MEMORANDUM

URBAN | CROSSROADS

DATE: April 28, 2025
TO: Huong Ly, City of Garden Grove
FROM: Charlene So, Urban Crossroads, Inc.; cso@urbanxroads.com
Alex So, Urban Crossroads, Inc.; aso@urbanxroads.com
(949)-660-1994
JOB NO: 16113-01 VMT

TRANSPORTATION EVALUATION

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the proposed Lincoln Way (**Project**). The approximately 2.15-acre Project site is located at 7441 Lincoln Way, on the northwest corner of Lincoln Way and Western Avenue in the City of Garden Grove.

PROJECT OVERVIEW

The Project site is currently occupied by a 43,946-square-foot two-story office building. The existing building is currently in operation as a multi-tenant office. The Project would redevelop the site by demolishing the existing building, surrounding surface parking, and associated landscaping and constructing a 50,300-square-foot industrial warehouse building (Type III-B construction), which includes up to 5,000 square feet of incidental office space. The proposed warehouse building would be a maximum height of 46 feet (as measured from adjacent grade) and would provide up to 6 loading docks . Site improvements would include 52 surface parking stalls, drought-tolerant landscaping, perimeter-defining tubular steel fencing, and security and decorative lighting. Access to the Project would be provided via a single driveway onto adjacent Western Avenue. Within the Project site, access to the proposed warehouse would be controlled by a sliding gate traversing the main driveway entrance. To ensure rapid access for emergency services, this sliding gate would be provided KNOX key controls.

There are existing overhead power lines along Western Avenue adjacent to the Project site. No sidewalks exist along the Project site's Lincoln Way or Western Avenue frontages. As part of the Project, existing power lines along Western Avenue would be undergrounded, and new sidewalks would be constructed along the Project site's Lincoln Way and Western Avenue frontages. Final design of all Project improvements would be required to conform to City design guidelines and applicable Municipal Code requirements. The Project site plan concept is provided at Attachment A.

The Project would be constructed in a single phase. Construction Is expected to begin after the existing office building tenant leases expire, which is in December 2025. Building is currently not fully occupied. Construction is expected to last 1 year. An Opening Year of 2027 has been assumed.

While the Project tenant has not been identified at this time, the Project would accommodate general warehouse functions including short-term storage and distribution of non-hazardous materials. For the purposes of this analysis, the Project is assumed to operate 24 hours per day, 7 days a week with -- peak hours being Monday through Friday 8 am to 5 pm. The Project would create approximately 33 to 50 full-time jobs.[1] The Project would generate approximately 32 truck trips per day, and 56 passenger car trips per day (88 total trips per day). Note however, that when considering the site's existing office use (which generates approximately 48 trips per day), the Project would generate a net 40 trips per day. Please refer also to subsequent Table 4 *Project Trip Generation Summary*, and Table 5 *Trip Generation Comparison*.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. The VMT analysis presented in this report has been developed based on the adopted City of Garden Grove Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (May 2020) (**City Guidelines**) (1).

The analysis presented here also considers the potential for the Project to: result in inadequate emergency access; substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

VMT SCREENING

City Guidelines outline appropriate screening criteria for identifying when a proposed land use project is expected to have a less-than-significant VMT impact.

The screening criteria are divided into the following steps:

- **Step 1: Transit Priority Area (TPA) Screening**
- **Step 2: Low VMT Area Screening**
- **Step 3: Project Type Screening**

A proposed project needs only to meet one of the above screening criteria to be screened from further VMT analysis.

[1] Based on professional experience in evaluation of similar warhouse developments. Anticpated employment rate for warehouse uses is 1 job per 1,000 – 1,500 s.f. of warehouse. Note however, that warehouse employment rates are variable and are largely dependent on the type of tenancy and the extent that operations may be automated. Typically, smaller warehouse developments (less than 100,000 s.f.) yield greater employment densities.

STEP 1: TPA SCREENING

City Guidelines state projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[2] or an existing stop along a "high-quality transit corridor"[3]) may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

In consideration of the above screening criteria:

- The Project site lies within a TPA (see Attachment B).
- The Project would conform with City parking requirements but would not include excess parking.
- With respect to Sustainable Communities Strategy (SCS) consistency, Connect SoCal 2024 is the applicable SCS. Connect SoCal 2024 is a regional plan that reflects development of the City of Garden Grove under the City's adopted General Plan (General Plan). The Project is consistent with the General Plan. Further, the Project is not regionally significant as defined under CEQA,[4] and would therefore not substantially affect regional plans such as Connect SoCal 2024. Moreover, while Connect SoCal 2024 strives to align with local plans and input, the potential for incompatibilities with existing general plans is acknowledged and expected due to the advisory nature of the regional plan and the ongoing process of local plan updates. Southern California Association of Governments (SCAG, the SCS preparer) has no land use authority to adopt, approve, implement, or otherwise regulate local land use plans or transportation projects identified in the Plan. Local governments reserve their land use authority and may incorporate, as appropriate, the recommended policies and strategies included in the Plan.[5]
- The Project would not replace or displace residential units of any type.

[2] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").
[3] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").
[4] See: *CEQA Guidelines* Section 15206, *Projects of Statewide, Regional, or Areawide Significance*.
[5] See also *Connect SoCal 2024 – 2050 Final Program Environmental Impact Report*, Certified April 4, 2024 (SCAG), SCH # 2022100337, p. 3.11-30, et al.

- The Project would however yield a FAR of less than 0.75. Specifically, the Project FAR is approximately 50,300 sf/2.15 acres = 0.53. Per the TPA FAR screening criteria, presumption of a less-than-significant VMT impact for the Project based on its FAR is not appropriate.

TPA screening criteria is not met.

STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, projects located in low VMT areas (15% below the County of Orange's baseline VMT per service population) are presumed to have a less than significant VMT impact. The sub-regional Orange County Transportation Analysis Model (OCTAM) was used to measure VMT performance within individual traffic analysis zones (TAZs) in the Orange County region. The Project's physical location in OCTAM was used to determine VMT generated by the existing TAZ as compared to the City's impact threshold of 15% below the County of Orange's VMT per service population.

The latest version 5.1 of the OCTAM model was used to determine the VMT per service population for TAZ 493 based on the Project's location. Existing data from the base year and cumulative year OCTAM models were extracted and straight-line interpolation was used to calculate existing baseline 2024 VMT per service population for both TAZ 493 and Countywide average. Table 1 provides the interpolated VMT, service population, and VMT per service population for baseline conditions.

TABLE 1: BASELINE VMT PER SERVICE POPULATION

	TAZ 493	Countywide
VMT	111,819	136,569,957
Service Population	4,445	5,836,838
VMT per Service Population	25.6	23.4
City Threshold VMT per Service Population	-	19.9

TAZ 493 was found to generate 25.6 VMT per service population, which exceeds the City threshold of 15% below countywide VMT per service population of 19.9.

Low VMT Area screening criteria is not met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines also provide VMT screening criteria based on development type, as summarized below:

- Developments that are local serving uses would tend to shorten vehicle trips and are therefore presumed to have a less than significant VMT impact. Local serving uses include: day care centers, non-destination hotels, affordable housing, places of worship, municipal services, and other local essential services. The Project does not propose local serving uses and therefore does not comport with this criterion.
- The City Guidelines also consider small projects that generate less than 110 daily vehicle trips to have a less than significant VMT impact. As summarized below, the Project would generate a net 40 vehicle trips per day (See 'Trip Generation' below), and would therefore

qualify under the VMT screening "small project" criterion. On this basis, the Project would result in less-than-significant VMT impacts.

TRIP GENERATION

Trip generation represents the amount of traffic, which is both attracted to, and produced by, a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to, and produced by, the specific land uses being proposed for a given development.

EXISTING TRAFFIC

As noted previously, the Project site is currently developed with a 43,946-square-foot two-story office building. In an effort to understand the existing traffic associated with the current use, traffic counts were collected at the driveways on Tuesday, July 16, 2024, through Thursday, July 18, 2024. A summary of the count data collected by day is shown in Attachment C (see also Table C-1). Table 1 below summarizes the average existing trip generation based on the count data collected over the three consecutive days. The existing site currently generates an average of 48 two-way trips per day. It should be noted that the existing office building is likely being underutilized since a fully occupied office use of a comparable size would generate more trips than disclosed in Table 2.

TABLE 2: EXISTING TRIP GENERATION

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Existing Use							
Total Average Trips	6	0	6	1	8	9	48

PROJECT TRAFFIC

The Project would redevelop the site with a 50,300-square-foot warehouse building. Project traffic characteristics presented here are trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) were used to estimate the Project trip generation. For purposes of this assessment, the following ITE land use code and vehicle mix were utilized for the Project:

- ITE Land Use Code 150 (Warehousing) has been used to derive site-specific trip generation estimates for up to 50,300 square feet. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%. High-cube warehouse and distribution land use categories are applicable to buildings in excess of 200,000 square feet, which this project is not.

The warehouse land use category has been selected based on the anticipated user and the size of the proposed building. High-cube warehouse and distribution land use categories are

applicable to buildings in excess of 200,000 square feet. However, the trip generation rate for warehousing is conservative when considered against other industrial land use types for the proposed building size (not including manufacturing uses that are not being proposed).

TABLE 3: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Project trip generation summary illustrating daily and peak hour trip generation are summarized in Table 4.

TABLE 4: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
Warehousing	50.300	TSF							
Passenger Cars:			6	2	8	2	6	8	56
2-axle Trucks:			0	0	0	0	0	0	6
3-axle Trucks:			0	0	0	0	0	0	6
4+-axle Trucks:			0	0	0	1	0	1	20
Total Truck Trips (Actual Vehicles):			0	0	0	1	0	1	32
Total Trips (Actual Vehicles)[2]			**6**	**2**	**8**	**3**	**6**	**9**	**88**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

Table 5 summarizes and compares Project trip generation against trip generation of the site's existing office use. As shown in Table 5, the Project is anticipated to generate a net increase of 40 two-way trips per day as compared to the existing use.

TABLE 5: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Existing	6	0	6	1	8	9	48
Proposed (Actual Vehicles)	6	2	8	3	6	9	88
Net New Project Trips (Actual Vehicles)	**0**	**2**	**2**	**2**	**-2**	**0**	**40**

As the Project results in a net increase of 40 daily trips, the Project would not exceed 110 new vehicle trips per day.

Project Type screening criteria is met.

POTENTIAL TO CONFLICT WITH ADOPTED TRANSPORTATION POLICIES, PLANS, OR PROGRAMS.

As discussed below, the Project does not propose elements or aspects that would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The analysis presented here considers the degree to which the Project may hinder the safe and comfortable access to the Project site from other locations, with a special focus on people relying on transit services or active transportation modes such as biking or walking.

BICYCLE ACCESS

There are four bicycle facility classifications recognized by the City of Garden Grove. The four bicycle facility classifications are as follows:

Class I Bikeways (Shared-Use Path)

A shared use path allows for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users. Opportunities for shared-use paths can be found along rail corridors, stormwater channels, utility corridors, and in parks where there are few conflicts with motorized vehicles. Path facilities can also include amenities such as lighting, signage, and fencing (where appropriate).

Class II Bikeways (Bike Lanes)

A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. Bicycle lanes are always located on both sides of the road (except one-way streets) and carry bicyclists in the same direction as adjacent motor vehicle traffic.

Bicycle Lanes can be enhanced by adding buffer stripping. Buffered bicycle lanes are bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bicycle lanes follow general guidance for buffered preferential vehicle lanes as per CA Manual of Uniform Traffic Control Devices (MUTCD) guidelines.

Class III Bikeways (Bike Routes and Neighborhood Greenways)

Bicycle routes generally employ bikeway signage, and may also use pavement markings, to guide bicyclists to popular destinations on low-volume, bike-friendly roadways. Bicycle routes serve as an alternative to roads that are less comfortable for cycling due to higher motor vehicle volumes and/or speeds.

Neighborhood greenways are generally low volume, low-speed neighborhood streets around core areas of the city modified to enhance bicyclist comfort and safety by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction. Pedestrian and bicycle cut through can also be integrated into the neighborhood greenway network to allow for continuous bicycle travel off of major corridors.

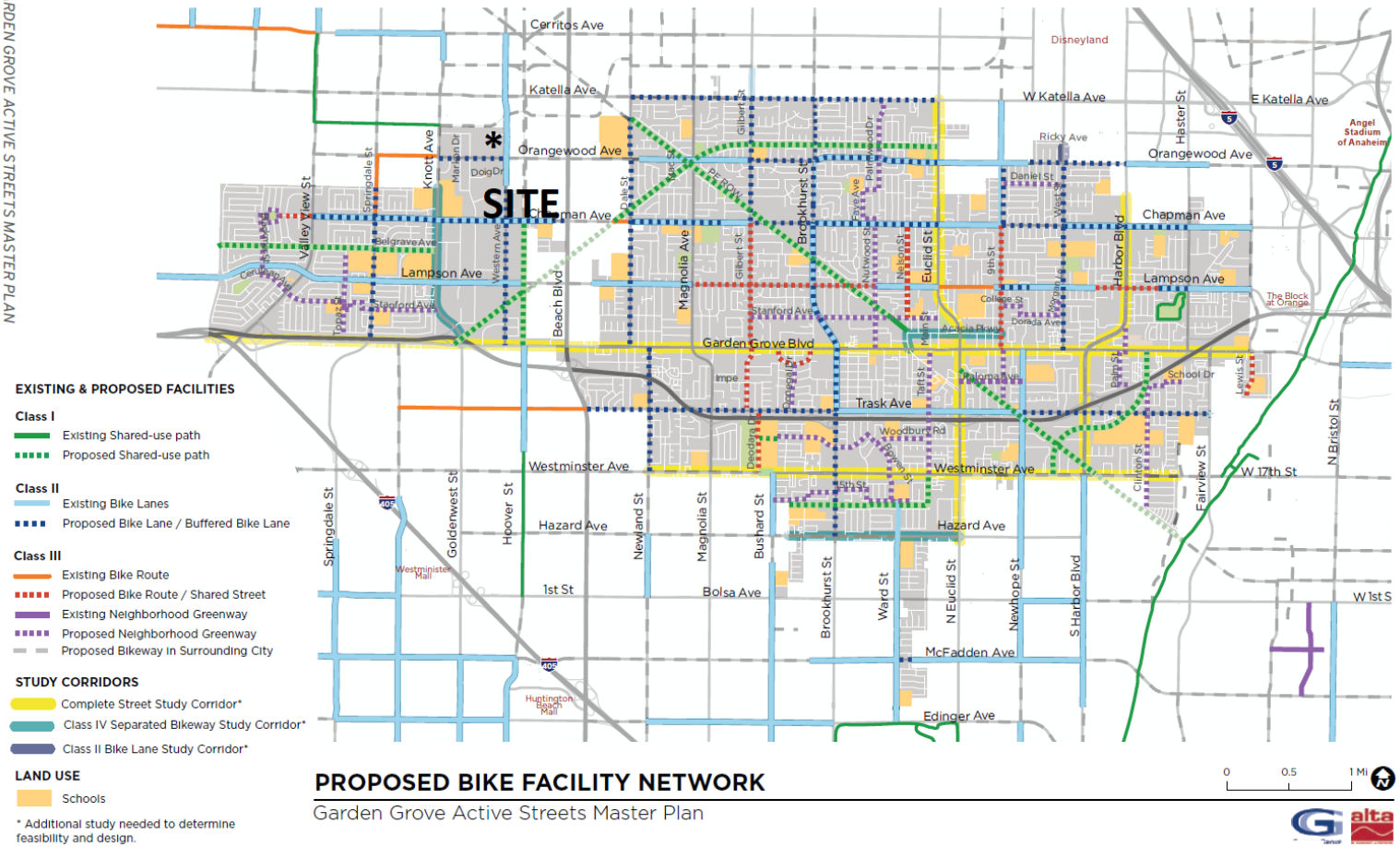
Class IV Bikeways (Separated Bikeway)

A separated bikeway or cycle track is an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bicycle lane. A separated bikeway is physically separated from motor traffic and distinct from the sidewalk. Separated bikeways have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used by bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, separated bikeways are located to the curb-side of the parking (in contrast to bicycle lanes). The City of Garden Grove bicycle routes are shown on Exhibit 1.

A Class II bicycle lane exists along Western Avenue adjacent to the Project site. Additionally, a Class II bicycle lane is proposed along Katella Avenue, approximately 0.3 miles north of the Project site; and a Class II bicycle lane is proposed along Orangewood Avenue, approximately 0.1 mile south of the Project site (City of Garden Grove General Plan Exhibit CIR-7 *Master Plan of Bikeway Facilities*). The Project does not propose or require facilities or operations that would interfere with or obstruct the City's bicycle facilities or bicycle facilities planning. Additionally, the Project would, at a minimum, implement bicycle amenities consistent with CALGreen requirements, thereby promoting bicycle access. Representative CALGreen bicycle faculties requirements include:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (CALGreen Section 5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (CALGreen Section 5.106.4.1.2).

EXHIBIT 1: CITY OF GARDEN GROVE GENERAL PLAN BIKE ROUTES

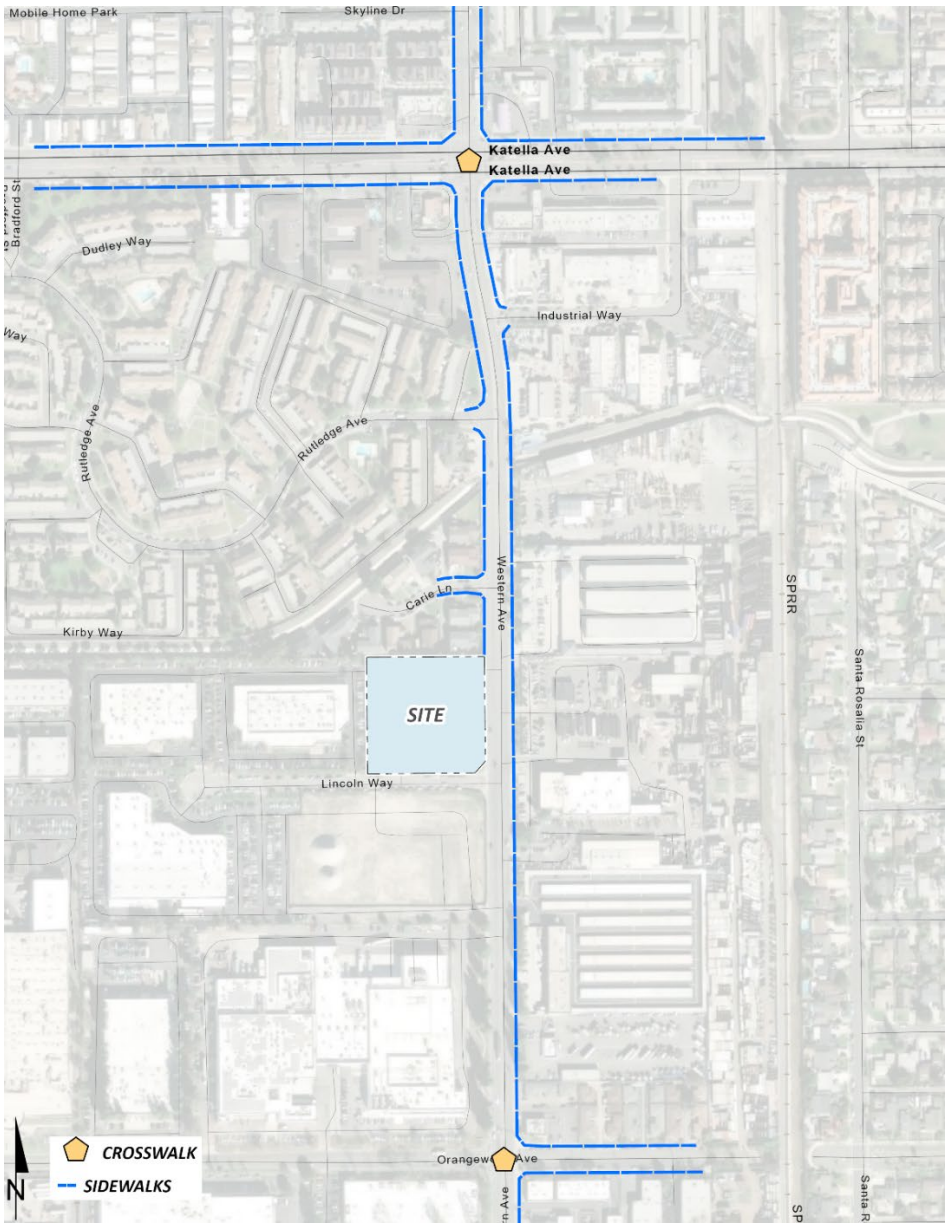


PEDESTRIAN ACCESS

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and multi-use trails. Exhibit 2 illustrates the existing crosswalks throughout the Project area. As shown in Exhibit 2, there are pedestrian facilities built out along portions of Western Avenue and Katella Avenue. However, no sidewalks exist along the Project site Lincoln Avenue or Western Avenue frontages.

The Project would improve pedestrian access by constructing new sidewalks along the Project's Lincoln Way and Western Avenue frontages. This would facilitate direct pedestrian access to the Project and would support continuation of pedestrian access along Lincoln Way and Western Avenue in the vicinity of the Project. As noted in the Project site plan concept, the Project would also provide enhanced pedestrian access at the Project office entrance facing Western Avenue.

EXHIBIT 2: EXISTING PEDESTRIAN FACILITIES



PUBLIC TRANSIT ACCESS

Existing transit services and routes in the Project area are shown on Exhibit 3. Available bus and transit services are described below.

Orange County Transportation Authority (OCTA)

The Project area is currently served by OCTA with bus service along Katella Avenue. OCTA Route 50 runs along Katella Avenue and serves Orange to Long Beach with an existing stop provided at Western Avenue. Bus service frequency is approximately 20-minute intervals during the peak commute hours and 40-minute intervals during other times of the day during a typical weekday. The existing bus route and stops are illustrated on Exhibit 3. Transit service is reviewed and updated by OCTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. A Project of this size is not expected directly to alter service.

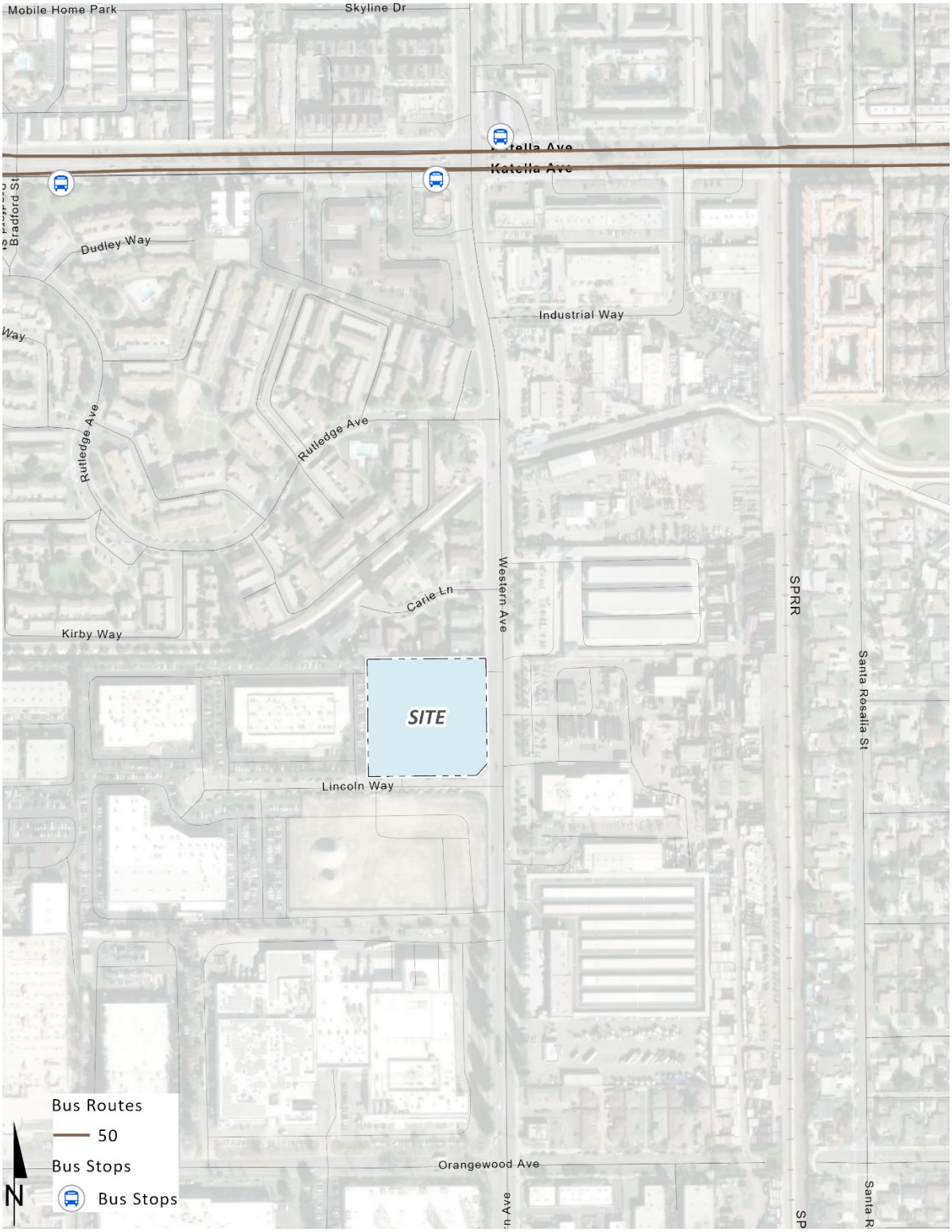
Metrolink

Commuter train service is provided by Metrolink, which provides service throughout the Southern California region. There are Metrolink stations approximately 8 miles away from the Project. The Anaheim Regional Transportation Intermodal Center is located northeast of the Project, which gives riders access to the Orange County line. The Metrolink Orange County Line links the county of San Diego to downtown Los Angeles. This line runs through Orange County.

Amtrak

Amtrak is a passenger railroad service that provides medium and long-distance inter-city rail service. The closest Amtrak station is Anaheim Regional Transportation Intermodal Center, which provides access to Amtrak's *Pacific Surfliner*. Pacific Surfliner connects San Luis Obispo to San Diego along California's coastline and coastal cities. In addition, Amtrak provides thruway bus connections from Indio and Oakland to the Pacific Surfliner.

EXHIBIT 3: EXISTING TRANSIT ROUTES



TRANSPORTATION IMPACT ANALYSIS

This assessment addresses the following Transportation thresholds stated in *CEQA Guidelines* Appendix G:

- T-1 Potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Potential to conflict or be inconsistent with *CEQA Guidelines* Section 15064.3(b) regarding policies to reduce vehicle miles traveled (VMT).
- T-3 Potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Potential to result in inadequate emergency access.

T-1 ASSESSMENT- WOULD THE PROJECT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES

A review of the Project description did not identify any likely disruption to circulation system, existing bicycle, pedestrian, or transit facilities that would result from the Project. The Project would not modify transit stop locations or change transit headways and would likely contribute limited additional transit ridership activity to existing bus stops.

The Project is consistent with and would support applicable plans and policies addressing bicycle and pedestrian plans and polices. To these ends, the Project would improve pedestrian access by constructing new sidewalks along the Project's Lincoln Way and Western Avenue frontages, facilitating pedestrian access to the Project. New sidewalks constructed by the Project would also support continuation of pedestrian access along Lincoln Way and Western Avenue in the vicinity of the Project. As noted in the Project site plan concept plan, the Project would also provide enhanced pedestrian access at the Project office entrance facing Western Avenue. The Project does not propose or require facilities or operations that would interfere with or obstruct the City's bicycle facilities or bicycle facilities planning. Additionally, the Project would, at a minimum, implement bicycle amenities consistent with CALGreen requirements, facilitating bicycle access to the Project.

Based on the preceding discussion, the potential for the Project to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would be **less than significant**.

T-2 ASSESSMENT - WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH *CEQA GUIDELINES* SECTION 15064.3(B) REGARDING POLICIES TO REDUCE VEHICLE MILES TRAVELED (VMT).

City Guidelines identify three types of screening steps that lead agencies can apply to effectively screen projects from project-level assessment:

- **Step 1: Transit Priority Area (TPA) Screening**
- **Step 2: Low VMT Area Screening**

- **Step 3: Project Type Screening**

Based on the VMT screening evaluation previously presented in this analysis, the Project meets Step 3: *Project Type Screening*. Therefore, the Project is considered to have a **less than significant VMT impact** and no additional VMT analysis is required.

T-3 ASSESSMENT- WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

The Project does not propose or require facilities or operations that would substantially increase hazards due to a geometric design feature. Final designs of Project plans would be subject to review and approval by the City, thereby ensuring conformance of improvements with City design and safety standards. Sight distance at each Project access point would be reviewed to ensure conformance with City sight distance standards. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the Project site. These actions support safe and efficient access to and within the Project site.

Traffic generated by the Project and traffic accessing the Project site would comprise conventional autos and trucks. Uses requiring incompatible vehicle types (e.g., farm equipment) are not proposed by the Project. Further, given the Project's suburban context, it is not anticipated that such incompatible vehicle types would comprise a substantial proportion of traffic accessing the Project site.

It is also recognized that during Project construction, temporary, short-term, localized traffic detours and roadway lane closures may be required. Per the City's standard requirements, a Project Construction Traffic Management Plan (Plan). The Plan would be reviewed and approved by the City prior to the issuance of a building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages. The approved Plan would minimize potential traffic disruption that may occur during the course of Project construction. Typical elements and information incorporated in the Plan would include, but would not be limited to:

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).
- **Identification and Description of Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.

- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.
- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

Based on the preceding, the potential for the Project to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) would be **less than significant.**

T-4 ASSESSMENT – WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS.

The City of Garden Grove benefits from a well-defined grid network of arterial highways that can be quickly adapted to provide one-way traffic flow away from hazardous conditions. The City has designated key routes as emergency evacuation routes, which are used depending on the location, type, and scope of the emergency event.

The Project provides direct access to abutting Western Avenue, which connects north to Katella Avenue; Katella Avenue then connects east to Beach Boulevard. These roadways are designated Major Roadway Evacuation Routes (Garden Grove General Plan, Exhibit SAF-2 *Evacuation Routes*), and provide adequate evacuation and emergency vehicle access to the Project area.

The final design of the Project site plan and all Project improvements would be subject to review and approval by the City, thereby ensuring conformance of the Project improvements with City design and safety standards. In addition, representatives of the Orange County Fire Authority (OCFA) and Garden Grove Police Department would review the Project's plans to ensure that emergency access is provided consistent with agency requirements. This further supports provision of adequate and appropriate access for emergency vehicles, and evacuation of the site under emergency conditions.

The Project does not propose or require facilities or operations that would restrict or otherwise interfere with emergency access or evacuation plans. Any agency requirements identified will be addressed at the time of review.

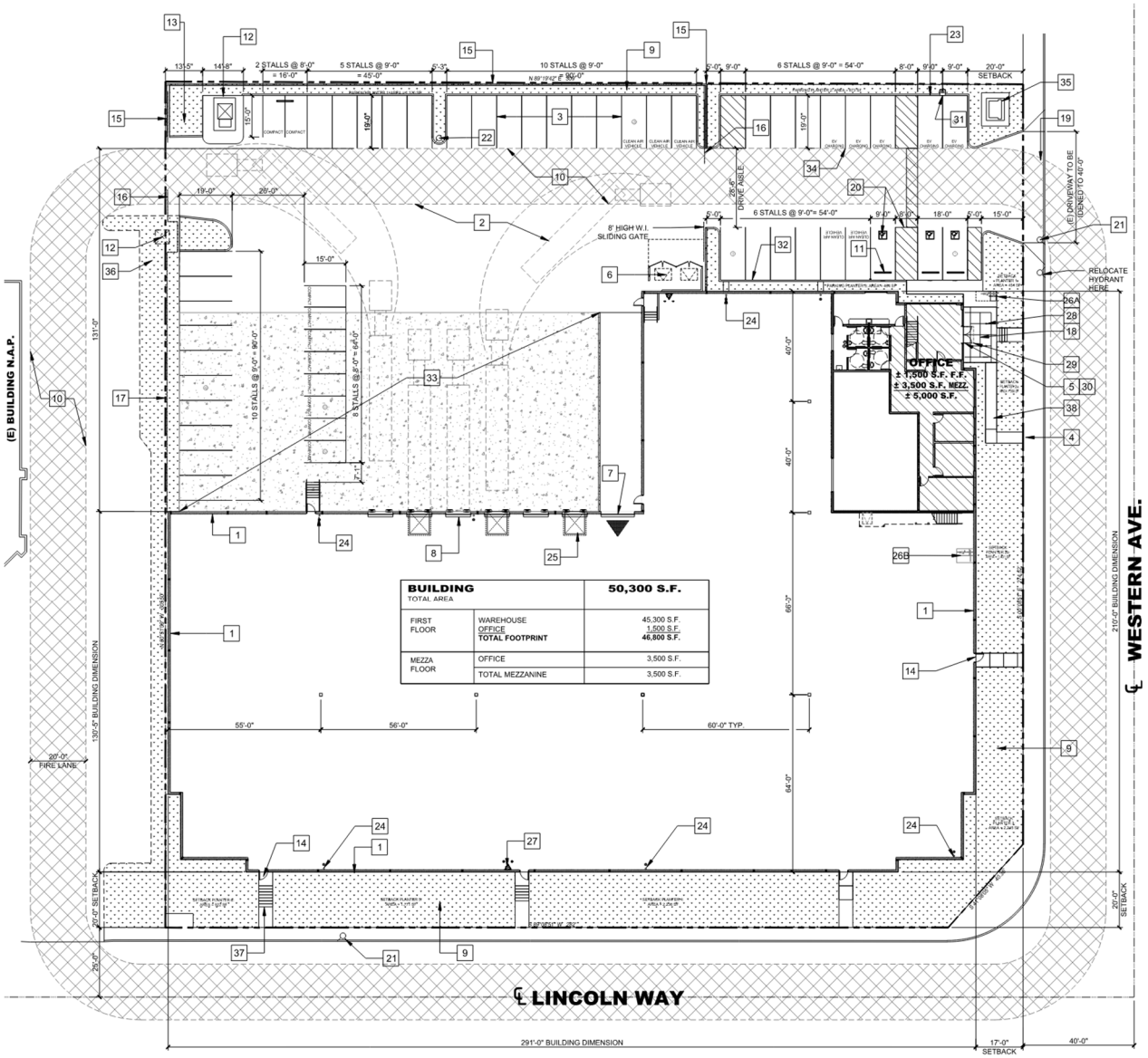
Based on the preceding, the potential for the Project to result in inadequate emergency access would be **less than significant.**

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **City of Garden Grove.** *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* May 2020.

ATTACHMENT A
PROJECT SITE PLAN

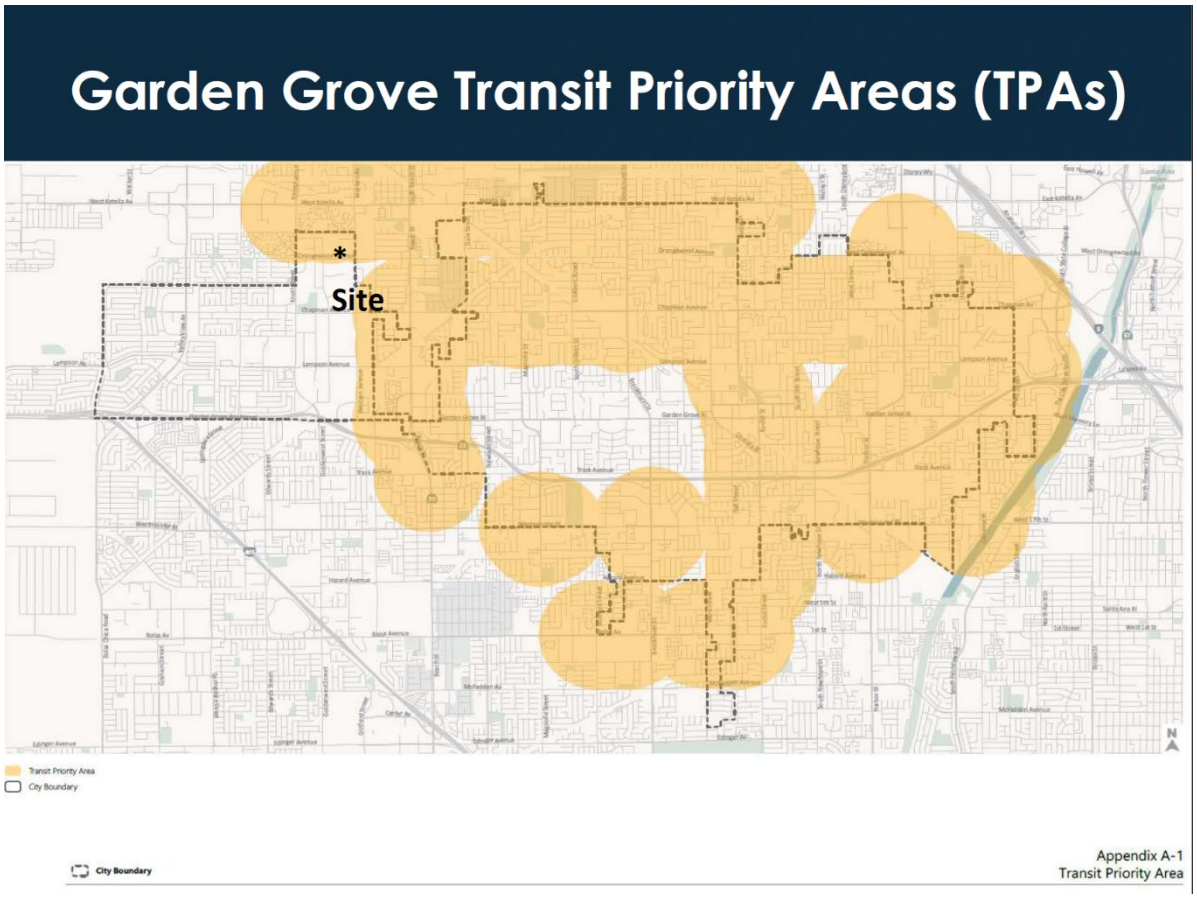


SITE PLAN
SCALE 1" = 20'-0"

N

ATTACHMENT B

TPA MAP


Garden Grove Transit Priority Areas (TPAs)
*
Site
Transit Priority Area
City Boundary
City Boundary
Appendix A-1
Transit Priority Area

ATTACHMENT C
DRIVEWAY COUNTS JULY 16 – 18, 2024

TABLE C-1: EXISTING TRIP GENERATION BY DAY

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Day 1: July 16, 2024							
Total Trips	5	0	5	0	5	5	34
Day 2: July 17, 2024							
Total Trips	7	0	7	2	12	14	60
Day 3: July 18, 2024							
Total Trips	6	0	6	2	6	8	46

* Note: data collected on July 16-18, 2024.

City:	Garden Grove
Location:	7441 Lincoln Way Driveway Counts
Date:	Tuesday, July 16, 2024
Count Type:	Driveway Volume Count

	Western Ave Driveway			Lincoln Driveway			**TOTAL**		
	Entering	Exiting	Total	Entering	Exiting	Total	**Entering**	**Exiting**	**Total**
0:00	0	0	0	0	0	0	**0**	**0**	**0**
0:15	0	0	0	0	0	0	**0**	**0**	**0**
0:30	0	0	0	0	0	0	**0**	**0**	**0**
0:45	0	0	0	0	0	0	**0**	**0**	**0**
1:00	0	0	0	0	0	0	**0**	**0**	**0**
1:15	0	0	0	0	0	0	**0**	**0**	**0**
1:30	0	0	0	0	0	0	**0**	**0**	**0**
1:45	0	0	0	0	0	0	**0**	**0**	**0**
2:00	0	0	0	0	0	0	**0**	**0**	**0**
2:15	0	0	0	0	0	0	**0**	**0**	**0**
2:30	0	0	0	0	0	0	**0**	**0**	**0**
2:45	0	0	0	0	0	0	**0**	**0**	**0**
3:00	0	0	0	0	0	0	**0**	**0**	**0**
3:15	0	0	0	0	0	0	**0**	**0**	**0**
3:30	0	0	0	0	0	0	**0**	**0**	**0**
3:45	0	0	0	0	0	0	**0**	**0**	**0**
4:00	0	0	0	0	0	0	**0**	**0**	**0**
4:15	0	0	0	0	0	0	**0**	**0**	**0**
4:30	0	0	0	0	0	0	**0**	**0**	**0**
4:45	0	0	0	0	0	0	**0**	**0**	**0**
5:00	0	0	0	0	0	0	**0**	**0**	**0**
5:15	0	0	0	0	0	0	**0**	**0**	**0**
5:30	0	0	0	0	0	0	**0**	**0**	**0**
5:45	0	0	0	0	0	0	**0**	**0**	**0**
6:00	0	0	0	0	0	0	**0**	**0**	**0**
6:15	0	0	0	0	0	0	**0**	**0**	**0**
6:30	0	0	0	0	0	0	**0**	**0**	**0**
6:45	0	0	0	0	0	0	**0**	**0**	**0**
7:00	0	0	0	0	0	0	**0**	**0**	**0**
7:15	0	0	0	0	0	0	**0**	**0**	**0**
7:30	0	0	0	0	0	0	**0**	**0**	**0**
7:45	0	0	0	1	0	1	**1**	**0**	**1**
8:00	2	0	2	0	0	0	**2**	**0**	**2**
8:15	0	0	0	0	0	0	**0**	**0**	**0**
8:30	0	0	0	0	0	0	**0**	**0**	**0**
8:45	1	0	1	2	0	2	**3**	**0**	**3**
9:00	0	0	0	1	0	1	**1**	**0**	**1**
9:15	1	0	1	0	0	0	**1**	**0**	**1**
9:30	0	0	0	0	0	0	**0**	**0**	**0**
9:45	0	0	0	0	0	0	**0**	**0**	**0**
10:00	0	0	0	0	0	0	**0**	**0**	**0**
10:15	0	0	0	0	0	0	**0**	**0**	**0**
10:30	1	0	1	0	0	0	**1**	**0**	**1**
10:45	0	0	0	0	0	0	**0**	**0**	**0**
11:00	0	0	0	1	0	1	**1**	**0**	**1**
11:15	0	0	0	0	0	0	**0**	**0**	**0**
11:30	0	0	0	0	0	0	**0**	**0**	**0**
11:45	0	0	0	1	0	1	**1**	**0**	**1**
12:00	0	0	0	1	0	1	**1**	**0**	**1**
12:15	0	0	0	0	1	1	**0**	**1**	**1**
12:30	1	0	1	0	0	0	**1**	**0**	**1**
12:45	1	0	1	0	0	0	**1**	**0**	**1**
13:00	0	0	0	0	0	0	**0**	**0**	**0**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Garden Grove
Location:	7441 Lincoln Way Driveway Counts
Date:	Tuesday, July 16, 2024
Count Type:	Driveway Volume Count

	Western Ave Driveway			Lincoln Driveway			**TOTAL**		
	Entering	Exiting	Total	Entering	Exiting	Total	**Entering**	**Exiting**	**Total**
13:15	0	1	1	1	0	1	**1**	**1**	**2**
13:30	1	0	1	0	0	0	**1**	**0**	**1**
13:45	0	0	0	0	0	0	**0**	**0**	**0**
14:00	0	0	0	0	0	0	**0**	**0**	**0**
14:15	0	0	0	0	0	0	**0**	**0**	**0**
14:30	1	0	1	0	0	0	**1**	**0**	**1**
14:45	0	0	0	0	0	0	**0**	**0**	**0**
15:00	0	0	0	0	0	0	**0**	**0**	**0**
15:15	0	0	0	0	0	0	**0**	**0**	**0**
15:30	0	0	0	0	0	0	**0**	**0**	**0**
15:45	0	0	0	0	0	0	**0**	**0**	**0**
16:00	0	1	1	0	1	1	**0**	**2**	**2**
16:15	0	0	0	0	0	0	**0**	**0**	**0**
16:30	0	2	2	0	0	0	**0**	**2**	**2**
16:45	0	0	0	0	1	1	**0**	**1**	**1**
17:00	0	2	2	0	0	0	**0**	**2**	**2**
17:15	0	0	0	0	0	0	**0**	**0**	**0**
17:30	0	1	1	0	0	0	**0**	**1**	**1**
17:45	0	0	0	0	1	1	**0**	**1**	**1**
18:00	0	0	0	0	1	1	**0**	**1**	**1**
18:15	0	0	0	0	0	0	**0**	**0**	**0**
18:30	0	0	0	0	3	3	**0**	**3**	**3**
18:45	0	0	0	0	1	1	**0**	**1**	**1**
19:00	0	0	0	0	1	1	**0**	**1**	**1**
19:15	0	0	0	0	0	0	**0**	**0**	**0**
19:30	0	0	0	0	0	0	**0**	**0**	**0**
19:45	0	0	0	0	0	0	**0**	**0**	**0**
20:00	0	0	0	0	0	0	**0**	**0**	**0**
20:15	0	0	0	0	0	0	**0**	**0**	**0**
20:30	0	0	0	0	0	0	**0**	**0**	**0**
20:45	0	0	0	0	0	0	**0**	**0**	**0**
21:00	0	0	0	0	0	0	**0**	**0**	**0**
21:15	0	0	0	0	0	0	**0**	**0**	**0**
21:30	0	0	0	0	0	0	**0**	**0**	**0**
21:45	0	0	0	0	0	0	**0**	**0**	**0**
22:00	0	0	0	0	0	0	**0**	**0**	**0**
22:15	0	0	0	0	0	0	**0**	**0**	**0**
22:30	0	0	0	0	0	0	**0**	**0**	**0**
22:45	0	0	0	0	0	0	**0**	**0**	**0**
23:00	0	0	0	0	0	0	**0**	**0**	**0**
23:15	0	0	0	0	0	0	**0**	**0**	**0**
23:30	0	0	0	0	0	0	**0**	**0**	**0**
23:45	0	0	0	0	0	0	**0**	**0**	**0**
TOTAL	**9**	**7**	**16**	**8**	**10**	**18**	**17**	**17**	**34**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Garden Grove
Location:	7441 Lincoln Way Driveway Counts
Date:	Wednesday, July 17, 2024
Count Type:	Driveway Volume Count

	Western Ave Driveway			Lincoln Driveway			**TOTAL**		
	Entering	Exiting	Total	Entering	Exiting	Total	**Entering**	**Exiting**	**Total**
0:00	0	0	0	0	0	0	**0**	**0**	**0**
0:15	0	0	0	0	0	0	**0**	**0**	**0**
0:30	0	0	0	0	0	0	**0**	**0**	**0**
0:45	0	0	0	0	0	0	**0**	**0**	**0**
1:00	0	0	0	0	0	0	**0**	**0**	**0**
1:15	0	0	0	0	0	0	**0**	**0**	**0**
1:30	0	0	0	0	0	0	**0**	**0**	**0**
1:45	0	0	0	0	0	0	**0**	**0**	**0**
2:00	0	0	0	0	0	0	**0**	**0**	**0**
2:15	0	0	0	0	0	0	**0**	**0**	**0**
2:30	0	0	0	0	0	0	**0**	**0**	**0**
2:45	0	0	0	0	0	0	**0**	**0**	**0**
3:00	0	0	0	0	0	0	**0**	**0**	**0**
3:15	0	0	0	0	0	0	**0**	**0**	**0**
3:30	0	0	0	0	0	0	**0**	**0**	**0**
3:45	0	0	0	0	0	0	**0**	**0**	**0**
4:00	0	0	0	0	0	0	**0**	**0**	**0**
4:15	0	0	0	0	0	0	**0**	**0**	**0**
4:30	0	0	0	0	0	0	**0**	**0**	**0**
4:45	0	0	0	0	0	0	**0**	**0**	**0**
5:00	0	0	0	0	0	0	**0**	**0**	**0**
5:15	0	0	0	0	0	0	**0**	**0**	**0**
5:30	0	0	0	0	0	0	**0**	**0**	**0**
5:45	0	0	0	4	0	4	**4**	**0**	**4**
6:00	1	0	1	0	0	0	**1**	**0**	**1**
6:15	0	0	0	0	0	0	**0**	**0**	**0**
6:30	0	0	0	0	0	0	**0**	**0**	**0**
6:45	0	0	0	1	0	1	**1**	**0**	**1**
7:00	0	0	0	0	0	0	**0**	**0**	**0**
7:15	0	0	0	0	0	0	**0**	**0**	**0**
7:30	0	0	0	0	0	0	**0**	**0**	**0**
7:45	0	0	0	0	0	0	**0**	**0**	**0**
8:00	3	0	3	1	0	1	**4**	**0**	**4**
8:15	1	0	1	0	0	0	**1**	**0**	**1**
8:30	1	0	1	0	0	0	**1**	**0**	**1**
8:45	1	0	1	0	0	0	**1**	**0**	**1**
9:00	0	0	0	0	0	0	**0**	**0**	**0**
9:15	1	0	1	0	0	0	**1**	**0**	**1**
9:30	0	0	0	0	0	0	**0**	**0**	**0**
9:45	0	0	0	0	0	0	**0**	**0**	**0**
10:00	0	0	0	1	0	1	**1**	**0**	**1**
10:15	1	0	1	0	0	0	**1**	**0**	**1**
10:30	0	1	1	1	0	1	**1**	**1**	**2**
10:45	0	0	0	0	0	0	**0**	**0**	**0**
11:00	1	2	3	0	0	0	**1**	**2**	**3**
11:15	1	0	1	0	0	0	**1**	**0**	**1**
11:30	0	0	0	0	1	1	**0**	**1**	**1**
11:45	0	1	1	0	0	0	**0**	**1**	**1**
12:00	1	0	1	0	1	1	**1**	**1**	**2**
12:15	0	0	0	1	0	1	**1**	**0**	**1**
12:30	1	2	3	0	0	0	**1**	**2**	**3**
12:45	0	0	0	1	0	1	**1**	**0**	**1**
13:00	0	0	0	0	0	0	**0**	**0**	**0**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Garden Grove
Location:	7441 Lincoln Way Driveway Counts
Date:	Wednesday, July 17, 2024
Count Type:	Driveway Volume Count

	Western Ave Driveway			Lincoln Driveway			**TOTAL**		
	Entering	Exiting	Total	Entering	Exiting	Total	**Entering**	**Exiting**	**Total**
13:15	2	0	2	0	0	0	**2**	**0**	**2**
13:30	0	0	0	1	0	1	**1**	**0**	**1**
13:45	0	0	0	1	0	1	**1**	**0**	**1**
14:00	0	0	0	0	0	0	**0**	**0**	**0**
14:15	0	0	0	0	0	0	**0**	**0**	**0**
14:30	0	0	0	0	0	0	**0**	**0**	**0**
14:45	0	0	0	0	1	1	**0**	**1**	**1**
15:00	0	0	0	0	0	0	**0**	**0**	**0**
15:15	0	0	0	0	0	0	**0**	**0**	**0**
15:30	0	1	1	0	1	1	**0**	**2**	**2**
15:45	0	0	0	0	0	0	**0**	**0**	**0**
16:00	1	0	1	0	0	0	**1**	**0**	**1**
16:15	0	0	0	0	2	2	**0**	**2**	**2**
16:30	0	2	2	1	1	2	**1**	**3**	**4**
16:45	0	0	0	0	1	1	**0**	**1**	**1**
17:00	0	1	1	0	4	4	**0**	**5**	**5**
17:15	0	1	1	1	2	3	**1**	**3**	**4**
17:30	0	0	0	0	0	0	**0**	**0**	**0**
17:45	0	0	0	0	0	0	**0**	**0**	**0**
18:00	0	0	0	0	3	3	**0**	**3**	**3**
18:15	0	0	0	0	1	1	**0**	**1**	**1**
18:30	0	0	0	0	1	1	**0**	**1**	**1**
18:45	0	0	0	0	0	0	**0**	**0**	**0**
19:00	0	0	0	0	0	0	**0**	**0**	**0**
19:15	0	0	0	0	0	0	**0**	**0**	**0**
19:30	0	0	0	0	0	0	**0**	**0**	**0**
19:45	0	0	0	0	0	0	**0**	**0**	**0**
20:00	0	0	0	0	0	0	**0**	**0**	**0**
20:15	0	0	0	0	0	0	**0**	**0**	**0**
20:30	0	0	0	0	0	0	**0**	**0**	**0**
20:45	0	0	0	0	0	0	**0**	**0**	**0**
21:00	0	0	0	0	0	0	**0**	**0**	**0**
21:15	0	0	0	0	0	0	**0**	**0**	**0**
21:30	0	0	0	0	0	0	**0**	**0**	**0**
21:45	0	0	0	0	0	0	**0**	**0**	**0**
22:00	0	0	0	0	0	0	**0**	**0**	**0**
22:15	0	0	0	0	0	0	**0**	**0**	**0**
22:30	0	0	0	0	0	0	**0**	**0**	**0**
22:45	0	0	0	0	0	0	**0**	**0**	**0**
23:00	0	0	0	0	0	0	**0**	**0**	**0**
23:15	0	0	0	0	0	0	**0**	**0**	**0**
23:30	0	0	0	0	0	0	**0**	**0**	**0**
23:45	0	0	0	0	0	0	**0**	**0**	**0**
TOTAL	**16**	**11**	**27**	**14**	**19**	**33**	**30**	**30**	**60**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Garden Grove
Location:	7441 Lincoln Way Driveway Counts
Date:	Thursday, July 18, 2024
Count Type:	Driveway Volume Count

	Western Ave Driveway			Lincoln Driveway			**TOTAL**		
	Entering	Exiting	Total	Entering	Exiting	Total	**Entering**	**Exiting**	**Total**
0:00	0	0	0	0	0	0	**0**	**0**	**0**
0:15	0	0	0	0	0	0	**0**	**0**	**0**
0:30	0	0	0	0	0	0	**0**	**0**	**0**
0:45	0	0	0	0	0	0	**0**	**0**	**0**
1:00	0	0	0	0	0	0	**0**	**0**	**0**
1:15	0	0	0	0	0	0	**0**	**0**	**0**
1:30	0	0	0	0	0	0	**0**	**0**	**0**
1:45	0	0	0	0	0	0	**0**	**0**	**0**
2:00	0	0	0	0	0	0	**0**	**0**	**0**
2:15	0	0	0	0	0	0	**0**	**0**	**0**
2:30	0	0	0	0	0	0	**0**	**0**	**0**
2:45	0	0	0	0	0	0	**0**	**0**	**0**
3:00	0	0	0	0	0	0	**0**	**0**	**0**
3:15	0	0	0	0	0	0	**0**	**0**	**0**
3:30	0	0	0	0	0	0	**0**	**0**	**0**
3:45	0	0	0	0	0	0	**0**	**0**	**0**
4:00	0	0	0	0	0	0	**0**	**0**	**0**
4:15	0	0	0	0	0	0	**0**	**0**	**0**
4:30	0	0	0	0	0	0	**0**	**0**	**0**
4:45	0	0	0	0	0	0	**0**	**0**	**0**
5:00	0	0	0	0	0	0	**0**	**0**	**0**
5:15	0	0	0	0	0	0	**0**	**0**	**0**
5:30	0	0	0	0	0	0	**0**	**0**	**0**
5:45	0	0	0	0	0	0	**0**	**0**	**0**
6:00	0	0	0	0	0	0	**0**	**0**	**0**
6:15	0	0	0	0	0	0	**0**	**0**	**0**
6:30	0	0	0	0	0	0	**0**	**0**	**0**
6:45	0	0	0	0	0	0	**0**	**0**	**0**
7:00	0	0	0	0	0	0	**0**	**0**	**0**
7:15	0	0	0	2	0	2	**2**	**0**	**2**
7:30	0	0	0	1	0	1	**1**	**0**	**1**
7:45	0	0	0	0	0	0	**0**	**0**	**0**
8:00	2	0	2	1	0	1	**3**	**0**	**3**
8:15	1	0	1	0	0	0	**1**	**0**	**1**
8:30	0	0	0	0	0	0	**0**	**0**	**0**
8:45	1	0	1	0	0	0	**1**	**0**	**1**
9:00	0	0	0	0	0	0	**0**	**0**	**0**
9:15	0	0	0	0	0	0	**0**	**0**	**0**
9:30	0	0	0	0	0	0	**0**	**0**	**0**
9:45	0	0	0	1	0	1	**1**	**0**	**1**
10:00	0	0	0	1	0	1	**1**	**0**	**1**
10:15	0	0	0	0	0	0	**0**	**0**	**0**
10:30	0	0	0	1	0	1	**1**	**0**	**1**
10:45	0	0	0	0	0	0	**0**	**0**	**0**
11:00	0	0	0	0	0	0	**0**	**0**	**0**
11:15	0	0	0	0	0	0	**0**	**0**	**0**
11:30	0	0	0	0	0	0	**0**	**0**	**0**
11:45	0	0	0	1	0	1	**1**	**0**	**1**
12:00	0	0	0	0	0	0	**0**	**0**	**0**
12:15	0	0	0	0	0	0	**0**	**0**	**0**
12:30	1	0	1	0	0	0	**1**	**0**	**1**
12:45	0	0	0	0	0	0	**0**	**0**	**0**
13:00	0	0	0	1	0	1	**1**	**0**	**1**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Garden Grove
Location:	7441 Lincoln Way Driveway Counts
Date:	Thursday, July 18, 2024
Count Type:	Driveway Volume Count

	Western Ave Driveway			Lincoln Driveway			**TOTAL**		
	Entering	Exiting	Total	Entering	Exiting	Total	**Entering**	**Exiting**	**Total**
13:15	0	0	0	1	0	1	**1**	**0**	**1**
13:30	1	0	1	0	0	0	**1**	**0**	**1**
13:45	0	0	0	1	0	1	**1**	**0**	**1**
14:00	0	0	0	0	1	1	**0**	**1**	**1**
14:15	0	0	0	0	0	0	**0**	**0**	**0**
14:30	0	0	0	0	0	0	**0**	**0**	**0**
14:45	0	0	0	0	0	0	**0**	**0**	**0**
15:00	0	0	0	0	0	0	**0**	**0**	**0**
15:15	0	1	1	1	0	1	**1**	**1**	**2**
15:30	0	0	0	0	0	0	**0**	**0**	**0**
15:45	0	1	1	0	1	1	**0**	**2**	**2**
16:00	0	1	1	0	0	0	**0**	**1**	**1**
16:15	0	0	0	0	0	0	**0**	**0**	**0**
16:30	0	2	2	0	1	1	**0**	**3**	**3**
16:45	0	0	0	0	1	1	**0**	**1**	**1**
17:00	0	2	2	0	0	0	**0**	**2**	**2**
17:15	0	0	0	0	1	1	**0**	**1**	**1**
17:30	0	0	0	2	0	2	**2**	**0**	**2**
17:45	0	0	0	0	3	3	**0**	**3**	**3**
18:00	1	0	1	2	0	2	**3**	**0**	**3**
18:15	0	0	0	0	0	0	**0**	**0**	**0**
18:30	0	0	0	0	1	1	**0**	**1**	**1**
18:45	0	1	1	0	0	0	**0**	**1**	**1**
19:00	0	1	1	0	3	3	**0**	**4**	**4**
19:15	0	0	0	0	2	2	**0**	**2**	**2**
19:30	0	0	0	0	0	0	**0**	**0**	**0**
19:45	0	0	0	0	0	0	**0**	**0**	**0**
20:00	0	0	0	0	0	0	**0**	**0**	**0**
20:15	0	0	0	0	0	0	**0**	**0**	**0**
20:30	0	0	0	0	0	0	**0**	**0**	**0**
20:45	0	0	0	0	0	0	**0**	**0**	**0**
21:00	0	0	0	0	0	0	**0**	**0**	**0**
21:15	0	0	0	0	0	0	**0**	**0**	**0**
21:30	0	0	0	0	0	0	**0**	**0**	**0**
21:45	0	0	0	0	0	0	**0**	**0**	**0**
22:00	0	0	0	0	0	0	**0**	**0**	**0**
22:15	0	0	0	0	0	0	**0**	**0**	**0**
22:30	0	0	0	0	0	0	**0**	**0**	**0**
22:45	0	0	0	0	0	0	**0**	**0**	**0**
23:00	0	0	0	0	0	0	**0**	**0**	**0**
23:15	0	0	0	0	0	0	**0**	**0**	**0**
23:30	0	0	0	0	0	0	**0**	**0**	**0**
23:45	0	0	0	0	0	0	**0**	**0**	**0**
TOTAL	**7**	**9**	**16**	**16**	**14**	**30**	**23**	**23**	**46**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268