

APPENDIX G

Transportation Assessment

This document is designed for double-sided printing to conserve natural resources.

Technical Memorandum

October 23, 2023

To: Chris Chung, City of Garden Grove

From: Jordan Gray PE TE, Michael Baker International

CC: Kristen Bogue, Michael Baker International

Subject: City of Garden Grove Civic Center Revitalization Project - Vehicle Miles Traveled Screening Assessment

Introduction

The purpose of this memorandum is to document the potential vehicle miles traveled (VMT) impacts of the proposed Civic Center Revitalization Project (Project) in the City of Garden Grove under California Environmental Quality Act (CEQA).

This analysis has been prepared consistent with the guidelines outlined in the City of Garden Grove's *Traffic Impact Analysis Guidelines for Vehicle Miles Travelled and Level of Service Assessment (May 2020)*.

Project Description

The proposed Project site is approximately 9.2 acres in size and is located at 11301 Acacia Parkway (Assessor's Parcel Number [APN] 090-154-58) and includes the Civic Center Park (APN 090-143-06 through 090-143-06-017, 090-143-27 through 28, and 090-154-56). The Project encompasses the existing Garden Grove Police Department public safety facility and open space (Civic Center Park); refer to **Exhibit 1** in **Attachment A**.

The Project would demolish the existing 42,181 square foot (SF) Garden Grove Police Department (GGPD) public safety facility and Civic Center Park and construct a new GGPD public safety facility (up to 104,400 square feet to accommodate up to 200 police officers), a re-envisioned Civic Center Park (approximately 2.7 acres), and a new parking structure (up to 448 parking spaces). The new building would be sited northeast of the intersection of Acacia Parkway and Euclid Street. The structured parking will be located between the new GGPD public safety facility and the existing Orange County Fire Authority (OCFA) Fire Station No. 81. Vehicular access would be accommodated along Acacia Parkway to the new parking structure (exact locations to be determined). Pedestrian access is provided on Euclid Street and Acacia Parkway.

Table 1 summarizes the detailed Project information and features used in the VMT analysis and **Exhibit 2** shows the proposed concept plan.

Table 1 – Project Information Summary

Item	Description
Project Title	Civic Center Project
Project Location	11301 Acacia Parkway
Parcel Numbers	APN 090-143-06 through 090-143-06-017, 090-143-27 through 28, and 090-154-56
Existing Use	Garden Grove Police Department (PD); Public Parks; Orange County Fire Authority (OFCA) – to remain
Surrounding Land Use	The Project site located within a highly developed and urbanized area of Garden Grove with the western and northern portions developed with open space (including Civic Center Park); the Orange County Public Library (OCPL), Community Meeting Center (CMC) and a senior community center are located further to north adjacent to Stanford Avenue (CC & CC-3 Zoning); an adult day care center to the east adjacent to 7 th Street (CC & CC-3 Zoning); Acacia Parkway immediately to the south with single family residential along it's frontage (CC & CC-1 Zoning); and Euclid Avenue further to the west with multifamily residential along it's frontage (CC, CC-OS, & CC-1 Zoning).
Proposed Project	<u>[Renovated] Public Safety Facility</u> The proposed Project would demolish the existing public safety facility and construct a new public safety facility (up to 104,400 square feet), a new parking structure (up to 448 spaces), and a new Civic Center Park (approximately 2.7 acres).

Project Trip Generation Estimate

The City's guidelines state that trip generation rates from the latest edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE) are acceptable; however, other sources may be used if trip generation rates for the proposed land uses are not provided in the manual. The latest version of the manual does not have uses that are applicable to this Project. The closest ITE land use to the proposed police facility is a Fire and Rescue Station (ITE Code 575); however, there is limited data available (3 data points) for the PM peak hour with no data for the AM peak hour or daily trips.

In order to determine the existing trips being generated by the existing use, 24-hour driveway counts were collected on Thursday, May 11, 2023, at the access points to the GGPD public safety facility. **Exhibit 3** shows the count locations and **Attachment B** includes detailed 24-hour count data and **Attachment C** includes the data processing and summation of the existing trip generation counts. As shown in **Table 2**, the existing 42,181 square foot GGPD public safety facility generates 1,110 daily trips with 112 AM peak hour trips (71 in / 41 out) and 93 PM peak hour trips (41 in / 52 out).

Table 2 – Existing Trip Generation Counts

Land Use	Intensity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Driveway #3	-	659	89	49	40	48	11	37
Driveway #4	-	318	22	22	0	30	30	0
Driveway #5	-	133	1	0	1	15	0	15
GGPD Public Safety Facility	42.18 KSF	1,110	112	71	41	93	41	52

Source: Driveway count data collected on Thursday, May 11th, 2023

KSF = 1,000 square feet

Utilizing the square footages of the existing public safety building, daily, AM peak hour, and PM peak hour trip generation rates for the existing GGPDP public safety facility were calculated based on the existing driveway count data shown in Table 2. These rates are calculated by dividing the number of trips by the square footage of the building and are summarized in **Table 3**. Essentially, these values are trip rates calculated from existing data for use in estimating Project trips since the appropriate trip rates are not included in the *ITE Trip Generation Manual*.

Table 3 – Existing Trip Generation Rates

Land Use	Daily Trip Rate	AM Peak Hour Rate		PM Peak Hour Rate	
		Total	In : Out	Total	In : Out
GGPD Public Safety Facility	26.31 /KSF	2.66 /KSF	63% : 37%	2.20 /KSF	44% : 56%

Source: Driveway count data collected on Thursday, May 11th, 2023

Utilizing these same trip generation rates, the new proposed GGPDP public safety facility is forecast to generate a total of 2,737 daily trips with 276 AM peak hour trips (175 in / 101 out) and 229 PM peak hour trips (101 in / 128 out). This results in an increase of 1,627 net new daily trips with 164 net new AM peak hour trips (104 in / 60 out) and 136 net new PM peak hour trips (60 in / 76 out). The proposed Project's trip generation is summarized in **Table 4**.

Table 4 – Proposed Project Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
			Total	In : Out	Total	In : Out
Existing ⁽¹⁾						
GGPD Public Safety Facility	42.18 KSF	1,110	112	71 : 41	93	41 : 52
Proposed						
GGPD Public Safety Facility	104.00 KSF	2,737	276	175 : 101	229	101 : 128
Net New Trips (Prop. - Ex.)		1,627	164	104 : 60	136	60 : 76

⁽¹⁾ Source: Driveway count data collected on Thursday, May 11th, 2023

KSF = 1,000 square feet

Vehicle Miles Traveled Assessment

Analysis Guidelines & Methodology

The primary resource for this VMT screening assessment is the City of Garden Grove's *Traffic Impact Analysis Guidelines for Vehicle Miles Travelled and Level of Service Assessment (May 2020)*. As outlined in the guidelines, certain projects that meet established screening criteria based on size, location, proximity to transit, or trip-making potential may be presumed to have a less-than-significant transportation impact under CEQA and do not require a full detailed VMT analysis. Where a project is not screened out from a full VMT analysis, the Orange County Transportation Analysis Model (OCTAM) would be the appropriate analysis tool to determine the Project's full VMT impacts.

Screening Criteria

Each of the screening criteria were evaluated for the proposed Project and the results are summarized in **Table 5**. As shown, the Project is anticipated to meet the screening criteria based on, among potentially others, Step 3: Project Type as a community institution and a local park. Therefore, the Project can be presumed to have less-than-significant VMT impact.

Table 5 – VMT Screening Criteria Summary

Screening Criteria		Project Evaluation	Result
Step 1: Transit Priority Area (TPA) Screening	Projects that are located within a TPA ¹ may be presumed to have a less-than-significant impact unless: 1. Has a Floor Area Ratio (FAR) of less than 0.75 2. Requires more parking than is required by the City 3. Is inconsistent with the Sustainable Communities Strategy 4. Replaces affordable residential units	The Project is located within a TPA and does not meet any exceptions. See additional discussion below.	Meets Screening Criterion
Step 2: Low VMT Area Screening	Residential and office projects in areas with low VMT, and that incorporate similar features (density, mix of uses, transit accessibility) will tend to exhibit similarly low VMT. Maps created with VMT data can illustrate areas currently below threshold VMT.	This criterion is not applicable as the Project is a police facility and civic center park.	Not Applicable
Step 3: Project Type Screening	The following uses can be presumed to have a less-than-significant impact absent substantial evidence to the contrary as their uses are local serving in nature: • Local-serving K-12 schools • Local parks • Day care centers • Local-serving retail uses less than 50,000 SF • Local-serving hotels (non-destination) • Student housing projects or on adjacent to a college campus • Local-serving assembly places (places of worship, community organizations) • Community institutions (public libraries, fire stations, local government) • Affordable supportive or transitional housing • Assisted living facilities / Senior Housing • Local serving community colleges • Projects generating less than 110 daily vehicle trips	The Project is a public safety building (GGPD public safety facility) and includes a public park and are local serving in nature.	Meets Screening Criterion

Step 1: Transit Priority Area Screening

While the Project is located within a TPA¹ (as shown in **Exhibit 4** in **Attachment A** which is sourced from Exhibit 4.14-6 of the *Focused General Plan Update and Zoning Amendments DEIR*), further evaluation is needed to determine applicability of the exceptions to this criterion. Evaluation of the exceptions are discussed below and summarized in **Table 6**. As shown, none of the exceptions applies to this Project; therefore, as summarized in **Table 5**, the criteria for Step 1: Transit Priority Area Screening is met and the project can be presumed to have a less than significant impact.

- **Floor Area Ratio** – The proposed building will be up to 104,400 square feet on a total of 2.75 acres. This equates to a Floor Area Ratio (FAR) of approximately 0.87. It should be noted that the total Project area is approximately 9.2 but this includes the public park and open space area.

¹ 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 services, 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.”).

- *Parking* - The existing parking facilities provide a total of 221 spaces; however, this supply is not sufficient to meet the current parking demand and staff are often required to park off-site in an existing un-secured parking lot. The proposed parking structure (up to 448 spaces) will accommodate secured police fleet vehicle parking, employee parking, and may include limited areas for public parking. Therefore, this exception does not apply.

It should be noted that the City conducted a detailed parking study and subsequently published the *Downtown Parking Management Strategic Plan* that outlined the existing on-street and off-street parking conditions as well as forecasting future parking demand. However, this parking study did not specifically include the current proposed Project or the proposed parking structure.

- *SCS Consistency* – The proposed Project is consistent with the SCS as it maintains the current zoning designation and does not modify any land uses.
- *Affordable Housing* – The proposed Civic Center redevelopment does not replace any affordable housing.

Table 6 – TPA Screening Exception

Criterion Exceptions	Description	Project Evaluation
1. Floor Area Ratio	Has a FAR of less than 0.75	The Project FAR is approximately 0.87.
2. Parking Supply	Includes more parking than required by the jurisdiction	The project will construct a shared parking structure with up to 448 spaces. Coordination with City staff indicated parking requirements would not be applicable for this city-led project.
3. Consistency with SCS	Inconsistent with the Sustainable Communities Strategy	The Project is consistent with the SCS.
4. Land Use Change	Change of land use results in replacement of affordable residential units.	The Project does not change land uses or replace affordable housing.

Step 2: Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may presumed to have a less-than-significant impact. Other employment-related and mixed-use land use projects may qualify for the use of this screening criterion if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. This presumption may not be applicable if the project land uses would alter the existing environment.

The City's *OD Method: Daily VMT per Service Population Compared to County Average* shows the Project location is located within a TAZ that is higher than the County Average – refer to **Exhibit 5** in **Attachment A** which is sourced from Exhibit 4.14-5 of the *Focused General Plan Update and Zoning Amendments DEIR*. However, since the proposed project is not a residential or office type project - this criterion is not applicable.

Step 3: Project Type Screening

As outlined in the City's guidelines, some projects have been identified as having the presumption of a less-than-significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- **Local parks**
- Day care centers

- Local-serving retail uses less than 50,000 SF
- Local-serving hotels (non-destination)
- Student housing projects or on adjacent to a college campus
- Local-serving assembly places (places of worship, community organizations)
- **Community institutions (public libraries, fire stations, local government)**
- Affordable supportive or transitional housing
- Assisted living facilities / Senior Housing
- Local serving community colleges
- Projects generating less than 110 daily vehicle trips

The proposed Project is a public safety building (GGPD Public Safety Facility) and includes a public park which are local serving in nature. Therefore, this Project meets Step 3: Project Type Screening and can be presumed to have a less-than-significant VMT impact.

Conclusion

As shown in this assessment, the Project meets *Step 1: Transit Priority Area Screening* as well as *Step 3: Project Type Screening* of the City of Garden Grove's VMT Screening Criteria. As a public safety facility and open space, the Project falls under the classification of "community institution" and can be presumed to be local serving in nature. **Therefore, the Project is presumed to have a less-than-significant VMT impact and a detailed VMT analysis is not required.**

Attachment A – Exhibits



Source: Google Earth Pro, May 2023



Not to Scale

Michael Baker
INTERNATIONAL

2023-05
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CIVIC CENTER PROJECT
INITIAL STUDY

Site Vicinity

Exhibit 1



Source: HOK Group, Inc.

CIVIC CENTER PROJECT
INITIAL STUDY

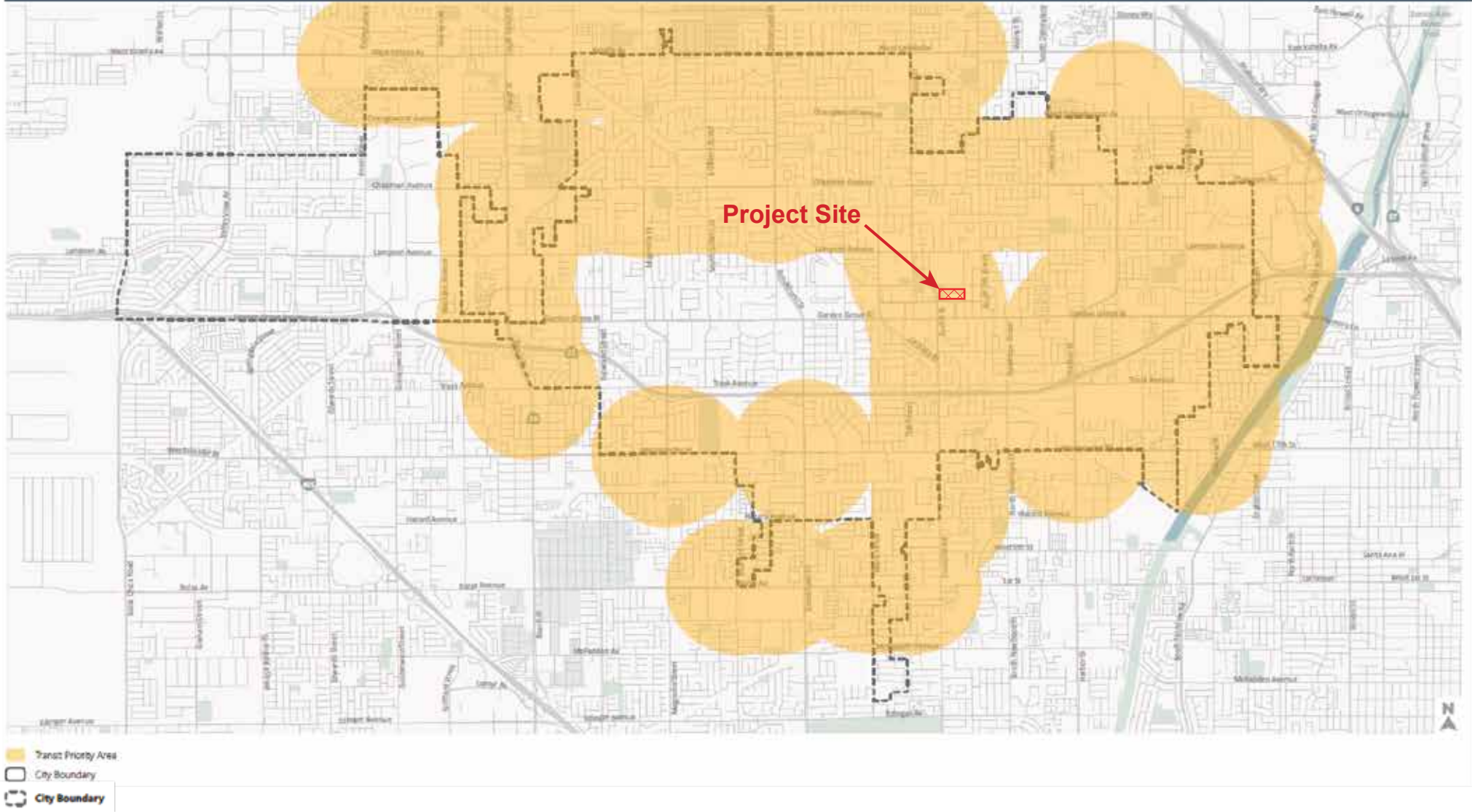


Driveway Count data collected on Thursday, May 11th, 2023

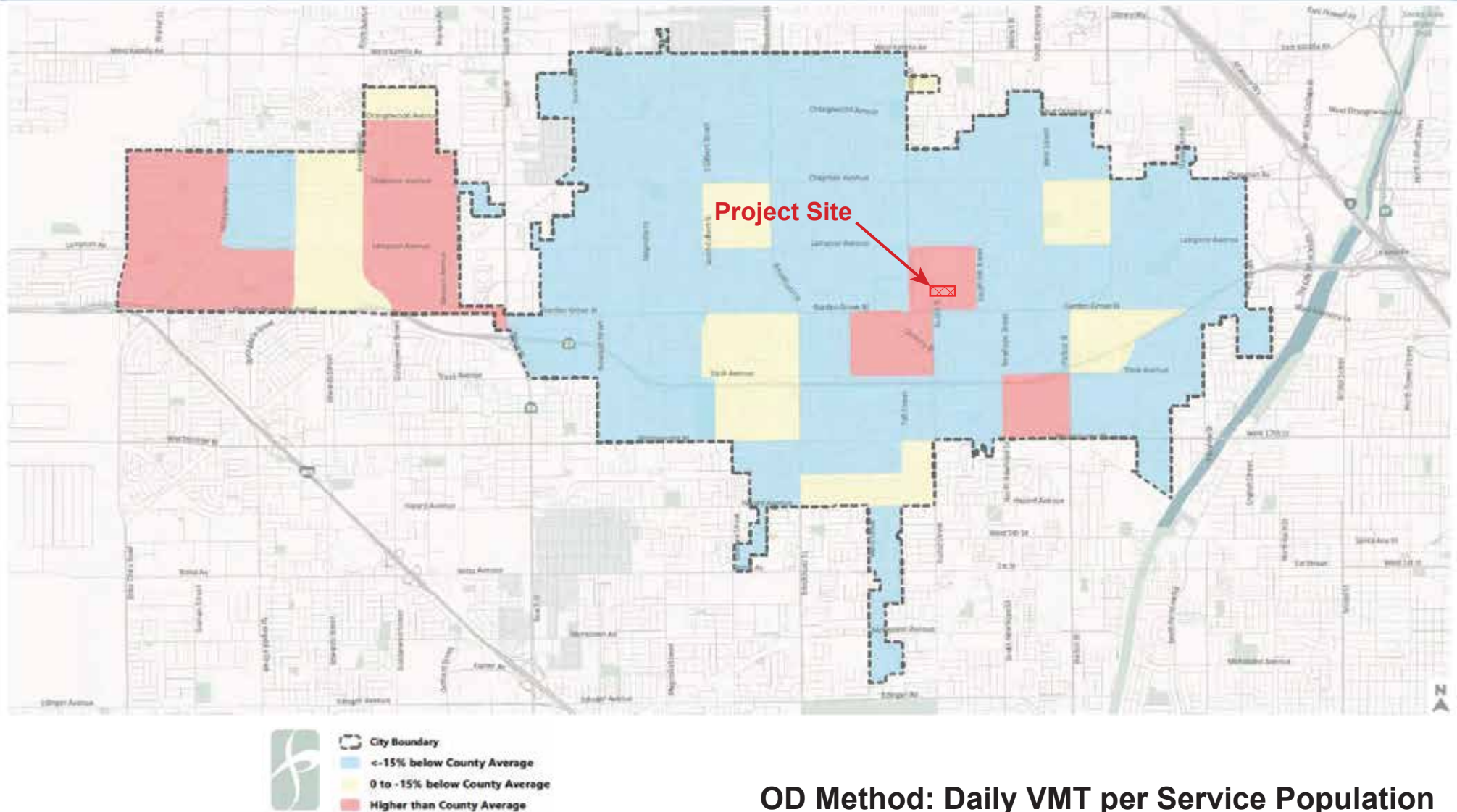


Not to Scale

Garden Grove Transit Priority Areas (TPAs)



Garden Grove Low VMT Areas 15% Below Countywide Comparison



OD Method: Daily VMT per Service Population
Compared to County Average (2012)

Attachment B – 24-Hour Count Data



City: Garden Grove
 Location: Civic Center DW 1 on Stanford Avenue
 Date: Thursday, May 11, 2023
 Count Type: Turning Movement Driveway

Entering Traffic			
	WB Left	EB Right	Total
0:00	0	1	1
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	1	1
1:15	0	0	0
1:30	0	1	1
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	0	1	1
4:30	0	0	0
4:45	0	1	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	1	1
6:00	0	1	1
6:15	0	1	1
6:30	0	0	0
6:45	5	3	8
7:00	7	10	17
7:15	8	7	15
7:30	9	11	20
7:45	12	22	34
8:00	10	35	45
8:15	8	26	34
8:30	2	3	5
8:45	1	5	6
9:00	3	13	16
9:15	4	8	12
9:30	3	7	10
9:45	5	17	22
10:00	3	4	7
10:15	6	6	12
10:30	3	11	14
10:45	10	15	25
11:00	3	8	11
11:15	2	5	7
11:30	8	3	11
11:45	2	10	12

Exiting Traffic			
	NB Left	NB Right	Total
0:00	1	0	1
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	1	0	1
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	1	0	1
6:15	0	0	0
6:30	0	0	0
6:45	1	0	1
7:00	5	0	5
7:15	5	1	6
7:30	10	0	10
7:45	7	0	7
8:00	10	2	12
8:15	9	1	10
8:30	3	0	3
8:45	1	0	1
9:00	2	0	2
9:15	3	0	3
9:30	4	0	4
9:45	1	0	1
10:00	2	0	2
10:15	0	1	1
10:30	1	0	1
10:45	2	0	2
11:00	7	0	7
11:15	2	1	3
11:30	12	3	15
11:45	12	2	14



City: Garden Grove
Location: Civic Center DW 1 on Stanford Avenue
Date: Thursday, May 11, 2023
Count Type: Turning Movement Driveway

	Entering Traffic		
	WB Left	EB Right	Total
12:00	3	10	13
12:15	4	8	12
12:30	4	11	15
12:45	7	8	15
13:00	12	9	21
13:15	5	8	13
13:30	3	15	18
13:45	6	14	20
14:00	10	15	25
14:15	13	20	33
14:30	4	14	18
14:45	5	17	22
15:00	12	34	46
15:15	12	27	39
15:30	11	21	32
15:45	6	14	20
16:00	5	17	22
16:15	7	10	17
16:30	5	9	14
16:45	14	21	35
17:00	8	16	24
17:15	6	15	21
17:30	10	17	27
17:45	4	11	15
18:00	3	14	17
18:15	1	6	7
18:30	1	5	6
18:45	2	5	7
19:00	0	2	2
19:15	2	3	5
19:30	3	4	7
19:45	3	2	5
20:00	1	3	4
20:15	6	4	10
20:30	0	0	0
20:45	0	2	2
21:00	0	0	0
21:15	0	0	0
21:30	1	1	2
21:45	0	1	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	313	651	964

	Exiting Traffic		
	NB Left	NB Right	Total
12:00	16	2	18
12:15	2	3	5
12:30	6	0	6
12:45	2	0	2
13:00	10	3	13
13:15	5	1	6
13:30	4	1	5
13:45	6	0	6
14:00	10	1	11
14:15	20	3	23
14:30	6	2	8
14:45	8	1	9
15:00	8	1	9
15:15	21	2	23
15:30	10	2	12
15:45	7	0	7
16:00	10	0	10
16:15	9	1	10
16:30	6	0	6
16:45	13	3	16
17:00	10	2	12
17:15	14	2	16
17:30	11	4	15
17:45	7	0	7
18:00	5	2	7
18:15	18	1	19
18:30	9	1	10
18:45	3	1	4
19:00	7	1	8
19:15	7	1	8
19:30	6	2	8
19:45	5	1	6
20:00	9	0	9
20:15	11	1	12
20:30	0	0	0
20:45	2	0	2
21:00	1	0	1
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	1	0	1
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	408	56	464



City: Garden Grove
Location: Civic Center DW 2 on Stanford Avenue
Date: Thursday, May 11, 2023
Count Type: Turning Movement Driveway

	Entering Traffic		
	WB Left	EB Right	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	2	2
7:15	0	1	1
7:30	0	0	0
7:45	0	0	0
8:00	0	2	2
8:15	0	11	11
8:30	0	1	1
8:45	0	1	1
9:00	0	1	1
9:15	0	0	0
9:30	0	0	0
9:45	0	1	1
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	1	1
11:30	0	0	0
11:45	0	1	1

	Exiting Traffic		
	NB Left	NB Right	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	1	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	8	8
7:00	0	10	10
7:15	0	9	9
7:30	0	8	8
7:45	0	16	16
8:00	0	21	21
8:15	0	28	28
8:30	0	7	7
8:45	0	3	3
9:00	0	3	3
9:15	0	4	4
9:30	0	6	6
9:45	0	6	6
10:00	0	3	3
10:15	0	3	3
10:30	0	6	6
10:45	0	3	3
11:00	0	7	7
11:15	0	3	3
11:30	0	9	9
11:45	0	8	8



City: Garden Grove
Location: Civic Center DW 2 on Stanford Avenue
Date: Thursday, May 11, 2023
Count Type: Turning Movement Driveway

	Entering Traffic		
	WB Left	EB Right	Total
12:00	0	1	1
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
13:00	0	2	2
13:15	0	0	0
13:30	0	0	0
13:45	0	1	1
14:00	0	0	0
14:15	0	0	0
14:30	0	3	3
14:45	0	0	0
15:00	0	3	3
15:15	0	3	3
15:30	0	4	4
15:45	0	1	1
16:00	0	0	0
16:15	0	1	1
16:30	0	0	0
16:45	0	0	0
17:00	0	0	0
17:15	0	1	1
17:30	0	1	1
17:45	0	0	0
18:00	0	2	2
18:15	0	0	0
18:30	0	1	1
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	1	1
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	0	47	47

	Exiting Traffic		
	NB Left	NB Right	Total
12:00	0	2	2
12:15	0	8	8
12:30	0	10	10
12:45	0	7	7
13:00	0	10	10
13:15	0	9	9
13:30	0	4	4
13:45	0	10	10
14:00	0	17	17
14:15	0	28	28
14:30	0	11	11
14:45	0	7	7
15:00	0	25	25
15:15	0	43	43
15:30	0	27	27
15:45	0	11	11
16:00	0	11	11
16:15	0	7	7
16:30	0	8	8
16:45	0	14	14
17:00	0	6	6
17:15	0	11	11
17:30	0	12	12
17:45	0	10	10
18:00	0	9	9
18:15	0	15	15
18:30	0	4	4
18:45	0	7	7
19:00	0	2	2
19:15	0	5	5
19:30	0	1	1
19:45	0	1	1
20:00	0	5	5
20:15	0	9	9
20:30	0	1	1
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	4	4
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	0	544	544



City: Garden Grove
 Location: Civic Center DW 3 on Acacia Pkwy
 Date: Thursday, May 11, 2023
 Count Type: Turning Movement Driveway

	Entering Traffic		
	WB Right	EB Left	Total
0:00	0	2	2
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	1	3	4
6:00	0	1	1
6:15	0	0	0
6:30	1	1	2
6:45	1	2	3
7:00	3	3	6
7:15	0	5	5
7:30	1	10	11
7:45	0	4	4
8:00	5	12	17
8:15	6	11	17
8:30	0	2	2
8:45	0	1	1
9:00	1	7	8
9:15	0	1	1
9:30	1	2	3
9:45	0	2	2
10:00	0	3	3
10:15	1	1	2
10:30	0	3	3
10:45	1	3	4
11:00	0	0	0
11:15	0	5	5
11:30	1	2	3
11:45	1	1	2

	Exiting Traffic		
	SB Left	SB Right	Total
0:00	0	0	0
0:15	0	1	1
0:30	0	1	1
0:45	0	2	2
1:00	0	1	1
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	1	1
4:45	0	0	0
5:00	0	0	0
5:15	1	0	1
5:30	0	0	0
5:45	1	1	2
6:00	1	0	1
6:15	3	4	7
6:30	1	1	2
6:45	1	1	2
7:00	1	6	7
7:15	1	6	7
7:30	1	2	3
7:45	0	5	5
8:00	3	14	17
8:15	3	12	15
8:30	2	3	5
8:45	2	0	2
9:00	1	7	8
9:15	1	4	5
9:30	2	1	3
9:45	3	2	5
10:00	1	2	3
10:15	2	2	4
10:30	1	8	9
10:45	4	2	6
11:00	0	6	6
11:15	6	7	13
11:30	1	7	8
11:45	0	1	1



City: Garden Grove
Location: Civic Center DW 3 on Acacia Pkwy
Date: Thursday, May 11, 2023
Count Type: Turning Movement Driveway

	Entering Traffic		
	WB Right	EB Left	Total
12:00	0	1	1
12:15	0	2	2
12:30	0	4	4
12:45	0	6	6
13:00	0	5	5
13:15	1	1	2
13:30	0	4	4
13:45	1	4	5
14:00	1	0	1
14:15	1	2	3
14:30	3	1	4
14:45	1	4	5
15:00	7	16	23
15:15	5	16	21
15:30	1	7	8
15:45	2	2	4
16:00	0	2	2
16:15	2	5	7
16:30	1	1	2
16:45	0	1	1
17:00	2	0	2
17:15	2	0	2
17:30	0	3	3
17:45	1	3	4
18:00	1	1	2
18:15	1	2	3
18:30	1	1	2
18:45	0	1	1
19:00	2	1	3
19:15	0	1	1
19:30	0	0	0
19:45	0	1	1
20:00	0	1	1
20:15	0	0	0
20:30	1	1	2
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	1	1
23:30	0	0	0
23:45	0	0	0
TOTAL	61	188	249

	Exiting Traffic		
	SB Left	SB Right	Total
12:00	0	1	1
12:15	3	6	9
12:30	1	3	4
12:45	2	5	7
13:00	2	3	5
13:15	0	6	6
13:30	4	9	13
13:45	0	5	5
14:00	1	3	4
14:15	2	3	5
14:30	4	4	8
14:45	1	6	7
15:00	2	4	6
15:15	2	4	6
15:30	14	34	48
15:45	2	3	5
16:00	2	4	6
16:15	2	4	6
16:30	1	6	7
16:45	1	3	4
17:00	2	7	9
17:15	1	8	9
17:30	3	8	11
17:45	7	5	12
18:00	0	5	5
18:15	2	6	8
18:30	4	5	9
18:45	4	2	6
19:00	0	0	0
19:15	1	3	4
19:30	0	1	1
19:45	0	4	4
20:00	0	3	3
20:15	0	1	1
20:30	0	0	0
20:45	0	0	0
21:00	0	2	2
21:15	0	3	3
21:30	0	0	0
21:45	0	1	1
22:00	1	1	2
22:15	1	1	2
22:30	0	0	0
22:45	0	1	1
23:00	1	0	1
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	116	294	410



City: Garden Grove
Location: 7th Street Police Driveway
Date: Thursday, May 11, 2023
Count Type: Driveway

	Entering	Exiting	Total
0:00	2	0	2
0:15	0	0	0
0:30	1	0	1
0:45	2	0	2
1:00	0	0	0
1:15	0	0	0
1:30	1	0	1
1:45	1	0	1
2:00	1	0	1
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	0	1
3:30	1	0	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	5	0	5
4:45	2	0	2
5:00	4	0	4
5:15	7	0	7
5:30	22	0	22
5:45	9	0	9
6:00	9	0	9
6:15	7	0	7
6:30	7	0	7
6:45	5	0	5
7:00	11	0	11
7:15	11	0	11
7:30	6	0	6
7:45	8	0	8
8:00	4	0	4
8:15	4	0	4
8:30	1	0	1
8:45	3	0	3
9:00	2	0	2
9:15	2	0	2
9:30	7	0	7
9:45	2	0	2
10:00	1	0	1
10:15	2	0	2
10:30	8	0	8
10:45	8	0	8
11:00	2	0	2
11:15	2	0	2
11:30	0	0	0
11:45	1	0	1



City: Garden Grove
Location: 7th Street Police Driveway
Date: Thursday, May 11, 2023
Count Type: Driveway

	Entering	Exiting	Total
12:00	3	0	3
12:15	3	0	3
12:30	14	0	14
12:45	6	0	6
13:00	7	0	7
13:15	7	1	8
13:30	6	0	6
13:45	6	0	6
14:00	5	0	5
14:15	4	0	4
14:30	4	0	4
14:45	1	0	1
15:00	5	0	5
15:15	1	0	1
15:30	1	0	1
15:45	3	0	3
16:00	1	0	1
16:15	1	0	1
16:30	3	0	3
16:45	3	0	3
17:00	4	0	4
17:15	11	0	11
17:30	4	0	4
17:45	1	0	1
18:00	14	0	14
18:15	0	0	0
18:30	2	0	2
18:45	0	0	0
19:00	1	0	1
19:15	3	0	3
19:30	3	0	3
19:45	1	0	1
20:00	0	0	0
20:15	0	0	0
20:30	0	1	1
20:45	3	0	3
21:00	5	0	5
21:15	1	0	1
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	1	0	1
22:45	4	0	4
23:00	1	0	1
23:15	0	0	0
23:30	0	0	0
23:45	1	0	1
TOTAL	316	2	318



City: Garden Grove
Location: 7th Street Police Exit Only Driveway
Date: Thursday, May 11, 2023
Count Type: Driveway

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	5	5
6:00	0	3	3
6:15	0	4	4
6:30	0	4	4
6:45	0	3	3
7:00	0	0	0
7:15	0	2	2
7:30	0	0	0
7:45	0	1	1
8:00	0	0	0
8:15	0	0	0
8:30	0	1	1
8:45	0	1	1
9:00	0	2	2
9:15	0	1	1
9:30	0	2	2
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	0	2	2
10:45	0	0	0
11:00	0	3	3
11:15	0	4	4
11:30	0	1	1
11:45	0	4	4



City: Garden Grove
Location: 7th Street Police Exit Only Driveway
Date: Thursday, May 11, 2023
Count Type: Driveway

	Entering	Exiting	Total
12:00	0	2	2
12:15	0	3	3
12:30	0	2	2
12:45	0	1	1
13:00	0	1	1
13:15	0	1	1
13:30	1	2	3
13:45	0	3	3
14:00	0	0	0
14:15	0	5	5
14:30	0	2	2
14:45	0	2	2
15:00	0	1	1
15:15	0	2	2
15:30	0	2	2
15:45	0	7	7
16:00	0	2	2
16:15	0	4	4
16:30	0	4	4
16:45	0	2	2
17:00	1	4	5
17:15	0	2	2
17:30	0	0	0
17:45	0	1	1
18:00	0	12	12
18:15	0	0	0
18:30	0	7	7
18:45	0	1	1
19:00	0	3	3
19:15	0	4	4
19:30	0	1	1
19:45	0	0	0
20:00	0	0	0
20:15	0	1	1
20:30	0	0	0
20:45	0	0	0
21:00	0	1	1
21:15	0	0	0
21:30	0	1	1
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	1	1
23:15	0	1	1
23:30	0	0	0
23:45	0	0	0
TOTAL	2	131	133

Attachment C – Driveway Count Data Summary

Garden Grove Civic Center Driveway Counts

City: City of Garden Grove
Date: Thursday, May 11, 2023

AM Peak Period: 6:00 AM - 9:00 AM
AM Peak Hour: 7:30 AM - 8:30 AM

Driveway 3				Driveway 4			Driveway 5			Combined		
	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
0:00	2	0	2	2	0	2	0	0	0	4	0	4
0:15	0	1	1	0	0	0	0	0	0	0	1	1
0:30	0	1	1	1	0	1	0	0	0	1	1	2
0:45	0	2	2	2	0	2	0	0	0	2	2	4
1:00	0	1	1	0	0	0	0	0	0	0	1	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	1	0	1	0	0	0	1	0	1
1:45	0	0	0	1	0	1	0	0	0	1	0	1
2:00	0	0	0	1	0	1	0	0	0	1	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	1	0	1	0	0	0	1	0	1
3:30	0	1	1	1	0	1	0	0	0	1	1	2
3:45	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	1	5	0	5	0	0	0	5	1	6
4:45	0	0	0	2	0	2	0	0	0	2	0	2
5:00	0	0	0	4	0	4	0	0	0	4	0	4
5:15	0	1	1	7	0	7	0	0	0	7	1	8
5:30	0	0	0	22	0	22	0	0	0	22	0	22
5:45	4	2	6	9	0	9	0	5	5	13	7	20
6:00	1	1	2	9	0	9	0	3	3	10	4	14
6:15	0	7	7	7	0	7	0	4	4	7	11	18
6:30	2	2	4	7	0	7	0	4	4	9	6	15
6:45	3	2	5	5	0	5	0	3	3	8	5	13
7:00	6	7	13	11	0	11	0	0	0	17	7	24
7:15	5	7	12	11	0	11	0	2	2	16	9	25
7:30	11	3	14	6	0	6	0	0	0	17	3	20
7:45	4	5	9	8	0	8	0	1	1	12	6	18
8:00	17	17	34	4	0	4	0	0	0	21	17	38
8:15	17	15	32	4	0	4	0	0	0	21	15	36
8:30	2	5	7	1	0	1	0	1	1	3	6	9
8:45	1	2	3	3	0	3	0	1	1	4	3	7
9:00	8	8	16	2	0	2	0	2	2	10	10	20
9:15	1	5	6	2	0	2	0	1	1	3	6	9
9:30	3	3	6	7	0	7	0	2	2	10	5	15
9:45	2	5	7	2	0	2	0	0	0	4	5	9
10:00	3	3	6	1	0	1	0	0	0	4	3	7
10:15	2	4	6	2	0	2	0	0	0	4	4	8
10:30	3	9	12	8	0	8	0	2	2	11	11	22
10:45	4	6	10	8	0	8	0	0	0	12	6	18
11:00	0	6	6	2	0	2	0	3	3	2	9	11
11:15	5	13	18	2	0	2	0	4	4	7	17	24
11:30	3	8	11	0	0	0	0	1	1	3	9	12
11:45	2	1	3	1	0	1	0	4	4	3	5	8
AM Peak Hour Totals	49	40	89	22	0	22	0	1	1	71	41	112

Garden Grove Civic Center Driveway Counts

City: City of Garden Grove
Date: Thursday, May 11, 2023

PM Peak Period: 4:00 PM - 7:00 PM
PM Peak Hour: 5:15 PM - 6:15 PM

Driveway 3				Driveway 4			Driveway 5			Combined		
	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
12:00	1	1	2	3	0	3	0	2	2	4	3	7
12:15	2	9	11	3	0	3	0	3	3	5	12	17
12:30	4	4	8	14	0	14	0	2	2	18	6	24
12:45	6	7	13	6	0	6	0	1	1	12	8	20
13:00	5	5	10	7	0	7	0	1	1	12	6	18
13:15	2	6	8	7	1	8	0	1	1	9	8	17
13:30	4	13	17	6	0	6	1	2	3	11	15	26
13:45	5	5	10	6	0	6	0	3	3	11	8	19
14:00	1	4	5	5	0	5	0	0	0	6	4	10
14:15	3	5	8	4	0	4	0	5	5	7	10	17
14:30	4	8	12	4	0	4	0	2	2	8	10	18
14:45	5	7	12	1	0	1	0	2	2	6	9	15
15:00	23	6	29	5	0	5	0	1	1	28	7	35
15:15	21	6	27	1	0	1	0	2	2	22	8	30
15:30	8	48	56	1	0	1	0	2	2	9	50	59
15:45	4	5	9	3	0	3	0	7	7	7	12	19
16:00	2	6	8	1	0	1	0	2	2	3	8	11
16:15	7	6	13	1	0	1	0	4	4	8	10	18
16:30	2	7	9	3	0	3	0	4	4	5	11	16
16:45	1	4	5	3	0	3	0	2	2	4	6	10
17:00	2	9	11	4	0	4	1	4	5	7	13	20
17:15	2	9	11	11	0	11	0	2	2	13	11	24
17:30	3	11	14	4	0	4	0	0	0	7	11	18
17:45	4	12	16	1	0	1	0	1	1	5	13	18
18:00	2	5	7	14	0	14	0	12	12	16	17	33
18:15	3	8	11	0	0	0	0	0	0	3	8	11
18:30	2	9	11	2	0	2	0	7	7	4	16	20
18:45	1	6	7	0	0	0	0	1	1	1	7	8
19:00	3	0	3	1	0	1	0	3	3	4	3	7
19:15	1	4	5	3	0	3	0	4	4	4	8	12
19:30	0	1	1	3	0	3	0	1	1	3	2	5
19:45	1	4	5	1	0	1	0	0	0	2	4	6
20:00	1	3	4	0	0	0	0	0	0	1	3	4
20:15	0	1	1	0	0	0	0	1	1	0	2	2
20:30	2	0	2	0	1	1	0	0	0	2	1	3
20:45	0	0	0	3	0	3	0	0	0	3	0	3
21:00	0	2	2	5	0	5	0	1	1	5	3	8
21:15	0	3	3	1	0	1	0	0	0	1	3	4
21:30	0	0	0	0	0	0	0	1	1	0	1	1
21:45	0	1	1	0	0	0	0	0	0	0	1	1
22:00	0	2	2	0	0	0	0	0	0	0	2	2
22:15	0	2	2	0	0	0	0	0	0	0	2	2
22:30	0	0	0	1	0	1	0	0	0	1	0	1
22:45	0	1	1	4	0	4	0	0	0	4	1	5
23:00	0	1	1	1	0	1	0	1	1	1	2	3
23:15	1	0	1	0	0	0	0	1	1	1	1	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	1	0	1	0	0	0	1	0	1
PM Peak Hour Totals	11	37	48	30	0	30	0	15	15	41	52	93
Daily Totals	298	450	748	338	2	340	2	132	134	638	584	1222