from the Acts 2 Fellowship to the Zoroastrian Youth Connection of San Diego (see http://wailua.ucsd.edu/studentorg/StudentOrgList.aspx?frmFocus=18). If the Hillel project is approved, each would then be able to cite the Hillel project, showing that it also should be allowed to use a residence in the LJSPD as an administrative office.

Proponents of the Hillel project have attributed neighborhood opposition to anti-Semitism. There is ample evidence to the contrary. The neighborhood is home to two synagogues and is central to the La Jolla Eruv. The neighborhood has an abundant and active Jewish population, in addition to African-Americans, Asians, Hispanics, and white gentiles.

Hillel of San Diego has an option to return the site to the City for reimbursement. It should be exercised. The site should then be developed as a park and playground, as neighborhood residents have recommended for a decade. It will be the unique public children's playground in the La Jolla Eruv west of Gilman Dr.

2.2

Pat Granger
8854 Robin Hood Lane
La Jolla
CA 92037
858 450-9441

October 27, 2010

Scoping Meeting

Precedence setting Plan: Can change the neighborhood.
60 other religious groups on campus, some will be looking for a new home – convert one or two houses for a student centers.

Parking in neighborhood: Accumulated Stress from Theatergoers. Soccer players, UCSD students. Hillel students. Danger to children in the neighborhood

.

Cul-de-sac is needed for vehicles to turnaround. If it is removed cars will try to turn round at the corner of Cliffridge and L.J. Scenic Dr. causing a dangerous situation.

No curb cuts for driveways. Proposed driveway is not allowed on La Jolla Scenic Way.
See supporting document

City removed Site 653 out of the community plan without noticing the community or going before the CPA or Planning Commission 2002. Changed zoning was incorrect.

Zoning – Hillel in L.A. is not in single-family neighborhood. See documents.

Patricia Granger
8854 Robin Hood Lane
La Jolla
CA 92037
858 450-9441
patgranger@aol.com

Scoping meeting

October 27, 2010

No Access to Site 653 from La Jolla Scenic Way
Or La Jolla Village Drive

The reason the parcel of land, Site 653 was designated, as open space in 1975 was the lack of safe access to the site from La Jolla Village Drive or La Jolla Scenic Way.

The enclosed documents clearly show that there were to be **no curb cuts for driveways** from La Jolla Village Drive or **La Jolla Scenic Way**.

If the access to the site was deemed unsafe in 1977, how much truer would that be in 2010?

Why is the City of San Diego Development Services Department allowing the applicant Hillel, to ignore the prior rules regarding access to Site 653 from La Jolla Scenic Way? The documents clearly show this is an unpermitted access.

The most pertinent documents are from June 21, 1977, May 27, 1977 and October 1980. Copies are enclosed.

P. Granger

3.2

la jolla shores association
POST OFFICE BOX 1633 – LA JOLLA, CALIFORNIA 92038

October 1, 1980

To: The City Council of San Diego

From: La Jolla Shores Association

RE: Density Review For Major Properties Located Within The The La Jolla Shores Precise Plan District

Ladies and Gentlemen:

In response to the request of the City Council, the La Jolla Shores Association has reviewed the seven major parcels of land that remain undeveloped within the jurisdiction of the Association. The purpose of the review was to recommend to the City Council densities for each of these parcels.

The Association is aware of the City's policy of infill and this factor was taken into consideration during our review. While this policy, which results in urbanization, is generally accepted, the residents of La Jolla Shores are firm in their resolve to maintain the existing character and density of the community. To achieve this goal, the presently vacant parcels can only be developed with a use and density similar to that of existing adjacent land. This continuity is vital to the environmental preservation of one of San Diego's most unique communities.

Insofar as the remaining vacent parcels are unusual and unique in configuration and topography, we have concluded that how the property is developed is as important as the density, and therefore recommend that all seven parcels be controlled by a review process similar to that of a PRD.

Here are the seven properties and our recommendations: (Please refer to the attached for Assessor's Parcel Number, ownership and location within the district.)

Property #1: 51.66 Acres, no change from existing La Jolla Shores Precise Plan. Traffic flow and topograph concerns were a consideration when reviewing this property.

Property #2: 6.0 Acres, we recommend an increase in density to 53 units or 8.7 units per acre. Topography and existing density in the neighboring property were factors in this decision.

010954

3.3

la jolla shores association
POST OFFICE BOX 1633 – LA JOLLA, CALIFORNIA 92038

Property #3: 3.4 Acres, no change from existing La Jolla Shores Precise Plan. Topograph was the prime consideration on this property.

Property #4: .32 Acres, this property to become landscaped open space: Traffic and location were the prime factors in the property.

Property #5: 1.84 Acres, no change from existing zone (1 unit per 20,000 square feet?). Topography was the prime consideration.

Property #6: 2.85 Acres, no change from existing zone (1 unit per 20,000 square feet?). Topography was the prime consideration.

Property #7: 7.88 Acres, increase density to a total of 40 units. If an existing street right-of-way is abandoned, the density should then be increased to a total of 50 units. Topography and contiguous land use were primary factors.

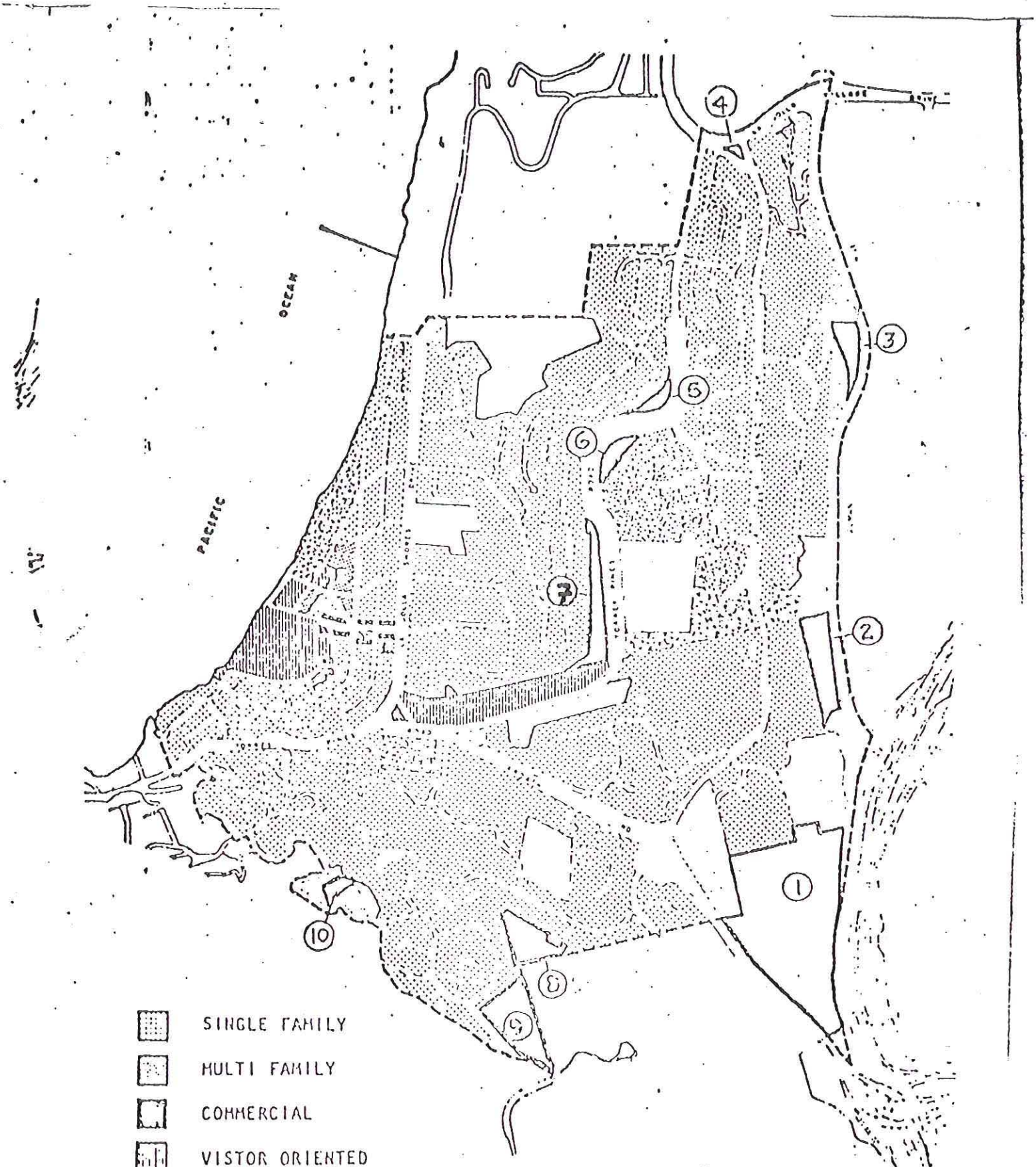
Members of the La Jolla Shores Association will be present at a public hearing to review in detail each of these properties and answer any questions that the City Council may have.

Sincerely,

Mark W. Steele
Chairman of the La Jolla Shores Association Planning Committee

010953

3.4



TENTATIVE
USE
RECOMMENDATION

VACANT LAND AUG. 80

3.5

PIO

RECEIVED
JUN 22 1977
PROPERTY DEPT.

June 21, 1977

Property Department - Attention: John Ryan

Engineering and Development Department

Proposed Sale or Lease - Portion of Pueblo Lot 1299

We have no objection to the sale or lease of this property. However, it should be pointed out that access to the property is limited to La Jolla Scenic Drive only.

J. R. Crosby
Division Superintendent

RGH/jm

EXHIBIT 1 (5 pages, including 3 references to the waiver of access from La Jolla Scenic Way, comments from Senior Planner Stepner concerning a previous attempt to develop the parcel, 653, and a summary of dedications of named properties and street issues.

3.6

MEMORANDUM

Stepner

PIO

May 27, 1977

RECEIVED
JUN 7 1977
PROPERTY DEPT.

SAC (Distribution)

Property Department

Proposed Sale or Lease - Por. of Pueblo Lot 1299

The City-owned land marked in red on the attached drawings, containing approximately 0.10 Acres (4356 square feet) is being investigated to determine its availability for sale or lease. The current zoning within the La Jolla Shores Planned District regulations is single family.

We request that you indicate any objections you may have to the disposal of this property. If you have comments to make, please indicate your name and department. No reply will be taken to mean no objection.

If present or future needs require that certain rights be retained, please indicate their nature and precise location within the boundaries of subject property.

Thank you.

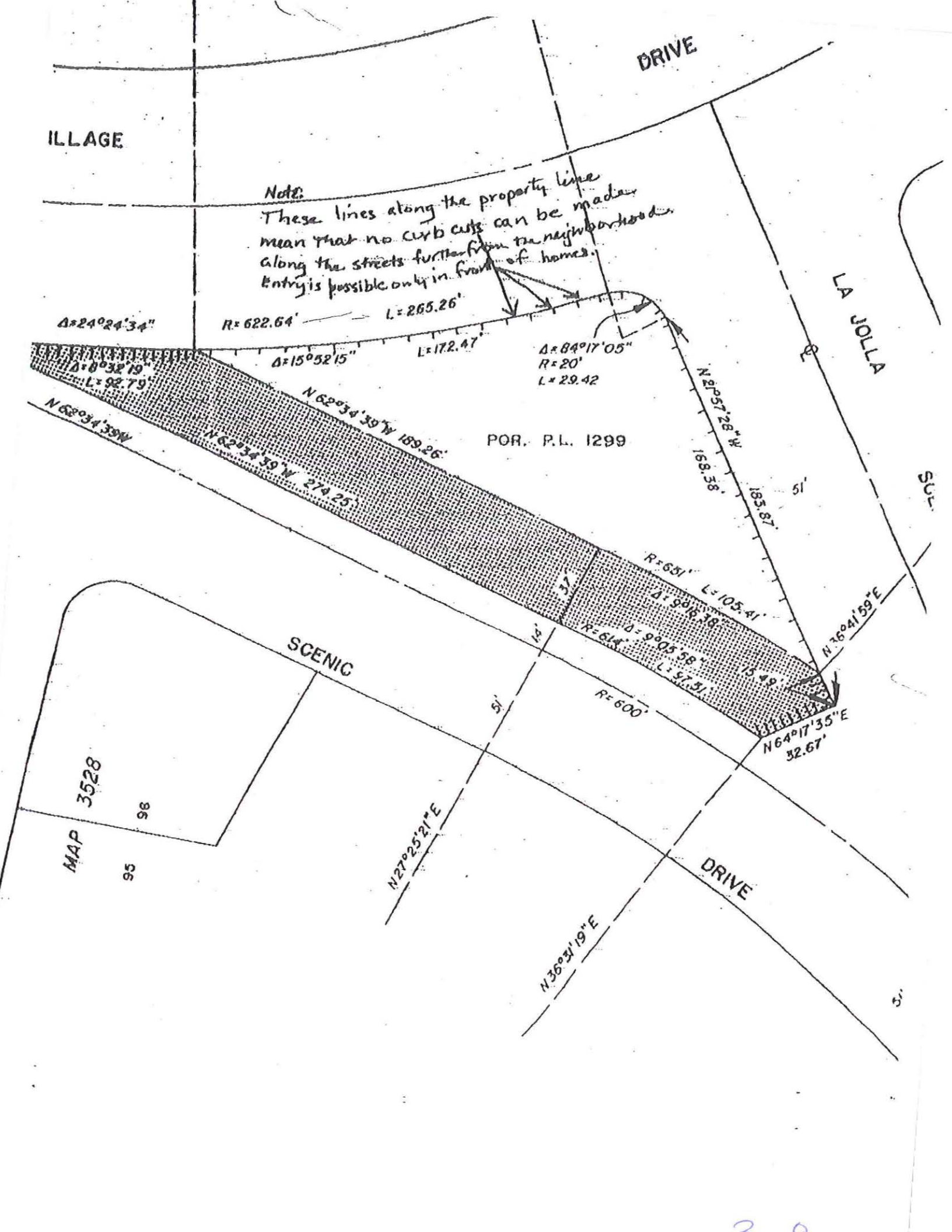
John Ryan
Property Department

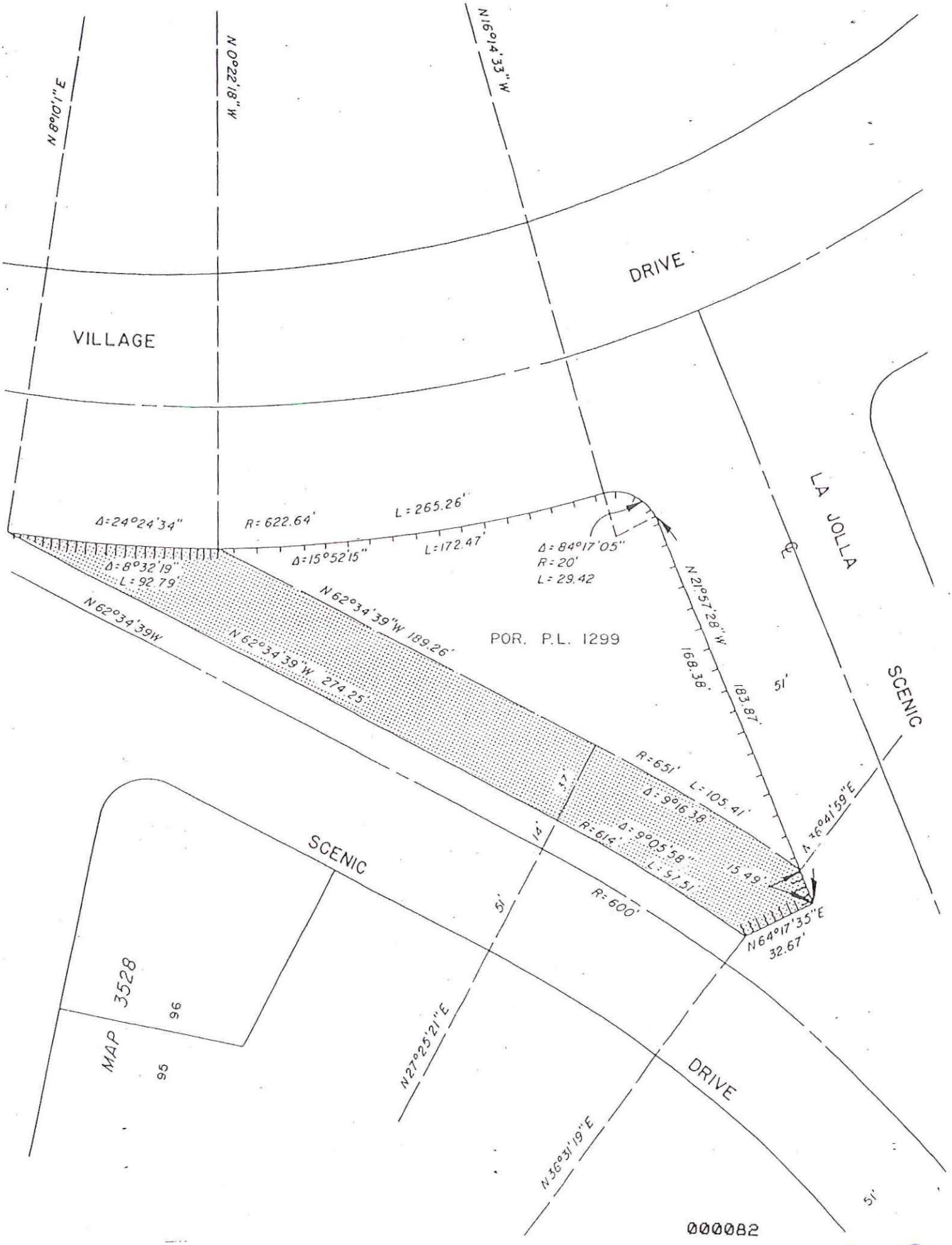
JR:pe:cvd
Attachments

Because of its location and size, it is not suitable for development. The City should retain ownership and maintain it as a landscaped traffic island

Michael Stepner
Senior Planner
Planning Dept. ph 5793

3.7


DRIVE
ILLAGE
Note:
These lines along the property line mean that no curb cuts can be made along the streets further from the neighborhood. Entry is possible only in front of homes.
Δ=24°24'34"
R=622.64'
L=265.26'
Δ=15°52'15"
L=172.47'
Δ=8°32'19"
L=92.79'
Δ=84°17'05"
R=20'
L=29.42
N 62°34'39" W 189.26'
N 62°34'39" W 279.25'
N 62°34'39" W
POR. P.L. 1299
N 2°57'28" W
168.38'
183.87'
51'
LA JOLLA
R=651'
L=105.41'
Δ=9°16'38"
37'
R=614'
Δ=9°05'58"
L=97.51'
14'
N 76°41'59" E
15.49'
N 64°17'35" E
32.67'
SCENIC
51'
R=600'
3528
98
MAP
95
N 27°25'21" E
DRIVE
N 36°31'19" E
51'


N 8°10'08" E
N 0°22'18" W
N 16°14'33" W
DRIVE
VILLAGE
LA JOLLA
SCENIC
Δ=24°24'34"
R=622.64'
L=265.26'
Δ=15°52'15"
L=172.47'
Δ=84°17'05"
R=20'
L=29.42
N 21°57'28" W
168.38'
183.87'
51'
Δ=8°32'19"
L=92.79'
N 62°34'39"W
N 62°34'39"W 189.26'
N 62°34'39"W 274.25'
POR. P.L. 1299
R=651'
L=105.41'
Δ=9°16'38"
R=614'
Δ=9°05'58"
L=97.51'
15.49'
N 76°41'59" E
N 64°17'35" E
32.67'
R=600'
SCENIC
51'
3528
96
MAP
95
N 27°25'21" E
N 36°31'19" E
DRIVE
51'
000082

3.9

CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL ANALYSIS SECTION (EAS)

PUBLIC SCOPING MEETING

HILLEL STUDENT CENTER OF SAN DIEGO
(PROJECT NO. NO. 212995)
WEDNESDAY, OCTOBER 27, 2010

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the Environmental Impact Report (EIR) for the project to be described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting. Thank You.

Comments:

ERRATTA : THE PROMISE TO NOT ALLOW UCSD STUDENT ACTIVITIES - ~~EVENTS~~ FACILITIES TO MIGRATE INTO THE RESIDENTIAL AREA WAS by THE S.D. CITY TO THE AREA RESIDENTS.

Name Michael Costello *Please print* **Signature**

Address 626 WRELTON DR

Use back of sheet if additional space is necessary.

EXHIBIT 4
10-27-10

CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL ANALYSIS SECTION (EAS)

PUBLIC SCOPING MEETING

HILLEL STUDENT CENTER OF SAN DIEGO
(PROJECT NO. NO. 212995)
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Comments:

THE TRAFFIC FLOW IMPACT WILL BE DRAMATIC ASSUMING DOUBLE TRIPS OF STUDENTS TO AND FROM FACILITY - BOTH ingress + ~~Egress~~ to I-5 + to residents exiting areas into the Costa Verde & Golden Triangle areas.

Unless the city addresses net benefit to a small group (facilty capacity) against need for efficient traffic flows - a real negative impact will be missed

Name Vaughn Woods *Please print* **Signature** Vaughn Woods

Address 2226 Avenida De La Playa La Jolla, CA

Use back of sheet if additional space is necessary.

EXHIBIT
5
10-27-10

CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL ANALYSIS SECTION (EAS)

PUBLIC SCOPING MEETING

HILLEL STUDENT CENTER OF SAN DIEGO
(PROJECT NO. NO. 212995)
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Comments: Several imported details were not provided by the project architect:

Will the street be narrowed by the right of way vacation: La Jolla Scenic Drive North?

If so will this affect parking - will the number of spaces be reduced? Will the narrowing make this more dangerous? It is presently difficult to navigate ~~what~~ with larger vehicles and towed trailers due to cross traffic and parking on both sides.

What is the total building and site capacity for persons?

Name Tim Lucas *Please print*

Signature Tim B. Lucas

Address 8152 Calle del Cielo, La Jolla 92037

tlucas92037@gmail.com

Use back of sheet if additional space is necessary.

EXHIBIT 6
10-27-10

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Cathleen Cox
Acting Director

Notice of Preparation

October 11, 2010

To: Reviewing Agencies

Re: Hillel Student Center of San Diego
SCH# 2010101030

Attached for your review and comment is the Notice of Preparation (NOP) for the Hillel Student Center of San Diego draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Elizabeth Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2010101030
Project Title Hillel Student Center of San Diego
Lead Agency San Diego, City of

Type NOP Notice of Preparation

Description The Applicant is requesting a site development permit and public right-of-way vacation for the phased construction of two one-story buildings and one two-story building around a central outdoor courtyard space, a surface parking lot, and a landscaped area. The project proposes to be accomplished in two phases as Hillel is currently occupying an existing on-site single family house.

Lead Agency Contact

Name Elizabeth Shearer-Nguyen
Agency City of San Diego
Phone (619) 446-5369 **Fax**
email
Address 1222 First Avenue, MS-501
City San Diego **State** CA **Zip** 92101

Project Location

County San Diego
City La Jolla
Region
Cross Streets Cliffridge Avenue
Lat / Long 32.° N / 117° W
Parcel No. 344-131-0100
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Residential/Single Family

Project Issues Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Traffic/Circulation; Vegetation; Water Quality; Wildlife; Landuse

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 11; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received 10/11/2010 **Start of Review** 10/11/2010 **End of Review** 11/09/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

Resources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Mike Sotelo
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Dept. of Conservation**
  Rebecca Salazar
- [ ] **California Energy Commission**
  Eric Knight
- [ ] **Cal Fire**
  Allen Robertson
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [ ] **Office of Historic Preservation**
  Wayne Donaldson
- [ ] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou
- [ ] _____
  Conservancy

Fish and Game

- [ ] **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Game Region 1**
  Donald Koch
- [ ] **Fish & Game Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Game Region 2**
  Jeff Drongesen
- [ ] **Fish & Game Region 3**
  Charles Armor
- [ ] **Fish & Game Region 4**
  Julie Vance
- [ ] **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- [ ] **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M**
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Dept. of Public Health**
  Bridgette Binning
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Linda Fiack
- [ ] **Cal EMA (Emergency Management Agency)**
  Dennis Castrillo
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse
- [ ] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Leo Wong
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Marina Brand
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [ ] **California Highway Patrol**
  Scott Loetscher
  Office of Special Projects
- [ ] **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Bruce de Terra
- [ ] **Caltrans, District 4**
  Lisa Carboni
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Michael Navarro
- [ ] **Caltrans, District 7**
  Elmer Alvarez
- [ ] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
  - [ ] Transportation Projects
    Douglas Ito
  - [ ] Industrial Projects
    Mike Tollstrup
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] Other _____

Last Updated on 03/24/10

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

October 27, 2010

Ms. Elizabeth Shearer-Nguyen, Environmental Planner
City of San Diego Development Services Department
1222 First Avenue, MS-501
San Diego, CA 92101

Re: SCH#2009101030 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for **the HILLEL STUDENT CENTER OF SAN DIEGO/212995**; located in La Jolla Community Plan Area; City of San Diego; San Diego County, California

Dear Ms. Sherer-Nguyen:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources. (Also see *Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3rd 604).* The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amendment effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance. The lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. State law also addresses Native American Religious Expression in Public Resources Code §5097.9.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural Resources **were identified** in the Area of Potential Effect (APE). It is important to do early consultation with Native American tribes in your area as the best way to avoid unanticipated discoveries once a project is underway and to learn of any sensitive cultural areas. Enclosed are the names of the culturally affiliated tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.

Furthermore the NAHC recommends that you contact the California Historic Resources Information System (CHRIS) of the Office of Historic Preservation (OHP), for

information on recorded archaeological data. This information is available at the OHP Office in Sacramento (916) 445-7000.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list ,should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f]*et se),* 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes.* Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance' may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Culturally Affiliated Native American Contacts

Cc: State Clearinghouse

Native American Contacts
San Diego County
October 27, 2010

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside , CA 92040
sue@barona-nsn.gov
(619) 443-6612
619-443-0681

Sycuan Band of the Kumeyaay Nation
Danny Tucker, Chairperson
5459 Sycuan Road Diegueno/Kumeyaay
El Cajon , CA 92021
ssilva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
PO Box 1120 Diegueno/Kumeyaay
Boulevard , CA 91905
gparada@lapostacasino.
(619) 478-2113
619-478-2125

Viejas Band of Mission Indians
Bobby L. Barrett, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine , CA 91903
jrothauff@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center, CA 92082
allenl@sanpasqualband.com
(760) 749-3200
(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee
Ron Christman
56 Viejas Grade Road Diegueno/Kumeyaay
Alpine , CA 92001
(619) 445-0385

Santa Ysabel Band of Diegueno Indians-Ilpai
Johnny Hernandez, Spokesman
PO Box 130 Diegueno
Santa Ysabel, CA 92070
brandietaylor@yahoo.com
(760) 765-0845
(760) 765-0320 Fax

Campo Kumeyaay Nation
Monique LaChappa, Chairperson
36190 Church Road, Suite 1 Diegueno/Kumeyaay
Campo , CA 91906
(619) 478-9046
MLaChappa@campo-nsn.
gov
(619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and fed eral NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2010101030; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the HILLEL STUDENT CENTER OF SAN DIEGO?21; LOcated in the La Jolla Community Plan area of the City of San Diego; San Diego County, California

Native American Contacts
San Diego County
October 27, 2010

Jamul Indian Village
Kenneth Meza, Chairperson
P.O. Box 612 Diegueno/Kumeyaay
Jamul , CA 91935
jamulrez@sctdv.net
(619) 669-4785
(619) 669-48178 - Fax

Inaja Band of Mission Indians
Rebecca Osuna, Spokesperson
2005 S. Escondido Blvd. Diegueno
Escondido , CA 92025
(760) 737-7628
(760) 747-8568 Fax

Mesa Grande Band of Mission Indians
Mark Romero, Chairperson
P.O Box 270 Diegueno
Santa Ysabel, CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside , CA 92040
(619) 742-5587 - cell
(619) 742-5587
(619) 443-0681 FAX

Kumeyaay Cultural Heritage Preservation
Paul Cuero
36190 Church Road, Suite 5 Diegueno/ Kumeyaay
Campo , CA 91906
(619) 478-9046
(619) 478-9505
(619) 478-5818 Fax

Ewiiaapaayp Tribal Office
Will Micklin, Executive Director
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775 Diegueno -
Pine Valley , CA 91962
(619) 709-4207

Ewiiaapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
michaelg@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and fed eral NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2010101030; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the HILLEL STUDENT CENTER OF SAN DIEGO?21: LOcated in the La Jolla Community Plan area of the City of San Diego; San Diego County, California

Native American Contacts
San Diego County
October 27, 2010

Clint Linton
P.O. Box 507 Diegueno/Kumeyaay
Santa Ysabel, CA 92070
cjlinton73@aol.com
760) 803-5694
cjlinton73@aol.com

Manzanita Band of the Kumeyaay Nation
Leroy J. Elliott, Chairperson
P.O. Box 1302 Diegueno/Kumeyaay
Boulevard , CA 91905
(619) 766-4930
(619) 766-4957 - FAX

Kumeyaay Diegueno Land Conservancy
M. Louis Guassac, Executive Director
P.O. Box 1992 Diegueno/Kumeyaay
Alpine , CA 91903
lguassacl@onebox.com
(619) 952-8430

Frank Brown
Viejas Kumeyaay Indian Reservation
240 Brown Road Diegueno/Kumeyaay
Alpine , CA 91901
FIREFIGHTER69TFF@AOL.
619) 884-6437

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and fed eral NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed SCH#2010101030; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the HILLEL STUDENT CENTER OF SAN DIEGO?21: LOcated in the La Jolla Community Plan area of the City of San Diego; San Diego County, California

Shearer-Nguyen, Lilia

From: Leila Ibrahim [leila_ibrahim@dot.ca.gov]
Sent: Monday, November 01, 2010 11:19 AM
To: Shearer-Nguyen, Lilia
Cc: Jacob Armstrong; scott.morgan@opr.ca.gov
Subject: Hilel Student Center of San Diego / NOP for SCH #2010101030
Attachments: 11SD5_26.79_Hilel Student Center of SD_NOP.pdf

Hello Elizabeth,

Please see attached for comment letter regarding the NOP for the Hilel Student Center of San Diego (SCH #2010101030).

Thank you,

Leila Ibrahim
Associate Transportation Planner

Caltrans District 11
Planning Division
Development Review Branch
4050 Taylor St, MS-240
San Diego, CA 92110
(619) 688-6954 office
(619) 688-4299 fax

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
TTY 711

Flex your power!
Be energy efficient!

November 1, 2010

11-SD-5
PM 26.79
Hilel Student Center of San Diego
NOP / SCH # 2010101030

Ms. Elizabeth Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Dear Ms. Shearer-Nguyen:

The California Department of Transportation, District 11 (Caltrans) received your Notice of Preparation (NOP) for the Hilel Student Center of San Diego (SCH # 2010101030), located in proximity to Interstate 5 (I-5). Caltrans has the following comments:

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the TIS are listed in Appendix "A" of the TIS guide.

The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

The geographic area examined in the TIS should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the TIS for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the TIS. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the TIS, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable Level of Service (LOS). Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

If you have any questions on the comments Caltrans has provided, please contact Leila Ibrahim of the Development Review Branch at (619) 688-6954 or leila.ibrahim@dot.ca.gov.

Sincerely,

JACOB ARMSTRONG, Chief
Development Review Branch

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

November 5, 2010

Ms. Elizabeth Shearer-Nguyen
City of San Diego Planning Department
1222 First Avenue, MS-501
San Diego, California 92101

NOTICE OF PREPARATION (NOP) FOR THE HILLEL STUDENT CENTER OF SAN DIEGO (SCH# 2010101030)

Dear Ms. Shearer-Nguyen:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of the Environmental Impact Report for the above-mentioned project. The following project description is stated in your document: "The Applicant is requesting a site development permit and public right of way vacation for the phased construction of two one story buildings and one two story building around a central outdoor courtyard space, a surface parking lot, and a landscaped area. The project proposes to be accomplished in two phases as Hillel is currently occupying an existing on -site single family house".

Based on the review of the submitted document DTSC has the following comments:

1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.

- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.

- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.

- GeoTracker: A List that is maintained by Regional Water Quality Control Boards.

- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.

6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

8) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov or by phone at (714) 484-5472.

Sincerely,

Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3046

October 20, 2010

Ms. Elizabeth Shearer-Nguyen
City of San Diego Development Services Center
1222 First Avenue
MS 501
San Diego, CA 92101

RE: PTS#: 212995 Hillel of San Diego Student Center
Comment for Scoping EIR, October 27, 2010

Dear Ms. Shearer-Nguyen:

I was a member of the "founding faculty" for the Department of Medicine, School of Medicine at UCSD, retiring in 1998. My family has lived in our residence at 8635 Cliffridge Ave. since our arrival in La Jolla in 1968, some 42 years. We reside within 3 long residential blocks from what formerly in City records was described as Site 653, part of our single-family residential neighborhood and part of the "La Jolla Scenic Triangle".

I have had the opportunity to read the letter sent to you, dated for October 27, 2010, from Professor Ross Starr. To reduce redundancy in my letter as much as possible, let me begin by stating that I concur with and support all of the statements provided in Professor Starr's letter.

The following statements are offered with respect. Hereafter when I use the two words, "Public Notice", I refer to the notice about the scheduled scoping meeting on October 27th, "Public Notice of the Preparation of a Environmental Impact Report and Public Notice of an Environmental Impact Report Scoping Meeting".

Project Description: For the past 5 or so years, Hillel has used the single-family residence at 8976 Cliffridge Ave. for administrative offices supporting all of Hillel of San Diego in clear violation of residential zoning law for the area. In spite of repeated entreaties from neighbors, the City has declined to confront this issue. The 8976 address is listed as the address for Hillel on their website. The project description in the Public Notice document describes the 8976 Cliffridge Ave. residence as Phase I with continued operation of religious administration offices until Phase II is complete at which time the house would return to its "original use". First, just what is "religious administration"? With this letter to you, I send a copy of Hillel's mission statement from their website (see attachment).

You will see the mission statement does not include "religion". Hillel's proposal is for a student center with student-related activities. I am not aware of any religious activity involving the residence at 8976 Cliffridge. On file at City Development Services, the Hillel proposal describes Phase I as remodeling the home at 8976 to be used for offices (4 or 5 offices are shown in the drawings) and states further that if Phase II is not approved, Hillel intends to use 8976 indefinitely as administrative office space. On page 4 of "Cycle Issues" reported by Developmental Services, Hillel again states their plan to "convert the existing single-family dwelling unit to offices". Hillel is already in violation of residential zoning law. The proposal to convert a single-family home for office use will have an environmental impact by providing other organizations (there are several dozen on campus at UCSD) impetus to launch efforts to establish administrative offices in this residential neighborhood. Moreover, the street vacation sought by Hillel also impacts the property at 8976 Cliffridge. A valid EIR must consider the possible impact of homes in a residential neighborhood being converted to commercial activities and I do not believe "spot zoning" is allowed.

Who owns the property at 8976 Cliffridge Ave.? I have seen the names, Potiker, Marshall, Singer on various documents; in the current file at Development Services, Hillel is named as owner. This entire issue is unclear. If an individual owns the property, how can Hillel make a proposal involving any remodeling without some approval, I presume in writing, from the putative owner? I believe that Section 225 of the San Diego City Charter requires Mandatory Disclosure of Business Interests. Since the City is coordinating Hillel's proposal, it seems to me that citizens have a right to know the name of an owner(s) involved in an important part of the property involved in the project. A valid EIR evaluation of land use is a critical part of this project evaluation.

Parking and Traffic: Professor Starr has described in succinct and accurate terms the parking issues. I wish to add that UCSD has agreed to a lease-land arrangement with the Venter Foundation to build a Venter Genomic Center (I may not have a precise title for the Center) on open space just west of Torrey Pines Road North, at the intersection of Torrey Pines Road North and La Jolla Village Drive. The proposed Hillel student center would be located essentially across the major thoroughfare, just east of the Venter Center. Plans for this project with UCSD are "go" thus a valid EIR should consider the impact of added traffic flow from the Venter Center on to both Torrey Pines Road North and La Jolla Village Drive. UCSD is in session for at least 9 months each year with reduced activity during summer months. Any study of traffic flow should be performed during the peak months of traffic activity in the area, essentially happening during 75% of each year, not just during the time when students are away. Pedestrian traffic at the intersections of Torrey Pines

Road North and La Jolla Village Drive as well as the intersection at La Jolla Village Drive and La Jolla Scenic Way are also issues for evaluation by the EIR. Hillel claims that most students will walk to the student center from campus (this claim is open to dispute). For evening activity during Fall/Winter months, pedestrian traffic at these intersections will occur after darkness. The intersection at Torrey Pines Road North and La Jolla Village Drive is especially problematic. Signs state clearly that right hand turns (turning on to La Jolla Village Drive from Torrey Pines Road North) are prohibited when the traffic light is red. Nonetheless there are occasional right hand turns by automobiles as a pedestrian steps on to the street. Being prohibited from turning right on a red light makes an automobile driver even more eager to make the turn as soon as the light is green and this is precisely the same time the pedestrian walk signal indicates the pedestrian may cross. A high volume of pedestrian traffic increases a risk for serious accidents. A valid EIR should review this intersection.

Biological Resources: In the past, raptors (red-tail hawks, Cooper's hawk, ospreys) have nested in trees on the former Site 653. Curiously, the City had virtually all of the trees removed from Site 653 a few years ago. We continue to see various raptors in our residential yards and given time they might move back to the one or two remaining trees on former Site 653.

Paleontological Resources: The rich paleontological resource potential including the area under consideration is well-established. I strongly endorse recommendation of EIR evaluation.

Significant Environmental Effects: Construction of a student center in a single-family residential area accompanied by conversion of a single-family home to a dwelling for offices changes the character of the neighborhood and offers no advantage to families residing in the area. It sets a dangerous precedence for other University-affiliated groups to seek similar locations in the neighborhood. Traffic and parking problems only add to the negative aspects of this project. The former Site 653 is simply not the location for a University affiliated student center.

I wish to thank you and the Development Services Department for providing the detailed description of Hillel's new proposal and the corresponding preparation of an EIR. I appreciate having an opportunity to review and comment on the project.

Sincerely,

O. W. Jones

Oliver W. Jones, M.D.
President, Taxpayers for Responsible Land Use

About Hillel

About Hillel & Our Mission
Hillel Campuses
Staff
Board of Directors
In the News
Contact Us

Campuses

Undergraduate
UCSD
SDSU
North County
Central County

Graduate
SD Grad Students

About Hillel

Hillel of San Diego, accredited by Hillel: the Foundation for Jewish Campus Life, serves an estimated 5000 Jewish undergraduate and graduate students at institutions of higher education across San Diego County. Students from all backgrounds are invited to participate in Jewish life on campus. Social, cultural, educational, and community service programs provide opportunities for students to build relationships with each other and develop Jewish community.

Hillel of San Diego Mission Statement

To be a vibrant Jewish campus presence and to involve the maximum number of university -age Jews in ways that foster a lasting commitment to Jewish life.

To further this mission, we commit ourselves to the following goals:

- Serving the needs of individual Jewish students
- Creatively engaging and empowering Jewish students through personal interactions and compelling programs
- Building a strong sense of belonging and Jewish identity
- Nurturing intellectual and spiritual growth in a pluralistic community
- Advocating for Jewish student needs on campus and in the community
- Linking the campus community to the larger Jewish community, locally and globally.
- Helping students cultivate a closer connection to Israel
- Developing a campus and organizational culture in which the quality of the relationships attracts involvement.

Home | About Hillel | Program Chai-Lights | Resources | Friends of Hillel | Donate | Contact

October 21, 2010

Ms. Elizabeth Shearer-Nguyen
City of San Diego Development Services Center
1222 First Avenue
MS 501
San Diego, CA 92101

RE: PRS#: 212995 Hillel of San Diego Student Center
Comment for Scoping EIR, October 27, 2010

Dear Ms. Shearer-Nguyen,

Please accept my apology. I failed to include the following comment in my letter to you mailed for overnight delivery just this morning.

If Hillel intends to stay with the Phase II student center proposal of approximately 6600 sq.ft. it seems to me that street vacation is not a necessary consideration. On the other hand, suppose Hillel's intent is to expand the size of the student center at some date but to seek street vacation now. My belief is it is reasonable to inquire about Hillel's expansion plans with the notion that a valid EIR may have to consider to whole rather than the initial package.

Again, I appreciate the opportunity to comment and am sorry you have to read this second letter.

Sincerely,

Oliver W. Jones, M.D.
President, Taxpayers for Responsible Land Use

Shearer-Nguyen, Lilia

From: attiyeh [rattiyeh@ucsd.edu]
Sent: Tuesday, October 26, 2010 10:02 PM
To: DSD EAS
Subject: Hillel Student Center in San Diego--Project No. 212995
Attachments: Hillel Letter.doc

Attached, please find my letter on the proposed Hillel Student Center, Project No. 212995.

Richard Attiyeh

Richard Attiyeh
8961 Nottingham Place
La Jolla, CA 92037

October 26, 2010

Elizabeth Shearer-Nguyen
Development Services Center
City of San Diego

Subject: Project No. 212995 -- Hillel Student Center

The following are my comments on this proposed project.

Land Use

Issue 2: Would the proposal result in a conflict with the environmental goals, objectives, or recommendations of a General and/or Community Plan?

Yes. The proposal is clearly inconsistent with the La Jolla Shores Community Plan which designated this neighborhood as "single family residential".

Issue 3: Would the proposal result in land uses that are not compatible with existing or planned surrounding land uses?

Yes. The development of a large student center on Site 653 would have a substantial negative impact on the neighborhood. Note that the proposal is for a student center, not a house of worship. Hillel is not proposing to build a synagogue. Rather it proposes to build a university-connected student center with a religious affiliation. UCSD has respected the neighborhood south of La Jolla Village Drive and East of Torrey Pines Road as a residential neighborhood in which it would be inappropriate to locate student-related activities. Although UCSD cannot control Hillel's activities, the building of a student center on Site 653 would set a terrible precedent that would surely lead to the deterioration of the family character of this neighborhood. Given that there are over 40 other UCSD student organizations with religious affiliations, the building of this project would set a terrible precedent.

Transportation/Circulation/Parking

Issue1: Would the proposal result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system?

Yes. The intersection of Torrey Pines Road and La Jolla Village Drive is already very congested. The automobile traffic created by a Hillel student center would

certainly aggravate this problem. In addition, even the increase in pedestrian crossings of La Jolla Village Drive that would be generated by the student center would significantly slow the flow of traffic.

Moreover, there is currently an undesirable flow of traffic along Cliffridge Avenue by drivers seeking to avoid the Torrey Pines-La Jolla Village bottle neck. This would definitely be aggravated by students driving to and from the student center.

Issue 2: Would the proposal result in an increased demand for offsite parking?

Yes. The number of proposed on-site parking spaces is clearly inadequate for meeting the demand for parking that will be generated by this project. It is unrealistic to assume that students will car-pool to the extent implicit in the proposal. Certainly, the formula used to justify the planned number of spaces is inappropriate for this circumstance even if it meets some bureaucratically determined standard. I do not believe this standard was created with a student center in mind.

Issue 3: Would the proposal result in an increase in traffic hazards to motor vehicles, bicycles, or pedestrians?

Yes. There has been a large number of traffic accidents at or near the intersections of La Jolla Village Drive with Torrey Pines Road and La Jolla Scenic Way. This number will inevitably increase as a result of the traffic generated by the student center.

In addition, the proposed on-site parking lot's entrance from and exit onto La Jolla Scenic Way would create an extremely dangerous situation. In fact, there is no entrance/exit location that would not be dangerous.

Also, the narrowing of La Jolla Scenic Drive, North (west of La Jolla Scenic Way) would create a serious problem. That road is already too narrow to safely accommodate the two-way flow of traffic. It is often impossible for two cars to pass without one pulling into a parking space to accommodate the other. The loss of two feet of this street would be disastrous, particularly with an increase in student traffic, which is typically less cautious than residents who have concerns for the safety of their family members.

Alternatives

Alternate Location Alternative:

For the many years that Hillel has been pushing for a student center at Site 653, there have been alternative sites that have been recommended to Hillel and the City. A number of them have been east of the campus across the street from a

student parking lot in a mixed use area. The parking lot is served by a campus shuttle so that students could easily access a student center in this location whether or not they have a car. I believe that property is still available in this area that would be suitable for a student center.

Respectfully submitted,

Richard Attiyeh

CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL ANALYSIS SECTION (EAS)

PUBLIC SCOPING MEETING

HILLEL STUDENT CENTER OF SAN DIEGO

(PROJECT NO. NO. 212995)

WEDNESDAY, OCTOBER 27, 2010

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the Environmental Impact Report (EIR) for the project to be described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting. Thank You.

Comments: The following issues should also be reviewed in the EIR:

Safety – street narrowing can cause traffic safety issues due to how narrow street already is and placement of driveway in traffic flows, and pedestrian traffic.

Visual Quality/Neighborhood – UCSD is slotted in UC community plan, no religious worship so not religious facility, parking lot facing houses across La Jolla Scenic Way.

Biological impact should include efforts of trees previously removed for raptor and owl nesting.

Traffic study should be done during peak traffic hours, not summer, but when school is in session.

Name Gale Spicher *Please print*

Signature [signature]

Address 8955 Caminito Fresco, La Jolla, CA 92037

Use back of sheet if additional space is necessary.

- alternate locations should include more than one location
- parking is inadequate for scale
- property across La Jolla Scenic Way / Dr. should be listed as a single family residence

CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL ANALYSIS SECTION (EAS)

PUBLIC SCOPING MEETING

HILLEL STUDENT CENTER OF SAN DIEGO

(PROJECT NO. NO. 212995)

WEDNESDAY, OCTOBER 27, 2010

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the Environmental Impact Report (EIR) for the project to be described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting. Thank You.

Comments:

ERRATTA

: THE PROMISE TO NOT ALLOW UCSD STUDENT ACTIVITIES ~~E~~ FACILITIES TO MIGRATE INTO THE RESIDENTIAL AREA WAS by THE S.D. CITY TO THE AREA RESIDENTS.

Name Michael Costello **Signature** _____
Please print

Address 626 WRETON DR

Use back of sheet if additional space is necessary.

Pat Granger
8854 Robin Hood Lane
La Jolla
CA 92037
858 450-9441

October 27, 2010

Scoping Meeting

Precedence setting Plan: Can change the neighborhood.
60 other religious groups on campus, some will be looking for a new home – convert one or two houses for a student centers.

Parking in neighborhood: Accumulated Stress from Theatergoers. Soccer players, UCSD students. Hillel students. Danger to children in the neighborhood

Cul-de-sac is needed for vehicles to turnaround. If it is removed cars will try to turn round at the corner of Cliffridge and L.J. Scenic Dr. causing a dangerous situation.

No curb cuts for driveways. Proposed driveway is not allowed on La Jolla Scenic Way.
See supporting document

City removed Site 653 out of the community plan without noticing the community or going before the CPA or Planning Commission 2002. Changed zoning was incorrect.

Zoning – Hillel in L.A. is not in single-family neighborhood. See documents.

Patricia Granger
8854 Robin Hood Lane
La Jolla
CA 92037
858 450-9441
patgranger@aol.com

Scoping meeting

October 27, 2010

No Access to Site 653 from La Jolla Scenic Way
Or La Jolla Village Drive

The reason the parcel of land, Site 653 was designated, as open space in 1975 was the lack of safe access to the site from La Jolla Village Drive or La Jolla Scenic Way.

The enclosed documents clearly show that there were to be no curb cuts for **driveways** from La Jolla Village Drive or **La Jolla Scenic Way**.

If the access to the site was deemed unsafe in 1977, how much truer would that be in 2010?

Why is the City of San Diego Development Services Department allowing the applicant Hillel, to ignore the prior rules regarding access to Site 653 from La Jolla Scenic Way? The documents clearly show this is an unpermitted access.

The most pertinent documents are from June 21, 1977, May 27, 1977 and October 1980. Copies are enclosed.

P. Granger

la jolla shores association
POST OFFICE BOX 1633 – LA JOLLA, CALIFORNIA 92038

October 1, 1980

To: The City Council of San Diego

From: La Jolla Shores Association

RE: Density Review For Major Properties Located Within The The La Jolla Shores Precise Plan District

Ladies and Gentlemen:

In response to the request of the City Council, the La Jolla Shores Association has reviewed the seven major parcels of land that remain undeveloped within the jurisdiction of the Association. The purpose of the review was to recommend to the City Council densities for each of these parcels.

The Association is aware of the City's policy of infill and this factor was taken into consideration during our review. While this policy, which results in urbanization, is generally accepted, the residents of La Jolla Shores are firm in their resolve to maintain the existing character and density of the community. To achieve this goal, the presently vacant parcels can only be developed with a use and density similar to that of existing adjacent land. This continuity is vital to the environmental preservation of one of San Diego's most unique communities.

Insofar as the remaining vacent parcels are unusual and unique in configuration and topography, we have concluded that how the property is developed is as important as the density, and therefore recommend that all seven parcels be controlled by a review process similar to that of a PRD.

Here are the seven properties and our recommendations: (Please refer to the attached for Assessor's Parcel Number, ownership and location within the district.)

Property #1: 51.66 Acres, no change from existing La Jolla Shores Precise Plan. Traffic flow and topograph concerns were a consideration when reviewing this property.

Property #2: 6.0 Acres, we recommend an increase in density to 53 units or 8.7 units per acre. Topography and existing density in the neighboring property were factors in this decision.

la jolla shores association
POST OFFICE BOX 1633 — LA JOLLA, CALIFORNIA 92038

Property #3: 3.4 Acres, no change from existing La Jolla Shores Precise Plan. Topograph was the prime consideration on this property.

Property #4: .32 Acres, this property to become landscaped open space: Traffic and location were the prime factors in the property.

Property #5: 1.84 Acres, no change from existing zone (1 unit per 20,000 square feet?). Topography was the prime consideration.

Property #6: 2.85 Acres, no change from existing zone (1 unit per 20,000 square feet?). Topography was the prime consideration.

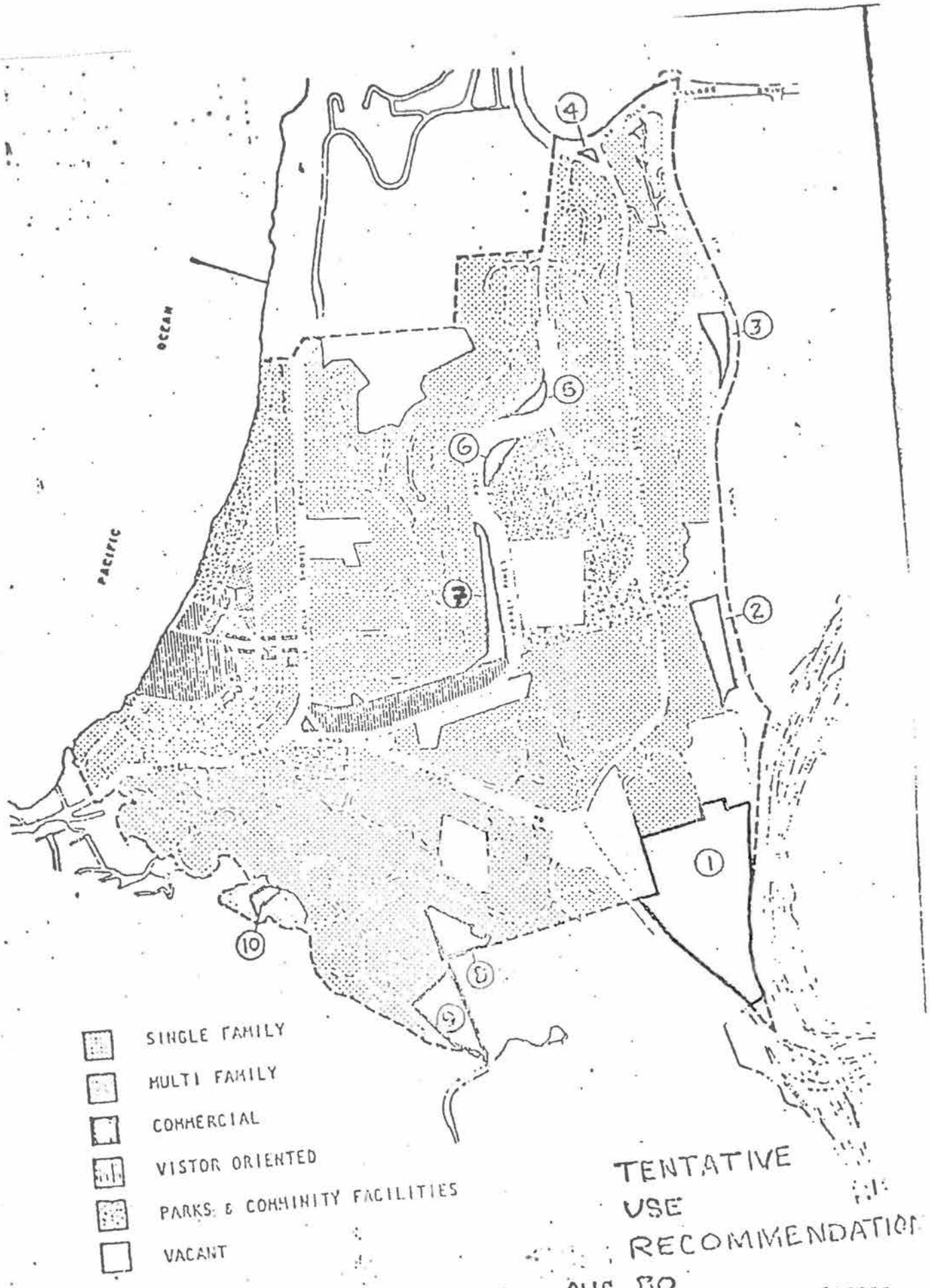
Property #7: 7.88 Acres, increase density to a total of 40 units. If an existing street right-of-way is abandoned, the density should then be increased to a total of 50 units. Topography and contiguous land use were primary factors.

Members of the La Jolla Shores Association will be present at a public hearing to review in detail each of these properties and answer any questions that the City Council may have.

Sincerely,

Mark W. Steele
Chairman of the La Jolla Shores Association Planning Committee

010953



TENTATIVE
USE
RECOMMENDATION

VACANT LAND AUG. 80

PIO

RECEIVED
JUN 22 1977
PROPERTY DEPT.

June 21, 1977

Property Department - Attention: John Ryan

Engineering and Development Department

Proposed Sale or Lease - Portion of Pueblo Lot 1299

We have no objection to the sale or lease of this property. However, it should be pointed out that access to the property is limited to La Jolla Scenic Drive only.

J. R. Crosby
Division Superintendent

RGH/jm

EXHIBIT 1 (5 pages, including 3 references to the waiver of access from La Jolla Scenic Way, comments from Senior Planner Stepner concerning a previous attempt to develop the parcel, 653, and a summary of dedications of named properties and street issues.

MEMORANDUM

Stepner

PIO

May 27, 1977

RECEIVED
JUN 7 1977
PROPERTY DEPT.

SAC (Distribution)

Property Department

Proposed Sale or Lease - Por. of Pueblo Lot 1299

The City-owned land marked in red on the attached drawings, containing approximately 0.10 Acres (4356 square feet) is being investigated to determine its availability for sale or lease. The current zoning within the La Jolla Shores Planned District regulations is single family.

We request that you indicate any objections you may have to the disposal of this property. If you have comments to make, please indicate your name and department. No reply will be taken to mean no objection.

If present or future needs require that certain rights be retained, please indicate their nature and precise location within the boundaries of subject property.

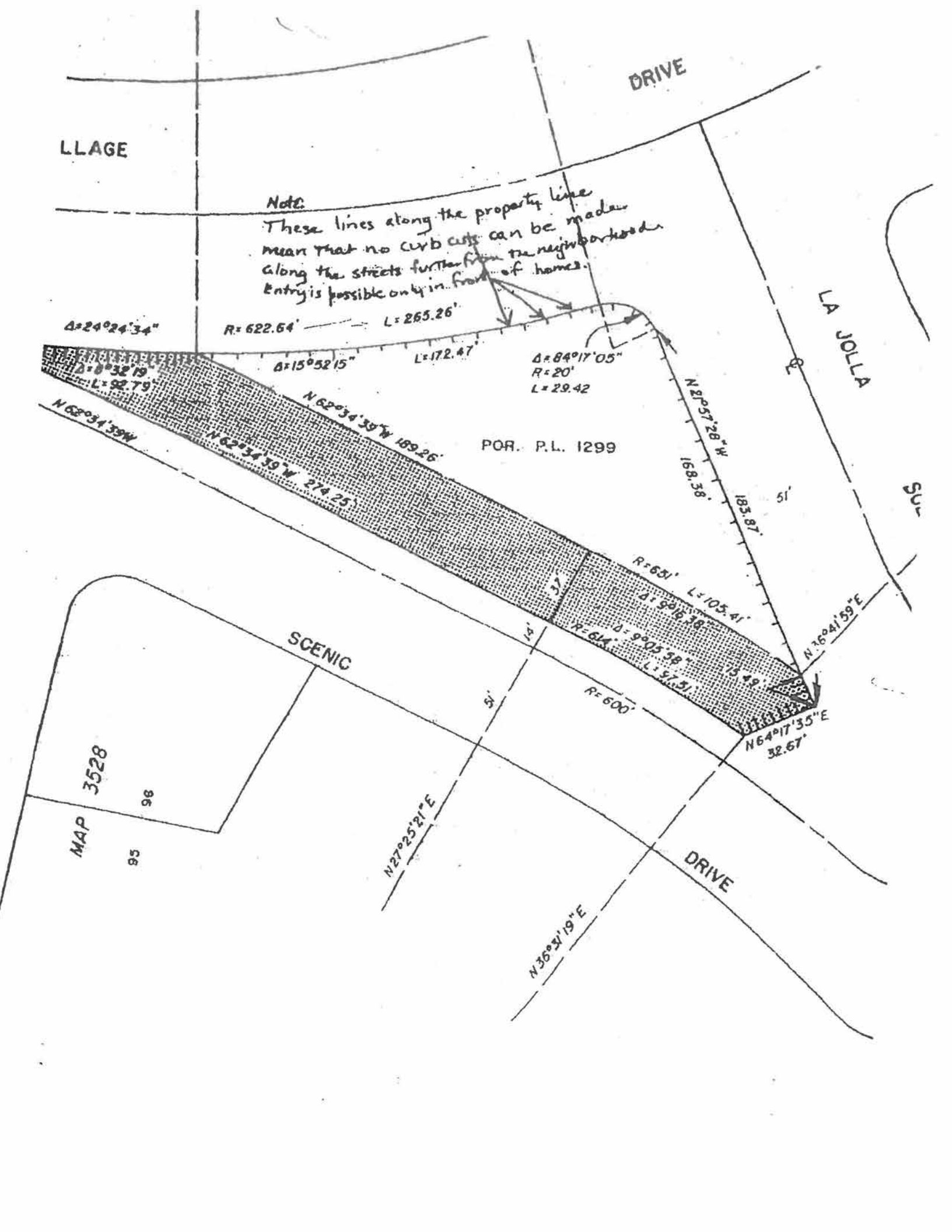
Thank you.

John Ryan
Property Department

JR:pe:evd
Attachments

Because of its location and size, it is not suitable for development. The City should retain ownership and maintain it as a landscaped traffic island

Michael Stepner
Senior Planner
Planning Dept. Ph 5793


DRIVE
LLAGE
Note:
These lines along the property line
mean that no curb cuts can be made
along the streets further from the neighborhood
Entry is possible only in front of homes.
Δ=24°24'34"
R=622.64'
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Δ=15°52'15"
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Δ=84°17'05"
R=20'
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168.38'
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R=651'
L=105.41'
Δ=9°16'38"
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L=97.51'
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N 64°17'35" E
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SCENIC
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DRIVE
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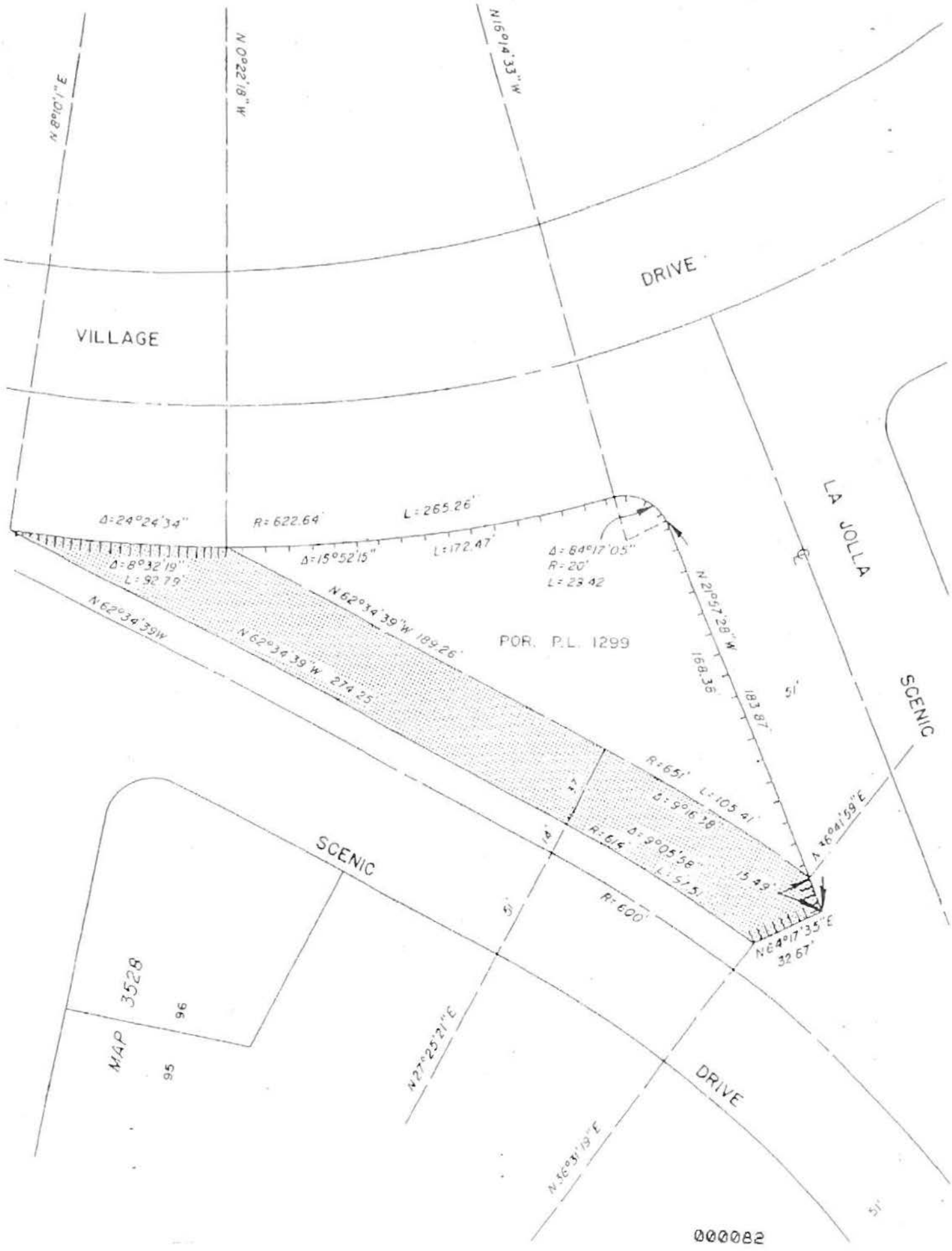
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CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL ANALYSIS SECTION (EAS)

PUBLIC SCOPING MEETING

HILLEL STUDENT CENTER OF SAN DIEGO

(PROJECT NO. NO. 212995)

WEDNESDAY, OCTOBER 27, 2010

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the Environmental Impact Report (EIR) for the project to be described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting. Thank You.

Comments: Several imported details were not provided by the project architect:

Will the street be narrowed by the right of way vacation: La Jolla Scenic Drive North?

If so will this affect parking - will the number of spaces be reduced? will the narrowing make this more dangerous? It is presently difficult to navigate ~~where~~ with larger vehicles and towed trailers due to cross traffic and parking on both sides.

What is the total building and site capacity for persons?

Name Tim Lucas *Please print* **Signature** T. B. Lucas

Address 8152 Calle del Cielo, La Jolla 92037

tlucas92037@gmail.com

Use back of sheet if additional space is necessary.

CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL ANALYSIS SECTION (EAS)

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Comments:

THE TRAFFIC FLOW IMPACT WILL BE DRAMATIC ASSUMING DOUBLE TRIPS OF STUDENTS TO AND FROM FACILITY - BOTH INGRESS + EGRESS TO I5 + to residents exiting areas into the Costa Verde + Golden Triangle areas.

Unless the city addresses net benefit to a small group (facility capacity) against need for efficient traffic flows - a real negative impact will be missed

Name *Please print* Vaughn Woods **Signature** Vaughn Woods

Address 2226 Avenida De La Playa La Jolla, CA

Use back of sheet if additional space is necessary.

Shearer-Nguyen, Lilia

From: annettevillalobos518@gmail.com
Sent: Thursday, October 28, 2010 8:10 PM
To: DSD EAS
Subject: Hillel Student Center of San Diego #212995

Dear Elizabeth, please fight to keep this small parcel of land free and clear. I am a mother of three and live directly across the street from this area in the La Jolla Village Estates; and if you drive by you will see the congestion from the students that park on the streets surrounding the area. It is very crowded and I can only imagine how much more severe it would become with the Hillel Center! It is too small of a space and the additional traffic would be dangerous to both residents and students. Thank you. Annette Villalobos 8960 Caminito Fresco La Jolla CA.
Sent via BlackBerry by AT&T

Shearer-Nguyen, Lilia

From: David Diamond [davidd@CBIZ.com]
Sent: Thursday, October 28, 2010 9:01 PM
To: DSD EAS
Subject: Hillel Student Center of San Diego 212995

I FULLY support the Hillel project.

It is heartbreaking that they have to go through all of this expense and aggravation.

Please pass this.

Thank you,

David Diamond

David Diamond
Director, CBIZ MHM, LLC &
Shareholder, Mayer Hoffman McCann P.C.,
An Independent CPA Firm
10616 Scripps Summit Court
San Diego, CA 92131
Direct Line (858) 795-2014
Cell Number (858) 232-9928
Fax Number (858) 795-8614

Shearer-Nguyen, Lilia

From: JD [jackid@san.rr.com]
Sent: Thursday, October 28, 2010 9:32 PM
To: DSD EAS
Subject: Hillel Student Center of San Diego #212995

Please build the Hillel Cenenter now!!

Jackie Diamond

Shearer-Nguyen, Lilia

From: Ted Frankel [ted@math.ucsd.edu]
Sent: Thursday, October 28, 2010 1:57 PM
To: DSD EAS
Subject: Hillel Student Center of San Diego, and number 212995

As residents of the neighborhood next to the little triangle in question, we STRONGLY OPPOSE the building of ANY student center there.

Increased traffic with the proposed student center would badly congest the little street along the triangle; that is the little street which we residents must use multiple times each day for entering and leaving our neighborhood.

Traffic congestion, deliveries, increased noise, and general commotion (which would inevitably result from the presence of a student center) would impair the daily lives of this quiet family residential neighborhood.

We families in this neighborhood have actively opposed the building of a student center here with all the energy we can summon for a tiring number of years now. Please stop this relentless uncaring push to invade our neighborhood with an unwanted student center.

Ted and Jonnie Frankel
Residents of Robinhood Lane since 1965

Shearer-Nguyen, Lilia

From: Eilite [esaham@adatYeshurun.org]
Sent: Friday, October 29, 2010 12:43 PM
To: DSD EAS
Subject: 212995 Hillel Student Center of San Diego

Pls keep this project alive.

Warm Regards,

Eilite
Executive Asst. to Rabbi Jeff
8625 La Jolla Scenic Dr. N.
La Jolla, CA 92037
V 858-535-1196
F 858-535-0037

Ross M. Starr, Ph.D.
October 27, 2010

Hillel: An EIR Checklist

RE: PTS# 212995 Hillel of SD Student Center II, Comment for Scoping EIR

1. **Parking.** **A:** Provision for on-site parking appears to be inadequate for the size of the project. The project purports to be a *church, temple or building...used primarily for religious purposes*, in order to qualify as a permitted use in the La Jolla Shores Planned District. Under the SDMC it then requires 30 parking spaces on site for each 1000 sq. ft. of assembly area. The 6600 sq. ft. building has at least 3000 sq. ft. of assembly area, requiring 90 on-site parking spaces. It is short by 61 spaces.

   B: Peak load will occur Friday afternoons and evenings during the 30 weeks of the academic year when classes are in session at UCSD and when the UCSD theatre district is active. That is when the traffic and parking situation should be assessed.
2. **Alternative Sites.** There are alternative sites suitable for the Hillel project that do not require this project's deviations. The University Community Planning area has been designated as appropriate for university affiliated facilities.
3. **Violation of LJSPDO**. The Hillel of San Diego student center is a University social activity center with a religious affiliation. IT IS NOT A CHURCH, A TEMPLE OR PRIMARILY FOR RELIGIOUS PURPOSES. The site is in the Single Family (SF) area of the La Jolla Shores Planned District. As a university facility the Hillel project violates the Planned District Ordinance, which makes the following provisions for permitted uses (SDMC section 15.0303):

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   (e) Churches, temples or buildings of a permanent nature, used primarily for religious purposes.

   UCSD-related facilities are to be located in the adjacent University Community Planning area. No University facilities are allowed in the LJSPDO SF area.
4. **Precedent.** Locating UCSD facilities, purported to be religious, in the single-family residential area sets a precedent. There are dozens of religiously affiliated organizations at UCSD, ranging from the Acts 2 Fellowship to the Zoroastrian Youth Connection of San Diego (see http://wailua.ucsd.edu/studentorg/StudentOrgList.aspx?frmFocus=18). If the Hillel project is approved, each would then be able to cite the Hillel project, showing that it also should be allowed to locate in the residential neighborhood.
5. **Site's required use and dedication of La Jolla Scenic Way:** Open space on the site is required as mitigation of development on Gilman Dr. Driveway access to the project on La Jolla Scenic Way violates the dedication of La Jolla Scenic Way. These issues require investigation.

Shearer-Nguyen, Lilia

From: Ross Starr [rstarr@ucsd.edu]
Sent: Friday, October 29, 2010 12:44 PM
To: DSD EAS
Subject: Hillel of San Diego Student Center, Number 212995
Attachments: CheckList102710revised.pdf

Dear Ms. Shearer-Nguyen:

Correspondence re Hillel of San Diego Student Center attached in pdf form. Please confirm receipt and that it is legible. Thank you.

Yours, Ross

Ross M. Starr, Professor of Economics
University of California, San Diego
9500 Gilman Dr.
La Jolla, California 92093-0508

rstarr@ucsd.edu
858-534-3879
http://www.econ.ucsd.edu/~rstarr/

Ross M. Starr, Ph.D.
8675 Cliffridge Ave.
La Jolla, CA 92037
October 27, 2010

Ms. Elizabeth Shearer-Nguyen
City of San Diego
Development Services Center
San Diego, CA 92101
DSDEAS@sandiego.gov

Subject: **Hillel of San Diego Student Center, Number 212995**

Dear Ms. Shearer-Nguyen:

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6. **Traffic Safety and Invalid right of way vacation.** Most of the site is in the La Jolla Scenic Dr. right of way. The proposed project seeks vacation of the right of way. The San Diego Municipal Code sets forth standards for the findings required to approve vacation, all of which must be met. These include (San Diego Municipal Code section 125.0941) :

"(a) There is no present or prospective public use for the public right-of-way, either for the facility for which it was originally acquired or for any other public use of a like nature that can be anticipated;

(b) The public will benefit from the action through improved use of the land made available by the vacation;"

Neither finding (a) or (b) can validly be made. In the event that a student center is located on the Site, the roadway hardscape on the adjacent 8900 block of La Jolla Scenic Dr. (in the right of way) will require widening for the safe passage of additional traffic generated by the center. The roadway in that area has a peculiar Z-shape configuration including turns of 120° at the east (La Jolla Scenic Way) and west (Cliffridge Ave.). This configuration is inherently unsafe due to restricted visibility, a peril that will be exacerbated by the student center traffic. The right of way needs to be maintained --- not vacated --- in order to allow widening the

hardscape necessary for traffic safety. Denial of the vacation and widening the hardscape is needed for the City to avoid liability for a capricious action resulting in an unsafe traffic condition. These considerations imply violation of finding (a).

There is no public benefit. Indeed there is a public detriment: vacation of the right of way impedes pedestrian and bicycle access to the corner of La Jolla Village Dr. and Torrey Pines Rd. from La Jolla Scenic Dr., implying violation of finding (b). Vacation of the right of way facilitates construction of the project and its full size with resultant increased peak load traffic congestion on Torrey Pines Rd., North Torrey Pines Rd., La Jolla Village Dr., La Jolla Scenic Way, La Jolla Scenic Dr. North. The increased traffic congestion implies violation of finding (b).

The EIR should evaluate traffic safety issues on and adjacent to the 8900 block of La Jolla Scenic Dr. The EIR should evaluate validity of the findings required for the proposed right of way vacation.

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Many thanks.

Yours truly,

Ross M. Starr, Ph.D.

Shearer-Nguyen, Lilia

From: Ross Starr [rstarr@ucsd.edu]
Sent: Friday, November 05, 2010 12:00 PM
To: DSD EAS
Subject: RE: Hillel of San Diego Student Center, Number 212995
Attachments: CheckList102710revised.pdf

Please confirm receipt. Thank you. R

From: Ross Starr [mailto:rstarr@ucsd.edu]
Sent: Friday, October 29, 2010 12:44 PM
To: DSDEAS@sandiego.gov
Subject: Hillel of San Diego Student Center, Number 212995

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Yours, Ross

Ross M. Starr, Professor of Economics
University of California, San Diego
9500 Gilman Dr.
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Ross M. Starr, Ph.D.
8675 Cliffridge Ave.
La Jolla, CA 92037
October 27, 2010

Ms. Elizabeth Shearer-Nguyen
City of San Diego
Development Services Center
San Diego, CA 92101
DSDEAS@sandiego.gov

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Many thanks.

Yours truly,

Ross M. Starr, Ph.D.

Shearer-Nguyen, Lilia

From: Ross Starr [rstarr@ucsd.edu]
Sent: Sunday, November 07, 2010 3:08 PM
To: DSD EAS
Subject: Duplicate of Correspondence of October 27, just to ensure receipt. RE: Hillel of San Diego Student Center, Number 212995

Copy of previous correspondence appears below, merely to ensure receipt. There is no new material:

Ross M. Starr, Ph.D.
8675 Cliffridge Ave.
La Jolla, CA 92037
October 27, 2010

Ms. Elizabeth Shearer-Nguyen
City of San Diego
Development Services Center
San Diego, CA 92101
DSDEAS@sandiego.gov

Subject: **Hillel of San Diego Student Center, Number 212995**

Dear Ms. Shearer-Nguyen:

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UCSD-related facilities are to be located in the adjacent University Community Planning area. No University facilities are allowed in the LJSPDO SF area. The EIR should evaluate the violation of LJSPDO and the cumulative impact of this and future violations permitted.

4. Precedent. Locating UCSD facilities (even those purported to be religious), in the single-family residential area sets a precedent. There are hundreds of student organizations at UCSD. They include dozens of religiously affiliated

organizations ranging from the Acts 2 Fellowship to the Zoroastrian Youth Connection of San Diego (see http://wailua.ucsd.edu/studentorg/StudentOrgList.aspx?frmFocus=18). If the Hillel project is approved, each organization would then be able to cite the Hillel project as precedent, showing that it too should be allowed to locate in the residential neighborhood. The EIR should assess the cumulative impact of multiple campus organizations permitted to locate facilities in the area.

5. Site's required use and dedication of La Jolla Scenic Way: Driveway access to the project on La Jolla Scenic Way violates the dedication of La Jolla Scenic Way. No curb cuts are allowed there. Open space on the site is required mitigation for past development on Gilman Dr. The EIR should fully document these violations proposed by the project.

6. Traffic Safety and Invalid right of way vacation. Most of the site is in the La Jolla Scenic Dr. right of way. The proposed project seeks vacation of the right of way. The San Diego Municipal Code sets forth standards for the findings required to approve vacation, all of which must be met. These include (San Diego Municipal Code section 125.0941) :

"(a) There is no present or prospective public use for the public right-of-way, either for the facility for which it was originally acquired or for any other public use of a like nature that can be anticipated;
(b) The public will benefit from the action through improved use of the land made available by the vacation;"

Neither finding (a) or (b) can validly be made. In the event that a student center is located on the Site, the roadway hardscape on the adjacent 8900 block of La Jolla Scenic Dr. (in the right of way) will require widening for the safe passage of additional traffic generated by the center. The roadway in that area has a peculiar Z-shape configuration including turns of 120° at the east (La Jolla Scenic Way) and west (Cliffridge Ave.). This configuration is inherently unsafe due to restricted visibility, a peril that will be exacerbated by the student center traffic. The right of way needs to be maintained --- not vacated --- in order to allow widening the hardscape necessary for traffic safety. Denial of the vacation and widening the hardscape is needed for the City to avoid liability for a capricious action resulting in an unsafe traffic condition. These considerations imply violation of finding (a).

There is no public benefit. Indeed there is a public detriment: vacation of the right of way impedes pedestrian and bicycle access to the corner of La Jolla Village Dr. and Torrey Pines Rd. from La Jolla Scenic Dr., implying violation of finding (b). Vacation of the right of way facilitates construction of the project and its full size with resultant increased peak load traffic congestion on Torrey Pines Rd., North Torrey Pines Rd., La Jolla Village Dr., La Jolla Scenic Way, La Jolla Scenic Dr. North. The increased traffic congestion implies violation of finding (b). The EIR should evaluate traffic safety issues on and adjacent to the 8900 block of La Jolla Scenic Dr. The EIR should evaluate validity of the findings required for the proposed right of way vacation.

7. Illegal use of residence and precedent. Approval of the project includes approval of the use of the residence at 8976 Cliffridge Ave. as an administration building for a UCSD campus organization; setting a precedent for similar use by others. There are hundreds of UCSD campus organizations. They include dozens of religiously affiliated organizations, ranging from the Acts 2 Fellowship to the Zoroastrian Youth Connection of San Diego (see http://wailua.ucsd.edu/studentorg/StudentOrgList.aspx?frmFocus=18). If the Hillel project is approved, each campus organization would then be able to cite the Hillel project as precedent, showing that it too should be allowed to use a residence in the LJSPD as an administrative office. The EIR should evaluate this violation of the LJSPDO. The EIR should evaluate the cumulative effect of this usage as other organizations make use of the precedent.

8. Alternative use of the site: Hillel of San Diego has an option to return the site to the City for reimbursement. Should the option be exercised, the site could then be developed as a park and playground as neighborhood residents have recommended for a decade. It would then be the unique public children's playground in the La Jolla Eruv west of Gilman Dr. The EIR should evaluate this alternative use.

Proponents of the Hillel project have attributed neighborhood opposition to anti-Semitism. The evidence is to the contrary. The neighborhood is home to two synagogues and is central to the La Jolla Eruv. The neighborhood has an abundant and active Jewish population, in addition to African-Americans, Asians, Hispanics, and white gentiles.

Many thanks.

Yours truly,

Ross M. Starr, Ph.D.

8871 CLIFFRIDGE AVE
LA JOLLA, CA 92037
October 30, 2010

RE: Hillel Student Ctr. - San Dieg.
212995

Elizabeth Shearer-Nguyen
City of San Diego Development Ctr

Dear Ms Shearer-Nguyen:

I am very much opposed to the construction of the Hillel Student Center on the triangular parcel near UCSD. This center, or any other similar center, does not belong in our single-family neighborhood. We need this space to be an open space as a buffer between the sprawling UCSD and our child-oriented neighborhood.

Please reject Hillel's request. Thank you.

Laurette Debrosse

Shearer-Nguyen, Lilia

From: John A. Berol [JAB009LJ@jberol.com]
Sent: Sunday, October 31, 2010 1:42 AM
To: DSD EAS
Subject: EIR Scoping: Hillel Student Center of San Diego, 212995
Attachments: EIR-Scope-Hillel-212995.pdf

======[WARNING: The following file(s) EIR-Scope-Hillel-212995.pdf is/are deemed to be password protected and therefore were NOT virus scanned. Please open only if the sender can be confirmed]=======
Corrected email address To: DSDEAS@SanDiego.Gov

----- Original Message -----
From: John A. Berol
To: DSDEA@SanDiego.Gov
Cc: Lightner, First District Sherri ; edemorest@sandiego.gov ; LJSA@san.rr.com ; Joe LaCava
Sent: Sunday, October 31, 2010 1:26 AM
Subject: EIR Scoping: Hillel Student Center of San Diego, 212995

TO: Elizabeth Shearer-Nguyen, City of San Diego Development Services Center, 1222 First Avenue, MS Sol, San Diego, CA 92101

Project Name: Hillel Student Center of San Diego, Project Number: 212995

PLEASE SEE 2 PAGE LETTER ATTACHED as "EIR-Scope-Hillel-212995.pdf"

Sincerely,

John A. Berol

John A. Berol
8521 Avenida de las Ondas
La Jolla CA 92037

Saturday, October 30, 2010

Elizabeth Shearer-Nguyen, DSDEA@SanDiego.Gov
City of San Diego Development Services Center
1222 First Avenue, MS Sol
San Diego, CA 92101

Subject:
Project Name (Hillel Student Center if San Diego) and Number (212995)
(The above line is copied verbatim from Scoping Meeting Notice IO: 24000958)

Dear Ms. Shearer-Nguyen:

The October 8th Scoping Memo for EIR of
"HILLEL STUDENT CENTER OF SAN DIEGO/212995"
as publically reviewed at the La Jolla Library on October 27 at 5:30 pm,
needs amendment to achieve public confidence in the integrity of the EIR process.

POINT 1: Residential Character should NOT be dismissed as an EIR issue.

At page 11, Paragraph J, the October 8th Scoping Memo concludes there is no potential significance to the issue of "Visual Quality / Neighborhood Character." This needs to be amended to make clear that the Residential Character of the Neighborhood is the primary issue as to the concern against having the institutional uses of UCSD spilling over into the residential neighborhood. This was made clear by paragraph G-8 of the La Jolla Community Planning Association's letter of 5 September 2008 included in the Revised Mitigated Negative Declaration for Hillel Project No. 149437:

G-8. The physical barrier of La Jolla Village Drive provides a very real and distinct barrier between the institutional and higher level education of UCSD and the single family residential area. This project would breach that barrier and introduce a university oriented institutional use that is neither oriented to nor compatible with the residential area.

POINT 2: Preservation of Residential Character requires environmental analysis to see if the project "(Hillel Student Center if San Diego)" *sic* is a House of Worship permitted by the Zoning or is instead a Student Center which is not a permitted use.

At page 4, LAND USE, Issue 3, the October 8th Scoping Memo speaks of the need to consider the issue of residential use. The proposed scope of the EIR must be expanded to include an examination of whether the Hillel Center is to be used Primarily for Religious Use or if it is to be primarily a Student Center as it is described by the October 8th Scoping Memo and as described on the architectural designs presented at the October 27th public scoping meeting. Specifically the scope of the EIR must include a determination if access to the Hillel Student Center of San Diego would sometimes be restricted by university affiliation or if it would always be open to all persons with respectful desire to participate in the activities of a new House of Worship in the residential neighborhood. In making this determination of whether the proposed project would be a House of Worship, the EIR needs to confirm that all existing Houses of Worship within La Jolla welcome all respectful persons without regard to their university affiliation. Note should be taken that the following response in the Negative Declaration to Paragraph G-8 is flippantly snide and cynically legalistic. **What is needed from the current EIR is a meaningful effort to address the House of Worship issue.**

G-8 Hillel is consistent with the LJCP goals, designations and the underlying zoning. it is a religious use allowed within the community plan, it serves the residents of the community students of UCSD. Student who attend UCSD are also residents of the community and this is a service facility that is for them. Anyone in the community can attend Shabbat services

CONCLUSION:

I am disappointed at the manner in which residents in the immediate vicinity of the proposed project have been ignored in their reasonable reliance upon the City of San Diego for a quiet residential neighborhood. I look to your scoping and management of the EIR to rectify past injustices. You need to include, and not close your eyes to, the central environmental issue of protecting the home environment of human beings from encroachment by an institutional university student center. The noise, artificial light, and traffic from a student center are not what homeowners bargained for when they bought near a site marked on City Plans as a future park.

Sincerely,

John A. Berol

cc: sherrihightner@sandiego.gov; edemores@sandiego.gov; LJSA@sanet.com; jlacava@sanet.com
La Jolla Shores Association, PO Box 64, La Jolla CA 92038

Shearer-Nguyen, Lilia

From: Scott Noya [snoya@daley-heft.com]
Sent: Monday, November 01, 2010 8:23 AM
To: DSD EAS
Subject: Project Name: Hillel Student Center of San Diego; Project Number 212995; Scoping Comments

Project Name: Hillel Student Center of San Diego
Project Number: 212995

In regards to the scoping issues for the above-referenced project, please include analysis of pedestrian access to/from the proposed project across La Jolla Village Drive at its intersections with both Torrey Pines and at La Jolla Scenic.

Vehicle traffic flows at the intersection with Torrey Pines is impacted by the pedestrian crosswalk – vehicles line up far beyond the turn pocket capacity every day due to the crosswalk. Drivers engage in dangerous maneuvers in an attempt to negotiate the over-capacity turn pocket (cutting inline at the last minute, crossing solid white lane lines, etc.), often also clogging the La Jolla Scenic intersection in the process. This leads to other complications with drivers attempting to turn left from westbound La Jolla Village Drive onto southbound Torrey Pines (leading toward the village), and vice-versa.

The proposed project will add pedestrian trips across La Jolla Village Drive to/from the proposed student center. This will cause impacts by increasing the length of vehicle delays at the intersection with Torrey Pines and potentially at La Jolla Scenic.

A pedestrian bridge/overpass is needed at the location of the intersection of La Jolla Village and Torrey Pines. This would provide safe pedestrian access while increasing vehicle traffic flow through this heavily used route into/out of the La Jolla area.

Scott Noya
PO BOX 673
La Jolla, CA 92038-0673

W. W. Finley, Jr.
2725 Inverness Ct.
La Jolla, Ca. 92037

NOV. 1, 2010

DEAR MS. NGUYEN

REF: HILLEL STUDENT CENTER OF SAN DIEGO #212995

THE LA JOLLA COMMUNITY, LOCAL RESIDENTS, ALL ORGANIZATIONS, TOWN COUNCIL, L J SHORES ASSOC., HAVE OPPOSED THIS PROJECT SINCE IT FINALLY CAME TO LIGHT. I DON'T LIVE NEXT TO THE PROJECT BUT HAVE GIVEN LARGE AMOUNTS FOR LEGAL DEFENSE.

BIG OR SMALL, THIS LAND IS FOR PARK SPACE, NOT FOR A FACILITY THAT CAN BE PLACED WHERE IT WON'T DO DAMAGE.

NO ONE GIVES A D—— ABOUT THE IMMEDIATE RESIDENTS. ONE WAS TOLD BY THE CITY "IF YOU DON'T LIKE IT, MOVE". THE CITY SOLD THE LAND TO HILLEL FOR HALF A MILLION BELOW IT'S REAL VALUE. REFER TO PUBLIC MEETING AT SHERWOOD HALL ABOUT 2 OR 3 YEARS AGO. ONE RESIDENT WAS TOLD BY A REALTOR TO EXPECT A 10% DROP IN SALE PRICE. UCSD HAS SUPPORTED THE PROJECT FROM THE BEGINNING FOR OBVIOUS REASONS.

IT'S HARD TO FIGHT AGAINST AN ORGANIZATION LIKE HILLEL. WITH MONEY AND LAWYERS, THEY JUST KEEP PUSHING TO GET WHAT THEY WANT. RESIDENTS WEAR OUT.

I VOTE NO - IT'S PARK LAND

SINCERELY

W. W. Finley

Comments
listed on
Sugarman Dr ← 5525 Waverly
where La Jolla
Hillel project 858 459 9364
will impact 4 Nov. 2010

Madam:

Listen to

Residents → a dangerous
area (not-because it is scenic
Dr. is needed - also No
real parking

Stop Mark
Steele + his architects
Now

Sincerely
Rita T. O'Neil
68 yrs old
who cares about
our residential
area

Shearer-Nguyen, Lilia

From: Donald Wolochow [dawolochow@mac.com]
Sent: Friday, November 05, 2010 11:59 PM
To: DSD EAS
Subject: revised proposal for Hillel Center

Dear Ms. Shearer-Nguyen:

When the original plan for the Hillel Center was presented, I opposed it because it did not belong in a residential neighborhood. The new proposal, which cuts the size of the Center by around one-half, changes nothing. The Center would still be in the same location---in a quiet residential neighborhood.

I support Hillel's need to have a place where students can gather. I do NOT support building in this residential neighborhood. An environmental impact study will show that this project would have a significantly negative impact on the surrounding area. Every planning group has voted against it.
I believe that the sale of the land by the City was improper (significantly below market price at a time when planning group after planning group opposed it); that parcel should be returned to City ownership and given Open Space designation.

During my medical school years I was an active member of Hillel at Queen's University and still value that experience. Students deserve that experience---but in an appropriate location.

Respectfully,

Donald Wolochow, MD

Shearer-Nguyen, Lilia

From: mary mosson [marymosson@hotmail.com]
Sent: Friday, November 05, 2010 12:27 PM
To: DSD EAS
Subject: UCSD Student Center

Elizabeth Shearer-Nguyen
Development Service Center
122 First Avenue
San Diego, CA 92101

Ms. Shearer-Nguyen:

I am a resident of La Jolla Highlands, the area immediately south of UCSD and the triangle of land now owned by Hillel which is being planned for development as a student center for Jewish students. These are some of the reasons why this prospect is not a good idea:

1. A "student center" is not a religious institution. The rationalization that the religious connection makes it ok for a student gathering place to be built In a restricted single family area is bogus. There are two synagogues within easy walking distance of the campus and just two blocks from this parcel of land. For religious purposes, these places are available to the students.

2. Heavy traffic on the truncated section of La Jolla Scenic Drive fronting this parcel (truncated when La Jolla Village Drive was cut through in about 1970) has two very awkward turns. Now the proposal, with additional traffic anticipated, is to narrow the street and add to the congestion.

3. The intersection of Torrey Pines Road and La Jolla Village Drive is extremely busy. The "no turn on red" sign is frequently ignored by northbound drivers in a rush to get around the corner from Torrey Pines Road. At night students, who would be crossing from the campus at that intersection and who universally wear dark clothing, would not be easily visible. The situation is very dangerous.

4. We are a family neighborhood We're pleased to have the University as our neighbor to the north, but the University is not a family, and we were assured back in the 1960s that our area would be respected as a single family area. We are appreciative of the need for students to have meeting places. But this location just isn't the right one.

These are some of our concerns. Thank you for hearing them. We've been expressing our position on this proposal for many years now. The City Council voted to approve the sale of this little triangle to Hillel knowing full well the opposition of the neighborhood. Our hope now is that this institutional infringement into our neighborhood can somehow be halted.

Sincerely,

Mary Mosson
8880 Robin Hood Lane
La Jolla, CA 92037
Phone 858-453-0375

Shearer-Nguyen, Lilia

From: judy shufro [JSHUFRO@san.rr.com]
Sent: Saturday, November 06, 2010 6:46 PM
To: DSD EAS
Subject: site 653

I object to the renewed plans for this site. The new idea is more than half of the original plan and most likely will cater to the same size population with less parking. Doesn't make sense to me. We have said NO before loud and clear. Please listen.
Thank you.
Judith Shufro
8787 Caminito Abrazo
La Jolla, CA 92037
for my websites, click below:
http://www.judithshufro.com/
http://members.tripod.com/~jushu/index.html

Shearer-Nguyen, Lilia

From: Joan Rice [joanrice@mac.com]
Sent: Sunday, November 07, 2010 8:37 AM
To: DSD EAS
Subject: Hillel Student Center of San Diego, Project #212995

To Whom it May Concern at the City of San Diego Development Services Center:

I am writing in regard to the Hillel Student Center project, referenced above.

As interested citizens, for some years we have been attending the community meetings here and watched with interest the proposals that have come up. As this project has been before the local bodies for some time now, we have had the opportunity to see the property often at different times of day and night as we go through our normal activities and consider its feasibility. I urge the members who will making this decision to do the same: drive by this site and adjacent streets many times at different times of the day and night to get a realistic experience of this location in reference to the suitability of the project.

From the beginning, the acquisition of the parcel raises concerns as to due process: whether it was open bidding, and whether it violated an understanding with the neighbors to maintain that as a buffer to the University. I recall that some years ago an offer to buy that parcel was rejected.

I have no objection to the purpose of the student center and do not reside in that immediate neighborhood.

My conclusions as I have considered this over the many months are:

The Center is clearly designed to hold a variety of events, in addition to the normal student events.

This is an extremely congested area in the neighborhood and on the adjacent streets.

Parking is already solid along those streets and cannot safely or logistically accommodate an increase in traffic, parking and activity.

The planned for on-site parking is not adequate.

The architecture and design of the structures is very handsome, but, combined with the parking lot, take up a great deal of the usable space on a .76 acre (roughly 3/4 acre) irregularly- shaped lot.

The adjacent neighborhoods have borne the brunt of their proximity to our wonderful University and its unanticipated growth over the years. While the Center is an attractive design, there is no way that this is a good fit for that area, given the conditions that exist.

While we cannot "undo" the consequences of this growth and the "spill- over" of parking, traffic (vehicle and pedestrian) and overall congestion in this area, this is an opportunity to consider the consequences, and not intentionally add to it by making a bad situation worse.

Thank you.

Sincerely,

Joan Rice
7226 Rue de Roark
La Jolla CA 92037

858-459-8484

Shearer-Nguyen, Lilia

From: Joel [jbengston@san.rr.com]
Sent: Sunday, November 07, 2010 4:43 PM
To: DSD EAS
Cc: Joel
Subject: Hillel proposal for "student center"

I live at 8865 Robin Hood Lane in La Jolla, and thus I am one of hundreds of residents in the area who would be likely to be negatively impacted by the construction of a so-called Hillel "student center" between La Jolla Scenic Drive North and La Jolla Village Drive. I only learned of the projected EIR by reading partial descriptions of a meeting about it in our weekly throw-away newspapers (on Thursday, Nov 4). I certainly wish that the city would find an effective way to inform residents of such events before the fact, so we could attend.

As I understand from the discussion of Ms. Granger's remarks in the Village News, Hillel proposes to incorporate the part of Scenic Drive North that is above Cliffridge into its plans. Has the City made a sweetheart deal with Hillel for a ridiculously low price for this property? Or is this just a trial balloon? As Ms. Granger pointed out, this can be a valuable turn-around area for people who wander into our area. It is also an important pathway for pedestrians or bicyclists wishing to cross La Jolla Village Drive or Torrey Pines Road at the traffic light where they intersect. This intersection is now most important for people headed to the theater district or elsewhere on the campus, but in the future is could be important for people headed to the J. Craig Venter Institute planned for the southwest corner of the turn in Torrey Pines Road. Hillel could claim that they would provide a path for people to reach that light, but their past history makes me disbelieve any of their verbal promises. So what is the status of Hillel negotiations with the City to buy the property that they apparently have incorporated into their new plans?

I was also confused by the suggestion in the Village News article that the street (presumably LJ Scenic Drive North) might be narrowed to make more space for the Hillel building. My view is that if this building were to be built and occupied, LJ Scenic Drive North should be widened to at least three travel lanes to accommodate the extra traffic and more frequent movement in and out of on-street parking.

I can also say that I generally agree with the other objections raised by my fellow residents and reported in the papers. The scaling down of the Hillel plans for the property and the attempted confiscation of parts of the roadway both indicate that the property is too small for their needs (or dreams). We would all be happier if they would just go away and find a new site. This must include moving the Hillel business office out of the single family residence that they now illegally occupy at 8976 Cliffridge. This illegal occupation clearly has a negative impact on the environment of all the residents in our neighborhood.

Sincerely,

Joel Bengston

Shearer-Nguyen, Lilia

From: James Mittermiller [JMittermiller@sheppardmullin.com]
Sent: Monday, November 08, 2010 3:56 PM
To: DSD EAS
Subject: Hillel Student Center of San Diego #212995

Ms. Shearer-Nguyen:

While I believe student religious activities at UCSD should be encouraged and supported, I oppose development of the Hillel Center on the proposed site. I believe the neighbors have cited the most salient reasons for rejection of the proposed development. It is a nice concept, but in the wrong location. I offer this input on behalf of myself as an individual resident of La Jolla, and apart from any affiliation with my law firm or any other organization.

--Jim Mittermiller

---

501 West Broadway
19th Floor
San Diego, CA 92101-3598
619.338.6500 *office*
619.234.3815 *fax*
www.sheppardmullin.com

James Mittermiller
619.338.6525 *direct* | 619.515.4115 *direct fax*
JMittermiller@sheppardmullin.com | Bio

Shearer-Nguyen, Lilia

From: J.Manno [jma2jma@san.rr.com]
Sent: Monday, November 08, 2010 7:47 AM
To: DSD EAS
Cc: Lightner, Councilmember Sherri
Subject: Hillel Student Center of San Diego / Number 212995

November 08, 2010

Elizabeth Shearer-Nguyen
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, California 92101

By e-mail to: DSDEAS@sandiego.gov

Re: Hillel Student Center of San Diego - Project Number 212995

Dear Ms. Shearer-Nguyen:

I have reviewed a letter written by Cecilia Gallardo, AICP, Assistant Deputy Director, Development Services Department, addressed to Mr.
Robert Lapidus, Hillel of San Diego. This letter is dated October 08, 2010 and the subject referenced is: Scope of Work for an Environmental Impact Report for the Hillel Student Center of San Diego - La Jolla, CA Project, (Project Number 212995). The stated purpose of this letter "is to identify the specific issues to be addressed in the EIR."

Page 11, Paragraph J, EFFECTS FOUND NOT TO BE SIGNIFICANT "Visual Quality/Neighborhood Character." This is an appalling error on the part of the Development Services Department: identifying "Neighborhood Character" to be insignificant and not worthy of analysis. The single most important concern, the primary concern of this residential neighborhood is the preservation of the residential character of the neighborhood. Certainly a thorough analysis of this most critical point should be an integral part of the EIR.

Surely Development Services must believe that public confidence in the integrity of the EIR process is of paramount importance. The Scope of Work should be amended to identify the "Visual Quality/ Neighborhood Character" to be significant.

Here are my additional comments and observations on the Scope of Work for the EIR described in the above referenced letter:

Page 4, Paragraph E. ENVIRONMENTAL ANALYSIS, Land Use, Issues 1, 2 & 3: These are critical issues needing careful analysis and I appreciate that they are included in the Scope of Work.

Pages 4 & 5, Paragraph E. ENVIRONMENTAL ANALYSIS, Transportation/ Circulation/Parking, Issues 1, 2 & 3: These are critical issues needing careful analysis and I appreciate that they are included in the Scope of Work.

Pages 10 & 11, H. GROWTH INDUCEMENT: As part of the review of this critical issue, the EIR should include analysis of the potential impact upon the residential neighborhood of additional incursions into the residential zone by University organizations and groups.

Sincerely,

Nancy Anne Manno
2329 Rue de Anne
La Jolla, CA 92037

858-459-8849

jma2jma@san.rr.com

Shearer-Nguyen, Lilia

From: Julie Hamilton [julie@jmhamiltonlaw.com]
Sent: Wednesday, November 10, 2010 11:51 AM
To: DSD EAS
Subject: Project Name: Hillel Student Center of San Diego, Number 212995
Attachments: scoping letter.pdf

Julie M. Hamilton
Attorney at Law
2835 Camino del Rio S., Suite 100
San Diego, CA 92108
(619) 278-0701
(619) 278-0705 FAX
julie@jmhamiltonlaw.com

Law Offices of
Julie M. Hamilton

November 10, 2010

Ms. Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego
Development Service Center
1222 First Avenue, MS 501
San Diego, CA 92101

Re: Comments on the Scope of Work for an Environmental Impact Report for the Hillel Student Center of San Diego. Project Number 212995

Dear Mr. Shearer-Nguyen:

Thank you for the opportunity to comment on the scope of work for the above environmental impact report (EIR). I am providing the following comments on behalf of the Taxpayers for Responsible Land Use (TRLU). Please provide me with all notices related to this project in the future.

The Notice of Preparation is Inadequate

The California Environmental Quality Act ("CEQA") and a long line of court cases have recognized CEQA must be interpreted in the manner that provides the fullest possible protection of the environment. An environmental impact report is the heart of CEQA; its purpose is to inform the public and responsible officials of the environmental consequences of their decisions before they are made. CEQA encourages early consultation during the preparation of an environmental impact report ("EIR"). This "scoping" process is intended to enable the lead agency to determine the scope and content of the EIR at an early stage, "including identifying the range of actions, significant environmental effects, alternatives, and mitigation measures to be analyzed in the EIR and eliminating unimportant issues." *1 Kostka & Zischke, Practice under the Cal. Environmental Quality Act* (Cont. Ed. Bar 2000) §8.6, p. 363.

To initiate the scoping process the lead agency (in this case the City of San Diego) must send a notice of preparation to all responsible agencies, trustee agencies, the State Clearinghouse and any person who has requested such notice. The Notice of

2835 Camino del Rio S., Ste. 100 ▪ San Diego, CA 92108 ▪ Ph: 619.278.0701 ▪ Fx: 619.278.0705
www.jmhamiltonlaw.com

Preparation must include the description and location of the project and the project's probable environmental effects. *CEQA Guidelines §15082(a)(1).* These requirements are necessary to provide the recipient with sufficient information concerning the project and its potential environmental effects to enable them to make a meaningful response.

The Notice of Preparation states the project may result in significant environmental effects in 10 issue areas, but fails to describe the project's probable effects. Rather, the City attached a letter addressed to the project applicant that again fails to describe the project's probable effects. This letter merely informs the applicant of the analysis that will be required. Notably, the Notice of Preparation and the attached letter fail to consider any probable environmental effects on aesthetics and community character, one of the specific issues the Court of Appeal found to be significant. The Notice of Preparation fails to provide the minimum information required by CEQA, thereby depriving all recipients of enough information to provide a meaningful response.

Environmental Setting

The environmental setting establishes the baseline the City must use to determine whether the project impacts are significant. Although the CEQA Guidelines specify the baseline should normally be set at the time the Notice of Preparation is published, due to the previously litigated issues the baseline should be set at the time the environmental analysis was initiated on the previous mitigated negative declaration.

Project Description

The project description is the *sine qua non* of an informative, legally adequate EIR. *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192. Without an accurate description on which to base the EIR's analysis, CEQA's objective of furthering public disclosure and informed environmental decision-making would be stymied. *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 829. The project description must include all relevant parts of the project and any future activities that are the consequence of project approval.

Hillel must describe the currently proposed development with enough detail to consider the impacts of the entire project. Similarly, Hillel must also describe any reasonably foreseeable future projects. Hillel must analyze full use of the buildings for any future event regardless of its current plans for use of the building. *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376. Hillel may not limit the scope of the environmental analysis by relying on unenforceable limitations on the use of the building such as a maximum number of people per event that is substantially lower than the capacity of the development. Similarly, Hillel cannot rely on an unenforceable maximum number of events per year. Hillel must consider the maximum potential use of the development and compare the impacts of that maximum use against the environmental setting at the time the environmental analysis was initiated for the

mitigated negative declaration approved by the City in 2006 and rejected by the Court in 2009.

Project History

This project site has a long history that must be considered in any environmental analysis. In 1977 the City received an inquiry into purchase of the project site from Kenneth Anderson, AIA. In response to this inquiry, Senior Planner Mike Stepner stated the site was not suitable for development due to its location and size. Mr. Stepner opined the City should retain ownership and maintain the site as a landscaped traffic island. Another member of the City staff recommended against the proposed street vacation associated with Mr. Anderson's request, stating the site had access problems due to narrow streets and high traffic volumes. The La Jolla Community Plan and the La Jolla Shores Precise Plan both showed the site as open space. See Exhibit 1.

The City again reviewed the project site for possible sale in 1991-1992; the City again determined the site should be designated for open space. In 1995 the City considered the site for a "Construction Lay-down Site" and determined the site was inappropriate due to 1) the high volume of traffic along La Jolla Village Drive, 2) slow vehicles would interfere with adjacent traffic signals, and 3) displacement of street parking for UCSD students. See Exhibit 2.

Hillel contacted the City of San Diego in 1999 expressing an interest in purchasing the project site that had long been shown as open space in the La Jolla Community Plan and La Jolla Shores Precise Plan. In response to Hillel's request, the City issued a Request for Proposals for the potential sale of Site 653. Hillel responded to the request and in November 2000 the City entered into exclusive negotiations with Hillel to purchase Site 653. In 2002, a donor to Hillel purchased the adjacent residence located at 8976 Cliffridge Avenue for Hillel's use. Hillel began operating its administrative offices out of the residence at 8976 Cliffridge Avenue without benefit of the necessary approvals.

In 2006, the City Council approved a Site Development Permit, Planned Development Permit and Street Vacation to allow the construction of a 12,100 square foot student center with a 17,000 square foot underground parking facility on Site 653. The City also approved a Mitigated Negative Declaration for the Hillel Project. Taxpayers for Responsible Land Use and the La Jolla Shores Association challenged this approval on a variety of grounds. In 2009 the Court of Appeal required the City to prepare an EIR relating to potential impacts of the project on traffic and parking, biological resources and aesthetics and community character.

This project history must be included in the EIR in order to provide the reviewer and the decision-maker a thorough understanding of the impacts associated with the project and allow for informed decision making.

Aesthetics/Community Character

An EIR must identify, focus and analyze all significant effects of a proposed project. "A project's negative effect on the aesthetic, natural, scenic and historical environmental qualities in its vicinity may constitute a significant environmental impact under CEQA." *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 936-937. In its opinion setting aside the previous mitigated negative declaration, the Court of Appeal held the previously approved structure could have a significant aesthetic impact due to its prominent appearance and its location above La Jolla Scenic Way and La Jolla Village Drive.

Hillel previously proposed a 12,100 square foot structure 22 feet high on a portion of the lot that was elevated up to 14 feet above the adjacent street. Hillel has attempted to reduce the impact on the surrounding area by reducing the size of the buildings and moving the buildings to the southwest area of the lot. These changes have done little to reduce impacts on aesthetics and community character below a level of significance. Hillel may have reduced the gross floor area of the buildings, but the structure is now 28 feet high on a site that is 3 feet above adjacent properties and 10 feet above La Jolla Village Drive and La Jolla Scenic Way. In fact, Hillel has redesigned the project in a way that has a far more significant impact on aesthetics and community character by raising the site three feet on the southwest portion of the site and raising the building height six feet.

As is documented in the photo survey provided by the applicant, no other structure in this neighborhood south of La Jolla Village Drive exceeds 22 feet in height. The proposed student center is six feet higher than any other structure in the adjacent residential community and nearly three times the size. The project site is a prominent site considered the gateway to the La Jolla Highlands, a community characterized by low profile single family residences. There is little doubt the proposed student center will have a significant impact on aesthetics and community character; therefore the EIR must analyze the impacts of the project on aesthetics and community character.

Land Use

Hillel is proposing the construction of a student center that includes student lounges, office space, meeting rooms, study areas, a library, a large kosher kitchen and conference space. The project plans label large open areas as student lounge, library or reception area. In addition, Hillel is currently using the existing single family residence located at 8976 Cliffridge Avenue as administrative offices for Hillel of San Diego, an organization that encompasses Hillel activities throughout the County. Hillel describes its activities as small study groups, lectures, meetings, student computer access and general administrative activities. Nowhere does Hillel describe its activities as primarily for religious purposes. In fact, it is clear that the Hillel Student Center provides a

resource to allow Jewish students at UCSD to learn and immerse themselves in the Jewish culture, but will not provide religious services. Consistent with this purpose, Hillel has provided the parking necessary to serve offices, meeting rooms and a library, but has failed to provide the parking necessary for religious purposes.

The student center proposed is not allowed in the single family zone of the La Jolla Shores Planned District Ordinance ("LJSPDO") because it is not being used primarily for religious purposes. Hillel cannot "have their cake and eat it too" by relying on the exception in the LJSPDO for buildings used primarily for religious purposes, then fail to meet the general requirements for buildings used primarily for religious purposes. This failure to conform to the LJSPDO is a significant impact that cannot be mitigated. Similarly, the proposed use of 8976 Cliffridge Avenue solely for administrative offices is a use that is not permitted in this single family residential zone in any situation.

Regardless of the project's inherent inconsistency with the underlying zoning ordinance; this project represents a use that is inherently incompatible with the adjacent single family residential neighborhood. As Mike Stepner stated in 1977, this parcel is not suitable for development because of its location and size. It is a triangular shaped lot heavily constrained on all three sides by the existing road system. Hillel is attempting to "shoe horn" a project on the site that is significantly out of scale with the surrounding residential neighborhood. The project cannot comply with the City's street design manual and will be forced to take access too close to the intersection of La Jolla Village Drive and La Jolla Scenic Way or too close to the acute angle of the intersection of La Jolla Scenic Way and La Jolla Scenic Drive North.

For decades, various members of the City staff have maintained the project site should remain open space due to the constraints related to its location and access. Hillel is now proposing to place a student center on a project site that is the gateway to the La Jolla Highlands community. The proposed student center is six feet higher and three times as large as most of the single family residences in the surrounding neighborhood. The site is so constrained that Hillel is not able to provide adequate parking, is not able to provide adequate sight distance and must place the entrance driveway within 140 feet of one of the most constrained intersections in the City of San Diego.

Additionally, the proposed student center requires the vacation of 17,923 square feet of right of way in order to develop Phase II. The findings necessary to support the vacation of right of way cannot be supported by substantial evidence in the record, again resulting in a significant, unmitigable impact on land use. The area proposed for vacation is currently used either as a public street or for open space purposes (the well worn path across the undeveloped area to be vacated is indicative of the public's current use for open space and pedestrian purposes). Similarly, Hillel's proposed student center will require a reduction in the street width of La Jolla Scenic Drive North from 36 feet to 34 feet curb to curb. Again, this is a heavily used street that provides parking for a variety of vehicles. This inability of the City to support the necessary findings for a street vacation

is a significant, unmitigable environmental impact that will result in little benefit to the citizens of the City of San Diego.

Transportation/Circulation/Parking

The traffic analysis prepared for the previous project acknowledged many of the surrounding streets will operate at a level of service "F" in the near term and the proposed project would result in the loss of 12 to 15 existing on-street parking spaces. The Court of Appeal held the previously proposed project could have a significant impact on traffic and parking. Although somewhat reduced, the currently proposed project will have similar impacts that must be properly analyzed.

The analysis of transportation, circulation and parking must be based on accepted methodologies established in the City's existing ordinances, manuals and guidelines. The analysis must consider the impact of placing a driveway on a collector street in proximity to a heavily congested intersection. The analysis must consider the impact of the worst case scenario with the student center being used at maximum capacity and cannot rely on assumed levels of use that are unenforceable. Given the inclusion of a large kosher kitchen, the traffic impact analysis must analyze the future use of the student center for future Shabbat Services and consider the impact of that use through trip generation rates and pedestrian impact on the signals that allow pedestrian use of La Jolla Village Drive at La Jolla Scenic Way and Torrey Pines Road.

Hillel is proposing a reduction from 68 parking spaces to 27 parking spaces, a 60% reduction, while the building size has been reduced from 12,100 square feet to 6,600 square feet, a 35% reduction. The significant parking impact found by the Court of Appeal is only exacerbated by the current proposal. If the project is to be considered a building used primarily for religious purposes, the project must be required to meet the parking standards for religious uses. The applicant is currently proposing 27 parking spaces, leaving the project grossly underparked under the standards applicable to buildings used for religious purposes.

It is inevitable the project will have significant, unmitigable traffic/circulation/ parking impacts given the location and configuration of the project site and the size of the proposed development. These impacts must be fully disclosed in the EIR to allow the City Council to make an informed decision on whether to approve or deny this project.

Growth Inducing Impacts

The EIR must provide a thorough analysis of the significant and unmitigable impacts of allowing University-associated uses to extend to the east side of La Jolla Village Drive in this area. The original plans for the University established La Jolla Village Drive as the boundary between University activities and the surrounding community. This project will set a precedent for allowing University uses to encroach

into the residential neighborhoods. This is a significant, unmitigable growth-inducing impact that must be carefully considered.

Conclusion

I have focused on particular concerns raised by the Notice of Preparation; on behalf of Taxpayers for Responsible Land Use, I am reserving my right to raise additional concerns as the environmental analysis on this project progresses. Thank you for the opportunity to comment on the Notice of Preparation. Please contact me if you have any questions or need additional information.

Very truly yours,

Julie M. Hamilton

CITY of SAN DIEGO

MEMORANDUM

Stepner

FILE NO.: PIO

DATE: May 27, 1977

TO: SAC (Distribution)

FROM: Property Department

SUBJECT: Proposed Sale or Lease - Por. of Pueblo Lot 1299

RECEIVED
JUN 7 1977
PROPERTY DEPT.

The City-owned land marked in red on the attached drawings, containing approximately 0.10 Acres (4356 square feet) is being investigated to determine its availability for sale or lease. The current zoning within the La Jolla Shores Planned District regulations is single family.

We request that you indicate any objections you may have to the disposal of this property. If you have comments to make, please indicate your name and department. No reply will be taken to mean no objection.

If present or future needs require that certain rights be retained, please indicate their nature and precise location within the boundaries of subject property.

Thank you.

John Ryan
Property Department

JR:pe:cvd
Attachments

Because of its location and size, it is not suitable for development. The City should retain ownership and maintain it as a landscaped traffic island

Michael Stepner
Senior Planner
Planning Dept. Ph 5293

MEMORANDUM

for Flying

E NO.: 78-511

TE : 4-4-78

: SEE BELOW FOR DISTRIBUTION

OM : ENGINEERING AND DEVELOPMENT DEPARTMENT

JECT: STREET VACATION - Portions of La Jolla Village, La Jolla Scenic Way and La Jolla Scenic Drive North

---

May we please have your recommendation on those apsects of this proposed street vacation for which your department is responsible. Your comments are necessary to prepare a report to the Planning Commission.

You are requested to return this form with your comments within 10 days. Check one of the boxes below and return to Len Moorhead, M.S. 402.

○ No recommendation relative to the proposed street vacation.

○ Recommend the following requirements should the street vacation proposal be approved:

_____

_____

✓ Recommend against the proposed street vacation, for the following reasons:

access problems due to narrow street and high traffic volumes

Name: _____

Date: _____

Attached Map
Distribution:

Engr. & Dev. - Dick Hamilton - M.S. 402
Planning - Bob Korch (4 copies) - M.S. 4A ✓
Water Utilities - Jim Grande - M.S. 401
Water Utilities - Art Robinson (2 copies) - M.S. 43
Park & Recreation - Dave Roberts - M.S. 37
D.O.T. - Phil Sanford (2 copies) - M.S. 400
D.O.T. - Carl Steffens - M.S. 400
Fire Depart. - Capt. Don Johnson - M.S. 216
E.Q.D. - Lou Tucker - M.S. 5A
SDG&E - Gary Dyer
State D.O.T. - A. E. Hethcock - P. O. Box 81406, S. D. 92138

CD-166

257-1695

CITY of SAN DIEGO

MEMORANDUM

PHIL.

O.: 78-511

: 4-4-78

: SEE BELOW FOR DISTRIBUTION

: ENGINEERING AND DEVELOPMENT DEPARTMENT

:T: STREET VACATION - PORTIONS of LA JOLLA VILLAGE, LA JOLLA SCENIC WAY AND LA JOLLA SCENIC DRIVE NORTH

May we please have your recommendation on those apsects of this proposed street vacation for which your department is responsible. Your comments are necessary to prepare a report to the Planning Commission.

You are requested to return this form with your comments within 10 days. Check one of the boxes below and return to Len Moorhead, M.S. 402.

○ No recommendation relative to the proposed street vacation.

○ Recommend the following requirements should the street vacation proposal be approved:

_____

_____

✓ Recommend against the proposed street vacation, for the following reasons:

La Jolla Community Plan recommends that this property be retained for open space purposes — page 55, No. 26(c).

Name: Phil Sanfilo

Date: 4-5-78

Attached Map
Distribution:

Engr. & Dev. - Dick Hamilton - M.S. 402
Planning - Bob Korch (4 copies) - M.S. 4A ✓
Water Utilities - Jim Grande - M.S. 401
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SDG&E - Gary Dyer
State D.O.T. - A. E. Hethcock - P. O. Box 81406, S. D. 92138

L.J.S/RFP

THE CITY OF SAN DIEGO

MICHAEL TUDURY
Senior Planner
Long Range Planning • Planning and Development Review
(619) 533-6227 • (619) 533-5951 (FAX) • Internet mzt@sdcity.sannet.gov

MEMO

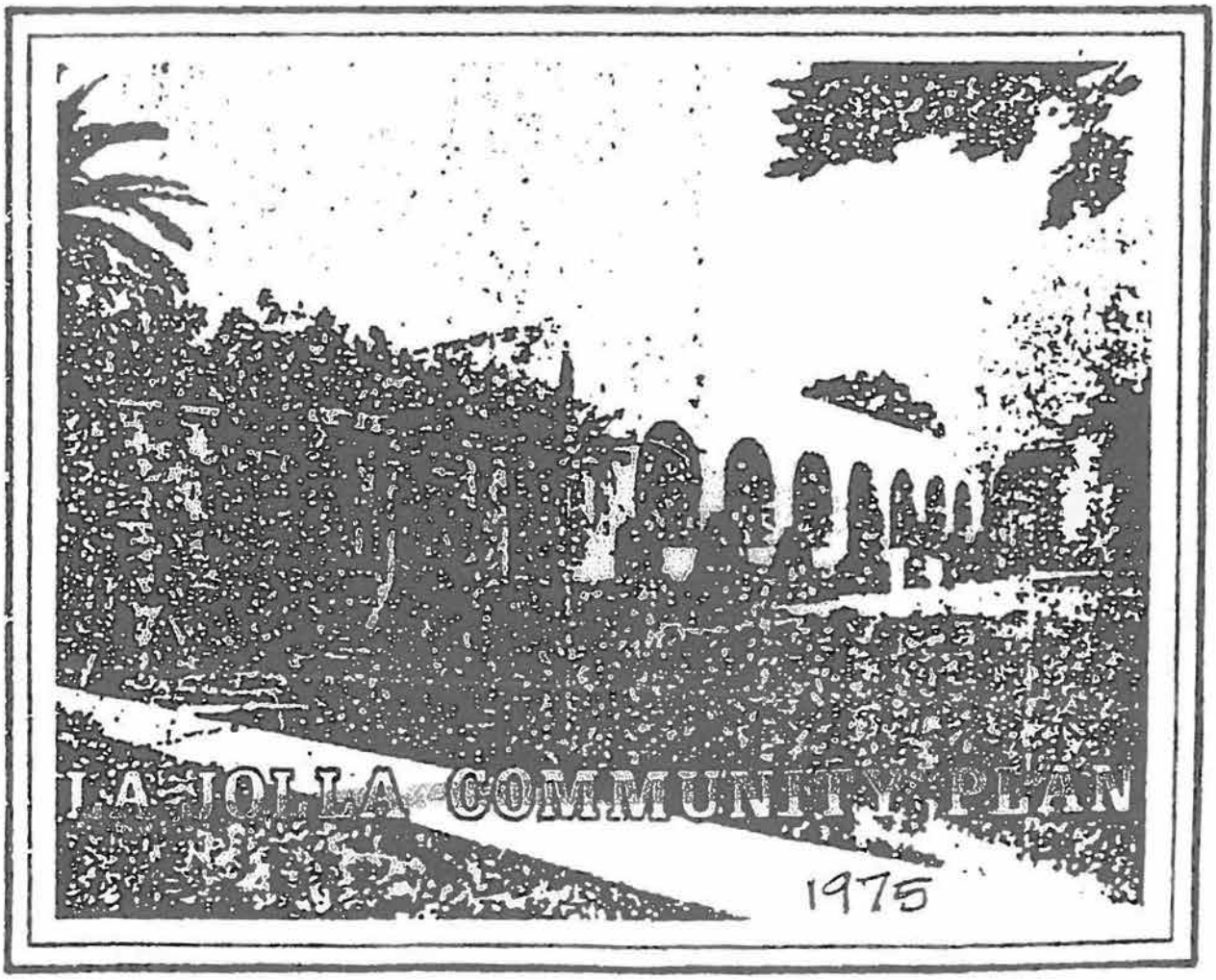
July 5 2000

To: Tina Christensen

References to subj. lot
in 1975 L.J.C.P, 1995 draft
L.J.C.P+ 1976 L.J. Shores
Precise Plan as requested.

cc: Wil Griffith
Gail Goldberg
Shahriar Afzhar
Chas Studen

DIVERSITY


LA JOLLA COMMUNITY PLAN
1975

OPEN SPACE, PARKS AND RECREATION ELEMENT

See next page

Ellen Scripps Cove Park

OBJECTIVES

For the purposes of this Plan, the term "open space" refers to all land which is not used for buildings, structures, or any other improvement intended for private use or commercial gain. More specifically, open space is any land or water surface that is essentially open or natural in character, and which has appreciable utility for parks and public recreation purposes, conservation of land, water or other natural resources, or historic or scenic purposes.

Because there is pressure for more intense use of land in La Jolla, all types of open space must be preserved wherever possible. Furthermore, La Jolla's character as an attractive seaside residential community and as a tourist attraction is largely due to its fine beaches, parks, and topographical features. These unique assets should be emphasized for the benefit of community residents and visitors.

The objectives of the open space, parks, and recreation element are:

1. La Jolla's relationship to the sea should be maintained. Existing physical and visual access to the shoreline and ocean should be protected and improved.

2. Recreation opportunities, which are based upon and do not detract from La Jolla's natural characteristics, should be provided to meet the needs of residents and visitors. These include the special needs of the elderly, minorities and children.

3. All forms of open space should be preserved where possible - beaches, parks, cliffs, scenic vistas, tidepools, coastal waters, canyons.

4. Visual attractiveness should be fostered.

LA JOLLA PARKS (Parcel not referenced)

NAME	ACRES	CLASS	DESCRIPTION
1. Coast Blvd. (B)	4.55	R	Improved shoreline park; rocky shore
2. Ellen Scripps Cove (C)	5.60	R	Improved shoreline park; rocky shore
3. Kellogg (Solana) (A)	15.42	R	Improved shoreline park; sandy beach
4. Community Center (B)	3.95	C	Recreation building; tennis courts; tot lot; athletic field
5. L. J. Strand (D)	.90	R	Rocky beach; low bluffs
6. L. J. Hermosa (A)	.30	R	Unimproved parcel; vegetated cliff
7. L. J. Heights (A)	40.53	R	Unimproved upland park; hilly; view
8. Soledad (A)	120.00	R	Unimproved upland park; view from summit; hilly
9. Pottery Canyon (A)	18.04	R	Undeveloped canyon
10. Hermosa Terrace (B)	.92	R	Rocky beach; low bluffs
11. Windansea (Neptune) (D)	2.77	R	Rocky beach; low bluffs; access stairs
12. Cliffridge (A)	10.96	N	Baseball fields; undeveloped slopes
13. Mata (C)	.50	-	Landscaped plaza
14. Nicholson's Point (B)	1.04	R	Rocky beach; limited access
15. Charlotte (C)	.16	R	Bluff top; steep cliff; unimproved; no access
16. Union Place Circle (C)	.10	-	Landscaped circle
17. S.D. - L.J. Underwater	5977.00	R	Offshore waters; part Marine Reserve
18. Ludington Hts. #1 (C)	.08	-	Landscaped
19. Ludington Hts. #2 (C)	.05	-	Brush covered
20. Coast Walk	5.87	R	Unimproved bluff walk; scenic vistas
*21. Tourmaline Surfing (D) Park	8.82	R	Steep cliffs; rocky shore
*22. Torrey Pines City (Ap)	510.66	R	Bluff tops; glider port; scenic vistas; golf course
*23. Villa La Jolla (D)	5.60	N	Unimproved
*24. Kate O. Sessions (A)	79.10	R	Partly improved; sloping; view

(A) Dedicated park (requires 2/3 vote to change status.)
(Ap) Partly dedicated.
(B) Deed Restriction (restricts property to park use only.)
(C) Acquired by subdivision, not owned in fee.
(D) Owned in fee and not dedicated.

R= Resource Based Park C= Community Park N=Neighborhood Park

*Adjacent to study area

Source: Parks Department
Planning Department

RECOMMENDATIONS (See Next page)

The recommendations of the Open Space and Recreation Element are:

1. The City's beach and park land along the shoreline should be expanded wherever possible.

2. Construction, grading, or improvements of any sort, except those mentioned in this Plan, should be discouraged at beach areas. Public access to the shoreline should be increased (or improved) wherever possible, and in particular, as shown in the table at the end of this section and on the Open Space Map.

3. No additional parking facilities should be provided adjacent to beach areas, with the possible exception of Torrey Pines City Park. If additional beach utilization is considered necessary, alternative methods of transportation must be explored.

4. New developments should not prevent or unduly restrict access to beaches or other recreational areas.

5. A connected system of shoreline walkways should be developed to extend from La Jolla Shores Beach to Hermosa Terrace Park.

6. All beach lands in the public domain should be dedicated or otherwise legally reserved as park area to assure future public usage.

7. Future development of facilities at Black's Beach should be minimal to preserve the existing natural environment.

8. Concessions and other forms of commercial activity should not be permitted on any beaches or in any parks, with the possible exception of Torrey Pines City Park.

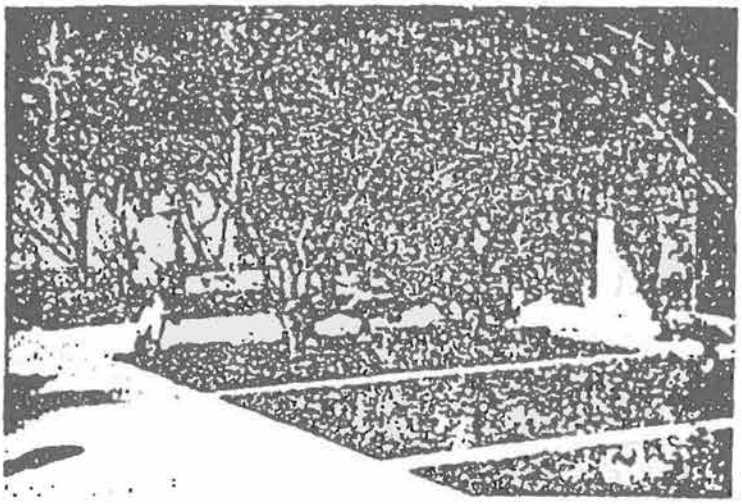
9. There is a need for a population based neighborhood park in the Bird Rock-Muirlands area according to standards of the City's General Plan. Such a park should be provided, when and where feasible.

10. Portions of the vacant Fay Avenue right-of-way should be utilized for park purposes.

11. The La Jolla Community Center should be maintained as a focus for community recreation.

12. Public school sites should be utilized during off-hours for community recreation.

13. The land west of Torrey Pines Road formerly designated as a site for a theatre should be considered for retention by the City as a park or for other open space use.



23. Criteria for the selection of scenic vis and utilized. Outstanding scenic vistas These should include:

    a) Mt. Soledad
    b) Torrey Pines City Park
    c) Coast Walk
    d) La Jolla Shores Dr. (looking south from the vicinity of Scripps Institute)
    e) Charlotte Park
    f) City-owned land (pueblo land) adjacent to Soledad Park
    g) Pottery Canyon Park (above Gilman Dr.)

24. The dividing strips on the south and north side of Ardath Road should be landscaped.

25. That portion of the triangular parcel bounded by Ardath Road, Torrey Pines Road, and Ardath Lane not devoted to other public uses, should be retained in public ownership as open space.

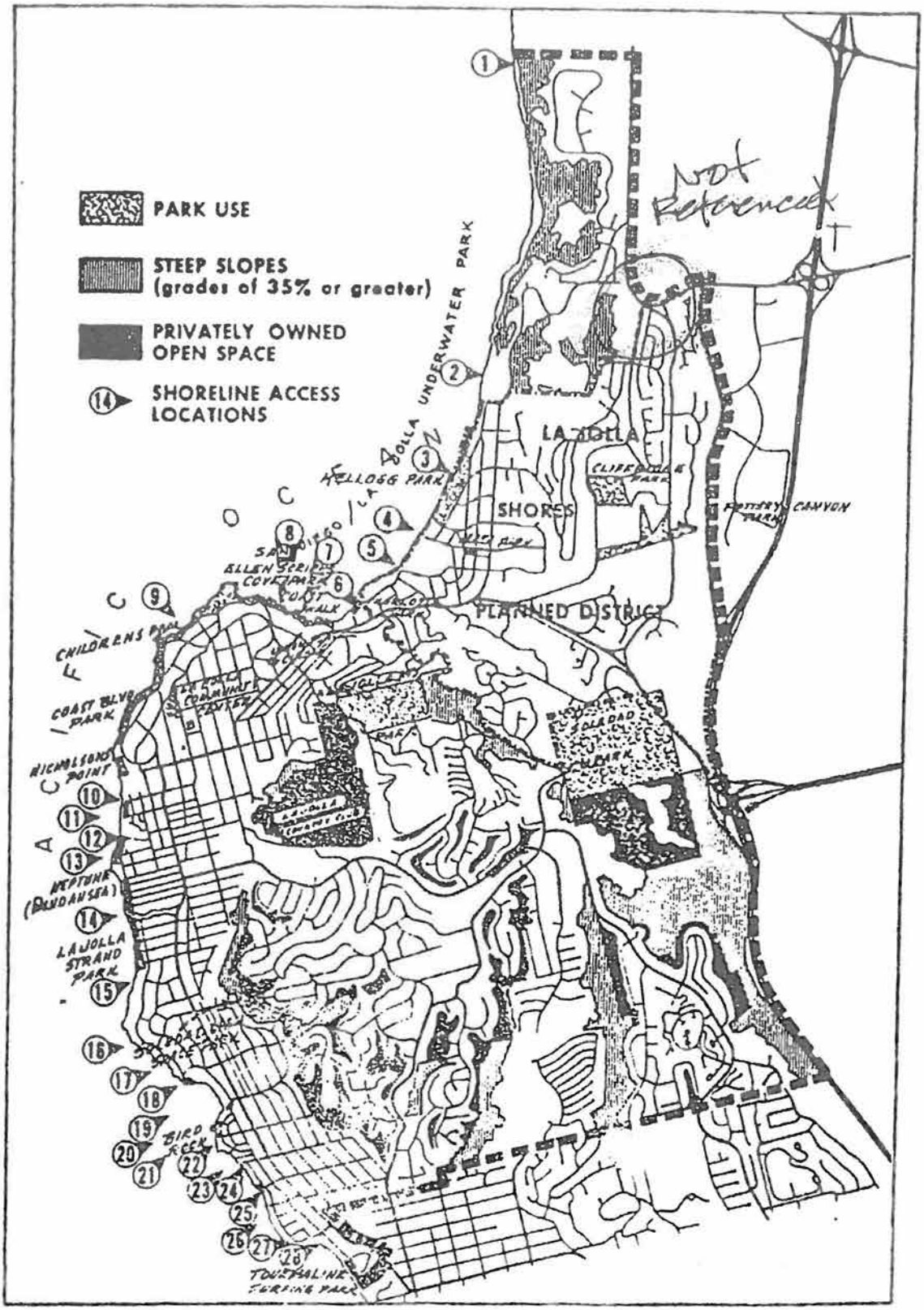
26. The following parcels should be retained for open space purposes:

    a) Center strip of La Jolla Scenic Drive North with eucalyptus trees.

    b) Strip on west portion of North Torrey Pines Road with eucalyptus trees.

    c) Triangle at junction of La Jolla Scenic Drive North and La Jolla Village Drive.

27. The land occupied by the La Jolla County Club should be maintained as open space.

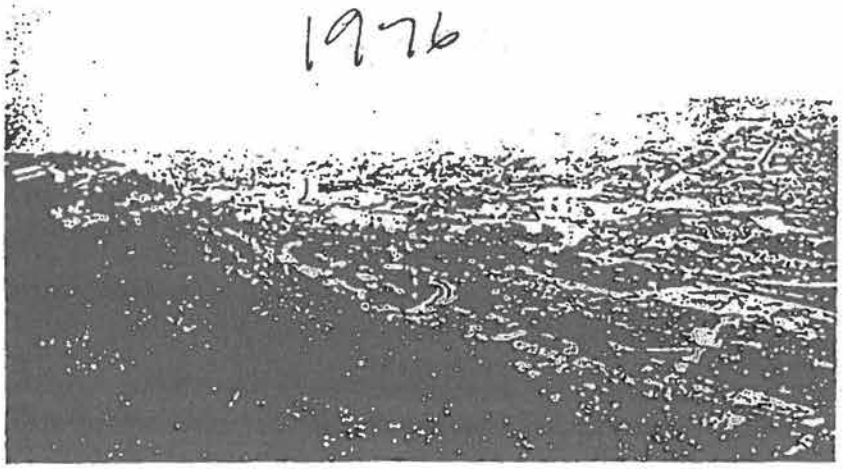

PARK USE
STEEP SLOPES
(grades of 35% or greater)
PRIVATELY OWNED
OPEN SPACE
SHORELINE ACCESS
LOCATIONS
Not Referenced
LA JOLLA
SHORES
PLANNED DISTRICT
UNDERWATER PARK
HELLOGG PARK
CLIFFRIDGE PARK
POTTERY CANYON
CHILDRENS PARK
COAST BLVD PARK
NICHOLSON POINT
NEPTUNE (BUDDAN SEA)
LA JOLLA STRAND PARK
BIRD ROCK
TOURMALINE SURFING PARK

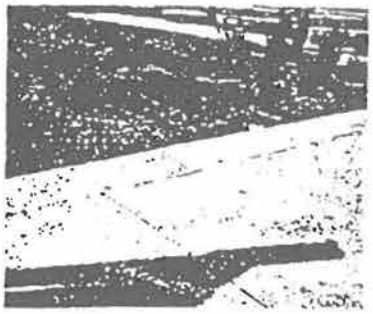
OPEN SPACE

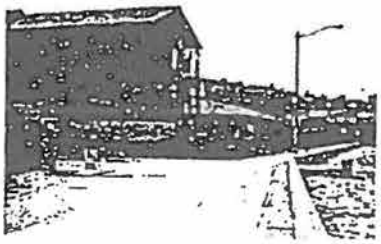
$2.75

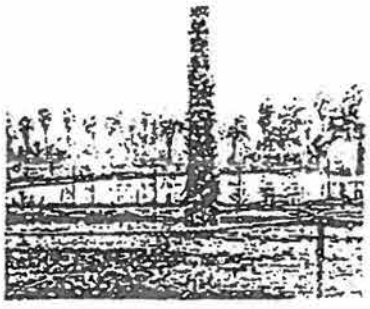
la jolla shores precise plan

1976









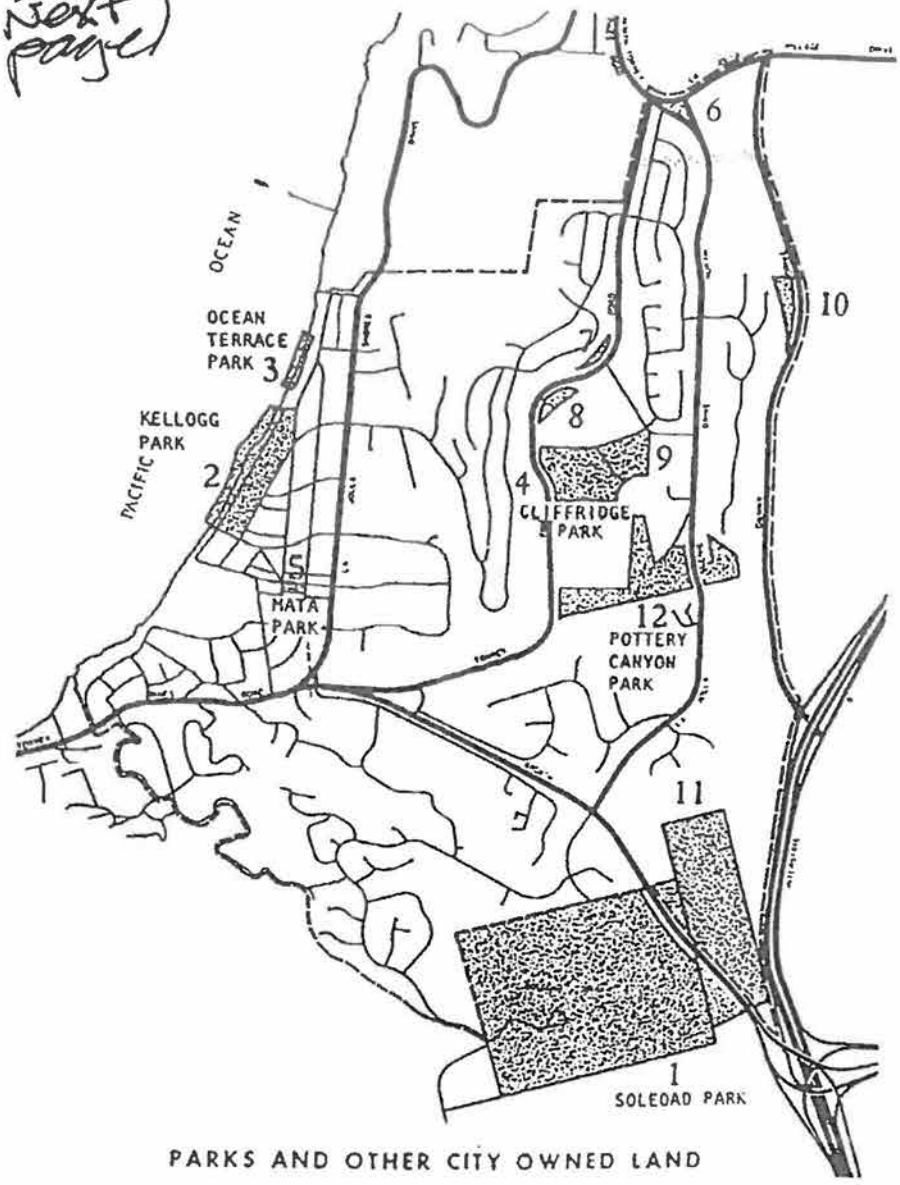
Parks and Other City Owned Land

(see next page)

There are twelve parcels of city owned property within the La Jolla Shores study area ranging from excess land acquired as right of way to Pueblo Lands dedicated for park purposes. Five of the parcels (1-5), as shown on the map opposite are dedicated parks and may not be disposed of or used for other than park purposes without a two-thirds approval of the electorate. In addition, the portions of the parks that were acquired by gift or through the subdivision process will revert to the original owner in the event they are abandoned by the city as parks. Six of the parcels (6-11) are owned outright by the city and may be disposed of or used as the City Council deems appropriate. Parcel twelve has been designated for park purposes.

Recommendations

Parcel 1 The city acquired title to all of Pueblo Lot 1265 by U.S. Patents in 1850. In 1871 the northerly 40 acres of the P.L. were sold. The southerly 120 acres of the same Pueblo Lot which ". . . occupies the highest point in said City of San Diego commanding a view of the ocean, mountains and of the entire city," was set aside and dedicated as a public park in 1916 by Ordinance No. 6670. The park is designated as a resource based park in the Progress Guide and General Plan. As a result of later surveys (R.S. 6050) there remains a small narrow parcel of city owned Pueblo Land between the Azure Coast Unit No. 4, Subdivision Map No. 6662 and Soledad Park. It is recommended that this parcel, containing approximately



PARKS AND OTHER CITY OWNED LAND

Post-it® Fax Note 7671	Date 2 Nov # of pages ▶ 3
To Shaniac	From Mike Isaacs
Co./Dept. R.E. Assoc.	Co.
Phone #	Phone # 36227
Fax # 66706	Fax #

remain undeveloped. It is recommended that a comprehensive balance recreation and park plan be developed for this general area that would include: School, YMCA, La Jolla Youth Inc. lease, Cliffridge Park and Pottery Canyon.

Parcel 5 is in two sections --Mata Park, the northerly most, is approximately .19 acres in size and was dedicated as a park in 1926 as a part of the La Jolla Shores Subdivision Unit #1. The southerly section of Parcel 5 is a portion of Camino del Reposo that has been closed to automobiles. These two areas have been developed as a landscaped plaza.

Parcel 6 is a small, city owned triangular parcel (Pueblo Lot 1299) at the intersection of La Jolla Scenic and La Jolla Village Drives. This parcel, together with the adjacent unused street rights of way, should be landscaped.

Parcel 7 consists of a portion of Pueblo Lots 1296 and 1297 and is approximately 1.84 acres in size. This area was reserved initially for widening Torrey Pines Road. Although it now seems evident that this roadway will not be widened or realigned in the near future it is recommended that the city retain ownership of this parcel. It is recommended further that the area be more intensively landscaped using natural and "native" materials. Adjacent property owners upon request should be given encroachment permits to plant in an area subject to an approved planting plan. A master landscape plan for Torrey Pines Road should be developed and maintained by the Park Division of the Parks and Public Buildings Department.

Parcel 8 is bounded by Torrey Pines Elementary School and Torrey Pines Road. This 2.85 acre parcel should be absorbed by the school district and maintained as open space. It should be landscaped consistent with Parcel 7 and the Torrey Pines Road planting plan.

Parcel 9 contains approximately 5.3 acres and is located immediately adjacent to Cliffridge Park. The area was leased for fifty years in 1964 to the YMCA and a building has since been erected on the site.

This development is a part of a cluster of public facilities including park, school and church. These facilities are well located and should continue indefinitely.

Parcel 10 There is conflicting evidence relative to the ownership of this particular parcel. The area was initially subdivided in 1885. In 1919, by Resolution 24996 the Common Council of the City of San Diego vacated the streets within the area. A Superior Court Order in 1927 vacated Block 1 which was one of the blocks that was later bisected by Pacific Highway U.S. 101. Later it was believed that the city acquired the area probably as tax delinquent property. It is recommended that a title search be made to verify the city's ownership of this parcel

Mata Park Parcel 5

La Jolla YMCA Parcel 9

and that the easterly portion of the area be retained as landscaped open space along this entrance to the University of California. The westerly portion of the parcel should be offered, if possible, for sale to the abutting property owners.

Parcel 11 A portion of this parcel was ratified by the electorate for conveyance to the State

La Jolla

Community Plan and Local Coastal Program Land Use Plan

January 1995

DRAFT

This plan has been prepared by the City of San Diego Planning Department

NATURAL RESOURCES AND OPEN SPACE SYSTEM

See next page

GOALS:

- Preserve the natural amenities of La Jolla such as its open space, hillsides, canyons, bluffs, parks, beaches, tidepools and coastal waters.
- Maintain the public views to and from these amenities in order to achieve a beneficial relationship between the natural or unimproved and developed areas of the community.
- Enhance existing public access to La Jolla's beaches and coastline areas (for example La Jolla Shores Beach and Children's Pool areas) in order to facilitate greater public use and enjoyment of these and other coastal resources.
- Preserve all designated open space and habitat linkages within La Jolla such as the slopes of Mount Soledad and the sensitive ravines of Pottery Canyon.
- Protect the environmentally sensitive resources of La Jolla's open areas including its coastal bluffs, sensitive slopes, canyons, native plant life and wildlife habitat linkages.

BACKGROUND

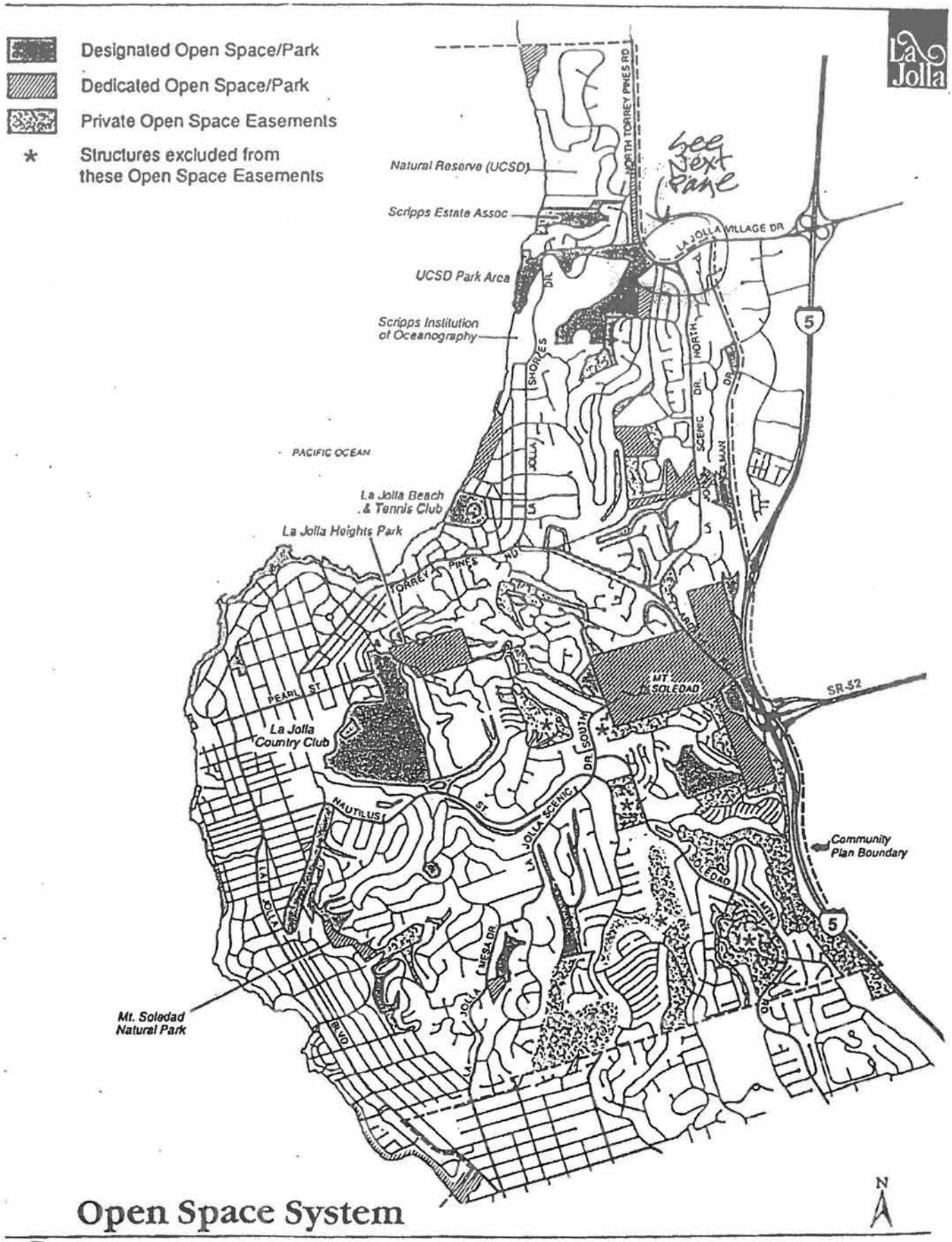
La Jolla's natural resources and open space system provide the natural beauty and visual interest of this community. Residents, as well as visitors to La Jolla, are attracted by its scenic shoreline parks and recreational areas, its coastal bluffs and beaches, steep slopes and hillsides, and native plant and animal life.

The dramatic views from the Natural Park atop of Mount Soledad offer a unique panorama of the coastline and the skyline of San Diego. Mount Soledad is the highest elevation along San Diego's coastline. The slopes of Mount Soledad cover much of the community's land area, extending west from Interstate 5 to the Pacific Ocean and south from the Torrey Pines State Park to Pacific Beach. The mountain is traversed by four geological faults and contains areas where unstable soil conditions and landslides exist.

In addition to Mount Soledad's visual and natural resources, the Community's open space areas are an asset that must be protected for future generations to enjoy.

Open Space Preservation and Natural Resource Protection

The inventory of population-based park land and open space within the community of La Jolla totals just over 400 acres. In addition, the San Diego - La Jolla Underwater Park comprises another 5,977 acres (entirely underwater) just off the coast of La Jolla. These areas are considered "dedicated" parks and open space which are owned by the City and were acquired for the purpose of providing outdoor recreation potential, scenic vistas and natural resource preservation. The community also contains a number of private open space easements (See Figure 7)--some of which specifically exclude the development of structures--and "designated" open space areas which are intended to respect the inherent natural environmental characteristics of the site.



Open Space System

ACTION PLAN

IMPLEMENTATION	TIMING ADOPT WITH PLAN	WITHIN 5 YEARS	WITHIN 20 YEARS	RESPONSIBILITY	FUNDING	SEE FOR MORE DETAILS
Rezone all dedicated open space areas to OS-OSP.	•			Planning Department	City	Policy 1 & 2 Recommendations 1 & 2
Designate as open space, City-owned parcel at the intersection of La Jolla Village Dr., La Jolla Scenic Way, and La Jolla Scenic Dr. North.	•			Planning Department	City	Policy 1 & 2
Dedicate the 30 acres of Mount Soledad, north of Ardath Rd., as part of the Mount Soledad Park.	•			Park and Recreation	City	Policy 2
Insure provision of a viable habitat system to preserve wildlife range and sensitive biological areas.	On-Going			Planning Department Dev. Services Dept.	Cost recoverable through project review	Policy 3 Recommendation 1d
Prepare a Master Environmental Assessment & Data Base for parts of La Jolla		•		Planning Department Dev. Services Dept.	City	Policy 3 Recommendation 1b
Implement the Hillside Review Overlay Zone and coastal policies and recommendations of this plan during the permit review process.		On-Going		Planning Department Dev. Services Dept.	Cost recoverable through project review	Policies 3, 4, 10 & 11 Recommendations 1-4
Consider changes to the Municipal Code to establish specific development regulations designed to preserve public views.		•		Planning Department Dev. Services Dept.	City see more for details	Policy 5 Recommendation 2d
Develop a comprehensive signage program to identify existing visual resources and public access points.		•		Planning Department Park and Recreation	City	Policies 5, 7, & 9 Recommendation 3b
Review new development for the potential of obtaining prescriptive rights		On-Going		Planning Department Dev. Services Dept.	Cost rec. through project review	Policy 12

CITY PROPERTY REVIEW

SITE NO.: 653
FILE CODE: ~~PIC~~
L206-1

PROPERTY DESCRIPTION

LEGAL DESCRIPTION: Portion Pueblo Lot 1299

LOCATION: La Jolla Scenic Way and La Jolla Village Drive

ACREAGE: .32 (13,939 square feet)

ASSR'S NO:

EXISTING ZONE: La Jolla Shores Planned District

COMMUNITY PLAN DESIGNATION: La Jolla Shores Planned District designates site for landscaped Open Space, and recommends that parcel should be evaluated for use in meeting future community needs such as a small park and ride site or transit stop facility.

COMMENTS: General City Fund site

RECOMMENDATIONS

PUBLIC USE: Open Space

NON-PUBLIC USE:

DEVELOPMENT RECOMMENDATIONS:

RECOMMENDED DISPOSITION: Designate for Open Space

COMMUNITY PLAN CONFORMANCE: Yes

COMMENTS:

LMF/
~~NIS:mh~~
~~3/8/82~~
Disk 1
4-30-92

CITY OF SAN DIEGO
REAL ESTATE ASSETS DEPARTMENT
MEMORANDUM

FILE NO.: L206-1

DATE: January 12, 1995

TO: Jane E. Vickers, Supervisor, Asset Management and Marketing Division

FROM: Cynthia E. Kodama

SUBJECT: Proposed Construction Lay-down Site - La Jolla Village Drive

---

Pursuant to our discussion regarding the above-referenced property, Luis Sandoval, Senior Traffic Engineer with the Engineering Department, would not recommend the subject property as a construction lay-down site for the following reasons:

* High volume of traffic along La Jolla Village Drive.
* Slow vehicles would interfere with adjacent traffic signals.
* Displacement of street parking for UCSD students.

For your reference, attached is a parcel map of the site.

Please let me know if you have any additional questions or concerns.

Cynthia E. Kodama, Property Agent
Asset Management and Marketing Division

CEBK:rc

Attachment

I:\WPO\KODAMA\LJ-SITE.MEM

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS

HILLEL CENTER FOR JEWISH LIFE

La Jolla, California
November 6, 2013

LLG Ref. 3-10-1948

Linscott, Law & Greenspan, Engineers
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San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

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HILLEL CENTER FOR JEWISH LIFE

San Diego, California
November 6, 2013

1.0 INTRODUCTION

This traffic study has been prepared to determine and evaluate the potential traffic impacts to the local roadway system due to the Hillel Facility development in the Community of La Jolla in the City of San Diego. The project site is bound by La Jolla Village Drive, La Jolla Scenic Drive North and La Jolla Scenic Way. This traffic study analyzes the potential impacts to the surrounding intersections due to the addition of the project traffic generated by the proposed development.

Included in this traffic analysis are:

- Project Description
- Existing Conditions Discussion
- Analysis Approach, Study Area & Methodology
- Significance Criteria
- Analysis of Existing Conditions
- Project Trip Generation, Distribution & Assignment
- Existing + Project Analysis
- Near-Term Conditions Discussion
- Analysis of Near-Term Scenarios
- Year 2030 Conditions Discussion
- Analysis of 2030 Scenarios
- "All Walk" Pedestrian Assessment
- Access and Onsite Circulation Discussion
- Parking Assessment
- Existing With Improvements Option Analysis
- Construction Traffic Assessment
- Significance of Impacts, Mitigation Measures & Conclusions

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed development will be located on a vacant parcel bound by La Jolla Village Drive, La Jolla Scenic Drive North and La Jolla Scenic Way in the Community of La Jolla in the City of San Diego. ***Figure 2–1*** shows the general vicinity of the project and ***Figure 2–2*** shows a more detailed project area map.

2.2 Project Description

The project applicant provides the following information regarding the projects use and purpose:

The Hillel Center for Jewish Life ("Hillel") will provide a permanent sacred space for Hillel to fulfill its mission to involve Jewish students in ways that foster a lasting commitment to Jewish life. The programs and the contemplated use of the Hillel facility, generally fall into five areas, all of which are essential to the Jewish religion and Jewish identity and living.

Jewish Spirituality. Hillel will act as a center for Jewish spirituality, learning and religious growth. The Hillel facility will house two sacred Torah scrolls. Deferring to neighborhood concerns about large gatherings, it would hold larger religious gatherings at rented University facilities, but will host smaller ritual and religious gatherings and services at Hillel. One of the Torah scrolls will be housed in the library and that space would be used for daily services or for memorial services, when necessary, meditation circles and for other smaller religious gatherings. The tradition provides that only 10 adult Jews are required for a "minyon" (the legal minimum to engage in daily prayer and many Jewish life cycle rituals). The Rabbi and members of the professional staff provide religious counseling and guidance to students on topics of spirituality, ethics and the unique aspects of the daily lives that impact the students.

Jewish Living and Learning. Hillel would also use the facility to teach students how to lead services, for regular Torah and Talmud study classes and Hebrew reading classes, discussions on Jewish ethics and other contemporary issues, kosher cooking, sessions with a range of community rabbis and other Jewish scholars, Jewish book discussions, films and other cultural activities. One of the programs Hillel is most proud of is the Bar or Bat Mitzvah program for students who did not learn to read from the Torah as young teens.

Jewish Community Building. Judaism at its core emphasizes community building. The student gathering spaces would be used to plan events, to host discussions and small activities and simply to connect with other Jewish students, an essential factor in building a Jewish community. Hillel serves a pluralistic religious community and hosts a variety of programs to serve the spectrum of the UCSD Jewish student community.

Israel-oriented activities. Israel is the Jewish spiritual homeland and one of Hillel's goals is to strengthen students' connection to Israel. The activities that would take place at the Hillel Center would include speakers, discussions, modern Hebrew language instruction, orientations and planning meetings for missions to Israel, etc. Hillel is responsible for administering the national "Birthright" program, which guarantees an, almost free, Israel experience to college age students and the Hillel facility will be used by staff and students to plan and organize these trips.

Repairing the World or "Tikkun Olam." Jewish tradition commands that its followers seek justice and pursue it. Hillel students regularly volunteer for a wide range of community organizations, including the American Cancer Society, Rady's Children Hospital, the Red Cross, children's literacy groups and the Hand Up Youth Food Pantry. In addition, they participate in alternative spring break programs through the American Jewish World Service's service learning programs focusing on global poverty, specifically in Central America. The Hillel facility would be used to organize these activities and to contextualize them within Jewish sources and traditions.

Hillel is led by professional Jewish educators and several of its staff members have advanced training and/or degrees in Jewish studies and education. The facility will also provide offices and meeting spaces for the staff to fulfill the student's religious mission. Hillel is not recognized as an official affiliate of any of the state universities in San Diego because of its religious nature and is the reason that it cannot have permanent space on these campuses.

The proposed project will be developed in two (2) phases. Phase I will include the use of the residence located at 8976 Cliffridge Avenue while the new facilities are being constructed. Specifically, Phase I consists of continued use of an existing residence as a temporary office space, which is used by staff to plan events and programs and to meet with students on a one-on-one basis for religious counseling and planning of student events. During Phase I, temporary parking would be provided on-site through a combination of using the existing garage and the vacated cul-de-sac.

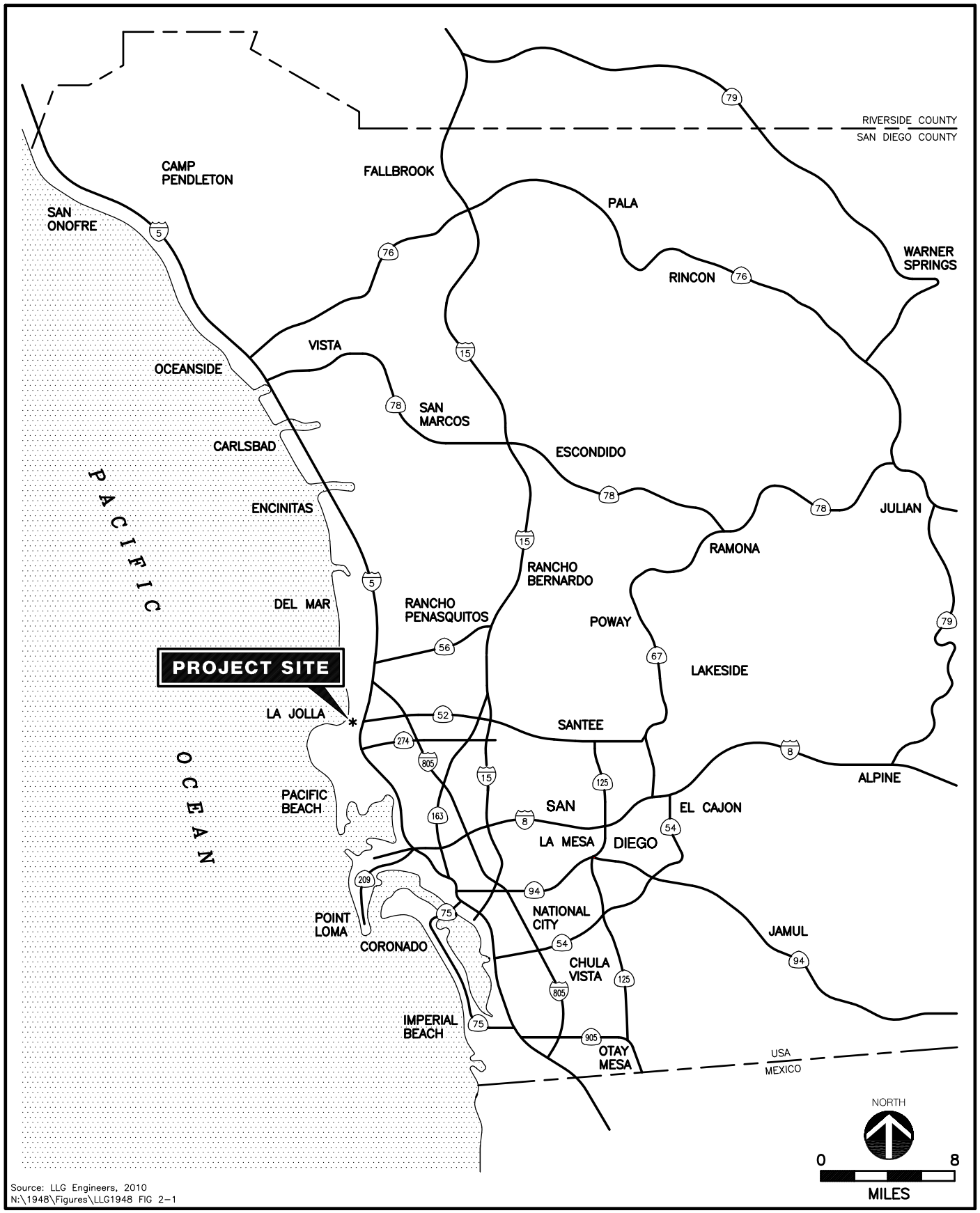
Phase II includes the construction of three (3) buildings totaling 6,479 gross square feet (SF) (7,084 gross SF with the phantom floor) to be occupied as a new student center for Jewish students at the University of California, San Diego (UCSD). A 27-space surface parking lot is located along the east portion of the site. Also included in the Phase II development is the construction of a park-like amenity near the corner of La Jolla Village Drive and Torrey Pines Road. When Phase II is complete, Phase I will revert to a single-family residence and the temporary on-site parking will be removed.

The conceptual plan for the project is shown on ***Figure 2–3***.

As an alternative to the proposed Phase 1/Phase 2 project, the Existing With Improvements alternative is analyzed in *Section 16.0*. If the Phase 1/Phase 2 project is not approved, Hillel would permanently use the property at 8976 Cliffridge Avenue to provide for religious programs. Permanent on-site parking and other improvements to the interior of the structure to bring the Cliffridge property into compliance with the Municipal Code would be required for the permanent use.

2.3 Site Access

Access to and from the facility will be provided via a single right-in/right-out driveway onto La Jolla Scenic Way.



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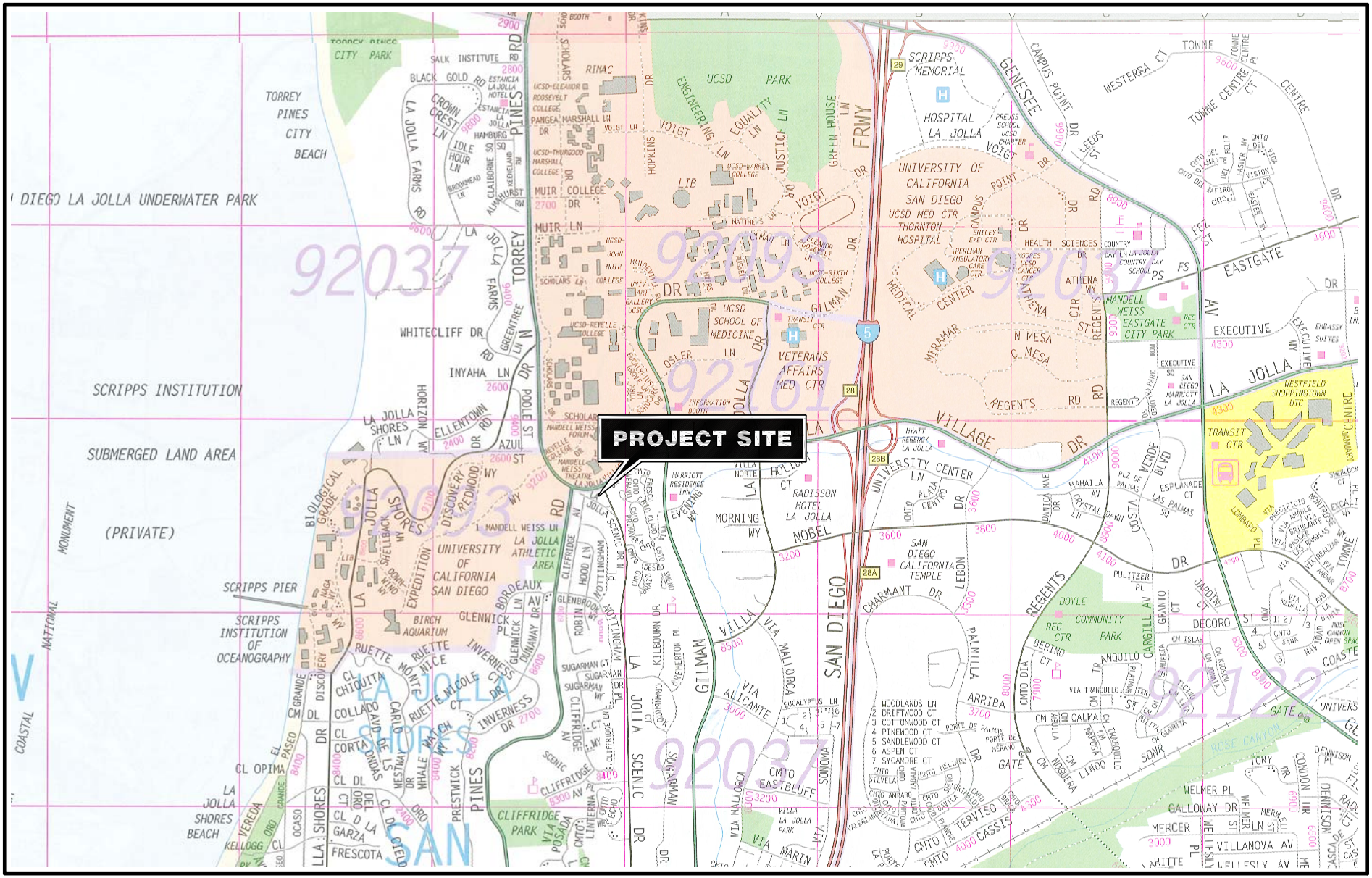
LINSCOTT LAW & GREENSPAN engineers

Figure 2-1

Vicinity Map



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NORTH

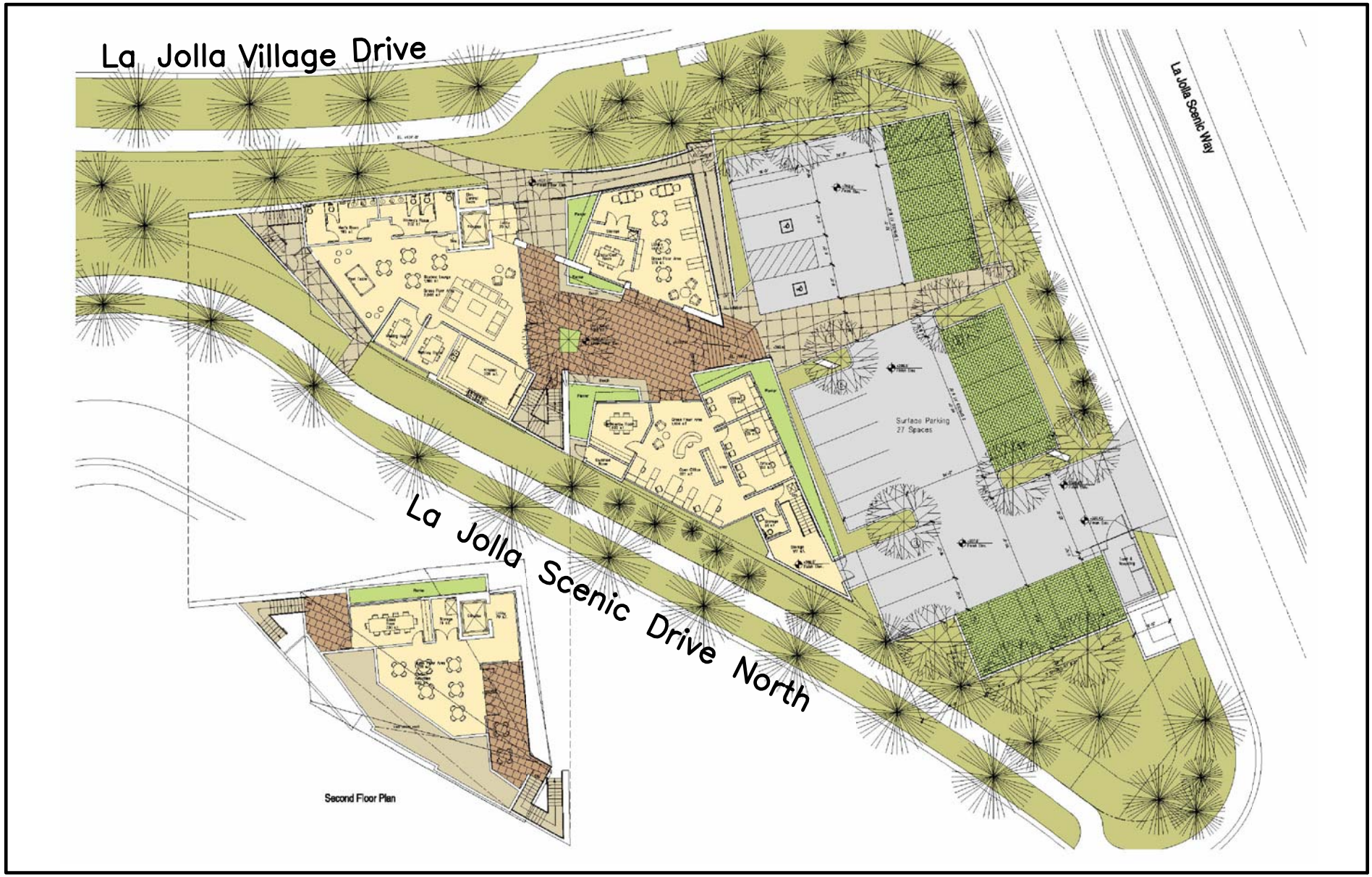
NOT TO SCALE

LINSCOTT LAW & GREENSPAN engineers

Figure 2-2

Project Area Map

HILLEL CENTER FOR JEWISH LIFE



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NORTH

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LINSCOTT LAW & GREENSPAN engineers

Figure 2-3

Site Plan

HILLEL CENTER FOR JEWISH LIFE

3.0 EXISTING CONDITIONS

3.1 Existing Street Network

The following is a brief description of the existing street system in the project area. Street classifications are based on the La Jolla Community Plan Circulation Element. ***Figure 3–1*** shows an existing conditions diagram.

La Jolla Village Drive is classified as a 6-Lane Primary Arterial from Torrey Pines Road to Interstate 5 (I-5) in the La Jolla Community Plan. It is currently built as a six-lane divided roadway from I-5 to La Jolla Scenic Way. From La Jolla Scenic Way to Torrey Pines Road it is currently built as a six-lane undivided roadway with a striped median. From Torrey Pines Road continuing northwest it is a four-lane divided roadway. Curbside parking is prohibited. The intersections of La Jolla Village Drive with both Torrey Pines Road and La Jolla Scenic Way are signalized and the intersection of La Jolla Village Drive with Gilman Drive is grade-separated.

La Jolla Scenic Way is classified as a 2-Lane Collector in the La Jolla Community Plan. It is currently a four-lane divided roadway with an 80-foot curb-to-curb width for approximately 250 feet between La Jolla Village Drive and La Jolla Scenic Drive North before it transitions into La Jolla Scenic Drive North. Curbside parking is allowed. La Jolla Scenic Way at La Jolla Village Drive is currently a signalized intersection. La Jolla Scenic Way will provide access to the proposed development via a right-in/right-out driveway. The posted speed limit is 30 mph.

La Jolla Scenic Drive North is classified as a 2-Lane Collector in the La Jolla Community Plan. Along the southern frontage of the project, it is a local roadway. It is currently striped as a three-lane roadway just south of La Jolla Scenic Way and then transitions to a two-lane roadway further south with a curb-to-curb width that varies between 75 and 85 feet. Curbside parking is allowed. La Jolla Scenic Way at La Jolla Scenic Drive North is an unsignalized intersection. The posted speed limit is 30 mph.

Torrey Pines Road is classified as a 4-Lane Major Street in the La Jolla Community Plan. It is currently a four-lane undivided roadway with a posted speed limit of 45 mph. The intersection of Torrey Pines Road and La Jolla Village Drive is currently signalized and parking is permitted along Torrey Pines Road.

Cliffridge Avenue is a two-lane undivided local roadway with no pavement markings or posted speed limit. Currently the intersection of Cliffridge Road and La Jolla Scenic Drive North is unsignalized with a stop control on Cliffridge Avenue.

3.2 Existing Bicycle & Pedestrian Network

Based on field observations, there are currently Class II bicycle facilities provided along La Jolla Village Drive and Torrey Pines Road within the study area. However, no bicycle facilities are provided along La Jolla Scenic Way and La Jolla Scenic Drive.

Based on field observations within the study area, the following pedestrian conditions are noted:

La Jolla Village Drive: Contiguous sidewalks are provided continuously along the north and south sides of La Jolla Village Drive. The intersections of La Jolla Village Drive at La Jolla Scenic Way and Torrey Pines Road provide controlled pedestrian crosswalks and are greatly utilized by UCSD patrons. Street crossing maneuvers are limited to two crosswalks at each three-legged intersection to reduce the potential for pedestrian/vehicular conflicts along this busy corridor and to most efficiently manage the signal timing.

A pedestrian pathway connects the UCSD campus to the La Jolla Village Drive/Torrey Pines Road intersection. This pathway is located in close proximity to the project site providing a direct connection for pedestrians between campus and the proposed Hillel facility.

Figure 3–2 shows the location of the pedestrian pathway near the proposed project site.

Torrey Pines Road: Contiguous sidewalks are provided continuously along the east and west sides of Torrey Pines Road.

La Jolla Scenic Way: A contiguous sidewalk is provided along the east side of La Jolla Scenic way, however, no sidewalk is provided along the westerly portion.

La Jolla Scenic Drive: South of the La Jolla Scenic Drive North/La Jolla Scenic Way intersection, contiguous sidewalks are provided continuously along both sides of the roadways.

La Jolla Scenic Drive North: A contiguous sidewalk is provided along the south side of La Jolla Scenic Drive North, however, no sidewalk is currently provided along the northerly portion. The Hillel project proposes improvements to this portion of the right-of-way to provide a non-contiguous sidewalk with a landscape buffer from the roadway.

UCSD Bicycle and Pedestrian Master Planning Study

In April 2012, UCSD published a Bicycle and Pedestrian Master Planning Study (BPMPS) prepared by KTU+A and Fehr & Peers. This document was prepared to guide design and implementation of mobility infrastructure and programs as the campus population grows and facilities are planned and sited. According to the UCSD Survey of Pedestrian and Vehicle Traffic sourced in the BPMPS, winter 2011 data indicated that cyclists and pedestrians represent 2.8 percent and 8.0 percent of all persons entering UCSD, respectively, making their combined mode share 10.8 percent. According to the survey, the campus entrances with the largest number of cyclists and pedestrians are Torrey Pines Road, Gilman Drive, and La Jolla Shores Drive.

In addition to the collection of existing bicycle/pedestrian transportation mode data, a safety analysis was conducted. Data on all reported cyclist-vehicle and pedestrian-vehicle collisions within one mile of the UCSD campus between January 1, 2008 and December 31, 2010 was accessed from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). Within the period, one (1) pedestrian collision was documented at the La Jolla Village Drive/ Torrey Pines Road intersection and two (2) bicycle collisions were documented at the at the La Jolla Village Drive/ La Jolla Scenic Drive North intersection, representing a relatively low occurrence of collisions.

An online opinion survey was prepared for the BPMPS and was completed by over 2,000 students, faculty and staff. This information was used to augment the collision data as respondents felt the SWITRS data underreported safety hazards around the campus. Respondents did not express safety concerns regarding the La Jolla Village Drive intersections with Torrey Pines Road and La Jolla Scenic Drive North.

Appendix A contains excerpts from the BPMPS.

3.3 Existing Transit Conditions

Based on the most recent information on the San Diego Metropolitan Transit System (MTS) website, the following transit conditions are noted.

Current local bus and express bus transit service is provided in the La Jolla Community via Routes 30, 41, 101, 921, and 150. A bus stop is located on the south side of La Jolla Village Drive adjacent to the project site that is proposed to remain with the proposed project.

The UCSD campus has an on-site Campus Loop Shuttle system that runs weekdays from 7:00 AM to midnight and weekends from 9:00 AM to 8:00 PM. Frequencies of pick-ups vary by the hour of the day and range between 10 minutes to 20 minutes. The UCSD Loop shuttles also extend further

out from campus and operate as the City, Coaster, East/Regents, Hillcrest/Campus, Mesa Housing, Sanford Consortium, and Scripps Institute of Oceanography shuttles**.** *Appendix A* also provides detailed route/schedule information for UCSD shuttle service.

In addition, shuttle service is provided to connect the UTC Transit Center to UCSD via the MTS SuperLoop on Routes 201 and 202 that runs an average of every 10 minutes during peak hours and 15 minutes during non-peak hours (between 9:00 AM and 3:00 PM and in the evening). Transfer service is available from the UTC Transit Center to additional transit routes serving the greater San Diego area.

3.4 Existing Traffic Volumes

Linscott, Law & Greenspan Engineers (LLG) commissioned AM/PM peak hour turning movement counts and 24-hour street segment counts for the study area locations in February 2010 while UCSD and public schools were in session. The study area peak hour intersection counts were conducted during both the AM (7:00-9:00) and PM (4:00-6:00) peak periods.

Table 3–1 is a summary of the average daily traffic volumes (ADTs) commissioned in February 2010. ***Figure 3–3*** depicts the existing traffic volumes. ***Appendix B*** contains the manual intersection and segment count sheets.

TABLE 3–1
EXISTING ADT VOLUMES

Street Segment	ADT [a]
La Jolla Village Drive	
Expedition Way to Torrey Pines Road	32,570
Torrey Pines Road to La Jolla Scenic Way	44,790
La Jolla Scenic Way to Gilman Drive	49,200
Torrey Pines Road	
La Jolla Village Drive to Glenbrook Way	26,740
La Jolla Scenic Way	
La Jolla Village Drive to La Jolla Scenic Drive North	10,090
La Jolla Scenic Drive North	
Cliffridge Avenue to La Jolla Scenic Way	1,320

Footnotes:

a. Average Daily Traffic Volumes collected February 2010

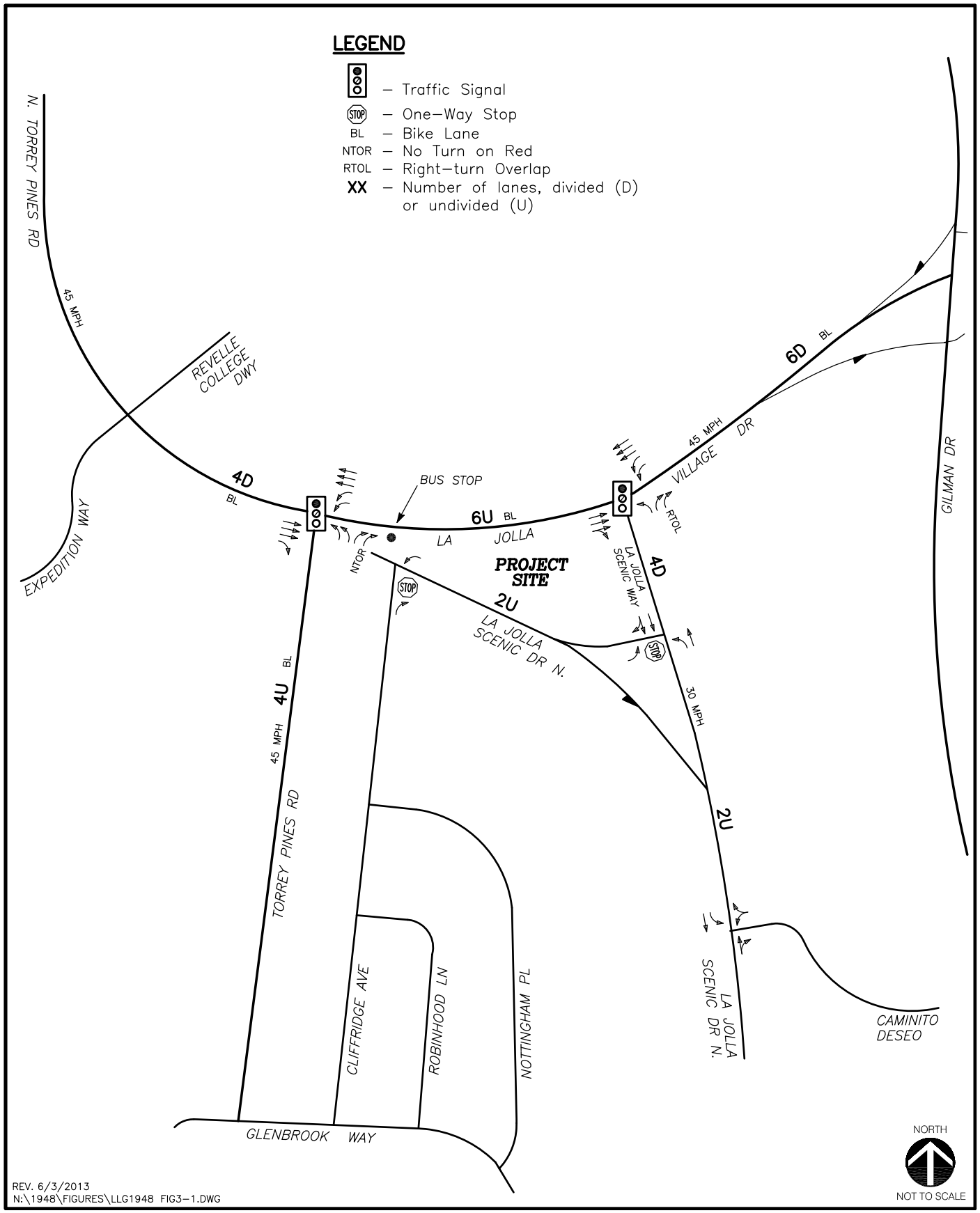

Figure 3-1

Existing Conditions Diagram

LINSCOTT LAW & GREENSPAN engineers

LINSCOTT LAW & GREENSPAN engineers

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NORTH

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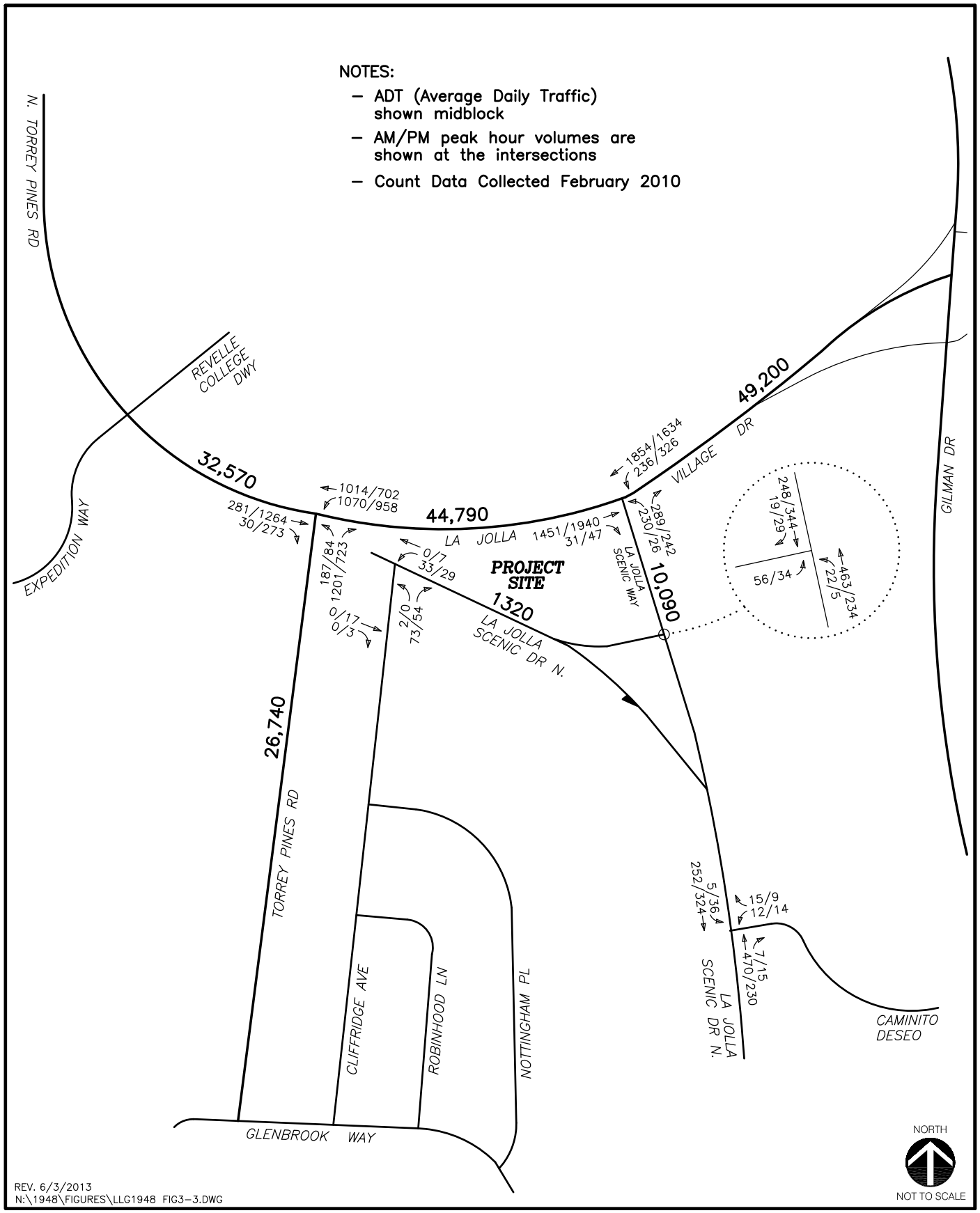
Figure 3-2

UCSD to La Jolla Village Drive Pedestrian Pathway

HILLEL CENTER FOR JEWISH LIFE



LINSCOTT LAW & GREENSPAN engineers

Figure 3-3

Existing Peak Hour Traffic Volumes

AM/PM Peak Hours & ADT

HILLEL CENTER FOR JEWISH LIFE

4.0 ANALYSIS APPROACH AND METHODOLOGY

4.1 Study Area

The study area includes the street network and intersections located along La Jolla Village Drive, La Jolla Scenic Way and La Jolla Scenic Drive North. Using City of San Diego and Regional San Diego Transportation Engineer's Council/Institute of Traffic Engineers (SANTEC/ITE) *Guidelines for Traffic Impact Studies in the San Diego Region*, a level of service (LOS) analysis should be performed on all local roadway segments, intersections, and freeway mainline locations where the project will add 50 or more peak hour trips in either direction. Since the project adds less than 50 peak hour directional trips to the entire street network, as discussed in the trip generation section of this report, the study area intersections were selected based on the project's trip distribution and reflect the most likely locations to be potentially impacted by the project. The project study area includes the following intersections:

Intersections:

- La Jolla Village Drive/ Torrey Pines Road (signalized)
- La Jolla Village Drive/ La Jolla Scenic Way (signalized)
- La Jolla Scenic Drive North/ Cliffridge Road (unsignalized)
- La Jolla Scenic Drive North/ La Jolla Scenic Way (unsignalized)
- La Jolla Scenic Drive North/ Caminito Deseo (unsignalized)

Segments:

La Jolla Village Drive

- Expedition Way to Torrey Pines Road
- Torrey Pines Road to La Jolla Scenic Way
- La Jolla Scenic Way to Gilman Drive

Torrey Pines Road

- La Jolla Village Drive to Glenbrook Way

La Jolla Scenic Way

- La Jolla Village Drive to La Jolla Scenic Drive North

La Jolla Scenic Drive North

- Cliffridge Avenue to La Jolla Scenic Way

4.2 Analysis Approach

This traffic analysis assesses the above mentioned key intersections in the project area. The study area intersections were analyzed in the following scenarios to determine the potential impacts to the road network:

- Existing
- Existing + Project
- Near-Term Without Project
- Near-Term With Project
- Year 2030 Without Project
- Year 2030 With Project

4.3 Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized intersections, unsignalized intersections, roadway segments and freeway segments.

4.3.1 *Intersections*

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

The University of California, San Diego (UCSD) is located on the north side of La Jolla Village Drive with a direct pedestrian path connecting to the intersection of La Jolla Village Drive and Torrey Pines Road. Therefore, when analyzing the intersections along La Jolla Village Drive, both vehicular and pedestrian counts were included, as counted in the field.

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

4.3.2 *Street Segments*

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

5.0 SIGNIFICANCE CRITERIA

According to the City of San Diego's *Significance Determination Thresholds* report dated January 2007, a project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a City defined threshold. For projects deemed complete on or after January 1, 2007, the City defined threshold by roadway type or intersection is shown in ***Table 5–1***.

The impact is designated either a "direct" or "cumulative" impact. According to the City's *Significance Determination Thresholds* report,

> *"Direct* traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near term)."
>
> "*Cumulative* traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan area reaches full planned build-out (long-term cumulative)."
>
> It is possible that a project's near term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact."
>
> For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions."

If the project exceeds the thresholds in *Table 5–1*, then the project may be considered to have a significant "direct" or "cumulative" project impact. A significant impact can also occur if a project causes the Level of Service to degrade from D to E, even if the allowable increases in *Table 5–1* are not exceeded. A feasible mitigation measure will need to be identified to return the impact within the City thresholds, or the impact will be considered significant and unmitigated.

TABLE 5–1
CITY OF SAN DIEGO
TRAFFIC IMPACT SIGNIFICANT THRESHOLDS

Level of Service with Project [b]	Allowable Increase Due to Project Impacts [a]					
	Freeways		Roadway Segments		Intersections	Ramp Metering [c]
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E	0.010	1.0	0.02	1.0	2.0	2.0
F	0.005	0.5	0.01	0.5	1.0	1.0

Footnotes:

a. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.

b. All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

c. The allowable increase in delay at a ramp meter with more than 15 minutes of delay and freeway LOS E is 2 minutes and at LOS F is 1 minute.

General Notes:

1. Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters.
2. LOS = Level of Service
3. V/C = Volume to Capacity Ratio (capacity at LOS E should be used)
4. Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

Table 6–1 summarizes the peak hour intersection operations for existing conditions. As seen in *Table 6–1*, all intersections are calculated to currently operate at LOS C or better during the peak hours.

Appendix D contains the existing intersection analysis worksheets.

6.2 Daily Street Segment Levels of Service

Table 6–2 summarizes the existing roadway segment operations. As seen in *Table 6–2*, the segments currently operate at LOS D or better except for the following:

- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS E
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS E

TABLE 6–1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay [a]	LOS [b]
1. La Jolla Village Drive/ Torrey Pines Road	Signal	AM PM	21.6 33.1	C C
2. La Jolla Village Drive/ La Jolla Scenic Way	Signal	AM PM	15.2 20.8	B C
3. La Jolla Scenic Drive North/ Cliffridge Way	OWSC[c]	AM PM	8.6 8.6	A A
4. La Jolla Scenic Way/ La Jolla Scenic Drive North	OWSC	AM PM	14.0 12.3	B B
5. La Jolla Scenic Drive North/ Caminito Deseo	Uncontrolled [d]	AM PM	13.7 12.7	B B

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
d. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 6–2
EXISTING SEGMENT OPERATIONS

Segment	Functional Classification	LOS E Capacity [a]	Existing		
			Volume [b]	LOS [c]	V/C [d]
La Jolla Village Drive					
Expedition Way to Torrey Pines Road	4-Ln Major Arterial	40,000	32,570	D	0.814
Torrey Pines Road to La Jolla Scenic Way	6-Ln Major Arterial	45,000 [g]	44,790	E	0.995
La Jolla Scenic Way to Gilman Drive	6-Ln Prime Arterial	60,000	49,200	C	0.820
Torrey Pines Road					
La Jolla Village Drive to Glenbrook Way	4-Ln Collector	30,000	26,740	E	0.891
La Jolla Scenic Way					
La Jolla Village Drive to La Jolla Scenic Drive North	2-Ln Collector	15,000 [e]	10,090	D	0.673
La Jolla Scenic Drive North					
Cliffridge Avenue to La Jolla Scenic Way	Sub-Collector	2,200 [f]	1,320	≥ C	N/A

Footnotes:

a. Capacities based on City of San Diego Roadway Classification Table.
b. Average Daily Traffic volumes.
c. Level of Service.
d. Volume to Capacity ratio.
e. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
f. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
g. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 Trip Generation

There are no local or national established trip generation rates for a facility such as this proposed project. Under such circumstances, the City and industry standard is to conduct a site-specific trip generation study. Thus, trips generated by the proposed Hillel facility were estimated based on historical site-specific data from the existing Hillel center (both the single-family residence adjacent to the proposed site and the existing on-campus space) and the proposed operations regarding the types of events/programs, the times these events/programs occur, and the number of attendees throughout the day. The existing Hillel center occupies a single-family residence located at 8976 Cliffridge Avenue, adjacent to the project site, and utilizes multipurpose space on the UCSD campus (location of on-campus events differ based on availability). Based on information provided by the applicant, it is expected that with the proposed facility, a typical Hillel program would draw between 10 and 30 students and, at most, 50 patrons to the site. However, for the purpose of being conservative in the trip generation assumptions for this report, a maximum of 100 persons were assumed to arrive at the student center during the peak timeframe of programs and events at the facility, which would be expected to occur midday between 10:00 AM and 2:00 PM. An additional 100 ins and 100 outs were spread throughout the remaining off-peak hours based on the expected attendance data from the UCSD and UCLA surveys (described below) for a total of 200 patrons throughout the daily hours of operations.

A historical monthly program guide was provided by the applicant indicating the dates and times of the social events to be held at the proposed facility. The hours of operations proposed at the Hillel facility are between 9:00 AM and 10:00 PM Monday through Friday. Shabbat services typically held on Friday evenings would continue to be held on campus at their current location, the UCSD International Center, and are therefore not included in the trip generation assumptions. Typical site activities would consist of small study groups, lectures, meetings, student computer access and general administrative activities, the majority of which do not occur during the typical AM and PM peak hours (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM). ***Appendix E*** contains the historical program guide for the activities/events which currently occur at the existing Hillel premises. A column identifying the events which are currently held at different venues on campus are shown to be relocated to the proposed Hillel site. As previously mentioned, all events are proposed to take place at the new facility except for the Shabbat services which will continue to be held at the UCSD International Center. *Appendix E* also contains a location map for the residential property currently serving as the existing Hillel facility.

As previously mentioned, many users of the facility will come from UCSD, just north of the Hillel Facility along La Jolla Village Drive. It is expected that many patrons of the facility will walk from UCSD to attend the programs held at the site. In order to determine the number of patrons who would walk to the site instead of drive, three surveys were conducted by the applicant; one at the existing University of California, Los Angeles (UCLA) Hillel facility, one at the University of California, Santa Barbara (UCSB) Hillel center, and one among the students who currently attend Hillel-related activities at the UCSD campus. The UCLA Hillel facility is located approximately the same distance from the university campus as the proposed UCSD Hillel facility. The UCSB Hillel is

located just off campus (approximately two to three blocks) in the Isla Vista community which is predominately a student housing area. A map of each Hillel's location is included in ***Appendix F***. Due to these facilities being situated in such close proximity to campus as the proposed project (directly adjacent to campus), they are good candidates from which to collect trip generation data. The survey conducted in March 2010 at UCLA had a sample size of 40 to 50 students. The results of the data collected show that on average 93 percent of the students attending Hillel programs walked to the existing facility while 7 percent drove. Of the 7 percent of students driving to the site, 100 percent of those trips were carpool trips. The UCSB survey conducted in October 2010 had a sample size of a maximum of 40 students depending on the day data was collected. The results of the survey show that on average, about 34 students occupied the center at one time. Of those 34 students, 84 percent walked to the existing facility while 16 percent drove. Carpool data was not obtained for the approximately six students driving to the site. The UCSD survey collected responses from 115 students. The results of this survey found that approximately 80 percent of the students stated in their response that they would walk to the Hillel facility at its proposed location. Of the 20% that suggested they would drive to the facility, just over half (5%) of those students responded that they would carpool. ***Appendix G*** contains the survey data collected for UCLA, UCSB and UCSD.

The results of the three surveys show that the majority of users of the facility currently walk or are expected to walk from their origin to their destination at the Hillel center. The average of the three surveys estimate that 87% of students currently walk or would walk to reach the facility. However, in order to be slightly conservative, it was assumed that 80 percent of patrons would walk to the site and 20 percent would drive. Of those 20 percent driving to the site, it was assumed the average vehicle occupancy would be two persons per vehicle, based on the survey data collected for UCLA and UCSD. (*Appendix G* contains the supporting carpool data). Currently, four (4) staff members work the existing Hillel center operations. Based on information provided by the applicant, seven (7) staff members would service the proposed facility. For purposes of calculating the trips generated by Hillel staff, it was assumed all 7 staff members would drive in individual vehicles to the site.

Table 7–1 presents a daily breakdown of student and staff activity on a typical weekday based on a midday arrival of 100 students and arrival and departure patterns derived from the events/program log provided by the applicant (See *Appendix E*). As shown in *Table 7–1*, the proposed project is estimated to generate approximately 58 daily vehicle trips with an AM peak hour of 7 vehicles and a PM peak hour of 8 vehicles.

7.2 Trip Distribution/Assignment

Based on information from the applicant, only UCSD undergraduate and graduate students are permitted membership in the Hillel of San Diego at UCSD organization. These students were assumed to be the primary trip generator for the Hillel center trip generation calculations. As indicated in the UCSD transportation mode survey, approximately 87% of the students surveyed currently walk or would walk to the Hillel center. Thus, the majority of the students would be oriented to/from campus, on-campus housing and nearby residential neighborhoods. The project trip distribution was estimated based on these factors as well as the site access and roadway network. The project-generated traffic was then assigned to the adjacent street system.

Access to the Hillel facility will be provided via a right-in/right-out driveway on La Jolla Scenic Way. Outbound traffic oriented to La Jolla Village Drive will need to make a southbound to northbound u-turn at the intersection of La Jolla Scenic Drive North / Caminito Deseo to reach their destination. Therefore, this intersection was specifically analyzed in this study. A field observation of the available turning radius at Caminito Deseo was compared to the required minimum design turning radius for standard passenger vehicles. Based on the field visit under existing roadway conditions, it was observed that more than 40 feet of internal turning radius is available to permit u-turns. Therefore, a u-turn is feasible at this intersection. In addition, the project will be conditioned to install a stop sign on the Caminito Deseo approach to this intersection. A more detailed discussion of site access is included in *Section 13.0* of this report.

Figure 7–1 depicts the project traffic distribution. ***Figure 7–2*** depicts the total project traffic volumes.

TABLE 7–1
TRIP GENERATION TABLE
80% WALK / 20% DRIVE SCENARIO

Time of Day	Person Trips (Walk/Bike or Drive) [a]				Mode of Travel						Total Drive Trips		
					Walk/Bike Trips [b]		Drive Trips						
	Students		Staff		Students		Students [c]		Staff [d, e]				
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
8:00 - 9:00 AM	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**	**0**	**7**
9:00 - 10:00 AM	10	5	0	0	8	4	1	0	0	0	1	0	1
10:00 - 11:00 AM	40	5	0	0	32	4	4	0	0	0	4	0	4
11:00 - NOON	30	10	0	0	24	8	3	1	0	0	3	1	4
NOON - 1:00 PM	20	30	2	2	16	24	2	3	2	2	4	5	9
1:00 - 2:00 PM	10	30	0	0	8	24	1	3	0	0	1	3	4
2:00 - 3:00 PM	20	20	0	0	16	16	2	2	0	0	2	2	4
3:00 - 4:00 PM	10	10	0	0	8	8	1	1	0	0	1	1	2
4:00 - 5:00 PM	5	0	0	0	4	0	0	0	0	0	0	0	0
5:00 - 6:00 PM	**10**	**20**	**0**	**5**	8	16	1	2	**0**	**5**	1	7	8
6:00 - 7:00 PM	30	5	0	0	24	4	3	1	0	0	3	1	4
7:00 - 8:00 PM	10	25	0	0	8	20	1	3	0	0	1	3	4
8:00 - 9:00 PM	5	30	0	2	4	24	1	3	0	2	1	5	6
9:00 - 10:00 PM	0	10	0	0	0	8	0	1	0	0	0	1	1
Total	**200**	**200**	**9**	**9**	**160**	**160**	**20**	**20**	**9**	**9**	**29**	**29**	**58**

Footnotes:

a. Number of persons coming into and out of the site, not accounting for mode of access (note: 100 students assumed to arrive at the facility between 10 AM and 2 PM on a busy day with 100 additional off-peak ins and outs throughout the remainder of the day).
b. Number of students coming into and out of the site either by walk or bike.
c. Assumes a student vehicle occupancy rate of two (2) persons per vehicle based on UCSD and UCLA survey data collected.
d. All 7 staff members were assumed to drive alone to the facility.
e. Assumes staff members enter and leave the site during the noon to 1:00 PM lunch hour.

General Notes:

Bold typeface and shading represent highest project traffic during the peak hours of 7-9 AM and 4-6 PM.
The peak hours for adjacent street traffic occur between 8-9 AM and 5-6 PM based on counts on La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Drive, over a 24-hour period, as shown in *Appendix B*.

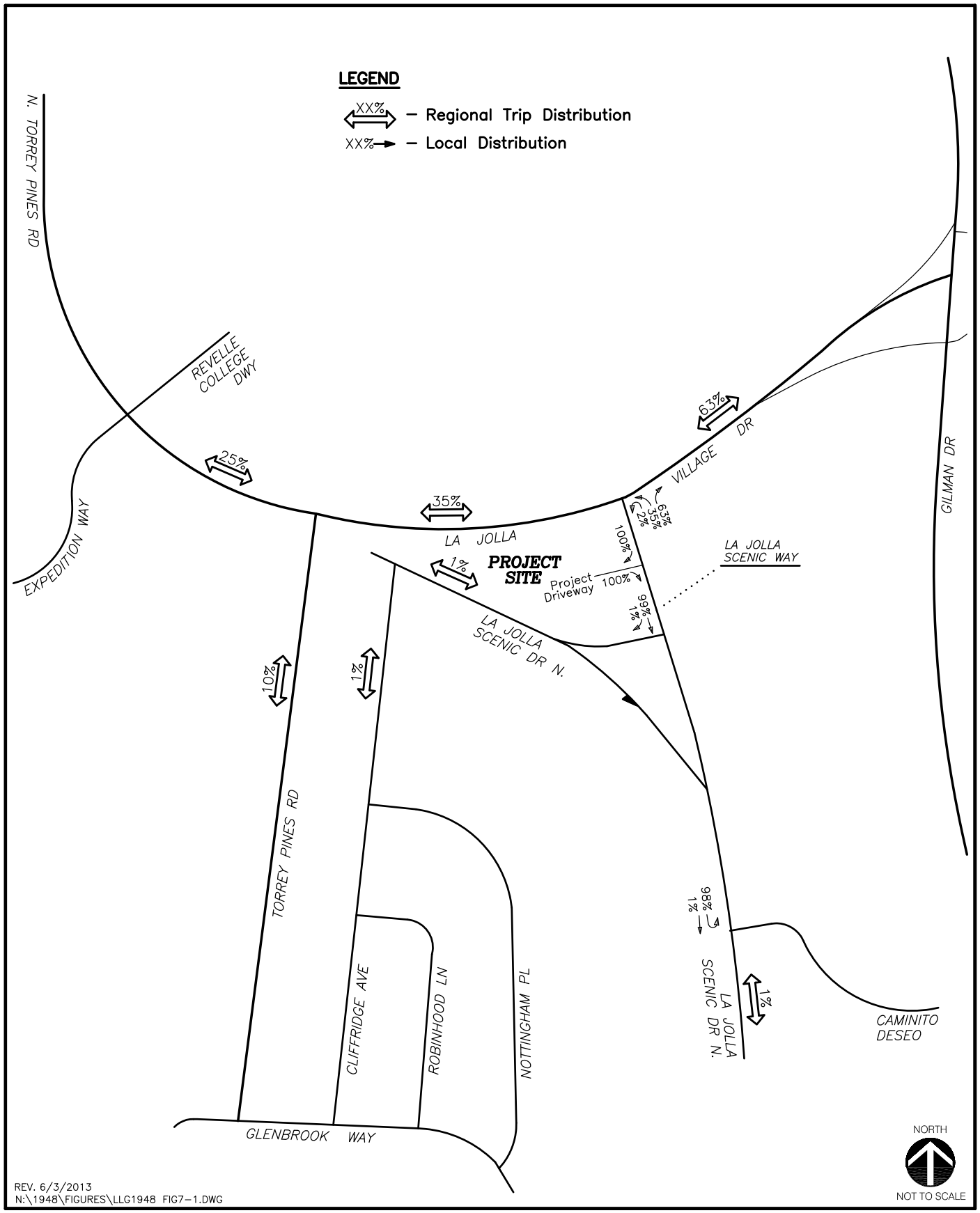


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Figure 7-1

Vehicular Project Traffic Distribution

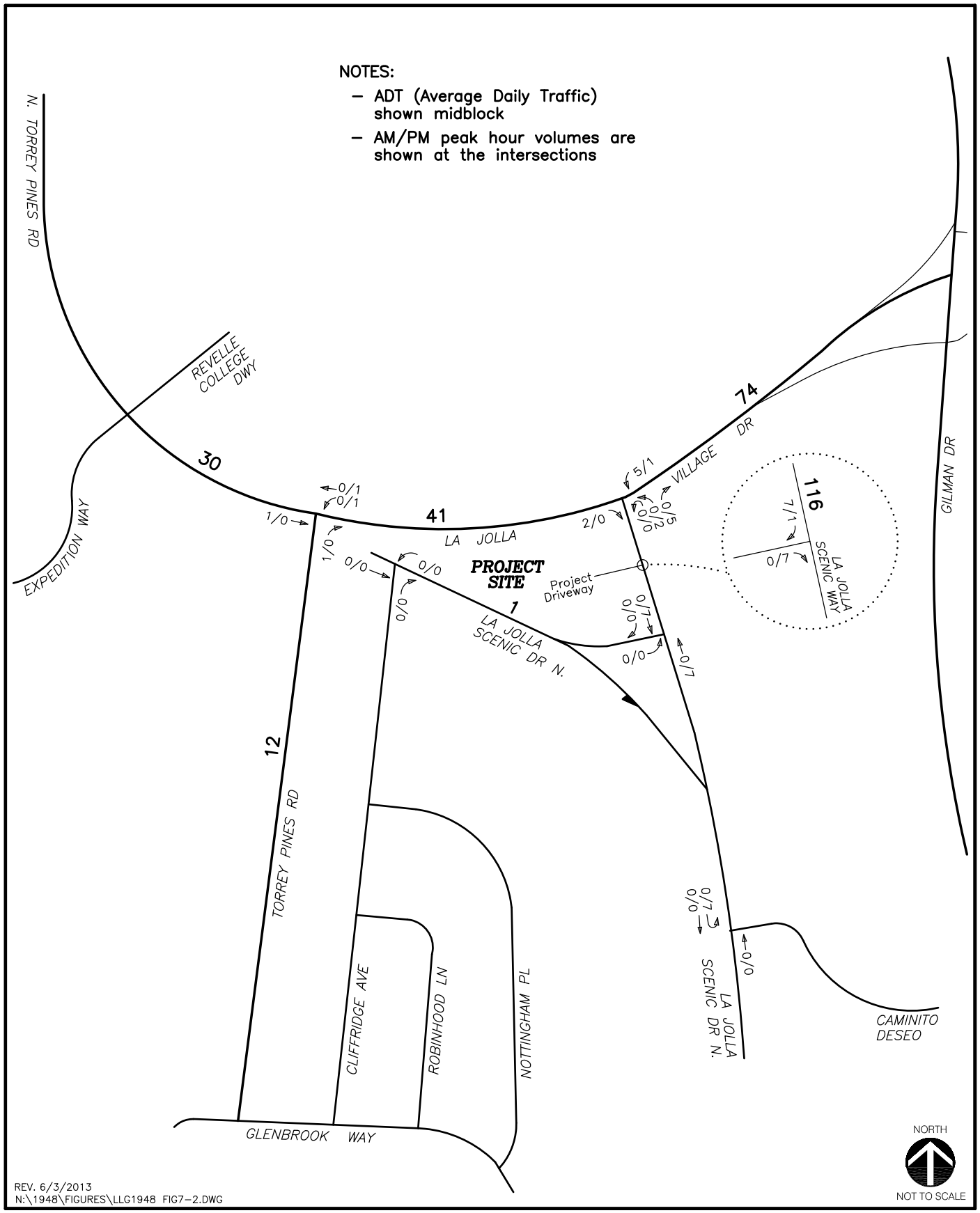

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Figure 7-2

Project Traffic Volumes
AM/PM Peak Hours & ADT

HILLEL CENTER FOR JEWISH LIFE

8.0 ANALYSIS OF EXISTING + PROJECT SCENARIO

An "Existing + Project" analysis has been provided for the Hillel project traffic in response to the recent case of *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council*, (2010) to ensure that the traffic study includes an analysis of the Existing + Project without assuming either additional cumulative projects or additional road improvements in the baseline condition.

8.1 Existing + Project Analysis

8.1.1 *Intersection Analysis*

Since many students currently walk to/from the UCSD campus utilizing the intersections of La Jolla Village Drive / Torrey Pines Road and La Jolla Village Drive / La Jolla Scenic Way, the number of pedestrians collected in the peak hour intersection count data were included in the peak hour analysis.

Table 8–1 summarizes the peak hour intersection operations for the Existing + Project condition. As seen in *Table 8–1*, all key signalized intersections are calculated to operate at LOS C or better conditions with the addition of project traffic.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better conditions.

Since all intersections are calculated to continue to operate at an acceptable LOS C or better with the addition of the project, ***no significant impacts*** were calculated.

Appendix H contains the peak hour intersection analysis worksheets for the Existing + Project condition.

8.1.2 *Segment Operations*

Table 8–2 summarizes the segment operations in the study area for the Existing + Project condition. As seen in *Table 8–2*, the following study area segments are calculated to operate at LOS E or F with the addition of project traffic:

- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS E
- Torrey Pine Road between La Jolla Village Drive and Glenbrook Way – LOS E

The V/C increase due to the project at these two street segments does not exceed 0.02. Therefore, ***no significant impacts*** were calculated.

Figure 8–1 shows the Existing + Project traffic volumes.

TABLE 8–1
EXISTING + PROJECT INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ Delay [c]	Impact Type
			Delay [a]	LOS [b]	Delay	LOS		
1. La Jolla Village Drive/ Torrey Pines Road	Signal	AM	21.6	C	21.6	C	0.0	None
		PM	33.1	C	33.1	C	0.0	None
2. La Jolla Village Drive/ La Jolla Scenic Way	Signal	AM	15.2	B	15.3	B	0.1	None
		PM	20.8	C	21.0	C	0.2	None
3. La Jolla Scenic Drive North/ Cliffridge Way	OWSC [d]	AM	8.6	A	8.6	A	0.0	None
		PM	8.6	A	8.6	A	0.0	None
4. La Jolla Scenic Way/ La Jolla Scenic Drive North	OWSC	AM	14.0	B	14.0	B	0.0	None
		PM	12.3	B	12.4	B	0.1	None
5. La Jolla Scenic Drive North/ Caminito Deseo	Uncontrolled [e]	AM	13.7	B	13.7	B	0.0	None
		PM	12.7	B	12.8	A	0.1	None

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Increase in delay due to project.
d. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
e. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 8–2
EXISTING + PROJECT SEGMENT OPERATIONS

Street Segment	Functional Classification	LOS E Capacity [a]	Existing			Existing + Project			Δ V/C [e]	Impact Type
			ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C		
La Jolla Village Drive										
Expedition Way to Torrey Pines Road	4-Ln Major Arterial	40,000	32,570	D	0.814	32,585	D	0.815	0.001	None
Torrey Pines Road to La Jolla Scenic Way	6-Ln Major Arterial	45,000 [h]	44,790	E	0.995	44,810	E	0.996	0.001	None
La Jolla Scenic Way to Gilman Drive	6-Ln Prime Arterial	60,000	49,200	C	0.820	49,237	C	0.821	0.001	None
Torrey Pines Road										
La Jolla Village Drive to Glenbrook Way	4-Ln Collector	30,000	26,740	E	0.891	26,746	E	0.892	0.001	None
La Jolla Scenic Way										
La Jolla Village Drive to La Jolla Scenic Drive North	2-Ln Collector	15,000 [f]	10,090	D	0.673	10,148	D	0.677	0.004	None
La Jolla Scenic Drive North										
Cliffridge Avenue to La Jolla Scenic Way	Sub-Collector	2,200 [g]	1,320	≥ C	N/A	1,321	≥ C	N/A	N/A	None

Footnotes:

a. City of San Diego Roadway Capacity Standards.
b. Average Daily Traffic volumes.
c. Level of Service
d. Volume to Capacity ratio.
e. Increase in V/C due to project.
f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

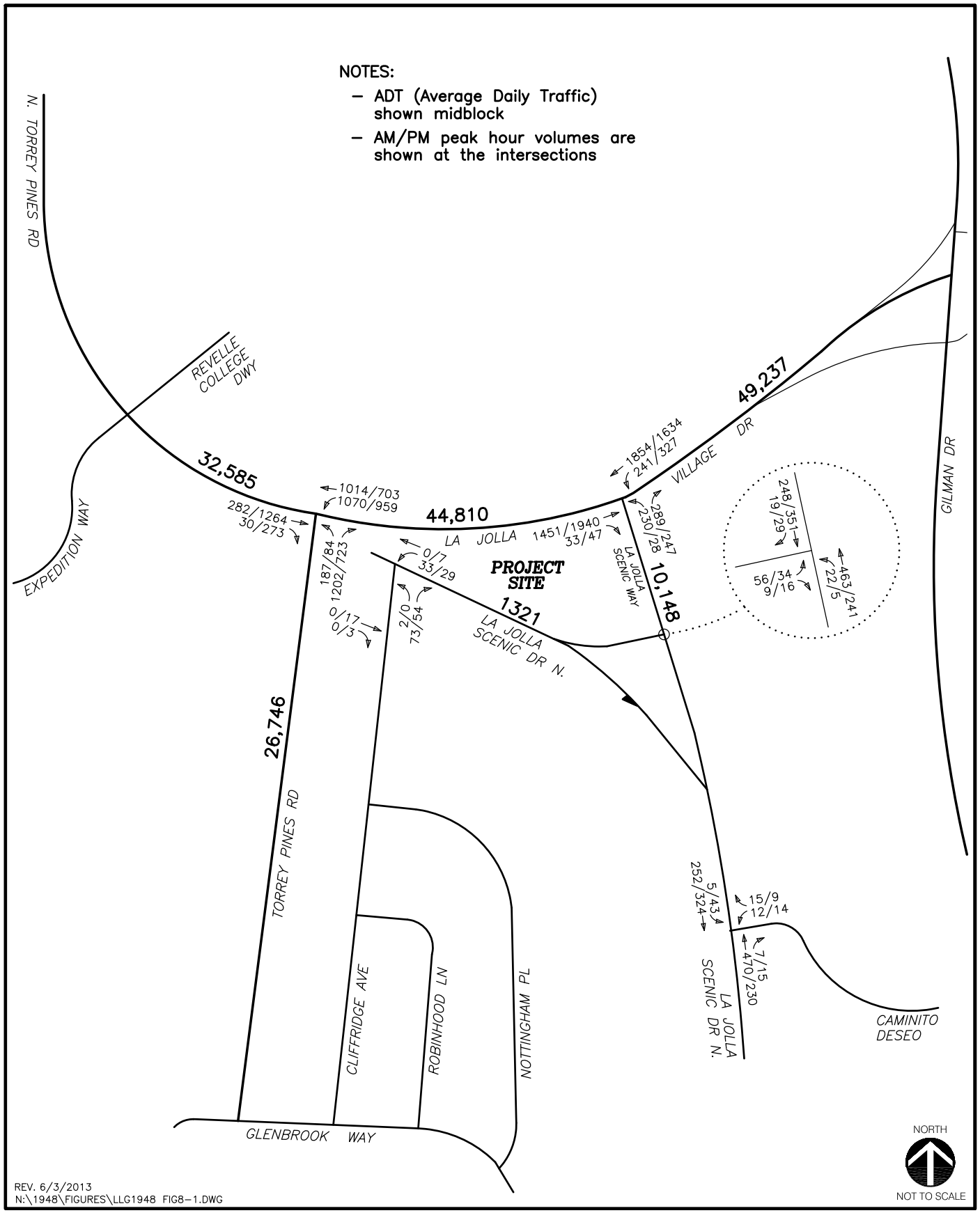

Figure 8-1

Existing + Project Traffic Volumes

AM/PM Peak Hours & ADT

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9.0 NEAR-TERM CUMULATIVE PROJECTS DISCUSSION

The City of San Diego requires other reasonably foreseeable projects in the nearby area to be included in the near-term analysis in order to account for projects that could be reasonably expected to be open and operating by the project's expected opening day in Year 2015 (but after existing counts were taken in February 2010). Based on discussions with City of San Diego staff, it was determined that 16 cumulative development projects should be included in the analysis (the UCSD Long-Range Development Plan consists of four individual projects that are expected to be built and occupied between the date of this project's existing counts and its expected opening day of 2015/2016). The following is a brief description of these cumulative projects. In addition, for purposes of being conservative, a growth factor of two percent (2%) was applied to the existing traffic volumes to account for any other unanticipated growth in traffic volumes in the area.

It should be noted that cumulative projects expected in the near-term condition were also included in the Year 2030 long-term conditions. *Section 11.0* of this report discusses Year 2030 traffic conditions in greater detail.

Figure 9–1 provides a location map of all cumulative projects. ***Figure 9–2*** shows the Cumulative Projects traffic volumes, ***Figure 9–3***shows the Existing + Cumulative Projects traffic volumes, and ***Figure 9–4*** shows the Existing + Cumulative Projects + Project traffic volumes.

9.1 Description of Cumulative Projects

1. **Southwest Fisheries** project is bound by La Jolla Shores Drive on the west, north, and east sides and Shellback Way on the south, within the UCSD/SIO campus in the City of San Diego. The existing site lies along the west side of La Jolla Shores Drive and just north of the Biological Grade Driveway. The project proposes to demolish two (approximately 40,000 sf) of the four existing structures on the west side of La Jolla Shores Drive and replace them with a new 124,000 square foot (sf) research and development building on the east side of La Jolla Shores Drive, a net increase of 84,000 sf. The "net" project is calculated to generate 672 ADT with 97 inbound / 11 outbound trips during the AM peak hour and 9 inbound / 85 outbound trips during the PM peak hour. The "gross" project would generate approximately 992 ADT with 145 inbound / 15 outbound trips during the AM peak hour and 15 inbound / 125 outbound trips during the PM peak hour. The traffic study for this project was completed by Linscott, Law & Greenspan, Engineers (November 2008). This project is approved but not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.

2. **Scripps Hospital CUP III Expansion** traffic information was obtained from the traffic consultant for that project, RBF Engineers. LLG coordinated directly with RBF staff to obtain the most up-to-date Scripps CUP III trip generation tables and regional distribution for the project (March, 2011). The Year 2015 (near-term) project trip generation for this project is 3,097 average daily trips (ADT), with 195 inbound/84 outbound trips during the AM peak hour, and 93 inbound/217 outbound trips during the PM peak hour. This project is approved. Therefore, traffic generated by this cumulative project was included in the near-term condition.

3. **Salk Institute** is an institute for Biological Studies. This project is calculated to generate 1,682 ADT with 270 trips during the AM peak hour (243 inbound/27 outbound) and 236 trips during the PM peak hour (24 inbound/212 outbound) based on a traffic study prepared by Urban Systems Associates (September 2006). This project is approved but not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.

4. **UCSD Long-Range Development Plan (LRDP)** Based upon discussion with UCSD, it was determined that several potential near-term projects could be constructed and occupied by the time the proposed project comes online in 2015. These cumulative, on-campus projects include East Campus developments such as the Clinical and Technical Research Institute (CTRI), East Campus Bed Tower, the Sulpizio Cardiovascular Center (CVC) and the East Campus Office Building (ECOB). On the West Campus, UCSD anticipates development of additional on-campus housing units by 2015-2016, although these are anticipated to benefit overall traffic by reducing the amount of non-resident (commuter) students who would otherwise constitute trips on the system. The following are the traffic volumes anticipated to be generated by these projects in the near-term condition:

    a. **Clinical and Technical Research Institute (CTRI) is** located on the UCSD East Campus Medical Center in the Health Sciences Neighborhood, sits north of the Sulpizio Cardiovascular Center (CVC) and Thornton Hospital and west of the East Campus Parking Structure (ECPS), above the southwest end of the north canyon which extends easterly from the I-5 corridor. The project proposes construction of a 360,000 gross square foot building providing easy access between research and clinical activities due to its proximity to the East Campus Medical Center. The project trip generation for 360,000 square feet of research and development is 2,880 average daily trips (ADT), with 415 inbound/46 outbound trips during the AM peak hour, and 40 inbound/363 outbound trips during the PM peak hour. The traffic study for this project was completed by Linscott, Law & Greenspan, Engineers (April 2011).

    b. **East Campus Bed Tower** proposes to expand the existing Thornton Hospital by adding a bed tower with up to 245 beds. The project trip generation assuming a 245-bed development is 4,900 average daily trips (ADT), with 309 inbound/132 outbound trips during the AM peak hour, and 147 inbound/343 outbound trips during the PM peak hour. The traffic study for this project was completed by Linscott, Law & Greenspan, Engineers (April 2010).

    c. **Sulpizio Cardiovascular Center** recently opened in 2011 after completion of construction to develop a 125,000 square foot dedicated cardiovascular patient center in December 2010. The project was estimate to generate 823 average daily trips (ADT), with 48 inbound/12 outbound trips during the AM peak hour, and 22 inbound/50 outbound trips during the PM peak hour. The traffic study for this project was completed by Katz, Okitsu & Associates (November 2005). Since traffic counts were taken prior to opening of this facility, the forecasted trip generation and trip assignment was included in the cumulative analysis.

d. **East Campus Office Building** is currently under construction to develop approximately 45,000 square feet of new space for office, administrative, and clinical research activities. The project is estimated to generate 457 average daily trips (ADT), with 26 inbound/22 outbound trips during the AM peak hour, and 14 inbound/27 outbound trips during the PM peak hour.

5. **Venter Institute** is located at the southwest corner of the intersection of La Jolla Village Drive and Torrey Pines Road as part of the University of California, San Diego (UCSD) campus. The Venter Institute is a 45,000-square foot scientific research and development center located on Parcel 4 of the Scripps Upper Mesa neighborhood within the Scripps Institute of Oceanography. The project is estimated to generate 360 ADT, with 52 inbound/6 outbound trips during the AM peak hour, and 5 inbound/45 outbound trips during the PM peak hour. A Site Access Study for this project was completed by Fehr & Peers (May 2007). Subsequent to the Fehr & Peers study, LLG recently prepared a revised traffic study in May 2013 redistributing project trips based on changes to the site access. The 2007 Fehr & Peers study analyzed the study area assuming a restricted right-in/right-out only access to Torrey Pines Road. The Venter Institute has revised the site plan to only provide access to Expedition Way (full access driveway). Access to Torrey Pines Road would be eliminated. The cumulative analysis in this report assumes the trip assignment associated with the full access on Expedition Way. This project is approved and is currently under construction. Thus, traffic generated by this cumulative project was included in the near-term condition. It should be noted the recent LLG traffic study served to analyze changes to the proposed access only under separate cover from the approved study.

6. **La Jolla Medical Building** is a redevelopment of the El Torito restaurant located at 8910 La Jolla Village Drive. The project proposes to construct approximately 15,000 square feet of medical office space. Using City of San Diego trip rates, the project is estimated to generate approximately 300 ADT, with 14 inbound/4 outbound trips during the AM peak hour, and 10 inbound/ 23 outbound trips during the PM peak hour. This project is currently under review. Thus, traffic generated by this cumulative project was included in the near-term condition.

7. **La Jolla Crossroads II** proposes to construct 309 multi-family residences at 9015 Judicial Drive in the Community of University City. The project is estimated to generate approximately 1,854 ADT, with 30 inbound/118 outbound trips during the AM peak hour, and 117 inbound/49 outbound trips during the PM peak hour based on information contained in the *Additional Information Statement* for the La Jolla Crossroads EIR, October 2012. This project is approved but not yet under construction. For purposes of being conservative, traffic generated by this cumulative project was included in the near-term condition.

8. **Nexus Center** is located adjacent to the La Jolla Crossroads project on Judicial Drive and proposes to construct approximately 191,000 square feet of research & development/office space. The project is estimated to generate approximately 1,915 ADT, with 276 inbound/31 outbound trips during the AM peak hour, and 27 inbound/241 outbound trips during the PM peak hour based on information provided in the Darnell & Associates *Traffic Study for Nexus Properties R&D*, March 2005. This project is approved and is currently under construction. Thus, traffic generated by this cumulative project was included in the near-term condition.

9. **Palazzo Condominiums** proposes to construct approximately 30 multi-family residences at 2402 N. Torrey Pines Road. Using City of San Diego trip rates, the project is estimated to generate approximately 180 ADT, with 3 inbound/11 outbound trips during the AM peak hour, and 11 inbound/5 outbound trips during the PM peak hour. This project is approved and is currently under construction. Therefore, traffic generated by this cumulative project was included in the near-term condition.

10. **La Jolla Centre III** proposes to construct approximately 278,800 square feet of commercial office space and is located near the intersections of Judicial Drive, Executive Drive, and Town Centre Drive in the Community of University City. The project is estimated to generate approximately 4,162 ADT, with 487 inbound/54 outbound trips during the AM peak hour, and 117 inbound/466 outbound trips during the PM peak hour based upon cumulative project information found in the City approved *Scripps Hospital CUP III Traffic Impact Study*, prepared by RBF, May 2012. This project is approved but not yet under construction. Thus, traffic generated by this cumulative project was included in the near-term condition.

11. **Monte Verde** proposes to construct approximately 560 multi-family residences and is located near the intersections of La Jolla Village Drive, Regents Road, and Campus Point Drive in the Community of University City. The project is estimated to generate approximately 3,360 ADT, with 54 inbound/215 outbound trips during the AM peak hour, and 235 inbound/101 outbound trips during the PM peak hour based on the Kimley-Horn and Associates *Monte Verde Traffic Study*, December 2004. This project is approved but is not yet constructed. For purposes of being conservative, traffic generated by this cumulative project was included in the near-term condition.

12. **Scripps Green Hospital** proposes to construct approximately 39,024 square feet of hospital land use located on Genesee Avenue north of N. Torrey Pines Road. The project is estimated to generate approximately 780 ADT, with 49 inbound/21 outbound trips during the AM peak hour, and 23 inbound/55 outbound trips during the PM peak hour based on the Urban Systems Associates, Inc. *Scripps Green Hospital/Scripps Green Health Traffic Study*, November 2007 . This project is approved but is not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.

13. **9339 Genesee Executive Plaza** proposes to convert approximately 22,500 square feet of existing standard commercial office space to medical office space located at 9339 Genesee Avenue in the Community of University City. The project is estimated to generate approximately 971 ADT, with 14 inbound/11 outbound trips during the AM peak hour, and 31 inbound/48 outbound trips during the PM peak hour. LLG completed the traffic study for this project in September 2010. This project is approved but not yet constructed. Thus, traffic generated by this cumulative project was included in the near-term condition.

14. **Torrey Pines Glider Port Expansion** proposes to expand the operations of the existing City Park (glider port) located at 2800 Torrey Pines Scenic Drive in the Community of La Jolla. The project is estimated to generate approximately 180 ADT, with 3 inbound/3 outbound trips during the AM peak hour, and 5 inbound/9 outbound trips during the PM peak hour based on the *Torrey Pines City Park General Development Plan Traffic Impact Study*, RBF

Consulting, May 2012. This project is approved but is not yet constructed. Therefore, traffic generated by this cumulative project was included in the near-term condition.

15. **UTC Revitalization Project** is a Master Planned Development Plan (MRDP) with variable development programs that can respond to changing market conditions and desire of the community of University City. The original project proposed up to 750,000 square feet retail and 250 dwelling units with several alternative project scenarios based on a trip generation equivalency. The intent of the MPDP is to allow flexibility in the development program while ensuring the alternative project scenarios have been addressed by the analysis of the original project. At a maximum, the project is estimated to generate approximately 21,900 ADT, with 315 inbound/207 outbound trips during the AM peak hour, and 1,011 inbound/964 outbound trips during the PM peak hour. LLG completed the traffic study for this project in January 2008. This project is approved, is partially completed and open, and is currently under construction. Therefore, the completed portion of traffic generated by this cumulative project (assumed 50%) was included in the near-term condition.

16. **La Jolla Commons III Community Plan Amendment (CPA)** proposes land use changes to the current plan for a mixed-use development of a 450,000 SF mid-rise office building, a 25-story residential tower with 120 units, a 325-room hotel, other general office development (mainly for scientific research), and open space. The amendment would eliminate the residential uses to increase the Development Intensity Element of the University Community Plan designating this portion of the site to develop as office use, a hotel, or a mix of hotel and office use. The project is bound by Executive Drive, La Jolla Village Drive, and Judicial Drive. One mid-rise office building tower of the project is completed and partially occupied. This cumulative project would be expected to generate 10,319 ADT with 680 inbound/200 outbound trips during the AM peak hour, and 425 inbound/ 681 outbound trips during the PM peak hour at buildout. Trip generation information was based upon cumulative project information found in the City approved *Scripps Hospital CUP III Traffic Impact Study*, prepared by RBF, May 2012. This project is approved with the exception of the proposed changes to eliminate the residential uses in the CPA. It would not be expected that traffic generated by this CPA would be on the study area street system by the opening of the proposed project in Year 2015. Therefore, no cumulative project traffic was included in the near-term condition.

Appendix I contains the individual cumulative projects manual assignment sheets.

9.2 Summary of Cumulative Project Trips

TABLE 9–1
CUMULATIVE PROJECTS SUMMARY

No.	Name	Project	ADT	AM		PM		Status
				In	Out	In	Out	
1	Southwest Fisheries	Net 84 KSF Research & Development	992	145	15	15	125	Approved, Not Yet Constructed
2	Scripps Hospital CUP III Expansion	115 KSF Hospital, 195.2 KSF Medical Office/Retail/Ancillary, -36.1 KSF Scientific Research	3,097	195	84	93	217	Approved, Not Yet Constructed
3	Salk Institute	Net 219.2 KSF Scientific Research	1,682	243	27	24	212	Approved, Not Yet Constructed
4	UCSD Long-Range Development Plan							
	a. Clinical and Technical Research Institute	360 KSF Research & Development	2,880	415	46	40	363	Unknown
	b. East Campus Bed Tower	245 Hospital Beds	4,900	309	132	147	343	Unknown
	c. Sulpizio Cardiovascular Center	125 KSF Medical Center	823	48	12	22	50	Unknown
	d. East Campus Office Building	45 KSF Medical Office/Research	457	26	22	14	27	Unknown
5	Venter Institute	45 KSF Research & Development	360	52	6	5	45	Approved, Not Yet Constructed
6	La Jolla Medical Building	15 KSF Medical Office	300	14	4	10	23	Under Review
7	La Jolla Crossroads II	309 MFDU	1,854	30	118	117	49	Approved, Not Yet Constructed
8	Nexus Center	191 KSF Research & Development/Office	1,915	276	31	27	241	Approved, Not Yet Constructed
9	Palazzo Condos	30 MFDU	180	3	11	11	5	Approved, Not Yet Constructed
10	La Jolla Centre III	278.8 KSF Commercial Office	4,162	487	54	117	466	Approved, Not Yet Constructed
11	Monte Verde CPA	560 MFDU	3,360	54	215	235	101	Approved, Not Yet Constructed

(Continued on Next Page)

TABLE 9–1
CUMULATIVE PROJECTS SUMMARY

No.	Name	Project	ADT	AM		PM		Status
				In	Out	In	Out	
(Continued from Previous Page)								
12	Scripps Green Hospital	39,024 KSF Hospital	780	49	21	23	55	Approved, Not Yet Constructed
13	9339 Genesee Executive Plaza	22.5 KSF Commercial Office	971	14	11	31	48	Approved, Not Yet Constructed
14	Torrey Pines Glider Port	Expansion	180	3	3	5	9	Approved, Not Yet Constructed
15	UTC Revitalization Project	750 KSF Regional Retail/250 MFDU	21,900	315	207	1,011	964	Approved, Partially Completed and Open
16	La Jolla Commons CPA	450,000 SF R&D-Office/ 120 MFDU/ 325 room hotel	10,319	680	200	425	681	Partially Approved, Partially Completed and Occupied
Total Cumulative Projects			**61,112**	**3,358**	**1,219**	**2,372**	**4,024**	—

General Notes:

1. Cumulative projects with an "Unknown" status were included in the near-term conditions for purposes of being conservative.

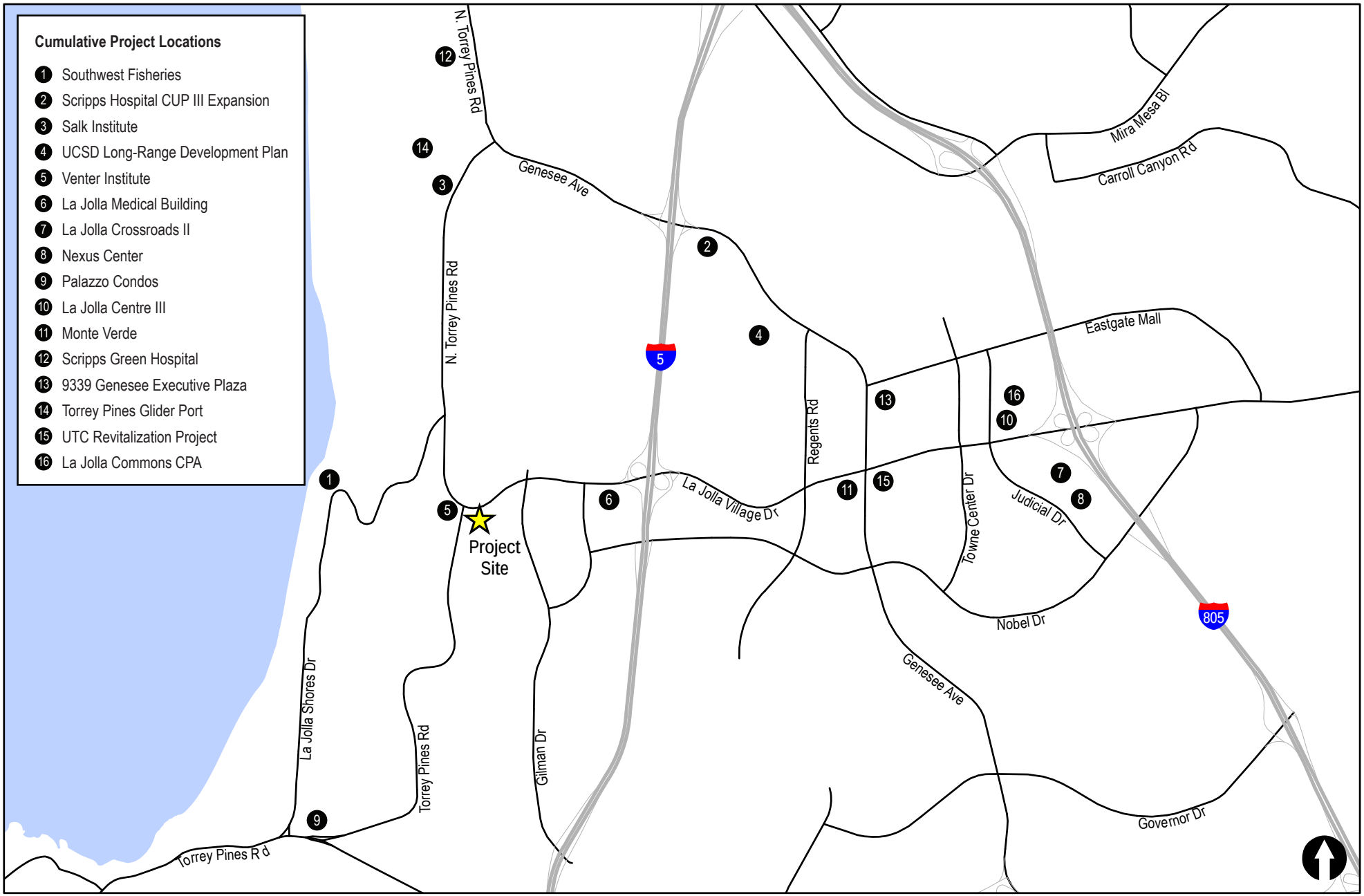

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Figure 9-1

Cumulative Projects Location Map

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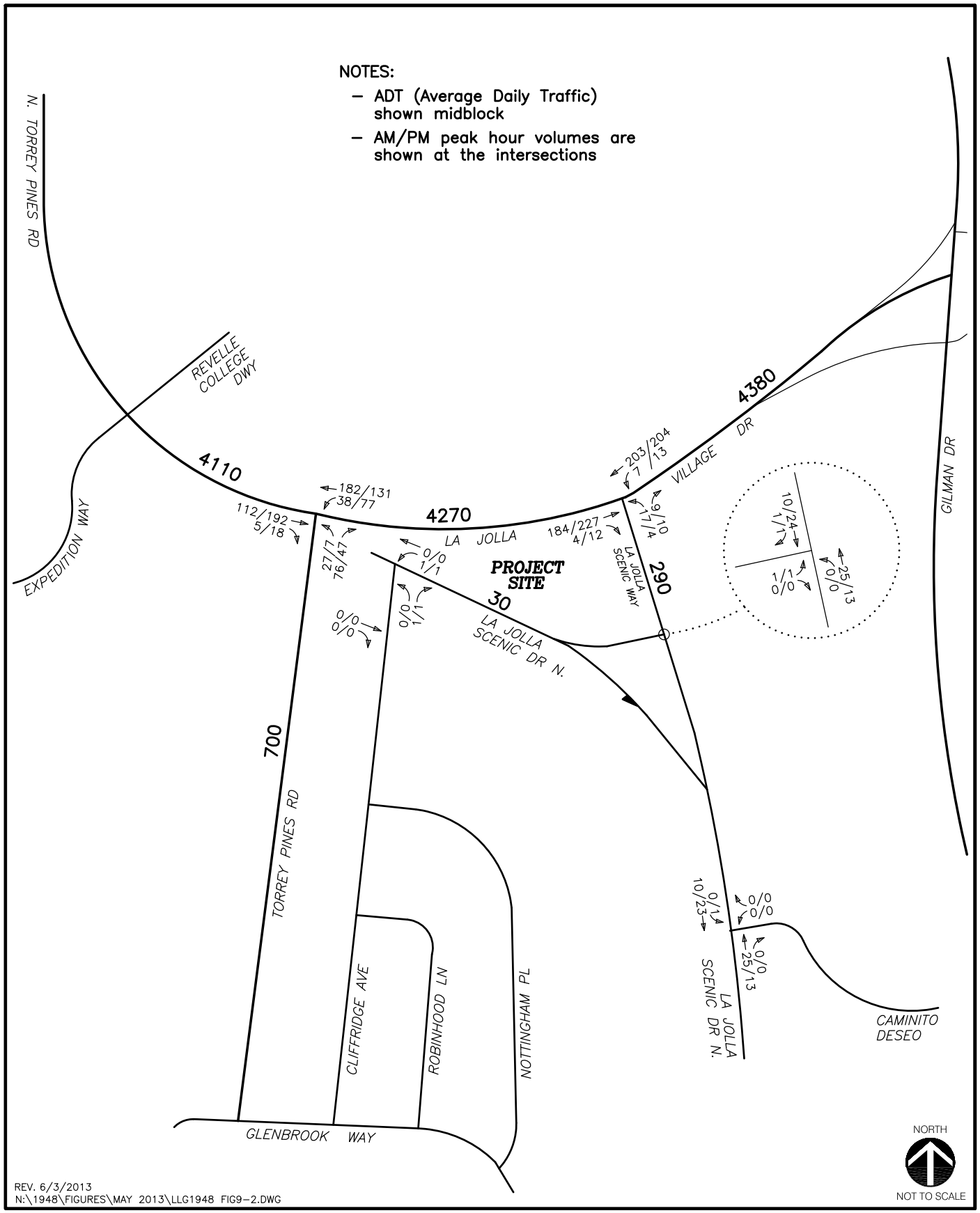

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Figure 9-2

Cumulative Projects Traffic Volumes

AM/PM Peak Hours & ADT

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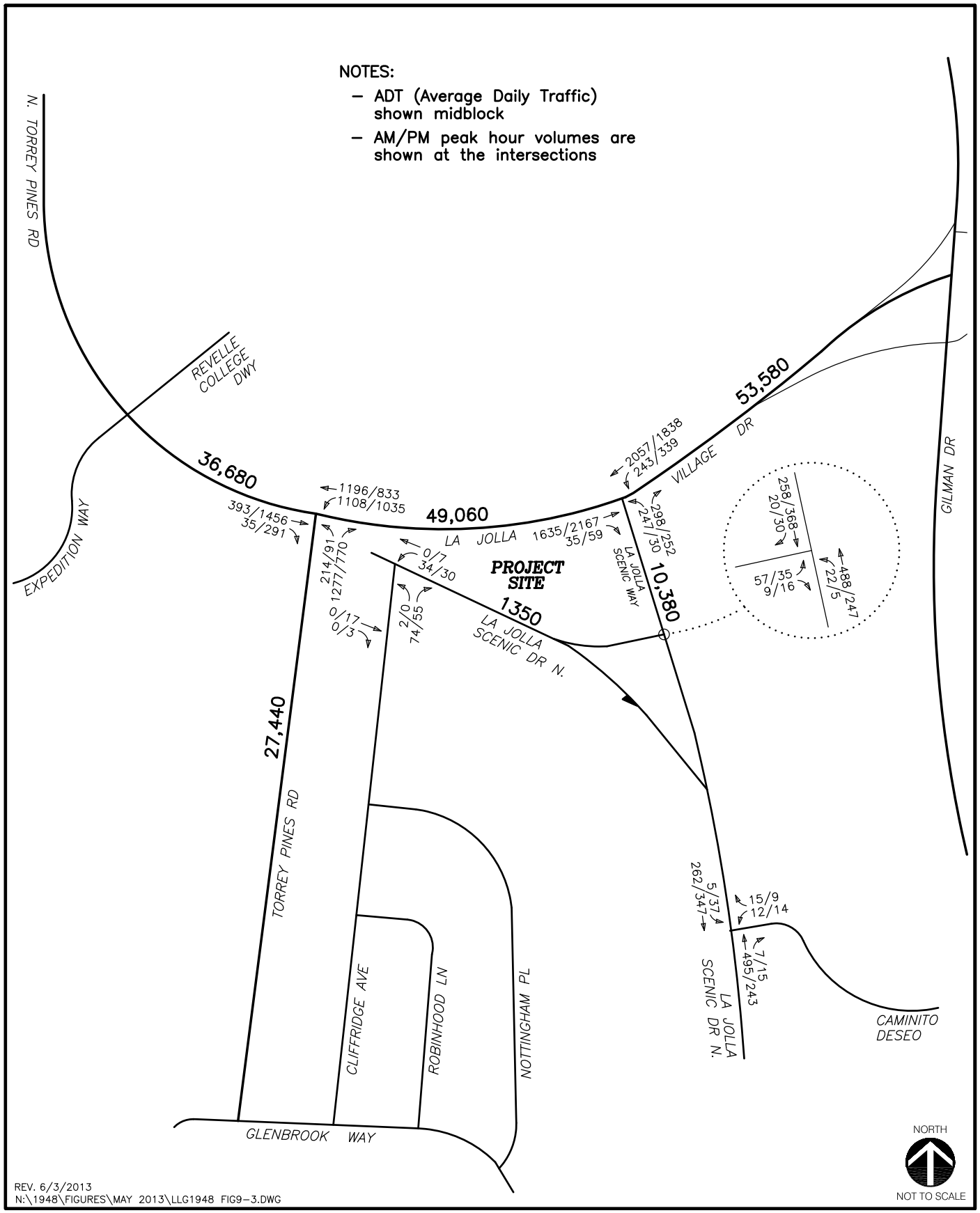

Figure 9-3

Existing + Cumulative Projects Traffic Volumes

AM/PM Peak Hours & ADT

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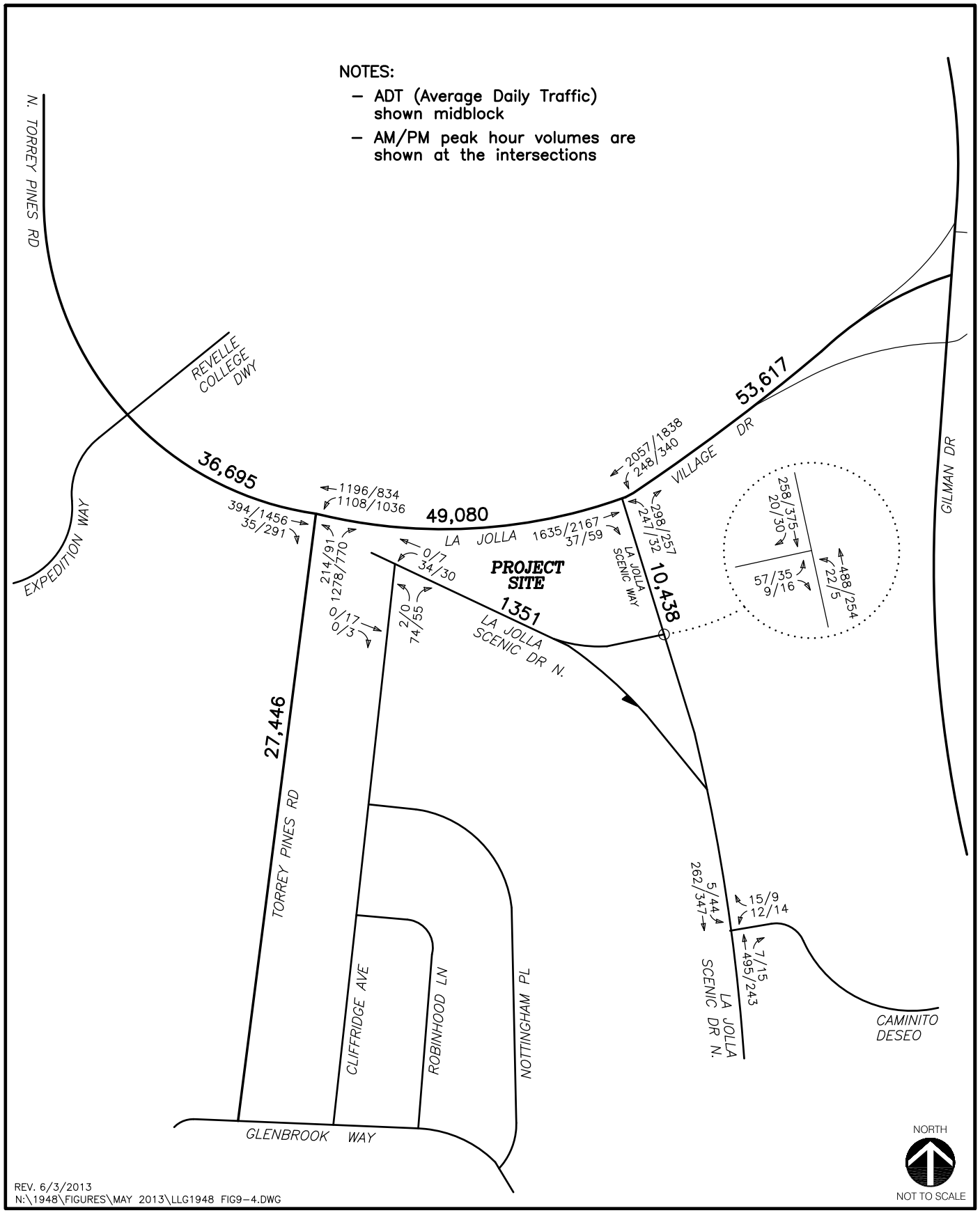

Figure 9-4

Existing + Cumulative Projects + Project Traffic Volumes

AM/PM Peak Hours & ADT

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10.0 ANALYSIS OF NEAR-TERM SCENARIOS

10.1 Existing + Cumulative Projects

10.1.1 *Intersection Analysis*

Since many students currently walk to/from the UCSD campus utilizing the intersections of La Jolla Village Drive / Torrey Pines Road and La Jolla Village Drive / La Jolla Scenic Way, the number of pedestrians collected in the peak hour intersection count data were included in the peak hour analysis.

Table 10–1 summarizes the peak hour intersection operations for the Existing + Cumulative Projects conditions. As seen in *Table 10–1*, all key signalized intersections are calculated to operate at LOS D or better conditions with the addition of cumulative projects traffic.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better conditions.

Appendix J contains the peak hour intersection analysis worksheets for the Existing + Cumulative +Projects conditions.

10.1.2 *Segment Operations*

Table 10–2 summarizes the key segment operations in the study area for the Existing + Cumulative Projects conditions. As seen in *Table 10–2*, the following study area segments are calculated to operate at LOS E or F with the addition of cumulative projects traffic:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road – LOS E
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS F
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS E

10.2 Existing + Cumulative Projects + Project

10.2.1 *Intersection Analysis*

Table 10–1 summarizes the peak hour intersection operations for Existing + Cumulative Projects + Project conditions. As seen in *Table 10–1*, key signalized intersections are calculated to continue to operate at LOS D or better conditions with the addition of cumulative projects and project traffic.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS B or better conditions.

Since all intersections are calculated to continue to operate at an acceptable LOS D or better with the addition of the project, ***no significant impacts*** were calculated.

Appendix K contains the + Cumulative Projects +Project intersection analysis worksheets.

10.2.2 *Segment Operations*

Table 10–2 summarizes the + Cumulative Projects +Project roadway segment operations. As seen in *Table 10–2*, the following study area segments continue to operate at LOS E or F with the addition of cumulative projects and project traffic:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road – LOS E
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS F
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS E

The V/C increase due to the project on the street segments operating at LOS E does not exceed 0.02 and the project-induced V/C increase on the street segments operating at LOS F does not exceed 0.01. Therefore, ***no significant impacts*** were calculated.

TABLE 10–1
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing + Cumulative Projects		Existing + Cumulative Projects+ Project		Δ Delay [c]	Impact Type
			Delay [a]	LOS [b]	Delay	LOS		
1. La Jolla Village Drive/ Torrey Pines Road	Signal	AM	26.3	C	26.4	C	0.1	None
		PM	45.8	D	45.8	D	0.0	None
2. La Jolla Village Drive/ La Jolla Scenic Way	Signal	AM	16.5	B	16.5	B	0.0	None
		PM	24.4	C	24.7	C	0.3	None
3. La Jolla Scenic Drive North/ Cliffridge Way	OWSC [d]	AM	8.6	A	8.6	A	0.0	None
		PM	8.6	A	8.6	A	0.0	None
4. La Jolla Scenic Way/ La Jolla Scenic Drive North	OWSC	AM	14.4	B	14.4	B	0.0	None
		PM	12.7	B	12.8	B	0.1	None
5. La Jolla Scenic Drive North/ Caminito Deseo	Uncontrolled [e]	AM	14.1	B	14.1	B	0.0	None
		PM	13.1	B	13.3	B	0.2	None

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Increase in delay due to project.
d. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
e. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 10–2
NEAR-TERM SEGMENT OPERATIONS

Street Segment	Functional Classification	LOS E Capacity [a]	Existing + Cumulative Projects			Existing + Cumulative Projects + Project			Δ V/C [e]	Impact Type
			ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C		
La Jolla Village Drive										
Expedition Way to Torrey Pines Road	4-Ln Major Arterial	40,000	36,680	E	0.917	36,695	E	0.917	0.000	None
Torrey Pines Road to La Jolla Scenic Way	6-Ln Major Arterial	45,000 [h]	49,060	F	1.090	49,080	F	1.091	0.000	None
La Jolla Scenic Way to Gilman Drive	6-Ln Prime Arterial	60,000	53,580	D	0.893	53,617	D	0.894	0.001	None
Torrey Pines Road										
La Jolla Village Drive to Glenbrook Way	4-Ln Collector	30,000	27,440	E	0.915	27,446	E	0.915	0.000	None
La Jolla Scenic Way										
La Jolla Village Drive to La Jolla Scenic Drive North	2-Ln Collector	15,000 [f]	10,380	D	0.692	10,438	D	0.696	0.004	None
La Jolla Scenic Drive North										
Cliffridge Avenue to La Jolla Scenic Way	Sub-Collector	2,200 [g]	1,350	≥ C	N/A	1,351	≥ C	N/A	N/A	None

Footnotes:

a. City of San Diego Roadway Capacity Standards.
b. Average Daily Traffic volumes.
c. Level of Service
d. Volume to Capacity ratio.
e. Increase in V/C due to project.
f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

11.0 YEAR 2030 CONDITIONS

11.1 Year 2030 Network Conditions

No network improvements were assumed on the street system within the study area in the 2030 analysis.

11.2 Year 2030 Traffic Volumes

11.2.1 *Year 2030 Without Project*

Year 2030 ADT volumes were obtained from the SANDAG Series 11 traffic model. The SANDAG model contains the land use types and intensities throughout the County based on each jurisdiction's Community and General Plan assumptions. However, some volumes were increased where notably lower than existing 2010 count data. In addition, all near-term cumulative projects were included in the Year 2030 traffic volume forecast. Since the SANDAG Year 2030 model contains the existing project site land uses (residential recreation), these volumes were used in the "without project" scenario.

The SANDAG Year 2030 model data was also used to estimate peak hour turning movement volumes using a template in EXCEL developed by LLG. This template estimates peak hour traffic at an intersection from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes. This same relationship can be assumed to generally continue in the future. ***Figure 11–1*** depicts the Year 2030 Without Project traffic volumes.

Appendix L contains a copy of the SANDAG Series 11 forecast and the 2030 peak hour intersection traffic volume sheets.

11.2.2 *Year 2030 With Project*

The project traffic was added to the Year 2030 Without Project traffic (Section 11.2.1 above) to obtain Year 2030 With Proposed Project traffic for both peak hour turning movements and ADT volumes. ***Figure 11–2*** depicts the Year 2030 With Project traffic volumes.

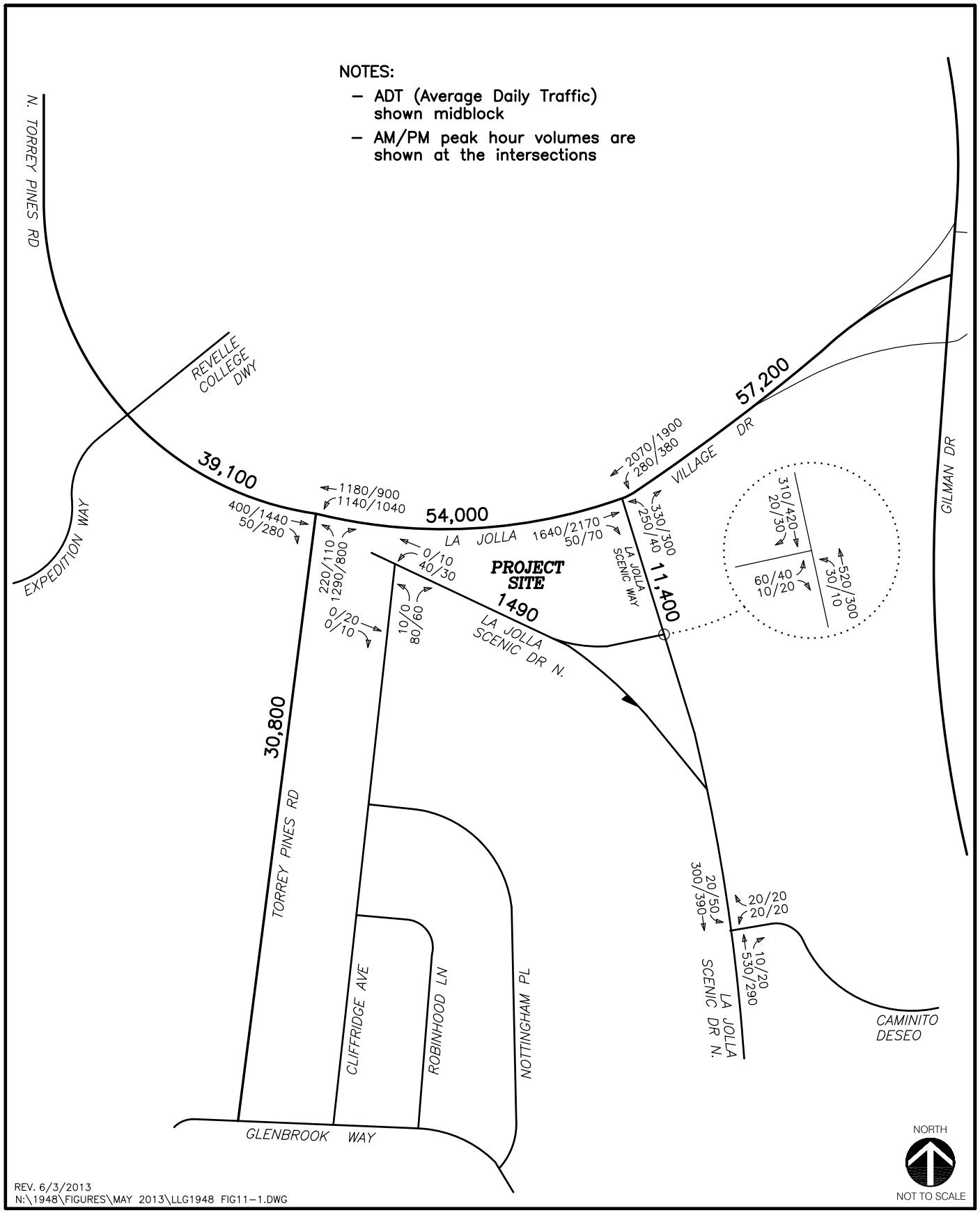

Figure 11-1

Year 2030 without Project Traffic Volumes

AM/PM Peak Hours & ADT

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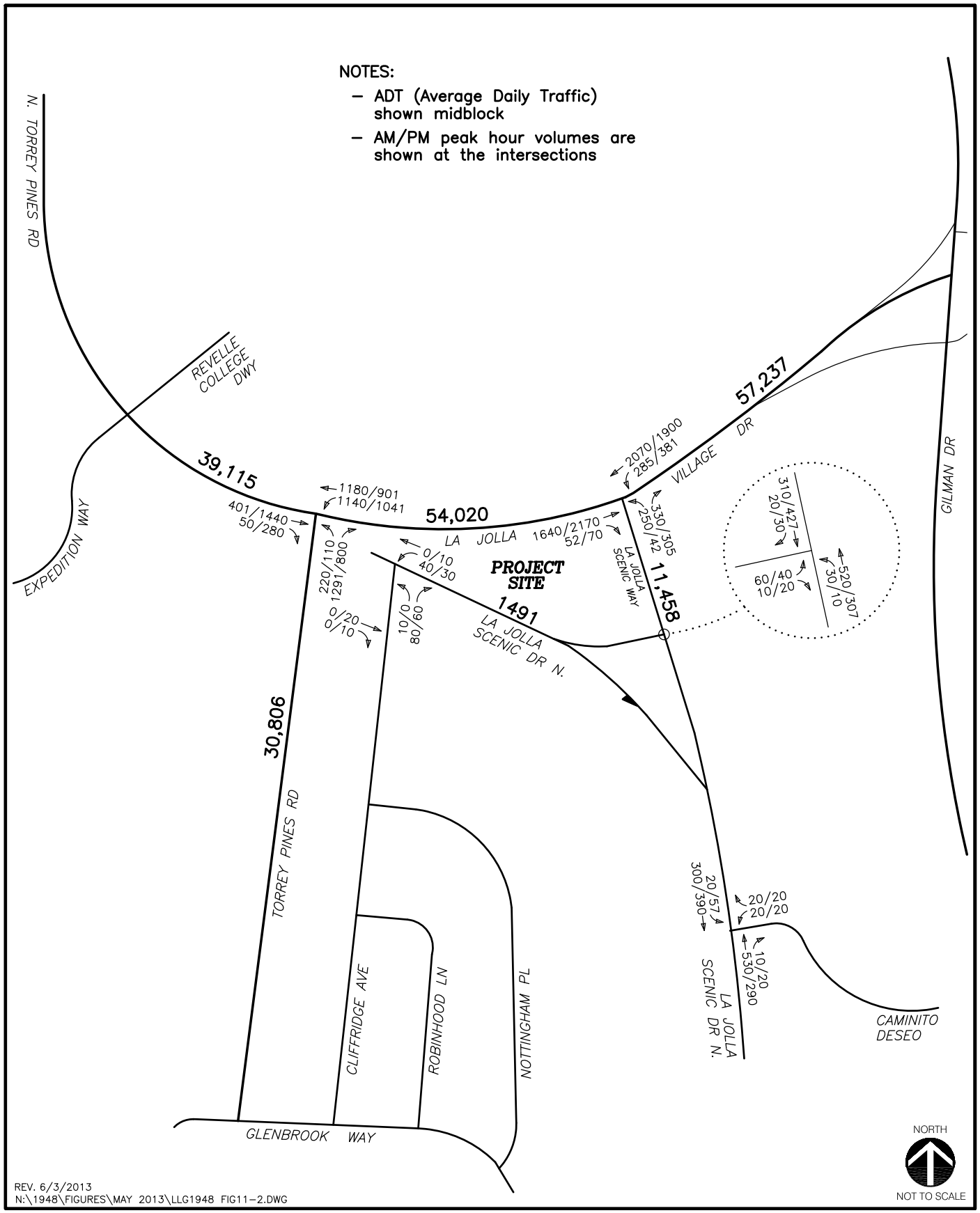

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Figure 11-2

Year 2030 with Project Traffic Volumes

AM/PM Peak Hours & ADT

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12.0 ANALYSIS OF YEAR 2030 SCENARIOS

12.1 Year 2030 Without Project Operations

12.1.1 *Intersection Analysis*

Table 12–1 summarizes the peak hour intersection operations for the Year 2030 Without Project conditions. As seen in *Table 12–1*, all key signalized intersections are calculated to operate at LOS D or better conditions.

The critical movements at the unsignalized intersections are calculated to operate at LOS C or better conditions.

Appendix M contains the Year 2030 Without Project intersection analysis worksheets.

12.1.2 *Segment Operations*

Table 12–2 summarizes the Year 2030 Without Project roadway segment operations. As seen in *Table 12–2*, the following segments are expected to operate at LOS E or F:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road – LOS E
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS F
- La Jolla Village Drive between La Jolla Scenic Way and Gilman Drive – LOS E
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS F

12.2 Year 2030 With Project Operations

12.2.1 *Intersection Analysis*

Table 12–1 summarizes the peak hour intersection operations for the Year 2030 With Project conditions. As seen in *Table 12–1*, all key signalized intersections are calculated to operate at LOS D or better conditions.

The critical movements at the unsignalized intersections are calculated to continue to operate at LOS C or better conditions.

Appendix N contains the Year 2030 With Project intersection analysis worksheets.

Since all intersections are calculated to continue to operate at LOS D or better with the addition of project traffic, ***no significant impacts*** were calculated.

12.2.2 *Segment Operations*

Table 12–2 summarizes the Year 2030 With Project roadway segment operations. As seen in *Table 12–2*, the following street segments operate at LOS E or F:

- La Jolla Village Drive between Expedition Way and Torrey Pines Road – LOS E
- La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way – LOS F
- La Jolla Village Drive between La Jolla Scenic Way and Gilman Drive – LOS E
- Torrey Pines Road between La Jolla Village Drive and Glenbrook Way – LOS F

The V/C increase due to the project on the street segments operating at LOS E does not exceed 0.02 and the V/C increase due to the project on the street segments operating at LOS F does not exceed 0.01. Therefore, ***no significant impacts*** were calculated.

TABLE 12–1
YEAR 2030 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Year 2030 Without Project		Year 2030 With Project		Δ Delay [c]	Impact Type
			Delay [a]	LOS [b]	Delay	LOS		
1. La Jolla Village Drive/ Torrey Pines Road	Signal	AM	27.4	C	27.6	C	0.2	None
		PM	45.2	D	45.5	D	0.3	None
2. La Jolla Village Drive/ La Jolla Scenic Way	Signal	AM	17.2	B	17.3	B	0.1	None
		PM	26.3	C	26.6	C	0.3	None
3. La Jolla Scenic Drive North/ Cliffridge Way	OWSC [d]	AM	8.7	A	8.7	A	0.0	None
		PM	8.7	A	8.7	A	0.0	None
4. La Jolla Scenic Way/ La Jolla Scenic Drive North	OWSC	AM	16.2	C	16.2	C	0.0	None
		PM	13.9	C	14.1	B	0.2	None
5. La Jolla Scenic Drive North/ Caminito Deseo	Uncontrolled [e]	AM	16.2	C	16.2	C	0.0	None
		PM	14.2	B	14.4	B	0.2	None

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Increase in delay due to project.
d. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
e. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 12–2
YEAR 2030 SEGMENT OPERATIONS

Street Segment	Roadway Classification	LOS E Capacity [a]	Year 2030 Without Project			Year 2030 With Project			Δ V/C [e]	Impact Type
			ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C		
La Jolla Village Drive										
Expedition Way to Torrey Pines Road	4-Lane Major Arterial	40,000	39,100	E	0.978	39,115	E	0.978	0.000	None
Torrey Pines Road to La Jolla Scenic Way	6-Lane Major Arterial	45,000 [h]	54,000	F	1.200	54,020	F	1.200	0.000	None
La Jolla Scenic Way to Gilman Drive	6-Lane Prime Arterial	60,000	57,200	E	0.953	57,237	E	0.954	0.001	None
Torrey Pines Road										
La Jolla Village Drive to Glenbrook Way	4-Lane Collector	30,000	30,800	F	1.027	30,806	F	1.027	0.000	None
La Jolla Scenic Way										
La Jolla Village Drive to La Jolla Scenic Drive North	2-Lane Collector	15,000 [f]	11,400	D	0.760	11,458	D	0.764	0.008	None
La Jolla Scenic Drive North										
Cliffridge Avenue to La Jolla Scenic Way	Sub-Collector	2,200 [g]	1,490	> C	N/A	1,491	> C	N/A	N/A	None

Footnotes:

a. City of San Diego Roadway Capacity Standards.
b. Average Daily Traffic volumes.
c. Level of Service
d. Volume to Capacity ratio.
e. Increase in V/C due to project.
f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.

13.0 "ALL WALK" PEDESTRIAN ASSESSMENT

The University of California, San Diego (UCSD) campus is located on the north side of La Jolla Village Drive with a direct pedestrian path connecting to the intersection of La Jolla Village Drive and Torrey Pines Road. Therefore, a relatively high amount of pedestrians currently cross La Jolla Village Drive in this area. *Figure 3–2* in the Existing Conditions Section of this report shows the location of the pedestrian path connecting the UCSD campus to La Jolla Village Drive in this area. ***Figure 13–1*** shows the landscape plan indicating the proposed pedestrian pathways located along La Jolla Village Drive connecting the project site to the intersection at Torrey Pines Road and within close proximity to the intersection at La Jolla Scenic Drive (North).

An alternative analysis assuming all students coming to the facility walk (or bike) was conducted. Based on the location of the facility, field observations and existing pedestrian counts at these intersections, approximately 90 percent of the pedestrian movements were assumed to occur at the intersection of La Jolla Village Drive and Torrey Pines Road and the remaining 10 percent were assumed to cross at the intersection of La Jolla Village Drive and La Jolla Scenic Way. ***Table 13–1*** shows the total number of pedestrians using the La Jolla Village Drive crosswalks and the number of pedestrians expected to use these crosswalks with the project.

TABLE 13–1
PEDESTRIAN VOLUMES

Intersection	Direction	# of Pedestrians					
		Existing		Project		Total	
		AM	PM	AM	PM	AM	PM
La Jolla Village Dr / Torrey Pines Rd	NB/SB	93	108	90	45	183	153
La Jolla Village Dr / La Jolla Scenic Way	NB/SB	11	1	10	5	21	6

The "All Walk" peak hour intersection analysis uses the pedestrian data and assumptions indicated in *Table 13–1*. A pedestrian call was assumed to occur during every cycle at the La Jolla Village Drive/Torrey Pines Road intersection, a worst-case assumption. ***Table 13–2*** summarizes the Existing + Project and Existing + Cumulative Projects + Project intersection analysis results for the "All Walk" scenario. Some delays decrease slightly since fewer vehicular- project trips would travel through the intersection. As seen in *Table 13–2* all intersections continue to operate at LOS D or better conditions.

The analysis results for the "All Walk" scenario are virtually the same, if not better, as compared to the base analysis which assumes 80 percent walk/ 20 percent drive.

Appendix O contains the Existing + Project and Existing + Cumulative Projects + Project intersection analysis worksheets for "All Walk" Scenario.

TABLE 13–2
EXISTING & NEAR-TERM "ALL WALK"
INTERSECTION OPERATIONS
(ALL STUDENTS WALKING TO THE PROJECT SITE)

Intersection	Control Type	Peak Hour	Existing + Project		Existing + Project "All Walk"		Existing + Cumulative Projects + Project		Existing + Cumulative Projects + Project "All Walk"	
			Delay [a]	LOS [b]	Delay	LOS	Delay	LOS	Delay	LOS
1. La Jolla Village Drive/ Torrey Pines Road	Signal	AM	21.6	C	21.6	C	26.4	C	26.3	C
		PM	33.1	C	33.1	C	45.8	D	45.8	D
2. La Jolla Village Drive/ La Jolla Scenic Way	Signal	AM	15.2	B	15.3	B	16.5	B	16.5	B
		PM	20.8	C	20.8	C	24.7	C	24.6	C
3. La Jolla Scenic Drive North/ Cliffridge Way	OWSC [c]	AM	8.6	A	8.6	A	8.6	A	8.6	A
		PM	8.6	A	8.6	A	8.6	A	8.6	A
4. La Jolla Scenic Way/ La Jolla Scenic Drive North	OWSC	AM	14.0	B	14.0	B	14.4	B	14.4	B
		PM	12.3	B	12.3	B	12.8	B	12.7	B
5. La Jolla Scenic Drive North/ Caminito Deseo	Uncontrolled [d]	AM	13.7	B	13.7	B	14.1	B	14.1	B
		PM	12.7	B	12.7	B	13.3	B	13.1	B

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
d. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 < 10.0	A	0.0 < 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
> 80.1	F	> 50.1	F

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NORTH

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Figure 13-1

On-Site Pedestrian Pathways

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14.0 ACCESS, OFF-SITE CIRCULATION AND ON-STREET PARKING DISCUSSION

14.1 Project Access and Off-Site Circulation

Vehicular access to the site is planned via one right-turn-in/right-turn-out only driveway located on La Jolla Scenic Way. Locating the driveway on La Jolla Scenic Way (as opposed to La Jolla Scenic Drive North) prevents conflicts with driveways serving residences located on La Jolla Scenic Drive North.

An analysis of the proposed driveway location was completed to assure that adequate sight distance would be provided. The design speed on La Jolla Scenic Way is 30 mph. According to the *Highway Design Manual*, January 4, 2007, driveways on roadways with a speed limit of 30 mph require 200 feet of stopping sight distance. This is due to the fact that vehicles making the eastbound to southbound right-turn movement would be traveling less than 30 mph since they are making a sharp turn, there is no right-turn overlap phase, and vehicles making this maneuver would have to yield to pedestrians. The location of the proposed project driveway is approximately 150 feet south of the La Jolla Village Drive/La Jolla Scenic Way signalized intersection. This intersection is visible from the proposed driveway location, and vehicles exiting the property will be restricted to a right-turn movement, thus requiring them to look only in the northbound direction for a gap in traffic. ***Figure 14–1*** shows the line of sight arrows required at the project driveway. As shown in *Figure 14–1*, adequate distance (250 feet) is provided from the driver's line of sight at the project driveway to the oncoming vehicles making a westbound to southbound left-turn at the La Jolla Village Drive/La Jolla Scenic Way intersection. Approximately 125-150 feet of stopping sight distance would be required from the project driveway to the eastbound to southbound right turn movements at the signalized intersection. It is recommended that 25 feet of red curb be provided just north of the proposed driveway location in order to increase the driver visibility of oncoming traffic.

In addition, based on field observations, sufficient gap time would exist for patrons exiting the project site since they would be able to make their eastbound right-turn concurrent with the northbound movement at the signalized intersection of La Jolla Village Drive/La Jolla Scenic Way (no southbound traffic would be utilizing La Jolla Scenic Way during this phase other than eastbound to southbound right-turn-on-red movements and northbound to southbound u-turn movements).

As discussed in the trip distribution section of the report, outbound traffic oriented to La Jolla Village Drive would make a southbound to northbound u-turn at the intersection of La Jolla Scenic Drive North/ Caminito Deseo. A field observation of the available turning radius at Caminito Deseo was compared to the required minimum design internal turning radius of 36 feet. Based on the field visit under existing roadway conditions, it was observed that 40 feet of internal turning radius is available. Therefore, a u-turn is feasible at this intersection. ***Figure 14–2*** shows the amount of internal turning radius provided at this location. It is recommended that a stop sign be installed on Caminito Deseo approaching La Jolla Scenic Drive to prevent potential conflict between u-turning vehicles and vehicles making a westbound to northbound right turn from Caminito Deseo onto La Jolla Scenic Drive.

It is possible that drivers could choose to make an illegal southbound to northbound u-turn on La Jolla Scenic Way at La Jolla Scenic Drive North. However, since the u-turn would need to start within the southbound through lane on La Jolla Scenic Way and since the intersection is signed "No U-Turn", drivers were not assumed to make this movement.

Pedestrian access to the site is planned via a continuous sidewalk encompassing the facility with the primary walkway into the facility being located off La Jolla Village Drive. This location was chosen to provide a safer route into the center than through the driveway where cars will be maneuvering in and out, and since the crosswalks from the UCSD campus along La Jolla Village Drive are located on both ends of the walkway.

14.2 On-Street Parking

On-street parking is currently provided on the west side of La Jolla Scenic Way along the project frontage. Approximately 25 feet south of the La Jolla Village Drive/La Jolla Scenic Way intersection and 75 feet north of the La Jolla Scenic Way/La Jolla Scenic Drive North intersection, no street parking is permitted. The segment of La Jolla Scenic Way between La Jolla Village Drive and La Jolla Scenic Drive North is approximately 230 feet in length. Thus, 130 feet is currently available for on-street parking (about 6-7 vehicles). It should be noted that field observations showed seven (7) vehicles parked along this 130-foot section). Therefore, with the construction of the project driveway approximately 2-3 on-street parking spaces would be lost (25-foot driveway + 25 feet of red curb north of the proposed driveway = 50 feet).

Figure 14–1 shows the length, in feet, of the current allowable on-street parking along the project frontage.

A street vacation of the existing La Jolla Scenic Drive cul-de-sac is proposed in order to provide 10,000 square feet of open space on the project site as required by City Council (see ***Figure 14–3***). With the proposed cul-de-sac vacation, a change in the supply of on-street parking would result. Currently, red curb is painted for the entirety of the cul-de-sac for a linear distance of approximately 130 feet. With the street vacation, approximately seven (7) on-street parking spaces would be lost to accommodate the relocation driveway for the Cliffridge house, a pedestrian ramp connecting to the enhanced sidewalk, and a relocated fire hydrant. However, one (1) space would remain and be relocated along the new cul-de-sac for a net loss of six (6) spaces with the street vacation.

The total loss of on-street parking with the proposed project would be at most, 13 spaces. *Figure 14–3* shows the location of the street vacation and the changes in on-street parking.

In addition to the proposed street vacation, the Phase 1/Phase 2 Project proposes to narrow La Jolla Scenic Drive North by two (2) feet to provide for a 12-foot parkway on the north side of the roadway with increased landscaping. La Jolla Scenic Drive North currently measures 36 feet wide from curb-to-curb. The roadway serves two-way traffic with one lane in each direction and provides curbside parking on both sides of the street. It is classified as a Local Street in the La Jolla Community Plan. According to the City of San Diego Street Design Manual, Local Streets (residential streets) are required to provide a curb-to-curb width of 32 feet (with on-street parallel parking). La Jolla Scenic Drive North along the project frontage is currently 36 feet from curb to curb. Thus, the reduction of the roadway width to 34 feet from 36 feet would still be in accordance with City standards.

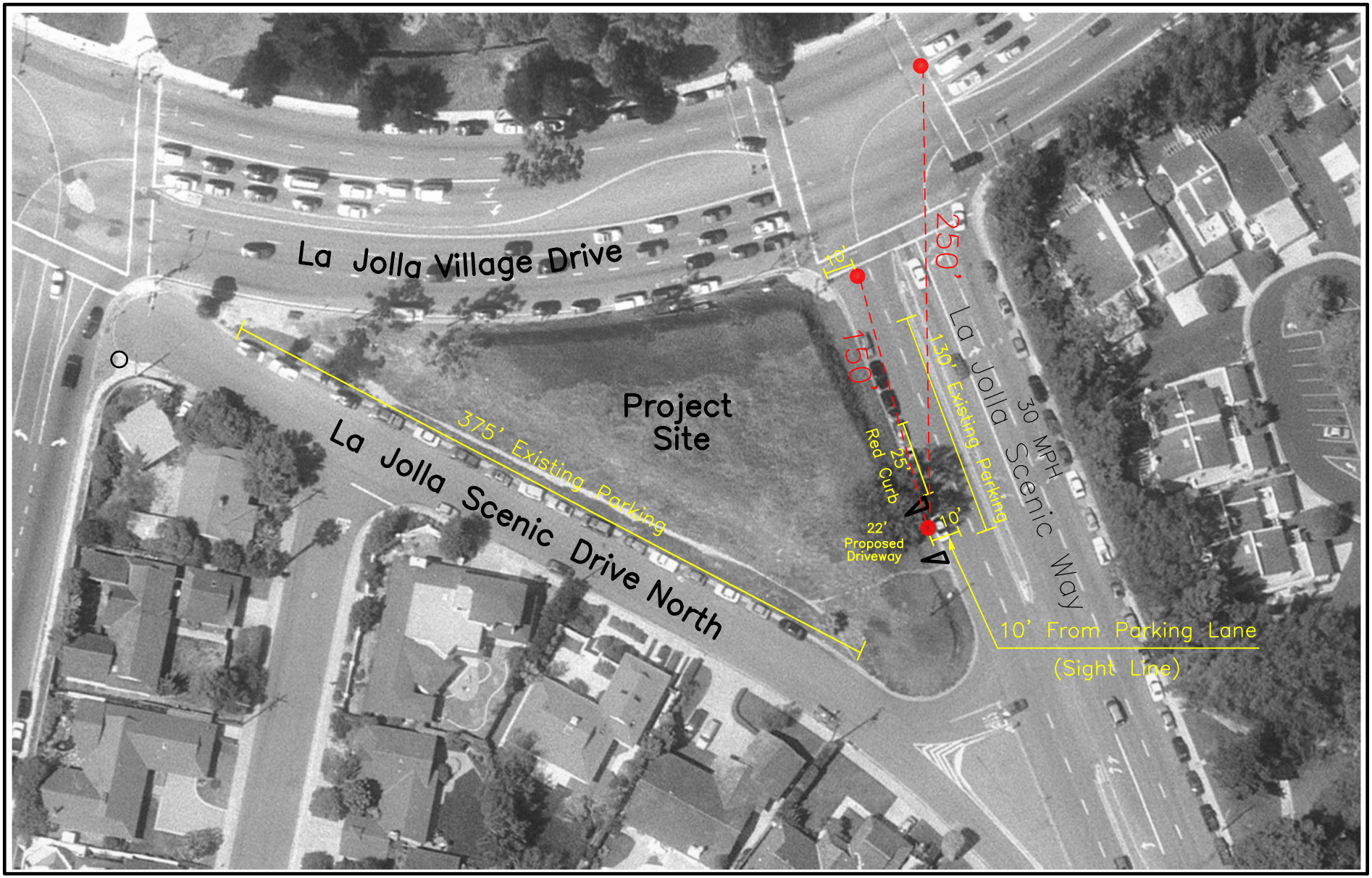

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Figure 14-1

Access, On-Site Parking, & Sight Distance

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Figure 14-2

La Jolla Scenic Drive North Inside U-Turn Radius

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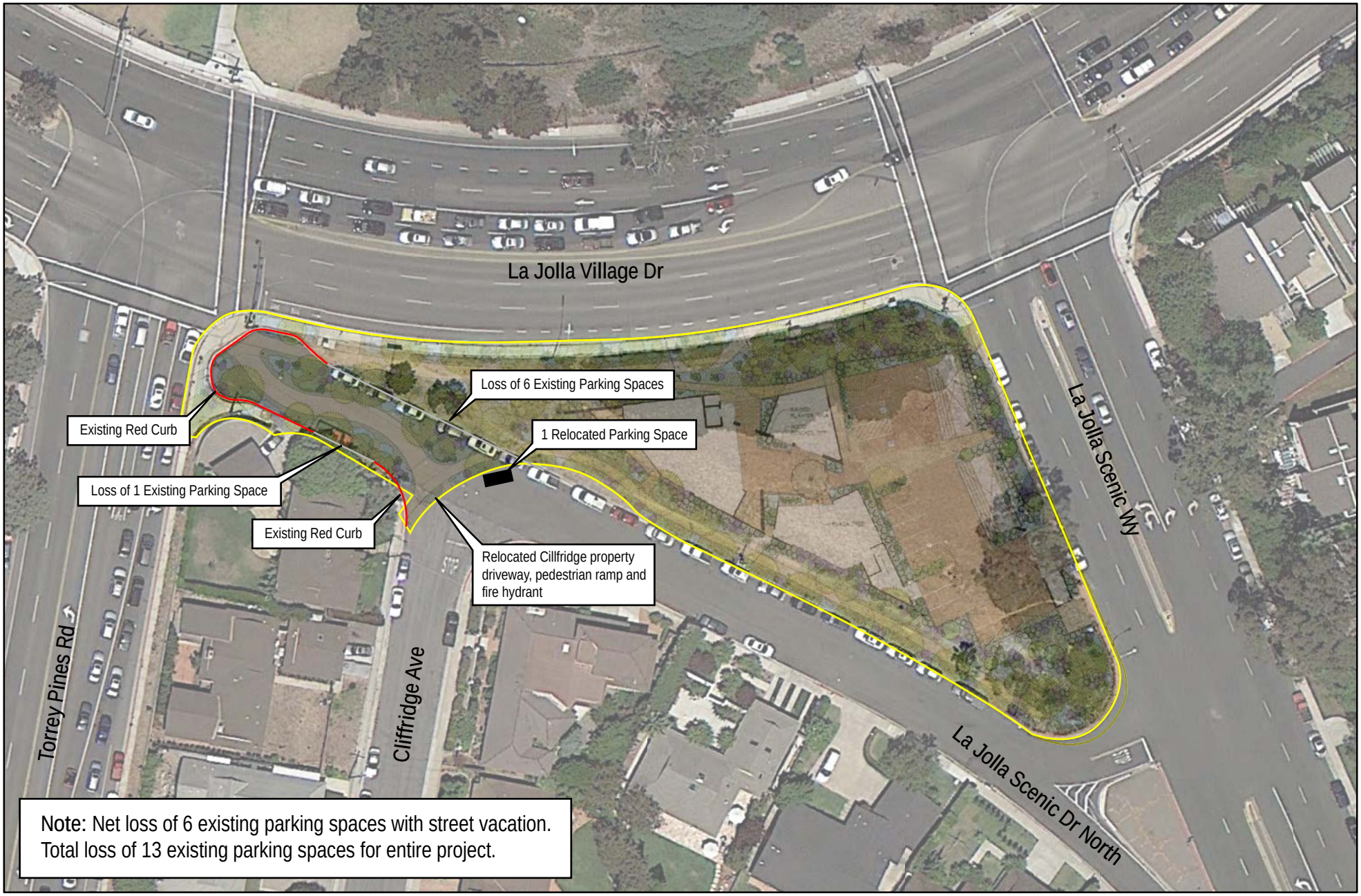

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Figure 14-3

Proposed Street Vacation

HILLEL CENTER FOR JEWISH LIFE

15.0 PARKING ASSESSMENT

Currently, no specific parking minimum or maximum requirements exist for this type of facility in the City of San Diego Municipal Code. Therefore, data for existing Hillel facilities throughout California were used to estimate the parking supply needed to adequately serve the patrons and staff of the facility. Consideration was given to the types of events/programs to be held at the facility, the amount of people expected to attend these events, the staff needed to serve the facility, survey data of existing UCSD Hillel student members, and survey and statistical data gathered from other similar Hillel facilities in California (UCLA, UCSB, and California State University, Northridge (CSUN)). The following is a detailed discussion of this approach.

15.1 UCSD Hillel Student Center

Program Log and Event Attendance

As mentioned in the trip generation section of this report, a monthly program guide was provided by the applicant indicating the dates and times of the social events to be held at the subject facility. Shabbat services, typically held on Friday evenings, would be held on campus at their current location (and not at the proposed facility), and would therefore not affect on-site parking. Typical site activities are as described in Section 2.2, *Project Description*. It is expected, with limited exception, that programs to be held at the site will have between 10 and 30 attendees, but at most 50. Only on rare occasion, such as a grand opening and beginning of the school year welcome back programs, would the site draw a greater amount of attendees. It is also expected that 7 full-time staff members would serve the student center.

Appendix E contains the historical program guide for the activities/events which currently occur at the existing on-campus Hillel premises that will be relocated to the proposed project site (except for the Friday evening Shabbat services which will continue to be held at the International Center on campus).

Transportation Modes

As discussed in the trip generation section of this report, a survey was conducted in March 2010 among the students who currently attend Hillel-related activities at the UCSD campus. The UCSD survey collected responses from 115 students. The results of this survey found that approximately 80 percent (80 %) of the students stated in their response that they would walk to the Hillel facility at its proposed location. Of the students who said they would drive, just over 50% of these respondents suggested they would carpool. Using the results of this survey, if 50 students were to attend a typical Hillel program at the UCSD student center, only 20% would ~~drive~~ arrive by car to the facility (10 ~~vehicular trips~~arrive by car). Of ~~the 20% of~~ these 10 students, half (5) would arrive in a two-person carpool (2.5 cars, rounded to 3 cars) and the other half would drive along (5 cars) ~~who would drive or 10 potential vehicular trips, half of those trips would be carpool trips (5 total vehicular trips)~~. Therefore, under these assumptions, only ~~five (5)~~eight (8) parking spaces would be needed to serve the student patrons of the facility. Assuming all seven (7) staff on are on-site at one time and each drove individually, an additional seven (7) spaces would be required for a total of ~~12~~ 15 spaces needed to accommodate the facility during a typical Hillel program. In conducting the AM and PM peak hour intersection and daily street segment analyses, a maximum of 100 students was assumed

to frequent the site during the peak four hour period of the day. If the same transportation mode split percentages are applied to 100 students, only ~~10~~ 15 spaces would be necessary to accommodate student patrons (assuming all 100 students are on-site at one time). An additional seven (7) spaces for staff would necessitate ~~17~~ 22 spaces, well below the 27 spaces proposed as part of the project.

Appendix G contains the transportation mode survey data collected for UCSD.

15.2 Comparable Hillel Facilities

A list of other existing comparable Hillel facilities within Southern California was developed to aid in estimating the subject facility's parking demand. The following facilities were selected for further data collection: Hillel at UCLA, Santa Barbara Hillel at UCSB, and the CSU Northridge Hillel.

UCLA Hillel: As mentioned in the trip generation section of this report, the University of California, Los Angeles, Hillel Student Center most closely represents the proposed UCSD facility in terms of its approximate location to the university, surrounding land uses and in the activities planned. However, the UCLA Hillel is much larger at approximately 25,000 SF. A survey and parking demand count was conducted over the course of one week at the UCLA Hillel Student Center in March 2010 to collect data for program attendance, mode of transportation to the site, and parking occupancy counts. The survey had a sample size of 40 to 50 students depending on the day data was collected. The results of the survey show that on average, about 33 students occupied the center at one time. Of those students, 94 percent walked to the existing facility while six percent drove. Of the six percent of students driving to the site, 100 percent of those trips were carpool trips. This would result in just one student vehicle parked at the site. The UCLA Hillel currently provides 13 parking spaces, however, they are primarily reserved for the 13-14 staff members which may be on-site at any given time. The results of the parking occupancy counts show a general correlation to the number of staff on-site and the number of spaces occupied. For example, when 12 staff are on-site at the facility, 12 parking spaces were counted as occupied. Based on discussions with the Director of the Hillel at this location, no community complaints have been filed and the parking supply is adequate almost every day with very limited exceptions.

It should be noted that while the UCLA facility is most closely representative of the proposed UCSD site, it is much larger in terms of square footage. Even with the significant increase in size for this center which would allow for a higher attendance at programmed events, parking is apparently a non-issue both for the facility patrons and with the surrounding community residents.

Appendix G contains the transportation mode survey data collected for UCLA.

UCSB Hillel: The University of California, Santa Barbara, Hillel Student Center is approximately 10,000 SF and is located just off-campus in the Isla Vista community which is predominately a student housing area. The program log offered at this location is also similar to the UCSD Hillel with the exception of Friday night Shabbat services being held on-site. Data collection similar to the UCLA survey was conducted at this location over the course of one week during October 2010. The survey had a sample size of a maximum of 40 students depending on the day data was collected. The results of the survey show that on average, about 34 students occupy the center at one time. Of those 34 students, 84 percent walked to the existing facility while 16 percent drove. Carpool data was not obtained for the approximately six students driving to the site. The UCSB Hillel currently provides

28 parking spaces open to staff, visitors and students. Assuming all six staff members are parked on-site at the same time as the six estimated student drivers, adequate parking exists at the facility. A parking occupancy count survey was conducted at this facility and the results show that at most, 20 cars were counted in the provided parking lot. This shows that adequate parking is available to serve the UCSB Hillel Student Center.

Appendix F contains the UCSB Hillel facility survey data.

CSUN Hillel: The California State University, Northridge, Hillel Student Center is approximately 5,000 SF and is located just off-campus within an established residential neighborhood, yet still within walking distance to the university. The program log for this center is fairly similar to that of the UCSD Hillel. Survey data was not collected at this facility. The CSUN campus is more of a commuter campus, which would suggest more students would be likely to drive to the site. However, even though this location provides 40 parking spaces, parking remains a non-issue for this site. The facility reserves 23 of the 40 spaces to be sold to students on a permitted basis by semester or for the entire academic year. It can therefore be concluded that a parking supply of 17 spaces for Hillel patrons adequately accommodates the facility since the excess amount of supply is offered to non-Hillel related parking demand.

Based on the information provided for these similar California university Hillel facilities, it can be reasonably estimated that the 27 parking spaces proposed for the UCSD Hillel Student Center will more than adequately serve the project site.

Appendix P contains additional supporting parking supply information for CSUN and other universities.

15.3 Parking Generation Rates

In addition to the above examples of similar Hillel Student Centers, information was provided by the applicant for several other Hillel centers across the country. The key characteristics identified are: 1) campus; 2) location; 3) surrounding uses; 4) square footage; and 5) number of parking spaces provided. By dividing the number of parking spaces by the square footage of each site, a parking spaces per square foot parking rate is calculated. As shown below in ***Table 15–1***, the average parking rate for the similar California University Hillel centers is 1.9 provided spaces per KSF. The average parking supply rate for all universities listed below is 1.2 provided spaces per KSF. The UCSD Hillel parking supply rate amounts to 3.7 provided spaces per 1,000 square feet (KSF). This would support the assumption that the 27 spaces proposed at the UCSD Hillel would adequately serve the facility.

TABLE 15–1
PARKING RATE SUMMARY

Campus	Hillel Location	Surrounding Uses	Approximate Square Footage	# of Parking Spaces Provided	Parking Spaces Provided Per KSF
UCSD (Project Site)	**Adjacent to Campus**	**Upscale Residential**	**7,084**	**27**	**3.7**
UCLA	Adjacent to Campus	Upscale Residential	25,000	13	0.5
UCSB	Off Campus	Urban Residential/Mixed	12,000	28	2.3
CSUN	Off Campus	Upscale Residential	5,000	17 [a]	3.4
Average California Universities					**1.9**
Tulane University	Off Campus	Residential	10,000	7	0.7
University of Virginia	Off Campus	Residential	24,000	20	0.8
University of Rhode Island	On Campus	Fraternity/Sorority	5,000	3	0.6
Kent State	On Campus	On Campus	10,755	17	1.6
University of Arizona	On Campus	On Campus	10,000	20	2.0
Rutgers	On Campus	Urban Non-Residential	34,000	13	0.4
Temple University	On Campus	Urban Residential	12,500	0	0.0
University of Illinois	On Campus (Perimeter)	Mixed Use	19,500	27	1.4
Penn State	On Campus (Perimeter)	Mixed Use	20,000	6	0.3
University of Connecticut	On Campus (Perimeter)	Religious Row/Residential	8,500	20	2.4
Average Total Universities					**1.2**

Source: Project Applicant 2010.
Footnotes:
a. CSUN provides 40 on-site parking spaces. Twenty-three spaces are offered to non Hillel-related student parking demand.

16.0 EXISTING WITH IMPROVEMENTS OPTION ANALYSIS

16.1 Description

As an alternative to the proposed Phase 1/Phase 2 project, an analysis of the Existing With Improvements option is provided. If the Phase 1/Phase 2 project is not approved, Hillel would permanently use the Cliffridge property to provide for religious programs. Permanent on-site parking and other improvements to the interior of the structure to bring the Cliffridge property into compliance with the Municipal Code would be required, as well as an approved development permit, for the permanent change in use.

If the Phase 1/Phase 2 project is not approved, the applicant seeks approval of the Existing With Improvements option. Under this option, the Cliffridge property would be converted to the permanent use by Hillel to provide religious services and programs to students. This would involve bringing the Cliffridge property up to all applicable code requirements for the intended religious use and occupancy and would include demolishing the existing attached garage, patio, and a tree in order to construct a paved surface parking lot. The Existing With Improvements option would provide six (6) standard parking spaces (one as handicap-accessible) in a new surface parking lot with a new driveway connecting to the existing cul-de-sac. This would also involve the construction of a new pedestrian curb ramp on Cliffridge Avenue, which would provide access to the existing walkway at the front (east) of the residential structure. ***Figure 16–1*** shows the site plan for the Existing With Improvements alternative.

16.2 Parking

The Existing With Improvements option would provide six (6) standard parking spaces (one as handicap-accessible) in a new surface parking lot with a new driveway connecting to the existing cul-de-sac (see *Figure 16–1*). As previously detailed, the offices would be used for primarily religious purposes. Per the City's Municipal Code (Section 142.0530, Table 142-05F), for professional office uses, 3.3 parking spaces are required per 1,000 square feet of gross floor area. The existing Cliffridge property is 1,792 square feet, thus six (6) parking spaces would be required. A new pedestrian curb ramp on Cliffridge Avenue would also be constructed, which would provide access to the existing walkway at the front (east) of the Cliffridge property. The Permanent Parking Plan for the Existing with Improvements option would provide six parking spaces in a new surface parking lot with a new driveway (see *Figure 16–1*). The existing driveway would be relocated and widened to 24 feet to allow for six (6) parking spaces. The westerly cul-de-sac portion of La Jolla Scenic Drive North would remain. The existing stop sign on Cliffridge Avenue at La Jolla Scenic Drive North would also remain.

16.3 Traffic Volumes

In order to develop the baseline condition for the Existing With Improvements option, the existing traffic volumes were adjusted to account for the current use of the Cliffridge property operating as the Hillel facility. The existing traffic counts used in this report were collected while the Cliffridge property functioned as a Hillel center. Therefore, the existing baseline scenario would need to reflect the traffic volumes that would be generated by a single-family residence. Given the Cliffridge

property would be approximately 25% of the gross square footage of the proposed Phase 1/Phase 2 project, 75% of the project-generated traffic was deducted from the existing traffic volumes.

In order to estimate the traffic that would be generated from the current zoning of the Cliffridge property, the City of San Diego trip rate for a "single-family detached" home was calculated. The Cliffridge property would be expected to generated nine (9) ADT with 1 AM peak hour trip (0 inbound/1 outbound) and 1 PM peak hour trip (1 inbound/0 outbound).

From there, the trips generated by the use of the Cliffridge property at its current zoning as a single-family residence was added to arrive at the Existing With Current Zoning condition (baseline condition). ***Figure 16–2*** shows the Existing With Current Zoning baseline traffic volumes.

Finally, the current Hillel facility traffic volumes (estimated as 25% of the proposed Phase 1/Phase 2 project) were added to the existing baseline condition to arrive at Existing With Improvements traffic volumes. ***Figure 16–3*** shows the traffic volumes for the Existing With Improvements condition.

16.4 Existing With Improvements Analysis

The analysis results for the Existing With Improvements scenario are virtually the same, if not better, as compared to the existing conditions analysis provided in *Section 6.0* of this report. Since there are virtually no changes in the delay and V/C ratio between with the current zoning and with improvements analyses under existing conditions, the same results would be expected under both the near-term cumulative and Year 2030 conditions.

It can therefore be concluded that ***no significant direct or cumulative impacts*** would be expected with the Existing With Improvements option.

Appendix Q contains the Existing With Current Zoning and Existing With Improvements intersection analysis worksheets.

TABLE 16–1
EXISTING WITH IMPROVEMENTS INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing With Current Zoning		Existing With Improvements		Δ Delay [e]	Sig Impact?
			Delay [a]	LOS [b]	Delay	LOS		
1. La Jolla Village Drive/ Torrey Pines Road	Signal	AM	21.6	C	21.6	C	0.0	No
		PM	33.1	C	33.1	C	0.0	No
2. La Jolla Village Drive/ La Jolla Scenic Way	Signal	AM	15.2	B	15.2	B	0.0	No
		PM	20.8	C	20.8	C	0.0	No
3. La Jolla Scenic Drive North/ Cliffridge Way	OWSC [c]	AM	8.6	A	8.6	A	0.0	No
		PM	8.6	A	8.6	A	0.0	No
4. La Jolla Scenic Way/ La Jolla Scenic Drive North	OWSC	AM	14.1	A	14.1	A	0.0	No
		PM	12.2	B	12.3	B	0.1	No
5. La Jolla Scenic Drive North/ Caminito Deseo	Uncontrolled [d]	AM	13.7	B	13.7	B	0.0	No
		PM	12.6	B	12.7	B	0.1	No

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. OWSC – One-Way Stop Controlled intersection. Minor street delay reported.
d. This intersection is currently uncontrolled. However, Caminito Deseo was analyzed as the minor street stop-controlled movement since vehicles utilizing this movement were observed to stop.
e. Increase in delay due to project.
f. Significant impact? Yes or no.

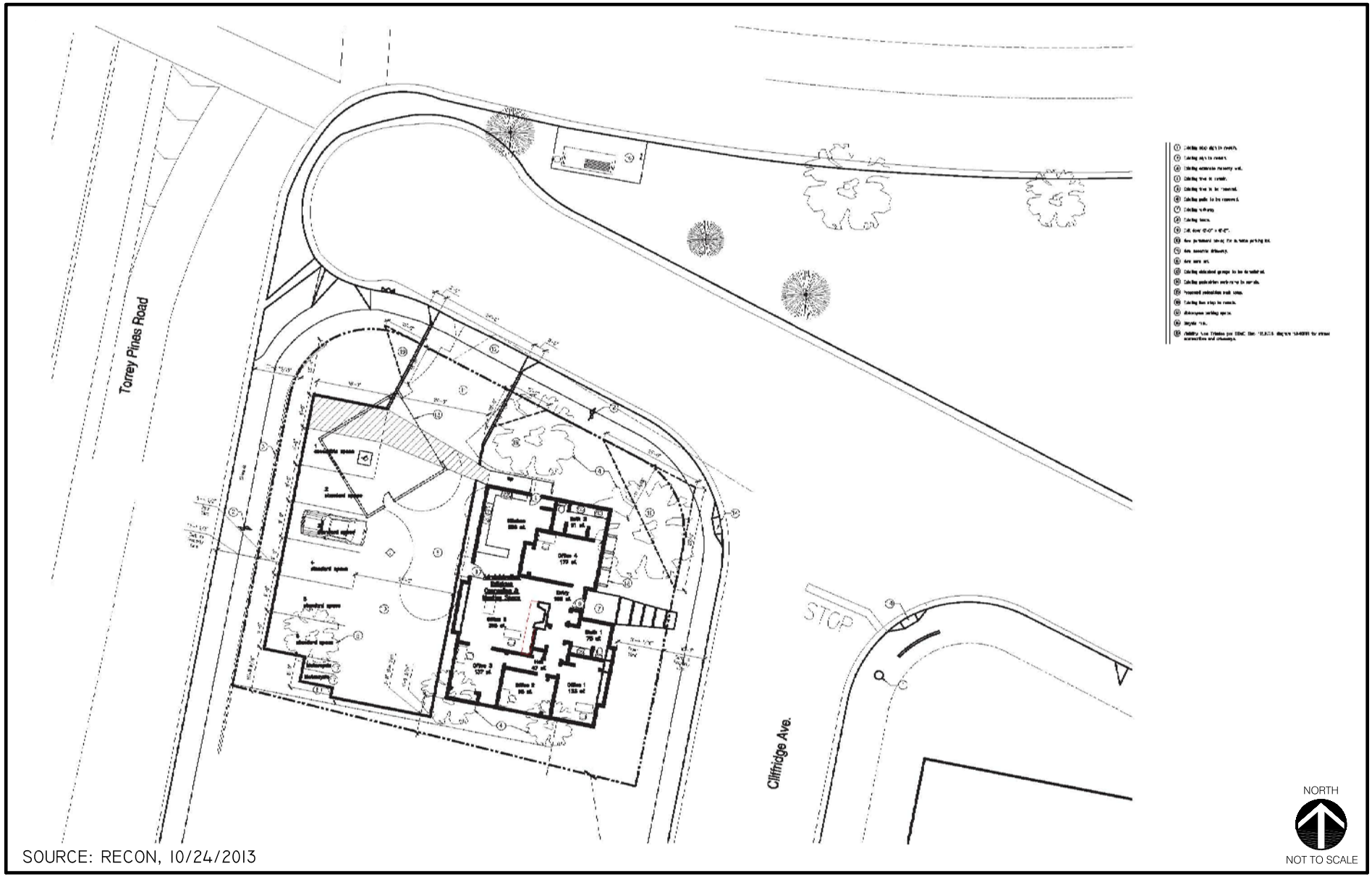
SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 16–2
EXISTING WITH IMPROVEMENTS SEGMENT OPERATIONS

Street Segment	Functional Classification	LOS E Capacity [a]	Existing With Current Zoning			Existing With Improvements			Δ V/C [e]	Sig Impact?
			ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C		
La Jolla Village Drive										
Expedition Way to Torrey Pines Road	4-Ln Major Arterial	40,000	32,566	D	0.814	32,570	D	0.814	0.000	No
Torrey Pines Road to La Jolla Scenic Way	6-Ln Major Arterial	45,000 [h]	44,785	E	0.995	44,790	E	0.995	0.000	No
La Jolla Scenic Way to Gilman Drive	6-Ln Prime Arterial	60,000	49,200	C	0.820	49,209	C	0.820	0.000	No
Torrey Pines Road										
La Jolla Village Drive to Glenbrook Way	4-Ln Collector	30,000	26,739	E	0.891	26,740	E	0.891	0.000	No
La Jolla Scenic Way										
La Jolla Village Drive to La Jolla Scenic Drive North	2-Ln Collector	15,000 [f]	10,084	D	0.672	10,099	D	0.673	0.001	No
La Jolla Scenic Drive North										
Cliffridge Avenue to La Jolla Scenic Way	Sub-Collector	2,200 [g]	1,350	≥ C	N/A	1,351	≥ C	N/A	N/A	No

Footnotes:

a. City of San Diego Roadway Capacity Standards.
b. Average Daily Traffic volumes.
c. Level of Service
d. Volume to Capacity ratio.
e. Increase in V/C due to Improvements.
f. La Jolla Scenic Way has a curb-to-curb width varying between 75-85 feet with a striped center median. Therefore, a capacity of 15,000 was used in the analysis.
g. Non Circulation Element Residential Collector capacity of LOS C threshold of 2,200 was utilized.
h. La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way is classified as and built to six-lane Major Arterial standards, with the exception of a raised center median. Therefore, the average capacity between a four-lane and six-lane Major Arterial was used.



SOURCE: RECON, 10/24/2013

LINSCOTT LAW & GREENSPAN engineers

REV. 10/28/2013
N:\1948\Figures\May Final 2013\LLG1948 FIG16-1.dwg

Figure 16-1

Existing with Improvements Site Plan

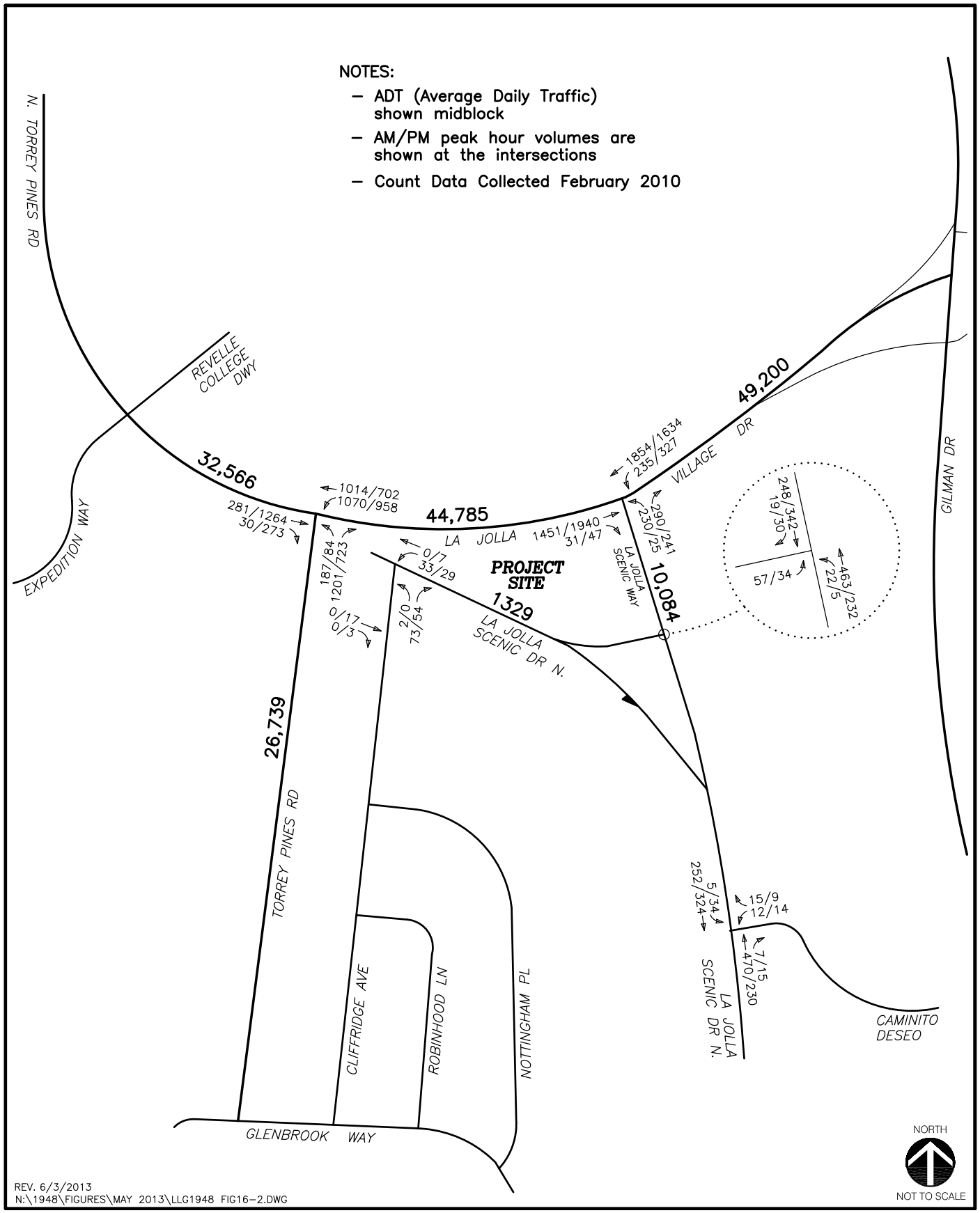


Figure 16-2

Existing with Current Zoning Traffic Volumes

AM/PM Peak Hours & ADT

HILLEL CENTER FOR JEWISH LIFE

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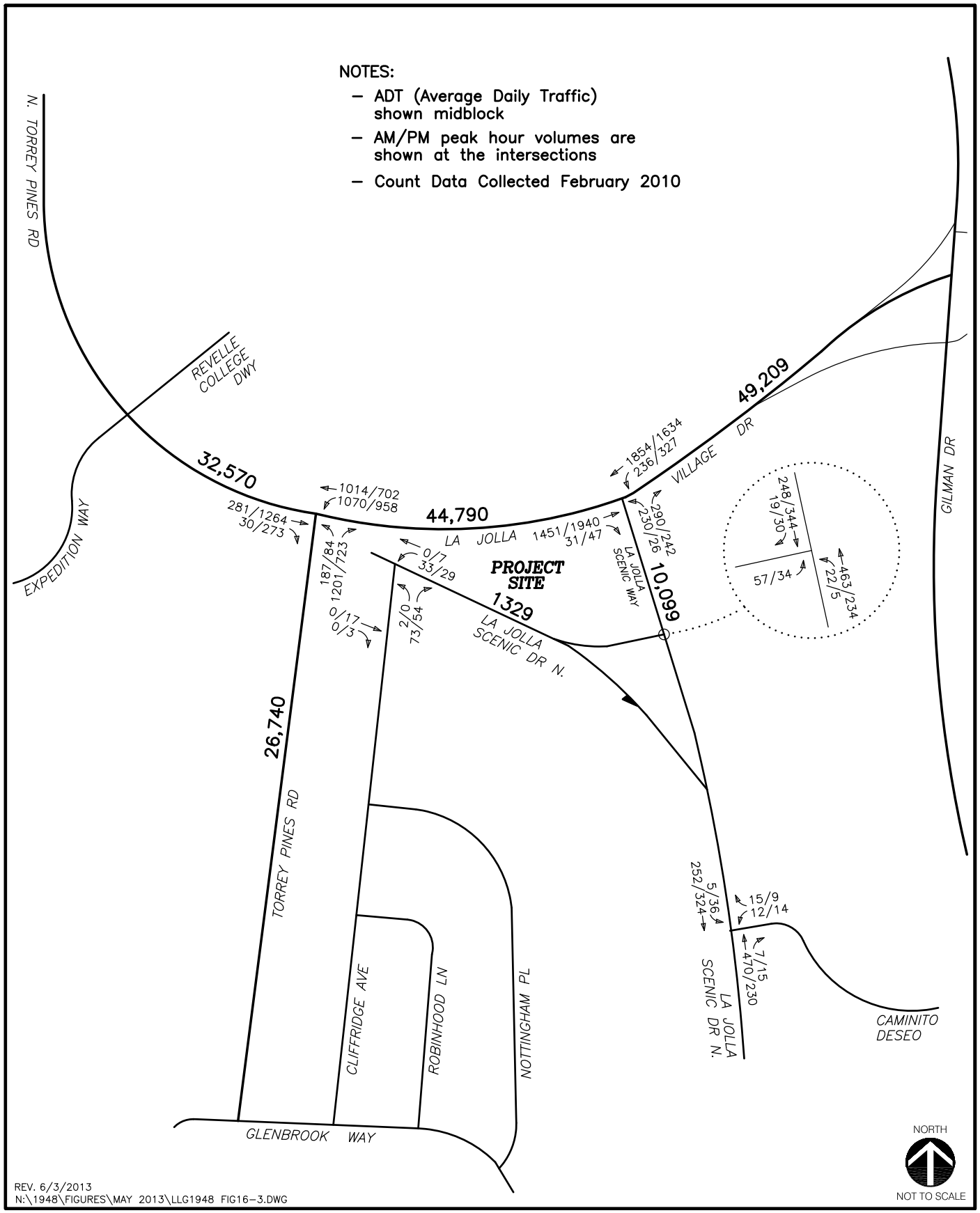

Figure 16-3

Existing With Improvements Traffic Volumes

AM/PM Peak Hours & ADT

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17.0 CONSTRUCTION TRAFFIC ASSESSMENT

17.1 Grading Period

Construction of the Hillel facility would commence upon project approval. Grading activities would be expected to last for a period of five (5) days and would generate 3,600 cubic yards (cy) of debris. Based on information provided by the applicant, trucks hauling export materials can carry up to 20 cy per truck. Assuming 3,600 cy are exported from the site with 20 cy per truck over the course of five (5) days, approximately 36 inbound trucks would access the site per day during the grading period generating 72 daily truck trips. For determining the total ADT generated by truck trips, a passenger car-equivalence (PCE) factor of 1.5 was multiplied by the total daily truck trips to account for the large size of construction vehicles.

3,600 cy ÷ 20 cy/truck = 180 trucks
180 trucks ÷ 5 days = 36 trucks per day x two trips per truck (in/out) = 72 daily truck trips
72 daily truck trips x 1.5 PCE factor = 108 PCE ADT

Construction activities are limited to eight (8)-hour days between the hours of 8:30 AM and 3:30 PM due to the fact that the City does not typically allow traffic control outside of these hours. However, specific construction activities may occasionally necessitate truck deliveries before 8:30 AM. Therefore, limited construction traffic could occur during the 7:00-9:00 AM peak hour but not during the 4:00-6:00 PM peak hour.

Assuming the eight (8) hours of grading activities, each hour represents 12.5% of the daily operations. A total of 13 inbound peak hour grading truck trips would be generated during the 8:30-9:00 AM peak hour. Allowing for sufficient time to fill a 20 cy-capacity truck, no outbound trips would be expected during this half-hour window.

17.2 Construction Period

The number of construction workers expected to be on-site during the 12 to 18-month proposed Phase 1/Phase 2 construction period would range between five (5) and 20 workers per day.

Assuming each worker drives alone and arrives to the site in the morning and departs the site at the end of the work day, two (2) trips per worker would be generated. Two trips per worker for 20 workers would generate 40 daily trips. Assuming all workers arrive prior to the 8:30 AM construction start time within the 7:00-9:00 AM peak period, 20 inbound AM peak hour trips would be generated. No PM peak hour trips would occur during the commuter peak period from 4:00-6:00 PM since construction-related activities would end by 3:30 PM.

It should be noted that due to parking restrictions in the area, it is very unlikely that construction workers will drive alone to the site. In fact, it is recommended that an off-site location be identified for construction workers to park so they can be shuttled to the work site. Assuming each shuttle can carry 10 workers, this could reduce the total number of trips within the immediate area of the proposed project to two (2) AM peak hour trips and four (4) ADT.

17.3 Total Construction Trip Generation

The maximum number of trips generated by construction-related activities is 148 ADT with 33 AM peak hour trips and would only occur during the short five (5)-day grading period. After the five (5)-day grading period, a maximum of 40 ADT and 20 AM peak hour trips would be generated for the remaining 12 to18-month construction period, not assuming any reductions for off-site shuttling.

Estimating the amount, distribution and duration of construction traffic is difficult. The origin of truck trips and construction workers cannot be forecast with accuracy as it would depend largely on the contractor and the sources from which construction material would be delivered and the location to receive the exported material.

Although it is anticipated that shuttle service would transport workers to/from the site from an off-site location, for purposes of being conservative, it was estimated that the majority of construction traffic (90% or 133 ADT/ 30 AM peak hour trips) could be expected to be oriented to/from the east on La Jolla Village Drive (connecting to I-5). A small amount of traffic (10% or 15 ADT/ 3 AM peak hour trips) could be anticipated to travel to the west to/from N. Torrey Pines Road.

17.4 Conclusions & Recommendations

All study area intersections are calculated to currently operate at LOS C or better during the AM and PM peak hours. With the addition of this small amount of traffic added to the street system (33 inbound AM peak hour trips or 15 inbound AM trips with shuttle reductions), no changes in LOS would be expected nor would any substantial changes in peak hour intersection delay be expected.

The majority of the 148 ADT (90% or 133 ADT or 112 with shuttle reductions) would be added to the LOS C operating segment of La Jolla Village Drive between Gilman Drive and La Jolla Scenic Way. Also, no degradations in LOS would be expected along the LOS D portion of La Jolla Scenic Way with the addition of 148 ADT.

It should also be noted that construction traffic is temporary in nature. The maximum of 148 ADT would only be on the street system for a period of five (5) days. The remaining 12 to 18-month construction period would generate at most 40 ADT, which is less than the total daily trips generated by the proposed project.

With the implementation of the following three (3) measures as part of the proposed Phase 1/Phase 2 project in addition to the explanation given above, it can be concluded that ***no significant construction-related impacts*** would be expected to occur during the temporary 12 to 18-month construction period:

1. Prepare traffic control plans to the satisfaction of the City of San Diego engineer.
2. Set a construction work day of 8:30AM to 3:30PM allowing limited deliveries prior to 8:30AM.
3. Require construction workers to park offsite and be shuttled to the construction work site.

18.0 SIGNIFICANT IMPACTS, MITIGATION MEASURES & CONCLUSIONS

Direct Project impacts are impacts calculated in the near-term (Existing + Project and Existing + Cumulative + Project) scenarios, and require mitigation back to pre-project operations. ***Cumulative Project impacts*** are impacts calculated in the buildout scenarios (Year 2030), and require fair-share contributions to improvements to mitigate for that portion of the impact caused by the project. Based on the analysis of the intersections and segments, and the established significance criteria, no significant impacts were determined and therefore no mitigation measures are necessary.

In addition to the "base" analysis, a full analysis assuming all students walking to the facility, "All Walk", was also conducted to investigate whether a higher level of pedestrian activity would significantly impact vehicular operations at the intersections. It was concluded that the results between these analyses differed only slightly, and therefore, no significant intersection impacts were calculated.

Also, the increase in V/C for any segment calculated to operate at LOS E is less than 0.02 and the increase in V/C for any segment calculated to operate at LOS F is less than 0.01. Therefore, no significant street segment impacts would occur.

An analysis comparing the existing baseline condition of the Cliffridge property at its current zoning as a single-family residence to the Existing With Improvements option was conducted. It was concluded that the difference between the results of these analyses also differed only slightly, and therefore, no significant impacts were calculated.

As shown in the construction traffic assessment, no construction-related traffic impacts would be expected during construction. It is recommended that the project implement the following:

1. Prepare traffic control plans to the satisfaction of the City of San Diego engineer.
2. Set a construction work day of 8:30AM to 3:30PM allowing limited deliveries prior to 8:30AM.
3. Require construction workers to park offsite and be shuttled to the construction work site.

Lastly, based on the detailed parking assessment conducted for the project site, the provision of 27 spaces is expected to be a sufficient amount of spaces needed to serve the patrons of the site.

For safety reasons, it is recommended that the project be conditioned to do the following:

- Install a stop sign on Caminito Deseo approaching La Jolla Scenic Drive to prevent potential conflict between southbound u-turning vehicles and vehicles making a westbound to northbound right turn from Caminito Deseo onto La Jolla Scenic Drive.
- Paint 25 feet of red curb just north of the proposed driveway on La Jolla Scenic Way to ensure adequate sight distance is provided.

LINSCOTT LAW & GREENSPAN engineers

TECHNICAL APPENDICES

HILLEL CENTER FOR JEWISH LIFE

La Jolla, California
November 6, 2013

LLG Ref. 3-10-1948

Linscott, Law & Greenspan, Engineers
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
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APPENDICES

APPENDIX

A. Bicycle Master Plan Documents & UCSD Shuttle Service Information

B. Intersection and Segment Manual Count Sheets

C. City of San Diego Roadway Classification Table

D. Historical Peak Hour Intersection Analysis Worksheets

E. Proposed Hillel Facility Program Guide & Existing Hillel Facility Location Map

F. Location Map for UCLA and UCSB Campus and Hillel Facilities

G. UCLA, UCSB and UCSD Hillel Facility Survey Data

H. Existing + Project Peak Hour Intersection Analysis Worksheets

I. Cumulative Projects Data

J. Existing + Cumulative Projects Peak Hour Intersection Analysis Worksheets

K. Existing + Cumulative Projects + Project Peak Hour Intersection Analysis Worksheets

L. SANDAG Series 11 Year 2030 Model and Year 2030 Intersection Traffic Volume Forecast Sheets

M. Year 2030 Without Project Peak Hour Analysis

N. Year 2030 With Project Peak Hour Analysis

O. Existing + Project and Existing + Cumulative Projects + Project Peak Hour Intersection Analysis Worksheets (For "All Walk" Scenario)

P. Additional Hillel Data for Other California Universities

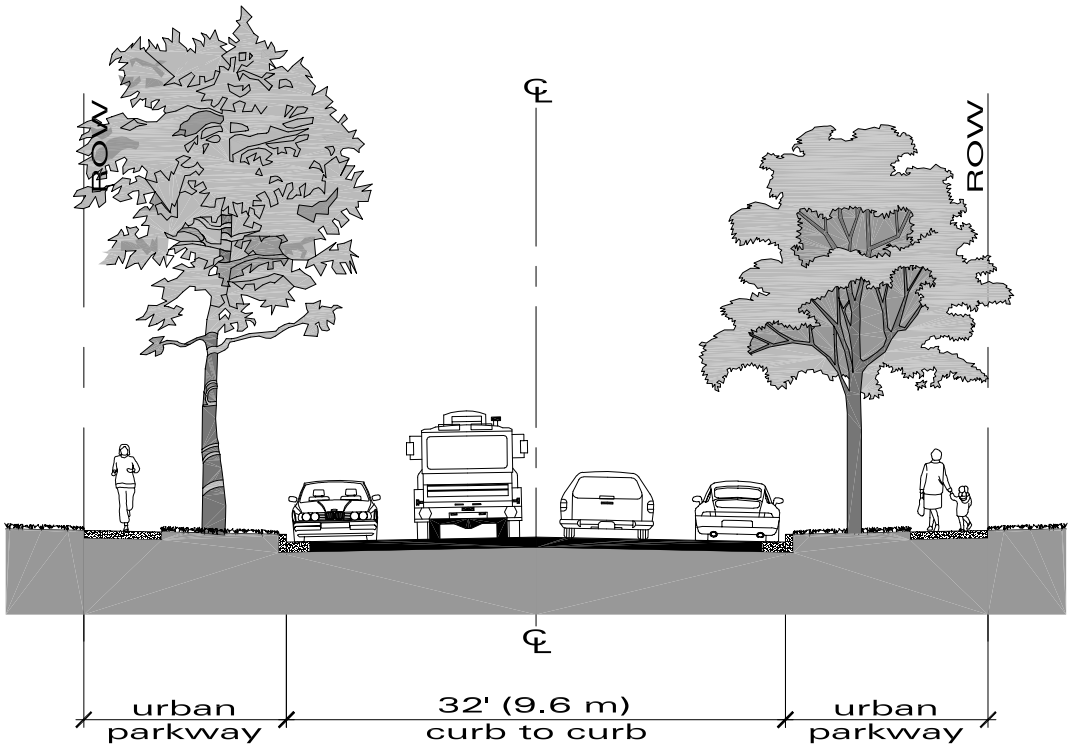
Q. Existing With Current Zoning and Existing With Improvements Peak Hour Intersection Analysis Worksheets

APPENDIX A

BICYCLE MASTER PLAN DOCUMENTS & UCSD SHUTTLE SERVICE INFORMATION

Width, Right-of-Way • Single-loaded[1,2]	52 ft. (15.6 m) - 62 ft. (18.6 m) 48 ft. (14.4 m) – 58 ft. (17.4 m)
Design ADT	1,500
Width, Curb-to-Curb[3] • Single-loaded	32 ft. (9.6 m) 28 ft. (8.4 m)
Maximum Grade	15%
Minimum Curve Radius	100 ft. (30 m)
Land Use **Parkway Options**[4]	Large Lot Single Dwelling Residential, Single Dwelling Residential, Multiple Dwelling Residential, Local Mixed Use, Open Space-Park U-1; U-3; U-4 (a)
Land Use **Parkway**	School, Church, or Public Building U-2

[1] Single-loaded street not permitted in Medium-to-Very High Density Multiple Dwelling Residential areas.
[2] Construct sidewalks on both sides of street, including single-loaded streets.
[3] Curb-to-curb widths may be increased to 44 feet (13.2 m) to allow for angle parking on one side and parallel parking on the other side of street or 52 feet (15.6 m) for angle parking on both sides of street. Angle parking should be installed in accordance with Council approved traffic engineering policies. Angle parking layout should include provisions that allow access to refuse containers.
[4] U-1 parkways shall be installed only in areas where a street is adjacent to natural open space.



section A-A (not to scale)

Existing Infrastructure

Existing bicycle system mapping was derived from the SANDAG regional bikeway geographic information systems (GIS) data, field review and input from university staff and the Project Working Group. There are no Class 1 paths on campus, and four miles of Class 2 lanes. Note that most campus pathways are also currently used by cyclists, as well as all campus streets, including those not specifically designated as bicycle facilities (see Figure 2.1 below).

Figure 2.1: Existing Bicycle Facilities

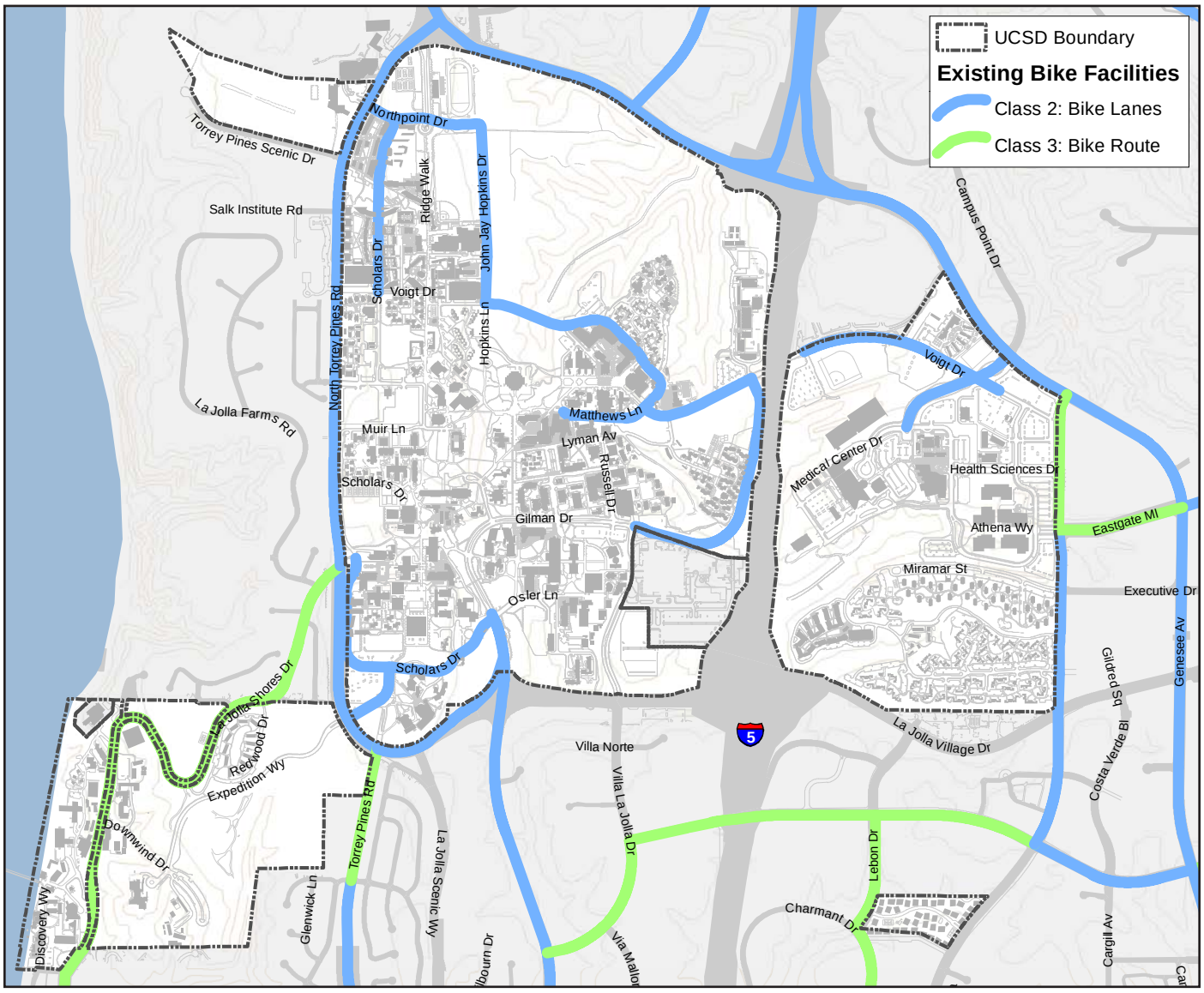
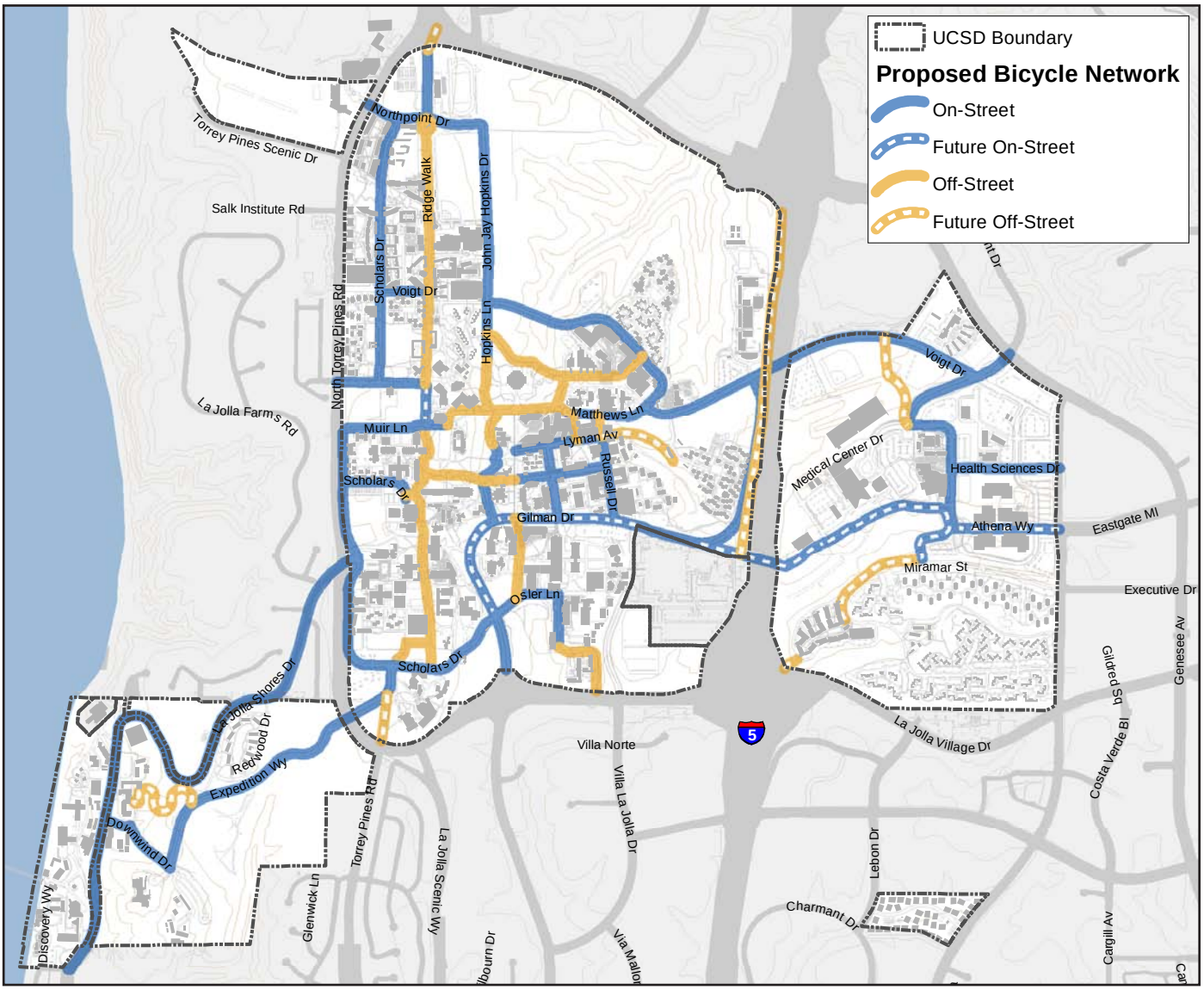
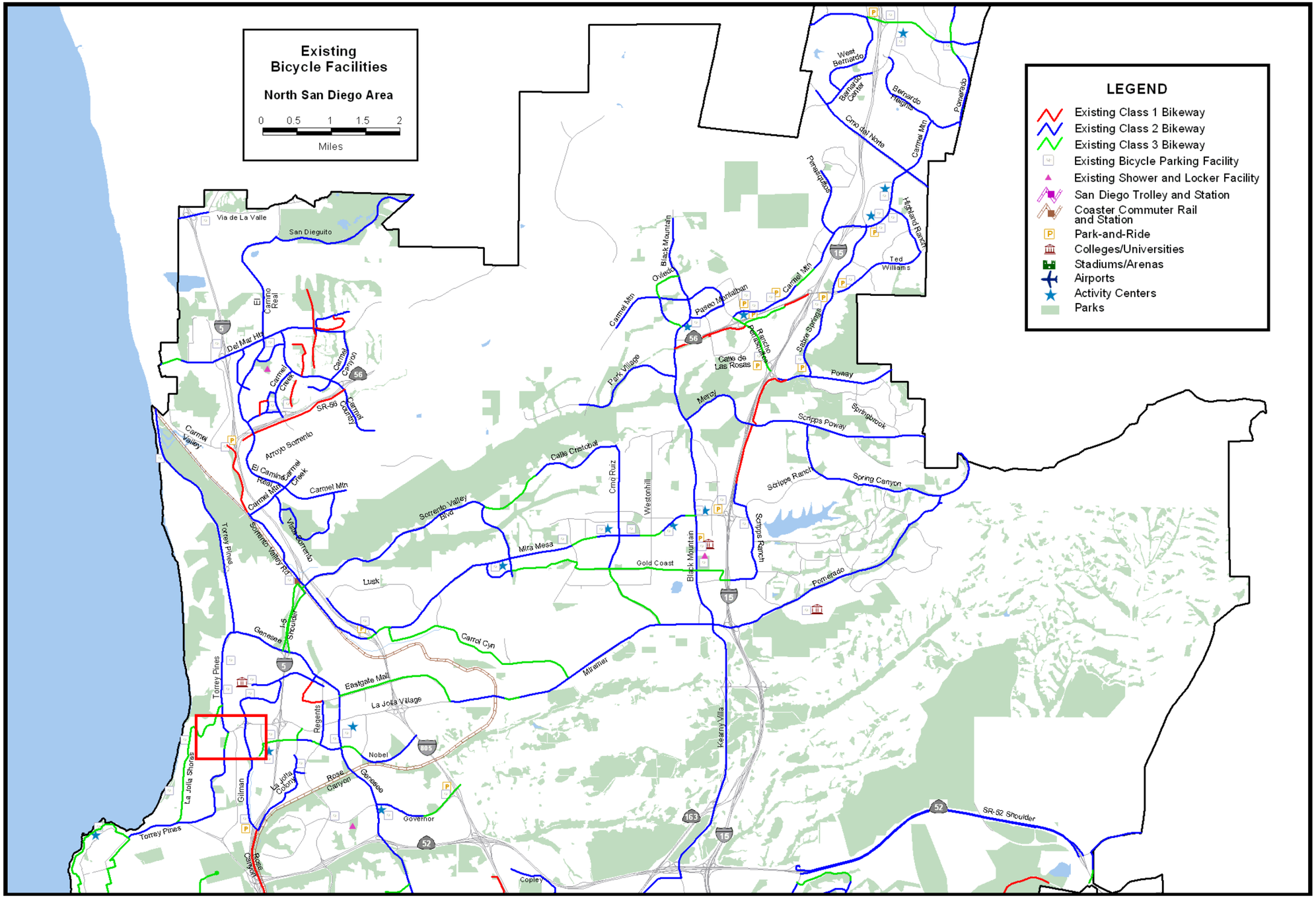
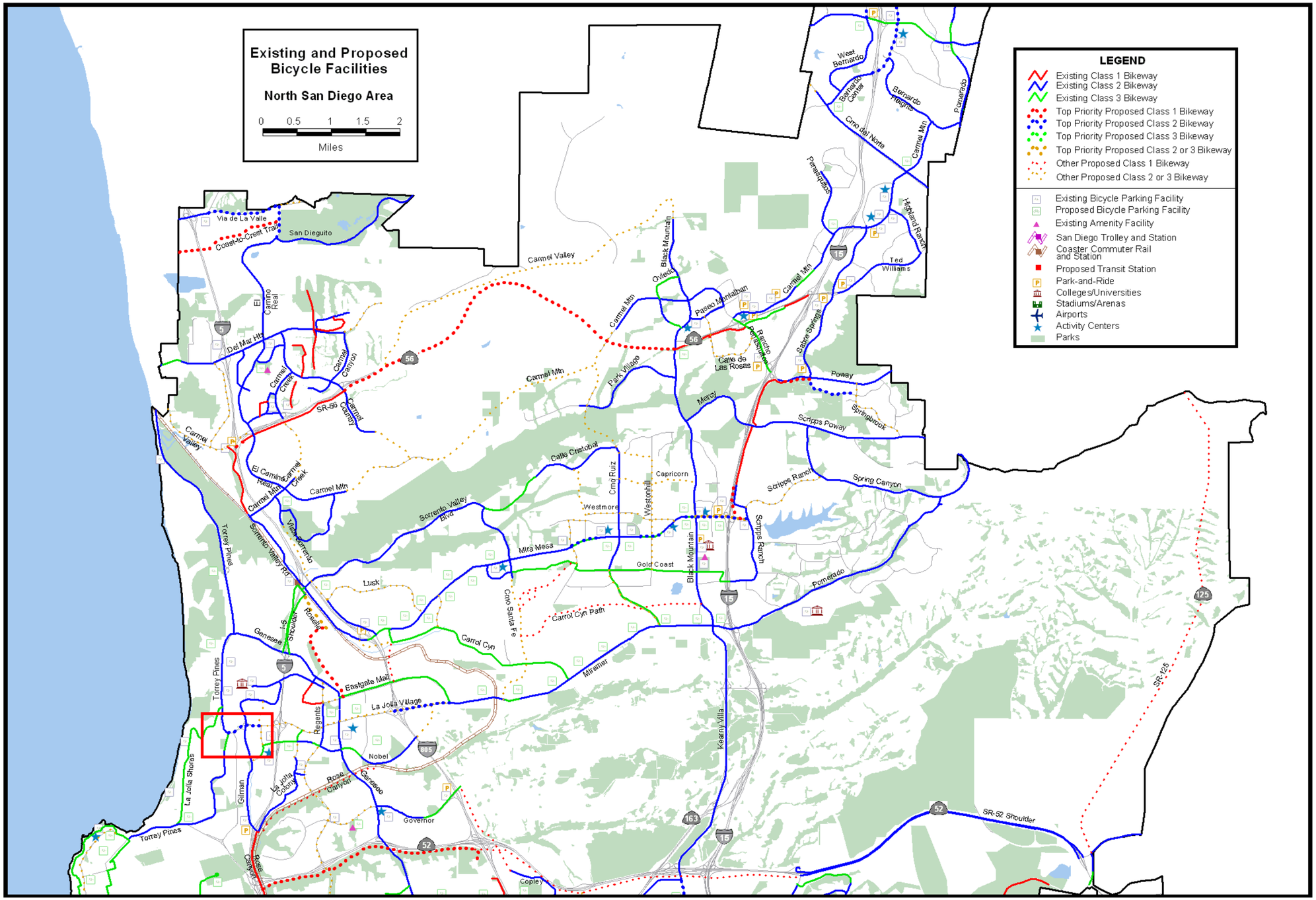


Figure 2.7: Proposed Bicycle Network




Existing
Bicycle Facilities
North San Diego Area
0 0.5 1 1.5 2
Miles
LEGEND
Existing Class 1 Bikeway
Existing Class 2 Bikeway
Existing Class 3 Bikeway
Existing Bicycle Parking Facility
Existing Shower and Locker Facility
San Diego Trolley and Station
Coaster Commuter Rail and Station
Park-and-Ride
Colleges/Universities
Stadiums/Arenas
Airports
Activity Centers
Parks
Via de La Valle
San Dieguito
El Camino Real
Del Mar Hts
Carmel Creek
Carmel Canyon
SR-56
Carmel Valley
Arroyo Sorrento
El Camino Real
Carmel Mtn
Torrey Pines
Sorrento Valley Rd
Vista Sorrento
Carmel Mtn
Serrento Valley Blvd
Calle Cristobal
Cmo Ruiz
Westonhill
Mira Mesa
Lusk
Gold Coast
Black Mountain
Scripps Ranch
Pomerado
Genesee
I-5 Shoulder
Carrol Cyn
Eastgate Mall
La Jolla Village
Regents
Nobel
Miramar
Kearny Villa
La Jolla Shores
Gilman
La Jolla Colony
Rose Canyon
Governor
Torrey Pines
Rose Canyon
Copley
SR-52 Shoulder
Spring Canyon
Scripps Poway
Springbrook
Poway
Mercy
Park Village
Calle de Las Rosas
Paseo Montalban
Carmel Mtn
Oviedo
Black Mountain
Penasquitos
Carmel Mtn
Rancho Penasquitos
Sabre Springs
Ted Williams
Highland Ranch
West Bernardo
Bernardo Center
Bernardo Heights
Cmo del Norte
Carmel Mtn
Pomerado


Existing and Proposed Bicycle Facilities
North San Diego Area
0 0.5 1 1.5 2
Miles
LEGEND
Existing Class 1 Bikeway
Existing Class 2 Bikeway
Existing Class 3 Bikeway
Top Priority Proposed Class 1 Bikeway
Top Priority Proposed Class 2 Bikeway
Top Priority Proposed Class 3 Bikeway
Top Priority Proposed Class 2 or 3 Bikeway
Other Proposed Class 1 Bikeway
Other Proposed Class 2 or 3 Bikeway
Existing Bicycle Parking Facility
Proposed Bicycle Parking Facility
Existing Amenity Facility
San Diego Trolley and Station
Coaster Commuter Rail and Station
Proposed Transit Station
Park-and-Ride
Colleges/Universities
Stadiums/Arenas
Airports
Activity Centers
Parks
Via de La Valle
Coast-to-Crest Trail
San Dieguito
El Camino Real
Del Mar Hts
Carmel Valley
Carmel Creek
Carmel Canyon
SR-56
Carmel Mtn
Black Mountain
Ovilect
Pasco Montalban
Park Village
Calle de Las Rosas
Rancho Penasquitos
Sabre Springs
Poway
Mercy
Springbrook
Scripps Poway
Calle Cristobal
Capricorn
Cmo Ruiz
Westonhill
Scripps Ranch
Spring Canyon
Westmore
Serrento Valley Blvd
Mira Mesa
Gold Coast
Black Mountain
Pomerado
Torrey Pines
Sorrento Valley Rd
Vista Sorrento
Lusk
Cmo Santa Fe
Carrot Cyn Path
Carrot Cyn
Miramar
Genesee
I-5 Shoulder
Rosecrans
Eastgate Mall
La Jolla Village
Regents
Nobel
Rose Canyon
Governor
Kearny Mesa
SR-52 Shoulder
SR-125
Copley
West Bernardo
Bernardo Center
Bernardo Heights
Cmo del Norte
Penasquitos
Highland Ranch
Ted Williams

UC San Diego Shuttle Routes

L

Campus Loop shuttles run:

- Clockwise and counterclockwise weekdays during academic quarters, every15 minutes from 7 a.m. to 6:30 p.m., every 12 minutes from 6:30–8 p.m., every 10 minutes from 8–11 p.m. and every 20 minutes from 11 p.m. to midnight.
- Counterclockwise only weekends during academic quarters, beginning at Warren Apartments, every 20 minutes from 9 a.m. to 8 p.m.
- During academic breaks, shuttles run weekdays from 7 a.m. to 6 p.m in both directions.

Cityshuttles run between campus and the Regents and Nobel areas from 7 a.m. to 12:15 a.m. weekdays during academic quarters. There are two routes:

A

- Arriba shuttles run between Mandeville Auditorium and the Regents Road area, with departures from Mandeville every 6–8 minutes from 7 a.m. to 7:15 p.m., every 10 minutes from 7:15–9:15 p.m., and every 15 minutes on a combined Arriba/Nobel route from 9:15 p.m. to midnight.

N

- Nobel shuttles run between Mandeville Auditorium and the Nobel Drive area, with departures from Mandeville every 10 minutes until 8 p.m., every 15 minutes from 8–9:15 p.m., and every 15 minutes on a combined Arriba/Nobel route from 9:15 p.m. to midnight.
- During academic breaks, combined Arriba/Nobel service runs every 15 minutes from 7 a.m. to 7 p.m.

W C

Coaster shuttles run weekdays between the Sorrento Valley Coaster Station and campus every 25–50 minutes between 5:45 a.m. and 7 p.m. An east and a west route serve campus during peak hours, and one combined route runs during off-peak midday hours.

P

East/Regents shuttles run continually between Lot P704 and Price Center from 6:30 a.m. to midnight weekdays during academic quarters. Departure intervals range from 5–15 minutes, with more frequent service during peak hours. No service during academic breaks.

H

Hillcrest/Campus shuttles run weekdays year-round between UC San Diego Medical Center in Hillcrest, Old Town Transit Center, and Thornton Hosptial in La Jolla from 5:50 a.m. to 9:45 p.m.

- Thornton Hosptial departures every 30 minutes 5:50 a.m. to 7:45 p.m.; every hour 7:45–8:45 p.m. (last departure).
- Service from campus to Hillcrest includes a short stop in Old Town from 6:15–11:45 a.m. (last Old Town pickup before Hillcrest).
- Service from Hillcrest to campus includes a short stop in Old Town from 12:15–8:15 p.m.; last Old Town drop off leaves Hillcrest at 8 p.m.

M

Mesa Housing shuttles run weekdays in a continuous, clockwise loop between points on campus and points in the Mesa Housing complex off Regents Road, every 15 minutes from 7 a.m. to 6:30 p.m. and every 30 minutes from 6:30 p.m. to midnight.

- First Gilman/Myers departure at 7:10 a.m.
- Last South Mesa Housing departure at 11:30 p.m.
- Last Gilman/Myers departure at 11:35 p.m.
- During academic breaks, shuttles run every 30 minutes from 7 a.m. to 9 p.m.

SC

Sanford Consortium shuttles run every 30 minutes between Torrey Pines Center South and UCSD La Jolla Medical Center from 7 a.m. to 7 p.m. weekdays.

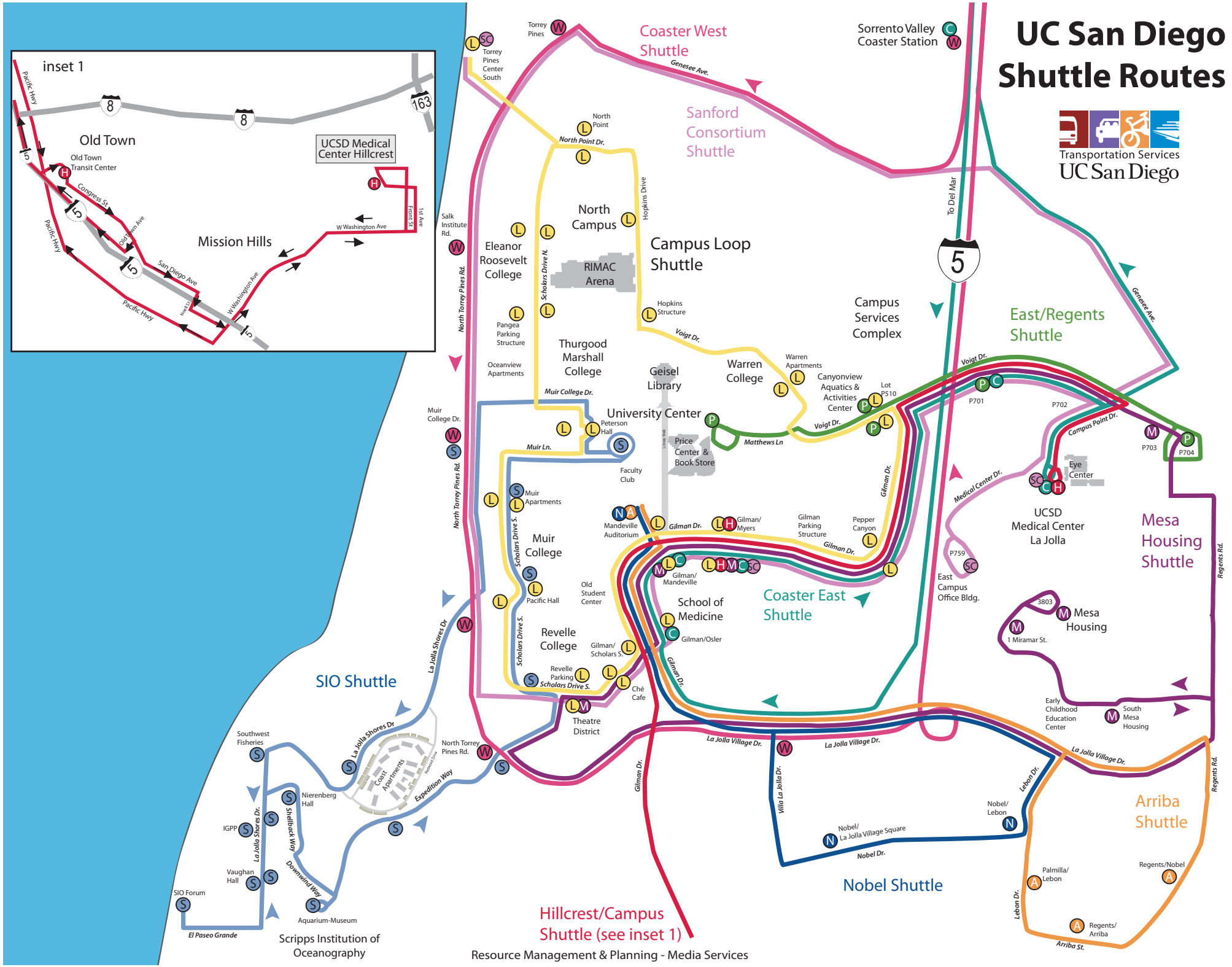
- Torrey Pines Center departures begin at 7 a.m. with last departure at 7 p.m.
- La Jolla Medical Center departures begin at 7:20 a.m. with last departure at 6:50 p.m.

S

Scripps Institution of Oceanography shuttles run in a continuous, counterclockwise loop between Peterson Hall and SIO from 6 a.m. to 9 p.m. weekdays during academic quarters.

- Peterson Hall departures begin at 6 a.m. with service every 15 minutes until 6:15 p.m. and every 30 minutes from 6:30–9:15 p.m.
- During academic breaks, shuttles run every 15 minutes from 7:15 a.m. to 7 p.m. with last Peterson Hall departure at 6:30 p.m.

Questions? Call (858) 534-7422. Track shuttles live and get text message alerts at www.ucsdbus.com. (Normal messaging and carrier fees apply.)


UC San Diego Shuttle Routes
Transportation Services
UC San Diego
inset 1
Old Town
Old Town Transit Center
Mission Hills
UCSD Medical Center Hillcrest
Pacific Hwy
Congress St
Old Town Ave
San Diego Ave
Nimitz Blvd
W Washington Ave
1st Ave
Front St
Coaster West Shuttle
Sanford Consortium Shuttle
Campus Loop Shuttle
East/Regents Shuttle
Mesa Housing Shuttle
Coaster East Shuttle
SIO Shuttle
Nobel Shuttle
Arriba Shuttle
Hillcrest/Campus Shuttle (see inset 1)
Torrey Pines
Torrey Pines Center South
Sorrento Valley Coaster Station
Genesee Ave.
North Point
North Point Dr.
Hopkins Drive
To Del Mar
Salk Institute Rd.
North Torrey Pines Rd.
Eleanor Roosevelt College
Scholars Drive N.
RIMAC Arena
North Campus
Pangea Parking Structure
Hopkins Structure
Voigt Dr.
Campus Services Complex
Oceanview Apartments
Thurgood Marshall College
Muir College Dr.
Geisel Library
Warren College
Warren Apartments
Canyonview Aquatics & Activities Center
Lot P510
P701
P702
P703
P704
Campus Point Dr.
Eye Center
Medical Center Dr.
UCSD Medical Center La Jolla
University Center
Peterson Hall
Muir Ln.
Matthews Ln
Price Center & Book Store
Faculty Club
Muir Apartments
Scholars Drive S.
Mandeville Auditorium
Gilman Dr.
Gilman/ Myers
Gilman Parking Structure
Pepper Canyon
Muir College
Gilman/ Mandeville
Old Student Center
Pacific Hall
School of Medicine
Gilman/Osler
Revelle College
Gilman/ Scholars S.
Revelle Parking
Ché Cafe
Theatre District
P759
East Campus Office Bldg.
3803
Mesa Housing
1 Miramar St.
Early Childhood Education Center
South Mesa Housing
Regents Rd.
La Jolla Shores Dr.
Southwest Fisheries
North Torrey Pines Rd.
Coast Apartments
Expedition Way
Nierenberg Hall
Shellback Way
IGPP
Vaughan Hall
Downwind Way
SIO Forum
Aquarium-Museum
El Paseo Grande
Scripps Institution of Oceanography
La Jolla Village Dr.
Villa La Jolla Dr.
Lebon Dr.
Nobel/ Lebon
Nobel/ La Jolla Village Square
Nobel Dr.
Palmilla/ Lebon
Regents/Nobel
Regents/ Arriba
Arriba St.
Resource Management & Planning - Media Services

APPENDIX B

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

TDSSW, Inc.
PO Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (866) 768-1818

Weather: Clear & Dry
Counted by: D. Wellman
Board No: D1-2603
Loc:Torrey Pines Rd & La Jolla Village D

File Name : 10109010
Site Code : 00109010
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	Southbound					La Jolla Village Drive Westbound					Torry Pines Road Northbound					Torrey Pines Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	0	0	0	0	397	156	0	14	553	27	0	153	13	180	0	33	4	0	37	27	770	797
07:15	0	0	0	0	0	235	186	0	34	421	41	0	220	0	261	0	57	6	0	63	34	745	779
07:30	0	0	0	0	0	209	234	0	20	443	39	0	405	2	444	0	59	8	0	67	22	954	976
07:45	0	0	0	0	0	227	242	0	32	469	53	0	279	0	332	0	71	7	0	78	32	879	911
Total	0	0	0	0	0	1068	818	0	100	1886	160	0	1057	15	1217	0	220	25	0	245	115	3348	3463
08:00	0	0	0	0	0	262	204	0	16	466	49	0	251	2	300	0	90	7	0	97	18	863	881
08:15	0	0	0	0	0	226	195	0	25	421	46	0	266	6	312	0	61	8	0	69	31	802	833
08:30	0	0	0	0	0	266	227	0	15	493	66	1	212	9	279	0	69	13	0	82	24	854	878
08:45	0	0	0	0	0	188	172	0	7	360	70	0	175	4	245	0	52	7	0	59	11	664	675
Total	0	0	0	0	0	942	798	0	63	1740	231	1	904	21	1136	0	272	35	0	307	84	3183	3267
Grand Total	0	0	0	0	0	2010	1616	0	163	3626	391	1	1961	36	2353	0	492	60	0	552	199	6531	6730
Apprch %	0.0	0.0	0.0			55.4	44.6	0.0			16.6	0.0	83.3			0.0	89.1	10.9					
Total %	0.0	0.0	0.0		0.0	30.8	24.7	0.0		55.5	6.0	0.0	30.0		36.0	0.0	7.5	0.9		8.5	3.0	97.0	

	Southbound				La Jolla Village Drive Westbound				Torry Pines Road Northbound				Torrey Pines Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	0	0	0	0	924	875	0	1799	187	0	1201	1388	0	281	30	311	3498
Percent	0.0	0.0	0.0		51.4	48.6	0.0		13.5	0.0	86.5		0.0	90.4	9.6		
07:30 Volume	0	0	0	0	209	234	0	443	39	0	405	444	0	59	8	67	954
Peak Factor																	0.917
High Int.	6:45:00 AM				07:45				07:30				08:00				
Volume	0	0	0	0	227	242	0	469	39	0	405	444	0	90	7	97	
Peak Factor								0.959				0.782				0.802	

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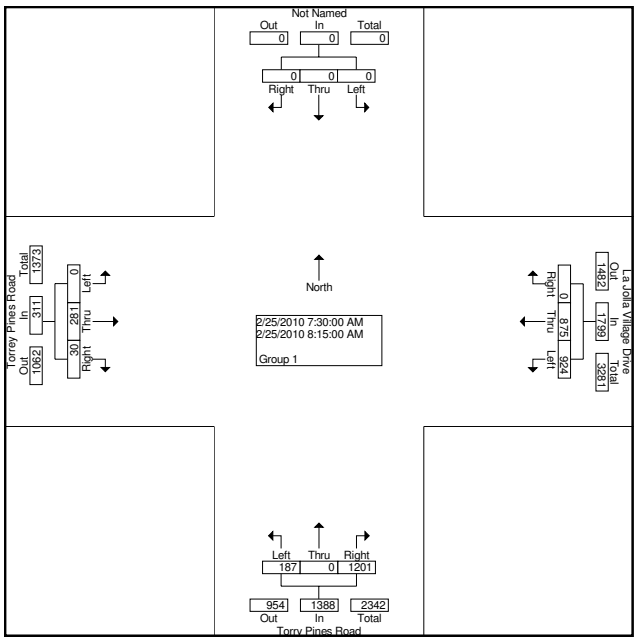
Weather: Clear & Dry
Counted by: D. Wellman
Board No: D1-2603
Loc:Torrey Pines Rd & La Jolla Village D

File Name : 10109010
Site Code : 00109010
Start Date : 2/25/2010
Page No : 2



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Weather: Clear & Dry
Counted by: Miovision
Board No: D1-803E2F
Loc: La Jolla Vil Dr & Torry Pines Rd

File Name : 10109011
Site Code : 00109011
Start Date : 2/25/2010

Groups Printed- Group 1

	Southbound					La Jolla Village Drive Westbound					Torry Pines Road Northbound					Torry Pines Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	0	0	0	0	194	131	0	22	325	20	0	207	3	227	0	192	42	0	234	25	786	811
16:15	0	0	0	0	0	229	169	0	19	398	23	0	237	4	260	0	221	48	0	269	23	927	950
16:30	0	0	0	0	0	217	159	0	32	376	30	0	175	3	205	0	274	59	0	333	35	914	949
16:45	0	0	0	0	0	226	194	0	34	420	30	0	182	5	212	0	309	65	0	374	39	1006	1045
Total	0	0	0	0	0	866	653	0	107	1519	103	0	801	15	904	0	996	214	0	1210	122	3633	3755
17:00	0	0	0	0	0	224	150	0	35	374	13	0	181	1	194	0	307	66	0	373	36	941	977
17:15	0	0	0	0	0	234	151	0	16	385	16	0	181	1	197	0	290	76	0	366	17	948	965
17:30	0	0	0	0	0	220	167	0	23	387	25	0	152	6	177	0	312	66	0	378	29	942	971
17:45	0	0	0	0	0	222	187	0	19	409	19	0	199	1	218	0	259	51	0	310	20	937	957
Total	0	0	0	0	0	900	655	0	93	1555	73	0	713	9	786	0	1168	259	0	1427	102	3768	3870
Grand Total	0	0	0	0	0	1766	1308	0	200	3074	176	0	1514	24	1690	0	2164	473	0	2637	224	7401	7625
Apprch %	0.0	0.0	0.0			57.4	42.6	0.0			10.4	0.0	89.6			0.0	82.1	17.9					
Total %	0.0	0.0	0.0		0.0	23.9	17.7	0.0		41.5	2.4	0.0	20.5		22.8	0.0	29.2	6.4		35.6	2.9	97.1	

	Southbound				La Jolla Village Drive Westbound				Torry Pines Road Northbound				Torry Pines Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:45																	
Volume	0	0	0	0	904	662	0	1566	84	0	696	780	0	1218	273	1491	3837
Percent	0.0	0.0	0.0		57.7	42.3	0.0		10.8	0.0	89.2		0.0	81.7	18.3		
16:45 Volume	0	0	0	0	226	194	0	420	30	0	182	212	0	309	65	374	1006
Peak Factor																	0.954
High Int. 3:45:00 PM					16:45				16:45				17:30				
Volume	0	0	0	0	226	194	0	420	30	0	182	212	0	312	66	378	
Peak Factor								0.932				0.920				0.986	

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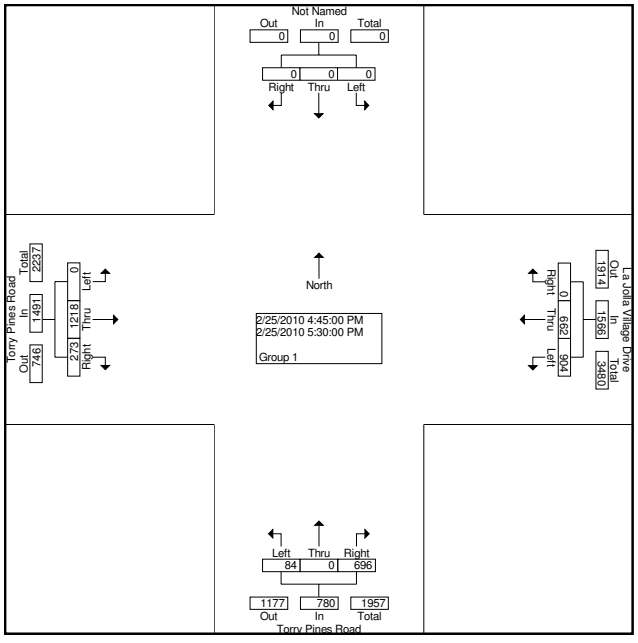
Weather: Clear & Dry
Counted by: Miovision
Board No: D1-803E2F
Loc: La Jolla Vil Dr & Torry Pines Rd

File Name : 10109011
Site Code : 00109011
Start Date : 2/25/2010



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Weather: Clear & Dry
Counted by: M. Parish
Board No: D1-2604
Loc:La Jolla Scenic & La Jolla Village D

File Name : 10109020
Site Code : 00109020
Start Date : 2/25/2010

Groups Printed- Group 1

	Southbound					La Jolla Village Drive Westbound					La Jolla Scenic Way Northbound					La Jolla Village Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	0	0	0	0	15	360	0	2	375	19	0	19	4	38	0	154	2	0	156	6	569	575
07:15	0	0	0	0	0	27	279	0	0	306	34	0	47	1	81	0	288	0	0	288	1	675	676
07:30	0	0	0	0	0	19	368	0	0	387	40	0	74	0	114	0	388	7	0	395	0	896	896
07:45	0	0	0	0	0	28	451	0	0	479	62	0	72	0	134	0	356	8	7	364	7	977	984
Total	0	0	0	0	0	89	1458	0	2	1547	155	0	212	5	367	0	1186	17	7	1203	14	3117	3131
08:00	0	0	0	0	0	37	476	0	0	513	47	0	72	0	119	0	321	3	2	324	2	956	958
08:15	0	0	0	0	0	66	447	0	0	513	78	0	63	4	141	0	331	10	2	341	6	995	1001
08:30	0	0	0	0	0	79	480	0	0	559	43	0	82	0	125	0	319	4	0	323	0	1007	1007
08:45	0	0	0	0	0	61	411	0	0	472	32	0	100	0	132	0	256	7	0	263	0	867	867
Total	0	0	0	0	0	243	1814	0	0	2057	200	0	317	4	517	0	1227	24	4	1251	8	3825	3833
Grand Total	0	0	0	0	0	332	3272	0	2	3604	355	0	529	9	884	0	2413	41	11	2454	22	6942	6964
Apprch %	0.0	0.0	0.0			9.2	90.8	0.0			40.2	0.0	59.8			0.0	98.3	1.7					
Total %	0.0	0.0	0.0		0.0	4.8	47.1	0.0		51.9	5.1	0.0	7.6		12.7	0.0	34.8	0.6		35.4	0.3	99.7	

	Southbound				La Jolla Village Drive Westbound				La Jolla Scenic Way Northbound				La Jolla Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection 07:45																	
Volume	0	0	0	0	210	1854	0	2064	230	0	289	519	0	1327	25	1352	3935
Percent	0.0	0.0	0.0		10.2	89.8	0.0		44.3	0.0	55.7		0.0	98.2	1.8		
08:30 Volume	0	0	0	0	79	480	0	559	43	0	82	125	0	319	4	323	1007
Peak Factor																	0.977
High Int.	6:45:00 AM				08:30				08:15				07:45				
Volume	0	0	0	0	79	480	0	559	78	0	63	141	0	356	8	364	
Peak Factor								0.923				0.920				0.929	

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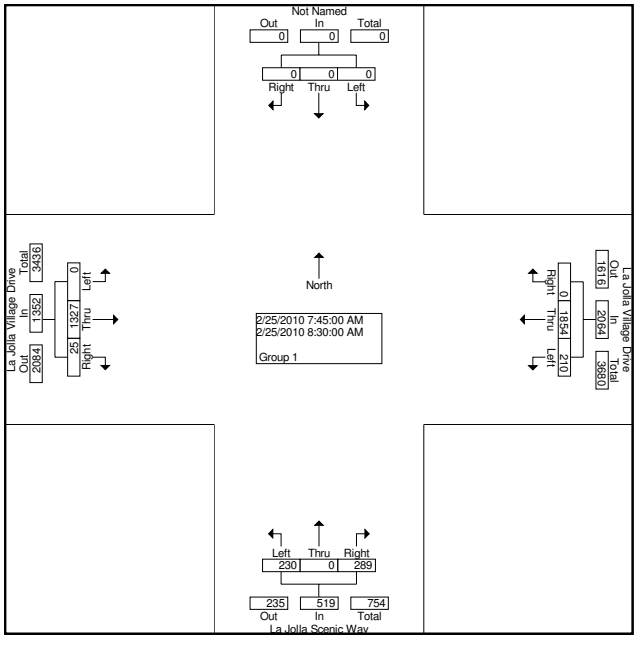
Weather: Clear & Dry
Counted by: M. Parish
Board No: D1-2604
Loc:La Jolla Scenic & La Jolla Village D

File Name : 10109020
Site Code : 00109020
Start Date : 2/25/2010



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PO Box 1544
Lakeside, CA 92040
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Weather: Clear & Dry
Counted by: M. Parish / D. Wellman
Board No: D1-2604/ D1-2603
Loc:La Jolla Scenic & La Jolla Village D

File Name : 10109021
Site Code : 00109021
Start Date : 2/25/2010

Groups Printed- Group 1

	Southbound					La Jolla Village Drive Westbound					La Jolla Scenic Way Northbound					La Jolla Village Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	0	0	0	0	55	284	0	0	339	7	0	78	3	85	0	400	6	0	406	3	830	833
16:15	0	0	0	0	0	43	303	0	0	346	16	0	57	0	73	0	497	5	0	502	0	921	921
16:30	0	0	0	0	0	44	319	0	0	363	7	0	66	0	73	0	442	5	1	447	1	883	884
16:45	0	0	0	0	0	64	382	0	0	446	8	0	71	0	79	0	486	6	0	492	0	1017	1017
Total	0	0	0	0	0	206	1288	0	0	1494	38	0	272	3	310	0	1825	22	1	1847	4	3651	3655
17:00	0	0	0	0	0	69	325	0	0	394	3	0	57	0	60	0	506	10	0	516	0	970	970
17:15	0	0	0	0	0	89	414	0	0	503	3	0	53	2	56	0	472	10	0	482	2	1041	1043
17:30	0	0	0	0	0	96	513	0	0	609	12	0	52	1	64	0	476	21	1	497	2	1170	1172
17:45	0	0	0	0	0	85	473	0	0	558	14	0	60	0	74	0	334	6	1	340	1	972	973
Total	0	0	0	0	0	339	1725	0	0	2064	32	0	222	3	254	0	1788	47	2	1835	5	4153	4158
Grand Total	0	0	0	0	0	545	3013	0	0	3558	70	0	494	6	564	0	3613	69	3	3682	9	7804	7813
Apprch %	0.0	0.0	0.0			15.3	84.7	0.0			12.4	0.0	87.6			0.0	98.1	1.9					
Total %	0.0	0.0	0.0		0.0	7.0	38.6	0.0		45.6	0.9	0.0	6.3		7.2	0.0	46.3	0.9		47.2	0.1	99.9	

	Southbound				La Jolla Village Drive Westbound				La Jolla Scenic Way Northbound				La Jolla Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection 16:45																	
Volume	0	0	0	0	318	1634	0	1952	26	0	233	259	0	1940	47	1987	4198
Percent	0.0	0.0	0.0		16.3	83.7	0.0		10.0	0.0	90.0		0.0	97.6	2.4		
17:30 Volume	0	0	0	0	96	513	0	609	12	0	52	64	0	476	21	497	1170
Peak Factor																	0.897
High Int. 3:45:00 PM					17:30				16:45				17:00				
Volume	0	0	0	0	96	513	0	609	8	0	71	79	0	506	10	516	
Peak Factor								0.801				0.820				0.963	

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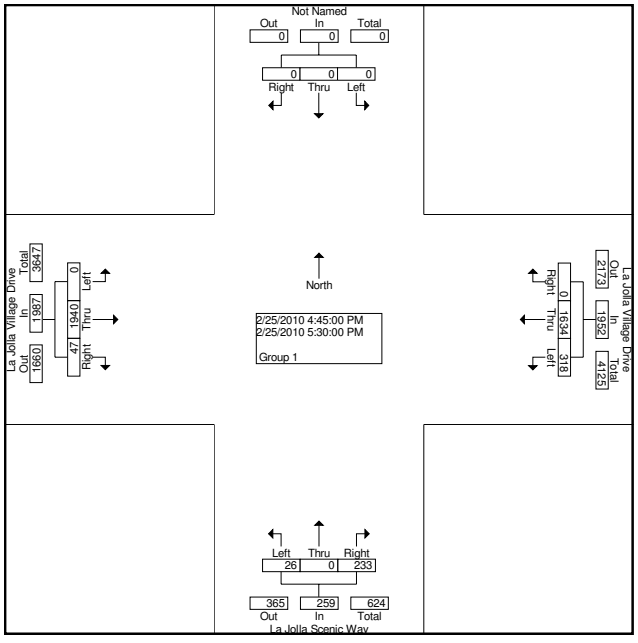
Weather: Clear & Dry
Counted by: M. Parish / D. Wellman
Board No: D1-2604/ D1-2603
Loc:La Jolla Scenic & La Jolla Village D

File Name : 10109021
Site Code : 00109021
Start Date : 2/25/2010



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Weather : Clear & Dry
Counted By: W. Willeford
Board #: D1-1306
Loc:Cliffridge Ave & La Jolla Scenic Dr

File Name : 10109030
Site Code : 00109030
Start Date : 2/25/2003

Groups Printed- Group 1

	Southbound					La Jolla Scenic Drive Westbound					Cliffridge Avenue Northbound					La Jolla Scenic Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	0	0	0	0	6	0	0	9	6	0	0	3	2	3	0	0	0	2	0	13	9	22
07:15	0	0	0	0	0	3	0	0	13	3	0	0	19	3	19	0	0	0	3	0	19	22	41
07:30	0	0	0	0	0	10	0	0	11	10	0	0	24	2	24	0	0	0	2	0	15	34	49
07:45	0	0	0	0	0	10	0	0	22	10	0	0	18	7	18	0	0	0	0	0	29	28	57
Total	0	0	0	0	0	29	0	0	55	29	0	0	64	14	64	0	0	0	7	0	76	93	169
08:00	0	0	0	0	0	10	0	0	14	10	2	0	12	5	14	0	0	0	3	0	22	24	46
08:15	0	0	0	0	0	4	0	0	11	4	0	0	13	10	13	0	0	0	3	0	24	17	41
08:30	0	0	0	0	0	7	0	0	14	7	0	0	12	5	12	0	0	0	4	0	23	19	42
Grand Total	0	0	0	0	0	50	0	0	94	50	2	0	101	34	103	0	0	0	17	0	145	153	298
Apprch %	0.0	0.0	0.0			100.0	0.0	0.0			1.9	0.0	98.1			0.0	0.0	0.0					
Total %	0.0	0.0	0.0		0.0	32.7	0.0	0.0		32.7	1.3	0.0	66.0		67.3	0.0	0.0	0.0		0.0	48.7	51.3	

	Southbound				La Jolla Scenic Drive Westbound				Cliffridge Avenue Northbound				La Jolla Scenic Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:30 - Peak 1 of 1																	
Intersection	07:15																
Volume	0	0	0	0	33	0	0	33	2	0	73	75	0	0	0	0	108
Percent	0.0	0.0	0.0		100.0	0.0	0.0		2.7	0.0	97.3		0.0	0.0	0.0		
07:30 Volume	0	0	0	0	10	0	0	10	0	0	24	24	0	0	0	0	34
Peak Factor																	0.794
High Int.	6:45:00 AM				07:30				07:30				6:45:00 AM				
Volume	0	0	0	0	10	0	0	10	0	0	24	24					
Peak Factor								0.825				0.781					

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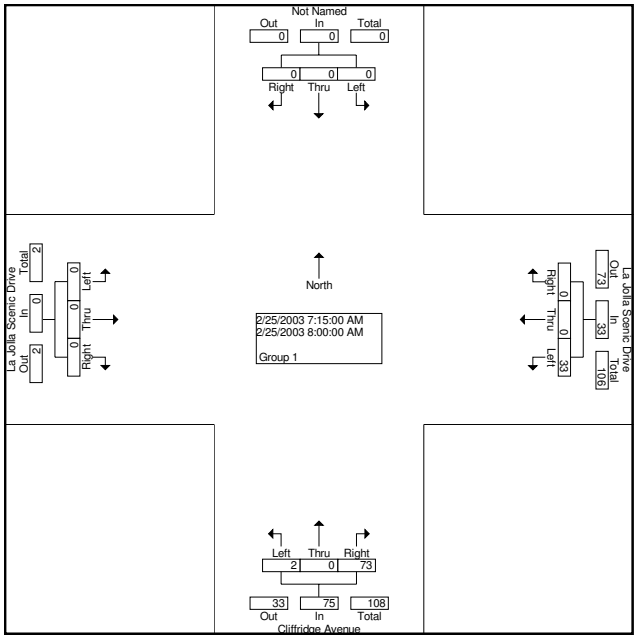
Weather : Clear & Dry
Counted By: W. Willeford
Board #: D1-1306
Loc:Cliffridge Ave & La Jolla Scenic Dr

File Name : 10109030
Site Code : 00109030
Start Date : 2/25/2003



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Weather : Clear & Dry
Counted By: W. Willeford
Board #: D1-1306
Loc:Cliffridge Ave & La Jolla Scenic Dr

File Name : 10109031
Site Code : 00109031
Start Date : 2/25/2003

Groups Printed- Group 1

	Southbound					La Jolla Scenic Drive Westbound					Cliffridge Avenue Northbound					La Jolla Scenic Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	0	0	0	0	10	2	0	2	12	0	0	7	0	7	0	1	1	10	2	12	21	33
16:15	0	0	0	0	0	7	3	0	4	10	0	0	13	1	13	0	3	0	12	3	17	26	43
16:30	0	0	0	0	0	6	1	0	4	7	0	0	15	0	15	0	5	1	18	6	22	28	50
16:45	0	0	0	0	0	12	2	1	2	15	0	0	15	3	15	0	4	1	10	5	15	35	50
Total	0	0	0	0	0	35	8	1	12	44	0	0	50	4	50	0	13	3	50	16	66	110	176
17:00	0	0	0	0	0	4	1	0	4	5	0	0	11	0	11	0	5	1	15	6	19	22	41
17:15	0	0	0	0	0	7	2	0	0	9	0	0	12	1	12	0	3	1	7	4	8	25	33
17:30	0	0	0	0	0	3	1	0	3	4	0	0	7	2	7	0	6	1	7	7	12	18	30
17:45	0	0	0	0	0	8	0	0	1	8	0	0	1	2	1	0	6	0	2	6	5	15	20
Total	0	0	0	0	0	22	4	0	8	26	0	0	31	5	31	0	20	3	31	23	44	80	124
Grand Total	0	0	0	0	0	57	12	1	20	70	0	0	81	9	81	0	33	6	81	39	110	190	300
Apprch %	0.0	0.0	0.0			81.4	17.1	1.4			0.0	0.0	100.0			0.0	84.6	15.4					
Total %	0.0	0.0	0.0		0.0	30.0	6.3	0.5		36.8	0.0	0.0	42.6		42.6	0.0	17.4	3.2		20.5	36.7	63.3	

	Southbound				La Jolla Scenic Drive Westbound				Cliffridge Avenue Northbound				La Jolla Scenic Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:15																
Volume	0	0	0	0	29	7	1	37	0	0	54	54	0	17	3	20	111
Percent	0.0	0.0	0.0		78.4	18.9	2.7		0.0	0.0	100.0		0.0	85.0	15.0		
16:45 Volume	0	0	0	0	12	2	1	15	0	0	15	15	0	4	1	5	35
Peak Factor																	0.793
High Int.	3:45:00 PM				16:45				16:30				16:30				
Volume	0	0	0	0	12	2	1	15	0	0	15	15	0	5	1	6	
Peak Factor								0.617				0.900				0.833	

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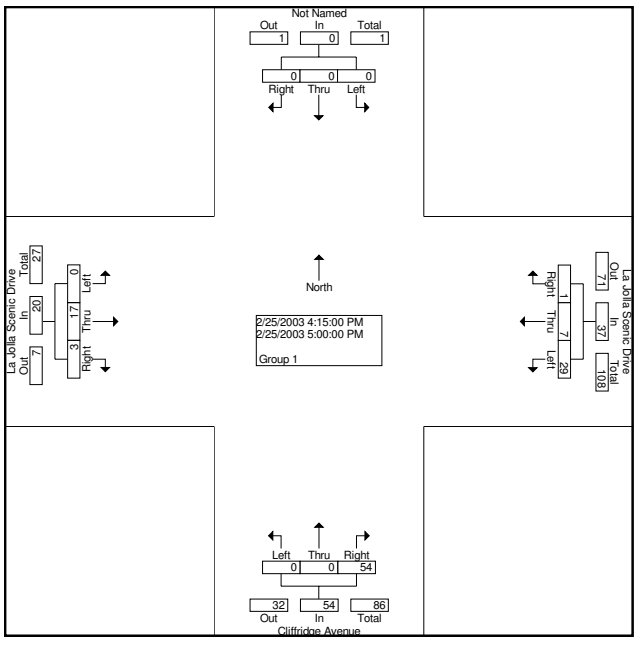
Weather : Clear & Dry
Counted By: W. Willeford
Board #: D1-1306
Loc:Cliffridge Ave & La Jolla Scenic Dr

File Name : 10109031
Site Code : 00109031
Start Date : 2/25/2003



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Weather: Clear & Dry
Counted by: E.Tymick
Board No: D1-2603
Loc:La Jolla Scenic Dr & La Jolla Scenic

File Name : 10109040
Site Code : 00109040
Start Date : 2/25/2010

Groups Printed- Group 1

	La Jolla Scenic Way Southbound					La Jolla Scenic Drive Westbound					La Jolla Scenic Way Northbound					La Jolla Scenic Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	19	3	2	22	0	0	0	0	0	2	47	0	1	49	4	0	0	0	4	3	75	78
07:15	0	25	4	3	29	0	0	0	0	0	0	83	0	1	83	13	0	0	0	13	4	125	129
07:30	0	13	5	0	18	0	0	0	0	0	3	106	0	0	109	22	0	4	0	26	0	153	153
07:45	0	33	7	1	40	0	0	0	0	0	7	122	0	1	129	14	0	4	0	18	2	187	189
Total	0	90	19	6	109	0	0	0	0	0	12	358	0	3	370	53	0	8	0	61	9	540	549
08:00	0	42	5	0	47	0	0	0	0	0	8	106	0	1	114	14	0	2	0	16	1	177	178
08:15	0	68	3	2	71	0	0	0	0	0	3	98	0	0	101	9	0	2	0	11	2	183	185
08:30	0	79	4	0	83	0	0	0	0	0	4	119	0	0	123	11	0	1	0	12	0	218	218
08:45	0	60	3	0	63	0	0	0	0	0	1	106	0	0	107	11	0	2	3	16	0	186	186
Total	0	249	15	2	264	0	0	0	0	0	16	429	0	1	445	45	0	7	3	55	3	764	767
Grand Total	0	339	34	8	373	0	0	0	0	0	28	787	0	4	815	98	0	15	3	116	12	1304	1316
Apprch %	0.0	90.9	9.1			0.0	0.0	0.0			3.4	96.6	0.0			84.5	0.0	12.9	2.6				
Total %	0.0	26.0	2.6		28.6	0.0	0.0	0.0		0.0	2.1	60.4	0.0		62.5	7.5	0.0	1.2	0.2	8.9	0.9	99.1	

	La Jolla Scenic Way Southbound				La Jolla Scenic Drive Westbound				La Jolla Scenic Way Northbound				La Jolla Scenic Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																		
Intersection	07:45																	
Volume	0	222	19	241	0	0	0	0	22	445	0	467	48	0	9	0	57	765
Percent	0.0	92.1	7.9		0.0	0.0	0.0		4.7	95.3	0.0		84.2	0.0	15.8	0.0		
08:30 Volume	0	79	4	83	0	0	0	0	4	119	0	123	11	0	1	0	12	218
Peak Factor																		0.877
High Int.	08:30				6:45:00 AM				07:45				07:45					
Volume	0	79	4	83	0	0	0	0	7	122	0	129	14	0	4	0	18	
Peak Factor				0.726								0.905					0.792	

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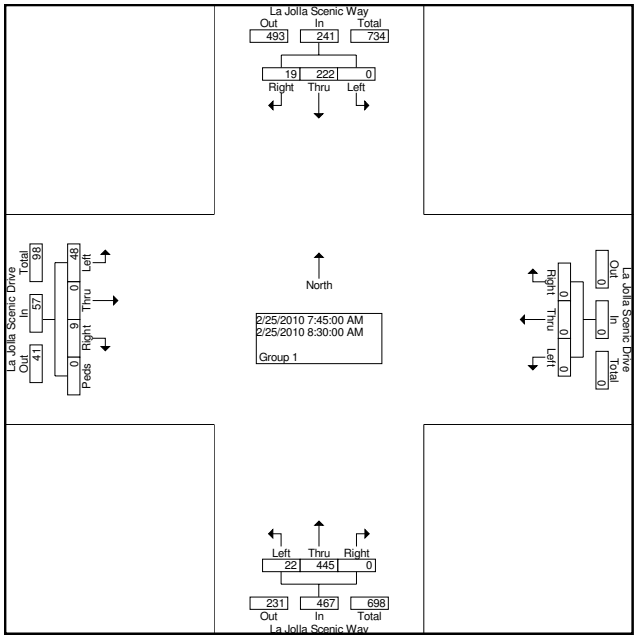
Weather: Clear & Dry
Counted by: E.Tymick
Board No: D1-2603
Loc:La Jolla Scenic Dr & La Jolla Scenic

File Name : 10109040
Site Code : 00109040
Start Date : 2/25/2010



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Weather: Clear & Dry
Counted by: E.Tymick
Board No: D1-2603
Loc:La Jolla Scenic Dr & La Jolla Scenic

File Name : 10109041
Site Code : 00109041
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	La Jolla Scenic Way Southbound					La Jolla Scenic Drive Westbound					La Jolla Scenic Way Northbound					La Jolla Scenic Drive Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	53	11	1	64	0	0	0	0	0	0	70	0	1	70	6	0	2	0	8	2	142	144
16:15	1	50	7	2	58	0	0	0	0	0	2	62	0	0	64	12	0	7	0	19	2	141	143
16:30	0	50	3	1	53	0	0	0	0	0	0	56	0	0	56	9	0	6	0	15	1	124	125
16:45	0	57	10	1	67	0	0	0	0	0	4	58	1	0	63	17	0	5	0	22	1	152	153
Total	1	210	31	5	242	0	0	0	0	0	6	246	1	1	253	44	0	20	0	64	6	559	565
17:00	0	85	6	1	91	0	0	0	0	0	2	47	0	0	49	10	0	3	0	13	1	153	154
17:15	0	100	8	0	108	0	0	0	0	0	0	56	0	0	56	15	0	4	0	19	0	183	183
17:30	1	89	6	5	96	0	0	0	0	0	0	61	0	0	61	7	0	6	0	13	5	170	175
17:45	0	70	8	1	78	0	0	0	0	0	3	76	0	0	79	2	0	3	0	5	1	162	163
Total	1	344	28	7	373	0	0	0	0	0	5	240	0	0	245	34	0	16	0	50	7	668	675
Grand Total	2	554	59	12	615	0	0	0	0	0	11	486	1	1	498	78	0	36	0	114	13	1227	1240
Apprch %	0.3	90.1	9.6			0.0	0.0	0.0			2.2	97.6	0.2			68.4	0.0	31.6					
Total %	0.2	45.2	4.8		50.1	0.0	0.0	0.0		0.0	0.9	39.6	0.1		40.6	6.4	0.0	2.9		9.3	1.0	99.0	

	La Jolla Scenic Way Southbound				La Jolla Scenic Drive Westbound				La Jolla Scenic Way Northbound				La Jolla Scenic Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	1	344	28	373	0	0	0	0	5	240	0	245	34	0	16	50	668
Percent	0.3	92.2	7.5		0.0	0.0	0.0		2.0	98.0	0.0		68.0	0.0	32.0		
17:15 Volume	0	100	8	108	0	0	0	0	0	56	0	56	15	0	4	19	183
Peak Factor																	0.913
High Int.	17:15				3:45:00 PM				17:45				17:15				
Volume	0	100	8	108	0	0	0	0	3	76	0	79	15	0	4	19	
Peak Factor				0.863								0.775				0.658	

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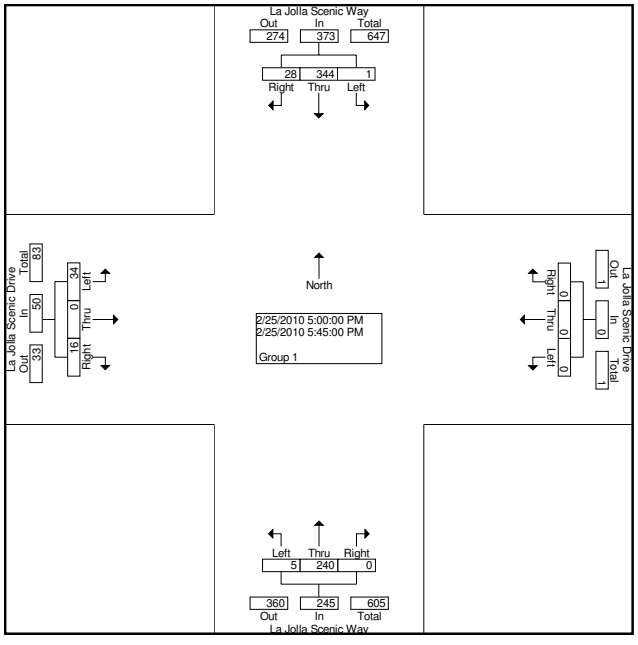
Weather: Clear & Dry
Counted by: E.Tymick
Board No: D1-2603
Loc:La Jolla Scenic Dr & La Jolla Scenic

File Name : 10109041
Site Code : 00109041
Start Date : 2/25/2010
Page No : 2



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Weather : Clear & Dry
Counted By: C. Hust
Board #: D1-1307
Loc: La Jolla Scenic Way & Caminito Dese

File Name : 10109050
Site Code : 00109050
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	La Jolla Scenic Way Southbound					Caminito Deseo Westbound					La Jolla Scenic Way Northbound					Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	4	12	0	0	16	5	0	4	0	9	0	46	2	0	48	0	0	0	0	0	0	73	73
07:15	5	20	0	0	25	5	0	2	0	7	0	69	6	0	75	0	0	0	0	0	0	107	107
07:30	5	19	0	0	24	0	0	5	0	5	0	98	2	0	100	0	0	0	0	0	0	129	129
07:45	3	28	0	0	31	3	0	1	0	4	0	120	4	0	124	0	0	0	0	0	0	159	159
Total	17	79	0	0	96	13	0	12	0	25	0	333	14	0	347	0	0	0	0	0	0	468	468
08:00	1	35	0	0	36	2	0	3	0	5	0	121	3	0	124	0	0	0	0	0	0	165	165
08:15	2	70	0	0	72	4	0	2	0	6	0	108	1	0	109	0	0	0	0	0	0	187	187
08:30	1	67	0	0	68	4	0	6	0	10	0	104	2	0	106	0	0	0	0	0	0	184	184
08:45	1	80	0	0	81	2	0	2	0	4	0	132	1	0	133	0	0	0	0	0	0	218	218
Total	5	252	0	0	257	12	0	13	0	25	0	465	7	0	472	0	0	0	0	0	0	754	754
Grand Total	22	331	0	0	353	25	0	25	0	50	0	798	21	0	819	0	0	0	0	0	0	1222	1222
Apprch %	6.2	93.8	0.0			50.0	0.0	50.0			0.0	97.4	2.6			0.0	0.0	0.0					
Total %	1.8	27.1	0.0		28.9	2.0	0.0	2.0		4.1	0.0	65.3	1.7		67.0	0.0	0.0	0.0		0.0	0.0	100.0	

	La Jolla Scenic Way Southbound				Caminito Deseo Westbound				La Jolla Scenic Way Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection 08:00																	
Volume	5	252	0	257	12	0	13	25	0	465	7	472	0	0	0	0	754
Percent	1.9	98.1	0.0		48.0	0.0	52.0		0.0	98.5	1.5		0.0	0.0	0.0		
08:45 Volume	1	80	0	81	2	0	2	4	0	132	1	133	0	0	0	0	218
Peak Factor																	0.865
High Int.	08:45				08:30				08:45				6:45:00 AM				
Volume	1	80	0	81	4	0	6	10	0	132	1	133					
Peak Factor				0.793				0.625				0.887					

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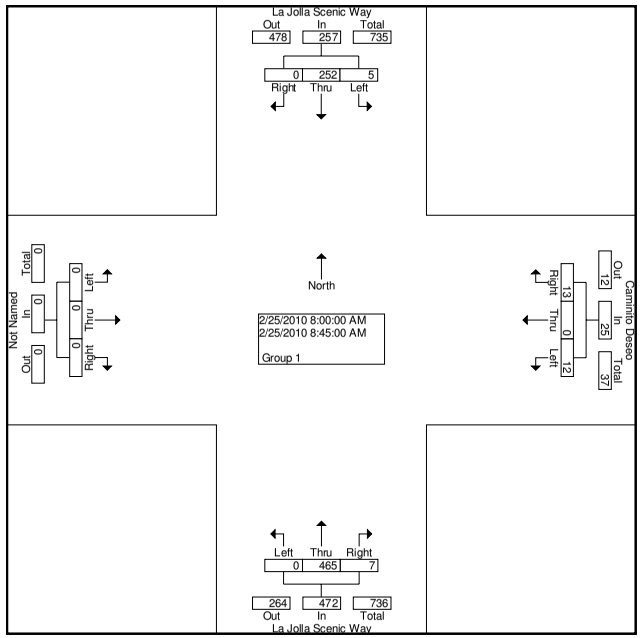
Weather : Clear & Dry
Counted By: C. Hust
Board #: D1-1307
Loc: La Jolla Scenic Way & Caminito Dese

File Name : 10109050
Site Code : 00109050
Start Date : 2/25/2010
Page No : 2



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Weather : Clear & Dry
Counted By: C. Hust
Board #: D1-1307
Loc: La Jolla Scenic Way & Caminito Dese

File Name : 10109051
Site Code : 00109051
Start Date : 2/25/2010
Page No : 1

Groups Printed- Group 1

	La Jolla Scenic Way Southbound					Caminito Deseo Westbound					La Jolla Scenic Way Northbound					Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	6	45	0	0	51	4	0	5	0	9	0	63	5	0	68	0	0	0	0	0	0	128	128
16:15	9	54	0	0	63	1	0	2	0	3	0	65	4	0	69	0	0	0	0	0	0	135	135
16:30	4	44	0	0	48	2	0	2	0	4	0	59	3	0	62	0	0	0	0	0	0	114	114
16:45	5	59	0	0	64	1	0	4	0	5	0	59	3	0	62	0	0	0	0	0	0	131	131
Total	24	202	0	0	226	8	0	13	0	21	0	246	15	0	261	0	0	0	0	0	0	508	508
17:00	9	77	0	0	86	7	0	3	0	10	0	40	3	0	43	0	0	0	0	0	0	139	139
17:15	6	101	0	0	107	2	0	2	0	4	0	57	5	0	62	0	0	0	0	0	0	173	173
17:30	11	83	0	0	94	2	0	1	0	3	0	62	4	0	66	0	0	0	0	0	0	163	163
17:45	10	67	0	0	77	3	0	3	0	6	0	71	3	0	74	0	0	0	0	0	0	157	157
Total	36	328	0	0	364	14	0	9	0	23	0	230	15	0	245	0	0	0	0	0	0	632	632
Grand Total	60	530	0	0	590	22	0	22	0	44	0	476	30	0	506	0	0	0	0	0	0	1140	1140
Apprch %	10.2	89.8	0.0			50.0	0.0	50.0			0.0	94.1	5.9			0.0	0.0	0.0					
Total %	5.3	46.5	0.0		51.8	1.9	0.0	1.9		3.9	0.0	41.8	2.6		44.4	0.0	0.0	0.0		0.0	0.0	100.0	

	La Jolla Scenic Way Southbound				Caminito Deseo Westbound				La Jolla Scenic Way Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	36	328	0	364	14	0	9	23	0	230	15	245	0	0	0	0	632
Percent	9.9	90.1	0.0		60.9	0.0	39.1		0.0	93.9	6.1		0.0	0.0	0.0		
17:15 Volume	6	101	0	107	2	0	2	4	0	57	5	62	0	0	0	0	173
Peak Factor																	0.913
High Int.	17:15				17:00				17:45				3:45:00 PM				
Volume	6	101	0	107	7	0	3	10	0	71	3	74					
Peak Factor				0.850				0.575				0.828					

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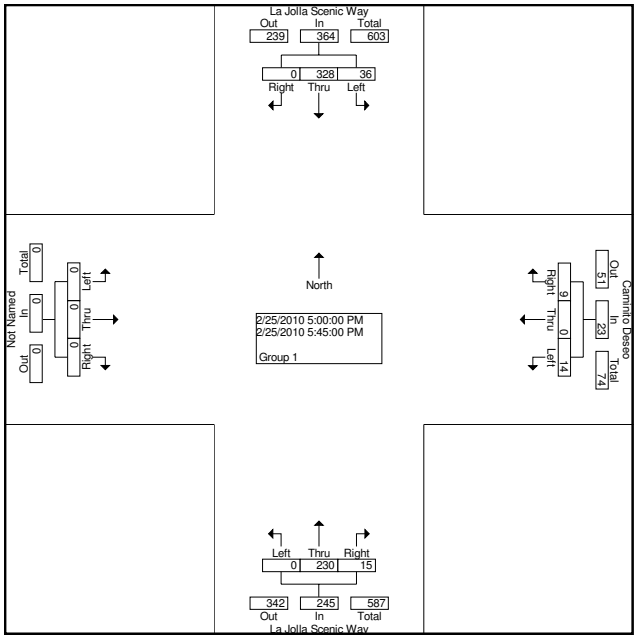
Weather : Clear & Dry
Counted By: C. Hust
Board #: D1-1307
Loc: La Jolla Scenic Way & Caminito Dese

File Name : 10109051
Site Code : 00109051
Start Date : 2/25/2010
Page No : 2



TDSSW, Inc.
Event Counts

EventCount-518 -- English (ENU)

Datasets:

Site:	**[10901E] La Jolla Village Dr - W/O Torrey Pines Rd**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	23:16 Wednesday, February 24, 2010 => 17:26 Sunday, February 28, 2010
Zone:	North America
File:	10901E28Feb2010.EC0 (Plus)
Identifier:	M264XG37 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Site:	**[10901E] La Jolla Village Dr - W/O Torrey Pines Rd**
Input A:	2 - East bound. - Lane= 1, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	23:17 Wednesday, February 24, 2010 => 17:33 Sunday, February 28, 2010
Zone:	North America
File:	10901E28Feb2010.EC1 (Plus)
Identifier:	1387F8VW MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 14117 / 14312 (98.64%)

*** Thursday, February 25, 2010=13708, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
138	**70**	**42**	**26**	**17**	**42**	**89**	**269**	**349**	**490**	**468**	**676**	**863**	**668**	**851**	**1142**	**1452**	**1696**	**1381**	**684**	**687**	**954**	**416**	**245**	
52	27	9	10	3	7	13	41	83	97	105	178	**220**	135	259	225	303	**431**	397	198	236	212	121	93	67
31	15	10	7	4	6	9	63	90	138	103	156	**218**	159	186	273	326	**440**	379	157	140	370	104	49	38
31	18	17	4	1	9	28	60	88	118	128	178	**230**	166	205	344	364	**456**	333	151	142	254	85	52	28
24	10	6	5	9	20	40	106	88	138	134	**164**	196	209	201	301	**459**	371	273	179	169	118	108	52	18

AM Peak 1145 - 1245 (831), AM PHF=0.91 PM Peak 1645 - 1745 (1785), PM PHF=0.97

*** Friday, February 26, 2010=409 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
151	**85**	**76**	**41**	**23**	**35**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
67	23	17	14	4	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
38	22	21	7	9	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
28	24	26	10	5	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
18	16	12	10	5	19	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-519 -- English (ENU)

Datasets:

Site:	**[10901W] La Jolla Village Dr - W/O Torrey Pines Rd**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	23:18 Wednesday, February 24, 2010 => 17:36 Sunday, February 28, 2010
Zone:	North America
File:	10901W28Feb2010.EC0 (Plus)
Identifier:	M287G207 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 19586 / 20002 (97.92%)

*** Thursday, February 25, 2010=18858, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
115	**85**	**32**	**36**	**50**	**193**	**547**	**1700**	**1855**	**1825**	**1126**	**937**	**1152**	**1091**	**930**	**1084**	**1233**	**1178**	**1180**	**880**	**533**	**541**	**341**	**218**	
38	22	13	7	5	23	87	250	**448**	478	247	216	248	277	233	270	257	234	**304**	194	154	143	114	55	32
36	29	8	8	6	36	111	374	**462**	530	277	245	297	248	245	330	307	279	**347**	179	119	138	91	55	49
17	23	9	13	14	45	151	**474**	471	440	288	219	290	282	220	226	296	**317**	282	231	135	140	85	51	54
25	12	2	9	26	89	198	**602**	475	378	315	258	318	284	233	259	375	**348**	248	277	126	121	52	58	36

AM Peak 0730 - 0830 (1986), AM PHF=0.82 PM Peak 1730 - 1830 (1316), PM PHF=0.95

*** Friday, February 26, 2010=728 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
170	**129**	**70**	**44**	**107**	**210**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
32	43	28	4	17	27	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
49	40	12	2	10	33	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
54	31	22	17	31	41	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
36	15	9	22	49	110	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-520 -- English (ENU)

Datasets:

Site:	**[10902E] La Jolla Village Dr - Btwn Torrey Pines Rd & La Jolla Scenic Way**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	22:51 Wednesday, February 24, 2010 => 17:32 Sunday, February 28, 2010
Zone:	North America
File:	10902E28Feb2010.EC0 (Plus)
Identifier:	M3530X9Z MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 23304 / 23742 (98.15%)

*** Thursday, February 25, 2010=22676, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
162	**79**	**57**	**40**	**35**	**98**	**331**	**1127**	**1150**	**1094**	**976**	**1260**	**1497**	**1337**	**1535**	**1817**	**1988**	**2034**	**1857**	**1083**	**973**	**1192**	**612**	**349**	
58	31	19	14	5	9	45	152	256	294	197	298	**380**	319	369	391	462	**520**	533	328	281	268	212	124	85
35	16	14	8	7	21	59	297	331	279	205	326	**362**	312	363	429	502	**514**	473	270	235	419	116	91	61
39	19	18	10	7	25	84	341	264	229	242	302	**384**	322	378	530	481	**516**	484	250	200	291	122	80	40
31	14	6	8	16	43	144	338	300	292	333	**334**	373	384	425	468	**544**	484	367	236	257	215	162	54	29

AM Peak 1145 - 1245 (1458), AM PHF=0.95 PM Peak 1645 - 1745 (2094), PM PHF=0.96

*** Friday, February 26, 2010=628 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
214	**124**	**87**	**56**	**45**	**103**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
85	38	19	19	9	13	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
61	34	24	8	13	16	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
40	35	31	16	10	33	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
29	19	14	13	14	42	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-522 -- English (ENU)

Datasets:

Site:	**[10902W] La Jolla Village Dr - Btwn Torrey Pines Rd & La Jolla Scenic Way**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	22:52 Wednesday, February 24, 2010 => 17:28 Sunday, February 28, 2010
Zone:	North America
File:	10902W28Feb2010.EC0 (Plus)
Identifier:	A281KSMB MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 22710 / 23125 (98.21%)

*** Thursday, February 25, 2010=22110, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
89	**69**	**19**	**31**	**40**	**175**	**766**	**1767**	**1925**	**1694**	**1313**	**1303**	**1395**	**1271**	**1305**	**1391**	**1574**	**1615**	**1482**	**1003**	**667**	**632**	**367**	**220**	
28	19	8	5	8	18	93	400	**480**	453	288	322	313	284	323	348	349	**386**	384	259	171	159	113	57	23
27	22	5	8	2	36	143	365	**507**	459	331	336	385	296	349	386	392	**391**	397	235	174	203	107	60	45
17	22	5	9	13	43	205	439	**455**	391	335	328	332	341	290	303	391	**418**	392	261	177	145	87	62	40
17	6	1	9	17	79	325	**564**	484	393	359	318	366	352	344	354	**443**	421	309	248	146	125	61	42	27

AM Peak 0745 - 0845 (2005), AM PHF=0.89 PM Peak 1645 - 1745 (1637), PM PHF=0.92

*** Friday, February 26, 2010=600 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
135	**95**	**48**	**43**	**97**	**185**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
23	27	14	6	11	28	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
45	36	11	6	11	29	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
40	18	15	15	32	43	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
27	14	8	16	43	85	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-524 -- English (ENU)

Datasets:

Site: **[10903E] La Jolla Village Dr - E/O La Jolla Scenic Way**
Input A: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration: 22:24 Wednesday, February 24, 2010 => 17:34 Sunday, February 28, 2010
Zone: North America
File: 10903E28Feb2010.EC0 (Plus)
Identifier: M293M05F MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Event Count (v3.21 - 15275)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name: Default Profile
Scheme: Count events divided by two
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 25408 / 26092 (97.38%)

*** Thursday, February 25, 2010=24681, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
179	**88**	**56**	**45**	**39**	**111**	**380**	**1254**	**1361**	**1346**	**1104**	**1371**	**1604**	**1390**	**1643**	**2004**	**2091**	**2114**	**1958**	**1180**	**1029**	**1278**	**686**	**374**	
59	31	17	16	5	12	57	151	322	417	238	338	**438**	320	423	426	491	**534**	570	358	296	288	238	133	92
48	20	13	8	7	18	68	325	348	335	249	349	**385**	323	399	448	523	**540**	494	289	264	428	143	104	66
39	20	18	11	10	30	91	390	322	270	277	313	**403**	352	387	602	514	**525**	509	271	206	316	138	82	46
34	17	9	10	18	51	165	389	369	325	340	**372**	379	395	435	529	**563**	516	386	264	264	247	167	56	31

AM Peak 1145 - 1245 (1597), AM PHF=0.91 PM Peak 1645 - 1745 (2161), PM PHF=0.96

*** Friday, February 26, 2010=727 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
235	**137**	**105**	**72**	**65**	**114**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
92	41	21	23	15	12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
66	33	23	10	15	16	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
46	42	37	23	18	38	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
31	21	24	17	18	48	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-525 -- English (ENU)

Datasets:

Site: **[10903W] La Jolla Village Dr - E/O La Jolla Scenic Way**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration: 22:26 Wednesday, February 24, 2010 => 17:25 Sunday, February 28, 2010
Zone: North America
File: 10903W28Feb2010.EC0 (Plus)
Identifier: M2757A0N MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Event Count (v3.21 - 15275)
Data type: Axle sensors - Separate (Count)

Profile:

Filter time: **0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name: Default Profile
Scheme: Count events divided by two
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Events = 25118 / 25568 (98.24%)

*** Thursday, February 25, 2010=24522, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
99	**61**	**19**	**32**	**42**	**190**	**794**	**1609**	**1929**	**1862**	**1391**	**1410**	**1636**	**1379**	**1422**	**1790**	**1837**	**2102**	**1745**	**1122**	**759**	**680**	**383**	**235**	
30	14	8	5	8	21	97	388	452	**479**	295	351	387	305	371	483	393	**476**	432	292	193	183	120	59	27
29	23	4	7	2	38	141	360	490	**513**	343	351	433	334	372	497	429	**532**	507	260	190	218	109	67	42
18	18	5	9	13	48	206	368	**459**	446	367	369	371	363	320	386	471	**574**	457	291	201	152	89	63	39
22	6	2	11	19	84	351	493	**528**	424	387	340	445	377	360	424	**544**	521	351	279	176	129	66	47	30

AM Peak 0830 - 0930 (1979), AM PHF=0.94 PM Peak 1645 - 1745 (2125), PM PHF=0.93

*** Friday, February 26, 2010=596 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
138	**94**	**50**	**44**	**70**	**202**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
27	28	15	8	8	29	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
42	31	12	7	7	33	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
39	18	15	17	14	48	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
30	17	8	12	42	93	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-526 -- English (ENU)

Datasets:

Site:	**[10904] Torrey Pines Rd - S/O La Jolla Village Dr**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	23:33 Wednesday, February 24, 2010 => 17:37 Sunday, February 28, 2010
Zone:	North America
File:	1090428Feb2010.EC0 (Plus)
Identifier:	M279P9K6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 27266 / 27853 (97.89%)

*** Thursday, February 25, 2010=12830, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
33	**17**	**14**	**17**	**23**	**70**	**297**	**1110**	**1058**	**917**	**689**	**767**	**782**	**794**	**875**	**958**	**986**	**883**	**785**	**525**	**400**	**436**	**254**	**146**	
9	7	10	3	3	2	37	143	**236**	273	143	188	204	177	193	240	**261**	219	240	148	90	95	98	49	26
9	4	3	1	5	18	56	276	**278**	232	168	195	192	177	229	249	**286**	230	199	135	99	129	43	48	25
10	2	1	9	6	19	90	**350**	276	205	180	174	166	235	218	**214**	206	206	195	118	99	103	46	36	13
5	4	0	4	9	32	114	**341**	269	208	198	210	220	205	236	**256**	233	228	152	125	112	110	68	14	17

AM Peak 0730 - 0830 (1204), AM PHF=0.86 PM Peak 1530 - 1630 (1017), PM PHF=0.89

*** Friday, February 26, 2010=306 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
80	**49**	**30**	**21**	**33**	**95**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
26	17	10	5	6	8	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
25	15	9	1	6	11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
13	14	8	6	8	32	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
17	3	4	9	13	45	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-527 -- English (ENU)

Datasets:

Site:	**[10904] Torrey Pines Rd - S/O La Jolla Village Dr**
Input A:	1 - North bound. - Lane= 0, Excluded from totals.
Input B:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	23:33 Wednesday, February 24, 2010 => 17:37 Sunday, February 28, 2010
Zone:	North America
File:	1090428Feb2010.EC0 (Plus)
Identifier:	M279P9K6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 27266 / 27853 (97.89%)

*** Thursday, February 25, 2010=13909, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**21**	**4**	**10**	**14**	**64**	**413**	**728**	**913**	**899**	**748**	**932**	**897**	**826**	**924**	**1057**	**1189**	**1325**	**1126**	**586**	**444**	**416**	**205**	**138**	
9	8	2	2	6	5	38	258	233	215	158	209	**238**	184	244	255	254	**336**	329	171	118	108	67	37	13
13	6	1	2	1	15	69	151	224	221	209	**240**	226	203	250	260	287	**351**	285	160	113	145	61	39	22
9	7	0	2	3	14	99	116	225	236	171	**251**	213	195	207	266	**302**	302	290	133	111	91	44	37	17
3	0	1	4	4	30	208	205	232	228	210	**233**	220	245	223	276	**346**	336	222	123	103	73	33	25	6

AM Peak 1115 - 1215 (962), AM PHF=0.96 PM Peak 1630 - 1730 (1335), PM PHF=0.95

*** Friday, February 26, 2010=221 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**27**	**22**	**20**	**20**	**75**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
13	9	6	4	2	13	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
22	9	7	4	4	12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
17	5	4	6	3	18	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6	4	5	6	11	32	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-528 -- English (ENU)

Datasets:

Site:	**[10905] La Jolla Scenic Way - S/O La Jolla Village Dr**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	23:44 Wednesday, February 24, 2010 => 17:30 Sunday, February 28, 2010
Zone:	North America
File:	1090528Feb2010.EC0 (Plus)
Identifier:	M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10347 / 10564 (97.95%)

*** Thursday, February 25, 2010=6684, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
29	**15**	**5**	**7**	**9**	**18**	**153**	**518**	**718**	**592**	**330**	**361**	**381**	**282**	**381**	**559**	**511**	**449**	**494**	**273**	**174**	**217**	**148**	**65**	
10	5	0	1	0	3	25	52	180	**274**	95	103	120	63	112	73	**127**	83	176	84	49	60	61	27	8
14	3	2	0	0	0	21	113	**163**	137	85	87	92	88	84	80	**121**	121	117	54	54	72	34	27	12
0	3	1	1	7	10	38	179	**173**	89	70	51	81	67	92	**232**	119	125	109	70	41	35	28	9	14
5	4	2	5	2	5	69	174	**203**	93	81	121	89	65	94	**175**	144	120	92	67	31	51	26	2	5

AM Peak 0815 - 0915 (812), AM PHF=0.74 PM Peak 1530 - 1630 (655), PM PHF=0.71

*** Friday, February 26, 2010=186 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	**30**	**25**	**21**	**50**	**23**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
8	6	2	3	10	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
12	7	7	3	7	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
14	15	7	6	20	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
5	2	9	9	13	12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-529 -- English (ENU)

Datasets:

Site:	**[10905] La Jolla Scenic Way - S/O La Jolla Village Dr**
Input A:	1 - North bound. - Lane= 0, Excluded from totals.
Input B:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	23:44 Wednesday, February 24, 2010 => 17:30 Sunday, February 28, 2010
Zone:	North America
File:	1090528Feb2010.EC0 (Plus)
Identifier:	M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**0:00 Thursday, February 25, 2010 => 6:00 Friday, February 26, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10347 / 10564 (97.95%)

*** Thursday, February 25, 2010=3404, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**0**	**3**	**3**	**5**	**18**	**63**	**121**	**266**	**226**	**170**	**194**	**223**	**174**	**164**	**340**	**271**	**407**	**287**	**179**	**112**	**83**	**54**	**27**	
5	0	1	0	1	2	7	20	32	**72**	33	44	77	33	36	77	69	**93**	75	52	25	25	14	7	5
6	0	1	0	0	6	13	31	**77**	42	32	41	57	40	33	98	72	**118**	78	47	33	32	16	14	2
1	0	0	2	2	5	19	27	**77**	48	48	43	46	53	45	74	55	**106**	65	50	18	12	9	4	1
6	0	1	1	2	5	24	44	**81**	65	58	67	44	49	51	92	76	**90**	71	31	37	14	15	3	3

AM Peak 0815 - 0915 (306), AM PHF=0.95 PM Peak 1700 - 1800 (407), PM PHF=0.86

*** Friday, February 26, 2010=73 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**13**	**5**	**7**	**11**	**26**	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
5	3	1	1	1	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
2	2	4	1	3	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
1	5	0	3	3	6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
3	3	0	2	4	11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

APPENDIX C

CITY OF SAN DIEGO ROADWAY CLASSIFICATION TABLE

TABLE 2
ROADWAY CLASSIFICATIONS, LEVELS OF SERVICE (LOS)
AND AVERAGE DAILY TRAFFIC (ADT)

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

LEGEND

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

XX,XXX = Approximate recommended ADT based on City of San Diego Street Design Manual

Notes:

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

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

APPENDIX D

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING

Phasings
1: La Jolla Village & Torrey Pines

4/22/2010

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø8
Lane Configurations							
Volume (vph)	281	30	1070	1014	187	1201	
Turn Type		Perm	Prot			Over	
Protected Phases	2		1	6	4	1	8
Permitted Phases		2					
Detector Phase	2	2	1	6	4	1	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	38.0	38.0	8.0	20.0	46.0	8.0	41.0
Total Split (s)	38.0	38.0	36.0	74.0	46.0	36.0	46.0
Total Split (%)	31.7%	31.7%	30.0%	61.7%	38.3%	30.0%	38%
Maximum Green (s)	34.0	34.0	32.0	70.0	42.0	32.0	42.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None
Walk Time (s)	7.0	7.0					7.0
Flash Dont Walk (s)	27.0	27.0					30.0
Pedestrian Calls (#/hr)	5	5					30

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: La Jolla Village & Torrey Pines

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	281	30	1070	1014	187	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	33	1163	1102	203	1305
RTOR Reduction (vph)	0	29	0	0	0	0
Lane Group Flow (vph)	305	4	1163	1102	203	1305
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	16.3	16.3	65.5	85.8	26.2	65.5
Effective Green, g (s)	16.3	16.3	65.5	85.8	26.2	65.5
Actuated g/C Ratio	0.14	0.14	0.55	0.72	0.22	0.55
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	691	210	1874	3636	750	1521
v/s Ratio Prot	c0.06		0.34	0.22	c0.06	c0.47
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.02	0.62	0.30	0.27	0.86
Uniform Delay, d1	47.7	44.9	18.7	6.2	39.0	23.3
Progression Factor	1.00	1.00	0.96	0.77	1.00	1.00
Incremental Delay, d2	2.0	0.2	0.6	0.2	0.2	5.0
Delay (s)	49.7	45.1	18.6	5.0	39.2	28.3
Level of Service	D	D	B	A	D	C
Approach Delay (s)	49.3			12.0	29.8	
Approach LOS	D			B	C	

Intersection Summary				
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

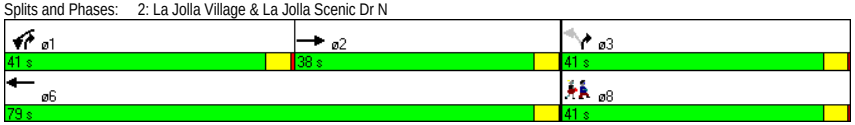
Phasings
2: La Jolla Village & La Jolla Scenic Dr N

4/22/2010

Lane Group	EBT	WBL	WBT	NBL	NBR	ø8
Lane Configurations						
Volume (vph)	1451	236	1854	230	289	
Turn Type		Prot			custom	
Protected Phases	2	1	6		1 3	8
Permitted Phases				3		
Detector Phase	2	1	6	3	1 3	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	35.0	41.0	20.0	41.0		41.0
Total Split (s)	38.0	41.0	79.0	41.0	82.0	41.0
Total Split (%)	31.7%	34.2%	65.8%	34.2%	68.3%	34%
Maximum Green (s)	34.0	37.0	75.0	37.0		37.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0
Recall Mode	C-Max	None	C-Max	None		None
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	24.0					30.0
Pedestrian Calls (#/hr)	4					5

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 2: La Jolla Village & La Jolla Scenic Dr N



HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1451	31	236	1854	230	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5067		3433	5085	1740	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5067		3433	5085	1740	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1577	34	257	2015	250	314
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	1610	0	257	2015	250	313
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	69.5		14.6	88.1	23.9	42.5
Effective Green, g (s)	69.5		14.6	88.1	23.9	42.5
Actuated g/C Ratio	0.58		0.12	0.73	0.20	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2935		418	3733	347	987
v/s Ratio Prot	0.32		c0.07	c0.40		0.11
v/s Ratio Perm					c0.14	
v/c Ratio	0.55		0.61	0.54	0.72	0.32
Uniform Delay, d1	15.6		50.0	7.0	44.9	28.2
Progression Factor	0.64		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.7	0.6	7.2	0.2
Delay (s)	10.5		52.7	7.6	52.1	28.4
Level of Service	B		D	A	D	C
Approach Delay (s)	10.5			12.7	38.9	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	33	0	2	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	0	2	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		72	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		72	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		912	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	36	82
Volume Left	0	36	2
Volume Right	0	0	79
cSH	1700	1623	1080
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary				
Average Delay	8.2			
Intersection Capacity Utilization	14.6%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

4/22/2010

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	56	9	22	463	248	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	10	24	503	270	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	579	145	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	145	290			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	437	876	1268			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	71	24	252	252	180	111
Volume Left	61	24	0	0	0	0
Volume Right	10	0	0	0	0	21
cSH	470	1268	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.15	0.15	0.11	0.07
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	14.0	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.0	0.4			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	24.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	470	7	5	252
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	511	8	5	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	799	515			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	515			518	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	353	560			1048	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	518	5	274
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	444	1700	1048	1700
Volume to Capacity	0.07	0.30	0.01	0.16
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

Phasings
1: La Jolla Village & Torrey Pines

4/22/2010

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø8
Lane Configurations							
Volume (vph)	1264	273	958	702	84	723	
Turn Type		Perm	Prot			Over	
Protected Phases	2		1	6	4	1	8
Permitted Phases		2					
Detector Phase	2	2	1	6	4	1	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	38.0	38.0	8.0	20.0	46.0	8.0	41.0
Total Split (s)	38.0	38.0	36.0	74.0	46.0	36.0	46.0
Total Split (%)	31.7%	31.7%	30.0%	61.7%	38.3%	30.0%	38%
Maximum Green (s)	34.0	34.0	32.0	70.0	42.0	32.0	42.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None
Walk Time (s)	7.0	7.0					7.0
Flash Dont Walk (s)	27.0	27.0					30.0
Pedestrian Calls (#/hr)	5	5					30

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 1: La Jolla Village & Torrey Pines

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1264	273	958	702	84	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1374	297	1041	763	91	786
RTOR Reduction (vph)	0	171	0	0	0	0
Lane Group Flow (vph)	1374	126	1041	763	91	786
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	38.8	38.8	44.2	87.0	25.0	44.2
Effective Green, g (s)	38.8	38.8	44.2	87.0	25.0	44.2
Actuated g/C Ratio	0.32	0.32	0.37	0.72	0.21	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1644	499	1264	3687	715	1027
v/s Ratio Prot	c0.27		c0.30	0.15	c0.03	0.28
v/s Ratio Perm		0.08				
v/c Ratio	0.84	0.25	0.82	0.21	0.13	0.77
Uniform Delay, d1	37.6	29.9	34.4	5.3	38.6	33.3
Progression Factor	1.00	1.00	1.01	0.71	1.00	1.00
Incremental Delay, d2	5.2	1.2	4.1	0.1	0.1	3.5
Delay (s)	42.9	31.1	38.8	3.9	38.7	36.8
Level of Service	D	C	D	A	D	D
Approach Delay (s)	40.8			24.0	37.0	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

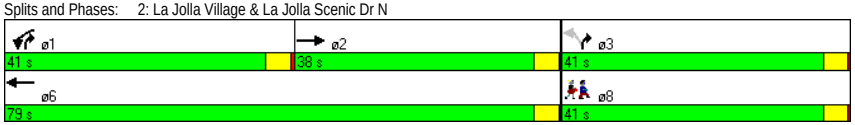
Phasings
2: La Jolla Village & La Jolla Scenic Dr N

4/22/2010

Lane Group	EBT	WBL	WBT	NBL	NBR	ø8
Lane Configurations						
Volume (vph)	1940	326	1634	26	242	
Turn Type		Prot			custom	
Protected Phases	2	1	6		1 3	8
Permitted Phases				3		
Detector Phase	2	1	6	3	1 3	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	35.0	41.0	20.0	41.0		41.0
Total Split (s)	38.0	41.0	79.0	41.0	82.0	41.0
Total Split (%)	31.7%	34.2%	65.8%	34.2%	68.3%	34%
Maximum Green (s)	34.0	37.0	75.0	37.0		37.0
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0		0.0
Recall Mode	C-Max	None	C-Max	None		None
Walk Time (s)	7.0					7.0
Flash Dont Walk (s)	24.0					30.0
Pedestrian Calls (#/hr)	3					1

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 2: La Jolla Village & La Jolla Scenic Dr N



HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1940	47	326	1634	26	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5065		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5065		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	51	354	1776	28	263
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2159	0	354	1776	28	263
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	71.4		18.1	93.5	18.5	40.6
Effective Green, g (s)	71.4		18.1	93.5	18.5	40.6
Actuated g/C Ratio	0.60		0.15	0.78	0.15	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	3014		518	3962	272	943
v/s Ratio Prot	c0.43		c0.10	0.35		c0.09
v/s Ratio Perm					0.02	
v/c Ratio	0.72		0.68	0.45	0.10	0.28
Uniform Delay, d1	17.2		48.2	4.5	43.6	29.0
Progression Factor	1.55		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.7	0.4	0.2	0.2
Delay (s)	27.5		52.0	4.9	43.8	29.2
Level of Service	C		D	A	D	C
Approach Delay (s)	27.5			12.7	30.6	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

4/22/2010

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	29	7	0	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	32	8	0	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			22		91	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		91	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		892	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	39	59
Volume Left	0	32	0
Volume Right	3	0	59
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	5.9	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.9	8.6
Approach LOS			A

Intersection Summary				
Average Delay			6.2	
Intersection Capacity Utilization			18.7%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

4/22/2010

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	16	5	234	344	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	17	5	254	374	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	528	203	405			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528	203	405			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	478	804	1150			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	54	5	127	127	249	156
Volume Left	37	5	0	0	0	0
Volume Right	17	0	0	0	0	32
cSH	549	1150	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.07	0.07	0.15	0.09
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	12.3	8.1	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.3	0.2			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.0	
Intersection Capacity Utilization			20.4%	ICU Level of Service A
Analysis Period (min)			15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	230	15	36	324
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	250	16	39	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	689	258			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	258			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			97	
cM capacity (veh/h)	399	780			1298	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	266	39	352
Volume Left	15	0	39	0
Volume Right	10	16	0	0
cSH	494	1700	1298	1700
Volume to Capacity	0.05	0.16	0.03	0.21
Queue Length 95th (ft)	4	0	2	0
Control Delay (s)	12.7	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	12.7	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX E

HISTORICAL HILLEL FACILITY PROGRAM GUIDE & EXISTING HILLEL FACILITY LOCATION MAP


Google
8976 Cliffridge Ave, San Diego, CA 92037
Map
Traffic
La Jolla Village Dr
La Jolla Village Dr
La Jolla Village Dr
La Jolla Village Dr
La Jolla Village Dr
La Jolla Village Dr
Torrey Pines Rd
Torrey Pines Rd
La Jolla Scenic Way
La Jolla Scenic Dr N
La Jolla Scenic Dr N
La Jolla Scenic Dr N
Cliffridge Ave
Hillel of San Diego
Existing Hillel Facility *
Proposed Project Site
* Existing residence currently serves as a temporary office space, which is used by staff to plan events and programs and to meet with students on a one-on-one basis for religious counseling and planning of student events.

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week One						
JCR Meeting	Tues, Jan 5th	1	Meeting	JCR	10	Y
Israel Update	Tues, Jan 5th	1	Meeting	TFI	10	Y
Tritons For Israel GBM	Wed, Jan 6th	1	Meeting	TFI	40	Y
Schmooze with the Jews	Wed, Jan 6th	1	Event	Hillel	150	N
Jewish Leadership Council Meeting	Wed, Jan 6th	1	Meeting	UJS/Hille	9	Y
CEI Meeting	Wed, Jan 6th	1	Meeting	CEI	9	Y
UJS Meeting	Wed, Jan 6th	1	Meeting	UJS	5	Y
Learn Hebrew	Thurs, Jan 14th	3	Event	Hillel	12	Y
Talmud with Stevie	Fri, Jan 8th	1	Discussion	UJS	5	Y
Parsha Discussion	Fri, Jan 8th	1	Discussion	UJS	10	Y
Shabbat	Fri, Jan 8th	1	Dinner/services	Hillel	85	N
Shabbat Lunch	Sat, Jan 9th	1	Event	UJS	25	Y
Week Two						
Jewbilee Meeting	Sun, Jan 10th	2	Meeting	UJS	7	Y
JCR Meeting	Tues, Jan 12th	2	Meeting	JCR	10	Y
Israel Update	Tues, Jan 12th	2	Meeting	TFI	8	Y
Tritons For Israel GBM	Wed, Jan 13th	2	Meeting	TFI	30	Y
Weekly Bagels	Wed, Jan 13th	2	Event	Hillel	30	Y
CEI Meeting	Wed, Jan 13th	2	Meeting	CEI	9	Y
OJP Speaker	Wed, Jan 13th	2	Meeting	CEI	8	Y
UJS Meeting	Wed, Jan 13th	2	Meeting	UJS	5	Y
Learn Hebrew	Thurs, Jan 14th	2	Event	Hillel	12	Y
LGBT Conversation	Thurs, Jan 14th	2	Discussion	Hillel	3	Y
Jewish Girls in the City	Thurs, Jan 14th	2	Event	CEI/wom	10	Y
Talmud with Stevie	Fri, Jan 15th	2	Discussion	UJS	6	Y
Parsha Discussion	Fri, Jan 15th	2	Discussion	UJS	6	Y
ASB Guatemala Orientation	Fri, Jan 15th	2	Meeting	Hilllel	10	Y
AEPhi Hollywood Themed Shabbat	Fri, Jan 15th	2	Dinner/services	Hillel	130	N

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week Three						
Israel Update	Tues, Jan 19th	3	Meeting	TFI	10	Y
Tuesday with Moreh	Tues, Jan 19th	3	Discussion	UJS	7	Y
Sushi with Rabbi Jeff	Tues, Jan 19th	3	Discussion	UJS	8	Y
Tritons For Israel GBM	Wed, Jan 20th	3	Meeting	TFI	30	Y
Weekly Bagels	Wed, Jan 20th	3	Event	Hillel	35	Y
CEI Meeting	Wed, Jan 20th	3	Meeting	CEI	9	Y
Habanot Nechama	Wed, Jan 20th	3	Event	TFI/Loft	150	N
UJS Meeting	Wed, Jan 20th	3	Meeting	UJS	5	Y
Learn Hebrew	Thurs, Jan 21st	3	Event	Hillel	12	Y
Leader's Appreciation Lunch	Thurs, Jan 21st	3	Event	Hillel	20	Y
Book Club with Women's Circle	Thurs, Jan 21st	3	Event	Hillel	5	Y
Talmud with Stevie	Fri, Jan 22nd	3	Discussion	UJS	6	Y
Parsha Discussion	Fri, Jan 22nd	3	Discussion	UJS	8	Y
Senior Happy Hour	Fri, Jan 22nd	3	Event	Hillel	4	N
Professional Connections Shabbat	Fri, Jan 22nd	3	Dinner/services	Hillel	120	N
Havdalah and Capture the Flag	Sat, Jan 23rd	3	Event	UJS	5	Y
Jews in Cold Places Ice Skating	Sun, Jan 24th	3	Event	JCR/CEI	29	N
ASB Guatemala Orientation	Sun, Jan 24th	3	Meeting	Hillel	11	Y
Week Four						
JCR Meeting	Tues, Jan 26th	4	Meeting	JCR	10	Y
Israel Update	Tues, Jan 26th	4	Meeting	TFI	10	Y
Tuesday with Moreh	Tues, Jan 26th	4	Discussion	UJS	5	Y
JJ Sacks	Tues, Jan 26th	4	Discussion	TFI	25	Y
Sushi with Rabbi Jeff	Tues, Jan 26th	4	Discussion	UJS	8	Y
Tritons For Israel GBM	Wed, Jan 27th	4	Meeting	TFI	30	Y
Weekly Bagels	Wed, Jan 27th	4	Event	Hillel	30	Y
CEI Meeting	Wed, Jan 27th	4	Meeting	CEI	9	Y
UJS Meeting	Wed, Jan 27th	4	Meeting	UJS	5	Y
Talmud with Stevie	Fri, Jan 29th	4	Discussion	UJS	6	Y
Parsha Discussion	Fri, Jan 29th	4	Discussion	UJS	6	Y
Tu B'Shvat Shabbat	Fri, Jan 29th	4	Dinner/services	Hillel	100	N

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week Five						
JTS Lunch and Learn	Tues, Feb 2nd	5	Discussion	Hillel/UJS	7	Y
Israel Update	Tues, Feb 2nd	5	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Feb 2nd	5	Discussion	UJS	4	Y
Sushi with Rabbi Jeff	Tues, Feb 2nd	5	Discussion	UJS	5	Y
Weekly Bagels	Wed, Feb 3rd	5	Event	Hillel	35	Y
Jewish Leadership Council Meeting	Wed, Feb 3rd	5	Meeting	UJS/Hille	8	Y
CEI Meeting	Wed, Feb 3rd	5	Meeting	CEI	9	Y
UJS Meeting	Wed, Feb 3rd	5	Meeting	UJS	5	Y
Hebrew	Thurs, Feb 4th	5	Discussion	Hillel	8	Y
Tritons For Israel GBM	Thurs, Feb 4th	5	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Feb 4th	5	Discussion	UJS	5	Y
Parsha Discussion	Fri, Feb 5th	5	Discussion	UJS	7	Y
Faculty Shabbat	Fri, Feb 5th	5	Dinner/services	Hillel	100	N
Week Six						
Israel Update	Tues, Feb 9th	6	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Feb 9th	6	Discussion	UJS	4	Y
Jewish Campus Rep Meeting	Tues, Feb 9th	6	Meeting	Hillel	10	Y
Sushi with Rabbi Jeff	Tues, Feb 9th	6	Discussion	UJS	5	Y
Weekly Bagels	Wed, Feb 10th	6	Event	Hillel	35	Y
CEI Meeting	Wed, Feb 10th	6	Meeting	CEI	9	Y
UJS Meeting	Wed, Feb 10th	6	Meeting	UJS	5	Y
Ambassador Michael Oren	Wed, Feb 10th	6	Event	Hillel/TFI	450	N
Pardes Lunch and Learn	Thurs, Feb 11th	6	Discussion	Hillel	12	Y
Hebrew	Thurs, Feb 11th	6	Discussion	Hillel	8	Y
Birthright Informational Session	Thurs, Feb 11th	6	Discussion	Hillel	25	Y
Tritons For Israel GBM	Thurs, Feb 11th	6	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Feb 11th	6	Discussion	UJS	5	Y
Parsha Discussion	Fri, Feb 5th	6	Discussion	UJS	6	Y
Shabbat	Fri, Feb 5th	6	Dinner/services	Hillel	60	N

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week Seven						
Women's Circle Movie	Mon, Feb 15th	7	Event	CEI	10	Y
Israel Update	Tues, Feb 16th	7	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Feb 16th	7	Discussion	UJS	4	Y
Jewish Campus Rep Meeting	Tues, Feb 16th	7	Meeting	Hillel	8	Y
Sushi with Rabbi Jeff	Tues, Feb 16th	7	Discussion	UJS	5	Y
Weekly Bagels	Wed, Feb 17th	7	Event	Hillel	35	Y
CEI Meeting	Wed, Feb 17th	7	Meeting	CEI	9	Y
UJS Meeting	Wed, Feb 17th	7	Meeting	UJS	5	Y
ASB Sammy's Fundraiser	Wed, Feb 17th	7	Event	Hillel	35	N
Hebrew	Thurs, Feb 18th	7	Discussion	Hillel	8	Y
Birthright Informational Session	Thurs, Feb 18th	7	Discussion	Hillel	25	Y
Tritons For Israel GBM	Thurs, Feb 18th	7	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Feb 18th	7	Discussion	UJS	5	Y
Parsha Discussion	Fri, Feb 19	7	Discussion	UJS	5	Y
Shabbat	Fri, Feb 19	7	Dinner/services	Hillel	110	N
Week Eight - Jewbilee						
Prof Hertz - Israel Discussion	Mon, Feb 22	8	Discussion	UJS	18	Y
Karaoke	Mon, Feb 22	8	Event	UJS	30	Y
Israel Update	Tues, Feb 23	8	Meeting	TFI	8	Y
Jewish Cooking Night	Tues, Feb 23	8	Event	UJS	25	Y
Tuesday with Moreh	Tues, Feb 23	8	Discussion	UJS	4	Y
Sushi with Rabbi Jeff	Tues, Feb 23	8	Discussion	UJS	8	Y
Weekly Bagels and Gaga	Wed, Feb 24	8	Event	Hillel	35	Y
CEI Meeting	Wed, Feb 24	8	Meeting	CEI	9	Y
UJS Meeting	Wed, Feb 24	8	Meeting	UJS	5	Y
Prof Glaser - Yiddish Poetry	Wed, Feb 24	8	Discussion	UJS	15	Y
Vagina Monologues +Reception	Wed, Feb 24	8	Event	CEI	40	N
Matkot Tournament	Thurs, Feb 25	8	Event	TFI	20	Y
Hebrew	Thurs, Feb 25	8	Discussion	Hillel	8	Y
Tritons For Israel GBM	Thurs, Feb 25	8	Meeting	TFI	30	Y
Jews Around the World	Thurs, Feb 25	8	Event	JCR	40	Y
Israeli Soldiers	Thurs, Feb 25	8	Event	TFI	20	Y
Talmud with Stevie	Thurs, Feb 25	8	Discussion	UJS	5	Y
Parsha Discussion	Fri, Feb 26	8	Discussion	UJS	6	Y
Hookah with AEPi	Fri, Feb 26	8	Event	Aepi	12	Y
Purim Shabbat	Fri, Feb 26	8	Dinner/services	Hillel	80	N
JOPA Purim Party	Sun, Feb 28	8	Event	JOPA	50	N

Event Log						
	DATE	**Wee**	**Event**	**Group**	**#**	**Hillel House Y or N**
Week Nine						
Israel Update	Tues, Mar 2	9	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Mar 2	9	Discussion	UJS	4	Y
Jewish Student Leader Response	Tues, Mar 2	9	Meeting	Hillel	10	Y
Sushi with Rabbi Jeff	Tues, Mar 2	9	Discussion	UJS	5	Y
Weekly Bagels	Wed, Mar 3	9	Event	Hillel	35	Y
Dove Initiative	Wed, Mar 3	9	Tabling/Event	Hillel/JLC	150	N
CEI Meeting	Wed, Mar 3	9	Meeting	CEI	9	Y
UJS Meeting	Wed, Mar 3	9	Meeting	UJS	5	Y
Hebrew	Thurs, Mar 4	9	Discussion	Hillel	8	Y
Passover Seder Leading Workshop	Thurs, Mar 4	9	Meeting	Hillel	7	Y
Tritons For Israel GBM	Thurs, Mar 4	9	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Mar 4	9	Discussion	UJS	4	Y
Parsha Discussion	Fri, Mar 5th	9	Discussion	UJS	4	Y
Holocaust Living Workshop Shabbat	Fri, Mar 5th	9	Dinner/services	Hillel	100	N
Week Ten						
Israel Update	Tues, Mar 9	10	Meeting	TFI	8	Y
Tuesday with Moreh	Tues, Mar 9	10	Discussion	UJS	4	Y
Sushi with Rabbi Jeff	Tues, Mar 9	10	Discussion	UJS	5	Y
Weekly Bagels	Wed, Mar 10	10	Event	Hillel	35	Y
CEI Meeting	Wed, Mar 10	10	Meeting	CEI	9	Y
Inter-Faith Vigil	Wed, Mar 10	10	Event	Hillel	50	Y
UJS Meeting	Wed, Mar 10	10	Meeting	UJS	5	Y
Hebrew	Thurs, Mar 11	10	Discussion	Hillel	8	Y
A Conversation with the BSU	Thurs, Mar 11	10	Discussion	Hillel	45	Y
Tritons For Israel GBM	Thurs, Mar 11	10	Meeting	TFI	30	Y
Talmud with Stevie	Thurs, Mar 11	10	Discussion	UJS	4	Y
Dove Iniatiative	Fri, Mar 12	10	Tabling	UJS	50	N
Parsha Discussion	Fri, Mar 12	10	Discussion	UJS	4	Y
Rest and Relaxation Shabbat	Fri, Mar 12	10	Dinner/services	Hillel	100	N
Finals						
Oranim Info Lunch	Tues, Mar 16	F	Event	Hillel	20	Y
Weekly Bagels	Wed, Mar 17	F	Event	Hillel	35	Y

UCSD Hillel

Jan 2010 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28 11am - Mondays with	29 7pm - Tritons for	30 11:30am - Weekly 3pm - Israel Update @	31	1	2
3	4 11am - Mondays with	5 7pm - Tritons for	6 3pm - Israel Update @	7 11:30am - Schmooze	8 6:30pm - Winter	9
10	11 11am - Mondays with	12 7pm - Tritons for	13 11:30am - Weekly 3pm - Israel Update @ 7pm - Jewish Girls in	14	15 6:30pm - Shabbat	16
17 10pm - Lazer Tag	18 11am - Mondays with	19 7pm - Tritons for	20 11:30am - Weekly 3pm - Israel Update @ 9pm - Habanot	21 6pm - Jewish	22 6:30pm - Shabbat	23
24	25 11am - Mondays with	26 7pm - Tritons for	27 11:30am - Weekly 3pm - Israel Update @	28	29 6:30pm - Shabbat	30
31	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4 2pm - Jewish	5 6:30pm - Shabbat	6

UCSD Hillel **Feb 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4 2pm - Jewish	5 6:30pm - Shabbat	6
7	8 11am - Mondays with	9 7pm - Tritons for	10 11:30am - Weekly 3pm - Israel Update @	11	12 6:30pm - Shabbat	13
14	15 11am - Mondays with 1pm - Jewish	16 7pm - Tritons for	17 11:30am - Weekly 3pm - Israel Update @	18	19 6:30pm - Shabbat	20
21	22 11am - Mondays with	23 7pm - Tritons for	24 11:30am - Weekly 3pm - Israel Update @ 8pm - CEI at the	25	26 6:30pm - Shabbat	27
28	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4	5 6:30pm - Shabbat	6

UCSD Hillel **Mar 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4	5 6:30pm - Shabbat	6
7	8 11am - Mondays with	9 7pm - Tritons for	10 11:30am - Weekly 3pm - Israel Update @	11	12 6:30pm - Shabbat	13
14	15 11am - Mondays with	16 7pm - Tritons for	17 11:30am - Weekly 3pm - Israel Update @	18	19 6:30pm - Shabbat	20
21	22 11am - Mondays with	23 7pm - Tritons for	24 11:30am - Weekly 3pm - Israel Update @	25	26 6:30pm - Shabbat	27
28	29 11am - Mondays with	30 7pm - Tritons for	31 11:30am - Weekly 3pm - Israel Update @	1	2 6:30pm - Shabbat	3

UCSD Hillel **Apr 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29 11am - Mondays with	30 7pm - Tritons for	31 11:30am - Weekly 3pm - Israel Update @	1	2 6:30pm - Shabbat	3
4	5 11am - Mondays with	6 7pm - Tritons for	7 11:30am - Weekly 3pm - Israel Update @	8	9 6:30pm - Shabbat	10
11	12 11am - Mondays with	13 7pm - Tritons for	14 11:30am - Weekly 3pm - Israel Update @	15	16 6:30pm - Shabbat	17
18	19 11am - Mondays with	20 7pm - Tritons for	21 11:30am - Weekly 3pm - Israel Update @	22	23 6:30pm - Shabbat	24
25	26 11am - Mondays with	27 7pm - Tritons for	28 11:30am - Weekly 3pm - Israel Update @	29	30 6:30pm - Shabbat	1

UCSD Hillel

May 2010 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25	26 11am - Mondays with	27 7pm - Tritons for	28 11:30am - Weekly 3pm - Israel Update @	29	30 6:30pm - Shabbat	1
2	3 11am - Mondays with	4 7pm - Tritons for	5 11:30am - Weekly 3pm - Israel Update @	6	7 6:30pm - Shabbat	8
9	10 11am - Mondays with	11 7pm - Tritons for	12 11:30am - Weekly 3pm - Israel Update @	13	14 6:30pm - Shabbat	15
16	17 11am - Mondays with	18 7pm - Tritons for	19 11:30am - Weekly 3pm - Israel Update @	20	21 6:30pm - Shabbat	22
23	24 11am - Mondays with	25 7pm - Tritons for	26 11:30am - Weekly 3pm - Israel Update @	27	28 6:30pm - Shabbat	29
30	31 11am - Mondays with	1 7pm - Tritons for	2 11:30am - Weekly 3pm - Israel Update @	3	4 6:30pm - Shabbat	5

UCSD Hillel **Jun 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31 11am - Mondays with	1 7pm - Tritons for	2 11:30am - Weekly 3pm - Israel Update @	3	4 6:30pm - Shabbat	5
6	7 11am - Mondays with	8 7pm - Tritons for	9 11:30am - Weekly 3pm - Israel Update @	10	11 6:30pm - Shabbat	12
13	14 11am - Mondays with	15 7pm - Tritons for	16 11:30am - Weekly 3pm - Israel Update @	17	18 6:30pm - Shabbat	19
20	21 11am - Mondays with	22 7pm - Tritons for	23 11:30am - Weekly 3pm - Israel Update @	24	25 6:30pm - Shabbat	26
27	28 11am - Mondays with	29 7pm - Tritons for	30 11:30am - Weekly 3pm - Israel Update @	1	2 6:30pm - Shabbat	3

UCSD Hillel **Jul 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28 11am - Mondays with	29 7pm - Tritons for	30 11:30am - Weekly 3pm - Israel Update @	1	2 6:30pm - Shabbat	3
4	5 11am - Mondays with	6 7pm - Tritons for	7 11:30am - Weekly 3pm - Israel Update @	8	9 6:30pm - Shabbat	10
11	12 11am - Mondays with	13 7pm - Tritons for	14 11:30am - Weekly 3pm - Israel Update @	15	16 6:30pm - Shabbat	17
18	19 11am - Mondays with	20 7pm - Tritons for	21 11:30am - Weekly 3pm - Israel Update @	22	23 6:30pm - Shabbat	24
25	26 11am - Mondays with	27 7pm - Tritons for	28 11:30am - Weekly 3pm - Israel Update @	29	30 6:30pm - Shabbat	31

UCSD Hillel

Aug 2010 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 11am - Mondays with	3 7pm - Tritons for	4 11:30am - Weekly 3pm - Israel Update @	5	6 6:30pm - Shabbat	7
8	9 11am - Mondays with	10 7pm - Tritons for	11 11:30am - Weekly 3pm - Israel Update @	12	13 6:30pm - Shabbat	14
15	16 11am - Mondays with	17 7pm - Tritons for	18 11:30am - Weekly 3pm - Israel Update @	19	20 6:30pm - Shabbat	21
22	23 11am - Mondays with	24 7pm - Tritons for	25 11:30am - Weekly 3pm - Israel Update @	26	27 6:30pm - Shabbat	28
29	30 11am - Mondays with	31 7pm - Tritons for	1 11:30am - Weekly 3pm - Israel Update @	2	3 6:30pm - Shabbat	4

UCSD Hillel **Sep 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29	30 11am - Mondays with	31 7pm - Tritons for	1 11:30am - Weekly 3pm - Israel Update @	2	3 6:30pm - Shabbat	4
5	6 11am - Mondays with	7 7pm - Tritons for	8 11:30am - Weekly 3pm - Israel Update @	9	10 6:30pm - Shabbat	11
12	13 11am - Mondays with	14 7pm - Tritons for	15 11:30am - Weekly 3pm - Israel Update @	16	17 6:30pm - Shabbat	18
19	20 11am - Mondays with	21 7pm - Tritons for	22 11:30am - Weekly 3pm - Israel Update @	23	24 6:30pm - Shabbat	25
26	27 11am - Mondays with	28 7pm - Tritons for	29 11:30am - Weekly 3pm - Israel Update @	30	1 6:30pm - Shabbat	2

UCSD Hillel **Oct 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27 11am - Mondays with	28 7pm - Tritons for	29 11:30am - Weekly 3pm - Israel Update @	30	1 6:30pm - Shabbat	2
3	4 11am - Mondays with	5 7pm - Tritons for	6 11:30am - Weekly 3pm - Israel Update @	7	8 6:30pm - Shabbat	9
10	11 11am - Mondays with	12 7pm - Tritons for	13 11:30am - Weekly 3pm - Israel Update @	14	15 6:30pm - Shabbat	16
17	18 11am - Mondays with	19 7pm - Tritons for	20 11:30am - Weekly 3pm - Israel Update @	21	22 6:30pm - Shabbat	23
24	25 11am - Mondays with	26 7pm - Tritons for	27 11:30am - Weekly 3pm - Israel Update @	28	29 6:30pm - Shabbat	30
31	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4	5 6:30pm - Shabbat	6

UCSD Hillel **Nov 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1 11am - Mondays with	2 7pm - Tritons for	3 11:30am - Weekly 3pm - Israel Update @	4	5 6:30pm - Shabbat	6
7	8 11am - Mondays with	9 7pm - Tritons for	10 11:30am - Weekly 3pm - Israel Update @	11	12 6:30pm - Shabbat	13
14	15 11am - Mondays with	16 7pm - Tritons for	17 11:30am - Weekly 3pm - Israel Update @	18	19 6:30pm - Shabbat	20
21	22 11am - Mondays with	23 7pm - Tritons for	24 11:30am - Weekly 3pm - Israel Update @	25	26 6:30pm - Shabbat	27
28	29 11am - Mondays with	30 7pm - Tritons for	1 11:30am - Weekly 3pm - Israel Update @	2	3 6:30pm - Shabbat	4

UCSD Hillel **Dec 2010 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29 11am - Mondays with	30 7pm - Tritons for	1 11:30am - Weekly 3pm - Israel Update @	2	3 6:30pm - Shabbat	4
5	6 11am - Mondays with	7 7pm - Tritons for	8 11:30am - Weekly 3pm - Israel Update @	9	10 6:30pm - Shabbat	11
12	13 11am - Mondays with	14 7pm - Tritons for	15 11:30am - Weekly 3pm - Israel Update @	16	17 6:30pm - Shabbat	18
19	20 11am - Mondays with	21 7pm - Tritons for	22 11:30am - Weekly 3pm - Israel Update @	23	24 6:30pm - Shabbat	25
26	27 11am - Mondays with	28 7pm - Tritons for	29 11:30am - Weekly 3pm - Israel Update @	30	31 6:30pm - Shabbat	1

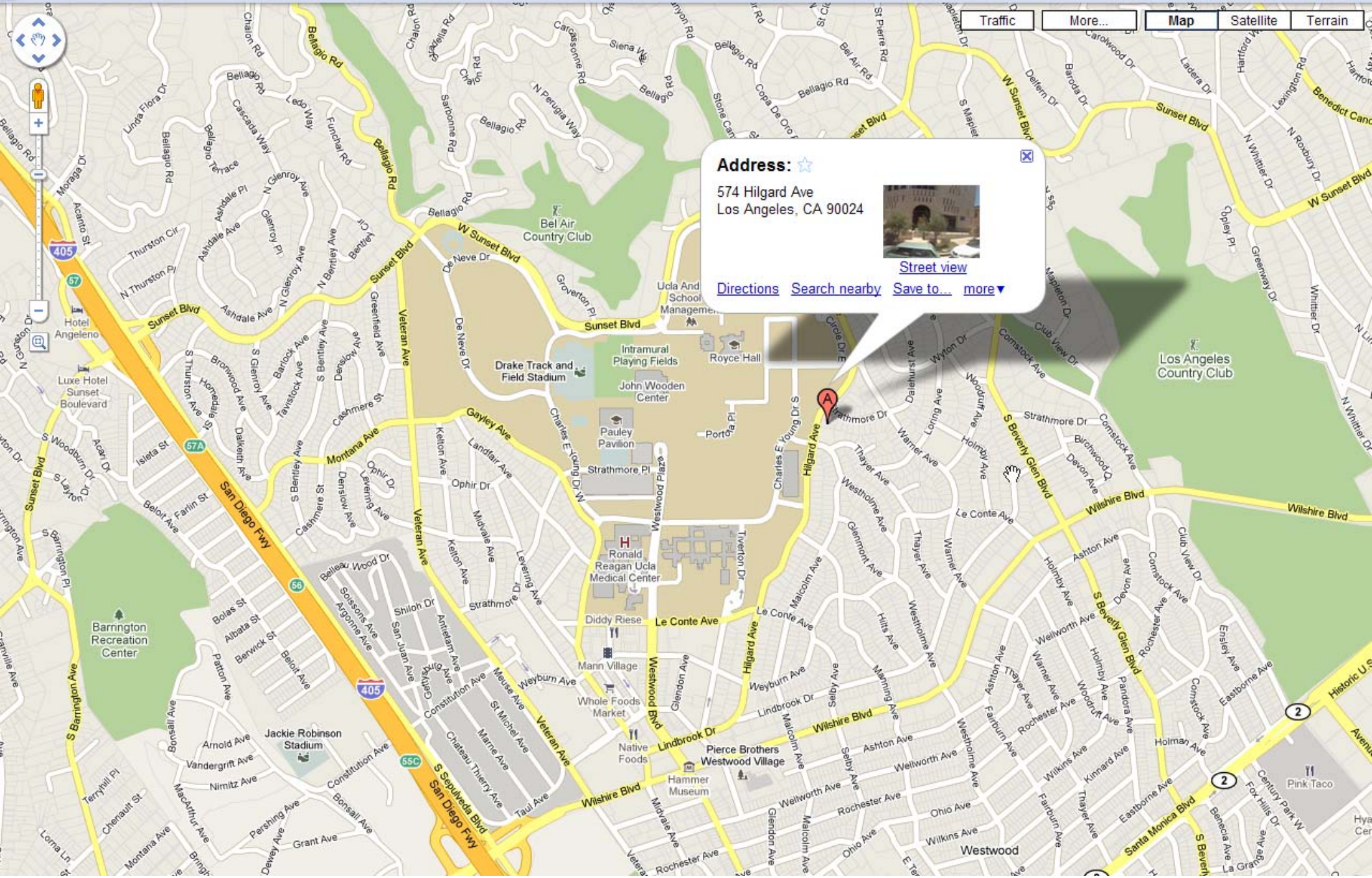
APPENDIX F

LOCATION MAP FOR UCLA AND UCSB CAMPUS AND HILLEL FACILITIES

Google maps 574 Hilgard Ave, Los Angeles, CA 90024-3234 Search Maps Show search options

Find businesses, addresses and places of interest.

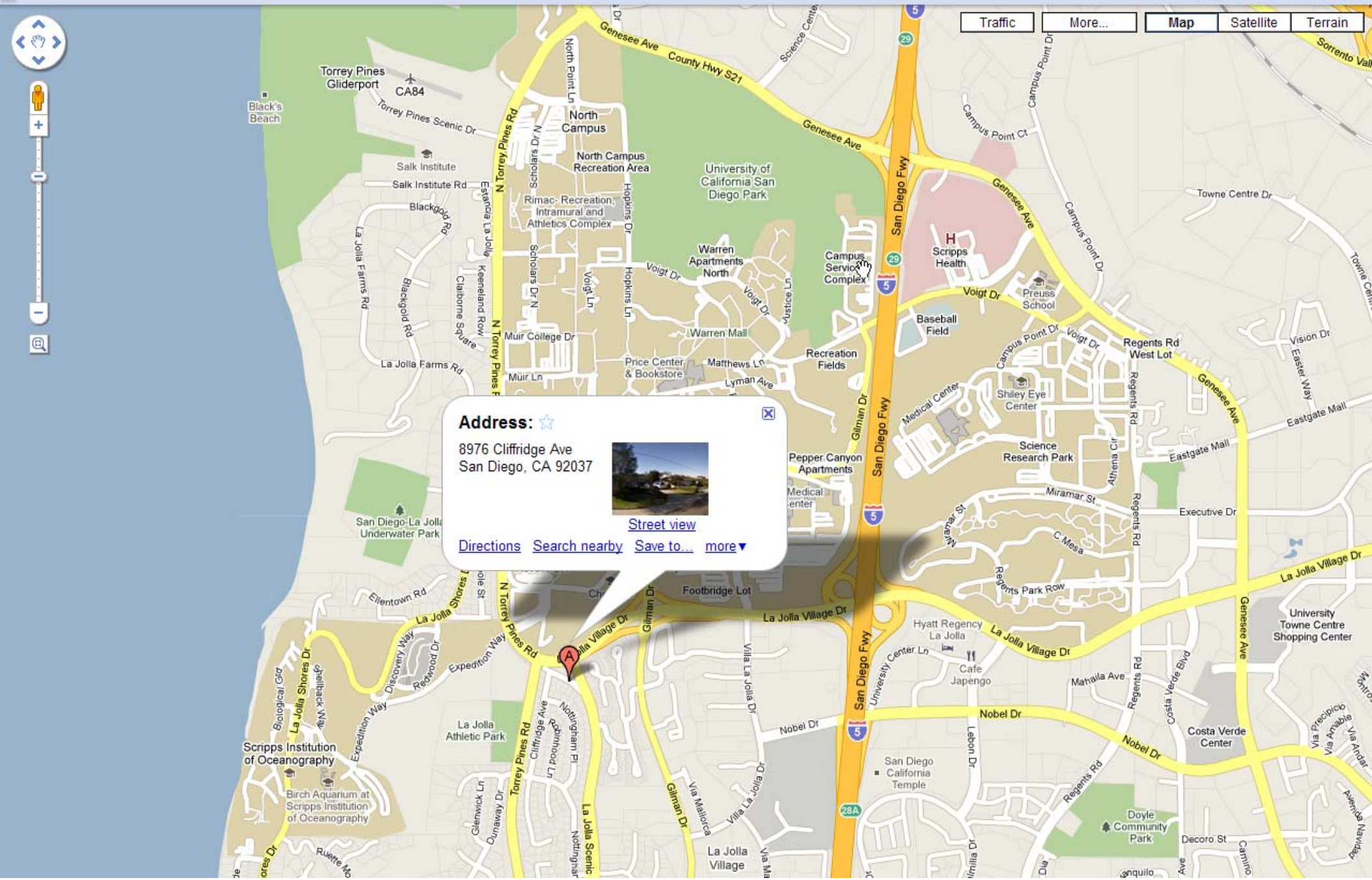
Print Send Link

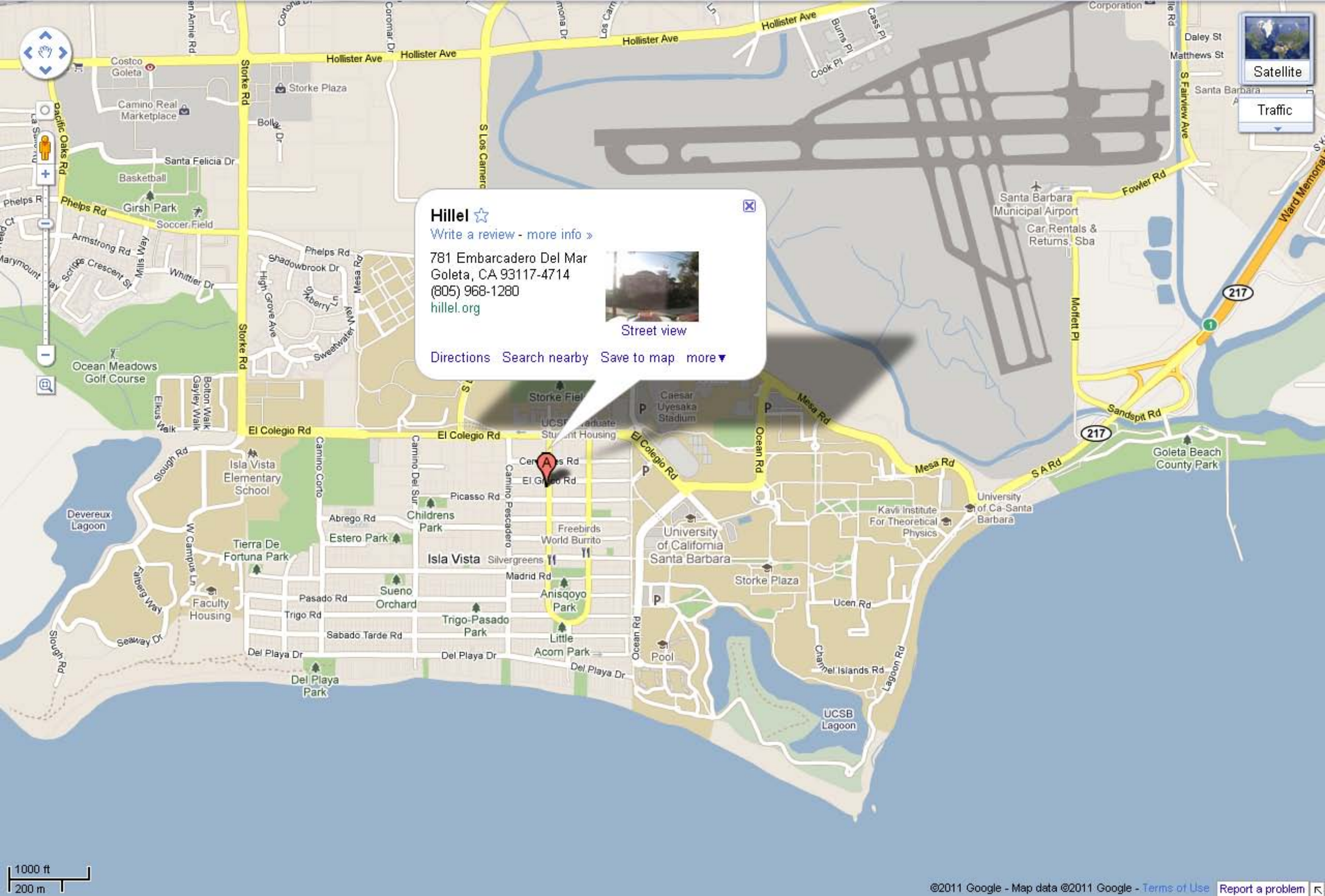


Google maps 8976 Cliffridge Avenue, 92037 Search Maps Show search options

Find businesses, addresses and places of interest.

Print Send Link




Hillel
Write a review - more info »
781 Embarcadero Del Mar
Goleta, CA 93117-4714
(805) 968-1280
hillel.org
Street view
Directions
Search nearby
Save to map
more
Satellite
Traffic
Hollister Ave
Storke Rd
Costco Goleta
Storke Plaza
Camino Real Marketplace
Santa Felicia Dr
Basketball
Girsh Park
Soccer Field
Phelps Rd
Armstrong Rd
Whittier Dr
Shadowbrook Dr
Sweetwater Ln
Ocean Meadows Golf Course
El Colegio Rd
Isla Vista Elementary School
Slough Rd
Devereux Lagoon
Tierra De Fortuna Park
Faculty Housing
Seaway Dr
Abrego Rd
Estero Park
Childrens Park
Picasso Rd
Isla Vista
Silvergreens
Freebirds World Burrito
Madrid Rd
Sueno Orchard
Anisqoyo Park
Pasado Rd
Trigo Rd
Trigo-Pasado Park
Sabado Tarde Rd
Little Acorn Park
Del Playa Dr
Del Playa Park
Caesar Uyesaka Stadium
Mesa Rd
Ocean Rd
University of California Santa Barbara
Kavli Institute For Theoretical Physics
University of Ca-Santa Barbara
Storke Plaza
Ucen Rd
Pool
Channel Islands Rd
Lagoon Rd
UCSB Lagoon
Goleta Beach County Park
Sandspit Rd
S A Rd
Santa Barbara Municipal Airport
Car Rentals & Returns, Sba
Fowler Rd
Moffett Pl
Ward Memorial
S Fairview Ave
Daley St
Matthews St
Santa Barbara
Cook Pl
Burns Pl
Cass Pl
217
1000 ft
200 m
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Report a problem

APPENDIX G

UCSB, UCLA, AND UCSD HILLEL FACILITY SURVEY DATA

APPENDIX G_1

UCSD HILLEL FACILITY SURVEY DATA

SurveyMonkey

Logged in as "kcopans@hillelsd.org" Log Off

Create Survey | My Surveys | Address Book | My Account | Need Help?

survey title:
UCSD Traffic Survey Edit Title

design survey | collect responses | analyze results

- View Summary
- Browse Responses
- Filter Responses
- Crosstab Responses
- Download Responses
- Share Responses

current report: Default Report Add Report

Response Summary

Total Started Survey: 121
Total Completed Survey: 121 (100%)

Page: UCSD Traffic Study

1. Where do you live? Create Chart Download

	Response Percent	Response Count
On campus	36.7%	44
Off campus	**63.3%**	**76**
answered question		**120**
skipped question		**1**

2. If you answered off campus, where do you live? Create Chart Download

	Response Percent	Response Count
University City	27.4%	20
La Jolla	**47.9%**	**35**
Mira Mesa	0.0%	0
Clairemont	2.7%	2
Mission Valley	0.0%	0
answered question		**73**
skipped question		**48**

2. If you answered off campus, where do you live? Create Chart Download

Other	23.3%	17
Show replies	Other (please specify)	22
	answered question	**73**
	skipped question	**48**

3. How do you get to campus? Create Chart Download

	Response Percent	Response Count
Drive	**51.1%**	**48**
Campus Shuttle	42.6%	40
City Bus	33.0%	31
Walk	21.3%	20
Bike	14.9%	14
Other	2.1%	2
Show replies	Other (please specify)	3
	answered question	**94**
	skipped question	**27**

4. If you live off campus, do you own transportation? Create Chart Download

	Response Percent	Response Count
Car	**94.3%**	**66**
Bike	31.4%	22
Scooter	0.0%	0
Motorcycle	0.0%	0
	answered question	**70**
	skipped question	**51**

4. If you live off campus, do you own transportation? Create Chart Download

Show replies Other (please specify)		3
	answered question	**70**
	skipped question	**51**

5. Do you own a UCSD parking permit? Create Chart Download

	Response Percent	Response Count
Yes	36.1%	43
No	**63.9%**	**76**
	answered question	**119**
	skipped question	**2**

6. How do you get around campus for classes and activities? Create Chart Download

	Response Percent	Response Count
Campus Loop Shuttle	18.2%	22
Bike	16.5%	20
Walk	**93.4%**	**113**
Skateboard	5.8%	7
Show replies Other (please specify)		1
	answered question	**121**
	skipped question	**0**

7. If the UCSD Hillel center (at corner of La Jolla Village Drive and La Jolla Scenic Way) were open today, what would be your likely mode of transportation to the center? Create Chart Download

	For a Day Program	For an Evening Program	Response Count
Drive to facility and park in parking lot at Hillel center	54.8% (34)	**98.4% (61)**	62
Drive to campus and walk to Hillel	**86.7% (26)**	56.7% (17)	30
Take campus shuttle to the closest stop and walk to facility	**84.0% (42)**	72.0% (36)	50
Walk	**95.2% (60)**	61.9% (39)	63
Bike	**100.0% (21)**	42.9% (9)	21
Show replies Other (please specify)			4
		answered question	**115**
		skipped question	**6**

8. When you drive to campus do you carpool? Create Chart Download

	Response Percent	Response Count
Yes	**50.5%**	**47**
No	49.5%	46
	answered question	**93**
	skipped question	**28**

9. If you carpool, how many passengers typically occupy the vehicle? Create Chart Download

	Response Percent	Response Count
Two	**56.0%**	**28**
Three	40.0%	20
	answered question	**50**
	skipped question	**71**

9. If you carpool, how many passengers typically occupy the vehicle?	Create Chart	Download
Four	16.0%	8
	answered question	**50**
	skipped question	**71**

10. What year are you?	Create Chart	Download
	Response Percent	**Response Count**
1st	12.8%	15
2nd	**22.2%**	**26**
3rd	14.5%	17
4th	20.5%	24
5th	4.3%	5
Graduate Student	21.4%	25
Alumni	6.8%	8
	answered question	**117**
	skipped question	**4**

Survey Conducted March 8 - 16, 2010

115 Responses

1	Where do you live?	%
	On Campus	37%
	Off Campus	63%
2	If you live off-campus, where?	
	UC	32%
	La Jolla	54%
	Mira Mesa	0%
	Clairemont	2%
	Mission Valley	0%
	Other	14%

			Walk	Personal Vehicle
3	How do you get to campus?			
	Drive	48%	23%	48%
	Campus Shuttle	43%		
	City Bus	33%		
	Walk	23%		
	Bike	15%		
	Other	3%		

4	If you live off campus, do you own transportation?	
	Car	93%
	Bike	30%
	Scooter	0%
	Motorcycle	0%
5	Do you own a UCSD parking permit?	
	Yes	39%
	No	61%

			Walk	Personal Vehicle
6	How to you get around campus for classes and activities?			
	Shuttle	19%	93%	0
	Bike	17%		
	Walk	93%		
	Skateboard	6%		
	Other	0%		

		For a day program?	For an evening program?		Day	Evening
7	If the UCSD Hillel center (at corner of La Jolla Village Drive and La Jolla Scenic Way) were open today, what would be your likely mode of transportation to the center?					
	Drive to facility and park in parking lot at Hillel center	18%	37%		18%	37%
	Drive to campus and walk to Hillel	15%	12%		81%	63%
	Take campus shuttle to the closest stop and walk to facility	22%	22%			
	Walk	32%	23%			
	Bike	12%	6%			
	Other	3%	3%			
		102%	103%			

8	When you drive ot campus do you carpool?	
	Yes	56%
	No	44%
9	If you carpool, how many passengers typically occupy the vehicle?	
	Two	57%
	Three	36%
	Four	16%

10	What year are you?	
	1st	13%
	2nd	24%
	3rd	16%
	4th	24%
	5th	4%
	Grad	15%
	Alumni	7%

APPENDIX G_2

UCLA HILLEL FACILITY SURVEY DATA

UCLA Survey

Tuesday 3/2/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total Walk**	**37 Drive**
8:00 - 9:00 AM					**97%**	**3%**
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM		11				
6:00 - 7:00 PM		25	1	Y		
7:00 - 8:00 PM						
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Wednesday 3/3/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total Walk**	**46 Drive**
8:00 - 9:00 AM					**93%**	**7%**
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM		17				
5:00 - 6:00 PM						
6:00 - 7:00 PM		7				
7:00 - 8:00 PM		19	3	1 Y		
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Thursday 3/4/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**114**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**96%**	**4%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM		20				
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM		45				
5:00 - 6:00 PM						
6:00 - 7:00 PM		44	5	2		
7:00 - 8:00 PM						
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Friday 3/5/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total**	**65**
8:00 - 9:00 AM					**Walk**	**Drive**
9:00 - 10:00 AM					**91%**	**9%**
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM		19	6	2 Y		
7:00 - 8:00 PM		40				
8:00 - 9:00 PM						
9:00 - 10:00 PM						

AVERAGE	**94%**	**6%**

Hillel at UCLA

Fax

To:	Robert Lapidus	**From:**	Arlene Miller
Fax:	858.657.9031	**Pages:**	21
Date:	3/10/2010		
Re:	UCSD Survey Project		

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

Dear Robert,

Thank you for the opportunity to support UCSD in completing this survey project. Please contact me if you have any further questions.

Arlene

Hillel Center Use Survey (Occupancy)

Date: March 1, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM				13	23	16
1:00 PM				13	27	15
2:00 PM				13	25	15
3:00 PM				13	15	14
4:00 PM				10	10	9
5:00 PM				8	11	7
6:00 PM				3	2	3
7:00 PM				1	4	3
8:00 PM				1	20	2
9:00 PM				~~0~~	~~0~~	1
10:00 PM						

This Use Survey was conducted on the above date from 12 to 9 pm (insert hours) by _____
(print name) at ① Branden. _____ (print UC Name)
② Bernard.

Master

Hillel Center Use Survey (Occupancy)

Date: March 2, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				5	6	4
10:00 AM				8	14	7
11:00 AM				12	24	11
12:00 PM				12	27	12
1:00 PM				12.	20.	12.
2:00 PM				13	10	11
3:00 PM				12	15	11
4:00 PM				12	14	11
5:00 PM	CEI Regular Meeting	5-7	11	11	16	10
6:00 PM	Cham, Regular class	6-7	13	4	2	10
7:00 PM				3	6	6
8:00 PM				1	1	5
9:00 PM				0	0	4
10:00 PM						

This Use Survey was conducted on the above date from 9am to 9pm (insert hours) by ①
(print name) at ① Johanna (print UC Name)
② Sami Kramah.
③ Ramah.

Hillel Center Use Survey (Occupancy)

Date: _____

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM						
1:00 PM						
2:00 PM						
3:00 PM						
4:00 PM						
5:00 PM						
6:00 PM	BFI Leadership Meeting	6-7:30	13	3		
7:00 PM						
8:00 PM						
9:00 PM						
10:00 PM						

This Use Survey was conducted on the above date from 6:00pm to 1:30pm (insert hours) by _____ (print name) at Sami Cramond (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: March 3, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				5	15	9
10:00 AM				6	12	10
11:00 AM				9	16	15
12:00 PM				8	22	14
1:00 PM				10	20	14
2:00 PM				12	24	13
3:00 PM				7	18	9
4:00 PM	Persian Learning	4-5	17	9	21	8
5:00 PM				8	17	8
6:00 PM	Challah For Hunger	6-7	7	4	5	9
7:00 PM	Leadership Meeting	7-830	22	4	3	7
8:00 PM				2	0	5
9:00 PM				1	0	2
10:00 PM						

This Use Survey was conducted on the above date from 9 am to 9 pm (insert hours) by _____ (print name) at ① Benji _____ (print UC Name)

② Sami Kramaki

③ Roman

Master

Hillel Center Use Survey (Occupancy)

Date: March 4, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				3	10	7
10:00 AM	Staff Meeting	10-1130	12	13	20	13
11:00 AM				13	17	14
12:00 PM	SFI Event		10	12	20	14
1:00 PM	↓		14	12	21	14
2:00 PM			20	14	15	15
3:00 PM				14	25	15
4:00 PM	Challah for Hunger	4-6	45	14	40	17
5:00 PM	↓		45 ↓	9	30	19
6:00 PM	Pizza & Parsha	6-7	28	4	14	11
7:00 PM				3	8	
8:00 PM				1	4	
9:00 PM				1	0	
10:00 PM						

This Use Survey was conducted on the above date from 9:00am to 9:00pm (insert hours) by _____
(print name) at ① Johanna (print UC Name)
② Sant Kramahd
③ Bernard.

Hillel Center Use Survey (Occupancy)

Date: _____

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM						
1:00 PM						
2:00 PM						
3:00 PM						
4:00 PM						
5:00 PM						
6:00 PM	Panel Discussion	6-8	21			
7:00 PM						
8:00 PM						
9:00 PM						
10:00 PM						

This Use Survey was conducted on the above date from 6:00pm to 8:00pm (insert hours) by _____ (print name) at Olson Courtyard. (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: March 5, 2010

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				3	6	4
10:00 AM				5	12	10
11:00 AM				7	15	10
12:00 PM				7	17	12
1:00 PM				6	8	8
2:00 PM				4	9	5
3:00 PM				3	2	4
4:00 PM				2	1	
5:00 PM				3	3	
6:00 PM	Service		25	4	0	6
7:00 PM	Dinner		65	4	0	6
8:00 PM			65	2	0	6
9:00 PM			33	1	0	5
10:00 PM						

This Use Survey was conducted on the above date from 9:00am to 9:00pm (insert hours) by (print name) at ① Michelle (print UC Name);

② Sunni Kramaid.

③ Bernard.

Hillel Center Use Survey (Occupancy)

Date: 3/8/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				4	12	7
10:00 AM				7	10	10
11:00 AM				9	13	12
12:00 PM						
1:00 PM						
2:00 PM						
3:00 PM						
4:00 PM						
5:00 PM						
6:00 PM						
7:00 PM						
8:00 PM						
9:00 PM						
10:00 PM						

This Use Survey was conducted on the above date from 9:00am to 11:00am (insert hours) by (print name) at UCLA HILLEL (print UC Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   CEI Regular Meeting (March 2, 2010 at 5:00 PM)

2. How did you arrive at the Hillel Center

   Walked? 11

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking).

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Bernard (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Ohrim Regular class (March 2, 2010 at 6PM)

2. How did you arrive at the Hillel Center

   Walked? 12

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking) 1

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot? ✓

   On-campus street?

   Other?

Questionnaire/Survey conducted by: [illegible] (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   BFI Regular Meeting (March 2, 2010 at 6:00PM)

2. How did you arrive at the Hillel Center

   Walked? 13.

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking):

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Sami Yamada (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Persian Learning . JLK (March 3. 2010 at 4:00PM

2. How did you arrive at the Hillel Center

   Walked? 17

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking).

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Sam Yetmanov (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Challah for hunger (March 3, 2010 at 6:00PM)

2. How did you arrive at the Hillel Center

Walked? 1

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking).

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot?

On the street?

Other?

Questionnaire/Survey conducted by: [redacted] (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Leadership Meeting (March 3, 2010 at 1:00PM).

2. How did you arrive at the Hillel Center

   Walked? 19

   Biked?

   Drove? (note: parking on campus and walking to Center from campus is walking). 3 (one car).

   Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot? ✓

   On public street?

   Other?

Questionnaire/Survey conducted by: Bernard (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Staff Meeting (March 4, 2010 at 10:00 AM)

2. How did you arrive at the Hillel Center

Walked? 1

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking). 11

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot? ✓

On public street?

Other?

Questionnaire/Survey conducted by: JOVANNA (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

BFI Event (March 4, 2010 at 13:00PM)

2. How did you arrive at the Hillel Center

Walked? 20

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking)

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot?

On Hilgard Street?

Other?

Questionnaire/Survey conducted by: [illegible] (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Challah for hunger (March 4, 2010 at 4:00PM)

2. How did you arrive at the Hillel Center

45

Walked?

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking).

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot?

On public street?

Other?

Questionnaire/Survey conducted by: _____ (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Pizza & Parsha (March 4, 2010 at 6:00PM)

2. How did you arrive at the Hillel Center

Walked? 24

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking):

4 (2 cars)

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot?

On public street?

Other?

Questionnaire/Survey conducted by: Rowan (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Panel Discussion (March 4, 2010 at 6:00PM)

2. How did you arrive at the Hillel Center?

Walked? 20

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking)

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

In Hillel parking lot?

On public street?

Other?

Questionnaire Survey conducted by: _____ (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Services (March 5, 2010 at 6:00 PM)

2. How did you arrive at the Hillel Center

Walked? 19

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking)

Other? 6 (2 cars)

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot? ✓

On public street?

Other?

Questionnaire/Survey conducted by: Rebecca (Print Name)

Hillel Program Attendance
Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

Dinner (March 5, 2010 at 7:00PM)

2. How did you arrive at the Hillel Center:

Walked? 40

Biked?

Drove? (note: parking on campus and walking to Center from campus is walking)

Other?

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

Hillel parking lot?

On public street?

Other?

Questionnaire/Survey conducted by: _____ (Print Name)

APPENDIX G_3

UCSB HILLEL FACILITY SURVEY DATA

UCSB Survey

Wednesday 10/6/2010

	Program Attendance					
	Walk/Bike	Drive	# Cars (Carpool)	Parked in Lot	**Total Walk 91%**	**11 Drive 9%**
8:00 - 9:00 AM						
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM		10	1	0		
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Thursday 10/7/2010

	Program Attendance					
	Walk/Bike	Drive	# Cars (Carpool)	Parked in Lot	**Total Walk 80%**	**15 Drive 20%**
8:00 - 9:00 AM						
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM		12	3	3	1	
8:00 - 9:00 PM						
9:00 - 10:00 PM						

Friday 10/8/2010

Program Attendance - Shabbat Setup

	Walk	Drive	# Cars (Carpool)	Parked in Lot
8:00 - 9:00 AM				
9:00 - 10:00 AM				
10:00 - 11:00 AM				
11:00 - NOON				
NOON - 1:00 PM				
1:00 - 2:00 PM				
2:00 - 3:00 PM				
3:00 - 4:00 PM		34	6 ?	?
4:00 - 5:00 PM				
5:00 - 6:00 PM				
6:00 - 7:00 PM				
7:00 - 8:00 PM				
8:00 - 9:00 PM				
9:00 - 10:00 PM				

Total 40
Walk Drive
85% 15%

Friday 10/8/2010 **Not Included in Results**

Program Attendance - Shabbat Services

	Walk	Drive	# Cars (Carpool)	Parked in Lot
8:00 - 9:00 AM				
9:00 - 10:00 AM				
10:00 - 11:00 AM				
11:00 - NOON				
NOON - 1:00 PM				
1:00 - 2:00 PM				
2:00 - 3:00 PM				
3:00 - 4:00 PM				
4:00 - 5:00 PM				
5:00 - 6:00 PM				
6:00 - 7:00 PM		95	20	
7:00 - 8:00 PM				
8:00 - 9:00 PM				
9:00 - 10:00 PM				

Total 115
Walk Drive
83% 17%

Monday 10/11/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total Walk**	**52 Drive**
8:00 - 9:00 AM					**77%**	**23%**
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM	10	2	2	2		
8:00 - 9:00 PM						
9:00 - 10:00 PM	30	10				

Tuesday 10/12/2010

	Program Attendance					
	Walk	Drive	# Cars (Carpool)	Parked in Lot	**Total Walk**	**14 Drive**
8:00 - 9:00 AM					**86%**	**14%**
9:00 - 10:00 AM						
10:00 - 11:00 AM						
11:00 - NOON						
NOON - 1:00 PM						
1:00 - 2:00 PM						
2:00 - 3:00 PM						
3:00 - 4:00 PM						
4:00 - 5:00 PM						
5:00 - 6:00 PM						
6:00 - 7:00 PM						
7:00 - 8:00 PM	12	2	2	2		
8:00 - 9:00 PM						
9:00 - 10:00 PM						

AVERAGE	**84%**	**16%**

Time Period	Wednesday 10/6/2010 Survey 9am-10pm				Thursday 10/7/2010 Survey 9am-10pm				Friday 10/8/2010 Survey 9am-10pm				Monday 10/11/2010 Survey 9am-10pm				Tuesday 10/12/2010 Survey 9am-10pm			
	Program Attendance	Staff	Visitors (Not attending program)	# Cars Parked	Program Attendance	Staff	Visitors (Not attending program)	# Cars Parked	Program Attendance	Staff	Visitors (Not attending program)	# Cars Parked	Program Attendance	Staff	Visitors (Not attending program)	# Cars Parked	Program Attendance	Staff	Visitors (Not attending program)	# Cars Parked
8:00 - 9:00 AM																				
9:00 - 10:00 AM		1		7		1		1						1		1				1
10:00 - 11:00 AM		3		9		5		5		5		6		5		4		4		6
11:00 - NOON		4		10		4		7		5	2	8		4	1	7		4		7
NOON - 1:00 PM		4	3	10		4	3	7		5	1	8		5	1	7		2	2	6
1:00 - 2:00 PM		4	4	11		5	2	8		5	1	8		5	2	7		2		6
2:00 - 3:00 PM		4	3	12		5	4	8		5	3	10		6	3	7		4	2	6
3:00 - 4:00 PM		4	5	11		5	2	8	35	5	35	9		6	1	6		5	2	5
4:00 - 5:00 PM		4	4	11		5	2	8		2	10	7		6	1	6		5		7
5:00 - 6:00 PM		0	2	5		5	1	7			2	2		5	3	5		3	2	2
6:00 - 7:00 PM		0	1	4		4	8	8	50	5		1		4		4		3	2	2
7:00 - 8:00 PM	14	2	1	4	17	3	6	8	150	5		20	5	2	2	2	14	3	3	2
8:00 - 9:00 PM		0		3	17	3	3	8	150	5		15	20	1	4	2	14	3	2	2
9:00 - 10:00 PM		0	1	3		2	6	6	150	5		15	42	1	4	8	10	3	4	2
10:00 PM		0	1	3		2	4	3					42	1	4	16		2	1	2
Average Attendanc	14		3	17	17		4	21	107		8	115	27		2	30	13		2	15

Time Period	Monday 10/11/2010 Survey 9am-10pm				Tuesday 10/12/2010 Survey 9am-10pm			
	Program Attendance	Staff	Visitors (Not attending program)	# Cars Parked	Program Attendance	Staff	Visitors (Not attending program)	# Cars Parked
8:00 - 9:00 AM								
9:00 - 10:00 AM		1		1				1
10:00 - 11:00 AM		5		4		4		6
11:00 - NOON		4	1	7		4		7
NOON - 1:00 PM		5	1	7		2	2	6
1:00 - 2:00 PM		5	2	7		2		6
2:00 - 3:00 PM		6	3	7		4	2	6
3:00 - 4:00 PM		6	1	6		5	2	5
4:00 - 5:00 PM		6	1	6		5		7
5:00 - 6:00 PM		5	3	5		3	2	2
6:00 - 7:00 PM		4		4		3	2	2
7:00 - 8:00 PM	5	2	2	2	14	3	3	2
8:00 - 9:00 PM	20	1	4	2	14	3	2	2
9:00 - 10:00 PM	42	1	4	8	10	3	4	2
10:00 PM	42	1	4	16		2	1	2

TOTAL AVERAGE 34

Hillel Center Use Survey (Occupancy)

Date: Wednesday 10/6/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				A		7
10:00 AM				A S E		9
11:00 AM				A S E K		10
12:00 PM				Same	3 students	10
1:00 PM				Same	4 students	11
2:00 PM				Same	3 students 1 university van	12
3:00 PM				Same	5 students	11
4:00 PM				Same	4 students	11
5:00 PM				none	2 students	5
6:00 PM				none	1 student	4
7:00 PM	Student Board meeting	7-8PM	14	A K	~~5~~ 1 students.	4
8:00 PM				none		3
9:00 PM				none	1	3
10:00 PM						

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____
(print name) at _____ (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: Thursday 10/7/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				1	0	1
10:00 AM				5	0	5
11:00 AM				4	0	7
12:00 PM				4	3	7
1:00 PM				5	2	8
2:00 PM				5	4	8
3:00 PM				5	2	8
4:00 PM				5	2	8
5:00 PM				5	1	7
6:00 PM				5	8	8
7:00 PM	Grad Student Wine & cheese	7-	17	4	6	8
8:00 PM			17	3	3	8
9:00 PM				3	6	6
10:00 PM				2	4	3

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____
(print name) at _____ (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: Friday 10/8/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				0	0	0
10:00 AM				5		6
11:00 AM				5	2	8
12:00 PM				5	1	8
1:00 PM				5	1	8
2:00 PM				5	3	10
3:00 PM	Shabbat Prep	3-4pm	35	5	35	9
4:00 PM				2	10	7
5:00 PM				0	2	2
6:00 PM			50	5	50	21
7:00 PM	Shabbat	6-9:00	150	5	150	20
8:00 PM	"	"	150	5	150	15
9:00 PM	"	"	150	5	150	15
10:00 PM			0	0	0	

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____ (print name) at _____ (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: Monday 10/11/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				1	0	1
10:00 AM				5	0	4
11:00 AM				4	1	7
12:00 PM				5	1	7
1:00 PM				5	2	7
2:00 PM				6	3	7
3:00 PM				6	1	6
4:00 PM				6	1	6
5:00 PM				5	3	5
6:00 PM				4	0	4
7:00 PM	Sigma Exec meeting	7-8	5	2	2	2
8:00 PM	Sigma meeting	8-9	20	1	4	2
9:00 PM	Salsa Dancing		42	1	4	8
10:00 PM			42	1	4	16

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____
(print name) at _____ (print UC Name)

Hillel Center Use Survey (Occupancy)

Date: Tuesday 10/12/10

Hour	Program Description	Program Start Time/End Time	Program Attendance (# Persons)	Staff @ Center	Other Visitors (not attending a program)	No. of Cars in Parking Lot
9:00 AM				0	0	1
10:00 AM				4	0	6
11:00 AM				4	2	7
12:00 PM				2	0	6
1:00 PM				2	0	6
2:00 PM				4	2	6
3:00 PM				5	2	5
4:00 PM				5	0	7
5:00 PM				3	2	2
6:00 PM				3	2	2
7:00 PM	BR Reunion	7Pm - 9	14	3	3	2
8:00 PM			14	3	2	2
9:00 PM			10	3	4	2
10:00 PM				2	1	2

This Use Survey was conducted on the above date from _____ to _____ (insert hours) by _____
(print name) at _____ (print UC Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

UCSB
Student Board Meeting 10/6/10 7PM

2. How did you arrive at the Hillel Center

   Walked? 6

   Biked? 4

   Drove? (note: parking on campus and walking to Center from campus is walking).

   Other? 1

3. If you drove, were you the driver or a passenger?

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   got dropped off

   Other?

Questionnaire/Survey conducted by: Kelly Mizraji (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:
SB Hillel Grad Student Wine & Cheese
10/7/10 7pm

2. How did you arrive at the Hillel Center

   Walked? 7

   Biked? 5

   Drove? (note: parking on campus and walking to Center from campus is walking). 3

   Other?

3. If you drove, were you the driver or a passenger?
3 0

4. If you drove, where did you park?

   Hillel parking lot? yes

   On public street?

   Other?

Questionnaire/Survey conducted by: Kelly Mizraji (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   UCSB, Shabbat set-up 10/8/10
   3-4pm

2. How did you arrive at the Hillel Center

   Walked? ~~30~~ 25

   Biked? 9

   Drove? (note: parking on campus and walking to Center from campus is walking). 6

   Other?

3. If you drove, were you the driver or a passenger?

   Driver

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Alexi Briener (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   UCSB, Shabbat, 10/8/10 6-9pm

2. How did you arrive at the Hillel Center

   Walked? 75

   Biked? 20

   Drove? (note: parking on campus and walking to Center from campus is walking). 20

   Other?

3. If you drove, were you the driver or a passenger?

   ~~Both~~ Driver - 3/4 Passenger - 1/4

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: Alexi Biener (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

UCSB, Sigma Exec. Board Meeting, 10/11 - 7pm

2. How did you arrive at the Hillel Center

   Walked? 7

   Biked? 3

   Drove? (note: parking on campus and walking to Center from campus is walking). 2

   Other? Ø

3. If you drove, were you the driver or a passenger?

   2 drove, 1 Passenger

4. If you drove, where did you park?

   Hillel parking lot? 2 in parking lot

   On public street? 0

   Other? Ø

Questionnaire/Survey conducted by: Ariel Haus (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   UCSB, Salsa Dancing, 10/11 - 9:00 pm

2. How did you arrive at the Hillel Center

   Walked? 20

   Biked? 10

   Drove? (note: parking on campus and walking to Center from campus is walking). 10

   Other? 2

3. If you drove, were you the driver or a passenger? Driver.

4. If you drove, where did you park?

   Hillel parking lot?

   On public street?

   Other?

Questionnaire/Survey conducted by: James. (Print Name)

Hillel Program Attendance

Transportation Questionnaire

1. Campus, Name of Program, Date and Time of Program:

   Birthright Reunion 10/12 7-9

2. How did you arrive at the Hillel Center

   Walked? 10

   Biked? 2

   Drove? (note: parking on campus and walking to Center from campus is walking). 2

   Other?

3. If you drove, were you the driver or a passenger? 2

4. If you drove, where did you park?

   Hillel parking lot? 2

   On public street?

   Other?

Questionnaire/Survey conducted by: Alexi Bisenz (Print Name)

APPENDIX H

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING + PROJECT

Ex+P AM
1: La Jolla Village & Torrey Pines 11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	282	30	1070	1014	187	1202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	307	33	1163	1102	203	1307
RTOR Reduction (vph)	0	29	0	0	0	0
Lane Group Flow (vph)	307	4	1163	1102	203	1307
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	16.3	16.3	65.5	85.8	26.2	65.5
Effective Green, g (s)	16.3	16.3	65.5	85.8	26.2	65.5
Actuated g/C Ratio	0.14	0.14	0.55	0.71	0.22	0.55
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	691	210	1874	3636	750	1521
v/s Ratio Prot	c0.06		0.34	0.22	c0.06	c0.47
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.02	0.62	0.30	0.27	0.86
Uniform Delay, d1	47.7	44.9	18.7	6.2	39.0	23.3
Progression Factor	1.00	1.00	0.96	0.77	1.00	1.00
Incremental Delay, d2	2.1	0.2	0.6	0.2	0.2	5.1
Delay (s)	49.8	45.1	18.6	5.0	39.2	28.4
Level of Service	D	D	B	A	D	C
Approach Delay (s)	49.3			12.0	29.8	
Approach LOS	D			B	C	

Intersection Summary				
HCM Average Control Delay	21.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	82.8%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

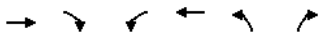
Ex+P AM
2: La Jolla Village & La Jolla Scenic Way 11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1451	33	241	1854	230	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5066		3433	5085	1740	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5066		3433	5085	1740	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1577	36	262	2015	250	314
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	1612	0	262	2015	250	313
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	69.4		14.7	88.1	23.9	42.6
Effective Green, g (s)	69.4		14.7	88.1	23.9	42.6
Actuated g/C Ratio	0.58		0.12	0.73	0.20	0.36
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2930		421	3733	347	989
v/s Ratio Prot	0.32		c0.08	c0.40		0.11
v/s Ratio Perm					c0.14	
v/c Ratio	0.55		0.62	0.54	0.72	0.32
Uniform Delay, d1	15.6		50.0	7.0	44.9	28.1
Progression Factor	0.65		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.9	0.6	7.2	0.2
Delay (s)	10.6		52.9	7.6	52.1	28.3
Level of Service	B		D	A	D	C
Approach Delay (s)	10.6			12.8	38.9	
Approach LOS	B			B	D	

Intersection Summary				
HCM Average Control Delay	15.3	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	58.4%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Ex+P AM
3: La Jolla Scenic Dr N & Cliffridge 11/8/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	33	0	2	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	0	2	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		72	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		72	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		912	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	36	82
Volume Left	0	36	2
Volume Right	0	0	79
cSH	1700	1623	1080
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary			
Average Delay			8.2
Intersection Capacity Utilization			14.6%
Analysis Period (min)			15
ICU Level of Service			A

Ex+P AM
4: La Jolla Scenic Dr N & La Jolla Scenic Way 11/8/2011

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	56	9	22	463	248	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	10	24	503	270	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	579	145	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	145	290			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	437	876	1268			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	71	24	252	252	180	111
Volume Left	61	24	0	0	0	0
Volume Right	10	0	0	0	0	21
cSH	470	1268	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.15	0.15	0.11	0.07
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	14.0	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.0	0.4			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay			1.3
Intersection Capacity Utilization			24.4%
Analysis Period (min)			15
ICU Level of Service			A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	470	7	5	252
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	511	8	5	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	799	515			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	515			518	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	353	560			1048	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	518	5	274
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	444	1700	1048	1700
Volume to Capacity	0.07	0.30	0.01	0.16
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

Ex+P PM
1: La Jolla Village & Torrey Pines 11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1264	273	959	703	84	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1374	297	1042	764	91	786
RTOR Reduction (vph)	0	171	0	0	0	0
Lane Group Flow (vph)	1374	126	1042	764	91	786
Confl. Peds. (#/hr)		13				129
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	38.8	38.8	44.2	87.0	25.0	44.2
Effective Green, g (s)	38.8	38.8	44.2	87.0	25.0	44.2
Actuated g/C Ratio	0.32	0.32	0.37	0.72	0.21	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1644	499	1264	3687	715	1027
v/s Ratio Prot	c0.27		c0.30	0.15	c0.03	0.28
v/s Ratio Perm		0.08				
v/c Ratio	0.84	0.25	0.82	0.21	0.13	0.77
Uniform Delay, d1	37.6	29.9	34.4	5.3	38.6	33.3
Progression Factor	1.00	1.00	1.01	0.71	1.00	1.00
Incremental Delay, d2	5.2	1.2	4.1	0.1	0.1	3.5
Delay (s)	42.9	31.1	38.8	3.9	38.7	36.8
Level of Service	D	C	D	A	D	D
Approach Delay (s)	40.8			24.0	37.0	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Ex+P PM
2: La Jolla Village & La Jolla Scenic Dr N 11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1940	47	327	1634	28	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5065		3433	5085	1756	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5065		3433	5085	1756	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	51	355	1776	30	268
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2159	0	355	1776	30	268
Confl. Peds. (#/hr)		3			4	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	71.1		18.2	93.3	18.7	40.9
Effective Green, g (s)	71.1		18.2	93.3	18.7	40.9
Actuated g/C Ratio	0.59		0.15	0.78	0.16	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	3001		521	3954	274	950
v/s Ratio Prot	c0.43		c0.10	0.35		c0.10
v/s Ratio Perm					0.02	
v/c Ratio	0.72		0.68	0.45	0.11	0.28
Uniform Delay, d1	17.4		48.2	4.6	43.5	28.8
Progression Factor	1.55		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9		3.7	0.4	0.2	0.2
Delay (s)	27.8		51.8	4.9	43.7	29.0
Level of Service	C		D	A	D	C
Approach Delay (s)	27.8			12.7	30.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Ex+P PM
3: La Jolla Scenic Dr N & Cliffridge 11/8/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	29	7	0	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	32	8	0	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			22		91	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		91	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		892	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	39	59
Volume Left	0	32	0
Volume Right	3	0	59
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	5.9	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.9	8.6
Approach LOS			A

Intersection Summary				
Average Delay			6.2	
Intersection Capacity Utilization			18.7%	ICU Level of Service A
Analysis Period (min)			15	

Ex+P PM
4: La Jolla Scenic Dr N & 11/8/2011

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	16	5	241	351	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	17	5	262	382	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	539	207	413			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	539	207	413			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	470	800	1142			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	54	5	131	131	254	159
Volume Left	37	5	0	0	0	0
Volume Right	17	0	0	0	0	32
cSH	542	1142	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.08	0.08	0.15	0.09
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	12.4	8.2	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.4	0.2			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.0	
Intersection Capacity Utilization			20.6%	ICU Level of Service A
Analysis Period (min)			15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	230	15	43	324
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	250	16	47	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	704	258			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	704	258			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			96	
cM capacity (veh/h)	389	780			1298	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	266	47	352
Volume Left	15	0	47	0
Volume Right	10	16	0	0
cSH	484	1700	1298	1700
Volume to Capacity	0.05	0.16	0.04	0.21
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	12.8	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	12.8	0.0	0.9	
Approach LOS	B			

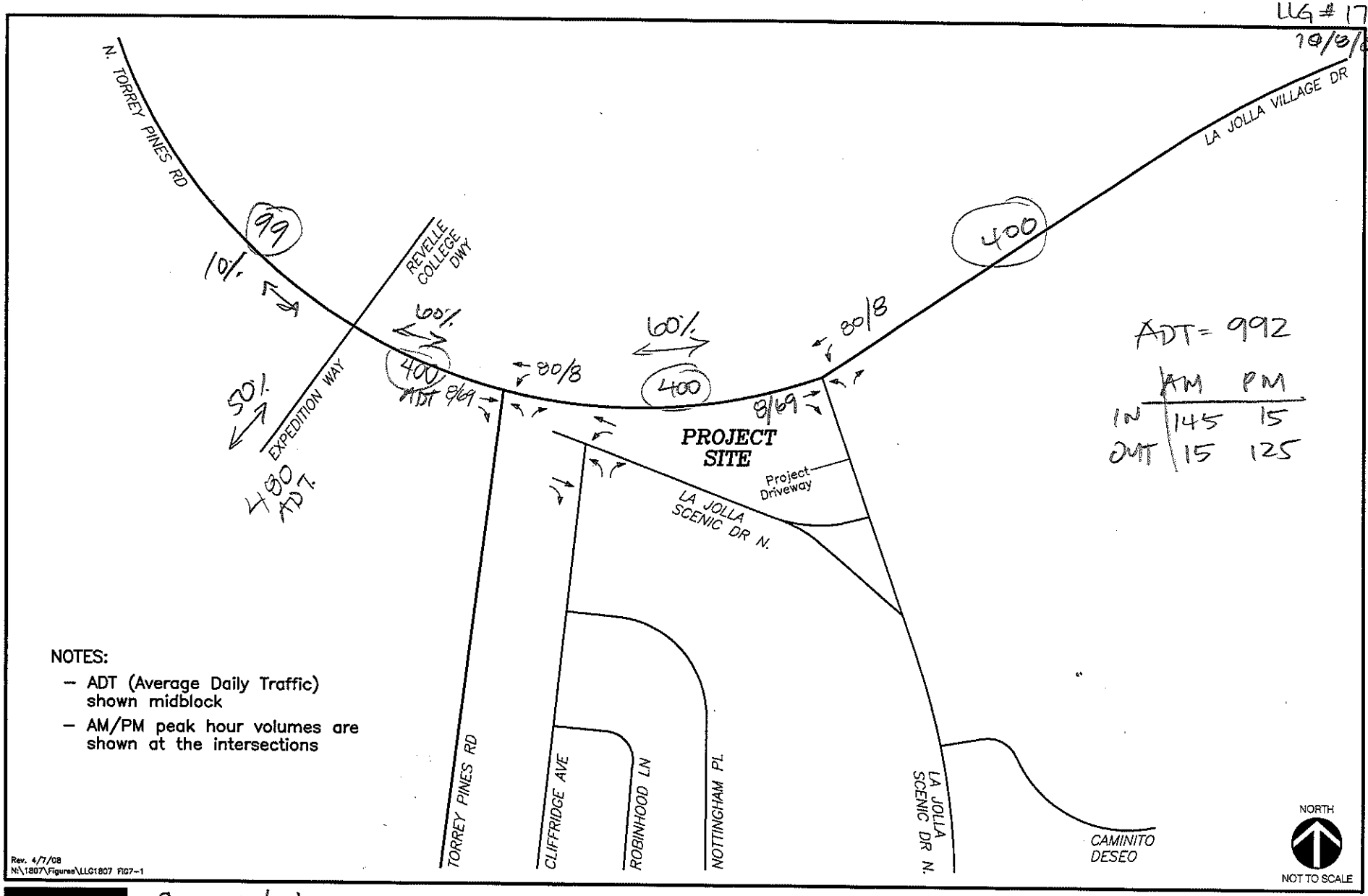
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX I

CUMULATIVE PROJECTS DATA

Southwest Fisheries

LLG # 1794
10/8/08



LINSCOTT LAW & GREENSPAN
engineers

CL 5/2/11

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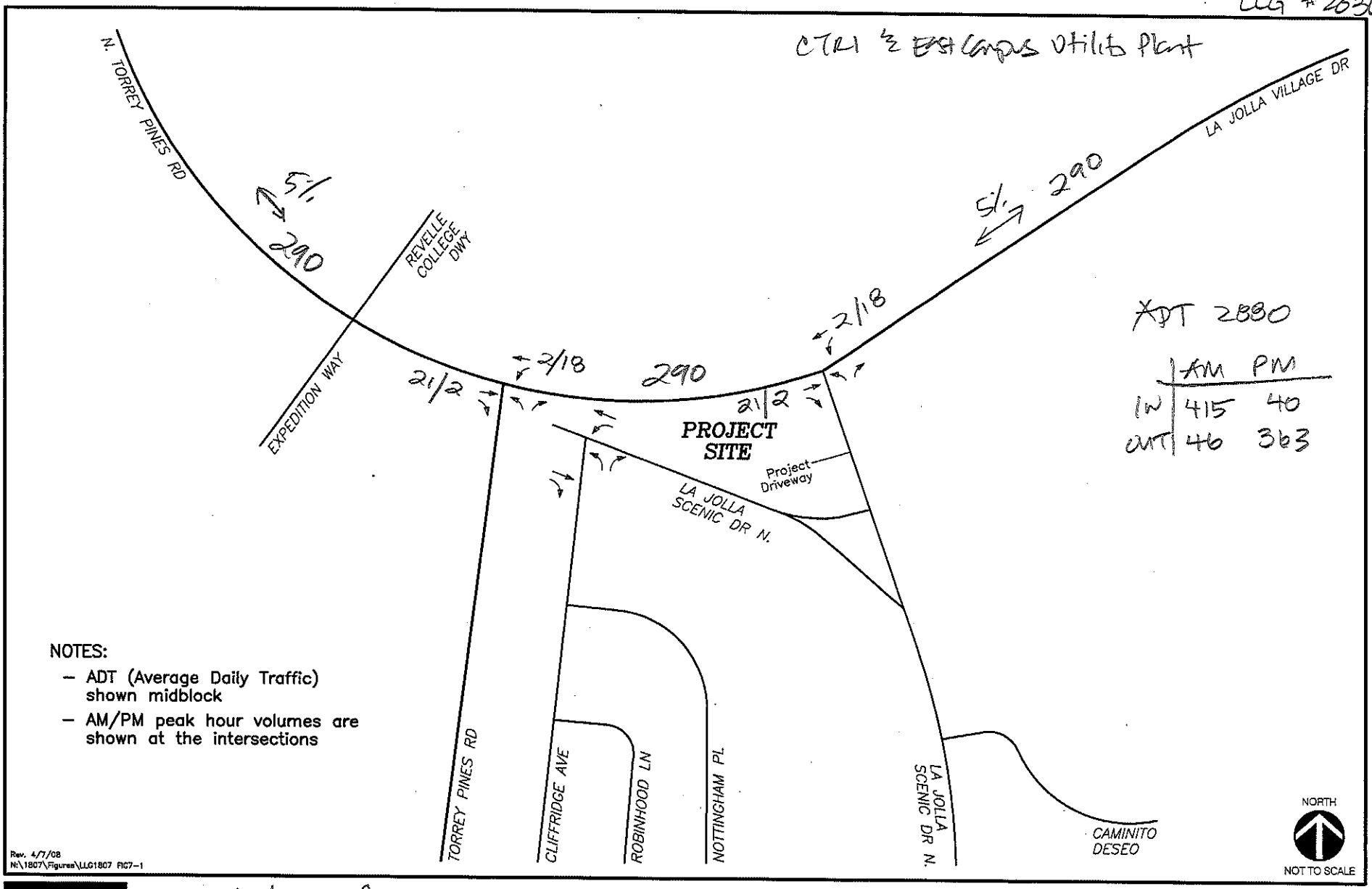
AM, PM & ADT

HILLEL FACILITY

CTR1

LLG #2036



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LINSCOTT LAW & GREENSPAN engineers

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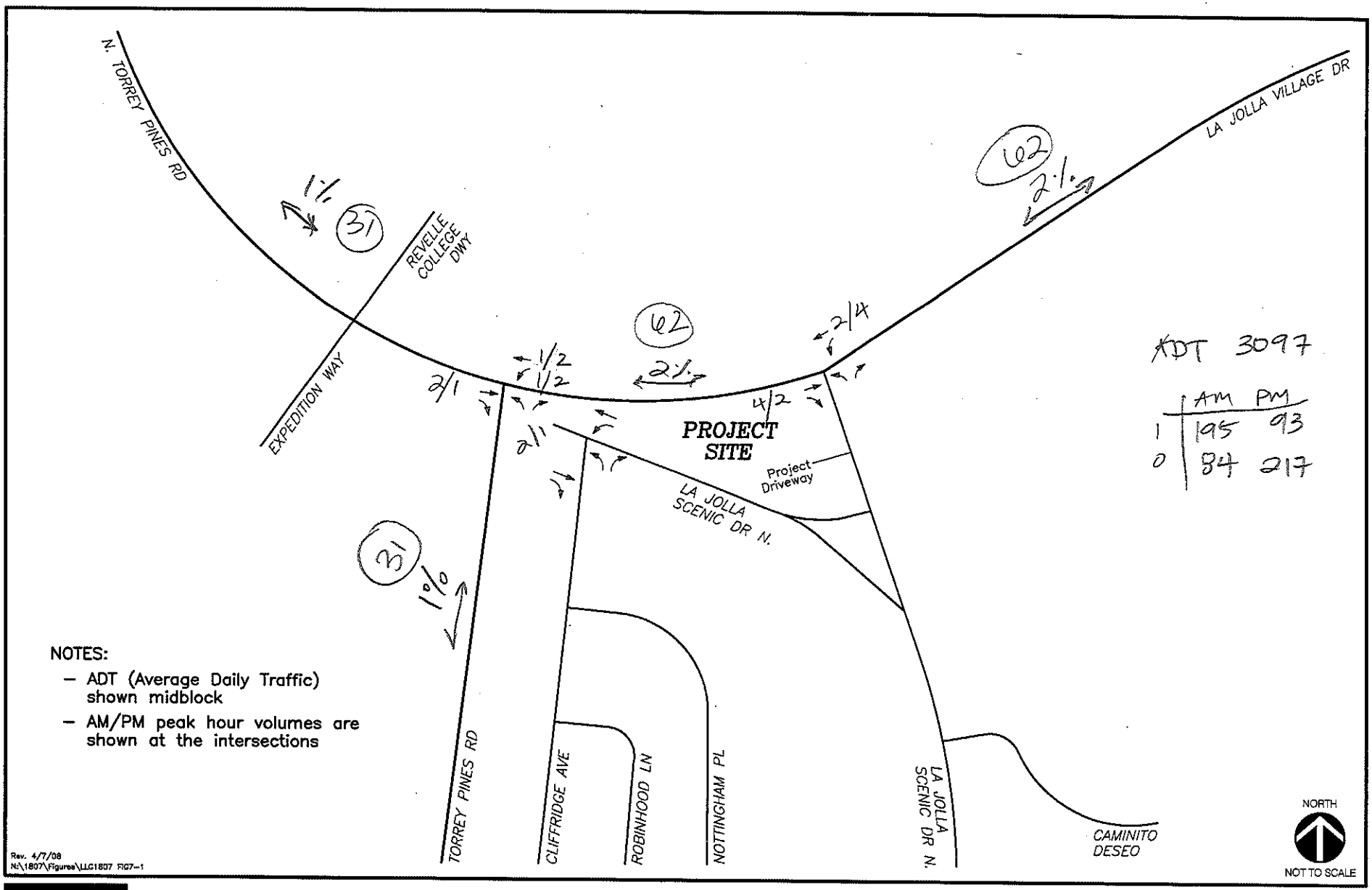
AM, PM & ADT

HILLEL FACILITY

Scripps Hospital



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LINSCOTT LAW & GREENSPAN engineers

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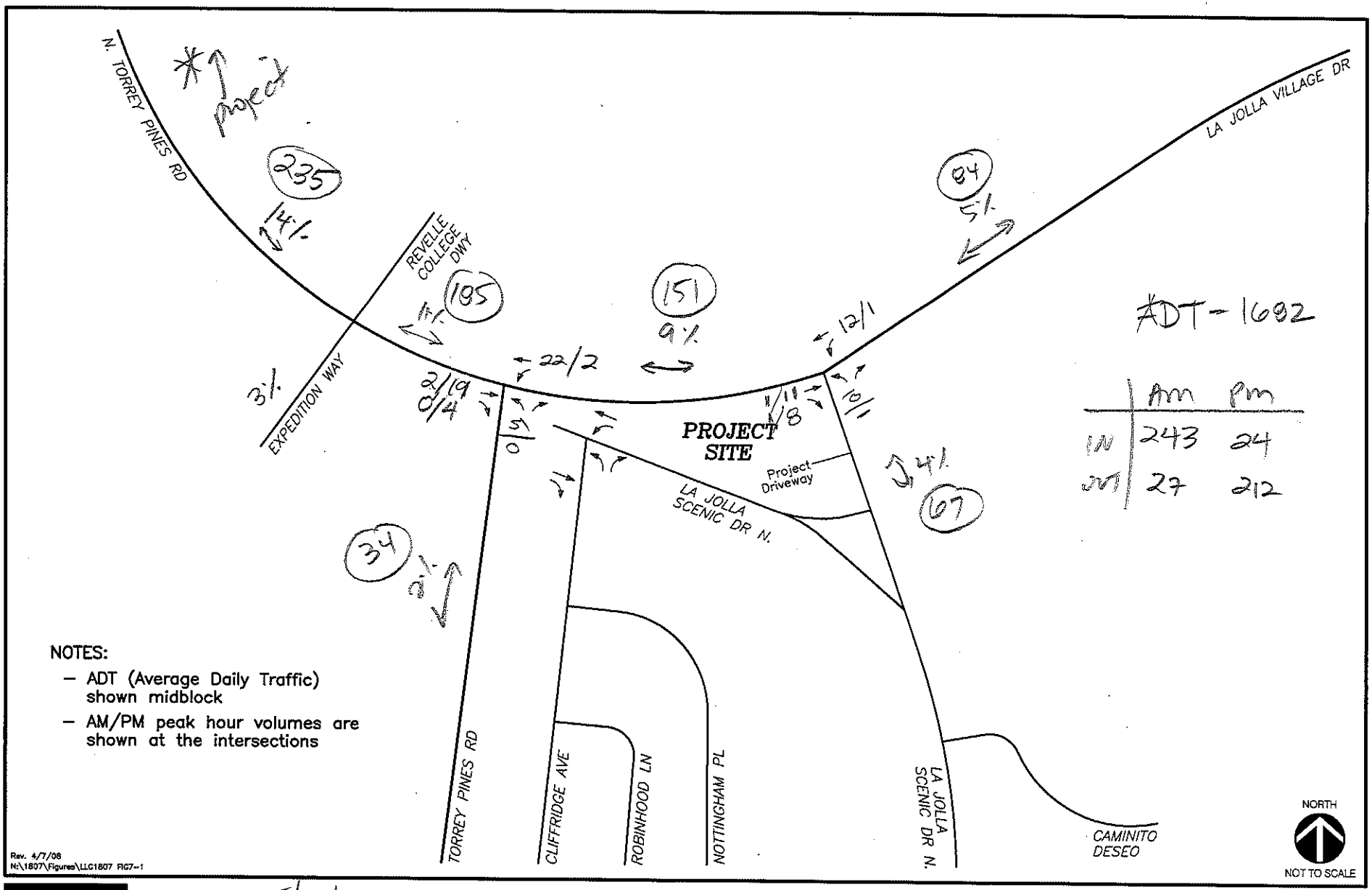
AM, PM & ADT

HILLEL FACILITY

Sulk Institute



ADT - 1692

	AM	PM
IN	243	24
OUT	27	212

5/2/11 CJ

LINSCOTT LAW & GREENSPAN engineers

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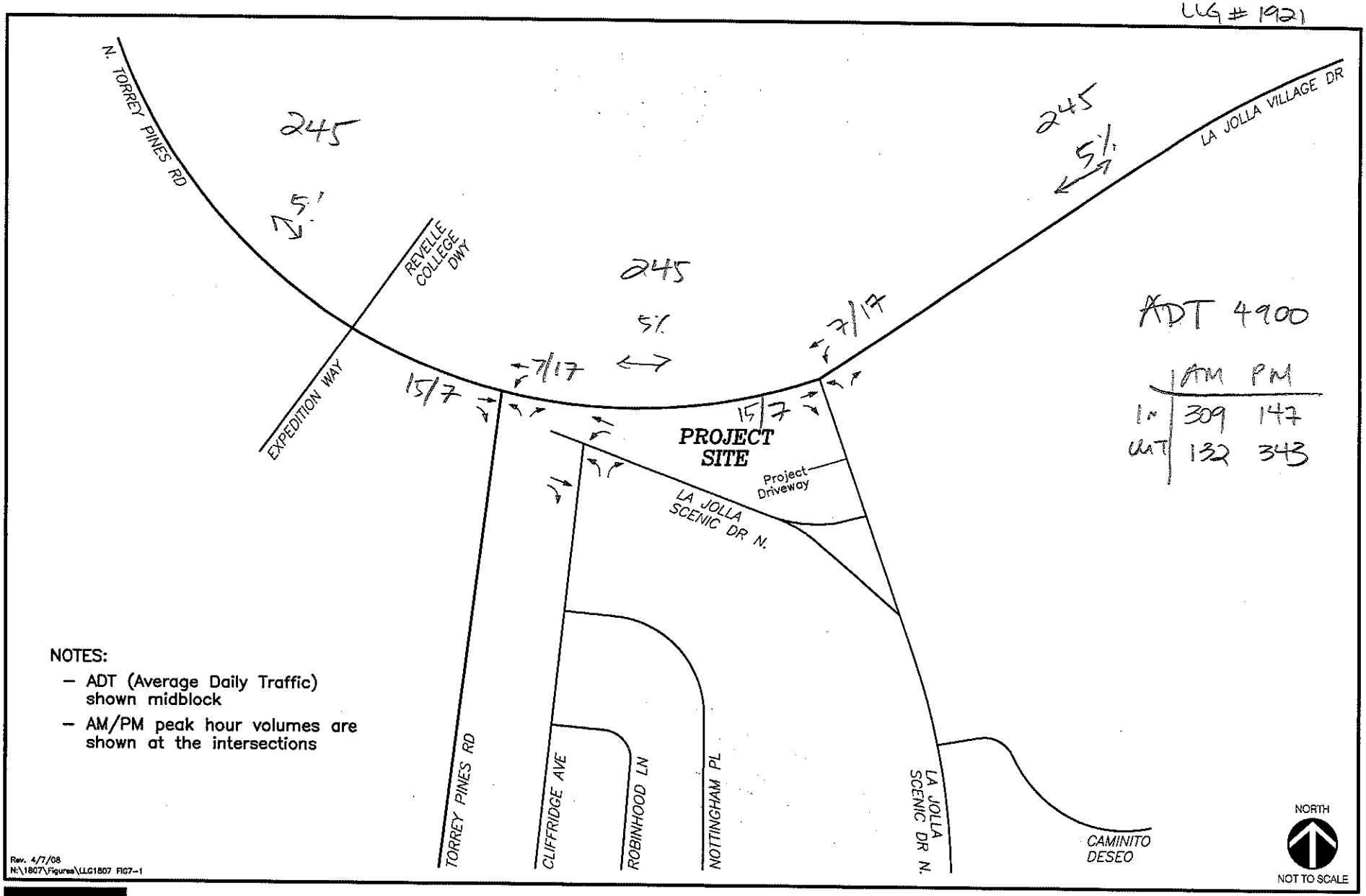
AM, PM & ADT

HILLEL FACILITY

UCSD Bedtower
LLG # 1921



LINSCOTT LAW & GREENSPAN
engineers

5/2/11 cg

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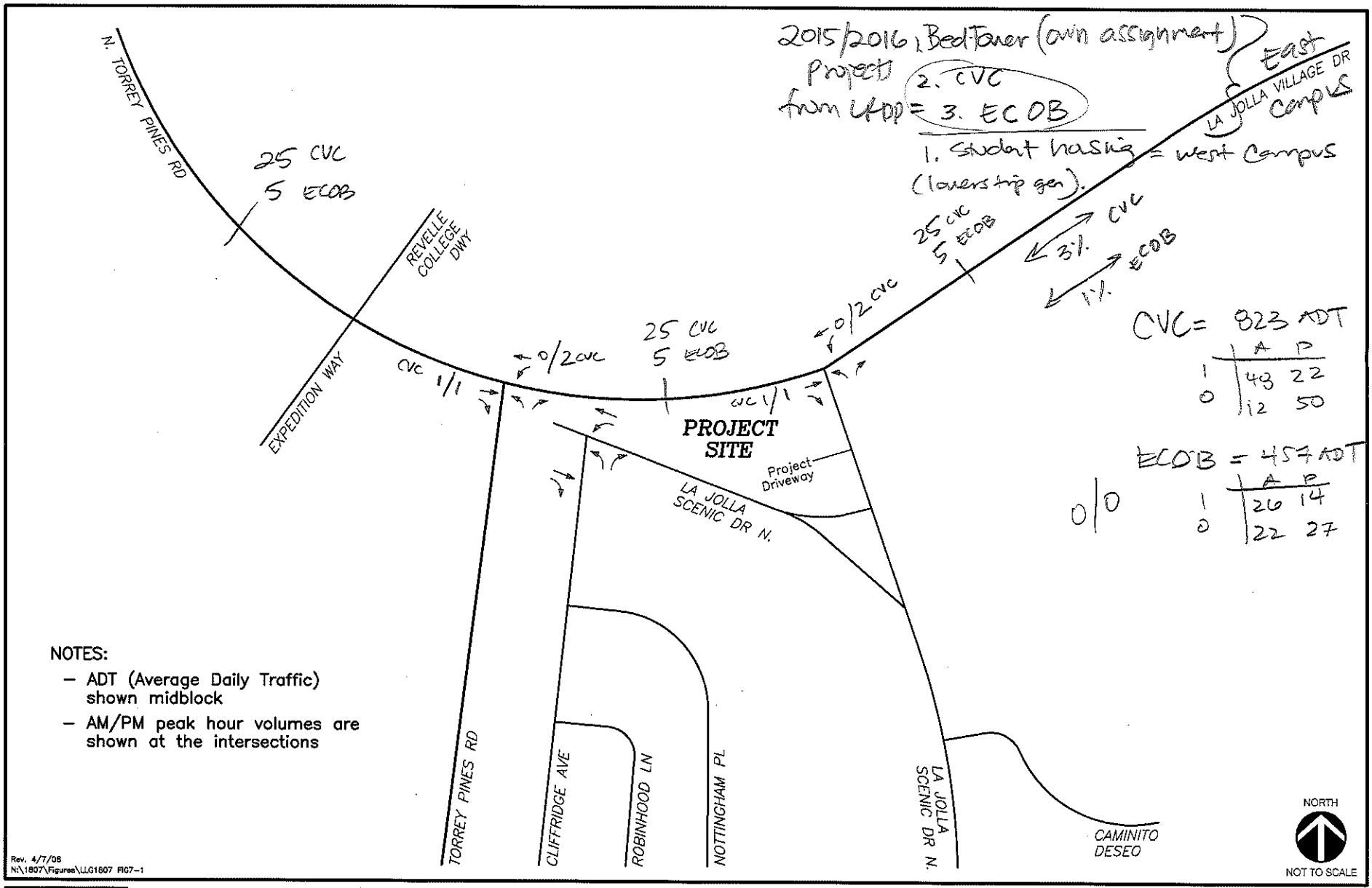
AM, PM & ADT

HILLEL FACILITY

UCSD LRDP Projects



LINSCOTT LAW & GREENSPAN
engineers

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AM, PM & ADT

HILLEL FACILITY

INTERSECTION	DIRECTION	Venter Institute (LLG May 2013 #2206)						RBF Net Increase (Subtracts off cumulatives LLG included that RBF also included)						RBF Cumulatives (5/2012)					
		R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm
1. La Jolla Village Dr / Torrey Pines Rd	Sb							-	0	0	0	0	0						
	Wb			26	2			0	0	23	66	16	56			45	68	16	56
	Nb					13	1	50	32	0	0	5	3	50	32			10	4
	Eb	1	11	3	23			3	3	54	45	0	0	3	7	56	64		
2. La Jolla Village Dr / La Jolla Scenic Dr	Sb							-	0	0	0	0	0						
	Wb			25	1			0	0	38	120	2	6			50	121	2	6
	Nb					1	1	4	5	0	0	1	1	4	5			11	2
	Eb	1	1	2	22			1	2	103	77	0	0	2	10	104	88		
3. La Jolla Scenic Wy / Cliffridge Ave	Sb							-	0	0	0	0	0						
	Wb							0	0	0	0	0	0						
	Nb							0	0	0	0	0	0						
	Eb							0	0	0	0	0	0						
4. La Jolla Scenic/ La Jolla Scenic Way	Sb			1	1			-	0	3	8	0	0			4	16		
	Wb							0	0	0	0	0	0						
	Nb			1	1			0	0	5	6	0	0			15	7		
	Eb							0	0	0	0	0	0						
5. La Jolla Scenic Way/ Caminito Deseo	Sb			1	1			-	0	3	8	0	0			4	16		
	Wb							0	0	0	0	0	0						
	Nb			1	1			0	0	5	6	0	0			15	7		
	Eb							0	0	0	0	0	0						

Venter	RBF Net Increase (Subtracts off cumulatives LLG included that RBF also included)	RBF Cumulatives (5/2012)
270	1,976	2,166
180	2,010	2,166
173	2,115	2,204
90	10	28
7	10	10
0	0	0

APPENDIX J

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING + CUMULATIVE PROJECTS

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	390	44	1134	1170	218	1280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	48	1233	1272	237	1391
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	424	7	1233	1272	237	1391
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.4	18.4	63.0	85.4	26.6	63.0
Effective Green, g (s)	18.4	18.4	63.0	85.4	26.6	63.0
Actuated g/C Ratio	0.15	0.15	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	780	237	1802	3619	761	1463
v/s Ratio Prot	c0.08		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.00				
v/c Ratio	0.54	0.03	0.68	0.35	0.31	0.95
Uniform Delay, d1	46.9	43.2	21.1	6.7	39.0	27.0
Progression Factor	1.00	1.00	1.00	0.75	1.00	1.00
Incremental Delay, d2	2.7	0.2	0.9	0.2	0.2	13.6
Delay (s)	49.6	43.5	21.9	5.2	39.3	40.6
Level of Service	D	D	C	A	D	D
Approach Delay (s)	49.0			13.4	40.4	
Approach LOS	D			B	D	

Intersection Summary				
HCM Average Control Delay	26.6	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	85.5%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1636	34	243	2054	250	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5068		3433	5085	1742	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5068		3433	5085	1742	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1778	37	264	2233	272	324
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1814	0	264	2233	272	324
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	68.1		14.8	86.9	25.1	43.9
Effective Green, g (s)	68.1		14.8	86.9	25.1	43.9
Actuated g/C Ratio	0.57		0.12	0.72	0.21	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2876		423	3682	364	1020
v/s Ratio Prot	c0.36		0.08	c0.44		0.12
v/s Ratio Perm					c0.16	
v/c Ratio	0.63		0.62	0.61	0.75	0.32
Uniform Delay, d1	17.5		50.0	8.1	44.5	27.3
Progression Factor	0.72		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		2.9	0.8	8.1	0.2
Delay (s)	13.3		52.8	8.9	52.6	27.5
Level of Service	B		D	A	D	C
Approach Delay (s)	13.3			13.5	39.0	
Approach LOS	B			B	D	

Intersection Summary				
HCM Average Control Delay	16.5	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	63.2%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	34	0	2	74
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	37	0	2	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		74	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		74	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		909	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	37	83
Volume Left	0	37	2
Volume Right	0	0	80
cSH	1700	1623	1079
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary				
Average Delay		8.2		
Intersection Capacity Utilization		14.7%	ICU Level of Service	A
Analysis Period (min)		15		

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	491	257	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	534	279	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	605	151	301			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	605	151	301			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	99	98			
cM capacity (veh/h)	421	869	1257			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	267	267	186	115
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	22
cSH	453	1257	1700	1700	1700	1700
Volume to Capacity	0.16	0.02	0.16	0.16	0.11	0.07
Queue Length 95th (ft)	14	1	0	0	0	0
Control Delay (s)	14.4	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.4	0.3			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay		1.3		
Intersection Capacity Utilization		24.8%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	498	7	5	261
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	541	8	5	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	840	545			549	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	840	545			549	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	334	538			1021	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	549	5	284
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	423	1700	1021	1700
Volume to Capacity	0.07	0.32	0.01	0.17
Queue Length 95th (ft)	6	0	0	0
Control Delay (s)	14.1	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	14.1	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1433	280	1038	831	102	792
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1558	304	1128	903	111	861
RTOR Reduction (vph)	0	161	0	0	0	0
Lane Group Flow (vph)	1558	143	1128	903	111	861
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.8	34.8	48.0	86.8	25.2	48.0
Effective Green, g (s)	34.8	34.8	48.0	86.8	25.2	48.0
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1475	447	1373	3678	721	1115
v/s Ratio Prot	c0.31		c0.33	0.18	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.06	0.32	0.82	0.25	0.15	0.77
Uniform Delay, d1	42.6	33.3	32.2	5.6	38.7	31.3
Progression Factor	1.00	1.00	1.02	0.70	1.00	1.00
Incremental Delay, d2	39.9	1.9	3.6	0.1	0.1	3.4
Delay (s)	82.5	35.2	36.4	4.0	38.8	34.6
Level of Service	F	D	D	A	D	C
Approach Delay (s)	74.8			22.0	35.1	
Approach LOS	E			C	D	

Intersection Summary				
HCM Average Control Delay	44.8	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.0%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2163	62	339	1840	29	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5062		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5062		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2351	67	368	2000	32	274
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2417	0	368	2000	32	274
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	70.6		18.6	93.2	18.8	41.4
Effective Green, g (s)	70.6		18.6	93.2	18.8	41.4
Actuated g/C Ratio	0.59		0.16	0.78	0.16	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2978		532	3949	277	962
v/s Ratio Prot	c0.48		c0.11	0.39		c0.10
v/s Ratio Perm					0.02	
v/c Ratio	0.81		0.69	0.51	0.12	0.28
Uniform Delay, d1	19.5		48.0	4.9	43.5	28.5
Progression Factor	1.77		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.9	0.5	0.2	0.2
Delay (s)	35.2		51.9	5.4	43.6	28.7
Level of Service	D		D	A	D	C
Approach Delay (s)	35.2			12.6	30.3	
Approach LOS	D			B	C	

Intersection Summary				
HCM Average Control Delay	24.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	66.2%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	30	7	0	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	33	8	0	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			22		93	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		93	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		888	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	40	60
Volume Left	0	33	0
Volume Right	3	0	60
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	6.0	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.0	8.6
Approach LOS			A

Intersection Summary				
Average Delay			6.2	
Intersection Capacity Utilization			18.8%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	16	5	246	371	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	17	5	267	403	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	564	218	436			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	564	218	436			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	453	786	1120			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	55	5	134	134	269	167
Volume Left	38	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	523	1120	1700	1700	1700	1700
Volume to Capacity	0.11	0.00	0.08	0.08	0.16	0.10
Queue Length 95th (ft)	9	0	0	0	0	0
Control Delay (s)	12.7	8.2	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.7	0.2			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.0	
Intersection Capacity Utilization			21.2%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	242	15	37	350
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	263	16	40	380
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	732	271			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732	271			279	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			97	
cM capacity (veh/h)	376	767			1283	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	279	40	380
Volume Left	15	0	40	0
Volume Right	10	16	0	0
cSH	470	1700	1283	1700
Volume to Capacity	0.05	0.16	0.03	0.22
Queue Length 95th (ft)	4	0	2	0
Control Delay (s)	13.1	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	13.1	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX K

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING + CUMULATIVE PROJECTS + PROJECT

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	391	44	1134	1170	218	1281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	425	48	1233	1272	237	1392
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	425	7	1233	1272	237	1392
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.4	18.4	63.0	85.4	26.6	63.0
Effective Green, g (s)	18.4	18.4	63.0	85.4	26.6	63.0
Actuated g/C Ratio	0.15	0.15	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	780	237	1802	3619	761	1463
v/s Ratio Prot	c0.08		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.00				
v/c Ratio	0.54	0.03	0.68	0.35	0.31	0.95
Uniform Delay, d1	46.9	43.2	21.1	6.7	39.0	27.0
Progression Factor	1.00	1.00	1.00	0.75	1.00	1.00
Incremental Delay, d2	2.7	0.2	0.9	0.2	0.2	13.7
Delay (s)	49.7	43.5	21.9	5.2	39.3	40.7
Level of Service	D	D	C	A	D	D
Approach Delay (s)	49.0			13.4	40.5	
Approach LOS	D			B	D	

Intersection Summary				
HCM Average Control Delay	26.7	HCM Level of Service		C
HCM Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service		E
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Way

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1636	36	248	2054	250	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5067		3433	5085	1742	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5067		3433	5085	1742	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1778	39	270	2233	272	324
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1816	0	270	2233	272	324
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	67.9		15.0	86.9	25.1	44.1
Effective Green, g (s)	67.9		15.0	86.9	25.1	44.1
Actuated g/C Ratio	0.57		0.12	0.72	0.21	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2867		429	3682	364	1024
v/s Ratio Prot	c0.36		0.08	c0.44		0.12
v/s Ratio Perm					c0.16	
v/c Ratio	0.63		0.63	0.61	0.75	0.32
Uniform Delay, d1	17.6		49.9	8.1	44.5	27.2
Progression Factor	0.73		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		2.9	0.8	8.1	0.2
Delay (s)	13.4		52.7	8.9	52.6	27.3
Level of Service	B		D	A	D	C
Approach Delay (s)	13.4			13.6	38.9	
Approach LOS	B			B	D	

Intersection Summary				
HCM Average Control Delay	16.6	HCM Level of Service		B
HCM Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	63.3%	ICU Level of Service		B
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	34	0	2	74
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	37	0	2	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		74	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		74	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		909	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	37	83
Volume Left	0	37	2
Volume Right	0	0	80
cSH	1700	1623	1079
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary				
Average Delay	8.2			
Intersection Capacity Utilization	14.7%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N & La Jolla Scenic Way

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	491	257	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	534	279	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	605	151	301			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	605	151	301			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	99	98			
cM capacity (veh/h)	421	869	1257			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	267	267	186	115
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	22
cSH	453	1257	1700	1700	1700	1700
Volume to Capacity	0.16	0.02	0.16	0.16	0.11	0.07
Queue Length 95th (ft)	14	1	0	0	0	0
Control Delay (s)	14.4	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.4	0.3			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	24.8%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	498	7	5	261
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	541	8	5	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	840	545			549	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	840	545			549	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	334	538			1021	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	549	5	284
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	423	1700	1021	1700
Volume to Capacity	0.07	0.32	0.01	0.17
Queue Length 95th (ft)	6	0	0	0
Control Delay (s)	14.1	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	14.1	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1433	280	1039	832	102	792
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1558	304	1129	904	111	861
RTOR Reduction (vph)	0	161	0	0	0	0
Lane Group Flow (vph)	1558	143	1129	904	111	861
Confl. Peds. (#/hr)		13				129
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.8	34.8	48.0	86.8	25.2	48.0
Effective Green, g (s)	34.8	34.8	48.0	86.8	25.2	48.0
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1475	447	1373	3678	721	1115
v/s Ratio Prot	c0.31		c0.33	0.18	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.06	0.32	0.82	0.25	0.15	0.77
Uniform Delay, d1	42.6	33.3	32.2	5.6	38.7	31.3
Progression Factor	1.00	1.00	1.02	0.70	1.00	1.00
Incremental Delay, d2	39.9	1.9	3.6	0.1	0.1	3.4
Delay (s)	82.5	35.2	36.4	4.0	38.8	34.6
Level of Service	F	D	D	A	D	C
Approach Delay (s)	74.8			22.0	35.1	
Approach LOS	E			C	D	

Intersection Summary				
HCM Average Control Delay	44.8	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.2%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2163	62	340	1840	31	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5062		3433	5085	1756	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5062		3433	5085	1756	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2351	67	370	2000	34	279
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2417	0	370	2000	34	279
Confl. Peds. (#/hr)		3			4	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	70.4		18.7	93.1	18.9	41.6
Effective Green, g (s)	70.4		18.7	93.1	18.9	41.6
Actuated g/C Ratio	0.59		0.16	0.78	0.16	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2970		535	3945	277	966
v/s Ratio Prot	c0.48		c0.11	0.39		c0.10
v/s Ratio Perm					0.02	
v/c Ratio	0.81		0.69	0.51	0.12	0.29
Uniform Delay, d1	19.6		47.9	5.0	43.4	28.5
Progression Factor	1.76		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.8	0.5	0.2	0.2
Delay (s)	35.4		51.8	5.4	43.6	28.6
Level of Service	D		D	A	D	C
Approach Delay (s)	35.4			12.7	30.3	
Approach LOS	D			B	C	

Intersection Summary				
HCM Average Control Delay	24.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	66.2%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	30	7	0	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	33	8	0	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			22		93	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		93	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		888	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	40	60
Volume Left	0	33	0
Volume Right	3	0	60
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	6.0	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.0	8.6
Approach LOS			A

Intersection Summary				
Average Delay			6.2	
Intersection Capacity Utilization			18.8%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	16	5	253	378	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	17	5	275	411	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	576	222	443			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	576	222	443			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	98	100			
cM capacity (veh/h)	446	782	1113			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	55	5	138	138	274	170
Volume Left	38	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	515	1113	1700	1700	1700	1700
Volume to Capacity	0.11	0.00	0.08	0.08	0.16	0.10
Queue Length 95th (ft)	9	0	0	0	0	0
Control Delay (s)	12.8	8.3	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.8	0.2			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.0	
Intersection Capacity Utilization			21.4%	ICU Level of Service A
Analysis Period (min)			15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	242	15	44	350
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	263	16	48	380
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	747	271			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	747	271			279	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			96	
cM capacity (veh/h)	366	767			1283	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	279	48	380
Volume Left	15	0	48	0
Volume Right	10	16	0	0
cSH	460	1700	1283	1700
Volume to Capacity	0.05	0.16	0.04	0.22
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	13.3	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	13.3	0.0	0.9	
Approach LOS	B			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX L

SANDAG SERIES 11 YEAR 2030 TRAFFIC MODEL & YEAR 2030 INTERSECTION TRAFFIC VOLUME FORECAST SHEETS

SANDAG
Series 11
2030re

UCSD Update

ADT Volume Plot

UCSD / La Jolla Area

Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

\# Unadjusted ADT(x1000)

\# Adjusted ADT(x1000)

SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
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Web site: www.sandag.org

0 0.025 0.05 0.075
Miles

SANDAG

servicebureau

October 27, 2009

INTERSECTION	DIRECTION	LEG	EXISTING TRAFFIC VOLUMES						EXISTING ADT	APPROACH %ADT						DEPARTURE %ADT						2030 ADT	GROWTH FACTOR
			R am	R pm	T am	T pm	L am	L pm	SELECTED	R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm	SELECTED	
1. La Jolla Village Dr / Torrey Pines Rd	Sb	North	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0	#DIV/0!
	Wb	East	0	0	1014	702	1070	958	44790	0.00%	0.00%	2.26%	1.57%	2.39%	2.14%	0.00%	0.00%	3.11%	2.15%	4.00%	3.58%	53000	1.18
	Nb	South	1201	723	0	0	187	84	26740	4.49%	2.70%	0.00%	0.00%	0.70%	0.31%	2.68%	1.61%	0.00%	0.00%	0.57%	0.26%	30800	1.15
	Eb	West	30	273	281	1264	0	0	32580	0.09%	0.84%	0.86%	3.88%	0.00%	0.00%	0.11%	1.02%	0.63%	2.82%	0.00%	0.00%	29400	0.90
2. La Jolla Village Dr / La Jolla Scenic Dr	Sb	North	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0	#DIV/0!
	Wb	East	0	0	1854	1634	236	326	49200	0.00%	0.00%	3.77%	3.32%	0.48%	0.66%	0.00%	0.00%	4.14%	3.65%	2.34%	3.23%	42400	0.86
	Nb	South	289	242	0	0	230	26	10090	2.86%	2.40%	0.00%	0.00%	2.28%	0.26%	0.59%	0.49%	0.00%	0.00%	0.51%	0.06%	7900	0.78
	Eb	West	31	47	1451	1940	0	0	44790	0.07%	0.10%	3.24%	4.33%	0.00%	0.00%	0.31%	0.47%	2.95%	3.94%	0.00%	0.00%	53000	1.18
3. La Jolla Scenic Wy / Cliffridge Ave	Sb	North	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0	#DIV/0!
	Wb	East	0	0	0	7	33	29	1000	0.00%	0.00%	0.00%	0.70%	3.30%	2.90%	0.00%	0.00%	0.00%	3.50%	3.30%	2.90%	1050	1.05
	Nb	South	73	54	0	0	2	0	1000	7.30%	5.40%	0.00%	0.00%	0.20%	0.00%	7.30%	5.40%	0.00%	0.00%	1.00%	0.00%	1050	1.05
	Eb	West	0	3	0	17	0	0	200	0.00%	1.50%	0.00%	8.50%	0.00%	0.00%	0.00%	0.30%	0.00%	1.70%	0.00%	0.00%	200	1.00
4. La Jolla Scenic/ La Jolla Scenic Way	Sb	North	19	29	248	344	0	0	10090	0.19%	0.29%	2.46%	3.41%	0.00%	0.00%	2.44%	3.72%	2.66%	3.69%	0.00%	0.00%	7900	0.78
	Wb	East	0	0	0	0	0	0		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		#DIV/0!
	Nb	South	0	0	463	234	22	5	9310	0.00%	0.00%	4.97%	2.51%	0.24%	0.05%	0.00%	0.00%	4.59%	2.32%	2.82%	0.64%	7350	0.79
	Eb	West	9	16	0	0	56	34	780	1.15%	2.05%	0.00%	0.00%	7.18%	4.36%	0.10%	0.17%	0.00%	0.00%	0.56%	0.34%	550	0.71
5. La Jolla Scenic Way/ Caminito Deseo	Sb	North	0	0	252	324	5	36	9310	0.00%	0.00%	2.71%	3.48%	0.05%	0.39%	0.00%	0.00%	3.01%	3.87%	0.54%	3.87%	7350	0.79
	Wb	East	15	9	0	0	12	14	930	1.61%	0.97%	0.00%	0.00%	1.29%	1.51%	0.16%	0.10%	0.00%	0.00%	0.14%	0.17%	740	0.80
	Nb	South	7	15	470	230	0	0	8380	0.08%	0.18%	5.61%	2.74%	0.00%	0.00%	0.75%	1.61%	5.05%	2.47%	0.00%	0.00%	6610	0.79
	Eb	West	0	0	0	0	0	0		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		#DIV/0!

Taken from Updated UCSD LRDP 2030 Volumes. Volumes adjusted where lower than existing or near-term.

INTERSECTION	DIRECTION	LEG	FINAL 2030 ROUNDED TRAFFIC VOLUMES						CHECK AGAINST EXISTING + CUMULATIVE						CHECK against EX+CP+P					
			R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm	R am	R pm	T am	T pm	L am	L pm
1. La Jolla Village Dr / Torrey Pines Rd	Sb	North	0	0	0	0	0	0	0	0	0	0	0	0						
	Wb	East	0	0	1160	920	1100	1020	0	0	1146	765	1092	979						
	Nb	South	1250	780	0	0	200	90	1227	738	0	0	196	86						
	Eb	West	40	280	400	1400	0	0	31	278	336	1388	0	0						
2. La Jolla Village Dr / La Jolla Scenic Dr	Sb	North	0	0	0	0	0	0	0	0	0	0	0	0						
	Wb	East	0	0	2010	1900	280	390	0	0	1994	1717	241	333						
	Nb	South	330	300	0	0	250	40	295	247	0	0	244	28						
	Eb	West	50	60	1600	2120	0	0	33	56	1530	2070	0	0						
3. La Jolla Scenic Wy / Cliffridge Ave	Sb	North	0	0	0	0	0	0	0	0	0	0	0	0						
	Wb	East	0	0	0	10	40	30	0	0	0	7	34	30						
	Nb	South	80	60	0	0	10	0	74	55	0	0	2	0						
	Eb	West	0	10	0	20	0	0	0	3	0	17	0	0						
4. La Jolla Scenic/ La Jolla Scenic Way	Sb	North	20	30	310	420	0	0	19	30	254	359	0	0						
	Wb	East	0	0	0	0	0	0	0	0	0	0	0	0						
	Nb	South	0	0	520	300	30	10	0	0	482	240	22	5						
	Eb	West	10	20	0	0	60	40	9	16	0	0	57	35						
5. La Jolla Scenic Way/ Caminito Deseo	Sb	North	0	0	300	390	20	50	0	0	258	338	5	37						
	Wb	East	20	20	0	0	20	20	15	9	0	0	12	14						
	Nb	South	10	20	530	290	0	0	7	15	489	236	0	0						
	Eb	West	0	0	0	0	0	0	0	0	0	0	0	0						

Taken from Updated UCSD LRDP 2030 Volumes.

APPENDIX M

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
YEAR 2030 WITHOUT PROJECT

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	400	50	1140	1180	220	1290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	435	54	1239	1283	239	1402
RTOR Reduction (vph)	0	46	0	0	0	0
Lane Group Flow (vph)	435	8	1239	1283	239	1402
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.6	18.6	62.8	85.4	26.6	62.8
Effective Green, g (s)	18.6	18.6	62.8	85.4	26.6	62.8
Actuated g/C Ratio	0.16	0.16	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	788	240	1797	3619	761	1459
v/s Ratio Prot	c0.09		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.01				
v/c Ratio	0.55	0.03	0.69	0.35	0.31	0.96
Uniform Delay, d1	46.9	43.1	21.3	6.7	39.1	27.4
Progression Factor	1.00	1.00	1.01	0.75	1.00	1.00
Incremental Delay, d2	2.8	0.3	0.9	0.2	0.2	15.2
Delay (s)	49.6	43.3	22.4	5.2	39.3	42.6
Level of Service	D	D	C	A	D	D
Approach Delay (s)	48.9			13.7	42.2	
Approach LOS	D			B	D	

Intersection Summary			
HCM Average Control Delay	27.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1640	50	280	2070	250	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5060		3433	5085	1742	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5060		3433	5085	1742	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1783	54	304	2250	272	359
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	1835	0	304	2250	272	359
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	66.4		16.4	86.8	25.2	45.6
Effective Green, g (s)	66.4		16.4	86.8	25.2	45.6
Actuated g/C Ratio	0.55		0.14	0.72	0.21	0.38
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2800		469	3678	366	1059
v/s Ratio Prot	c0.36		0.09	c0.44		0.13
v/s Ratio Perm					c0.16	
v/c Ratio	0.66		0.65	0.61	0.74	0.34
Uniform Delay, d1	18.8		49.1	8.2	44.4	26.5
Progression Factor	0.74		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		3.1	0.8	7.9	0.2
Delay (s)	14.5		52.1	9.0	52.3	26.7
Level of Service	B		D	A	D	C
Approach Delay (s)	14.5			14.1	37.7	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

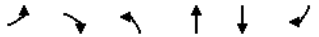
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	40	0	10	80
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	43	0	11	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		87	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		87	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	92
cM capacity (veh/h)			1623		890	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	43	98
Volume Left	0	43	11
Volume Right	0	0	87
cSH	1700	1623	1059
Volume to Capacity	0.00	0.03	0.09
Queue Length 95th (ft)	0	2	8
Control Delay (s)	0.0	7.3	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.7
Approach LOS			A

Intersection Summary				
Average Delay			8.3	
Intersection Capacity Utilization			15.5%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	60	10	30	520	310	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	11	33	565	337	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	696	179	359			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	696	179	359			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	99	97			
cM capacity (veh/h)	366	833	1197			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	76	33	283	283	225	134
Volume Left	65	33	0	0	0	0
Volume Right	11	0	0	0	0	22
cSH	398	1197	1700	1700	1700	1700
Volume to Capacity	0.19	0.03	0.17	0.17	0.13	0.08
Queue Length 95th (ft)	17	2	0	0	0	0
Control Delay (s)	16.2	8.1	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	16.2	0.4			0.0	
Approach LOS	C					

Intersection Summary				
Average Delay			1.4	
Intersection Capacity Utilization			26.5%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	20	530	10	20	300
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	22	576	11	22	326
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	951	582			587	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	951	582			587	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	96			98	
cM capacity (veh/h)	282	513			988	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	587	22	326
Volume Left	22	0	22	0
Volume Right	22	11	0	0
cSH	364	1700	988	1700
Volume to Capacity	0.12	0.35	0.02	0.19
Queue Length 95th (ft)	10	0	2	0
Control Delay (s)	16.2	0.0	8.7	0.0
Lane LOS	C		A	
Approach Delay (s)	16.2	0.0	0.5	
Approach LOS	C			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1440	280	1040	900	110	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1565	304	1130	978	120	870
RTOR Reduction (vph)	0	161	0	0	0	0
Lane Group Flow (vph)	1565	143	1130	978	120	870
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.7	34.7	48.0	86.7	25.3	48.0
Effective Green, g (s)	34.7	34.7	48.0	86.7	25.3	48.0
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1470	446	1373	3674	724	1115
v/s Ratio Prot	c0.31		c0.33	0.19	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.06	0.32	0.82	0.27	0.17	0.78
Uniform Delay, d1	42.6	33.4	32.2	5.7	38.7	31.4
Progression Factor	1.00	1.00	1.01	0.69	1.00	1.00
Incremental Delay, d2	42.8	1.9	3.6	0.2	0.1	3.6
Delay (s)	85.4	35.3	36.1	4.1	38.8	35.0
Level of Service	F	D	D	A	D	D
Approach Delay (s)	77.3			21.3	35.5	
Approach LOS	E			C	D	

Intersection Summary				
HCM Average Control Delay	45.2	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.1%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2170	70	380	1900	40	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5059		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5059		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2359	76	413	2065	43	326
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	2433	0	413	2065	43	326
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	67.4		20.5	91.9	20.1	44.6
Effective Green, g (s)	67.4		20.5	91.9	20.1	44.6
Actuated g/C Ratio	0.56		0.17	0.77	0.17	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2841		586	3894	296	1036
v/s Ratio Prot	c0.48		c0.12	0.41		c0.12
v/s Ratio Perm					0.02	
v/c Ratio	0.86		0.70	0.53	0.15	0.31
Uniform Delay, d1	22.2		46.9	5.5	42.6	26.8
Progression Factor	1.71		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1		3.8	0.5	0.2	0.2
Delay (s)	39.0		50.7	6.1	42.8	27.0
Level of Service	D		D	A	D	C
Approach Delay (s)	39.0			13.5	28.8	
Approach LOS	D			B	C	

Intersection Summary				
HCM Average Control Delay	26.3	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	67.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	20	10	30	10	0	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	11	33	11	0	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			33		103	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			33		103	27
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1579		876	1048

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	33	43	65
Volume Left	0	33	0
Volume Right	11	0	65
cSH	1700	1579	1048
Volume to Capacity	0.02	0.02	0.06
Queue Length 95th (ft)	0	2	5
Control Delay (s)	0.0	5.5	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	5.5	8.7
Approach LOS			A

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	19.2%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	40	20	10	300	420	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	22	11	326	457	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	658	245	489			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	658	245	489			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	97	99			
cM capacity (veh/h)	393	756	1070			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	65	11	163	163	304	185
Volume Left	43	11	0	0	0	0
Volume Right	22	0	0	0	0	33
cSH	468	1070	1700	1700	1700	1700
Volume to Capacity	0.14	0.01	0.10	0.10	0.18	0.11
Queue Length 95th (ft)	12	1	0	0	0	0
Control Delay (s)	13.9	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	13.9	0.3			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	22.7%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
5: Camino Deseo & La Jolla Scenic Dr N

5/24/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	20	290	20	50	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	22	315	22	54	424
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	859	326			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	859	326			337	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	97			96	
cM capacity (veh/h)	312	715			1222	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	337	54	424
Volume Left	22	0	54	0
Volume Right	22	22	0	0
cSH	435	1700	1222	1700
Volume to Capacity	0.10	0.20	0.04	0.25
Queue Length 95th (ft)	8	0	3	0
Control Delay (s)	14.2	0.0	8.1	0.0
Lane LOS	B		A	
Approach Delay (s)	14.2	0.0	0.9	
Approach LOS	B			

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX N

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
YEAR 2030 WITH PROJECT

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	401	50	1140	1180	220	1291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	436	54	1239	1283	239	1403
RTOR Reduction (vph)	0	46	0	0	0	0
Lane Group Flow (vph)	436	8	1239	1283	239	1403
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.7	18.7	62.7	85.4	26.6	62.7
Effective Green, g (s)	18.7	18.7	62.7	85.4	26.6	62.7
Actuated g/C Ratio	0.16	0.16	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	792	241	1794	3619	761	1456
v/s Ratio Prot	c0.09		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.01				
v/c Ratio	0.55	0.03	0.69	0.35	0.31	0.96
Uniform Delay, d1	46.8	43.0	21.4	6.7	39.1	27.6
Progression Factor	1.00	1.00	1.01	0.75	1.00	1.00
Incremental Delay, d2	2.7	0.3	0.9	0.2	0.2	15.7
Delay (s)	49.5	43.3	22.5	5.2	39.3	43.2
Level of Service	D	D	C	A	D	D
Approach Delay (s)	48.8			13.7	42.6	
Approach LOS	D			B	D	

Intersection Summary			
HCM Average Control Delay	27.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1640	52	285	2070	250	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5059		3433	5085	1742	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5059		3433	5085	1742	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1783	57	310	2250	272	359
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	1838	0	310	2250	272	359
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	66.2		16.6	86.8	25.2	45.8
Effective Green, g (s)	66.2		16.6	86.8	25.2	45.8
Actuated g/C Ratio	0.55		0.14	0.72	0.21	0.38
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2791		475	3678	366	1064
v/s Ratio Prot	c0.36		0.09	c0.44		0.13
v/s Ratio Perm					c0.16	
v/c Ratio	0.66		0.65	0.61	0.74	0.34
Uniform Delay, d1	18.9		49.0	8.2	44.4	26.3
Progression Factor	0.74		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		3.2	0.8	7.9	0.2
Delay (s)	14.7		52.2	9.0	52.3	26.5
Level of Service	B		D	A	D	C
Approach Delay (s)	14.7			14.2	37.6	
Approach LOS	B			B	D	

Intersection Summary			
HCM Average Control Delay	17.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	40	0	10	80
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	43	0	11	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		87	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		87	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	92
cM capacity (veh/h)			1623		890	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	43	98
Volume Left	0	43	11
Volume Right	0	0	87
cSH	1700	1623	1059
Volume to Capacity	0.00	0.03	0.09
Queue Length 95th (ft)	0	2	8
Control Delay (s)	0.0	7.3	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.7
Approach LOS			A

Intersection Summary			
Average Delay			8.3
Intersection Capacity Utilization			15.5%
Analysis Period (min)			15
ICU Level of Service			A

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	60	10	30	520	310	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	11	33	565	337	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	696	179	359			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	696	179	359			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	99	97			
cM capacity (veh/h)	366	833	1197			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	76	33	283	283	225	134
Volume Left	65	33	0	0	0	0
Volume Right	11	0	0	0	0	22
cSH	398	1197	1700	1700	1700	1700
Volume to Capacity	0.19	0.03	0.17	0.17	0.13	0.08
Queue Length 95th (ft)	17	2	0	0	0	0
Control Delay (s)	16.2	8.1	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	16.2	0.4			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay			1.4
Intersection Capacity Utilization			26.5%
Analysis Period (min)			15
ICU Level of Service			A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	20	530	10	20	300
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	22	576	11	22	326
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	951	582			587	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	951	582			587	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	96			98	
cM capacity (veh/h)	282	513			988	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	587	22	326
Volume Left	22	0	22	0
Volume Right	22	11	0	0
cSH	364	1700	988	1700
Volume to Capacity	0.12	0.35	0.02	0.19
Queue Length 95th (ft)	10	0	2	0
Control Delay (s)	16.2	0.0	8.7	0.0
Lane LOS	C		A	
Approach Delay (s)	16.2	0.0	0.5	
Approach LOS	C			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1440	280	1041	901	110	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1565	304	1132	979	120	870
RTOR Reduction (vph)	0	162	0	0	0	0
Lane Group Flow (vph)	1565	142	1132	979	120	870
Confl. Peds. (#/hr)		13				129
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.6	34.6	48.1	86.7	25.3	48.1
Effective Green, g (s)	34.6	34.6	48.1	86.7	25.3	48.1
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1466	445	1376	3674	724	1117
v/s Ratio Prot	c0.31		c0.33	0.19	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.07	0.32	0.82	0.27	0.17	0.78
Uniform Delay, d1	42.7	33.5	32.1	5.7	38.7	31.3
Progression Factor	1.00	1.00	1.01	0.69	1.00	1.00
Incremental Delay, d2	43.8	1.9	3.6	0.2	0.1	3.5
Delay (s)	86.5	35.4	36.0	4.1	38.8	34.8
Level of Service	F	D	D	A	D	C
Approach Delay (s)	78.2			21.2	35.3	
Approach LOS	E			C	D	

Intersection Summary			
HCM Average Control Delay	45.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2170	70	381	1900	42	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5059		3433	5085	1757	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5059		3433	5085	1757	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2359	76	414	2065	46	332
RTOR Reduction (vph)	2	0	0	0	0	0
Lane Group Flow (vph)	2433	0	414	2065	46	332
Confl. Peds. (#/hr)		3			4	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	67.1		20.6	91.7	20.3	44.9
Effective Green, g (s)	67.1		20.6	91.7	20.3	44.9
Actuated g/C Ratio	0.56		0.17	0.76	0.17	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2829		589	3886	297	1043
v/s Ratio Prot	c0.48		c0.12	0.41		c0.12
v/s Ratio Perm					0.03	
v/c Ratio	0.86		0.70	0.53	0.15	0.32
Uniform Delay, d1	22.5		46.8	5.6	42.5	26.7
Progression Factor	1.70		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1		3.8	0.5	0.2	0.2
Delay (s)	39.4		50.6	6.1	42.8	26.9
Level of Service	D		D	A	D	C
Approach Delay (s)	39.4			13.6	28.8	
Approach LOS	D			B	C	

Intersection Summary			
HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	20	10	30	10	0	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	11	33	11	0	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			33		103	27
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			33		103	27
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1579		876	1048

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	33	43	65
Volume Left	0	33	0
Volume Right	11	0	65
cSH	1700	1579	1048
Volume to Capacity	0.02	0.02	0.06
Queue Length 95th (ft)	0	2	5
Control Delay (s)	0.0	5.5	8.7
Lane LOS		A	A
Approach Delay (s)	0.0	5.5	8.7
Approach LOS			A

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	19.2%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	40	20	10	307	427	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	22	11	334	464	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	669	248	497			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	669	248	497			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	97	99			
cM capacity (veh/h)	387	752	1063			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	65	11	167	167	309	187
Volume Left	43	11	0	0	0	0
Volume Right	22	0	0	0	0	33
cSH	462	1063	1700	1700	1700	1700
Volume to Capacity	0.14	0.01	0.10	0.10	0.18	0.11
Queue Length 95th (ft)	12	1	0	0	0	0
Control Delay (s)	14.1	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.1	0.3			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	22.9%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	20	290	20	57	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	22	315	22	62	424
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	874	326			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	874	326			337	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	97			95	
cM capacity (veh/h)	304	715			1222	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	337	62	424
Volume Left	22	0	62	0
Volume Right	22	22	0	0
cSH	427	1700	1222	1700
Volume to Capacity	0.10	0.20	0.05	0.25
Queue Length 95th (ft)	8	0	4	0
Control Delay (s)	14.4	0.0	8.1	0.0
Lane LOS	B		A	
Approach Delay (s)	14.4	0.0	1.0	
Approach LOS	B			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX O

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING + PROJECT &
EXISTING + CUMULATIVE PROJECTS + PROJECT
"ALL WALK" SCENARIO

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	391	44	1134	1170	218	1281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	425	48	1233	1272	237	1392
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	425	7	1233	1272	237	1392
Confl. Peds. (#/hr)		10				228
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	18.4	18.4	63.0	85.4	26.6	63.0
Effective Green, g (s)	18.4	18.4	63.0	85.4	26.6	63.0
Actuated g/C Ratio	0.15	0.15	0.52	0.71	0.22	0.52
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	780	237	1802	3619	761	1463
v/s Ratio Prot	c0.08		0.36	0.25	c0.07	c0.50
v/s Ratio Perm		0.00				
v/c Ratio	0.54	0.03	0.68	0.35	0.31	0.95
Uniform Delay, d1	46.9	43.2	21.1	6.7	39.0	27.0
Progression Factor	1.00	1.00	1.00	0.75	1.00	1.00
Incremental Delay, d2	2.7	0.2	0.9	0.2	0.2	13.7
Delay (s)	49.7	43.5	22.0	5.2	39.3	40.7
Level of Service	D	D	C	A	D	D
Approach Delay (s)	49.0			13.5	40.5	
Approach LOS	D			B	D	

Intersection Summary				
HCM Average Control Delay	26.7	HCM Level of Service		C
HCM Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	87.9%	ICU Level of Service		E
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1636	36	248	2054	250	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.97	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5067		3433	5085	1717	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5067		3433	5085	1717	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1778	39	270	2233	272	324
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	1816	0	270	2233	272	324
Confl. Peds. (#/hr)		4			21	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	67.8		15.0	86.8	25.2	44.2
Effective Green, g (s)	67.8		15.0	86.8	25.2	44.2
Actuated g/C Ratio	0.56		0.12	0.72	0.21	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2863		429	3678	361	1027
v/s Ratio Prot	c0.36		0.08	c0.44		0.12
v/s Ratio Perm					c0.16	
v/c Ratio	0.63		0.63	0.61	0.75	0.32
Uniform Delay, d1	17.7		49.9	8.2	44.5	27.1
Progression Factor	0.73		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6		2.9	0.8	8.6	0.2
Delay (s)	13.5		52.7	8.9	53.1	27.3
Level of Service	B		D	A	D	C
Approach Delay (s)	13.5			13.7	39.1	
Approach LOS	B			B	D	

Intersection Summary				
HCM Average Control Delay	16.7	HCM Level of Service		B
HCM Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	63.3%	ICU Level of Service		B
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	34	0	2	74
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	37	0	2	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		74	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		74	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		909	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	37	83
Volume Left	0	37	2
Volume Right	0	0	80
cSH	1700	1623	1079
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary				
Average Delay			8.2	
Intersection Capacity Utilization			14.7%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	491	257	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	534	279	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	605	151	301			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	605	151	301			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	99	98			
cM capacity (veh/h)	421	869	1257			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	267	267	186	115
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	22
cSH	453	1257	1700	1700	1700	1700
Volume to Capacity	0.16	0.02	0.16	0.16	0.11	0.07
Queue Length 95th (ft)	14	1	0	0	0	0
Control Delay (s)	14.4	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.4	0.3			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.3	
Intersection Capacity Utilization			24.8%	ICU Level of Service A
Analysis Period (min)			15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	498	7	5	261
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	541	8	5	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	840	545			549	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	840	545			549	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	334	538			1021	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	549	5	284
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	423	1700	1021	1700
Volume to Capacity	0.07	0.32	0.01	0.17
Queue Length 95th (ft)	6	0	0	0
Control Delay (s)	14.1	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	14.1	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1433	280	1039	832	102	792
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1558	304	1129	904	111	861
RTOR Reduction (vph)	0	161	0	0	0	0
Lane Group Flow (vph)	1558	143	1129	904	111	861
Confl. Peds. (#/hr)		13				243
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	34.8	34.8	48.0	86.8	25.2	48.0
Effective Green, g (s)	34.8	34.8	48.0	86.8	25.2	48.0
Actuated g/C Ratio	0.29	0.29	0.40	0.72	0.21	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1475	447	1373	3678	721	1115
v/s Ratio Prot	c0.31		c0.33	0.18	c0.03	0.31
v/s Ratio Perm		0.09				
v/c Ratio	1.06	0.32	0.82	0.25	0.15	0.77
Uniform Delay, d1	42.6	33.3	32.2	5.6	38.7	31.3
Progression Factor	1.00	1.00	1.02	0.70	1.00	1.00
Incremental Delay, d2	39.9	1.9	3.6	0.1	0.1	3.4
Delay (s)	82.5	35.2	36.4	4.0	38.8	34.6
Level of Service	F	D	D	A	D	C
Approach Delay (s)	74.8			22.0	35.1	
Approach LOS	E			C	D	

Intersection Summary				
HCM Average Control Delay	44.8	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.3%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2163	62	340	1840	31	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5062		3433	5085	1749	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5062		3433	5085	1749	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2351	67	370	2000	34	279
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2417	0	370	2000	34	279
Confl. Peds. (#/hr)		3			6	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	70.4		18.7	93.1	18.9	41.6
Effective Green, g (s)	70.4		18.7	93.1	18.9	41.6
Actuated g/C Ratio	0.59		0.16	0.78	0.16	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2970		535	3945	275	966
v/s Ratio Prot	c0.48		c0.11	0.39		c0.10
v/s Ratio Perm					0.02	
v/c Ratio	0.81		0.69	0.51	0.12	0.29
Uniform Delay, d1	19.6		47.9	5.0	43.4	28.5
Progression Factor	1.76		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.8	0.5	0.2	0.2
Delay (s)	35.4		51.8	5.4	43.6	28.6
Level of Service	D		D	A	D	C
Approach Delay (s)	35.4			12.7	30.3	
Approach LOS	D			B	C	

Intersection Summary				
HCM Average Control Delay	24.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	66.2%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	30	7	0	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	33	8	0	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			22		93	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		93	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		888	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	40	60
Volume Left	0	33	0
Volume Right	3	0	60
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	6.0	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	6.0	8.6
Approach LOS			A

Intersection Summary				
Average Delay			6.2	
Intersection Capacity Utilization			18.8%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	16	5	253	378	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	17	5	275	411	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	576	222	443			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	576	222	443			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	98	100			
cM capacity (veh/h)	446	782	1113			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	55	5	138	138	274	170
Volume Left	38	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	515	1113	1700	1700	1700	1700
Volume to Capacity	0.11	0.00	0.08	0.08	0.16	0.10
Queue Length 95th (ft)	9	0	0	0	0	0
Control Delay (s)	12.8	8.3	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.8	0.2			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.0	
Intersection Capacity Utilization			21.4%	ICU Level of Service A
Analysis Period (min)			15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	242	15	44	350
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	263	16	48	380
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	747	271			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	747	271			279	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			96	
cM capacity (veh/h)	366	767			1283	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	279	48	380
Volume Left	15	0	48	0
Volume Right	10	16	0	0
cSH	460	1700	1283	1700
Volume to Capacity	0.05	0.16	0.04	0.22
Queue Length 95th (ft)	4	0	3	0
Control Delay (s)	13.3	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	13.3	0.0	0.9	
Approach LOS	B			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX P

ADDITIONAL HILLEL DATA FOR OTHER CALIFORNIA UNIVERSITIES

UCSD Hillel Use and Parking Analysis

The following information was compiled from interviews with the Directors of the Hillels at these campuses in support of our Use and Parking analysis for the planned UCSD facility. We have also provided information when the UCSD uses diverge from the subject surveyed and community differences that relate to use and parking demand.

UCSB: 28 spaces; 10,000 sf. Parking is for staff, students and visitors. Some students leave their cars there long term. Last year they began a system that students must notify staff if they are leaving cars there. They have an understanding to cooperate with two neighborhood churches for parking, if necessary; they use each others' parking spaces, especially at HHD. No community complaints; neighbors (mostly students) sometimes park in parking lot and they are asked to move. Students mostly walk or bike except for those who go to community college. Parking supply is adequate for typical weekly events for all student activities. The facility is used for a community service for Shabbat Saturday and the lot is fully utilized

UCSD/UCSB Differences and Similarities: UCSB Hillel is located some distance from campus in what is primarily student residential community of Isla Vista. We believe the parking demand for UCSD Hillel would be less than UCSB based upon the following factors: (i) UCSD Hillel will be in closer proximity to campus that UCSB, (ii) UCSD is 35% smaller with a comparable number of proposed spaces (27), (iii) UCSB Hillel also serves the students at Santa Barbara City College which is more of a commuter campus in the heart of Santa Barbara and City College students are more inclined to drive to the UCSB Hillel. Since they allow for long term rental of spaces at UCSB, they appear to have excess parking. The typical week Survey demonstrates that the parking supply of 28 spaces is more than adequate. UCSD Hillel does not intend to rent spaces for long term use and would not host a community wide Shabbat morning service as the community in La Jolla is served by the area synagogues. Our mission for this facility is to serve the students not the greater Jewish community. This is a significant difference between the San Diego/La Jolla community, where there are many synagogues, and the Santa Barbara Jewish community. Except for the Shabbat morning community service, UCSD Hillel use would be very comparable to UCSB in terms of typical events and attendance.

CSU Northridge: 40 spaces; 5,000 sf. There are 17 spots out front that are up for grabs but the 23 in the back are rented out for students by the semester. Their parking supply is workable.

UCSD/CSU Differences and Similarities: CSU is more of a commuter campus than UCSD which suggests are greater parking demand. CSU Northridge has excess parking supply that is not needed to serve the Center and is rented out.

ASU: 20 spaces; 3,200 sf. The parking supply is adequate for the facility except for about 6 times a years when they have events with 100 plus attendees. They do not keep a program log of past or expected attendees and therefore could not provide that info.

UC Davis: 9 spaces; 9300 sf (to be built) They have also been processing a new facility for almost 10 years and they hope to break ground next summer. They were actually trying to get more parking spots but the community there is very much against driving and traffic that the most they could negotiate is 8 tandem spots. Parking is for staff only. When they have board meetings, the staff will park in the street and leave the spots for the Board members. The new facility will also be located right across from campus and it is near the current facility. There is also pay lot near the facility. Davis claims itself the bicycle capital of the US, hence their limitation on parking. Therefore 90% of the students there don't even have cars. Majority of them will walk as the facility is well located or ride their bikes.

UCSD/UC Davis Differences and Similarities: UC Davis is a very bicycle-centric campus.

University of Arizona: 20 spaces; 10000 sf. Six spaces are used for staff and they rent out the others. There is university parking across the street. Students complain about parking, but that is part of university culture that parking is tight. Hillel is not close to non-student housing.

University of Washington: 27 spaces; 21,000 sf. No program log available. Parking supply is adequate for undergraduate programming. Most students live within walking distance of the center. Parking is more challenging for JConnect programming 22-32 year olds. There is a pay lot close to the building and they make arrangements with 2 churches in the neighborhood for larger events, such as High Holidays, Passover or community gatherings. Event sizes vary from small meetings of 10 to 15, classess of 20 to 30, Shabbat 40-75, social events of 50 to 150 and fundraising 150 to 225. On site parking is adequate except for 12 times per year when supplemental parking is needed. There is public transportation access in close proximity to the facility. The community character is a mix of residential (including non University related) and commercial.

UCSD/UW Differences and Similarities: UW is a much larger facility and campus community and is intended to accommodate many programs and functions that UCSD would host at locations on campus., such as High Holidays, Passover Seders and Jewish community wide gatherings. UW also serves the broader Jewish community and post graduate (20 something to early 30's adults) which Hillel of San Diego does not serve and which are served by other agencies in San Diego including United Jewish Communities and the Jewish Community Center. While the number of times that they exceed their parking is minimal (12 per year), many of these are for programs and events that UCSD Hillel would not host at its student center.

Conclusions: Hillel's generally provide limited student parking. This fact in and of itself is a strong indicator that Hillel Center's produce very limited parking demand. In addition, that several facilities rent parking long term would indicate that whatever parking supply they do have is adequate. UCSD Hillel will not rent out spaces for student parking and all parking will be dedicated for the Center's use. Hilllel Center's are pretty much used for the similar activities with modest differences campus to campus. Some Center's allow for use by outside groups and

for Jewish community wide use of their facility. It is not Hillel of San Diego or the UCSD Hillel's mission to provide for such uses which are well served by other Jewish communal organizations. Of the facilities surveyed, the two that do provide for student parking, UCSB and University of Washington, the parking supply is adequate for most every day with very limited exceptions. These facilities are both significantly larger than the planned UCSD Hillel Center (and utilize their center on occasion to serve the larger Jewish community), but with a comparable number of parking spaces. The adequacy of their parking supply is a reasonable basis to conclude that the UCSD Hillel parking supply will be very adequate.

APPENDIX Q

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS
EXISTING WITH CURRENT ZONING &
EXISTING WITH IMPROVEMENTS

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	281	30	1070	1014	187	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	33	1163	1102	203	1305
RTOR Reduction (vph)	0	29	0	0	0	0
Lane Group Flow (vph)	305	4	1163	1102	203	1305
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	16.3	16.3	65.5	85.8	26.2	65.5
Effective Green, g (s)	16.3	16.3	65.5	85.8	26.2	65.5
Actuated g/C Ratio	0.14	0.14	0.55	0.71	0.22	0.55
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	691	210	1874	3636	750	1521
v/s Ratio Prot	c0.06		0.34	0.22	c0.06	c0.47
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.02	0.62	0.30	0.27	0.86
Uniform Delay, d1	47.7	44.9	18.7	6.2	39.0	23.3
Progression Factor	1.00	1.00	0.96	0.77	1.00	1.00
Incremental Delay, d2	2.0	0.2	0.6	0.2	0.2	5.0
Delay (s)	49.7	45.1	18.6	5.0	39.2	28.3
Level of Service	D	D	B	A	D	C
Approach Delay (s)	49.3			12.0	29.8	
Approach LOS	D			B	C	

Intersection Summary				
HCM Average Control Delay	21.6	HCM Level of Service		C
HCM Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	82.8%	ICU Level of Service		E
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1451	30	235	1854	230	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5068		3433	5085	1740	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5068		3433	5085	1740	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1577	33	255	2015	250	315
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	1609	0	255	2015	250	314
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	69.6		14.5	88.1	23.9	42.4
Effective Green, g (s)	69.6		14.5	88.1	23.9	42.4
Actuated g/C Ratio	0.58		0.12	0.73	0.20	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2939		415	3733	347	985
v/s Ratio Prot	0.32		c0.07	c0.40		0.11
v/s Ratio Perm					c0.14	
v/c Ratio	0.55		0.61	0.54	0.72	0.32
Uniform Delay, d1	15.5		50.1	7.0	44.9	28.3
Progression Factor	0.64		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.7	0.6	7.2	0.2
Delay (s)	10.5		52.8	7.6	52.1	28.5
Level of Service	B		D	A	D	C
Approach Delay (s)	10.5			12.7	38.9	
Approach LOS	B			B	D	

Intersection Summary				
HCM Average Control Delay	15.2	HCM Level of Service		B
HCM Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service		B
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	33	0	2	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	0	2	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		72	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		72	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		912	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	36	82
Volume Left	0	36	2
Volume Right	0	0	79
cSH	1700	1623	1080
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary				
Average Delay			8.2	
Intersection Capacity Utilization			14.6%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	463	248	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	503	270	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	579	145	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	145	290			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	437	876	1268			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	252	252	180	111
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	21
cSH	469	1268	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.15	0.15	0.11	0.07
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	14.1	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.1	0.4			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.3	
Intersection Capacity Utilization			24.5%	ICU Level of Service A
Analysis Period (min)			15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	470	7	5	252
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	511	8	5	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	799	515			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	515			518	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	353	560			1048	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	518	5	274
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	444	1700	1048	1700
Volume to Capacity	0.07	0.30	0.01	0.16
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1264	273	958	702	84	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1374	297	1041	763	91	786
RTOR Reduction (vph)	0	171	0	0	0	0
Lane Group Flow (vph)	1374	126	1041	763	91	786
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	38.8	38.8	44.2	87.0	25.0	44.2
Effective Green, g (s)	38.8	38.8	44.2	87.0	25.0	44.2
Actuated g/C Ratio	0.32	0.32	0.37	0.72	0.21	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1644	499	1264	3687	715	1027
v/s Ratio Prot	c0.27		c0.30	0.15	c0.03	0.28
v/s Ratio Perm		0.08				
v/c Ratio	0.84	0.25	0.82	0.21	0.13	0.77
Uniform Delay, d1	37.6	29.9	34.4	5.3	38.6	33.3
Progression Factor	1.00	1.00	1.01	0.71	1.00	1.00
Incremental Delay, d2	5.2	1.2	4.1	0.1	0.1	3.5
Delay (s)	42.9	31.1	38.8	3.9	38.7	36.8
Level of Service	D	C	D	A	D	D
Approach Delay (s)	40.8			24.1	37.0	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1940	47	327	1634	25	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5065		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5065		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	51	355	1776	27	262
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2159	0	355	1776	27	262
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	71.3		18.2	93.5	18.5	40.7
Effective Green, g (s)	71.3		18.2	93.5	18.5	40.7
Actuated g/C Ratio	0.59		0.15	0.78	0.15	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	3009		521	3962	272	945
v/s Ratio Prot	c0.43		c0.10	0.35		c0.09
v/s Ratio Perm					0.02	
v/c Ratio	0.72		0.68	0.45	0.10	0.28
Uniform Delay, d1	17.2		48.2	4.5	43.6	28.9
Progression Factor	1.55		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.7	0.4	0.2	0.2
Delay (s)	27.6		51.8	4.9	43.8	29.1
Level of Service	C		D	A	D	C
Approach Delay (s)	27.6			12.7	30.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	29	7	0	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	32	8	0	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			22		91	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		91	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		892	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	39	59
Volume Left	0	32	0
Volume Right	3	0	59
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	5.9	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.9	8.6
Approach LOS			A

Intersection Summary				
Average Delay			6.2	
Intersection Capacity Utilization			18.7%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	16	5	232	342	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	17	5	252	372	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	525	202	404			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	525	202	404			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	480	805	1151			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	54	5	126	126	248	157
Volume Left	37	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	551	1151	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.07	0.07	0.15	0.09
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	12.2	8.1	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.2	0.2			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.0	
Intersection Capacity Utilization			20.4%	ICU Level of Service A
Analysis Period (min)			15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	230	15	34	324
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	250	16	37	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	684	258			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	684	258			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			97	
cM capacity (veh/h)	402	780			1298	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	266	37	352
Volume Left	15	0	37	0
Volume Right	10	16	0	0
cSH	497	1700	1298	1700
Volume to Capacity	0.05	0.16	0.03	0.21
Queue Length 95th (ft)	4	0	2	0
Control Delay (s)	12.6	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	12.6	0.0	0.7	
Approach LOS	B			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	281	30	1070	1014	187	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1548	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1548	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	33	1163	1102	203	1305
RTOR Reduction (vph)	0	29	0	0	0	0
Lane Group Flow (vph)	305	4	1163	1102	203	1305
Confl. Peds. (#/hr)		10				93
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	16.3	16.3	65.5	85.8	26.2	65.5
Effective Green, g (s)	16.3	16.3	65.5	85.8	26.2	65.5
Actuated g/C Ratio	0.14	0.14	0.55	0.71	0.22	0.55
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	691	210	1874	3636	750	1521
v/s Ratio Prot	c0.06		0.34	0.22	c0.06	c0.47
v/s Ratio Perm		0.00				
v/c Ratio	0.44	0.02	0.62	0.30	0.27	0.86
Uniform Delay, d1	47.7	44.9	18.7	6.2	39.0	23.3
Progression Factor	1.00	1.00	0.96	0.77	1.00	1.00
Incremental Delay, d2	2.0	0.2	0.6	0.2	0.2	5.0
Delay (s)	49.7	45.1	18.6	5.0	39.2	28.3
Level of Service	D	D	B	A	D	C
Approach Delay (s)	49.3			12.0	29.8	
Approach LOS	D			B	C	

Intersection Summary				
HCM Average Control Delay	21.6	HCM Level of Service		C
HCM Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	82.8%	ICU Level of Service		E
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1451	30	236	1854	230	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5068		3433	5085	1740	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5068		3433	5085	1740	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1577	33	257	2015	250	315
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	1609	0	257	2015	250	314
Confl. Peds. (#/hr)		4			11	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	69.5		14.6	88.1	23.9	42.5
Effective Green, g (s)	69.5		14.6	88.1	23.9	42.5
Actuated g/C Ratio	0.58		0.12	0.73	0.20	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	2935		418	3733	347	987
v/s Ratio Prot	0.32		c0.07	c0.40		0.11
v/s Ratio Perm					c0.14	
v/c Ratio	0.55		0.61	0.54	0.72	0.32
Uniform Delay, d1	15.6		50.0	7.0	44.9	28.2
Progression Factor	0.64		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.7	0.6	7.2	0.2
Delay (s)	10.5		52.7	7.6	52.1	28.4
Level of Service	B		D	A	D	C
Approach Delay (s)	10.5			12.7	38.9	
Approach LOS	B			B	D	

Intersection Summary				
HCM Average Control Delay	15.2	HCM Level of Service		B
HCM Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization	58.2%	ICU Level of Service		B
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	33	0	2	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	0	2	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		72	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		72	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	93
cM capacity (veh/h)			1623		912	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	36	82
Volume Left	0	36	2
Volume Right	0	0	79
cSH	1700	1623	1080
Volume to Capacity	0.00	0.02	0.08
Queue Length 95th (ft)	0	2	6
Control Delay (s)	0.0	7.3	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	7.3	8.6
Approach LOS			A

Intersection Summary				
Average Delay			8.2	
Intersection Capacity Utilization			14.6%	ICU Level of Service A
Analysis Period (min)			15	

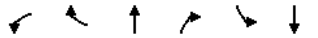
HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	57	9	22	463	248	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	10	24	503	270	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	579	145	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	579	145	290			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	437	876	1268			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	72	24	252	252	180	111
Volume Left	62	24	0	0	0	0
Volume Right	10	0	0	0	0	21
cSH	469	1268	1700	1700	1700	1700
Volume to Capacity	0.15	0.02	0.15	0.15	0.11	0.07
Queue Length 95th (ft)	13	1	0	0	0	0
Control Delay (s)	14.1	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.1	0.4			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.3	
Intersection Capacity Utilization			24.5%	ICU Level of Service A
Analysis Period (min)			15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	15	470	7	5	252
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	511	8	5	274
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	799	515			518	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	515			518	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			99	
cM capacity (veh/h)	353	560			1048	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	29	518	5	274
Volume Left	13	0	5	0
Volume Right	16	8	0	0
cSH	444	1700	1048	1700
Volume to Capacity	0.07	0.30	0.01	0.16
Queue Length 95th (ft)	5	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
1: La Jolla Village & Torrey Pines

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1264	273	958	702	84	723
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	0.88
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1543	3433	5085	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1543	3433	5085	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1374	297	1041	763	91	786
RTOR Reduction (vph)	0	171	0	0	0	0
Lane Group Flow (vph)	1374	126	1041	763	91	786
Confl. Peds. (#/hr)		13				108
Turn Type		Perm	Prot			Over
Protected Phases	2		1	6	4	1
Permitted Phases		2				
Actuated Green, G (s)	38.8	38.8	44.2	87.0	25.0	44.2
Effective Green, g (s)	38.8	38.8	44.2	87.0	25.0	44.2
Actuated g/C Ratio	0.32	0.32	0.37	0.72	0.21	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1644	499	1264	3687	715	1027
v/s Ratio Prot	c0.27		c0.30	0.15	c0.03	0.28
v/s Ratio Perm		0.08				
v/c Ratio	0.84	0.25	0.82	0.21	0.13	0.77
Uniform Delay, d1	37.6	29.9	34.4	5.3	38.6	33.3
Progression Factor	1.00	1.00	1.01	0.71	1.00	1.00
Incremental Delay, d2	5.2	1.2	4.1	0.1	0.1	3.5
Delay (s)	42.9	31.1	38.8	3.9	38.7	36.8
Level of Service	D	C	D	A	D	D
Approach Delay (s)	40.8			24.0	37.0	
Approach LOS	D			C	D	

Intersection Summary			
HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: La Jolla Village & La Jolla Scenic Dr N

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1940	47	327	1634	26	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5065		3433	5085	1766	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5065		3433	5085	1766	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	51	355	1776	28	263
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2159	0	355	1776	28	263
Confl. Peds. (#/hr)		3			1	
Turn Type			Prot			custom
Protected Phases	2		1	6		1 3
Permitted Phases					3	
Actuated Green, G (s)	71.3		18.2	93.5	18.5	40.7
Effective Green, g (s)	71.3		18.2	93.5	18.5	40.7
Actuated g/C Ratio	0.59		0.15	0.78	0.15	0.34
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	3009		521	3962	272	945
v/s Ratio Prot	c0.43		c0.10	0.35		c0.09
v/s Ratio Perm					0.02	
v/c Ratio	0.72		0.68	0.45	0.10	0.28
Uniform Delay, d1	17.2		48.2	4.5	43.6	28.9
Progression Factor	1.55		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		3.7	0.4	0.2	0.2
Delay (s)	27.6		51.8	4.9	43.8	29.1
Level of Service	C		D	A	D	C
Approach Delay (s)	27.6			12.7	30.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: La Jolla Scenic Dr N & Cliffridge

5/24/2013

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	3	29	7	0	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	3	32	8	0	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			22		91	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		91	20
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	94
cM capacity (veh/h)			1594		892	1058

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	22	39	59
Volume Left	0	32	0
Volume Right	3	0	59
cSH	1700	1594	1058
Volume to Capacity	0.01	0.02	0.06
Queue Length 95th (ft)	0	2	4
Control Delay (s)	0.0	5.9	8.6
Lane LOS		A	A
Approach Delay (s)	0.0	5.9	8.6
Approach LOS			A

Intersection Summary				
Average Delay			6.2	
Intersection Capacity Utilization			18.7%	ICU Level of Service A
Analysis Period (min)			15	

HCM Unsignalized Intersection Capacity Analysis
4: La Jolla Scenic Dr N &

5/24/2013

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	16	5	234	344	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	17	5	254	374	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					443	
pX, platoon unblocked						
vC, conflicting volume	528	203	407			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	528	203	407			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	478	804	1149			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	54	5	127	127	249	157
Volume Left	37	5	0	0	0	0
Volume Right	17	0	0	0	0	33
cSH	549	1149	1700	1700	1700	1700
Volume to Capacity	0.10	0.00	0.07	0.07	0.15	0.09
Queue Length 95th (ft)	8	0	0	0	0	0
Control Delay (s)	12.3	8.1	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.3	0.2			0.0	
Approach LOS	B					

Intersection Summary				
Average Delay			1.0	
Intersection Capacity Utilization			20.5%	ICU Level of Service A
Analysis Period (min)			15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	9	230	15	36	324
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	10	250	16	39	352
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						991
pX, platoon unblocked						
vC, conflicting volume	689	258			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	258			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			97	
cM capacity (veh/h)	399	780			1298	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	266	39	352
Volume Left	15	0	39	0
Volume Right	10	16	0	0
cSH	494	1700	1298	1700
Volume to Capacity	0.05	0.16	0.03	0.21
Queue Length 95th (ft)	4	0	2	0
Control Delay (s)	12.7	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	12.7	0.0	0.8	
Approach LOS	B			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

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TRANSPORTATION DEMAND AND PARKING MANAGEMENT PLAN

HILLEL CENTER FOR JEWISH LIFE

La Jolla, California
January 30, 2017

LLG Ref. 3-14-2389

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TRANSPORTATION DEMAND AND PARKING MANAGEMENT PLAN

HILLEL CENTER FOR JEWISH LIFE

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1.0 PURPOSE AND NEED

Hillel Center for Jewish Life is proposing to develop Site 653 in the City of San Diego with an approximately 7,084 square foot Hillel facility to serve the Jewish students at UCSD. Hillel recognizes that the La Jolla Highlands neighborhood has experienced adverse parking impacts due to the growth of the UCSD campus. In order not to exacerbate the adverse parking impacts on the adjacent residential neighborhood, and because the City of San Diego has no specific parking regulations for this type of facility or for the La Jolla Shores Planned District, Hillel is electing, pursuant to San Diego Municipal Code section 142.0540(c), to implement a Transportation Demand and Parking Management plan (TDPM).

This TDPM plan provides specific, measurable and interactive procedures to mitigate any parking and traffic impacts on the La Jolla Highlands neighborhood. While it is anticipated that the most common methods of traveling to and from the Hillel facility will involve non Single Occupancy Vehicle (SOV) modes of travel (i.e., walking, biking, UCSD shuttle service[1] public transit, carpooling etc.), it is recognized that some vehicles will be used to travel to and from the project. Accordingly, Hillel of San Diego has structured this TDPM plan to minimize or eliminate potential parking impacts associated with the project.

Transportation Demand and Parking Management (TDPM) measures include:

- A parking management strategy to control parking activity.
- Procedures to monitor and quantify the parking activity.
- Methods to validate the Hillel parking survey included in the November 6, 2013 Traffic Impact Study prepared by LLG via post occupancy surveys and evaluations.
- Specific post occupancy modifications to be implemented in the event that the parking activity does or does not indeed significantly impact the La Jolla Highlands neighborhood.
- A mechanism to monitor and respond to feedback from members of the community.

This TDPM plan is a living document. The TDPM plan shall be adopted as a condition of the Site Development Permit. The monitoring program shall be conducted by Hillel in accordance with the Post-Occupancy Surveys, Evaluations, and Studies section of this TDPM plan. Hillel will meet with

[1] The shuttle has an existing stop within ¼ mile of the facility and operates on 10 to 20 minute frequencies during the hours of 7:00 AM and Midnight, Mondays through Fridays and 9:00 AM to 8:00 PM on weekends.

City of San Diego staff three (3) years after Hillel opens to adapt and amend this TDPM plan, as needed, based upon the realities of the project's parking activity. A monitoring report including a discussion of the TDPM plan measures which have been implemented and a determination of the effectiveness of the combined TDPM plan measures will be prepared and provided to the City of San Diego annually for a three (3) year period utilizing surveys from Hillel employees and traffic counts prepared by a licensed Traffic Engineer.

To develop the TDPM plan, Hillel conducted a survey which was included in the Traffic Impact Study, dated November 6, 2013 prepared by Linscott, Law & Greenspan, Engineers (LLG) for the Hillel Center for Jewish Life project. The parking assessment included in the traffic study was supported by survey data questioning modes of transportation by UCSD students attending Hillel events, parking demand studies at other Hillel facilities, and by the parking impact experience of other Hillel facilities (other facilities: UCLA, UCSB, CSU Northridge). Based on the results of the survey, a total of twenty-two (22) spaces were determined to sufficiently accommodate Hillel's parking needs for its regular weekly events held throughout the school academic year. Notwithstanding, Hillel will provide twenty-seven (27) parking spaces in an on-site surface lot to accommodate students, staff, and visitors. The five-space surplus is intended to ease the parking impact concerns of the surrounding community and mitigate any parking impacts.

2.0 TRANSPORTATION DEMAND AND PARKING MANAGEMENT STRATEGY

This section outlines the methods used to manage the transportation and parking demands of the Hillel attendees during peak use of the facility (i.e., during Occasional Special Events) when full occupancy of the facility is achieved. Occasional Special Events are defined as events when use of the facility is anticipated to exceed 100 persons at any one time. Overall, it is anticipated that up to eight (8) times per year, occupancy could be between 100 to 150 attendees, and up to four (4) times per year occupancy could be greater than 150. At no time would occupancy of the facility be allowed to exceed its maximum under the applicable code. As the onsite parking is expected to be sufficient for regular daily use of the facility, an emphasis and focus of this TDMP plan is on Occasional Special Events. The goal of this TDPM plan strategy is to avoid significant spillover parking on neighboring streets during these activities. This goal will be achieved through the following policies and procedures:

I. Transportation Demand Strategy

- **A. Emphasis and education about alternative modes of transportation (e.g. walking, biking, UCSD shuttle, transit, carpooling)**
- **B. Information program for visitors to the facility**
- **C. Hillel student facility policies**

II. Parking Management Strategy

- **D. Maximum building occupancy policies**
- **E. Occasional Special Events parking monitoring**
- **F. Remote parking off-site for the Occasional Special Events exceeding the maximum capacity of the on-site surface parking [2]**
  - i. Events **up to 130** can accommodate staff and students using the 27 on-site surface spaces
  - ii. Events over **130 attendees and up to 175** require all staff members to park off-site
  - iii. Events over **175 attendees but no more than 220** require staff members to park off-site and implementation of a shuttle service (with staffing) for attendees if the off-site parking location is greater than 1/3 mile from the Hillel facility or the off-site parking is greater than 1/3 mile from a UCSD shuttle route
- **G. Off-site parking agreements**
- **H. Daily parking policy**
- **I. Policies pertaining to Occasional Special Events**
- **J. Monitoring of neighborhood parking**

A. Emphasis on alternative modes of transportation

Students will be encouraged to walk, bike, use the existing UCSD shuttle and buses, and carpool to the facility.

- Bike racks will be provided on-site.

[2] ***Attachment A*** to this memo provides the calculations for event attendance parking requirements.

- Flyers with information on the UCSD shuttle route will be provided at the Hillel facility.
- The UCSD Community Service Officer (CSO) Program system will be publicized and encouraged for people who do not want to walk alone to and from the Hillel facility.

B. Information program

Hillel will implement a comprehensive public information program to educate all Hillel students and visitors about the options for coming and going from the Hillel facility.

- A flyer will be produced by Hillel regarding transportation options and parking regulations. The flyer will include information on alternative modes of transportation to and from the Hillel facility, locations of off-site parking, recommended pedestrian arrival and departure, and parking permit regulations.
- This information will also be available to the students and general community through Hillel's website.
- For Occasional Special Events over 175 attendees, when shuttle service is required, the Shuttle pick-up/drop-off times and route map will be published on Hillel's website and available as a flyer in the Hillel office.
- Hillel will encourage visitors to the center for Occasional Special Events not to park in the neighborhood. The following will be included on the website and all printed literature:

> *"Please note that parking is available at Hillel on a first come/first serve basis. In order to be good neighbors, please do not park in the surrounding neighborhood. Overflow parking is available for free at [location to be determined] with a shuttle service (for remote parking locations) one hour prior to one hour after Occasional Special Events. For locations please call Hillel or go to http://hillelsd.org"*

C. Hillel facility policies

- Hillel will not rent the facility for large scale private functions to outside groups.
- Hillel hours of operation would be between Monday through Friday, 9:00 AM to 10:00 PM. Generally, the facility would only be open during the evenings and on weekends if there is an activity planned at such times. Most activities would not occur during the typical AM and PM peak hours (i.e. 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM).

D. Maximum building occupancy policies

- Pursuant to the California Building Code, the maximum interior building occupancy shall be no more than 170 people. An additional 50 people shall be allowed to congregated within the outside patio areas.
- Occasional Special Events shall have a maximum occupancy of 220 people per California Building Code.
- It is anticipated that up to eight (8) times per year, Occasional Special Event occupancy could be between 100 to 150 attendees, and up to four (4) times per year occupancy could

be greater than 150. At no time would occupancy of the facility be allowed to exceed its maximum under the applicable code.

E. Occasional Special Events parking monitoring

- The Hillel facility will have an attendant monitor the surface lot for events with greater than 175 people. If the surface lot is full, vehicles will be directed to the off-site parking location.

F. Remote parking shuttle service and staffing of off-site parking

Hillel shall provide shuttle service between the off-site parking location(s) and the Hillel facility for Occasional Special Events over 175 attendees should the off-site parking location be a distance of greater than 1/3 mile from the Hillel facility (or the off-site parking lot is greater than 1/3 mile from a UCSD shuttle route). Distances less than 1/3-mile are considered walkable and shuttle service would not be required.

- The remote lot shuttle will drop passengers off within the surface lot.
- Hillel shall provide staff at both the Hillel facility and the off-site locations to monitor parking during Occasional Special Events if the off-site parking location is off campus or more than 1/3 mile from the Hillel facility.
- The monitors of the parking locations will have two-way communication capability to ensure shuttle riders are served.

G. Off-site parking agreements

- Hillel shall provide an additional thirteen (13) off-site parking spaces through a date specific parking agreement for Hillel's Occasional Special Events exceeding 175 attendees. The 13 parking spaces shall be available from one hour prior to the event until one hour after each event.[3]
- It is anticipated that Hillel may enter into a date and time specific parking agreement for Occasional Special Events exceeding 175 attendees with UCSD and/or other off-site potential venues (University Lutheran Church, Torrey Pines Christian, Beth El, Adat Yeshuran, etc.). Hillel will perform all of its obligations under these agreements and will maintain the agreement in full force and effect for the Occasional Special Event. Hillel will secure the date and time specific parking agreement at least three (3) weeks prior to the planned Occasional Special Event and will publish its location on its website and any promotional materials relating to the event.
- During Occasional Special Events of greater than 175 attendees, signs shall be placed and maintained in front of the project clearly indicating available parking spaces at the off-site location(s).
- The parking attendant in the surface lot will provide directions to the off-site parking location and shuttle information.

[3] ***Attachment A*** to this memo provides the calculations for event attendance parking requirements.

- During Occasional Special Events of greater than 175 people, signs shall be placed and maintained at the entrance of the off-site parking location(s) clearly indicating that parking spaces are available for Hillel.
- If any of the off-site locations are further than 1/3 mile from the site, Hillel will provide shuttle service referred to in Section 2.0(II)(G) of the Transportation Demand Strategy of this TDPM plan.

H. Daily parking policy

- All visitor parking within the surface lot shall be for people visiting the Hillel facility only and shall only be for the duration of their visit to the Hillel facility.
- A sign will be posted at the surface lot notifying drivers that the parking is for Hillel use only and all others will be towed.

I. Policies pertaining to occasional special events

- Hillel will notify neighbors a minimum of three weeks in advance of Occasional Special Events exceeding 100 attendees in specific reference to parking accommodations, expected attendance, and the nature of the event.
- Notice will be made through a direct mailer to all addresses within 300 feet of the Hillel facility and a representative will inform the La Jolla Community Planning Association's Traffic and Transportation committee (see community outreach for scheduled attendance), and the Hillel web site will post any Occasional Special Event information.

J. Monitoring neighborhood parking

- Hillel will monitor the parking activity within the La Jolla Highlands neighborhood by a neighborhood parking monitor from one hour before each Occasional Special Event exceeding 175 attendees to one hour after for three (3) years after occupancy of the facility.

3.0 MONITORING AND QUANTIFICATION

There will be two types of parking monitoring. The first type includes methods by which Hillel will monitor their parking program and the second type includes methods that provide a means for the community to communicate any complaints they have directly to Hillel.

Methods of monitoring parking activity

- Hillel will record the number of parking spaces used/available for each Occasional Special Event at both the on-site surface parking lot and the off-site parking location.
- Hillel will survey the on-street parking use for the first three (3) years of operation. The survey will start one hour prior to the beginning of Occasional Special Events and include measurements each hour until one hour after for the following streets:
    - La Jolla Scenic Drive North (adjacent to the Hillel facility)
    - La Jolla Scenic Way
    - Cliffridge Avenue between La Jolla Scenic Drive North and Nottingham Place
    - Nottingham Place

Methods for community feedback

- Hillel will provide means for community feedback through the mail and its website.
- The website will contain a section devoted to parking information and feedback.
- Community members will be able to download a feedback form and submit it to
- Hillel either electronically or by mail. Community members will be asked to supply the specific date, time, vehicle license number and nature of their complaint.
- The link to Hillel's online feedback form is http://hillelsd.org
- Feedback must be in written form (via internet or hard copy) to be documented.
- Community feedback monitoring shall continue until completion of the third year of operation and continued or discontinued as determined by the Mayor as provided below.

4.0 POST OCCUPANCY SURVEYS, EVALUATIONS, AND STUDIES

- A monitoring report including a discussion of the TDPM plan measures which have been implemented and a determination of the effectiveness of the combined TDPM plan measures will be prepared and provided to the City of San Diego annually for a three (3) year period utilizing surveys from Hillel employees and traffic counts prepared by a licensed Traffic Engineer.

- Hillel will include the information gathered in the monitoring section of this TDPM plan, and the following additional items:
    - Number of cars that are turned away from the on-site surface lot or the off-site location during each Occasional Special Event.
    - An annual summary of the type and frequency of the events that take place at Hillel's facility.
    - Review and summary of formal complaints that were submitted, with copies of the actual complaints.
    - Measurement of Hillel student on-street parking on the adjacent streets outlined in Methods of Monitoring Parking Activity during Occasional Special Events.
    - Observe and survey the users of the off-site parking locations to find out:
        - How is it working?
        - How many cars are parking in the lot during Occasional Special Events?
        - Is there any confusion?
    - Review operations of on-site parking to find out:
        - How many cars were turned away for each Occasional Special Event?
        - How is it working?
        - Is there any confusion?

- Conclusions of the post-occupancy evaluation (POE) shall include:
    - The POE will confirm the actual parking demand of the Hillel facility.
    - The POE will confirm if there is an adverse impact upon the La Jolla Highlands neighborhood.
    - The POE will determine the validity of the calculated parking survey conducted by Hillel included within the LLG Traffic Impact Analysis for the Hillel Center for Jewish Life dated November 6, 2013.

- Hillel will submit the POE to the City of San Diego City Engineer and copy the La Jolla Community Planning Association's Traffic and Transportation committee.

5.0 POST OCCUPANCY MODIFICATIONS

This section describes modifications that Hillel will employ depending on the conclusions found in the POE.

- If the post occupancy study indicates the need for additional off-site parking for Occasional Special Events, then Hillel shall secure the additional needed parking spaces, satisfactory to City staff.

6.0 POST 3 YEAR REVIEW

- Any modification to the TDPM (Transportation Demand and Parking Management) plan shall require approval by City staff.

- If City staff deem it necessary based upon neighborhood complaints or other legitimate reasons verified by the City Traffic Engineer after the initial three (3) year POE period, Hillel must submit a POE to City staff for review and if necessary, implementation of a post occupancy modification.

End of Report

ATTACHMENT A

EVENT ATTENDANCE PARKING CALCULATIONS

All Staff Park On-Site
Events up to 130 Attendees

	Trip Type	%	Amount
	Attendees	**100%**	**130**
	Walk	80%	104
	Drive	20%	26
	Drive Trips		
A	SOV	50%	13
	Carpool	50%	13
B	2 per/car		7
	Total Attendee Cars (A+B)		**20**
	Staff Park On-Site	100%	7
	Drive Trips	100%	7
C	SOV	100%	7
	Total Staff Cars		**7**
	Total Parking Demand (A+B+C)		**27**

All Staff Park Off-Site
Events of 130 > 175 Attendees

	Trip Type	%	Amount
	Attendees	**100%**	**175**
	Walk	80%	140
	Drive	20%	35
	Drive Trips		
A	SOV	50%	18
	Carpool	50%	17
B	2 per/car		9
	Total Attendee Cars (A+B)		**27**
	Staff Park On-Site	100%	0
	Drive Trips	100%	0
C	SOV	100%	0
	Total Staff Cars		**0**
	Total Parking Demand (A+B+C)		**27**

All Staff Park Off-Site
Events of 175 > 250 Attendees

	Trip Type	%	Amount
	Attendees	**100%**	**220**
	Walk	80%	176
	Drive	20%	44
	Drive Trips		
A	SOV	50%	22
	Carpool	50%	22
B	2 per/car		11
	Total Attendee Cars (A+B)		**33**
	Staff Park Off-Site	100%	7
	Drive Trips	100%	7
C	SOV	100%	7
	Total Staff Cars		**7**
	Total Parking Demand (A+B+C)		**40**
	Available On-Site Spaces		27
	Off-Site Spaces Needed		**13**