



TOWN OF PORTOLA VALLEY

7:00 PM – Special Meeting of the Planning Commission
Thursday, June 23, 2022

**THIS SPECIAL MEETING IS BEING HELD
VIA TELECONFERENCE ONLY**

SPECIAL MEETING AGENDA

Remote Meeting Covid-19 Advisory: On September 16, the Governor signed AB 361, amending the Ralph M. Brown Act (Brown Act) to allow legislative bodies to continue to meet virtually during the present public health emergency. AB 361 is an urgency bill which goes into effect on October 1, 2021. The bill extends the teleconference procedures authorized in Executive Order N-29-20, which expired on September 30, 2021, during the current COVID-19 pandemic and allows future teleconference procedures under limited circumstances defined in the bill. Portola Valley Town Council and commission and committee public meetings are being conducted electronically to prevent imminent risks to the health or safety of attendees. The meeting is not available for in-person attendance. Members of the public may attend the meeting by video or phone linked in this agenda.

Below are instructions on how to join and participate in a Zoom meeting.

Join Zoom Meeting Online:

Please select this link to join the meeting:

<https://us06web.zoom.us/j/86379659873?pwd=Wmt3b0NHczJBcXp0eE1Rem1wRGErUT09>

Or: Go to Zoom.com – Click Join a Meeting – Enter the Meeting ID

Meeting ID: 863 7965 9873 **Passcode:** 315615

Or Telephone:

1.669.900.6833

1.888.788.0099 (toll-free) Enter same Meeting ID

*6 - Toggle mute/unmute.

*9 - Raise hand.

Meeting participants are encouraged to submit public comments in writing in advance of the meeting. Please send an email to Suzanne Avila suzannea@csgengr.com by 12:00 PM on the day of the meeting. All comments received by that time will be distributed to Commissioners prior to the meeting. All comments received are included in the public record.

We encourage anyone who has the ability to join the meeting online to do so. You will have access to any presentations that will be shown on your screen and can easily provide comments using the “raise your hand” feature when the Chair calls for them.

7:00 PM - CALL TO ORDER AND ROLL CALL

Commissioners Hasko, Targ, Taylor, Vice-Chair Goulden, Chair Kopf-Sill

ORAL COMMUNICATIONS

Persons wishing to address the Planning Commission on any subject not on the agenda may do so now. Please note, however, that the Planning Commission is not able to undertake extended discussion or action tonight on items not on the agenda. Comments will be limited to three minutes.

NEW BUSINESS

1. Preliminary review of an application for a Conditional Use Permit Amendment to allow an increase in memberships, File #PLN_USE0001-2021, 4139 Alpine Road, Alpine Hills Tennis & Swimming Club (S. Avila)

ADJOURNMENT**ASSISTANCE FOR PEOPLE WITH DISABILITIES**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Department at (650) 851-1700. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting.

AVAILABILITY OF INFORMATION

Any writing or documents provided to a majority of the Town Council or Commissions regarding any item on this agenda will be made available for public inspection at Town Hall located 765 Portola Road, Portola Valley, CA during normal business hours. Copies of all agenda reports and supporting data are available for viewing and inspection at Town Hall and at the Portola Valley Library located adjacent to Town Hall.

PUBLIC HEARINGS

Public Hearings provide the general public and interested parties an opportunity to provide testimony on these items. If you challenge any proposed action(s) in court, you may be limited to raising only issues you or someone else raised at the Public Hearing(s) described in this agenda, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing(s).



MEMORANDUM

TOWN OF PORTOLA VALLEY

TO: Planning Commission

FROM: Suzanne Avila, Consultant Planner
Laura Russell, Building and Planning Director

DATE: June 23, 2022

SUBJECT: Preliminary Review of a Proposal to Amend the Conditional Use Permit (CUP) for 4139 Alpine Road, Alpine Hills Tennis and Swimming Club, File # PLN_USE01-2021.

RECOMMENDATION: Staff recommends that the Planning Commission offer preliminary comments on whether the proposed amendments to the CUP to allow an increase in memberships are consistent with the findings required for approval.

This item was originally scheduled for June 1, 2022 meeting but was not reviewed because there was not a quorum of Planning Commissioners present. The June 1st staff reports follows without amendments.



MEMORANDUM

TOWN OF PORTOLA VALLEY

TO: Planning Commission

FROM: Suzanne Avila, Consultant Planner
Laura Russell, Building and Planning Director

DATE: June 1, 2022

SUBJECT: Preliminary Review of a Proposal to Amend the Conditional Use Permit (CUP) for 4139 Alpine Road, Alpine Hills Tennis and Swimming Club, File # PLN_USE01-2021.

RECOMMENDATION: Staff recommends that the Planning Commission offer preliminary comments on whether the proposed amendments to the CUP to allow an increase in memberships are consistent with the findings required for approval.

BACKGROUND

Alpine Hills Swimming and Tennis Club (Alpine Hills) is a private recreational facility located at 4139 Alpine Road, just east of Los Trancos Road.

The Use Permit for Alpine Hills was originally issued on September 17, 1957 by the County of San Mateo. Following the incorporation of Portola Valley in 1964, the use permit was amended on September 15, 1965 (Resolution 1965-25). Since that time, the use permit has been amended from time to time to accommodate changing conditions associated with the use and Club plans.

In 2004 Alpine Hills received approval to increase its membership from 600 to 700 memberships (550 families and 150 couple and individual memberships). The current application, filed in 2021, is a request to add 50 additional memberships. Alpine Hills currently has a six-month waiting list for people wishing to join the club.

In 2005 the Town approved a comprehensive master plan for Alpine Hills (Resolution 2005-415).

On August 16, 2017, the Planning Commission approved height and setback variances for fencing and a CUP for demolition of an existing club house and construction of a new club house, addition of a new driveway and associated site improvements, including additional parking. Construction of the new clubhouse was completed in 2019. The current conditions of approval are provided in Attachment 2. Condition #8 requires a minimum of 124 parking spaces to be maintained. Attachment 4 is a site plan that shows the location of on-site parking.

PROJECT DESCRIPTION

Site Background

The property is zoned R-E/1A/SD-1a and is surrounded by single family homes to the east, west and south and across Alpine Road to the north. Los Trancos Creek runs along the east property line. The Alpine Hills property consists of three parcels totaling 8.996 acres.

Setting

Existing Building	Year Built	Easements/ Trails	Surrounding Zoning
<p><u>Clubhouse</u> 13,115 SF</p> <p><u>Total</u> 21,942 SF</p>	2019	(Trails and Paths Element Plan)	<p>North: R-E/1A/SD-1a South: R-E/1A/SD-1a East: -E/1A/SD-1 West: R-E/3.5A/SD/D-R</p>

Proposal

Proposed SF	Address	Zone	General Plan / Area Plan Designation	Parcel Size
No changes to floor area	4139 Alpine Road	<u>R-E/1A/SD-1a</u>	<p><u>General Plan</u> Neighborhood Community</p>	8.996 AC

Alpine Hills is proposing to increase memberships from 700 to 750, for an increase of 50 memberships. The memberships would be phased, with 25 memberships to be added upon approval (20 families and 5 couples or individuals), and 25 memberships to be added in 2023.

STAFF ANALYSIS

Traffic Analysis

A Traffic and Parking Study was conducted by Hexagon Transportation Consultants (see Attachment 4). The study evaluated the parking demand for regular club use and special events. The consultant also evaluated the driveways for traffic operational issues and safety. Traffic counts were conducted as part of the analysis. Trip generation estimates are as follows:

- The 50 new memberships are expected to generate 87 new vehicle trips on weekdays and 56 new trips on weekends.
- On a weekday it is estimated that 47 new vehicle trips would use the driveways on Alpine Road and 40 new trips would use the driveway on Los Trancos Road.
- On a weekend, it is estimated that 30 new vehicle trips would use the driveways on Alpine Road and 26 new trips would use the driveway on Los Trancos Road.

The small number of new daily vehicle trips is not expected to cause any operational issues at Club driveways. The Traffic Consultant did not observe any queuing or safety issues related to vehicles existing or entering the site.

Parking

Alpine Hills has 124 parking spaces and 54 overflow spaces. The driveway counts that were done by the Traffic Consultant were used to determine parking demand through the day. The conclusion was that the proposed 50 new members would generate a peak parking demand of an additional six parking spaces. The peak parking demand with the increased membership would be around 88 spaces on weekdays and 86 spaces on weekends, which is less than the on-site parking capacity of 124 spaces (without use of overflow parking).

The Traffic Consultant also evaluated parking demand for special events. It is estimated that an additional 60 to 80 parking spaces are needed for large events (150 to 200 people) and an additional 40 to 60 spaces are needed for medium events (100 to 150 people). With the proposed membership increase, the total peak park demand is estimated to be 168 spaces for a large event or 148 spaces for a medium event. These events would not exceed the total parking capacity of 178 spaces.

Conditional Use Permit Findings

The subject property is governed by an existing Conditional Use Permit (X7D-13)

Municipal Code Section 18.72.130.A. includes required findings for the granting of a Conditional Use Permit. This section contains six mandatory findings and two additional findings which only occur in special situations. The discussion below includes the

following formatting: Findings from Section 18.72.130.A are in **bold**, followed by staff's preliminary analysis.

- 1. The proposed use or facility is properly located in relation to the community as a whole and to land uses and transportation and services facilities in the vicinity.**

The subject property is located close to the intersection of Alpine Road and Los Trancos Road. Both are designated as arterial roads within the Circulation Element of the Town's General Plan (page 5, Circulation Element). The use has been in existence since 1957, prior to the Town's incorporation.

- 2. The site for the proposed use is adequate in size and shape to accommodate the proposed use and all yards, open spaces, walls and fences, parking, loading, landscaping and such other features as may be required by this title or in the opinion of the commission be needed to assure that the proposed use will be reasonably compatible with land uses normally permitted in the surrounding area and will insure the privacy and rural outlook of neighboring residences.**

The site is adequate to accommodate the proposed increase in memberships and there is enough on-site parking to support the additional memberships as well as special events hosted at the club. The Planning Commission previously determined that the facility is reasonably compatible with the surrounding land uses when facility upgrades were approved in 2017.

- 3. The site for the proposed use will be served by streets and highways of adequate width and pavement type to carry the quantity and kind of traffic generated by the proposed use.**

Alpine Road is considered an arterial road per the Circulation Element of the General Plan. Arterial roads are designed to accommodate heavy volumes of traffic. The Traffic and Parking Study determined that additional vehicle trips will not cause operational or safety issues at Club driveways on Alpine and Los Trancos Roads,

- 4. The proposed use will not adversely affect the abutting property or the permitted use thereof.**

The proposed use is a continuation of existing recreational use originally approved by San Mateo County in 57 and most recently amended by the Town in 2017. The use provides recreational services to the Town and the proposed increase in memberships would allow additional residents to join and benefit from the Alpine Hills Tennis and Swimming Club.

5. The site for the proposed use is demonstrated to be reasonably safe from or can be made reasonably safe from hazards of storm water runoff, soil erosion, earth movement, earthquake and other geologic hazards

No changes are being made to the site and there is no aspect of the proposal that would cause an increase in runoff, erosion, earth movement or geologic hazards.

6. The proposed use will be in harmony with the general purpose and intent of this title and the General Plan.

While the recreational use of the property is not changing, an increase in memberships is an intensification of the use. On-site parking will remain adequate to support daily club activities and special events and the increase in memberships will not adversely impact traffic or safety and operation of access driveways. Therefore, the use will remain in harmony with the purpose and intent of the PVMC and General Plan. The Alpine Hills Tennis and Swimming Club is shown on the Comprehensive General Plan Diagram, recognizing it as a land use in the Town. The General Plan Land Use Element notes that recreation areas are to be located and served by circulation facilities that can be reached and used by the intended users without interfering with the enjoyment of nearby areas and should be accessible from major thoroughfares. The location of the Club currently meets these requirements and the increase in memberships will not adversely impact access or circulation. The Recreation Element states that the Alpine Tennis and Swim Club provides recreation for many town residents, residents in the town's sphere of influence as well as some living at a greater distance.

7. When this title or the town general plan specifies that a proposed use shall serve primarily the town and its spheres of influence, the approving authority must find that it is reasonable to conclude, based on the evidence before it, that the proposed use will meet a need in the town and that a majority of the clientele of the proposed use will come from the town and its spheres of influence within the near future, normally no more than two years. In general, in making such finding, the approving authority shall, in addition to other information, explicitly take into consideration all similar uses in the town and its spheres of influence.

Alpine Hills provides recreational services to the Town and the increase in memberships will allow the Club to provide these services to more residents. The Town previously determined that the Club meets the required zoning and general plan tests for provision of services to the town and its sphere of influence. Data provided by the Club in 2017 showed that the majority of current club members come from the town and its spheres of influence, and the applicant's 2021 letter states that 67% of current membership are residents. With appropriate limitations and conditions of approval, the amended use will continue to serve the town and its spheres of influence.

PUBLIC COMMENTS

As part of its required noticing process, the Town sent out a notice on May 20, 2022 to neighbors within 1,000 feet of the project regarding the Planning Commission preliminary review.

No public comments were received by staff prior to report publication deadlines. Should any comments be received after packet distribution, those will be provided to the Planning Commission as a supplemental item.

NEXT STEPS

After the Planning Commission provides staff with preliminary feedback and direction on the project, any comments or directives will be addressed, and the project will return to the Planning Commission for final approval of the CUP Amendment.

CONCLUSION

Staff recommends that the Planning Commission consider the application, staff report and public comment, and provide preliminary feedback and direction on whether the proposed project is consistent with the Findings for Approval in the Municipal Code.

ATTACHMENTS

1. Resolution 2005-415
2. 2017 Conditions of Approval
3. Applicant letter (dated March 8, 2021)
4. Site plan
5. Traffic and Parking Study dated January 10, 2022

RESOLUTION NO. 2005-415

**RESOLUTION OF THE PLANNING COMMISSION OF THE
TOWN OF PORTOLA VALLEY
APPROVING AMENDMENT TO CONDITIONAL USE PERMIT X7D-13
FOR ALPINE HILLS TENNIS AND SWIMMING CLUB
4139 ALPINE ROAD**

WHEREAS, the Planning Commission held a duly noticed public hearing on January 5, 2005 on this application for amendment to the Alpine Hills Swim and Tennis and Swimming Club conditional use permit to allow restructuring of the Club's 600 family memberships to a maximum of 700 memberships with additional membership categories.

WHEREAS, the Planning Commission considered the staff report dated December 9, 2004 as well as public testimony at the hearing, and

WHEREAS, the Planning Commission made the required zoning ordinance findings required to approve an amendment to the conditional use permit as follows:

A. *The proposed use or facility is properly located in relation to the community as a whole and to land uses and transportation and services facilities in the vicinity.* In approving the 1965 use permit, it was determined that the site was properly located with respect to the community. These findings were sustained with subsequent Use Permit amendments including the 2003 master plan revision. Alpine Hills is located on an arterial road as required by the general plan. Further, the proposed changes do not impact the scope of physical site improvements and only adjust the membership categories. Therefore, and pursuant to the limitations and conditions set forth in Exhibit A hereto, the commission finds the proposed amended use to be properly located to the community as a whole and to land use and transportation services and facilities in the vicinity.

B. *The site for the proposed use is adequate in size and shape to accommodate the proposed use and all yards, open spaces, walls and fences, parking, loading, landscaping and such other features as may be required by this title or in the opinion of the Commission be needed to assure that the proposed use will be reasonably compatible with land uses normally permitted in the surrounding area and will insure the privacy and rural outlook of neighboring residences.* Evaluations contained in the materials associated with the 2003 master plan amendment and in the December 9, 2004 staff report demonstrate that the site is adequate to accommodate the proposed membership modifications. Therefore, and subject to the limitations and conditions contained in Exhibit A attached hereto, the Commission finds that the site is adequate to accommodate the proposed amended use.

C. *The site for the proposed use will be served by streets and highways of adequate width and pavement type to carry the quantity and kind of traffic generated by the proposed use.* With the

use adjustments and access improvements made based on previous use permit amendment approvals, the Commission determined that the local streets are adequate to accommodate the permitted Club membership and uses. The evaluation contained in the December 9, 2004 staff report demonstrates that the proposed membership modifications would not change the previous conclusions relatively to adequacy of local streets. Therefore, and subject to the limitations and conditions contained in Exhibit A attached hereto, the Commission finds the local streets adequate to accommodate the amended use.

D. *The proposed use will not adversely affect the abutting property or the permitted use thereof.* The evaluations contained in the December 9, 2004 staff report demonstrate that with the proposed membership modifications, the scope of permitted facilities and activities will not change, nor will any aspects of the basic club use. Therefore, and subject to the limitations and conditions contained in Exhibit A attached hereto, the Commission finds that the amended use will not adversely affect the abutting property or the permitted use thereof.

E. *The site for the proposed use is demonstrated to be reasonably safe from or can be made reasonably safe from hazards of storm water runoff, soil erosion, earth movement, earthquake and other geologic hazards.* The evaluation contained in the December 9, 2004 staff report demonstrates that the proposed changes to membership should not cause any significant changes in terms of safety from natural hazards. Therefore, the Commission finds the site for the amended use to be reasonably safe from hazards.

F. *The proposed use will be in harmony with the general purpose and intent of this title and the general plan.* The Alpine Hills Club use is recognized in the general plan and the previous use permit actions found the use to be consistent with zoning and general plan provisions. The proposed changes are relatively minor and do not change conditions in any significant way to those that permitted previous findings of zoning and general plan consistency. Therefore, the Commission finds that the amended use would be in conformity with the provisions of the general plan and zoning ordinance.

G. *When this title or the Town General Plan specifies that a proposed use shall serve primarily the Town and its spheres of influence, the applicant shall have demonstrated that a majority of business of the proposed use will come from the area immediately or within a reasonable period of time. In making such a demonstration, all similar uses in the Town and its spheres of influence shall explicitly be taken into consideration by the applicant.* The town previously found that the club meets the required zoning and general plan tests as to services to the town and its spheres of influence. The data provided with the subject use permit amendment request shows that the majority of current club members come from the town and its spheres of influence and that this is also the case with prospective, members, identified as those on the clubs "waiting list." Therefore, and subject to the limitations and conditions contained in Exhibit A attached hereto, the Commission finds that the amended use serves the town and its spheres of influence.

and,

WHEREAS, the Planning Commission finds the project categorically exempt pursuant to Section 15301 of the Town’s CEQA guidelines.

NOW, THEREFORE, be it resolved that:

1. The amendment to Conditional Use Permit X7E-13 as described and evaluated in the December 9, 2004 staff report is approved subject to the limitations and conditions set forth in Exhibit A attached hereto.

2. Planning Commission approval of this Resolution constitutes notice of the decision as called for in Section 18.71.150 of the zoning ordinance.

PASSED AND ADOPTED at the regular meeting of the Planning Commission of the Town of Portola Valley on January 5, 2005.

By: _____
Craig Breon, Chairman

Attest: _____
Leslie Lambert, Planning Manager

Exhibit A
ALPINE HILLS CONDITIONAL USE PEMRIT AMENDMENT X7D-13

As Approved by the Planning Commission on August 17, 2005

The following provisions supersede those contained in Town Resolutions No. 2003-411 & No. 2005-415 as they pertain to the Alpine Hills Tennis and Swim Club. The provisions of Resolution 1977-171 that pertain to the Windmill Nursery School, however, shall not be superseded and shall remain in place.

Permitted Uses and Club Membership *(No change with this amendment request)*

The use permit shall apply to assessor's parcels 079-112-150 and 079-112-300 totaling 8.15 acres, and identified as 4139 Alpine Road. The use permit shall be in the name of Alpine Hills Tennis and Swimming Club and the use shall be operated as a private, non-commercial recreation facility for the benefit of Club members. The maximum membership shall be 700 distributed as follows:

Head of household family memberships:	550 maximum
Couple and individual memberships:	150 maximum
Total membership:	2,700 persons maximum

This distribution represents a restructuring of the 600 family memberships authorized prior to the 2005 use permit amendment. The restructuring shall only occur pursuant to the following phased program, which includes on-going membership monitoring requirements that shall be implemented by the Club:

- a) **Phase I:** of the 100 new memberships, only 50 are authorized for the first two years (i.e., 2005 and 2006). Prior to the end of this period, the actual impacts of membership change on traffic flow, parking and use of site facilities shall be evaluated and this evaluation presented in a report to the planning commission. The report shall also provide a breakdown of the number of persons actually served by the 650 memberships including families, couples and individuals. The commission will consider this report as well as appropriate staff input and public comments at a noticed public hearing. The Phase I report shall be provided to the town no later than December 31, 2006.
- b) **Phase II:** Based on the experience of the Phase I membership change, the commission shall determine whether or not it is appropriate to authorize the remaining 50 possible memberships. The commission reserves the right to allow some or all of the additional 50 memberships or to revoke some or all of the permitted Phase I increase or otherwise change the permitted membership structure. However, if a reduction in the Phase I increase is determined necessary, the commission agrees to provide a reasonable period of time for the membership reduction.
- c) During the first year of **Phase I**, Alpine Hills shall monitor changes in the patterns of Club usage, particularly during peak periods, and attendance at special events to as quickly as possible detect and resolve any issues that may arise. The Club will report to the planning commission on the actual experiences with the changes and circumstances associated with the special events. If the commission determines necessary, it may place this report on a commission agenda for review with Club representatives and may

require adjustments if significant problems are identified. The first year report shall be provided no later than December 1, 2005. If, however, any significant problems are identified prior to 12/1/05, the Club shall report these to the town as soon as possible.

- d) On an ongoing basis, Alpine Hills shall monitor membership to ensure that it conforms to the established limits and shall implement procedures to enforce the limits. A report on the status of membership distribution including total number of persons served, by membership category, shall be provided annually to the planning commission. If the commission determines necessary, it may place the annual report on a commission agenda for review with Club representatives.
- e) Alpine Hills shall continue to actively manage parking at the Club, particularly as associated with larger events, as called for in the other provisions of this use permit. In addition, in recognition of the total limit on available onsite parking, the Club shall limit larger events, except for the swim meets, through a sign-up process to a maximum of 250 persons. Further, the number of such large events that may take place shall be a maximum of four (4) per year, not including the swim meets which typically number no more than three during the summer season. In addition, the Club shall take actions to ensure that all other Club parties be limited to the attendance that can be accommodated by the improved parking spaces.
- f) Prior to reviewing and acting on the second 50 new memberships, as allowed for in Phase II, i.e., item b) above, the master plan revisions currently being developed by the Club, shall have been applied for by way of a new use permit amendment application, and approved by the town. (*Note: This condition was satisfied with the 8/17/05 use permit amendment.*)

The facility shall only be for use of Club members and their guests and shall not be rented for non-member activities. The basic operation of tennis, swimming and fitness facilities shall continue as recognized at the time of the 2003 use permit amendment, including limited tennis tournament and swim meet activities, in a manner supporting the Club members.

Master Plan Documents and Materials (*Revised to reflect new Master Plan Documents*)

The Club site shall be improved and used in general conformity with the following plans and materials, except as these plans and materials may be modified by the conditions of approval set forth in this exhibit:

- Alpine Hills Tennis & Swimming Club, Master Renovation Plan, (twenty 15"x21" sheets) dated May 6, 2005, prepared by Kikuchi & Associates, Joel B, Cantor, AIA, Architect, and Aquatic Commercial Consulting. These documents are modified by the August 17, 2005 Master Renovation Plan, and two sheet plans dated July 29, 2005 for the west property line "stadium seating," prepared by Kikuchi & Associates & Joel B, Cantor, AIA, Architect
- June 20, 2005 Security Fencing Section & Elevation, prepared by Kikuchi & Associates, Joel B, Cantor, AIA, Architect
- June 20, 2005 Bicycle Parking Plan, prepared by Kikuchi & Associates, Joel B, Cantor, AIA, Architect
- June 27, 2005 Master Renovation Plan Data Sheet, prepared by Kikuchi & Associates, Joel B, Cantor, AIA, Architect
- June 27, 2005 Alpine Hills Parking Overflow Study, Kikuchi & Associates (attached)

May 6, 2005 letter from Marilyn Gaddis, structural engineer for the Club addressing proposed work on the locker room building
 April 15, 2005 letter from Steven Connelly, geotechnical consultant to the Club addressing proposed work on the locker room building
 June 20, 2005 and August 8, 2005 application letters clarifying various details including product data on the "sportwall" material proposed for the project practice wall
 May 3, 2005 "Tree Survey" prepared by McClenahan Consulting, LLC
 Proposed "Sustainability Program" statement dated September 17, 2003 (attached)

Within 60 days of the effective date of this permit, the May 6, 2005 submittal documents shall be revised to be consistent with the June 20, June 27, July 29 and August 17, 2005 plan revision sheets to the satisfaction of the ASCC. Further, the plans shall be annotated to state the stadium seating and plaster wall proposed along the west side of the swimming pool deck area shall only be permitted subject to ASCC review and approval of detailed plans that are supported by a professionally prepared acoustical analysis provided in conformity with other conditions of this use permit (see, in particular, condition 12 under following "Specific Permit Conditions").

Specific Permit Conditions (*Revised, only where noted, to reflect new master plan documents*)

1. All aspects of the Club use shall be in conformity with the requirements of the town health officer.
2. The Club shall be operated and all changes and improvements shall be consistent with the requirements of the town fire marshal.
3. At no time shall there be less than ninety-four (94) improved parking spaces on site. Further, the master plan documents shall be modified to the satisfaction of the ASCC to show a total possible parking of 124 spaces. Parking demand shall be monitored on a periodic basis, but at least every three years, and a report provided by the Club to the planning commission. If, based on this report or other town experiences presented to the planning commission, it is determined that additional parking spaces need to be improved to meet Club demand, these shall be improved in conformity with the revised master plan to the satisfaction of the ASCC.
4. All master plan documents shall be modified to provide for only one "future" tennis court" as shown on Sheet 2, revised August 17, 2005. Further, the plans shall also identify the area of the court as "overflow parking area." This area shall be maintained and used for "overflow" parking associated with the few special events, i.e., tennis tournaments and Club swim meets where such parking is needed and shall be maintained for such overflow parking even if the "future" tennis court is actually constructed. (*Revised condition.*)
5. To the extent possible, all future parking improvements shall be made with gravel, geogrid, or similar surfaces that have at least some pervious qualities to them. All such improvements shall be subject to prior review and approval by the ASCC.
6. If the 1.0 acre parcel (i.e., assessor's parcel number 079-112-290) owned by the Club but not part of the land covered by this permit, is sold, the Club shall notify the town upon completion of the sale. Further, prior to any special events (i.e., those where overflow parking is needed) after the sale of the parcel, the Club shall improve access to the

overflow parking area through the remaining Club lands. This access shall be completed to the satisfaction of the ASCC.

7. All signing shall be in conformance with the town zoning ordinance and subject to the approval of the ASCC.
8. The master plan documents shall be modified to address the following items to the satisfaction of the ASCC prior to issuance of any building permits for the new structures and uses shown on the plans. *(Following provisions revised to reflect current master plan documents)*
 - a. All building plan details, including all structures, gates, trellis and arbor features, etc., as well as plans for the "future" tennis court shall be presented to the ASCC for a determination of conformity with the conceptual plans and town design guidelines. The building plans shall clearly specify all exterior materials and finishes, including materials for deck and other paved areas around the buildings, retaining walls, fences, etc. The plans shall also clearly specify the location, size and materials for any proposed skylights. The "future" tennis court plans shall conform to the design provisions recommended by the ASCC on June 27, 2005.
 - b. Tree protection and construction staging plans shall be prepared and once approved by the ASCC implemented to the satisfaction of the planning staff. These plans shall incorporate the recommendations set forth in the May 3, 2005 "Tree Survey" prepared by McClenahan Consulting, LLC.
 - c. A comprehensive exterior lighting plan shall be prepared. The plan shall include all existing and proposed exterior lighting including wall and pathway lights. It shall identify all proposed fixtures by type, wattage and patterns of switching. Any lighting regulated by a timing system shall be specifically identified, including time periods for lighting. The plan shall be in conformity with town lighting policies and regulations. The lighting plans shall be considered in conjunction with plans for skylights to determine full potential for lighting impacts and plan adjustments that may be found necessary by the ASCC.
 - d. The existing exterior siding color is approved for use on the new, replacement buildings. The trim color for the new buildings shall, however, conform to the town's 50% reflectively policy limit. Further, prior to issuance of an occupancy permit for first replacement building, the trim on the Clubhouse building shall be repainted in the same color approved for the new buildings.
 - e. A final, detailed landscape plan, including time frames for landscaping improvements, shall be presented that is consistent with the conceptual plan and that includes the following modifications:
 - 1) A restoration plan for the drainage channel to the south of the locker room building.
 - 2) Specifications for all proposed hardscape and other non-planted surfaces including but not limited to the surfaces for the picnic area and new pathways.
 - f. A final, engineered, site grading and drainage plan shall be provided.

- g. The plans shall be revised to detail improvements to be made to conform to the town's requirements for under-grounding of utility lines. Trimming of trees to accommodate utility lines shall not be permitted unless it is determined that under-grounding provisions are not applicable and such trimming is necessary for proper and safe maintenance of the utility lines.
9. The ASCC may authorize minor changes to the approved master plan documents if it is determined the changes are generally consistent with the intent of the plans and scope of uses and activities authorized by this permit. However, the permitted site impervious surface area shall not exceed 59%. (For the purposes of this condition, impervious surface shall be as defined with the original use permit and confirmed at the time of the 1982 permit amendment.)
10. If the planning commission determines at any time in the future that night time use of the rear parking area (i.e., accessed by Los Trancos Road) is a nuisance, the commission may require the use to be suitably controlled during the evening hours.
11. There shall be no parking of Club vehicles, including those belonging to members, guests or staff, along Alpine or Los Trancos Roads or along Creekside Drive. Further, a traffic/parking management plan shall be prepared and implemented to control traffic and parking during the time of peak demand (e.g., the special swim and tennis meets, and Club member gatherings as authorized by this permit). The traffic/parking management plan shall be to the satisfaction of the town's planning and engineering staffs and shall include the identification of the Club representative responsible for plan implementation.
12. A final detailed plan for the pool "stadium" seating shall be provided addressing the ASCC concerns stated at the July 27 ASCC meeting and shall, in general, be consistent with the July 29, 2005 revised seating plans by Kikuchi & Associates. The final plans shall be accompanied by a professionally prepared acoustical analysis that demonstrates that the new seating will not increase potential for off-site noise spill beyond present conditions, particularly with respect to the parcel to the west. The main concern is noise associated with the use permit authorized swim meet events when the seating would be used for meet spectators. Only if the acoustical analysis determines that a "sound wall" is needed to address potential for increased noise levels or shows it can substantially reduce existing noise levels associated with the meets, and similar use permit authorized activities, shall such a wall be considered by the ASCC. Any such wall shall be located and designed to conform to zoning ordinance provisions and all aspects of the design shall be subject to prior review and approval by the ASCC. If, in its judgment, the ASCC determines that the any potential for increased noise associated with the seating can only be addressed by a "sound" wall solution that is aesthetically unacceptable in terms of the town's zoning ordinance or design guidelines, the ASCC may elect to reject the final plans for the stadium seating or substantially reduce the scope of any the such permitted seating. In completing its review of this matter, the ASCC may require a "peer" review of any acoustical analysis and Alpine Hills shall pay for the cost for any such review. (*New condition.*)
13. After completion of the planning commission reviews called for under the membership provisions of this exhibit, the use permit shall be reviewed on a periodic basis, not to exceed intervals of five years, to ensure conformity with permit conditions. More frequent review may, however, be set by the commission if the commission or town staff determine that specific issues need to be addressed. Alpine Hills shall pay all costs associated with these or the other periodic reviews called for herein. (*New condition.*)



March 08, 2021

Laura Russell, Planning & Building Director
Town of Portola Valley
765 Portola Road
Portola Valley, California 94028

Dear Ms. Russell,

Subject: Request to update conditional use permit – addition of 50 new memberships

Alpine Hills Tennis and Swimming Club has continued to evolve to keep pace with our community needs, demands for membership, and to be the center of healthy activity for the Portola Valley community. In doing so we completed our new clubhouse in October of 2019 and the renovation to the Roadhouse in August of 2020, adding over 6,000 square feet (31%) to the clubhouse. These improvements should serve the community for years to come and increase demand for the healthy activities we provide, in addition to providing a safer building from earthquake and fire. With the completion of these projects and our growing membership waiting list we have been evaluating the need to satisfy the community's demand for our facility and have concluded that slightly increasing our membership levels would not only provide additional local activity for Portola Valley residents but improve our ability to provide services that our members desire. For these reasons we request approval for 50 new memberships filtering in over the coming years.

In 2004 Alpine Hills applied and was approved to increase our membership from 600 to 700 memberships, 550 families and 150 couple and individual membership. This increase allowed the club to flourish and set the stage for our recent improvements. Now after 16 years we are asking for a relatively small increase to our membership levels that will once again balance demand for our club with the increased population of Portola Valley. We would like to add 50 more memberships to the club, equaling not more than 175 individuals. This could be done in two phases as in the past. We would ask to immediately increase our membership level by 25 membership, 20 families and 5 couples or singles in phase one and add an additional 25 memberships commencing in January 2023.

4139 ALPINE ROAD, PORTOLA VALLEY, CA 94028 - 8042

PHONE: 650-851-1591 • FAX: 650-851-1759

www.alpinehills.us

Alpine Hills currently has an approximate 6 month waiting list to join (even during the pandemic) and has not increased its membership since 2004. There is a strong demand for membership at the Club and with the new clubhouse and improved Roadhouse facilities there is room to accommodate more members. In review of the comments from when Alpine Hills was last granted additional members, the greatest concern was how the additional members would create additional traffic and noise at the site. Since the Windmill School has relocated, there has been a large decrease in traffic and noise at Alpine Hills and this is supported by the traffic and noise studies that were conducted as part of the CEQA Review for Windmill Schools relocation to 900 Portola Road. We feel that even with the addition of 50 new members, traffic would still be significantly lower than what it was when the Windmill School occupied the Roadhouse. Further, Alpine Hills has increased parking and improved delivery and emergency services access, making the traffic pattern/flow and access much safer. We added substantial parking spaces from our last CUP amendment in 2004 when we had 94 spaces to currently over 120 spaces, plus additional overflow parking.

This request to amend the Conditional Use Permit does not affect our current hours of operations, event programming or fee schedules.

At present, 67% of our members are Portola Valley residents, with an additional 12% of our members living in Woodside. Of those on our current waiting list, 61% are residing in Portola Valley and Woodside. This distribution of members has been relatively consistent over time, and we expect us that we will continue to have the highest percentage of Portola Valley and Woodside residents as members. So not only will this amendment to our CUP allow local area residents the recreational and social opportunities within the community, but it will also lessen traffic in and out of the community to those who are searching for these opportunities beyond Portola Valley.

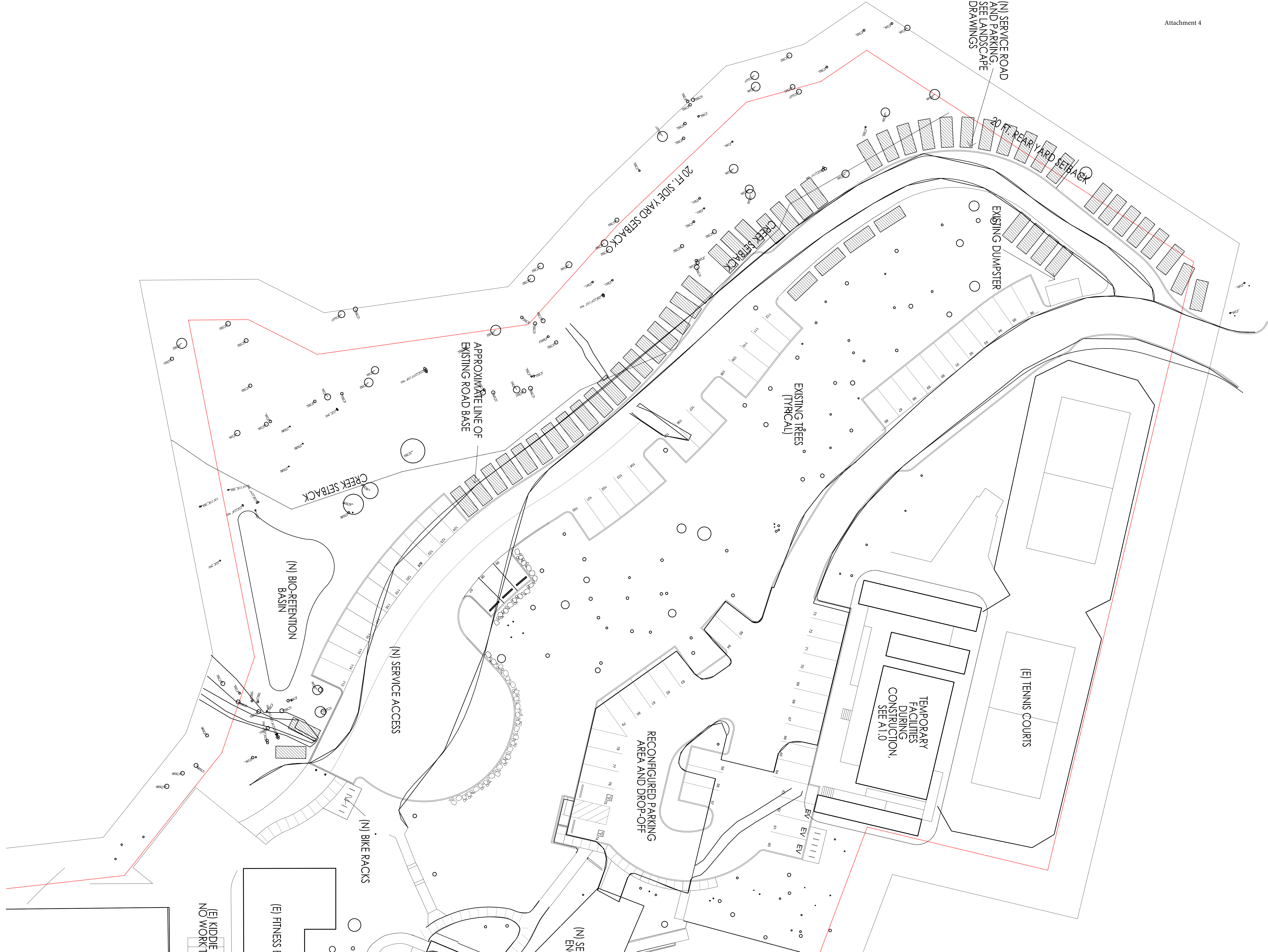
We ask that you approve our request to amend our current conditional use permit from 700 to 750 members.

On behalf of the Board of Directors and members of the Alpine Hills Tennis and Swimming Club.

Sincerely,

A handwritten signature in black ink that reads "Jamie Blatman". The signature is written in a cursive, flowing style.

Jamie Blatman
General Manager





HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: January 10, 2022
To: Ms. Suzanne Avila, Town of Portola Valley
From: Gary Black
Ling Jin
Subject: Traffic and Parking Study for Addition of 50 New Memberships at Alpine Hills Tennis & Swim Club in Portola Valley

This memorandum presents the results of the traffic and parking study for the addition of 50 new memberships at the Alpine Hills Tennis & Swim Club (AHTSC) at 4139 Alpine Road in Portola Valley. AHTSC proposes to increase its membership level from the current 700 to 750 members. Vehicle access to the site is via inbound and outbound driveways on Alpine Road and a two-way driveway on Los Trancos Road. Vehicle parking totals 124 spaces on-site in three parking areas plus additional overflow parking. There would be no change in vehicle access or on-site parking with the increase in membership.

The purpose of this study is to estimate the increase in daily vehicle traffic and parking demand for the 50 new memberships. This study also identifies whether there would be traffic operational issues at the project driveways and whether parking would be sufficient on regular visit days and on days with special events. The analysis is based on driveway counts conducted at the site.

Trip Generation Estimates

The trips generated by the existing uses on the site were counted on two typical days: one weekday and one weekend in November 2021 (Tuesday 11/2/2021 and Sunday 11/7/2021) (see Appendix A). The inbound and outbound trips were counted at each driveway by cameras for 24 hours. The trip generation survey results show that the existing club generated 1,223 daily vehicle trips on the Tuesday and 789 daily trips on the Sunday.

Based on the current number of memberships at 700, the trip generation rate is estimated to be 1.75 trips per member on a weekday and 1.23 trips per member on a weekend. As shown in Table 1, the 50 new memberships is expected to generate 87 new daily vehicle trips on a weekday and 56 new daily vehicle trips on weekends. On a weekday, it is estimated that 47 new vehicle trips would use the Alpine Road driveways and 40 new vehicle trips would use the driveway on Los Trancos Road (see Table 1). On a weekend, it is estimated that 30 new vehicle trips would use the driveways on Alpine Road and 26 new vehicle trips would use the driveway on Los Trancos Road (see Table 2).

This small number of new daily vehicle trips is not expected to cause any operational issues at the project driveways. There are no existing obstructions that would compromise driver safety at the project entrances. The addition of new memberships would not alter the project site, and the small increase in daily trips, fewer than 50 new trips per day at any one driveway, would not change existing operations. Hexagon did not observe any queuing or safety issues relating to entering or exiting the site along Alpine Road and Los Trancos Road or at the project driveways.

The Windmill Preschool (with 69 students) previously operated in the building located on the northwest corner of the project site. This school was accessed via the project driveway on Alpine



Road and utilized the front parking lot for staff parking and student drop-offs. The school has now relocated to 900 Portola Road. Relocation of the Windmill school reduced the overall number of trips entering and exiting the site using the Alpine Road driveways. As shown in the school report - 900 Portola Preschool Traffic Operations Study (March 2016), the Windmill Preschool generated 302 daily vehicle trips. As shown in Table 1, the 50 new memberships are expected to generate 87 new daily vehicle trips on a weekday and 56 new daily vehicle trips on weekends. Both numbers are much lower than the vehicle trips removed due to the relocation of Windmill Preschool.

Table 1
Existing Trip Generation and Estimated New Vehicle Trips on Weekdays

Size	Unit	Alpine Road Driveway		Los Trancos Road Driveway		Total	
		Daily Trips	Rate	Daily Trips	Rate	Daily Trips	Daily Rate
Existing Membership ¹							
700	members	661	0.94	562	0.80	1,223	1.75
Proposed New Membership							
50	members	47		40		87	
<u>Notes:</u>							
1. Existing daily trips based on 11/2/2021 (Tuesday) driveway counts. Existing daily trips were estimated.							

Table 2
Existing Trip Generation and Estimated New Vehicle Trips on Weekends

Size	Unit	Alpine Road Driveway		Los Trancos Road Driveway		Total	
		Daily Trips	Rate	Daily Trips	Rate	Daily Trips	Daily Rate
Existing Membership ¹							
700	members	418	0.60	371	0.53	789	1.13
Proposed New Membership							
50	members	30		27		56	
<u>Notes:</u>							
1. Existing daily trips based on 11/7/2021 (Sunday) driveway counts. Existing daily trips were estimated.							

Parking Demand Analysis

Currently, there are 178 parking spaces serving AHTSC with 124 marked parking spaces and an additional 54 overflow spaces (see Figure 1). The driveway counts yielded a count of parking demand throughout the day. (see Appendix B). Table 3 shows the parking count results for the Alpine Hills Club with the existing membership and the projected parking demand with the proposed increase in membership. The observed overall peak parking demand under existing conditions occurred at 3:00 PM on the Tuesday count day with a peak of 82 parking spaces occupied. The peak on Sunday was at 2:40 PM with 80 spaces occupied. The parking demand generated by the proposed 50 new members was estimated using the peak parking ratio observed at the existing site. Based on the observed ratio, the proposed 50 new members would generate a peak parking demand of an additional 6 parking spaces. The peak parking demand with the increased membership would be around 88 spaces on weekdays and 86 spaces on weekends, which is less than the on-site parking capacity of 124 spaces (without overflow).

Table 3
Parking Survey Results and Estimated Parking Demand

		Occupied Spaces	Parking Demand Ratio (occupied spaces/member)
With existing 700 Membership	Tuesday (11/2/2021)	82	0.12
	Sunday (11/7/2021)	80	0.11
50 New Membership	Weekday	6	
	Weekend	6	

In addition to the regular visits on weekdays and weekends, the AHTSC holds large events and medium events. Large events occur 2-3 times a year, typically bringing between 150-200 people to the Club. In the past these large events have included a Halloween Party, a Holiday Party, a Cinco De Mayo Party, and a Memorial event. Medium events occur 5-10 times per year and bring between 100-150 people. The medium events include swim meet/tennis tournaments. For these special events, most members bring family members or guests in their cars with them. Based on the previously finished study for the 555 Portola Rd Wine Tasting Room, the parking demand for the special events was calculated based on 2.5 visitors per vehicle. Therefore, it is estimated that an additional 60 – 80 parking spaces are needed for large events and an additional 40 – 60 spaces are needed for medium events. To be conservative, it is assumed that the peak parking demand for the special events occurs at the same time as for the regular visits. With the proposed membership increase, the total peak park demand is estimated to be 168 spaces on days with a large event or 148 spaces on days with a medium event. These events would not exceed the total parking capacity of 178 spaces, which includes the 54 overflow spaces.

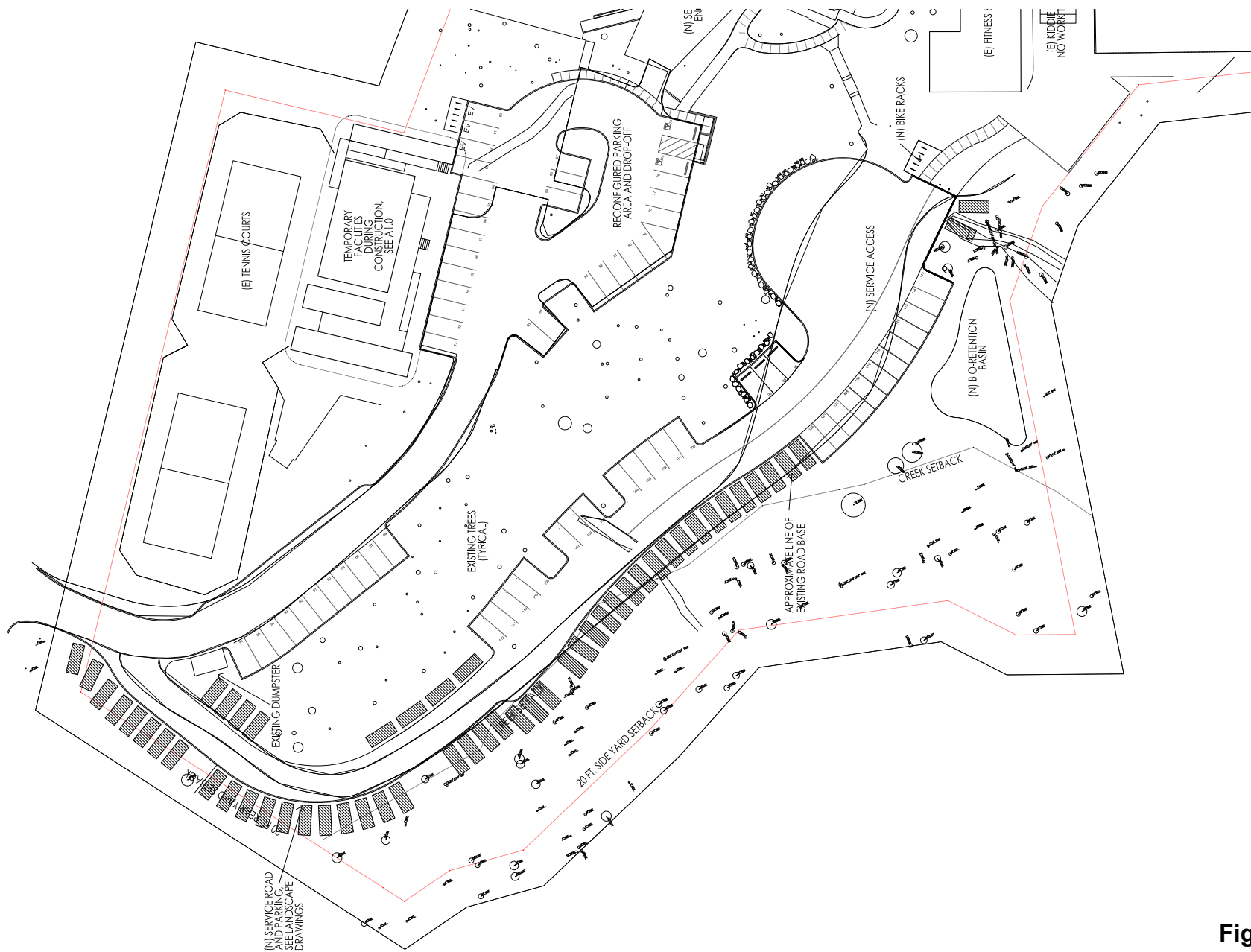


Figure 1
AHTSC Parking Site Plan

Appendix A

Existing Traffic Volume

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1 #CARS IN	#CARS OUT	SITE 2 #CARS IN	#CARS OUT	Site 3 #CARS IN	# CARSOUT
12:00 AM	0	0	0	0	0	0
12:05 AM	0	0	0	0	0	0
12:10 AM	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0
12:20 AM	0	0	0	0	0	0
12:25 AM	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0
12:35 AM	0	0	0	0	0	0
12:40 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
12:50 AM	0	0	0	0	0	0
12:55 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:35 AM	0	0	0	0	0	0
4:40 AM	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0
4:50 AM	0	0	0	0	0	0
4:55 AM	0	0	0	0	0	0

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1		SITE 2		Site 3	
	#CARS IN	#CARS OUT	#CARS IN	#CARS OUT	#CARS IN	# CARSOUT
5:00 AM	0	0	0	0	0	0
5:05 AM	0	0	0	0	0	0
5:10 AM	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0
5:20 AM	0	0	0	0	0	0
5:25 AM	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0
5:40 AM	0	0	0	0	1	0
5:45 AM	0	0	0	0	0	0
5:50 AM	0	0	0	0	0	0
5:55 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0
6:10 AM	0	0	0	0	1	0
6:15 AM	0	0	0	0	0	0
6:20 AM	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0
6:40 AM	0	0	0	0	1	0
6:45 AM	0	0	1	0	2	0
6:50 AM	0	0	0	0	0	0
6:55 AM	0	0	0	0	2	0
7:00 AM	0	0	0	0	0	0
7:05 AM	0	0	0	0	1	0
7:10 AM	0	0	1	0	1	0
7:15 AM	0	1	2	0	4	0
7:20 AM	0	0	0	0	1	4
7:25 AM	0	0	2	0	1	0
7:30 AM	0	0	0	0	0	0
7:35 AM	0	0	0	0	2	0
7:40 AM	0	0	1	0	1	0
7:45 AM	0	0	0	0	2	2
7:50 AM	0	0	0	0	2	1
7:55 AM	0	0	1	0	2	0
8:00 AM	0	1	0	0	2	2
8:05 AM	0	1	2	0	1	0
8:10 AM	0	0	0	0	1	1
8:15 AM	0	0	0	0	1	0
8:20 AM	0	0	0	0	0	2
8:25 AM	0	2	0	0	1	3
8:30 AM	0	6	3	0	1	2
8:35 AM	0	1	3	0	2	0
8:40 AM	0	2	2	0	2	3
8:45 AM	0	1	1	0	1	0
8:50 AM	0	1	3	0	1	1
8:55 AM	0	0	0	0	2	1
9:00 AM	0	4	7	0	2	1
9:05 AM	0	2	3	0	1	1
9:10 AM	0	2	0	0	0	1
9:15 AM	0	0	2	0	1	0
9:20 AM	0	0	1	0	1	1
9:25 AM	0	2	0	0	0	0
9:30 AM	0	0	1	0	0	1
9:35 AM	0	2	1	0	0	2
9:40 AM	0	0	3	0	1	0
9:45 AM	0	1	1	0	2	1
9:50 AM	0	0	5	0	2	1
9:55 AM	0	3	4	0	5	3

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1 #CARS IN	#CARS OUT	SITE 2 #CARS IN	#CARS OUT	Site 3 #CARS IN	# CARSOUT
10:00 AM	0	2	3	0	4	1
10:05 AM	0	2	1	0	3	2
10:10 AM	0	0	0	0	2	2
10:15 AM	0	0	0	0	1	1
10:20 AM	0	0	4	0	2	1
10:25 AM	0	0	3	0	0	2
10:30 AM	0	0	2	0	0	1
10:35 AM	0	1	2	0	1	0
10:40 AM	0	0	0	0	0	0
10:45 AM	0	2	0	0	2	3
10:50 AM	0	2	3	0	2	0
10:55 AM	0	1	2	0	2	2
11:00 AM	0	0	1	0	2	3
11:05 AM	0	3	1	0	1	1
11:10 AM	0	0	1	0	1	0
11:15 AM	0	2	0	0	0	0
11:20 AM	0	0	1	0	0	2
11:25 AM	0	0	0	0	0	0
11:30 AM	0	0	4	0	0	0
11:35 AM	0	0	0	0	0	1
11:40 AM	0	0	1	0	3	0
11:45 AM	0	2	1	0	0	0
11:50 AM	0	1	1	0	0	1
11:55 AM	0	1	0	0	0	2
12:00 PM	0	2	3	0	1	2
12:05 PM	0	0	0	1	2	1
12:10 PM	0	0	2	0	3	0
12:15 PM	0	2	1	0	3	3
12:20 PM	0	0	2	0	1	0
12:25 PM	0	0	3	0	2	1
12:30 PM	0	2	2	0	0	0
12:35 PM	0	0	3	1	0	0
12:40 PM	0	4	2	0	0	0
12:45 PM	0	3	1	0	1	1
12:50 PM	0	1	2	0	1	0
12:55 PM	0	1	3	0	0	2
1:00 PM	0	0	1	0	0	3
1:05 PM	0	1	0	0	1	1
1:10 PM	0	2	3	0	1	0
1:15 PM	0	4	2	0	0	1
1:20 PM	0	0	1	0	1	1
1:25 PM	0	1	3	0	2	1
1:30 PM	0	0	3	1	2	3
1:35 PM	0	2	2	0	1	1
1:40 PM	0	1	1	0	1	0
1:45 PM	0	2	1	0	0	1
1:50 PM	0	2	2	0	2	3
1:55 PM	0	2	2	0	2	0
2:00 PM	0	2	7	0	0	1
2:05 PM	0	0	0	0	0	2
2:10 PM	0	2	0	0	3	1
2:15 PM	0	0	1	0	2	0
2:20 PM	0	1	0	0	0	0
2:25 PM	0	0	2	0	0	0
2:30 PM	0	2	4	0	2	1
2:35 PM	0	0	4	0	0	1
2:40 PM	0	2	1	0	0	0
2:45 PM	0	1	2	0	7	0
2:50 PM	0	3	0	0	1	0
2:55 PM	0	0	0	0	3	2

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)		
	SITE 1		SITE 2		Site 3		
	#CARS IN	#CARS OUT	#CARS IN	#CARS OUT	#CARS IN	# CARSOUT	
3:00 PM	0	2	1	0	4	1	
3:05 PM	0	5	1	1	1	2	
3:10 PM	0	4	2	0	4	2	
3:15 PM	0	1	3	1	1	1	
3:20 PM	0	1	2	2	2	4	
3:25 PM	0	1	0	0	1	1	
3:30 PM	0	1	0	0	1	0	
3:35 PM	0	1	2	0	4	0	
3:40 PM	1	1	0	0	5	3	
3:45 PM	0	4	0	0	3	1	
3:50 PM	0	3	0	0	4	6	
3:55 PM	0	2	5	0	2	3	
4:00 PM	0	1	3	0	7	3	
4:05 PM	0	3	3	0	2	5	
4:10 PM	0	3	3	1	3	5	
4:15 PM	0	3	2	0	2	1	
4:20 PM	0	6	1	0	2	2	
4:25 PM	0	6	2	0	4	2	
4:30 PM	0	2	0	0	3	3	
4:35 PM	0	2	2	0	5	2	
4:40 PM	0	4	1	0	6	4	
4:45 PM	0	4	0	0	3	4	
4:50 PM	0	4	6	0	0	3	
4:55 PM	0	3	5	0	1	1	
5:00 PM	0	3	3	1	5	4	
5:05 PM	0	1	4	0	4	4	
5:10 PM	0	1	6	1	3	5	
5:15 PM	0	3	3	0	5	2	
5:20 PM	0	3	2	0	2	6	
5:25 PM	0	2	6	0	5	3	
5:30 PM	0	1	5	0	3	10	
5:35 PM	0	4	2	0	3	2	
5:40 PM	0	1	1	0	0	2	
5:45 PM	0	4	5	0	3	8	
5:50 PM	0	3	2	0	6	5	
5:55 PM	0	3	9	0	6	7	
6:00 PM	0	7	8	0	5	2	
6:05 PM	0	4	3	0	1	9	
6:10 PM	0	11	10	0	5	5	
6:15 PM	0	6	4	0	3	5	
6:20 PM	0	5	3	0	1	3	
6:25 PM	0	3	4	0	2	3	
6:30 PM	0	1	4	0	3	3	
6:35 PM	0	10	4	0	1	1	
6:40 PM	0	3	1	0	0	3	
6:45 PM	0	3	6	0	4	0	
6:50 PM	0	3	2	0	1	6	
6:55 PM	0	3	4	0	0	1	
7:00 PM	0	10	2	0	1	1	
7:05 PM	0	0	3	0	4	2	
7:10 PM	0	1	0	0	0	0	
7:15 PM	0	4	1	0	4	1	
7:20 PM	0	2	0	0	1	6	
7:25 PM	0	2	2	0	1	4	
7:30 PM	0	6	1	0	2	4	
7:35 PM	0	1	2	0	0	2	
7:40 PM	0	4	1	0	0	1	
7:45 PM	0	0	2	0	0	1	
7:50 PM	0	6	2	0	0	0	
7:55 PM	0	5	5	0	0	2	

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1 #CARS IN	#CARS OUT	SITE 2 #CARS IN	#CARS OUT	Site 3 #CARS IN	# CARSOUT
8:00 PM	0	2	1	0	0	0
8:05 PM	0	0	4	0	1	0
8:10 PM	0	4	1	0	0	1
8:15 PM	0	0	2	1	2	0
8:20 PM	0	2	1	0	0	0
8:25 PM	0	4	1	0	0	0
8:30 PM	0	1	0	1	0	0
8:35 PM	0	0	0	0	0	1
8:40 PM	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	1
8:50 PM	0	0	1	1	0	0
8:55 PM	0	2	0	0	0	1
9:00 PM	0	0	0	0	0	0
9:05 PM	0	0	1	0	0	0
9:10 PM	0	1	0	0	0	0
9:15 PM	0	0	0	0	0	1
9:20 PM	0	1	0	0	0	1
9:25 PM	0	0	0	0	0	0
9:30 PM	0	0	1	0	0	0
9:35 PM	0	1	1	0	0	0
9:40 PM	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0
9:55 PM	0	4	0	1	0	0
10:00 PM	0	0	0	0	0	0
10:05 PM	0	2	0	0	0	0
10:10 PM	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0
10:20 PM	0	1	0	0	0	0
10:25 PM	0	1	0	0	0	0
10:30 PM	0	0	0	0	0	0
10:35 PM	0	0	0	0	0	0
10:40 PM	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0
10:50 PM	0	0	0	0	0	0
10:55 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:05 PM	0	0	0	0	0	0
11:10 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:20 PM	0	0	0	0	0	0
11:25 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
11:50 PM	0	1	0	0	0	0
11:55 PM	0	0	0	0	0	0
	1	319	327	14	282	280
	in	610				
	out	613				

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1 #CARS IN	#CARS OUT	SITE 2 #CARS IN	#CARS OUT	Site 3 #CARS IN	# CARS OUT
12:00 AM	0	0	0	0	0	0
12:05 AM	0	0	0	0	0	0
12:10 AM	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0
12:20 AM	0	0	0	0	0	0
12:25 AM	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0
12:35 AM	0	0	0	0	0	0
12:40 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
12:50 AM	0	0	0	0	0	0
12:55 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:05 AM	0	0	0	0	0	0
1:10 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:20 AM	0	0	0	0	0	0
1:25 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:35 AM	0	0	0	0	0	0
1:40 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
1:50 AM	0	0	0	0	0	0
1:55 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:05 AM	0	0	0	0	0	0
2:10 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:20 AM	0	0	0	0	0	0
2:25 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:35 AM	0	0	0	0	0	0
2:40 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
2:50 AM	0	0	0	0	0	0
2:55 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:05 AM	0	0	0	0	0	0
3:10 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:20 AM	0	0	0	0	0	0
3:25 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:35 AM	0	0	0	0	0	0
3:40 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
3:50 AM	0	0	0	0	0	0
3:55 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:05 AM	0	0	0	0	0	0
4:10 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:20 AM	0	0	0	0	0	0
4:25 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:35 AM	0	0	0	0	1	0
4:40 AM	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0
4:50 AM	0	0	0	0	0	0
4:55 AM	0	0	0	0	0	0

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1 #CARS IN	#CARS OUT	SITE 2 #CARS IN	#CARS OUT	Site 3 #CARS IN	# CARS OUT
5:00 AM	0	0	0	0	0	0
5:05 AM	0	0	0	0	0	0
5:10 AM	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0
5:20 AM	0	0	0	0	0	0
5:25 AM	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0
5:35 AM	0	0	0	0	0	0
5:40 AM	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0
5:50 AM	0	0	0	0	0	0
5:55 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
6:05 AM	0	0	0	0	0	0
6:10 AM	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0
6:20 AM	0	0	0	0	0	0
6:25 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:35 AM	0	0	0	0	0	0
6:40 AM	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0
6:50 AM	0	0	0	0	3	1
6:55 AM	0	0	0	0	4	0
7:00 AM	0	0	1	0	2	1
7:05 AM	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0
7:20 AM	0	0	0	0	2	0
7:25 AM	0	0	1	0	1	0
7:30 AM	0	0	0	0	0	0
7:35 AM	0	1	0	0	2	0
7:40 AM	0	0	0	0	1	0
7:45 AM	0	0	0	0	2	1
7:50 AM	0	1	1	0	0	1
7:55 AM	0	0	0	0	1	4
8:00 AM	0	0	0	0	1	1
8:05 AM	0	0	1	0	1	0
8:10 AM	0	0	0	0	4	0
8:15 AM	0	0	0	0	1	1
8:20 AM	0	0	0	0	2	0
8:25 AM	0	0	0	0	1	0
8:30 AM	0	0	1	0	0	0
8:35 AM	0	1	0	0	1	0
8:40 AM	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	1
8:50 AM	0	1	3	0	1	1
8:55 AM	0	1	2	0	2	1
9:00 AM	0	1	1	0	1	0
9:05 AM	0	0	0	0	1	0
9:10 AM	0	0	0	0	1	0
9:15 AM	0	0	1	0	3	1
9:20 AM	0	0	0	0	2	1
9:25 AM	0	0	1	0	4	0
9:30 AM	0	0	0	0	1	0
9:35 AM	0	0	0	0	0	0
9:40 AM	0	1	1	0	2	3
9:45 AM	0	1	0	0	2	0
9:50 AM	0	0	0	0	3	0
9:55 AM	0	0	0	0	1	3

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1 #CARS IN	#CARS OUT	SITE 2 #CARS IN	#CARS OUT	Site 3 #CARS IN	# CARS OUT
10:00 AM	0	0	1	0	4	1
10:05 AM	0	1	1	0	0	1
10:10 AM	0	0	1	0	2	1
10:15 AM	0	0	0	0	1	1
10:20 AM	0	1	2	0	1	1
10:25 AM	0	1	4	0	1	0
10:30 AM	0	1	3	0	0	0
10:35 AM	0	0	1	0	0	4
10:40 AM	0	1	1	0	1	0
10:45 AM	0	1	1	0	1	4
10:50 AM	0	1	3	0	3	2
10:55 AM	0	3	1	0	3	0
11:00 AM	0	1	2	0	1	1
11:05 AM	0	0	2	0	0	1
11:10 AM	0	3	4	0	1	1
11:15 AM	0	1	1	0	1	3
11:20 AM	0	0	1	0	1	1
11:25 AM	0	0	1	0	4	0
11:30 AM	0	0	2	0	2	0
11:35 AM	0	1	2	0	1	3
11:40 AM	0	1	2	0	1	2
11:45 AM	0	1	4	0	0	0
11:50 AM	0	3	1	0	0	1
11:55 AM	0	2	1	0	4	0
12:00 PM	0	2	2	0	2	5
12:05 PM	0	3	1	0	3	1
12:10 PM	0	2	1	0	4	2
12:15 PM	0	0	1	1	2	2
12:20 PM	0	2	1	0	2	2
12:25 PM	0	0	1	1	1	1
12:30 PM	0	2	2	0	2	0
12:35 PM	0	1	2	0	1	2
12:40 PM	0	3	2	0	2	1
12:45 PM	0	4	4	1	3	0
12:50 PM	0	3	2	0	5	2
12:55 PM	0	1	6	1	0	2
1:00 PM	0	5	3	0	2	4
1:05 PM	0	1	1	0	0	1
1:10 PM	0	1	0	0	1	2
1:15 PM	0	1	2	0	1	1
1:20 PM	0	3	3	1	2	2
1:25 PM	0	0	2	0	0	3
1:30 PM	1	1	3	0	1	1
1:35 PM	0	1	2	1	1	2
1:40 PM	0	2	4	0	2	5
1:45 PM	0	3	1	0	0	1
1:50 PM	0	0	2	0	3	4
1:55 PM	0	0	8	0	4	1
2:00 PM	0	0	1	0	1	0
2:05 PM	0	0	2	0	0	7
2:10 PM	0	1	2	0	1	4
2:15 PM	0	0	2	2	1	1
2:20 PM	0	1	1	0	1	2
2:25 PM	0	2	3	0	2	2
2:30 PM	0	1	2	0	5	0
2:35 PM	0	1	6	0	1	1
2:40 PM	0	2	5	1	0	0
2:45 PM	0	4	3	0	4	5
2:50 PM	0	5	2	0	1	1
2:55 PM	0	1	3	0	1	2

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1 #CARS IN	#CARS OUT	SITE 2 #CARS IN	#CARS OUT	Site 3 #CARS IN	# CARS OUT
3:00 PM	0	2	4	0	1	2
3:05 PM	0	2	3	0	0	1
3:10 PM	0	4	1	0	0	1
3:15 PM	0	2	1	0	0	1
3:20 PM	0	0	0	0	2	0
3:25 PM	0	2	2	0	1	2
3:30 PM	0	7	2	1	0	0
3:35 PM	0	0	0	0	0	0
3:40 PM	0	1	0	0	1	1
3:45 PM	0	0	2	1	2	0
3:50 PM	0	2	2	0	0	3
3:55 PM	0	1	2	0	3	2
4:00 PM	0	2	0	0	1	1
4:05 PM	0	0	0	0	2	0
4:10 PM	0	2	1	0	1	0
4:15 PM	0	2	1	0	1	3
4:20 PM	0	2	2	1	2	3
4:25 PM	0	2	1	0	0	3
4:30 PM	0	0	1	0	1	2
4:35 PM	0	3	2	0	0	0
4:40 PM	0	3	1	1	0	0
4:45 PM	0	4	8	1	1	0
4:50 PM	0	4	3	1	0	1
4:55 PM	0	3	1	1	0	1
5:00 PM	0	4	2	0	2	2
5:05 PM	0	4	1	0	1	0
5:10 PM	0	1	2	0	2	0
5:15 PM	0	3	1	0	0	3
5:20 PM	0	3	1	0	1	1
5:25 PM	0	3	1	0	0	3
5:30 PM	0	1	0	0	0	3
5:35 PM	0	1	2	1	1	5
5:40 PM	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	2
5:50 PM	0	0	0	0	0	0
5:55 PM	0	1	0	0	0	0
6:00 PM	0	5	1	0	0	0
6:05 PM	0	1	0	0	0	0
6:10 PM	0	2	1	0	0	0
6:15 PM	0	3	2	0	0	1
6:20 PM	0	1	1	0	2	0
6:25 PM	0	1	1	0	0	1
6:30 PM	0	3	1	0	0	2
6:35 PM	0	1	0	0	0	2
6:40 PM	0	1	0	0	0	0
6:45 PM	0	1	0	0	0	0
6:50 PM	0	1	0	0	0	1
6:55 PM	0	0	1	0	0	0
7:00 PM	0	1	0	0	0	0
7:05 PM	0	1	0	0	1	0
7:10 PM	0	0	0	0	1	1
7:15 PM	0	1	0	0	0	0
7:20 PM	0	0	0	0	0	0
7:25 PM	0	0	0	0	0	0
7:30 PM	0	1	0	0	0	0
7:35 PM	0	0	0	0	0	0
7:40 PM	0	0	0	0	1	0
7:45 PM	0	1	0	0	0	0
7:50 PM	0	0	0	0	1	0
7:55 PM	0	0	1	0	1	2

TIME	THE LOOP (Site 1 & 2)				BACK ENTRY (SITE 3)	
	SITE 1 #CARS IN	#CARS OUT	SITE 2 #CARS IN	#CARS OUT	Site 3 #CARS IN	# CARS OUT
8:00 PM	0	0	0	0	0	0
8:05 PM	0	1	0	1	0	0
8:10 PM	0	0	0	0	0	1
8:15 PM	0	0	0	0	1	0
8:20 PM	0	0	0	0	0	0
8:25 PM	0	0	0	0	0	0
8:30 PM	0	0	0	0	1	0
8:35 PM	0	0	0	0	0	2
8:40 PM	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0
8:50 PM	0	0	0	0	0	0
8:55 PM	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0
9:05 PM	0	1	0	0	0	0
9:10 PM	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0
9:20 PM	0	0	1	0	0	2
9:25 PM	0	0	0	0	0	0
9:30 PM	0	0	1	1	0	0
9:35 PM	0	0	0	0	0	0
9:40 PM	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0
9:55 PM	0	0	0	0	0	0
10:00 PM	0	0	0	1	0	0
10:05 PM	0	0	0	0	0	0
10:10 PM	0	1	0	0	0	0
10:15 PM	0	0	0	0	0	0
10:20 PM	0	0	0	0	0	0
10:25 PM	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0
10:35 PM	0	0	0	0	0	0
10:40 PM	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0
10:50 PM	0	0	0	0	0	0
10:55 PM	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0
11:05 PM	0	0	0	0	0	0
11:10 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:20 PM	0	0	0	0	0	0
11:25 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:35 PM	0	0	0	0	0	0
11:40 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
11:50 PM	0	0	0	0	0	0
11:55 PM	0	0	0	0	0	0
	1	189	208	20	185	186

in 394
out 395

Apendix B

Parking Counts

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
12:00 AM			
12:05 AM			
12:10 AM			
12:15 AM			
12:20 AM			
12:25 AM			
12:30 AM			
12:35 AM			
12:40 AM			
12:45 AM			
12:50 AM			
12:55 AM			
1:00 AM			
1:05 AM			
1:10 AM			
1:15 AM			
1:20 AM			
1:25 AM			
1:30 AM			
1:35 AM			
1:40 AM			
1:45 AM			
1:50 AM			
1:55 AM			
2:00 AM			
2:05 AM			
2:10 AM			
2:15 AM			
2:20 AM			
2:25 AM			
2:30 AM			
2:35 AM			
2:40 AM			
2:45 AM			
2:50 AM			
2:55 AM			
3:00 AM			
3:05 AM			
3:10 AM			
3:15 AM			
3:20 AM			
3:25 AM			
3:30 AM			
3:35 AM			
3:40 AM			
3:45 AM			
3:50 AM			
3:55 AM			
4:00 AM			
4:05 AM			
4:10 AM			
4:15 AM			
4:20 AM			
4:25 AM			
4:30 AM			
4:35 AM			
4:40 AM			
4:45 AM			
4:50 AM			

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
4:55 AM			
5:00 AM			
5:05 AM			
5:10 AM			
5:15 AM			
5:20 AM			
5:25 AM			
5:30 AM			
5:35 AM			
5:40 AM			
5:45 AM			
5:50 AM			
5:55 AM			
6:00 AM			
6:05 AM			
6:10 AM		1	1
6:15 AM		1	1
6:20 AM		1	1
6:25 AM		1	1
6:30 AM		1	1
6:35 AM		1	1
6:40 AM		2	2
6:45 AM	1	4	5
6:50 AM	1	4	5
6:55 AM	1	6	7
7:00 AM	1	6	7
7:05 AM	1	7	8
7:10 AM	2	8	10
7:15 AM	3	12	15
7:20 AM	3	9	12
7:25 AM	5	10	15
7:30 AM	5	10	15
7:35 AM	5	12	17
7:40 AM	6	13	19
7:45 AM	6	13	19
7:50 AM	6	14	20
7:55 AM	7	16	23
8:00 AM	6	16	22
8:05 AM	7	17	24
8:10 AM	7	17	24
8:15 AM	7	18	25
8:20 AM	7	16	23
8:25 AM	5	14	19
8:30 AM	2	13	15
8:35 AM	4	15	19
8:40 AM	4	14	18
8:45 AM	4	15	19
8:50 AM	6	15	21
8:55 AM	6	16	22
9:00 AM	9	17	26
9:05 AM	10	17	27
9:10 AM	8	16	24
9:15 AM	10	17	27
9:20 AM	11	17	28
9:25 AM	9	17	26
9:30 AM	10	16	26
9:35 AM	9	14	23
9:40 AM	12	15	27
9:45 AM	12	16	28

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
9:50 AM	17	17	34
9:55 AM	18	19	37
10:00 AM	19	22	41
10:05 AM	18	23	41
10:10 AM	18	23	41
10:15 AM	18	23	41
10:20 AM	22	24	46
10:25 AM	25	22	47
10:30 AM	27	21	48
10:35 AM	28	22	50
10:40 AM	28	22	50
10:45 AM	26	21	47
10:50 AM	27	23	50
10:55 AM	28	23	51
11:00 AM	29	22	51
11:05 AM	27	22	49
11:10 AM	28	23	51
11:15 AM	26	23	49
11:20 AM	27	21	48
11:25 AM	27	21	48
11:30 AM	31	21	52
11:35 AM	31	20	51
11:40 AM	32	23	55
11:45 AM	31	23	54
11:50 AM	31	22	53
11:55 AM	30	20	50
12:00 PM	31	19	50
12:05 PM	30	20	50
12:10 PM	32	23	55
12:15 PM	31	23	54
12:20 PM	33	24	57
12:25 PM	36	25	61
12:30 PM	36	25	61
12:35 PM	38	25	63
12:40 PM	36	25	61
12:45 PM	34	25	59
12:50 PM	35	26	61
12:55 PM	37	24	61
1:00 PM	38	21	59
1:05 PM	37	21	58
1:10 PM	38	22	60
1:15 PM	36	21	57
1:20 PM	37	21	58
1:25 PM	39	22	61
1:30 PM	41	21	62
1:35 PM	41	21	62
1:40 PM	41	22	63
1:45 PM	40	21	61
1:50 PM	40	20	60
1:55 PM	40	22	62
2:00 PM	45	21	66
2:05 PM	45	19	64
2:10 PM	43	21	64
2:15 PM	44	23	67
2:20 PM	43	23	66
2:25 PM	45	23	68
2:30 PM	47	24	71
2:35 PM	51	23	74
2:40 PM	50	23	73

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
2:45 PM	51	30	81
2:50 PM	48	31	79
2:55 PM	48	32	80
3:00 PM	47	35	82
3:05 PM	42	34	76
3:10 PM	40	36	76
3:15 PM	41	36	77
3:20 PM	40	34	74
3:25 PM	39	34	73
3:30 PM	38	35	73
3:35 PM	39	39	78
3:40 PM	39	41	80
3:45 PM	35	43	78
3:50 PM	32	41	73
3:55 PM	35	40	75
4:00 PM	37	44	81
4:05 PM	37	41	78
4:10 PM	37	39	76
4:15 PM	36	40	76
4:20 PM	31	40	71
4:25 PM	27	42	69
4:30 PM	25	42	67
4:35 PM	25	45	70
4:40 PM	22	47	69
4:45 PM	18	46	64
4:50 PM	20	43	63
4:55 PM	22	43	65
5:00 PM	21	44	65
5:05 PM	24	44	68
5:10 PM	28	42	70
5:15 PM	28	45	73
5:20 PM	27	41	68
5:25 PM	31	43	74
5:30 PM	35	36	71
5:35 PM	33	37	70
5:40 PM	33	35	68
5:45 PM	34	30	64
5:50 PM	33	31	64
5:55 PM	39	30	69
6:00 PM	40	33	73
6:05 PM	39	25	64
6:10 PM	38	25	63
6:15 PM	36	23	59
6:20 PM	34	21	55
6:25 PM	35	20	55
6:30 PM	38	20	58
6:35 PM	32	20	52
6:40 PM	30	17	47
6:45 PM	33	21	54
6:50 PM	32	16	48
6:55 PM	33	15	48
7:00 PM	25	15	40
7:05 PM	28	17	45
7:10 PM	27	17	44
7:15 PM	24	20	44
7:20 PM	22	15	37
7:25 PM	22	12	34
7:30 PM	17	10	27
7:35 PM	18	8	26

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
7:40 PM	15	7	22
7:45 PM	17	6	23
7:50 PM	13	6	19
7:55 PM	13	4	17
8:00 PM	12	4	16
8:05 PM	16	5	21
8:10 PM	13	4	17
8:15 PM	15	6	21
8:20 PM	14	6	20
8:25 PM	11	6	17
8:30 PM	10	6	16
8:35 PM	10	5	15
8:40 PM	10	5	15
8:45 PM	10	4	14
8:50 PM	10	4	14
8:55 PM	8	3	11
9:00 PM	8	3	11
9:05 PM	9	3	12
9:10 PM	8	3	11
9:15 PM	8	2	10
9:20 PM	7	1	8
9:25 PM	7	1	8
9:30 PM	8	1	9
9:35 PM	8	1	9
9:40 PM	8	1	9
9:45 PM	8	1	9
9:50 PM	8	1	9
9:55 PM	4	1	5
10:00 PM	4	1	5
10:05 PM	2	1	3
10:10 PM	2	1	3
10:15 PM	2	1	3
10:20 PM	1	1	2
10:25 PM	0	1	1
10:30 PM	0	1	1
10:35 PM	0	1	1
10:40 PM	0	1	1
10:45 PM	0	1	1
10:50 PM	0	1	1
10:55 PM	0	1	1
11:00 PM	0	1	1
11:05 PM	0	1	1
11:10 PM	0	1	1
11:15 PM	0	1	1
11:20 PM	0	1	1
11:25 PM	0	1	1
11:30 PM	0	1	1
11:35 PM	0	1	1
11:40 PM	0	1	1
11:45 PM	0	1	1
11:50 PM	0	1	1
11:55 PM	0	1	1

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
12:00 AM			
12:05 AM			
12:10 AM			
12:15 AM			
12:20 AM			
12:25 AM			
12:30 AM			
12:35 AM			
12:40 AM			
12:45 AM			
12:50 AM			
12:55 AM			
1:00 AM			
1:05 AM			
1:10 AM			
1:15 AM			
1:20 AM			
1:25 AM			
1:30 AM			
1:35 AM			
1:40 AM			
1:45 AM			
1:50 AM			
1:55 AM			
2:00 AM			
2:05 AM			
2:10 AM			
2:15 AM			
2:20 AM			
2:25 AM			
2:30 AM			
2:35 AM			
2:40 AM			
2:45 AM			
2:50 AM			
2:55 AM			
3:00 AM			
3:05 AM			
3:10 AM			
3:15 AM			
3:20 AM			
3:25 AM			
3:30 AM			
3:35 AM			
3:40 AM			
3:45 AM			
3:50 AM			
3:55 AM			
4:00 AM			
4:05 AM			
4:10 AM			
4:15 AM			
4:20 AM			
4:25 AM			
4:30 AM			
4:35 AM		1	1
4:40 AM		1	1
4:45 AM		1	1
4:50 AM		1	1

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
4:55 AM		1	1
5:00 AM		1	1
5:05 AM		1	1
5:10 AM		1	1
5:15 AM		1	1
5:20 AM		1	1
5:25 AM		1	1
5:30 AM		1	1
5:35 AM		1	1
5:40 AM		1	1
5:45 AM		1	1
5:50 AM		1	1
5:55 AM		1	1
6:00 AM		1	1
6:05 AM		1	1
6:10 AM		1	1
6:15 AM		1	1
6:20 AM		1	1
6:25 AM		1	1
6:30 AM		1	1
6:35 AM		1	1
6:40 AM		1	1
6:45 AM		1	1
6:50 AM		3	3
6:55 AM		7	7
7:00 AM	1	8	9
7:05 AM	1	8	9
7:10 AM	1	8	9
7:15 AM	1	8	9
7:20 AM	1	10	11
7:25 AM	2	11	13
7:30 AM	2	11	13
7:35 AM	1	13	14
7:40 AM	1	14	15
7:45 AM	1	15	16
7:50 AM	1	14	15
7:55 AM	1	11	12
8:00 AM	1	11	12
8:05 AM	2	12	14
8:10 AM	2	16	18
8:15 AM	2	16	18
8:20 AM	2	18	20
8:25 AM	2	19	21
8:30 AM	3	19	22
8:35 AM	2	20	22
8:40 AM	3	20	23
8:45 AM	3	19	22
8:50 AM	5	19	24
8:55 AM	6	20	26
9:00 AM	6	21	27
9:05 AM	6	22	28
9:10 AM	6	23	29
9:15 AM	7	25	32
9:20 AM	7	26	33
9:25 AM	8	30	38
9:30 AM	8	31	39
9:35 AM	8	31	39
9:40 AM	8	30	38
9:45 AM	7	32	39

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
9:50 AM	7	35	42
9:55 AM	7	33	40
10:00 AM	8	36	44
10:05 AM	8	35	43
10:10 AM	9	36	45
10:15 AM	9	36	45
10:20 AM	10	36	46
10:25 AM	13	37	50
10:30 AM	15	37	52
10:35 AM	16	33	49
10:40 AM	16	34	50
10:45 AM	16	31	47
10:50 AM	18	32	50
10:55 AM	16	35	51
11:00 AM	17	35	52
11:05 AM	19	34	53
11:10 AM	20	34	54
11:15 AM	20	32	52
11:20 AM	21	32	53
11:25 AM	22	36	58
11:30 AM	24	38	62
11:35 AM	25	36	61
11:40 AM	26	35	61
11:45 AM	29	35	64
11:50 AM	27	34	61
11:55 AM	26	38	64
12:00 PM	26	35	61
12:05 PM	24	37	61
12:10 PM	23	39	62
12:15 PM	24	39	63
12:20 PM	23	39	62
12:25 PM	23	39	62
12:30 PM	23	41	64
12:35 PM	24	40	64
12:40 PM	23	41	64
12:45 PM	22	44	66
12:50 PM	21	47	68
12:55 PM	25	45	70
1:00 PM	23	43	66
1:05 PM	23	42	65
1:10 PM	22	41	63
1:15 PM	23	41	64
1:20 PM	22	41	63
1:25 PM	24	38	62
1:30 PM	27	38	65
1:35 PM	27	37	64
1:40 PM	29	34	63
1:45 PM	27	33	60
1:50 PM	29	32	61
1:55 PM	37	35	72
2:00 PM	38	36	74
2:05 PM	40	29	69
2:10 PM	41	36	77
2:15 PM	41	26	67
2:20 PM	41	25	66
2:25 PM	42	25	67
2:30 PM	43	30	73
2:35 PM	48	30	78
2:40 PM	50	30	80

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
2:45 PM	49	29	78
2:50 PM	46	29	75
2:55 PM	48	28	76
3:00 PM	50	27	77
3:05 PM	51	26	77
3:10 PM	48	25	73
3:15 PM	47	24	71
3:20 PM	47	26	73
3:25 PM	47	25	72
3:30 PM	42	25	67
3:35 PM	42	25	67
3:40 PM	41	25	66
3:45 PM	42	27	69
3:50 PM	42	24	66
3:55 PM	43	25	68
4:00 PM	41	25	66
4:05 PM	41	27	68
4:10 PM	40	28	68
4:15 PM	39	26	65
4:20 PM	38	25	63
4:25 PM	37	22	59
4:30 PM	38	21	59
4:35 PM	37	21	58
4:40 PM	34	21	55
4:45 PM	37	22	59
4:50 PM	35	21	56
4:55 PM	32	20	52
5:00 PM	30	20	50
5:05 PM	27	21	48
5:10 PM	28	23	51
5:15 PM	26	20	46
5:20 PM	24	20	44
5:25 PM	22	17	39
5:30 PM	21	14	35
5:35 PM	21	10	31
5:40 PM	23	8	31
5:45 PM	23	6	29
5:50 PM	23	6	29
5:55 PM	22	6	28
6:00 PM	18	6	24
6:05 PM	17	6	23
6:10 PM	16	6	22
6:15 PM	15	5	20
6:20 PM	15	7	22
6:25 PM	15	6	21
6:30 PM	13	4	17
6:35 PM	12	2	14
6:40 PM	11	2	13
6:45 PM	10	2	12
6:50 PM	9	1	10
6:55 PM	10	1	11
7:00 PM	9	1	10
7:05 PM	8	2	10
7:10 PM	8	2	10
7:15 PM	7	2	9
7:20 PM	7	2	9
7:25 PM	7	2	9
7:30 PM	6	2	8
7:35 PM	6	2	8

<u>TIME</u>	<u>Parked in The Loop</u>	<u>Parked in Back</u>	<u>Total</u>
7:40 PM	6	3	9
7:45 PM	5	3	8
7:50 PM	5	4	9
7:55 PM	6	3	9
8:00 PM	6	3	9
8:05 PM	4	3	7
8:10 PM	4	2	6
8:15 PM	4	3	7
8:20 PM	4	3	7
8:25 PM	4	3	7
8:30 PM	4	4	8
8:35 PM	4	2	6
8:40 PM	4	2	6
8:45 PM	4	2	6
8:50 PM	4	2	6
8:55 PM	4	2	6
9:00 PM	4	2	6
9:05 PM	3	2	5
9:10 PM	3	2	5
9:15 PM	3	2	5
9:20 PM	4	0	4
9:25 PM	4		4
9:30 PM	4		4
9:35 PM	4		4
9:40 PM	4		4
9:45 PM	4		4
9:50 PM	4		4
9:55 PM	4		4
10:00 PM	4		4
10:05 PM	4		4
10:10 PM	3		3
10:15 PM	3		3
10:20 PM	3		3
10:25 PM	3		3
10:30 PM	3		3
10:35 PM	3		3
10:40 PM	3		3
10:45 PM	3		3
10:50 PM	3		3
10:55 PM	3		3
11:00 PM	3		3
11:05 PM	3		3
11:10 PM	3		3
11:15 PM	3		3
11:20 PM	3		3
11:25 PM	3		3
11:30 PM	3		3
11:35 PM	3		3
11:40 PM	3		3
11:45 PM	3		3
11:50 PM	3		3
11:55 PM	3		3