3012582

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WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	November 26, 2012	**TG:**	12058.00
To:	John Shaw, City of Seattle DPD		
From:	Kurt Gahnberg, Transpo Group Scott Lee, Transpo Group		
Subject:	Aegis Living: 223 W Galer Street – Transportation Analysis		

Aegis Living proposes to construct a 57-unit assisted living residence at 223 W Galer Street in the Queen Anne neighborhood. Specifically, the project will be located on the southwest corner of the intersection of W Galer Street and 3rd Avenue W, and will replace an existing building of 10,900 sf that houses multiple businesses. This memorandum identifies potential transportation-related impacts associated with the proposal, and includes discussion of anticipated site traffic volumes and their impact, truck loading activity, and parking, consistent with City of Seattle requirements.

Project Description

Project Proposal. Aegis Living develops and operates assisted living and memory care residences in Washington, California and Nevada. In the City of Seattle, Aegis operates a residence in Northgate, and has a residence at Madison Street under construction. This proposal for the Queen Anne neighborhood will include a total of 57 living units, with a complement of support spaces and functions. The 57 units will include both assisted living units, as well as memory care units for residents with Alzheimer's and other dementias. We understand that between 2 and 5 of these units could accommodate couples, thus the analysis assumes a total of 60 beds for the 57 dwelling units. Located centrally in the Queen Anne neighborhood, the residence will be less than three blocks west of Queen Anne Avenue, the central commercial spine of Queen Anne, and just three blocks north of Kerry Park.

Access to a 21-space below-grade parking garage will be provided via a driveway on 3rd Avenue W. A single 25-foot wide curb cut on 3rd Avenue will provide access to the below-grade garage parking spaces as well as to a below-grade service/loading dock area that would be primarily used to store the Aegis passenger shuttle when not in use. Parking will be utilized by staff, residents and guests. A preliminary site plan for the proposed development is shown in Attachment 1. The project is anticipated to be completed and occupied by 2014.

Existing Site Uses. The site is currently occupied by a 10,900 sf commercial building containing four different tenant spaces. Uses include both warehouse and office space. Only four parking spaces are provided on-site, located on the north frontage of the building, accessed directly off W. Galer Street. Total daytime employment on-site has historically varied. The latest information from the existing on-site tenants indicates that 58 daytime employees are associated with the businesses in the existing building.

The balance of this memorandum is organized to describe the anticipated changes in traffic and parking demands associated with the proposal, and to discuss the impact of these changes on the physical street system, traffic operations, site access and loading considerations, and traffic safety.

Project Traffic Demand

This section describes the anticipated level of site-generated traffic that would occur as a result of the proposal.

Trip Generation

In order to estimate the proposal's trip generation, weekday daily and PM peak hour person trip rates were estimated for the proposed land uses. Vehicle trip rates were determined using the ITE *Trip Generation*, 9th Edition. Table 1 shows the weekday daily and PM peak hour vehicle trip generation estimates for the proposed facility, as well as the trip generation associated with the existing on-site use. For the proposed facility, the number of proposed beds is the basis for the estimate of traffic; for the existing use, the number of employees was used as the basis, since they were based on interviews with the existing building tenants.

Table 1. Weekday Daily and PM Peak Hour Vehicular Trip Generation

Land Use	Size	Daily	PM Peak Hour Rate	Total PM Peak Hour Vehicle Trips		
				In	Out	Total
Proposed Land Use						
Assisted Living Facility (LU #254)	60 Beds	160	0.29	8	9	17
Less Existing Land Use						
Warehouse (LU#150)	10 Emp	39	0.59	2	4	6
Office (LU#710)	48 Emp	159	0.46	4	18	22
Total		*198*		*6*	*22*	*28*
Net New Trips		**-38**		**2**	**-13**	**-11**

Source: ITE Trip Generation, 9th Edition (2012).

As illustrated above, the development would generate approximately 160 vehicular weekday daily trips, with 17 occurring during the weekday PM peak hour. By comparison, the combined existing site uses generate approximately 28 PM peak hour trips. In both cases, no adjustment (reduction) for transit use was made beyond that included in the ITE data. When the amount of traffic generated by the existing on-site business contained in the 10,900 sf building is subtracted, the estimate of future site-related trips and resulting off-site impacts is approximately 11 PM peak hour trips lower than the current experience.

Project Traffic Distribution

Given the low traffic generation, trip distribution patterns in and out of the project site were based on local, existing directional traffic volumes on W Galer Street. Based on current travel patterns, the substantial majority of PM peak hour trips in and out of the garage will orient immediately to the north, to access Galer Street, which provides the most direct and uninterrupted access to all other destinations. From Galer, current traffic patterns suggest an even split between orienting to the west toward 6th Avenue W, and to the east toward Queen Anne Avenue. Thus, even assuming that all traffic generation associated with the project were new trips, no portion of Galer Street would experience an increase in traffic of as many as 10 vehicle trips.

Street System Changes

Changes to the surrounding street system as a result of the proposal would be extremely minor. On W Galer Street, the current building is served by two curb cuts that would be removed. An

existing truck loading zone would be maintained. On 3rd Avenue W, a 25-foot wide dual-use driveway would serve a loading/service area (15 feet), and a single lane garage entrance (10 feet). No adverse impact to the street system is expected.

Traffic Volume Impacts

General Impacts. As described above, overall traffic volume impacts to the local transportation system will be unnoticeable to the average observer. Even if the total traffic from the project is assumed to be new trips (which ignores the removal of a comparatively intense on-site use), no street segment, besides the portion of 3rd Avenue W immediately north of the site driveway, would experience as many as 10 PM peak hour vehicle trips. Impacts in this range fall far well below any possible threshold of significant impact.

Site Access Operations. Because the proposal includes on-site parking for21 vehicles, an analysis of driveway operations on 3rd Avenue W was performed to assure adequate operations of the access driveway. An intersection count at 3rd Avenue W / W Galer Street was conducted in August to determine volumes on 3rd Avenue W. (Attachment 2). The garage access is forecast to operate at LOS A, with little or no delay for inbound movements, and less than 10 seconds of delay for outbound traffic (Attachment 3).

It is recognized that the proposed single lane driveway may result in the occasional need for vehicles entering and exiting the garage to alternate entering and existing. However, considering the low volumes anticipated using the garage, even at peak demand periods, the level of added delay and potential for conflict will be minimal. At peak, inbound and outbound traffic would occur on the average of about once every 10 minutes; simultaneous inbound and outbound vehicles would occur occasionally at most. Overall traffic on 3rd Avenue W is very low and would not be unduly impacted in the event that a short delay occurs. The level of use associated with the adjacent truck service bay would also be low and not materially contribute to conflicts or delays on a regular basis.

Service Vehicle and Passenger Van Operations

Service vehicles will also access the site on a recurring, though infrequent basis. Due to the fact that Aegis operates several similar residences in the area, the number of service vehicles accessing the site can be quantified. The service vehicles accessing the site include:

- Aegis Passenger Van – This vehicle is use for the convenience of residents, for scheduled excursions, and for assistance with moving. The van is typically used an average of onetime per day.
- Food Delivery – Three times per week.
- Office Supply Delivery – Once per week.
- Garbage/Recycle Trucks – Once per week.
- Resident Moving – less than two move-ins/move-outs per month, typically.

Aegis Passenger Van. The Aegis passenger van is a 23-foot long Ford Allstar passenger van typical of similar assisted living and congregate care facility vehicles. The van will be stored in the below-grade service dock space accessed from the driveway off 3rd Avenue W. When the van is used for resident transportation it will be pulled around to the loading area on W Galer Street to load and unload passengers.

A review of the van's entry/exit onto 3rd Avenue W shows that the van can pull forward on 3rd Avenue W, and back into the loading dock without impacting on-street parking on the west side of the street (see diagram on Attachment 4). It should be noted that the turning maneuvers reflected

in Attachment 4 are based on the specific vehicle anticipated to be used by Aegis for this van service, not a generic representation of a "similar" vehicle. With the additional 10 feet of curb cut to the south for the garage access, and no on-street parking north of the service driveway, sight triangles associated with the van's movements are more than adequate. No unexpected safety issue or conflict with pedestrian or vehicle traffic is anticipated.

Delivery Trucks. Truck deliveries to the development will occur in the existing 40-foot loading space on W Galer Street. Based on coordination with Aegis and a review of its other Aegis locations, approximately four truck deliveries are anticipated each week. This includes three food deliveries and one office supply related delivery per week. A typical delivery truck to the site is up to 30 feet in length. Attachment 5 shows the movements from a 30 foot truck in the existing loading space on W Galer Street.

Garbage/Recycle Trucks. Garbage/recycle bins will be located in the service dock area. As is the case throughout the City, these vehicles will circulate through the neighborhood, and stop in-street briefly as the garbage and recycle bins are rolled from the dock into position for loading onto the truck.

Resident Moving. As noted, these activities are anticipated to be infrequent (once or twice monthly on average). Move-ins/move-outs that occur with family/passenger vehicles can stage either in the parking garage, or on the Galer Street curb, depending on what appears most convenient during the move-in period.

No significant impact to traffic or pedestrian safety due to service or delivery activity is anticipated in association with service or delivery activities at the proposed facility.

Parking

Both parking code requirements and actual parking demand were considered in the parking evaluation. In addition, the change in parking demand that will occur following construction of the project compared to the current site parking demands is also described to help understand how neighborhood parking may change in the future due to this project.

Parking Supply

The proposed development is providing a 21 stall below-grade garage; these spaces will replace the 4 existing on-site spaces associated with the current use of the site. It is noted that between 2 and 3 on-street parking spaces on the east side of 3rd Avenue W will be eliminated following construction of the proposal to accommodate the proposed garage and service driveway. However, the elimination of two existing driveways on W Galer Street will add 2 additional on-street parking spaces. Overall, the number of on-street parking stalls provided in the vicinity will not be significantly impacted by the proposal.

Parking Code Requirements

Seattle Municipal Code Section 23.54.015, Table B, Row C applies to the proposal. The project is located within the Upper Queen Anne Urban Village and located within 1,320 feet of frequent transit service. Based on this, there is no minimum parking requirement for residential uses. Thus, the proposed parking supply will meet City of Seattle land use code requirements.

Parking Demand

A parking demand analysis for the proposed assisted living facility was conducted to ensure that adequate parking supply is provided for residents, employees, and visitors. The parking demand rate from ITE *Parking Generation*, 4th Edition for the assisted living facility land use (LU 254) was

used to calculate the estimated parking demand at the development. The results of the parking demand analysis are shown in Table 2.

Table 2. Estimated Weekday Peak Parking Demand

Land Use	Size	Rate	Peak Parking Demand (vehicles)
Proposed Land Use			
Assisted Living Facility (ITE Land Use 254)	57 units	0.41	24
Less Existing Land Use			
Warehouse (ITE Land Use #150)	10 Emp	0.78	8
Office (ITE Land Use #701)	48 Emp	0.83	40
Total			*48*
Net New Parking Demand			**-24**

Peak parking demand for the project would be 24 vehicles; however the existing site use peak parking based on the number of on-site employees is 48. As indicated, the proposed site parking supply is slightly less than the calculated peak demand for the site, suggesting a potential for up to 3 on-street parking spaces being needed in the surrounding neighborhood. No assumption of employee or visitor transit use was made. If as few as 3 additional employees or visitors chose to use transit to travel to the residence, then the site parking would calculate to fully contain peak parking demand.

When consideration of the existing site use is included in the evaluation, the actual impact to off-site parking demand suggests a reduction in off-site (neighborhood, on-street) demand of 24 spaces compared to current demand conditions. This means that the impact to parking of this project would be positive.

Neighborhood Parking Utilization

To complete the understanding of parking context in the neighborhood, surveys of off-site parking were completed to confirm to what extent the surrounding area was able to accommodate any potential level of use by site parking demand. The on-street parking study was completed using the methodology outlined by the City in the Seattle Client Assistance Memo (CAM) 117. Parking utilization studies were completed within a reasonable walking radius from the site.

The off-site parking survey was conducted on Thursday, May 3, 2012. The utilization counts were conducted hourly from 9:00am to 6:00pm to capture the peak hour of the development and the adjacent street. The survey was conducted within an approximate 800 foot walking distance of the site to reflect the City's commonly recognized guideline of comfortable walking distances between parking and ultimate destination. The result of this analysis indicates that the worst case time period (period during which the highest level of on-street parking utilization) would occur at 11:00 AM, when parking associated with the proposal is at its peak. The data summarizing the hour by hour parking demand and supply is summarized in Attachment 6.

During this time, of a total public parking supply of 525 spaces, 375 were observed to be occupied. Thus, on an average weekday, 150 spaces would be available (unutilized) within an 800 foot walking distance of the site, to accommodate the calculated worst case spillover of three vehicles. This does not adjust for the removal of demand from existing on-site uses that were present during the parking study.

It is noted that these totals include spaces designated within a Residential Parking Zone (RPZ), which is appropriate since RPZs only restrict long term parking. Even if the RPZ spaces were

entirely removed from consideration of available parking supply, 69 spaces would be available for use by Aegis parking demand.

No adverse impact to parking around the site is expected. Even if the site demands were considered on a worst case basis, and considered to be entirely new demand, an excess demand of 3 vehicles could easily be absorbed in the surrounding neighborhood. When consideration of the existing site uses to be removed is included, the level of utilization of neighborhood parking would actually decrease as a result of the proposed project.

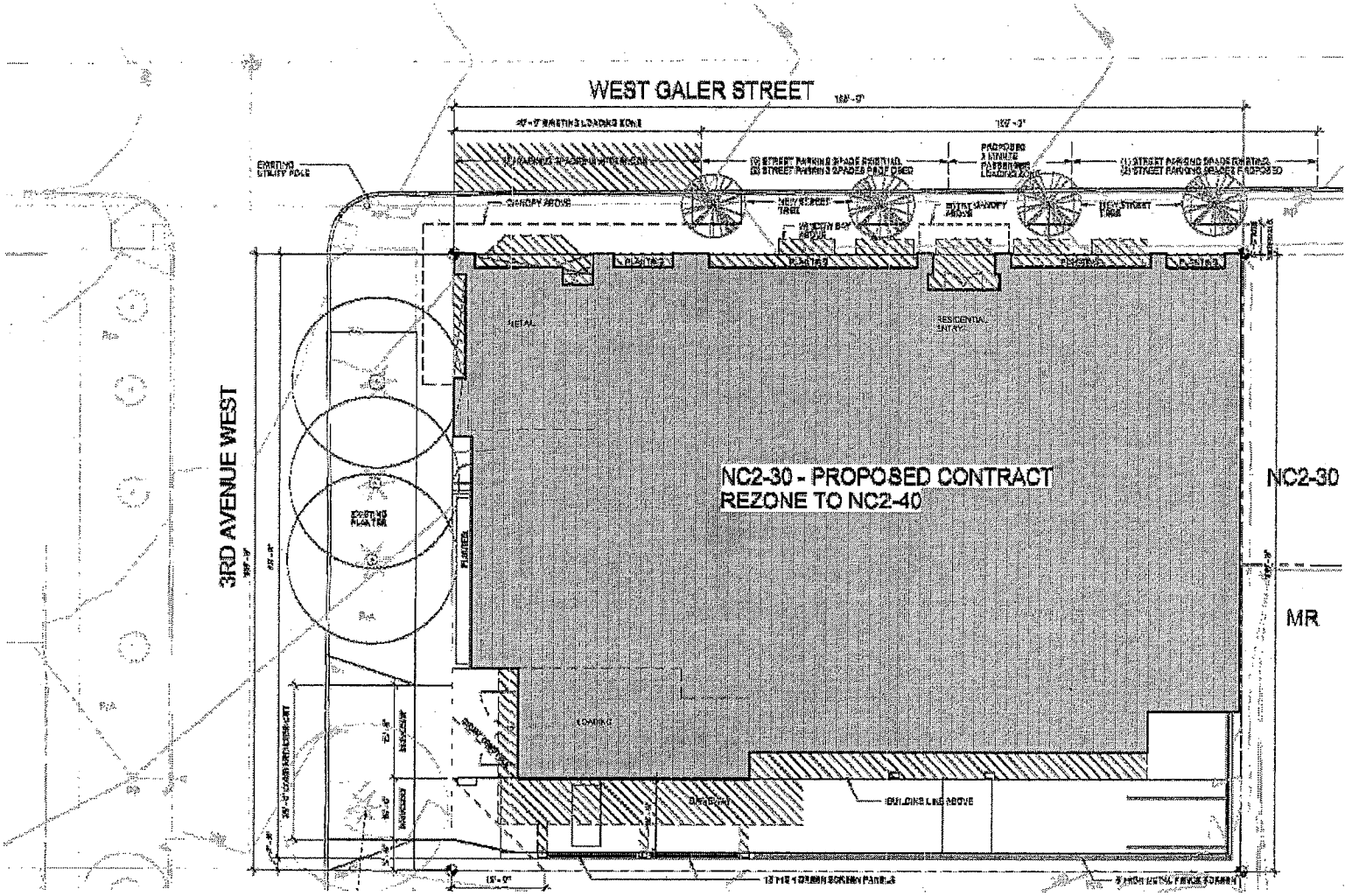
Parking Safety

No noticeable change in area or neighborhood traffic safety is expected based on the minimal change in traffic. Given the comparison to the existing site use, such changes would likely be positive. To minimize any potential for vehicle or pedestrian conflicts associated with the operation of the service dock on 3rd Avenue, Aegis could provide on-site personnel to oversee/direct backing maneuvers and control adjacent traffic and pedestrians during these movements.

Summary

In general, traffic and parking impacts associated with this proposal are anticipated to be minimal and would not result in a noticeable or significant adverse impact. The level of added traffic would fall well within the daily variation that would occur throughout the area, with or without the project. Considering existing uses, the proposed level of traffic and off-site parking demand is likely to be reduced from even current levels. It is noted that the parking surveys conducted in the neighborhood demonstrate that the area could actually accommodate a project with parking spillover many times greater than the modest level anticipated on even a worst case basis for this project.

To minimize any potential for vehicle or pedestrian conflicts associated with the operation of the service dock on 3rd Avenue, Aegis could provide on-site personnel to oversee/direct backing maneuvers and control adjacent traffic and pedestrians during these movements.



Site Plan

Aegis Living

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ATTACHMENT 1

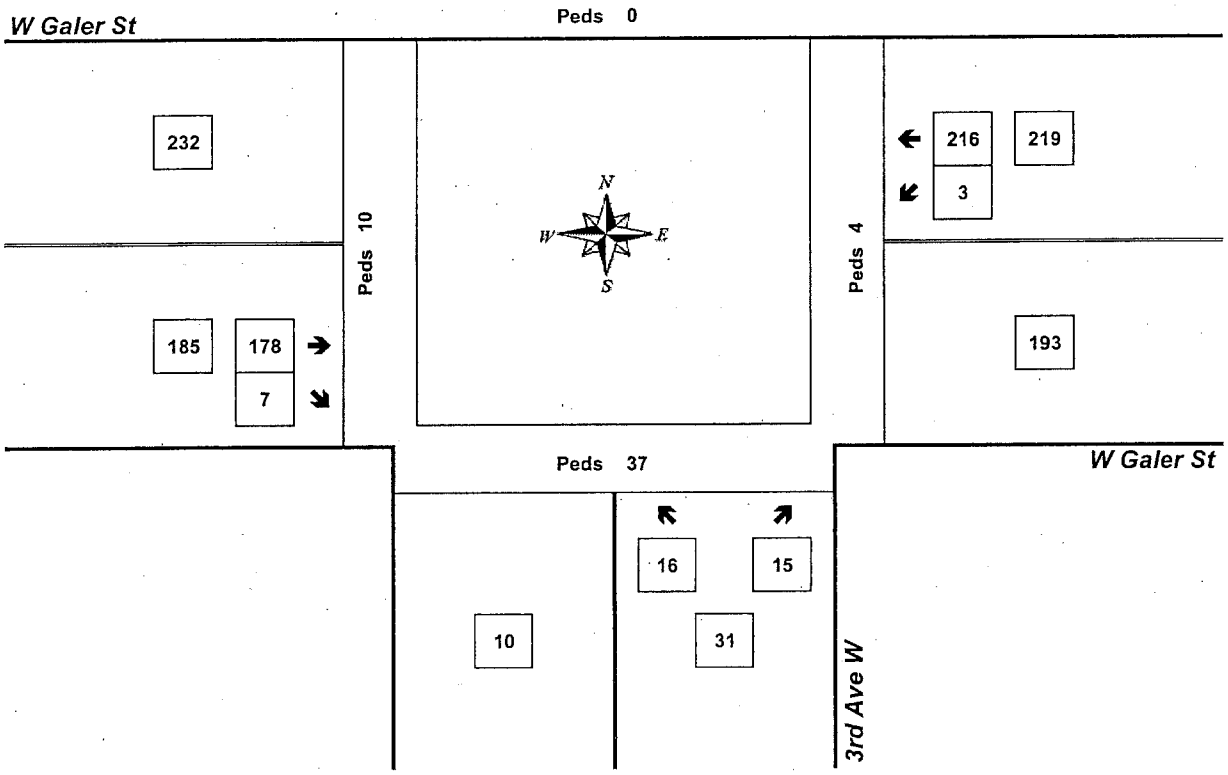
Peak Hour Summary

All Traffic Data Services Inc.

Mark Skaggs
(206) 251-0300

3rd Ave W & W Galer St

4:45 PM to 5:45 PM
Wednesday, August 01, 2012

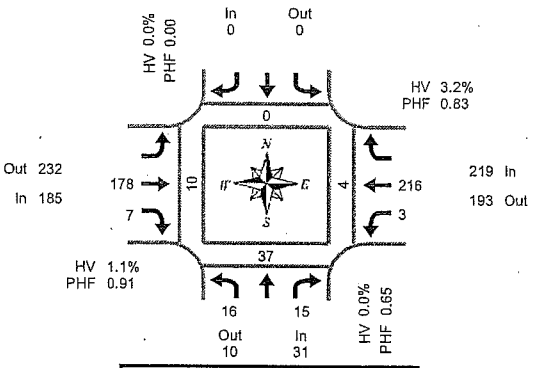


Approach	PHF	HV%	Volume
EB	0.91	1.1%	185
WB	0.83	3.2%	219
NB	0.65	0.0%	31
SB	0.00	0.0%	0
Intersection	0.85	2.1%	435

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data
Services Inc.
Mark Skaggs
(206) 251-0300



Peak Hour Summary
4:45 PM to 5:45 PM

3rd Ave W & W Galer St

Wednesday, August 01, 2012
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound 3rd Ave W				Southbound 3rd Ave W				Eastbound W Galer St				Westbound W Galer St				Interval Total	Pedestrians Crosswalk			
	L		R	HV					T	R	HV		T		HV			North	South	East	West
4:00 PM	1		2	0					33	1	1		38		0		75	0	9	0	4
4:15 PM	1		5	0					37	2	1		53		2		100	0	7	3	1
4:30 PM	2		2	0					40	4	0		48		0		100	0	6	5	0
4:45 PM	2		3	0					39	3	0		48		1		95	0	11	0	1
5:00 PM	7		5	0					39	3	0		56		3		111	0	6	3	1
5:15 PM	6		6	0					50	0	1		65		0		128	0	13	0	4
5:30 PM	1		1	0					50	1	1		47		3		101	0	7	1	4
5:45 PM	3		1	0					40	1	0		38		2		86	0	8	3	0
Total Survey	23		25	0					328	15	4		393		11		796	0	67	15	15

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound 3rd Ave W				Southbound 3rd Ave W				Eastbound W Galer St				Westbound W Galer St				Total	Pedestrians Crosswalk			
	In	Out	Total	HV	In	Out	Total		In	Out	Total	HV	In	Out	Total	HV		North	South	East	West
Volume	31	10	41	0	0	0	0		185	232	417	2	219	193	412	7	435	0	37	4	10
%HV	0.0%				0.0%				1.1%				3.2%				2.1%				
PHF	0.65				0.00				0.91				0.83				0.85				

By Movement	Northbound 3rd Ave W				Southbound 3rd Ave W				Eastbound W Galer St				Westbound W Galer St				Total
	L		R	Total				Total		T	R	Total	L	T		Total	
Volume	16		15	31				0		178	7	185	3	216		219	435
PHF	0.57		0.63	0.65				0.00		0.89	0.58	0.91	0.75	0.83		0.83	0.85

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound 3rd Ave W				Southbound 3rd Ave W				Eastbound W Galer St				Westbound W Galer St				Interval Total	Pedestrians Crosswalk			
	L		R	HV					T	R	HV		T		HV			North	South	East	West
4:00 PM	6		12	0					149	10	2		187		3		370	0	33	8	6
4:15 PM	12		15	0					155	12	1		205		6		406	0	30	11	3
4:30 PM	17		16	0					168	10	1		217		4		434	0	36	8	6
4:45 PM	16		15	0					178	7	2		216		7		435	0	37	4	10
5:00 PM	17		13	0					179	5	2		206		8		426	0	34	7	9

Attachment 3

HCM 2010 TWSC
7: 3rd Ave W & Driveway

11/26/2012

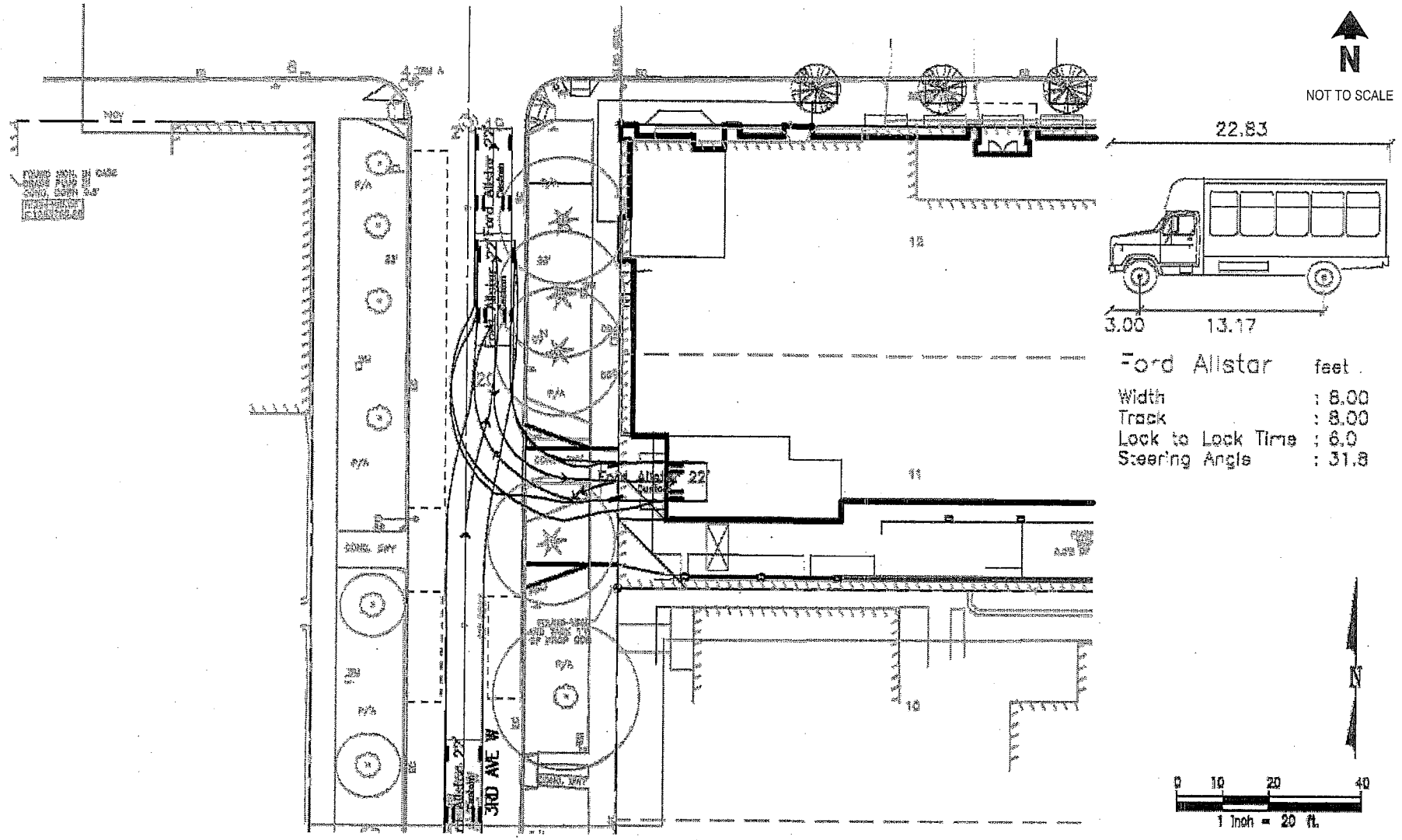
Intersection	
Intersection Delay (sec/veh):	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	0	9	30	0	8	10
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	0	11	36	0	10	12
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	68	36	0	-	36	0
Stage 1	36	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	0	2.218	-
Pot Capacity-1 Maneuver	937	1037	-	0	1575	-
Stage 1	986	-	-	0	-	-
Stage 2	991	-	-	0	-	-
Time blocked-Platoon(%)	0	0	-	0	0	-
Mov Capacity-1 Maneuver	931	1037	-	-	1575	-
Mov Capacity-2 Maneuver	931	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	8.5	0	3.2
HCM LOS	A	A	A

Lane	NBT	WBLn1	SBL	SBT
Capacity (vph)		1037		
HCM Control Delay (s)	-	8.5	7.3	-
HCM Lane V/C Ratio	-	0.01	0.006	-
HCM Lane LOS	-	A	A	-
HCM 95th Percentile Queue (veh)	-	0.031	0.018	-



Van Auto-Turn

ATTACHMENT 4

Aegis Living

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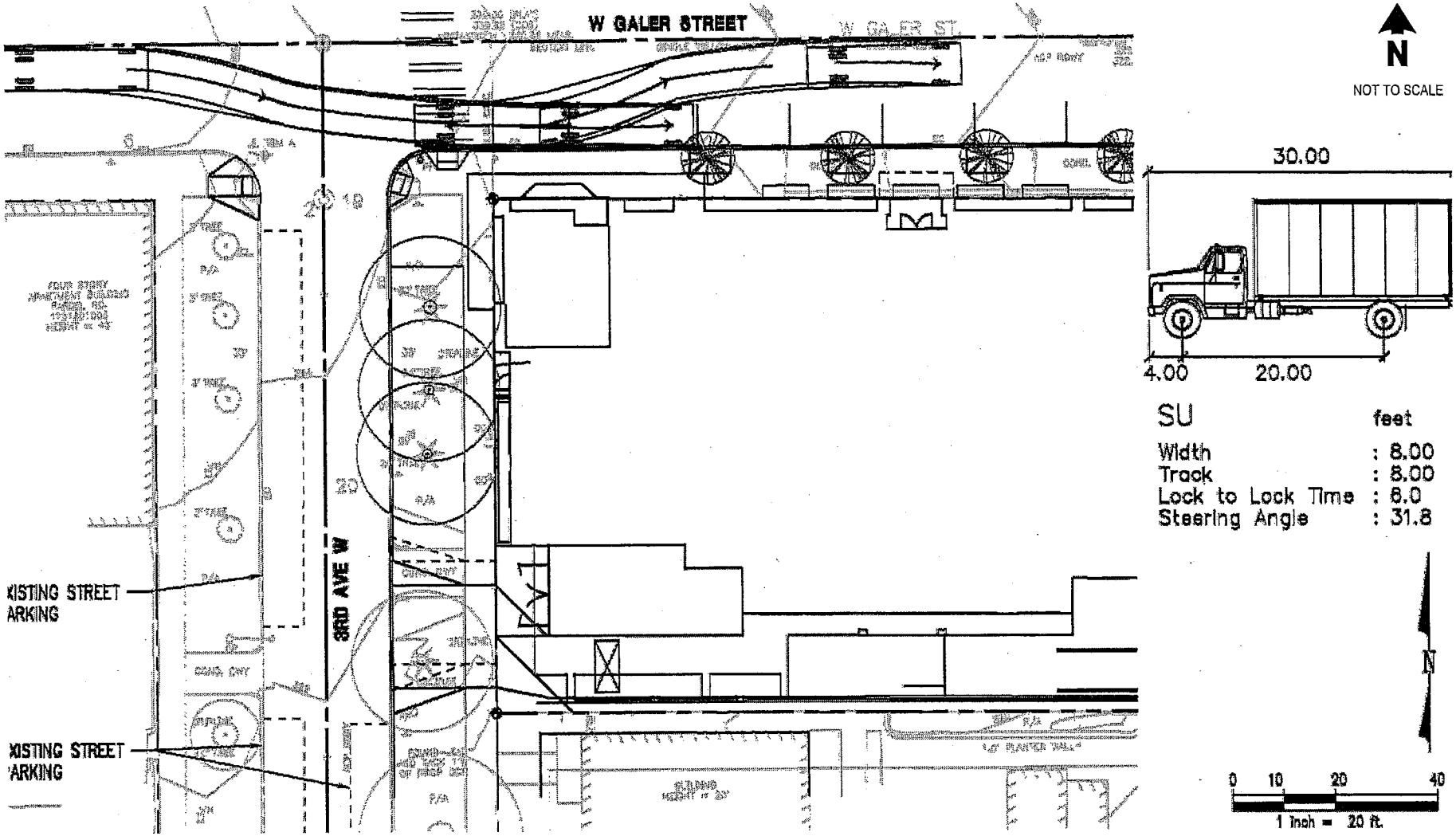

Truck Movement In/Out of Existing Loading Space on W Galer Street

ATTACHMENT 5

Aegis Living

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Attachment 6

Aegis of Queen Anne
Weekday Parking Demand Estimate

Land Use	Assisted Living (LU 254)[1]
Amount	57 Units
Rate	0.41 Stalls/Unit
Peak Demand	24 Units

Weekday Parking Demand Estimate - Including RPZs

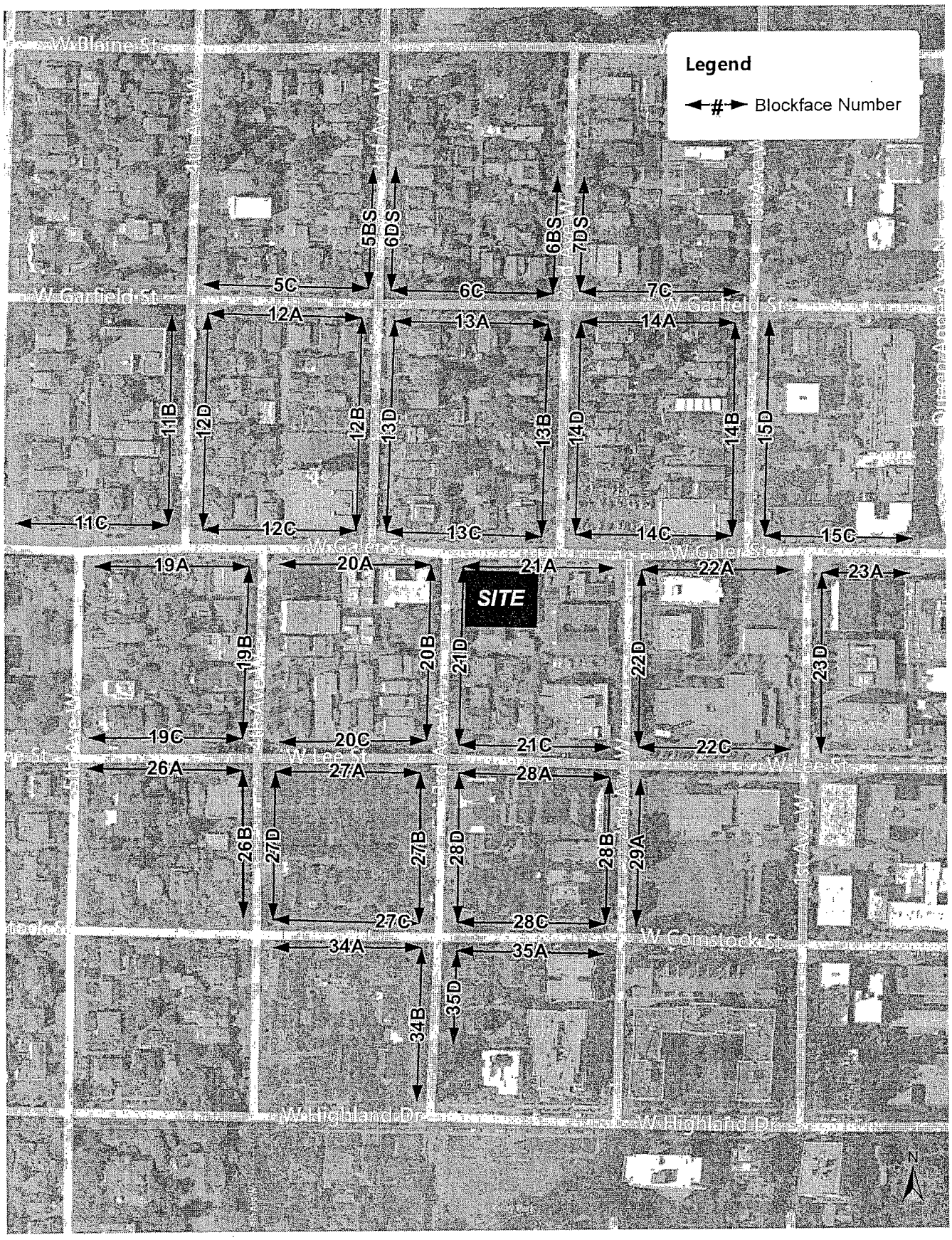
	Projected Project Demand				On-Street Parking Study				
Time	Hourly Distribution[1]	Hourly Parking Demand	Garage Supply	On-Street Parking Needed?	On-Street Supply (Including RPZs)[2]	On-Street Demand (Including RPZs)	Utilization (%)	Excess Supply (On-Street)	Parking Supply Greater than Demand?
7:00am	65%	15	21	No	525	No Count Necessary		No Count Necessary	Yes
8:00am	78%	18	21	No	525	No Count Necessary		No Count Necessary	Yes
9:00am	81%	19	21	No	525	213	41%	312	Yes
10:00am	87%	20	21	No	525	369	70%	156	Yes
11:00am	100%	23	21	Yes	525	375	71%	150	Yes
12:00pm	95%	22	21	Yes	525	354	67%	171	Yes
1:00pm	97%	23	21	Yes	525	356	68%	169	Yes
2:00pm	92%	22	21	Yes	525	347	66%	178	Yes
3:00pm	86%	20	21	No	525	337	64%	188	Yes
4:00pm	81%	19	21	No	525	328	62%	197	Yes
5:00pm	87%	20	21	No	525	320	61%	205	Yes
6:00pm	77%	18	21	No	525	379	72%	146	Yes
7:00pm	55%	13	21	No	525	No Count Necessary		No Count Necessary	Yes

1. Based on ITE's *Parking Generation* manual, 4th Edition.
2. On-street supply based on 800 foot walking distance from the site. Also includes RPZs within 800 feet.

Weekday Parking Demand Estimate - Excluding RPZs

	Projected Project Demand				On-Street Parking Study				
Time	Hourly Distribution[1]	Hourly Parking Demand	Garage Supply	On-Street Parking Needed?	On-Street Supply (Not Including RPZs)	On-Street Demand (Not Including RPZs)	Utilization (%)	Excess Supply (On-Street)	Parking Supply Greater than Demand?
7:00am	65%	15	21	No	320	No Count Necessary		No Count Necessary	Yes
8:00am	78%	18	21	No	320	No Count Necessary		No Count Necessary	Yes
9:00am	81%	19	21	No	320	130	41%	190	Yes
10:00am	87%	20	21	No	320	251	78%	69	Yes
11:00am	100%	23	21	Yes	320	251	78%	69	Yes
12:00pm	95%	22	21	Yes	320	243	76%	77	Yes
1:00pm	97%	23	21	Yes	320	244	76%	76	Yes
2:00pm	92%	22	21	Yes	320	231	72%	89	Yes
3:00pm	86%	20	21	No	320	226	71%	94	Yes
4:00pm	81%	19	21	No	320	226	71%	94	Yes
5:00pm	87%	20	21	No	320	215	67%	105	Yes
6:00pm	77%	18	21	No	320	242	76%	78	Yes
7:00pm	55%	13	21	No	320	No Count Necessary		No Count Necessary	Yes

1. Based on ITE's *Parking Generation* manual, 4th Edition.
2. On-street supply based on 800 foot walking distance from the site. Does not include RPZs within 800 feet.



800-Feet On-Street Parking Study - Blockface Key

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Collected on 5/3/2012

Block	Distance	Type	Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
5BS	800	NR	10	7	7	9	8	6	7	6	6	6	6
5C	800	NR	10		5	8	8	7	1	7	7	6	7
6BS	800	RPZ	10	2	3	3	2	2	2	3	3	3	4
6C	800	RPZ	9		3	3	3	2	2	3	2	2	3
6DS	800	RPZ	10	7	6	6	6	6	6	6	5	6	8
7BS	800	RPZ	10		4	4	3	4	4	4	2	5	6
7C	800	RPZ	11		6	4	8	6	6	7	6	7	9
7DS	800	RPZ	7	3	3	1	0	1	1	1	2	3	2
8C	800	RPZ	6		8	6	7	7	7	6	6	8	8
8DS	800	RPZ	9		0	1	5	4	2	2	2	3	4
11B	800	NR	16	6	6	7	6	7	9	6	8	10	9
11C	800	NR	6		5	6	5	4	4	5	5	6	5
12A	800	NR	10		6	5	2	3	1	1	3	4	5
12B	800	MIXED	13	11	10	10	10	9	9	6	6	4	8
12C	800	NR	7		7	6	6	8	6	7	6	6	6
12D	800	NR	17	6	8	11	10	12	14	13	10	11	9
13A	800	RPZ	10		1	2	1	1	3	3	3	3	3
13B	800	PRZ?	17	5	6	4	3	5	6	4	5	5	7
13C	800	NR	10		9	7	10	8	9	7	9	10	9
13D	800	MIXED	14	14	14	13	11	10	12	11	10	10	11
14A	800	RPZ	10		4	4	5	4	5	7	6	6	7
14B	800	RPZ	18		11	14	11	13	12	12	10	6	13
14C	800	NR	7		4	1	3	3	2	5	5	3	5
14D	800	RPZ	17	5	4	8	8	7	7	7	7	6	6
15A	800	MIXED	10		5	10	9	8	7	7	8	9	10
15B	800	2HR	31		27	30	28	27	22	24	22	24	29
15C	800	NR	10		12	11	9	10	9	7	10	10	10
15D	800	RPZ	17		14	18	14	11	9	9	4	6	14
16D	800	2HR	13			4	9	6	5	8	6	7	11
19A	800	MIXED	9	8	7	9	5	4	5	4	5	9	8
19B	800	NR	10	6	6	9	10	9	8	9	9	10	11
19C	800	NR	10	5	3	3	3	3	2	3	2	1	6
19D	800	NR	17	5	5	4	4	4	4	6	5	6	5
20A	800	MIXED	10	9	7	8	5	9	10	6	8	11	11
20B	800	MIXED	10	8	7	5	5	9	9	9	10	7	9
20C	800	NR	6	8	8	8	8	6	5	6	5	3	5
20D	800	NONE	0	-	-	-	-	-	-	-	-	-	-
21A	800	RPZ	5	5	6	6	6	6	5	5	4	4	7
21B	800	NONE	0	-	-	-	-	-	-	-	-	-	-
21C	800	NR	12	10	11	11	12	11	11	11	10	8	7
21D	800	MIXED	8	6	6	6	8	7	7	8	6	7	7
22A	800	NR	5	6	6	6	6	5	5	6	5	4	6
22B	800	NONE	0	-	-	-	-	-	-	-	-	-	-
22C	800	NR	25	27	22	21	20	21	21	20	20	18	18
22D	800	NR	8	12	10	11	10	10	10	8	9	6	9
23A	800	NR	6	4	6	5	7	13	6	3	4	4	6
23B	800	NR	6	7	7	6	6	5	7	6	6	6	6
23C	800	NONE	0	-	-	-	-	0	-	-	-	-	-
23D	800	NR	9	10	11	10	10	9	10	10	9	6	10
26A	800	NR	8	5	5	5	5	5	5	5	7	6	6
26B	800	NR	4		2	2	2	3	3	1	2	4	7
26CE	800	NR	6		1	1	0	2	1	0		2	1
27A	800	NR	9	9	10	9	8	7	7	7	5	6	5
27B	800	NR	12		10	8	10	7	10	9	6	5	5
27C	800	NR	12		7	7	6	6	7	7	7	7	7
27D	800	NONE	0		-	-		0	-	-	-	-	-
28A	800	NR	15		12	14	10	10	10	9	7	5	9
28B	800	NR	3		5	4	4	4	4	4	6	5	5
28C	800	NR	8		9	8	8	8	9	7	8	6	9
28D	800	NR	9		9	11	9	10	9	9	10	9	6
29A	800	NONE	0	-	-	-	-	-	-	-	-	-	-
29B	800	NONE	0	-	-	-	-	-	-	-	-	-	-
29C	800	NONE	0	-	-	-	-	-	-	-	-	-	-
29D	800	NR	10	9	11	9	10	9	9	9	9	8	10
30A	800	NR	10	9	10	10	10	12	9	10	10	9	10
30D	800	NR	10		9	9	8	7	11	9	6	8	9

Collected on 5/3/2012

33AE	800	NR	3	1	0	0	0	0	0	2	0	1
33BN	800	NR	4	1	1	0	1	1	1	1	0	0
34A	800	NR	10	1	1	1	2	2	3	2	4	4
34B	800	NR	10	7	7	8	6	6	5	3	4	5
34DN	800	NR	3	0	0	0	0	0	0	0	0	0
35A	800	NR	11	8	8	5	8	5	8	8	10	10
35B	800	NR	9	8	8	7	5	6	9	6	8	7
35D	800	NR	5	3	3	4	4	5	3	4	4	5
36A	800	NR	13	11	13	11	12	8	12	13	12	13
36D	800	NR	8	5	4	3	2	4	5	4	6	2