# APPENDIX A

# NOP AND COMMENT LETTERS



#### THE CITY OF SAN DIEGO

# DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: December 18, 2015

# PUBLIC NOTICE OF THE PREPARATION OF A ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING

SAP No. 24005875

PUBLIC NOTICE: The City of San Diego as the Lead Agency has determined that the project described below will require the preparation of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a project EIR and Scoping Meeting was publicly noticed and distributed on December 18, 2015. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego website at: <a href="http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml">http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml</a> under the "California Environmental Quality Act (CEQA) Notices & Documents" section. In addition, the Public Notice was also distributed to the Central Library as well as the Mission Valley Branch Library.

SCOPING MEETING: A public scoping meeting will be held by the City of San Diego's Development Services Department on January 6, 2016, beginning at 6:00 PM and running no later than 8:00 PM at the Town and Country Hotel, in the Atlas Ballroom, Golden West Room, 500 Hotel Circle North, San Diego, CA 92108. Please note that depending on the number of attendees, the meeting could end earlier than 8:00 PM. Verbal and written comments regarding the scope and alternatives of the proposed EIR will be accepted at the meeting.

Written/mail-in comments may be sent to the following address: E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Department, 1222 First Avenue, MS 501, San Diego, CA 92101 or email your comments to <a href="mailto:DSDEAS@sandiego.gov">DSDEAS@sandiego.gov</a> with the Project Name and Number in the subject line within 30 days of the receipt of this notice. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. An EIR incorporating public input will then be prepared and distributed for the public to review and comment.

#### GENERAL PROJECT INFORMATION:

- PROJECT NAME / NUMBER: TOWN AND COUNTRY / 424475
- COMMUNITY AREA: Mission Valley
- COUNCIL DISTRICT: 7

**PROJECT DESCRIPTION:** The project is requesting GENERAL PLAN AMENDMENT and COMMUNITY PLAN AMENDMENT to amend the Atlas Specific Plan and the Mission Valley Community Plan; a REZONE; VESTING TENTATIVE MAP for a nine lot subdivision; a PLANNED DEVELOPMENT PERMIT (PDP) to amend Planned

Commercial Development (PCD) 88-0585; a SITE DEVELOPMENT PERMIT (SDP) to amend SDP 400602: CONDITIONAL USE PERMIT (CUP) to amend CUP 88-0585; and various EASEMENT VACATIONS to construct a mixed-use transit oriented development that includes an integrated mix of the hotel, convention space, and residential uses. The existing hotel rooms would be reduced from 953 to 700; whereas the convention space would be reduced from 212,000- to 177,137-square feet; lastly, 840 residential units and associated parking structures would be constructed. The project would also construct various site improvements, including associated hardscape, landscaping, and retaining walls. The project would obtain a Leadership in Energy and Environmental Design (LEED) Silver Certification, in conformance with the criteria of the Affordable/In-Fill Housing and Sustainable Buildings Expedite Program. The project site is located at 500 Hotel Circle North. The site is within the OF-1-1 Zone along the northern portion of the site and within the MVPD-M/SP zone (Atlas Specific Plan) for the remainder of the site. Additionally, the project site is within the Residential Tandem Parking Overlay Zone, the Transit Area Overlay Zone, Airport Land Use Compatibility Overlay Zone for Montgomery Field, the Airport Influence Area (AIA) for San Diego International Airport (SDIA) and Montgomery Field (Review Area 2), the Federal Aviation Administration Part 77 Notification Area for the SDIA and Montgomery Field, and the Mission Valley Community Plan area. The site is not included on any Government Code listing of hazardous waste sites.

**APPLICANT:** Lowe Enterprises Real Estate

RECOMMENDED FINDING: Pursuant to Section 15060(d) of the CEQA Guidelines, it appears that the proposed project may result in significant environmental impacts in the following areas: Land Use, Transportation/Circulation, Air Quality, Biological Resources, Energy, Geologic Conditions, Greenhouse Gas Emissions, Health and Safety, Historical Resources, Hydrology, Noise, Paleontological Resources, Public Services and Facilities, Public Utilities, Visual Effects/Neighborhood Character, Water Quality, and Cumulative Effects.

**AVAILABILITY IN ALTERNATIVE FORMAT:** To request the this Notice or the City's Scoping Letter to the applicant detailing the required scope of work in alternative format, call the Development Services Department at (619) 446-5460 (800) 735-2929 (TEXT TELEPHONE).

ADDITIONAL INFORMATION: For environmental review information, contact Elizabeth Shearer-Nguyen at (619) 446-5369. The Scoping Letter and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Department. For information regarding public meetings/hearings on this project, contact the Project Manager, Jeffrey A. Peterson at (619) 446-5237. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on December 18, 2015.

DISTRIBUTION: See Attached

Kerry M. Santoro Deputy Director Development Services Department

ATTACHMENTS: Figure 1: Vicinity Map

Figure 2: Site Plan Scoping Letter

#### Distribution:

#### FEDERAL GOVERNMENT

U.S. Fish and Wildlife Service (23)

#### State of California

Caltrans, District 11 (31)

California Department of Fish and Wildlife (32)

State Clearinghouse (46A)

California Transportation Commission (51)

California Department of Transportation (51A)

California Department of Transportation (51B)

Native American Heritage Commission (56)

## CITY OF SAN DIEGO

Mayor's Office (91)

Councilmember Lightner, District 1 (MS 10A)

Councilmember Harris, District 2 (MS 10A)

Councilmember Gloria, District 3 (MS 10A)

Councilmember Cole, District 4 (MS 10A)

Councilmember Kersey, District 5 (MS 10A)

Councilmember Zapf, District 6 (MS 10A)

Councilmember Sherman, District 7 (MS 10A)

Councilmember Alvarez, District 8 (MS 10A)

Councilmember Emerald, District 9 (MS 10A)

**Development Services Department** 

**EAS** 

Transportation

Project Manager

Transportation Development - DSD (78)

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Environmental Services (93A)

Tom Tomlinson, Facilities Financing (93B)

Michael Pridemore, San Diego Police Department (MS776)

Larry Trame, San Diego Fire-Rescue (MS603)

City Attorney (93C)

# Others

San Diego Association of Governments (108)

Metropolitan Transit System (112)

San Diego Gas & Electric (114)

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San Diego Unified School District (125)

Rancho Santa Ana Botonic Garden at Claremont (161)

The San Diego River Park Foundation (163)

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Sierra Club (165)

San Diego Canyonlands (165A)

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San Diego Audubon Society (167)

San Diego Audubon Society (167A)

San Diego River Conservancy (168)

San Diego Tracking Team (187)

California Native Plant Society (170)

KEA Environmental Inc. (178)

Citizens Coordinate for Century III (179)

Endangered Habitats League (182A)

Carmen Lucas (206)

South Coastal Information Center (210)

San Diego History Center (211)

San Diego Archaeological Center (212)

Save Our Heritage Organisation (214)

Ron Christman (215)

Clint Linton (215B)

Frank Brown - Inter-Tribal Cultural Resources Council (216)

Camp Band of Mission Indians (217)

San Diego County Archaeological Society (218)

Kumeyaay Cultural Heritage Preservation (223)

Kumeyaay Cultural Repatriation Committee (225)

Native American Distribution [Notice Only] (225A-S)

Mission Valley Center Association (328)

Friars Village HOA (328A)

Mary Johnson (328B)

Mission Valley Community Council (328C)

Union Tribune News (329)

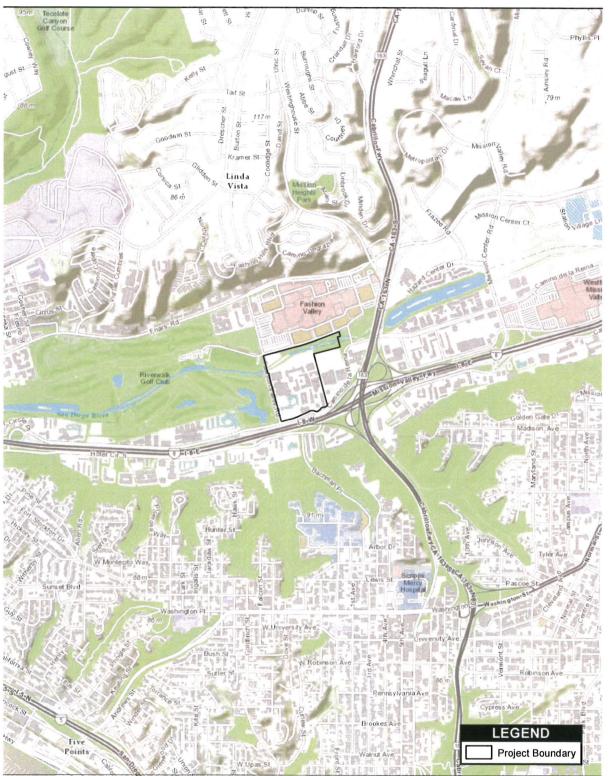
Friends of Mission Valley Preserve (330B)

Mission Valley Planning Group (331)

General Manager, Fashion Valley (332)

Gary Akin - San Diego Gas & Electric (381)

The San Diego River Coalition (334)



Sources: Sources: Esri, DeLome, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community; AECOM 201

No. 2 Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan. 200 Town and Country / Project No. 424475 Residential - Multiple Unit Stormwater Management Source AECOM 2015 Open Space Habitat Commercial - Visitor Passive Recreation LEGEND Site Plan CAMINO DE LA REINA RESIDENTIAL DISTRICT RIVER PARK DISTRICT HOTEL DISTRICT FASHION VALLEY TRANSIT CENTER FASHION VALLEY ROAD

FIGURE

City of San Diego - Development Services Department



## THE CITY OF SAN DIEGO

December 18, 2015

Mr. Todd J. Majcher Lowe Enterprises Real Estate 500 Hotel Circle North San Diego, CA 92108

**SUBJECT:** 

Scope of Work for an Environmental Impact Report for the Town and Country,

Project No. 424475

Dear Mr. Majcher:

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

The purpose of this letter is to identify the issues to be specifically addressed in the EIR. The EIR shall be prepared in accordance with the City's "Technical Report and Environmental Impact Report Guidelines," (updated December 2005). A copy of the current guidelines is attached. The project issues to be discussed in the EIR are outlined below.

A Notice of Preparation (NOP) will be distributed to the Responsible Agencies and others who may have an interest in the project as required by CEQA Section 21083.9(a)(2). Scoping meetings are required by CEQA Section 21083.9(a)(2) for projects that may have statewide, regional or area-wide environmental impacts. The City's environmental review staff has determined that this project meets this threshold. A scoping meeting has been scheduled for Friday, December 18, 2015 from 6:00PM to 8:00PM in the Golden West Room of the Atlas Ballroom, within the Town and Country Hotel, 500 Hotel Circle North, San Diego, CA 92108.

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Please note, changes or additions to the scope of work may be required as a result of input received in response to the Notice of Preparation and Scoping Meeting. In addition, the applicant may need to adjust the project over time through the discretionary review process, and any such changes would be disclosed within the EIR.

# PROJECT DESCRIPTION

# **Discretionary Actions**

The project will require the following discretionary approvals: a General Plan Amendment and Community Plan Amendment to amend the Atlas Specific Plan; a Rezone; a Vesting Tentative Map for a nine lot subdivision; a Planned Development Permit (PDP) to amend Planned Commercial Development (PCD) 88-0585; a Site Development Permit (SDP) to amend SDP 400602; a Conditional Use Permit (CUP) to amend CUP 88-0585; and various Easement Vacations.

# **Project Description**

The project includes consolidation, renovation and infill redevelopment of the existing Town & Country Hotel and Convention Center at 500 Hotel Circle North in the Mission Valley community, San Diego, California. The central and southern portions of the site are currently developed as a hotel with guest rooms, food and beverage facilities, fitness and spa facility, pool amenities, landscaped grounds, related hotel services facilities, and parking areas. The existing facilities include 954 hotel rooms and a 200,000-square-foot convention center with a 258-space subterranean parking structure. The northern portion of the site is within the Federal Emergency Management Agency Regulatory Floodway (FEMA) of the San Diego River (River). The majority of this area is undeveloped open space and a portion is currently developed as parking in support of the hotel and convention center. The purpose of the Town & Country project is to renovate and provide infill redevelopment of the 39.7-acre Town & Country Hotel and Convention Center. A Master Plan was developed to guide redevelopment of the site. Critical proposed elements of the Master Plan include a consolidated and renovated hotel and convention center; a new compact multi-family residential neighborhood; a restored San Diego River open space habitat; a new public park; and multi-use River Pathway providing an important link in a regional recreational corridor. The overall design of the proposed project would be comprised of three districts: 1) Park District, 2) Hotel District, and 3) Residential District.

## **Park District**

The approximately 12.04-acre Park District is located in the northern portion of the project site along the San Diego River. The Park District proposes restoration and enhancement of approximately 7.5 acres of riparian open space habitat, and restoration of approximately 4.42 acres of existing disturbed areas within the MHPA and wetland buffers by removing invasive

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exotic species and establishing native habitats. The project proposes to enhance approximately 0.32 acres of existing native habitats by removing exotic species and establishing native species within the Park District. The project would increase the width of native habitats at the most constricted section of the river from approximately 80 feet up to 210 feet and would establish a wetland buffer and a variety of Low Impact Development (LID) strategies directly adjacent to the riparian corridor. The project would also provide 4.33 acres of public park uses on-site.

The Park District would include a 14-foot-wide San Diego River Park Pathway (10-foot-wide concrete path with 2-foot-wide decomposed granite on each side). The proposed River Pathway would be located on the north side of the river between the MHPA boundary and the Riverwalk Drive planting area. The existing pedestrian bridge over the San Diego River would be replaced by a multi-use bridge in the existing location and at the same elevation. The new multi-use bridge (suitable for use by both pedestrians and bicycles) would be 10 feet wide, and would provide a direct link between the project site and MTS Fashion Valley Transit Center.

The project would also replace approximately 1.2 acres of existing surface parking north of the River and approximately 1.7 acres of existing surface parking area south of the River with native habitats and/or parklands. A total of 271 existing surface parking spaces along the southern edge of the riverine open space would be eliminated. In addition, the Park District is connected to both the Hotel District and the Residential District at several points by pedestrian and bicycle access ways.

#### **Hotel District**

The approximately 18-acre Hotel District would be located in the central and northwestern portions of the site. The Hotel District involves renovation of existing hotel buildings and convention center buildings, while demolishing other hotel buildings to accommodate completion of new hotel facilities. This would consist of the consolidated and upgraded Town & Country Hotel and Convention Center. The hotel capacity would be reduced from 954 to 700 guest rooms and the conference facilities are reduced from 212,762 to 177,137 gross square feet.

The hotel lobby would include a café, bar, and restaurant. Additional renovated facilities would include construction of a 12,800 square foot food and beverage facility (11,500 sq. ft. restaurant and a 1,300 sq. ft. café), main pool area, water-wise landscaping, and other site amenities. Existing parking for Royal Palm Towers would be maintained. This currently provides 185 parking spaces. A new four-story 145,600-square-foot hotel parking structure is proposed north of Residential Parcel 1. This would provide 430 parking spaces.

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#### **Residential District**

The approximately 9.7-acre Residential District would be located along the southern and eastern edges of the Plan Area. The project would range in height from six stories to seven stories and include up to 840 multi-family dwelling units. The Residential District would include construction of two new parking structures to yield a total of 1,308 parking spaces and demolition of existing structures and on-site surface parking.

# **EIR FORMAT/CONTENT REQUIREMENTS**

The EIR serves to inform governmental agencies and the public of a project's environmental impacts. Emphasis in the EIR must be on identifying feasible solutions to environmental impacts. The objective is not to simply describe and document an impact, but to actively create and suggest mitigation measures or project alternatives to substantially reduce the significant adverse environmental impacts. The adequacy of the EIR will depend greatly on the thoroughness of this effort.

The EIR must be written in an objective, clear, and concise manner, utilizing plain language. The use of graphics is encouraged to replace extensive word descriptions and to assist in clarification. Conclusions must be supported with quantitative, as well as qualitative, information, to the extent feasible. **The entire environmental document must be left justified.** 

# I. CONCLUSIONS

Prior to the distribution of the draft EIR for public review, Conclusions, which are attached at the front of the draft EIR, will also need to be prepared. The Conclusions cannot be prepared until an approved draft has been submitted and accepted by the City.

#### II. TITLE PAGE

The EIR shall include a title page that includes the project name, Project Tracking System (PTS) number, State Clearinghouse (SCH) number and the date of publication. DO NOT include any company logo's, applicant's or consultant's names.

#### III. TABLE OF CONTENTS

The Table of Contents must list all sections included in the EIR, as well as the Appendices, Tables, and Figures. Immediately following the Table of Contents, a list of acronyms and abbreviations utilized in the text must be provided.

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# IV. EXECUTIVE SUMMARY

The consultant will prepare the executive summary to be submitted for review with the last screencheck draft EIR, unless otherwise determined. The executive summary shall have an independent numbering system (e.g., S-1, S-2). In general the summary should reflect the EIR outline, but not need contain every element of the EIR. At a minimum, the summary must include: a brief project description; impacts determined to be significant (including cumulative); impacts found to be less than significant; alternatives; areas of controversy; and lastly a matrix listing the impacts and mitigation. Please refer to the Environmental Impact Report Guidelines for further detailed information.

# V. INTRODUCTION

The EIR shall introduce the project with a brief discussion on the intended use and purpose of the EIR. This discussion shall focus on the type of analysis that the EIR is providing and provide an explanation of why it is necessary to implement the project. This section shall describe and/or incorporate by reference any previously certified environmental documents that cover the project site including any EIRs. This section shall briefly describe areas where the project is in compliance or non-compliance with assumptions and mitigation contained in these previously certified documents. Additionally, this section shall provide a brief description of any other local, state and federal agencies that may be involved in the project review and/or any grant approvals.

# VI. ENVIRONMENTAL SETTING

The EIR shall describe the precise location of the project and present it on a detailed topographic map and regional map. This section shall also include a map of the specific proposal and discuss the existing conditions on the project site and in the project area. In addition, the section shall provide a local and regional description of the environmental setting of the project, as well as the zoning and land use designations of the site and its contiguous properties, area topography, drainage characteristics, and vegetation. It shall include any applicable land use plans such as the City's MSCP/MHPA and other applicable open space preserves or overlay zones that affect the project site, such as the City of San Diego General Plan. The section shall include a listing of any open space easements or building restricted easements that exist on the property. A description of other utilities that may be present on or in close proximity to the site and their maintenance accesses shall also be discussed. Provide a recent aerial photo of the site and surrounding uses, and clearly identify the project

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location. This section shall include a brief description of the location of the closest police and fire stations along with their response times.

# VII. PROJECT DESCRIPTION

The EIR shall include a detailed discussion of the goals and objectives of the project, in terms of public benefit (increase in housing supply, employment centers, etc.). Project objectives will be critical in determining the appropriate alternatives for the project, which would avoid or substantially reduce potentially significant impacts. As stated in CEQA Section 15124(b), "A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and aid the decision makers in adopting findings and/or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project."

This section shall describe all discretionary actions needed to implement the project (e.g. General Plan Amendment, Community Plan Amendment, Planned Development Permit, Tentative Map, etc.) including all permits required from federal, state, and local agencies. If other agencies have responsibility for approvals or project review, describe this involvement. The description of the project shall include all major project features, including density, grading (cut and fill), relocation of existing facilities, land use, retaining walls, landscaping, drainage design, improvement plans, including any off-site improvements, vehicular access points and parking areas associated with the project. The project description shall describe any off-site activities necessary to construct the project. The EIR shall include sufficient graphics and tables to provide a complete description of all major project features. Project phasing also should be described in this section. This discussion shall address the whole of the project.

# VIII. HISTORY OF PROJECT CHANGES

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

#### IX. ENVIRONMENTAL IMPACT ANALYSIS

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

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(January 2011) unless otherwise directed by the City. Below are key environmental issue areas that have been identified for this project, within which the issue statements must be addressed individually. Discussion of each issue statement shall include an explanation of the existing project site conditions, impact analysis, significance determination, and appropriate mitigation. The impact analysis shall address potential direct, indirect, and cumulative impacts that could be created through implementation of the project and its alternatives. Lastly, the EIR should summarize each required technical study or survey report within each respective issue section, and all requested technical reports must be included as the appendices to the EIR and summarized in the text of the document.

In each environmental issue section, mitigation measures to avoid or substantially lessen impacts must be clearly identified and discussed. The ultimate outcome after mitigation should also be discussed (i.e., significant but mitigated, significant and unmitigated). If other potentially significant issue areas arise during the detailed environmental investigation of the project, consultation with Development Services Department is required to determine if these areas need to be added to the EIR. As supplementary information is required, the EIR may also need to be expanded.

#### Land Use

- Issue 1: Would the proposal result in a conflict with the environmental goals, objectives, or recommendations of the General/Community Plan in which it is located?
- Issue 2: Would the proposal require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?
- Issue 3: Would the proposal result in the exposure of people to noise levels which exceed the City's adopted noise ordinance or are incompatible with the Noise Compatibility Guidelines (Table NE-3) in the Noise Element of the General Plan?

The Land Use section should include a description of land uses at the project site and surrounding area, a summary of applicable regulations, and analyses of potential short-term and long-term impacts of the proposed project. If there are potential inconsistencies of the project with adopted plans (General Plan, Community Plan, MSCP, and the Land Development Code), and those inconsistencies would create environmental impacts, this section should describe whether or not these potential impacts would lead to physical significant effects. The EIR should analyze the proposed project for consistency with all applicable land use and regulatory plans.

# Transportation/Circulation

- Issue 1: Would the proposal result in substantial impact upon existing or planned transportation systems?
- Issue 2: Would the project result in traffic generation in excess of specific community plan allocation?
- Issue 3: Would the project result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?
- Issue 4: Would the project result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?
- Issue 5: Would the project result in an increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access- restricted roadway)?
- Issue 6: Would the project conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?

A traffic technical study shall be prepared in accordance with City's Traffic Impact Study Guidelines, approved by City staff, and included as an appendix to the EIR. The traffic study shall serve as the basis for the section in the EIR addressing transportation/circulation issues. The traffic study shall evaluate the traffic volumes and level of service (LOS) on intersections, roadways, freeways, and freeway ramps; include descriptions and applicable graphics of the existing transportation conditions within the project area, and provide a comparative analysis of projected conditions during the horizon year. The traffic study shall specifically address any proposed alterations to the present Circulation Element and effects on circulation movements within the community. The traffic study shall also address consistency with planned alternative transportation systems and related policies, as well as potential hazards to motor vehicles, pedestrians, and bicycles, due to the proposed project. As appropriate, the traffic study shall identify roadway improvements which would reduce impacts on local roadways and freeways.

If necessary, the EIR shall present mitigation measures that are required to reduce impacts and provide a discussion on whether those measures will mitigate impacts to below a level of significance. If the project results in traffic impacts, which cannot be mitigated to below a level of significance, the Alternatives section of the EIR should include a project alternative that will avoid or further reduce traffic impacts.

# Air Quality/Odor

- Issue 1: Would the proposal conflict with or obstruct implementation of the applicable air quality plan?
- Issue 2: Would the proposal result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?
- Issue 3: Would the proposal result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- Issue 4: Would the proposal expose sensitive receptors to substantial pollutant concentrations?
- Issue 5: Would the proposal exceed 100 pounds per day of Particulate Matter (PM) (dust)?
- Issue 6: Would the proposal create objectionable odors affecting a substantial number of people?

The EIR shall describe the region's climate and the San Diego Air Basin's current attainment levels for state and federal ambient air quality standards. An air quality analysis must be prepared which discusses the project's impact on the ability to meet state, regional, and local air quality strategies/standards as well as any health risks associated with construction, and included as an appendix to the EIR. This section shall include a description of existing air quality conditions, a summary of applicable regulations, and an analysis of construction and operational air quality impacts of the proposed project.

The significance of potential air quality impacts shall be assessed and control strategies identified. The EIR shall analyze the proposed projects' compliance with the State Implementation Plan (SIP), the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Plan (RTIP).

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The EIR shall also assess the potential health risks associated with particulate emissions from, and shall assess whether the proposed project would allow for future development which would create a significant adverse effect on air quality that could affect public health.

Should the project result in a significant decrease in the levels of service of any roadway or intersection in the vicinity of a sensitive receptor, address the potential degradation of air quality, which may result, including the possibility of "hot spots" within the area. Also include a discussion of potential dust generation during construction within this section of the document together with any proposed dust suppression measures that would avoid or lessen dust related impacts to sensitive receptors within the area.

# **Biological Resources**

- Issue 1: Would the proposal result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or US. Fish and Wildlife Service (USFWS)?
- Issue 2: Would the proposal result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?
- Issue 3: Would the proposal result in a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other means?
- Issue 4: Would the proposal interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?
- Issue 5: Would the proposal conflict with the provisions of an adopted HCP, NCCP, other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?
- Issue 6: Would the proposal introduce a land use within an area adjacent to an MHPA that would result in adverse edge effects?

- Issue 7: Would the proposal conflict with any local policies or ordinances protecting biological resources?
- Issue 8: Would the proposal introduce invasive species of plants into a natural open space area?

The project site supports sensitive biological resources as identified in the City's Biology Guidelines. In addition, the Multi-Habitat Planning Area (MHPA) occurs adjacent to and within portions of the project site. A Biological Technical Report (BTR) shall be prepared to include an evaluation of biological resources that could be affected with implementation of the proposed project. The BTR shall analyze data collected during project-specific biological field surveys and other publically available biological data applicable to the project area. Maps shall be provided to depict locations of sensitive biological resources documented on-site. The BTR shall be included in the appendices to the EIR.

This section of the EIR shall summarize potential direct and indirect impacts to biological resources, as detailed in the BTR. Mitigation measures shall be included for any impacts determined to be significant. The analysis shall identify federal, state, and local ordinances and laws which protect sensitive biological resources (e.g., City MSCP and state and federal endangered species and wetlands laws). The potential for the proposed project to conflict with the goals and regulations established by these laws and policies shall also be evaluated.

# **Energy**

- Issue 1: Would the construction and operation of the proposal result in the use of excessive amounts of electrical power?
- Issue 2: Would the proposal result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?

Appendix F of the State CEQA Guidelines requires that potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. Particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy should be included in this section. The EIR section shall address the estimated energy use for the project and assess whether the project would generate a demand for energy (electricity and/or natural gas) that would exceed the planned capacity of the energy suppliers. A description of any energy and/or water saving project features should also be included in this section. (Cross-reference with Greenhouse

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Gas (GHG) Emissions discussion section as appropriate.) Describe any proposed measures included as part of the project or required as mitigation measures directed at conserving energy and reducing energy consumption. Ensure this section addresses all issues described within Appendix F of the CEQA Guidelines.

# **Geologic Conditions**

- Issue 1: Would the proposal expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?
- Issue 2: Would the proposal result in a substantial increase in wind or water erosion of soils, either on or off the site?
- Issue 3: Would the proposal be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

A geotechnical investigation, prepared in accordance with the City's Geotechnical Report Guidelines, is required to address the feasibility and suitability of the entire site for the development. The section shall describe the geologic and subsurface conditions in the project area. It shall describe the general setting in terms of existing topography, geology (surface and subsurface), tectonics and soil types. The analysis in the EIR shall be based on a review of the Preliminary Geotechnical Report, and maps, and include preparation of a geologic map that shows potential seismic hazard areas. It shall assess possible impacts to the project from geologic hazards and unfavorable soil conditions. The constraints discussion shall include issues such as the potential for liquefaction and other hazards. Any secondary impacts due to soils/geology mitigation (e.g., excavation of unsuitable soil) shall also be addressed. Additionally, the sections shall provide mitigation, as appropriate, that would reduce the potential for future adverse impacts resulting from on-site soils and geologic hazards.

The EIR shall discuss the potential for either short- or long-term erosion impacts to soils on-site. Geological constraints on the project site, including ground shaking, ground failure, landslides, erosion, and geologic instability shall be addressed, as well as seismicity and seismic hazards created by faults present in the project site.

# Greenhouse Gas Emissions

- Issue 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Issue 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?

This section shall present an overview of greenhouse gases (GHG) including the most recent information regarding the current understanding of the mechanisms behind current conditions and trends, and the broad environmental issues related to global climate change. A discussion of current domestic legislation, plans, policies, and programs pertinent to global climate change shall also be included. The EIR shall provide details of the project's sustainable features such as pedestrian access and orientation, sustainable design and building features, and others that meet criteria outlined in the Conservation Element of the General Plan.

The EIR shall address the project's contribution to GHG emissions. A quantitative analysis addressing the project-generated GHG emissions, as applicable, shall be provided in a GHG emission study summarized in the EIR.

Based on the scope of the project, the analysis should identify existing baseline GHG emissions and GHG emissions resulting from both construction activities related to the project and on-going operation of the project. The analysis should include, but is not limited to, the five primary sources of GHG emissions: vehicular traffic, generation of electricity, natural gas consumption/combustion, solid waste generation, and water usage. If the project would result in significant GHG emissions, project features, designs and measures should be identified and incorporated into the project to reduce GHG emissions to below a level of significance.

#### **Health and Safety**

- Issue 1: Would the proposal expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
- Issue 2: Would the proposal result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?

- Issue 3: Would the proposal impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Issue 4: Would the proposal be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?
- Issue 5: Would the proposal expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?
- Issue 6: Would the proposal result in a safety hazard for people residing or working in a designated airport influence area?
- Issue 7: Would the proposal result in a safety hazard for people residing or working within two miles of a private airstrip or heliport facility that is not covered by an adopted Land Use Compatibility Plan (ALUCP)?

This section shall describe the potential hazards related to hazardous materials and waste, schools, airports, wildfires, and emergency plans in the proposed project vicinity. A Phase I Environmental Site Assessment (Phase I) shall be prepared, and shall be included as an appendix to the EIR. The EIR shall identify known contamination sites on and near the proposed project site. The EIR shall also discuss effects on emergency routes and access resulting from implementation of the proposed project. The EIR shall discuss the fire hazards in and adjacent to the proposed project area. Lastly, the EIR shall discuss potential safety hazards related to airports.

# <u>Historical Resources (Archaeology and Built Environment)</u>

- Issue 1: Would the proposal result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, object, or site?
- Issue 2: Would the proposal result in any impact to existing religious or sacred uses within the potential impact area?
- Issue 3: Would the proposal result in the disturbance of any human remains, including those interred outside of formal cemeteries?

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An Archaeological Resources Report (ARR) and a Historical Resources Technical Report (HRTR) shall be prepared for the proposed project. This section of the EIR should describe the environmental effects of the construction and use of the proposed project on historical resources. For purposes of this analysis, historical resources include various types of cultural resources, including historical buildings, structures, objects, districts, and landscapes; traditional cultural places; and prehistoric and historic archaeological sites.

# **Hydrology**

- Issue 1: Would the proposal result in an increase in impervious surfaces and associated increased runoff?
- Issue 2: Would the proposal result in a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?
- Issue 3: Would the proposal develop wholly or partially within the 100-year floodplain identified in the FEMA maps or impose flood hazards on other properties.

Hydrology deals with the properties, distribution, and circulation of surface water, ground water, and atmospheric water. The quantity of water which flows in a creek or river is calculated based on historic climatic conditions combined with the watershed characteristics. The slope and shape of the watershed, soil properties, recharge area, and drainage features are all watershed characteristics that influence the quantity of surface flows. Therefore, as land is developed, impervious area is increased, thereby increasing runoff rates and volumes.

The EIR shall evaluate if the proposed project would have a potential for increasing runoff rates and volumes within the proposed project area. Anticipated changes to existing drainage patterns, runoff rates and volumes, and groundwater recharge rates in the proposed project area shall be addressed in the EIR. A preliminary hydrology and hydraulics study shall be provided and measures to protect on-site and downstream properties from increased runoff, erosion, or siltation must be identified; this study shall be included in the appendices of the EIR. The EIR should address the potential for project implementation to impact the hydrologic conditions within and downstream of the project area.

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#### Noise

- Issue 1: Would the proposal result or create a significant increase in the existing ambient noise levels?
- Issue 2: Would the proposal result in exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted Airport Land Use Compatibility Plan (ALUCP)?

An acoustical analysis, prepared in accordance with the City's "Acoustical Report Guidelines," is required to determine what, if any, impacts would occur due to project implementation. The report must determine if the project has the potential to create significant noise impacts. Additionally, the noise report shall evaluate the project's consistency with the General Plan Noise Element. If there is a potential for proposed uses to be incompatible with exterior noise levels at outdoor amenities or interior areas, measures must be included as project design features in order to ensure consistency with the General Plan Noise Element (i.e., setbacks, use of double-paned glass, noise walls/berms and other noise attenuation techniques). Include tables within the noise study, which show the existing, and future noise levels of dB(A) and any increased noise levels over dB(A) in 3 dB(A) increments along affected roads.

The analysis should discuss how the project would conform to the City of San Diego Municipal Code Noise and Abatement Control Ordinance §59.5.01 and the General Plan. Additionally, construction noise may impact surrounding uses and the EIR should include a discussion regarding this potential impact.

The EIR shall discuss whether the project is located in an area affected by aircraft noise and, if so, would land uses proposed by the project be compatible with an adopted Airport Land Use Compatibility Plan. Lastly, the report should focus on the potential impacts to adjacent sensitive wildlife area in relationship to the green space/park being proposed. The analysis must include both construction and operational phases of the project and make recommendations on mitigation measures and/or use limitations to be implemented in relation to the park use.

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# Paleontological Resources

- Issue 1: Would the proposal require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?
- Issue 2: Would the proposal require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

The EIR should include a paleontological resources discussion that identifies the underlying soils and formations and the likelihood of the project to uncover paleontological resources during grading activities. The section should identify the depth of cut (in feet) and amount of grading (in cubic yards) that would result from any grading activities. The City's thresholds for monitoring include grading depths of 10 feet or more and excavation of 1,000 or 2,000 cubic yards depending on the respective moderate or high sensitivity of the formational soils on-site. Monitoring may also be required depending on other site conditions, such as previous grading on-site and depth of exposed formations(s). If the development would impact fossil formations possessing moderate to high potential for significant resources, specific conditions (monitoring and curation) would be required to mitigate impacts to a level below significance. The EIR shall include a paleontological discussion based on current City mitigation requirements for paleontological resources.

#### **Public Services and Facilities**

Issue 1: Would the proposal have a substantial effect upon, or result in a need for new or altered governmental services in any of the following areas: Police protection; Fire/Life Safety protection; Libraries; Parks or other recreational facilities; Maintenance of public facilities, including roads, and Schools?

The EIR shall include a discussion of potential impacts to public services and facitilities resulting from implementation of the project. The EIR shall include a description of the existing public services and facilitites, a summary of applicable regulations, and analyses of potential short-term and long-term impacts of the proposed project. The EIR shall identify any conflicts with existing infrastructure, evaluate any need for upgrading infrastructure, and shall demonstrate that facilities would have sufficient capacity to serve the needs of the project. This section shall discuss any intensification of land use and land use changes associated with the proposed project to determine if it would increase demand on existing and planned public services and facilities, and identify fire and police facilities in each community. This section will also disclose the Fire and Police Departments' current response time to the area. Appendix G of the CEQA Guidleines asks whether a project would result

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in substanital adverse physical impacts from the construction or alteration of facilities needed to maintain acceptable service ratios, response times, or other performance objectives for any of the public services. Thus, the focus of the evaluation of impacts must be on the physical effects of constructing or altering public facilities.

# **Public Utilities**

- Issue 1: Would the proposal result in a need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts with regard to the following utilities: Natural gas; Water; Sewer; Communication systems; and Solid waste disposal?
- Issue 2: Would the proposal use of excessive amounts of water?
- Issue 3: Does the proposal propose landscaping which is predominantly non-drought resistant vegetation?

The proposed project would increase the demand on essential public utilities (electrical, natural gas, solar energy, solid waste generation/disposal, water and sewer) and may require new or expanded infrastructure. This section of the EIR shall analyze the demand and supply relationships of various public utilities and discuss how the project would comply with local, state and federal regulations for each public utility and identify any conflicts with existing and planned infrastructure.

Specifically, the EIR should include a Waste Management Plan that must be approved by the City's Environmental Services Department that would address Solid Waste disposal impacts (construction and operational). The EIR shall discuss how this project would contribute cumulatively to the region's solid waste facility capacity and summarize the findings of the Waste Management Plan.

Sewer and/or water pipeline studies shall be performed to determine if appropriate sewer/water facilities are available to serve the development. The analysis and conclusions of the studies shall be included in the EIR.

Senate Bills (SB) 610 and 221 require the evaluation of the availability of water to serve the project for a 20-year planning horizon, including single and multiple dry years. A Water Supply Assessment (WSA) is needed for projects that would construct more than 500 dwelling units. The project meets this threshold and would therefore require the preparation of a WSA pursuant to SB 610. In addition, the project may be subject to SB 221. The analysis and conclusions of the water supply report shall be summarized in the EIR.

# Visual Quality/Neighborhood Character

- Issue 1: Would the project result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?
- Issue 2: Would the project result in the creation of a negative aesthetic site or project?
- Issue 3: Would the project result in bulk, scale, materials, or style which would be incompatible with surrounding development?
- Issue 4: Would the project result in substantial alteration to the existing or planned character of the area?
- Issue 5: Would the project create substantial light or glare which would adversely affect daytime or nighttime view in the area?

This section should evaluate grading associated with the project and the potential change in the visual environment based on the development. Provide an evaluation of the Visual Quality/Neighborhood Character (Aesthetics) impacts due to the project. Describe the structures in terms of building mass, bulk, height, and architecture. Describe or state how this complies with or is allowed by the City's standards for the zone (or proposed zone). Describe how the character of the surrounding community area would be affected with development of the project. Address visual impacts of the project from public vantage points. Visibility of the site from public vantage points should be identified through a photo survey/inventory and/or photo simulations, and any changes in these views should be described.

Describe how the character of the surrounding area would be affected with development of the project. Describe any unifying theme proposed for the development area, and include a description of the design guidelines. Would the project result in a homogenous style of architecture, or would varied architectural designs be encouraged? Also address any zone deviations (such as height) that could result in substantial impacts to the visual environment.

If significant impacts to Visual Quality/Neighborhood Character are identified, mitigation measures and/or project alternatives that would reduce significant impacts to below a level of significance should be provided. Any and all deviations/variances relating to visual quality/neighborhood character and bulk and scale must be discussed in this section.

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# **Water Quality**

- Issue 1: Would the proposal result in an increase in pollutant discharge to receiving waters during or following construction? Would the proposal discharge identified pollutants to an already impaired water body?
- Issue 2: What short-term and long-term effects would the proposal have on local and regional water quality? What types of pre- and post-construction Best Management Practices (BMPs) would be incorporated into the proposal to preclude impacts to local and regional water quality?

Water Quality is affected by sedimentation caused by erosion, by urban run-off carrying contaminants, and by direct discharge of pollutants (point-source pollution). As land is developed or redeveloped, the impervious surfaces could send an increased volume of runoff containing oils, heavy metals, pesticides, fertilizers, and other contaminants (non-source pollution) into associated watersheds. Sedimentation can impede stream flow. Degradation of water quality could impact human health as well as wildlife systems. Sedimentation can cause impediments to stream flow. In addition, oxygen availability is affected by sedimentation, which can significantly influence aquatic and riparian habitats. Compliance with the City's Storm Water Standards is generally considered to preclude water quality impacts. The Storm Water Standards are available online.

Discuss the project's effect on water quality within the project area and downstream. If the project requires treatment control Best Management Practices (BMPs), submit a Water Quality Technical Report (WQTR) consistent with the City's Storm Water Standards. The report must describe how source control and site design have been incorporated into the project, the selection and calculations regarding the numeric sizing treatment standards, BMP maintenance schedules and maintenance costs, and the responsible party for future maintenance and associated costs. The report must also address water quality, by describing the types of pollutants that would be generated during post construction, the pollutants to be captured and treated by the BMPs. The findings in this report must be reflected within this section of the EIR. Based on the analysis and conclusions of the WQTR, the EIR shall disclose how the project would comply with local, state, and federal regulations and standards.

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

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This section shall discuss the significant unavoidable impacts of the project, including those significant impacts that can be mitigated but not reduced to below a level of significance. Discuss impacts that cannot be reduced to below a level of significance in spite of the applicant's willingness to implement all feasible mitigation measures. Please do not include analysis. State which impacts (if any) cannot be alleviated without imposing an alternative design or location. In such cases, describe why the project has been proposed in spite of the probable significant effects. See Guidelines Section 15126.2(b).

## XI. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

In accordance with CEQA Section 15126.2(c), the EIR shall include a discussion of any significant irreversible environmental changes which would be caused by the action should it be implemented. This section shall address the use of nonrenewable resources during the construction and life of the project. See CEQA Section 15127 for limitations on the requirements for this discussion.

# XII. GROWTH INDUCEMENT

The EIR shall address the potential for growth inducement through implementation of the project. The EIR shall discuss the ways in which the project 1) is directly and indirectly growth inducing (i.e. fostering economic or population growth by land use changes, construction of additional housing, etc.) and 2) if the subsequent consequences (i.e. impacts to existing infrastructure, requirement of new facilities, roadways, etc.) of the growth inducing project would create a significant and/or unavoidable impact, and provide for mitigation or avoidance. Accelerated growth could further strain existing community facilities or encourage activities that could significantly affect the environment. This section need not conclude that growth-inducing impacts if any are significant unless the project would induce substantial growth or concentration of population.

#### XIII. CUMULATIVE IMPACTS

In accordance with CEQA Section 15130, potential cumulative impacts shall be discussed in a separate section of the EIR. This section shall include all existing and pending development proposals, including those undergoing review with the Development Services Department. The discussion shall address the potential cumulative effects related to each environmental resources area that should be discussed in the EIR as outlined above.

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The EIR shall summarize the overall short-term and long-term impacts this project could have in relation to other planned and proposed projects. When this project is considered with other past, present and reasonably foreseeable probable future projects within close proximity, would the project result in significant environmental changes that are individually limited but cumulatively considerable? If incremental impacts do not rise to the level of cumulatively significant the Draft EIR shall make a statement to that extent.

#### XIV. EFFECTS FOUND NOT TO BE SIGNIFICANT

A separate section of the EIR shall include a brief discussion of why certain areas were not considered to be potentially significant and were therefore not included in the EIR. For the Town and Country project, these include agricultural resources, mineral resources, recreation, and population and housing. If issues related to these areas or other potentially significant issues areas arise during the detailed environmental investigation of the project, consultation with EAS is recommended to determine if subsequent issue area discussions need to be added to the EIR. Additionally, as supplementary information is submitted (such as with the technical reports), the EIR may need to be expanded to include these or other additional areas.

#### XV. ALTERNATIVES

The EIR shall place major attention on reasonable alternatives that avoid or reduce the project's significant environmental impacts while still achieving the stated project objectives. Therefore, a discussion of the project's objectives should be included in this section. The alternatives should be identified and discussed in detail and should address all significant impacts. Refer to Section 15364 of the CEQA Guidelines for the CEQA definition of "feasible."

This section should provide a meaningful evaluation, analysis, and comparison of alternatives' impacts to those of the project (matrix format recommended). These alternatives should be identified and discussed in detail and shall address all significant impacts. The alternatives analysis should be conducted with sufficient graphics, narrative and detail to clearly assess the relative level of impacts and feasibility. Issues to consider when assessing "feasibility" are site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitations, jurisdictional boundaries and the applicant's control over alternative sites (own, ability to purchase, etc.).

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Preceding the detailed alternatives analysis, provide a section entitled "Alternatives Considered but Rejected." This section should include a discussion of preliminary alternatives that were considered but not analyzed in detail. The reasons for rejection must be explained in detail and demonstrated to the public the analytical route followed in rejecting certain alternatives.

# No Project Alternative

The No Project Alternative discussion shall compare the environmental effects of approving the project with impacts of not approving the project. In accordance with CEQA Guidelines Section 15126.6(e)(3)(B), the No Project Alternative shall discuss the existing conditions at the time of the NOP, as well as what would be reasonably expected to occur in the foreseeable future if the proposed project is not approved, based on current zoning, land use designations, and available infrastructure. The No Project/Development assumes no demolition or construction associated with the proposed project, with future development occurring consistent with the existing land use. The intent of this alternative is to satisfy CEQA's requirement to address development of the project in accordance with any approved plans or existing zoning.

# Other Project Alternatives

In addition to a No Project Alternative, the EIR shall consider other alternatives that are determined through the environmental review process that would mitigate potentially significant environmental impacts. These alternatives must be discussed with EAS staff prior to including them in the EIR.

The Alternatives section of the EIR will be based on a description of "reasonable" project alternatives, defined in consultation with City staff consistent with CEQA, which reduce or avoid potentially significant impacts associated with the proposed project. Site-specific alternatives, if needed, will be developed in response to the findings of the environmental analyses and the various technical studies and may include alternative project design to mitigate one or more of the identified significant adverse impacts of the proposed project. This may include a reduction in land use intensity, alternative land use plan(s) or feasible design scenarios.

Concepts that were identified and rejected for detailed evaluation in the EIR will be presented, with a clear reason as to why those alternatives are not being considered in the EIR. The advantages and disadvantages of each alternative will be compared to the proposed project and reasons for rejecting or recommending the alternative will be discussed in the EIR.

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

# XVI. MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Mitigation measures should be clearly identified and discussed and their effectiveness assessed in each issue section of the EIR. A Mitigation, Monitoring, and Reporting Program (MMRP) for each issue area with significant impacts is mandatory and projected effectiveness must be assessed (i.e., all or some CEQA impacts would be reduced to below a level of significance, etc.). At a minimum, the MMRP should identify: 1) the department responsible for the monitoring; 2) the monitoring and reporting schedule; and 3) the completion requirements. In addition, mitigation measures and the monitoring and reporting program for each impact should also be contained (verbatim) to be included within the EIR in a separate section and a duplicate separate copy (Word version) must also be provided to EAS.

#### XVII. REFERENCES

Material must be reasonably accessible. Use the most up-to-date possible and reference source documents

#### XVIII. INDIVIDUALS AND AGENCIES CONSULTED

List those consulted in preparation of the EIR. Seek out parties who would normally be expected to be a responsible agency or an interest in the project.

#### XIX. CERTIFICATION PAGE

Include City and Consulting staff members, titles, and affiliations

#### XX. APPENDICES

Include the EIR Notice of Preparation (NOP), and any comments received regarding the NOP and Scoping Letter. Include all accepted technical studies.

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#### **CONCLUSION**

If other potentially significant issue areas arise during detailed environmental investigation of the project, consultation with this division is required to determine if these other areas need to be addressed in the EIR. Should the project description be revised, an additional scope of work may be required. Furthermore, as the project design progresses and supplementary information becomes available, the EIR may need to be expanded to include additional issue areas.

It is important to note that timely processing of your project will be contingent in large part on your selection of a well-qualified consultant. Prior to starting work on the EIR, a meeting between the consultant and EAS will be required to discuss and clarify the scope of work. Until the screencheck for the draft EIR is submitted, which addresses all of the above issues, the environmental processing timeline will be held in abeyance. Should you have any questions regarding this letter or the environmental process, please contact the environmental analyst, Elizabeth Shearer-Nguyen at (619) 446-5369; for general questions regarding the project, contact Jeffrey A. Peterson, Project Manager, at (619) 446-5237.

Sincerely

Kerry M. Santoro

**Deputy Director** 

**Development Services Department** 

KMS:les

cc: E. Shearer-Nguyen, Development Services Department Environmental Project File Jeffrey A. Peterson, Development Services Department Patricia Anders, AECOM, Consultant

# DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING 4050 TAYLOR ST, M.S. 240 SAN DIEGO, CA 92110 PHONE (619) 688-6960 FAX (619) 688-4299 TTY 711 www.dot.ca.gov

December 23, 2015

# RECEIVED



JAN 04 2016

**Development Services** 

11-SD-8 PM 2.23 Town and Country

DEIR SCH#2015121066

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

Dear Ms. Shearer-Nguyen:

The California Department of Transportation (Caltrans) has received the Notice of Preparation (NOP), for the Town and Country project to be located at 500 Hotel Circle North, in Mission Valley, near Interstate 8 (I-8).

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network. Caltrans has the following comments:

SANDAG in partnership with Caltrans and the City of San Diego has completed a draft of the I-8 Corridor Study. Future improvement concepts in the study for Hotel Circle include improvements for vehicles, bicycles, and pedestrians. Please reference this study. <a href="http://www.sandag.org/index.asp?classid=13&subclassid=10&projectid=484&fuseaction=projects.detail">http://www.sandag.org/index.asp?classid=13&subclassid=10&projectid=484&fuseaction=projects.detail</a>

The City of San Diego will be constructing an interchange improvement project at Friars Road and State Route 163 (SR-163). The SR-163/Friars Road Interchange project was environmental cleared (Project No. 72782/SCH#2005111032) and has been designed. The project limits extended to I-8/Hotel Circle. This improvement should be considered when contemplating mitigation alternatives.

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose

Ms. Elizabeth Shearer-Nguyen December 23, 2015 Page 2

appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide* for the *Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide. www.dot.ca.gov/hq/tpp/offices/ocp/igr ceqa files/tisguide.pdf

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

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

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

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

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

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

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

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements.

Ms. Elizabeth Shearer-Nguyen December 23, 2015 Page 3

http://www.dot.ca.gov/hg/traffops/policy/13-02.pdf http://www.dot.ca.gov/hg/traffops/liaisons/ice.html

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

If you have any questions, please contact Roy Abboud at (619) 688-6968 or roy.abboud@dot.ca.gov.

Sincerely

JACOB M. ARMSTRONG, Branch Chief

Development Review Branch



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
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Ms. Elizabeth Shearer-Nguyen City of San Diego Development Services Department 1222 First Ave, MS 501 San Diego, CA 92101

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State of California - Natural Resources Agency DEPARTMENT OF FISH AND WILDLIFE South Coast Region 3883 Ruffin Road San Diego, CA 92123 (858) 467-4201 www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor CHARLTON H. BONHAM, Director

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JAN 15 2016

**Development Services** 

January 15, 2016

Ms. Elizabeth Shearer-Nguyen, Environmental Planner City of San Diego 1222 First Avenue, MS 501 San Diego, CA 92101 DSDEAS@sandiego.gov

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report

for Town and Country, City of San Diego, San Diego County, California

(Project Number 424475, SCH # 2015121066)

Dear Ms. Shearer-Nguyen:

The California Department of Fish and Wildlife (Department) has reviewed the abovereferenced Notice of Preparation (NOP) for the Town and Country Draft Environmental Impact Report (DEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 et seq.) and Fish and Game Code section 1600 et sea. The Department also administers the Natural Community Conservation Planning (NCCP) program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The project includes the consolidation, renovation and infill redevelopment of the existing Town & Country Hotel and Convention Center (project), located at 500 Hotel Circle North, San Diego, California. The central and southern portions of the site are currently developed as a hotel with quest rooms, food and beverage facilities, fitness and spa facility, pool amenities, landscaped grounds, related hotel services facilities, and parking areas. The existing facilities include 954 hotel rooms and a 200,000-square-foot convention center with a 258-space subterranean parking structure. The northern portion of the site is within the Federal Emergency Management Agency Regulatory Floodway (FEMA) of the San Diego River. The majority of this area is undeveloped open space and a portion is currently developed with parking in support of the hotel and convention center. The purpose of the project is to renovate and provide infill redevelopment of the 39.7-acre site. Elements of the Master Plan would include, (1) consolidating and renovating the hotel and convention center; (2) developing a compact multifamily residential neighborhood; (3) restoring San Diego River open space habitat; (4) construct a new public park; and (5) construct a multi-use River pathway to connect to a regional recreational corridor. The overall design of the project would be comprised of three districts: 1) Park District, 2) Hotel District, and 3) Residential District.

The Department offers the following comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources. Ms. Elizabeth Shearer-Nguyen, Environmental Planner City of San Diego January 15, 2016 Page 2 of 12

# **Specific Comments**

## **Project Scope and Wetland Buffers**

- 1. The NOP included a site plan (i.e., Figure 2) for the development proposal; however, it did not provide details on the specific distance that the project would be setback from the San Diego River (River) corridor. The Department is concerned about the potential project-related direct and indirect effects on the River, the sensitive habitats it supports, and the adjacent transitional/upland habitat (including sensitive species that occur in both the riparian and transitional/upland habitats, e.g., least Bell's vireo [Vireo bellii pusillus], light-footed Ridgway's rail (Rallus obsoletus levipes]). Specifically, we are concerned about the biological effects (e.g., wildlife movement, behavior such as breeding activity) from the project-related construction and operational (i.e., long-term) disturbances to these biological resources resulting from:
  - encroachment by humans and domestic animals;
  - possible conflicts resulting from wildlife-human interactions at the interface between the proposed development and the wetland buffer including but not limited to trails;
  - line-of-sight disturbances;
  - noise:
  - light;
  - glare;
  - shading; and
  - hydrological changes both within the reach of the River adjacent to the project site and downstream.

The Department has commented on various development proposals along the San Diego River corridor where we expressed similar concerns. Specific projects included the Grantville Redevelopment environmental impact report [EIR], Grantville Master Plan-Subarea B Amendment/River Park at Mission Gorge/Shawnee CG7600 Master Plan EIR, Shawnee Master Plan EIR, San Diego River Park Master Plan EIR, Discovery Center at Grant Park, and the Town and County Parking Lot mitigated negative declaration. In each case, we emphasized the need for the City to provide ample buffers for development occurring along the River. These concerns are further underscored by the constrained nature of the River within the Atlas Specific Plan, which in response, directs the development of the Town and Country site to focus on providing "... the maximum degree of flood protection and wetlands mitigation possible."

Wetland buffers are crucial for the protection of riparian habitat in urban areas. They provide numerous functions, including: (a) expansion of the habitat's biological values (e.g., buffers are an integral part of the complex riparian ecosystems that provide food and habitat for the fish and wildlife they support); (b) protection from direct disturbance by humans and domestic animals; and (c) reduction of edge effects<sup>1</sup> from, for example, artificial noise and

<sup>1</sup> Edge effects are defined as undesirable anthropogenic disturbances beyond urban boundaries into potential reserve habitat (Kelly and Rotenberry 1993). Edge effects, such as disturbance by humans and non-native predators (pets), exotic ants, trampling, noise, and lighting, and

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light, line-of-sight disturbances, invasive species, and anthropogenic nutrients and sediments (streams should not be burdened by anthropogenic pollutants which often represent levels beyond their natural assimilative capacity). Determining an adequate buffer width requires considering that edge effects can penetrate up to 650 feet into habitat (CBI 2000). In order to fulfill their primary function of protecting wetlands and the faunal species they support, buffers to wetland habitats are, by definition, comprised of only upland vegetation—they should surround, be adjacent to, but not include any of the wetlands they are to protect. An adequate buffer should be measured starting at the outside edge of the wetland habitat. The Fish and Game Commission Policy on the Retention of Wetland Acreage and Habitat Values states, "Buffers should be of sufficient width and should be designed to eliminate potential disturbance of fish and wildlife resources from noise, human activity, feral animal intrusion, and any other potential sources of disturbance." Specific recommendations for the width of wetland buffers in published journals range from 10 to 240 meters, or approximately 33 to 787 feet, and the U.S. Corps of Engineers suggest that narrow strips of 100 feet may be adequate to provide many of the functions cited above (USACE 1991).

In addition to the width of the wetland buffer, the following measures should be applied to the proposed project to ensure that the buffer provides the protection for which it is intended. Subsequent environmental documents should provide adequate information (e.g., a restoration plan) for public review about how each of these measures will be implemented.

- i. Any trail proposals should be kept out of the wetland buffer except in areas of lower biological sensitivity. Trails within the buffer should not be redundant and be limited to trails that provide access to biological and/or cultural interpretive areas along the River, and aligned roughly perpendicular to the length of the buffer (i.e., spur trails). These interpretive areas and spur trails should be carefully chosen and should not be placed in biologically sensitive areas or areas with strong potential for effective habitat restoration and enhancement of species diversity.
- ii. As required by the MSCP SAP, (Section 1.2.3; B15) native vegetation should be restored as a condition of future development proposals along the Urban Habitat Areas of the River corridor.
- iii. Permanent fencing and signage should be installed at the outside edge of the buffer areas. The limits of spur trails within the buffer should be effectively demarcated

decreases in avian productivity (Andren and Angelstam 1988), are all documented effects that have negative impacts on sensitive biological resources in southern California. Surrounding natural habitat could be permanently destroyed by human or domestic animal encroachment, trampling, bushwhacking, and frequent fires; therefore, development and open space configurations should minimize adverse edge effects (Soule 1991).

Regarding artificial night lighting, illumination of riparian corridors by night lighting has the potential to adversely affect birds. Physiological, developmental, and behavioral effects of light intensity, wavelength, and photoperiod on bird species are well documented. In the wild, urban lighting is associated with early daily initiation of avian song activity (Bergen and Abs 1997). Avian species are known to place their nests significantly farther from motorway lights than from unlighted controls (de Molenaar et al, 2000). Placement of nests away from lighted areas implies that part of the home range is rendered less suitable for nesting by artificial light. If potential nest sites are limited within the bird's home range, reduction in available sites associated with artificial night lighting may cause the bird to use a suboptimal nest site, which is more vulnerable to predation, cowbird parasitism, or extremes of weather.

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and/or fenced to avoid human encroachment into the adjacent habitat. The fencing should be designed to prevent encroachment by humans and domestic animals into the buffer areas and riparian corridor. The signage should inform people that sensitive habitat (and, if appropriate, mitigation land) lie beyond the fencing and that entering the area is illegal.

- iv. All post-construction structural best management practices (BMPs) such as grass swales, filter strips, and energy dissipaters, should be outside of the wetland buffer and the riparian corridor (i.e., they should be within the development footprint). All new and proposed parking lots and developed areas in and adjacent to the Multi-Habitat Planning Area (MHPA) must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA.
- v. Brush management zones should be outside the wetland buffer. The City's proposed brush management regulations state, "no brush management is required in areas containing wetland vegetation."
- vi. No additional lighting should be added within the vicinity of both upland and wetland sensitive habitats, and where possible, existing lighting within such areas should be removed.
- vii. As to noise, methods should be employed to attenuate project-related construction and operational noise levels in excess of ambient levels at the edge of sensitive habitats to avoid or minimize further degradation by noise of conditions for wildlife, particularly, avian species. Where possible, existing sources of noise audible within the buffer should be removed.
- viii. Evaluation of compatible land uses in accordance with section 1.4.1 and 1.4.2 of the MSCP SAP.

We recognize the extant of the existing development footprint; nevertheless, we believe that the redevelopment of the site and requisite planning amendments provides many opportunities to improve the protection of the River and the biological resources it supports. The Department is ready and available to provide input (in accordance with Environmentally Sensitive Lands [ESL] Regulations § 143.0141 (b)(2)) to the City early in the design phase for this project regarding appropriate buffer width and requirements. This includes incorporating our recommendations into the project so that forthcoming CEQA documents reflect the adequate buffers and measures to protect the important biological values of the River.

2. The Department has previously emphasized the importance of the River as a Regional Wildlife Corridor within the MHPA. Previously, the City has concurred with the Department's position as evidence in prior projects. The Grantville Redevelopment Project programmatic EIR (SCH# 2004071122) acknowledged that "the San Diego River riparian habitat and adjacent Diegan coastal sage scrub are still areas of relatively high species diversity and abundance and provide a regional wildlife corridor" between Mission Trails Park and Mission

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Bay Park, and that "these habitats and linkages are crucial for wildlife species survival and reproduction within the Redevelopment Area and surrounding region." Similarly, the Grantville Master Plan NOP identified that much of the riparian habitat and adjacent upland vegetation communities are within the MHPA, and that the MSCP identifies the San Diego River corridor as a habitat linkage between core resource areas. These prior referrals emphasize the need to protect the biological resources associated with the River from additional direct and indirect impacts. We recommend that similar design considerations be provided for this project.

3. One of the principles of the City's River Park Master Plan is to reorient development towards the San Diego River. The Department is concerned that orienting development towards the River could result in otherwise avoidable indirect impacts to the River and the associated biological resources and adjacent uplands. If the project includes windows or glass doors on the side of the building that orient towards the River, or would include amenities (e.g., outdoor tables) that attract human activities between the building and the wetland buffer, we request that the DEIR's project description include the following design features: (1) windows and glass doors facing the wetland buffer be either comprised of non-reflective glass or treated to prevent indoor light from shining through them (see <a href="http://www.flap.org/commercial\_new.php">http://www.flap.org/commercial\_new.php</a>) so as to avoid or minimize avian collisions; and (2) prohibit the placement of tables and other amenities that would encourage prolonged human presence between the building and the buffer.

# Planning Approvals and Amendments

- 4. Limited information was provided in the NOP regarding proposals to amend the underlying City discretionary approvals and underlying planning documents. The Department requests the scope of the changes and actual textual changes to the proposed planning document amendments (listed in the NOP, summarized below for reference) are included in the DEIR. The NOP identifies that the project is requesting (1) a General Plan Amendment and Community Plan Amendment to amend the Atlas Specific Plan and Mission Valley Community Plan, (2) a Rezone, (3) Vesting Tentative Map for a nine lot subdivision, (4) Planned Development Permit (PDP) to amend Planned Commercial Development (PCD) 88-0585, (5) Site Development Plan (SDP) to amend SDP 400602, (6) Conditional Use Permit (CUP) to amend CUP 88-0585, and (7) various easement vacations. The Department's interest in each planning document is as follows:
  - i. The DEIR should include the proposed textual changes and an accompanying analysis of the proposed amendments to the General Plan as it pertains to the project. The DEIR should specify whether the amendments apply to the Town and Country site alone or has applicability to future projects.
  - ii. Both the Atlas Specific Plan and the Mission Valley Community Plan amendments should demonstrate how this project and subsequent projects would be constructed in a manner to conform to the City's MSCP while maximizing MHPA and wetlands buffers.
  - iii. The DEIR should demonstrate how the PCD and SDP conform to the City's MSCP SAP, and ESL regulations. The location of all proposed developments, structures, parks, trails, open spaces (e.g., MHPA), and easements should be individually described and depicted in an accompanying figure. Additionally, the project should

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- demonstrate its consistency and compliance with prior agreements including the March 2007 Stipulated Judgement between the City of San Diego v. Town and Country Hotel LLC (Stipulated Judgement; see also items 5 and 6 below).
- iv. The DEIR should analyze the effects of the CUP's permitted uses on biological resources, MHPA, and conformance to the MSCP SAP. The DEIR should detail the full breadth of the uses including limitations on the type, number, frequency, and timing of uses permissible under the amended CUP.
- v. A textual description and accompanying figure of the nature and location of the easements to be vacated should be included in the DEIR.
- vi. To inform the above proposed amendments, the DEIR should provide a chronology of any Boundary Line Corrections (BLC) or Boundary Line Adjustments (BLA) associated with the Town and Country site. Any BLC or BLA must demonstrate prior agreement from the Department and U.S. Fish and Wildlife Service.

## Stipulated Judgement (Town and Country LLC)

- 5. The Department recommends that the DEIR document the project's compliance with the Stipulated Judgement. Specifically, the DEIR should document that no additional "development" (Stipulated Judgement, 2007) containing Environmentally Sensitive Lands (ESL, San Diego Municipal Code 113.0103) has occurred "...unless City approval has been granted or all required local, state or federal permits and approvals have been obtained" (Stipulated Judgment, 2007). If in fact the City has granted prior approvals, the DEIR should describe any existing approvals or describe the approvals it intends to grant as it pertains to the Stipulated Judgement.
- 6. According to the Stipulated Judgement, article 23, In Kind Contribution requires the "Dedication to the City of approximately 7.1 acres in the form of an open space easement valued at \$125,000 per acre." The Department recommends that the DEIR identify the location, preservation, and management mechanism to address the requisite mitigation for wetland impacts associated with Stipulated Judgement. Per the Stipulated Judgement, "All proposals for mitigation of wetland habitat as set forth herein reflect adequate compensatory mitigation. Plaintiffs shall comply with the City of San Diego's mitigation ratios for impacts to wetlands associated with the grading activity at 3:1." The DEIR should distinguish open space easements required pursuant to the Stipulated Judgement versus open space elements otherwise required under the MSCP SAP, Mission Valley Community Plan or Atlas Specific Plan in developing the project.

## Proposed Trail and Bike Path

7. The MND for the Town and Country Parking Lot (SCH #2011041092) included the construction of a 5-foot wide trail extending from the western portion of the property at the existing footbridge (crossing the River) to the eastern portion of the property. The current Town and Country project (SCH # 2015121066), the subject of this NOP, includes a 14-foot wide San Diego River Park Pathway located at the north side of the River (and north side alone), between the MHPA boundary and the Riverwalk Drive planting area. The DEIR should analyze whether the increased dimensions of the current trail proposal results in an expanded use over the 5-foot wide trail proposed under the 2011 Town and Country Parking Lot project, and analyze the biological impacts of increasing the trail size within a reach of

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the River and MHPA that is already constrained.

8. As described above, development of a 14-foot wide pathway is identified only on the north side of the River. Previously, the City's certified Union Tribune Mixed Use Project (SCH #2013031032) environmental impact report No. 277550 Permit Resolution approving paved pedestrian/bicycle path and Riverwalk promenade stated "...most of the path would be onsite, an approximately 100-foot connector trail would be provided off-site in order to link the on-site path to the existing community trail alignment west of the proposed project, at the adjacent Town and Country Hotel site." According to the prior determination, the City intended to connect the Union Tribune Mixed Use Project with a trail alignment within the Town and Country site; however, the NOP does not define if it intends to connect to the Union Tribune Mixed Use Project trail, and if it does, what is the location, length and width of the proposed trail. The Department recommends locating all trails outside of ESL or buffer, on the outermost boundaries (as opposed to collocating) of all open space elements.

#### **General Comments**

# Streambeds and Riparian Habitats

- 9. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the DEIR and must compensate for the loss of function and value of a wildlife corridor.
  - a) The project area supports aquatic, riparian, and wetland habitats; therefore, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.<sup>2</sup> Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
  - b) The Department also has regulatory authority over activities in streams and/or lakes that

<sup>2</sup> Cowardin, Lewis M., et al. 1979. <u>Classification of Wetlands and Deepwater Habitats of the United States.</u> U.S. Department of the Interior, Fish and Wildlife Service.

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will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, or stream, or use material from a river, or stream. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to section 1600 et seq. and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

# Threatened, Endangered, and Candidate Species

- The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085, 2835). Consequently, if the project, project construction, or any project-related activity during the life of the project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, and is not covered under an approved NCCP, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c), and 2835). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
- 11. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following

<sup>3</sup> A notification package for a LSA may be obtained by accessing the Department's web site at <a href="https://www.wildlife.ca.gov/habcon/1600">www.wildlife.ca.gov/habcon/1600</a>.

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#### information be included in the DEIR.

- A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
- b) A range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources, particularly wetlands. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

# Biological Resources within the Project's Area of Potential Effect

- 12. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats, the DEIR should include the following information.
  - a) Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis placed on resources that are rare or unique to the region.
  - b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see http://www.dfg.ca.gov/habcon/plant/). The Department recommends that floristic, alliance-based and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008<sup>4</sup>). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
  - c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at <a href="www.wildlife.ca.gov/biogeodata/">www.wildlife.ca.gov/biogeodata/</a> to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
  - d) An inventory of rare, threatened, endangered and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include

<sup>4</sup> Sawyer, J. O., T. Keeler-Wolf and J.M. Evens. 2009. <u>A Manual of California Vegetation, Second Edition</u>. California Native Plant Society Press, Sacramento.

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sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

## Analyses of the Potential Project-Related Impacts on the Biological Resources

- 13. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR.
  - a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.
  - b) Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.
  - c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
  - d) A cumulative effects analysis should be developed as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

## Mitigation for the Project-related Biological Impacts

- 14. The DEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.
- 15. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance

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and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

- 16. For proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.
- 17. In order to avoid impacts to nesting birds, the DEIR should require that clearing of vegetation, and when biologically warranted construction, occur outside of the peak avian breeding season which generally runs from February 1 through September 1 (as early as January 1 for some raptors). If project construction is necessary during the bird breeding season a qualified biologist with experience in conducting bird breeding surveys should conduct weekly bird surveys for nesting birds, within three days prior to the work in the area, and ensure no nesting birds in the project area would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum width of 300 feet (500 feet for raptors), be delineated by temporary flagging, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall occur within the flagged nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- 18. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species.

  Studies have shown that these efforts are experimental in nature and largely unsuccessful.
- 19. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

Ms. Elizabeth Shearer-Nguyen, Environmental Planner City of San Diego January 15, 2016 Page 12 of 12

the bandy for:

We appreciate the opportunity to comment on this NOP. Questions regarding this letter and further coordination on these issues should be directed to Eric Weiss at (858) 467-4289 or eric.weiss@wildlife.ca.gov.

Sincerely,

Gail K. Sevrens

**Environmental Program Manager** 

South Coast Region

ec:

State Clearinghouse, Sacramento

David Zoutendyk, U.S. Fish and Wildlife Service, Carlsbad

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# PALA TRIBAL HISTORIC PRESERVATION OFFICE

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January 6, 2016

E. Shearer-Nguyen City of San Diego, Planning Dept. 1222 First Ave, MS 413 San Diego, CA 92101 RECEIVED

JAN 06 2016

Development Services

Re: Town and Country / 424475

Dear Mrs. Shearer-Nguyen:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we have no objection to the continuation of project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at <a href="mailto:sgaughen@palatribe.com">sgaughen@palatribe.com</a>.

Sincerely,

Shasta C. Gaughen, PhD

Tribal Historic Preservation Officer

Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.

# RINCON BAND OF LUISEÑO INDIANS

Cultural Resources Department

1 W. Tribal Road · Valley Center, California 92082 · (760) 297-2635 Fax:(760) 749-2639



RECEIVED

JAN 12 7016

**Development Services** 

December 28, 2015

E Shearer-Nguyen
The City of San Diego
Development Services Department
1222 First Avenue, MS 501
San Diego, CA 92101

Re: Town and Country 424475

Dear Ms. Shearer-Nguyen:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Town and Country 424475 Project. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseno Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Vincent Whipple

Manager

Rincon Cultural Resources Department



Rincon Band of Luiseño Indians Cultural Resources Department I West Tribal Road Valley Center, CA 92082 CA SUO O7 JAN '15 PM 9 L



RECEIVED

JAN 1 2 2016

**DEVELOPMENT SERVICES** 

E. Shearer-Nguyen The City of San Diego Development Services Department 1222 First Avenue, MS 501 San Diego, CA 92101

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401 B Street, Suite 800 San Diego, CA 92101-4231 (619) 699-1900 Fax (619) 699-1905 sandag.org January 19, 2016

File Number 3330300

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

JAN 192016

**Development Services** 

Dear Ms. Shearer-Nguyen:

MEMBER AGENCIES

Cities of

Carlsbad

Chula Vista Coronado

Del Mar

El Cajon

Encinitas

Escondido

Imperial Beach

La Mesa

Lemon Grove

National City

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Poway

San Diego

San Marcos

Santee

Solana Beach Vista

200

County of San Diego

ADVISORY MEMBERS

Imperial County

California Department of Transportation

> Metropolitan Transit System

North County Transit District

United States
Department of Defense

San Diego Unified Port District

San Diego County Water Authority

Southern California
Tribal Chairmen's Association

Mexico

SUBJECT: Comments on the Town and Country Notice of Preparation (Project No. 424475)

Thank you for the opportunity to comment on the Town and Country Notice of Preparation, which proposes the construction of a mixed-use development including residential uses, hotel and convention space, and park district.

Our comments are based on policies included in San Diego Forward: The Regional Plan (Regional Plan) and are submitted from a regional perspective emphasizing the need for land use and transportation coordination and implementation of smart growth and sustainable development principles. The San Diego Association of Governments (SANDAG) has previously met with city staff and the project applicant about the potential impacts of this project to the Regional Bike Network, and these comments are reflected in this letter.

The Regional Plan sets forth a multi-modal approach to meeting the region's transportation needs. Therefore, it is recommended that the traffic analysis in the Draft Environmental Impact Report (EIR) consider the needs of motorists, transit riders, pedestrians, and bicyclists, and the implementation of a robust Transportation Demand Management (TDM) program. SANDAG recommends that the following comments be addressed in the EIR:

#### Riding to 2050: The San Diego Regional Bike Plan

A portion of the Residential District of the Town and Country project site is adjacent to Camino De La Reina, which is part of the Clairemont-Centre City Corridor within the Regional Bike Network. This corridor was identified as a priority project for implementation between the San Diego River Trail in Mission Valley and Uptown.

This is consistent with the City of San Diego's Bicycle Master Plan Update (June 2011), which proposes a Class I bike facility on Camino De La Reina from Hotel Circle South to the San Diego River Trail. A separate two-way bikeway on the north side of Camino De La Reina, adjacent to the Town and Country project site, is planned and being designed by SANDAG. This section will provide the connection between Bachman Drive and Hotel Circle South to the San Diego River Trail at Avenida Del Rio and Riverwalk Drive.

The current SANDAG bikeway design for this segment of the Uptown Bikeways project includes a 12-foot, two-way protected bikeway, and a 7-foot sidewalk on the north side of Camino De La Reina, adjacent to the Town and Country project site (see Attachment 1). This two-way bikeway is designed through the intersection and continues along the west side of Hotel Circle South to connect to Bachman Drive. The plans for the Town and Country project show the provision of 35 feet of additional right-of-way width to accommodate a four lane street section with bike lanes (in each direction) and a parkway and sidewalk on the north side of Hotel Circle North. This section appears to be replicated along Camino De La Reina.

SANDAG requests that the proposed cross section within the additional 35 feet of right-of-way along Camino De La Reina be reconfigured to provide the 14-foot parkway (with sidewalk and landscape), 12-foot two-way bikeway, and a 5-foot buffer between the bikeway and the vehicle travel lanes. This configuration would result in a narrower raised center median. In a previous letter, SANDAG requested that the same roadway configuration along Camino De La Reina be required of the Union Tribune project. Similarly, these requests have been addressed at meetings with City of San Diego staff and the developer.

The City of San Diego should also consider requiring a two-way protected bikeway design along Hotel Circle North and Fashion Valley Road to provide desirable and safe conditions that would encourage people within the development, and the surrounding community, to choose to ride a bike for short, utilitarian trips. Rather than the proposed Class II bikeway configuration on Hotel Circle North, provision of a two-way protected bikeway on the south side would connect to the two-way protected bikeway on the west side of Hotel Circle South, as well as to the two-way protected bikeway on Camino De La Reina. A two-way protected bikeway on the west side of Fashion Valley Road would provide a connection north to Friars Road from the San Diego River Trail and would be a good additional north/south connection between Hotel Circle North and the San Diego River Trail and the proposed multi-use bridge along the San Diego River Park Pathway. This connector would also provide an important link to the Fashion Valley Transit Center.

#### **Smart Growth Opportunity Area**

A key goal of the Regional Plan is to focus growth in smart growth opportunity areas. The proposed project is located within an Existing/Planned Town Center identified on the Smart Growth Concept Map (SD MV-2). The Town Center designation calls for a residential density of 20 dwelling units per acre and 30 employees per acre. The proposed project is adjacent to the Fashion Valley Transit Center, which serves as a stop for both busses and the trolley, with plans for a *Rapid* transit vehicle to stop at the Transit Center by 2030. It is strongly encouraged that the project provide connections and facilitate access to these public transit services.

#### **Transportation Demand Management**

As discussed in our previous letter, it is important to consider the implementation of TDM strategies to assist with reducing single-occupancy vehicle (SOV) trips to and from the project area. Examples of TDM measures that could be considered include:

 Designated transportation coordinator to manage and monitor TDM programs for residents and employees;

- Provision and promotion of shared mobility services (e.g. carshare, bikeshare, and on-demand shuttle) to reduce reliance on SOVs and improve circulation within and around the development;
- Subsidized transit passes for residents and employees and transit pass sales on-site;
- Transportation kiosks that display real-time information;
- Bike amenities, such as bike repair stands, to complement proposed bike parking and showers/lockers; and
- Reduced parking requirements coupled with shared parking strategies for both multi-family residential and hotel land uses given the development's close proximity to existing regional transit and carshare services.

Regional TDM programs and services, such as the Regional Vanpool Program, online ride-matching, multi-modal trip planning, and Guaranteed Ride Home, can be promoted to residents, employees, and visitors to assist with reducing traffic congestion in and around the project. Information on these programs can be accessed through iCommuteSD.com, and the SANDAG TDM division can assist with integration of these measures as part of the project.

#### **Other Considerations**

We encourage, where appropriate, consideration of the following tools in evaluating this project based on these SANDAG publications (which can be found on our website at: sandaq.org/igr):

- 1. Designing for Smart Growth, Creating Great Places in the San Diego Region
- 2. Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- 3. Trip Generation for Smart Growth
- 4. Parking Strategies for Smart Growth
- 5. Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports
- 6. Integrating Transportation Demand Management into the Planning and Development Process A Reference for Cities
- 7. Riding to 2050, the San Diego Regional Bike Plan
- 8. SANDAG Regional Parking Management Toolbox

We appreciate the opportunity to comment on this project. If you have any questions or concerns regarding my comments on this project, please contact me at (619) 699-1943 or at susan.baldwin@sandag.org.

Sincerely,

Susan B. Bald

SUSAN B. BALDWIN, AICP Senior Regional Planner

SBA/khe/epo



# San Diego County Archaeological Society, Inc.

Environmental Review Committee

28 December 2015

RECEIVED

JAN 04 2016

**Development Services** 

To:

Ms. Elizabeth Shearer-Nguyen

Development Services Department

City of San Diego

1222 First Avenue, Mail Station 501

San Diego, California 92101

Subject:

Notice of Preparation of a Draft Environmental Impact Report

Town and Country Project No. 424475

Dear Ms. Shearer-Nguyen:

Thank you for the Notice of Preparation for the subject project, received by this Society last week.

We are pleased to note the inclusion of historical resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,

James W. Royle, Jr., Charperson Environmental Review Committee

cc:

SDCAS President

File



# San Diego County Archaeological Society

P.O. Box 81106 San Diego, CA 92138-1106 SAN DIEGO CA 920 29 DEC 2015 PM 2 L



Ms. Elizabeth Shearer-Nguyen Development Services Department City of San Diego 1222 First Ave., Mail Station 501 San Diego, CA 92101

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# Save Our Heritage Organisation

- Saving San Diego's Past for the Future

RECEIVED

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

JAN 21 2016

**Development Services** 

Thursday, January 21, 2016

RE: Mission Valley - Town and Country Resort and Convention Center

Mr. Shearer-Nguyen,

Save Our Heritage Organisation (SOHO) understands the Mission Valley Town and Country Resort and Convention Center, located at 500 Hotel Circle North, is contemplating a renovation project; therefore, SOHO is providing scoping comments.

The historic significance of this property is established through the Mid Century Ranch architecture and the importance of this style to the larger development of San Diego, as well as being the first hotel constructed in Mission Valley and the first hotel constructed in this style. In addition, the large scale of this project will have a substantial environmental impact on the Mission Valley area and mitigation will be required. The Environmental Impact Report (EIR) must ensure the project avoids all possible negative impacts to the historic resources and that unavoidable impacts are mitigated to a "level below significance."

Please contact SOHO if there are questions about the historic significance of this property or if you would like to discuss appropriate mitigation strategies.

Thank you for the opportunity to comment,

Bruce Coons

**Executive Director** 

Save Our Heritage Organisation (SOHO)

**BOARD OF DIRECTORS** 

Jaye MacAskill, President • David Goldberg, Vice President • Jessica McGee, Treasurer • John Eisenhart, Secretary

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Bruce Coons, Executive Director

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# **APPENDIX B**

# FAA DETERMINATION OF NO HAZARD TO AIR NAVIGATION LETTERS AND AIRPORT LAND USE CONSISTENCY DETERMINATION



Issued Date: 11/20/2015

Todd Majcher Hotel Circle Property,LLC 500 Hotel Circle North San Diego, CA 92108

## \*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\*

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Town and Country Residential Building #1

Location: san diego, CA

Latitude: 32-45-41.98N NAD 83

Longitude: 117-10-06.81W

Heights: 27 feet site elevation (SE)

100 feet above ground level (AGL)127 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 days prior to start of construction (7460-2, Part 1)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/20/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10535-OE.

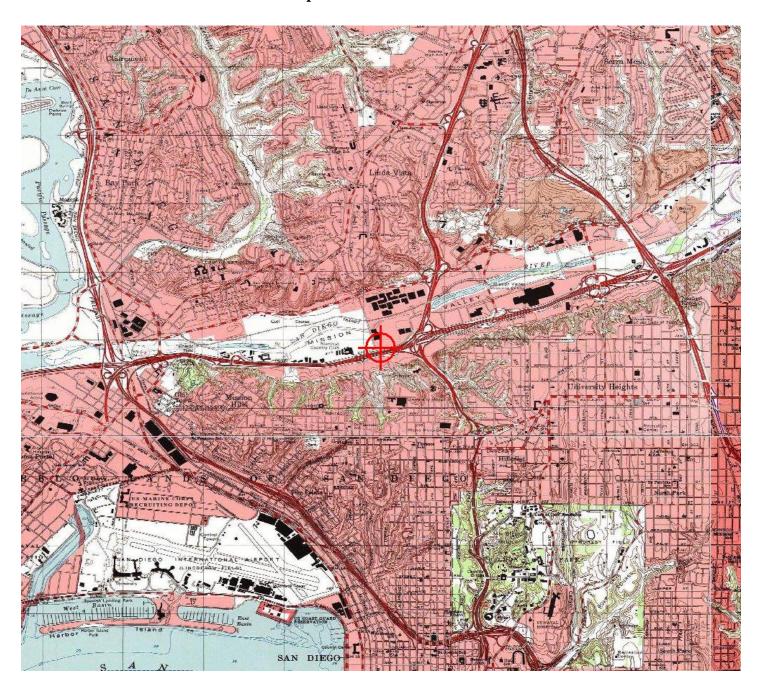
Signature Control No: 269959718-273300920
Karen McDonald

(DNE)

Specialist

Attachment(s) Map(s)

# TOPO Map for ASN 2015-AWP-10535-OE





Issued Date: 11/20/2015

Todd Majcher Hotel Circle Property,LLC 500 Hotel Circle North San Diego, CA 92108

## \*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\*

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Town and Country Residential Building #2

Location: san diego, CA

Latitude: 32-45-44.03N NAD 83

Longitude: 117-10-00.72W

Heights: 28 feet site elevation (SE)

100 feet above ground level (AGL)128 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 days prior to start of construction (7460-2, Part 1)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/20/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

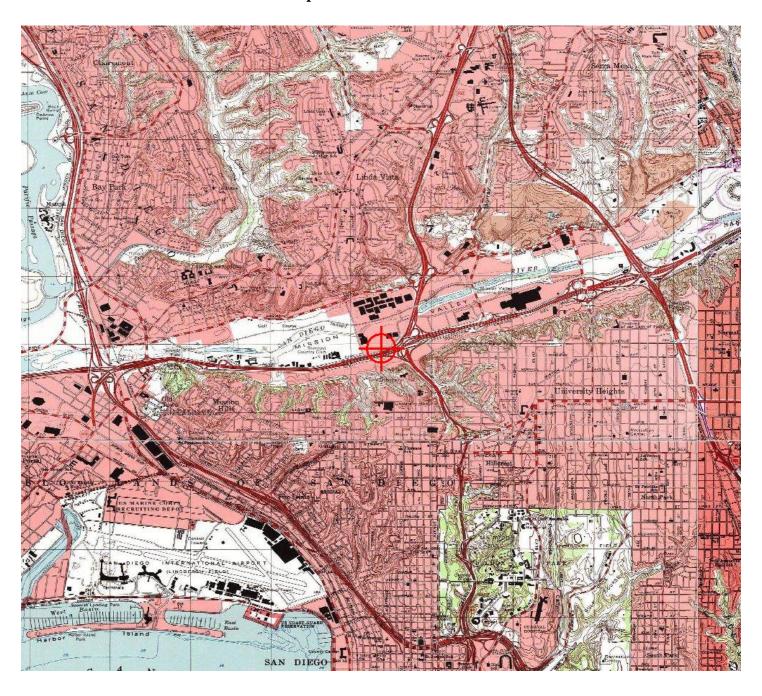
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10536-OE.

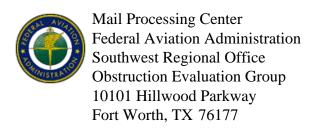
Signature Control No: 269959719-273300922 (DNE)
Karen McDonald

Specialist

Attachment(s) Map(s)

# TOPO Map for ASN 2015-AWP-10536-OE





Issued Date: 11/20/2015

Todd Majcher Hotel Circle Property,LLC 500 Hotel Circle North San Diego, CA 92108

## \*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\*

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Town and Country Residential Building #3

Location: san diego, CA

Latitude: 32-45-47.34N NAD 83

Longitude: 117-09-59.63W

Heights: 26 feet site elevation (SE)

100 feet above ground level (AGL)126 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 days prior to start of construction (7460-2, Part 1)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/20/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10537-OE.

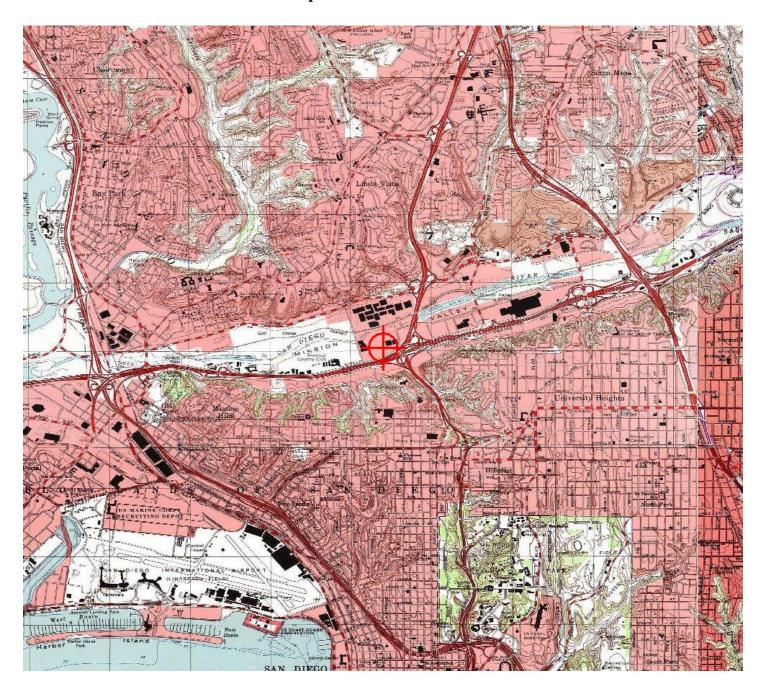
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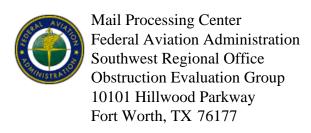
Signature Control No: 269959720-273300923
Karen McDonald

Specialist

Attachment(s) Map(s)

# TOPO Map for ASN 2015-AWP-10537-OE





Issued Date: 11/20/2015

Todd Majcher Hotel Circle Property,LLC 500 Hotel Circle North San Diego, CA 92108

## \*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\*

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Town and Country Residential Building #4

Location: san diego, CA

Latitude: 32-45-53.08N NAD 83

Longitude: 117-10-01.61W

Heights: 26 feet site elevation (SE)

100 feet above ground level (AGL)126 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 days prior to start of construction (7460-2, Part 1)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/20/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10538-OE.

(DNE)

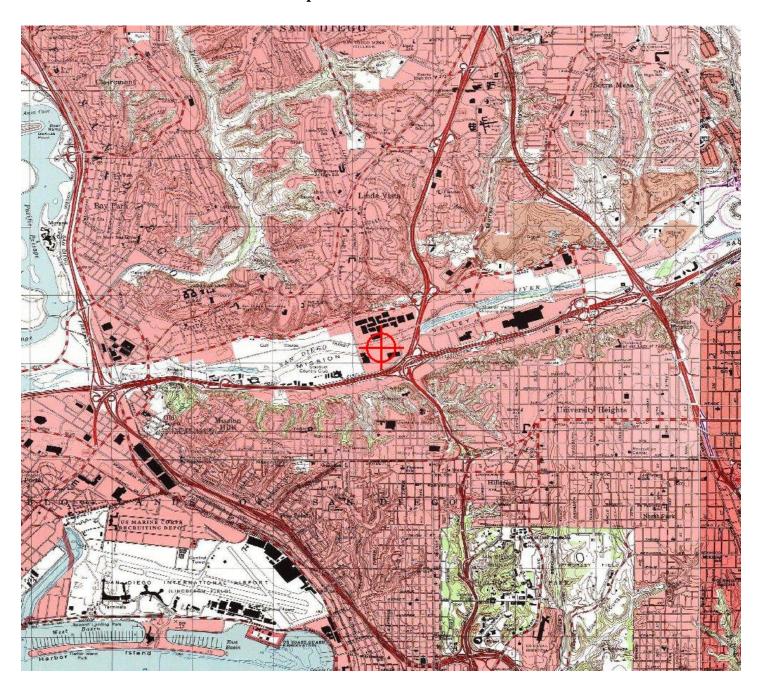
Signature Control No: 269959721-273300921

Karen McDonald

Specialist

Attachment(s) Map(s)

# TOPO Map for ASN 2015-AWP-10538-OE





May 3, 2016

Mr Jeffrey Peterson City of San Diego **Development Services Department** 1222 First Avenue San Diego, California 92101

Re:

Airport Land Use Commission Consistency Determination Community Plan Amendment and Zone Reclassification for renovation of an existing hotel and construction of residential units at 500 Hotel Circle North, City of San Diego

#### Dear Mr Peterson:

As the Airport Land Use Commission (ALUC) for San Diego County, the San Diego County Regional Airport Authority acknowledges receipt of an application for a determination of consistency for the project described above, located within Review Area 2 of the Airport Influence Area (AIA) of the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP).

ALUC staff review of your application and accompanying information indicates that a determination of consistency with the ALUCP is not required. According to the ALUCP, ALUC review of projects within Review Area 2 is only required if the project proposes an increase in permitted maximum height; the project has been determined to be a hazard to air navigation or requires marking and lighting conditions by the Federal Aviation Administration (FAA); and/or the project contains an attribute that would create a hazard to aircraft in flight (e.g., glare/glint, distracting lighting, electromagnetic interference, dust/smoke/vapor production, thermal plumes, or bird attractants). None of these characteristics is present in the project as per its scope of work and plans, and, therefore, no ALUC action is required.

Thank you for consulting the ALUC in this matter. Please contact Ed Gowens at (619) 400-2244 if you have any questions regarding this letter.

Yours truly,

Angela Jamison

Manager, Airport Planning

cc:

Amy Gonzalez, SDCRAA General Counsel Ron Bolyard, Caltrans Division of Aeronautics Chris Schmidt, Caltrans, District 11 Vickie White, City of San Diego



# APPENDIX C

# TRANSPORTATION IMPACT ANALYSIS



# TRANSPORTATION IMPACT ANALYSIS

# **TOWN & COUNTRY MASTER PLAN**

San Diego, California June 22, 2016

LLG Ref. 3-14-2386



Prepared by:
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# **EXECUTIVE SUMMARY**

Linscott, Law & Greenspan, Engineers (LLG) has been retained to prepare the following Transportation Impact Study associated with the *Town & Country Master Plan*. The Town & Country project is located at 500 Hotel Circle North, in the area loosely bounded by Interstate 8, State Route 163, the San Diego River and Fashion Valley Road within the Mission Valley Community.

The 39.40-acre project site is currently occupied by 954 hotel rooms and 212,762 SF of convention space. The 954 hotel rooms are located on the central and eastern limits of the site, which includes the Royal Palm Towers (324 rooms), the Regency Tower (207 rooms) and the remaining 423 rooms spread across buildings 3100 – 3700. The convention space is located at the western boundary of the site fronting Fashion Valley Road. The convention space includes ballrooms (Atlas, Grand and Regency) supplemented by meeting rooms, conference rooms and exhibit halls that total approximately 212,762 SF.

The Town & Country Master Plan will demolish 254 rooms (to net 700 rooms) and 35,625 SF of convention space (to net 177,137 SF). The project also proposes to demolish the existing 14,298 SF spa building and six (6) food and beverage buildings totaling 25,652 SF. The project proposes to backfill the demolished space with 840 multi-family residential units. The project will be a multi-use Transit Oriented Development (TOD) intended to reduce vehicle trips and promote all modes of transportation, which is achieved with the nearby Fashion Valley Transit Center.

The project proposes four (4) residential parcels totaling 840 dwelling units. The project phasing includes two (2) distinct phases with a Phase I – Opening Day (2018) and Phase II – Year 2022. The development levels in each phase include the following:

- *Phase I Opening Day (2018):* 
  - Demolition of 254 hotel rooms
  - Demolition of 35,625 SF of convention space
  - Demolition of 14,298 SF of spa building
  - Demolition of 25,652 SF of food and beverage buildings
  - + Construction of 160 multi-family residential units on Parcel I
  - + Construction of 275 multi-family residential units on Parcel II
  - + Construction of 12,800 SF of site serving food and beverage services (11,500 SF restaurant and a 1,300 SF café)
- *Phase II Year 2022:* Construction of 405 dwelling units
  - + Construction of 255 multi-family residential units on Parcel III
  - + Construction of 150 multi-family residential units on Parcel IV

The project will prepare a Master Plan, Vesting Tentative Map (VTM), Environmental Impact Report (EIR) and Community Plan Amendment (removing this project from the Atlas Specific Plan

and replacing with a Master Plan), Site Development Permit and Master Planned Development Permit.

Using the City of San Diego trip generation rates (based on *Trip Generation Manual, May 2003*), the Town & Country Master Plan buildout is calculated to generate a net total of 0 cumulative ADT with (209) inbound / 173 outbound cumulative trips during the AM peak hour and 78 inbound / (123) outbound cumulative trips during the PM peak hour. The project is calculated with 0 ADT and negative AM (inbound) and PM (outbound) because **the reduction in traffic from the demolition of the existing uses is greater than the new traffic added due to new multi-family residential use.** It should also be noted that the trip rate for a hotel room (10 trips/ room) is much higher than a multi-family residential unit (6 trips/ unit). Furthermore, the change of use from hotel to residential, changes peak hour traffic patterns as well (residential includes heavy AM out and PM in, hotel includes heavy AM and PM in).

With assistance from the City and our experience working on other projects in the area, LLG identified eight (8) cumulative projects in the near-term scenarios, and one (1) in the long-term scenario.

The following eight (8) scenarios were analyzed:

- Existing
- Existing + Total Project
- Near-Term (Opening Day 2018)
- Near-Term (Opening Day 2018) + Project Phase I
- Year 2022
- Year 2022 + Project (Phases I and II)
- Year 2035 (Horizon Year)
- Year 2035 (Horizon Year) + Project (Phases I and II)

#### **Project Improvements**

The following is a description of the project driveway improvements. The project will be 100% responsible for constructing these improvements prior to occupancy and will be a condition of approval.

As a part of the Master Plan improvements, the existing unsignalized driveway on Hotel Circle N. serving the project site will be closed and replaced with curb, gutter and sidewalk. A new mid-block unsignalized driveway (called Private Drive A) is proposed on Hotel Circle N. between Fashion Valley Road and Camino De La Reina. Private Drive A will include an outbound lane (18'), a 14' landscaped median and an inbound lane (20'). No changes are proposed to the existing two-way left-turn lane on Hotel Circle N.

These improvements are assumed in the "with project" analyses. No other improvements, whether project or community based, were assumed in all scenarios except for Year 2035 (Horizon Year). Based on coordination with City staff and information provided in the *Mission Valley Public* 

Facilities Financing Plan (PFFP), the Year 2035 (Horizon Year) scenario assumes the proposed extension of Camino de La Reina from Fashion Valley Road to Via Las Cumbres, the extension of Via Las Cumbres between Friars Road and Hotel Circle N. as proposed in the Levi-Cushman Specific Plan and Hazard Center Drive extension from Riverwalk Drive to the Hazard Center western terminus.

### **Project Frontage Improvements**

The following recommended project frontage improvements shall be assured by permit and bond satisfactory to the City Engineer prior to the issuance of the first building permit and constructed prior to the issuance of the first certificate of occupancy. The improvements shall be funded 100% by the applicant.

Camino De La Reina: Hotel Circle to Private Drive D: The project proposes to widen Camino De La Reina from Hotel Circle to Private Drive D to 4-lane Major standards per the Mission Valley Community Plan. The project proposes to widen Camino De La Reina along the project frontage to include an additional WB and EB through lane and a raised median. This widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the T&C property.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. **Appendix S** shows a conceptual plan of this improvement.

Hotel Circle N.: Fashion Valley Road to Camino De La Reina: The project proposes to widen Hotel Circle N. from Fashion Valley Road to Camino De La Reina to 4-lane Collector standards per the Mission Valley Community Plan. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly to accommodate the proposed widening.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. Appendix S shows a conceptual plan of this improvement.

Fashion Valley Road: Hotel Circle N. to Riverwalk Drive: Fashion Valley Road is currently constructed as a 4-lane Collector roadway with a 50' curb-to-curb. The west side of the roadway fronts the Riverwalk golf course while the east side fronts the Atlas Ballroom, the Grand Exhibit Ballroom and the Golden Pacific Ballroom that serve the Town & Country Conventions. LLG prepared a preliminary feasibility exhibit that shows the half-width widening of Fashion Valley Road to 4-lane Major standards per the current Mission Valley Community Plan. Appendix S includes this exhibit.

As shown in *Appendix S*, the 4-lane Major widening of Fashion Valley Road was deemed infeasible as several significant issues were identified. The primary reason for infeasibility is that the widening would require elimination of the 12 foot wide ramped space fronting Grand Exhibit Hall. This 12 foot wide ramp is currently the Code required egress that was designed specifically to handle the size of the meeting space and occupancy load exiting Grand Exhibit Hall. The project does not propose to change or modify this egress.

In 2006, the Grand Exhibit Hall was required to be constructed above the base flood elevation and thereby, forced the finish floor of the hall to be 3.7 feet above the sidewalk and 4 feet above the street grade. This grade change and the current footprint of the ramp space (12' wide by 200' long) is required and designed per Code to handle the occupant load prior to people exiting onto the public right-of-way and **cannot be changed** due to the size and occupancy load of the ballroom. With the future widening of Fashion Valley Road, the future curb and sidewalk encroaches and eliminates this ramped space. Even if modifications were made such that the future roadway does not fully encroach onto the ramped space, it would be infeasible for occupants to egress and negotiate the 4' vertical grade transition, especially during an emergency.

In addition to the limitation provided by the ramped space fronting Grand Exhibit Hall, other conference facility circulation issues such as reduction of drop-off space and substandard lane widths (9-10 feet) at the Atlas Ballroom prohibiting drop-off and vehicular circulation, and elimination of the two-way internal drive aisle at the Golden Pacific Ballroom are identified.

Therefore, in lieu of constructing project frontage improvements and to not preclude potential future widening, contingent on potential redevelopment or demolition of conference facility, the project proposes to provide an Irrevocable Offer of Dedication (IOD) (approximately 23 feet) towards half-width improvements for the widening of Fashion Valley Road between Hotel Circle N. and Riverwalk Drive to 4-lane Major standards per the Mission Valley Community Plan.

Appendix S shows a conceptual plan of this improvement.

### **Existing + Total Project Impacts**

Per the City's significance thresholds and the analysis methodology presented in this report, a **significant direct impact** was identified within the study area under **Existing** + **Total Project conditions**. An impact summary and mitigation analysis is shown in **Tables** A - I and A - 2, respectively. The following direct impact was identified.

TABLE A-1
EXISTING + TOTAL PROJECT IMPACT SUMMARY

Facility Type	Location
Intersections	• None
Street Segments	Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)
Freeway Segments	• None
Metered Freeway On-Ramps	• None

TABLE A-2
EXISTING + TOTAL PROJECT MITIGATION ANALYSIS

Street Seement	Functional	Capacity	Existing		Existing + Total Project			V/C	C:a	
Street Segment	Classification	(LOS E) a	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	Increase	Sig
Hotel Circle N.										
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left- turn lane)	15,000	12,810	D	0.854	13,070	E	0.871	0.017	Yes

#### Footnotes.

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- Level of Service.
- d. Volume to Capacity.

#### **General Notes**

1. **Bold** typeface indicates intersections operating at LOS E or worse.

#### **Existing + Total Project Mitigation**

The following summarizes the recommended mitigation measure and the project cost participation.

# Street Segments:

• Hotel Circle N.: Fashion Valley Road to Private Drive A: Widening this segment to 4-lane Collector standards per the Mission Valley Community Plan would mitigate the project's significant cumulative impact. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both side. To implement this

mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. The proposed widening would reduce the project's direct impact to below a level of significance. **Table A-3** shows the Existing + Total Project mitigation measure.

TABLE A-3
EXISTING + TOTAL PROJECT MITIGATION SUMMARY

Facility Type	Location	Pre Mitigation LOS	Improvements	Post Mitigation LOS
Intersections	• None	_	-	_
Street Segments	Hotel Circle N.:     Fashion Valley     Road to Private     Drive A	E	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly.  (project frontage improvements—100% contribution)	В
Freeway Segments	• None	_	-	_
Metered Freeway On-Ramps	• None	_	_	_

# Near-Term (Opening Day 2018) + Project Phase I Impacts

Per the City's significance thresholds and the analysis methodology presented in this report, there are **no significant direct impacts** identified within the study area under **Near-Term (Opening Day 2018)** + **Project Phase I conditions**. Therefore, no mitigation measures are required.

#### **Year 2022 + Project (Phases I and II) Impacts**

Per the City's significance thresholds and the analysis methodology presented in this report, a **significant cumulative impact** was identified within the study area under **Year 2022** + **Project** (**Phases I and II**) **conditions**. An impact summary and mitigation analysis is shown in *Tables B-1* and *B-2*, respectively. The following cumulative impact was identified:

TABLE B-1
YEAR 2022 + PROJECT (PHASES I AND II) IMPACT SUMMARY

Facility Type	Location
Intersections	• None
Street Segments	Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)
Freeway Segments	• None
Metered Freeway On-Ramps	• None

Table B-2
Year 2022 + Project (Phases I and II) Mitigation Analysis

Street Segment	Functional Classification	Capacity (LOS E) a	Year 2022		2	Year 2022 + Project (Phases I and II)		V/C	Sig	
	Classification	(LOS E)	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	<b>ADT</b> <sup>b</sup>	LOSc	V/Cd	Increase	
Hotel Circle N.										
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left- turn lane)	15,000	15,350	F	1.023	15,610	F	1.041	0.018	Yes

#### Footnotes:

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.

#### General Notes

1. **Bold** typeface indicates intersections operating at LOS E or worse.

## Year 2022 + Project (Phases I and II) Mitigation

The following summarizes the recommended mitigation measure and the project cost participation.

#### Street Segments:

• Hotel Circle N.: Fashion Valley Road to Private Drive A: Widening this segment to 4-lane Collector standards per the Mission Valley Community Plan would mitigate the project's significant cumulative impact. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both side. To implement this

mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. The proposed widening would reduce the project's cumulative impact to below a level of significance. **Table B-3** shows the Year 2022 + Project (Phases I and II) mitigation measure.

Table B-3
YEAR 2022 + Project (Phases I and II) Mitigation Summary

Facility Type	Location	Pre Mitigation LOS	Improvements	Post Mitigation LOS
Intersections	• None	_	_	_
Street Segments	• Hotel Circle N.: Fashion Valley Road to Private Drive A	F	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly.  (project frontage improvements–100% contribution)	C
Freeway Segments	• None	_	-	_
Metered Freeway On-Ramps	• None	_	-	_

## Year 2035 (Horizon Year) + Project (Phases I and II) Impacts

Per the City's significance thresholds and the analysis methodology presented in this report, significant cumulative impacts were identified within the study area under Year 2035 (Horizon Year) + Project (Phases I and II) conditions. A impact summary and mitigation analysis is shown in *Tables C-1 and C-2*, *respectively*. The following cumulative impacts were identified:

TABLE C-1
YEAR 2035 (HORIZON YEAR) + PROJECT (PHASES I AND II) IMPACT SUMMARY

Facility Type	Location
Intersections	• None
a a	Riverwalk Drive: East of Avenida Del Rio (LOS F)
Street Segments	Camino De La Reina: Hotel Circle to Private Drive D (LOS F)
Freeway Segments	• None
Metered Freeway On-Ramps	• None

TABLE C-2
YEAR 2035 (HORIZON YEAR) MITIGATION ANALYSIS

Street Segment Functional Classification		Capacity (LOS E) a	Year 2035 (Horizon Year)		Year 2035 ( Horizon Year) + Total Project (Phases I and II)			V/C Increase	Sig	
			$\mathbf{ADT}^{\mathrm{a}}$	LOSc	V/C <sup>b</sup>	<b>ADT</b> <sup>a</sup>	LOSc	V/C <sup>b</sup>		
Riverwalk Drive  East of Avenida Del Rio  Camino De La Reina	2-Lane Collector (commercial fronting)	8,000	17,170	F	2.146	17,600	F	2.200	0.054	Yes
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left- turn lane)	15,000	16,720	F	1.115	17,200	F	1.147	0.032	Yes

#### Footnotes:

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.

#### General Notes

1. **Bold** typeface indicates intersections operating at LOS E or worse.

# Year 2035 (Horizon Year) + Project (Phases I and II) Mitigation

The following summarizes the recommended mitigation measures and the project cost participation.

#### Street Segments:

- Riverwalk Drive: East of Avenida Del Rio: Widening this segment to a 4-lane Collector would mitigate the project's significant impact. Based on coordination with the City and a review of the design plans of the Hazard Center extension under SR-163, only a two-lane roadway was deemed technically feasible.
  - To mitigate the project's cumulative impact, a 4-lane Collector capacity is required and only a 2-lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.
- Camino De La Reina: Hotel Circle to Private Drive D: Widening this segment to 4-lane Major standards per the Mission Valley Community Plan would mitigate the project's cumulative impact. As a part of the project frontage improvements, the project proposes to widen Camino De La Reina along the project frontage to include an additional WB and EB through lane and a raised median. This widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the T&C property. The traffic signal at Hotel Circle N. / Camino De La Reina will be modified accordingly.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. The proposed widening would reduce the project's cumulative impacts to below a level of significance.

*Table C-3* shows the Year 2035 (Horizon Year) + Project (Phases I and II) mitigation measure.

Table C-3
Year 2035 (Horizon Year) + Project (Phases I and II) Mitigation Summary

Facility Type	Location	Pre Mitigation LOS	Improvements	Post Mitigation LOS
Intersections	• None	_	-	_
Street Segments	Riverwalk Drive:     East of Avenida Del     Rio	F	Widen to 4-Lane Collector standards. Based on coordination with the City and a review of the design plans of the Hazard Center extension under SR 163, only a two-lane roadway was deemed technically feasible.  To mitigate the project's cumulative impact, a 4-lane Collector capacity is required and only a 2-lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.	F (unmitigated)
	Camino De La Reina:     Hotel Circle to Private     Drive D	F	Widen to accommodate an additional WB and EB through lane, a raised median and Class II bike lanes to meet 4-lane Major standards along the project frontage. To implement this mitigation, approximately 41 feet of widening is required on the T&C property. The traffic signal at Hotel Circle N. / Camino De La Reina will be modified accordingly.  (Project frontage improvements–100%)	В
Freeway Segments	• None	-	-	-
Metered Freeway On-Ramps	• None	_	-	-

# **Other Modes**

The Town and Country Master Plan incorporates several multi-modal features as a part of its "Complete Streets" design. Some of the improvements proposed include the San Diego River multi-use Pathway on the north and south sides of the San Diego River.

The proposed River Pathway on the north side of the river is proposed on the Town and Country property and located between the Multi-Habitat Planning Area (MHPA) boundary and the Riverwalk Drive curb that supports the concrete columns supporting the elevated trolley line. This 0.5-acre area, which extends along the property boundary on Riverwalk Drive, will be 14-feet wide and function as a multi-use trail for pedestrians and bicyclists.

A south side River Pathway is also proposed that transitions southerly at the pedestrian bridge over the San Diego River and travels east connecting to the adjacent (Union Tribune) property. The pedestrian bridge will be improved and widened to accommodate pedestrians and bicyclists. The existing pedestrian bridge is approximately 5 feet wide (non-standard for a multi-use path) and substandard and degraded. The project will demolish the bridge and build a new 10-foot wide bridge that meets standards for a multi-use path serving pedestrians and bicyclists connecting the site to the Fashion Valley Transit Center. This important connection will allow pedestrians and bicyclists to easily access the transit center and also connect with the Fashion Valley Mall shops, restaurants and other retail amenities. To enhance pedestrian experience along the River Pathway, several amenities such as picnic area, children's play area and dog park are also proposed. West of the pedestrian bridge, trails are proposed that will extend to Fashion Valley Road.

Several other multi-modal improvements are also proposed and discussed in detail in *Section 14.0*.

### **Transportation Demand Management Program**

The T&C Master Plan proposes an extensive TDM plan. The TDM plan includes features, practices and incentives to encourage residents, hotel guests and convention visitors to use alternate forms of transportation other than single occupancy vehicles. Some of the highlights of the TDM program include subsidized (up to 50%) transit passes to employees, shuttle services to/from the airport, bicycle storage for employees, construction of the San Diego River Pathway on the north and south sides of the San Diego River through the Town and Country Park to include a multi-use trail for pedestrians and bicyclists among others. The TDM program is discussed in further detail in *Section* 19.0.

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#### TRANSPORTATION IMPACT ANALYSIS

# Town & Country Master Plan

San Diego, California June 22, 2016

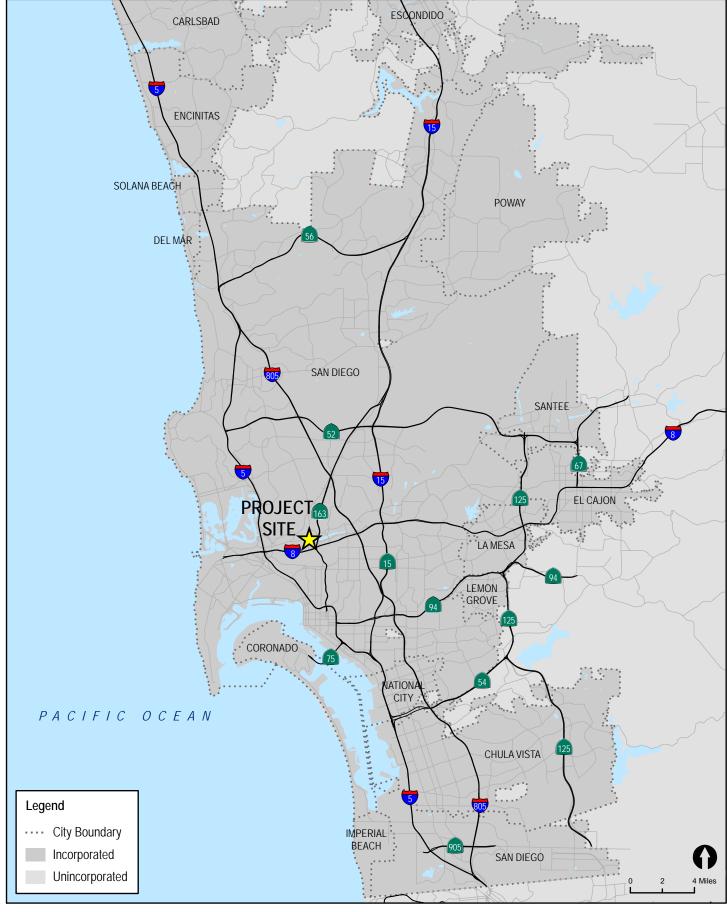
# 1.0 Introduction

Linscott, Law & Greenspan, Engineers (LLG) has been retained to assess the traffic impacts of the proposed *Town & Country (T&C) Master Plan* (Proposed Project) located at 500 Hotel Circle North in the Mission Valley Community within the City of San Diego. The Master Plan proposes a multiuse, transit oriented development consisting of hotel and residential uses.

The Master Plan intends to activate the San Diego River by creating a synergy of land uses, providing direct connectivity to the Fashion Valley Mall, maximize transit opportunities with the nearby trolley station and revitalize the existing underutilized site.

The 39.40-acre project site is located within the *Mission Valley Community Plan Area* and currently includes 954 rooms and 212,762 square-feet (SF) of convention space. The site is located north of Interstate 8 (I-8) and west of State Route 163 (SR-163) at the northeast corner of the Hotel Circle N. / Fashion Valley Road intersection as shown in *Figure 1–1*. *Figure 1–2* illustrates the project area map. The traffic analysis presented in this report encompasses the following key areas:

- Project Description
- Study Area
- Existing Conditions
- Cumulative Projects
- Existing Analysis
- Project Trip Generation/ Distribution/ Assignment
- Existing + Total Project Analysis
- Near-Term (Opening Day 2018) Project Phase I Analysis
- Year 2022 Project (Phases I and II) Analysis
- Year 2035 (Horizon Year) Analysis
- Site Access and Circulation
- Parking
- Other Modes
- Significance of Impacts and Mitigation
- Transportation Demand Management Program (TDM)





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Figure 1-1

**Vicinity Map** 



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LINSCOTT LAW &

GREENSPAN engineers Figure 1-2

# **Project Area Map**

# 2.0 PROJECT DESCRIPTION

The T&C Master Plan project is located at 500 Hotel Circle North in the Mission Valley Community within the City of San Diego. The project is located in the northeast corner of the Hotel Circle N. / Fashion Valley Road intersection. The project boundaries include Hotel Circle North to the south, Riverwalk Drive to the north, Fashion Valley Road to the west and Avenida Del Rio to the east.

# 2.1 Existing Uses

The existing T&C site includes 954 hotel rooms, 212,762 SF of convention space, 14,298 SF of spa building and six (6) restaurants totaling 25,652 SF. The 954 hotel rooms are located on the central and eastern limits of the site, which includes the Royal Palm Towers (324 rooms), the Regency Tower (207 rooms) and the remaining 423 rooms spread across buildings 3100 – 3700. The convention space is located at the western boundary of the site fronting Fashion Valley Road. The convention space includes ballrooms (Atlas, Grand and Regency) supplemented by meeting rooms, conference rooms and exhibit halls that total approximately 212,762 SF.

The existing site also includes several food/beverage establishments that cater to the on-site hotel guests and convention visitor space. A total of six (6) food and beverage establishments are currently operating on-site that includes café, deli's and restaurants that total 25,652 SF. Other hotel guest amenities such as information center, car rental, gift shops, a day spa (Bella Tosca Spa, 14,298 SF) and salon are also present on-site. A subterranean parking garage under the Atlas ballroom, a surface parking lot behind the Royal Palm Towers and a parking garage (east of Royal Palm Towers) also exist to serve convention visitors and hotel guests respectively.

*Figure 2–1* illustrates the existing site.

### 2.2 Development Program

The Proposed Project will demolish 254 rooms (to net 700 rooms) and 35,625 SF of the convention space (to net 177,137 SF). The project also proposes to demolish the existing 14,298 SF spa building and six (6) food and beverage buildings totaling 25,652 SF. The hotel will be renovated and will offer new recreation facilities with site serving food and beverage services (11,500 SF restaurant and a 1,300 SF café) with a focus on attracting families to stay at the resort and guests attending the onsite convention center. The renovated resort complex will provide an affordable hotel/conference experience in central San Diego. The Proposed Project will also add residential land uses to portions of the property near the transit station and on the eastern and southern boundaries. The project proposes to backfill the demolished space with 840 multi-family dwelling units. The project will be a multi-use Transit Oriented Development (TOD) intended to reduce vehicle trips and promote all modes of transportation, which is achieved with the nearby Fashion Valley Transit Center.

The project proposes four (4) residential parcels totaling 840 dwelling units. The project phasing includes two (2) distinct phases with a Phase I – Opening Day (2018) and Phase II – Year 2022. The development levels in each phase include the following:

- *Phase I Opening Day (2018):* 
  - Demolition of 254 hotel rooms
  - Demolition of 35,625 SF of convention space
  - Demolition of 14,298 SF of spa building
  - Demolition of 25,652 SF of food and beverage buildings
  - + Construction of 160 multi-family residential units on Parcel I
  - + Construction of 275 multi-family residential units on Parcel II
  - + Construction of 12,800 SF of site serving food and beverage services (11,500 SF restaurant and a 1,300 SF café)
- *Phase II Year 2022:* Construction of 405 dwelling units
  - + Construction of 255 multi-family residential units on Parcel III
  - + Construction of 150 multi-family residential units on Parcel IV

The project will prepare a Master Plan, Vesting Tentative Map (VTM), Environmental Impact Report (EIR) and Community Plan Amendment (removing this project from the Atlas Specific Plan and replacing with a Master Plan), Site Development Permit and Master Planned Development Permit.

*Table 2–1* shows an overall land use summary of the existing site and proposed Master Plan.

TABLE 2-1
LAND USE SUMMARY

Land Use	Existing Density	Demolished	New Use (if demolished)	Proposed Density (SF or rooms)
Hotel Rooms				
1. 3100 Building	6 rooms	Yes	Parking Structure	0
2. 3200 Building	60 rooms	Yes	Residential	0
3. 3300 Building	64 rooms	Yes	Residential	0
4. 3400 Building	26 rooms	No	No change	26 rooms
5. 3500 Building	80 rooms	No	Reduction to 73 rooms	73 rooms
6. 3600 Building	99 rooms	Yes	Residential	0
7. 3700 Building	88 rooms	No	Reduction to 57 rooms	57 rooms
8. Royal Palm Towers (RPT)	324 rooms	No	No change	324 rooms
9. Regency Tower	207 rooms	No	Proposed 220 rooms	220 rooms
Total	954 rooms			700 rooms
Hotel Guest Services				
13. Lanai Gift Shop	743 SF	Yes	Open Space	0 SF
16. Day Salon and Spa	14,298 SF	Yes	Residential	0 SF
Convention Facilities				
30. Atlas Ballroom	83,054 SF	No	No change	83,054 SF
31. Golden Pacific Ballroom	40,361 SF	No	No change	40,361 SF
32. Meeting House Conf. Center	9,250 SF	Yes	Residential	0 SF
33. Royal Palm Ballroom	4,382 SF	No	No change	4,382 SF
34. Regency Ballroom	6,982 SF	Yes	Residential	0 SF
35. Garden Ballroom	6,472 SF	Yes	Residential	0 SF
36. Misc. Ballrooms	2,404 SF	Yes	Residential	0 SF
37. Le Chanticleer/Rgcy. Tower	3,752 SF	Yes	Residential	0 SF
38. Le Sommet/ Rgcy. Tower	577 SF	Yes	Residential	0 SF
39. Windsor Rose/ Rgcy. Tower	1,928 SF	Yes	Residential	0 SF
40. Grand Exhibit Hall	49,340 SF	No	No change	49,340 SF
41. Lexington Rooms	360 SF	Yes	Open Space	0 SF
42. Dover, Stratford	1,200 SF	Yes	Open Space	0 SF
43. Tiki Pavilion	2,700 SF	Yes	Open Space	0 SF
Total	212,762 SF			177,137 SF
Food and Beverage				
50. Kelly's Restaurant	4,608 SF	Yes	Residential	A single new
51. Trellises Garden Grill	11,038 SF	Yes	Parking Structure	restaurant of
52. Terrace Café	5,000 SF	Yes	Open Space	approximate 11,500 SF
53. Charlie's	3,000 SF	No	Residential	and a 1,300 SF café are proposed. Both these
54. Café Potpourri	1,431 SF	Yes	Residential	uses will be
55. Sunshine Deli	575 SF	Yes	Open Space	site serving only.
Total	25,652 SF			12,800 SF

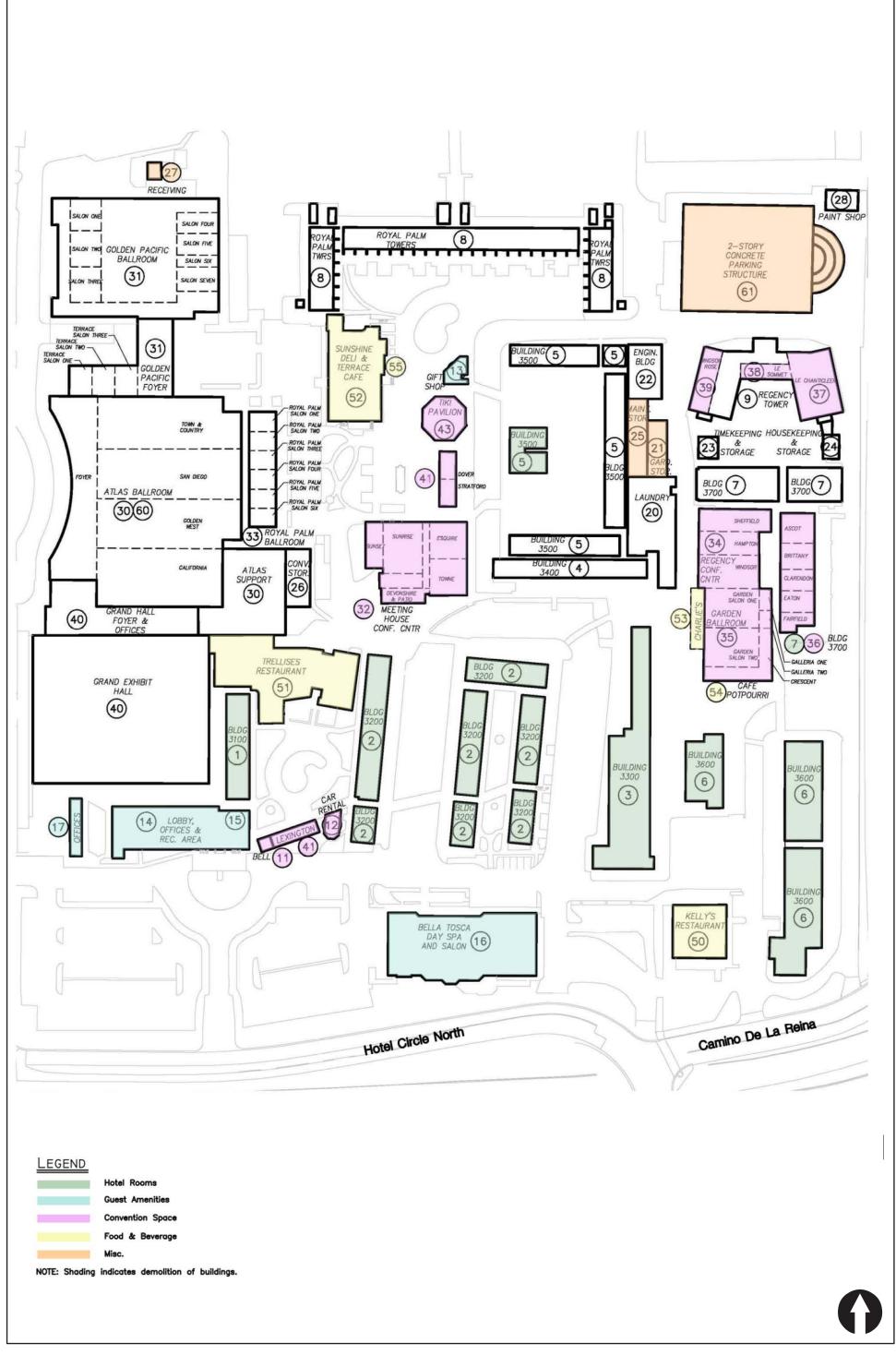
# General Notes:

1. Building numbers intentionally skipped. The building numbers shown are referenced in *Figure 2–1*.

# 2.3 Project Access

Direct site access will be provided along Hotel Circle North via an unsignalized project driveway (proposed). Secondary access to the site is also proposed via unsignalized driveways on Fashion Valley Road and Camino De La Reina. Regional access is provided by I-8 and SR-163 via the ramps at Hotel Circle North and Hotel Circle South. Site access is discussed in more detail in *Section 13.0*.

Figure 2–2 depicts the Master Plan site plan.





N:\2386\Figures\Jan 2015 Date: 01/22/15 Figure 2-1



Phase I – Opening Day (Year 2018)	Phase II – Year 2022
<ul> <li>Demolition of 254 hotel rooms</li> <li>Demolition of 35,625 sf of convention space</li> <li>Demolition of 14,298 sf of spa building</li> <li>Demolition of 25,652 sf of food and beverage buildings</li> <li>Construction of 160 multi-family residential units on Parcel I</li> <li>Construction of 275 multi-family residential units on Parcel II</li> <li>Construction of 12,800 sf of site serving food and beverage services (11,500 sf restaurant and a 1,300 sf cafe)</li> </ul>	+ Construction of 255 multi-family residential units on Parcel III + Construction of 150 multi-family residential units on Parcel IV

# General Note:

- Demolition of uses not shown as this figure represents the proposed Master Plan.



# 3.0 EXISTING CONDITIONS

Evaluation of the traffic impacts associated with the proposed Town & Country Master Plan project requires an understanding of the existing transportation system within the project area. *Figure 3–1* shows an existing conditions diagram.

## 3.1 Project Study Area

The study area for this project encompasses areas of anticipated impact related to the project. The scope of the study area was developed with the City of San Diego staff per the City of San Diego Traffic Impact Study Manual guidelines for intersections, segments and freeway segments using a SANDAG Series 12 traffic model project distribution and the "50 directional peak-hour trips" per the City's guidelines, except for ramp meters, which are based on 20-peak hour trips. The development of the study area also took into account a review of approved traffic studies in the project area, and a working knowledge of the local transportation system.

Based on the above guidelines, this study analyzes twelve (12) intersections and seventeen (17) street segments. The study area includes the following major roadways: Fashion Valley Road, Avenida Del Rio, Camino De La Reina, Riverwalk Drive, Hotel Circle North and Hotel Circle South.

### Intersections:

- Riverwalk Drive / Fashion Valley Road
- Riverwalk Drive / Avenida Del Rio
- Camino De La Reina / Avenida Del Rio
- Fashion Valley Road / Private Drive E
- Fashion Valley Road / Private Drive B
- Hotel Circle N. / I-8 WB ramps
- Hotel Circle N. / Fashion Valley Road
- Hotel Circle N. / Private Drive A
- Hotel Circle N. / Camino De La Reina
- Camino De La Reina / Private Drive D
- Hotel Circle S. / I-8 EB ramps
- Hotel Circle S. / Bachman Place

### **Street Segments:**

- Riverwalk Drive Fashion Valley Road to Avenida Del Rio
- Riverwalk Drive East of Avenida Del Rio
- Camino De La Reina Hotel Circle to Private Drive D
- Camino De La Reina Private Drive D to Avenida Del Rio
- Camino De La Reina Avenida Del Rio to Camino De La Siesta
- Hotel Circle N. West of I-8 WB Ramps

- Hotel Circle N. I-8 WB Ramps to Fashion Valley Road
- Hotel Circle N. Fashion Valley Road to Private Drive A
- Hotel Circle N. Private Drive A to Camino De La Reina
- Hotel Circle S West of I-8 EB Ramps
- Hotel Circle S I-8 EB Ramps to Bachman Place
- Hotel Circle S Bachman Place to Camino De La Reina
- Fashion Valley Road north of Riverwalk Drive
- Fashion Valley Road Riverwalk Drive to Private Drive E
- Fashion Valley Road Private Drive E to Private Drive B
- Fashion Valley Road Private Drive B to Hotel Circle N.
- Avenida Del Rio Riverwalk Drive to Camino De La Reina

### Freeway Segments:

- I-8 west of Hotel Circle
- I-8 Hotel Circle to SR-163

### Ramp Meters:

The project will add more than 20 peak hour trips to the Hotel Circle N/ I-8 WB on-ramp and Hotel Circle S/ I-8 EB on-ramp, however no ramp meter analysis was conducted as both these on-ramps are not metered.

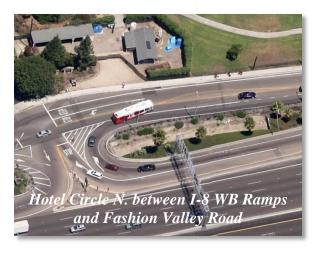
# 3.2 Existing Street Network

The following is a description of the existing street network in the study area.

**Interstate 8 (I-8)** is an east/west facility that extends as a freeway from the San Diego area eastward to the California-Arizona border and beyond. It provides four (4) lanes eastbound and five (5) lanes westbound within the study area. The posted speed limit is 65 mph. Local interchanges are provided at Hotel Circle North and South in the project vicinity. In addition, there are freeway-to-freeway direct connectors between I-8 and SR-163 in the project vicinity.

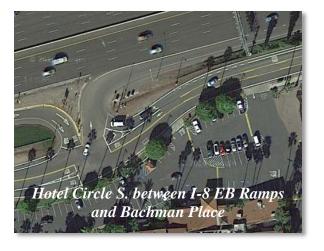


Hotel Circle North forms the southern boundary of the Town and Country site. Hotel Circle North is classified as a four-lane Collector between Camino De La Reina and the I-8 Westbound hook ramps in the *Mission Valley Community Plan*. Hotel Circle North is currently constructed as a two-lane undivided roadway (Collector) with a two-way left-turn lane West of the I-8 ramps, a three-lane undivided roadway (Collector) between the I-8 ramps and Fashion Valley Road and a two-lane undivided roadway (Collector) with a two-way left-turn lane between Fashion Valley Road and Camino



De La Reina. The Hotel Circle name transition occurs underneath the I-8 Freeway. Currently, Hotel Circle is primarily an east-west undivided roadway (Collector) excepting its brief north-south orientation under the I-8 Freeway during its transition from Hotel Circle North to Hotel Circle South.

Hotel Circle South is classified as a four-lane Collector between Camino De La Reina and the I-8 Eastbound hook ramps in the *Mission Valley Community Plan*. Hotel Circle South is currently constructed as a two-lane undivided roadway (Collector). Hotel Circle is under City of San Diego jurisdiction throughout the study area with the exception of the I-8 Interchange which is operated by Caltrans. Traffic is controlled by signals or stop signs. The posted speed limit is 35 mph. Curbside parking is not permitted. Bike lanes are provided on Hotel Circle South and for a short distance on Hotel Circle North just west the I-8 Freeway underpass.



Fashion Valley Road forms the western boundary of the Town and Country site. Fashion Valley Road is classified as a four-lane Major Arterial in the *Mission Valley Community Plan*. Currently, Fashion Valley Road is a four-lane undivided roadway (Collector) between Friars Road and Hotel Circle N. Fashion Valley Road is under City of San Diego jurisdiction throughout the study area. While this roadway lacks any center left-turn lane or median, left-turn pockets are provided at intersections and one mid-block location (transit center driveway), providing additional capacity. Traffic is controlled by signals except for parking lot driveways to



commercial / retail uses which are controlled by stop signs. The posted speed limit is 35 mph. Curbside parking is not permitted. No bike lanes are provided, but bus stops are provided.

Riverwalk Drive forms the northern boundary of the Town and Country site. Riverwalk Drive is classified as a four-lane Collector in the *Mission Valley Community Plan*. Currently, Riverwalk Drive is constructed as a two-lane undivided roadway (Collector) that terminates into the Fashion Valley Mall (east of Avenida Del Rio). A planned extension of Hazard Center Drive that includes 2 lanes under SR-163 is a requirement to the Hazard Center Redevelopment project. Riverwalk Drive is under City of San Diego jurisdiction and provides access to the Fashion Valley mall and Fashion Valley Transit Center. Curbside parking is not permitted.



Camino De La Reina forms the eastern boundary of the Town and Country site. Camino De La Reina is classified as a four-lane Major Arterial in the Mission Valley Community Plan. It is currently constructed as a two-lane undivided roadway (Collector) with a two-way left-turn lane between Hotel Circle and Avenida Del Rio. Camino De La Reina is under City of San Diego jurisdiction. Traffic is controlled by signalized intersections with an exception to intersecting driveways serving commercial uses which are controlled by stop signs. The posted speed limit is 35 mph. Curbside parking is not permitted.



Avenida Del Rio is classified as a four-lane Collector in the *Mission Valley Community Plan*. Currently, Avenida Del Rio is constructed as a four-lane undivided roadway (Collector) between Riverwalk Drive and Camino De La Reina. Avenida Del Rio is under City of San Diego jurisdiction and provides access to the Fashion Valley Mall Transit Center. There is no posted speed limit. Curbside parking is not permitted. Bike lanes and bus stops are not provided.



# 3.3 Existing Traffic Volumes

**Peak Hour Volumes**– Existing weekday AM and PM peak hour (7:00-9:00 AM and 4:00-6:00 PM) traffic volumes were commissioned at all the study area intersections. The AM and PM peak hour manual turning movement counts were commissioned on Wednesday, September 24, 2014 and Thursday, September 25, 2014, while schools in the area were in session.

*Daily Volumes*– Existing street segment Average Daily Traffic (ADT) volumes were commissioned on Wednesday, September 24, 2014 and Thursday, September 25, 2014.

**Table 3–1** is a summary of the existing street segment average daily traffic within the project study area.

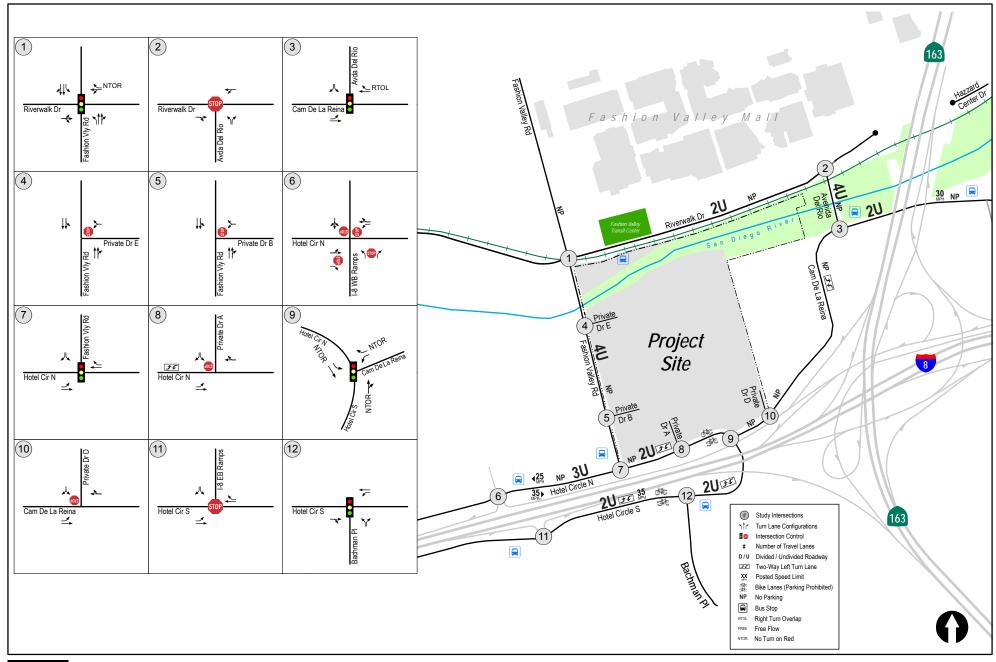
*Freeway Volumes* – Existing weekday ADT and peak hour (7:00-9:00 AM and 4:00-6:00 PM) volumes were obtained for the freeway segments located within the project study area. The primary source of the volumes was Caltrans PeMS database. Data was collected from PeMS for weekdays in September 2014 and averaged.

**Table 3–2** shows the Existing + Total Project AM and PM peak hour turning movement volumes and daily traffic volumes. **Appendix A** contains copies of the intersection and segment counts sheets.

TABLE 3-1 **EXISTING TRAFFIC VOLUMES** 

Existino III	TITIC VOLUMES		1
Street Segment	ADT <sup>a</sup>	Date <sup>b</sup>	Source
Riverwalk Drive			
Fashion Valley Road to Avenida Del Rio	6,950	September 2014	LLG
East of Avenida Del Rio	3,870	September 2014	LLG
Camino De La Reina			
Hotel Circle to Private Drive D	8,510	September 2014	LLG
Private Drive D to Avenida Del Rio	8,450	September 2014	LLG
Avenida Del Rio to Camino De La Siesta	14,410	September 2014	LLG
Hotel Circle N.			
West of I-8 WB Ramps	6,840	September 2014	LLG
I-8 WB Ramps to Fashion Valley Road	15,160	September 2014	LLG
Fashion Valley Road to Private Drive A	12,810	September 2014	LLG
Private Drive A to Camino De La Reina	12,870	September 2014	LLG
Hotel Circle S.			
West of I-8 EB Ramps	7,800	September 2014	LLG
I-8 EB Ramps to Bachman Place	11,540	September 2014	LLG
Bachman Place to Camino De La Reina	14,430	September 2014	LLG
Fashion Valley Road			
North of Riverwalk Drive	8,930	September 2014	LLG
Riverwalk Drive to Private Drive E	9,260	September 2014	LLG
Private Drive E to Private Drive B	9,630	September 2014	LLG
Private Drive B to Hotel Circle N.	9,750	September 2014	LLG
Avenida Del Rio			
Riverwalk Drive to Camino De La Reina	9,530	September 2014	LLG

a. Average Daily Traffic Volumes.b. Counts conducted on Wednesday, September 24, 2014 and Thursday, September 25, 2014.



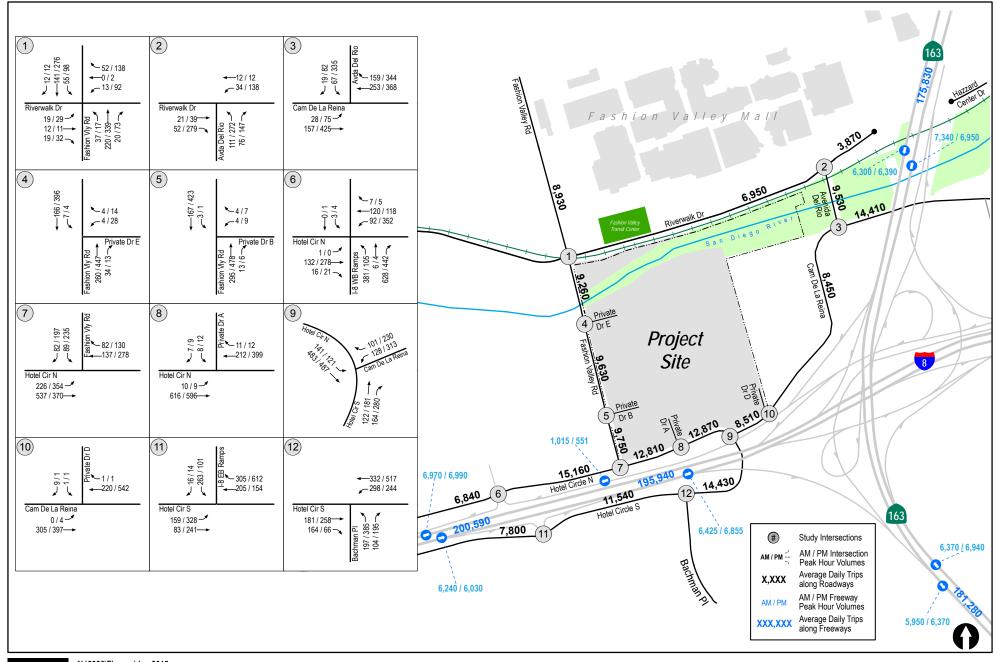
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LAW &
GREENSPAN

engineers

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Figure 3-1

# **Existing Conditions Diagram**





N:\2386\Figures\Jan 2015 Date: 01/19/15 Figure 3-2

# **Existing Traffic Volumes**

# 4.0 SIGNIFICANCE CRITERIA

According to the City of San Diego's *Significance Determination Thresholds* dated January 2011, a project is considered to have a significant impact if project traffic would decrease the operations of surrounding roadways by a defined threshold. For projects deemed complete on or after January 1, 2007, the City defined thresholds are shown in *Table 4–1*.

The impact is designated either a "direct" or "cumulative" impact. According to the City's Significance Determination Thresholds,

"Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (opening day)."

"Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan area reaches full planned buildout (long-term cumulative)."

It is possible that a project's opening day (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact."

For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions."

If the project exceeds the thresholds in *Table 4–1*, then the project is considered to have a significant "direct" or "cumulative" project impact. A significant impact can also occur if a project causes the Level of Service to degrade from D to E, even if the allowable increases in *Table 4–1* are not exceeded. A feasible mitigation measure will need to be identified to return the impact within the City thresholds, or the impact will be considered significant and unmitigated.

# Table 4–1 City Of San Diego

### TRAFFIC IMPACT SIGNIFICANT THRESHOLDS

Level of	Allowable Increase Due to Project Impacts <sup>a</sup>							
Service with	Freeways		Roadway Segments Intersection					
Project <sup>b</sup>	V/C	Speed (mph)	V/C	V/C Speed (mph)				
Е	0.010	1.0	0.02	1.0	2.0			
F	0.005	0.5	0.01	0.5	1.0			

#### Footnotes:

- a. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS.
- b. All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply.
- c. The allowable increase in delay at a freeway operating LOS E is 2 minutes. The allowable increase in delay at a freeway operating LOS F is 1 minute.

#### General Notes:

- 1. Delay = Average control delay per vehicle measured in seconds for intersections
- 2. LOS = Level of Service
- 3. V/C = Volume to Capacity ratio
- 4. Speed = Arterial speed measured in miles per hour

# 5.0 Traffic Analysis Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

### 5.1 Intersections

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Volume 3: Interrupted Flow, Chapter 18 of the 2010 Highway Capacity Manual (HCM), with the assistance of the Synchro version 8 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS). Signalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in Appendix B.

*Unsignalized intersections* were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Volume 3: Interrupted Flow, Chapter 19 for two-way stop-controlled intersections and Chapter 20 for all-way stop-controlled intersections of the *2010 Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* version 8 computer software. Unsignalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in *Appendix B*.

### 5.2 Street Segments

Street segment analysis is based upon the comparison of average daily traffic volumes (ADTs) to the City of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The Mission Valley Circulation Element, City of San Diego's *Roadway Classification, Level of Service, and ADT Table* is attached in *Appendix C*.

# 5.3 Freeway Segments

Freeway segments were analyzed during the AM and PM peak hours based on the methodologies developed by Caltrans District 11. Freeway segment LOS is based on the volume to capacity ratio on the freeway.

The analysis of freeway segment LOS is based on the procedure developed by Caltrans District 11 guidelines. The procedure involves comparing the peak hour volume of the mainline segment to the theoretical capacity of the roadway (V/C). The procedure for calculating freeway LOS involves the estimation of volume to capacity (V/C) ratio using the following equation:

*V/C* = (Daily Volume \* Peak Hour Percent \* Directional Factor \* Truck Factor) / Capacity

Daily Volume = Average Daily Traffic (ADT)

Peak Hour Percent = Percentage of ADT occurring during the peak hour.

Directional Factor = Percentage of peak hour traffic occurring in peak direction.

Truck Factor = Truck/terrain factor to represent influence of heavy vehicles & grades.

Capacity = 2,000 vehicles/lane/hour/lane for mainline, and 1,200 for auxiliary lanes.

The resulting V/C is then compared to accepted ranges of V/C values corresponding to the various Levels of Service for each facility classification, as shown in *Table 5–1*. The corresponding Level of Service represents an approximation of existing or anticipated future freeway operating condition in the peak direction of travel during the peak hour.

Table 5–1
Caltrans District 11
Freeway Segment Level Of Service Definitions

LOS	V/C	Congestion/Delay	Traffic Description					
	Used for freeways, expressways and conventional highways							
A	< 0.41	None	Free flow					
В	0.42-0.62	None	Free to stable flow, light to moderate volumes.					
С	0.63-0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted					
D	0.81-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.					
E	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.					
		Used for freeways and expr	essways					
F(0)	1.01-1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.					
F(l)	1.26-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues.					
F(2)	1.36-1.45	Very Severe 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.					
F(3)	>1.46	Extremely Severe 3+ hours of delay	Gridlock					

# 5.4 Metered Freeway On-Ramps

The method currently accepted by the City to calculate ramp delays and queues is a *fixed rate* approach. The fixed rate approach is based solely on the specific time intervals at which the ramp meter is programmed to release traffic.

The project will add more than 20 peak hour trips to the Hotel Circle N/ I-8 WB on-ramp and Hotel Circle S/ I-8 EB on-ramp, however no ramp meter analysis was conducted as both these on-ramps are not metered.

### 6.0 CUMULATIVE PROJECTS

Cumulative projects represent reasonably foreseeable planned development that contributes to background traffic conditions for all future scenarios. For the purposes of this section only, Near-Term (Year 2018 to 2022) will be referred to as near-term, and Year 2035 (Horizon Year) will be referred to as long-term.

### 6.1 Cumulative Project Research

With assistance from the City and our experience working on other projects in the area, LLG identified eight (8) cumulative in the near-term scenarios, and one (1) in the long-term. Each project was reviewed to determine its occupancy/ construction status and timing of construction. *Table 6–1* and *Table 6–2* contain cumulative projects to be considered. *Figure 6–1* shows the location of each cumulative project.

# 6.2 Cumulative Project Forecast

LLG coordinated with City Staff regarding near-term cumulative project traffic. The near-term cumulative traffic was obtained and manually assigned for each project. *Figure 6–2* shows the near-term cumulative project traffic assignment.

Long-Term cumulative traffic conditions were evaluated using the *SANDAG Series 12 Model* for the Year 2035 (Horizon Year) scenario. One (1) cumulative project was included in the Horizon Year without Project forecast. In an effort to accurately and conservatively estimate cumulative traffic conditions, the model was reviewed in cooperation with the City of San Diego, SANDAG, and LLG Engineers. The cumulative projects were considered and verified in the forecast model or included manually.

Table 6–1
Cumulative Projects – Near-Term (Year 2018 – 2022)

Project Name	Type of Development	Project Size	ADT	Status (as of May 2016)	Notes
N-1. Quarry Falls (Civita)  – Phase I	Residential Community Commercial Neighborhood Commercial	2,477 dwelling units 50,000 SF 50,000 SF	17,450	Approved. Approximately 1,512 DU built to-date	Approved. Based on coordination with Civita developer, Phase I is expected to be complete by Year 2018. The entire Phase I traffic was added for near-term conditions.
N-2. Mission Valley Fire Station	Fire Station	16,000 SF	50	Station is open	Trip Generation based on 17 personnel (Mission Valley PFFP) and 5.5 calls per day (received from Fire Department)
N-3. USD Master Plan <sup>a</sup>	University	3,000 FTE	10,200	In Review	_
N-4. Union Tribune Master Plan	Multi-Family Residential Specialty Retail	200 Units 3,000 SF	1,128	Approved	Not yet constructed
N-5. Legacy International Center	Timeshare Religious Facility	127 rooms 196,165 SF	1,805	In Review	-
N-6. Camino Del Rio Mixed Use	Multi-Family Residential Multi-Tenant Office Retail	305 dwelling units 5,000 SF 4,000 SF	1,432	Under Construction	
N-7. Hazard Center Redevelopment <sup>b</sup>	Residential Commercial / Retail	473 multi-dwelling units 4,205 SF Commercial (includes demolition of 1,540 seat theater)	950	Approved	Not yet constructed
N-8. Friars Road Multi-Family	Multi-Family Residential (Office)	319 dwelling units (20,548 SF)	828	In Review	_

### General Notes:

- 1. FTE Full Time Equivalent.
- 2. () Demolition.

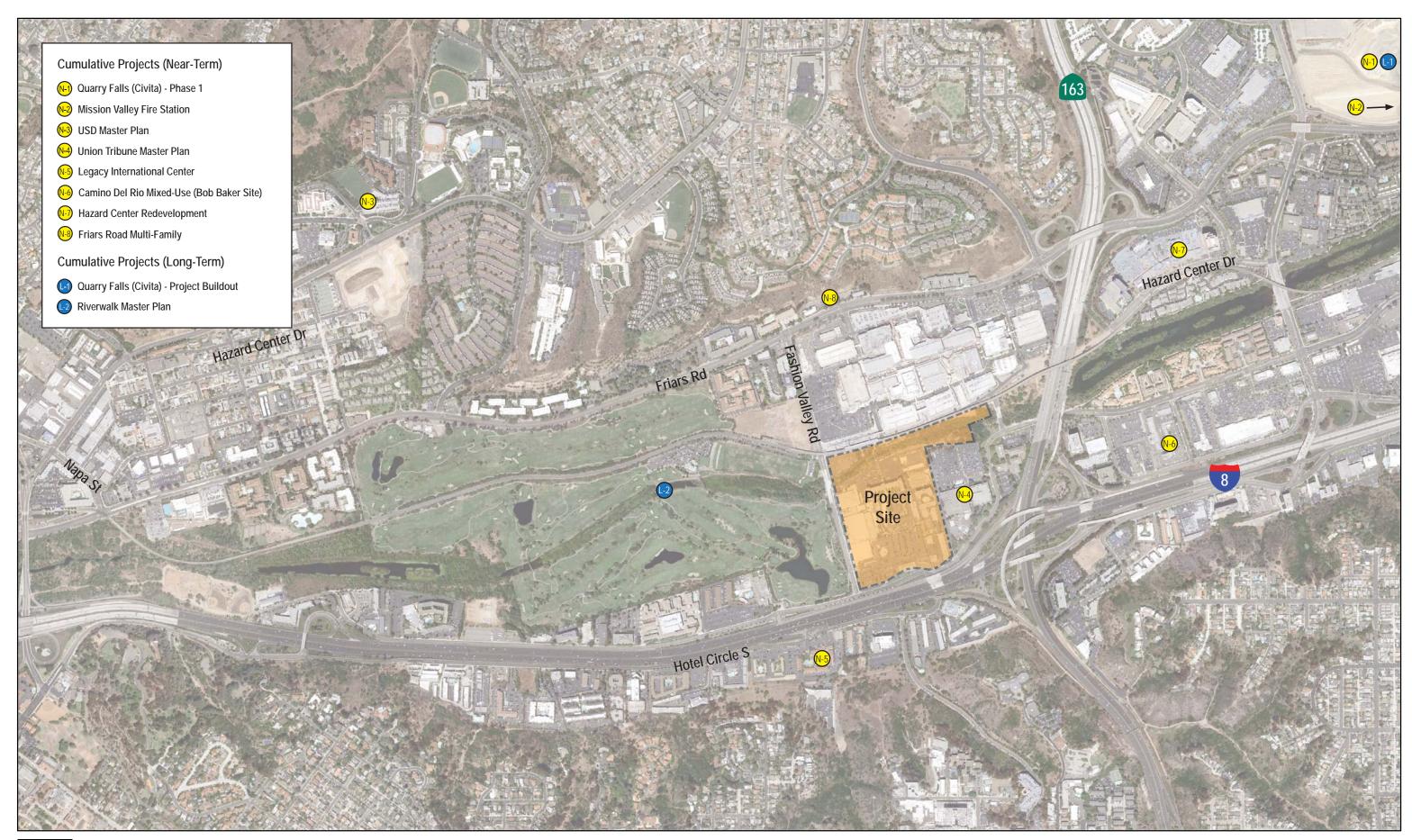
a. The USD Master Plan proposes an additional 2,710 FTE students. This is lower than the assumed density of 3,000 FTE. Therefore, the cumulative analysis is conservative.

b. To be conservative, the development was assumed in the cumulative analysis, but the Hazard Center roadway extension was not.

Table 6–2
Cumulative Projects – Long-Term (Year 2035)

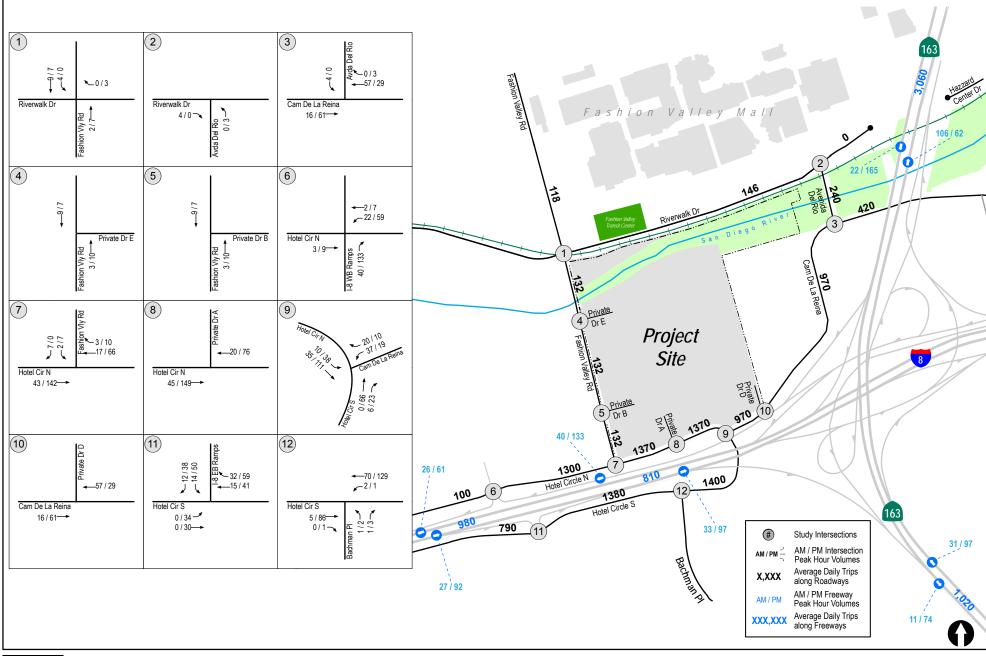
Project Name	Type of Development	Project Size	ADT	Status (as of Feb. 2015)	Notes
L-1. Quarry Falls (Civita) – Project Buildout	Residential Retail Commercial Community Commercial Neighborhood Commercial Commercial Office Recreation Center	4,780 dwelling units 503,000 SF 50,000 SF 50,000 SF 620,000 SF 4,000 SF	52,330	Approved	Approved. Project Buildout expected to be complete by Year 2035.
L-2. Levi-Cushman Specific Plan <sup>a</sup> – Project Buildout	Residential Hotel Office Retail	1,329 dwelling units 1,000 Hotel rooms 200,000 SF 2,582,000 SF	66,500	In Process	Approved. Not yet constructed.

a. As of February 2015, the Riverwalk Master Plan (formerly Levi-Cushman Specific Plan) proposes to develop 4,000 dwelling units, 150,000 SF of commercial retail and office and 950,000 SF of office, 900 room hotel and 40-acre park, generating 51,980 ADT. This is lower than original Specific Plan trip generation of 66,500 ADT. However, the horizon year traffic analysis assumes 66,500 ADT to be conservative.





N:\2386\Figures\Jan 2015 Date: 01/24/15 Figure 6-1





N:\2386\Figures\Jan 2015 Date: 01/19/15 Figure 6-2

# **Cumulative Project Assignment (Near-Term)**

## 7.0 Analysis of Existing Conditions

The analysis of existing conditions includes the assessment of the study area intersections, street segments and freeways using the methodologies described in *Section 5.0*.

# 7.1 Existing Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Existing conditions. *Table 7–1* reports the intersection operations during the peak hour conditions. All the study area intersections are calculated to currently operate at LOS D or better.

Appendix D contains the intersection analysis worksheets for the Existing scenario.

## 7.2 Existing Street Segment Operations

Existing street segment analyses were conducted for roadways in the study area. *Table 7–2* reports existing daily street segment operations. The majority of the study area street segments operate at LOS D or better under existing conditions. The following segments are calculated to currently operate at LOS E or F:

- Riverwalk Dr.: Fashion Valley Road to Avenida Del Rio (LOS E)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS E)

# 7.3 Existing Freeway Segment Operations

Freeway segments were analyzed under existing conditions. *Appendix E* contains the detailed calculations sheets for the existing scenario. As shown in *Table 7–3*, the following segments were calculated to currently operate at LOS E:

### SR-163

■ SR-163 south of I-8, *LOS E–PM (NB)* 

TABLE 7-1 **EXISTING INTERSECTION OPERATIONS** 

Turking of the	Control Peak		Exis	ting
Intersection	Type	Hour	Delay <sup>a</sup>	LOSb
1. Riverwalk Drive / Fashion Valley Road	Signal	AM PM	13.7 15.9	B B
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM PM	8.1 12.6	A B
3. Camino De La Reina / Avenida Del Rio	Signal	AM PM	7.1 10.3	A B
4. Fashion Valley Road / Private Drive E	MSSC°	AM PM	10.3 14.2	B B
5. Fashion Valley Road / Private Drive B	MSSC°	AM PM	10.4 13.3	B B
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM PM	34.8 29.1	D D
7. Hotel Circle N. / Fashion Valley Road	Signal	AM PM	18.1 22.2	B C
8. Hotel Circle N. / Private Drive A	MSSC°	AM PM	12.1 13.6	B B
9. Hotel Circle N. / Camino De La Reina	Signal	AM PM	10.6 15.9	B B
10. Camino De La Reina / Private Drive D	MSSC°	AM PM	9.8 15.6	A C
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM PM	14.2 28.3	B D
12. Hotel Circle S. / Bachman Place	Signal	AM PM	20.8 24.3	C C

b.

Average delay expressed in seconds per vehicle.

Level of Service.

MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported.

SIGNALIZI	ED	UNSIGNALIZED				
DELAY/LOS THR	ESHOLDS	DELAY/LOS THRESHOLDS				
Delay	LOS	Delay	LOS			
$0.0 \le 10.0$	A	$0.0 \le 10.0$	A			
10.1 to 20.0	В	10.1 to 15.0	В			
20.1 to 35.0	C	15.1 to 25.0	C			
35.1 to 55.0	D	25.1 to 35.0	D			
55.1 to 80.0	E	35.1 to 50.0	E			
≥ 80.1	F	≥ 50.1	F			

TABLE 7–2
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Functional Classification	Capacity (LOS E) <sup>a</sup>	ADT b	LOS°	<b>V/C</b> d
Riverwalk Drive					
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	6,950	E	0.869
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	3,870	C	0.484
Camino De La Reina					
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	8,510	C	0.567
Private Drive D to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	8,450	C	0.563
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	14,410	$\mathbf{F}$	1.441
Hotel Circle N.					
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	6,840	В	0.456
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	15,160	F	1.011
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	12,810	D	0.854
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	12,870	D	0.858
Hotel Circle S.					
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	7,800	C	0.520
I-8 EB Ramps to Bachman Place	2-Lane Collector (continuous left-turn lane)	15,000	11,540	D	0.769
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	14,430	E	0.962
Fashion Valley Road					
North of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500°	8,930	В	0.397
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	9,260	C	0.617

TABLE 7–2
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Functional Classification	Capacity (LOS E) <sup>a</sup>	ADT b	LOS°	<b>V/C</b> d
Private Drive E to Private Drive B	4-Lane Collector	15,000	9,630	С	0.642
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	9,750	C	0.650
Avenida Del Rio					
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	9,530	A	0.318

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.
- e. A Collector capacity averaged between 30,000 and 15,000 ADT (i.e. 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only.

#### General Notes:

1. **Bold** typeface indicates segments operating at LOS E or worse.

TABLE 7–3
EXISTING FREEWAY SEGMENT OPERATIONS

European and Commont	A TOTTh		AM Peak Hour			PM Peak Hour					
Freeway and Segment	ADTb	Direction & N	umber of Lanes	Capacity <sup>a</sup>	V/C <sup>c</sup>	LOSd	Direction & Number of Lanes		Capacity <sup>a</sup>	V/C <sup>c</sup>	LOSd
SR-163											
Friars Road to I-8	175,830	NB Mainlines	4M+2CD+1A	13,200	0.556	В	NB Mainlines	4M+2CD+1A	13,200	0.527	В
Friars Road to 1-8	173,830	SB Mainlines	4M+2A	10,400	0.606	В	SB Mainlines	4M+2A	10,400	0.614	В
C41	101 200	NB Mainlines	3M+ 1A	7,200	0.885	D	NB Mainlines	3M+ 1A	7,200	0.964	E
South of I-8	181,280	SB Mainlines	4M	8,000	0.744	C	SB Mainlines	4M	8,000	0.796	C
I-8											
West of Hotel Circle	200.500	EB Mainlines	4M	8,000	0.780	С	EB Mainlines	4M	8,000	0.754	С
west of Hotel Circle	200,590	WB Mainlines	4M+1A	9,200	0.758	C	WB Mainlines	4M+1A	9,200	0.760	C
H-4-1 C:1- 4- SD 162	105.040	EB Mainlines	4M+ 1A	9,200	0.698	С	EB Mainlines	4M+ 1A	9,200	0.745	С
Hotel Circle to SK-163	Eircle to SR-163 195,940		4M+ 1A	9,200	0.746	C	WB Mainlines	4M+ 1A	9,200	0.719	C

- a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). *Example:* 4M+2A=4 Mainlines + 2 Auxiliary Lanes)
- b. Existing ADT Volumes from PeMS, September 2014.
- c. Volume to Capacity
- d. Level of Service

#### General Notes:

- 1. See *Appendix E* for calculation sheets.
- 2. **Bold** typeface indicates segments operating at LOS E.

LOS

Α

B C

D

V/C

< 0.41

0.62

0.80 0.92

1.00

LOS

F(0) F(1)

F(2)

F(3)

V/C

1.25 1.35

1.45

>1.46

## 8.0 EXISTING + TOTAL PROJECT ANALYSIS

The California Environmental Quality Act (CEQA) Guidelines and recent court cases suggest the assessment of existing (ground) conditions with project build-out conditions. Thus, the Existing + Total Project analysis presumes the full build out of the project (Phases I and II) under the existing environmental conditions (existing traffic volumes, existing roadway infrastructure, and existing surrounding land uses).

The total project traffic was included in the Existing + Total Project. *Figure 8–1* shows the Existing + Total Project AM and PM peak hour turning movement volumes and daily traffic volumes. A detailed description of the project distribution and assignment is included in *Section 10.0*.

## 8.1 Project Improvements

The following is a description of the project driveway improvements. The project will be 100% responsible for constructing these improvements prior to occupancy and will be a condition of approval.

As a part of the Master Plan improvements, the existing unsignalized driveway on Hotel Circle N. serving the project site will be closed and replaced with curb, gutter and sidewalk. A new mid-block unsignalized driveway (called Private Drive A) is proposed on Hotel Circle N. between Fashion Valley Road and Camino De La Reina. Private Drive A will include an outbound lane (18'), a 14' landscaped median and an inbound lane (20'). No changes are proposed to the existing two-way left-turn lane on Hotel Circle N.

These improvements are assumed in the "with project" analyses. No other improvements, whether project or community based, were assumed.

# 8.2 Total Project (Phases I and II) Traffic

The Proposed Project will demolish and construct the following land uses:

- Demolition of 254 hotel rooms (*Phase I*)
- Demolition of 35,625 SF of convention space (Phase I)
- Demolition of 14,298 SF of spa building (*Phase I*)
- Demolition of 25,652 SF of food and beverage buildings (*Phase I*)
- + Construction of 160 multi-family residential units on Parcel I (*Phase I*)
- + Construction of 275 multi-family residential units on Parcel II (*Phase I*)
- + Construction of 12,800 SF of site serving food and beverage services (11,500 SF restaurant and a 1,300 SF café) (*Phase I*)
- + Construction of 255 multi-family residential units on Parcel III (*Phase II*)
- + Construction of 150 multi-family residential units on Parcel IV (*Phase II*)

For the Existing + Total Project analysis, traffic from both phases (Phase I and Phase II) were included.

### 8.2.1 Total Project Trip Generation

A detailed description of the trip generation methodology can be found in **Section 9.2**. The total project trip generation is summarized below:

- The <u>total project</u> is calculated to generate <u>14,985 ADT</u> (cumulative) with 748 inbound / 471 outbound trips during the AM peak hour and 695 inbound / 772 outbound trips during the PM peak hour.
- The existing site is calculated to generate 14,985 ADT (cumulative) with 957 inbound / 298 outbound trips during the AM peak hour and 617 inbound / 895 outbound trips during the PM peak hour. The net total project is calculated to generate 0 ADT (cumulative) with (209) inbound / 173 outbound trips during the AM peak hour and 78 inbound / (123) outbound trips during the PM peak hour.

The total project is calculated to generate 0 ADT and negative peak hour traffic (except during the AM peak outbound and PM inbound direction) because **the reduction of traffic from the demolition of the existing uses is greater than the traffic added from the new residential use.** It should also be noted that the trip rate for a hotel room (10 trips/ room) is much higher than a multifamily residential unit (6 trips/ unit). Furthermore, the change of use from hotel to residential, changes peak hour traffic patterns as well (residential includes heavy AM out and PM in, hotel includes heavy AM and PM in).

### 8.2.2 Total Project Trip Distribution

The project-generated traffic was distributed and assigned to the study area network based on SANDAG Series 12 Year 2035 Select Zone Assignment (SZA for TAZ 3141 is included in *Appendix G4*). The Select Zone Assignment included a composite distribution consisting of hotel and residential uses combined. Given that the hotel guests and residents have different traffic patterns, LLG developed a separate residential (Parcels I, II, III and IV) and hotel trip distributions. Existing roadway network and travel patterns, a working knowledge of the local transportation system and location of the proposed land uses were also considered in determining the project's trip distribution.

## 8.3 Existing + Total Project Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Existing + Total Project conditions. *Table 8–1* reports the intersection operations during the peak hour conditions. The study area intersections are calculated to continue to operate at LOS D or better under Existing + Total Project conditions. As shown in *Table 8–1*, **several intersections are calculated to show reduced delays with the addition of project traffic**. This is due to the fact that the project proposes to demolish 254 hotel rooms, 35,625 SF of convention space, 14,298 SF of spa building and 25,652 SF of restaurants, and back-fill with 840 dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use.

With the addition of project traffic, *no* significant direct impacts were identified.

Appendix F contains the intersection analysis worksheets for the Existing + Total Project scenario.

Table 8–1
Existing + Total Project Intersection Operations

Intersection	Control	Peak	Exis	Existing		ing + Project	$\Delta^{\mathbf{c}}$	Significant
	Type	Hour	Delay <sup>a</sup>	LOSb	Delay	LOS		Impact?
Riverwalk Drive / Fashion Valley Road	Signal	AM PM	13.7 15.9	B B	13.6 15.8	B B	(0.1) (0.1)	No No
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM PM	8.1 12.6	A B	8.1 12.5	A B	0.0 (0.1)	No No
3. Camino De La Reina / Avenida Del Rio	Signal	AM PM	7.1 10.3	A B	6.9 10.4	A B	(0.2) 0.1	No No
4. Fashion Valley Road / Private Drive E d	MSSC <sup>e</sup>	AM PM	10.3 14.2	B B	9.3 9.8	A A	(1.0) (4.4)	No No
5. Fashion Valley Road / Private Drive B d	MSSC°	AM PM	10.4 13.3	B B	9.2 0.0 <sup>f</sup>	A A	(1.2) (13.3)	No No
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM PM	34.8 29.1	D D	24.4 32.2	C D	(10.4)	No No
7. Hotel Circle N. / Fashion Valley Road	Signal	AM PM	18.1 22.2	B C	17.7 20.8	B C	(0.4) (1.4)	No No
8. Hotel Circle N. / Private Drive A	MSSCe	AM PM	12.1 13.6	B B	13.6 8.5	B A	1.5 (5.1)	No No
9. Hotel Circle N. / Camino De La Reina	Signal	AM PM	10.6 15.9	B B	11.0 15.8	B B	0.4 (0.1)	No No
10. Camino De La Reina / Private Drive D <sup>d</sup>	MSSCe	AM PM	9.8 15.6	A C	10.0 12.3	B B	0.2 (3.3)	No No
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM PM	14.2 28.3	B D	14.0 22.4	B C	(0.2) (5.9)	No No
12. Hotel Circle S. / Bachman Place	Signal	AM PM	20.8 24.3	C C	21.1 24.6	C C	0.3 0.3	No No

	Bachman Place	υ	PM	24.3	C	24.6	C	0.3	No	
Foo	otnotes:					CICNALI	ZED.	UNGIONI	AL IZED	
a.	Average delay expressed in seconds per vehi-	ele.				SIGNALIZ	LED	UNSIGNA	ILIZED	
b.	Level of Service.					DELAY/LOS THE	RESHOLDS	DELAY/LOS TI	HRESHOLDS	
c.	"Δ" denotes the project-induced increase in d	elay.								
d.	d. Inbound and outbound left-turns were assumed to be prohibited in the "with project" scenario.					Delay	LOS	Delay	LOS	
e.	e. MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for					$0.0 \le 10.0$	A	$0.0 \le 10.0$	A	
	existing condition.					10.1 to 20.0	В	10.1 to 15.0	В	
f.	f. No delay reported as project volumes are lower than existing volumes on the minor street					20.1 to 35.0	C	15.1 to 25.0	C	
	movements.					35.1 to 55.0	D	25.1 to 35.0	D	
Gei	ieral Notes:					55.1 to 80.0	Е	35.1 to 50.0	F	
1.	Negative $\Delta$ calculated as the reduction of traf- than the traffic added from the proposed residuals.		on of existing	g uses is greater	•	≥ 80.1	F	≥ 50.1	F	

### 8.4 Existing + Total Project Street Segment Operations

Existing + Total Project street segment analyses were conducted for roadways in the study area. *Table 8–2* reports the Existing + Total Project daily street segment operations. With the addition of the project traffic, **several street segments are calculated to show better operations than existing conditions**. This is due to the fact that the project proposes to demolish 254 hotel rooms, 35,625 SF of convention space, 14,298 SF of spa building and 25,652 SF of restaurants, and back-fill with 840 dwelling units. With this demolition, **the reduction of traffic is greater than the traffic added from the new residential use.** 

The following segments are calculated to continue to operate at LOS E or F similar to existing conditions:

- Riverwalk Dr.: Fashion Valley Road to Avenida Del Rio (LOS E)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS E)

However, with the addition of project trips, based on the City of San Diego's significance criteria, a **significant direct impact** is identified on the following segment as the project traffic contribution exceeds the allowable thresholds:

■ Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)

Mitigation measure for this impact is discussed in detail in *Section 15.0*.

Table 8–2
Existing + Total Project Street Segment Operations

Gt. 4.G. 4	Functional	Capacity		Existing			g + Total	V/C	a.	
Street Segment	Classification	(LOS E) a	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	Increase	Sig
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	6,950	E	0.869	6,880	E	0.860	(0.009)	No
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	3,870	С	0.484	3,870	С	0.484	0.000	No
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	8,510	С	0.567	8,860	С	0.591	0.024	No
Private Drive D to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	8,450	С	0.563	8,390	С	0.559	(0.004)	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	14,410	F	1.441	14,410	F	1.441	0.000	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	6,840	В	0.456	6,840	В	0.456	0.000	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	15,160	F	1.011	15,090	F	1.006	(0.005)	No
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	12,810	D	0.854	13,070	E	0.871	0.017	Yes
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	12,870	D	0.858	12,380	D	0.825	(0.033)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	7,800	С	0.520	7,800	С	0.520	0.000	No
I-8 EB Ramps to Bachman Place	2-Lane Collector (continuous left-turn lane)	15,000	11,540	D	0.769	11,480	D	0.765	(0.004)	No
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	14,430	E	0.962	14,360	E	0.957	(0.005)	No

Table 8–2
Existing + Total Project Street Segment Operations

Street Second	Functional Capacity		Existing			Existing	g + Total	V/C	C: ~	
Street Segment	Classification	(LOS E) a	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	Increase	Sig
Fashion Valley Road										
North of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500 <sup>e</sup>	8,930	В	0.397	9,060	В	0.403	0.006	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	9,260	С	0.617	9,320	С	0.621	0.004	No
Private Drive E to Private Drive B	4-Lane Collector	15,000	9,630	C	0.642	9,480	С	0.632	(0.010)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	9,750	C	0.650	9,550	С	0.637	(0.013)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	9,530	A	0.318	9,470	A	0.316	(0.002)	No

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.
- e. A Collector capacity averaged between 30,000 and 15,000 ADT (i.e. 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only.

#### General Notes:

- 1. **Bold** typeface indicates intersections operating at LOS E or worse.
- 2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

# 8.5 Existing + Total Project Freeway Segment Operations

Freeway segments were analyzed under Existing + Total Project conditions. *Appendix E* contains the detailed calculations sheets for the Existing + Total Project scenario. *Table 8–3a* and *8–3b* reports the Existing + Total Project freeway segment operations. With the addition of the project traffic, several freeway segments are calculated to show better operations than existing conditions. This is due to the fact that the project proposes to demolish 254 hotel rooms, 35,625 SF of convention space, 14,298 SF of spa building and 25,652 SF of restaurants and back-fill with 840 dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use.

The following segment is calculated to continue to operate at LOS E similar to existing conditions:

### SR-163

■ SR-163 south of I-8, *LOS E–PM (NB)* 

The addition of project trips does not result in a significant impact.

TABLE 8–3A
EXISTING + TOTAL PROJECT FREEWAY SEGMENT OPERATIONS—AM PEAK HOUR

Freeway and Segment	Existing + Total Project	Direction &Number of Lanes		Capacity <sup>a</sup>	Existing		Existing + Total Project		V/C Delta	Significant
	ADT				V/C <sup>b</sup>	LOSc	V/C	LOS	Delta	
SR-163										
Friars to I-8	176.010	NB Mainlines	4M+2CD+1A	13,200	0.556	В	0.558	В	0.002	No
	176,010	SB Mainlines	4M+ 2A	10,400	0.606	В	0.604	В	(0.002)	No
G 4 CLO	181.110	NB Mainlines	3M+ 1A	7,200	0.885	D	0.879	D	(0.006)	No
South of I-8	161,110	SB Mainlines	4M	8,000	0.744	C	0.746	C	0.002	No
I-8										
West of Hetal Circle	200,420	EB Mainlines	4M	8,000	0.780	С	0.774	С	(0.006)	No
West of Hotel Circle	200,420	WB Mainlines	4M+1A	9,200	0.758	C	0.761	C	0.003	No
Hotel Circle to SR-163	195,970	EB Mainlines	4M+ 1A	9,200	0.698	С	0.707	С	0.009	No
	193,970	WB Mainlines <sup>d</sup>	4M+1A	9,200	0.746	C	0.746	C	0.000	No

a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). *Example:* 4M+2A=4 Mainlines + 2 Auxiliary Lanes)

LOS	V/C	LOS	V/C
A	< 0.41	F(0)	1.25
В	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

- b. Volume to Capacity
- c. Level of Service
- d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

#### General Notes:

- 1. See *Appendix E* for calculation sheets
- 2. Negative  $\Delta$  calculated as the reduction of traffic from the demolition of existing uses is greater than traffic added from the proposed residential use.

TABLE 8–3B
EXISTING + TOTAL PROJECT FREEWAY SEGMENT OPERATIONS—PM PEAK HOUR

Freeway and Segment	Existing + Total Project	Direction, &Number of Lanes		Capacity <sup>a</sup>	Existing		Existing + Total Project		V/C Delta	Significant
	ADT				V/C <sup>b</sup>	LOSc	V/C	LOS	Deita	
SR-163										
F: 10	176,010	NB Mainlines	4M+2CD+1A	13,200	0.527	В	0.526	В	(0.001)	No
Friars to I-8	170,010	SB Mainlines	4M+2A	10,400	0.614	В	0.616	В	0.002	No
South of I-8	181,110	NB Mainlines	3M+ 1A	7,200	0.964	E	0.964	E	0.000	No
South of 1-8		SB Mainlines	4M	8,000	0.796	C	0.793	C	(0.003)	No
I-8										
West of Hotel Circle	200.420	EB Mainlines	4M	8,000	0.754	С	0.755	С	0.001	No
west of Hotel Circle	200,420	WB Mainlines	4M+1A	9,200	0.760	C	0.756	С	(0.004)	No
Hotel Circle to SR-163	105.070	EB Mainlines	4M+ 1A	9,200	0.745	С	0.739	С	(0.006)	No
	195,970	WB Mainlines <sup>d</sup>	4M+1A	9,200	0.719	C	0.719	C	0.000	No

- a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). *Example:* 4M+2A=4 Mainlines + 2 Auxiliary Lanes)
- b. Volume to Capacity
- c. Level of Service
- d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

#### General Notes:

- 1. See *Appendix E* for calculation sheets.
- 2. **Bold** typeface indicates segments operating at LOS E.
- 3. Negative  $\Delta$  calculated as the reduction of traffic from the demolition of existing uses is greater than traffic added from the proposed residential use.

LOS

F(0)

F(1)

F(2)

F(3)

V/C 1.25 1.35

1.45

>1.46

V/C

< 0.41

0.62

0.80

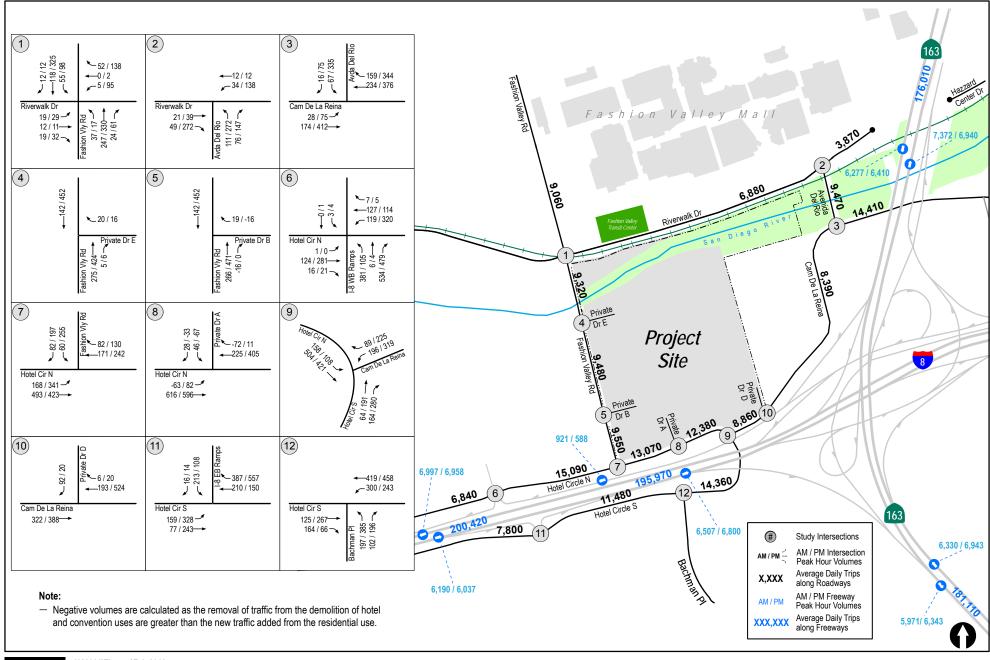
0.92

1.00

LOS

A B

C D E



LINSCOTT LAW & GREENSPAN engineers N:\2386\Figures\Feb 2016 Date: 02/26/16 Figure 8-1

# **Existing + Total Project Traffic Volumes**

# 9.0 NEAR-TERM (OPENING DAY 2018) PHASE I ANALYSIS

The following section presents the analysis of study area intersections, street segments, and freeway segments under Near-Term (Opening Day is expected in Year 2018) conditions without and with the Town & Country project.

## 9.1 Near-Term (Opening Day 2018) Conditions

### Planned Local and Regional Improvements

In assessing the impacts of the proposed development, it was necessary to review planned, on-going, and future roadway improvements in the study area.

For the purposes of this traffic study, the implementation of a number of local and regional roadway improvements were considered based on coordination with City staff and information provided in the *Mission Valley Public Facilities Financing Plan* (PFFP). However, based on the funding status, feasibility, and the likelihood of improvements being constructed by the opening day in the project area, no planned improvements were assumed.

### Project Driveway Improvements

The following is a description of the project driveway improvements. The project will be 100% responsible for constructing these improvements prior to occupancy and will be a condition of approval.

As a part of the Master Plan improvements, the existing unsignalized driveway on Hotel Circle N. serving the project site will be closed and replaced with curb, gutter and sidewalk. A new mid-block unsignalized driveway (called Private Drive A) is proposed on Hotel Circle N. between Fashion Valley Road and Camino De La Reina. Private Drive A will include an outbound lane (18'), a 14' landscaped median and an inbound lane (20'). No changes are proposed to the existing two-way left-turn lane on Hotel Circle N.

These improvements are assumed in the "with project" analyses. No other improvements, whether project or community based, were assumed.

### Near-Term (Opening Day 2018) Traffic Volumes

Near-Term (Opening Day 2018) traffic volumes were calculated for the study area by manually adding the Near-Term cumulative project volumes onto the existing volumes. The traffic volumes represent LLG's and the City's best efforts of forecasting Near-Term (Opening Day 2018) conditions with the most recent information available at the time this report was prepared.

The volumes were also checked for consistency between intersections, where no driveways or roadways exist between intersections.

Figure 9–1 shows the Near-Term AM and PM peak hour turning movement volumes and daily traffic volumes.

# 9.2 Near-Term (Opening Day 2018) Project Phase I Traffic

### 9.2.1 Project Phase I Traffic Generation

### Existing Site

The T&C site currently includes 954 hotel rooms, 212,762 SF of convention space, 14,298 SF of spa and 25,652 of food and beverage buildings.

### Proposed Master Plan

The Master Plan proposes the following uses:

- Demolish 254 existing hotel rooms and renovate the remaining 700 rooms.
- Demolish 35,625 SF of convention space. The total net new conference space is proposed as 177,137 SF.
- Demolish the existing Bella Tosca Spa (14,298 SF).
- Demolish six food and beverage buildings totaling 25,652 SF.
- Construct 840 multi-family dwelling units. Opening Day (Phase I) would include 435 units.
- Construct 12,800 SF of site serving food and beverage establishments

### Trip Generation

The trip generation for the Proposed Project was conducted based on the City's *Trip Generation Manual (May 2003)*. The Proposed Project consists of three distinct land uses – hotel rooms, convention space and multi-family residential uses. A trip generation description on each of these uses is included below:

### Hotel Rooms

The existing T&C site includes 954 rooms. The project proposes to demolish 254 rooms to yield a net total of 700 rooms. Per the City's *Tip Generation Manual*, the trip rate for "hotel with convention facilities and restaurant" is 10 trips/room. The trip rate of 10 per room was developed from traffic count surveys at four (4) hotels with convention facilities in 1985. *Appendix G1* summarizes the site and land use data for these four (4) locations.

LLG researched this 1985 traffic survey data and other characteristics associated with the hotels with convention facilities. The research suggests that the trip rate of 10 per room typically applies to hotels that include meeting rooms and banquet space that are "ancillary" to the primary use (i.e. hotel rooms), assuming that the convention space does not generate additional trips and that they are accounted for in the hotel trip rate. In the unique case of T&C, the T&C resort includes a sizeable convention space that may not be supported entirely by on-site hotel guests. Based on discussions with the hotel staff, while the T&C site includes a heavy synergy between the hotel rooms and convention space, the existing convention space does attract local trips from patrons that are not staying on-site.

Furthermore, the City's *Trip Generation Manual* does not state the development thresholds of the convention space that can be included as a part of the hotel trip rate. Therefore, based on all of the above reasons, for the Proposed Project, further research was conducted to determine the development thresholds (i.e. break-even) beyond which the convention space is no longer ancillary to the hotel rooms. This additional convention space may attract trips above and beyond than those included in the 10 trip rate.

### **Convention Space**

To accurately determine the trip generation for the convention space, LLG conducted extensive technical research on hotels and convention space. The research primarily focused on the development thresholds (i.e. break-even point) beyond which the convention space is no longer ancillary to the hotel rooms. The research articles included *ITE Trip Generation Manual 9th Edition*, *ITE Parking Generation 4th Edition*, *ULI Shared Parking Manual 2nd Edition*, *Hotel Planning and Design 2nd Edition* and other online research documents.

Based on the findings outlined in the ULI Shared Parking Manual (from a 1988 consultant study), it was determined that **convention space over 50 SF/room** would generate additional traffic beyond the trips assumed in the hotel trip rate. *Appendix G2* includes excerpts from the ULI Shared Parking Manual.

For the Proposed Project, the factor of 50 SF/room equates to 35,000 SF (50 SF/room \* 700 rooms = 35,000 SF). The total proposed convention space is 177,137 SF. In other words, 35,000 SF of convention space would be included in the hotel trip rate (10 trips per room) and trip generation associated with the remaining 142,137 SF would generate additional trips.

The City of San Diego Trip Generation Manual does not include a trip rate for convention space. Therefore, LLG derived the trip rate for the convention space from historical data at the T&C property. This data is included in the approved 1985 Atlas Specific Plan – Traffic Impact Study. It was decided to use historical data in lieu of current data because the 1985 data includes the peak traffic generation for the site, during which the rooms and convention space were fully occupied. It is important to note that, while the 1985 data may seem dated, the City's trip rate of 10 trips/room were also based on surveys and traffic counts conducted in 1985.

The 1985 counts included a total driveway count of 14,800 ADT. The **trip rate for the convention space** was reverse-engineered and calculated as **30 trips/KSF**. *Appendix G3* shows the trip rate calculation for the convention space.

#### Spa

The project also proposes to demolish the existing 14,298 SF Bella Tosca Spa. The spa caters to both hotel guests and outside local patrons. Therefore, to be conservative, only 50% of the spa was used as credit towards its demolition to only account for the external trips generated by the non-hotel guests.

## Restaurant

The project also proposes to demolish the six (6) existing food and beverage buildings totaling 25,652 SF. The project is proposing new food and beverage establishments totaling 12,800 SF. This includes a site serving restaurant of 11,500 SF (of which 4,500 SF is kitchen) and a café by the hotel lobby of 1,300 SF. The café will serve as a guest/resident an amenity for food/beverage. For the restaurants, no signs will be placed on the external streets, which will avoid attracting local primary trips. The intent is an establishment solely for site residents and hotel guests.

#### Residential

The project also proposes to develop a total of 840 multi-family residential units. However, Phase I (Year 2018) project includes only 435 dwelling units (160 units on Parcel 1 and 275 units on Parcel 2). Per the City's *Trip Generation Manual*, the trip rate for "multi-family" is 6 trips/room for densities exceeding 20 dwelling units/ acre.

#### Mixed-Use and Transit Credits

The Town and Country project is a multi-use Transit Oriented Development (TOD) with easy access to mass transit and walking distance to the Fashion Valley transit center. To promote walkability and enhance site access to the transit center, the project proposes several improvements as discussed in *Section 14.2*.

The most noteworthy improvement includes the replacement of the existing pedestrian bridge, over the San Diego River. The existing pedestrian bridge is approximately 5 feet wide (non-standard for a multi-use path) and substandard and degraded. The project will demolish the bridge and build a new 10-foot wide bridge that meets standards for a multi-use path serving pedestrians and bicyclists connecting the site to the Fashion Valley Transit Center. This important connection will allow pedestrians and bicyclists to easily access the transit center and also connect with the Fashion Valley Mall shops, restaurants and other retail amenities.

Given that the project is a multi-use TOD with a regional mall and light-rail transit service within 0.25 walking distance, it can be expected that some hotel employees or families staying at the hotel will use the transit service, thereby reducing vehicular trips. Similarly, the Fashion Valley Mall commercial, retail and restaurant uses could attract hotel guests or convention visitors from the Town and Country project. The *City of San Diego Traffic Impact Study Manual* does not include transit credits for hotel guests or convention space. Therefore, LLG conducted further national and local research on transit credits for hotel/convention uses.

Based on national research outlined in the *ITE Trip Generation Handbook (Table B.3, 2<sup>nd</sup> Edition,* included in *Appendix G4*), a minimum of 5% vehicle trip reduction is recommended for commercial uses within 0.25 mile of a light rail transit station. The national research was supplemented by local research. Based on local research, the *SANDAG Not So Brief Guide of Vehicle Traffic Generation Rates for the San Diego Region (April 2002,* included in *Appendix G4*) guidelines, a 5% trip reduction is suggested for land uses within 0.25 mile of a transit station as well as an additional 10% trip reduction for mixed-use projects. The hotel rooms and convention space for the Proposed

Project are within 0.25 mile of the Fashion Valley transit center and Fashion Valley Mall. Based on the above research guidelines that support smart growth policies, a combined transit/mixed-use credit between 5% and 15% can be supported.

The project also proposes an extensive TDM program to reduce vehicular trips and promote alternative forms of transportation. To increase transit ridership and reduce auto trips, the project proposes transit subsidies (up to 50%) for hotel employees as a part of the Transportation Demand Management Program. The TDM program is explained in more detail in *Section 19.0*.

Therefore, based on the above national and local guidelines supplemented by the multi-modal and TDM features proposed by the project, a 5% transit/mixed-use credit for the hotel and a 5% transit/mixed-use credit for the convention space were applied to account for their interaction with the transit center and Mall.

For the residential uses, per City standards, allowable community mixed-use (10%) and transit credits (5%) for the residential uses were taken.

# 9.2.2 Project Phase I Trip Generation

Phase I (Opening Day 2018) project proposes to demolish 254 rooms from the existing 954 rooms. The net 700 rooms (954 – 254) will be remodeled and upgraded with interior improvements to current market standards. In addition to the hotel room demolition and renovation, the spa building and restaurants demolition, Phase I includes construction of 435 multi-family dwelling units on Residential Parcels 1 (160 units) and 2 (275 units), that is located at the southwest and southeast corner of the site respectively, which is currently surface parking. The Phase I project trip generation is calculated below:

- The <u>proposed Phase I project</u> is calculated to generate <u>12,919 ADT</u> with 718 inbound / 341 outbound trips during the AM peak hour and 565 inbound / 719 outbound trips during the PM peak hour.
- The <u>existing site</u> is calculated to generate <u>14,985 ADT</u> with 957 inbound / 298 outbound trips during the AM peak hour and 617 inbound / 895 outbound trips during the PM peak hour.
- The <u>net Phase I project</u> is calculated to generate (2,066) ADT with (239) inbound / 43 outbound trips during the AM peak hour and (52) inbound / (176) outbound trips during the PM peak hour.

Phase I project is calculated to generate (2,066) ADT and negative peak hour traffic (except during the AM peak outbound direction) because **the reduction of traffic from the demolition of the existing uses is greater than the traffic added from the new residential use.** Furthermore, the change of use from hotel to residential, changes peak hour traffic patterns as well (residential includes heavy AM out and PM in, hotel includes heavy AM and PM in). It should also be noted that the trip rate for a hotel room (10 trips/ room) is much higher than a multi-family residential unit (6 trips/ unit).

*Table 9–1* shows the Near-Term (Opening Day 2018) trip generation summary.

# 9.2.3 Project Phase I Traffic Distribution and Assignment

The project-generated traffic was distributed and assigned to the study area network based on SANDAG Series 12 Year 2035 Select Zone Assignment (SZA for TAZ 3141 is included in *Appendix G5*). The Select Zone Assignment included a composite distribution consisting of hotel and residential uses combined. Given that the hotel guests and residents have different traffic patterns, LLG developed separate residential (Parcel 1 and 2) and hotel trip distributions. Existing roadway network and travel patterns, a working knowledge of the local transportation system and location of the proposed land uses were also considered in determining the project's trip distribution.

- Figure 9–2 shows the Near-Term (Opening Day 2018) Project trip distribution percentages for hotel uses
- *Figure 9–3* shows the Near-Term (Opening Day 2018) Project Phase I trip distribution percentages for residential uses
- Figure 9–4 shows the Near-Term (Opening Day 2018) Project traffic volumes for hotel
- *Figure 9–5* shows the Near-Term (Opening Day 2018) Project Phase I traffic volumes for residential uses
- Figure 9–6 shows the Near-Term (Opening Day 2018) Net Project traffic volumes
- Figure 9–7 shows the Near-Term (Opening Day 2018) + Project Phase I traffic volumes

TABLE 9–1
NEAR-TERM (OPENING DAY 2018) TRIP GENERATION TABLE – PROJECT PHASE I

				AM	Peak Ho	ur			PM	Peak Ho	ur	
Description and Size	Trip Rate & Credits	ADTa	% of	In: Out		Volume		% of	In: Out		Volume	!
			ADT	Split	In	Out	Total	ADT	Split	In	Out	Total
		1	Proposed									
Hotel <sup>b</sup>	Trip Rate (10.0 / Room) <sup>c</sup>	7,000	6%	60:40	252	168	420	8%	60:40	336	224	560
700 Rooms	Transit / Mixed-Use Credit (5%) <sup>d</sup>	-350			-23	-15	-38			-20	-14	-34
(reduced from existing 954 rooms)	Cumulative (100%)	6,650			229	153	382			316	210	526
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	6,650			229	153	382			316	210	526
Convention Space	Trip Rate (30 / 1,000 SF) <sup>f,g</sup>	4,264	13%	90:10	499	55	554	14%	20:80	119	478	597
Overall: 177,137 SF	Transit / Mixed-Use Credit (5%) <sup>d</sup>	-213			-45	-5	-50			-7	-29	-36
Ancillary <sup>e</sup> : 700 rooms x 50 SF/room = 35,000 SF	Cumulative (100%)	4,051			454	50	504			112	449	561
Effective: 177,137 – 35,000	Pass-By (0%)	0			0	0	0			0	0	0
= 142,137 SF	Driveway	4,051			454	50	504			112	449	561
Residential Parcel 1	Trip Rate (6 / DU) <sup>h</sup>	960	8%	20:80	15	62	77	9%	70:30	60	26	86
160 Dwelling Units in 1.70 acres	Transit Credit (5%)i	-48			-1	-6	-7			-4	-1	-5
(Over 20 DU/ac)	Mixed-use Credit (10%) <sup>j</sup>	-96			-1	-5	-6			-6	-3	-9
	Cumulative (100%)	816			13	51	64			50	22	72
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	816			13	51	64			50	22	72
Residential Parcel 2	Trip Rate (6 / DU) <sup>h</sup>	1,650	8%	20:80	26	106	132	9%	70:30	104	45	149
275 Dwelling Units in 2.53 acres	Transit Credit (5%)i	-83			-2	-10	-12			-6	-3	-9
(Over 20 DU/ac) (new use)	Mixed-use Credit (10%) <sup>j</sup>	-165			-2	-9	-11			-11	-4	-15
(new use)	Cumulative (100%)	1,402			22	87	109			87	38	125
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	1,402			22	87	109			87	38	125
	Cumulative	12,919			718	341	1,059			565	719	1,284
Proposed Subtotal	Pass-By	0			0	0	0			0	0	0
	Driveway	12,919			718	341	1,059			565	719	1,284
		j	Existing									
Hotel	Trip Rate (10.0 / Room)	9,540	6%	60:40	343	229	572	8%	60:40	458	305	763
954 Rooms	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
	Cumulative (100%)	9,540			343	229	572			458	305	763
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	9,540			343	229	572			458	305	763
Convention Space	Trip Rate (30 / 1,000 SF)	4,952	13%	90:10	580	64	644	14%	20:80	139	554	693
Overall: 212,762 SF Ancillary: 954 rooms x 50 SF/room	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
= 47,700 SF	Cumulative (100%)	4,952			580	64	644			139	554	693
Effective: 212,762 – 47,700	Pass-By (0%)	0			0	0	0			0	0	0
= 165,062 SF	Driveway	4,952			580	64	644			139	554	693
Spa	Trip Rate (40 / 1,000 SF)	286	13%	90:10	33	4	37	14%	20:80	8	32	40
Overall: 14,298 SF	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
Effective (50%): $7,149 SF^{k}$	Cumulative (100%)	286			33	4	37			8	32	40
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	286			33	4	37			8	32	40
Restaurants	Trip Rate (100 / 1,000 SF)	230	1%	60:40	1	1	2	8%	70:30	13	5	18
Overall: 25,652 SF	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
Effective: 2,304 SF <sup>l</sup>	Cumulative (90%)	207			1	1	2			12	4	16
	Pass-By (10%)	23			0	0	0			1	1	2
	Driveway	230			1	1	2			13	5	18
	Cumulative	14,985			957	298	1,255			617	895	1,512
Existing Subtotal	Pass-By	23			0	0	0			1	1	2

# Table 9–1 Near-Term (Opening Day 2018) Trip Generation Table – Project Phase I

				AM	Peak Ho	ur			PM	Peak Hour					
Description and Size	Trip Rate & Credits	<b>ADT</b> <sup>a</sup>	% of	In: Out		Volume		% of	In: Out		Volume				
			ADT	Split	In	Out	Total	ADT	Split	In	Out	Total			
		Trip Gene	eration S	ummary											
	Cumulative	(2,066)			(239)	43	(196)			(52)	(176)	(228)			
Net Project Total (Proposed – Existing)	Pass-By	(23)			0	0	0			(1)	(1)	(2)			
(1 roposed Emsing)	Driveway	(2,089)			(239)	43	(196)			(53)	(177)	(230)			

#### Footnotes:

- a. Traffic volumes expressed in vehicles per day.
- b. Per the City's Trip Generation Manual, the hotel trip rate of 10 trips/room was used.
- c. Trip rate for Hotel used with AM splits as 6 % ADT with 60:40 (In:Out). PM splits are 8% ADT with 60:40 (In:Out).
- d. A combined 5% mixed-use/ transit credit is assumed to account for interaction with the Fashion Valley Mall and transit center respectively.
- e. Based on the ULI shared parking manual, the hotel trip rate includes convention space up to 50 SF/ room. For 705 rooms, this is calculated as 35,250 SF. Convention Space exceeding 35,250 SF includes additional trip generation.
- f. 30 trips/1,000 SF calculated based on historical traffic count data at the project site as a part of the approved Atlas Specific Plan.
- g. The City of San Diego Trip Generation Manual does not include trip rates for Convention Space. Therefore, peak hour splits for Convention Space assumed to be similar to Commercial Office with heavy AM inbound and PM outbound trips. The AM splits are 13 % ADT with 90:10 (In:Out). PM splits are 14% ADT with 20:80 (In:Out).
- h. Trip rate for multi-family units over 20 DU/acre used with AM splits as 8 % ADT with 20:80 (In:Out). PM splits are 9% ADT with 70:30 (In:Out).
- i. Transit credits for residential land uses are 5% ADT, 9% AM and 6% PM peak hours.
- . Community Mixed-use credits for residential land uses are 10% ADT, 8% AM and 10% PM peak hours.
- k. The existing spa is 14,298 SF that serves both hotel and non-hotel guests. To be conservative, only 50% of the spa square footage was assumed as credit towards its demolition to account for trips by non-hotel guests.
- 1. Currently, there are several food and beverage establishments that total 25,652 SF. Most of these establishments are site serving with the exception of Kelly's restaurant. Therefore, to be conservative, a nominal amount of 2,304 SF (which is 50% of Kelly's Restaurant) was assumed as credit.

- . All trip rates and percentages are based on the City of San Diego Trip Generation Manual, May 2003.
- 2. Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By).
- 3. Cumulative Trips—net new vehicles added to the network.
- 4. Pass-By Trips—vehicles already on the street network diverting to the project site.

# 9.3 Near-Term (Opening Day 2018) Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Near-Term (Opening Day 2018) without and with Project Phase I conditions. *Table 9–2* reports the intersection operations during the peak hour conditions. The majority of the study area intersections are calculated to operate at LOS D or better under Near-Term without and with Project Phase I conditions. As shown in *Table 9–2*, several intersections are calculated to show reduced delays with the addition of project traffic. This is due to the fact that the project Phase I (Year 2018) proposes to demolish hotel rooms, convention space, the spa building and restaurants, and back-fill with multi-family dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use. Therefore, Phase I project traffic is calculated to reduce traffic and delay from the external roadway system.

The following intersection is calculated to continue to operate at LOS E in the Near-Term (2018) without and with Project Phase I conditions:

Hotel Circle N. / I-8 WB Ramps (LOS E during PM peak hour)

The addition of project trips does not result in a significant impact at the above intersection.

**Appendix H** contains the intersection analysis worksheets for the Near-Term (Opening Day 2018) scenario. **Appendix I** contains the intersection analysis worksheets for the Near-Term (Opening Day 2018) + Project Phase I scenario.

Table 9–2
Near-Term (Opening Day 2018) Intersection Operations

	Intersection	Control Type	Peak Hour	Near-T (Opening I		Near-' (Opening l + Project	Day 2018)	$\Delta^{\mathbf{c}}$	Significant Impact?
				Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS		-
1.	Riverwalk Drive / Fashion Valley Road	Signal	AM PM	13.7 15.9	B B	13.6 15.8	B B	(0.1) (0.1)	No No
2.	Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM PM	8.1 12.7	A B	8.1 12.6	A B	0.0 (0.1)	No No
3.	Camino De La Reina / Avenida Del Rio	Signal	AM PM	7.2 10.5	A B	7.1 10.5	A B	(0.1) 0.0	No No
4.	Fashion Valley Road / Private Drive E <sup>d</sup>	MSSC <sup>e</sup>	AM PM	10.4 14.4	B B	9.1 9.7	A A	(1.3) (4.7)	No No
5.	Fashion Valley Road / Private Drive B d	MSSC <sup>e</sup>	AM PM	10.5 13.5	B B	9.2 0.0 <sup>f</sup>	A A	(1.3) (13.5)	No No
6.	Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM PM	36.9 48.3	E E	27.1 <b>42.4</b>	D <b>E</b>	(9.8) (5.9)	No No
7.	Hotel Circle N. / Fashion Valley Road	Signal	AM PM	18.4 23.8	B C	17.8 21.1	B C	(0.6) (2.7)	No No
8.	Hotel Circle N. / Private Drive A	MSSCe	AM PM	12.5 15.3	B C	14.7 8.5	B A	2.2 (6.8)	No No
9.	Hotel Circle N. / Camino De La Reina	Signal	AM PM	11.1 20.5	B C	10.6 17.8	B B	(0.5) (2.7)	No No
10.	Camino De La Reina / Private Drive D <sup>d</sup>	MSSC <sup>e</sup>	AM PM	10.1 16.8	B C	9.7 0.0 <sup>f</sup>	A A	(0.4) (16.8)	No No
11.	Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM PM	15.4 <b>35.5</b>	C <b>E</b>	13.8 34.1	B D	(1.6) (1.4)	No No
12.	Hotel Circle S. / Bachman Place	Signal	AM PM	22.8 28.6	C C	21.1 27.2	C C	(1.7) (1.4)	No No

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. " $\Delta$ " denotes the project-induced increase in delay.
- d. Inbound and outbound left-turns were assumed to be prohibited in the "with project" scenario.
- e. MSSC Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for Near-Term (Opening Day 2018) condition.
- f. No delay reported as project volumes are lower than existing volumes on the minor street movements.

- 1. **Bold** typeface indicates intersections operating at LOS E or worse.
- Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

SIGNALIZ	ED	UNSIGNALIZED						
DELAY/LOS THR	ESHOLDS	DELAY/LOS THR	ESHOLDS					
Delay	LOS	Delay	LOS					
$0.0 \le 10.0$	A	$0.0 \le 10.0$	A					
10.1 to 20.0	В	10.1 to 15.0	В					
20.1 to 35.0	C	15.1 to 25.0	C					
35.1 to 55.0	D	25.1 to 35.0	D					
55.1 to 80.0	E	35.1 to 50.0	E					
≥ 80.1	F	≥ 50.1	F					

# 9.4 Near-Term (Opening Day 2018) Street Segment Operations

Street segment analyses were conducted for roadways in the study area under Near-Term (Opening Day 2018) without and with Project Phase I conditions. *Table 9–3* reports the daily street segment operations. As shown in *Table 9–3*, 11 of the 17 street segments are calculated operate at LOS D or better under Near-Term without and with Project Phase I conditions. **Several street segments are calculated to show reduced traffic with the addition of project traffic.** This is due to the fact that the project Phase I (Year 2018) proposes to demolish hotel rooms, convention space, the spa building and restaurants, and back-fill with multi-family dwelling units. With this demolition, **the reduction of traffic is greater than the traffic added from the new residential use.** 

The following segments are calculated to continue to operate at LOS E or F in the Near-Term (2018) without and with Project conditions:

- Riverwalk Dr.: Fashion Valley Road to Avenida Del Rio (LOS E)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)
- Hotel Circle N.: Private Drive A and Camino De La Reina (LOS E)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS E)

The addition of project trips does not result in a significant impact on the above segments.

Table 9–3
Near-Term (Opening Day 2018) Street Segment Operations

Street Segment	Functional Classification	Capacity (LOS E) <sup>a</sup>		Near-Teri	m		erm (Ope + Project	ning Day Phase I	V/C Increase	Sig
C	Classification	(LOS E) "	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	Increase	Ü
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	7,096	E	0.887	6,946	E	0.868	(0.019)	No
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	3,870	С	0.484	3,870	С	0.484	0.000	No
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	9,480	С	0.632	8,990	C	0.599	(0.033)	No
Private Drive D to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	9,420	С	0.628	9,150	С	0.610	(0.018)	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	14,830	F	1.483	14,620	F	1.462	(0.021)	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	6,940	В	0.463	6,860	В	0.457	(0.006)	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	16,460	F	1.097	15,650	F	1.043	(0.054)	No
I-8 WB Ramps to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	14,180	E	0.945	13,670	E	0.911	(0.034)	No
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	14,240	E	0.949	13,400	E	0.893	(0.056)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	8,590	C	0.573	8,530	С	0.569	(0.004)	No
I-8 EB Ramps to Bachman Place	2-Lane Collector (continuous left-turn lane)	15,000	12,920	D	0.861	12,140	D	0.809	(0.052)	No
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	15,830	F	1.055	15,020	F	1.001	(0.054)	No

Table 9–3
Near-Term (Opening Day 2018) Street Segment Operations

Street Segment	Functional Capacity Classification (LOS E)			Near-Terr	n		erm (Ope + Project	ning Day Phase I	V/C Increase	Sig
	Classification	(LOS E)	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	Hicrease	
Fashion Valley Road										
North of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500e	9,048	В	0.402	8,888	В	0.395	(0.007)	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	9,392	С	0.626	9,082	С	0.605	(0.021)	No
Private Drive E to Private Drive B	4-Lane Collector	15,000	9,762	С	0.651	9,262	С	0.617	(0.034)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	9,882	С	0.659	9,342	С	0.623	(0.036)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	9,770	A	0.326	9,710	A	0.324	(0.002)	No

- a. Capacities based on City of San Diego Roadway Classification Table.
- Average Daily Traffic Volumes.
- Level of Service.
- d. Volume to Capacity.
- e. A Collector capacity averaged between 30,000 and 15,000 ADT (i.e. 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only.

- 1. **Bold** typeface indicates segments operating at LOS E or worse.
- 2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

# 9.5 Near-Term (Opening Day 2018) Freeway Segment Operations

Freeway segments were analyzed under Near-Term (Opening Day 2018) without and with Project Phase I conditions. Appendix J contains the detailed calculations sheets for the Near-Term (Opening Day 2018) scenario. As shown in Table 9–4a and 9–4b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. This is due to the fact that the project Phase I (Year 2018) proposes to demolish hotel rooms, convention space, the spa building and restaurants, and back-fill with multi-family dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use.

The following segment is calculated to continue to operate at LOS E in the Near-Term (2018) without and with Project conditions:

#### SR-163

■ South of I-8, *LOS E–PM (NB)* 

The addition of project trips does not result in a significant impact on the above freeway segment.

TABLE 9–4A
NEAR-TERM (OPENING DAY 2018) FREEWAY SEGMENT OPERATIONS—AM PEAK HOUR

Freeway and Segment	Near-Term (Opening Day 2018)	Direction & N	umber of Lanes	Capacity <sup>a</sup>	Near-Term		Near-Term (Opening Day 2018) + Project Phase I		V/C Delta	Significant
	ADT				V/C <sup>b</sup>	LOSc	V/C <sup>b</sup>	LOSc		
SR-163										
Friars to I-8	178,890	NB Mainlines	4M+2CD+1A	13,200	0.564	В	0.567	В	0.003	No
riiais to i-o	170,090	SB Mainlines	4M+ 2A	10,400	0.608	В	0.606	В	(0.002)	No
South of I-8	182,300	NB Mainlines	3M+ 1A	7,200	0.889	D	0.883	D	(0.006)	No
South of 1-8	182,300	SB Mainlines	4M	8,000	0.745	С	0.748	С	0.003	No
I-8										
West of Hotel Circle	201.570	EB Mainlines	4M	8,000	0.783	С	0.777	С	(0.006)	No
west of Hotel Circle	201,570	WB Mainlines	4M+ 1A	9,200	0.760	С	0.763	С	0.003	No
Hotel Circle to SR-163	196,750	EB Mainlines	4M+ 1A	9,200	0.702	С	0.711	С	0.009	No
note: Circle to SR-163	190,730	WB Mainlines <sup>d</sup>	4M+ 1A	9,200	0.746	С	0.746	С	0.000	No

- a. Capacity calculated at 2,000 vehicles / lane per mainline lane, 2,000 vehicles / lane per collector distributor lane and 1,200 vehicles / lane per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). *Example*: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)
- b. Volume to Capacity
- c. Level of Service
- d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

#### General Notes:

- 1. See Appendix J for calculation sheets and Near-Term (Opening Day 2018) + Project Phase I ADTs.
- 2. **Bold** typeface indicates segments operating at LOS E or F.
- 3. Negative  $\Delta$  calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

V/C

< 0.41

0.62

0.80

0.92

LOS

A B C D E V/C

1.25 1.35 1.45

>1.46

LOS

F(0) F(1)

F(2)

F(3)

TABLE 9–4B
NEAR-TERM (OPENING DAY 2018) FREEWAY SEGMENT OPERATIONS—PM PEAK HOUR

Freeway and Segment	Near-Term (Opening Day 2018)	Direction & N	umber of Lanes	Capacitya	Near-Term		Near-Term (Opening Day 2018) + Project Phase I		V/C Delta	Significant
	ADT				V/C <sup>b</sup>	LOSc	V/C <sup>b</sup>	LOSc		
SR-163										
Friars to I-8	178,890	NB Mainlines	4M+2CD+1A	13,200	0.531	В	0.530	В	(0.001)	No
Filals to 1-8	170,090	SB Mainlines	4M+ 2A	10,400	0.630	C	0.632	С	0.002	No
South of I-8	182,300	NB Mainlines	3M+ 1A	7,200	0.977	E	0.978	E	0.001	No
South of 1-8	162,300	SB Mainlines	4M	8,000	0.806	D	0.802	D	(0.004)	No
I-8										
West of Hotel Circle	201.570	EB Mainlines	4M	8,000	0.765	С	0.766	С	0.001	No
west of Hotel Circle	201,570	WB Mainlines	4M+ 1A	9,200	0.766	C	0.763	С	(0.003)	No
Hotel Circle to SR-163	196.750	EB Mainlines	4M+ 1A	9,200	0.756	С	0.750	С	(0.006)	No
note: Circle to SK-163	190,/30	WB Mainlines <sup>d</sup>	4M+ 1A	9,200	0.719	C	0.719	С	0.000	No

- a. Capacity calculated at 2,000 vehicles / lane per mainline lane, 2,000 vehicles / lane per collector distributor lane and 1,200 vehicles / lane per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). *Example:* 4M+2A=4 Mainlines + 2 Auxiliary Lanes)
- Volume to Capacity.
- c. Level of Service.
- d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

#### General Notes:

- 1. See Appendix J for calculation sheets and Near-Term (Opening Day 2018) + Project Phase I ADTs.
- 2. **Bold** typeface indicates segments operating at LOS E.
- 3. Negative  $\Delta$  calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

V/C

< 0.41

0.62

0.80 0.92

1.00

B C D LOS

F(0)

F(1)

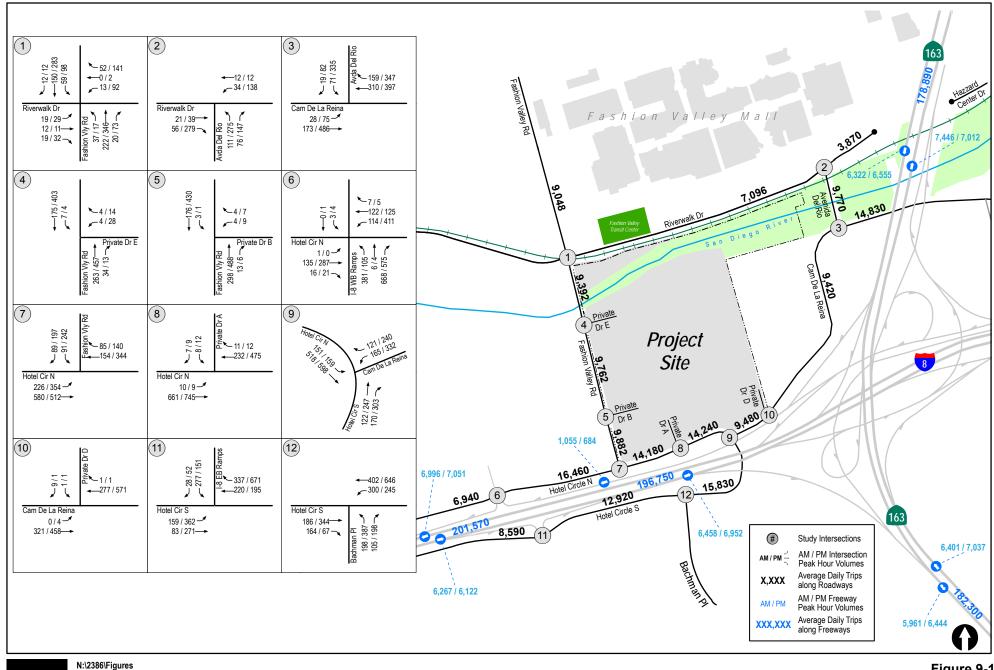
F(2)

F(3)

V/C

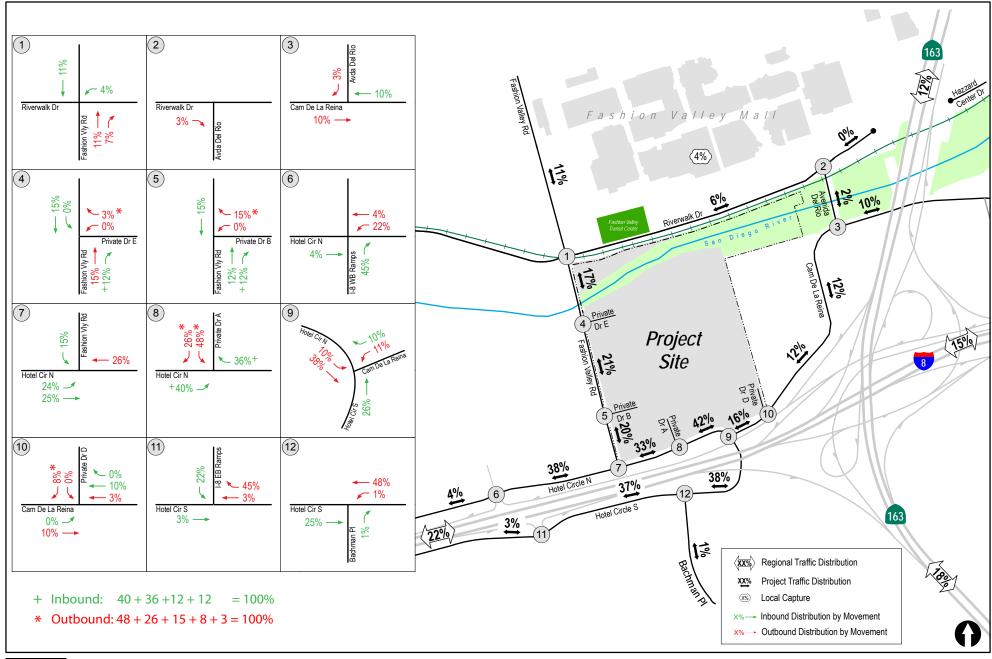
1.25 1.35 1.45

>1.46



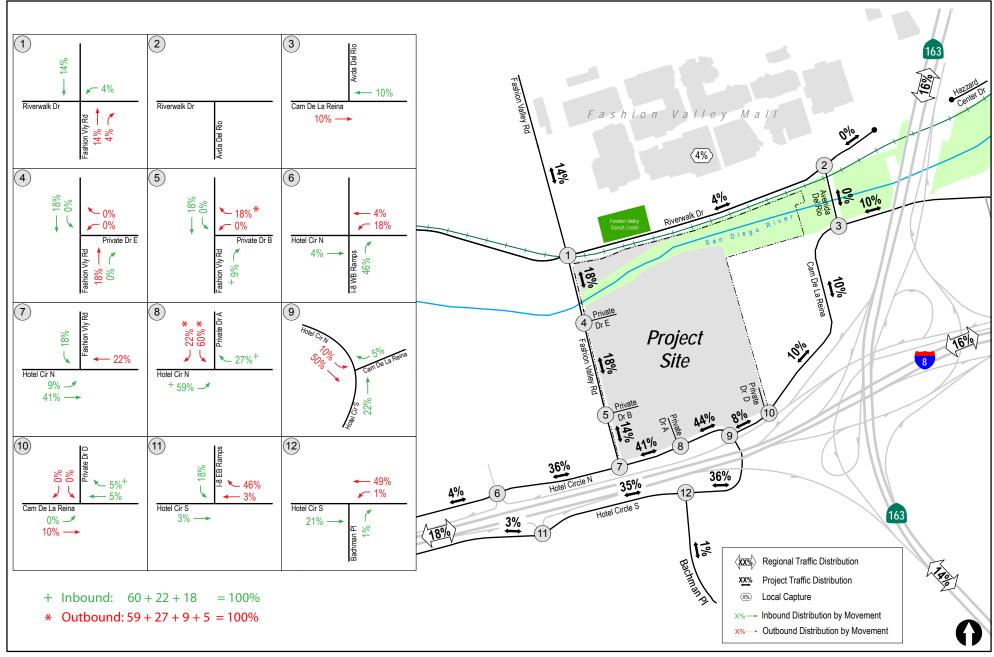


Date: 01/19/15



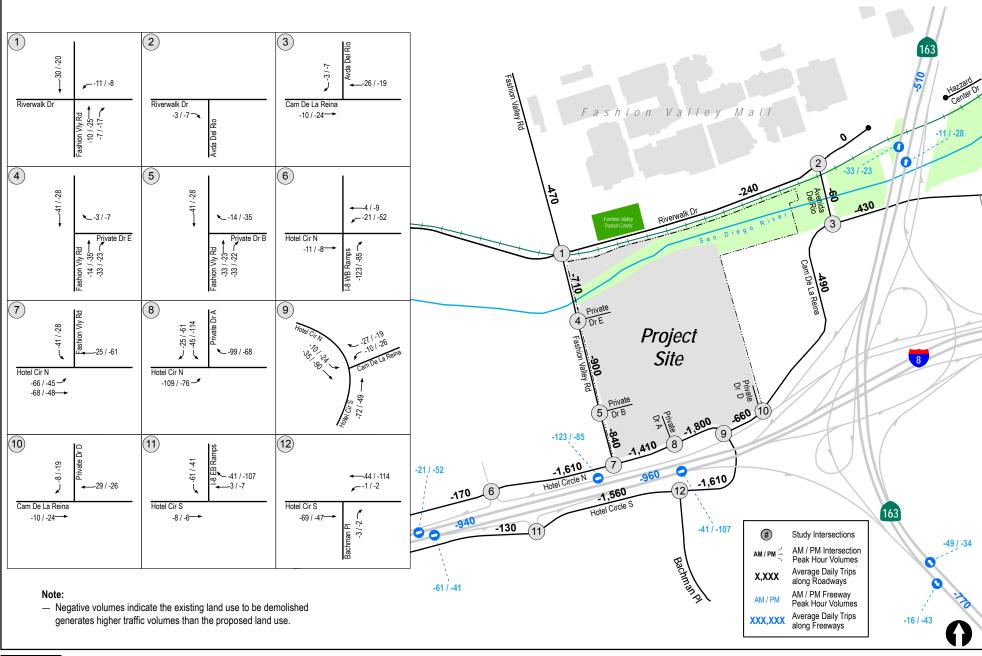


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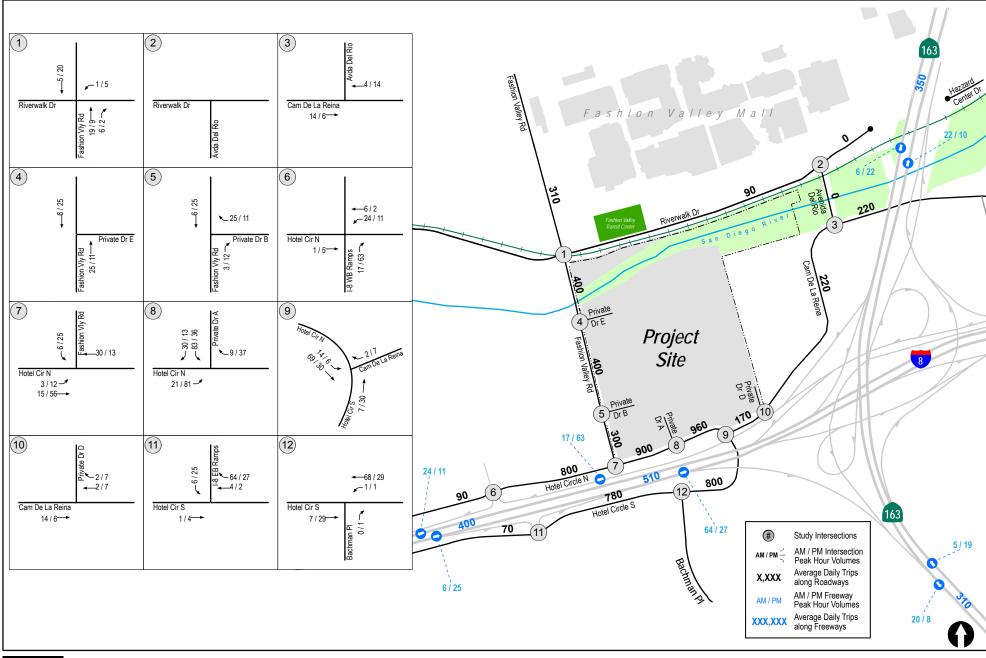
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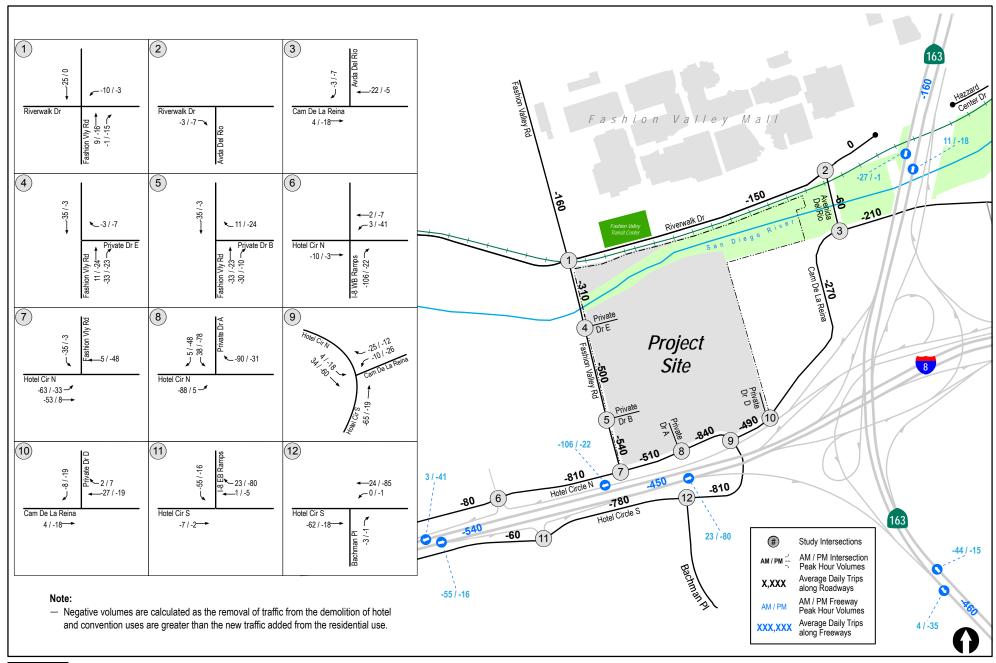
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Figure 9-4
Near-Term (Opening Day 2018) Project Traffic Volumes
(Hotel & Convention Only)



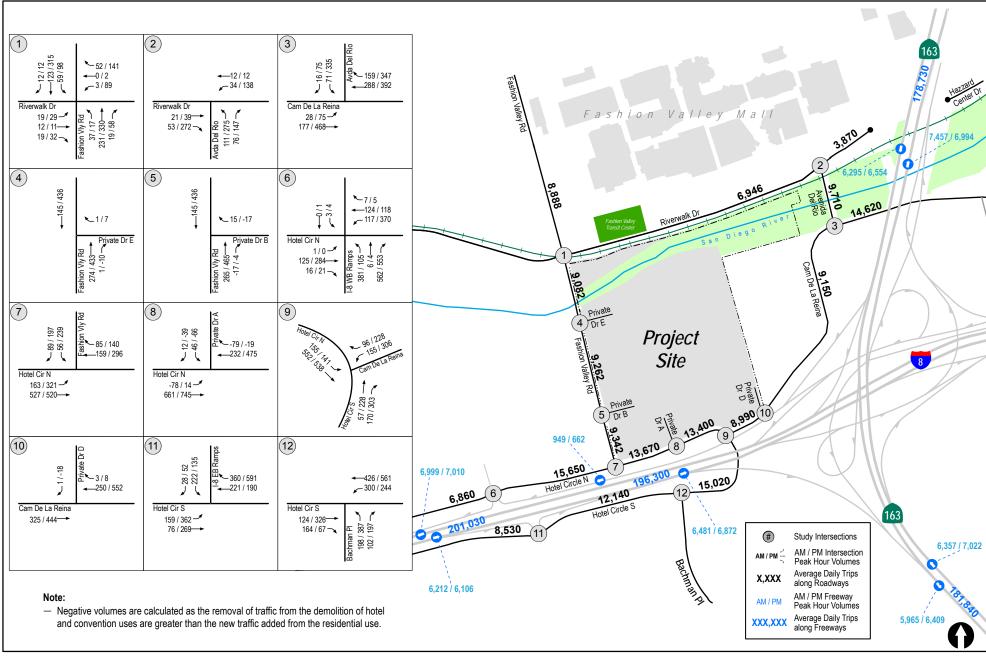


N:\2386\Figures\Feb 2016 Date: 02/26/16 Figure 9-5
Near-Term (Opening Day 2018) Project Phase I Traffic Volumes
(Residential Only)





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LINSCOTT
LAW &
GREENSPAN
engineers

N:\2386\Figures\Feb 2016 Date: 02/26/16

# 10.0 YEAR 2022 (PHASES I AND II) ANALYSIS

The following section presents the analysis of study area intersections, street segments, and freeway segments under Year 2022 conditions without and with the Town & Country project.

### 10.1 Year 2022 Conditions

# Planned Local and Regional Improvements

In assessing the impacts of the proposed development, it was necessary to review planned, on-going, and future roadway improvements in the study area.

For the purposes of this traffic study, the implementation of a number of local and regional roadway improvements were considered based on coordination with City staff and information provided in the *Mission Valley Public Facilities Financing Plan* (PFFP). However, based on the funding status, feasibility, and the likelihood of improvements being constructed by the Year 2022, no planned improvements were assumed.

# **Project Driveway Improvements**

The following is a description of the project driveway improvements. The project will be 100% responsible for constructing these improvements prior to occupancy and will be a condition of approval.

As a part of the Master Plan improvements, the existing unsignalized driveway on Hotel Circle N. serving the project site will be closed and replaced with curb, gutter and sidewalk. A new mid-block unsignalized driveway (called Private Drive A) is proposed on Hotel Circle N. between Fashion Valley Road and Camino De La Reina. Private Drive A will include an outbound lane (18'), a 14' landscaped median and an inbound lane (20'). No changes are proposed to the existing two-way left-turn lane on Hotel Circle N.

These improvements are assumed in the "with project" analyses. No other improvements, whether project or community based, were assumed.

#### Year 2022 Traffic Volumes

Year 2022 traffic volumes were calculated for the study area by applying a 2% per year growth rate onto the Near-Term (Opening Day 2018) volumes. The growth rate was determined by obtaining the average growth rate of the study area street segments between the SANDAG Series 12 Year 2020 and Year 2035 Regional Traffic Model for the project site (*Appendix G6* includes the growth rate calculation). The traffic volumes represent LLG's and the City's best efforts of forecasting Year 2022 conditions with the most recent information available at the time this report was prepared.

The volumes were also checked for consistency between intersections, where no driveways or roadways exist between intersections.

*Figure 10–1* shows the Year 2022 AM and PM peak hour turning movement volumes and daily traffic volumes.

# 10.2 Year 2022 Project (Phases I and II) Traffic

# 10.2.1 Project (Phases I and II) Traffic Generation

Phase II (Year 2022) includes **an additional** 405 multi-family dwelling units on the project site. These 405 units will be constructed on Residential Parcels 3 (255 units) and 4 (150 units) (northeast corner of the site). The Project (Phases I and II) project trip generation is calculated below:

- The <u>proposed Phases I and II project</u> is calculated to generate <u>14,985 ADT</u> (cumulative) with 748 inbound / 471 outbound trips during the AM peak hour and 695 inbound / 772 outbound trips during the PM peak hour.
- The <u>existing site</u> is calculated to generate <u>14,985 ADT</u> (cumulative) with 957 inbound / 298 outbound trips during the AM peak hour and 617 inbound / 895 outbound trips during the PM peak hour.
- The <u>net total project</u> is calculated to generate <u>0</u> ADT (cumulative) with (209) inbound / 173 outbound trips during the AM peak hour and 78 inbound / (123) outbound trips during the PM peak hour.

Phases I and II project is calculated to generate 0 ADT and negative peak hour traffic (except during the AM peak outbound and PM inbound direction) because **the reduction of traffic from the demolition of the existing uses is greater than the traffic added from the new residential use.** It should also be noted that the trip rate for a hotel room (10 trips/ room) is much higher than a multifamily residential unit (6 trips/ unit). Furthermore, the change of use from hotel to residential, changes peak hour traffic patterns as well (residential includes heavy AM out and PM in, hotel includes heavy AM and PM in).

*Table 10–1* shows the Year 2022 trip generation summary.

## 10.2.2 Project (Phases I and II) Traffic Distribution and Assignment

The project-generated traffic was distributed and assigned to the study area network based on SANDAG Series 12 Year 2035 Select Zone Assignment (SZA for TAZ 3141 is included in *Appendix G4*). The Select Zone Assignment included a composite distribution consisting of hotel and residential uses combined. Given that the hotel guests and residents have different traffic patterns, LLG developed a separate residential (Parcels I, II, III and IV) and hotel trip distributions. Existing roadway network and travel patterns, a working knowledge of the local transportation system and location of the proposed land uses were also considered in determining the project's trip distribution.

- Figure 10–2 shows the Year 2022 Project (Phases I and II) trip distribution percentages for residential uses
- *Figure 10–3* shows the Year 2022 Project (Phases I and II) traffic volumes for residential uses
- Figure 10–4 shows the Year 2022 Net Project traffic volumes

■ <i>Figure 10–5</i> shows the Year 2022 + Project (Phases I and II) traffic volumes.

# Table 10–1 Year 2022 Trip Generation Table – Project Phases I and II

				AM	Peak Ho	ur			PM 1	Peak Ho	ur	
Description and Size	Trip Rate & Credits	ADTa	% of	In: Out		Volume		% of	In: Out		Volume	·
			ADT	Split Split	In	Out	Total	ADT	Split Split	In	Out	Total
			Year 201	8		I		I	<u> </u>		I	ı
$Hotel^b$	Trip Rate (10.0 / Room) <sup>c</sup>	7,000	6%	60:40	252	168	420	8%	60:40	336	224	560
700 Rooms	Transit / Mixed-Use Credit (5%) <sup>d</sup>	-350			-23	-15	-38			-20	-14	-34
(reduced from existing 954 rooms)	Cumulative (100%)	6,650			229	153	382			316	210	526
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	6,650	120/	00.10	229	153	382	1.40/	20.00	316	210	526
Convention Space Overall: 177,137 SF	Trip Rate (30 / 1,000 SF) <sup>f,g</sup>	4,264 -213	13%	90:10	499 -45	55 -5	554 -50	14%	20:80	119 -7	478 -29	597 -36
Ancillary <sup>e</sup> : 700 rooms $x$ 50 SF/room =	Transit / Mixed-Use Credit (5%) <sup>d</sup> Cumulative (100%)	4,051			454	50	504			112	449	561
35,000 SF	Pass-By (0%)	0			0	0	0			0	0	0
Effective: 177,137 – 35,000 = 142,137 SF	Driveway	4,051			454	50	504			112	449	561
Residential Parcel 1	Trip Rate (6 / DU) <sup>h</sup>	960	8%	20:80	15	62	77	9%	70:30	60	26	86
160 Dwelling Units in 1.70 acres	Transit Credit (5%) <sup>i</sup>	-48			-1	-6	-7			-4	-1	-5
(Over 20 DU/ac)	Mixed-use Credit (10%) <sup>j</sup>	-96			-1	-5	-6			-6	-3	-9
	Cumulative (100%)	816			13	51	64			50	22	72
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	816			13	51	64			50	22	72
Residential Parcel 2	Trip Rate (6 / DU) <sup>h</sup>	1,650	8%	20:80	26	106	132	9%	70:30	104	45	149
275 Dwelling Units in 2.53 acres (Over 20 DU/ac)	Transit Credit (5%)i	-83			-2	-10	-12			-6	-3	-9
(Over 20 DO/ac)	Mixed-use Credit (10%)	-165			-2	-9	-11			-11	-4	-15
	Cumulative (100%)	1,402			22	87 0	109			87 0	38	125
	Pass-By (0%) Driveway	1,402			22	87	109			87	38	125
	Driveway	1,402	Year 202.	2		07	109			07	36	123
Residential Parcel 3	Trip Rate (6 / DU) <sup>h</sup>	1,530	8%	20:80	24	98	122	9%	70:30	97	41	138
255 Dwelling Units in 1.92 acres	Transit Credit (5%) <sup>i</sup>	-76	070	20.00	-3	-8	-11	770	70.30	-5	-3	-8
(Over 20 DU/ac)	Mixed-use Credit (10%)	-153			-3	-8	-11			-9	-6	-15
(new use)	Cumulative (100%)	1,301			18	82	100			83	32	115
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	1,301			18	82	100			83	32	115
Residential Parcel 4	Trip Rate (6 / DU) <sup>h</sup>	900	8%	20:80	14	58	72	9%	70:30	57	24	81
150 Dwelling Units in 1.25 acres	Transit Credit (5%)i	-45			-1	-5	-6			-4	-1	-5
(Over 20 DU/ac) (new use)	Mixed-use Credit (10%) <sup>j</sup>	-90			-1	-5	-6			-6	-2	-8
	Cumulative (100%)	765			12	48	60			47	21	68
	Pass-By (0%)	765			0 12	0 48	60			0 47	0 21	0 68
	Driveway	14,985			748	471	1,219			695	772	1,467
Proposed Subtotal	Cumulative	14,903			740 0	0	1,219			093	0	0
Proposea Subiolal	Pass-By Driveway	14,985			748	471	1,219			695	772	1,467
	Driveway	11,703	Existing	r	, 10	7,1	1,217			0,5	,,2	1,707
Hotel	Trip Rate (10.0 / Room)	9,540	6%	60:40	343	229	572	8%	60:40	458	305	763
954 Rooms	Transit / Mixed-Use Credit (0%)	0	- / -		0	0	0		227.0	0	0	0
	Cumulative (100%)	9,540			343	229	572			458	305	763
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	9,540			343	229	572			458	305	763
Convention Space	Trip Rate (30 / 1,000 SF)	4,952	13%	90:10	580	64	644	14%	20:80	139	554	693
Overall: 212,762 SF Ancillary: 954 rooms x 50 SF/room =	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
47,700 SF	Cumulative (100%)	4,952			580	64	644			139	554	693
Effective: 212,762 – 47,700	Pass-By (0%)	0			0	0	0			0	0	0
= 165,062 SF	Driveway	4,952	100/	00.10	580	64	644	1.40/	20.00	139	554	693
<b>Spa</b> <i>Overall: 14,298 SF</i>	Trip Rate (40 / 1,000 SF)	286	13%	90:10	33 0	4	37 0	14%	20:80	8	32 0	40
Effective (50%): 7,149 SF <sup>k</sup>	Transit / Mixed-Use Credit (0%) Cumulative (100%)	286			33	4	37			8	32	40
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	286			33	4	37			8	32	40
Restaurants	Trip Rate (100 / 1,000 SF)	230	1%	60:40	1	1	2	8%	70:30	13	5	18
Overall: 25,652 SF	Transit / Mixed-Use Credit (0%)	0	, -		0	0	0			0	0	0
Effective: 2,304 SF <sup>1</sup>	Cumulative (90%)	207			1	1	2			12	4	16
	Pass-By (10%)	23			0	0	0			1	1	2
	Driveway	230			1	1	2			13	5	18
	Cumulative	14,985			957	298	1,255			617	895	1,512
					()	()	()			1	- /	2
Existing Subtotal	Pass-By Driveway	23 15,008			957	0 298				1 618	1 896	

# **TABLE 10–1** YEAR 2022 TRIP GENERATION TABLE - PROJECT PHASES I AND II

				AM	Peak Ho	ur			PM 1	Peak Ho	ur	
Description and Size	Trip Rate & Credits	ADT <sup>a</sup>	% of	In: Out		Volume		% of	In: Out		Volume	
			ADT	Split	In	Out	Total	ADT	Split	In	Out	Total
		Trip Ge	neration .	Summary								
	Cumulative	0			(209)	173	(36)			<i>7</i> 8	(123)	(45)
Net Project Total (Proposed – Existing)	Pass-By	(23)			0	0	0			(1)	(1)	(2)
, , ,	Driveway	(23)			(209)	173	(36)			77	(124)	(47)

- Traffic volumes expressed in vehicles per day.

  Per the City's Trip Generation Manual, the hotel trip rate of 10 trips/ room was used. b.
- Trip rate for Hotel used with AM splits as 6 % ADT with 60:40 (In:Out). PM splits are 8% ADT with 60:40 (In:Out).
- d. No transit credits assumed for hotel land uses.
- Based on the ULI shared parking manual, the hotel trip rate includes convention space up to 50 SF/ room. For 705 rooms, this is calculated as 35,250 SF. Convention Space exceeding 35,250 SF includes additional trip generation.
- 30 trips/ 1,000 SF calculated based on historical traffic count data at the project site as a part of the approved Atlas Specific Plan.
- The City of San Diego Trip Generation Manual does not include trip rates for Convention Space. Therefore, peak hour splits for Convention Space assumed to be similar to Commercial Office with heavy AM inbound and PM outbound trips. The AM splits are 13 % ADT with 90:10 (In:Out). PM splits are 14% ADT with 20:80 (In:Out).
- Trip rate for multi-family units over 20 DU/acre used with AM splits as 8 % ADT with 20:80 (In:Out). PM splits are 9% ADT with 70:30 (In:Out).
- Transit credits for residential land uses are 5% ADT, 9% AM and 6% PM peak hours.
- Community Mixed-use credits for residential land uses are 10% ADT, 8% AM and 10% PM peak hours.
- The existing spa is 14,298 SF that serves both hotel and non-hotel guests. To be conservative, only 50% of the spa square footage was assumed as credit towards its demolition to account for trips by non-hotel k. guests.
- Currently, there are several food and beverage establishments that total 25,652 SF. Most of these establishments are site serving with the exception of Kelly's restaurant. Therefore, to be conservative, a nominal amount of 2,304 SF (which is 50% of Kelly's Restaurant) was assumed as credit.

- All trip rates and percentages are based on the City of San Diego Trip Generation Manual, May 2003.
- Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By).
- Cumulative Trips—net new vehicles added to the network.
- Pass-By Trips—vehicles already on the street network diverting to the project site.

# 10.3 Year 2022 Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Year 2022 without and with Project (Phases I and II) conditions. *Table 10–2* reports the intersection operations during the peak hour conditions. The majority of the study area intersections operate at LOS D or better under Year 2022 without and with Project (Phases I and II) conditions. As shown in *Table 10–2*, several intersections are calculated to show reduced delays with the addition of project traffic. Even with the buildout of 840 dwelling units, the reduction in traffic from this demolition yields a net new traffic increase only in the AM outbound and PM inbound movements.

The following intersections are calculated to continue to operate at LOS E or F in the Year 2022 without and with Project conditions:

- Hotel Circle N. / I-8 WB Ramps (LOS E during the AM peak hour and LOS F during the PM peak hour)
- Hotel Circle S. / I-8 EB Ramps (LOS E during the PM peak hour)

The addition of project trips do not result in significant impacts at the above intersections.

*Appendix K* contains the intersection analysis worksheets for the Year 2022 scenario. *Appendix L* contains the intersection analysis worksheets for the Year 2022 + Project (Phases I and II) scenario.

**TABLE 10–2** YEAR 2022 Intersection Operations

	Intersection	Control	Peak Hour	Year	2022		2 + Project I and II)	$\Delta^{c}$	Significant Impact?
		Type	nour	Delaya	LOSb	Delay	LOS		impact:
1.	Riverwalk Drive / Fashion Valley Road	Signal	AM PM	13.8 16.2	B B	13.7 16.4	B B	(0.1) 0.2	No No
2.	Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM PM	8.2 14.0	A B	8.2 13.9	A B	0.0 (0.1)	No No
3.	Camino De La Reina / Avenida Del Rio	Signal	AM PM	7.2 11.4	A B	7.1 11.4	A B	(0.1) 0.0	No No
4.	Fashion Valley Road / Private Drive E d	MSSC <sup>e</sup>	AM PM	10.6 15.3	B C	9.4 10.0	A B	(1.2) (5.3)	No No
5.	Fashion Valley Road / Private Drive B <sup>d</sup>	MSSC <sup>e</sup>	AM PM	10.7 14.2	B B	9.3 0.0 <sup>f</sup>	A A	(1.4) (14.2)	No No
6.	Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM PM	39.1 51.0	E F	38.3 50.5	E F	(0.8) (0.5)	No No
7.	Hotel Circle N. / Fashion Valley Road	Signal	AM PM	18.9 26.5	B C	18.3 26.3	B C	(0.6) (0.2)	No No
8.	Hotel Circle N. / Private Drive A	MSSCe	AM PM	13.0 16.2	B C	14.8 9.0	B A	1.8 (7.2)	No No
9.	Hotel Circle N. / Camino De La Reina	Signal	AM PM	11.6 25.7	B C	12.5 25.2	B C	0.9 (0.5)	No No
10.	Camino De La Reina / Private Drive D d	MSSC <sup>e</sup>	AM PM	10.3 18.1	B C	10.6 13.2	B B	0.3 (4.9)	No No
11.	Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM PM	17.5 <b>38.2</b>	C <b>E</b>	17.8 <b>37.8</b>	C <b>E</b>	0.3 (0.4)	No No
12.	Hotel Circle S. / Bachman Place	Signal	AM PM	24.2 33.1	C C	24.3 32.6	C C	0.1 (0.5)	No No

a.	Average delay	expressed	in seconds	per vehicle.

Level of Service. b.

- d.
- Inbound and outbound left-turns were assumed to be prohibited in the "with project" scenario. MSSC Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for Year 2022 condition.
- No delay reported as project volumes are lower than existing volumes on the minor street movements.

- **Bold** typeface indicates intersections operating at LOS E or worse.
- Negative  $\Delta$  calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

SIGNALIZ	ED	UNSIGNALIZED				
DELAY/LOS THR	ESHOLDS	DELAY/LOS THRESHOLDS				
Delay	LOS	Delay	LOS			
$0.0 \le 10.0$	A	$0.0 \le 10.0$	A			
10.1 to 20.0	В	10.1 to 15.0	В			
20.1 to 35.0	C	15.1 to 25.0	C			
35.1 to 55.0	D	25.1 to 35.0	D			
55.1 to 80.0	E	35.1 to 50.0	E			
≥ 80.1	F	≥ 50.1	F			

<sup>&</sup>quot; $\Delta$ " denotes the project-induced increase in delay. c.

# 10.4 Year 2022 Street Segment Operations

Street segment analyses were conducted for roadways in the study area under Year 2022 without and with Project (Phases I and II) conditions. *Table 10–3* reports the daily street segment operations. As shown in *Table 10–3*, 10 of the 17 street segments are calculated operate at LOS D or better under Year 2022 without and with Project (Phases I and II) conditions. **Several street segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from this demolition is calculated to be equal to the traffic generated by 840 residential units. Certain segments show reduced traffic even with the addition of residential traffic due to different trip distributions and traffic patterns between the hotel and residential uses.** 

The following segments are calculated to continue to operate at LOS E or F in the Year 2022 without and with Project conditions:

- Riverwalk Dr.: Fashion Valley Road to Avenida Del Rio (LOS E)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)
- Hotel Circle N.: Private Drive A to Camino De La Reina (LOS E)
- Hotel Circle S.: I-8 EB Ramps to Bachman Place (LOS E)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS F)

With the addition of project trips, based on the City of San Diego's significance criteria, a **significant cumulative impact** is identified on the following segment as the project traffic contribution exceeds the allowable thresholds:

Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)

Mitigation measure for this impact is discussed in detail in *Section 17.0*.

Table 10–3
YEAR 2022 STREET SEGMENT OPERATIONS

Street Segment	Functional Classification	Functional Capacity (LOS E) a		Year 2022			Year 2022 + Project (Phases I and II)			Sig
_	Classification	(LOS E)	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	<b>ADT</b> <sup>b</sup>	LOSc	V/Cd	Increase	
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	7,680	E	0.960	7,610	E	0.951	(0.009)	No
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	4,190	С	0.524	4,190	С	0.524	0.000	No
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	10,260	D	0.684	10,610	D	0.707	0.023	No
Private Drive D to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	10,200	D	0.680	10,140	D	0.676	(0.004)	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	16,050	F	1.605	16,050	F	1.605	0.000	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	7,510	С	0.501	7,510	С	0.501	0.000	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	17,820	F	1.188	17,750	F	1.183	(0.005)	No
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	15,350	F	1.023	15,610	F	1.041	0.018	Yes
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	15,410	F	1.027	14,920	E	0.995	(0.033)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	9,300	С	0.620	9,300	С	0.620	0.000	No
I-8 EB Ramps to Bachman Place	2-Lane Collector (continuous left-turn lane)	15,000	13,990	E	0.933	13,930	E	0.929	(0.004)	No
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	17,130	F	1.142	17,060	F	1.137	(0.005)	No

Table 10–3
Year 2022 Street Segment Operations

Street Segment	Functional Capacity Classification (LOS E) a		Year 2022			Year 2022 + Project (Phases I and II)			V/C Increase	Sig
	Classification	(LUSE)"	<b>ADT</b> <sup>b</sup>	LOSc	V/C <sup>d</sup>	<b>ADT</b> <sup>b</sup>	LOSc	V/Cd	Hicrease	
Fashion Valley Road										
North of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500e	9,790	В	0.435	9,920	В	0.441	0.006	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	10,170	D	0.678	10,230	D	0.682	0.004	No
Private Drive E to Private Drive B	4-Lane Collector	15,000	10,570	D	0.705	10,420	D	0.695	(0.010)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	10,700	D	0.713	10,500	D	0.700	(0.013)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	10,580	В	0.353	10,520	В	0.351	(0.002)	No

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.
- e. A Collector capacity averaged between 30,000 and 15,000 ADT (i.e. 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only.

- Bold typeface indicates segments operating at LOS E or worse.
- 2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

# 10.5 Year 2022 Freeway Segment Operations

Freeway segments were analyzed under Year 2022 without and with Project (Phases I and II) conditions. Appendix M contains the detailed calculations sheets. As shown in Table 10–4a and 10–4b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from this demolition yields a net new traffic increase only in the AM outbound and PM inbound movements. Certain segments show reduced traffic even with the addition of residential traffic due to different trip distributions and traffic patterns between the hotel and residential uses.

The following segment is calculated to continue to operate at LOS E or F in the Year 2022 without and with Project conditions:

#### SR-163

• South of I-8, LOS E-AM (NB) and LOS F(0)-PM (NB)

The addition of project trips does not result in a significant impact on the above freeway segment.

TABLE 10–4A
YEAR 2022 FREEWAY SEGMENT OPERATIONS—AM PEAK HOUR

Freeway and Segment	Year 2022 ADT Direction & Number of Lanes		Capacity <sup>a</sup>	Year 2022		Year 2022 + Project (Phases I and II)		V/C Delta	Significant	
	ADI			[	V/C <sup>b</sup>	LOSc	V/C <sup>b</sup>	LOSc	Delta	
SR-163										
Friars to I-8	105 570	NB Mainlines	4M+2CD+1A	13,200	0.677	С	0.680	С	0.003	No
Friars to 1-8	195,570	SB Mainlines	4M+2A	10,400	0.740	C	0.738	С	(0.002)	No
South of I-8	193,100	NB Mainlines	3M+ 1A	7,200	0.993	E	0.987	E	(0.006)	No
South of 1-8		SB Mainlines	4M	8,000	0.832	D	0.834	D	0.002	No
I-8										
West of Hotel Circle	215 200	EB Mainlines	4M	8,000	0.833	D	0.827	D	(0.006)	No
west of Hotel Circle	215,390	WB Mainlines	4M+1A	9,200	0.806	D	0.809	D	0.003	No
Hotal Circle to SD 162	200.220	EB Mainlines	4M+ 1A	9,200	0.747	С	0.756	С	0.009	No
Hotel Circle to SR-163	209,230	WB Mainlines <sup>d</sup>	4M+ 1A	9,200	0.791	C	0.791	С	0.000	No

a. Capacity calculated at 2,000 vehicles / lane per mainline lane, 2,000 vehicles / lane per collector distributor lane and 1,200 vehicles / lane per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). *Example:* 4M+2A=4 Mainlines + 2 Auxiliary Lanes)

LOS	V/C	LOS	V/C
A	< 0.41	F(0)	1.25
В	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

- b. Volume to Capacity
- c. Level of Service
- d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

- 1. See Appendix M for calculation sheets and Year 2022 + Project (Phases I and II) ADTs.
- 2. **Bold** typeface indicates segments operating at LOS E.
- 3. Negative  $\Delta$  calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

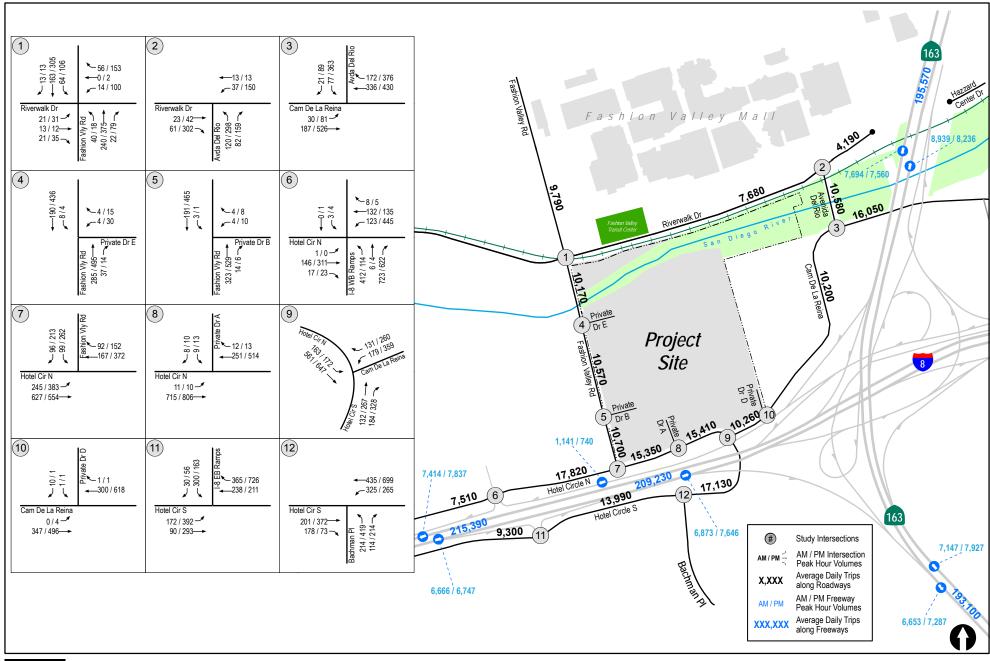
Table 10–4B
Year 2022 Freeway Segment Operations—PM Peak Hour

Freeway and Segment	Year 2022 ADT	Direction & Number of Lanes		Capacity <sup>a</sup>	Year 2022		Year 2022 + Project (Phases I and II)		V/C Delta	Significant
	ADI				V/C <sup>b</sup>	LOSc	V/C <sup>b</sup>	LOSc	Dena	
SR-163										
Enione to I 0	195,570	NB Mainlines	4M+2CD+1A	13,200	0.624	С	0.623	С	(0.001)	No
Friars to I-8		SB Mainlines	4M+2A	10,400	0.727	С	0.729	C	0.002	No
South of I-8	193,100	NB Mainlines	3M+ 1A	7,200	1.101	F(0)	1.101	F(0)	0.000	No
South of 1-8		SB Mainlines	4M	8,000	0.911	D	0.908	D	(0.003)	No
I-8	I-8									
West of Hotel Circle	215 200	EB Mainlines	4M	8,000	0.843	D	0.844	D	0.001	No
west of Hotel Circle	215,390	WB Mainlines	4M+ 1A	9,200	0.852	D	0.848	D	(0.004)	No
H-4-1 C:1- 4- SD 162	200 220	EB Mainlines	4M+ 1A	9,200	0.831	D	0.825	D	(0.006)	No
Hotel Circle to SR-163	209,230	WB Mainlines <sup>d</sup>	4M+ 1A	9,200	0.801	D	0.801	D	0.000	No

- a. Capacity calculated at 2,000 vehicles / lane per mainline lane, 2,000 vehicles / lane per collector distributor lane and 1,200 vehicles / lane per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). *Example:* 4M+2A=4 Mainlines + 2 Auxiliary Lanes)
- b. Volume to Capacity.
- c. Level of Service.
- d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

- 1. See *Appendix M* for calculation sheets and Year 2022 + Project (Phases I and II) ADTs.
- 2. **Bold** typeface indicates segments operating at LOS F.
- 3. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

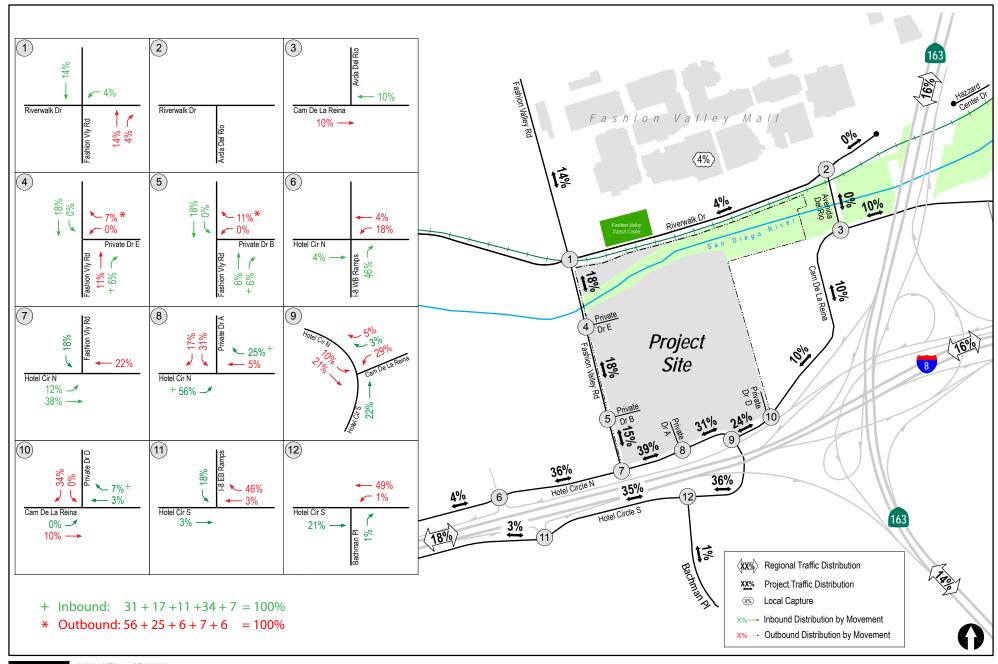
LOS	V/C	LOS	V/C
A	< 0.41	F(0)	1.25
В	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		



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N:\2386\Figures\Sept 2015 Date: 10/26/15 Figure 10-1

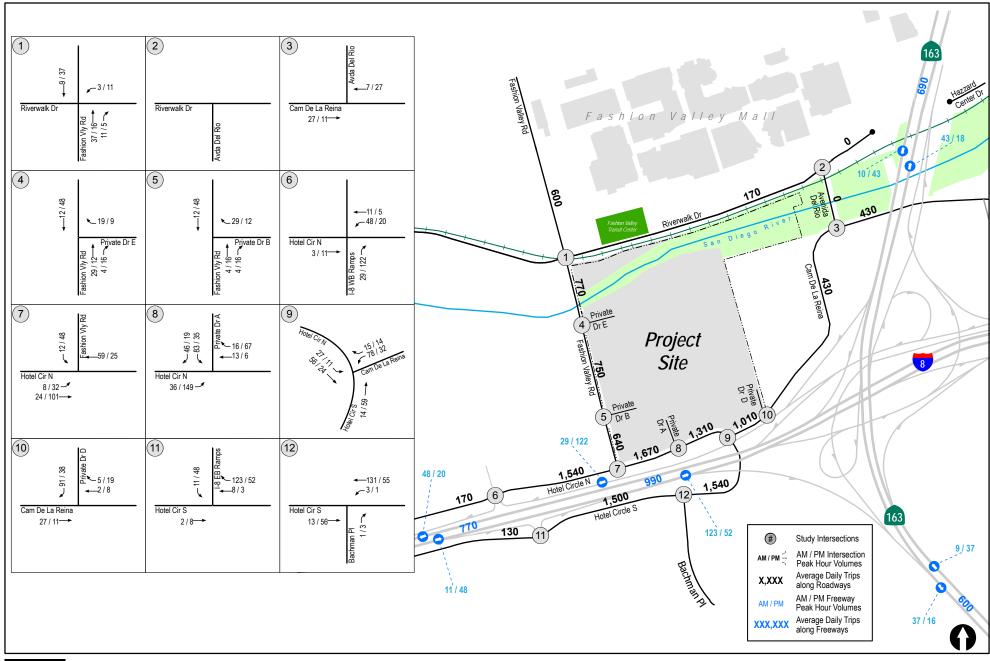
# **Year 2022 Without Project Traffic Volumes**





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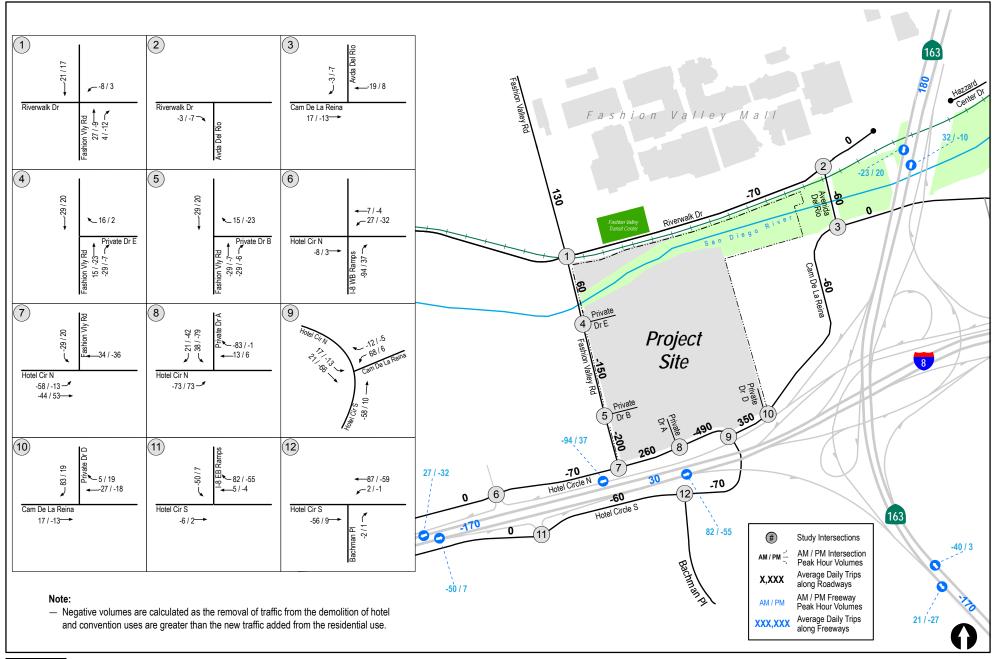
Figure 10-2



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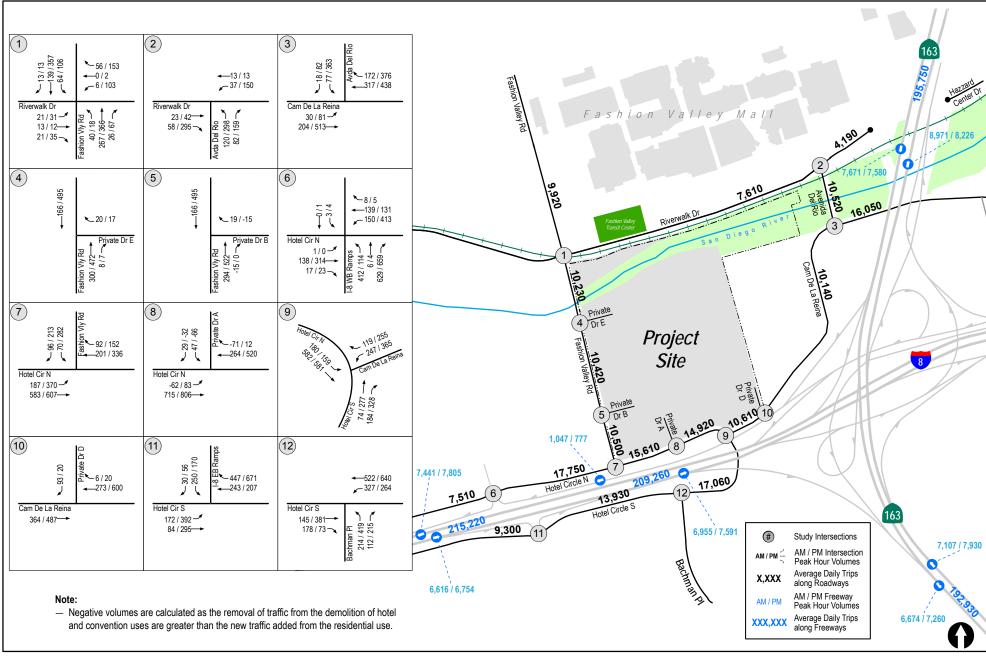
engineers

N:\2386\Figures\Feb 2016 Date: 02/26/16 Figure 10-3
Year 2022 Project (Phases I & II) Traffic Volumes
(Residential Only)



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N:\2386\Figures\Sept 2015 Date: 10/08/15 Figure 10-4
Year 2022 Net Project Traffic Volumes



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N:\2386\Figures\Feb 2016 Date: 02/26/16 Figure 10-5

# 11.0 YEAR 2035 (HORIZON YEAR) ANALYSIS

The following section presents the analysis of study area intersections, street segments, and freeway segments under Year 2035 (Horizon Year) conditions without and with the Town & Country project.

# 11.1 Year 2035 (Horizon Year) Conditions

## Planned Local and Regional Improvements

In assessing the impacts of the proposed development, it was necessary to review planned, on-going, and future roadway improvements in the study area.

For the purposes of this traffic study, the implementation of local and regional roadway improvements as explained below were assumed in place based on coordination with City staff and information provided in the *Mission Valley Public Facilities Financing Plan* (PFFP).

The Year 2035 (Horizon Year) scenario assumes the proposed extension of Camino de La Reina from Fashion Valley Road to Via Las Cumbres and the extension of Via Las Cumbres between Friars Road and Hotel Circle N. as proposed in the Levi-Cushman Specific Plan as shown in *Table 11–1*. This is considered reasonable as well as conservative as the analysis for the Town & Country Master Plan in the Year 2035 (Horizon Year) assumes approximately 66,500 ADT from the Levi-Cushman Specific Plan, yet assumes only two of many improvements (on the basis of providing access and basic circulation) required by this Specific Plan.

*Table 11–1* identifies the Year 2035 (Horizon Year) planned improvements within the study area. *Figure 11–1* depicts the improvements for the study area street segments and intersections.

TABLE 11–1
YEAR 2035 (HORIZON YEAR) PLANNED IMPROVEMENTS

Project Name (Community/Project No.)	Improvements	Schedule/ Funding
Camino De La Reina Extension – Fashion Valley Road to Via las Cumbres (Mission Valley / MV-7)	The Levi-Cushman Specific Plan will provide for the construction of Camino De La Reina as a four lane major Street between Fashion Valley Road and Via las Cumbres. In association with this project, the intersection of Avenida Del Rio and Fashion Valley Road was assumed to be widened in the eastbound direction to include one dedicated left-turn lane, one thru lane and one dedicated right-turn lane with right-turn overlap phasing and restriped in the westbound direction to include one dedicated left-turn lane and one shared thru / right-turn lane.  Development agreements have expired but included as a	Project expected to be completed by 2035. 100% subdivider funding (Levi-Cushman Specific Plan)
	reasonably planned improvement to access the Levi Cushman site.	
Via Las Cumbres Extension (Mission Valley / MV-13)	The Levi-Cushman Specific Plan will construct Via Las Cumbres between Friars Road and Hotel Circle N.	Project expected to be completed by 2035.  100% subdivider funding (Levi-Cushman Specific Plan)
<b>Hazard Center Drive Extension</b> (Mission Valley / MV-15)	The Hazard Center Redevelopment project will extend Hazard Center Drive under SR 163. Based on coordination with City, only a 2-lane facility is proposed.	Project expected to be completed by 2035. 100% subdivider funding required for Hazard Center Redevelopment project to proceed.

## **Project Driveway Improvements**

The following is a description of the project driveway improvements. The project will be 100% responsible for constructing these improvements prior to occupancy and will be a condition of approval.

As a part of the Master Plan improvements, the existing unsignalized driveway on Hotel Circle N. serving the project site will be closed and replaced with curb, gutter and sidewalk. A new mid-block unsignalized driveway (called Private Drive A) is proposed on Hotel Circle N. between Fashion Valley Road and Camino De La Reina. Private Drive A will include an outbound lane (18'), a 14' landscaped median and an inbound lane (20'). No changes are proposed to the existing two-way left-turn lane on Hotel Circle N.

These improvements are assumed in the "with project" analyses.

## Year 2035 (Horizon Year) Traffic Volumes

Year 2035 (Horizon Year) traffic volumes were forecasted for the study area using the SANDAG Series 12 Regional Traffic Model conducted for the Town & Country Master Plan. Extensive efforts between LLG and SANDAG were made to include detailed land use/roadway network information. The traffic volumes represent LLG's best efforts of forecasting Year 2035 (Horizon Year) conditions with the most recent modeling information available at the time this report was prepared.

Based on the projected forecast ADT volumes, the Year 2035 (Horizon Year) peak hour volumes were calculated based on the existing relationship between ADT and peak hour volumes. The forecast volumes were also checked for consistency between intersections, where no driveways or roadways exist between intersections, and were compared to existing volumes for accuracy.

*Figure 11–2* shows the forecasted Year 2035 (Horizon Year) AM and PM peak hour turning movement volumes and daily traffic volumes.

## 11.2 Year 2035 (Horizon Year) Project (Phases I and II) Traffic

For Year 2035 Project traffic, the total buildout project traffic was included. The <u>net total project</u> (buildout) is calculated to generate <u>0</u> ADT (cumulative) with (209) inbound / 173 outbound trips during the AM peak hour and 78 inbound / (123) outbound trips during the PM peak hour.

Section 10.2.1 shows the total project buildout trip generation summary.

## 11.2.1 Total Project Traffic Distribution and Assignment

The project-generated traffic was distributed and assigned to the study area network based on SANDAG Series 12 Year 2035 Select Zone Assignment (SZA for TAZ 3141 is included in *Appendix G4*). The Select Zone Assignment included a composite distribution consisting of hotel and residential uses combined. Given that the hotel guests and residents have different traffic patterns, LLG developed a separate residential (Parcels I, II, III and IV) and hotel trip distributions. Existing roadway network and travel patterns, a working knowledge of the local transportation system and location of the proposed land uses were also considered in determining the project's trip distribution.

- Figure 11–3 shows the Year 2035 (Horizon Year) Project (Phases I and II) trip distribution percentages for residential uses
- Figure 11–4 shows the Year 2035 (Horizon Year) Project (Phases I and II) traffic volumes for residential uses
- Figure 11–5 shows the Year 2035 (Horizon Year) Net Project traffic volumes
- Figure 11–6 shows the Year 2035 (Horizon Year) + Project (Phases I and II) traffic volumes

# 11.3 Year 2035 (Horizon Year) Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Year 2035 (Horizon Year) without and with Project (Phases I and II) conditions. *Table 11–2* reports the intersection operations during the peak hour conditions. As shown in *Table 11–2*, **several intersections are calculated to show reduced delay with the addition of project traffic.** Even with the buildout of 840 dwelling units, the reduction in traffic from this demolition yields a net new traffic increase only in the AM outbound and PM inbound movement.

The following intersections are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with Project conditions:

- Riverwalk Drive / Avenida Del Rio (LOS F during the PM peak hours)
- Hotel Circle N. / I-8 WB Ramps (LOS F during the AM and PM peak hours)
- Hotel Circle N. / Fashion Valley Road (LOS F during the PM peak hours)
- Hotel Circle N. / Camino De La Reina (LOS F during the PM peak hours)
- Hotel Circle S. / I-8 EB Ramps (LOS F during the AM and PM peak hours)
- Hotel Circle S. / Bachman Place (LOS E during the PM peak hour)

The addition of project trips do not result in significant impacts at the above intersections.

**Appendix** N contains the intersection analysis worksheets for the Year 2035 (Horizon Year) scenario. **Appendix** O contains the intersection analysis worksheets for the Year 2035 (Horizon Year) + Project (Phases I and II) scenario.

**TABLE 11–2** YEAR 2035 (HORIZON YEAR) INTERSECTION OPERATIONS

	Intersection	Control Type	Peak Hour	Year 2035 (Horizon Year)		Year 2035 (Horizon Year) + Project (Phases I and II)		$\Delta^{\mathrm{c}}$	Significant Impact?
				Delay <sup>a</sup>	LOSb	Delay	LOS		
1.	Riverwalk Drive / Fashion Valley Road	Signal	AM PM	26.8 51.3	C D	26.9 52.7	C D	0.1 1.4	No No
2.	Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM PM	24.9 <b>62.1</b>	С <b>F</b>	25.9 <b>62.1</b>	D <b>F</b>	1.0 0.0	No No
3.	Camino De La Reina / Avenida Del Rio	Signal	AM PM	8.9 39.7	A D	9.2 41.2	A D	0.3 1.5	No No
4.	Fashion Valley Road / Private Drive E <sup>d</sup>	MSSC <sup>e</sup>	AM PM	22.5 <b>55.6</b>	С <b>F</b>	12.0 12.4	B B	(10.5) (43.2)	No No
5.	Fashion Valley Road / Private Drive B d	MSSC <sup>e</sup>	AM PM	14.0 21.3	B C	11.3 12.7	B B	(2.7) (8.6)	No No
6.	Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM PM	55.5 61.5	F F	55.0 61.3	F F	(0.5) (0.2)	No No
7.	Hotel Circle N. / Fashion Valley Road	Signal	AM PM	55.1 102.2	E F	41.9 <b>97.0</b>	D <b>F</b>	(13.2) (5.2)	No No
8.	Hotel Circle N. / Private Drive A <sup>f</sup>	MSSC <sup>e</sup>	AM PM	>100.0 >100.0	F F	19.5 19.6	C C	- -	No No
9.	Hotel Circle N. / Camino De La Reina <sup>f</sup>	Signal	AM PM	23.2 <b>92.6</b>	С <b>F</b>	24.8 <b>60.1</b>	C <b>E</b>	1.6 (32.5)	No No
10.	Camino De La Reina / Private Drive D <sup>d</sup>	MSSC <sup>e</sup>	AM PM	10.9 15.3	B C	11.3 15.3	B C	0.4 0.0	No No
11.	Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM PM	57.1 64.4	F F	57.2 64.2	F F	0.1 (0.2)	No No
12.	Hotel Circle S. / Bachman Place	Signal	AM PM	45.1 <b>69.9</b>	D <b>E</b>	45.0 <b>67.5</b>	D <b>E</b>	(0.1) (2.4)	No No

#### Footnotes:

- 0	omotes:				
a.	Average delay expressed in seconds per vehicle.	SIGNALIZ	ED	UNSIGNAL	IZED
b.	Level of Service.				
c.	"Δ" denotes the project-induced increase in delay.	DELAY/LOS THR	ESHOLDS	DELAY/LOS THR	RESHOLDS
d.	Inbound and outbound left-turns were assumed to be prohibited in the "with project" scenario.	Delay	LOS	Delay	LOS
e.	MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is	$0.0 \le 10.0$	A	$0.0 \le 10.0$	A
	reported for Year 2035 (Horizon Year) condition.	10.1 to 20.0	В	10.1 to 15.0	В
f.	Includes project frontage improvements in the "with project scenarios" on Hotel Circle N.	20.1 to 35.0	C	15.1 to 25.0	C
	and Camino De La Reina.	35.1 to 55.0	D	25.1 to 35.0	D

#### General Notes:

- **Bold** typeface indicates intersections operating at LOS E or worse. Negative  $\Delta$  calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

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55.1 to 80.0

≥ 80.1

E

35.1 to 50.0

≥ 50.1

E

# 11.4 Year 2035 (Horizon Year) Street Segment Operations

Street segment analyses were conducted for roadways in the study area under Year 2035 (Horizon Year) without and with Project (Phases I and II) conditions. *Table 11–3* reports the daily street segment operations. As shown in *Table 11–3*, several street segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from this demolition is calculated to be equal to the traffic generated by 840 residential units. Certain segments show reduced traffic even with the addition of residential traffic due to different trip distributions and traffic patterns between the hotel and residential uses.

The following segments are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with Project conditions:

- Riverwalk Dr.: Fashion Valley Road to Avenida Del Rio (LOS F)
- Riverwalk Dr.: East of Avenida Del Rio (LOS F)
- Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)
- Camino De La Reina: Private Drive D to Avenida Del Rio (LOS F)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: West of I-8 WB Ramps (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)
- Hotel Circle N.: Private Drive A to Camino De La Reina (LOS F)
- Hotel Circle S.: West of I-8 EB Ramps (LOS F)
- Hotel Circle S.: I-8 EB Ramps to Bachman Place (LOS F)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS F)
- Fashion Valley Rd.: Riverwalk Drive to Private Drive E (LOS F)
- Fashion Valley Rd.: Private Drive E to Private Drive B (LOS F)
- Fashion Valley Rd.: Private Drive B to Hotel Circle N. (LOS F)
- Avenida Del Rio: Riverwalk Drive to Camino De La Reina (LOS E)

With the addition of project traffic, based on the City of San Diego's significance criteria, significant cumulative impacts are identified on the following segments as the project traffic contribution exceeds the allowable thresholds:

- Riverwalk Dr.: East of Avenida Del Rio (LOS F)
- Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)

Mitigation measures for these impacts are discussed in detail in *Section 18.0*.

Table 11–3
YEAR 2035 (HORIZON YEAR) STREET SEGMENT OPERATIONS

Street Segment	Functional Classification	Capacity	Year 20	)35 (Horiz	on Year)	Year 2035 ( Horizon Year) + Project (Phases I and II) ADT <sup>a</sup> LOS <sup>c</sup> V/C <sup>b</sup>			V/C Increase	Sig
_	Classification	(LOS E) a	<b>ADT</b> <sup>a</sup>	LOSc	V/C <sup>b</sup>					
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	26,240	F	3.280	26,300	F	3.288	0.008	No
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	17,170	F	2.146	17,600	F	2.200	0.054	Yes
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	16,720	F	1.115	17,200	F	1.147	0.032	Yes
Private Drive A to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	18,760	F	1.251	19,000	F	1.267	0.016	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	20,200	F	2.020	20,200	F	2.020	0.000	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	23,680	F	1.579	23,600	F	1.573	(0.006)	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	34,760	F	2.317	34,500	F	2.300	(0.017)	No
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	24,990	F	1.666	25,100	F	1.673	0.007	No
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	25,330	F	1.689	24,900	F	1.660	(0.029)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	19,540	F	1.303	19,500	F	1.300	(0.003)	No
I-8 EB Ramps to Bachman Place	2-Lane Collector (continuous left-turn lane)	15,000	22,710	F	1.514	22,500	F	1.500	(0.014)	No
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	20,820	F	1.388	20,600	F	1.373	(0.015)	No

Table 11–3
Year 2035 (Horizon Year) Street Segment Operations

Street Segment	Functional Capacity Classification (LOS E) a		Year 2035 (Horizon Year)			Year 2035 ( Horizon Year) + Project (Phases I and II)			V/C Increase	Sig
	Classification	(LOS E)	<b>ADT</b> <sup>a</sup>	LOSc	V/C <sup>b</sup>	<b>ADT</b> <sup>a</sup>	LOSc	V/C <sup>b</sup>	Hicrease	
Fashion Valley Road										
North of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500e	18,040	D	0.802	18,000	D	0.800	(0.002)	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	28,200	F	1.880	28,300	F	1.887	0.007	No
Private Drive E to Private Drive B	4-Lane Collector	15,000	28,450	F	1.897	28,300	F	1.887	(0.010)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	28,500	F	1.900	28,300	F	1.887	(0.013)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	25,760	E	0.859	26,000	E	0.867	0.008	No

#### Footnotes:

- a. Capacities based on City of San Diego Roadway Classification Table.
- Average Daily Traffic Volumes.
- Level of Service.
- d. Volume to Capacity.
- e. A Collector capacity averaged between 30,000 and 15,000 ADT (i.e. 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only.

#### General Notes:

- 1. **Bold** typeface indicates intersections operating at LOS E or worse.
- 2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

# 11.5 Year 2035 (Horizon Year) Freeway Segment Operations

Freeway segments were analyzed under Year 2035 (Horizon Year) without and with Project (Phases I and II) conditions. Appendix P contains the detailed calculations sheets. As shown in Tables 11–4a and 11–4b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from the demolition yields a net new traffic increase only in the AM inbound and PM outbound movements.

The following segments are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with Project conditions:

#### SR-163

- Friars to I-8, LOS E-AM (SB)
- South of I-8, *LOS F(0)/LOS E-AM (NB/SB) and LOS F(1)/LOS F(0)-PM (NB/SB)*

#### *I-8*

- West of Hotel Circle, LOS E-PM (EB and WB)
- Hotel Circle to SR-163, *LOS F(0)*–*PM (EB)*

The addition of project trips do not result in significant impacts on the above freeway segments.

Table 11–4a
Year 2035 (Horizon Year) Freeway Segment Operations—AM Peak Hour

Freeway and Segment	2035 ADT Direction & Number of Lane		Direction & Number of Lanes		Direction & Number of Lanes		Year (Horizo		Year (Horizon Proj (Phases l	Year) + ject	V/C Delta	Significant
			V/C <sup>b</sup>	LOSc			V/C <sup>b</sup>	LOSc				
SR-163												
Friars to I-8	225 250	NB Mainlines	4M+2CD+1A	13,200	0.847	D	0.850	D	0.002	No		
ritars to 1-8	225,270	SB Mainlines	4M+ 2A	10,400	0.928	E	0.925	E	(0.002)	No		
South of I-8	211,460	NB Mainlines	3M+ 1A	7,200	1.154	F(0)	1.148	F(0)	(0.006)	No		
South of 1-8	211,400	SB Mainlines	4M	8,000	0.963	E	0.965	E	0.002	No		
I-8												
W + CH + LC'	220.250	EB Mainlines	4M	8,000	0.916	D	0.910	D	(0.006)	No		
West of Hotel Circle 238,25	238,250	WB Mainlines	4M+1A	9,200	0.881	D	0.883	D	0.002	No		
H-4-1 Cir-1- 4- SD 162	220.040	EB Mainlines	4M+ 1A	9,200	0.828	D	0.835	D	0.008	No		
Hotel Circle to SR-163	229,840	WB Mainlines <sup>d</sup>	4M+ 1A	9,200	0.842	D	0.842	D	0.000	No		

#### Footnotes:

- b. Volume to Capacity
- c. Level of Service
- d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

#### General Notes

- 1. See Appendix P for calculation sheets and Year 2035 (Horizon Year) + Project (Phases I and II) ADTs.
- 2. **Bold** typeface indicates segments operating at LOS E or worse.
- 3. Negative  $\Delta$  calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). *Example:* 4M+2A=4 Mainlines + 2 Auxiliary Lanes)

Table 11–4B
YEAR 2035 (HORIZON YEAR) FREEWAY SEGMENT OPERATIONS—PM PEAK HOUR

Freeway and Segment	2035 ADT	Direction & Number of Lanes		Direction X Number of Lanes		Capacity <sup>a</sup>	Year (Horizon		Year (Horizon Proj (Phases )	Year) + ject	V/C Delta	Significant
					V/C <sup>b</sup>	LOSc	V/C <sup>b</sup>	LOSc				
SR-163												
E-: 4- I 0	225.250	NB Mainlines	4M+2CD+1A	13,200	0.764	С	0.763	С	(0.001)	No		
Friars to I-8	225,270	SB Mainlines	4M+ 2A	10,400	0.889	D	0.890	D	0.001	No		
C4l£1 0	211.460	NB Mainlines	3M+ 1A	7,200	1.303	F(1)	1.303	F(1)	0.000	No		
South of I-8	211,460	SB Mainlines	4M	8,000	1.080	<b>F</b> (0)	1.076	<b>F</b> (0)	(0.004)	No		
I-8												
W . CH . LC' 1	220.250	EB Mainlines	4M	8,000	0.978	E	0.978	E	0.000	No		
West of Hotel Circle 238,250	238,250	WB Mainlines	4M+ 1A	9,200	0.989	E	0.986	E	(0.003)	No		
H + 1 C' 1 + 5D 1 C2	220.040	EB Mainlines	4M+ 1A	9,200	1.058	F(0)	1.052	F(0)	(0.006)	No		
Hotel Circle to SR-163	229,840	WB Mainlines <sup>d</sup>	4M+ 1A	9,200	0.909	D	0.909	D	0.000	No		

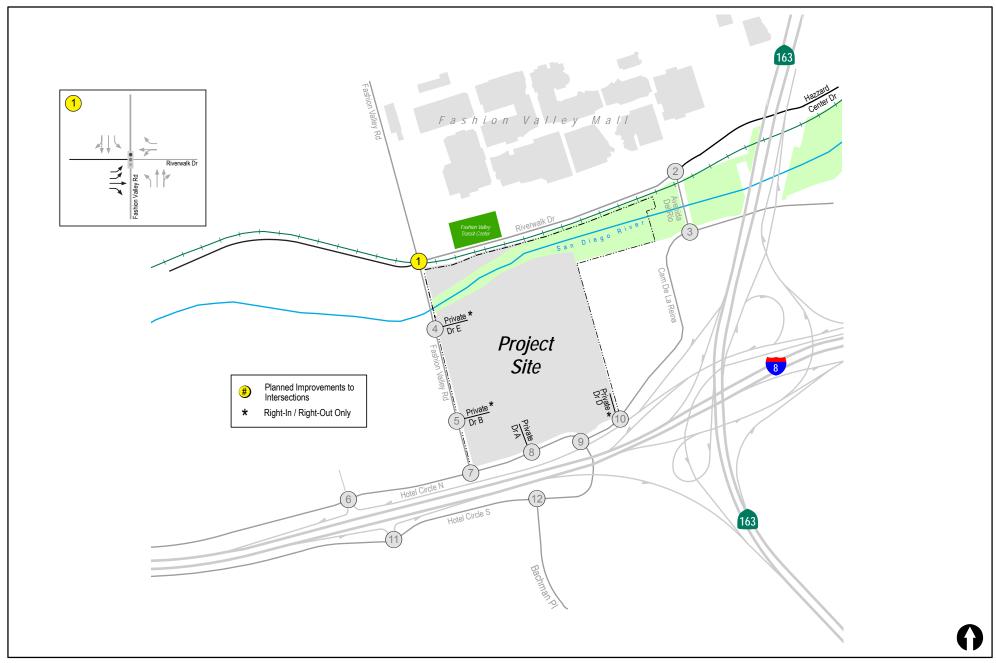
#### Footnotes:

- b. Volume to Capacity
- c. Level of Service
- d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

#### General Notes:

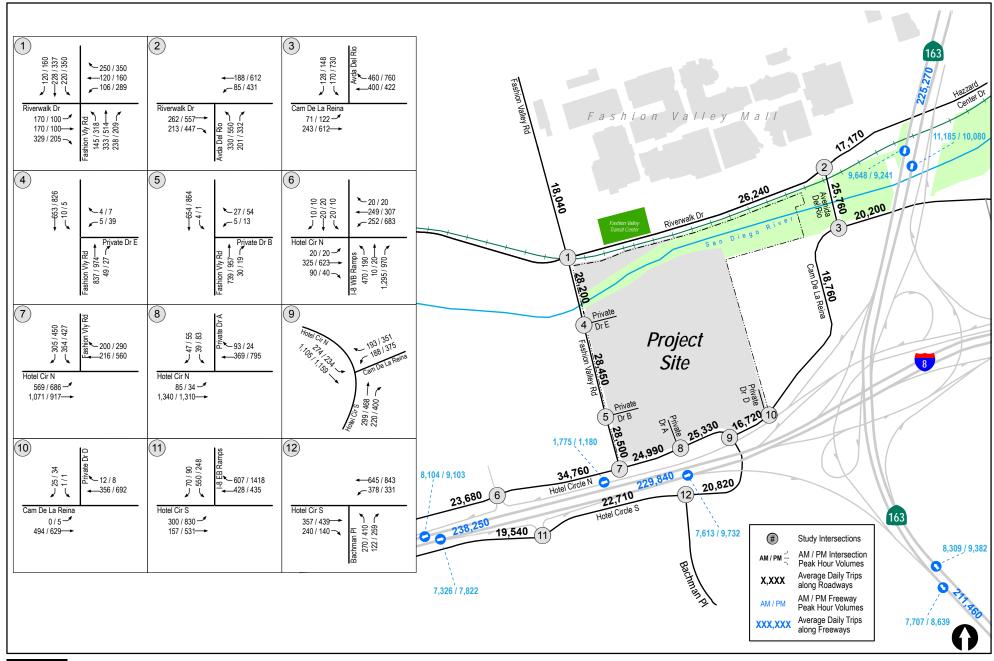
- 1. See Appendix P for calculation sheets and Year 2035 (Horizon Year) + Project (Phases I and II) ADTs.
- 2. **Bold** typeface indicates segments operating at LOS E or worse.
- 3. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). Example: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)



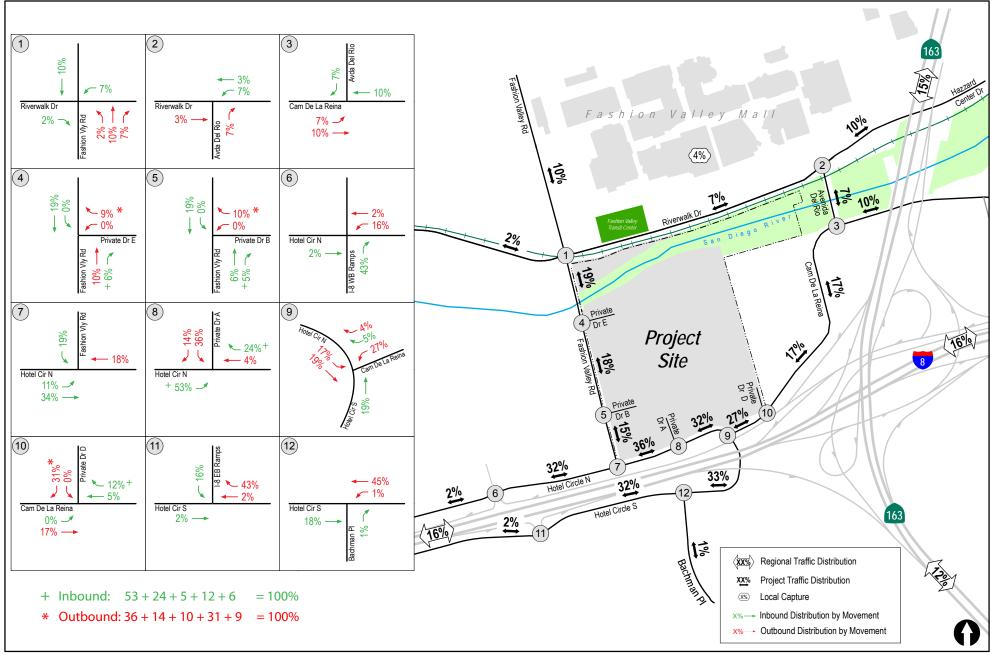


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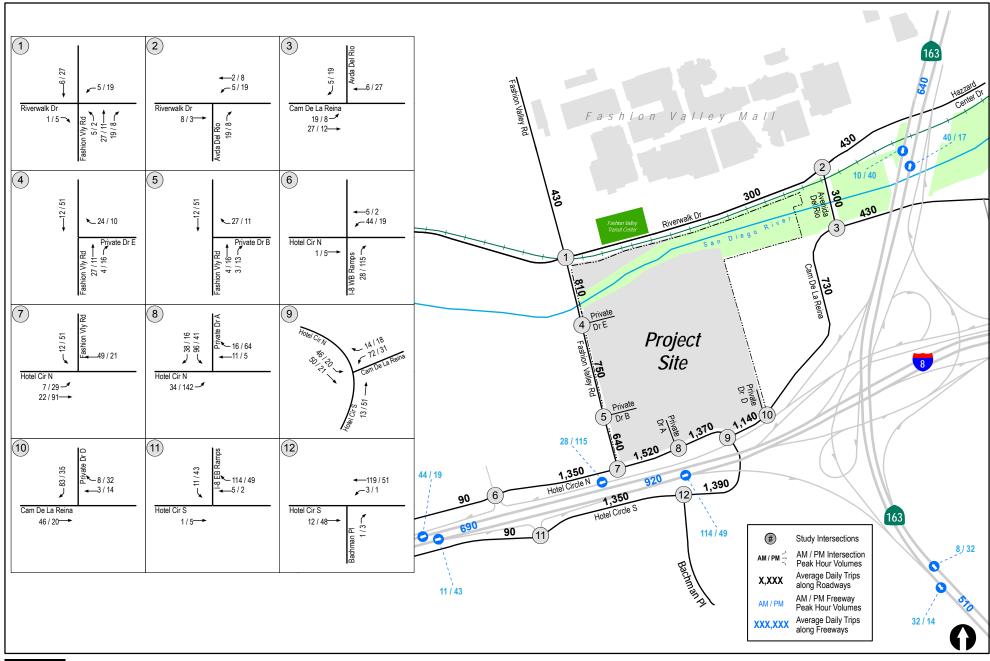


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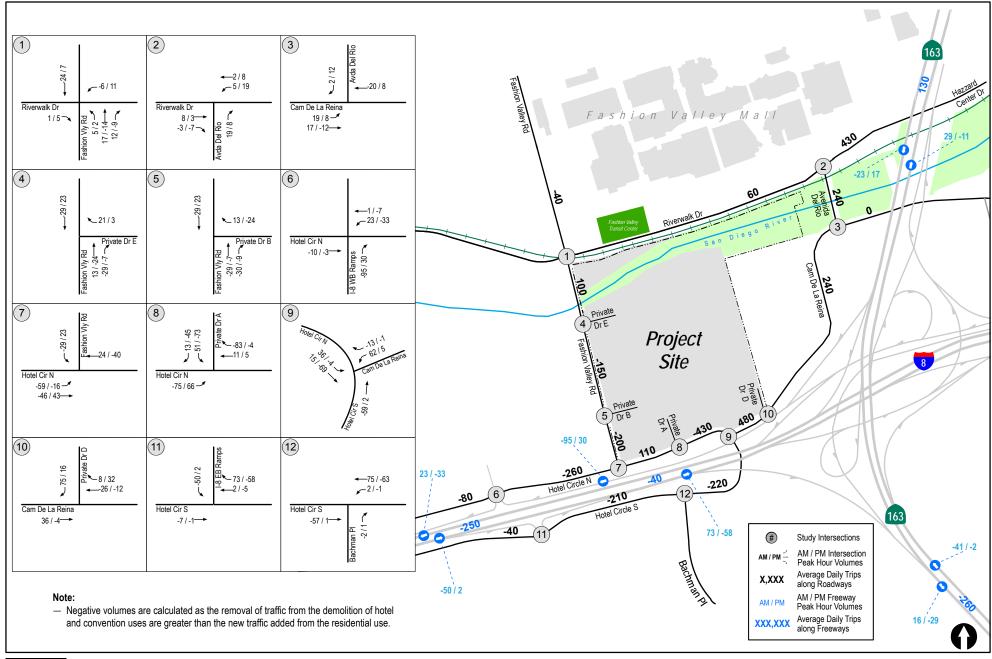


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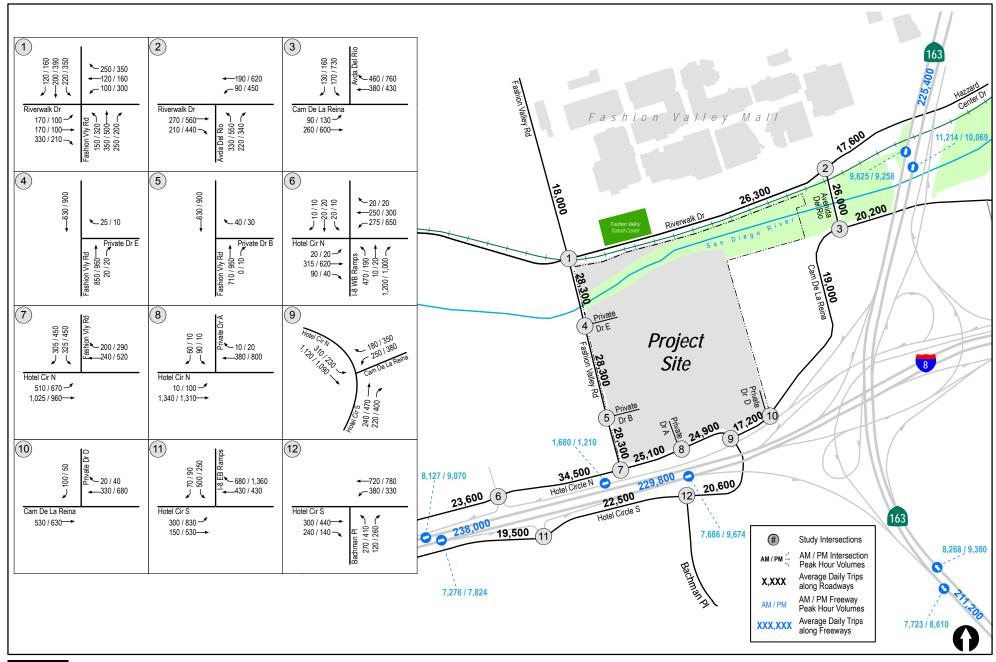


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# 12.0 SITE ACCESS AND ON-SITE CIRCULATION

#### 12.1 Site Access

Site access will be provided along Hotel Circle N., Fashion Valley Road and Camino De La Reina.

As a part of the Master Plan improvements, the existing unsignalized driveway on Hotel Circle North is propose to be closed and replaced with curb, gutter and sidewalk. Primary access to the site is proposed via a new mid-block unsignalized driveway (Private Drive A) on Hotel Circle North between Fashion Valley Road and Camino De La Reina. Private Drive A will include an outbound lane (18'), a 14' landscaped median and an inbound lane (20'). No changes are proposed to the existing two-way left-turn lane on Hotel Circle N. The driveway is calculated to operate at LOS D or better under all scenarios.

Secondary access to the site is proposed along Fashion Valley Road and Camino De La Reina. Private Drive's B and E proposed along Fashion Valley Road will serve the convention space, residential parcel 1 and residential parcel 4 respectively. Both Private Drive's B and E will include one (1) inbound lane and one (1) outbound lane that allow right-in/right-out movements only. A right-in/right-out access (Private Drive D) on Camino De La Reina is also proposed that serves Residential Parcels 2, 3 and 4. Private Drive D will also include one (1) inbound and one (1) outbound lane. Private Drive D is also designed as a fire-lane for emergency vehicle access.

#### 12.2 On-Site Circulation

Internal vehicular circulation within the project site is achieved through connections to the primary network established by existing City streets. The internal street system is based on the connections of Private Drive's A, B, D and E that provide access to a dedicated land use (residential or hotel).

- *Private Drive A*, the primary access (signalized) for the site, provides access to the hotel lobby area. Private Drive A connects to Private Drive's B and C.
- *Private Drive B*, provides access to the Grand Hall, a parking structure for hotel guests and convention visitors and two (2) driveways serving Residential Parcel 1.
- *Private Drive C*, an east-west roadway, connects Private Drive A and Private Drive D. Private Drive C, provides access to two (2) driveways serving Residential Parcel 2.
- *Private Drive D*, a north-south roadway at the eastern boundary, provides access to Residential Parcels 3 and 4.
- Private Drive E, located south of the river on Fashion Valley Road, provides dedicated access to hotel guests using a served gate (card-reader). Residents of Parcel 4 would also be allowed to access Private Drive E using the resident permit.

Internal circulation to all land uses and their associated buildings is provided surface roadways. All internal intersections include an unsignalized (stop sign) control to act as a traffic calming feature and facilitate safe crossing of vehicles, pedestrians and bicycles. Designated loading/unloading areas in front of the residential parcels and pick-up/drop-off area's in the hotel lobby are also proposed.

# 13.0 Parking

Parking for the T&C Master Plan shall comply with the Land Development Code (LDC) based on the zoning and land uses (Currently LDC Section 142.0500) at the time building permits are applied for. The parking requirement also includes common area parking spaces for residential uses, disabled accessible, loading spaces, bicycle parking spaces, and motorcycle parking spaces

The mix of uses planned for the T&C Master Plan warrants the use of shared parking. Shared parking, when provided, shall be in accordance with Land Development Code provisions at the time building permits are applied for (Currently Section 142.0545).

Parking and loading areas shall meet the requirements of the City's Land Development Code for offstreet parking. Overall, sufficient project parking shall be required to avoid parking congestion. Below is a description of parking supply and demand analysis.

# 13.1 Hotel and Convention Space Parking Demand

Given the mix of uses proposed by the project, a shared parking analysis was conducted for the T&C Master Plan. The shared parking analysis was conducted in accordance with City of San Diego Municipal Code provisions (*Section 142.0545*). The parking rates and time of day distribution for the various land uses were based on the City of San Diego standards (*Table 142-05I – Parking rates for shared parking and Table 142-05J – Representative hourly accumulation of percentage by peak hour respectively*).

For the convention space, LLG utilized the time-of-day distribution percentages from the nationally recognized parking publications such as the *Shared Parking Manual by Urban Land Institute* (2005) as a reference. *Tables 13–1* and *13–2* shows the shared parking analysis for the existing and proposed hotel uses.

- A shared parking analysis was conducted for the existing site. The <u>existing site</u> includes a total of 1,383 spaces for 954 rooms (parking ratio of <u>1.45 spaces/room</u>). This includes 1,337 spaces for the hotel and 46 spaces for the spa.
- The City of San Diego Municipal Code includes a parking rate of 1 space/room for hotels and 10 spaces/1,000 SF for convention space. 10 spaces/1,000 SF for convention space was deemed excessive given that the convention facility is not a standalone facility but rather an ancillary use to the hotel use (primary generating use). In addition, the existing and proposed event types at the T&C combined with the site's proximity to the transit center did not suggest a high parking rate. Therefore, a site-specific parking analysis was conducted.

As a part of the site-specific parking analysis, parking counts were conducted on Wednesday, September 30, 2015 to capture the convention parking demand. September 30 was specifically selected based on coordination with hotel staff given that 75% of the convention space (approx. 159,211 SF) was occupied which represents a typical convention day at the

T&C site. Based on the parking demand surveys, the highest demand of 186 spaces was observed between 10 AM and 11 AM. This equals a parking rate of 1.16 spaces/1,000 SF for convention space. To be conservative, for the parking analysis for the Town & Country Master Plan, the counted parking rate was more than doubled and 2.50 spaces/1,000 SF was used. *Appendix Q* shows the parking survey and a summary of the parking rate calculation.

- At 1 space per room and 2.5 spaces/KSF for the convention space, the <u>Proposed Project parking demand</u> is calculated as 951 spaces. Using a 10% transit/mixed-use credit for the hotel and convention space, the net parking required for the hotel and convention space is calculated at 856 spaces.
- The <u>project proposes</u> to provide 921 spaces for 700 rooms, which results in a surplus of 65 spaces. The resulting parking supply ratio is calculated as <u>1.31 spaces/room</u>.

To validate the parking ratio, LLG researched hotel (with regional convention facilities) parking demand. LLG researched three nationally recognized sources that included ITE Parking Generation, ULI Shared Parking Manual and Hotel Planning, Design and Development. *Table 13–3* summarizes the parking ratios from these manuals. *Appendix R* includes the excerpts from these manuals that include parking ratios for hotels with convention facilities.

These manuals suggest an average parking ratio between 0.9 and 1.37 (average = 1.13) spaces per room for hotels with regional convention facilities. The T&C project proposes a parking ratio of 1.31 spaces per room, which is higher than the industry average standards and is within 5% (1.31/1.37) of the maximum industry parking rate, validating the proposed overall parking supply.

# 13.2 Residential Parking Demand

*Table 13–3* shows the parking demand calculations for the residential use and categorized by parcels based on City of San Diego parking rates per the Land Development Code (LDC). For the residential use, each parcel includes its own subterranean parking.

As shown in *Table 13–3*, detailed breakdown of the parking demand is provided which includes accessible parking, bicycle parking and motorcycle parking. For residential parcels 1 and 4, the parking supply meets the parking demand. For residential parcels 2 and 3, a surplus of 58 spaces and 54 spaces are calculated respectively.

# 13.3 Master Plan Parking Demand and Supply

**Table 13–4** shows the **Phase I** parking summary for the hotel and residential uses. As shown, the proposed hotel use is calculated with a surplus of 65 spaces. *Table 13–4* also summarizes the residential demand supply for parcels 1 and 2. The combined (parcels 1 and 2) residential parking demand is calculated as 609 spaces. The residential parcels 1 and 2 propose a combine parking supply of 667 spaces resulting in a surplus of 58 spaces.

*Table 13–5* shows the **overall** Master Plan parking summary for the hotel and residential uses. As shown, the proposed hotel use is calculated with a surplus of 65 spaces.

*Table 13–5* also summarizes the residential demand supply for parcels 1, 2, 3, and 4. The total residential parking demand is calculated as 1,175 spaces. The residential portion of the project proposes a total parking supply of 1,287 spaces resulting in a surplus of 112 spaces.

TABLE 13–1
PROPOSED MINIMUM PARKING REQUIRED (HOTEL)

	Hotel Ro	ooms	Exhibit / Co Space		Total Spaces	
II CD	700	rooms	142.137	KSF		
Hour of Day	Rate = 1 space	ce / room <sup>a</sup>	Rate = 2.50 sp	Required		
	<b>Distribution</b> <sup>b</sup>	Required Parking Spaces	<b>Distribution</b> <sup>d</sup>	Required Parking Spaces		
6:00 AM	100%	700	0%	0	700	
7:00 AM	95%	665	0%	0	665	
8:00 AM	85%	595	50%	178	773	
9:00 AM	85%	595	100%	356	951	
10:00 AM	80%	560	100%	356	916	
11:00 AM	75%	525	100%	356	881	
12:00 PM	70%	490	100%	356	846	
1:00 PM	70%	490	100%	356	846	
2:00 PM	70%	490	100%	356	846	
3:00 PM	60%	420	100%	356	776	
4:00 PM	65%	455	100%	356	811	
5:00 PM	60%	420	100%	356	776	
6:00 PM	65%	455	50%	178	633	
7:00 PM	75%	525	30%	107	632	
8:00 PM	85%	595	30%	107	702	
9:00 PM	90%	630	10%	36	666	
10:00 PM	90%	630	0%	0	630	
11:00 PM	100%	700	0%	0	700	
12:00 AM	100%	700	0%	0	700	
Total Parking R 10% transit/mix visitors	Required ced-use credit for h	- convention		1 spaces 5 spaces		
Net Parking Re	quired	85	6 spaces			
Total Parking S	Supply	92	1 spaces			
Surplus		65	spaces			
Parking Rate /	Room (for 700 roo	oms)		1.3	1 spaces	

#### Footnotes:

- a. Parking rate for hotel use is based on City of San Diego Municipal Code (Chapter 14, Article 2, Division 5, Page 15).
- b. Time-of-day distribution is based on City of San Diego Municipal Code (Chapter 14, Article 2, Division 5, Page 26).
- c. Existing convention space parking rate was calculated as 1.16 spaces/1,000 SF. However, to be conservative, this rate was more than doubled and therefore 2.5 spaces/1,000 SF was used for future parking demand calculations.
- d. Time-of-day distribution for Convention Space based on ULI Share Parking Manual (Table 2-5 for "Convention").

Table 13–2
Technical Research – Hotels with Regional Convention Facilities Parking Rates

Source	Land Use	Parking Rate	Parking Demand for 700 rooms
Hotel Design Planning and Development, Second Edition, (Table 17.12: Parking Needed for Different Types of Hotel, pg. 368)	Hotel with	0.80 – 1.40 spaces / room	560 – 980
ITE Parking Generation, Fourth Edition, (pg. 73)	Convention	1.00 – 1.30 spaces / room	700 – 910
ULI Shared Parking, Second Edition, (Table 4–15: Parked Vehicles per Hotel Guest Room, pg. 82)	Facilities	0.91 – 1.42 spaces / room	637 – 994
Average		0.90 – 1.37 spaces / room	630 - 959

Table 13–3
Proposed Minimum Parking Required (Residential)

Land Use	Size	Vehicular Minimum Parking Rate <sup>a</sup>	Minimum Parking Required <sup>b</sup>				
Residential Parcel 1	160 units						
Studio	48 units	1.25 per unit	60 spaces				
1 BD / 1 BA	64 units	1.25 per unit	80 spaces				
2 BD / 2 BA	48 units	1.75 per unit	84 spaces				
Total Residential Parking)			224 Spaces				
Includes Accessible Parking (includes Van Accessible)	_	2% of Subtotal	4 spaces				
Includes Motorcycle Parking	-	0.1 / unit	16 spaces				
Includes Bicycle Parking	_	0.5 / unit	80 spaces				
Total Parking Required		224 spaces					
Parking Proposed			224 spaces				
Residential Parcel 2	275 units						
Studio	83 units	1.25 per unit	104 spaces				
1 BD / 1 BA	110 units	1.25 per unit	137 spaces				
2 BD / 2 BA	82 units	1.75 per unit	144 spaces				
Total Residential Parking			385 Spaces				
Includes Accessible Parking (includes Van Accessible)	_	2% of Subtotal	8 spaces				
Includes Motorcycle Parking	_	0.1 / unit	28 spaces				
Includes Bicycle Parking	_	0.5 / unit	138 spaces				
Total Parking Required			385 spaces				
Parking Proposed			443 spaces				
Residential Parcel 3	255 units						
Studio	77 units	1.25 per unit	96 spaces				
1 BD / 1 BA	102 units	1.25 per unit	127 spaces				
2 BD / 2 BA	76 units	1.75 per unit	133 spaces				
Total Residential Parking			356 Spaces				
Includes Accessible Parking (includes Van Accessible)	_	2% of Subtotal	7 spaces				
Includes Motorcycle Parking	_	0.1 / unit	26 spaces				
Includes Bicycle Parking	_	0.5 / unit	127 spaces				
Total Parking Required			356 spaces				
Parking Proposed							

Table 13–3
Proposed Minimum Parking Required (Residential)

Land Use	Size	Vehicular Minimum Parking Rate <sup>a</sup>	Minimum Parking Required <sup>b</sup>
Residential Parcel 4	150 units		
Studio	45 units	1.25 per unit	56 spaces
1 BD / 1 BA	60 units	1.25 per unit	75 spaces
2 BD / 2 BA	45 units	1.75 per unit	79 spaces
Total Residential Parking)			210 Spaces
Includes Accessible Parking (includes Van Accessible)	_	2% of Subtotal	4 spaces
Includes Motorcycle Parking	-	0.1 / unit	15 spaces
Includes Bicycle Parking	-	0.5 / unit	75 spaces
Total Parking Required	210 spaces		
Parking Proposed	210 spaces		

#### Footnotes:

#### General Notes

1. Parking rates were based on City of San Diego, Land Development Code; Chapter 14, Article 2.

a. Transit area parking requirements were used, given the project's proximity to Fashion Valley Transit Center.

Table 13–4
Proposed Project Phase I Parking Summary

Hotel		
Total Parking Required	856 Spaces	
Total Parking Provided	921 Spaces	
Surplus	65 Spaces	
Residential		
Parcel 1		
Total Parking Required	224 Spaces	
Total Parking Provided	224 Spaces	
Surplus	0 Spaces	
Parcel 2		
Total Parking Required	385 Spaces	
Total Parking Provided	443 Spaces	
Surplus	58 Spaces	
Total Residential Summary		
Total Parking Required	609Spaces	
Total Parking Provided	667 Spaces	
Surplus	58 Spaces	

# Table 13–5 Master Plan Parking Summary

Hotel	
Total Parking Required	856 Spaces
Total Parking Provided	921 Spaces
Surplus	65 Spaces
Residential	
Parcel 1	
Total Parking Required	224 Spaces
Total Parking Provided	224 Spaces
Surplus	0 Spaces
Parcel 2	
Total Parking Required	385Spaces
Total Parking Provided	443 Spaces
Surplus	58 Spaces
Parcel 3	
Total Parking Required	356 Spaces
Total Parking Provided	410 Spaces
Surplus	54 Spaces
Parcel 4	
Total Parking Required	210 Spaces
Total Parking Provided	210 Spaces
Surplus	0 Spaces
Total Residential Summary	
Total Parking Required	<b>1,175 Spaces</b>
Total Parking Provided	1,287 Spaces
Surplus	112 Spaces

### General Notes:

1. Grayscale indicates Phase I development and parking calculations.

# 14.0 OTHER MODES

The following section discusses the multi-modal access to the project site – pedestrian, bicycle and transit.

# 14.1 Alternative Circulation Systems / Mobility Options

The Town and Country Master Plan incorporates several multi-modal features as a part of its "Complete Streets" design. Complete Streets are designed and operated to enable safe access for all roadway users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Quality of life depends upon accessibility and services provided for each land use. To that effect, land use planning and its interaction with transportation circulation play a vital role in the design, functionality and character of the roadway environment.

The Town and Country Master Plan Street design emphasizes two key principles – Balance and Context. Balance adhering to the appropriate allocation of often-limited public rights-of-way to share between the multiple functions and users of the street. Context emphasizing sensitivity to the context in which streets exist, so that streets support the surrounding land uses, whether hotel or residential, and enhance the character of the community.

Complete Streets play an important role in livable and sustainable communities- where all people, regardless of age, ability or mode of transportation feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, livable communities. Additionally, public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

The Town and Country circulation system include roadways to not only accommodate vehicles but also considers pedestrian and bicycle travel to serve as a safe and alternative mode of travel. Besides pedestrian and bicycle, the Town and Country Master Plan is a Smart Growth Transit Oriented Development given its proximity to the Fashion Valley Transit Center. The Town and Country Master Plan vision includes improving and enhancing overall Mobility for all modes of transportation. These alternative modes are described below:

#### 14.1.1 Mass Transit

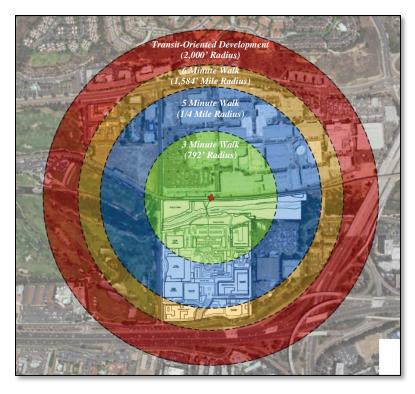
Light Rail

With a 5-7 minute walking distance and an attractive and convenient transit center at Fashion Valley Mall, transit will be an appealing transportation mode for the Town and Country residents, hotel guests, employees and visitors.

Regional light rail transit service is provided by the Trolley Green Line, which runs between Santee and Downtown San Diego. The intermediate stops include Alvarado Medical Center, San Diego State University (SDSU), Qualcomm Stadium, Mission Valley Center, Linda Vista, Old Town and Convention Center. Future extensions to the system include northerly routes to University Town

Center and the University of California – San Diego. Within the Mission Valley community, the LRT tracks run parallel to Friars Road and the San Diego River, passing through the Fashion Valley Mall. The trolley service headways are approximately every 15 minutes.

The Town and Country Master Plan is a mixed-use Transit Oriented Development with easy access to mass transit. Residential Parcels 1 and 2, which form the southern boundary of the project, will be within a 7-minute walk to the Fashion Valley Transit Center. The existing pedestrian bridge, over the San Diego Rive will be demolished



and improved to enhance pedestrian/bicycle access and connection.

#### Bus Service

Bus service is provided by the Metropolitan Transit System (MTS). The routes serving the transit center include 6, 20, 25, 41, 88, 120 and 928. These bus routes connect the Fashion Valley Mall to Kearny Mesa, UCSD, Old Town, Downtown, Del Lago and North Park.

In addition to the transit center, there are MTS bus stops located along the project frontage on Hotel Circle North and Fashion Valley Road. The bus stop on Hotel Circle North is serviced by MTS Route 88 that connects Fashion Valley Transit Center to Old Town Transit Center. The bus stop on Fashion Valley Road is serviced by MTS Route 88 and MTS Route 120, which connects Fashion Valley Transit Center to Kearny Mesa. Generally, the bus routes within the project vicinity operate with a headway of approximately 10-15 minutes and operate on both weekdays and weekends.

### 14.1.2 TDM Program

Other mobility options under consideration for the Town and Country Master Plan include several Travel Demand Management (TDM) strategies and techniques that aid in reducing vehicular trips and associated air quality impacts and greenhouse gas emissions. The TDM program is based on project features that provide mobility options and support the Town and Country Master Plan as a Smart Growth Transit Oriented Development (TOD). The intent of the TDM program is to reduce peak period vehicle trips by creating a truly integrated mixed-use community that maximizes use of pedestrian and bicycle travel, transit, and carpools.

Some of the highlights of the TDM program include subsidized (up to 50%) transit passes to employees, shuttle services to/from the airport, bicycle storage for employees, construction of the San Diego River Pathway on the north and south sides of the San Diego River through the Town and Country Park to include a multi-use trail for pedestrians and bicyclists among others. The TDM program is discussed in further detail in *Section 19.0*.

# 14.2 Pedestrian Circulation and Linkages

Pedestrian access within the Town and Country site will be provided by the integrated trail system and sidewalks along all roadways. The pedestrian linkages include the following:

#### San Diego River Pathway

The River Pathway is proposed on the north and south sides of the San Diego River through the Town and Country Park. The proposed River Pathway on the north side of the river is proposed on the Town and Country property and located between the Multi-Habitat Planning Area (MHPA) boundary and the Riverwalk Drive curb that supports the concrete columns supporting the elevated trolley line. This 0.5-acre area, that extends along the property boundary on Riverwalk Drive, will be 14-feet wide and function as a multi-use trail for pedestrians and bicyclists. Pedestrian access across this Pathway will connect with the sidewalks along Riverwalk Drive intersections.

A south side River Pathway is also proposed that transitions southerly at the pedestrian bridge over the San Diego River and travels east connecting to the adjacent (Union Tribune) property. The pedestrian bridge will be improved and widened to accommodate pedestrians and bicyclists. To enhance pedestrian experience along the River Pathway, several amenities such as picnic area, children's play area and dog park are also proposed. West of the pedestrian bridge, trails are proposed that will extend to Fashion Valley Road.

#### Access Routes

New access routes are proposed throughout the Town and Country property to better connect the community and patrons to the River Park.

- Trails for pedestrians will be 4-foot to 8-foot wide in the active park area. Decomposed granite will be used for construction to enhance pedestrian experience.
- Building Access Paths are proposed at multiple locations to connect on-site hotel guests and convention visitors to the park and River Pathway.
- Public Access Pathways extend beyond the River Influence Area to connect the on-site residents and more importantly, the greater community to the Park, River Pathway and the transit center. The sidewalks along Fashion Valley Road and Hotel Circle North and Camino De La Reina will also enhanced to provide the pedestrian access at the property boundaries. Internal to the site, a new central pathway is proposed that originates at the hotel lobby and continues northerly within the tree lined pedestrian (and emergency vehicle only) corridor. The central pathway continues along the periphery of the residential parcel 4 terminating at the River Park. East/west linkages between the central pathway and the adjacent land uses will also be provided as necessary.

#### Pedestrian Bridge

The existing pedestrian bridge is approximately 5 feet wide (non-standard for a multi-use path) and substandard and degraded. The project will demolish the bridge and build a new 10-foot wide bridge that meets standards for a multi-use path serving pedestrians and bicyclists connecting the site to the Fashion Valley Transit Center. This important connection will allow pedestrians and bicyclists to easily access the transit center and also connect with the Fashion Valley Mall shops, restaurants and other retail amenities.

#### Street Sidewalks

Streetside sidewalks, separated from the travel lanes by landscaped parkways, occur as pedestrian elements along Hotel Circle North, Fashion Valley Road, Camino De La Reina and Riverwalk Drive. Sidewalks will be should be provided along local streets and private drives in accordance with the City of San Diego Street Design Manual (November 2002).

In addition to the above pedestrian connections and linkages, intersection traffic calming are also proposed to complement the walkability of the street system by providing safe and inviting points of crossing through the use of pop-outs and other curb extensions. These improvements make pedestrian crossings shorter and reduce the visual width of a long, straight street.

# 14.3 Bicycle Access

The project will accommodate bicycle travel along the external roadways and San Diego River Pathway. The City classifies bikeways into three general categories based on the degree or extent of their improvements, as described below:

**Bicycle Path.** A completely separate right-of-way for the exclusive use of bicycles (Class I).

**Bicycle Lane.** A restricted right-of-way located on the paved road surface of the traffic lane nearest the curb and identified by special signs, lane striping, and other pavement markings (Class II).

**Bicycle Route.** A shared right-of-way designated by signs only, with bicycle travel sharing the roadway with pedestrian and motor vehicles (Class III).

The San Diego River Pathway includes a 14-foot wide dedicated Class I bicycle and pedestrian pathway on the north side and south side of the San Diego River. The bicycle pathway will connect to the adjacent property to the east and terminate easterly at Camino De La Reina.

In addition to the above Class I bicycle path, to comply with the improvements proposed as a part of the San Diego Regional Bicycle Master Plan, the project proposes to widen Hotel Circle North and Camino De La Reina along the project frontage. The widening of Hotel Circle North and Camino De La Reina will include six-foot wide Class II bicycle lanes on both sides of the roadway. Based on coordination with SANDAG, plans are currently being proposed to include a two-way cycle track or a Class I bike path on the north side of Camino De La Reina. These plans have not been finalized at this time. The Town & Country project design provides flexibility to accommodate either of these

planned improvements and does not preclude them to be implemented in the future contingent on City and SANDAG approvals.

The project also proposes a shared bike path ("sharrow") on the easterly project boundary along Private Drive D. This shared bike path will provide a north-south connection between the Class I San Diego River Pathway and the Class II bike lanes on Camino De La Reina.

These improvements, in totality, form an extensive bicycle circulation network that promotes healthy living. In order to support bicycle travel as an alternate mode of transportation, secure bicycle parking facilities such lockers and racks or combination of the two are also proposed. Free bicycles will also be available to hotel guests.

# 15.0 Existing + Total Project Significant Impacts and Mitigation Measures

Per the City's significance thresholds and the analysis methodology presented in this report, project related traffic is calculated to cause a significant impact within the study area in the Existing + Total Project scenario. The following section identifies the significance of impacts and recommended mitigation to address operating deficiencies. These improvements, if implemented, would improve efficiency of traffic flow and return intersection operations to a level of "no significant" impact.

# 15.1 Existing + Total Project Significant Impacts

In the Existing + Total Project scenario, project related traffic is calculated to cause a significant cumulative impact within the study area, as summarized below in *Table 15–1*.

*Figure 18–1* shows graphically the significant cumulative impacts occurring under Existing + Total Project condition.

TABLE 15–1
EXISTING + TOTAL PROJECT SIGNIFICANT IMPACTS

Facility Type	Location
Intersections	• None
Street Segments	Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)
Freeway Segments	• None

# 15.1 Existing + Total Project Mitigation Measures

Under Existing + Total Project conditions, the project is calculated to cause a significant direct impact along one (1) street segment. The following summarizes the recommended mitigation measures and the project cost participation.

**Table 15–2** report the results of the street segment mitigation analysis for the Existing + Total Project scenario. As shown in the table, the proposed mitigation would reduce the project impacts to a level of 'not significant'. For the purposes of this report, a level of 'not significant' reflects allowable delay increases within City defined thresholds.

Project mitigation diagrams, demonstrating the proposed mitigation for the impacted street segments, are contained in *Figure 15–1*. *Appendix S* contains the conceptual feasibility drawings.

The following street segment improvements and cost participation are identified to mitigate the Existing + Total Project significant "direct" impacts from the project.

#### Hotel Circle N.: Fashion Valley Road to Private Drive A

Widening this segment to 4-lane Collector standards per the Mission Valley Community Plan would mitigate the project's significant cumulative impact. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly.

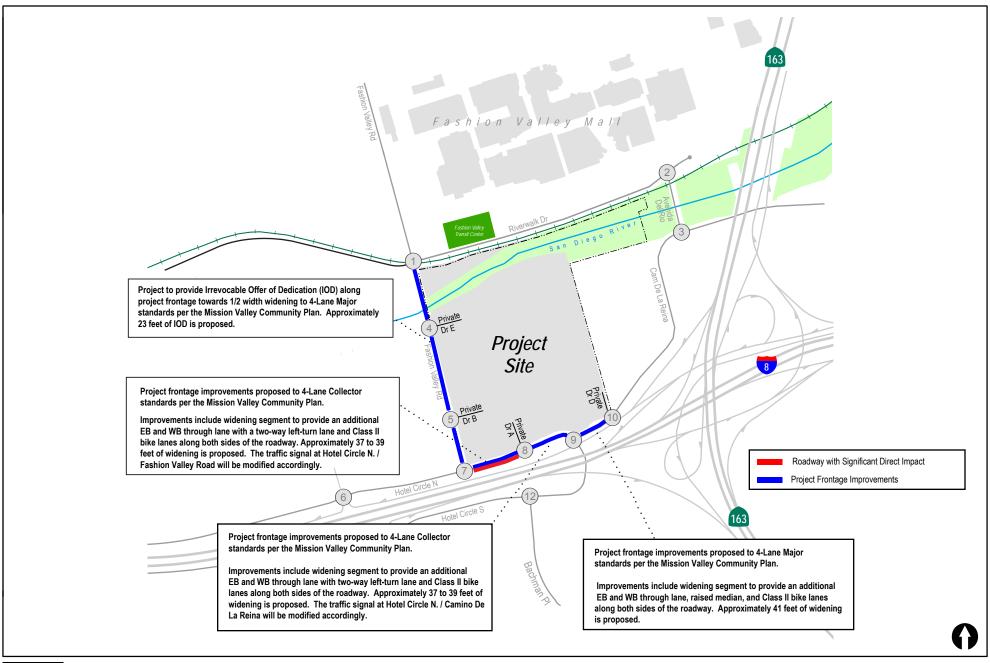
The project proposes to construct these improvements (100%) as a part of its frontage improvements. The proposed widening would reduce the project's direct impact to below a level of significance.

Table 15–2
Existing + Total Project Street Segment Mitigation Analysis

Roadway Segment	ent Classification Capa		y <sup>a</sup> Existing			Existing With Total Project			Mitigation Classification	Mitigation	Existing With Total Project and Mitigation				Mitigation (fair-share)
			ADT <sup>b</sup>	LOSc	V/Cd	ADT	LOS	V/C	Classification	Capacity	ADT	LOS	V/C	$\Delta^{e}$	(fair-snare)
Hotel Circle N.															
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	12,810	D	0.854	13,070	E	0.871	4-Lane Collector (with two-way left-turn lane)	30,000	13,070	В	0.436	(0.418)	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. Approx. 37-39 feet of widening proposed. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina will be modified accordingly. (100% contribution)

#### Footnotes:

- a. Capacity based on roadway classification operating at LOS E.
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity.
- e.  $\Delta$  denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.





N:\2386\Figures\Feb 2016 Date: 02/26/16 Figure 15-1

# **Existing + Total Project Impacts and Mitigation**

# 16.0 NEAR-TERM (OPENING DAY 2018) PHASE I SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Per the City's significance thresholds and the analysis methodology presented in this report, there are **no project related traffic impacts** within the study area under **Near-Term (Opening Day 2018)** + **Project Phase I conditions**. Therefore, no mitigation measures are required. However, *Figure 16–1* shows the Near-Term (Opening Day 2018) planned improvements.

### 16.1 Project Frontage Improvements

The following recommended project frontage improvements shall be assured by permit and bond satisfactory to the City Engineer prior to the issuance of the first building permit and constructed prior to the issuance of the first certificate of occupancy. The improvements shall be funded 100% by the applicant.

#### 16.1.1 Camino De La Reina: Hotel Circle to Private Drive D

The project proposes to widen Camino De La Reina from Hotel Circle to Private Drive D to 4-lane Major standards per the Mission Valley Community Plan. The project proposes to widen to Camino De La Reina along the project frontage to include an additional WB and EB through lane and a raised median. This widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the T&C property.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. Appendix S shows a conceptual plan of this improvement.

#### 16.1.2 Hotel Circle N.: Fashion Valley Road to Camino De La Reina

The project proposes to widen Hotel Circle N. from Fashion Valley Road to Camino De La Reina to 4-lane Collector standards per the Mission Valley Community Plan. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly to accommodate the proposed widening.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. Appendix S shows a conceptual plan of this improvement.

#### 16.1.3 Fashion Valley Road: Hotel Circle N. to Riverwalk Drive

Fashion Valley Road is currently constructed as a 4-lane Collector roadway with a 50' curb-to-curb. The west side of the roadway fronts the Riverwalk golf course while the east side fronts the Atlas Ballroom, the Grand Exhibit Ballroom and the Golden Pacific Ballroom that serve the Town & Country Conventions. LLG prepared a preliminary feasibility exhibit that shows the half-width

widening of Fashion Valley Road to 4-lane Major standards per the current Mission Valley Community Plan. *Appendix S* includes this exhibit.

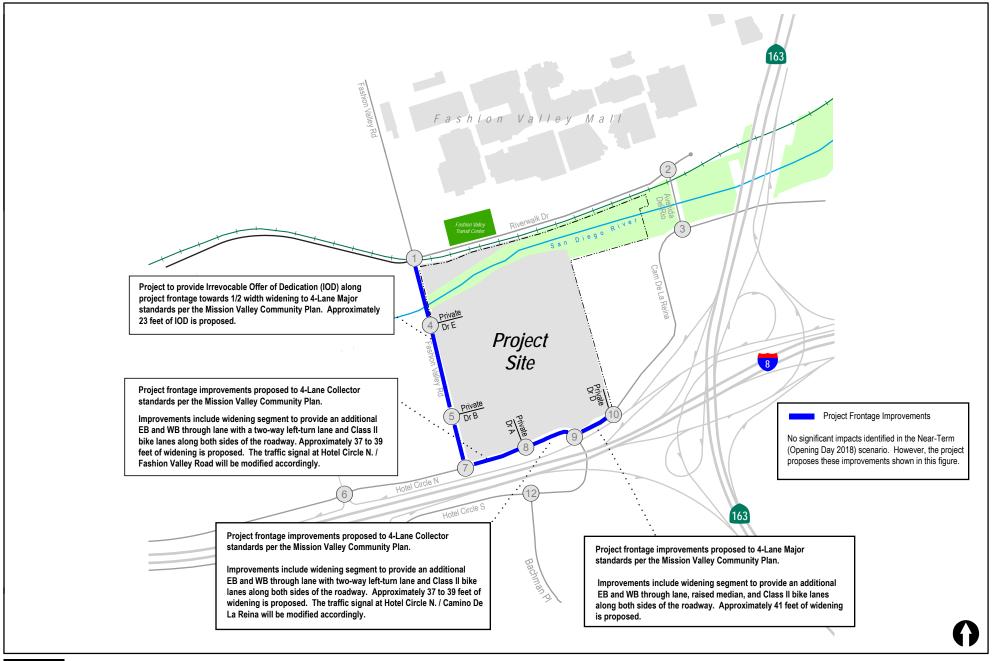
As shown in *Appendix S*, the 4-lane Major widening of Fashion Valley Road was deemed infeasible as several significant issues were identified. The primary reason for infeasibility is that the widening would require elimination of the 12 foot wide ramped space fronting Grand Exhibit Hall. This 12 foot wide ramp is currently the Code required egress that was designed specifically to handle the size of the meeting space and occupancy load exiting Grand Exhibit Hall. The project does not propose to change or modify this egress.

In 2006, the Grand Exhibit Hall was required to be constructed above the base flood elevation and thereby, forced the finish floor of the hall to be 3.7 feet above the sidewalk and 4 feet above the street grade. This grade change and the current footprint of the ramp space (12' wide by 200' long) is required and designed per Code to handle the occupant load prior to people exiting onto the public right-of-way and **cannot be changed** due to the size and occupancy load of the ballroom. With the future widening of Fashion Valley Road, the future curb and sidewalk encroaches and eliminates this ramped space. Even if modifications were made such that the future roadway does not fully encroach onto the ramped space, it would be infeasible for occupants to egress and negotiate the 4' vertical grade transition, especially during an emergency.

In addition to the limitation provided by the ramped space fronting Grand Exhibit Hall, other conference facility circulation issues such as reduction of drop-off space and substandard lane widths (9-10 feet) at the Atlas Ballroom prohibiting drop-off and vehicular circulation, and elimination of the two-way internal drive aisle at the Golden Pacific Ballroom are identified.

Therefore, in lieu of constructing project frontage improvements and to not preclude potential future widening, contingent on potential redevelopment or demolition of conference facility, the project proposes to provide an Irrevocable Offer of Dedication (IOD) (approximately 23 feet) towards half-width improvements for the widening of Fashion Valley Road between Hotel Circle N. and Riverwalk Drive to 4-lane Major standards per the Mission Valley Community Plan.

Appendix S shows a conceptual plan of this improvement and demonstrates its infeasibility.





N:\2386\Figures\Feb 2016 Date: 02/26/16 Figure 16-1

## 17.0 YEAR 2022 (PHASES I AND II) SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Per the City's significance thresholds and the analysis methodology presented in this report, project related traffic is calculated to cause a significant impact within the study area in the Year 2022 scenario. The following section identifies the significance of impacts and recommended mitigation to address operating deficiencies. These improvements, if implemented, would improve efficiency of traffic flow and return intersection operations to a level of "no significant" impact.

## 17.1 Project Frontage Improvements

The following recommended project frontage improvements shall be assured by permit and bond satisfactory to the City Engineer prior to the issuance of the first building permit and constructed prior to the issuance of the first certificate of occupancy. The improvements shall be funded 100% by the applicant.

#### 17.1.1 Camino De La Reina: Hotel Circle to Private Drive D

The project proposes to widen Camino De La Reina from Hotel Circle to Private Drive D to 4-lane Major standards per the Mission Valley Community Plan. The project proposes to widen to Camino De La Reina along the project frontage to include an additional WB and EB through lane and a raised median. This widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the T&C property.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. Appendix S shows a conceptual plan of this improvement.

#### 17.1.2 Hotel Circle N.: Fashion Valley Road to Camino De La Reina

The project proposes to widen Hotel Circle N. from Fashion Valley Road to Camino De La Reina to 4-lane Collector standards per the Mission Valley Community Plan. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly to accommodate the proposed widening.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. Appendix S shows a conceptual plan of this improvement.

## 17.1.3 Fashion Valley Road: Hotel Circle N. to Riverwalk Drive

Fashion Valley Road is currently constructed as a 4-lane Collector roadway with a 50' curb-to-curb. The west side of the roadway fronts the Riverwalk golf course while the east side fronts the Atlas Ballroom, the Grand Exhibit Ballroom and the Golden Pacific Ballroom that serve the Town & Country Conventions. LLG prepared a preliminary feasibility exhibit that shows the half-width

widening of Fashion Valley Road to 4-lane Major standards per the current Mission Valley Community Plan. *Appendix S* includes this exhibit.

As shown in *Appendix S*, the 4-lane Major widening of Fashion Valley Road was deemed infeasible as several significant issues were identified. The primary reason for infeasibility is that the widening would require elimination of the 12 foot wide ramped space fronting Grand Exhibit Hall. This 12 foot wide ramp is currently the Code required egress that was designed specifically to handle the size of the meeting space and occupancy load exiting Grand Exhibit Hall. The project does not propose to change or modify this egress.

In 2006, the Grand Exhibit Hall was required to be constructed above the base flood elevation and thereby, forced the finish floor of the hall to be 3.7 feet above the sidewalk and 4 feet above the street grade. This grade change and the current footprint of the ramp space (12' wide by 200' long) is required and designed per Code to handle the occupant load prior to people exiting onto the public right-of-way and **cannot be changed** due to the size and occupancy load of the ballroom. With the future widening of Fashion Valley Road, the future curb and sidewalk encroaches and eliminates this ramped space. Even if modifications were made such that the future roadway does not fully encroach onto the ramped space, it would be infeasible for occupants to egress and negotiate the 4' vertical grade transition, especially during an emergency.

In addition to the limitation provided by the ramped space fronting Grand Exhibit Hall, other conference facility circulation issues such as reduction of drop-off space and substandard lane widths (9-10 feet) at the Atlas Ballroom prohibiting drop-off and vehicular circulation, and elimination of the two-way internal drive aisle at the Golden Pacific Ballroom are identified.

Therefore, in lieu of constructing project frontage improvements and to not preclude potential future widening, contingent on potential redevelopment or demolition of conference facility, the project proposes to provide an Irrevocable Offer of Dedication (IOD) (approximately 23 feet) towards half-width improvements for the widening of Fashion Valley Road between Hotel Circle N. and Riverwalk Drive to 4-lane Major standards per the Mission Valley Community Plan.

Appendix S shows a conceptual plan of this improvement and demonstrates its infeasibility.

## 17.2 Year 2022 Significant Impacts

In the Year 2022, project related traffic is calculated to cause a significant cumulative impact within the study area, as summarized below in *Table 17–1*.

*Figure 17–1* shows graphically the significant cumulative impact occurring under Year 2022 + Project (Phases I and II) conditions.

TABLE 17–1
YEAR 2022 + PROJECT (PHASES I AND II) SIGNIFICANT IMPACTS

Facility Type	Location
Intersections	• None
Street Segments	Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)
Freeway Segments	• None

## 17.3 Year 2022 Mitigation Measures

Under Year 2022 conditions, the project is calculated to cause a significant cumulative impact along one (1) street segment. The following summarizes the recommended mitigation measures and the project cost participation.

**Table 17–2** report the results of the street segment mitigation analysis for Year 2022. As shown in the tables, the proposed mitigation would reduce the project impacts to a level of 'not significant'. For the purposes of this report, a level of 'not significant' reflects allowable delay increases within City defined thresholds.

Project mitigation diagrams, demonstrating the proposed mitigation for the impacted street segments, are contained in *Figure 17–1*. *Appendix S* contains the conceptual feasibility drawings.

The following street segment improvement and cost participation is identified to mitigate the Year 2022 significant "cumulative" impact from the project.

## Hotel Circle N.: Fashion Valley Road to Private Drive A

Widening this segment to 4-lane Collector standards per the Mission Valley Community Plan would mitigate the project's significant cumulative impact. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly.

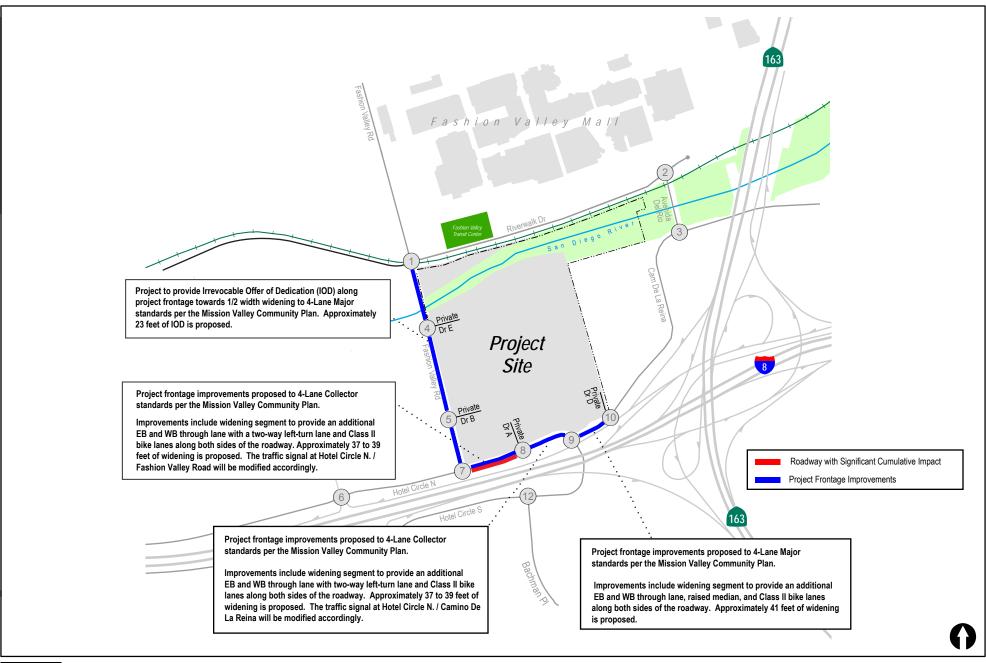
The project proposes to construct these improvements (100%) as a part of its frontage improvements. The proposed widening would reduce the project's cumulative impact to below a level of significance.

Table 17–2
Year 2022 Street Segment Mitigation Analysis

Roadway Segment Classification		Capacitya	Year 2022		Year 2022 With Project (Phases I and II)		Mitigation Classification	Mitigation Capacity	Year 2022 With Project (Phases I and II) and Mitigation			Mitigation (fair-share)			
			ADTb	LOSc	V/Cd	ADT	LOS	V/C			ADT	LOS	V/C	$\Delta^{e}$	, , ,
Hotel Circle N.															
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	15,350	F	1.023	15,610	F	1.041	4-Lane Collector (with two-way left-turn lane)	30,000	15,610	С	0.520	(0.503)	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. Approx. 37-39 feet of widening proposed. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly. (100% contribution)

#### Footnotes:

- a. Capacity based on roadway classification operating at LOS E.
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity.
- e.  $\Delta$  denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.





N:\2386\Figures\Feb 2016 Date: 02/26/16 Figure 17-1

## 18.0 YEAR 2035 (HORIZON YEAR) SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Per the City's significance thresholds and the analysis methodology presented in this report, project related traffic is calculated to cause significant impacts within the study area in the Year 2035 (Horizon Year) scenario. The following section identifies the significance of impacts and recommended mitigation to address operating deficiencies. These improvements, if implemented, would improve efficiency of traffic flow and return intersection operations to a level of "no significant" impact.

## 18.1 Project Frontage Improvements

The following recommended project frontage improvements shall be assured by permit and bond satisfactory to the City Engineer prior to the issuance of the first building permit and constructed prior to the issuance of the first certificate of occupancy. The improvements shall be funded 100% by the applicant.

#### 18.1.1 Camino De La Reina: Hotel Circle to Private Drive D

The project proposes to widen Camino De La Reina from Hotel Circle to Private Drive D to 4-lane Major standards per the Mission Valley Community Plan. The project proposes to widen to Camino De La Reina along the project frontage to include an additional WB and EB through lane and a raised median. This widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the T&C property.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. Appendix S shows a conceptual plan of this improvement.

#### 18.1.2 Hotel Circle N.: Fashion Valley Road to Camino De La Reina

The project proposes to widen Hotel Circle N. from Fashion Valley Road to Camino De La Reina to 4-lane Collector standards per the Mission Valley Community Plan. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly to accommodate the proposed widening.

The project proposes to construct these improvements (100%) as a part of its frontage improvements. Appendix S shows a conceptual plan of this improvement.

#### 18.1.3 Fashion Valley Road: Hotel Circle N. to Riverwalk Drive

Fashion Valley Road is currently constructed as a 4-lane Collector roadway with a 50' curb-to-curb. The west side of the roadway fronts the Riverwalk golf course while the east side fronts the Atlas Ballroom, the Grand Exhibit Ballroom and the Golden Pacific Ballroom that serve the Town & Country Conventions. LLG prepared a preliminary feasibility exhibit that shows the half-width

widening of Fashion Valley Road to 4-lane Major standards per the current Mission Valley Community Plan. *Appendix S* includes this exhibit.

As shown in *Appendix S*, the 4-lane Major widening of Fashion Valley Road was deemed infeasible as several significant issues were identified. The primary reason for infeasibility is that the widening would require elimination of the 12 foot wide ramped space fronting Grand Exhibit Hall. This 12 foot wide ramp is currently the Code required egress that was designed specifically to handle the size of the meeting space and occupancy load exiting Grand Exhibit Hall. The project does not propose to change or modify this egress.

In 2006, the Grand Exhibit Hall was required to be constructed above the base flood elevation and thereby, forced the finish floor of the hall to be 3.7 feet above the sidewalk and 4 feet above the street grade. This grade change and the current footprint of the ramp space (12' wide by 200' long) is required and designed per Code to handle the occupant load prior to people exiting onto the public right-of-way and **cannot be changed** due to the size and occupancy load of the ballroom. With the future widening of Fashion Valley Road, the future curb and sidewalk encroaches and eliminates this ramped space. Even if modifications were made such that the future roadway does not fully encroach onto the ramped space, it would be infeasible for occupants to egress and negotiate the 4' vertical grade transition, especially during an emergency.

In addition to the limitation provided by the ramped space fronting Grand Exhibit Hall, other conference facility circulation issues such as reduction of drop-off space and substandard lane widths (9-10 feet) at the Atlas Ballroom prohibiting drop-off and vehicular circulation, and elimination of the two-way internal drive aisle at the Golden Pacific Ballroom are identified.

Therefore, in lieu of constructing project frontage improvements and to not preclude potential future widening, contingent on potential redevelopment or demolition of conference facility, the project proposes to provide an Irrevocable Offer of Dedication (IOD) (approximately 23 feet) towards half-width improvements for the widening of Fashion Valley Road between Hotel Circle N. and Riverwalk Drive to 4-lane Major standards per the Mission Valley Community Plan.

Appendix S shows a conceptual plan of this improvement and demonstrates its infeasibility.

## 18.2 Year 2035 (Horizon Year) Significant Impacts

In the Year 2035 (Horizon Year), project related traffic is calculated to cause significant cumulative impacts within the study area, as summarized below in *Table 18–1*.

*Figure 18–1* shows graphically the significant cumulative impacts occurring under Year 2035 (Horizon Year) + Project (Phases I and II) conditions.

TABLE 18–1
YEAR 2035 (HORIZON YEAR) + PROJECT (PHASES I AND II) SIGNIFICANT IMPACTS

Facility Type	Location
Intersections	• None
Street Segments	<ul> <li>Riverwalk Drive: East of Avenida Del Rio (LOS F)</li> <li>Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)</li> </ul>
Freeway Segments	• None

## 18.3 Year 2035 (Horizon Year) Mitigation Measures

Under Year 2035 (Horizon Year) conditions, the project is calculated to have significant cumulative impacts along two (2) street segments. The following summarizes the recommended mitigation measures and the project cost participation.

*Table 18–2* report the results of the street segment mitigation analysis for Year 2035 (Horizon Year). As shown in the tables, the proposed mitigation would reduce the project impacts to a level of 'not significant'. For the purposes of this report, a level of 'not significant' reflects allowable delay increases within City defined thresholds.

Project mitigation diagrams, demonstrating the proposed mitigation for the impacted street segments, are contained in *Figure 18–1*. *Appendix S* contains the conceptual feasibility drawings.

The following street segment improvements and cost participation are identified to mitigate Year 2035 (Horizon Year) significant "cumulative" impacts from the project.

#### Riverwalk Drive: East of Avenida Del Rio

Widening this segment to a 4-lane Collector would mitigate the project's significant impact. Based on coordination with the City and a review of the design plans of the Hazard Center extension under SR-163, only a two-lane roadway was deemed technically feasible.

To mitigate the project's cumulative impact, a 4-lane Collector capacity is required and only a 2-lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.

#### Camino De La Reina: Hotel Circle to Private Drive D

Widening this segment to 4-lane Major standards per the Mission Valley Community Plan would mitigate the project's cumulative impact. As a part of the project frontage improvements, the project proposes to widen Camino De La Reina along the project frontage to include an additional WB and EB through lane and a raised median. This widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the T&C property. The traffic signal at Hotel Circle N. /

Camino De La Reina will be modified accordingly. The project proposes to construct these improvements (100%) as a part of its frontage improvements. The proposed widening would reduce the project's cumulative impacts to below a level of significance.

Table 18–2
Year 2035 (Horizon Year) Street Segment Mitigation Analysis

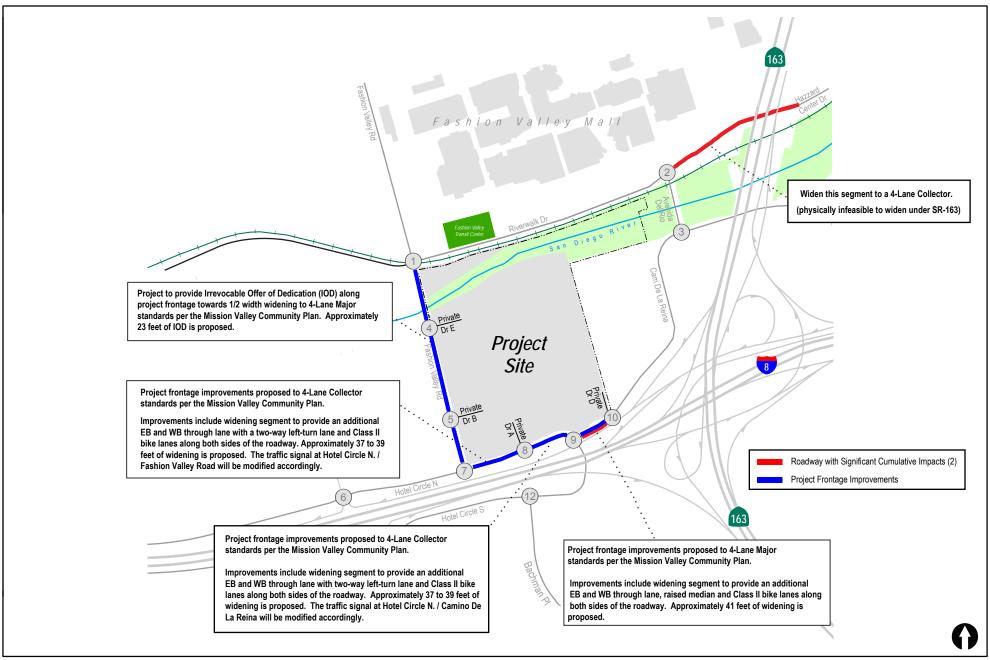
Roadway Segment	Roadway Segment Classification Capacit		Year 2035 (Horizon Year)		Year 2035 (Horizon Year) With Project (Phases I and II)		Mitigation Classification	Mitigation Capacity	Year 2035 (Horizon Year) With Project (Phases I and II) and Mitigation			Mitigation (fair-share)			
			ADT <sup>b</sup>	ADT <sup>b</sup> LOS <sup>c</sup> V/C <sup>d</sup>		ADT LOS V/C				ADT	LOS	V/C	Δe		
Riverwalk Drive															
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	17,170	F	2.146	17,600	F	2.200	4-Lane Collector	15,000	17,600	F	1.173	(0.973)	Widen to 4-Lane Collector standards. Based on coordination with the City and a review of the design plans of the Hazard Center extension under SR 163, only a two-lane roadway was deemed technically feasible. To mitigate the project's cumulative impact, a 4- lane Collector capacity is required and only a 2- lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.

TABLE 18–2
YEAR 2035 (HORIZON YEAR) STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification Capacity <sup>a</sup>		Year 2035 (Horizon Year)		Year 2035 (Horizon Year) With Project (Phases I and II)		Mitigation Classification	Mitigation Capacity				Mitigation (fair-share)			
			ADT <sup>b</sup>	LOSc	V/C <sup>d</sup>	ADT	LOS	V/C			ADT	LOS	V/C	$\Delta^{e}$	
Camino De La Reina															
Hotel Circle to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	16,720	F	1.115	17,200	F	1.147	4-Lane Major	40,000	17,200	В	0.430		Widen to accommodate an additional WB and EB through lane, a raised median and Class II bike lanes to meet 4-lane Major standards. (Project frontage improvements-100%)

#### Footnotes:

- a. Capacity based on roadway classification operating at LOS E.
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity.
- e.  $\Delta$  denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.





N:\2386\Figures\Feb 2016 Date: 02/26/16 Figure 18-1

## 19.0 CONSTRUCTION TRAFFIC

Construction of the Town and Country Master Plan will generate construction traffic in the surrounding area on a temporary basis (2–4 years). Construction traffic relates to the traffic generated from construction vehicles, which consist primarily of heavy trucks, smaller construction trucks, and worker vehicles.

Construction of the project is expected to begin in Year 2017 and complete by Year 2020 with projected full occupancy of the project by Year 2022. Currently, two construction phases are anticipated – Phase I and Phase II.

#### 19.1 Construction Workforce

For the construction activity that will occur, off-site trips will be generated. These trips may impact the community. Each phase of construction will have its own traffic intensity and duration. The calculations outlined below are for each phase of construction and include the best estimate of the amount of construction and worker vehicles that would occur. The following is a summary of the construction activity, estimated construction duration and their associated workforce quantities by phase. The construction phases are not expected to overlap as Phase II construction can commence only after the hotel renovation and associated demolition of ancillary facilities in Phase I is complete.

#### Phase I

- *Demolition (3 months)*: 14 workers and 7 heavy vehicles per day
- Hotel Renovation and Residential Parcels 1 and 2 (15 months): 274 workers and 170 heavy vehicles per day

#### **Phase II**

• Residential Parcels 3 and 4 (24 months): 194 workers, 64 heavy vehicles per day

#### 19.1.1 Construction Trip Generation

An Average Daily Trip (ADT) calculation for each construction phase is outlined below based on information provided by the applicant. A passenger car equivalence (PCE) factor was applied to heavy trucks to account for their impact on traffic flow and operations when compared to passenger cars.

#### Phase I:

Demolition:

- + 14 workers x 2 trips/worker = 28 ADT + 7 heavy vehicles/day x 2 trips/heavy truck x 2 PCE = 28 ADT
  - Total = 56 ADT

Hotel Construction and Residential Parcels 1 and 2:

- + 274 workers x 2 trips/worker = 548 ADT
- + 170 heavy vehicles/day x 2 trips/heavy truck x 2 PCE = 680 ADT

  Total = 1,228 ADT

#### Phase II

Residential Parcels 3 and 4:

- + 194 workers x 2 trips/worker = 388 ADT
- + 64 heavy vehicles/day x 2 trips/heavy truck x 2 PCE = 256 ADT
  - Total = 644 ADT

Based on the above information, *Phase I—Hotel Renovation and Residential Parcels 1 and 2* generate the highest construction ADT in Phase I and represents the most critical construction phase from a traffic standpoint.

## 19.2 Construction Traffic vs. Proposed Project Traffic

The following is a comparison of the proposed project traffic vs. construction traffic. *Table 19–1* shows the construction trip generation calculations for Phase I.

Table 19–1
Construction Trip Generation – Phase I

Туре	Trucks or Workers (per day)	Daily Trip Rate	PCE <sup>a</sup>	ADT b						
Hotel Const	Hotel Construction and Residential Parcels 1 and									
Worker Vehicles	274	2	N/A	548						
Heavy Trucks	170	2	3	680						
Subtotal		_	_	1,228						
Traffic reduction fro	m hotel and fo	acilities reno	vation (per '	Table 9–1)						
	Prop	osed: 700 ro	oms	6,650 <sup>d</sup>						
Hotel rooms	Exis	9,540								
		Net:	· 254 rooms	(2,890)						
	Prop	osed: 177,13	7 SF	4,051						
Convention Space	Exis	ting: 212,762	2 SF	4,952						
		Net	: 35,652 SF	(901)						
Spa		14,298 SF		(286)						
Restaurants	(207)									
	Sul	btotal Traffic	Reduction	(4,284)						
Nei	t New Tempor	ary Construc	tion Traffic	(3,056)						

#### Footnotes:

- a. PCE Passenger Car Equivalence.
- b. ADT Average Daily Trips.
- Hotel construction and residential parcels 1 and 2 used as they represent the highest construction traffic in Phase I.
- d. Per *Table 9–1, page 49*. Includes a hotel room rate of 10 per room with 5% transit credit for the proposed condition.

As shown above, the reduction in traffic from the demolition of the existing uses (254 hotel rooms, 35,652 SF of convention facility, 14,298 SF spa building and 25,652 SF of food and beverage buildings) is greater than the traffic added due to the construction activity. Therefore, given that there will be a net decrease in overall traffic, construction traffic is not expected to cause any significant traffic impacts.

Table 19–2 shows the construction trip generation calculations for Phase II.

Table 19–2
Construction Trip Generation – Phase II

Туре	Trucks or Workers (per day)	Daily Trip Rate	PCE <sup>a</sup>	ADT <sup>b</sup>			
Constri	ıction of Resid	lential Parce	ls 3 and 4				
Worker Vehicles	194	388					
Heavy Trucks	64	2	3	256			
Subtotal	_	_	_	644			
Site Tra	ffic prior to Pl	hase II (per T	Table 9–1)				
	Prop	osed: 700 ro	oms	6,650°			
Hotel rooms	Exis	sting: 954 roo	oms	9,540			
		(2,890)					
	Prop	osed: 177,13	7 SF	4,051			
Convention Space	Exis	ting: 212,762	2 SF	4,952			
		Net	: 35,652 SF	(901)			
Spa		14,298 SF		(286)			
Restaurants		25,652 SF		(207)			
Residential Parcel 1		160 DU		816 <sup>d</sup>			
Residential Parcel 2	Residential Parcel 2 275 DU						
	(2,066)						
Ne	t New Tempor	ary Construc	ction Traffic	(1,422)			

#### Footnotes:

- a. PCE Passenger Car Equivalence.
- b. ADT Average Daily Trips.
- c. Per *Table 9–1, page 49.* Includes a hotel room rate of 10 per room with 5% transit credit for the proposed condition.
- d. Per *Table 9–1, page 49*. Includes a residential trip rate of 6/DU with 5% transit credit and 10% mixed-use credit.

As shown above, in Phase II, even with the construction and traffic from residential parcels 1 and 2, the reduction in traffic from the demolition of the existing uses (254 hotel rooms, 35,652 SF of convention facility, 14,298 SF spa building and 25,652 SF of food and beverage buildings) is greater than the traffic added due to the construction activity. Therefore, given that there will be a net decrease in overall traffic, construction traffic is not expected to cause any significant traffic impacts.

## 19.3 Construction Techniques

The project will employ a number of techniques to minimize construction trips. The project anticipates utilizing 100% of the asphalt, stone and concrete demolition waste by grinding it up and reusing it onsite during construction as:

- "Shading" of pipe trenches
- Base or sub-base for paving or hardscape
- Backfill or flat work

To accomplish this, concrete waste, masonry, stone, and asphalt will be collected and isolated in segregated piles so that it can be ground up and reused. Should there end up being more material than can be used onsite, the excess materials will be source separated, collected in separate bins and for recycled on-site. The Town & Country development currently includes attractive and mature landscaping. Where possible, and assuming that the existing plant palette is compatible with the Landscape Concept Plan for the proposed project, plant materials and concrete that are displaced during demolition will be potted and transplanted within the project site, thereby reducing trips to the landfill.

#### 19.4 Construction Traffic Measures

Construction traffic is expected to utilize Circulation Element roads to access the site, such as Hotel Circle North and South, Fashion Valley Road, I-8, and SR-163. Construction traffic does not need to use, and should be conditioned not to use any residential streets.

To avoid construction traffic during the regular commuter peak hours, the project will ensure workers arrive and leave the project site off-peak hours (i.e. arrive prior to 7:00AM and leave at 3:00PM), therefore avoiding the AM and PM commuter peaks. Heavy vehicles are expected to arrive at regular intervals throughout the day with the first truck arriving at 7:00AM (at the start of the worker shift) with the last truck arriving on-site at 2:00PM (one hour prior to the end of the worker shift), avoiding the PM commuter peak. This will reduce the potential impacts within the peak period and within the peak hours. It is also important to note that the construction activity and associated traffic will be temporary in nature.

Finally, construction traffic control plans will be prepared to identify the routes for heavy construction vehicles and the hours of construction activity. The traffic control plans will detail the work zones and lane closures/transitions. They will be prepared to the requirements of the City of San Diego Regional Standard Drawings and Caltrans standards to the satisfaction of the City Engineer prior to the commencement of work.

## 20.0 Transportation Demand Management Program

Transportation Demand Management (TDM) plans are comprised of features, practices and incentives to encourage residents, hotel guests and convention visitors to use alternate forms of transportation other than single occupancy vehicles. The goal of these plans is to reduce and/or remove vehicle trips out of the peak hours, thereby relieving congestion. For some projects, TDM plans are provided as mitigation measures to reduce significant Project traffic impacts, and as such must meet specific traffic reduction goals. The Town and Country Master Plan does not have significant impacts to be mitigated by a TDM plan; rather, the Project is offering the TDM plan as a benefit to both the future tenants and the community.

The project's TDM program will include the following measures, and will be finalized prior to the approval of the project:

- Provide a mixed-use, transit oriented development (TOD) that provides the appropriate setting for implementing TDM strategies and encouraging SANDAG Smart Growth development. With a 5-minute walking distance and an attractive and convenient transit center at Fashion Valley Mall, transit will be the most appealing transportation mode for the Town and Country residents, hotel guests, employees and visitors.
- Construction of the San Diego River Pathway on the north and south sides of the San Diego River through the Town and Country Park will include a multi-use trail for pedestrians and bicyclists. A south side River Pathway is also proposed that transitions southerly at the pedestrian bridge over the San Diego River and travels east connecting to the adjacent (Union Tribune) property.
- The existing pedestrian bridge is approx. 5' wide (non-standard for a multi-use path) and substandard and degraded. The project will demolish the bridge and build a new 10' wide bridge that meets standards for a multi-use path serving pedestrians and bicyclists connecting the site to the Fashion Valley transit center.
- The provision of carpool/vanpool parking spaces in preferentially located areas (closest to building entrances). These spaces would be signed and striped "carpool/vanpool parking only". Information about the availability of and the means of accessing the vanpool parking spaces could be posted on Transportation Information Displays located in retail back-offices, common area or on intranets, as appropriate.
- The provision of a charging station(s) for electric vehicles.
- The project will coordinate with local transit operators to provide input on how and when routes should be implemented to serve the area.

- To encourage the use of transit, the project is willing to provide up to 50% transit subsidy for 25% of the hotel employees for a period of three (3) years.
- Transportation information will be displayed in common areas to include, at a minimum, the following materials:
  - o Ridesharing promotional materials, including the iCommute program.
  - o Promotional materials for "Guaranteed Ride Home" programs like those provided by iCommute to ensure that residents / employees that carpool, vanpool, take transit, walk, or bike to work are provided with a ride to their home or location near their residence in the event that an emergency occurs during their work day.
  - o Bicycle route and parking including maps and bicycle safety information.
  - o Materials publicizing internet and telephone numbers for referrals on transportation information
  - Promotional materials provided by MTS and other publically supported transportation organizations
  - A listing of facilities at the site for carpoolers / vanpoolers, transit riders, bicyclists, and pedestrians, including information on the availability of preferential carpool / vanpool parking spaces and the methods for obtaining these spaces.
- Annual events will be held to promote the use of alternative transportation.
- The project will provide bicycle storage for hotel employees. For hotel guests, free bikes will also be available for use.
- The project will provide flexible work schedules to stagger arrivals and departures of hotel employees.
- The project will continue to provide shuttle services to and from the San Diego International Airport for hotel guests.

## 20.1 Monitoring and Reporting Program

Post-occupancy, to ensure the proposed TDM strategies are adequately implemented, a TDM Monitoring and Reporting Program will be conducted. The TDM Monitoring Program will be conducted to quantify the net reduction in the project trips. The monitoring efforts will include conducting average daily vehicle (counts) and peak hour counts at the project site. Data relating to transit usage, carpool/vanpool usage, transit and other subsidies will also be collected that will be supplemented by on-site surveys.

The project proposes to conduct the monitoring program every year for a period of five years. A TDM Monitoring Report will be prepared every year and submitted to the satisfaction of the City Engineer.



# TECHNICAL APPENDICES TOWN & COUNTRY MASTER PLAN

San Diego, California June 22, 2016

LLG Ref. 3-14-2386

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 τ
858.300.8810 F
www.llgengineers.com

## **APPENDICES**

#### **A**PPENDIX

- A. Intersection and Segment Manual Count Sheets
- B. Intersection Methodology and Analysis Sheets
- C. City of San Diego Roadway Classification and Adopted Mission Valley Circulation Element
- D. Existing intersection analysis calculation sheets
- E. Existing & Existing + Project freeway analysis calculation sheets
- F. Existing + Project intersection analysis calculation sheets
- G1. Hotel with Convention Facilities Traffic Count Survey
- G2. ULI Shared Parking Manual
- G3. Convention Space Trip Rate Calculation
- G4. Transit/Mixed-Use credits for hotels and convention space
- G5. SANDAG Series 12 Year 2035 Select Zone Assignment (SZA for TAZ 3141)
- G6. Growth Rate Calculation
- H. Near-Term (Opening Day 2018) intersection analysis calculation sheets
- I. Near-Term (Opening Day 2018) + Project intersection analysis calculation sheets
- J. Near-Term (Opening Day 2018) & Near-Term (Opening Day 2018) + Project freeway analysis calculation sheets
- K. Year 2022 intersection analysis calculation sheets
- L. Year 2022 + Project intersection analysis calculation sheets
- M. Year 2022 & Year 2022 + Project freeway analysis calculation sheets
- N. Year 2035 (Horizon Year) intersection analysis calculation sheets
- O. Year 2035 (Horizon Year) + Project intersection analysis calculation sheets
- P. Year 2035 (Horizon Year) & Year 2035 (Horizon Year) + Project freeway analysis calculation sheets
- Q. Existing Convention Parking Demand
- R. Technical Research Hotel Parking Rates
- S. Conceptual Feasibility Drawings

	Appendix A
	INTERCEPTION AND SECRETAIN MANUAL COUNT SUFFEE
	Intersection and Segment Manual Count Sheets
LINGCOTT LAW & ODERICDAY cogingors	HQB-5 2 14 2200
LINSCOTT, LAW & GREENSPAN, engineers	LLG Ref. 3-14-2386 Town & Country Master Plan



# **Turn Count Summary**

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



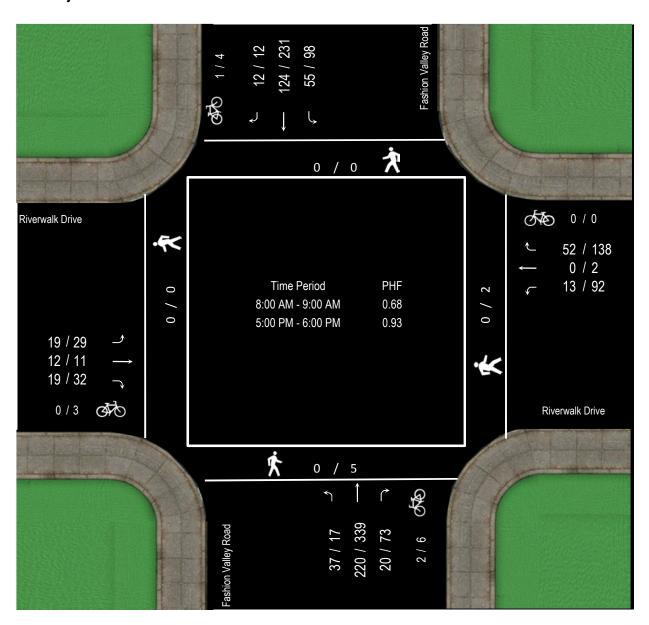
**Location:** Riverwalk Drive @ Fashion Valley Road

Date of Count: Wednesday, September 24, 2014

Analysts: LV/CD

Weather: Sunny

**AVC Proj No:** 14-0263





## Vehicular Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Riverwalk Drive @ Fashion Valley Road

	AM Period (7:00 AM - 9:00 AM)													
	S	outhbou	nd	W	estbour	nd	Northbound			Eastbound				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL	
7:00 AM	11	1	17	5	0	1	4	29	8	4	0	2	82	
7:15 AM	5	28	4	6	0	3	3	41	19	11	0	3	123	
7:30 AM	2	27	15	16	0	1	9	43	42	0	0	0	155	
7:45 AM	11	48	11	12	0	3	4	47	9	1	0	0	146	
8:00 AM	1	20	13	8	0	2	1	59	5	0	0	9	118	
8:15 AM	3	40	15	17	0	2	9	29	10	3	4	4	136	
8:30 AM	4	24	9	15	0	3	6	38	8	6	0	1	114	
8:45 AM	4	40	18	12	0	6	4	94	14	10	8	5	215	
Total	41	228	102	91	0	21	40	380	115	35	12	24	1,089	

AM Intersection Peak Hour: 8:00 AM - 9:00 AM Intersection PHF: 0.68

	Southbound		Westbound			Northbound			Eastbound			TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
Volume	12	124	55	52	0	13	20	220	37	19	12	19	583
PHF	0.75	0.78	0.76	0.76	#####	0.54	0.56	0.59	0.66	0.48	0.38	0.53	0.68
Movement PHF		0.77			0.86			0.62			0.54		0.68

	PM Period (4:00 PM - 6:00 PM)													
	S	outhbou	nd	W	Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL	
4:00 PM	6	35	23	23	2	24	16	69	5	8	0	7	218	
4:15 PM	7	51	23	18	1	36	21	75	11	11	0	8	262	
4:30 PM	3	42	21	24	0	47	25	71	7	7	2	8	257	
4:45 PM	6	60	17	25	2	38	13	77	5	7	3	3	256	
5:00 PM	1	56	22	24	0	21	29	93	5	11	2	12	276	
5:15 PM	5	53	25	42	0	18	9	80	3	8	4	6	253	
5:30 PM	2	57	28	39	1	17	14	82	3	8	1	3	255	
5:45 PM	4	65	23	33	1	36	21	84	6	5	4	8	290	
Total	34	419	182	228	7	237	148	631	45	65	16	55	2,067	

PM Intersection Peak Hour: 5:00 PM - 6:00 PM Intersection PHF: 0.93

	Southbound		Westbound			Northbound			Eastbound			TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
Volume	12	231	98	138	2	92	73	339	17	32	11	29	1074
PHF	0.60	0.888	0.875	0.821	0.5	0.639	0.629	0.911	0.708	0.727	0.688	0.604	0.93
Movement PHF		0.93			0.83			0.84			0.72		0.93



# **Turn Count Summary**

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



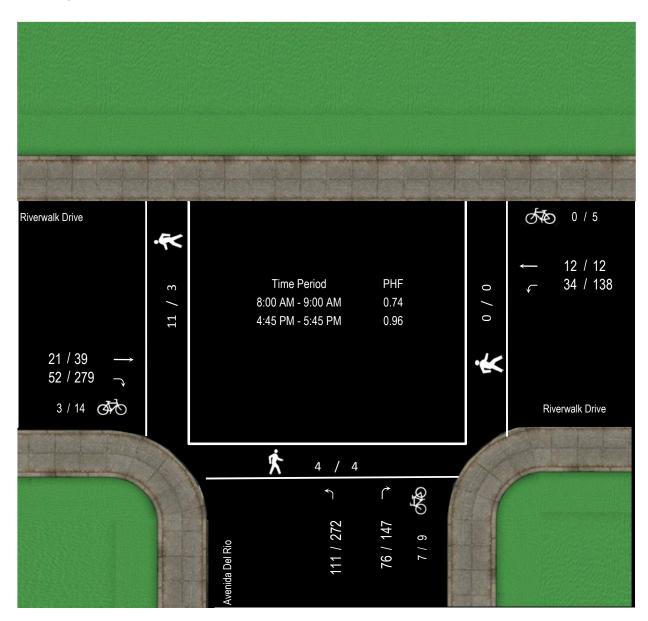
Location: Riverwalk Drive @ Avenida Del Rio

Date of Count: Thursday, September 25, 2014

Analysts: LV/CD

Weather: Sunny

**AVC Proj No:** 14-0263





## Vehicular Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Riverwalk Drive @ Avenida Del Rio

	AM Period (7:00 AM - 9:00 AM)												
	Westbour	Westbound		nbound	E								
	Thru	Left	Right	Left	Right	Thru	TOTAL						
7:00 AM	2	6	15	8	4	1	36						
7:15 AM	4	2	12	15	8	3	44						
7:30 AM	2	2	11	16	7	0	38						
7:45 AM	2	8	19	22	7	2	60						
8:00 AM	4	8	16	20	12	6	66						
8:15 AM	1	8	13	30	13	4	69						
8:30 AM	4	7	17	24	14	1	67						
8:45 AM	3	11	30	37	13	10	104						
Total	22	52	133	172	78	27	484						

AM Intersection Peak Hour: 8:00 AM - 9:00 AM Intersection PHF: 0.74

	Westbound		No	orthbound	F	TOTAL	
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	12	34	76	111	52	21	306
PHF	0.75	0.77	0.63	0.75	0.93	0.53	0.74
Movement PHF	0.82			0.70		0.79	0.74

	PM I	Period (	4:00 PN	Л - 6:00 PI	M)			
	V	Westbound		Northbound		F		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		4	29	22	78	73	8	214
4:15 PM		5	32	25	74	64	10	210
4:30 PM		6	41	23	84	51	15	220
4:45 PM		1	34	49	69	60	8	221
5:00 PM		4	37	27	77	77	8	230
5:15 PM		5	33	39	55	65	9	206
5:30 PM		2	34	32	71	77	14	230
5:45 PM		11	35	38	71	58	8	221
Total		38	275	255	579	525	80	1,752

PM Intersection Peak Hour: 4:45 PM - 5:45 PM Intersection PHF: 0.96

	Westbound		No	orthbound	Eastbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	12	138	147	272	279	39	887
PHF	0.6	0.932	0.75	0.883	0.906	0.696	0.96
Movement PHF	0.91			0.89		0.87	0.96



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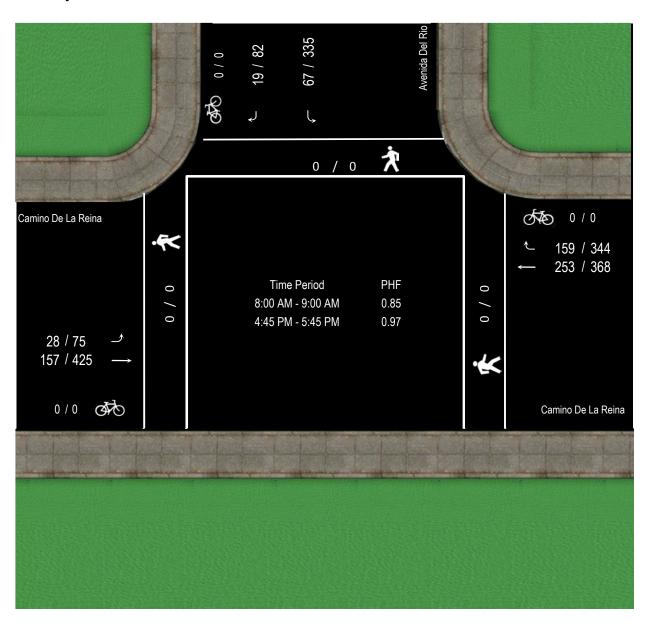


Location: Camino De La Reina @ Avenida Del Rio

Date of Count: Thursday, September 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Camino De La Reina @ Avenida Del Rio

			AM F	Period (7:00 AN	Л - 9:00 AM)			
	South	nbound	V	estbound		Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	2	8	19	29		23	4	85
7:15 AM	1	9	23	40		24	4	101
7:30 AM	2	7	25	49		31	2	116
7:45 AM	5	10	37	69		35	4	160
8:00 AM	3	17	32	61		32	4	149
8:15 AM	2	19	39	62		31	4	157
8:30 AM	7	14	35	65		48	6	175
8:45 AM	7	17	53	65		46	14	202
Total	29	101	263	440		270	42	1,145

AM Intersection Peak Hour: 8:00 AM - 9:00 AM Intersection PHF: 0.85

	Southb	ound	W	estbound	Eastboun	d	TOTAL
	Right	Left	Right	Thru	Thru	Left	TOTAL
Volume	19	67	159	253	157	28	683
PHF	0.68	0.88	0.75	0.97	0.82	0.50	0.85
Movement PHF	0.9	0		0.87	0.77		0.85

			PM F	Period (4:00 PN	Л - 6:00 PM)			
	South	nbound	V	estbound		Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	24	78	88	62		76	12	340
4:15 PM	14	82	82	52		70	17	317
4:30 PM	14	78	97	54		69	10	322
4:45 PM	23	71	92	89		111	26	412
5:00 PM	22	92	89	96		106	15	420
5:15 PM	17	81	81	102		119	13	413
5:30 PM	20	91	82	81		89	21	384
5:45 PM	22	71	88	73		99	21	374
Total	156	644	699	609		739	135	2,982

PM Intersection Peak Hour: 4:45 PM - 5:45 PM Intersection PHF: 0.97

	Southb	Southbound		estbound	Eastbound		TOTAL
	Right	Left	Right	Thru	Thru	Left	TOTAL
Volume	82	335	344	368	425	75	1629
PHF	0.89	0.91	0.935	0.902	0.893	0.721	0.97
Movement PHF	0.9	1		0.96	0.91		0.97



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Town & Country Driveway (#2) @ Fashion Valley Road

Date of Count: Thursday, September 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Town & Country Driveway (#2) @ Fashion Valley Road

			AM Per	iod (7:00 AN	Л - 9:00	AM)	
	Southboun	ıd	Wes	tbound	Northbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM	21	3	0	0	3	64	91
7:15 AM	21	4	1	1	6	44	77
7:30 AM	39	2	0	2	6	57	106
7:45 AM	35	2	0	1	5	68	111
8:00 AM	34	3	0	0	11	56	104
8:15 AM	35	0	0	2	9	65	111
8:30 AM	37	2	3	1	7	60	110
8:45 AM	44	2	1	1	7	79	134
Total	266	18	5	8	54	493	844

AM Intersection Peak Hour: 8:00 AM - 9:00 AM Intersection PHF: 0.86

	Southbou	Southbound		Westbound		orthbound	TOTAL
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	150	7	4	4	34	260	459
PHF	0.85	0.58	0.33	0.50	0.77	0.82	0.86
Movement PHF	0.85			0.50		0.85	0.86

			PM Pe	riod (4:00 PN	Л - 6:00	PM)	
	Southboun	d	Wes	Westbound		orthbound	
	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	67	0	1	2	4	96	170
4:15 PM	97	1	2	1	2	115	218
4:30 PM	95	1	4	10	4	102	216
4:45 PM	105	0	4	5	6	105	225
5:00 PM	86	2	4	12	1	125	230
5:15 PM	79	0	3	5	0	105	192
5:30 PM	82	0	4	0	1	111	198
5:45 PM	104	2	5	1	0	113	225
Total	715	6	27	36	18	872	1.674

PM Intersection Peak Hour: 4:15 PM - 5:15 PM Intersection PHF: 0.97

	Southbou	nd	W	Westbound		orthbound	TOTAL
	Thru	Left	Right	Left	Right	Thru	IOIAL
Volume	383	4	14	28	13	447	889
PHF	0.912	0.5	0.875	0.583	0.542	0.894	0.97
Movement PHF	0.92			0.66		0.91	0.97



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

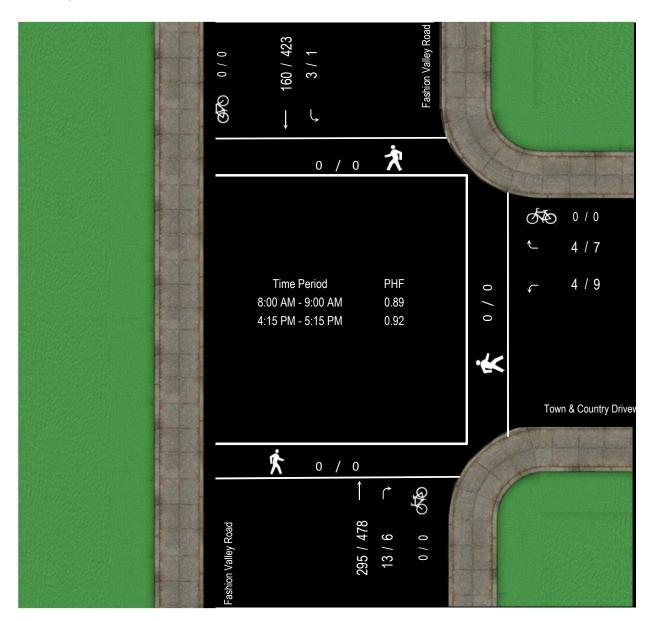


Location: Town & Country Driveway (#3) @ Fashion Valley Road

Date of Count: Thursday, September 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Town & Country Driveway (#3) @ Fashion Valley Road

		AM Period (7:00 Al	M - 9:00 AM)	
	Southbound	Westbound	Northbound	
	Thru Left	Right Left	Right Thru	TOTAL
7:00 AM	22 0	0 1	1 65	89
7:15 AM	21 1	1 0	3 48	74
7:30 AM	43 1	0 0	0 66	110
7:45 AM	37 1	0 2	3 78	121
8:00 AM	33 0	3 1	2 68	107
8:15 AM	36 2	1 2	6 72	119
8:30 AM	44 0	0 1	4 70	119
8:45 AM	47 1	0 0	1 85	134
Total	283 6	5 7	20 552	873

AM Intersection Peak Hour: 8:00 AM - 9:00 AM Intersection PHF: 0.89

	Southbou	Southbound		Westbound		orthbound	TOTAL
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	160	3	4	4	13	295	479
PHF	0.85	0.38	0.33	0.50	0.54	0.87	0.89
Movement PHF	0.85			0.50		0.90	0.89

			PM Pe	riod (4:00 PN	۸ - 6:00	PM)	
	Southbour	nd	We	stbound	Northbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	80	0	3	0	1	104	188
4:15 PM	100	0	1	1	1	120	223
4:30 PM	107	0	1	0	0	114	222
4:45 PM	109	1	3	2	1	112	228
5:00 PM	107	0	2	6	4	132	251
5:15 PM	85	3	5	5	5	99	202
5:30 PM	87	0	1	5	2	108	203
5:45 PM	112	2	1	2	0	125	242
Total	787	6	17	21	14	914	1,759

PM Intersection Peak Hour: 4:15 PM - 5:15 PM Intersection PHF: 0.92

	Southbou	nd	W	estbound	N	orthbound	TOTAL
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	423	1	7	9	6	478	924
PHF	0.97	0.25	0.583	0.375	0.375	0.905	0.92
Movement PHF	0.96			0.50		0.89	0.92



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

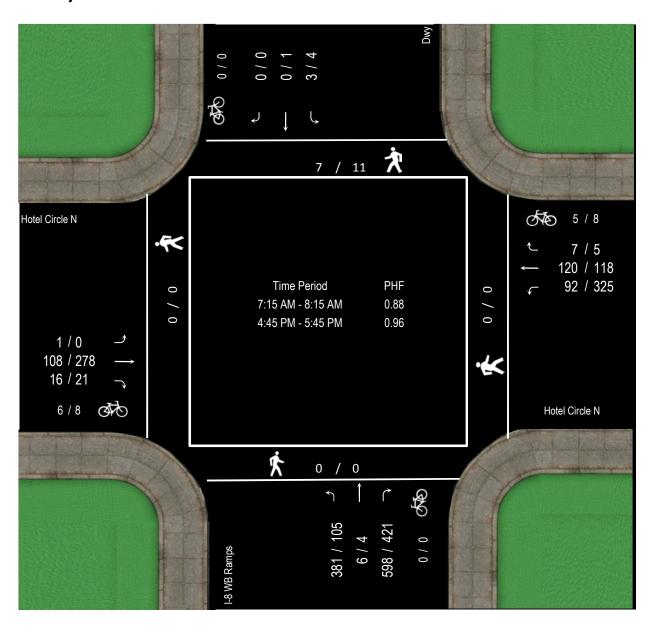


**Location:** Hotel Circle N @ I-8 WB Ramps

Date of Count: Wednesday, September 24, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Hotel Circle N @ I-8 WB Ramps

				AM P	eriod (	7:00 AI	И - 9:00	AM)					
	S	outhbou	nd	W	estbour	nd	Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	1	1	28	5	107	0	83	1	25	0	251
7:15 AM	0	0	0	3	31	20	110	1	99	2	32	0	298
7:30 AM	0	0	0	2	31	23	144	4	101	3	31	0	339
7:45 AM	0	0	2	1	35	23	178	0	109	6	24	1	379
8:00 AM	0	0	1	1	23	26	166	1	72	5	21	0	316
8:15 AM	0	0	0	2	22	22	158	1	57	2	32	0	296
8:30 AM	0	0	1	0	19	30	149	2	63	4	26	0	294
8:45 AM	0	0	1	0	33	9	177	2	60	3	36	0	321
Total	0	0	6	10	222	158	1,189	11	644	26	227	1	2,494

AM Intersection Peak Hour: 7:15 AM - 8:15 AM Intersection PHF: 0.88

	S	Southbound Westbound			Northbound			Eastbound			TOTAL		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
Volume	0	0	3	7	120	92	598	6	381	16	108	1	1,332
PHF	#####	#####	0.38	0.58	0.86	0.88	0.84	0.38	0.87	0.67	0.84	0.25	0.88
Movement PHF		0.38			0.93			0.86			0.92		0.88

				PM F	eriod (	4:00 PN	Л - 6:00	PM)					
	S	outhbou	nd	V	Westbound			Northbound			Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	3	1	27	74	93	1	31	6	80	0	316
4:15 PM	0	0	1	3	32	66	98	1	26	3	60	1	291
4:30 PM	0	0	1	2	27	69	111	1	36	4	73	0	324
4:45 PM	0	0	1	0	31	84	108	2	32	6	53	0	317
5:00 PM	0	0	1	1	22	74	98	1	25	6	92	0	320
5:15 PM	0	0	2	4	35	82	101	1	21	7	59	0	312
5:30 PM	0	1	0	0	30	85	114	0	27	2	74	0	333
5:45 PM	0	0	1	3	40	71	94	4	31	0	73	0	317
Total	0	1	10	14	244	605	817	11	229	34	564	1	2,530

PM Intersection Peak Hour: 4:45 PM - 5:45 PM Intersection PHF: 0.96

	So	outhbou	nd	Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	IOIAL
Volume	0	1	4	5	118	325	421	4	105	21	278	0	1282
PHF	#####	0.25	0.5	0.313	0.843	0.956	0.923	0.5	0.82	0.75	0.755	#####	0.96
Movement PHF		0.63			0.93			0.93			0.76		0.96



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



**Location:** Hotel Circle N @ Fashion Valley Road

Date of Count: Thursday, September 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Hotel Circle N @ Fashion Valley Road

			AM F	Period (7:00 AN	Л - 9:00 AM)			
	South	bound	V	estbound		Eastboun	d	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	13	10	15	21		82	51	192
7:15 AM	13	8	16	41		107	35	220
7:30 AM	23	20	20	33		129	46	271
7:45 AM	14	25	21	45		144	60	309
8:00 AM	16	18	17	34		135	53	273
8:15 AM	19	19	24	27		136	54	279
8:30 AM	18	27	20	31		122	54	272
8:45 AM	16	31	19	26		147	67	306
Total	132	158	152	258		1,002	420	2,122

AM Intersection Peak Hour: 7:45 AM - 8:45 AM Intersection PHF: 0.92

	Southb	ound	W	estbound	Eastboun	d	TOTAL
	Right	Left	Right	Thru	Thru	Left	TOTAL
Volume	67	89	82	137	537	221	1,133
PHF	0.88	0.82	0.85	0.76	0.93	0.92	0.92
Movement PHF	0.8	7		0.83	0.93		0.92

			PM F	Period (4:00 PN	Л - 6:00 PM)			
	South	bound	V	estbound		Eastboun	d	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	43	37	28	59		99	77	343
4:15 PM	43	58	39	58		77	82	357
4:30 PM	44	63	25	54		96	89	371
4:45 PM	53	58	35	62		84	78	370
5:00 PM	40	73	37	57		92	99	398
5:15 PM	30	59	32	91		90	72	374
5:30 PM	47	45	26	68		104	84	374
5:45 PM	57	57	30	57		73	95	369
Total	357	450	252	506		715	676	2,956

PM Intersection Peak Hour: 4:45 PM - 5:45 PM Intersection PHF: 0.95

	Sou	thbound	W	Vestbound	Eastboun	d	TOTAL
	Right	Left	Right	Thru	Thru	Left	TOTAL
Volume	170	235	130	278	370	333	1516
PHF	0.80	0.805	0.878	0.764	0.889	0.841	0.95
Movement PHF	C	).90		0.83	0.92		0.95



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

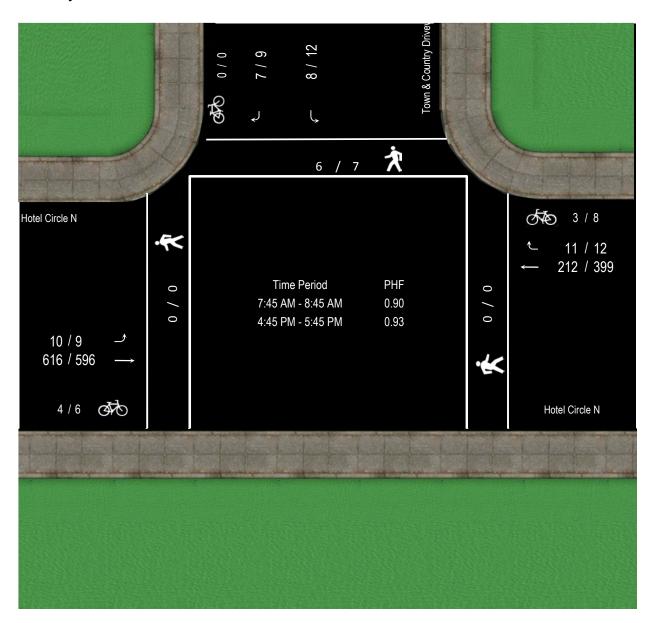


Location: Hotel Circle N @ Town & Country Driveway (#5)

Date of Count: Thursday, September 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



10/2/2014

Location: Hotel Circle N @ Town & Country Driveway (#5)

			AM F	eriod (7:00 AN	Л - 9:00 AM)			
	South	nbound	V	estbound		Eastboun	d	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	2	1	2	34		90	2	131
7:15 AM	2	2	2	55		113	2	176
7:30 AM	1	1	0	52		147	2	203
7:45 AM	3	2	2	63		166	3	239
8:00 AM	0	1	2	51		151	2	207
8:15 AM	2	2	4	49		150	5	212
8:30 AM	2	3	3	49		149	0	206
8:45 AM	0	0	3	45		174	4	226
Total	12	12	18	398		1,140	20	1,600

AM Intersection Peak Hour: 7:45 AM - 8:45 AM Intersection PHF: 0.90

	South	ound	W	estbound	Eastboun	d	TOTAL
	Right	Left	Right	Thru	Thru	Left	TOTAL
Volume	7	8	11	212	616	10	864
PHF	0.58	0.67	0.69	0.84	0.93	0.50	0.90
Movement PHF	0.7	5		0.86	0.93		0.90

			PM F	Period (4:00 PN	Л - 6:00 PM)			
	South	bound	W	Vestbound		Eastboun	d	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	87		134	2	223
4:15 PM	1	0	2	96		133	2	234
4:30 PM	1	3	3	78		157	2	244
4:45 PM	1	2	4	96		140	2	245
5:00 PM	3	5	1	91		164	1	265
5:15 PM	2	4	2	121		146	3	278
5:30 PM	3	1	5	91		146	3	249
5:45 PM	3	3	1	84		126	4	221
Total	14	18	18	744		1,146	19	1,959

PM Intersection Peak Hour: 4:45 PM - 5:45 PM Intersection PHF: 0.93

	Southb	ound	V	Vestbound	Eastboun	d	TOTAL
	Right	Left	Right	Thru	Thru	Left	TOTAL
Volume	9	12	12	399	596	9	1037
PHF	0.75	0.6	0.6	0.824	0.909	0.75	0.93
Movement PHF	0.6	6		0.84	0.92		0.93



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

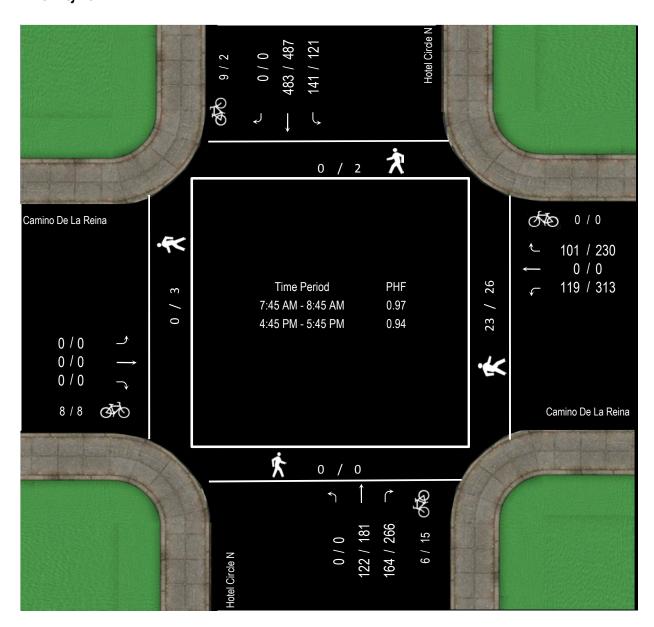


Location: Camino De La Reina @ Hotel Circle N

Date of Count: Wednesday, September 24, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Camino De La Reina @ Hotel Circle N

				AM P	eriod (	7:00 AI	И - 9:00	AM)					
	S	outhbou	nd	W	estbour	nd	No	orthbou	nd	Е	astboun	d	
	Right	Thru	Left	Right	Right Thru Left I		Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	84	7	19	0	15	13	17	0	0	0	0	155
7:15 AM	0	95	20	35	0	10	20	22	0	0	0	0	202
7:30 AM	0	122	26	18	0	20	27	34	0	0	0	0	247
7:45 AM	0	133	35	21	0	20	36	44	0	0	0	0	289
8:00 AM	0	113	39	27	0	28	37	26	0	0	0	0	270
8:15 AM	0	113	39	27	0	38	47	26	0	0	0	0	290
8:30 AM	0	124	28	26	0	33	44	26	0	0	0	0	281
8:45 AM	0	149	25	10	0	11	19	38	0	0	0	0	252
Total	0	933	219	183	0	175	243	233	0	0	0	0	1,986

AM Intersection Peak Hour: 7:45 AM - 8:45 AM Intersection PHF: 0.97

	So	outhbou	nd	V	Vestboun	d	No	orthbou	nd	Е	astboun	d	TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
Volume	0	483	141	101	0	119	164	122	0	0	0	0	1,130
PHF	#####	0.91	0.90	0.94	#####	0.78	0.87	0.69	#####	#####	#####	#####	0.97
Movement PHF		0.93			0.85			0.89			#DIV/0!		0.97

				PM F	eriod (	4:00 PN	Л - 6:00	PM)					
	S	outhbou	nd	W	estbour	nd	No	orthbou	nd	Е	astboun	d	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	98	36	36	0	56	64	51	0	0	0	0	341
4:15 PM	0	97	36	47	0	72	69	51	0	0	0	0	372
4:30 PM	0	124	36	43	0	60	60	38	0	0	0	0	361
4:45 PM	0	110	32	46	0	56	71	54	0	0	0	0	369
5:00 PM	0	140	29	52	0	80	64	40	0	0	0	0	405
5:15 PM	0	112	38	77	0	88	62	46	0	0	0	0	423
5:30 PM	0	125	22	55	0	89	69	41	0	0	0	0	401
5:45 PM	0	86	43	34	0	64	70	51	0	0	0	0	348
Total	0	892	272	390	0	565	529	372	0	0	0	0	3,020

PM Intersection Peak Hour: 4:45 PM - 5:45 PM Intersection PHF: 0.94

	So	Southbound		V	/estbour	ıd	N	orthbou	nd	E	astboun	d	TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
Volume	0	487	121	230	0	313	266	181	0	0	0	0	1598
PHF	#####	0.87	0.796	0.747	#####	0.879	0.937	0.838	#####	#####	#####	#####	0.94
Movement PHF		0.90			0.82			0.89			#DIV/0!		0.94



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

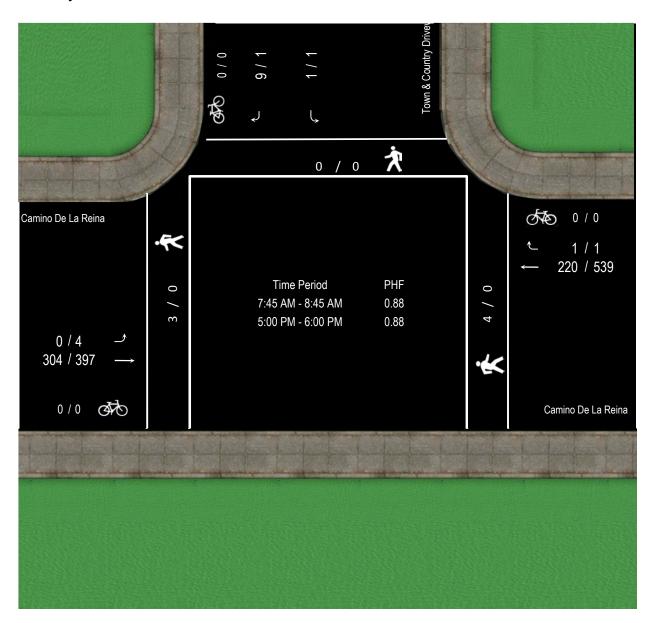


Location: Camino De La Reina @ Town & Country Driveway (#4)

Date of Count: Thursday, September 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Camino De La Reina @ Town & Country Driveway (#4)

			AM F	eriod (7:00 AN	Л - 9:00 AM)			
	South	bound	V	estbound		Eastboun	d	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	1	0	0	34		20	0	55
7:15 AM	1	0	1	44		40	0	86
7:30 AM	0	0	0	38		53	0	91
7:45 AM	1	0	0	41		70	0	112
8:00 AM	6	0	0	55		76	0	137
8:15 AM	0	0	1	65		86	0	152
8:30 AM	2	1	0	59		72	0	134
8:45 AM	1	0	0	21		44	0	66
Total	12	1	2	357		461	0	833

AM Intersection Peak Hour: 7:45 AM - 8:45 AM Intersection PHF: 0.88

	South	bound	W	estbound	Eastboun	ıd	TOTAL
	Right	Left	Right	Thru	Thru	Left	IOIAL
Volume	9	1	1	220	304	0	535
PHF	0.38	0.25	0.25	0.85	0.88	#####	0.88
Movement PHF	0.4	12		0.84	0.88		0.88

			PM F	Period (4:00 PN	И - 6:00 PM)			
	South	bound	W	Vestbound		Eastboun	d	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	92		100	0	192
4:15 PM	3	0	1	118		105	1	228
4:30 PM	0	0	0	103		96	0	199
4:45 PM	1	0	0	102		102	1	206
5:00 PM	0	0	0	132		93	3	228
5:15 PM	1	0	1	165		100	0	267
5:30 PM	0	1	0	144		91	1	237
5:45 PM	0	0	0	98		113	0	211
Total	5	1	2	954		800	6	1,768

PM Intersection Peak Hour: 5:00 PM - 6:00 PM Intersection PHF: 0.88

	Sout	hbound	V	Vestbound	Eastboun	d	TOTAL
	Right	Left	Right	Thru	Thru	Left	TOTAL
Volume	1	1	1	539	397	4	943
PHF	0.25	0.25	0.25	0.817	0.878	0.333	0.88
Movement PHF	0	.50		0.81	0.89		0.88



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Hotel Circle S @ I-8 EB Ramps

Date of Count: Wednesday, September 24, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Hotel Circle S @ I-8 EB Ramps

				AM P	eriod (	7:00 AN	И - 9:00	AM)					
	S	outhbou	nd	W	estbour	ıd	No	orthbou	nd	Е	astboun	d	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	0	31	50	34	0	0	0	0	0	13	29	161
7:15 AM	4	0	39	53	38	0	0	0	0	0	21	36	191
7:30 AM	5	0	49	91	39	0	0	0	0	0	12	42	238
7:45 AM	4	0	72	91	52	0	0	0	0	0	24	43	286
8:00 AM	2	0	61	68	52	0	0	0	0	0	16	33	232
8:15 AM	4	0	79	72	48	0	0	0	0	0	19	49	271
8:30 AM	6	0	51	74	53	0	0	0	0	0	24	34	242
8:45 AM	2	0	70	70	56	0	0	0	0	0	24	35	257
Total	31	0	452	569	372	0	0	0	0	0	153	301	1,878

AM Intersection Peak Hour: 7:45 AM - 8:45 AM Intersection PHF: 0.90

	S	Southbound			estbou	nd	N	orthbou	nd	Е	astboun	d	TOTAL
		Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
Volume	16	0	263	305	205	0	0	0	0	0	83	159	1,031
PHF	0.67	#####	0.83	0.84	0.97	#####	#####	#####	#####	#####	0.86	0.81	0.90
Movement PHF		0.84			0.89		;	#DIV/0!	!		0.89		0.90

				PM F	eriod (	4:00 PN	Л - 6:00	PM)					
	S	outhbou	nd	W	estbour	nd	No	orthbou	nd	E	astboun	d	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	7	0	12	156	49	0	0	0	0	0	68	69	361
4:15 PM	6	0	23	135	44	0	0	0	0	0	52	76	336
4:30 PM	3	0	20	146	31	0	0	0	0	0	59	89	348
4:45 PM	4	0	20	161	45	0	0	0	0	0	51	71	352
5:00 PM	3	0	23	165	36	0	0	0	0	0	58	85	370
5:15 PM	3	0	25	152	33	0	0	0	0	0	63	97	373
5:30 PM	4	0	33	134	40	0	0	0	0	0	69	75	355
5:45 PM	7	0	32	113	46	0	0	0	0	0	61	64	323
Total	37	0	188	1,162	324	0	0	0	0	0	481	626	2,818

PM Intersection Peak Hour: 4:45 PM - 5:45 PM Intersection PHF: 0.97

	S	Southbou	nd	W	/estboui	nd	N	orthbou	nd	Е	astboun	d	TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
Volume	14	0	101	612	154	0	0	0	0	0	241	328	1450
PHF	0.88	#####	0.765	0.927	0.856	#####	#####	#####	#####	#####	0.873	0.845	0.97
Movement PHF		0.78			0.93			#DIV/0!			0.89		0.97



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

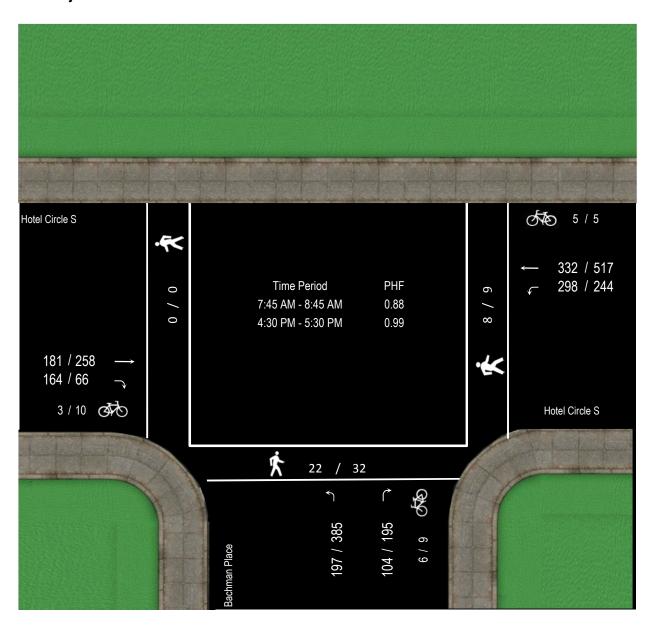


**Location:** Hotel Circle S @ Bachman Place

Date of Count: Thursday, September 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Hotel Circle S @ Bachman Place

	AM Period	(7:00 AI	M - 9:00 A	M)			
	Westbou	nd	Nort	hbound	Е	astbound	
	Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM	62	40	16	26	26	19	189
7:15 AM	61	60	16	35	40	26	238
7:30 AM	62	59	32	68	33	24	278
7:45 AM	83	94	25	69	51	42	364
8:00 AM	71	73	26	47	51	41	309
8:15 AM	82	74	31	39	38	43	307
8:30 AM	96	57	22	42	24	55	296
8:45 AM	87	82	24	45	36	50	324
Total	604	539	192	371	299	300	2,305

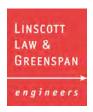
AM Intersection Peak Hour: 7:45 AM - 8:45 AM Intersection PHF: 0.88

	Westbour	ıd	No	orthbound	Е	astbound	TOTAL
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	332	298	104	197	164	181	1,276
PHF	0.86	0.79	0.84	0.71	0.80	0.82	0.88
Movement PHF	0.89			0.80		0.93	0.88

	PM Period (	4:00 PN	M - 6:00 PI	M)			
	Westbour	ıd	Nort	hbound	Е	astbound	
	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	116	42	55	96	17	53	379
4:15 PM	118	50	45	87	24	53	377
4:30 PM	123	66	50	96	18	59	412
4:45 PM	112	60	57	110	10	65	414
5:00 PM	152	52	37	98	16	63	418
5:15 PM	130	66	51	81	22	71	421
5:30 PM	114	74	39	70	30	65	392
5:45 PM	118	65	62	57	21	63	386
Total	983	475	396	695	158	492	3,199

PM Intersection Peak Hour: 4:30 PM - 5:30 PM Intersection PHF: 0.99

	Westbou	nd	No	orthbound	F	astbound	TOTAL
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	517	244	195	385	66	258	1665
PHF	0.85	0.924	0.855	0.875	0.75	0.908	0.99
Movement PHF	0.93			0.87		0.87	0.99



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



**Location:** 1. Riverwalk Drive, Fashion Valley Road to Avenida Del Rio

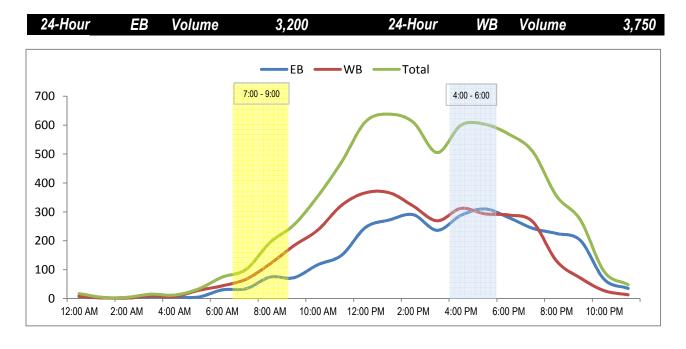
**Orientation:** East-West

**Date of Count:** Thursday, September 25, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmen	it Volume					6,9	50
т	im	0	Но	urly Vol	ume		7	Γim	2	Но	urly Vol	ume
•	11119	E	EB	WB	Total			11111	3	EB	WB	Total
12:00 AM	-	1:00 AM	10	7	17		12:00 PM	-	1:00 PM	246	366	612
1:00 AM	-	2:00 AM	2	2	4		1:00 PM	-	2:00 PM	272	366	638
2:00 AM	-	3:00 AM	3	1	4		2:00 PM	-	3:00 PM	290	320	610
3:00 AM	-	4:00 AM	6	9	15		3:00 PM	-	4:00 PM	236	269	505
4:00 AM	-	5:00 AM	5	7	12		4:00 PM	-	5:00 PM	288	312	600
5:00 AM	-	6:00 AM	5	28	33		5:00 PM	-	6:00 PM	310	293	603
6:00 AM	-	7:00 AM	30	44	74		6:00 PM	-	7:00 PM	280	289	569
7:00 AM	-	8:00 AM	34	67	101		7:00 PM	-	8:00 PM	243	266	509
8:00 AM	-	9:00 AM	74	120	194		8:00 PM	-	9:00 PM	225	130	355
9:00 AM	-	10:00 AM	72	183	255		9:00 PM	-	10:00 PM	201	71	272
10:00 AM	-	11:00 AM	117	237	354		10:00 PM	-	11:00 PM	66	27	93
11:00 AM	-	12:00 PM	150	323	473		11:00 PM	-	12:00 AM	35	13	48
7	Γota	I	508	1,028	1,536		Total		I	2,692	2,722	5,414





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**Location:** 2. Riverwalk Drive, East of Avenida Del Rio

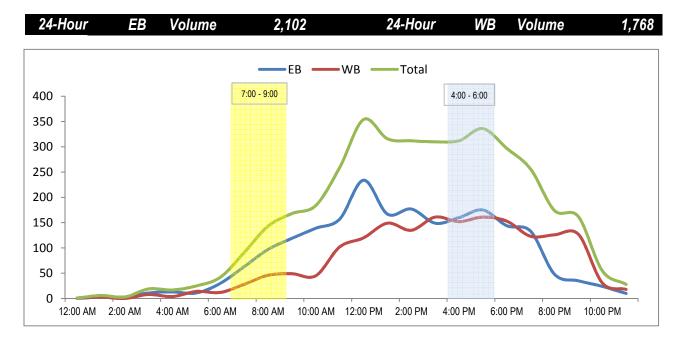
**Orientation:** East-West

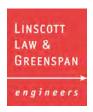
**Date of Count:** Thursday, September 25, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmen	it Volume					3,8	370
Т.	im	•	Но	urly Vol	ume		7	Γim	•	Но	urly Vol	ume
•	11111	E	EB	WB	Total			11111	E	EB	WB	Total
12:00 AM	-	1:00 AM	0	1	1		12:00 PM	-	1:00 PM	234	120	354
1:00 AM	-	2:00 AM	3	3	6		1:00 PM	-	2:00 PM	167	149	316
2:00 AM	-	3:00 AM	3	0	3		2:00 PM	-	3:00 PM	177	135	312
3:00 AM	-	4:00 AM	11	8	19		3:00 PM	-	4:00 PM	149	161	310
4:00 AM	-	5:00 AM	13	4	17		4:00 PM	-	5:00 PM	160	152	312
5:00 AM	-	6:00 AM	11	14	25		5:00 PM	-	6:00 PM	175	161	336
6:00 AM	-	7:00 AM	30	12	42		6:00 PM	-	7:00 PM	144	153	297
7:00 AM	-	8:00 AM	63	28	91		7:00 PM	-	8:00 PM	133	123	256
8:00 AM	-	9:00 AM	97	46	143		8:00 PM	-	9:00 PM	48	126	174
9:00 AM	-	10:00 AM	119	49	168		9:00 PM	-	10:00 PM	35	127	162
10:00 AM	-	11:00 AM	139	45	184		10:00 PM	-	11:00 PM	24	31	55
11:00 AM	-	12:00 PM	157	102	259		11:00 PM	-	12:00 AM	10	18	28
7	Γota	I	646	312	958			Tota	I	1,456	1,456	2,912





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**Location:** 9. Camino De La Reina, Hotel Circle N to Avenida Del Rio

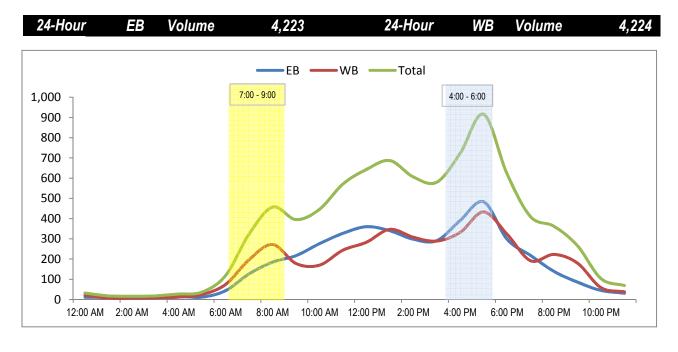
**Orientation:** East-West

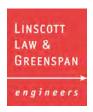
**Date of Count:** Thursday, September 25, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmer	it Volume					8,4	47
,	im	•	Но	urly Vol	ume		7	Γim	•	Но	urly Vol	ume
	Ш	e	EB	WB	Total		•	11111	e	EB	WB	Total
12:00 AM	-	1:00 AM	11	21	32		12:00 PM	-	1:00 PM	360	283	643
1:00 AM	-	2:00 AM	11	7	18		1:00 PM	-	2:00 PM	340	347	687
2:00 AM	-	3:00 AM	9	7	16		2:00 PM	-	3:00 PM	298	308	606
3:00 AM	-	4:00 AM	9	9	18		3:00 PM	-	4:00 PM	291	289	580
4:00 AM	-	5:00 AM	15	12	27		4:00 PM	-	5:00 PM	391	332	723
5:00 AM	-	6:00 AM	12	25	37		5:00 PM	-	6:00 PM	483	433	916
6:00 AM	-	7:00 AM	44	75	119		6:00 PM	-	7:00 PM	298	323	621
7:00 AM	-	8:00 AM	127	197	324		7:00 PM	-	8:00 PM	218	192	410
8:00 AM	-	9:00 AM	185	272	457		8:00 PM	-	9:00 PM	139	223	362
9:00 AM	-	10:00 AM	217	178	395		9:00 PM	-	10:00 PM	86	180	266
10:00 AM	-	11:00 AM	276	170	446		10:00 PM	-	11:00 PM	45	59	104
11:00 AM	-	12:00 PM	327	244	571		11:00 PM	-	12:00 AM	31	38	69
7	Γota	I	1,243	1,217	2,460			Tota	I	2,980	3,007	5,987





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Location: 10. Camino De La Reina, Avenida Del Rio to Camino De La Siesta

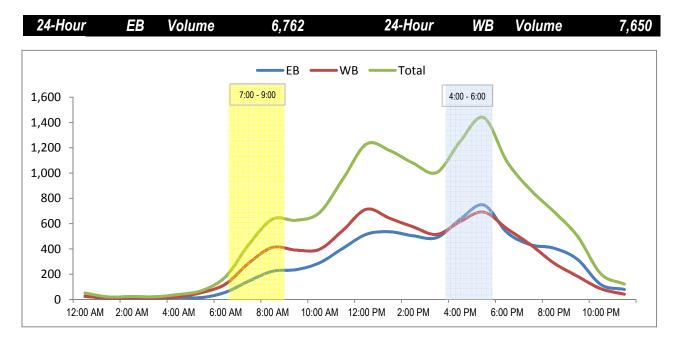
**Orientation:** East-West

**Date of Count:** Thursday, September 25, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmen	it Volume					14,	412
,	im	•	Но	urly Vol	ume		7	Γim	•	Но	urly Vol	ume
'	11111	E	EB	WB	Total			11111	E	EB	WB	Total
12:00 AM	-	1:00 AM	27	24	51		12:00 PM	-	1:00 PM	516	714	1,230
1:00 AM	-	2:00 AM	9	12	21		1:00 PM	-	2:00 PM	536	642	1,178
2:00 AM	-	3:00 AM	10	14	24		2:00 PM	-	3:00 PM	504	574	1,078
3:00 AM	-	4:00 AM	9	13	22		3:00 PM	-	4:00 PM	490	515	1,005
4:00 AM	-	5:00 AM	17	23	40		4:00 PM	-	5:00 PM	635	616	1,251
5:00 AM	-	6:00 AM	16	56	72		5:00 PM	-	6:00 PM	748	692	1,440
6:00 AM	-	7:00 AM	58	123	181		6:00 PM	-	7:00 PM	530	560	1,090
7:00 AM	-	8:00 AM	147	291	438		7:00 PM	-	8:00 PM	433	434	867
8:00 AM	-	9:00 AM	224	412	636		8:00 PM	-	9:00 PM	406	288	694
9:00 AM	-	10:00 AM	236	391	627		9:00 PM	-	10:00 PM	318	184	502
10:00 AM	-	11:00 AM	290	397	687		10:00 PM	-	11:00 PM	118	85	203
11:00 AM	-	12:00 PM	405	548	953		11:00 PM	-	12:00 AM	80	42	122
7	Γota	I	1,448	2,304	3,752		•	Tota	I	5,314	5,346	10,660





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**Location:** 13. Hotel Circle N, West of I-8 WB Ramps

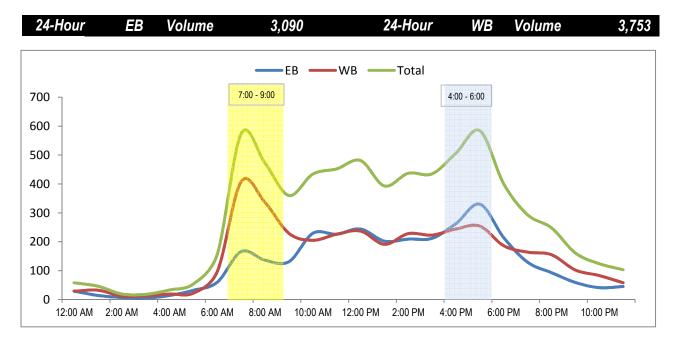
**Orientation:** East-West

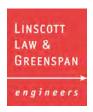
**Date of Count:** Wednesday, September 24, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmen	it Volume					6,8	343
٠,	im	•	Но	urly Vol	ume		-	Γim	•	Но	urly Vol	ume
	11111	e	EB	WB	Total		•	11111	e	EB	WB	Total
12:00 AM	-	1:00 AM	29	29	58		12:00 PM	-	1:00 PM	244	237	481
1:00 AM	-	2:00 AM	14	32	46		1:00 PM	-	2:00 PM	202	191	393
2:00 AM	-	3:00 AM	7	12	19		2:00 PM	-	3:00 PM	209	228	437
3:00 AM	-	4:00 AM	5	13	18		3:00 PM	-	4:00 PM	212	223	435
4:00 AM	-	5:00 AM	14	19	33		4:00 PM	-	5:00 PM	263	244	507
5:00 AM	-	6:00 AM	32	22	54		5:00 PM	-	6:00 PM	330	254	584
6:00 AM	-	7:00 AM	60	97	157		6:00 PM	-	7:00 PM	214	186	400
7:00 AM	-	8:00 AM	166	408	574		7:00 PM	-	8:00 PM	129	164	293
8:00 AM	-	9:00 AM	136	336	472		8:00 PM	-	9:00 PM	93	155	248
9:00 AM	-	10:00 AM	131	229	360		9:00 PM	-	10:00 PM	59	102	161
10:00 AM	-	11:00 AM	229	205	434		10:00 PM	-	11:00 PM	41	83	124
11:00 AM	-	12:00 PM	226	226	452		11:00 PM	-	12:00 AM	45	58	103
7	Γota	I	1,049	1,628	2,677			Tota	I	2,041	2,125	4,166





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Location: 14. Hotel Circle N, I-8 WB Ramps to Fashion Valley Road

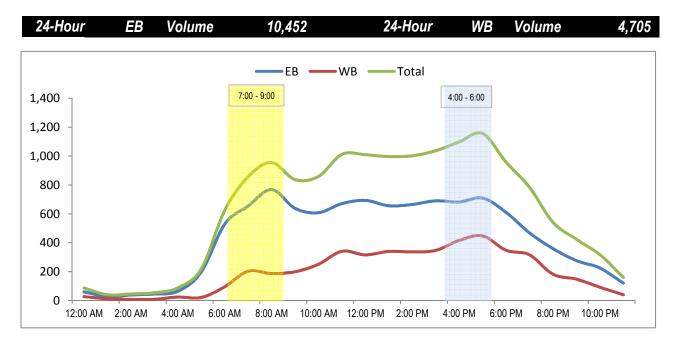
**Orientation:** East-West

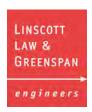
Date of Count: Wednesday, September 24, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmer	it Volume					15,	157
7	im	•	Но	urly Vol	ume		7	Γim	•	Но	urly Vol	ume
	11111	E	EB	WB	Total			11111	3	EB	WB	Total
12:00 AM	-	1:00 AM	60	27	87		12:00 PM	-	1:00 PM	693	316	1,009
1:00 AM	-	2:00 AM	28	12	40		1:00 PM	-	2:00 PM	656	340	996
2:00 AM	-	3:00 AM	38	8	46		2:00 PM	-	3:00 PM	665	337	1,002
3:00 AM	-	4:00 AM	45	8	53		3:00 PM	-	4:00 PM	690	347	1,037
4:00 AM	-	5:00 AM	64	24	88		4:00 PM	-	5:00 PM	682	416	1,098
5:00 AM	-	6:00 AM	197	21	218		5:00 PM	-	6:00 PM	709	447	1,156
6:00 AM	-	7:00 AM	528	95	623		6:00 PM	-	7:00 PM	610	348	958
7:00 AM	-	8:00 AM	654	203	857		7:00 PM	-	8:00 PM	468	316	784
8:00 AM	-	9:00 AM	768	187	955		8:00 PM	-	9:00 PM	359	182	541
9:00 AM	-	10:00 AM	638	199	837		9:00 PM	-	10:00 PM	276	148	424
10:00 AM	-	11:00 AM	608	251	859		10:00 PM	-	11:00 PM	225	92	317
11:00 AM	-	12:00 PM	671	341	1012		11:00 PM	-	12:00 AM	120	40	160
7	Γota	I	4,299	1,376	5,675		•	Tota	I	6,153	3,329	9,482





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Location: 15. Hotel Circle N, Fashion Valley Road to Camino De La Reina

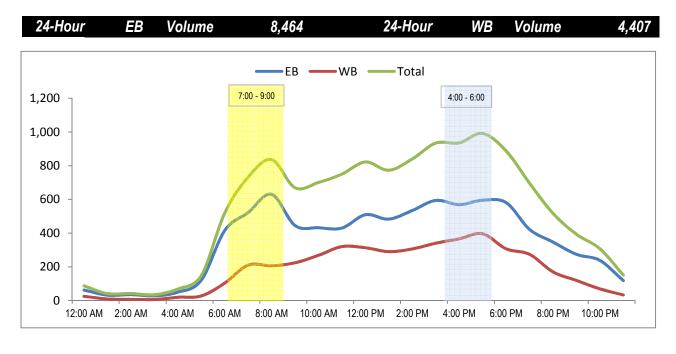
**Orientation:** East-West

Date of Count: Wednesday, September 24, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmer	it Volume					12,	871
,	im	•	Но	urly Vol	ume		7	Γim	•	Но	urly Vol	ume
'	11111	E	EB	WB	Total			11111	E	EB	WB	Total
12:00 AM	-	1:00 AM	62	25	87		12:00 PM	-	1:00 PM	509	313	822
1:00 AM	-	2:00 AM	32	9	41		1:00 PM	-	2:00 PM	483	290	773
2:00 AM	-	3:00 AM	35	7	42		2:00 PM	-	3:00 PM	534	306	840
3:00 AM	-	4:00 AM	28	6	34		3:00 PM	-	4:00 PM	594	340	934
4:00 AM	-	5:00 AM	49	19	68		4:00 PM	-	5:00 PM	569	366	935
5:00 AM	-	6:00 AM	120	27	147		5:00 PM	-	6:00 PM	595	396	991
6:00 AM	-	7:00 AM	415	103	518		6:00 PM	-	7:00 PM	581	307	888
7:00 AM	-	8:00 AM	522	210	732		7:00 PM	-	8:00 PM	422	274	696
8:00 AM	-	9:00 AM	630	206	836		8:00 PM	-	9:00 PM	347	170	517
9:00 AM	-	10:00 AM	445	224	669		9:00 PM	-	10:00 PM	274	119	393
10:00 AM	-	11:00 AM	432	268	700		10:00 PM	-	11:00 PM	238	69	307
11:00 AM	-	12:00 PM	430	320	750		11:00 PM	-	12:00 AM	118	33	151
7	Γota	I	3,200	1,424	4,624		•	Tota	I	5,264	2,983	8,247





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**Location:** Hotel Circle S – just west of I-8EB Ramps

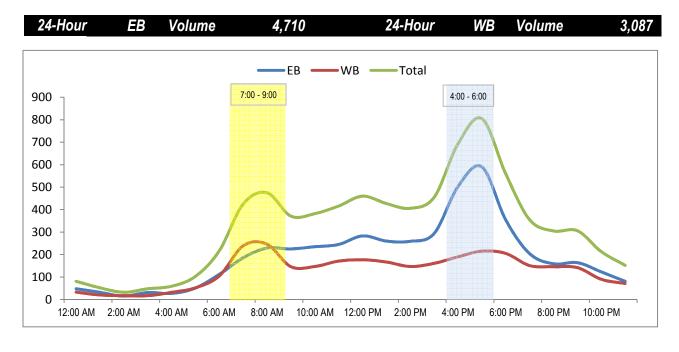
**Orientation:** East-West

**Date of Count:** Wednesday, November 13, 2013

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmen	it Volume					7,7	97
٠,	im	•	Но	urly Vol	ume		-	Γim	•	Но	urly Vol	ume
'	11119	E	EB	WB	Total			11111	E	EB	WB	Total
12:00 AM	-	1:00 AM	48	33	81		12:00 PM	-	1:00 PM	283	177	460
1:00 AM	-	2:00 AM	32	20	52		1:00 PM	-	2:00 PM	260	167	427
2:00 AM	-	3:00 AM	15	17	32		2:00 PM	-	3:00 PM	259	147	406
3:00 AM	-	4:00 AM	31	17	48		3:00 PM	-	4:00 PM	294	161	455
4:00 AM	-	5:00 AM	27	32	59		4:00 PM	-	5:00 PM	503	190	693
5:00 AM	-	6:00 AM	51	52	103		5:00 PM	-	6:00 PM	590	215	805
6:00 AM	-	7:00 AM	112	105	217		6:00 PM	-	7:00 PM	354	205	559
7:00 AM	-	8:00 AM	186	239	425		7:00 PM	-	8:00 PM	204	151	355
8:00 AM	-	9:00 AM	229	246	475		8:00 PM	-	9:00 PM	159	146	305
9:00 AM	-	10:00 AM	225	146	371		9:00 PM	-	10:00 PM	164	142	306
10:00 AM	-	11:00 AM	235	147	382		10:00 PM	-	11:00 PM	123	90	213
11:00 AM	-	12:00 PM	245	171	416		11:00 PM	-	12:00 AM	81	71	152
7	Γota	I	1,436	1,225	2,661			Tota	I	3,274	1,862	5,136





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**Location:** 16. Hotel Circle S, I-8 EB Ramps to Bachman Place

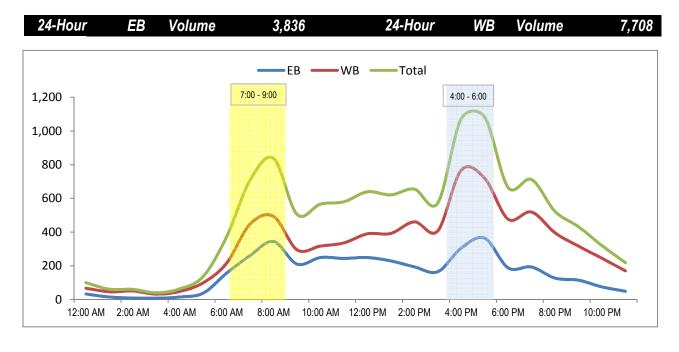
**Orientation:** East-West

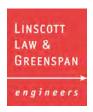
Date of Count: Wednesday, September 24, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmer	it Volume					11,	544
,	Time			urly Vol	ume		Time			Hourly Volume		
'	11111	e	EB	WB	Total		•	11111	e	EB	WB	Total
12:00 AM	-	1:00 AM	33	67	100		12:00 PM	-	1:00 PM	249	390	639
1:00 AM	-	2:00 AM	15	46	61		1:00 PM	-	2:00 PM	229	392	621
2:00 AM	-	3:00 AM	9	51	60		2:00 PM	-	3:00 PM	194	461	655
3:00 AM	-	4:00 AM	8	32	40		3:00 PM	-	4:00 PM	165	407	572
4:00 AM	-	5:00 AM	15	48	63		4:00 PM	-	5:00 PM	305	767	1,072
5:00 AM	-	6:00 AM	38	99	137		5:00 PM	-	6:00 PM	364	719	1,083
6:00 AM	-	7:00 AM	157	216	373		6:00 PM	-	7:00 PM	188	477	665
7:00 AM	-	8:00 AM	261	448	709		7:00 PM	-	8:00 PM	193	519	712
8:00 AM	-	9:00 AM	344	493	837		8:00 PM	-	9:00 PM	127	396	523
9:00 AM	-	10:00 AM	210	295	505		9:00 PM	-	10:00 PM	115	317	432
10:00 AM	-	11:00 AM	249	317	566		10:00 PM	-	11:00 PM	75	245	320
11:00 AM	-	12:00 PM	244	336	580		11:00 PM	-	12:00 AM	49	170	219
7	Γota	I	1,583	2,448	4,031			Tota	I	2,253	5,260	7,513





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Location: 17. Hotel Circle S, Bachman Place to Camino De La Reina

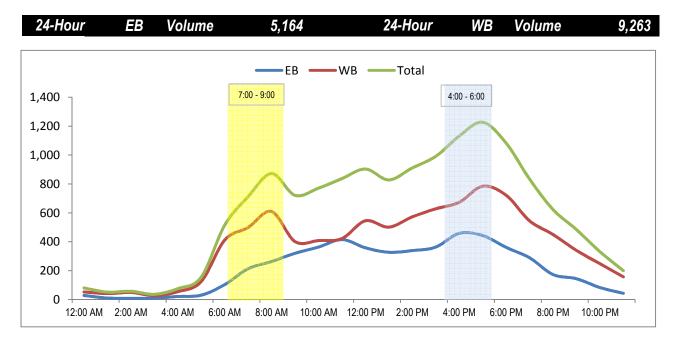
**Orientation:** East-West

Date of Count: Wednesday, September 24, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmen	it Volume					14,	427
٠,	Time			urly Vol	ume		Time			Hourly Volume		
	11119	E	EB	WB	Total			11111	<b>5</b>	EB	WB	Total
12:00 AM	-	1:00 AM	28	52	80		12:00 PM	-	1:00 PM	358	545	903
1:00 AM	-	2:00 AM	10	41	51		1:00 PM	-	2:00 PM	327	501	828
2:00 AM	-	3:00 AM	8	49	57		2:00 PM	-	3:00 PM	339	572	911
3:00 AM	-	4:00 AM	9	27	36		3:00 PM	-	4:00 PM	363	628	991
4:00 AM	-	5:00 AM	21	54	75		4:00 PM	-	5:00 PM	458	673	1,131
5:00 AM	-	6:00 AM	30	125	155		5:00 PM	-	6:00 PM	443	784	1,227
6:00 AM	-	7:00 AM	103	411	514		6:00 PM	-	7:00 PM	361	722	1,083
7:00 AM	-	8:00 AM	213	499	712		7:00 PM	-	8:00 PM	289	545	834
8:00 AM	-	9:00 AM	263	609	872		8:00 PM	-	9:00 PM	173	450	623
9:00 AM	-	10:00 AM	320	401	721		9:00 PM	-	10:00 PM	144	340	484
10:00 AM	-	11:00 AM	363	408	771		10:00 PM	-	11:00 PM	83	248	331
11:00 AM	-	12:00 PM	415	422	837		11:00 PM	-	12:00 AM	43	157	200
7	Γota	I	1,783	3,098	4,881			Γota	I	3,381	6,165	9,546





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Location: 11. Fashion Valley Road , North of Riverwalk Drive

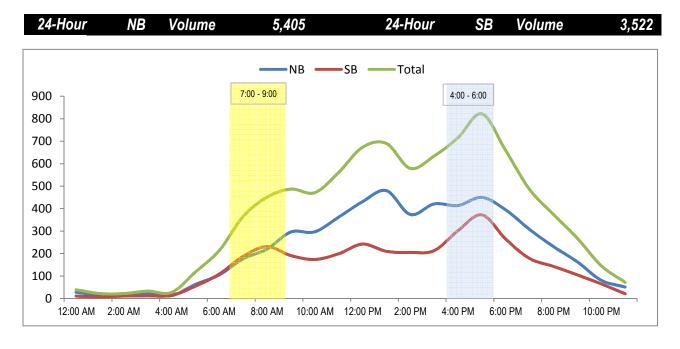
**Orientation:** North-South

Date of Count: Thursday, September 25, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmer	it Volume					8,9	27	
,	Time			urly Vol	ume		Time			Hourly Volume			
'	11111	E	NB	SB	Total			11111	3	NB	SB	Total	
12:00 AM	-	1:00 AM	28	11	39		12:00 PM	-	1:00 PM	431	242	673	
1:00 AM	-	2:00 AM	15	7	22		1:00 PM	-	2:00 PM	480	210	690	
2:00 AM	-	3:00 AM	11	11	22		2:00 PM	-	3:00 PM	374	205	579	
3:00 AM	-	4:00 AM	21	12	33		3:00 PM	-	4:00 PM	421	213	634	
4:00 AM	-	5:00 AM	13	14	27		4:00 PM	-	5:00 PM	414	302	716	
5:00 AM	-	6:00 AM	63	55	118		5:00 PM	-	6:00 PM	450	372	822	
6:00 AM	-	7:00 AM	105	109	214		6:00 PM	-	7:00 PM	394	264	658	
7:00 AM	-	8:00 AM	177	188	365		7:00 PM	-	8:00 PM	307	178	485	
8:00 AM	-	9:00 AM	220	231	451		8:00 PM	-	9:00 PM	231	143	374	
9:00 AM	-	10:00 AM	296	191	487		9:00 PM	-	10:00 PM	163	105	268	
10:00 AM	-	11:00 AM	297	174	471		10:00 PM	-	11:00 PM	81	65	146	
11:00 AM	-	12:00 PM	362	199	561		11:00 PM	-	12:00 AM	51	21	72	
7	Γota	I	1,608	1,202	2,810			Tota	I	3,797	2,320	6,117	





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



**Location:** 12. Fashion Valley Road, Riverwalk Drive to Hotel Circle N

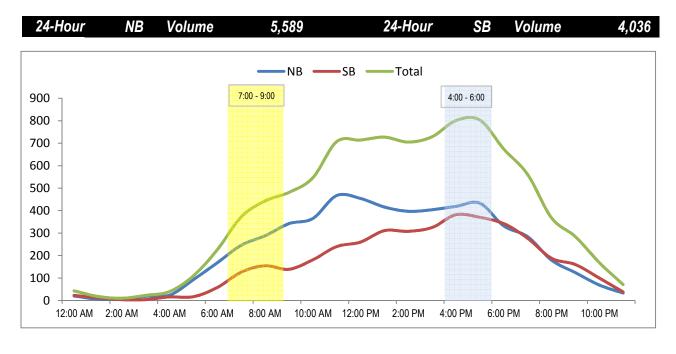
**Orientation:** North-South

Date of Count: Wednesday, September 24, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmen	it Volume					9,6	25	
,	Time			urly Vol	ume		Time			Hourly Volume			
'	11111	E	NB	SB	Total			11111	<b>5</b>	NB	SB	Total	
12:00 AM	-	1:00 AM	20	23	43		12:00 PM	-	1:00 PM	454	260	714	
1:00 AM	-	2:00 AM	6	12	18		1:00 PM	-	2:00 PM	416	311	727	
2:00 AM	-	3:00 AM	6	4	10		2:00 PM	-	3:00 PM	397	308	705	
3:00 AM	-	4:00 AM	19	4	23		3:00 PM	-	4:00 PM	404	325	729	
4:00 AM	-	5:00 AM	24	16	40		4:00 PM	-	5:00 PM	419	382	801	
5:00 AM	-	6:00 AM	93	17	110		5:00 PM	-	6:00 PM	433	370	803	
6:00 AM	-	7:00 AM	168	58	226		6:00 PM	-	7:00 PM	332	342	674	
7:00 AM	-	8:00 AM	246	126	372		7:00 PM	-	8:00 PM	284	277	561	
8:00 AM	-	9:00 AM	288	155	443		8:00 PM	-	9:00 PM	180	188	368	
9:00 AM	-	10:00 AM	342	139	481		9:00 PM	-	10:00 PM	124	160	284	
10:00 AM	-	11:00 AM	365	181	546		10:00 PM	-	11:00 PM	69	100	169	
11:00 AM	-	12:00 PM	467	240	707		11:00 PM	-	12:00 AM	33	38	71	
7	Γota	I	2,044	975	3,019		•	Tota	I	3,545	3,061	6,606	





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



**Location:** 3. Avenida Del Rio, Riverwalk Drive to Camino De La Reina

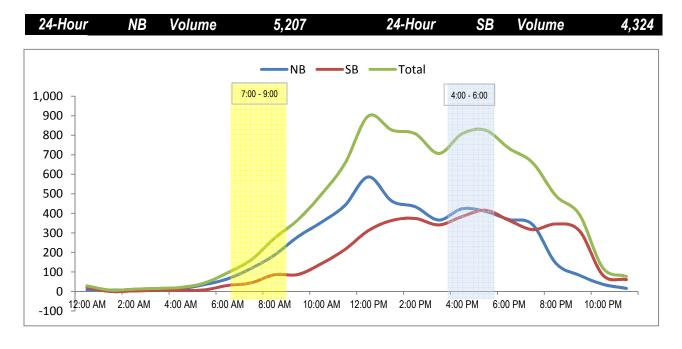
**Orientation:** North-South

**Date of Count:** Thursday, September 25, 2014

**Analysts:** DASH

Weather: Sunny

				24 Hour	Segmer	it Volume					9,5	31
,	Time		Но	urly Vol	ume		Time			Hourly Volume		
'	Ш	e	NB	SB	Total			11111	e	NB	SB	Total
12:00 AM	-	1:00 AM	8	21	29		12:00 PM	-	1:00 PM	587	312	899
1:00 AM	-	2:00 AM	7	0	7		1:00 PM	-	2:00 PM	463	364	827
2:00 AM	-	3:00 AM	9	3	12		2:00 PM	-	3:00 PM	434	374	808
3:00 AM	-	4:00 AM	10	6	16		3:00 PM	-	4:00 PM	366	341	707
4:00 AM	-	5:00 AM	15	6	21		4:00 PM	-	5:00 PM	424	384	808
5:00 AM	-	6:00 AM	35	8	43		5:00 PM	-	6:00 PM	410	416	826
6:00 AM	-	7:00 AM	65	31	96		6:00 PM	-	7:00 PM	369	364	733
7:00 AM	-	8:00 AM	118	44	162		7:00 PM	-	8:00 PM	343	317	660
8:00 AM	-	9:00 AM	187	86	273		8:00 PM	-	9:00 PM	144	346	490
9:00 AM	-	10:00 AM	281	87	368		9:00 PM	-	10:00 PM	83	311	394
10:00 AM	-	11:00 AM	355	143	498		10:00 PM	-	11:00 PM	37	84	121
11:00 AM	-	12:00 PM	441	215	656		11:00 PM	-	12:00 AM	16	61	77
7	Γota	I	1,531	650	2,181			Γota	I	3,676	3,674	7,350



	Appendix B
In	ITERSECTION METHODOLOGY AND ANALYSIS SHEETS
	· · · · · · · · · · · · · · · · · · ·
NSCOTT, LAW & GREENSPAN, <i>engineers</i>	LLG Ref. 3-14-2386 Town & Country Master Plan

## SIGNALIZED INTERSECTIONS

For signalized intersections, level of service criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table** 1 summarizes the delay thresholds for signalized intersections.

Level of service A describes operations with very low delay, (i.e. less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level of service B describes operations with delay in the range 10.1 seconds and 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

TABLE 1

LEVEL OF SERVICE THRESHOLDS FOR SIGNALIZED INTERSECTIONS

		ELAY PER VEHICLE (EHICLE)	LEVEL OF SERVICE
0.0	<u>≤</u>	10.0	A
10.1	to	20.0	В
21.1	to	35.0	C
35.1	to	55.0	D
55.1	to	80.0	E
	<u>&gt;</u>	80.0	F

Source: Highway Capacity Manual, 2000.

Level of service C describes operations with delay in the range 20.1 seconds and 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

Level of service D describes operations with delay in the range 35.1 seconds and 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are more frequent.

Level of service E describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

Level of service F describes operations with delay in excess of over 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

## UNSIGNALIZED INTERSECTIONS

For unsignalized intersections, level of service is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. **Table 2** depicts the criteria, which are based on the average control delay for any particular minor movement.

TABLE 2

LEVEL OF SERVICE THRESHOLDS FOR UNSIGNALIZED INTERSECTIONS

	V	NTROL DELAY PER EHICLE IDS/VEHICLE)	LEVEL OF SERVICE	EXPECTED DELAY TO MINOR STREET TRAFFIC
0.0	<u> </u>	10.0	A	Little or no delay
10.1	10.1 to 15.0		В	Short traffic delays
15.1	5.1 to 25.0		С	Average traffic delays
25.1	25.1 to 35.0		D	Long traffic delays
35.1	to	50.0	Е	Very long traffic delays
	≥ 50.0		F	Severe congestion

Source: Highway Capacity Manual, 2000.

Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

Α	P	P	Fľ	N١	)I	χ	C
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CITY OF SAN DIEGO ROADWAY CLASSIFICATION AND ADOPTED MISSION VALLEY CIRCULATION ELEMENT

TABLE 2 (MODIFIED)
City of San Diego Roadway Classifications, Levels of Service (LOS) and Average Daily Traffic (ADT)

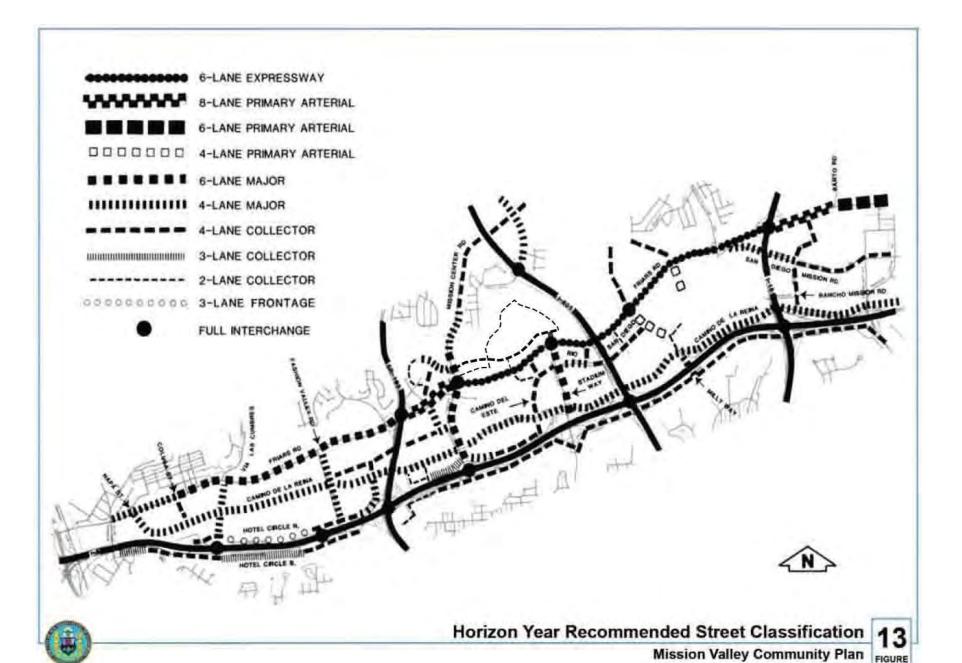
		LEVEL OF SERVICE <sup>a</sup>							
Street Classification	Lanes	A	В	С	D	E			
Freeway	8 lanes	60,000	84,000	120,000	140,000	150,000			
Freeway	6 lanes	45,000	63,000	90,000	110,000	120,000			
Freeway	4 lanes	30,000	42,000	60,000	70,000	80,000			
Expressway	6 lanes	30,000	42,000	60,000	70,000	80,000			
Prime Arterial	11 lanes	32,000	44,750	63,750	74,500	85,000			
Prime Arterial	10 lanes	30,000	42,000	60,000	70,000	80,000			
Prime Arterial	9 lanes	28,750	40,250	57,500	66,250	75,000			
Prime Arterial	8 lanes	27,500	38,500	55,000	62,500	70,000			
Prime Arterial	7 lanes	26,250	36,750	52,500	58,750	65,000			
Prime Arterial	6 lanes	25,000	35,000	50,000	55,000	60,000			
Prime Arterial	5 lanes	23,000	32,000	45,000	50,000	55,000			
Major Arterial	6 lanes	20,000	28,000	40,000	45,000	50,000			
Prime Arterial <sup>4</sup>	4 lanes <sup>4</sup>	20,000	28,000	40,000	45,000	50,000			
Major Arterial	5 lanes	17,500	24,500	35,000	40,000	45,000			
Major Arterial	4 lanes	15,000	21,000	30,000	35,000	40,000			
Collector	5 lanes	12,500	17,500	25,000	30,000	35,000			
Collector (continuous left-turn lane)	4 lanes	10,000	14,000	20,000	25,000	30,000			
	4 lanes	11,400	15,600	20,000	27,000	33,400			
Major Arterial (one-way)	3 lanes	8,500	11,750	15,000	20,000	25,000			
	2 lanes	5,700	7,800	10,000	13,500	16,700			
Collector	4 lanes								
(no Center lane)	3 lanes	5,000	7,000	10,000	13,000	15,000			
(continuous left-turn lane)	2 lanes								
Collector (one-way)	2 lanes	4,500	6,250	8,750	11,000	12,500			
Collector (no fronting property)	2 lanes	4,000	5,500	7,500	9,000	10,000			
Collector (commercial-industrial fronting)	2 lanes	2,500	3,500	5,000	6,500	8,000			
Collector (multi-family)	2 lanes	2,500	3,500	5,000	6,500	8,000			
Sub-collector (single-family)	2 lanes	_	_	2,200	_	_			

## Footnotes:

a. Approximate recommended ADT based on City of San Diego Street Design Manual.

## General Notes:

- 1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.
- 2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.
- 3. Shaded areas indicate LLG-derived ADT capacities.
- 4. Classification and capacity derived specifically for Kearny Villa Road in order to reflect the unique characteristics of this roadway.





EXISTING INTERSECTION ANALYSIS CALCULATION SHEETS

Movement		۶	<b>→</b>	•	•	•	•	1	<b>†</b>	/	<b>/</b>	Ţ	</th
Traffic Yolume (yeh/h) 19 12 19 13 0 52 37 220 20 55 141 12   Number 7 4 14 14 3 8 18 5 2 12 1 1 6 16   Initial Q(b), weh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement	EBL	EBT	EBR	WBL	WBT				NBR			SBR
Future Volume (veh/h)  IP  12  19  14  38  88  52  20  20  55  141  12  Number  7  41  41  38  88  85  20  20  20  55  141  12  Number  80  00  00  00  00  00  00  00  00  0			4			र्स			<b>∱</b> ∱				
Number 7 4 14 14 3 8 18 5 2 12 12 1 6 16 16 initial O (Ob), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	` ,												
Initial O (Ob), weh	, ,												
Ped-Bike Adji(A_pbT)							18						
Parking Bus, Ag	` '.		0			0			0			0	
Adj Saf Flow, veh/h/ln Adj Saf Flow, veh/h/ln Adj Saf Flow, veh/h/ln Adj Na Of Lanes 0 1 1 0 0 1 1 1 1 1 2 0 0 1 1 2 0 1 13 2 1 14 0 57 40 239 22 66 153 13 Adj No. Of Lanes 0 1 1 0 0 1 1 1 1 1 2 0 0 1 1 2 0 0 1 2 0 0 1 2 0 0 92 0.92 0.92 0.92 0.92 0.92 0.92													
Adj Flow Rate, veh/h         21         13         21         14         0         57         40         239         22         60         153         13           Adj No. of Lanes         0         1         0         0         1         1         1         2         0         1         2         0           Peak Hour Factor         0.92         0.02         0.													
Adj No. of Lanes         0         1         0         0         1         1         1         2         0         1         2         0           Peak Hour Factor         0.92	•												
Peak Hour Factor         0.92         1.92         0         0         0         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00													
Percent Heavy Veh, %	•												
Cap, veh/h         124         31         41         235         0         108         59         2082         190         77         2132         179           Arrive On Green         0.07         0.07         0.07         0.007         0.00         0.03         0.63         0.63         0.04         0.65         0.05         1.90         1.74         1.70         1.81         1.774         1.70         1.81         0.774         1.70         1.81         0.05 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Arrive On Green 0.07 0.07 0.07 0.07 0.07 0.00 0.07 0.03 0.63 0.63 0.04 0.65 0.65 Sat Flow, veh/h 510 454 595 1568 0 1583 1774 3280 299 1774 3305 278 Grp Volume(v), veh/h 55 0 0 14 0 57 40 128 133 60 81 85 Grp Sat Flow(s), veh/h 1559 0 0 1568 0 1583 1774 1770 1810 1774 1770 1810 1770 177													
Sat Flow, veh/h         510         454         595         1568         0         1583         1774         3280         299         1774         3305         278           Grp Volume(v), veh/h         55         0         0         14         0         57         40         128         133         60         81         85           Grp Sat Flow(s), veh/h/ln         1559         0         0         1568         0         1583         1774         1770         1810         1774         1770         1810           O Serve(g, s), s         1.4         0.0         0.0         0.0         0.19         1.2         1.6         1.6         1.9         1.0         1.0           Cycle Q Clear(g, c), s         1.9         0.0         0.0         0.4         0.0         1.9         1.2         1.6         1.6         1.9         1.0         1.0           Cycle Q Clear(g, c), s         1.9         0.0         0.0         0.0         1.0         1.00         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0													
Grp Volume(v), veh/h         55         0         0         14         0         57         40         128         133         60         81         85           Grp Sat Flow(s), veh/h/ln         1559         0         0         1568         0         1583         1774         1770         1810         1774         1770         1814           O Serve(g_s), s         1.4         0.0         0.0         0.0         0.0         1.9         1.2         1.6         1.6         1.9         1.0         1.0           Cycle O Clear(g_c), s         1.9         0.0         0.0         0.4         0.0         1.9         1.2         1.6         1.6         1.9         1.0         1.0           Orpo In Lane         0.38         0.38         1.00         1.00         1.00         1.00         0.17         1.00         0.15           Lane Grp Cap(c), veh/h         195         0         0         235         0         108         59         1123         1149         77         1142         1170           V/C Ratio(X)         0.28         0.00         0.06         0.00         0.05         0.08         0.08         0.114         0.12         0.7			0.07	0.07	0.07	0.00	0.07	0.03	0.63	0.63	0.04	0.65	0.65
Grp Sat Flow(s), veh/h/ln 1559 0 0 1568 0 1583 1774 1770 1810 1774 1770 1814 Q Serve(g_s), s 1.4 0.0 0.0 0.0 0.0 0.0 1.9 1.2 1.6 1.6 1.9 1.0 1.0 Cycle Q Clear(g_c), s 1.9 0.0 0.0 0.4 0.0 1.9 1.2 1.6 1.6 1.6 1.9 1.0 1.0 Toyle Q Clear(g_c), s 1.9 0.0 0.0 0.4 0.0 1.9 1.2 1.6 1.6 1.6 1.9 1.0 1.0 1.0 Toyle I Lane 0.38 0.38 1.00 1.00 1.00 1.00 0.17 1.00 0.15 Lane Grp Cap(c), veh/h 195 0 0 235 0 108 59 1123 1149 77 1142 1170 V/C Ratio(X) 0.28 0.00 0.00 0.06 0.00 0.53 0.68 0.11 0.12 0.78 0.07 0.07 Avail Cap(c_a), veh/h 805 0 0 781 0 738 431 1123 1149 526 1142 1170 Cycle Q Clear (g_c), veh/h 100 0.00 0.00 0.00 0.00 0.00 0.00 0.00	Sat Flow, veh/h	510	454	595	1568	0	1583	1774	3280	299	1774	3305	
OServe(g_s), s         1.4         0.0         0.0         0.0         0.0         1.9         1.2         1.6         1.6         1.9         1.0         1.0           Cycle O Clear(g_c), s         1.9         0.0         0.0         0.4         0.0         1.9         1.2         1.6         1.6         1.9         1.0         1.0           Prop In Lane         0.38         0.38         1.00         1.00         1.00         0.07         1.00         0.015           Lane Grp Cap(c), veh/h         195         0         0         235         0         108         59         1123         1149         77         1142         1170           V/C Ratio(X)         0.28         0.00         0.00         0.06         0.00         0.53         0.68         0.11         0.12         0.78         0.07         0.07           V/C Ratio(X)         0.28         0.00         0.00         0.06         0.00         0.53         0.68         0.11         0.12         0.78         0.07         0.07           Avail Cap(c_a), veh/h         805         0         0         781         0         738         431         1123         1149         526         1142 </td <td>Grp Volume(v), veh/h</td> <td>55</td> <td>0</td> <td>0</td> <td>14</td> <td>0</td> <td>57</td> <td>40</td> <td>128</td> <td>133</td> <td>60</td> <td>81</td> <td>85</td>	Grp Volume(v), veh/h	55	0	0	14	0	57	40	128	133	60	81	85
Cycle O Clear(g_c), s         1.9         0.0         0.0         0.4         0.0         1.9         1.2         1.6         1.6         1.9         1.0         1.0           Prop In Lane         0.38         0.38         1.00         1.00         1.00         0.07         1.00         0.15           Lane Grp Cap(c), veh/h         195         0         0.235         0         108         59         1123         1149         77         1142         1170           V/C Ratio(X)         0.28         0.00         0.00         0.06         0.00         0.53         0.68         0.11         0.12         0.78         0.07         0.07           Avail Cap(c_a), veh/h         805         0         0         788         0.738         4.81         1123         1149         75         1142         1170           HCM Platoon Ratio         1.00	Grp Sat Flow(s),veh/h/ln	1559	0	0	1568	0	1583	1774	1770	1810	1774	1770	1814
Prop In Lane	Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.9	1.2	1.6	1.6	1.9	1.0	1.0
Lane Grp Cap(c), veh/h 195 0 0 235 0 108 59 1123 1149 77 1142 1170 V/C Ratio(X) 0.28 0.00 0.00 0.06 0.00 0.53 0.68 0.11 0.12 0.78 0.07 0.07 Avail Cap(c_a), veh/h 805 0 0 781 0 738 431 1123 1149 526 1142 1170 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.4	0.0	1.9	1.2	1.6	1.6	1.9	1.0	1.0
V/C Ratio(X)         0.28         0.00         0.00         0.06         0.00         0.53         0.68         0.11         0.12         0.78         0.07         0.07           Avail Cap(c_a), veh/h         805         0         0         781         0         738         431         1123         1149         526         1142         1170           HCM Platoon Ratio         1.00         1.0	Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.17	1.00		0.15
Avail Cap(c_a), veh/h 805 0 0 781 0 738 431 1123 1149 526 1142 1170 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Grp Cap(c), veh/h	195	0	0	235	0	108	59	1123	1149	77	1142	1170
HCM Platoon Ratio   1.00   1	V/C Ratio(X)	0.28	0.00	0.00	0.06	0.00	0.53	0.68	0.11	0.12	0.78	0.07	0.07
Upstream Filter(I)	Avail Cap(c_a), veh/h	805	0	0	781	0	738	431	1123	1149	526	1142	1170
Uniform Delay (d), s/veh	HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incr Delay (d2), s/veh		25.1	0.0	0.0	24.5	0.0	25.2	26.8	4.0	4.0	26.5	3.7	3.7
Initial Q Delay(d3),s/veh		0.8	0.0	0.0	0.1	0.0	4.0	5.1	0.2	0.2	15.5	0.1	0.1
LnGrp Delay(d),s/veh         25.9         0.0         0.0         24.6         0.0         29.2         31.8         4.2         4.2         42.0         3.8         3.8           LnGrp LOS         C         C         C         C         C         A         A         D         A         A           Approach Vol, veh/h         55         71         301         226           Approach Delay, s/veh         25.9         28.3         7.9         14.0           Approach LOS         C         C         A         B    Timer            1         2         3         4         5         6         7         8           Assigned Phs         1         2         4         5         6         8         8           Phs Duration (G+Y+Rc), s         6.8         40.4         8.7         6.3         41.0         8.7           Change Period (Y+Rc), s         4.4         4.9         4.9         4.4         4.9         4.9           Max Green Setting (Gmax), s         16.6         33.1         26.1         13.6         36.1         26.1           Max Q Clear Time (g_c+I1), s         3.9         3.6         0.5         0.5		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS         C         C         C         C         C         A         A         D         A         A           Approach Vol, veh/h         55         71         301         226           Approach Delay, s/veh         25.9         28.3         7.9         14.0           Approach LOS         C         C         A         B           Timer         1         2         3         4         5         6         7         8           Assigned Phs         1         2         4         5         6         8           Phs Duration (G+Y+Rc), s         6.8         40.4         8.7         6.3         41.0         8.7           Change Period (Y+Rc), s         4.4         4.9         4.9         4.9         4.9           Max Green Setting (Gmax), s         16.6         33.1         26.1         13.6         36.1         26.1           Max Q Clear Time (g_c+I1), s         3.9         3.6         3.9         3.2         3.0         3.9           Green Ext Time (p_c), s         0.1         2.6         0.5         0.0         2.6         0.5    Intersection Summary	%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.2	0.0	1.0	0.7	0.8	0.9	1.2	0.5	0.5
LnGrp LOS         C         C         C         C         C         A         A         D         A         A           Approach Vol, veh/h         55         71         301         226           Approach Delay, s/veh         25.9         28.3         7.9         14.0           Approach LOS         C         C         A         B           Timer         1         2         3         4         5         6         7         8           Assigned Phs         1         2         4         5         6         8         8         8         8         9	LnGrp Delay(d),s/veh	25.9	0.0	0.0	24.6	0.0	29.2	31.8	4.2	4.2	42.0	3.8	3.8
Approach Vol, veh/h         55         71         301         226           Approach Delay, s/veh         25.9         28.3         7.9         14.0           Approach LOS         C         C         A         B           Timer         1         2         3         4         5         6         7         8           Assigned Phs         1         2         4         5         6         8           Phs Duration (G+Y+Rc), s         6.8         40.4         8.7         6.3         41.0         8.7           Change Period (Y+Rc), s         4.4         4.9         4.9         4.9         4.9           Max Green Setting (Gmax), s         16.6         33.1         26.1         13.6         36.1         26.1           Max Q Clear Time (g_c+I1), s         3.9         3.6         3.9         3.2         3.0         3.9           Green Ext Time (p_c), s         0.1         2.6         0.5         0.0         2.6         0.5           Intersection Summary           HCM 2010 Ctrl Delay         13.7	. 3	С			С		С	С	А	Α	D	Α	Α
Approach Delay, s/veh 25.9 28.3 7.9 14.0  Approach LOS C C A B  Timer 1 2 3 4 5 6 7 8  Assigned Phs 1 2 4 5 6 8  Phs Duration (G+Y+Rc), s 6.8 40.4 8.7 6.3 41.0 8.7  Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9  Max Green Setting (Gmax), s 16.6 33.1 26.1 13.6 36.1 26.1  Max Q Clear Time (g_c+I1), s 3.9 3.6 3.9 3.2 3.0 3.9  Green Ext Time (p_c), s 0.1 2.6 0.5 0.0 2.6 0.5  Intersection Summary  HCM 2010 Ctrl Delay 13.7			55			71			301			226	
Approach LOS C C A B  Timer 1 2 3 4 5 6 7 8  Assigned Phs 1 2 4 5 6 8  Phs Duration (G+Y+Rc), s 6.8 40.4 8.7 6.3 41.0 8.7  Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9  Max Green Setting (Gmax), s 16.6 33.1 26.1 13.6 36.1 26.1  Max Q Clear Time (g_c+I1), s 3.9 3.6 3.9 3.2 3.0 3.9  Green Ext Time (p_c), s 0.1 2.6 0.5 0.0 2.6 0.5  Intersection Summary  HCM 2010 Ctrl Delay 13.7													
Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 6.8 40.4 8.7 6.3 41.0 8.7 Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 Max Green Setting (Gmax), s 16.6 33.1 26.1 13.6 36.1 26.1 Max Q Clear Time (g_c+l1), s 3.9 3.6 3.9 3.2 3.0 3.9 Green Ext Time (p_c), s 0.1 2.6 0.5 0.0 2.6 0.5  Intersection Summary HCM 2010 Ctrl Delay 13.7													
Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 6.8 40.4 8.7 6.3 41.0 8.7 Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 Max Green Setting (Gmax), s 16.6 33.1 26.1 13.6 36.1 26.1 Max Q Clear Time (g_c+l1), s 3.9 3.6 3.9 3.2 3.0 3.9 Green Ext Time (p_c), s 0.1 2.6 0.5 0.0 2.6 0.5  Intersection Summary HCM 2010 Ctrl Delay 13.7	Timer	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s 6.8 40.4 8.7 6.3 41.0 8.7 Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 16.6 33.1 26.1 13.6 36.1 26.1 Max Q Clear Time (g_c+I1), s 3.9 3.6 3.9 3.2 3.0 3.9 Green Ext Time (p_c), s 0.1 2.6 0.5 0.0 2.6 0.5 0.5 Intersection Summary  HCM 2010 Ctrl Delay 13.7		1			4								
Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 4.9  Max Green Setting (Gmax), s 16.6 33.1 26.1 13.6 36.1 26.1  Max Q Clear Time (g_c+l1), s 3.9 3.6 3.9 3.2 3.0 3.9  Green Ext Time (p_c), s 0.1 2.6 0.5 0.0 2.6 0.5  Intersection Summary  HCM 2010 Ctrl Delay 13.7													
Max Green Setting (Gmax), s       16.6       33.1       26.1       13.6       36.1       26.1         Max Q Clear Time (g_c+l1), s       3.9       3.6       3.9       3.2       3.0       3.9         Green Ext Time (p_c), s       0.1       2.6       0.5       0.0       2.6       0.5         Intersection Summary         HCM 2010 Ctrl Delay       13.7													
Max Q Clear Time (g_c+I1), s       3.9       3.6       3.9       3.2       3.0       3.9         Green Ext Time (p_c), s       0.1       2.6       0.5       0.0       2.6       0.5         Intersection Summary         HCM 2010 Ctrl Delay       13.7													
Green Ext Time (p_c), s         0.1         2.6         0.5         0.0         2.6         0.5           Intersection Summary           HCM 2010 Ctrl Delay         13.7													
HCM 2010 Ctrl Delay 13.7													
HCM 2010 Ctrl Delay 13.7	Intersection Summary												
J				13.7									

Intersection										
Intersection Delay, s/veh 8	.1									
_	A									
		EDT	EDD	WDII	MDI	WDT	MDII	NDI	NDD	
Movement EB		EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR	
	0	21	52	0	34	12	0	111	76	
<u>'</u>	0	21	52	0	34	12	0	111	76	
Peak Hour Factor 0.9		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	23	57	0	37	13	0	121	83	
Number of Lanes	0	1	0	0	0	1	0	1	1	
Approach		EB			WB			NB		
Opposing Approach		WB			EB					
Opposing Lanes		1			1			0		
Conflicting Approach Left					NB			EB		
Conflicting Lanes Left		0			2			1		
Conflicting Approach Right		NB						WB		
Conflicting Lanes Right		2			0			1		
HCM Control Delay		7.5			8			8.4		
HCM LOS		А			Α			Α		
Lane	NBLn1	NBLn2	EBLn1V	VBLn1						
Vol Left, %	100%	0%	0%	74%						
Vol Thru, %	0%	0%	29%	26%						
Vol Right, %	0%	100%	71%	0%						
Sign Control	Stop	Stop	Stop	Stop						
Traffic Vol by Lane	111	76	73	46						
LT Vol	111	0	0	34						
Through Vol	0	0	21	12						
RT Vol	0	76	52	0						
Lane Flow Rate	121	83	79	50						
Geometry Grp	7	7	2	2						
Degree of Util (X)	0.176	0.093		0.065						
` '										
Departure Headway (Hd)	5.259	4.056	4.056	4.656						
Departure Headway (Hd) Convergence, Y/N	5.259 Yes	4.056 Yes	4.056 Yes	4.656 Yes						
Convergence, Y/N		Yes								
	Yes 677	Yes	Yes 889	Yes 773						
Convergence, Y/N Cap	Yes 677 3.034	Yes 872	Yes 889 2.058	Yes 773 2.659						
Convergence, Y/N Cap Service Time HCM Lane V/C Ratio	Yes 677 3.034	Yes 872 1.831 0.095	Yes 889 2.058	Yes 773 2.659						
Convergence, Y/N Cap Service Time	Yes 677 3.034 0.179	Yes 872 1.831 0.095	Yes 889 2.058 0.089	Yes 773 2.659 0.065						

Existing AM 11/2/2015

			_	<b>←</b>	•	<b>\</b>	1	
Movement EB	L EB1	[	FRT	WBT	WBR	SBL	SBR	
		<b>\</b>	157	<b>↑</b>	150	ነ	10	
` '			157	253	159	67	19	
· /			157	253	159	67	19	
Number		7	4	8	18	1	16	
= (==//	•	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.0					1.00	1.00	1.00	
Parking Bus, Adj 1.0	0 1.00	0 1	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln 186	3 1863	3 1	863	1863	1863	1863	1863	
	0 17	0	171	275	173	73	21	
Adj No. of Lanes	1 1	1	1	1	1	1	1	
Peak Hour Factor 0.9			0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %		2	2	2	2	2	2	
			883	515	679	270	241	
Arrive On Green 0.0			0.47	0.28	0.28	0.15	0.15	
Sat Flow, veh/h 177				1863	1583	1774	1583	
						73	21	
. ,			171	275	173			
Grp Sat Flow(s), veh/h/ln177				1863	1583	1774	1583	
Q Serve(g_s), s 0.			1.4	3.3	1.8	1.0	0.3	
Cycle Q Clear(g_c), s 0.			1.4	3.3	1.8	1.0	0.3	
Prop In Lane 1.0					1.00	1.00	1.00	
1 1 7			883	515	679	270	241	
V/C Ratio(X) 0.5			0.19	0.53	0.25	0.27	0.09	
Avail Cap(c_a), veh/h 78	4 3912	4 3	3912	2840	2655	1697	1515	
HCM Platoon Ratio 1.0	0 1.00	0 1	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 1.0	0 1.00	0 1	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh 12.			4.0	8.1	4.8	9.8	9.5	
Incr Delay (d2), s/veh 3.			0.0	0.3	0.1	0.2	0.1	
Initial Q Delay(d3),s/veh 0.			0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.			0.0	1.7	1.0	0.5	0.0	
			4.0	8.4	4.9	10.0	9.6	
1 1 7 7 7 .								
		В	A 201	A 440	A	B	A	
Approach Vol, veh/h			201	448		94		
Approach Delay, s/veh			5.8	7.0		9.9		
Approach LOS	F		Α	Α		Α		
Timer	1 2	1	2	3	4	5	6	7
Assigned Phs					4		6	7
Phs Duration (G+Y+Rc), s					17.3		8.9	5.2
Change Period (Y+Rc), s					4.9			4.4
	_	_					4.9	
Max Green Setting (Gmax),					55.1		25.1	11.6
Max Q Clear Time (g_c+l1),	S	S			3.4		3.0	2.4
Green Ext Time (p_c), s					2.1		0.1	0.0
Intersection Summary								
HCM 2010 Ctrl Delay				7.1				
HCM 2010 Clif Delay				7.1 A				
HOW ZOTO LOS				A				
Notes								

Intersection								
Int Delay, s/veh	0.3							
in Delay, siven	0.5							
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	4	4		260	34	7	166	
Future Vol, veh/h	4	4		260	34	7	166	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None	-	None	
Storage Length	0	-		-	-	-	-	
Veh in Median Storage, #	ŧ 0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	4	4		283	37	8	180	
N A - ' /N A'	M' C			, a 1 - 4		N4 1 0		
Major/Minor	Minor1			Major1		Major2		
Conflicting Flow All	406	160		0	0	320	0	
Stage 1	301	-		-	-	-	-	
Stage 2	105	-		-	-	-	-	
Critical Hdwy	6.84	6.94		-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	-	-	-	
Critical Hdwy Stg 2	5.84	-		-	-	-	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	573	857		-	-	1237	-	
Stage 1	725	-		-	-	-	-	
Stage 2	908	-		-	-	-	-	
Platoon blocked, %				-	-		-	
Mov Cap-1 Maneuver	569	857		-	-	1237	-	
Mov Cap-2 Maneuver	569	-		-	-	-	-	
Stage 1	725	-		-	-	-	-	
Stage 2	902	-		-	-	-	-	
_								
Approach	WB			NB		SB		
HCM Control Delay, s	10.3			0		0.3		
HCM LOS	10.3 B			U		0.3		
I IOIVI EOS	D							
NA:	NDT	NIDDIA'DI 4	CDI	CDT				
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
Capacity (veh/h)	-	- 684	1237	-				
HCM Lane V/C Ratio	-	- 0.013		-				
HCM Control Delay (s)	-	- 10.3	7.9	0				
HCM Lane LOS	-	- B	Α	А				
HCM 95th %tile Q(veh)	-	- 0	0	-				

Intersection							
	0.2						
in Dolay, 3, voil	0.2						
	MDI	WDD		NDT	NDD	CDI	CDT
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4		295	13	3	167
Future Vol, veh/h	4	4		295	13	3	167
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	4	4		321	14	3	182
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	425	167		0	0	335	0
Stage 1	328	-		-	-	-	-
Stage 2	97	_		-		_	_
Critical Hdwy	6.84	6.94		-	_	4.14	_
Critical Hdwy Stg 1	5.84	-		_	_	-	_
Critical Hdwy Stg 2	5.84	_		_	-	-	_
Follow-up Hdwy	3.52	3.32		_	_	2.22	_
Pot Cap-1 Maneuver	557	848		_	_	1221	_
Stage 1	702	-		_	_	1221	_
Stage 2	916						_
Platoon blocked, %	710	_		_	_	_	_
Mov Cap-1 Maneuver	555	848		-	-	1221	-
Mov Cap-1 Maneuver	555	040		-	-	1221	-
	702	-		-	-	-	-
Stage 1	913	-		-		-	-
Stage 2	913	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	10.4			0		0.1	
HCM LOS	В						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 671	1221	-			
HCM Lane V/C Ratio	-	- 0.013		-			
HCM Control Delay (s)	_	- 10.4	8	0			
HCM Lane LOS	_	- B	A	A			
HCM 95th %tile Q(veh)	<u>-</u>	- 0	0	-			
HOW FOUT FOUTE Q(VEH)		- 0	U	-			

Intersection												
Intersection Delay, s/veh	34.8											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	132	16	0	92	120	7	0	381	0	628
Future Vol, veh/h	0	1	132	16	0	92	120	7	0	381	0	628
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	143	17	0	100	130	8	0	414	0	683
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
realities of Earlies			•	•		,						
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		13				12.8				42.9		
HCM LOS		В				В				E		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	1%	0%	100%	0%	100%				
Vol Thru, %		0%	0%	99%	0%	0%	94%	0%				
Vol Right, %		0%	100%	0%	100%	0%	6%	0%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		381	628	133	16	92	127	3				
LT Vol		381	0	1	0	92	0	3				
Through Vol		0	0	132	0	0	120	0				
RT Vol		0	628	0	16	0	7	0				
Lane Flow Rate		414	683	145	17	100	138	3				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.738	0.988	0.3	0.033	0.217	0.279	0.007				
Departure Headway (Hd)		/ /110	5.208	7.461	6.74	7.825	7.275	7.364				
Dopartaro Froduttaj (Fra)		6.418	5.200	,,,,,,,								
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Convergence, Y/N Cap		Yes 563	Yes 696	Yes 481	530	459	494	485				
Convergence, Y/N Cap Service Time		Yes 563 4.156	Yes 696 2.945	Yes 481 5.211	530 4.49	459 5.574	494 5.024	485 5.424				
Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		Yes 563 4.156 0.735	Yes 696 2.945 0.981	Yes 481 5.211 0.301	530 4.49 0.032	459 5.574 0.218	494 5.024 0.279	485 5.424 0.006				
Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		Yes 563 4.156 0.735 25.2	Yes 696 2.945 0.981 53.6	Yes 481 5.211 0.301 13.4	530 4.49 0.032 9.7	459 5.574 0.218 12.7	494 5.024 0.279 12.8	485 5.424 0.006 10.5				
Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		Yes 563 4.156 0.735	Yes 696 2.945 0.981	Yes 481 5.211 0.301	530 4.49 0.032	459 5.574 0.218	494 5.024 0.279	485 5.424 0.006				

Intersection						
Intersection Delay, s/veh						
Intersection LOS						
Movement	SBU	SBL	SBT	SBR		
Traffic Vol, veh/h	0	3	0	0		
Future Vol, veh/h	0	3	0	0		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Heavy Vehicles, %	2	2	2	2		
Mvmt Flow	0	3	0	0		
Number of Lanes	0	0	1	0		
	-		-	-		
Approach		SB				ĺ
Opposing Approach		NB				
Opposing Lanes		2				
Conflicting Approach Left		WB				
Conflicting Lanes Left		2				
Conflicting Approach Right		EB				
Conflicting Lanes Right		2				
HCM Control Delay		10.5				
HCM LOS		В				
TIOM EGG						
Lane						

	•	<b>→</b>	<b>←</b>	•	<b>/</b>	4			
Movement E	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		<b>↑</b>	<b>†</b>	7	ች	7			
- J	226	537	137	82	89	82			
	226	537	137	82	89	82			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT) 1	.00			1.00	1.00	1.00			
	.00	1.00	1.00	1.00	1.00	1.00			
	863	1863	1863	1863	1863	1863			
•	246	584	149	89	97	89			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor 0	).92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
	301	796	354	301	713	637			
Arrive On Green 0	).17	0.43	0.19	0.19	0.40	0.40			
Sat Flow, veh/h 17	774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h 2	246	584	149	89	97	89			
Grp Sat Flow(s), veh/h/ln17		1863	1863	1583	1774	1583			
	7.9	15.5	4.2	2.9	2.0	2.1			
	7.9	15.5	4.2	2.9	2.0	2.1			
	.00			1.00	1.00	1.00			
•	301	796	354	301	713	637			
	).82	0.73	0.42	0.30	0.14	0.14			
	839	1765	758	645	713	637			
	.00	1.00	1.00	1.00	1.00	1.00			
	.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh 2		14.1	21.1	20.6	11.2	11.2			
9	2.1	1.4	0.8	0.6	0.4	0.5			
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/lr		8.1	2.2	1.3	1.1	2.4			
` ′	25.8	15.5	21.9	21.1	11.6	11.7			
LnGrp LOS	С	В	С	С	В	В			
Approach Vol, veh/h		830	238		186				
Approach Delay, s/veh		18.6	21.6		11.6				
Approach LOS		В	C C		В				
•	1			4		,	7	0	
Timer		2	3	4	5	6	1	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc), s	3			30.2		29.0	14.1	16.1	
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9	
Max Green Setting (Gmax				56.1		23.8	28.0	24.1	
Max Q Clear Time (g_c+l1	1), s			17.5		4.1	9.9	6.2	
Green Ext Time (p_c), s				6.2		0.3	0.3	5.1	
Intersection Summary									
HCM 2010 Ctrl Delay			18.1						
HCM 2010 LOS			В						

Intersection								
	0.3							
Int Delay, s/veh	0.3							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	616			212	11	8	7
Future Vol, veh/h	10	616			212	11	8	7
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage, #	<b>#</b> -	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	11	670			230	12	9	8
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	242	0			iviajui 2	0	927	236
Stage 1	242	U			-	U	236	
Stage 1 Stage 2	-	-			-	-	691	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	4.12	-			-	-	5.42	0.22
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	1324	-			-	-	298	803
Stage 1	1324	-			-	-	803	003
Stage 2	-	-			-	-	497	<u>-</u>
Platoon blocked, %	-	-			-	-	477	-
Mov Cap-1 Maneuver	1324	-			-	-	296	803
Mov Cap-1 Maneuver	1324	-			-	-	400	003
Stage 1	-	-			-	-	803	-
Stage 2	-	-			-	-	493	-
Staye 2	-	-			<u>-</u>	-	493	-
Approach	EB				WB		SB	
HCM Control Delay, s	0.1				0		12.1	
HCM LOS							В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE	3Ln1			
Capacity (veh/h)	1324			-	522			
HCM Lane V/C Ratio	0.008	-	-		.031			
HCM Control Delay (s)	7.7	-	-		12.1			
HCM Lane LOS	Α.	-	-	-	B			
HCM 95th %tile Q(veh)	0	-	-	-	0.1			
HOW FOUT MILE Q(VEH)	U	-	-	-	U. I			

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	•	•	†	<b>/</b>	<b>\</b>	Ţ		
Movement	• WBL	WBR	NBT	• NBR	SBL	SBT		
Lane Configurations	ሻ	7	1>			<b>†</b>		
Traffic Volume (veh/h)	128	101	122	164	141	483		
Future Volume (veh/h)	128	101	122	164	141	483		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	139	110	133	178	153	525		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	297	265	255	341	206	1082		
Arrive On Green	0.17	0.17	0.35	0.35	0.12	0.58		
Sat Flow, veh/h	1774	1583	724	968	1774	1863		
Grp Volume(v), veh/h	139	110	0	311	153	525		
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1692	1774	1863		
Q Serve(g_s), s	2.8	2.4	0.0	5.7	3.3	6.4		
Cycle Q Clear(g_c), s	2.8	2.4	0.0	5.7	3.3	6.4		
Prop In Lane	1.00	1.00	0.0	0.57	1.00	0		
Lane Grp Cap(c), veh/h	297	265	0	596	206	1082		
V/C Ratio(X)	0.47	0.41	0.00	0.52	0.74	0.49		
Avail Cap(c_a), veh/h	960	857	0	1480	938	2825		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	14.7	14.5	0.0	10.0	16.7	4.8		
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.7	5.2	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	2.7	1.9	3.3		
LnGrp Delay(d),s/veh	15.1	14.9	0.0	10.7	21.9	5.1		
LnGrp LOS	В	В		В	С	Α		
Approach Vol, veh/h	249		311			678		
Approach Delay, s/veh	15.0		10.7			8.9		
Approach LOS	В		В			Α		
Timer	1	2	3	4	5	6	7 8	
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	8.9	18.6				27.5	11.4	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	20.6	34.1				59.1	21.1	
Max Q Clear Time (q_c+l1), s	5.3	7.7				8.4	4.8	
Green Ext Time (p_c), s	0.3	6.0				6.7	0.3	
Intersection Summary	0.0	0.0				0.7	0.0	
			10 /					
HCM 2010 Ctrl Delay			10.6					
HCM 2010 LOS			В					

Intersection									
Int Delay, s/veh	0.2								
Movement	EBL	EBT			WE	3Т	WBR	SBL	SBR
Traffic Vol, veh/h	0	305				20	1	1	9
Future Vol, veh/h	0	305				20	1	1	9
Conflicting Peds, #/hr	0	0			۷.	0	0	0	
Sign Control	Free	Free			Fre		Free	Stop	
RT Channelized	-	None				-	None	-	N.I.
Storage Length	50	-				_	-	0	
Veh in Median Storage, #		0				0	_	0	
Grade, %	-	0				0	-	0	
Peak Hour Factor	92	92				92	92	92	
Heavy Vehicles, %	2	2				2	2	2	
Mvmt Flow	0	332			2	39	1	1	10
Major/Minor	Major1				Maio	rγ		Minor2	
Major/Minor	Major1	0			Majo		0		
Conflicting Flow All	240	0				-	0	572	
Stage 1	-	-				-	-	240 332	
Stage 2 Critical Hdwy	4.12	-				-	-	6.42	
Critical Hdwy Stg 1	4.12	-				-	-	5.42	
Critical Hdwy Stg 2	-	-				-	-	5.42	
Follow-up Hdwy	2.218						-	3.518	
Pot Cap-1 Maneuver	1327	-				_	-	482	
Stage 1	1021	_					_	800	
Stage 2	-	_				_	_	727	
Platoon blocked, %		_				_	_	121	
Mov Cap-1 Maneuver	1327	-				-	-	482	799
Mov Cap-2 Maneuver	-	_					-	566	
Stage 1	-	-				-	_	800	
Stage 2	-	-				-	-	727	-
<b>J</b>									
Approach					1.6	/D		CD	
Approach	EB				V	/B		SB	
HCM Control Delay, s	0					0		9.8	
HCM LOS								А	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR S	BLn1				
Capacity (veh/h)	1327	-	-	-	767				
HCM Lane V/C Ratio	-	-	-	- (	0.014				
HCM Control Delay (s)	0	-	-	-	9.8				
HCM Lane LOS	А	-	-	-	Α				
HCM 95th %tile Q(veh)	0	-	-	-	0				

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Intersection											
Intersection Delay, s/veh	14.2										
Intersection LOS	В										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	159	83		0		205	305	0	263	16
Future Vol, veh/h	0	159	83		0		205	305	0	263	16
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	173	90		0		223	332	0	286	17
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		12.2					13			18	
HCM LOS		В					В			С	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		159	83	205	305	263	16				
LT Vol		159	0	0	0	263	0				
Through Vol		0	83	205	0	0	0				
RT Vol		0	0	0	305	0	16				
Lane Flow Rate		173	90	223	332	286	17				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.332	0.16	0.377	0.495	0.563	0.028				
Departure Headway (Hd)		6.908	6.399	6.085	5.374	7.091	5.876				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		518	558	590	670	509	608				
Service Time		4.667	4.157	3.835	3.124	4.84	3.624				
HCM Lane V/C Ratio		0.334	0.161	0.378	0.496	0.562	0.028				
HCM Control Delay		13.1	10.4	12.5	13.3	18.6	8.8				
HCM Lane LOS		В	В	В	В	С	Α				
HCM 95th-tile Q		1.4	0.6	1.7	2.8	3.4	0.1				

	<b>→</b>	•	•	<b>←</b>	•	<i>&gt;</i>			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	ĵ.		ች	<b></b>	ሻ	7			
Traffic Volume (veh/h)	181	164	298	332	197	104			
Future Volume (veh/h)	181	164	298	332	197	104			
Number	4	14	3	8	5	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863			
Adj Flow Rate, veh/h	197	178	324	361	214	113			
Adj No. of Lanes	1	0	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	267	241	377	1054	539	481			
Arrive On Green	0.30	0.30	0.21	0.57	0.30	0.30			
Sat Flow, veh/h	903	816	1774	1863	1774	1583			
Grp Volume(v), veh/h	0	375	324	361	214	113			
Grp Sat Flow(s), veh/h/li		1719	1774	1863	1774	1583			
Q Serve(g_s), s	0.0	13.6	12.2	7.2	6.6	3.7			
Cycle Q Clear(g_c), s	0.0	13.6	12.2	7.2	6.6	3.7			
Prop In Lane		0.47	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	0	508	377	1054	539	481			
V/C Ratio(X)	0.00	0.74	0.86	0.34	0.40	0.23			
Avail Cap(c_a), veh/h	0.00	721	693	1617	539	481			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		21.9	26.2	8.1	19.0	18.0			
Incr Delay (d2), s/veh	0.0	3.0	4.0	0.1	2.2	1.1			
Initial Q Delay(d3),s/vel		0.0	0.0	0.2	0.0	0.0			
%ile BackOfQ(50%),vel		6.9	6.4	3.8	3.5	1.8			
LnGrp Delay(d),s/veh	0.0	24.9	30.2	8.3	21.2	19.2			
LnGrp LOS	0.0	24.9 C	30.2 C	6.3 A	21.2 C	19.2 B			
	375	U	C	685	327	D			
Approach Vol, veh/h					20.5				
Approach LOS	_			18.7	_				
Approach LOS	С			В	С				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs		2	3	4				8	
Phs Duration (G+Y+Rc)	), s	25.0	18.7	25.4			44	4.1	
Change Period (Y+Rc),		4.0	4.0	5.0				5.0	
Max Green Setting (Gm		21.0	27.0	29.0				0.0	
Max Q Clear Time (g_c		8.6	14.2	15.6				9.2	
Green Ext Time (p_c), s		0.6	0.6	4.8				7.5	
		3.0	5.0				, 		
Intersection Summary			20.0						
HCM 2010 Ctrl Delay			20.8						
HCM 2010 LOS			С						

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	<b>/</b>	<b>/</b>	<b>+</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	7	<b>∱</b> β		ሻ	<b>∱</b> ∱	
Traffic Volume (veh/h)	29	11	32	92	2	138	17	339	73	98	276	12
Future Volume (veh/h)	29	11	32	92	2	138	17	339	73	98	276	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	12	35	100	2	150	18	368	79	107	300	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	58	88	316	5	223	30	1649	350	140	2176	94
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.57	0.57	0.08	0.63	0.63
Sat Flow, veh/h	369	412	621	1483	38	1583	1774	2906	617	1774	3457	149
Grp Volume(v), veh/h	79	0	0	102	0	150	18	223	224	107	153	160
Grp Sat Flow(s),veh/h/ln	1402	0	0	1521	0	1583	1774	1770	1754	1774	1770	1836
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.0	0.7	4.2	4.2	4.0	2.3	2.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	3.5	0.0	6.0	0.7	4.2	4.2	4.0	2.3	2.4
Prop In Lane	0.41		0.44	0.98		1.00	1.00		0.35	1.00		0.08
Lane Grp Cap(c), veh/h	273	0	0	321	0	223	30	1004	995	140	1114	1156
V/C Ratio(X)	0.29	0.00	0.00	0.32	0.00	0.67	0.60	0.22	0.23	0.76	0.14	0.14
Avail Cap(c_a), veh/h	634	0	0	660	0	618	202	1004	995	467	1114	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	26.2	0.0	27.3	32.6	7.2	7.2	30.2	5.0	5.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	3.5	6.8	0.5	0.5	8.3	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.8	0.0	2.8	0.4	2.2	2.2	2.3	1.2	1.3
LnGrp Delay(d),s/veh	26.5	0.0	0.0	26.7	0.0	30.7	39.5	7.7	7.7	38.4	5.3	5.3
LnGrp LOS	С			С		С	D	Α	Α	D	Α	A
Approach Vol, veh/h		79			252			465			420	
Approach Delay, s/veh		26.5			29.1			8.9			13.7	
Approach LOS		С			С			А			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	42.8		14.3	5.5	47.0		14.3				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	17.6	32.1		26.1	7.6	42.1		26.1				
Max Q Clear Time (g_c+I1), s	6.0	6.2		5.6	2.7	4.4		8.0				_
Green Ext Time (p_c), s	0.2	4.9		1.5	0.0	5.2		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			15.9									
HCM 2010 LOS			В									

_											
Intersection											
Intersection Delay, s/v	eh12.6										
Intersection LOS	В										
Movement	EBU	ı	EBT	EBR	WBU	WBL	WBT	N	IBU	NBL	NBI
Traffic Vol, veh/h	0		39	279	0	138	12	<u>'</u>	0	272	147
Future Vol, veh/h	0		39	279	0	138	12		0	272	147
Peak Hour Factor	0.92	(	0.92	0.92	0.92	0.92	0.92	(	).92	0.92	0.92
Heavy Vehicles, %	2	(	2	2	0.72	2	2	(	2	2	2
Mymt Flow	0		42	303	0	150	13		0	296	160
Number of Lanes	0		1	0	0	0	13		0	290 1	100
Number of Lanes	U		ı	U	U	U	ı		U	I	Į.
Approach			EB			WB				NB	
Opposing Approach			WB			EB					
Opposing Lanes			1			1				0	
Conflicting Approach L	_eft					NB				EB	
Conflicting Lanes Left			0			2				1	
Conflicting Approach F			NB							WB	
Conflicting Lanes Righ	nt		2			0				1	
HCM Control Delay		•	12.1			11				13.6	
HCM LOS			В			В				В	
Lane	NB	_n1NB	3Ln2 I	EBLn1V	VBLn1						
Vol Left, %		0%	0%	0%	92%						
Vol Thru, %		0%	0%	12%	8%						
Vol Right, %		0% 10		88%	0%						
Sign Control			Stop	Stop	Stop						
Traffic Vol by Lane			147	318	150						
LT Vol		272	0	0	138						
Through Vol		0	0	39	12						
RT Vol			147	279	0						
Lane Flow Rate			160	346	163						
Geometry Grp		7	7	2	2						
Degree of Util (X)	0.	523 0.	.229	0.462							
Departure Headway (F				4.929							
Convergence, Y/N				Yes							
Сар			698	736	616						
Service Time		083 2.			3.87						
HCM Lane V/C Ratio		521 0.			0.265						
HCM Control Delay		5.9	9.4	12.1	11						
HCM Lane LOS		С	Α	В	В						
HCM 95th-tile Q		3	0.9	2.5	1.1						

Movement         EBL         EBT         WBT         WBR         SBL         SBR           Lane Configurations         ↑
Lane Configurations
Traffic Volume (veh/h) 75 425 368 344 335 82  Future Volume (veh/h) 75 425 368 344 335 82  Number 7 4 8 18 1 16  Initial Q (Qb), veh 0 0 0 0 0 0 0 0  Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00  Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00  Adj Sat Flow, veh/h/ln 1863 1863 1863 1863 1863  Adj Flow Rate, veh/h 82 462 400 374 364 89  Adj No. of Lanes 1 1 1 1 1 1 1  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92  Percent Heavy Veh, % 2 2 2 2 2 2  Cap, veh/h 105 939 629 942 456 407  Arrive On Green 0.06 0.50 0.34 0.34 0.26 0.26  Sat Flow, veh/h 1774 1863 1863 1583 1774 1583  Grp Volume(v), veh/h 82 462 400 374 364 89  Grp Sat Flow(s),veh/h/In1774 1863 1863 1583 1774 1583  Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8  Prop In Lane 1.00  Lane Grp Cap(c), veh/h 105 939 629 942 456 407  V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22  Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00  Upstream Filter(l) 1.00 1.00 1.00 1.00 1.00  Upstream Filter(l) 1.00 1.00 1.00 1.00 1.00  Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0  Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1  Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0  %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8  LnGrp Delay(d), s/veh 23.7 6.9 11.9 4.5 15.5 12.1  LnGrp LOS C A B A B B  Approach Vol, veh/h 544 774 453  Approach Delay, s/veh 9.4 8.3 14.8
Future Volume (veh/h) 75 425 368 344 335 82  Number 7 4 8 18 1 16  Initial Q (Qb), veh 0 0 0 0 0 0 0 0  Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00  Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00  Adj Sat Flow, veh/h/ln 1863 1863 1863 1863 1863 1863  Adj Flow Rate, veh/h 82 462 400 374 364 89  Adj No. of Lanes 1 1 1 1 1 1 1  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92  Percent Heavy Veh, % 2 2 2 2 2 2 2  Cap, veh/h 105 939 629 942 456 407  Arrive On Green 0.06 0.50 0.34 0.34 0.26 0.26  Sat Flow, veh/h 1774 1863 1863 1583 1774 1583  Grp Volume(v), veh/h 82 462 400 374 364 89  Grp Sat Flow(s), veh/h/ln1774 1863 1863 1583 1774 1583  Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8  Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8  Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8  Prop In Lane 1.00  Lane Grp Cap(c), veh/h 105 939 629 942 456 407  V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22  Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00  Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00  Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00  Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0  Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1  Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0  %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8  LnGrp Delay(d), s/veh 23.7 6.9 11.9 4.5 15.5 12.1  LnGrp LOS C A B A B B  Approach Vol, veh/h 544 774 453  Approach Delay, s/veh 9.4 8.3 14.8
Number 7 4 8 18 1 1 16 Initial Q (Qb), veh 0 0 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Adj Sat Flow, veh/h/In 1863 1863 1863 1863 1863 1863 Adj Flow Rate, veh/h 82 462 400 374 364 89 Adj No. of Lanes 1 1 1 1 1 1 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 2 2 2 2 2 2 2 Cap, veh/h 105 939 629 942 456 407 Arrive On Green 0.06 0.50 0.34 0.34 0.26 0.26 Sat Flow, veh/h 1774 1863 1863 1583 1774 1583 Grp Volume(v), veh/h 82 462 400 374 364 89 Grp Sat Flow(s), veh/h/In1774 1863 1863 1583 1774 1583 Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8 Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8 Prop In Lane 1.00 Lane Grp Cap(c), veh/h 105 939 629 942 456 407 V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22 Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0 Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d), s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B B Approach Vol, veh/h Approach Delay, s/veh 9.4 8.3 14.8
Initial Q (Qb), veh
Ped-Bike Adj(A_pbT)         1.00 </td
Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 Adj Sat Flow, veh/h/ln 1863 1863 1863 1863 1863 89 Adj Flow Rate, veh/h 82 462 400 374 364 89 Adj No. of Lanes 1 1 1 1 1 1 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 2 2 2 2 2 2 Cap, veh/h 105 939 629 942 456 407 Arrive On Green 0.06 0.50 0.34 0.34 0.26 0.26 Sat Flow, veh/h 1774 1863 1863 1583 1774 1583 Grp Volume(v), veh/h 82 462 400 374 364 89 Grp Sat Flow(s),veh/h/ln1774 1863 1863 1583 1774 1583 Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8 Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8 Prop In Lane 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 105 939 629 942 456 407 V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22 Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315 HCM Platoon Ratio 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0 Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%), veh/h1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d), s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B Approach Delay, s/veh 9.4 7.74 453 Approach Delay, s/veh 9.4 7.74 453 Approach Delay, s/veh 9.4 8.3 14.8
Adj Sat Flow, veh/h/In       1863       1863       1863       1863       1863       1863       1863         Adj Flow Rate, veh/h       82       462       400       374       364       89         Adj No. of Lanes       1       2       2       2
Adj Flow Rate, veh/h       82       462       400       374       364       89         Adj No. of Lanes       1       2       2       2       2       <
Adj No. of Lanes       1       2       4       2
Peak Hour Factor         0.92         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.02         0.03
Percent Heavy Veh, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Cap, veh/h Arrive On Green 0.06 0.50 0.34 0.34 0.26 0.26 Sat Flow, veh/h 1774 1863 1863 1583 1774 1583 Grp Volume(v), veh/h 82 462 400 374 364 89 Grp Sat Flow(s), veh/h/ln1774 1863 1863 1583 1774 1583 Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8 Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8 Prop In Lane 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 105 939 629 942 456 407 V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22 Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Arrive On Green 0.06 0.50 0.34 0.34 0.26 0.26  Sat Flow, veh/h 1774 1863 1863 1583 1774 1583  Grp Volume(v), veh/h 82 462 400 374 364 89  Grp Sat Flow(s),veh/h/ln1774 1863 1863 1583 1774 1583  Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8  Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8  Prop In Lane 1.00 1.00 1.00 1.00 1.00  Lane Grp Cap(c), veh/h 105 939 629 942 456 407  V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22  Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00  Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00  Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0  Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1  Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0  %ile BackOfQ(50%),veh/lr1.0 3.4 3.8 3.7 4.0 1.8  LnGrp LOS C A B A B B  Approach Vol, veh/h 544 774 453  Approach Delay, s/veh 9.4 8.3 14.8
Sat Flow, veh/h         1774         1863         1863         1583         1774         1583           Grp Volume(v), veh/h         82         462         400         374         364         89           Grp Sat Flow(s),veh/h/ln1774         1863         1863         1583         1774         1583           Q Serve(g_s), s         1.9         6.7         7.4         5.1         7.9         1.8           Cycle Q Clear(g_c), s         1.9         6.7         7.4         5.1         7.9         1.8           Prop In Lane         1.00         1.00         1.00         1.00         1.00           Lane Grp Cap(c), veh/h         105         939         629         942         456         407           V/C Ratio(X)         0.78         0.49         0.64         0.40         0.80         0.22           Avail Cap(c_a), veh/h         458         2091         1452         1641         1473         1315           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         1.00           Upstream Filter(I)         1.00         1.00         1.00         1.00         1.00         1.00           Incr Delay (d2), s/veh
Grp Volume(v), veh/h 82 462 400 374 364 89 Grp Sat Flow(s),veh/h/ln1774 1863 1863 1583 1774 1583 Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8 Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8 Prop In Lane 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 105 939 629 942 456 407 V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22 Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0 Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d),s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B B Approach Vol, veh/h 544 774 453 Approach Delay, s/veh 9.4 8.3 14.8
Grp Sat Flow(s),veh/h/ln1774 1863 1863 1583 1774 1583 Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8 Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8 Prop In Lane 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 105 939 629 942 456 407 V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22 Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0 Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d), s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B B Approach Vol, veh/h 544 774 453 Approach Delay, s/veh 9.4 8.3 14.8
Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8  Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8  Prop In Lane 1.00 1.00 1.00 1.00  Lane Grp Cap(c), veh/h 105 939 629 942 456 407  V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22  Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00  Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00  Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0  Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1  Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0  %ile BackOfQ(50%),veh/In1.0 3.4 3.8 3.7 4.0 1.8  LnGrp Delay(d), s/veh 23.7 6.9 11.9 4.5 15.5 12.1  LnGrp LOS C A B A B B  Approach Vol, veh/h 544 774 453  Approach Delay, s/veh 9.4 8.3 14.8
Q Serve(g_s), s 1.9 6.7 7.4 5.1 7.9 1.8  Cycle Q Clear(g_c), s 1.9 6.7 7.4 5.1 7.9 1.8  Prop In Lane 1.00 1.00 1.00 1.00  Lane Grp Cap(c), veh/h 105 939 629 942 456 407  V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22  Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00  Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00  Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0  Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1  Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0  %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8  LnGrp Delay(d), s/veh 23.7 6.9 11.9 4.5 15.5 12.1  LnGrp LOS C A B A B B  Approach Vol, veh/h 544 774 453  Approach Delay, s/veh 9.4 8.3 14.8
Cycle Q Clear(g_c), s       1.9       6.7       7.4       5.1       7.9       1.8         Prop In Lane       1.00       1.00       1.00       1.00       1.00         Lane Grp Cap(c), veh/h       105       939       629       942       456       407         V/C Ratio(X)       0.78       0.49       0.64       0.40       0.80       0.22         Avail Cap(c_a), veh/h       458       2091       1452       1641       1473       1315         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       1.00         Upstream Filter(I)       1.00       1.00       1.00       1.00       1.00       1.00       1.00         Uniform Delay (d), s/veh 19.1       6.7       11.5       4.4       14.3       12.0         Incr Delay (d2), s/veh       4.7       0.1       0.4       0.1       1.2       0.1         Initial Q Delay(d3),s/veh       0.0       0.0       0.0       0.0       0.0       0.0         %ile BackOfQ(50%),veh/ln1.0       3.4       3.8       3.7       4.0       1.8         LnGrp Delay(d),s/veh       23.7       6.9       11.9       4.5       15.5       12
Prop In Lane       1.00       1.00       1.00       1.00         Lane Grp Cap(c), veh/h       105       939       629       942       456       407         V/C Ratio(X)       0.78       0.49       0.64       0.40       0.80       0.22         Avail Cap(c_a), veh/h       458       2091       1452       1641       1473       1315         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       1.00         Upstream Filter(I)       1.00       1.00       1.00       1.00       1.00       1.00       1.00         Uniform Delay (d), s/veh 19.1       6.7       11.5       4.4       14.3       12.0         Incr Delay (d2), s/veh       4.7       0.1       0.4       0.1       1.2       0.1         Initial Q Delay(d3),s/veh       0.0       0.0       0.0       0.0       0.0       0.0         %ile BackOfQ(50%),veh/Inl.0       3.4       3.8       3.7       4.0       1.8         LnGrp Delay(d),s/veh       23.7       6.9       11.9       4.5       15.5       12.1         LnGrp LOS       C       A       B       A       B       B         Approac
Lane Grp Cap(c), veh/h 105 939 629 942 456 407  V/C Ratio(X) 0.78 0.49 0.64 0.40 0.80 0.22  Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00  Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00  Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0  Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1  Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0  %ile BackOfQ(50%), veh/ln1.0 3.4 3.8 3.7 4.0 1.8  LnGrp Delay(d), s/veh 23.7 6.9 11.9 4.5 15.5 12.1  LnGrp LOS C A B A B B  Approach Vol, veh/h 544 774 453  Approach Delay, s/veh 9.4 8.3 14.8
V/C Ratio(X)       0.78       0.49       0.64       0.40       0.80       0.22         Avail Cap(c_a), veh/h       458       2091       1452       1641       1473       1315         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       1.00         Upstream Filter(I)       1.00       1.00       1.00       1.00       1.00       1.00         Uniform Delay (d), s/veh 19.1       6.7       11.5       4.4       14.3       12.0         Incr Delay (d2), s/veh       4.7       0.1       0.4       0.1       1.2       0.1         Initial Q Delay(d3),s/veh       0.0       0.0       0.0       0.0       0.0       0.0         %ile BackOfQ(50%),veh/ln1.0       3.4       3.8       3.7       4.0       1.8         LnGrp Delay(d),s/veh       23.7       6.9       11.9       4.5       15.5       12.1         LnGrp LOS       C       A       B       A       B       B         Approach Vol, veh/h       544       774       453         Approach Delay, s/veh       9.4       8.3       14.8
Avail Cap(c_a), veh/h 458 2091 1452 1641 1473 1315  HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00  Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00  Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0  Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1  Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0  %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8  LnGrp Delay(d),s/veh 23.7 6.9 11.9 4.5 15.5 12.1  LnGrp LOS C A B A B B  Approach Vol, veh/h 544 774 453  Approach Delay, s/veh 9.4 8.3 14.8
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0 Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d),s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B B A B B A A B B A A B A B A B
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0 Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d),s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B B A B B A A B B A A B B A A B B A A B A B B A A B A B B A A B B A A B B A A B B A A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B B A B B B A B B B A B B B A B B B A B B B A B B B A B
Uniform Delay (d), s/veh 19.1 6.7 11.5 4.4 14.3 12.0 Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d),s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B B A B B A A B A B A B A B A B
Incr Delay (d2), s/veh 4.7 0.1 0.4 0.1 1.2 0.1 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/In1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d),s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B B Approach Vol, veh/h 544 774 453 Approach Delay, s/veh 9.4 8.3 14.8
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln1.0 3.4 3.8 3.7 4.0 1.8 LnGrp Delay(d),s/veh 23.7 6.9 11.9 4.5 15.5 12.1 LnGrp LOS C A B A B B A A B B A A B A A B A B A A B A B A A B A B A A B A B A B A B B A A B B A B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B B A B B A B B B A B
%ile BackOfQ(50%),veh/ln1.0       3.4       3.8       3.7       4.0       1.8         LnGrp Delay(d),s/veh       23.7       6.9       11.9       4.5       15.5       12.1         LnGrp LOS       C       A       B       A       B       B         Approach Vol, veh/h       544       774       453         Approach Delay, s/veh       9.4       8.3       14.8
LnGrp Delay(d),s/veh       23.7       6.9       11.9       4.5       15.5       12.1         LnGrp LOS       C       A       B       A       B       B         Approach Vol, veh/h       544       774       453         Approach Delay, s/veh       9.4       8.3       14.8
LnGrp LOS         C         A         B         A         B         B           Approach Vol, veh/h         544         774         453           Approach Delay, s/veh         9.4         8.3         14.8
Approach Vol, veh/h 544 774 453 Approach Delay, s/veh 9.4 8.3 14.8
Approach Delay, s/veh 9.4 8.3 14.8
$\Delta$ nnroach LOS $\Delta$ $\Delta$ $B$
Approach 200 A A D
Timer 1 2 3 4 5 6 7 8
Assigned Phs 4 6 7 8
Change Period (Y+Rc), s 4.9 4.4 * 4.9
Max Green Setting (Gmax), s 46.1 34.1 10.6 * 32
Max Q Clear Time (g_c+l1), s 8.7 9.9 3.9 9.4
Green Ext Time (p_c), s 4.7 0.7 0.0 4.4
Intersection Summary
HCM 2010 Ctrl Delay 10.3
HCM 2010 LOS B
TIGIVI ZUTU LOS D
Notes

Intersection								
Int Delay, s/veh	0.7							
in Bolay, si von	0.7							
	WDI	WDD		NDT	NDD	CDI	CDT	
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	28	14		447	13	4	396	
Future Vol, veh/h	28	14		447	13	4	396	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None	-	None	
Storage Length	0	-		-	-	-	-	
Veh in Median Storage,	# 0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	30	15		486	14	4	430	
Major/Minor	Minor1			Major1		Major2		
Conflicting Flow All	717	250		0	0	500	0	
Stage 1	493	230		-	-	-	-	
Stage 2	224	_		-	-	_	-	
Critical Hdwy	6.84	6.94		<u> </u>		4.14	-	
Critical Hdwy Stg 1	5.84	0.74		-	-	4.14	-	
Critical Hdwy Stg 2	5.84	-		-	-	-	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	364	750		-	-	1060	-	
	579	750		-	-	1000	-	
Stage 1	792	<u>-</u>		-	-	-	-	
Stage 2 Platoon blocked, %	192	-		-	-	-	-	
	362	750			-	1060	-	
Mov Cap-1 Maneuver	362	750		-	-		-	
Mov Cap-2 Maneuver	579	-		-	-	-	-	
Stage 1	788	-		-	-	-	-	
Stage 2	700	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	14.2			0		0.1		
HCM LOS	В							
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
Capacity (veh/h)		- 437	1060	-				
HCM Lane V/C Ratio	_	- 0.104		-				
HCM Control Delay (s)	-	- 14.2	8.4	0				
HCM Lane LOS	-	- B	Α	A				
HCM 95th %tile Q(veh)		- 0.3	0	-				
115W 75W 76W Q(VCH)	-	0.3	U					

Intersection								
Int Delay, s/veh	0.2							
int Delay, 3/Veri	0.2							
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	9	7		478	6	1	423	
Future Vol, veh/h	9	7		478	6	1	423	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None	-	None	
Storage Length	0	-		-	-	-	-	
Veh in Median Storage,	# 0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	10	8		520	7	1	460	
Major/Minor	Minor1			Major1		Major2		
		2/2					0	
Conflicting Flow All	755	263		0	0	526	0	
Stage 1	523	-		-	-	-	-	
Stage 2	232	- ( 0.4		-	-	- 4.14	-	
Critical Hdwy	6.84	6.94		-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	-	-	-	
Critical Hdwy Stg 2	5.84	- 2.22		-	-	- 2.22	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	345	735		-	-	1037	-	
Stage 1	559	-		-	-	-	-	
Stage 2	785	-		-	-	-	-	
Platoon blocked, %	0.45	705		-	-	4007	-	
Mov Cap-1 Maneuver	345	735		-	-	1037	-	
Mov Cap-2 Maneuver	345	-		-	-	-	-	
Stage 1	559	-		-	-	-	-	
Stage 2	784	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	13.3			0		0		
HCM LOS	В							
	-							
Minor Long/Major Muset	NDT	NIDDWDI1	CDI	CDT				
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
Capacity (veh/h)	-	- 449	1037	-				
HCM Lane V/C Ratio	-	- 0.039		-				
HCM Control Delay (s)	-	- 13.3	8.5	0				
HCM Lane LOS	-	- B	A	Α				
HCM 95th %tile Q(veh)	-	- 0.1	0	-				

Intersection												
Intersection Delay, s/veh	29.1											
Intersection LOS	D											
		EDI	EDT	EDD	WDLL	WDI	WDT	WDD	NDII	NDI	NDT	NDD
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	278	21	0	352	118	5	0	105	0	442
Future Vol, veh/h	0	0	278	21	0	352	118	5	0	105	0	442
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	302	23	0	383	128	5	0	114	0	480
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach			EB			WB				NB		
Opposing Approach			WB			EB				SB		
Opposing Lanes			2			2				1		
Conflicting Approach Left			SB			NB				EB		
Conflicting Lanes Left			1			2				2		
Conflicting Approach Right			NB			SB				WB		
Conflicting Lanes Right			2			1				2		
HCM Control Delay			21.3			30.1				32.6		
HCM LOS			С			D				D		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	0%	0%	100%	0%	80%				
Vol Thru, %		0%	0%	100%	0%	0%	96%	20%				
Vol Right, %		0%	100%	0%	100%	0%	4%	0%				
Sign Control		Stop										
Traffic Vol by Lane		105	442	278	21	352	123	5				
LT Vol		105	0	0	0	352	0	4				
Through Vol		0	0	278	0	0	118	1				
RT Vol		0	442	0	21	0	5	0				
Lane Flow Rate		114	480	302	23	383	134	5				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.244	0.863	0.629	0.043	0.815	0.265	0.014				
Departure Headway (Hd)		7.691	6.466	7.491	6.77	7.668	7.126	9.033				
Convergence, Y/N		Yes										
Сар		468	562	483	528	471	504	395				
Service Time		5.426	4.2	5.238	4.517	5.413	4.871	7.108				
HCM Lane V/C Ratio		0.244	0.854	0.625	0.044	0.813	0.266	0.013				
HCM Control Delay		12.9	37.3	22.2	9.8	36.3	12.4	12.2				
HCM Lane LOS		В	E	C	A	E	В	В				
HCM 95th-tile Q		0.9	9.5	4.3	0.1	7.7	1.1	0				

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
	ODLI	0.01	ODT	000
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		12.2		
HCM LOS		В		
TIOM EGG				
Lane				

	۶	<b>→</b>	<b>←</b>	•	<b>/</b>	✓			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			J
Lane Configurations	*	<b>↑</b>	<b>↑</b>	7	ኝ	7			
Traffic Volume (veh/h)	354	370	278	130	235	197			
Future Volume (veh/h)	354	370	278	130	235	197			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	385	402	302	141	255	214			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	433	984	425	362	588	524			
Arrive On Green	0.24	0.53	0.23	0.23	0.33	0.33			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	385	402	302	141	255	214			
Grp Sat Flow(s), veh/h/li		1863	1863	1583	1774	1583			
Q Serve(q_s), s	15.1	9.3	10.7	5.4	8.1	7.5			
Cycle Q Clear(g_c), s	15.1	9.3	10.7	5.4	8.1	7.5			
Prop In Lane	1.00	7.3	10.7	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		984	425	362	588	524			
	0.89	0.41	0.71	0.39	0.43	0.41			
V/C Ratio(X)		1454	599	509	588	524			
Avail Cap(c_a), veh/h	716					1.00			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		10.2	25.5	23.5	18.8	18.6			
Incr Delay (d2), s/veh	4.6	0.3	2.4	0.7	2.3	2.3			
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),vel		4.9	5.8	2.4	4.3	7.4			
LnGrp Delay(d),s/veh	30.8	10.5	27.9	24.2	21.1	20.9			
LnGrp LOS	С	В	С	С	С	С			
Approach Vol, veh/h		787	443		469				
Approach Delay, s/veh		20.4	26.7		21.0				
Approach LOS		С	С		С				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc)	), s			42.9		29.0	21.5	21.3	
Change Period (Y+Rc),				4.9		5.2	4.0	4.9	
Max Green Setting (Gm				56.1		23.8	29.0	23.1	
Max Q Clear Time (g_c				11.3		10.1	17.1	12.7	
Green Ext Time (p_c), s				5.9		0.7	0.5	3.7	
Intersection Summary									
HCM 2010 Ctrl Delay			22.2						
HCM 2010 Clif belay			C C						
HOW ZUTU LUS			C						

Interception							
Intersection	0.0						
Int Delay, s/veh	0.3						
Movement	EBL	EBT		WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	596		399	12	12	9
Future Vol, veh/h	9	596		399	12	12	9
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized		None		-	None	-	None
Storage Length	100	-		_	-	0	-
Veh in Median Storage,		0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	10	648		434	13	13	10
							. 0
N. 6 . 1 . 1 N. 61	10.1			N4 1 C		h 41	
Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	447	0		-	0	1107	440
Stage 1	-	-		-	-	440	-
Stage 2	-	-		-	-	667	-
Critical Hdwy	4.12	-		-	-	6.42	6.22
Critical Hdwy Stg 1	-	-		-	-	5.42	-
Critical Hdwy Stg 2	-	-		-	-	5.42	-
Follow-up Hdwy	2.218	-		-	-	3.518	3.318
Pot Cap-1 Maneuver	1113	-		-	-	233	617
Stage 1	-	-		-	-	649	-
Stage 2	-	-		-	-	510	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	1113	-		-	-	231	617
Mov Cap-2 Maneuver	-	-		-	-	362	-
Stage 1	-	-		-	-	649	-
Stage 2	-	-		-	-	505	-
Approach	EB			WB		SB	
HCM Control Delay, s	0.1			0		13.6	
HCM LOS	0.1					В	
TOW LOS						Б	
NA'	ED:	EDT	MDT MDD CDL 4				
Minor Lane/Major Mvmt	EBL	EBT	WBT WBR SBLn1				
Capacity (veh/h)	1113	-	440				
HCM Lane V/C Ratio	0.009	-	0.052				
HCM Control Delay (s)	8.3	-	13.6				
HCM Lane LOS	A	-	B				
HCM 95th %tile Q(veh)	0	-	0.2				

Synchro 7 - Report Page 10 Town & Country Master Plan

	•	•	<b>†</b>	<i>&gt;</i>	<b>\</b>	<b></b>	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	f)		7	<b>†</b>	
Traffic Volume (veh/h)	313	230	181	280	121	487	
Future Volume (veh/h)	313	230	181	280	121	487	
Number	3	18	2	12	1	6	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	
Adj Flow Rate, veh/h	340	250	197	304	132	529	
Adj No. of Lanes	1	1	1	0	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	414	370	275	424	172	1101	
Arrive On Green	0.23	0.23	0.42	0.42	0.10	0.59	
Sat Flow, veh/h	1774	1583	662	1021	1774	1863	
Grp Volume(v), veh/h	340	250	002	501	132	529	
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1683	1774	1863	
Q Serve(g_s), s	10.1	8.0	0.0	13.8	4.0	9.0	
Cycle Q Clear(g_c), s	10.1	8.0	0.0	13.8	4.0	9.0	
Prop In Lane	1.00	1.00	0.0	0.61	1.00	7.0	
Lane Grp Cap(c), veh/h	414	370	0	698	172	1101	
V/C Ratio(X)	0.82	0.68	0.00	0.72	0.77	0.48	
Avail Cap(c_a), veh/h	830	741	0.00	1119	401	1807	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	20.3	19.5	0.00	13.6	24.6	6.5	
Incr Delay (d2), s/veh	1.6	0.8	0.0	1.4	7.0	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.1	3.5	0.0	6.7	2.3	4.7	
	21.8	20.3	0.0	15.0	31.6	6.8	
LnGrp Delay(d),s/veh LnGrp LOS	21.8 C	20.3 C	0.0	15.0 B	31.0 C	0.8 A	
•		C	ΓΩ1	D	C		
Approach Vol, veh/h	590		501			661	
Approach LOS	21.2		15.0			11.8	
Approach LOS	С		В			В	
Timer	1	2	3	4	5	6	7 8
Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.8	28.0				37.8	17.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1	26.1
Max Q Clear Time (q_c+I1), s	6.0	15.8				11.0	12.1
Green Ext Time (p_c), s	0.2	7.3				8.9	0.9
Intersection Summary							
HCM 2010 Ctrl Delay			15.9				
HCM 2010 LOS			В				
110111 2010 200			D				

Intersection								
Int Delay, s/veh	0.1							
ini Delay, S/Ven	0.1							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	397			542	1	1	1
Future Vol, veh/h	4	397			542	1	1	1
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	50	-			-	-	0	-
Veh in Median Storage, #	+ -	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	4	432			589	1	1	1
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	590	0			iviajuiz	0	1030	590
Stage 1	390	-			-	-	590	390
Stage 2	-	_			-	-	440	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	4.12						5.42	0.22
Critical Hdwy Stg 2	-	-				-	5.42	-
Follow-up Hdwy	2.218	-			_		3.518	3.318
Pot Cap-1 Maneuver	985	-			_	-	259	508
Stage 1	705				_		554	- 300
Stage 2					_		649	_
Platoon blocked, %		_			_	_	U77	
Mov Cap-1 Maneuver	985	_			_	_	258	508
Mov Cap-2 Maneuver	703	_			_	_	258	-
Stage 1	_	_			_	_	554	_
Stage 2	_	_			_	_	646	_
J.a.g. 2							5.10	
A	En				14/5		0.0	
Approach	EB				WB		SB	
HCM Control Delay, s	0.1				0		15.6	
HCM LOS							С	
NATIONAL LANGE (NATION NATIONAL	EBL	EBT	WBT	WBR SBL	n1			
Minor Lane/Major Mvmt					10			
	985	-	-	- 3	42			
Capacity (veh/h) HCM Lane V/C Ratio		-	-		42 06			
Capacity (veh/h) HCM Lane V/C Ratio	0.004	- -	-	- 0.0	06			
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	0.004 8.7			- 0.0				
Capacity (veh/h) HCM Lane V/C Ratio	0.004	-	-	- 0.0 - 15	06 5.6			

Synchro 7 - Report Page 12 Town & Country Master Plan

Intersection											
Intersection Delay, s/veh	28.3										
Intersection LOS	D										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	328	241		0		154	612	0	101	14
Future Vol, veh/h	0	328	241		0		154	612	0	101	14
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mymt Flow	0	357	262		0		167	665	0	110	15
Number of Lanes	0	1	1		0		1	1	0	1	1
Turnor or Earlos		•	,		J.		,	•	, ,	•	
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right		_					SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		17.3					38.8			13.1	
HCM LOS		С					E			В	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		328	241	154	612	101	14				
LT Vol		328	0	0	0	101	0				
Through Vol		0	241	154	0	0	0				
RT Vol		0	0	0	612	0	14				
Lane Flow Rate		357	262	167	665	110	15				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.642	0.435	0.273	0.954	0.248	0.029				
Departure Headway (Hd)		6.479	5.973	5.869	5.161	8.123	6.894				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		556	603	611	698	441	518				
Service Time		4.225	3.718	3.613	2.905	5.883	4.652				
HCM Lane V/C Ratio		0.642	0.434	0.273	0.953	0.249	0.029				
HCM Control Delay		20.2	13.3	10.8	45.9	13.6	9.9				
HCM Lane LOS		С	В	В	Е	В	Α				
HCM 95th-tile Q		4.5	2.2	1.1	13.9	1	0.1				

-	•	•	<b>←</b>	1	<b>/</b>			
Movement EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations 1		ሻ	<b>†</b>	ች	7			
Traffic Volume (veh/h) 258		244	517	385	195			
Future Volume (veh/h) 258		244	517	385	195			
Number 4	14	3	8	5	12			
Initial Q (Qb), veh	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj 1.00		1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln 1863		1863	1863	1863	1863			
Adj Flow Rate, veh/h 280		265	562	418	212			
Adj No. of Lanes 1	0	1	1	1	1			
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, % 2		2	2	2	2			
Cap, veh/h 369	95	309	898	717	640			
Arrive On Green 0.26		0.17	0.48	0.40	0.40			
Sat Flow, veh/h 1430	368	1774	1863	1774	1583			
Grp Volume(v), veh/h		265	562	418	212			
Grp Sat Flow(s), veh/h/ln 0		1774	1863	1774	1583			
Q Serve( $g_s$ ), s 0.0		11.5	17.7	14.5	7.3			
Cycle Q Clear(g_c), s 0.0		11.5	17.7	14.5	7.3			
Prop In Lane	0.20	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h		309	898	717	640			
V/C Ratio(X) 0.00		0.86	0.63	0.58	0.33			
Avail Cap(c_a), veh/h	545	470	1152	717	640			
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I) 0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh 0.0	27.1	31.8	15.2	18.4	16.2			
Incr Delay (d2), s/veh 0.0	5.7	8.0	0.9	3.4	1.4			
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln0.0	7.8	6.3	9.3	7.8	3.4			
LnGrp Delay(d),s/veh 0.0	32.8	39.8	16.1	21.8	17.6			
LnGrp LOS	С	D	В	С	В			
Approach Vol, veh/h 352			827	630				
Approach Delay, s/veh 32.8			23.7	20.4				
Approach LOS C			С	С				
Timer 1	2	3	4	5	6	7 8		
Assigned Phs	2		4	J	U	8		
Phs Duration (G+Y+Rc), s	36.0	17.8	25.4			43.2		
, ,								
Change Period (Y+Rc), s	4.0	4.0	5.0			5.0		
Max Green Setting (Gmax), s		21.0	24.0			49.0		
Max Q Clear Time (g_c+l1),			16.3			19.7		
Green Ext Time (p_c), s	1.3	0.3	4.1			8.9		
Intersection Summary								
HCM 2010 Ctrl Delay		24.3						
HCM 2010 LOS		С						



EXISTING & EXISTING + PROJECT FREEWAY ANALYSIS

CALCULATION SHEETS

## **EXISTING FREEWAY SEGMENT OPERATIONS**

#### **AM Peak Hour**

Freeway and Segment		rection, Number _anes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	LOS AM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	175,830	0.0747	0.5381	0.963	7,340	0.556	В
	SB Mainlines	4M+ 2A	10,400	175,830	0.0747	0.4619	0.963	6,300	0.606	В
South of I-8	NB Mainlines	3M+ 1A	7,200	181,280	0.0659	0.5170	0.97	6,370	0.885	D
	SB Mainlines	4M	8,000	181,280	0.0659	0.4830	0.97	5,950	0.744	С
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	200,590	0.0640	0.4724	0.972	6,240	0.780	С
	WB Mainlines	4M+ 1A	9,200	200,590	0.0640	0.5276	0.972	6,970	0.758	С
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	195,940	0.0659	0.4836	0.972	6,425	0.698	С
	WB Mainlines	4M+ 1A	9,200	195,940	0.0659	0.5164	0.972	6,862	0.746	С

#### Notes:

- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
- 2. Existing weekday ADT and peak hour volumes from CALTRANS PeMS data were obtained. September 16, 2014 to October 2, 2014 (Tuesdays, Wednesdays and Thursdays only) weekday only volumes were averaged.
- 3. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Existing volumes.
- 4. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Existing volumes
- 5. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
- 6. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

B 0.62 C 0.8 D 0.92 E 1

V/C

< 0.41

LOS

Α

F(0) 1.25 F(1) 1.35 F(2) 1.45 F(3) >1.46

## **EXISTING FREEWAY SEGMENT OPERATIONS**

#### PM Peak Hour

Freeway and Segment		rection, Number Lanes & Capacity		ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	LOS PM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	175,830	0.0731	0.5210	0.963	6,950	0.527	В
	SB Mainlines	4M+ 2A	10,400	175,830	0.0731	0.4790	0.963	6,390	0.614	В
South of I-8	NB Mainlines	3M+ 1A	7,200	181,280	0.0712	0.5214	0.97	6,940	0.964	Е
	SB Mainlines	4M	8,000	181,280	0.0712	0.4786	0.97	6,370	0.796	С
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	200,590	0.0631	0.4631	0.972	6,030	0.754	С
	WB Mainlines	4M+ 1A	9,200	200,590	0.0631	0.5369	0.972	6,990	0.760	С
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	195,940	0.0668	0.5089	0.972	6,855	0.745	С
	WB Mainlines	4M+ 1A	9,200	195,940	0.0668	0.4911	0.972	6,616	0.719	С

#### Notes:

- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
- 2. Existing weekday ADT and peak hour volumes from CALTRANS PeMS data were obtained. September 16, 2014 to October 2, 2014 (Tuesdays, Wednesdays and Thursdays only) weekday only volumes were averaged.
- 3. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Existing volumes.
  4. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Existing volumes
- 5. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
- 6. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

В 0.62 С 8.0

V/C

< 0.41

LOS

Α

D 0.92 Ε 1 F(0) F(1) 1.25

1.35 F(2) 1.45 F(3) >1.46

#### **EXISTING + PROJECT FREEWAY SEGMENT OPERATIONS**

#### **AM Peak Hour**

Freeway and Segment		rection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	V/C DELTA	LOS AM
SR 163											
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	176,010	0.0750	0.5381	0.963	7,372	0.558	0.002	В
	SB Mainlines	4M+ 2A	10,400	176,010	0.0744	0.4619	0.963	6,277	0.604	-0.002	В
South of I-8	NB Mainlines	3M+ 1A	7,200	181,110	0.0656	0.5170	0.97	6,330	0.879	-0.006	D
	SB Mainlines	4M	8,000	181,110	0.0662	0.4830	0.97	5,971	0.746	0.003	С
I-8											
West of Hotel Circle	EB Mainlines	4M	8,000	200,420	0.0636	0.4724	0.972	6,190	0.774	-0.006	С
	WB Mainlines	4M+ 1A	9,200	200,420	0.0643	0.5276	0.972	6,997	0.761	0.003	С
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	195,970	0.0667	0.4836	0.972	6,507	0.707	0.009	С
	WB Mainlines	4M+ 1A	9,200	195,970	0.0659	0.5164	0.972	6,862	0.746	0.000	С

- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
- 2. Existing + P ADT and Peak Hour Volumes taken from Existing then added Project volumes.
- 3. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Existing + P volumes.
- 4. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Existing + P volumes 5. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".

  6. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

В 0.62 С 8.0 D 0.92 Ε

V/C

< 0.41

LOS

Α

F(0) 1.25 F(1) F(2) 1.35 1.45 F(3) >1.46

#### **EXISTING + PROJECT FREEWAY SEGMENT OPERATIONS**

#### PM Peak Hour

Freeway and Segment		irection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	V/C DELTA	LOS PM	
SR 163												]
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	176,010	0.0729	0.5210	0.963	6,940	0.526	-0.001	В	
	SB Mainlines	4M+ 2A	10,400	176,010	0.0732	0.4790	0.963	6,410	0.616	0.002	В	
South of I-8	NB Mainlines	3M+ 1A	7,200	181,110	0.0713	0.5214	0.97	6,943	0.964	0.000	Е	NO
	SB Mainlines	4M	8,000	181,110	0.0710	0.4786	0.97	6,343	0.793	-0.003	С	
I-8	•											
West of Hotel Circle	EB Mainlines	4M	8,000	200,420	0.0632	0.4631	0.972	6,037	0.755	0.001	С	
	WB Mainlines	4M+ 1A	9,200	200,420	0.0629	0.5369	0.972	6,958	0.756	-0.003	С	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	195,970	0.0663	0.5089	0.972	6,800	0.739	-0.006	С	
	WB Mainlines	4M+ 1A	9,200	195,970	0.0668	0.4911	0.972	6,616	0.719	0.000	С	

N	$\sim$	te	c	•
I۷	U	ιc	0	

<sup>1.</sup> Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)

С 8.0 D 0.92 Ε F(0) 1.25 F(1) 1.35 F(2) 1.45

V/C

< 0.41

0.62

>1.46

LOS

Α В

F(3)

<sup>2.</sup> Existing + P ADT and Peak Hour Volumes taken from Existing then added Project volumes.

<sup>3.</sup> Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Existing + P volumes.

<sup>4.</sup> Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Existing + P volumes 5. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".

6. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

# APPENDIX F

EXISTING + PROJECT INTERSECTION ANALYSIS
CALCULATION SHEETS

Movement         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT           Lane Configurations         Image: Configuration of the process of the pr	✓
Traffic Volume (veh/h)         19         12         19         5         0         52         37         247         24         55         118           Future Volume (veh/h)         19         12         19         5         0         52         37         247         24         55         118           Number         7         4         14         3         8         18         5         2         12         1         6           Initial Q (Qb), veh         0         1         0         0         1         0         0	SBR
Future Volume (veh/h)         19         12         19         5         0         52         37         247         24         55         118           Number         7         4         14         3         8         18         5         2         12         1         6           Initial Q (Qb), veh         0         1         0         0         1         0         0         1         1         1         2         0         1         2         2	
Number         7         4         14         3         8         18         5         2         12         1         6           Initial Q (Qb), veh         0         1         0         0         1         0         1         0         0         1         1         1         2         0         1         2         0         1         2         0         1         2         0         1         2         0         0         0         0         0<	12
Initial Q (Qb), veh   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12
Ped-Bike Adj(A_pbT)         1.00 </td <td>16</td>	16
Parking Bus, Adj         1.00	0
Adj Sat Flow, veh/h/ln       1900       1863       1900       1900       1863       1863       1863       1863       1900       1863       1863         Adj Flow Rate, veh/h       21       13       21       5       0       57       40       268       26       60       128         Adj No. of Lanes       0       1       0       0       1       1       1       2       0       1       2         Peak Hour Factor       0.92	1.00
Adj Flow Rate, veh/h       21       13       21       5       0       57       40       268       26       60       128         Adj No. of Lanes       0       1       0       0       1       1       1       2       0       1       2         Peak Hour Factor       0.92	1.00
Adj No. of Lanes       0       1       0       0       1       1       1       2       0       1       2         Peak Hour Factor       0.92<	1900
Peak Hour Factor         0.92	13
Percent Heavy Veh, %         2	0
Cap, veh/h         122         29         39         231         0         104         59         2087         201         77         2111           Arrive On Green         0.07         0.07         0.07         0.00         0.07         0.03         0.64         0.64         0.04         0.65	0.92
Arrive On Green 0.07 0.07 0.07 0.00 0.07 0.03 0.64 0.64 0.04 0.65	2
	212
Sat Flow yeh/h 519 443 594 1577 N 1583 1774 3263 214 1774 2240	0.65
·	326
Grp Volume(v), veh/h 55 0 0 5 0 57 40 144 150 60 69	72
Grp Sat Flow(s), veh/h/ln 1556 0 0 1577 0 1583 1774 1770 1807 1774 1770	1805
Q Serve(g_s), s 1.5 0.0 0.0 0.0 0.0 2.0 1.3 1.8 1.8 1.9 0.8	0.8
Cycle Q Clear(g_c), s 1.9 0.0 0.0 0.1 0.0 2.0 1.3 1.8 1.8 1.9 0.8	0.8
Prop In Lane 0.38 0.38 1.00 1.00 1.00 0.17 1.00	0.18
Lane Grp Cap(c), veh/h 190 0 0 231 0 104 59 1132 1156 77 1150	1173
V/C Ratio(X) 0.29 0.00 0.00 0.02 0.00 0.55 0.68 0.13 0.13 0.78 0.06	0.06
Avail Cap(c_a), veh/h 812 0 0 786 0 746 490 1132 1156 412 1150	1173
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00
Upstream Filter(I)         1.00         0.00         0.00         1.00         0.00         1.00         1.00         1.00         1.00         1.00	1.00
Uniform Delay (d), s/veh 25.5 0.0 0.0 24.7 0.0 25.6 27.0 4.0 4.0 26.7 3.6	3.6
Incr Delay (d2), s/veh 0.8 0.0 0.0 0.0 0.0 4.4 5.1 0.2 0.2 15.8 0.1	0.1
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	0.0
%ile BackOfQ(50%),veh/ln 0.9 0.0 0.0 0.1 0.0 1.0 0.7 1.0 1.0 1.3 0.4	0.4
LnGrp Delay(d),s/veh 26.3 0.0 0.0 24.7 0.0 30.0 32.1 4.2 4.2 42.5 3.7	3.7
LnGrp LOS C C C A A D A	A
Approach Vol, veh/h 55 62 334 201	
Approach Delay, s/veh 26.3 29.6 7.6 15.3	
Approach LOS C C A B	
Timer 1 2 3 4 5 6 7 8	
Assigned Phs 1 2 4 5 6 8	
Phs Duration (G+Y+Rc), s 6.8 41.0 8.6 6.3 41.6 8.6	
Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9	
Max Green Setting (Gmax), s 13.1 36.1 26.6 15.6 33.6 26.6	
Max Q Clear Time (g_c+l1), s 3.9 3.8 3.9 3.3 2.8 4.0	
Green Ext Time (p_c), s 0.1 2.7 0.4 0.0 2.7 0.4	
Intersection Summary	
HCM 2010 Ctrl Delay 13.6	
HCM 2010 LOS B	

Intersection									
Intersection Delay, s/ve	eh 8.1								
Intersection LOS	А								
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	21	49	0	34	12	0	111	76
Future Vol, veh/h	0	21	49	0	34	12	0	111	76
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	53	0	37	13	0	121	83
Number of Lanes	0	1		0	0	1	0	1	1
Approach		EE	}		WB			NB	
Opposing Approach		WE	}		EB				
Opposing Lanes		1			1			0	
Conflicting Approach L	eft				NB			EB	
Conflicting Lanes Left		(	)		2			1	
Conflicting Approach R	Right	NE						WB	
Conflicting Lanes Right		2	)		0			1	
HCM Control Delay		7.4	1		8			8.4	
HCM LOS		P			Α			Α	
Lane	NB	.n1 NBLn2	EBLn1\	NBLn1					
Vol Left, %		0%		74%					
Vol Thru, %		0%		26%					
Vol Right, %		0% 100%		0%					
Sign Control		top Stop		Stop					
Traffic Vol by Lane		11 76		46					
LT Vol		11 (		34					
Through Vol		0 (	21	12					
RT Vol		0 76		0					
Lane Flow Rate		21 83	76	50					
Geometry Grp		7	2	2					
Degree of Util (X)	0.	76 0.093	0.086	0.065					
Departure Headway (H	ld) 5	53 4.05	4.063	4.652					
Convergence, Y/N		'es Yes	Yes	Yes					
Cap		78 874		774					
Service Time	3.0	28 1.825	2.066	2.656					
HCM Lane V/C Ratio	0.	78 0.095	0.086	0.065					
HCM Control Delay		9.2 7.2	7.4	8					
HCM Lane LOS		Α Α		Α					
HCM 95th-tile Q		0.6 0.3	0.3	0.2					

	ၨ	<b>→</b>	<b>←</b>	•	<b>/</b>	✓		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	*	<b>↑</b>	<b>↑</b>	7	*	7		
Traffic Volume (veh/h)	28	174	234	159	67	16		
Future Volume (veh/h)	28	174	234	159	67	16		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	30	189	254	173	73	17		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	53	871	499	668	274	244		
Arrive On Green	0.03	0.47	0.27	0.27	0.15	0.15		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	30	189	254	173	73	17		
Grp Sat Flow(s), veh/h/h		1863	1863	1583	1774	1583		
Q Serve( $g_s$ ), s	0.4	1.6	3.0	1.8	0.9	0.2		
Cycle Q Clear(q_c), s	0.4	1.6	3.0	1.8	0.9	0.2		
Prop In Lane	1.00	1.0	3.0	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h		871	499	668	274	244		
V/C Ratio(X)	0.56	0.22	0.51	0.26	0.27	0.07		
Avail Cap(c_a), veh/h	794	3960	2875	2688	1718	1534		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/ve		4.1	8.0	4.9	9.7	9.4		
Incr Delay (d2), s/veh	3.5	0.0	0.3	0.1	0.2	0.0		
		0.0	0.3	0.1	0.2	0.0		
Initial Q Delay(d3),s/vel %ile BackOfQ(50%),vel								
١ / / ·		0.8	1.5	1.0	0.5	0.2		
LnGrp Delay(d),s/veh	15.9	4.1	8.3	4.9	9.9	9.4		
LnGrp LOS	В	A 210	A	A	A	A		
Approach Vol, veh/h		219	427		90			
Approach Delay, s/veh		5.7	7.0		9.8			
Approach LOS		Α	Α		Α			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc)	). s			17.0		8.9	5.2	11.8
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9
Max Green Setting (Gm				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c				3.6		2.9	2.4	5.0
Green Ext Time (p_c), s				2.0		0.1	0.0	2.0
Intersection Summary								
HCM 2010 Ctrl Delay			6.9					
HCM 2010 Clir Delay			Α					
Notes								
110100								

Intersection							
	0.4						
,							
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20		275	5	0	142
Future Vol, veh/h	0	20		275	5	0	142
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	-	0		-	-	-	-
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	22		299	5	0	154
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	379	152		0	0	304	0
Stage 1	302	102		-	-	-	-
Stage 2	77	_		_	_	_	_
Critical Hdwy	6.84	6.94		_	_	4.14	_
Critical Hdwy Stg 1	5.84	-		_	_	-	
Critical Hdwy Stg 2	5.84	-		_	_	-	_
Follow-up Hdwy	3.52	3.32		-	_	2.22	_
Pot Cap-1 Maneuver	596	867		-	_	1254	_
Stage 1	724	-		-	_	-	
Stage 2	937	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	596	867		-	-	1254	-
Mov Cap-2 Maneuver	596	-		-	-	-	-
Stage 1	724	-		-	-	-	-
Stage 2	937	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	9.3			0		0	
HCM LOS	7.5 A					0	
1.0.01 200	Λ						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	NDT	- 867	1254	- -			
HCM Lane V/C Ratio	-	- 0.025	1204				
HCM Control Delay (s)	-	- 9.3	0	-			
HCM Lane LOS	-	- 9.5 - A	A	-			
HCM 95th %tile Q(veh)	-	- 0.1	0	-			
How four four Q(vell)	-	U. I	- 0				

Intersection							
Int Delay, s/veh	0.4						
iiii Deiay, Siveii	0.4						
						0.71	
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19		266	0	0	142
Future Vol, veh/h	0	19		266	0	0	142
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	-	0		-	-	-	-
Veh in Median Storage, #		-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	21		289	0	0	154
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	366	145		0	0	289	0
Stage 1	289	-		-	-	-	-
Stage 2	77	-		-	-	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	-	-	-
Critical Hdwy Stg 2	5.84	_		_	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	607	876		_	-	1270	-
Stage 1	735	-		-	-	-	-
Stage 2	937	_		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	607	876		_	-	1270	-
Mov Cap-2 Maneuver	607	-		-	-	2.0	-
Stage 1	735	_		_	-	_	-
Stage 2	937	-		-	-	-	_
5.ago 2	, , ,						
Approach	WB			NB		SB	
HCM Control Delay, s	9.2			0		0	
HCM LOS	A						
	, (						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 876	1270	-			
HCM Lane V/C Ratio	-	- 0.024	1270	-			
HCM Control Delay (s)	<u> </u>	- 9.2	0	<u>-</u>			
HCM Lane LOS	-	- 9.2 - A	A	-			
HCM 95th %tile Q(veh)	-	0.4					
now your wille a (ven)	-	- 0.1	0	-			

Intersection												
Intersection Delay, s/veh	24.4											
Intersection LOS	C											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	124	16	0	119	127	7	0	381	6	534
Future Vol, veh/h	0	1	124	16	0	119	127	7	0	381	6	534
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	135	17	0	129	138	8	0	414	7	580
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		12.6				13				29.4		
HCM LOS		В				В				D		
		_				_				_		
Lano		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Lane Vol Left, %		100%	0%	1%	0%	100%	0%	100%				
		0%	1%	99%	0%	0%	95%	0%				
Vol Thru, %		0%	99%	0%		0%	95% 5%	0%				
Vol Right, %					100% Stop							
Sign Control		Stop 381	Stop 540	Stop 125	310p	Stop	Stop 134	Stop				
Traffic Vol by Lane LT Vol		381	0	123	0	119 119	0	3				
Through Vol		0		124	0	0	127	0				
RT Vol		0	534	0	16	0	7	0				
Lane Flow Rate		414	587	136	17	129	146	3				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.745	0.861	0.279	0.032	0.276	0.289	0.007				
Degree of Offi (A)  Departure Headway (Hd)		6.48	5.278	7.394	6.673	7.681	7.134	7.388				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Convergence, 1714		559	687	485	535	468	504	483				
Service Time		4.219	3.016	5.148	4.427	5.429	4.881	5.452				
HCM Lane V/C Ratio		0.741	0.854	0.28	0.032	0.276	0.29	0.006				
HCM Control Delay		25.9	31.9	13	9.6	13.3	12.8	10.5				
HCM Lane LOS		25.9 D	31.9 D	13 B	9.0 A	13.3 B	12.8 B	10.5 B				
HCM 95th-tile Q		6.4	10	1.1	0.1	1.1	1.2	0				
		0.4	10		U. I	1.1	1.2	U				

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0
Trainbor of Earlos				
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		10.5		
HCM LOS		В		
TIOM 200				

	ʹ	<b>→</b>	<b>←</b>	•	<b>\</b>	4		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	T T	<u>LDI</u>	VVD1	VVDIX	JDL	3DK		
Traffic Volume (veh/h)	168	493	171	82	60	82		
Future Volume (veh/h)	168	493	171	82	60	82		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	183	536	186	89	65	89		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	233	760	385	328	737	658		
Arrive On Green	0.13	0.41	0.21	0.21	0.42	0.42		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	183	536	186	89	65	89		
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583		
Q Serve(q_s), s	5.7	13.7	5.0	2.7	1.3	2.0		
Cycle Q Clear(q_c), s	5.7	13.7	5.0	2.7	1.3	2.0		
Prop In Lane	1.00	10.7	5.0	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h		760	385	328	737	658		
V/C Ratio(X)	0.79	0.71	0.48	0.27	0.09	0.14		
Avail Cap(c_a), veh/h	867	1825	784	666	737	658		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/ve		14.1	20.0	19.1	10.2	10.4		
Incr Delay (d2), s/veh	2.2	1.3	1.0	0.5	0.2	0.4		
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),ve		7.3	2.7	1.2	0.7	2.3		
LnGrp Delay(d),s/veh	26.3	15.4	21.0	19.5	10.4	10.8		
LnGrp LOS	20.3 C	В	C C	17.3 B	В	В		
Approach Vol, veh/h	<u> </u>	719	275	U	154	U		
Approach Delay, s/veh		18.1	20.5		10.6			
Approach LOS		В	20.5 C		В			
•								
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc				28.3		29.0	11.5	16.7
Change Period (Y+Rc),				4.9		5.2	4.0	4.9
Max Green Setting (Gm				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c	:+I1), s			15.7		4.0	7.7	7.0
Green Ext Time (p_c),	S			6.0		0.2	0.2	4.8
Intersection Summary								
HCM 2010 Ctrl Delay			17.7					
HCM 2010 LOS			В					
HOW ZOTO LOS			D					

Intersection								
	1.1							
Int Delay, s/veh	1.1							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	616			225	0	46	28
Future Vol, veh/h	0	616			225	0	46	28
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage, #	<del>-</del>	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	0	670			245	0	50	30
N A o i o o / N Airo o o	NA-14				lala O		N 41 O	
Major/Minor	Major1			IVI	lajor2		Minor2	0.1=
Conflicting Flow All	245	0			-	0	915	245
Stage 1	-	-			-	-	245	-
Stage 2	- 4.40	-			-	-	670	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	- 0.010	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	1321	-			-	-	303	794
Stage 1	-	-			-	-	796	-
Stage 2	-	-			-	-	509	-
Platoon blocked, %	4004	-			-	-	000	70.1
Mov Cap-1 Maneuver	1321	-			-	-	303	794
Mov Cap-2 Maneuver	-	-			-	-	409	-
Stage 1	-	-			-	-	796	-
Stage 2	-	-			-	-	509	-
Approach	EB				WB		SB	
HCM Control Delay, s	0				0		13.6	
HCM LOS							В	
Minor Lang/Major Mumt	EBL	EDT	MPT	M/DD CDI n1				
Minor Lane/Major Mvmt		EBT	WBT	WBR SBLn1				
Capacity (veh/h)	1321	-	-	- 501				
HCM Cantral Dalay (a)	-	-	-	- 0.161				
HCM Control Delay (s)	0	-	-	- 13.6				
HCM Lane LOS	A	-	-	- B				
HCM 95th %tile Q(veh)	0	-	-	- 0.6				

	•	•	<b>†</b>	<i>&gt;</i>	<b>\</b>	Ţ		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	7	7	f)		ሻ	<b>1</b>		
Traffic Volume (veh/h)	196	89	64	164	158	504		
Future Volume (veh/h)	196	89	64	164	158	504		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	213	97	70	178	172	548		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	312	278	151	384	232	1059		
Arrive On Green	0.18	0.18	0.32	0.32	0.13	0.57		
Sat Flow, veh/h	1774	1583	467	1187	1774	1863		
Grp Volume(v), veh/h	213	97	0	248	172	548		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1653	1774	1863		
2 Serve(g_s), s	4.3	2.1	0.0	4.6	3.6	6.9		
Cycle Q Clear(g_c), s	4.3	2.1	0.0	4.6	3.6	6.9		
Prop In Lane	1.00	1.00		0.72	1.00			
Lane Grp Cap(c), veh/h	312	278	0	534	232	1059		
V/C Ratio(X)	0.68	0.35	0.00	0.46	0.74	0.52		
Avail Cap(c_a), veh/h	976	871	0	1470	953	2871		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	14.8	13.9	0.0	10.3	16.0	5.1		
Incr Delay (d2), s/veh	1.0	0.3	0.0	0.6	4.6	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.2	0.9	0.0	2.2	2.0	3.6		
LnGrp Delay(d),s/veh	15.8	14.2	0.0	11.0	20.7	5.4		
LnGrp LOS	В	В		В	С	Α		
Approach Vol, veh/h	310		248			720		
Approach Delay, s/veh	15.3		11.0			9.1		
Approach LOS	В		В			Α		
Timer	1	2	3	4	5	6	7 8	
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	9.4	17.3				26.7	11.6	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	20.6	34.1				59.1	21.1	
Max Q Clear Time (g_c+l1), s	5.6	6.6				8.9	6.3	
Green Ext Time (p_c), s	0.4	5.8				6.3	0.4	
ntersection Summary	3.1	3.0				5.0	3.1	
			11.0					
HCM 2010 Ctrl Delay			11.0 B					
HCM 2010 LOS			В					

Intersection	4.5							
Int Delay, s/veh	1.5							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	322			193	6	C	92
Future Vol, veh/h	0	322			193			
Conflicting Peds, #/hr	0	0			0			
Sign Control	Free	Free			Free		Stop	
RT Channelized	-	None			-			- None
Storage Length	-	-			-	-		- 0
Veh in Median Storage, #	<del>!</del> _	0			0	-	C	-
Grade, %	-	0			0	-	(	) -
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2			
Mvmt Flow	0	350			210	7	C	100
Major/Minor	Major1				Major2		Minor2	)
Conflicting Flow All	216	0			iviajui z	0		
	210	-				-	213	
Stage 1 Stage 2	-	-			-		350	
Critical Hdwy	4.12	-			-		/ 10	
Critical Hdwy Stg 1	4.12	-			_	_	5.42	
Critical Hdwy Stg 2		-			-		5.42	
Follow-up Hdwy	2.218				_	_	3.518	
Pot Cap-1 Maneuver	1354	-			-		487	
Stage 1	1334				_		823	
Stage 2		-			-		713	
Platoon blocked, %		_			_		110	·
Mov Cap-1 Maneuver	1354	_			_		487	827
Mov Cap-1 Maneuver	-	_			_		487	
Stage 1	_	_			_	_	823	
Stage 2	_	_			_	_	713	
Olugo Z							710	
Approach	EB				WB		SE	
HCM Control Delay, s	0				0		10	
HCM LOS							Е	3
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE	BLn1			
Capacity (veh/h)	1354	-	-	-	827			
HCM Lane V/C Ratio	-	-	-	- 0	.121			
HCM Control Delay (s)	0	-	-	-	10			
HCM Lane LOS	А	-	-	-	В			
HCM 95th %tile Q(veh)	0	-	-	-	0.4			

-											
Intersection											
Intersection Delay, s/veh	14										
Intersection LOS	В										
		==.							0011	0.51	200
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	159	77		0		210	387	0	213	16
Future Vol, veh/h	0	159	77		0		210	387	0	213	16
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	173	84		0		228	421	0	232	17
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		11.9					14.2			15.5	
HCM LOS		В					В			С	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		159	77	210	387	213	16				
LT Vol		159	0	0	0	213	0				
Through Vol		0	77	210	0	0	0				
RT Vol		0	0	0	387	0	16				
Lane Flow Rate		173	84	228	421	232	17				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.325	0.146	0.371	0.602	0.463	0.029				
Departure Headway (Hd)		6.776	6.267	5.859	5.149	7.199	5.983				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		531	572	614	698	500	598				
Service Time		4.524	4.015	3.598	2.888	4.942	3.726				
HCM Lane V/C Ratio		0.326	0.147	0.371	0.603	0.464	0.028				
HCM Control Delay		12.8	10.1	12	15.4	16	8.9				
HCM Lane LOS		12.0 B	В	В	С	C	Α				
HCM 95th-tile Q		1.4	0.5	1.7	4.1	2.4	0.1				
HOW 70th the Q		1.7	0.5	1.7	7.1	۷.٦	0.1				

	-	*	1	•	1				
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	<b>1</b>	LDI	VVDL	<u>₩</u>	NDL	NDK			
Traffic Volume (veh/h)	125	164	300	<b>T</b> 419	197	102			
Future Volume (veh/h)	125	164	300	419	197	102			
Number	4	14	3	8	5	102			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
	1863	1900	1863	1863	1863	1863			
Adj Flow Rate, veh/h	136	178	326	455	214	111			
Adj No. of Lanes	1	0	1	1	1	1			
	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	198	260	376	1003	596	532			
Arrive On Green	0.27	0.27	0.21	0.54	0.34	0.34			
Sat Flow, veh/h	733	960	1774	1863	1774	1583			
Grp Volume(v), veh/h	0	314	326	455	214	111			
Grp Sat Flow(s), veh/h/ln		1693	1774	1863	1774	1583			
Q Serve(g_s), s	0.0	11.9	12.7	10.7	6.5	3.6			
Cycle Q Clear(g_c), s	0.0	11.9	12.7	10.7	6.5	3.6			
Prop In Lane		0.57	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	0	458	376	1003	596	532			
	0.00	0.69	0.87	0.45	0.36	0.21			
Avail Cap(c_a), veh/h	0	687	596	1485	596	532			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh		23.4	27.2	10.1	17.9	17.0			
Incr Delay (d2), s/veh	0.0	2.3	6.4	0.4	1.7	0.9			
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh		5.8	6.8	5.6	3.4	1.7			
LnGrp Delay(d),s/veh	0.0	25.7	33.6	10.5	19.6	17.8			
LnGrp LOS		С	С	В	В	В			
Approach Vol, veh/h	314			781	325				
• •	25.7			20.1	19.0				
Approach LOS	C			C C	В				
•		_				,	-	0	
Timer	1	2	3	4	5	6		8	
Assigned Phs		2	3	4				8	
Phs Duration (G+Y+Rc),		28.0	19.1	24.3			43.		
Change Period (Y+Rc),		4.0	4.0	5.0			5.		
Max Green Setting (Gma	•	24.0	24.0	29.0			57.		
Max Q Clear Time (g_c+		8.5	14.7	13.9			12.		
Green Ext Time (p_c), s		0.6	0.5	5.5			7.	8	
Intersection Summary									
HCM 2010 Ctrl Delay			21.1						
HCM 2010 LOS			C C						
HOW ZOTO LOS			C						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	Ţ	<b>∱</b> }		7	ħβ	
Traffic Volume (veh/h)	29	11	32	95	2	138	17	330	61	98	325	12
Future Volume (veh/h)	29	11	32	95	2	138	17	330	61	98	325	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	12	35	103	2	150	18	359	66	107	353	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	57	86	316	5	223	30	1708	311	138	2200	81
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.57	0.57	0.08	0.63	0.63
Sat Flow, veh/h	362	407	612	1490	37	1583	1774	2992	545	1774	3482	128
Grp Volume(v), veh/h	79	0	0	105	0	150	18	211	214	107	179	187
Grp Sat Flow(s),veh/h/ln	1382	0	0	1527	0	1583	1774	1770	1767	1774	1770	1840
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	6.1	0.7	3.9	4.0	4.0	2.8	2.8
Cycle Q Clear(g_c), s	3.8	0.0	0.0	3.6	0.0	6.1	0.7	3.9	4.0	4.0	2.8	2.8
Prop In Lane	0.41		0.44	0.98		1.00	1.00		0.31	1.00		0.07
Lane Grp Cap(c), veh/h	270	0	0	321	0	223	30	1010	1009	138	1118	1163
V/C Ratio(X)	0.29	0.00	0.00	0.33	0.00	0.67	0.60	0.21	0.21	0.77	0.16	0.16
Avail Cap(c_a), veh/h	646	0	0	674	0	635	199	1010	1009	265	1118	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	26.5	0.0	27.5	33.0	7.1	7.1	30.6	5.1	5.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	3.5	6.9	0.5	0.5	8.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.8	0.0	2.8	0.4	2.0	2.0	2.3	1.4	1.5
LnGrp Delay(d),s/veh	26.8	0.0	0.0	27.1	0.0	31.0	39.9	7.5	7.6	39.5	5.4	5.4
LnGrp LOS	С			С		С	D	Α	Α	D	Α	A
Approach Vol, veh/h		79			255			443			473	
Approach Delay, s/veh		26.8			29.4			8.9			13.1	
Approach LOS		С			С			А			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	43.5		14.4	5.5	47.6		14.4				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	10.1	38.6		27.1	7.6	41.1		27.1				
Max Q Clear Time (g_c+I1), s	6.0	6.0		5.8	2.7	4.8		8.1				
Green Ext Time (p_c), s	0.1	5.3		1.5	0.0	5.4		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			15.8									
HCM 2010 LOS			В									

Intersection									
Intersection Delay, s/v	oh12 5								
Intersection LOS	ептz.э В								
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	39		0	138	12	0	272	147
Future Vol, veh/h	0	39		0	138	12	0	272	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2		2	2	2	2	2	2
Mvmt Flow	0	42	296	0	150	13	0	296	160
Number of Lanes	0	1	0	0	0	1	0	1	1
Approach		EB			WB			NB	
Opposing Approach		WB			EB				
Opposing Lanes		1			1			0	
Conflicting Approach L	_eft				NB			EB	
Conflicting Lanes Left		0			2			1	
Conflicting Approach F	Right	NB						WB	
Conflicting Lanes Righ		2			0			1	
HCM Control Delay		11.9			10.9			13.6	
HCM LOS		В			В			В	
Lane	NB	.n1 NBLn2	EBLn1\	WBLn1					
Vol Left, %		0% 0%		92%					
Vol Thru, %		0% 0%		8%					
Vol Right, %		0% 100%		0%					
Sign Control		top Stop		Stop					
Traffic Vol by Lane		272 147		150					
LT Vol		272 0		138					
Through Vol		0 0	39	12					
RT Vol		0 147		0					
Lane Flow Rate		96 160	338	163					
Geometry Grp		7 7	2	2					
Degree of Util (X)	0.	522 0.228	0.452	0.264					
Departure Headway (H	Hd) 6.	55 5.142	4.927	5.832					
Convergence, Y/N		'es Yes	Yes	Yes					
Сар		701	737	618					
Service Time	4.	064 2.85	2.927	3.856					
HCM Lane V/C Ratio	0.	18 0.228	0.459	0.264					
HCM Control Delay	1	5.8 9.4	11.9	10.9					
HCM Lane LOS		C A	В	В					
HCM 95th-tile Q		3 0.9	2.4	1.1					

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Movement	EBL	EBT	WBT	WBR	SBL	SBR		Į
Lane Configurations	ሻ	<b>↑</b>	<u> </u>	7	<u> </u>	7		
Traffic Volume (veh/h)	75	412	376	344	335	75		
Future Volume (veh/h)	75	412	376	344	335	75		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	82	448	409	374	364	82		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	105	943	634	945	455	406		
Arrive On Green	0.06	0.51	0.34	0.34	0.26	0.26		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	82	448	409	374	364	82		
Grp Sat Flow(s), veh/h/l	n1774	1863	1863	1583	1774	1583		
Q Serve(g_s), s	1.9	6.5	7.7	5.1	7.9	1.7		
Cycle Q Clear(g_c), s	1.9	6.5	7.7	5.1	7.9	1.7		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	105	943	634	945	455	406		
V/C Ratio(X)	0.78	0.48	0.64	0.40	0.80	0.20		
Avail Cap(c_a), veh/h	455	2080	1443	1633	1465	1307		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/vel	h 19.2	6.6	11.5	4.4	14.4	12.0		
Incr Delay (d2), s/veh	4.7	0.1	0.4	0.1	1.2	0.1		
Initial Q Delay(d3),s/vel	n 0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),ve	h/ln1.0	3.3	3.9	3.7	4.0	1.6		
LnGrp Delay(d),s/veh	23.9	6.8	11.9	4.5	15.6	12.1		
LnGrp LOS	С	Α	В	Α	В	В		
Approach Vol, veh/h		530	783		446			
Approach Delay, s/veh		9.4	8.4		15.0			
Approach LOS		Α	Α		В			
Timer	1	2	3	4	5	6	7	8
		Z	3		Ü			
Assigned Phs  Physical Cartes (Cartes Polymers)	١. ٥			4		6	7	8
Phs Duration (G+Y+Rc)				25.8		15.5	6.8	19.0
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9
Max Green Setting (Gm				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c Green Ext Time (p_c), s				8.5 4.7		9.9 0.7	3.9	9.7 4.4
	<i>.</i>			7./		0.1	0.0	7.7
Intersection Summary								
HCM 2010 Ctrl Delay			10.4					
HCM 2010 LOS			В					
Notes								

Intersection								
	0.2							
Int Delay, s/veh	0.2							
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	0	16		424	6	0	452	
Future Vol, veh/h	0	16		424	6	0	452	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None	-	None	
Storage Length	-	0		-	-	-	-	
Veh in Median Storage, #	# 0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	17		461	7	0	491	
Major/Minor	Minort			Major1		Majora		
Major/Minor	Minor1	22.4		Major1	0	Major2	^	
Conflicting Flow All	710	234		0	0	467	0	
Stage 1	464	-		-	-	-	-	
Stage 2	246	- 4 04		-	-	- 111	-	
Critical Hdwy	6.84	6.94		-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	-	-	-	
Critical Hdwy Stg 2	5.84	2 22		-	-	2 22	-	
Follow-up Hdwy	3.52	3.32 768		-	-	2.22 1091	-	
Pot Cap-1 Maneuver	368	708		-	-		-	
Stage 1	599 772	<u>-</u>		-	-	-	-	
Stage 2 Platoon blocked, %	112	-		-	-	-	-	
Mov Cap-1 Maneuver	368	768		-	-	1091	-	
Mov Cap-1 Maneuver	368	700		-	-	1091	-	
Stage 1	599	-		-	-	-	-	
Stage 1 Stage 2	772	-		-	-	-	-	
Staye 2	112	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	9.8			0		0		
HCM LOS	А							
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
Capacity (veh/h)	1101	- 768	1091					
HCM Lane V/C Ratio	-	- 0.023	1071	-				
HCM Control Delay (s)	-	- 9.8	0	-				
HCM Lane LOS	-	- 7.0 - A	A	-				
HCM 95th %tile Q(veh)	-	- 0.1	0	-				
110W 70W 70W Q(VCH)		0.1	U					

Intersection								
Int Delay, s/veh	0							
iiii Deiay, Siveii	U							
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	0	0		471	0	0	452	
Future Vol, veh/h	0	0		471	0	0	452	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None	-	None	
Storage Length	-	0		-	-	-	-	
Veh in Median Storage, #	0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	0		512	0	0	491	
Major/Minor	Minor1			Major1		Major2		
		256			0	512	0	
Conflicting Flow All	758 512			0				
Stage 1		-		-	-	-	-	
Stage 2	246	- / 0.4		-	-	- 114	-	
Critical Edwy	6.84	6.94		-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	-	-	-	
Critical Hdwy Stg 2	5.84	-		-	-	- 2.22	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	343	743		-	-	1050	-	
Stage 1	567	-		-	-	-	-	
Stage 2	772	-		-	-	-	-	
Platoon blocked, %	0.40	7.40		-	-	4050	-	
Mov Cap-1 Maneuver	343	743		-	-	1050	-	
Mov Cap-2 Maneuver	343	-		-	-	-	-	
Stage 1	567	-		-	-	-	-	
Stage 2	772	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	0			0		0		
HCM LOS	A							
Minor Long/Maior M	NDT	NIDDIMDI1	CDI	CDT				
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
Capacity (veh/h)	-		1050	-				
HCM Lane V/C Ratio	-		-	-				
HCM Control Delay (s)	-	- 0	0	-				
HCM Lane LOS	-	- A	Α	-				
HCM 95th %tile Q(veh)	-		0	-				

Intersection												
Intersection Delay, s/veh	32.2											
Intersection LOS	D											
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NDT	NDD
Movement											NBT	NBR
Traffic Vol, veh/h	0	0	281	21	0	320	114	5	0	105	4	479
Future Vol, veh/h	0	0	281	21	0	320	114	5	0	105	4	479
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, % Mvmt Flow	2	2	2	2	2	2 2 4 0	2	2	2	2	2	2
	0	0	305	23	0	348	124	5	0	114	4	521
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach			EB			WB				NB		
Opposing Approach			WB			EB				SB		
Opposing Lanes			2			2				1		
Conflicting Approach Left			SB			NB				EB		
Conflicting Lanes Left			1			2				2		
Conflicting Approach Right			NB			SB				WB		
Conflicting Lanes Right			2			1				2		
HCM Control Delay			22.1			26				42.2		
HCM LOS			С			D				Ε		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	0%	0%	100%	0%	80%				
Vol Thru, %		0%	1%	100%	0%	0%	96%	20%				
Vol Right, %		0%	99%	0%	100%	0%	4%	0%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		105	483	281	21	320	119	5				
LT Vol		105	0	0	0	320	0	4				
Through Vol		0	4	281	0	0	114	1				
RT Vol		0	479	0	21	0	5	0				
Lane Flow Rate		114	525	305	23	348	129	5				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		,										
		0.242	0.935	0.642	0.043	0.755	0.261	0.014				
Departure Headway (Hd)		0.242 7.631	0.935 6.413	0.642 7.566	6.845	7.819	7.275	9.06				
		0.242 7.631 Yes	0.935 6.413 Yes	0.642	6.845 Yes	7.819 Yes		9.06 Yes				
Departure Headway (Hd) Convergence, Y/N Cap		0.242 7.631 Yes 471	0.935 6.413 Yes 567	0.642 7.566 Yes 476	6.845 Yes 522	7.819 Yes 463	7.275 Yes 494	9.06 Yes 394				
Departure Headway (Hd) Convergence, Y/N Cap Service Time		0.242 7.631 Yes 471 5.365	0.935 6.413 Yes 567 4.147	0.642 7.566 Yes 476 5.316	6.845 Yes 522 4.594	7.819 Yes 463 5.567	7.275 Yes 494 5.022	9.06 Yes 394 7.138				
Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0.242 7.631 Yes 471 5.365 0.242	0.935 6.413 Yes 567 4.147 0.926	0.642 7.566 Yes 476 5.316 0.641	6.845 Yes 522 4.594 0.044	7.819 Yes 463 5.567 0.752	7.275 Yes 494 5.022 0.261	9.06 Yes 394 7.138 0.013				
Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		0.242 7.631 Yes 471 5.365 0.242 12.8	0.935 6.413 Yes 567 4.147 0.926 48.6	0.642 7.566 Yes 476 5.316 0.641 23	6.845 Yes 522 4.594 0.044 9.9	7.819 Yes 463 5.567 0.752 31	7.275 Yes 494 5.022 0.261 12.6	9.06 Yes 394 7.138 0.013 12.3				
Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0.242 7.631 Yes 471 5.365 0.242	0.935 6.413 Yes 567 4.147 0.926	0.642 7.566 Yes 476 5.316 0.641	6.845 Yes 522 4.594 0.044	7.819 Yes 463 5.567 0.752	7.275 Yes 494 5.022 0.261	9.06 Yes 394 7.138 0.013				

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
	CDII	CDI	CDT	CDD
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		12.3		
HCM LOS		В		
Lane				

		_	<b>←</b>	₹.	<u>_</u>	1		
Mayamant	ED!	- FDT	WDT	-	CDI	CDD		
	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	741	422	112	120	<b>\</b>	107		
Traffic Volume (veh/h)	341	423	242	130	255	197		
Future Volume (veh/h)	341	423	242	130	255	197		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
,, .	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln 1	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	371	460	263	141	277	214		
Adj No. of Lanes	1	1	1	1	1	1		
	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	421	954	405	344	608	542		
•	0.24	0.51	0.22	0.22	0.34	0.34		
	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	371	460	263	141	277	214	I	
Grp Sat Flow(s), veh/h/ln		1863	1863	1583	1774	1583		
	14.0	11.1	8.9	5.3	8.5	7.1		
	14.0	11.1	8.9	5.3	8.5	7.1		
, ,		11.1	0.9		1.00	1.00		
	1.00	OE 4	400	1.00				
Lane Grp Cap(c), veh/h		954	405	344	608	542		
	0.88	0.48	0.65	0.41	0.46	0.39		
Avail Cap(c_a), veh/h	740	1504	619	526	608	542		
	1.00	1.00	1.00	1.00	1.00	1.00		
1 1	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh		11.0	24.8	23.4	17.8	17.4		
Incr Delay (d2), s/veh	2.5	0.4	1.8	8.0	2.5	2.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh	/ln7.1	5.7	4.8	2.4	4.5	7.1		
LnGrp Delay(d),s/veh	28.1	11.4	26.6	24.2	20.3	19.5		
LnGrp LOS	С	В	С	С	С	В		
Approach Vol, veh/h		831	404		491			
Approach Delay, s/veh		18.8	25.8		19.9			
Approach LOS		В	C C		В			
•								
Timer	1	2	3	4	5	6		7
Assigned Phs				4		6		7
Phs Duration (G+Y+Rc),	S			40.5		29.0		20.5
Change Period (Y+Rc), s				4.9		5.2		4.0
Max Green Setting (Gma				56.1		23.8		29.0
Max Q Clear Time (g_c+				13.1		10.5		16.0
Green Ext Time (p_c), s	,,			6.1		0.7		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			20.8					
HCM 2010 LOS			С					

Intersection								
	0.6							
Int Delay, s/veh	0.0							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	82	596			405	11	0	0
Future Vol, veh/h	82	596			405	11	0	0
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-				-	None	-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage,		0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	89	648			440	12	0	0
N A = ' = /N A! - =	N 2 1 - 4				NA.1 C		5.41	
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	452	0			-	0	1272	446
Stage 1	-	-			-	-	446	-
Stage 2	-	-			-	-	826	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	1109	-			-	-	185	612
Stage 1	-	-			-	-	645	-
Stage 2	-	-			-	-	430	-
Platoon blocked, %	4400	-			-	-	4=0	
Mov Cap-1 Maneuver	1109	-			-	-	170	612
Mov Cap-2 Maneuver	-	-			-	-	295	-
Stage 1	-	-			-	-	645	-
Stage 2	-	-			-	-	395	-
Approach	EB				WB		SB	
HCM Control Delay, s	1				0		0	
HCM LOS							A	
Minor Lane/Major Mvmt	EBL	EBT	\\/RT	WBR SBLi	n1			
		LDI	VVDT	WDK 3DLI	11			
Capacity (veh/h)	1109	-	-	-	-			
HCM Control Doloy (a)	0.08	-	-	-	-			
HCM Long LOS	8.5	-	-	-	0			
HCM OF the Of tille Of tech	A	-	-	-	Α			
HCM 95th %tile Q(veh)	0.3	-	-	-	-			

	•	•	<b>†</b>	<u> </u>	<u> </u>	<b></b>		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
ane Configurations		7	f.		ሻ	<b>†</b>		
Traffic Volume (veh/h)	319	225	191	280	108	421		
Future Volume (veh/h)	319	225	191	280	108	421		
Number	3	18	2	12	1	6		
nitial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	347	245	208	304	117	458		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	422	377	285	416	153	1085		
Arrive On Green	0.24	0.24	0.42	0.42	0.09	0.58		
Sat Flow, veh/h	1774	1583	685	1001	1774	1863		
Grp Volume(v), veh/h	347	245	0	512	117	458		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1686	1774	1863		
2 Serve(g_s), s	10.1	7.6	0.0	13.9	3.5	7.4		
Cycle Q Clear(g_c), s	10.1	7.6	0.0	13.9	3.5	7.4		
Prop In Lane	1.00	1.00		0.59	1.00			
Lane Grp Cap(c), veh/h	422	377	0	701	153	1085		
V/C Ratio(X)	0.82	0.65	0.00	0.73	0.77	0.42		
Avail Cap(c_a), veh/h	848	757	0	1145	409	1845		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.7	18.8	0.0	13.4	24.4	6.3		
Incr Delay (d2), s/veh	1.5	0.7	0.0	1.5	7.7	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.1	3.4	0.0	6.7	2.1	3.8		
LnGrp Delay(d),s/veh	21.3	19.5	0.0	14.9	32.2	6.6		
_nGrp LOS	С	В		В	С	Α		
Approach Vol, veh/h	592		512			575		
Approach Delay, s/veh	20.5		14.9			11.8		
Approach LOS	С		В			В		
Timer	1	2	3	4	5	6	7 8	
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	9.1	27.6				36.7	17.9	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	12.6	37.1				54.1	26.1	
Max Q Clear Time (q_c+l1), s	5.5	15.9				9.4	12.1	
Green Ext Time (p_c), s	0.1	6.8				8.2	0.9	
ntersection Summary								
HCM 2010 Ctrl Delay			15.8					
HCM 2010 CIT Delay			13.6 B					
HOW ZUTU LUS			D					

Intersection								
Int Delay, s/veh	0.3							
,,								
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	388			524	20	0	20
Future Vol, veh/h	0	388			524	20	0	20
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-		-	None
Storage Length	-	_			-	_	-	0
Veh in Median Storage, #	# -	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	0	422			570	22	0	22
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	591	0			-	0	1002	580
Stage 1	-	-			_	-	580	-
Stage 2	_	_			_	_	422	-
Critical Hdwy	4.12	-			_	_	6.42	6.22
Critical Hdwy Stg 1	-	_			-	_	5.42	- 0.22
Critical Hdwy Stg 2	_	-			_	-	5.42	_
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	985	-			_	-	269	514
Stage 1	-	_			-	-	560	-
Stage 2	-	-			-	-	662	_
Platoon blocked, %		_			-	-		
Mov Cap-1 Maneuver	985	-			_	-	269	514
Mov Cap-2 Maneuver	-	-			-	-	269	-
Stage 1	-	-				-	560	-
Stage 2	-	-			-	-	662	-
Ŭ								
Approach	EB				WB		SB	
HCM Control Delay, s	0				0		12.3	
HCM LOS							В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBL	n1			
Capacity (veh/h)	985	-	-		14			
HCM Lane V/C Ratio	-	_	-	- 0.0				
HCM Control Delay (s)	0	-	-		2.3			
HCM Lane LOS	A	-	-	- "	В			
HCM 95th %tile Q(veh)	0	-	-	- (	0.1			
_(.3.1)								

Intersection											
Intersection Delay, s/veh	22.4										
Intersection LOS	С										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	328	243		0		150	557	0	108	14
Future Vol, veh/h	0	328	243		0		150	557	0	108	14
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	357	264		0		163	605	0	117	15
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		17					28.3			13.2	
HCM LOS		С					D			В	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		328	243	150	557	108	14				
LT Vol		328	0	0	0	108	0				
Through Vol		0	243	150	0	0	0				
RT Vol		0	0	0	557	0	14				
Lane Flow Rate		357	264	163	605	117	15				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.638	0.436	0.267	0.873	0.262	0.029				
Departure Headway (Hd)		6.444	5.937	5.897	5.189	8.029	6.802				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		560	605	608	696	447	525				
Service Time		4.189	3.683	3.642	2.934	5.786	4.558				
HCM Lane V/C Ratio		0.637	0.436	0.268	0.869	0.262	0.029				
HCM Control Delay		19.9	13.2	10.8	33	13.6	9.8				
HCM Lane LOS		С	В	В	D	В	Α				
HCM 95th-tile Q		4.5	2.2	1.1	10.5	1	0.1				

<b>→</b>	•	•	<b>←</b>	•	<b>/</b>	
Movement EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations 3		ች	<b></b>	*	1	
Traffic Volume (veh/h) 267	66	243	458	385	196	
Future Volume (veh/h) 267	66	243	458	385	196	
Number 4	14	3	8	5	12	
Initial Q (Qb), veh 0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00	U	1.00	1.00	
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	
J ,		1863	1863	1863	1863	
Adj Sat Flow, veh/h/ln 1863	1900					
Adj Flow Rate, veh/h 290	72	264	498	418	213	
Adj No. of Lanes 1	0	1	1	1	1	
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, % 2	2	2	2	2	2	
Cap, veh/h 373	93	308	899	717	640	
Arrive On Green 0.26	0.26	0.17	0.48	0.40	0.40	
Sat Flow, veh/h 1442	358	1774	1863	1774	1583	
Grp Volume(v), veh/h 0	362	264	498	418	213	
Grp Sat Flow(s), veh/h/ln 0	1800	1774	1863	1774	1583	
Q Serve(g_s), s 0.0	14.8	11.4	15.0	14.6	7.3	
Cycle Q Clear(g_c), s 0.0	14.8	11.4	15.0	14.6	7.3	
	0.20	1.00	13.0	1.00	1.00	
Prop In Lane			000			
Lane Grp Cap(c), veh/h 0	465	308	899	717	640	
V/C Ratio(X) 0.00	0.78	0.86	0.55	0.58	0.33	
Avail Cap(c_a), veh/h 0	545	470	1152	717	640	
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 0.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh 0.0	27.3	31.8	14.5	18.4	16.3	
Incr Delay (d2), s/veh 0.0	6.6	7.9	0.7	3.5	1.4	
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.0	8.2	6.2	7.8	7.8	3.5	
LnGrp Delay(d),s/veh 0.0	33.8	39.7	15.2	21.9	17.7	
LnGrp LOS	С	D	B 7(0	C	В	
Approach Vol, veh/h 362			762	631		
Approach Delay, s/veh 33.8			23.7	20.4		
Approach LOS C			С	С		
Timer 1	2	3	4	5	6	
Assigned Phs	2	3	4	- 0		
Phs Duration (G+Y+Rc), s	36.0	17.7	25.5			
, ,						
Change Period (Y+Rc), s	4.0	4.0	5.0			
Max Green Setting (Gmax), s	32.0	21.0	24.0			
Max Q Clear Time (g_c+l1), s		13.4	16.8			
Green Ext Time (p_c), s	1.3	0.3	3.7			
Intersection Summary						
HCM 2010 Ctrl Delay		24.6				
HCM 2010 LOS		C C				
HOW ZUTU LUS		C				

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HOTEL WITH CONVENTION FACILITIES TRAFFIC COUNT SURVEY

# TABLE A HOTELS COMPARISON

	-	Hotel with Conv	ention Facilities <sup>a</sup>	ı
Hotel Name	San Diego Hilton	Hyatt Islandia	La Jolla Sheraton	Hanalei Hotel
Number of Rooms	355	349	193	426
Gross Floor Area (GFA) (SF)	223,689	250,000	129,300	267,000
Conference Room Space (SF)	26,103	30,000	12,780	21,143
Trip Rate (/ room)	11.2	9.8	11.9	9.0
Average Trip Rate / Room		10	0.0	

#### Footnotes:

a. Per SANDAG Traffic Generators Survey.





**ULI SHARED PARKING MANUAL** 

restaurants. This ratio is intended to represent 85th percentile design-day conditions, with 100 percent arrivals by auto and no captive market adjustment already factored in. With this ratio, however, the noncaptive ratios observed in the 1988 study should be significantly reduced to the 10 to 30 percent range shown in Table 4-16.

#### **Meeting/Banquet Rooms**

Generally, hotels provide meeting rooms and conference centers in order to generate overnight guests. Once they have the facilities, however, they will fill the calendar with any event that generates revenue, including wedding receptions and other events that may not generate many overnight guests. Many business hotels (such as the Courtyard Marriotts) do not have any significant banquet space and offer only one or two meeting rooms. Without banquet capability and large conference support, these hotels rarely book events that generate significant parking demand in the evenings and on weekends.

Based on analysis of the detailed data in the ITE *Parking Generation* database, as well as the 1988 consultant study, there appears to be a breaking point in the amount of meeting/conference space provided at about 20 square feet per room. Below that amount, the meeting space is incidental to the hotel and does not create significant parking demand. When there is less than 20 square feet of meeting space per guest room, meeting space need not be considered in a shared parking analysis.

Evidence also suggests that above about 50 square feet per guest room, there could be significant usage of the space for conferences or banquets that would affect parking needs on weekdays and weekends. That type of space is hereafter called "conference/banquet." The meeting space in the hotels in the 1988 study fell into the conference/banquet category, albeit at the smaller end of the spectrum. The 90th percentile event was found to have a density of 40 persons

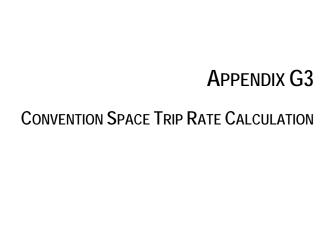


TABLE 1
Town & Country Historical Data

Land Use	Size	Derived ADT	Derived Trip Rate
	Total Counted		-
Hotel	Overall (100%): 1,000 rooms Effective (100%): 1,000 rooms	10,000 <sup>b</sup>	10.0 / Room
Hotel Related Commercial	Overall (100%): 18,900 SF Effective (0%): 0 SF	0 (100% ancillary to hotel)	_
Restaurant	Overall (100%): 21,600 SF Effective (50%): 10,800 SF <sup>c</sup>	972	90 / KSF
Office	Overall (100%): 10,000 SF Effective (0%): 0 SF	0 (100% ancillary to hotel)	10 / KSF
Convention Space	Overall (100%): 176, 230 SF  — <u>Ancillary based on 50 SF/room: 50,000 SF</u> Effective: 126,230 SF <sup>d</sup>	3,828°	30 / KSF <sup>f</sup>

#### Footnotes:

- a. Total counted ADT with hotel and convention space occupancy at 100%.
- b. City's trip rate for Hotel with convention facilities and restaurant.
- c. Assume 50% local demand for restaurant.
- d. <u>Effective Convention Space and Trip Generation calculation</u>
  - Based on technical research, 50 SF/room is the threshold for convention space as ancillary to the hotel use. Meeting space under 50.0 SF/room is included in hotel trip rate.
  - Therefore convention space by non-hotel guests: 176,230 SF 50,000 SF = 126,230 SF.
  - 126,230 / 58 SF = 2,176 non-hotel guests.
- e. The convention space demand is calculated by subtracting the total demand from other generating uses: 14,800 (10,000 + 972) = 3,828 ADT.
- f. Trip rate calculated as 30/KSF for 126,230 SF for 3,828 ADT.

LINSCOTT LAW & GREENSPAN

Table 2 Atlas Specific Plan vs Mission Valley Community Plan Trip Generation Comparison

Site	Acreage	Atlas Specific Plan Trip Generation <sup>2</sup>	MVCP <sup>1</sup> Development Intensity District	MVCP Daily Trips Permitted Per Acre	Anticipated Mission Valley Community Plan Trips (Based on DID's)
Town and Country	39.40	18,400	C	417	16,430
Hanalei Tower	1.91	2,520	В	263	502
Hanalei Hotel	15.77	5,200	В	263	4,148
Evelyn Terrace	3.704	0	D	380	1,406
Mission Grove Office Park	2.51	1,180	D	380	954
Kings Inn	3.67	1,120	D	380	1,395
Mission Valley Inn	13.503	2,450	D	380	5,130
TOTALS		30,870			29,965

3.

Mission Valley Community Plan
1986, Travel Forecast by Linscott, Law and Greenspan Engineers
Net, assumes reduction for HR property.
The acreage noted is reserved for ≼he I-8/Via Las Cumbres interchange. No development is currently proposed. 4.

<b>A</b> PP	<b>FND</b>	ΙX	G4
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TRANSIT/MIXED-USE CREDITS FOR HOTELS AND CONVENTION SPACE

# TRIP CENERATION MANUAL

9th Edition • Volume 1: User's Guide and Handbook



# Table B.3 Transportation Impact Factors Development Around Transit Centers and Light Rail Stations

IMPACT FACTOR		DENSITY/INTENSITY	PEDESTRIAN/BICYCLE FACILITIES	OTHER CHARACTERISTICS	SOURCES
5% Vehicle Trip Reduction	Locate commercial and/or light industrial uses within 0.25 mile of a transit center or light rail station.	Minimum FAR of 1 per gross acre for commercial/industrial development.	Direct, safe connections betweer commercial/industrial uses and transit center or light rail stations. Preferable if safe and secure bicy cle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	located with mini- mal setbacks.	JHK, 6/93 LACMTA, 11/93
10% Vehicle Trip Reduction	Locate residential development within 0.25 mile of a transit center or light rail station.	Minimum residential density of 24 dwelling units per gross acre.	Direct, safe connections between residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at transit centers, or light rail stations.	located with mini- mal setbacks.	LACMTA, 11/93
15% Vehicle Trip Reduction	Locate commercial and/or light industrial uses within 0.25 mile of a transit center or light rail station.	Minimum FAR of 2 per gross acre for commercial/indus- trial development.	Direct, safe connections between commercial/industrial uses and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93
15% Vehicle Trip Reduction	Locate residential-oriented mixed use development within 0.25 mile of a transit center or light rail station. Minimum 15% of floor area devoted to commercial uses oriented toward use by residences.	Minimum residential density of 24 dwelling units per gross acre.	Direct, safe connections between commercial/industrial uses, residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses,	LACMTA, 11/93
	mercial and light industrial development that		Direct, safe connections between commercial/industrial uses, residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.		LACMTA, 11/93

Source: ODOT/DLCD Transportation and Growth Management Program. Reprinted with permission.

Distance between tomaitrentes ~ 1250 = 0.23 mile

B FAR Calculation: 738, 591 Development SF = 1.003/ 735, 712 Area SF are

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY]P	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)			% (plus IN: Between 3:0		TRIP LENGT
LIBRARY	[44:44:12]	50/1000 sq. ft.; 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[59:38:4]	10/occupied room, 300/acre 9/occupied room, 200/acre* 8/occupied room, 100/acre* 7/occupiedroom**	6% 6% 5% 8%	(6:4) (4:6) (6:4) (4:6)	896 996	(6:4) (6:4) (4:6) (6:4)	7.6
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:B)	11.2
FFICE Standard Commercial Of	fice	20/1000 sq. ft., o 300/acre*	14%	(9:1)	1004	m.m	
(less than 100,000 sq	, ft.) proial Office[82:15:3]	17/1000 sq. ft.,º 600/acre*	13%	(9:1)	13%	(2:8) (2:8)	10.0
(more than 100,000 so Office Park (400,000 +	a, ft., 6 + stories)	12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	(0.0
Single Tenant Office Corporate Headquarters Government (Civic Center		14/1000 sq. ft., 180/scre* 7/1000 sq. ft., 110/scre* 30/1000 sq. ft.**	15% 17% 9%	(9:1) (9:1) (9:1)	15% 16% 12%	(2:8) (1:9) (3:7)	8.8
Post Office Central/Walk-In Only Community (not inch Community (w/mail of Mail Drop Lane only Department of Motor \ Medical-Deptal	iding mail drop lane) trop lane)	90/1000 sq. ft., " 300/acre" 200/1000 sq. ft., 2000/acre" 300/1000 sq. ft., 2000/acre" 1500 (750 one-way)/lane" 180/1000 sq. ft., 900/acre" 50/1000 sq. ft., 500/acre"	9% 6% 7% 7% 6% 6%	(6:4) (5:5) (5:5) (6:4)	7% 9% 10% 12% 10%	(5:5) (5:5) (5:6) (4:6)	
	[66:28:6]	au 1000 sq. rt., audiatie	486	(8:2)	11%	(3:7)	6.4
City (developed w/meet Regional (developed) Neighborhood/County (ur	ing rooms and sports facilities)	50/acre* 20/acre* 5/acre (add for specific sport uses), 6/picnic site* ***	1396	(5:5)	9%	(5:5)	5.4
State (average 1000 acre Amusement (Theme) San Diego Zoo Sea World	29)	1/acre, 10/picnic site** BO/acre, 130/acre (summer only)** 115/acre* BO/acre*			6%	(6:4)	
CREATION	[52:39:9]	800/1000 ft. shoreline, 60/acre*					
Beach, Lake (fresh water) Bowling Center	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	50/1000 ft. shoreline, 5/acre* 30/1000 sq. ft., 300/acre, 30/iane **	7%	(7:3)	11%	(4:6)	6.3
Campground Golf Course		4/campsite** 7/acre, 40/hole, 700/course* ***	4% 7%	(8:2)	8% 9%	(3:7)	
Driving Range only Marinas		70/acre, 14/tee box* 4/berth, 20/acre*	3% 3%	(7:3) (3:7)	9% 7%	(5:5) (6:4)	
Racquetball/Health Club Tennis Courts	golf. video arcade, batting cage, etc.)	90/acre 30/1000 sq. ft., 300/acre, 40/court* 16/acre, 30/court**	2% 4% 5%	(6:4)	9% 11%	(6;4) (5:5)	
Sports Facilities Outdoor Stadium Indoor Arena Racetrack		50/acre, 0.2/seat* 30/acre, 0.1/seat* 40/acre, 0.6 seat*					
	tinee)	80/1000 sq. ft., 1.8/seat, 360/screen*	1/396		896	(6:4)	6.1
Estate, Urban or Rural	[86:11:3]	12/dwelling unit *R	886	(3:7)	10%	(7:3)	7.9
(average 1-2 DU/acre) Single Family Detached		10/dwelling unit *R	96	(3:7)	10%	(7:3)	
(average 3-6 DU/acre) Condominium		B/dwelling unit *R	896	(2:8)	10%	(7:3)	
(or any multi-family 6- Apartment		6/dwelling unit *#	60%	(2:8)	9%	(7:3)	
(or any multi-family un Military Housing (off-base, (less then 6 DU/acre) (6-20 DU/acre)	its more than 20 DU/acre) multi-family)	8/dwelling unit 6/dwelling unit	786	(3:7)	9%	(6:4)	
Mobile Home Family		5/dwelling unit, 40/acre*	7% 8%	(3:7)	9%	(6:4)	
Adults Only Retirement Community Congregate Care Facility		3/dwelling unit, **O/acre** 4/dwelling unit, ** 2.5/dwelling unit **	926 926 426	(3:7) (4:6) (6:4)	11% 10% 7% 8%	(6:4) (6:4) (5:5)	
STAURANT'	(51:37:12)	indicate a property of the	Last 1	25	Δ.		4.7
Quality Sit-down, high turnover Fast Food (w/drive-throug Fast Food (w/thout drive-t Delicatessen (7am-4pm)	h) hrough)	100/1000 sq. ft., 3/seat, 500/acre*** 160/1000 sq. ft., 3/seat, 1000/acre*** 650/1000 sq. ft., 20/seat, 3000/acre*** 700/1000sq. ft.* 150/1000 sq. ft., 11/seat*	12% 12% 12% 52% 52%	(6:4) (5:5) (5:5) (6:4) (6:4)	8% 8% 7% 7% 3%	(7:3) (6:4) (5:5) (5:5) (3:7)	
ANSPORTATION			77	4.4		10.00	
Bus Depot Truck Terminal		25/1000 sq. ft., ** 10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	886	(5:5)	
Waterport/Marine Termin Transit Station (Light Rail Park & Ride Lots		170/berth, 12/acre** 300/acre, 2 <sup>19</sup> /parking space (4/occupied)** 400/acre (600/paved acre).	14% 14%	(7:3) (7:3)	15% 15%	(3:7) (3:7)	

\* Primary source: San Diego Traffic Generators.

\* Fitted curve equation: t = -2,168 Left(d) + 12,85 t = trips/OU, d = dent
\*\*Suggested PASS-BY [undiverted or diverted < 1 mini percentages for trip rate reductions only
during P.M. peak period (based on combination of local data/rivview and Other sources\*\*);
\*\*COMMERCHA/RETAIL
\*\*Regional Shopping Center\*\*
\*\*Community\*\* 30%
\*\*Neighborhood\*\*
\*\*Specialty Retail/Strip Communicial (other)\*
\*\*Specialty Retail/Strip Communicial (other)\*
\*\*Supermarket\*\*
\*\*Convenience Market\*\*
\*\*Discount Club/Store\*\*
\*\*FINANCIAL
\*\*Bank\*\*
\*\*AUTOMOBILE\*\*
\*\*Gasolino Station\*\*
\*\*Gasolino Station\*\*
\*\*Convenience Market\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Convenience Market\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Convenience Market\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Other Station\*\*
\*\*Convenience Market\*\*
\*\*Other Station\*\*
\*\*Other St Quality Sit-down high tumover Fast Food

Primary source: San Diego Traffic Generators.

Other sources: ITE Trip Generation Report [6th Edition]. Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates:

\*\*Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG Analysis of Trip Diversion, revised November, 1990):

\*\*PRIMARY - one trip directly between origin and primary destination.

\*\*DIVERTED - linked three try (lewing one of more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.

\*\*PASS-BY - undiverted or diverted < 1 mile.\*\*

Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6,9 miles)
 Fitted curve equation: Ln(1) = 0.502 Ln(x) + 6.945 } t = total trips, x = 1,000 sq. ft;

Fitted curve equation: t = -2.169 Ln(d) + 12.85 t = trips/DU, d = density (OU/acre), DU = dwelling unit

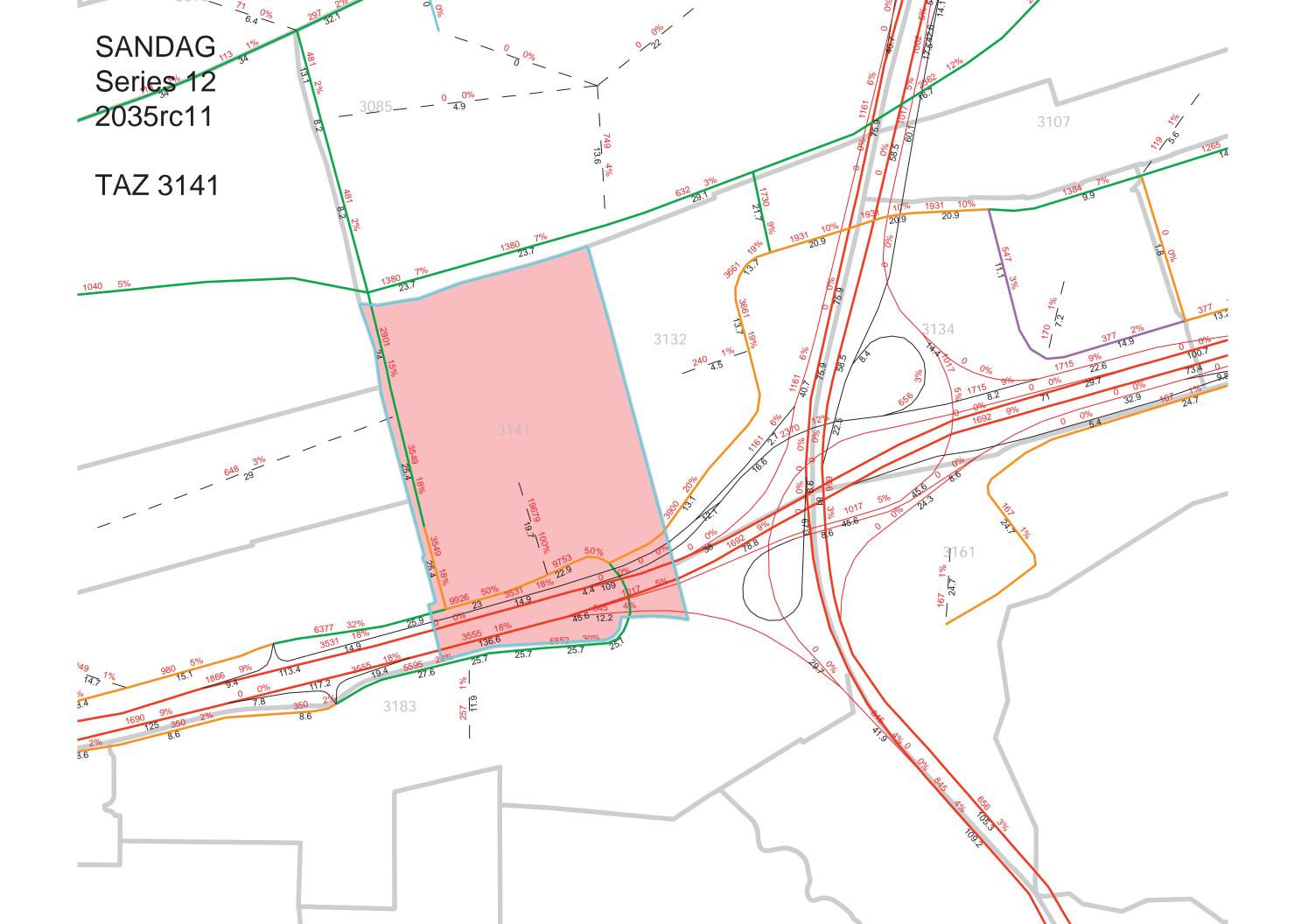
Trip Reductions - In order to help promote regional "smart growth" policies, and actarowe dge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary edjustments for peak periods). The following are some examples:

<sup>[1]</sup> A 5% daily trip reduction for land uses with transit access or near transit stations access the within 1/4 mile.

<sup>[2]</sup> Up to 10% daily tripreduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode spirt of walking trips to replace vehicular trips).

## **APPENDIX G5**

SANDAG SERIES 12 YEAR 2035 SELECT ZONE ASSIGNMENT (SZA FOR TAZ 3141)



# APPENDIX G6

**GROWTH RATE CALCULATION** 

### **Growth Rate Calculations**

Street Segment	Year 2020	Year 2035	Growth Per Year
Riverwalk Drive			
Fashion Valley Road to Avenida Del Rio	15,000	26,300	5.0%
East of Avenida Del Rio	9,500	16,000	4.6%
Camino De La Reina			
Hotel Circle to Project Driveway #4	14,400	15,700	0.6%
Project Driveway #4 to Avenida Del Rio	10,600	12,700	1.3%
Avenida Del Rio to Camino De La Siesta	15,000	20,200	2.3%
Hotel Circle N			
West of I-8 WB Ramps	13,200	23,600	5.3%
I-8 WB Ramps to Fashion Valley Road	29,700	34,500	1.1%
Fashion Valley Road to Project Driveway #3	20,000	25,100	1.7%
Project Driveway #3 to Camino De La Reina	20,000	24,900	1.6%
Hotel Circle S			
West of I-8 EB Ramps	16,200	18,400	0.9%
I-8 EB Ramps to Bachman Place	15,600	22,500	2.9%
Bachman Place to Camino De La Reina	15,100	20,600	2.4%
Fashion Valley Road			
North of Riverwalk Drive	19,100	11,600	-2.6%
Riverwalk Drive to Project Driveway #1	19,800	26,900	2.4%
Project Driveway #1 to Project Driveway #2	19,800	28,300	2.9%
Project Driveway #2 to Hotel Circle N	19,800	28,300	2.9%
Avenida Del Rio			
Riverwalk Drive to Camino De La Reina	16,600	22,000	2.2%
Friars Road			
West of Fashion Valley Road	30,300	33,700	0.7%
East of Fashion Valley Road	18,700	29,100	3.7%
Aver	rage	L	2.2%

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NEAR-TERM (OPENING DAY 2018) INTERSECTION
ANALYSIS CALCULATION SHEETS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	<b>ተ</b> ኈ		7	<b>∱</b> ∱	
Traffic Volume (veh/h)	19	12	19	13	0	52	37	222	20	59	150	12
Future Volume (veh/h)	19	12	19	13	0	52	37	222	20	59	150	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	13	21	14	0	57	40	241	22	64	163	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	31	41	235	0	108	59	2075	188	82	2144	169
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.63	0.63	0.05	0.65	0.65
Sat Flow, veh/h	510	454	595	1568	0	1583	1774	3283	297	1774	3323	263
Grp Volume(v), veh/h	55	0	0	14	0	57	40	129	134	64	86	90
Grp Sat Flow(s), veh/h/ln	1559	0	0	1568	0	1583	1774	1770	1810	1774	1770	1816
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.9	1.2	1.6	1.6	2.0	1.0	1.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.4	0.0	1.9	1.2	1.6	1.6	2.0	1.0	1.0
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.16	1.00		0.14
Lane Grp Cap(c), veh/h	195	0	0	235	0	108	59	1119	1144	82	1142	1172
V/C Ratio(X)	0.28	0.00	0.00	0.06	0.00	0.53	0.68	0.12	0.12	0.78	0.08	0.08
Avail Cap(c_a), veh/h	805	0	0	781	0	738	431	1119	1144	526	1142	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	0.0	24.5	0.0	25.2	26.8	4.1	4.1	26.4	3.7	3.7
Incr Delay (d2), s/veh	8.0	0.0	0.0	0.1	0.0	4.0	5.1	0.2	0.2	15.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.2	0.0	1.0	0.7	0.9	0.9	1.3	0.5	0.5
LnGrp Delay(d),s/veh	25.9	0.0	0.0	24.6	0.0	29.2	31.8	4.3	4.3	41.4	3.8	3.8
LnGrp LOS	С			С		С	С	Α	Α	D	Α	Α
Approach Vol, veh/h		55			71			303			240	
Approach Delay, s/veh		25.9			28.3			7.9			13.8	
Approach LOS		С			С			А			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	40.3		8.7	6.3	41.0		8.7				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	16.6	33.1		26.1	13.6	36.1		26.1				
Max Q Clear Time (q_c+l1), s	4.0	3.6		3.9	3.2	3.0		3.9				
Green Ext Time (p_c), s	0.1	2.7		0.5	0.0	2.7		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			В									

-									
Intersection									
	h 0 1								
Intersection Delay, s/ve Intersection LOS	A A								
Intersection LOS	А								
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	21	56	0	34	12	0	111	76
Future Vol, veh/h	0	21	56	0	34	12	0	111	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	61	0	37	13	0	121	83
Number of Lanes	0	1	0	0	0	1	0	1	1
Approach		EB			WB			NB	
		WB			EB			ND	
Opposing Approach Opposing Lanes		wb			1			0	
Conflicting Approach L	Δft				NB			EB	
Conflicting Lanes Left	Cit	0			2			1	
Conflicting Approach R	iaht	NB						WB	
Conflicting Lanes Right		2			0			1	
HCM Control Delay	·	7.5			8			8.4	
HCM LOS		γ.5			A			A	
HOM EGG		, ,			,,			, ,	
	NDI	4 NDL 0	EDI 41	NDL 4					
Lane		n1 NBLn2							
Vol Left, %	10			74%					
Vol Thru, %		0% 0%		26%					
Vol Right, %		0% 100%		0%					
Sign Control		op Stop		Stop					
Traffic Vol by Lane		11 76		46					
LT Vol	1	11 0		34					
Through Vol		0 0		12					
RT Vol	1	0 76 21 83		0 50					
Lane Flow Rate Geometry Grp		21 83 7 7		2					
Degree of Util (X)	0.1		0.094						
Degree of Office)  Departure Headway (H			4.047	4.66					
Convergence, Y/N	•	es Yes							
		76 871		772					
Cap Service Time			2.049						
HCM Lane V/C Ratio		79 0.095							
HCM Control Delay		79 0.093 9.2 7.3		0.003					
HCM Lane LOS		7.2 7.3 A A		A					
HCM 95th-tile Q		0.6 0.3		0.2					
HOW FOUR-UIE U		0.5	0.3	0.2					

	۶	<b>→</b>	<b>←</b>	•	<b>\</b>	4		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	ኘ	<b>↑</b>	<b>↑</b>	7	ሻ	7		
Traffic Volume (veh/h)	28	173	310	159	71	19		
Future Volume (veh/h)	28	173	310	159	71	19		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	30	188	337	173	77	21		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	53	928	575	719	258	230		
Arrive On Green	0.03	0.50	0.31	0.31	0.15	0.15		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	30	188	337	173	77	21		
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583		
Q Serve( $g_s$ ), s	0.5	1.5	4.2	1.8	1.1	0.3		
Cycle Q Clear(g_c), s	0.5	1.5	4.2	1.8	1.1	0.3		
Prop In Lane	1.00	1.0	T. Z	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h		928	575	719	258	230		
V/C Ratio(X)	0.57	0.20	0.59	0.24	0.30	0.09		
Avail Cap(c_a), veh/h	1458	3731	1964	1900	1619	1445		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/ve		3.9	8.0	4.6	10.5	10.2		
Incr Delay (d2), s/veh	3.5	0.0	0.4	0.1	0.2	0.1		
Initial Q Delay(d3),s/vel		0.0	0.4	0.0	0.2	0.0		
%ile BackOfQ(50%),ve		0.8	2.2	1.0	0.5	0.0		
LnGrp Delay(d),s/veh	16.7	3.9	8.4	4.7	10.7	10.2		
LnGrp LOS	10.7 B	3.9 A	0.4 A	4.7 A	10.7 B	10.2 B		
	ט	218	510	А	98	ט		
Approach Vol, veh/h		5.7	7.1					
Approach LOS					10.6			
Approach LOS		Α	Α		В			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc	), s			18.6		8.9	5.2	13.4
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9
Max Green Setting (Gr				55.1		25.1	22.6	* 29
Max Q Clear Time (g_c				3.5		3.1	2.5	6.2
Green Ext Time (p_c),				2.4		0.1	0.0	2.3
Intersection Summary								
HCM 2010 Ctrl Delay			7.2					
HCM 2010 Clir Delay			Α.Δ					
			- /\					
Notes								

•							
Intersection							
Int Delay, s/veh	0.3						
y.							
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4		263	34	7	175
Future Vol, veh/h	4	4		263	34	7	175
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #		-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	4	4		286	37	8	190
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	414	161		0	0	323	0
Stage 1	304	-		_	-	-	-
Stage 2	110	-		-	-	-	_
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	_	<u>-</u>	_
Critical Hdwy Stg 2	5.84	-		-	_	-	-
Follow-up Hdwy	3.52	3.32		-	_	2.22	_
Pot Cap-1 Maneuver	566	855		-	-	1234	-
Stage 1	722	-		-	-	-	-
Stage 2	902	-		-	-	-	-
Platoon blocked, %				-	-		_
Mov Cap-1 Maneuver	562	855		-	-	1234	-
Mov Cap-2 Maneuver	562	-		-	-		_
Stage 1	722	-		_		-	-
Stage 2	896	_		_	-	-	_
Olago Z	370						
Annragah	MD			ND		CD	
Approach	WB			NB		SB	
HCM Control Delay, s	10.4			0		0.3	
HCM LOS	В						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 678	1234	-			
HCM Lane V/C Ratio	-	- 0.013		-			
HCM Control Delay (s)	-	- 10.4	7.9	0			
HCM Lane LOS	-	- B	Α	Α			
HCM 95th %tile Q(veh)	-	- 0	0	-			

Int Delay, s/veh   0.2								
Int Delay, s/veh   O.2     Movement   WBL   WBR   NBT   NBR   SBL   SBT   Traffic Vol, veh/h   4   4   298   13   3   176   Traffic Vol, veh/h   4   4   298   13   3   176   Traffic Vol, veh/h   4   4   298   13   3   176   Traffic Vol, veh/h   4   4   298   13   3   176   Traffic Vol, veh/h   4   4   298   13   3   176   Traffic Vol, veh/h   4   4   298   13   3   176   Traffic Vol, veh/h   4   4   298   13   3   176   Traffic Vol, veh/h   4   4   298   13   3   176   Traffic Vol, veh/h   6   0   0   0   0   0   0   0   0   0	Intersection							
Movement   WBL   WBR   NBT   NBR   SBL   SBT		0.2						
Traffic Vol, veh/h	<b>J</b> .							
Traffic Vol, veh/h	Movement	WRI	WRR		NBT	NBR	SBI	SRT
Future Vol, veh/h								
Conflicting Peds, #/hr	•							
Sign Control         Stop         Stop         Free         Rone           Storage Length         0         -         0         -         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         92								
RT Channelized         -         None         -         None         -         None           Storage Length         0         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         0         -         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         0         -         -         0         0         -         -         0         0         2         92								
Veh in Median Storage, #         0         -         0         -         -         0           Grade, %         0         -         0         -         -         0           Peak Hour Factor         92         92         92         92         92         92           Heavy Vehicles, %         2         1         3         3         3         2         3         3 <td< td=""><td></td><td>-</td><td></td><td></td><td>-</td><td>None</td><td>-</td><td>None</td></td<>		-			-	None	-	None
Grade, %         0         -         0         -         0           Peak Hour Factor         92	Storage Length	0	-		-	-	-	-
Peak Hour Factor         92	Veh in Median Storage, #	9 0	-		0	-	-	0
Heavy Vehicles, %   2   2   2   2   2   2   2   2   2	Grade, %	0	-		0	-	-	
Mymt Flow         4         4         324         14         3         191           Major/Minor         Minor1         Major1         Major2           Conflicting Flow All         433         169         0         0         338         0           Stage 1         331         -								
Major/Minor         Minor1         Major1         Major2           Conflicting Flow All         433         169         0         0         338         0           Stage 1         331         -								
Conflicting Flow All       433       169       0       0       338       0         Stage 1       331       -	Mvmt Flow	4	4		324	14	3	191
Conflicting Flow All       433       169       0       0       338       0         Stage 1       331       -								
Conflicting Flow All       433       169       0       0       338       0         Stage 1       331       -	Major/Minor	Minor1			Major1		Major2	
Stage 1       331       -		433	169			0		0
Critical Hdwy       6.84       6.94       -       4.14       -         Critical Hdwy Stg 1       5.84       -       -       -       -       -         Critical Hdwy Stg 2       5.84       -		331	-		-	-	-	-
Critical Hdwy Stg 1       5.84       - <td>Stage 2</td> <td>102</td> <td>-</td> <td></td> <td>-</td> <td>-</td> <td>-</td> <td>-</td>	Stage 2	102	-		-	-	-	-
Critical Hdwy Stg 2 5.84	Critical Hdwy	6.84	6.94		-	-	4.14	-
Follow-up Hdwy 3.52 3.32 2.22 - Pot Cap-1 Maneuver 551 845 1218 - Stage 1 700 Stage 2 911 Platoon blocked, % 1218 - Mov Cap-1 Maneuver 549 845 1218 - Mov Cap-2 Maneuver 549 Stage 1 700 Stage 2 908 Stage 2 908  Approach WB NB SB HCM Control Delay, s 10.5 0 0.1 HCM LOS B  Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) 666 1218 -			-		-	-	-	-
Pot Cap-1 Maneuver       551       845       -       -       1218       -         Stage 1       700       -					-	-		-
Stage 1       700       -					-	-		-
Stage 2       911       -       -       -       -         Platoon blocked, %       -       -       -       -       -         Mov Cap-1 Maneuver       549       845       -       -       1218       -         Mov Cap-2 Maneuver       549       - </td <td></td> <td></td> <td>845</td> <td></td> <td>-</td> <td>-</td> <td>1218</td> <td>-</td>			845		-	-	1218	-
Platoon blocked, %			-		-	-	-	-
Mov Cap-1 Maneuver         549         845         -         -         1218         -           Mov Cap-2 Maneuver         549         - <td></td> <td>911</td> <td>-</td> <td></td> <td>-</td> <td>-</td> <td>-</td> <td>-</td>		911	-		-	-	-	-
Mov Cap-2 Maneuver         549         -					-	-		-
Stage 1         700         -					-	-	1218	-
Stage 2         908         -					-	-		
Approach         WB         NB         SB           HCM Control Delay, s         10.5         0         0.1           HCM LOS         B           Minor Lane/Major Mvmt         NBT NBRWBLn1 SBL SBT           Capacity (veh/h)         - 666 1218 -	ū				-	-	-	
HCM Control Delay, s 10.5 0 0.1  HCM LOS B  Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT  Capacity (veh/h) - 666 1218 -	Stage 2	908	-		-	-	-	-
HCM Control Delay, s 10.5 0 0.1  HCM LOS B  Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT  Capacity (veh/h) - 666 1218 -								
HCM LOS         B           Minor Lane/Major Mvmt         NBT NBRWBLn1 SBL SBT           Capacity (veh/h)         - 666 1218 -								
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) 666 1218 -		10.5			0		0.1	
Capacity (veh/h) 666 1218 -	HCM LOS	В						
Capacity (veh/h) 666 1218 -								
Capacity (veh/h) 666 1218 -	Minor Lane/Major Mymt	NBT	NBRWBLn1	SBL	SBT			
		-			-			
HCM Lane V/C Ratio 0.013 0.003 -	HCM Lane V/C Ratio	-			-			
HCM Control Delay (s) 10.5 8 0		-			0			
HCM Lane LOS B A A		-						
HCM 95th %tile Q(veh) 0 0 -		-						

Intersection				
Intersection Delay, s/veh		•		•
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0
A		CD		
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		10.5		
HCM LOS		В		
Lane				

		_	<b>←</b>	A.	\ <u></u>	1		
Mayamant	EDI	EDT	MDT	WDD	CDI	CDD		
Movement Lang Configurations	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	224	<b>†</b>	154	<b>7</b>	<b>ነ</b>	7		
Traffic Volume (veh/h)	226	580	154	85 of	91	89 89		
Future Volume (veh/h)	226 7	580	154	85	91	16		
Number		4	8	18	1	0		
Initial Q (Qb), veh	1.00	U	U	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00	1 00	1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	246	630	167	92	99	97		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	300	817	378	322	699	624		
Arrive On Green	0.17	0.44	0.20	0.20	0.39	0.39		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	246	630	167	92	99	97		
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583		
Q Serve(g_s), s	8.1	17.3	4.7	3.0	2.2	2.4		
Cycle Q Clear(g_c), s	8.1	17.3	4.7	3.0	2.2	2.4		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h		817	378	322	699	624		
V/C Ratio(X)	0.82	0.77	0.44	0.29	0.14	0.16		
Avail Cap(c_a), veh/h	822	1730	743	632	699	624		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/ve	h 24.2	14.4	21.1	20.4	11.7	11.8		
Incr Delay (d2), s/veh	2.1	1.6	0.8	0.5	0.4	0.5		
Initial Q Delay(d3),s/vel	h 0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),ve	h/ln4.1	9.1	2.5	1.3	1.1	2.7		
LnGrp Delay(d),s/veh	26.3	16.0	21.9	20.9	12.2	12.3		
LnGrp LOS	С	В	С	С	В	В		
Approach Vol, veh/h		876	259		196			
Approach Delay, s/veh		18.9	21.5		12.3			
Approach LOS		В	C C		12.3			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	- 1	Z	J	4	J	6	7	8
	١ ،							
Phs Duration (G+Y+Rc)				31.4		29.0	14.2	17.2
Change Period (Y+Rc),				4.9		5.2	4.0	4.9
Max Green Setting (Gm				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c				19.3		4.4	10.1	6.7
Green Ext Time (p_c), s	S			6.9		0.3	0.3	5.5
Intersection Summary								
HCM 2010 Ctrl Delay		-	18.4	-			-	-
HCM 2010 LOS			В					

Intersection								
Int Delay, s/veh	0.3							
in boldy, siven	0.5							
	EDI	EDT			MOT	MDD	0.01	000
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	661			232	11	8	7
Future Vol, veh/h	10	661			232	11	8	7
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage, a	-	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	11	718			252	12	9	8
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	264	0			-	0	998	258
Stage 1	-	-			_	-	258	230
Stage 2	_	_			_	_	740	_
Critical Hdwy	4.12	_			_	_	6.42	6.22
Critical Hdwy Stg 1	7.12	_			_	_	5.42	0.22
Critical Hdwy Stg 2	_	_			_	_	5.42	_
Follow-up Hdwy	2.218	_			_	_	3.518	3.318
Pot Cap-1 Maneuver	1300	_			_	-	270	781
Stage 1	1300	_			_	_	785	701
Stage 2	_	_			_	_	472	_
Platoon blocked, %		_			_	_	712	
Mov Cap-1 Maneuver	1300	_			_	_	268	781
Mov Cap-2 Maneuver	1300	_			_	_	376	701
Stage 1	_	_			_	_	785	_
Stage 2	_	_			_	_	468	_
Jugo Z							-100	
							0=	
Approach	EB				WB		SB	
HCM Control Delay, s	0.1				0		12.5	
HCM LOS							В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLn1				
Capacity (veh/h)	1300	_	_	- 496				
HCM Lane V/C Ratio	0.008	_	_	- 0.033				
HCM Control Delay (s)	7.8	-	-	- 12.5				
HCM Lane LOS	Α.	_	_	- B				
HCM 95th %tile Q(veh)	0	_	_	- 0.1				

	•	•	†	<u></u>	<b>\</b>	Ţ		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	*	7	1>		*	<b>†</b>		
Traffic Volume (veh/h)	165	121	122	170	151	518		
Future Volume (veh/h)	165	121	122	170	151	518		
Number	3	18	2	12	1	6		
nitial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	Ü	1.00	1.00	Ü		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	179	132	133	185	164	563		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	297	265	253	352	220	1100		
Arrive On Green	0.17	0.17	0.36	0.36	0.12	0.59		
Sat Flow, veh/h	1774	1583	707	983	1774	1863		
Grp Volume(v), veh/h	179	132	0	318	164	563		
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1689	1774	1863		
2 Serve(g_s), s	3.8	3.1	0.0	6.0	3.6	7.2		
Cycle Q Clear(g_c), s	3.8	3.1	0.0	6.0	3.6	7.2		
Prop In Lane	1.00	1.00	0.0	0.58	1.00			
.ane Grp Cap(c), veh/h	297	265	0	604	220	1100		
//C Ratio(X)	0.60	0.50	0.00	0.53	0.74	0.51		
vail Cap(c_a), veh/h	924	825	0	1422	902	2717		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Jpstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Jniform Delay (d), s/veh	15.6	15.3	0.0	10.3	17.1	4.9		
ncr Delay (d2), s/veh	0.7	0.5	0.0	0.7	4.9	0.4		
nitial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.9	1.3	0.0	2.9	2.1	3.7		
_nGrp Delay(d),s/veh	16.3	15.9	0.0	11.0	22.0	5.2		
nGrp LOS	В	В		В	С	Α		
Approach Vol, veh/h	311		318			727		
Approach Delay, s/veh	16.1		11.0			9.0		
Approach LOS	В		В			Α		
imer	1	2	3	4	5	6	7 8	
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	9.4	19.4				28.8	11.7	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	20.6	34.1				59.1	21.1	
Max Q Clear Time (q_c+I1), s	5.6	8.0				9.2	5.8	
Green Ext Time (p_c), s	0.4	6.5				7.2	0.4	
4 - 7	0.4	0.5				1.4	0.4	
ntersection Summary			11 1					
HCM 2010 Ctrl Delay			11.1					
HCM 2010 LOS			В					

Intersection									
Int Delay, s/veh	0.2								
<b>J</b> .									
Movement	EBL	EBT			WBT	WBF	)	SBL	SBR
Traffic Vol, veh/h	0	321			277			1	9
Future Vol, veh/h	0	321			277			1	9
Conflicting Peds, #/hr	0	0			0			0	0
Sign Control	Free	Free			Free			Stop	Stop
RT Channelized	-	None			-	N 1		- Jiop	None
Storage Length	50	-			_	INOTIC	_	0	None
Veh in Median Storage,		0			0		-	0	
Grade, %	π - -	0			0			0	_
Peak Hour Factor	92	92			92			92	92
Heavy Vehicles, %	2	2			2			2	2
Mymt Flow	0	349			301	1		1	10
IVIVIIIL I IUW	0	J47			301				10
Major/Minor	Major1				Major2			Minor2	
Conflicting Flow All	302	0			-	(	)	651	302
Stage 1	-	-			-		-	302	-
Stage 2	-	-			-		-	349	-
Critical Hdwy	4.12	-			-		-	6.42	6.22
Critical Hdwy Stg 1	-	-			-		-	5.42	-
Critical Hdwy Stg 2	-	-			-		-	5.42	-
Follow-up Hdwy	2.218	-			-		-	3.518	3.318
Pot Cap-1 Maneuver	1259	-			-		-	433	738
Stage 1	-	-			-		-	750	-
Stage 2	-	-			-		-	714	-
Platoon blocked, %		-			-		-		
Mov Cap-1 Maneuver	1259	-			-		-	433	738
Mov Cap-2 Maneuver	-	-			-		-	531	-
Stage 1	-	-			-		-	750	-
Stage 2	-	-			-		-	714	-
Approach	EB				WB			SB	
HCM Control Delay, s	0				0			10.1	
HCM LOS	0							В	
								0	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SB	l n1				
	1259	LDI	VVDT		710				
Capacity (veh/h) HCM Lane V/C Ratio	1259	-	-	- - 0.					
		-	-						
HCM Long LOS	0	-	-	-	10.1				
HCM Lane LOS	A	-	-	-	В				
HCM 95th %tile Q(veh)	0	-	-	-	0				

Intersection											
Intersection Delay, s/veh	15.4										
Intersection LOS	С										
Mayamant	EDII	EDI	EDT		WDII		WDT	WDD	CDII	CDI	CDD
Movement Traffic Malarate #	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	159	83		0		220	337	0	277	28
Future Vol, veh/h	0	159	83		0		220	337	0	277	28
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	173	90		0		239	366	0	301	30
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		12.5					14.4			19.4	
HCM LOS		В					В			С	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %											
		100%	0%	0%	0%	100%	0%				
Vol Thru, %		100% 0%	0% 100%	0% 100%	0% 0%	100% 0%	0% 0%				
Vol Right, %											
		0%	100%	100%	0%	0%	0%				
Vol Right, % Sign Control Traffic Vol by Lane		0% 0% Stop 159	100% 0%	100% 0%	0% 100%	0% 0%	0% 100%				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 0% Stop	100% 0% Stop 83 0	100% 0% Stop 220 0	0% 100% Stop 337 0	0% 0% Stop 277 277	0% 100% Stop				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 0% Stop 159	100% 0% Stop 83	100% 0% Stop 220	0% 100% Stop 337 0	0% 0% Stop 277	0% 100% Stop 28 0				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% 0% Stop 159 159 0	100% 0% Stop 83 0 83	100% 0% Stop 220 0 220	0% 100% Stop 337 0 0 337	0% 0% Stop 277 277 0	0% 100% Stop 28 0 0				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 0% Stop 159 159	100% 0% Stop 83 0	100% 0% Stop 220 0	0% 100% Stop 337 0	0% 0% Stop 277 277	0% 100% Stop 28 0				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 0% Stop 159 159 0	100% 0% Stop 83 0 83	100% 0% Stop 220 0 220	0% 100% Stop 337 0 0 337	0% 0% Stop 277 277 0	0% 100% Stop 28 0 0				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 0% Stop 159 159 0 0	100% 0% Stop 83 0 83 0	100% 0% Stop 220 0 220 0 239	0% 100% Stop 337 0 0 337 366	0% 0% Stop 277 277 0 0	0% 100% Stop 28 0 0 28 30				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 0% Stop 159 159 0 0 173 7 0.341 7.101	100% 0% Stop 83 0 83 0 90 7 0.165 6.591	100% 0% Stop 220 0 220 0 239 7 0.412 6.208	0% 100% Stop 337 0 0 337 366 7 0.559 5.496	0% 0% Stop 277 277 0 0 301 7 0.604 7.218	0% 100% Stop 28 0 0 28 30 7				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 0% Stop 159 159 0 0 173 7	100% 0% Stop 83 0 83 0 90 7 0.165 6.591 Yes	100% 0% Stop 220 0 220 0 239 7 0.412	0% 100% Stop 337 0 0 337 366 7 0.559	0% 0% Stop 277 277 0 0 301 7	0% 100% Stop 28 0 0 28 30 7 0.051 6.002 Yes				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% Stop 159 159 0 0 173 7 0.341 7.101 Yes 505	100% Stop 83 0 83 0 90 7 0.165 6.591 Yes 542	100% Stop 220 0 220 0 239 7 0.412 6.208 Yes 579	0% 100% Stop 337 0 0 337 366 7 0.559 5.496 Yes 652	0% Stop 277 277 0 0 301 7 0.604 7.218 Yes 500	0% 100% Stop 28 0 0 28 30 7 0.051 6.002 Yes 595				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% Stop 159 159 0 0 173 7 0.341 7.101 Yes 505 4.871	100% 0% Stop 83 0 90 7 0.165 6.591 Yes 542 4.36	100% Stop 220 0 220 0 239 7 0.412 6.208 Yes 579 3.967	0% 100% Stop 337 0 0 337 366 7 0.559 5.496 Yes 652 3.255	0% Stop 277 277 0 0 301 7 0.604 7.218 Yes 500 4.972	0% 100% Stop 28 0 0 28 30 7 0.051 6.002 Yes 595 3.756				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 0% Stop 159 159 0 0 173 7 0.341 7.101 Yes 505 4.871 0.343	100% 0% Stop 83 0 90 7 0.165 6.591 Yes 542 4.36 0.166	100% Stop 220 0 239 7 0.412 6.208 Yes 579 3.967 0.413	0% 100% Stop 337 0 0 337 366 7 0.559 5.496 Yes 652 3.255 0.561	0% 0% Stop 277 277 0 301 7 0.604 7.218 Yes 500 4.972 0.602	0% 100% Stop 28 0 0 28 30 7 0.051 6.002 Yes 595 3.756 0.05				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		0% 0% Stop 159 159 0 0 173 7 0.341 7.101 Yes 505 4.871 0.343 13.5	100% 0% Stop 83 0 83 0 90 7 0.165 6.591 Yes 542 4.36 0.166 10.7	100% Stop 220 0 220 0 239 7 0.412 6.208 Yes 579 3.967 0.413 13.3	0% 100% Stop 337 0 0 337 366 7 0.559 5.496 Yes 652 3.255 0.561 15.1	0% 0% Stop 277 277 0 0 301 7 0.604 7.218 Yes 500 4.972 0.602 20.4	0% 100% Stop 28 0 0 28 30 7 0.051 6.002 Yes 595 3.756 0.05 9.1				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 0% Stop 159 159 0 0 173 7 0.341 7.101 Yes 505 4.871 0.343	100% 0% Stop 83 0 90 7 0.165 6.591 Yes 542 4.36 0.166	100% Stop 220 0 239 7 0.412 6.208 Yes 579 3.967 0.413	0% 100% Stop 337 0 0 337 366 7 0.559 5.496 Yes 652 3.255 0.561	0% 0% Stop 277 277 0 301 7 0.604 7.218 Yes 500 4.972 0.602	0% 100% Stop 28 0 0 28 30 7 0.051 6.002 Yes 595 3.756 0.05				

	<b>→</b>	`	•	<b>←</b>	•	<u></u>			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	1€	LUIX	VVDL	<u>₩</u>	NDL	NDK			
Traffic Volume (veh/h)	186	164	300	402	198	105			
Future Volume (veh/h)	186	164	300	402	198	105			
Number	4	14	3	8	5	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863			
Adj Flow Rate, veh/h	202	178	326	437	215	114			
Adj No. of Lanes	1	0	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	269	237	374	1041	570	508			
Arrive On Green	0.29	0.29	0.21	0.56	0.32	0.32			
Sat Flow, veh/h	915	806	1774	1863	1774	1583			
Grp Volume(v), veh/h	0	380	326	437	215	114			
Grp Sat Flow(s), veh/h/li		1721	1774	1863	1774	1583			
Q Serve(g_s), s	0.0	15.0	13.3	10.1	7.0	3.9			
Cycle Q Clear(g_c), s	0.0	15.0	13.3	10.1	7.0	3.9			
Prop In Lane		0.47	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	0	507	374	1041	570	508			
V/C Ratio(X)	0.00	0.75	0.87	0.42	0.38	0.22			
Avail Cap(c_a), veh/h	0	667	570	1420	570	508			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		23.9	28.5	9.5	19.6	18.6			
Incr Delay (d2), s/veh	0.0	3.9	7.9	0.3	1.9	1.0			
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),vel		7.6	7.3	5.2	3.7	1.8			
LnGrp Delay(d),s/veh	0.0	27.8	36.4	9.9	21.5	19.6			
LnGrp LOS		С	D	Α	С	В			
Approach Vol, veh/h	380			763	329				
Approach Delay, s/veh				21.2	20.8				
Approach LOS	C C			C	C				
	1		2			,	7	0	
Timer	i i	2	3	4	5	6	7	8	
Assigned Phs		2	3	4				8	
Phs Duration (G+Y+Rc)		28.0	19.7	27.0				46.8	
Change Period (Y+Rc),		4.0	4.0	5.0				5.0	
Max Green Setting (Gm		24.0	24.0	29.0				57.0	
Max Q Clear Time (g_c		9.0	15.3	17.0				12.1	
Green Ext Time (p_c), s	S	0.6	0.5	5.1				8.5	
Intersection Summary									
HCM 2010 Ctrl Delay			22.8						
HCM 2010 LOS			С						
			_						

Movement    Selt   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBR   SBR   Lane Configurations		•	<b>→</b>	•	•	<b>←</b>	•	•	†	<i>&gt;</i>	<b>/</b>	<b>+</b>	✓
Traffic Volume (veh/h)	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Future Volume (vehh) 29 11 32 92 2 141 17 346 73 88 283 12 Number 7 4 14 3 8 18 5 2 12 1 6 16 16 16 16 16 16 16 16 16 16 16 16	Lane Configurations		4			4	7	ሻ	<b>ተ</b> ኈ		ሻ	<b>∱</b> ∱	
Number 7 4 14 14 3 8 18 18 5 2 12 12 1 6 16 16 Initial O (Ob), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Traffic Volume (veh/h)					2	141	17	346		98	283	
Initial Q (Qb), veh	Future Volume (veh/h)		11					17	346		98	283	
Pech Bisk Adj(A, pbT)         1.00	Number	7	4	14	3	8	18	5	2	12	1	6	
Parking Bus, Adj	Initial Q (Qb), veh		0	0	0	0			0		0	0	
Adj Sal Flow, vehrhin 1900 1863 1900 1900 1863 1863 1863 1863 1900 1863 1863 1900 Adj Flow Rate, vehrh 32 12 35 100 2 153 18 376 79 107 308 13 Adj No. of Lanes 0 1 0 0 1 1 1 1 1 2 0 0 1 2 0 1 2 0 0 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92													
Adj Flow Rate, veh/h Adj No. of Lanes 0 1 0 1 0 0 1 1 1 1 2 0 1 1 2 0 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92													
Adj No. of Lanes         0         1         0         0         1         1         1         2         0         1         2         0           Peak Hour Factor         0.92         0.02         0.03         1.0         0.0													
Peak Hour Factor         0.92         0.93         0.03         0.04         0.04         0.04         0.04         0.04         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05 <td></td>													
Percent Heavy Veh, %													
Cap, veh/h         129         59         89         318         5         226         30         1652         344         140         2175         91           Arrive On Green         0.14         0.0         0.1583         1774         1770         1756         1774         1770         1837           OS esve(g_s), so         0.1         0.0													
Arrive On Green         0.14         0.14         0.14         0.14         0.14         0.14         0.14         0.14         0.14         0.02         0.57         0.57         0.08         0.63         0.63           Sat Flow, veh/h         372         410         622         1480         37         1583         1774         2918         607         1774         3461         146           Gry Dolume(v), veh/h         79         0         0         102         0         153         18         227         228         107         157         164           Gry Sat Flow(s), veh/hln         1404         0         0         1518         0         1583         1774         1770         1756         174         1770         1837           Q Serve(g_s), s         0.1         0.0         0.0         0.0         6.1         0.7         4.3         4.3         4.0         2.4         2.4           Cycle O Clear(g_c), s         3.6         0.0         0.0         0.0         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.													
Sat Flow, veh/h         372         410         622         1480         37         1583         1774         2918         607         1774         3461         146           Grp Volume(v), veh/h         79         0         0         102         0         153         18         227         228         107         157         164           Grp Sat Flow(s), veh/h/ln         1404         0         0         1518         0         1583         1774         1770         1775         1770         1837           O Serve(g.s), s         0.1         0.0         0.0         0.0         6.1         0.7         4.3         4.3         4.0         2.4         2.4           Cycle O Clear(g.c), s         3.6         0.0         0.0         3.5         0.0         6.1         0.7         4.3         4.3         4.0         2.4         2.4           Prop In Lane         0.41         0.44         0.98         1.00         1.00         0.05         1.00         0.03         1.00         0.0         1.00         0.0         0.0         0.0         1.00         1.00         1.00         0.0         0.0         0.0         0.0         0.0         0.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Grp Volume(v), veh/h         79         0         0         102         0         153         18         227         228         107         157         164           Grp Sat Flow(s), veh/h/ln         1404         0         0         1518         0         1583         1774         1770         1756         1774         1770         1837           Q Serve(g_s), s         0.1         0.0         0.0         0.0         0.0         6.1         0.7         4.3         4.0         2.4         2.4           Cycle O Clear(g_c), s         3.6         0.0         0.0         3.5         0.0         6.1         0.7         4.3         4.3         4.0         2.4         2.4           Prop In Lane         0.41         0.44         0.98         1.00         1.00         0.035         1.00         0.08           Lane Grp Cap(c), veh/h         276         0         0         323         0         226         30         1002         994         140         1112         1154           V/C Ratio(X)         0.29         0.00         0.02         0.00         0.02         0.00         0.02         0.00         0.02         0.00         0.02         0.02 <td></td>													
Grp Sat Flow(s), veh/h/ln													
OServe(g_s), s         0.1         0.0         0.0         0.0         0.0         6.1         0.7         4.3         4.3         4.0         2.4         2.4           Cycle Q Clear(g_c), s         3.6         0.0         0.0         3.5         0.0         6.1         0.7         4.3         4.3         4.0         2.4         2.4           Prop In Lane         0.41         0.44         0.98         1.00         1.00         1.00         0.35         1.00         0.08           Lane GP Cap(c), veh/h         276         0         0         323         0         226         30         1002         994         140         1112         1154           V/C Ratio(X)         0.29         0.00         0.00         0.32         0.00         0.68         0.60         0.23         0.23         0.76         0.14         0.14           V/C Ratio(X)         0.29         0.00         0.00         0.00         0.00         0.68         0.60         0.23         0.23         0.76         0.14         0.14           Avail Cap(c_a), veh/h         633         0         0         659         0         617         201         100         100         100	1 , 7		0	0									
Cycle O Člear(g_c), s         3.6         0.0         0.0         3.5         0.0         6.1         0.7         4.3         4.3         4.0         2.4         2.4           Prop In Lane         0.41         0.44         0.98         1.00         1.00         0.35         1.00         0.08           Lane Grp Cap(c), veh/h         276         0         0         323         0         226         30         1002         994         140         1112         1154           W/C Ratio(X)         0.29         0.00         0.00         0.68         0.60         0.23         0.23         0.76         0.14         0.14           Avail Cap(c_a), veh/h         633         0         0         659         0         617         201         1002         994         466         1112         1154           HCM Platoon Ratio         1.00 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Prop In Lane													
Lane Grp Cap(c), veh/h 276 0 0 323 0 226 30 1002 994 140 1112 1154 V/C Ratio(X) 0.29 0.00 0.00 0.32 0.00 0.68 0.60 0.23 0.23 0.76 0.14 0.14 Avail Cap(c_a), veh/h 633 0 0 659 0 617 201 1002 994 466 1112 1154 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0.0			0.0			4.3			2.4	
V/C Ratio(X)         0.29         0.00         0.32         0.00         0.68         0.60         0.23         0.23         0.76         0.14         0.14           Avail Cap(c_a), veh/h         633         0         0         659         0         617         201         1002         994         466         1112         1154           HCM Platoon Ratio         1.00													
Avail Cap(c_a), veh/h 633 0 0 659 0 617 201 1002 994 466 1112 1154 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
HCM Platoon Ratio													
Upstream Filter(I) 1.00 0.00 0.00 1.00 0.00 1.00 1.00 1.0													
Uniform Delay (d), s/veh													
Incr Delay (d2), s/veh													
Initial Q Delay(d3),s/veh													
%ile BackOfQ(50%), veh/ln       1.4       0.0       0.0       1.7       0.0       2.9       0.4       2.2       2.2       2.3       1.3       1.3         LnGrp Delay(d), s/veh       26.4       0.0       0.0       26.7       0.0       30.8       39.5       7.8       7.8       38.5       5.3       5.3         LnGrp LOS       C       C       C       C       D       A       A       D       A       A         Approach Vol, veh/h       79       255       473       428         Approach Delay, s/veh       26.4       29.1       9.0       13.6         Approach LOS       C       C       A       B     Timer           1       2       3       4       5       6       7       8         Assigned Phs       1       2       4       5       6       8       8         Phs Duration (G+Y+Rc), s       9.7       42.8       14.5       5.5       47.0       14.5       5.6       6       8         Phs Duration (G+Y+Rc), s       4.4       4.9       4.9       4.9       4.9       4.9       4.9       4.9       4.9       4.9       4.9       4													
LnGrp Delay(d),s/veh         26.4         0.0         0.0         26.7         0.0         30.8         39.5         7.8         7.8         38.5         5.3         5.3           LnGrp LOS         C         C         C         D         A         A         D         A         A           Approach Vol, veh/h         79         255         473         428           Approach Delay, s/veh         26.4         29.1         9.0         13.6           Approach LOS         C         C         A         B    Timer  1 2 3 4 5 6 7 8  Assigned Phs  1 2 4 5 6 8  Phs Duration (G+Y+Rc), s 9.7 42.8 14.5 5.5 47.0 14.5  Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 4.9 4.9  Max Green Setting (Gmax), s 17.6 32.1 26.1 7.6 42.1 26.1  Max Q Clear Time (g_c+l1), s 6.0 6.3 5.6 2.7 4.4 8.1  Green Ext Time (p_c), s 0.2 5.0 1.5 0.0 5.3 1.4  Intersection Summary  HCM 2010 Ctrl Delay 15.9													
LnGrp LOS         C         C         C         D         A         A         D         A         A           Approach Vol, veh/h         79         255         473         428           Approach Delay, s/veh         26.4         29.1         9.0         13.6           Approach LOS         C         C         A         B    Timer  1 2 3 4 5 6 7 8  Assigned Phs  1 2 4 5 6 8  Phs Duration (G+Y+Rc), s 9.7 42.8 14.5 5.5 47.0 14.5  Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 4.9 4.9  Max Green Setting (Gmax), s 17.6 32.1 26.1 7.6 42.1 26.1  Max Q Clear Time (g_c+I1), s 6.0 6.3 5.6 2.7 4.4 8.1  Green Ext Time (g_c+I1), s 6.0 6.3 5.6 2.7 4.4 8.1  Green Ext Time (p_c), s 0.2 5.0 1.5 0.0 5.3 1.4  Intersection Summary  HCM 2010 Ctrl Delay 15.9													
Approach Vol, veh/h       79       255       473       428         Approach Delay, s/veh       26.4       29.1       9.0       13.6         Approach LOS       C       C       A       B         Timer       1       2       3       4       5       6       7       8         Assigned Phs       1       2       4       5       6       8         Phs Duration (G+Y+Rc), s       9.7       42.8       14.5       5.5       47.0       14.5         Change Period (Y+Rc), s       4.4       4.9       4.9       4.9       4.9         Max Green Setting (Gmax), s       17.6       32.1       26.1       7.6       42.1       26.1         Max Q Clear Time (g_c+I1), s       6.0       6.3       5.6       2.7       4.4       8.1         Green Ext Time (p_c), s       0.2       5.0       1.5       0.0       5.3       1.4         Intersection Summary         HCM 2010 Ctrl Delay       15.9			0.0	0.0		0.0							
Approach Delay, s/veh       26.4       29.1       9.0       13.6         Approach LOS       C       C       A       B         Timer       1       2       3       4       5       6       7       8         Assigned Phs       1       2       4       5       6       8       8         Phs Duration (G+Y+Rc), s       9.7       42.8       14.5       5.5       47.0       14.5         Change Period (Y+Rc), s       4.4       4.9       4.9       4.9       4.9         Max Green Setting (Gmax), s       17.6       32.1       26.1       7.6       42.1       26.1         Max Q Clear Time (g_c+I1), s       6.0       6.3       5.6       2.7       4.4       8.1         Green Ext Time (p_c), s       0.2       5.0       1.5       0.0       5.3       1.4         Intersection Summary         HCM 2010 Ctrl Delay       15.9	-	<u> </u>			C		С	D		A	D		A
Approach LOS C C A B  Timer 1 2 3 4 5 6 7 8  Assigned Phs 1 2 4 5 6 8  Phs Duration (G+Y+Rc), s 9.7 42.8 14.5 5.5 47.0 14.5  Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9  Max Green Setting (Gmax), s 17.6 32.1 26.1 7.6 42.1 26.1  Max Q Clear Time (g_c+I1), s 6.0 6.3 5.6 2.7 4.4 8.1  Green Ext Time (p_c), s 0.2 5.0 1.5 0.0 5.3 1.4  Intersection Summary  HCM 2010 Ctrl Delay 15.9													
Timer         1         2         3         4         5         6         7         8           Assigned Phs         1         2         4         5         6         8           Phs Duration (G+Y+Rc), s         9.7         42.8         14.5         5.5         47.0         14.5           Change Period (Y+Rc), s         4.4         4.9         4.9         4.9         4.9           Max Green Setting (Gmax), s         17.6         32.1         26.1         7.6         42.1         26.1           Max Q Clear Time (g_c+I), s         6.0         6.3         5.6         2.7         4.4         8.1           Green Ext Time (p_c), s         0.2         5.0         1.5         0.0         5.3         1.4           Intersection Summary           HCM 2010 Ctrl Delay         15.9         15.9         15.9         15.9													
Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 9.7 42.8 14.5 5.5 47.0 14.5 Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 17.6 32.1 26.1 7.6 42.1 26.1 Max Q Clear Time (g_c+l1), s 6.0 6.3 5.6 2.7 4.4 8.1 Green Ext Time (p_c), s 0.2 5.0 1.5 0.0 5.3 1.4  Intersection Summary HCM 2010 Ctrl Delay 15.9	Approach LOS		С			С			А			В	
Phs Duration (G+Y+Rc), s       9.7       42.8       14.5       5.5       47.0       14.5         Change Period (Y+Rc), s       4.4       4.9       4.9       4.9       4.9         Max Green Setting (Gmax), s       17.6       32.1       26.1       7.6       42.1       26.1         Max Q Clear Time (g_c+I), s       6.0       6.3       5.6       2.7       4.4       8.1         Green Ext Time (p_c), s       0.2       5.0       1.5       0.0       5.3       1.4         Intersection Summary         HCM 2010 Ctrl Delay       15.9	Timer	1	2	3	4	5	6	7					
Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 17.6 32.1 26.1 7.6 42.1 26.1 Max Q Clear Time (g_c+I1), s 6.0 6.3 5.6 2.7 4.4 8.1 Green Ext Time (p_c), s 0.2 5.0 1.5 0.0 5.3 1.4 Intersection Summary  HCM 2010 Ctrl Delay 15.9			2		4		6						
Max Green Setting (Gmax), s       17.6       32.1       26.1       7.6       42.1       26.1         Max Q Clear Time (g_c+l1), s       6.0       6.3       5.6       2.7       4.4       8.1         Green Ext Time (p_c), s       0.2       5.0       1.5       0.0       5.3       1.4         Intersection Summary         HCM 2010 Ctrl Delay       15.9	Phs Duration (G+Y+Rc), s		42.8										
Max Q Clear Time (g_c+l1), s       6.0       6.3       5.6       2.7       4.4       8.1         Green Ext Time (p_c), s       0.2       5.0       1.5       0.0       5.3       1.4         Intersection Summary         HCM 2010 Ctrl Delay       15.9		4.4	4.9		4.9		4.9		4.9				
Green Ext Time (p_c), s 0.2 5.0 1.5 0.0 5.3 1.4  Intersection Summary  HCM 2010 Ctrl Delay 15.9	<u> </u>												
Intersection Summary HCM 2010 Ctrl Delay 15.9	Max Q Clear Time (g_c+I1), s	6.0	6.3		5.6	2.7	4.4		8.1				
HCM 2010 Ctrl Delay 15.9	Green Ext Time (p_c), s	0.2	5.0		1.5	0.0	5.3		1.4				
<b>,</b>	Intersection Summary												
HCM 2010 LOS B	HCM 2010 Ctrl Delay			15.9									
	HCM 2010 LOS			В									

Intersection Intersection Delay, s/ve Intersection LOS  Movement Traffic Vol, veh/h Future Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes  Approach Opposing Approach	B EBU 0 0 0.92 2 0 0	EBT 39 39 0.92 2 42 1 EB WB	EBR 279 279 0.92 2 303 0	WBU 0 0 0.92 2 0 0	WBL 138 138 0.92 2 150 0	WBT 12 12 0.92 2 13 1	NBU 0 0 0.92 2 0	NBL 275 275 0.92 2 299	NBR 147 147 0.92 2 160	
Intersection LOS  Movement  Traffic Vol, veh/h Future Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes  Approach Opposing Approach	B EBU 0 0 0.92 2 0 0	39 39 0.92 2 42 1	279 279 0.92 2 303	0 0 0.92 2 0	138 138 0.92 2 150 0	12 12 0.92 2 13	0 0 0.92 2 0	275 275 0.92 2 299	147 147 0.92 2 160	
Intersection LOS  Movement  Traffic Vol, veh/h Future Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes  Approach Opposing Approach	B EBU 0 0 0.92 2 0 0	39 39 0.92 2 42 1	279 279 0.92 2 303	0 0 0.92 2 0	138 138 0.92 2 150 0	12 12 0.92 2 13	0 0 0.92 2 0	275 275 0.92 2 299	147 147 0.92 2 160	
Movement Traffic Vol, veh/h Future Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes  Approach Opposing Approach	0 0 0.92 2 0 0	39 39 0.92 2 42 1	279 279 0.92 2 303	0 0 0.92 2 0	138 138 0.92 2 150 0	12 12 0.92 2 13	0 0 0.92 2 0	275 275 0.92 2 299	147 147 0.92 2 160	
Traffic Vol, veh/h Future Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes  Approach Opposing Approach	0 0 0.92 2 0 0	39 39 0.92 2 42 1	279 279 0.92 2 303	0 0 0.92 2 0	138 138 0.92 2 150 0	12 12 0.92 2 13	0 0 0.92 2 0	275 275 0.92 2 299	147 147 0.92 2 160	
Future Vol, veh/h Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes  Approach Opposing Approach	0 0.92 2 0 0	39 0.92 2 42 1 EB	279 0.92 2 303	0 0.92 2 0	138 0.92 2 150 0	12 0.92 2 13	0 0.92 2 0	275 0.92 2 299	147 0.92 2 160	
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Number of Lanes  Approach Opposing Approach	0.92 2 0 0	0.92 2 42 1 EB	0.92 2 303	0.92 2 0	0.92 2 150 0	0.92 2 13	0.92 2 0	0.92 2 299	0.92 2 160	
Heavy Vehicles, % Mvmt Flow Number of Lanes  Approach Opposing Approach	2 0 0	2 42 1 EB WB	2 303	2 0	2 150 0	2 13	2 0	2 299	2 160	
Mvmt Flow Number of Lanes  Approach Opposing Approach	0	42 1 EB WB	303	0	150 0	13	0	299	160	
Approach Opposing Approach	0	1 EB WB			0					
Approach Opposing Approach		EB WB	0	0		1	0	1	1	
Opposing Approach	eft	WB			WR					
Opposing Approach	eft	WB			\M/R					
Opposing Approach	eft	WB			VVI			NB		
	eft				EB			.,,5		
Opposing Lanes	eft				1			0		
Conflicting Approach Le	/I t				NB			EB		
Conflicting Lanes Left		0			2			1		
Conflicting Approach Ri	aht	NB						WB		
Conflicting Lanes Right	grit	2			0			1		
HCM Control Delay		12.1			11			13.7		
HCM LOS		В			В			В		
TICIVI EOS		U			U			U		
	NDI 4	NDL OI	EDI 414	NDL 4						
Lane		NBLn2 I								
Vol Left, %	100%	0%	0%	92%						
Vol Thru, %	0%	0%	12%	8%						
Vol Right, %	0%		88%	0%						
Sign Control	Stop	Stop	Stop	Stop						
Traffic Vol by Lane	275	147	318	150						
LT Vol	275	0	0	138						
Through Vol	0	0	39	12						
RT Vol	0	147	279	0						
Lane Flow Rate	299	160	346	163						
Geometry Grp	7	7	2	2						
Degree of Util (X)	0.529	0.229	0.463							
Departure Headway (Ho	d) 6.377	5.163	4.938	5.857						
Convergence, Y/N	Yes	Yes	Yes	Yes						
Cap	568	698	733	615						
Service Time	4.085	2.871	2.938	3.881						
HCM Lane V/C Ratio	0.526	0.229	0.472	0.265						
HCM Control Delay	16	9.4	12.1	11						
HCM Lane LOS	С	Α	В	В						
HCM 95th-tile Q	3.1	0.9	2.5	1.1						
convergence, Y/N cap ervice Time ICM Lane V/C Ratio ICM Control Delay	Yes 568 4.085 0.526 16	Yes 698 2.871 0.229 9.4	Yes 733 2.938 0.472 12.1	Yes 615 3.881 0.265 11						

	۶	<b>→</b>	<b>←</b>	•	<b>/</b>	✓			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ሻ	<b>↑</b>	<b>↑</b>	7	<u> </u>	7			
Traffic Volume (veh/h)	75	486	397	347	335	82			
Future Volume (veh/h)	75	486	397	347	335	82			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	82	528	432	377	364	89			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	103	963	664	968	452	403			
Arrive On Green	0.06	0.52	0.36	0.36	0.25	0.25			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	82	528	432	377	364	89			
Grp Sat Flow(s), veh/h/li		1863	1863	1583	1774	1583			
		8.2		5.2					
Q Serve(g_s), s	2.0	8.2	8.3	5.2	8.3	1.9 1.9			
Cycle Q Clear(g_c), s	2.0	ŏ.Z	8.3		8.3				
Prop In Lane	1.00	0/2	// /	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		963	664	968	452	403			
V/C Ratio(X)	0.79	0.55	0.65	0.39	0.81	0.22			
Avail Cap(c_a), veh/h	438	1998	1387	1583	1408	1256			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		7.0	11.6	4.3	15.0	12.6			
Incr Delay (d2), s/veh	5.1	0.2	0.4	0.1	1.3	0.1			
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),vel	h/ln1.1	4.2	4.3	3.8	4.2	1.8			
LnGrp Delay(d),s/veh	25.1	7.2	12.0	4.4	16.3	12.7			
LnGrp LOS	С	Α	В	Α	В	В			
Approach Vol, veh/h		610	809		453				
Approach Delay, s/veh		9.6	8.4		15.6				
Approach LOS		A	А		В				
•									
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc)				27.1		15.8	6.9	20.2	
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9	
Max Green Setting (Gm	nax), s			46.1		34.1	10.6	* 32	
Max Q Clear Time (g_c	+I1), s			10.2		10.3	4.0	10.3	
Green Ext Time (p_c), s				5.3		0.7	0.0	5.0	
Intersection Summary			10.5						
HCM 2010 Ctrl Delay			10.5						
HCM 2010 LOS			В						
Notes									
110.003									

Intersection							
Int Delay, s/veh (	).7						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	14		457	13	4	403
Future Vol, veh/h	28	14		457	13	4	403
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	·-	None		-	None	-	None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	30	15		497	14	4	438
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	732	255		0	0	511	0
Stage 1	504			-	-	-	-
Stage 2	228	-		_	_	-	_
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84			-	_	-	-
Critical Hdwy Stg 2	5.84	-		-	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	356	744		-	-	1050	-
Stage 1	572	-		-	-	-	-
Stage 2	788	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	354	744		-	-	1050	-
Mov Cap-2 Maneuver	354	-		-	-	-	-
Stage 1	572	-		-	-	-	-
Stage 2	784	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	14.4			0		0.1	
HCM LOS	В			- 0		0.1	
	<u> </u>						
Minor Lanc/Major Mumt	NDT	NIDDWDI 51	CDI	SBT			
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL				
Capacity (veh/h)	-	- 429	1050	-			
HCM Control Doloy (c)	-	- 0.106		-			
HCM Long LOS	-	- 14.4	8.4	0			
HCM DEth (Villa O(vah)	-	- B - 0.4	A 0	A			
HCM 95th %tile Q(veh)	-	- 0.4	U	-			

HCM 95th %tile Q(veh)

Intersection							
	0.2						
J							
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	9	7		488	6	<u> </u>	430
Future Vol, veh/h	9	7		488	6	1	430
Conflicting Peds, #/hr	0	0		400	0	0	430
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	Siop -	None		-	None		None
Storage Length	0	None		-	NONE -	-	None -
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	10	8		530	7	1	467
IVIVIII( I IOW	10	0		330	,	'	TU1
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	770	268		0	0	537	0
Stage 1	534	-		-	-	-	-
Stage 2	236	-		-	-	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	-	-	-
Critical Hdwy Stg 2	5.84	-		-	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	337	730		-	-	1027	-
Stage 1	552	-		-	-	-	-
Stage 2	781	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	337	730		-	-	1027	-
Mov Cap-2 Maneuver	337	-		-	-	-	-
Stage 1	552	-		-	-	-	-
Stage 2	780	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	13.5			0		0	
HCM LOS	В						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	_	- 441	1027	-			
HCM Lane V/C Ratio	_	- 0.039		_			
HCM Control Delay (s)	_	- 13.5	8.5	0			
HCM Lane LOS	_	- B	Α	A			
TOW LUNG LOO		Ь	, \	, · ·			

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Intersection												
Intersection Delay, s/veh	48.3											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	287	21	0	411	125	5	0	105	4	575
Future Vol, veh/h	0	0	287	21	0	411	125	5	0	105	4	575
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	312	23	0	447	136	5	0	114	4	625
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach			EB			WB				NB		
Opposing Approach			WB			EB				SB		
Opposing Lanes			2			2				1		
Conflicting Approach Left			SB			NB				EB		
Conflicting Lanes Left			1			2				2		
Conflicting Approach Right			NB			SB				WB		
Conflicting Lanes Right			2			1				2		
HCM Control Delay			24.2			51.6				56.7		
HCM LOS			С			F				F		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	0%	0%	100%	0%	80%				
Vol Thru, %		0%	1%	100%	0%	0%	96%	20%				
Vol Right, %		0%	99%	0%	100%	0%	4%	0%				
Sign Control		Stop										
Traffic Vol by Lane		105	579	287	21	411	130	5				
LT Vol		105	0	0	0	411	0	4				
Through Vol		0	4	287	0	0	125	1				
RT Vol		0	575	0	21	0	5	0				
Lane Flow Rate		114	629	312	23	447	141	5				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.252	1	0.674	0.045	0.974	0.288	0.014				
Departure Headway (Hd)		7.94	6.717	7.775	7.077	7.852	7.327	9.458				
Convergence, Y/N		Yes										
Сар		452	541	465	507	465	492	378				
Service Time		5.687	4.464	5.503	4.804	5.575	5.049	7.535				
HCM Lane V/C Ratio		0.252	1.163	0.671	0.045	0.961	0.287	0.013				
HCM Control Delay		13.4	64.6	25.2	10.1	63.8	13	12.7				
HCM Lane LOS		D	г	D	В	F	D	D				
		В	F				В	В				
HCM 95th-tile Q		1	14.1	4.9	0.1	12.2	1.2	0				

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
	CDII	CDI	CDT	CDD
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0
A		CD		
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		12.7		
HCM LOS		В		
Lane				

	۶	<b>→</b>	<b>←</b>	•	<b>/</b>	4			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ሻ	<u> </u>	<b>↑</b>	7	<u> </u>	7			
Traffic Volume (veh/h)	354	512	344	140	242	197			
Future Volume (veh/h)	354	512	344	140	242	197			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	385	557	374	152	263	214			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	430	1034	484	412	554	495			
Arrive On Green	0.24	0.56	0.26	0.26	0.31	0.31			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	385	557	374	152	263	214			
Grp Sat Flow(s), veh/h/l	n1774	1863	1863	1583	1774	1583			
Q Serve(g_s), s	16.0	14.5	14.2	6.0	9.1	8.2			
Cycle Q Clear(g_c), s	16.0	14.5	14.2	6.0	9.1	8.2			
Prop In Lane	1.00			1.00	1.00	1.00			
Lane Grp Cap(c), veh/h	430	1034	484	412	554	495			
V/C Ratio(X)	0.90	0.54	0.77	0.37	0.47	0.43			
Avail Cap(c_a), veh/h	675	1372	565	480	554	495			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel	h 27.9	10.8	26.1	23.1	21.1	20.8			
Incr Delay (d2), s/veh	6.6	0.5	5.7	0.6	2.9	2.7			
Initial Q Delay(d3),s/vel	n 0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),ve	h/ln8.6	7.4	8.0	2.7	4.9	8.0			
LnGrp Delay(d),s/veh	34.5	11.2	31.8	23.6	24.0	23.6			
LnGrp LOS	С	В	С	С	С	С			
Approach Vol, veh/h		942	526		477				
Approach Delay, s/veh		20.7	29.4		23.8				
Approach LOS		С	С		С				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs	<u>'</u>		J	4	J	6	7	8	
Phs Duration (G+Y+Rc)	) s			47.2		29.0	22.5	24.7	
Change Period (Y+Rc),				47.2		5.2	4.0	4.9	
Max Green Setting (Gm				56.1		23.8	29.0	23.1	
Max Q Clear Time (q_c				16.5		11.1	18.0	16.2	
Green Ext Time (p_c),				8.4		0.7	0.5	3.7	
	)			0.4		0.7	0.5	J.1	
Intersection Summary									
HCM 2010 Ctrl Delay			23.8						
HCM 2010 LOS			С						

Intersection								
Int Delay, s/veh	0.3							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	745			475	12	12	9
Future Vol, veh/h	9	745			475	12	12	9
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-		-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage, a	# -	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	10	810			516	13	13	10
Major/Minor	Major1				/lajor2		Minor2	
Conflicting Flow All	529	0			najorz -	0	1352	523
Stage 1	529	-			-	-	523	525
Stage 2					_	-	829	-
Critical Hdwy	4.12	_			_	_	6.42	6.22
Critical Hdwy Stg 1	7.12	_			_	_	5.42	- 0.22
Critical Hdwy Stg 2	_	_			_	_	5.42	_
Follow-up Hdwy	2.218	_			_	_	3.518	3.318
Pot Cap-1 Maneuver	1038	-			-	-	165	554
Stage 1	-	_			_	_	595	-
Stage 2	-	-			-	-	429	-
Platoon blocked, %		-			-	-	127	
Mov Cap-1 Maneuver	1038	-			-	-	163	554
Mov Cap-2 Maneuver	-	_			_	-	298	-
Stage 1	-	-			-	-	595	-
Stage 2	-	-			-	-	425	-
Approach	EB				WB		SB	
HCM Control Delay, s	0.1				0		15.3	
HCM LOS	0.1				U		13.3 C	
TION LOS							C	
Minor Lang/Major Muset	EDI	EDT	WDT	M/DD CDI n1				
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLn1				
Capacity (veh/h)	1038	-	-	- 372				
HCM Control Polov (c)	0.009	-	-	- 0.061				
HCM Control Delay (s)	8.5	-	-	- 15.3				
HCM OF the Office Office h	A	-	-	- C				
HCM 95th %tile Q(veh)	0	-	-	- 0.2				

	•	•	<b>†</b>	<b>*</b>	_	1		
Management		WIDD	l Not	/ NDD	CDI	<b>♥</b>		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	ነ	7	<b>}</b>	000	<b>1</b> 50	<b>†</b>		
Traffic Volume (veh/h)	332	240	247	303	159	598		
Future Volume (veh/h)	332	240	247	303	159	598		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	361	261	268	329	173	650		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	1140		
Cap, veh/h	419	374	334	410	216	1160		
Arrive On Green	0.24	0.24	0.44	0.44	0.12	0.62		
Sat Flow, veh/h	1774	1583	762	936	1774	1863		
Grp Volume(v), veh/h	361	261	0	597	173	650		
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1698	1774	1863		
Q Serve(g_s), s	13.6	10.5	0.0	21.2	6.6	14.1		
Cycle Q Clear(g_c), s	13.6	10.5	0.0	21.2	6.6	14.1		
Prop In Lane	1.00	1.00	0	0.55	1.00	11/0		
Lane Grp Cap(c), veh/h	419	374	0	744	216	1160		
V/C Ratio(X)	0.86	0.70	0.00	0.80	0.80	0.56		
Avail Cap(c_a), veh/h	665	594	0	905	321	1448		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.5	24.3	0.0	16.9	29.8	7.6		
Incr Delay (d2), s/veh	4.0	0.9	0.0	4.4	8.6	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.1	4.7	0.0	10.7	3.7	7.2		
LnGrp Delay(d),s/veh	29.5	25.2	0.0	21.3	38.3	8.0		
LnGrp LOS	С	С		С	D	A		
Approach Vol, veh/h	622		597			823		
Approach Delay, s/veh	27.7		21.3			14.4		
Approach LOS	С		С			В		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.9	35.4				48.3	21	.3
Change Period (Y+Rc), s	4.4	4.9				4.9	4	.9
Max Green Setting (Gmax), s	12.6	37.1				54.1	26	.1
Max Q Clear Time (g_c+l1), s	8.6	23.2				16.1	15	.6
Green Ext Time (p_c), s	0.2	7.3				11.6		.9
Intersection Summary								
HCM 2010 Ctrl Delay			20.5					
HCM 2010 LOS			С					

Intersection								
Int Delay, s/veh	0.1							
J.								
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	458			571	1	1	1
Future Vol, veh/h	4	458			571	1	1	1
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	50	-			-	-	0	-
Veh in Median Storage, #	# -	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	4	498			621	1	1	1
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	622	0			-	0	1128	621
Stage 1	-	-			-	-	621	-
Stage 2	-	-			-	-	507	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	959	-			-	-	226	487
Stage 1	-	-			-	-	536	-
Stage 2	-	-			-	-	605	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	959	-			-	-	225	487
Mov Cap-2 Maneuver	-	-			-	-	225	-
Stage 1	-	-			-	-	536	-
Stage 2	-	-			-	-	602	-
Approach	EB				WB		SB	
HCM Control Delay, s	0.1				0		16.8	
HCM LOS							C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBL	_n1			
Capacity (veh/h)	959	-			308			
HCM Lane V/C Ratio	0.005	_	_	- 0.0				
HCM Control Delay (s)	8.8	-	_		6.8			
HCM Lane LOS	A	_	_	- ''	C			
HCM 95th %tile Q(veh)	0	-	-	-	0			

Intersection											
Intersection Delay, s/veh	35.5										
Intersection LOS	Е										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	362	271		0		195	671	0	151	52
Future Vol, veh/h	0	362	271		0		195	671	0	151	52
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	393	295		0		212	729	0	164	57
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		23.5					49.2			14.6	
HCM LOS		С					Е			В	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		362	271	195	671	151	52				
LT Vol		362	0	0	0	151	0				
Through Vol		0	271	195	0	0	0				
RT Vol		0	0	0	671	0	52				
Lane Flow Rate		393	295	212	729	164	57				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.764	0.531	0.382	1	0.375	0.112				
Departure Headway (Hd)		6.986	6.486	6.495	5.782	8.326	7.102				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		519	557	555	635	435	506				
Service Time		4.7	4.201	4.217	3.504	6.026	4.828				
HCM Lane V/C Ratio		0.757	0.53	0.382	1.148	0.377	0.113				
HCM Control Delay		28.9	16.3	13.2	59.6	15.9	10.7				
HCM Lane LOS		D	С	В	F	С	В				
HCM 95th-tile Q		6.7	3.1	1.8	15.3	1.7	0.4				

	<b>→</b>	`	1	•	•	~				
Movement E	EBT	EBR	WBL	WBT	NBL	NBR			I	
Lane Configurations	<b>∱</b>		ኘ	<b>↑</b>	ሻ	7				
	344	67	245	646	387	198				
	344	67	245	646	387	198				
Number	4	14	3	8	5	12				
Initial Q (Qb), veh	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00				
Parking Bus, Adj 1	1.00	1.00	1.00	1.00	1.00	1.00				
	863	1900	1863	1863	1863	1863				
Adj Flow Rate, veh/h	374	73	266	702	421	215				
Adj No. of Lanes	1	0	1	1	1	1				
Peak Hour Factor 0	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2	2	2				
Cap, veh/h	428	83	308	939	687	613				
·	0.28	0.28	0.17	0.50	0.39	0.39				
Sat Flow, veh/h 1!	515	296	1774	1863	1774	1583				
Grp Volume(v), veh/h	0	447	266	702	421	215				
Grp Sat Flow(s), veh/h/ln	0	1811	1774	1863	1774	1583				
	0.0	19.5	12.1	24.8	15.8	8.0				
.0 .	0.0	19.5	12.1	24.8	15.8	8.0				
Prop In Lane		0.16	1.00		1.00	1.00				
Lane Grp Cap(c), veh/h	0	511	308	939	687	613				
	0.00	0.87	0.86	0.75	0.61	0.35				
Avail Cap(c_a), veh/h	0	526	451	1104	687	613				
	1.00	1.00	1.00	1.00	1.00	1.00				
	0.00	1.00	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh		28.3	33.2	16.3	20.4	18.0				
3	0.0	15.2	9.7	2.6	4.1	1.6				
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/li		11.8	6.7	13.4	8.5	3.7				
, ,	0.0	43.5	42.9	18.9	24.4	19.6				
LnGrp LOS		D	D	В	С	В				
	447			968	636					
	43.5			25.5	22.8					
Approach LOS	D			C	C					
Timer	1	2	3	4	5	6	7	8		
Assigned Phs		2	3	4	J	U		8		
Phs Duration (G+Y+Rc), s	c	36.0	18.3	28.3				46.7		
		4.0	4.0	5.0				5.0		
Change Period (Y+Rc), s Max Green Setting (Gmax										
		32.0	21.0	24.0				49.0		
Max Q Clear Time (g_c+l	1), S	17.8	14.1	21.5				26.8		
Green Ext Time (p_c), s		1.3	0.3	1.9				10.6		
Intersection Summary										
HCM 2010 Ctrl Delay			28.6							
HCM 2010 LOS			С							

<b>APPENDIX</b>
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NEAR-TERM (OPENING DAY 2018) + PROJECT INTERSECTION ANALYSIS CALCULATION SHEETS

	♪	<b>→</b>	•	•	<b>←</b>	•	•	†	<i>&gt;</i>	<b>/</b>	<b></b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ર્ન	7	ň	<b>∱</b> ⊅		Ţ	<b>∱</b> }	
Traffic Volume (veh/h)	19	12	19	3	0	52	37	231	19	59	123	12
Future Volume (veh/h)	19	12	19	3	0	52	37	231	19	59	123	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	13	21	3	0	57	40	251	21	64	134	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	28	39	238	0	104	59	2066	172	81	2079	199
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.62	0.62	0.05	0.64	0.64
Sat Flow, veh/h	529	430	593	1578	0	1583	1774	3309	275	1774	3264	313
Grp Volume(v), veh/h	55	0	0	3	0	57	40	133	139	64	72	75
Grp Sat Flow(s), veh/h/ln	1552	0	0	1578	0	1583	1774	1770	1814	1774	1770	1808
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	1.9	1.2	1.6	1.7	1.9	8.0	0.8
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.1	0.0	1.9	1.2	1.6	1.7	1.9	8.0	0.8
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.15	1.00		0.17
Lane Grp Cap(c), veh/h	195	0	0	238	0	104	59	1105	1133	81	1127	1151
V/C Ratio(X)	0.28	0.00	0.00	0.01	0.00	0.55	0.67	0.12	0.12	0.79	0.06	0.07
Avail Cap(c_a), veh/h	851	0	0	824	0	783	547	1105	1133	514	1127	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	23.5	0.0	24.4	25.7	4.1	4.1	25.4	3.7	3.7
Incr Delay (d2), s/veh	8.0	0.0	0.0	0.0	0.0	4.4	4.9	0.2	0.2	15.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	0.0	0.0	0.0	0.9	0.7	0.8	0.9	1.3	0.4	0.5
LnGrp Delay(d),s/veh	25.1	0.0	0.0	23.5	0.0	28.8	30.6	4.3	4.3	40.7	3.8	3.8
LnGrp LOS	С			С		С	С	A	Α	D	A	A
Approach Vol, veh/h		55			60			312			211	
Approach Delay, s/veh		25.1			28.5			7.7			15.0	
Approach LOS		С			С			А			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	38.5		8.4	6.2	39.2		8.4				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	15.6	33.6		26.6	16.6	32.6		26.6				
Max Q Clear Time (g_c+l1), s	3.9	3.7		3.8	3.2	2.8		3.9				
Green Ext Time (p_c), s	0.1	2.6		0.4	0.0	2.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			13.6									
HCM 2010 LOS			В									

-											
Intersection		_									
Intersection Delay, s/vel	n 8.1										
Intersection LOS	Α										
Movement	EBU	EBT	EBR	WBU	WBL	WBT	N	IBU	NBL	NBR	
Traffic Vol, veh/h	0	21	53	0	34	12	11	0	111	76	
Future Vol, veh/h	0	21	53	0	34	12		0	111	76 76	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	C	).92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	· ·	2	2	2	
Mvmt Flow	0	23	58	0	37	13		0	121	83	
Number of Lanes	0	1	0	0	0	1		0	1	1	
rumber of Eurics	U	'	U	U	U			U	'	'	
Approach		EB			WB				NB		
Opposing Approach		WB			EB						
Opposing Lanes		1			1				0		
Conflicting Approach Le	ft				NB				EB		
Conflicting Lanes Left		0			2				1		
Conflicting Approach Rig	ght	NB							WB		
Conflicting Lanes Right		2			0				1		
HCM Control Delay		7.5			8				8.4		
HCM LOS		Α			Α				Α		
Lane	NBLn	1 NBLn2	EBLn1V	VBLn1							
Vol Left, %	100%	6 0%	0%	74%							
Vol Thru, %	0%	6 0%	28%	26%							
Vol Right, %	0%	6 100%	72%	0%							
Sign Control	Sto	Stop	Stop	Stop							
Traffic Vol by Lane	11		74	46							
LT Vol	11	1 0	0	34							
Through Vol		0 0	21	12							
RT Vol		76	53	0							
Lane Flow Rate	12		80	50							
Geometry Grp		7 7	2	2							
Degree of Util (X)		5 0.093									
Departure Headway (Ho		9 4.056									
Convergence, Y/N		s Yes									
Сар	67		889	773							
Service Time		7 1.834									
HCM Lane V/C Ratio		9 0.095		0.065							
HCM Control Delay	9		7.5	8							
HCM Lane LOS		A A	Α	Α							
HCM 95th-tile Q	0.0	5 0.3	0.3	0.2							

		_	_			
•	$\rightarrow$	•	•	-	4	
Movement EBL	EBT	WBT	WBR	SBL	SBR	J
Lane Configurations	<b>†</b>	<b>^</b>	7	*	7	
Traffic Volume (veh/h) 28	177	288	159	71	16	
Future Volume (veh/h) 28	177	288	159	71	16	
Number 7	4	8	18	1	16	
Initial Q (Qb), veh 0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.00	U	U	1.00	1.00	1.00	
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	
	1863	1863	1863		1863	
Adj Sat Flow, veh/h/ln 1863				1863		
Adj Flow Rate, veh/h 30	192	313	173	77	17	
Adj No. of Lanes 1	1	1	1	1	1	
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, % 2	2	2	2	2	2	
Cap, veh/h 53	915	557	707	262	234	
Arrive On Green 0.03	0.49	0.30	0.30	0.15	0.15	
Sat Flow, veh/h 1774	1863	1863	1583	1774	1583	
Grp Volume(v), veh/h 30	192	313	173	77	17	
Grp Sat Flow(s), veh/h/ln1774	1863	1863	1583	1774	1583	
Q Serve(g_s), s 0.5	1.6	3.8	1.8	1.0	0.3	
Cycle Q Clear(g_c), s 0.5	1.6	3.8	1.8	1.0	0.3	
Prop In Lane 1.00	1.0	3.0	1.00	1.00	1.00	
	915	557	707	262	234	
1 1 7 7 .						
V/C Ratio(X) 0.57	0.21	0.56	0.24	0.29	0.07	
Avail Cap(c_a), veh/h 759	3786	2748	2570	1643	1466	
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh 13.0	3.9	8.0	4.7	10.3	10.0	
Incr Delay (d2), s/veh 3.5	0.0	0.3	0.1	0.2	0.0	
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.3	0.8	2.0	1.0	0.5	0.2	
LnGrp Delay(d),s/veh 16.5	4.0	8.3	4.7	10.5	10.0	
LnGrp LOS B	Α.	Α	Α.	В	В	
Approach Vol, veh/h	222	486		94	U	
• •						
Approach LOS	5.7	7.1		10.4		
Approach LOS	Α	Α		В		
Timer 1	2	3	4	5	6	
Assigned Phs			4		6	
Phs Duration (G+Y+Rc), s			18.2		8.9	
Change Period (Y+Rc), s			4.9		4.9	
, ,			55.1		25.1	
Max Green Setting (Gmax), s						
Max Q Clear Time (g_c+l1), s			3.6		3.0	
Green Ext Time (p_c), s			2.3		0.1	
Intersection Summary						
HCM 2010 Ctrl Delay		7.1				
HCM 2010 LOS		Α				
Notes						

Intersection							
Int Delay, s/veh	0			<u> </u>		<u> </u>	
·							
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	1		274	1	0	145
Future Vol, veh/h	0	1		274	1	0	145
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	- -	None		-	None		None
Storage Length	_	0		_	-	_	- TWOTIC
Veh in Median Storage, #	0	-		0	_	_	0
Grade, %	0	_		0	_	_	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	1		298	1	0	158
WWW. LOW	o o	•		270	•	O .	100
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	377	149		0	0	299	0
Stage 1	298	-		-	-	-	-
Stage 2	79	-		-	-	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	-	-	-
Critical Hdwy Stg 2	5.84	-		-	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	597	871		-	-	1259	-
Stage 1	727	-		-	-	-	-
Stage 2	935	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	597	871		-	-	1259	-
Mov Cap-2 Maneuver	597	-		-	-	-	-
Stage 1	727	-		-	-	-	-
Stage 2	935	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	9.1			0		0	
HCM LOS	A			Ū		Ū	
	, ,						
Minor Long/Major Mund	NDT	NIDDWDI »1	CDI	CDT			
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 871	1259	-			
HCM Carded Delay (2)	-	- 0.001	-	-			
HCM Control Delay (s)	-	- 9.1	0	-			
HCM Lane LOS	-	- A	A	-			
HCM 95th %tile Q(veh)	-	- 0	0	-			

Intersection							
Int Delay, s/veh	0.3						
<b>J</b> .							
Movement	WBL	WBR		NBT	NBR	SBL	SBT
		15		265			145
Traffic Vol, veh/h Future Vol, veh/h	0	15		265	0	0	145
	0	0			0	0	
Conflicting Peds, #/hr	0			0		0	0
Sign Control RT Channelized	Stop	Stop		Free	Free	Free	Free None
	-	None		-	None	-	None
Storage Length	- 4 0	0		-	-	-	-
Veh in Median Storage, #		-		0	-	-	0
Grade, %	0	-		0	-	- 02	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	150
Mvmt Flow	0	16		288	0	0	158
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	367	144		0	0	288	0
Stage 1	288	-		-	-	-	-
Stage 2	79	-		-	-	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	-	-	-
Critical Hdwy Stg 2	5.84	-		-	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	606	877		-	-	1271	-
Stage 1	735	-		-	-	-	-
Stage 2	935	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	606	877		-	-	1271	-
Mov Cap-2 Maneuver	606	-		-	-	-	-
Stage 1	735	-		-		-	-
Stage 2	935	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	9.2			0		0	
HCM LOS	7.2 A					0	
TOWI LOS	A						
Minor Long/Major Musel	NDT	NIDDWDI »1	CDI	CDT			
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 877	1271	-			
HCM Carabal Palar (a)	-	- 0.019	-	-			
HCM Control Delay (s)	-	- 9.2	0	-			
HCM Lane LOS	-	- A	A	-			
HCM 95th %tile Q(veh)	-	- 0.1	0	-			

Intersection												
Intersection Delay, s/veh	27.1											
Intersection LOS	D											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	125	16	0	117	124	7	0	381	6	562
Future Vol, veh/h	0	1	125	16	0	117	124	7	0	381	6	562
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	136	17	0	127	135	8	0	414	7	611
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		12.7				13.1				32.9		
HCM LOS		В				В				D		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	1%	0%	100%	0%	100%				
Vol Thru, %		0%	1%	99%	0%	0%	95%	0%				
Vol Right, %		0%	99%	0%	100%	0%	5%	0%				
Sign Control		Stop										
Traffic Vol by Lane		381	568	126	16	117	131	3				
LT Vol		381	0	1	0	117	0	3				
Through Vol		0	6	125	0	0	124	0				
RT Vol		0	562	0	16	0	7	0				
Lane Flow Rate		414	617	137	17	127	142	3				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.745	0.904	0.283	0.032	0.273	0.284	0.007				
Departure Headway (Hd)		6.476	5.273	7.432	6.711	7.728	7.18	7.4				
Convergence, Y/N		Yes										
Cap		559	685	483	533	464	500	482				
Service Time		4.214	3.011	5.184	4.463	5.477	4.928	5.462				
HCM Lane V/C Ratio		0.741	0.901	0.284	0.032	0.274	0.284	0.006				
HCM Control Delay		25.8	37.7	13.1	9.7	13.4	12.8	10.5				
HCM Lane LOS		D	E	В	Α	В	В	В				
HCM 95th-tile Q		6.4	11.6	1.2	0.1	1.1	1.2	0				

Town & Country Master Plan Synchro 7 - Report Page 7

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0
Turnbor of Larios	, ,			
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		10.5		
HCM LOS		В		
TIOW EGG				
Lane				

Near-Term (Opening Day 2018) + Project AM

11/2/2015

-			<b>—</b>	•	_	7	
	_	<b>-</b>	1115	_	0=-	-	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations				7		7	
Traffic Volume (veh/h)	163	527	159	85	56	89	
Future Volume (veh/h)	163	527	159	85	56	89	
Number	7	4	8	18	1	16	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h	177	573	173	92	61	97	
Adj No. of Lanes	1	1	1,3	1	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
	0.92					0.92	
Percent Heavy Veh, %		2	2	2	2		
Cap, veh/h	226	760	392	334	737	658	
Arrive On Green	0.13	0.41	0.21	0.21	0.42	0.42	
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583	
Grp Volume(v), veh/h	177	573	173	92	61	97	
Grp Sat Flow(s), veh/h/li	า1774	1863	1863	1583	1774	1583	
Q Serve(g_s), s	5.5	15.1	4.6	2.8	1.2	2.2	
Cycle Q Clear(g_c), s	5.5	15.1	4.6	2.8	1.2	2.2	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h		760	392	334	737	658	
V/C Ratio(X)	0.78	0.75	0.44	0.28	0.08	0.15	
	868	1825	784	666	737	658	
Avail Cap(c_a), veh/h							
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/vel		14.5	19.7	18.9	10.1	10.4	
Incr Delay (d2), s/veh	2.3	1.6	0.8	0.5	0.2	0.5	
Initial Q Delay(d3),s/veh	า 0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),vel	n/ln2.8	8.0	2.4	1.2	0.6	2.5	
LnGrp Delay(d),s/veh	26.5	16.1	20.5	19.4	10.3	10.9	
LnGrp LOS	С	В	С	В	В	В	
Approach Vol, veh/h		750	265		158		
Approach Delay, s/veh		18.6	20.1		10.7		
		18.6 B	20. T				
Approach LOS		Б	C		В		
Timer	1	2	3	4	5	6	
Assigned Phs				4		6	
Phs Duration (G+Y+Rc)	, S			28.3		29.0	
Change Period (Y+Rc),				4.9		5.2	
Max Green Setting (Gm				56.1		23.8	
Max Q Clear Time (g_c	•			17.1		4.2	
Green Ext Time (p_c), s				6.3		0.2	
	,			0.5		0.2	
Intersection Summary							
HCM 2010 Ctrl Delay			17.8				
HCM 2010 LOS			В				

Intersection								
Int Delay, s/veh	0.9							
·								
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	661			232	0	46	12
Future Vol, veh/h	0	661			232	0	46	12
Conflicting Peds, #/hr	0	001			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	- Jiop	None
Storage Length	100	-			_	TVOTIC	0	None
Veh in Median Storage,		0			0	_	0	_
Grade, %	-	0			0	_	0	_
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mymt Flow	0	718			252	0	50	13
WWW.IIIC FIGURE		, 10			202	- 0	30	10
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	252	0			-	0	970	252
Stage 1	-	-			-	-	252	-
Stage 2	-	-			-	-	718	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	1313	-			-	-	281	787
Stage 1	-	-			-	-	790	-
Stage 2	-	-			-	-	483	-
Platoon blocked, %	1010	-			-	-	201	707
Mov Cap-1 Maneuver	1313	-			-	-	281	787
Mov Cap-2 Maneuver	-	-			-	-	388	-
Stage 1	-	-			-	-	790	-
Stage 2	-	-			-	-	483	-
Approach	EB				WB		SB	
HCM Control Delay, s	0				0		14.7	
HCM LOS							В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLn1				
Capacity (veh/h)		LDT	VVDT	- 433				
HCM Lane V/C Ratio	1313	-	-	- 433				
HCM Control Delay (s)	0	-		- 0.146 - 14.7				
HCM Lane LOS	A	-	-	- 14.7 - B				
HCM 95th %tile Q(veh)	0	-	-	- 0.5				
HOW FOUT MILE Q(VEII)	U	-	-	- 0.5				

	<b>√</b>	•	<u></u>	<u></u>	<u> </u>	1		
Movement	<b>▼</b> WBL	WBR	NBT	NBR	SBL	▼ SBT		
Lane Configurations	WDL	WDK 7	1\D1	NOIL	JDL T	<u>361</u>		
Traffic Volume (veh/h)	155	96	57	170	155	<b>T</b> 552		
Future Volume (veh/h)	155	96	57	170	155	552		
Number	3	18	2	170	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	U	1.00	1.00	U		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	168	104	62	185	168	600		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	304	271	138	411	226	1071		
Arrive On Green	0.17	0.17	0.33	0.33	0.13	0.58		
Sat Flow, veh/h	1774	1583	413	1232	1774	1863		
Grp Volume(v), veh/h	168	104	0	247	168	600		
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1645	1774	1863		
Q Serve(g_s), s	3.4	2.3	0.0	4.5	3.5	7.8		
Cycle Q Clear(g_c), s	3.4	2.3	0.0	4.5	3.5	7.8		
Prop In Lane	1.00	1.00	3.0	0.75	1.00			
Lane Grp Cap(c), veh/h	304	271	0	549	226	1071		
V/C Ratio(X)	0.55	0.38	0.00	0.45	0.74	0.56		
Avail Cap(c_a), veh/h	968	864	0	1451	945	2848		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	14.7	14.2	0.0	10.1	16.3	5.1		
Incr Delay (d2), s/veh	0.6	0.3	0.0	0.6	4.8	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	1.0	0.0	2.1	2.0	4.0		
LnGrp Delay(d),s/veh	15.2	14.5	0.0	10.7	21.0	5.6		
LnGrp LOS	В	В		В	С	Α		
Approach Vol, veh/h	272		247			768		
Approach Delay, s/veh	15.0		10.7			9.0		
Approach LOS	В		В			Α		
Timer	1	2	3	4	5	6	7 8	
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	9.3	17.8				27.1	11.5	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	20.6	34.1				59.1	21.1	
Max Q Clear Time (q_c+l1), s	5.5	6.5				9.8	5.4	
Green Ext Time (p_c), s	0.4	6.4				7.0	0.4	
Intersection Summary								
HCM 2010 Ctrl Delay			10.6					
HCM 2010 LOS			В					
HOW ZOTO LOG			D					

Interception									
Intersection	0								
Int Delay, s/veh	U								
Movement	EBL	EBT			WBT	WBR	2	SBL	SBR
Traffic Vol, veh/h	0	325			250	3	}	0	1
Future Vol, veh/h	0	325			250	3	3	0	1
Conflicting Peds, #/hr	0	0			0	0	)	0	0
Sign Control	Free	Free			Free	Free	<del>)</del>	Stop	Stop
RT Channelized	-	None			-	None	<del>)</del>	-	None
Storage Length	-	-			-	-	-	-	0
Veh in Median Storage, #	-	0			0	-	-	0	-
Grade, %	-	0			0			0	-
Peak Hour Factor	92	92			92			92	92
Heavy Vehicles, %	2	2			2			2	2
Mvmt Flow	0	353			272	3	}	0	1
Major/Minor	Major1				Major2			Minor2	
Conflicting Flow All	275	0			-	0	)	626	273
Stage 1	-	-			-	-		273	-
Stage 2	-	_			-	_		353	-
Critical Hdwy	4.12	-			_	_		6.42	6.22
Critical Hdwy Stg 1	-	-			-	-		5.42	-
Critical Hdwy Stg 2	-	-			_	-		5.42	-
Follow-up Hdwy	2.218	-			-	_		3.518	3.318
Pot Cap-1 Maneuver	1288	-			_	-		448	766
Stage 1	-	-			-	_		773	-
Stage 2	-	-			-	-	•	711	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1288	-			-	-		448	766
Mov Cap-2 Maneuver	-	-			-	-		448	-
Stage 1	-	-			-	-		773	-
Stage 2	-	-			-	-		711	-
Approach	EB				WB			SB	
HCM Control Delay, s	0				0			9.7	
HCM LOS								Α.,	
								, , , , , , , , , , , , , , , , , , ,	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE	Bl n1				
Capacity (veh/h)	1288	LUI	7701		766				
HCM Lane V/C Ratio	1200	-	-		.001				
HCM Control Delay (s)	0	-	-	- U -	9.7				
HCM Lane LOS	A	-	-	-	Α.7				
HCM 95th %tile Q(veh)	0	-	-	-	0				
HOW FOUT FOUTE Q(VEH)	U	_			U				

Intersection											
Intersection Delay, s/veh	13.8										
Intersection LOS	В										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	159	76		0		221	360	0	222	28
Future Vol, veh/h	0	159	76		0		221	360	0	222	28
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	173	83		0		240	391	0	241	30
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		12					13.8			15.6	
HCM LOS		В					В			С	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		159	76	221	360	222	28				
LT Vol		159	0	0	0	222	0				
Through Vol		0	76	221	0	0	0				
RT Vol		0	0	0	360	0	28				
Lane Flow Rate		173	83	240	391	241	30				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.328	0.145	0.396	0.567	0.481	0.05				
Departure Headway (Hd)		6.836	6.327	5.929	5.219	7.183	5.967				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		525	566	608	689	502	599				
Service Time		4.588	4.078	3.67	2.96	4.927	3.711				
HCM Lane V/C Ratio		0.33	0.147	0.395	0.567	0.48	0.05				
HCM Control Delay		12.9	10.2	12.5	14.6	16.4	9				
HCM Lane LOS		В	В	В	В	С	Α				
HCM 95th-tile Q		1.4	0.5	1.9	3.6	2.6	0.2				

-		_		_	_	<b>.</b>	
-	-	*	•		7		
Movement E	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	Þ		ሻ	<b>↑</b>	ሻ	7	
Traffic Volume (veh/h)	124	164	300	426	198	102	
Future Volume (veh/h)	124	164	300	426	198	102	
Number	4	14	3	8	5	12	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00	
	1.00	1.00	1.00	1.00	1.00	1.00	
	863	1900	1863	1863	1863	1863	
•	135	178	326	463	215	111	
Adj No. of Lanes	1	0	1	1	1	1	
	).92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
	198	261	376	1003	595	531	
	).27	0.27	0.21		0.34	0.34	
				0.54			
	730	963	1774	1863	1774	1583	
Grp Volume(v), veh/h	0	313	326	463	215	111	
Grp Sat Flow(s), veh/h/ln	0	1693	1774	1863	1774	1583	
(S— /:	0.0	11.8	12.7	10.9	6.6	3.6	
J (J— / ·	0.0	11.8	12.7	10.9	6.6	3.6	
Prop In Lane		0.57	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	458	376	1003	595	531	
V/C Ratio(X) 0	00.0	0.68	0.87	0.46	0.36	0.21	
Avail Cap(c_a), veh/h	0	687	595	1485	595	531	
HCM Platoon Ratio 1	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 0	0.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		23.3	27.2	10.1	18.0	17.0	
<b>3</b>	0.0	2.3	6.4	0.4	1.7	0.9	
<b>3</b> · · ·	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/li		5.8	6.8	5.6	3.5	1.7	
	0.0	25.7	33.6	10.6	19.7	17.9	
1 317	0.0	25.7 C	33.0 C				
LnGrp LOS	212	U	U	B	B	В	
	313			789	326		
, i	25.7			20.1	19.0		
Approach LOS	С			С	В		
Timer	1	2	3	4	5	6	
Assigned Phs		2	3	4			
Phs Duration (G+Y+Rc), s	S	28.0	19.2	24.4			
Change Period (Y+Rc), s		4.0	4.0	5.0			
Max Green Setting (Gmax		24.0	24.0	29.0			
Max Q Clear Time (q_c+1		8.6	14.7	13.8			
Green Ext Time (p_c), s	1), 3	0.6	0.5	5.5			
•		0.0	ບ.ວ	ນ.ນ			
Intersection Summary							
HCM 2010 Ctrl Delay			21.1				
HCM 2010 LOS			С				

	۶	<b>→</b>	•	•	<b>←</b>	•	•	†	~	<b>/</b>	<b>↓</b>	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7	ሻ	<b>ተ</b> ኈ		ሻ	<b>ተ</b> ኈ	
Traffic Volume (veh/h)	29	11	32	89	2	141	17	330	58	98	315	12
Future Volume (veh/h)	29	11	32	89	2	141	17	330	58	98	315	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	12	35	97	2	153	18	359	63	107	342	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	59	90	316	5	226	30	1712	298	139	2187	83
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.57	0.57	0.08	0.63	0.63
Sat Flow, veh/h	378	413	629	1475	38	1583	1774	3016	524	1774	3477	132
Grp Volume(v), veh/h	79	0	0	99	0	153	18	209	213	107	174	181
Grp Sat Flow(s), veh/h/ln	1419	0	0	1514	0	1583	1774	1770	1770	1774	1770	1839
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.2	0.7	3.9	4.0	4.0	2.7	2.7
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.4	0.0	6.2	0.7	3.9	4.0	4.0	2.7	2.7
Prop In Lane	0.41		0.44	0.98		1.00	1.00		0.30	1.00		0.07
Lane Grp Cap(c), veh/h	278	0	0	322	0	226	30	1005	1005	139	1113	1157
V/C Ratio(X)	0.28	0.00	0.00	0.31	0.00	0.68	0.60	0.21	0.21	0.77	0.16	0.16
Avail Cap(c_a), veh/h	634	0	0	657	0	616	214	1005	1005	307	1113	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	26.1	0.0	27.3	32.8	7.1	7.1	30.3	5.1	5.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	3.5	6.8	0.5	0.5	8.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.7	0.0	2.9	0.4	2.0	2.0	2.3	1.4	1.5
LnGrp Delay(d),s/veh	26.4	0.0	0.0	26.7	0.0	30.9	39.6	7.6	7.6	39.1	5.4	5.4
LnGrp LOS	С			С		С	D	Α	Α	D	Α	Α
Approach Vol, veh/h		79			252			440			462	
Approach Delay, s/veh		26.4			29.2			8.9			13.2	
Approach LOS		C			C			A			В	
Timer	1	2	3	1		<b>L</b>	7	8				
	1		ა	4	5	6	1					
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	43.0		14.5	5.5	47.1		14.5				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	11.6	38.1		26.1	8.1	41.6		26.1				
Max Q Clear Time (g_c+l1), s	6.0	6.0		5.5	2.7	4.7		8.2				
Green Ext Time (p_c), s	0.1	5.2		1.5	0.0	5.3		1.4				
Intersection Summary			15.0									
HCM 2010 Ctrl Delay			15.8									
HCM 2010 LOS			В									

-										
Intersection										
Intersection Delay, s/ve	h12 6									
Intersection LOS	В									
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NE		NBL	NBR
Traffic Vol, veh/h	0	39	272	0	138	12		0	275	147
Future Vol, veh/h	0	39	272	0	138	12		0	275	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.	92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2		2	2	2
Mvmt Flow	0	42	296	0	150	13		0	299	160
Number of Lanes	0	1	0	0	0	1		0	1	1
Approach		EB			WB				NB	
Opposing Approach		WB			EB				.,,,	
Opposing Lanes		1			1				0	
Conflicting Approach Le	∆f†	'			NB				EB	
Conflicting Lanes Left	) i t	0			2				1	
Conflicting Approach Ri	aht	NB							WB	
Conflicting Lanes Right	giit	2			0				1	
HCM Control Delay		11.9			11				13.7	
HCM LOS		В			В				В	
		J								
Lane	MDI	1 NDL 0		MDL - 1						
Lane		1 NBLn2								
Vol Left, %	1009		0%	92%						
Vol Thru, %	09		13%	8%						
Vol Right, %	0%		87%	0%						
Sign Control	Sto		Stop	Stop						
Traffic Vol by Lane	27		311	150						
LT Vol	27		0	138						
Through Vol		0 0	39	12						
RT Vol		) 147	272	0						
Lane Flow Rate	29		338	163						
Geometry Grp		7 7	2	2						
Degree of Util (X)	0.52									
Departure Headway (Ho		5 5.142		5.84						
Convergence, Y/N	Ye		Yes	Yes						
Cap	57		734	616						
Service Time	4.06									
HCM Lane V/C Ratio	0.52			0.265						
HCM Control Delay	1		11.9	11						
HCM Lane LOS	(	C A	В	В						

2.4 1.1

0.9

HCM 95th-tile Q

		<b>←</b>	•	_	1		
		MOT	14/00	001	000		
Movement EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations 7			7	ী	7		
Traffic Volume (veh/h) 75	468	392	347	335	75		
Future Volume (veh/h) 75	468	392	347	335	75		
Number 7	4	8	18	1	16		
Initial Q (Qb), veh 0	0	0	0	0	0		
Ped-Bike Adj(A_pbT) 1.00			1.00	1.00	1.00		
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln 1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h 82	509	426	377	364	82		
Adj No. of Lanes 1	1	1	1	1	1		
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, % 2	2	2	2	2	2		
Cap, veh/h 104	958	657	962	453	404		
Arrive On Green 0.06	0.51	0.35	0.35	0.26	0.26		
Sat Flow, veh/h 1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h 82	509	426	377	364	82		
Grp Sat Flow(s), veh/h/ln1774	1863	1863	1583	1774	1583		
Q Serve(g_s), s 1.9	7.8	8.2	5.2	8.2	1.7		
	7.8	8.2	5.2		1.7		
Cycle Q Clear(g_c), s 1.9	۲.8	ŏ.2		8.2			
Prop In Lane 1.00	050	/ [7	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h 104	958	657	962	453	404		
V/C Ratio(X) 0.79	0.53	0.65	0.39	0.80	0.20		
Avail Cap(c_a), veh/h 442	2019	1402	1595	1422	1270		
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I) 1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh 19.8	6.9	11.6	4.3	14.8	12.4		
Incr Delay (d2), s/veh 5.0	0.2	0.4	0.1	1.3	0.1		
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln1.1	4.0	4.2	3.7	4.1	1.7		
LnGrp Delay(d),s/veh 24.8	7.1	12.0	4.4	16.1	12.5		
LnGrp LOS C	Α	В	Α	В	В		
Approach Vol, veh/h	591	803		446			
Approach Delay, s/veh	9.5	8.4		15.5			
Approach LOS	А	А		В			
Timer 1	2	3	4	5	6	7	8
Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			26.8		15.7	6.9	19.9
Change Period (Y+Rc), s			4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s			46.1		34.1	10.6	* 32
Max Q Clear Time (g_c+l1), s			9.8		10.2	3.9	10.2
Green Ext Time (p_c), s			5.2		0.7	0.0	4.8
Intersection Summary							
HCM 2010 Ctrl Delay		10.5					
HCM 2010 LOS		В					
Notes							
NOIGS							

Intersection							
Int Delay, s/veh	0.1						
in Boldy siven	0.1						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	7		433	0	0	436
Future Vol, veh/h	0	7		433	0	0	436
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	Jiop -	None		-	None	-	None
Storage Length	_	0		_	-	_	-
Veh in Median Storage, #	ŧ 0	-		0	_	-	0
Grade, %	0	-		0	_	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	8		471	0	0	474
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	708	235		0	0	471	0
Stage 1	471	233		-	-	-	-
Stage 2	237	_		_	_	_	_
Critical Hdwy	6.84	6.94		_	_	4.14	_
Critical Hdwy Stg 1	5.84	-		_	_	-	_
Critical Hdwy Stg 2	5.84	-		-	_	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	369	767		-	-	1087	-
Stage 1	594	-		-	-	-	-
Stage 2	780	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	369	767		-	-	1087	-
Mov Cap-2 Maneuver	369	-		-	-	-	-
Stage 1	594	-		-	-	-	-
Stage 2	780	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	9.7			0		0	
HCM LOS	A						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	_	- 767	1087	-			
HCM Lane V/C Ratio	_	- 0.01	-	_			
HCM Control Delay (s)	_	- 9.7	0	-			
HCM Lane LOS	-	- A	A	-			
HCM 95th %tile Q(veh)	_	- 0	0	-			
2(1311)			•				

Intersection							
Int Delay, s/veh	0						
in Delay, Siven	U						
-							
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0		465	0	0	436
Future Vol, veh/h	0	0		465	0	0	436
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	-	0		-	-	-	-
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	0		505	0	0	474
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	742	253		0	0	505	0
Stage 1	505	-		-	-	-	-
Stage 2	237	-		-	_	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	_	-	-
Critical Hdwy Stg 2	5.84	-		-	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	351	746		-	-	1056	-
Stage 1	571	-		-	-	-	-
Stage 2	780	-		-	-	-	-
Platoon blocked, %				-	-		
Mov Cap-1 Maneuver	351	746		_	-	1056	-
Mov Cap-2 Maneuver	351	-		-	-	-	-
Stage 1	571	-		_	-	-	-
Stage 2	780	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	0			0		0	
HCM LOS	A						
TIOWI EOU	A						
Minor Long/Maiar Musel	NDT	NIDDIMDI1	CDI	CDT			
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-		1056	-			
HCM Lane V/C Ratio	-		-	-			
HCM Control Delay (s)	-	- 0	0	-			
HCM Lane LOS	-	- A	A	-			
HCM 95th %tile Q(veh)	-		0	-			

Intersection												
Intersection Delay, s/veh	42.4											
Intersection LOS	Е											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	284	21	0	370	118	5	0	105	4	553
Future Vol, veh/h	0	0	284	21	0	370	118	5	0	105	4	553
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	309	23	0	402	128	5	0	114	4	601
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach			EB			WB				NB		
Opposing Approach			WB			EB				SB		
Opposing Lanes			2			2				1		
Conflicting Approach Left			SB			NB				EB		
Conflicting Lanes Left			1			2				2		
Conflicting Approach Right			NB			SB				WB		
Conflicting Lanes Right			2			1				2		
HCM Control Delay			23			36.6				55.8		
HCM LOS			С			Е				F		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	0%	0%	100%	0%	80%				
Vol Thru, %		0%	1%	100%	0%	0%	96%	20%				
Vol Right, %		0%	99%	0%	100%	0%	4%	0%				
Sign Control		Stop										
Traffic Vol by Lane		105	557	284	21	370	123	5				
LT Vol		105	0	0	0	370	0	4				
Through Vol		0	4	284	0	0	118	1				
RT Vol		0	553	0	21	0	5	0				
Lane Flow Rate		114	605	309	23	402	134	5				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.246	1	0.657	0.044	0.874	0.271	0.014				
Departure Headway (Hd)		7.767	6.546	7.664	6.965	7.823	7.296	9.308				
Convergence, Y/N		Yes										
Cap		461	551	472	515	463	493	387				
Service Time		5.537	4.316	5.401	4.703	5.554	5.026	7.308				
HCM Lane V/C Ratio		0.247	1.098	0.655	0.045	0.868	0.272	0.013				
HCM Control Delay		13.1	63.9	24	10	44.6	12.7	12.4				
HCM Lane LOS		В	F	С	А	Ε	В	В				
HCM 95th-tile Q		1	14.3	4.7	0.1	9.2	1.1	0				

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0
Turns of Laries	, ,	, ,		
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		12.4		
HCM LOS		В		
TIOW EGS				
Lane				

	•	<b>→</b>	<b>←</b>	•	<u> </u>	4		
Movement E	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	T T	<u>LDI</u>	VVD1	WDK 7	JDL	JDK 7		
- J	321	520	296	140	239	197		
	321	520		140	239	197		
. ,			296					
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
) · -1 · /	1.00			1.00	1.00	1.00		
,	1.00	1.00	1.00	1.00	1.00	1.00		
	863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	349	565	322	152	260	214		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor 0	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
	397	983	462	392	588	525		
	0.22	0.53	0.25	0.25	0.33	0.33		
	774	1863	1863	1583	1774	1583		
	349	565	322	152	260	214	ı	
Grp Sat Flow(s), veh/h/ln17		1863	1863	1583	1774	1583		
<b>10</b> — /·	13.6	14.8	11.3	5.7	8.2	7.5		
,0_,	13.6	14.8	11.3	5.7	8.2	7.5		
	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h		983	462	392	588	525		
V/C Ratio(X) 0	0.88	0.57	0.70	0.39	0.44	0.41		
Avail Cap(c_a), veh/h	717	1456	600	510	588	525		
HCM Platoon Ratio 1	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I) 1	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh 2		11.5	24.5	22.5	18.8	18.5		
<b>3</b> · · ·	2.5	0.6	2.5	0.7	2.4	2.3		
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0		
<b>3</b> · ,								
%ile BackOfQ(50%),veh/li		7.7	6.1	2.6	4.4	7.4		
J ( )	29.4	12.1	27.0	23.1	21.2	20.9		
LnGrp LOS	С	В	С	С	С	С		
Approach Vol, veh/h		914	474		474			
Approach Delay, s/veh		18.7	25.8		21.0			
Approach LOS		В	С		С			
Timer	1	2	3	4	5	6		7
Assigned Phs				4		6		7
Phs Duration (G+Y+Rc), s	S			42.8		29.0		20.1
Change Period (Y+Rc), s				42.0		5.2		4.0
Max Green Setting (Gmax	•			56.1		23.8		29.0
Max Q Clear Time (g_c+l	1), S			16.8		10.2		15.6
Green Ext Time (p_c), s				7.9		0.7		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			21.1					
HCM 2010 LOS			С					
			_					

Intersection								
Int Delay, s/veh	0.1							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	14	745			475	0	0	0
Future Vol, veh/h	14	745			475	0	0	0
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-				-	None	- -	None
Storage Length	100	-			_	-	0	-
Veh in Median Storage, #		0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	15	810			516	0	0	0
Major/Minor	Major1				Major		Minor2	
Major/Minor	516	0			Major2	0	1356	516
Conflicting Flow All		0				0	516	510
Stage 1	-	-			-	-	840	-
Stage 2 Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	4.12	-			-	-	5.42	0.22
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	1050	_			-	-	165	559
Stage 1	1000				-		599	- 339
Stage 2	-	-			-	-	424	-
Platoon blocked, %	-				-		724	-
Mov Cap-1 Maneuver	1050	_			_	_	163	559
Mov Cap-2 Maneuver	-	_			_	_	296	
Stage 1	-	-			-	-	599	-
Stage 2	-	-			-	_	418	-
- · · · · · · · ·								
Annroach	EB				WB		SB	
Approach								
HCM LOS	0.2				0		0	
HCM LOS							A	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SB	Ln1			
Capacity (veh/h)	1050	-	-	-	-			
HCM Lane V/C Ratio	0.014	-	-	-	-			
HCM Control Delay (s)	8.5	-	-	-	0			
HCM Lane LOS	А	-	-	-	Α			
HCM 95th %tile Q(veh)	0	-	-	-	-			

		4	*	<b>-</b>	<i>\</i>			
	•		I	1	*	*		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations		7	f)		ሻ	<b>+</b>		
Traffic Volume (veh/h)	306	228	228	303	141	538		
Future Volume (veh/h)	306	228	228	303	141	538		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	333	248	248	329	153	585		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	398	355	321	425	196	1156		
Arrive On Green	0.22	0.22	0.44	0.44	0.11	0.62		
Sat Flow, veh/h	1774	1583	727	965	1774	1863		
Grp Volume(v), veh/h	333	248	0	577	153	585		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1692	1774	1863		
Q Serve(g_s), s	11.3	9.1	0.0	18.3	5.3	11.0		
Cycle Q Clear(g_c), s	11.3	9.1	0.0	18.3	5.3	11.0		
Prop In Lane	1.00	1.00		0.57	1.00			
Lane Grp Cap(c), veh/h	398	355	0	746	196	1156		
V/C Ratio(X)	0.84	0.70	0.00	0.77	0.78	0.51		
Avail Cap(c_a), veh/h	733	654	0	994	354	1595		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	23.4	22.5	0.0	15.0	27.4	6.6		
Incr Delay (d2), s/veh	1.8	0.9	0.0	2.7	6.7	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.8	4.0	0.0	9.1	3.0	5.6		
LnGrp Delay(d),s/veh	25.2	23.5	0.0	17.7	34.1	7.0		
LnGrp LOS	С	С		В	С	А		
Approach Vol, veh/h	581		577			738		
Approach Delay, s/veh	24.5		17.7			12.6		
Approach LOS	С		В			В		
Timer	1	2	3	4	5	6	7	}
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	11.4	32.7				44.1	19.	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	12.6	37.1				54.1	26.	
Max Q Clear Time (q_c+l1), s	7.3	20.3				13.0	13.3	
Green Ext Time (p_c), s	0.2	7.6				10.6	3.0	
Intersection Summary							•	
HCM 2010 Ctrl Delay			17.8					
			17.8 B					
HCM 2010 LOS			В					

Novement   EBL   EBT   WBT   WBR   SBL   SBR
Movement         EBL         EBT         WBT         WBR         SBL         SBR           Traffic Vol, veh/h         0         444         552         8         0         0           Future Vol, veh/h         0         444         552         8         0         0           Conflicting Peds, #/hr         0         0         0         0         0         0           Sign Control         Free         Free         Free         Free         Free         Stop         Stop           RT Channelized         None         - None         <
Traffic Vol, veh/h         0         444         552         8         0         0           Future Vol, veh/h         0         444         552         8         0         0           Conflicting Peds, #/hr         0         0         0         0         0         0           Sign Control         Free         Free         Free         Free         Stop         Stop           RT Channelized         -         None         -         None         -         None           Storage Length         -         -         -         -         -         0           Veh in Median Storage, #         -         0         0         -         0         -           Grade, %         -         0         0         -         0         -         0         -           Peak Hour Factor         92 <td< td=""></td<>
Traffic Vol, veh/h         0         444         552         8         0         0           Future Vol, veh/h         0         444         552         8         0         0           Conflicting Peds, #/hr         0         0         0         0         0         0           Sign Control         Free         Free         Free         Free         Free         Stop         Stop           RT Channelized         -         None         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         -         0         -         -         0         -         -         0         -         0         -         0         -         0         0         -         0         0         0         0         0         0         0         0         0         0         0
Future Vol, veh/h         0         444         552         8         0         0           Conflicting Peds, #/hr         0         0         0         0         0         0           Sign Control         Free         Free         Free         Free         Free         Stop         Stop           RT Channelized         - None         - O         0         - O         0         - O         0         - O         0         - O         0         - O         - O         - O         - O         - O         - O         - O         - O         - O         - Peak Hour Factor         92
Conflicting Peds, #/hr         0         0         0         0         0         0           Sign Control         Free         Free         Free         Free         Free         Stop         Stop           RT Channelized         -         None         -         None         -         None           Storage Length         -         -         -         -         -         0           Veh in Median Storage, #         -         0         0         -         0         -           Grade, %         -         0         0         -         0         -           Peak Hour Factor         92         92         92         92         92         92         92           Heavy Vehicles, %         2
Sign Control         Free Free         Free Free Free         Free Free Free Free Free Stop         Stop RT Channelized         None         - Stop         - None         - No
RT Channelized         - None         - None         - None           Storage Length         0         Over in Median Storage, # 0 0 0         0
RT Channelized         - None         - None         - None           Storage Length         0         Over in Median Storage, # - 0 - 0 0 0 0         0 0
Weh in Median Storage, #         -         0         0         -         0         -           Grade, %         -         0         0         -         0         -           Peak Hour Factor         92         92         92         92         92         92           Heavy Vehicles, %         2 <td< td=""></td<>
Weh in Median Storage, #         -         0         0         -         0         -           Grade, %         -         0         0         -         0         -           Peak Hour Factor         92         92         92         92         92         92           Heavy Vehicles, %         2         3         604         4         4         4         4         4         4         4         <
Grade, %         -         0         0         -         0         -           Peak Hour Factor         92         92         92         92         92         92           Heavy Vehicles, %         2         3         600         9         0         0         0         0         1087         604         4         604         4         604         4         604         4         604         4         604         604         604         604         604         604
Heavy Vehicles, %         2         3         604         4         3         604         4         4         604         -         604         -         604         -         604         -         604         -         604         -         -         604         -         -         604         -         -         604         -         -         -         604         -         -         -         604         -
Mvmt Flow         0         483         600         9         0         0           Major/Minor         Major1         Major2         Minor2           Conflicting Flow All         609         0         -         0         1087         604           Stage 1         -         -         -         604         -           Stage 2         -         -         -         483         -           Critical Hdwy         4.12         -         -         -         6.42         6.22           Critical Hdwy Stg 1         -         -         -         5.42         -           Critical Hdwy Stg 2         -         -         -         5.42         -           Follow-up Hdwy         2.218         -         -         -         3.518         3.318           Pot Cap-1 Maneuver         970         -         -         -         546         -           Stage 1         -         -         -         546         -
Mvmt Flow         0         483         600         9         0         0           Major/Minor         Major1         Major2         Minor2           Conflicting Flow All         609         0         -         0         1087         604           Stage 1         -         -         -         604         -           Stage 2         -         -         -         483         -           Critical Hdwy         4.12         -         -         -         6.42         6.22           Critical Hdwy Stg 1         -         -         -         5.42         -           Critical Hdwy Stg 2         -         -         -         5.42         -           Follow-up Hdwy         2.218         -         -         -         3.518         3.318           Pot Cap-1 Maneuver         970         -         -         -         546         -           Stage 1         -         -         -         546         -
Major/Minor         Major1         Major2         Minor2           Conflicting Flow All         609         0         -         0         1087         604           Stage 1         -         -         -         604         -           Stage 2         -         -         -         483         -           Critical Hdwy         4.12         -         -         6.42         6.22           Critical Hdwy Stg 1         -         -         -         5.42         -           Critical Hdwy Stg 2         -         -         -         5.42         -           Follow-up Hdwy         2.218         -         -         -         3.518         3.318           Pot Cap-1 Maneuver         970         -         -         -         546         -           Stage 1         -         -         -         546         -
Conflicting Flow All         609         0         -         0         1087         604           Stage 1         -         -         -         604         -           Stage 2         -         -         -         483         -           Critical Hdwy         4.12         -         -         -         6.42         6.22           Critical Hdwy Stg 1         -         -         -         5.42         -           Critical Hdwy Stg 2         -         -         -         5.42         -           Follow-up Hdwy         2.218         -         -         -         3.518         3.318           Pot Cap-1 Maneuver         970         -         -         -         239         498           Stage 1         -         -         -         546         -
Conflicting Flow All         609         0         -         0         1087         604           Stage 1         -         -         -         604         -           Stage 2         -         -         -         483         -           Critical Hdwy         4.12         -         -         -         6.42         6.22           Critical Hdwy Stg 1         -         -         -         5.42         -           Critical Hdwy Stg 2         -         -         -         5.42         -           Follow-up Hdwy         2.218         -         -         -         3.518         3.318           Pot Cap-1 Maneuver         970         -         -         -         239         498           Stage 1         -         -         -         546         -
Stage 1       -       -       604       -         Stage 2       -       -       -       483       -         Critical Hdwy       4.12       -       -       6.42       6.22         Critical Hdwy Stg 1       -       -       -       5.42       -         Critical Hdwy Stg 2       -       -       -       5.42       -         Follow-up Hdwy       2.218       -       -       3.518       3.318         Pot Cap-1 Maneuver       970       -       -       239       498         Stage 1       -       -       546       -
Stage 2       -       -       -       483       -         Critical Hdwy       4.12       -       -       -       6.42       6.22         Critical Hdwy Stg 1       -       -       -       -       5.42       -         Critical Hdwy Stg 2       -       -       -       -       5.42       -         Follow-up Hdwy       2.218       -       -       -       3.518       3.318         Pot Cap-1 Maneuver       970       -       -       -       239       498         Stage 1       -       -       546       -
Critical Hdwy       4.12       -       -       6.42       6.22         Critical Hdwy Stg 1       -       -       -       5.42       -         Critical Hdwy Stg 2       -       -       -       5.42       -         Follow-up Hdwy       2.218       -       -       -       3.518       3.318         Pot Cap-1 Maneuver       970       -       -       -       239       498         Stage 1       -       -       546       -
Critical Hdwy Stg 1       -       -       -       5.42       -         Critical Hdwy Stg 2       -       -       -       5.42       -         Follow-up Hdwy       2.218       -       -       -       3.518       3.318         Pot Cap-1 Maneuver       970       -       -       -       239       498         Stage 1       -       -       546       -
Critical Hdwy Stg 2       -       -       -       5.42       -         Follow-up Hdwy       2.218       -       -       -       3.518       3.318         Pot Cap-1 Maneuver       970       -       -       -       239       498         Stage 1       -       -       546       -
Follow-up Hdwy 2.218 3.518 3.318 Pot Cap-1 Maneuver 970 239 498 Stage 1 546 -
Pot Cap-1 Maneuver 970 239 498 Stage 1 546 -
Stage 1 546 -
3
Stage 7 620
Platoon blocked, %
Mov Cap-1 Maneuver 970 239 498
Mov Cap-2 Maneuver 239 -
Stage 1 546 -
Stage 2 620 -
Approach EB WB SB
HCM Control Delay, s 0 0 0
HCM LOS A
TION LOG
Mind on Main Mark EDI EDT WIDT WIDD CDI 4
Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1
Capacity (veh/h) 970
HCM Lane V/C Ratio
HCM Control Delay (s) 0 0
HCM Lane LOS A A
HCM 95th %tile Q(veh) 0

Intersection											
Intersection Delay, s/veh	34.1										
Intersection LOS	D										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	362	269		0		190	591	0	135	52
Future Vol, veh/h	0	362	269		0		190	591	0	135	52
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mymt Flow	0	393	292		0		207	642	0	147	57
Number of Lanes	0	1	1		0		1	1	0	147	1
Number of Lanes	U	'	į.		U		'	'	U	'	'
										0.5	
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		23					47.9			13.9	
HCM LOS		С					Е			В	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		362	269	190	591	135	52				
LT Vol		362	0	0	0	135	0				
Through Vol		0	269	190	0	0	0				
RT Vol		0	0	0	591	0	52				
Lane Flow Rate		393	292	207	642	147	57				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.759	0.522	0.365	1	0.341	0.112				
Departure Headway (Hd)		6.94	6.431	6.359	5.647	8.372	7.139				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		527	564	562	636	436	508				
Service Time		4.616	4.117	4.134	3.422	6.005	4.807				
HCM Lane V/C Ratio		0.746	0.518	0.368	1.009	0.337	0.112				
HCM Control Delay		28.2	15.9	12.8	59.2	15.2	10.7				
HCM Lane LOS		D	С	В	F	С	В				
HCM 95th-tile Q		6.6	3	1.7	15.4	1.5	0.4				

	_			_	_		
→	*	-	•	-	7		
Movement EBT	EBR	nent EBT	WBL	WBT	NBL	NBR	
Lane Configurations \$\frac{1}{3}\$		Configurations 😘	ሻ	<b>†</b>	ሻ	7	
	67		244	561	387	197	
Future Volume (veh/h) 326	67	Volume (veh/h) 326	244	561	387	197	
Number 4	14	er 4	3	8	5	12	
Initial Q (Qb), veh 0	0	Q (Qb), veh 0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	ike Adj(A_pbT)	1.00		1.00	1.00	
Parking Bus, Adj 1.00	1.00	g Bus, Adj 1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln 1863	1900	it Flow, veh/h/ln 1863	1863	1863	1863	1863	
•	73		265	610	421	214	
-	0		1	1	1	1	
	0.92		0.92	0.92	0.92	0.92	
	2		2	2	2	2	
3	86	3	307	931	693	618	
•	0.28		0.17	0.50	0.39	0.39	
	309		1774	1863	1774	1583	
	427		265	610	421	214	ľ
• • • • • • • • • • • • • • • • • • • •	1808		1774	1863	1774	1583	
	18.3		11.9	20.0	15.5	7.8	
	18.3		11.9	20.0	15.5	7.8	
Prop In Lane	0.17	.0 .	1.00	20.0	1.00	1.00	
	502		307	931	693	618	
	0.85		0.86	0.66	0.61	0.35	
	530		455	1114	693	618	
	1.00		1.00	1.00	1.00	1.00	
	1.00		1.00	1.00	1.00	1.00	
		• • • • • • • • • • • • • • • • • • • •	32.9	15.3		17.6	
Uniform Delay (d), s/veh 0.0	28.0	3			20.0		
J . /-	12.4		9.3	1.3	3.9	1.5	
3 ( )	0.0	3	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.0	10.9		6.6	10.5	8.4	3.6	
3 . /-	40.4	3	42.2	16.5	23.9	19.1	
LnGrp LOS	D		D	В	С	В	
11				875	635		
Approach Delay, s/veh 40.4				24.3	22.3		
Approach LOS D		ach LOS D		С	С		
Timer 1	2	1	3	4	5	6	
Assigned Phs	2	ned Phs	3	4			
Phs Duration (G+Y+Rc), s	36.0		18.2	27.8			
Change Period (Y+Rc), s	4.0		4.0	5.0			
Max Green Setting (Gmax), s			21.0	24.0			
Max Q Clear Time (g_c+l1), s			13.9	20.3			
Green Ext Time (p_c), s	1.3	.0_ ,	0.3	2.5			
•	1.0	•	0.5	۷. ن			
Intersection Summary							
HCM 2010 Ctrl Delay			27.2				
HCM 2010 LOS		2010 LOS	С				

Appendix J
NEAR-TERM (OPENING DAY2018) & NEAR-TERM (OPENING DAY 2018) + PROJECT FREEWAY ANALYSIS CALCULATION SHEETS

# **NEAR-TERM FREEWAY SEGMENT OPERATIONS**

## **AM Peak Hour**

Freeway and Segment		rection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	LOS AM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	178,890	0.0745	0.5381	0.963	7,446	0.564	В
	SB Mainlines	4M+ 2A	10,400	178,890	0.0737	0.4619	0.963	6,322	0.608	В
South of I-8	NB Mainlines	3M+ 1A	7,200	182,300	0.0659	0.5170	0.97	6,401	0.889	D
	SB Mainlines	4M	8,000	182,300	0.0657	0.4830	0.97	5,961	0.745	С
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	201,570	0.0640	0.4724	0.972	6,267	0.783	O
	WB Mainlines	4M+ 1A	9,200	201,570	0.0639	0.5276	0.972	6,996	0.760	С
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	196,750	0.0660	0.4836	0.972	6,458	0.702	O
	WB Mainlines	4M+ 1A	9,200	196,750	0.0657	0.5164	0.972	6,866	0.746	С

N	otes	
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- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline · Α
- 2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Near-Term volumes.
- 3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Near-Term volumes
- 4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System". 5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

В 0.62 С 8.0 D 0.92 1

V/C

< 0.41

LOS

Ε F(0) 1.25 F(1) 1.35

F(2) 1.45 F(3) >1.46

## **NEAR-TERM FREEWAY SEGMENT OPERATIONS**

## PM Peak Hour

Freeway and Segment		rection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	LOS PM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	178,890	0.0725	0.5210	0.963	7,012	0.531	В
	SB Mainlines	4M+ 2A	10,400	178,890	0.0737	0.4790	0.963	6,555	0.630	С
South of I-8	NB Mainlines	3M+ 1A	7,200	182,300	0.0718	0.5214	0.97	7,037	0.977	E
	SB Mainlines	4M	8,000	182,300	0.0716	0.4786	0.97	6,444	0.806	D
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	201,570	0.0637	0.4631	0.972	6,122	0.765	С
	WB Mainlines	4M+ 1A	9,200	201,570	0.0633	0.5369	0.972	7,051	0.766	С
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	196,750	0.0675	0.5089	0.972	6,952	0.756	С
	WB Mainlines	4M+ 1A	9,200	196,750	0.0666	0.4911	0.972	6,618	0.719	С

N	lo:	te	c	
		ı		

- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline · Α
- 2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Near-Term volumes.
- 3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Near-Term volumes
- 4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System". 5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

В 0.62 С 8.0 D 0.92

V/C

< 0.41

LOS

Ε 1 F(0) 1.25 F(1) 1.35

F(2) 1.45 F(3) >1.46

### **NEAR-TERM + PROJECT FREEWAY SEGMENT OPERATIONS**

### **AM Peak Hour**

Freeway and Segment		rection, Number Lanes & Capacity		ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	V/C DELTA	LOS AM
SR 163											
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	179,070	0.0747	0.5381	0.963	7,478	0.567	0.002	В
	SB Mainlines	4M+ 2A	10,400	179,070	0.0733	0.4619	0.963	6,299	0.606	-0.002	В
South of I-8	NB Mainlines	3M+ 1A	7,200	182,130	0.0655	0.5170	0.97	6,361	0.883	-0.006	D
	SB Mainlines	4M	8,000	182,130	0.0660	0.4830	0.97	5,982	0.748	0.003	С
I-8											
West of Hotel Circle	EB Mainlines	4M	8,000	201,400	0.0635	0.4724	0.972	6,217	0.777	-0.006	С
	WB Mainlines	4M+ 1A	9,200	201,400	0.0642	0.5276	0.972	7,023	0.763	0.003	С
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	196,780	0.0668	0.4836	0.972	6,540	0.711	0.009	С
	WB Mainlines	4M+ 1A	9,200	196,780	0.0657	0.5164	0.972	6,866	0.746	0.000	С

<sup>1.</sup> Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)

С 8.0 D 0.92 Ε F(0) F(1) F(2) F(3) 1.25 1.35 1.45

V/C

< 0.41

0.62

>1.46

LOS

Α В

<sup>2.</sup> Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Near-Term + P volumes.

<sup>3.</sup> Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Near-Term + P volumes

<sup>4.</sup> Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".

<sup>5.</sup> V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

### **NEAR-TERM + PROJECT FREEWAY SEGMENT OPERATIONS**

### PM Peak Hour

Freeway and Segment		irection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	V/C DELTA	LOS PM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	179,070	0.0723	0.5210	0.963	7,002	0.530	-0.001	В	
	SB Mainlines	4M+ 2A	10,400	179,070	0.0738	0.4790	0.963	6,575	0.632	0.002	С	
South of I-8	NB Mainlines	3M+ 1A	7,200	182,130	0.0719	0.5214	0.97	7,040	0.978	0.000	E	NO
	SB Mainlines	4M	8,000	182,130	0.0714	0.4786	0.97	6,417	0.802	-0.003	D	
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	201,400	0.0639	0.4631	0.972	6,129	0.766	0.001	С	
	WB Mainlines	4M+ 1A	9,200	201,400	0.0631	0.5369	0.972	7,019	0.763	-0.003	С	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	196,780	0.0669	0.5089	0.972	6,897	0.750	-0.006	С	
	WB Mainlines	4M+ 1A	9,200	196,780	0.0666	0.4911	0.972	6,618	0.719	0.000	С	

Notes:

C 0.8 D 0.92 E 1 F(0) 1.25 F(1) 1.35 F(2) 1.45

V/C

< 0.41

0.62

>1.46

LOS

A B

F(3)

<sup>1.</sup> Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)

<sup>2.</sup> Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Near-Term + P volumes.

<sup>3.</sup> Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Near-Term + P volumes

<sup>4.</sup> Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".

<sup>5.</sup> V/C = ((ADT)(K)(D)/Truck Factor/Capacity)



YEAR 2022 Intersection Analysis Calculation Sheets

	•	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	~	<b>/</b>	<b>+</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ર્ન	7	Ž	<b>∱</b> }		7	<b>∱</b> }	
Traffic Volume (veh/h)	21	13	21	14	0	56	40	240	22	64	163	13
Future Volume (veh/h)	21	13	21	14	0	56	40	240	22	64	163	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	14	23	15	0	61	43	261	24	70	177	14
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	33	43	239	0	114	61	2066	189	90	2148	168
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.63	0.63	0.05	0.65	0.65
Sat Flow, veh/h	498	464	598	1571	0	1583	1774	3280	299	1774	3326	261
Grp Volume(v), veh/h	60	0	0	15	0	61	43	140	145	70	93	98
Grp Sat Flow(s),veh/h/ln	1561	0	0	1571	0	1583	1774	1770	1810	1774	1770	1817
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	2.1	1.4	1.8	1.9	2.2	1.1	1.2
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.5	0.0	2.1	1.4	1.8	1.9	2.2	1.1	1.2
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.17	1.00		0.14
Lane Grp Cap(c), veh/h	199	0	0	239	0	114	61	1115	1140	90	1143	1174
V/C Ratio(X)	0.30	0.00	0.00	0.06	0.00	0.53	0.70	0.13	0.13	0.78	0.08	0.08
Avail Cap(c_a), veh/h	784	0	0	761	0	720	389	1115	1140	513	1143	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	24.9	0.0	25.7	27.4	4.3	4.3	26.9	3.8	3.8
Incr Delay (d2), s/veh	8.0	0.0	0.0	0.1	0.0	3.8	5.3	0.2	0.2	13.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.2	0.0	1.1	8.0	1.0	1.0	1.4	0.6	0.6
LnGrp Delay(d),s/veh	26.5	0.0	0.0	25.0	0.0	29.6	32.7	4.5	4.5	40.2	3.9	3.9
LnGrp LOS	С			С		С	С	Α	Α	D	Α	A
Approach Vol, veh/h		60			76			328			261	
Approach Delay, s/veh		26.5			28.7			8.2			13.7	
Approach LOS		С			С			А			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	41.1		9.0	6.4	42.0		9.0				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	16.6	33.1		26.1	12.6	37.1		26.1				
Max Q Clear Time (g_c+I1), s	4.2	3.9		4.1	3.4	3.2		4.1				
Green Ext Time (p_c), s	0.1	2.9		0.5	0.0	3.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			13.8									
HCM 2010 LOS			В									

Intersection Delay, s/veh 8.2   Intersection LOS
Novement   EBU   EBT   EBR   WBU   WBL   WBT   NBU   NBL   NBR
Movement   EBU   EBT   EBR   WBU   WBL   WBT   NBU   NBL   NBR
Traffic Vol, veh/h         0         23         61         0         37         13         0         120         82           Future Vol, veh/h         0         23         61         0         37         13         0         120         82           Peak Hour Factor         0.92 </td
Traffic Vol, veh/h         0         23         61         0         37         13         0         120         82           Future Vol, veh/h         0         23         61         0         37         13         0         120         82           Peak Hour Factor         0.92 </td
Future Vol, veh/h         0         23         61         0         37         13         0         120         82           Peak Hour Factor         0.92         <
Peak Hour Factor         0.92
Heavy Vehicles, %       2
Mvmt Flow         0         25         66         0         40         14         0         130         89           Number of Lanes         0         1         0         0         1         0         1         1           Approach         EB         WB         WB         NB           Opposing Approach         WB         EB         0
Number of Lanes         0         1         0         0         1         0         1         1           Approach         EB         WB         NB         NB           Opposing Approach         WB         EB         0
Approach EB WB NB Opposing Approach WB EB Opposing Lanes 1 1 0 Conflicting Approach Left NB EB
Opposing Approach         WB         EB           Opposing Lanes         1         1         0           Conflicting Approach Left         NB         EB
Opposing Approach WB EB Opposing Lanes 1 1 0 Conflicting Approach Left NB EB
Opposing Approach         WB         EB           Opposing Lanes         1         1         0           Conflicting Approach Left         NB         EB
Opposing Lanes 1 1 0 Conflicting Approach Left NB EB
Conflicting Approach Left NB EB
Oblinicing Edition 2
Conflicting Approach Right NB WB
Conflicting Lanes Right 2 0 1
HCM Control Delay 7.6 8.1 8.5
HCM LOS A A A
110H E00 11 11
Lane NBLn1 NBLn2 EBLn1WBLn1
Vol Left, % 100% 0% 0% 74%
Vol Thru, % 0% 0% 27% 26%
Vol Right, % 0% 100% 73% 0%
Sign Control Stop Stop Stop
Traffic Vol by Lane 120 82 84 50
LT Vol 120 0 0 37
Through Vol 0 0 23 13
RT Vol 0 82 61 0
Lane Flow Rate 130 89 91 54
Geometry Grp 7 7 2 2
Degree of Util (X) 0.192 0.101 0.104 0.071
Departure Headway (Hd) 5.286 4.083 4.094 4.71
Convergence, Y/N Yes Yes Yes Yes
Cap 672 865 880 764
Service Time 3.074 1.871 2.097 2.715
HCM Lane V/C Ratio 0.193 0.103 0.103 0.071
HCM Control Delay 9.3 7.3 7.6 8.1
HCM Lane LOS A A A A
HCM 95th-tile Q 0.7 0.3 0.3 0.2

	۶	<b>→</b>	<b>←</b>	•	<b>/</b>	4		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	ሻ	<b>↑</b>	<b>1</b>	7	<u> </u>	JDIK **		
Traffic Volume (veh/h)	30	187	336	172	77	21		
Future Volume (veh/h)	30	187	336	172	77	21		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	203	365	187	84	23		
Adj No. of Lanes	1	1	1	107	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0.92	0.92	0.92	0.92	0.92	0.92		
Cap, veh/h	57	957	609	740	250	223		
Arrive On Green	0.03	0.51	0.33	0.33	0.14	0.14		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	33	203	365	187	84	23		
Grp Sat Flow(s), veh/h/li		1863	1863	1583	1774	1583		
Q Serve(g_s), s	0.5	1.7	4.7	2.0	1.2	0.4		
Cycle Q Clear(g_c), s	0.5	1.7	4.7	2.0	1.2	0.4		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h		957	609	740	250	223		
V/C Ratio(X)	0.58	0.21	0.60	0.25	0.34	0.10		
Avail Cap(c_a), veh/h	725	3615	2624	2454	1568	1400		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/vel	h 13.5	3.8	8.0	4.6	11.0	10.6		
Incr Delay (d2), s/veh	3.4	0.0	0.4	0.1	0.3	0.1		
Initial Q Delay(d3),s/vel	n 0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),vel		0.9	2.4	1.1	0.6	0.3		
LnGrp Delay(d),s/veh	16.9	3.8	8.4	4.6	11.3	10.7		
LnGrp LOS	В	А	Α	А	В	В		
Approach Vol, veh/h		236	552		107			
Approach Delay, s/veh		5.6	7.1		11.2			
Approach LOS		Α	Α		В			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc)				19.5		8.9	5.3	14.2
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9
Max Green Setting (Gm				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c				3.7		3.2	2.5	6.7
Green Ext Time (p_c), s				2.7		0.1	0.0	2.6
								_
Intersection Summary								
HCM 2010 Ctrl Delay			7.2					
HCM 2010 LOS			Α					
Notes								
110103								

	11/2/2015

Intersection							
Int Delay, s/veh	0.3						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4		285	37	8	190
Future Vol, veh/h	4	4		285	37	8	190
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	- -	None		-			None
Storage Length	0	-		_	-	_	-
Veh in Median Storage, #	0	_		0	_	_	0
Grade, %	0	_		0	_	_	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	4	4		310	40	9	207
		•		0.0	,,	ŕ	207
N.ALau/N.Alianau	N A! 1			Maland		N4-10	
Major/Minor	Minor1	475		Major1		Major2	
Conflicting Flow All	451	175		0	0	350	0
Stage 1	330	-		-	-	-	-
Stage 2	121	-		-	-	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	-	-	-
Critical Hdwy Stg 2	5.84	-		-	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	537	838		-	-	1206	-
Stage 1	701	-		-	-	-	-
Stage 2	891	-		-	-	-	-
Platoon blocked, %	F00	000		-	-	4007	-
Mov Cap-1 Maneuver	533	838		-	-	1206	-
Mov Cap-2 Maneuver	533	-		-	-	-	-
Stage 1	701	-		-	-	-	-
Stage 2	884	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	10.6			0		0.3	
HCM LOS	В						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	_		1206				
HCM Lane V/C Ratio	-	- 0.013		-			
HCM Control Delay (s)	_	- 10.6	8	0			
HCM Lane LOS	-	- B	A	A			
HCM 95th %tile Q(veh)	-	- 0	0	-			
2(1011)							

Intersection							
	0.2						
int Delay, Siveri	0.2						
	MDI	WDD		NDT	NDD	CDI	CDT
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4		323	14	3	191
Future Vol, veh/h	4	4		323	14	3	191
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	4	4		351	15	3	208
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	469	183		0	0	366	0
Stage 1	359	-		-	-	-	-
Stage 2	110	_		_	_	_	_
Critical Hdwy	6.84	6.94				4.14	-
Critical Hdwy Stg 1	5.84	0.74		-	-	4.14	-
Critical Hdwy Stg 2	5.84	-		<u>-</u>	-		-
Follow-up Hdwy	3.52	3.32		-		2.22	-
Pot Cap-1 Maneuver	523	828		-	-	1189	-
Stage 1	677	020		-	-	1109	-
Stage 1 Stage 2	902	-		-	-	-	
Platoon blocked, %	902	-		-		-	-
	521	020		-	-	1100	-
Mov Cap-1 Maneuver		828		-	-	1189	-
Mov Cap-2 Maneuver	521	-		-	-	-	-
Stage 1	677	-		-	-	-	-
Stage 2	899	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	10.7			0		0.1	
HCM LOS	В						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 640	1189	-			
HCM Lane V/C Ratio		- 0.014		-			
HCM Control Delay (s)	-			0			
	-		8				
HCM OF the Office Office h	-	- B	A	Α			
HCM 95th %tile Q(veh)	-	- 0	0	-			

Intersection												
Intersection Delay, s/veh	39.1											
Intersection LOS	Е											
Mayamant	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NDT	NDD
Movement											NBT	NBR
Traffic Vol, veh/h	0	1	146	17	0	123	132	8	0	412	6	723
Future Vol, veh/h	0	1	146	17	0	123	132	8	0	412	6	723
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	159	18	0	134	143	9	0	448	7	786
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		13.5				13.4				48.8		
HCM LOS		В				В				Е		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	1%	0%	100%	0%	100%				
Vol Thru, %		0%	1%	99%	0%	0%	94%	0%				
Vol Right, %		0%	99%	0%	100%	0%	6%	0%				
Sign Control		Stop										
Traffic Vol by Lane		412	729	147	17	123	140	3				
LT Vol		412	0	1	0	123	0	3				
Through Vol		0	6	146	0	0	132	0				
RT Vol		0	723	0	17	0	8	0				
Lane Flow Rate		448	792	160	18	134	152	3				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.825	1	0.329	0.034	0.287	0.304	0.007				
Departure Headway (Hd)		6.636	5.43	7.528	6.827	7.74	7.201	7.546				
Convergence, Y/N		Yes										
Cap		551	674	481	528	461	496	477				
Service Time		4.336	3.13	5.228	4.527	5.535	4.997	5.546				
HCM Lane V/C Ratio		0.813	1.175	0.333	0.034	0.291	0.306	0.006				
HCM Control Delay		33.3	57.6	13.9	9.8	13.7	13.2	10.6				
HCM Lane LOS		D	F	В	A	В	В	В				
HCM 95th-tile Q		8.3	15.8	1.4	0.1	1.2	1.3	0				
- · · · · · · ·												

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0
Trainibor of Earles	, ,			
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		10.6		
HCM LOS		В		
Lane				

	ၨ	<b>→</b>	<b>←</b>	•	<b>/</b>	✓			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ሻ	<b>↑</b>	<b></b>	7	*	7			
Traffic Volume (veh/h)	245	627	167	92	99	96			
Future Volume (veh/h)	245	627	167	92	99	96			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	266	682	182	100	108	104			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	319	863	409	348	669	597			
Arrive On Green	0.18	0.46	0.22	0.22	0.38	0.38			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	266	682	182	100	108	104			
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583			
Q Serve(g_s), s	9.1	19.6	5.3	3.3	2.6	2.8			
Cycle Q Clear(g_c), s	9.1	19.6	5.3	3.3	2.6	2.8			
Prop In Lane	1.00	17.0	0.0	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		863	409	348	669	597			
V/C Ratio(X)	0.83	0.79	0.44	0.29	0.16	0.17			
Avail Cap(c_a), veh/h	787	1655	711	604	669	597			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/ve		14.4	21.3	20.5	13.1	13.1			
	2.2	14.4	0.8	0.5	0.5	0.6			
Incr Delay (d2), s/veh									
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),ve		10.3	2.8	1.5	1.3	3.1			
LnGrp Delay(d),s/veh	27.2	16.1	22.1	21.0	13.6	13.8			
LnGrp LOS	С	В	С	С	В	В			
Approach Vol, veh/h		948	282		212				
Approach Delay, s/veh		19.2	21.7		13.7				
Approach LOS		В	С		В				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc	) s			34.2		29.0	15.4	18.8	
Change Period (Y+Rc),				4.9		5.2	4.0	4.9	
Max Green Setting (Gm				56.1		23.8	28.0	24.1	
Max Q Clear Time (g_c				21.6		4.8	11.1	7.3	
Green Ext Time (p_c),				7.7		0.3	0.3	6.0	
				1.1		0.5	0.0	0.0	
Intersection Summary			46.6						
HCM 2010 Ctrl Delay			18.9						
HCM 2010 LOS			В						

Intersection									
Int Delay, s/veh	0.3								
in Dolay, Siven	0.0								
Marramant	EDI	EDT			WDT	WDD	CDI	CDD	
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	11	715			251	12	9	8	
Future Vol, veh/h	11	715			251	12	9	8	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized		None			-	None	-	None	
Storage Length	100	-			-	-	0	-	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	-	0			0	-	0	-	
Peak Hour Factor	92	92			92	92	92	92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	12	777			273	13	10	9	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	286	0			-	0	1080	279	
Stage 1	-	-			_	-	279		
Stage 2	_	_			_	_	801	_	
Critical Hdwy	4.12	_			_	_	6.42	6.22	
Critical Hdwy Stg 1	- 1.12	_			_	_	5.42	-	
Critical Hdwy Stg 2	_	_			_	_	5.42	-	
Follow-up Hdwy	2.218	_			_	_	3.518	3.318	
Pot Cap-1 Maneuver	1276	_			_	_	241	760	
Stage 1	-	_			_	_	768	-	
Stage 2	_	_			_	_	442	-	
Platoon blocked, %		_			_	_	112		
Mov Cap-1 Maneuver	1276	-				-	239	760	
Mov Cap-2 Maneuver	-	_			-		350	- , 50	
Stage 1	-	-			_	-	768	-	
Stage 2	-	_			-		438	-	
g - <b>-</b>							.50		
Approach	EB				WB		SB		
							13		
HCM Control Delay, s	0.1				0				
HCM LOS							В		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SB					
Capacity (veh/h)	1276	-	-		469				
HCM Lane V/C Ratio	0.009	-	-	- 0.					
HCM Control Delay (s)	7.8	-	-	-	13				
HCM Lane LOS	А	-	-	-	В				
HCM 95th %tile Q(veh)	0	-	-	-	0.1				

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	•	•	<b>†</b>	<b>/</b>	<b>\</b>	<b></b>	
Movement	WBL	WBR	NBT	• NBR	SBL	SBT	
Lane Configurations	ች	7	1>		*	<b>†</b>	
Traffic Volume (veh/h)	179	131	132	184	163	561	
Future Volume (veh/h)	179	131	132	184	163	561	
Number	3	18	2	12	1	6	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	
Adj Flow Rate, veh/h	195	142	143	200	177	610	
Adj No. of Lanes	1	1	1	0	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	286	255	263	367	237	1135	
Arrive On Green	0.16	0.16	0.37	0.37	0.13	0.61	
Sat Flow, veh/h	1774	1583	704	985	1774	1863	
Grp Volume(v), veh/h	195	142	0	343	177	610	
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1689	1774	1863	
Q Serve(g_s), s	4.4	3.5	0.0	6.8	4.1	8.1	
Cycle Q Clear(g_c), s	4.4	3.5	0.0	6.8	4.1	8.1	
Prop In Lane	1.00	1.00	0.0	0.58	1.00	0.1	
Lane Grp Cap(c), veh/h	286	255	0	630	237	1135	
V/C Ratio(X)	0.68	0.56	0.00	0.54	0.75	0.54	
Avail Cap(c_a), veh/h	877	783	0	1349	856	2579	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	16.9	16.5	0.0	10.5	17.8	4.8	
Incr Delay (d2), s/veh	1.1	0.7	0.0	0.7	4.7	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.3	1.6	0.0	3.3	2.3	4.2	
LnGrp Delay(d),s/veh	18.0	17.2	0.0	11.3	22.5	5.2	
LnGrp LOS	В	В	0.0	В	C	Α	
Approach Vol, veh/h	337		343			787	
Approach Vol, ven/n Approach Delay, s/veh	17.7		11.3			9.1	
Approach LOS	В		В			Α	
Timer	1	2	3	4	5		7 8
	1	2	3	4	3	6	
Assigned Phs						6	8
Phs Duration (G+Y+Rc), s	10.1	20.8				30.9	11.8
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1	21.1
Wax Q Clear Time (g_c+l1), s	6.1	8.8				10.1	6.4
Green Ext Time (p_c), s	0.4	7.1				8.1	0.5
Intersection Summary			11 /				
HCM 2010 Ctrl Delay			11.6				
HCM 2010 LOS			В				

Intersection											
Int Delay, s/veh	0.2										
in Boldy arron	0.2										
Movement	EBL	EBT			WBT	WBF	5	SBL	SE	lR	
Traffic Vol, veh/h	0	347			300		<u>`                                    </u>	1		10	
Future Vol, veh/h	0	347			300		1	1		10	
Conflicting Peds, #/hr	0	0			300		)	0		0	
Sign Control	Free	Free			Free			Stop	Sto		
RT Channelized	-	None				None		- -	Noi	•	
Storage Length	50	-					-	0	1401	-	
Veh in Median Storage, #		0			C		_	0		-	
Grade, %	<u>-</u>	0			C			0		-	
Peak Hour Factor	92	92			92		2	92	(	92	
Heavy Vehicles, %	2	2			2		2	2		2	
Mvmt Flow	0	377			326		1	1		11	
Major/Minor	Major1				Major2	1		Minor2			
Conflicting Flow All	327	0			- Majorz		)	704	3,	27	
Stage 1	-	-					-	327	0.	- /	
Stage 2	_	_					_	377		_	
Critical Hdwy	4.12	-					-	6.42	6.2	22	
Critical Hdwy Stg 1	-	_					-	5.42	0	_	
Critical Hdwy Stg 2	-	-					-	5.42		-	
Follow-up Hdwy	2.218	-					-	3.518	3.3	18	
Pot Cap-1 Maneuver	1233	-					-	403		14	
Stage 1	-	-					-	731		-	
Stage 2	-	-					-	694		-	
Platoon blocked, %		-					-				
Mov Cap-1 Maneuver	1233	-					-	403	7	14	
Mov Cap-2 Maneuver	-	-					-	509		-	
Stage 1	-	-					-	731		-	
Stage 2	-	-					-	694		-	
Approach	EB				WE			SB			
HCM Control Delay, s	0				C			10.3			
HCM LOS								В			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE	BLn1						
Capacity (veh/h)	1233	-	-		689						
HCM Lane V/C Ratio	1200	_	-		.017						
HCM Control Delay (s)	0	-	-		10.3						
HCM Lane LOS	A	-	-	-	В						
HCM 95th %tile Q(veh)	0	-	-	-	0.1						
,											

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Intersection											
Intersection Delay, s/veh	17.5										
Intersection LOS	C										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	172	90		0		238	365	0	300	30
Future Vol, veh/h	0	172	90		0		238	365	0	300	30
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	187	98		0		259	397	0	326	33
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		13.4					16.4			22.7	
HCM LOS		В					С			С	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		172	90	238	365	300	30				
LT Vol		172	0	0	0	300	0				
Through Vol		0	90	238	0	0	0				
RT Vol		0	0	0	365	0	30				
Lane Flow Rate		187	98	259	397	326	33				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.381	0.185	0.46	0.627	0.67	0.056				
Departure Headway (Hd)		7.331	6.82	6.399	5.686	7.4	6.182				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		488	523	561	631	486	577				
Service Time		5.116	4.604	4.172	3.458	5.168	3.949				
HCM Lane V/C Ratio		0.383	0.187	0.462	0.629	0.671	0.057				
HCM Control Delay		14.6	11.2	14.6	17.6	24	9.3				
HCM Lane LOS		В	В	В	С	С	А				
HCM 95th-tile Q		1.8	0.7	2.4	4.4	4.9	0.2				

	•	<b>→</b>	•	•	<b>—</b>	•	•	†	~	<b>/</b>	<b>+</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	, J	ħβ		7	<b>∱</b> β	
Traffic Volume (veh/h)	31	12	35	100	2	153	18	375	79	106	305	13
Future Volume (veh/h)	31	12	35	100	2	153	18	375	79	106	305	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	13	38	109	2	166	20	408	86	115	332	14
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	58	86	317	5	240	33	1616	338	150	2147	90
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.55	0.55	80.0	0.62	0.62
Sat Flow, veh/h	322	381	568	1396	32	1583	1774	2916	609	1774	3461	146
Grp Volume(v), veh/h	85	0	0	111	0	166	20	246	248	115	169	177
Grp Sat Flow(s),veh/h/ln	1271	0	0	1428	0	1583	1774	1770	1755	1774	1770	1837
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	6.7	0.8	4.9	5.0	4.3	2.7	2.7
Cycle Q Clear(g_c), s	4.9	0.0	0.0	4.6	0.0	6.7	0.8	4.9	5.0	4.3	2.7	2.7
Prop In Lane	0.40		0.45	0.98		1.00	1.00		0.35	1.00		0.08
Lane Grp Cap(c), veh/h	267	0	0	322	0	240	33	981	973	150	1098	1140
V/C Ratio(X)	0.32	0.00	0.00	0.34	0.00	0.69	0.61	0.25	0.25	0.76	0.15	0.16
Avail Cap(c_a), veh/h	603	0	0	637	0	609	199	981	973	460	1098	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	26.3	0.0	27.3	33.1	7.8	7.9	30.4	5.4	5.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	3.5	6.6	0.6	0.6	7.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.4	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	2.0	0.0	3.2 30.8	39.7	2.6 8.4	2.6 8.5	2.4 38.2	1.4 5.7	1.5 5.7
LnGrp Delay(d),s/veh	26.5 C	0.0	0.0	27.0 C	0.0	30.8 C	39.7 D		8.5 A	38.2 D		
LnGrp LOS	C	OF		C	277	C	U	A F14	А	U	A // 1	<u>A</u>
Approach Vol, veh/h		85 24 F			277 29.3			514 9.7			461	
Approach LOS		26.5 C			29.3 C						13.8 B	
Approach LOS								A			Б	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	42.5		15.2	5.7	47.0		15.2				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	17.6	32.1		26.1	7.6	42.1		26.1				
Max Q Clear Time (g_c+l1), s	6.3	7.0		6.9	2.8	4.7		8.7				
Green Ext Time (p_c), s	0.2	5.5		1.6	0.0	5.9		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			16.2									
HCM 2010 LOS			В									

Intersection										
Intersection Delay, s/ve										
Intersection LOS	В									
Movement	EBU	Е	ВТ	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0		42	302	0	150	13	0	298	159
Future Vol, veh/h	0		42	302	0	150	13	0	298	159
Peak Hour Factor	0.92	0.	92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2		2	2	2	2	2	2	2	2
Mvmt Flow	0		46	328	0	163	14	0	324	173
Number of Lanes	0		1	0	0	0	1	0	1	1
Approach			EB			WB			NB	
Opposing Approach		V	VB			EB				
Opposing Lanes			1			1			0	
Conflicting Approach Le	eft					NB			EB	
Conflicting Lanes Left			0			2			1	
Conflicting Approach R	ight	ı	NΒ						WB	
Conflicting Lanes Right			2			0			1	
HCM Control Delay		13	3.5			11.6			15.2	
HCM LOS			В			В			С	
Lane	NB	Ln1 NBL	n2 E	EBLn1V	WBLn1					
Vol Left, %			)%	0%	92%					
Vol Thru, %			)%	12%	8%					
Vol Right, %		0% 100		88%	0%					
Sign Control	Ç		ор	Stop	Stop					
Traffic Vol by Lane			59	344	163					
LT Vol		298	0	0	150					
Through Vol		0	0	42	13					
RT Vol		0 1	59	302	0					
Lane Flow Rate		324 1	73	374	177					
Geometry Grp		7	7	2	2					
Degree of Util (X)		586 0.2		0.524						
Departure Headway (He	,	513 5.2								
Convergence, Y/N		Yes Y	es	Yes	Yes					
Cap			77	714	595					
Service Time					4.069					
HCM Lane V/C Ratio		585 0.2								
HCM Control Delay			9.8	13.5	11.6					
HCM Lane LOS		С	Α	В	В					
HCM 95th-tile Q		3.8	1	3.1	1.2					

		<b>→</b>	<b>←</b>	•	<b>\</b>	✓		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	ኘ	<u> </u>	<b>↑</b>	7	<u> </u>	7		
Traffic Volume (veh/h)	81	526	430	376	363	89		
Future Volume (veh/h)	81	526	430	376	363	89		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	U	U	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	88	572	467	409	395	97		
Adj No. of Lanes	1	1	407	409	393	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	112	2	2	1000	2 47E	2		
Cap, veh/h	112	977	686	1008	475	424		
Arrive On Green	0.06	0.52	0.37	0.37	0.27	0.27		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	88	572	467	409	395	97		
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583		
Q Serve(g_s), s	2.3	10.0	10.0	6.0	9.9	2.3		
Cycle Q Clear(g_c), s	2.3	10.0	10.0	6.0	9.9	2.3		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	112	977	686	1008	475	424		
V/C Ratio(X)	0.79	0.59	0.68	0.41	0.83	0.23		
Avail Cap(c_a), veh/h	398	1817	1262	1496	1280	1143		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/ve		7.7	12.6	4.2	16.3	13.5		
Incr Delay (d2), s/veh	4.5	0.2	0.4	0.1	1.5	0.1		
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),ve		5.1	5.1	4.5	5.0	2.2		
LnGrp Delay(d),s/veh	26.3	7.9	13.0	4.3	17.8	13.6		
LnGrp LOS	C C	Α.	В	4.5 A	В	В		
Approach Vol, veh/h		660	876		492	U		
Approach Delay, s/veh		10.4	9.0		16.9			
Approach LOS		В	Α		В			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc	). s			29.7		17.6	7.4	22.3
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9
Max Green Setting (Gm				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c				12.0		11.9	4.3	12.0
Green Ext Time (p_c),				6.0		0.7	0.0	5.4
	<b>3</b>			0.0		0.7	0.0	J.4
Intersection Summary								
HCM 2010 Ctrl Delay			11.4					
HCM 2010 LOS			В					
Notes								

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	11/2/2015

Intersection								
Int Delay, s/veh	).7							
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Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	30	15		495	14		436	
Future Vol, veh/h	30	15		495	14	4		
					0	4	436	
Conflicting Peds, #/hr	0	0		0		0	0 Free	
Sign Control	Stop	Stop		Free	Free	Free		
RT Channelized	-	None		-	None	-	None	
Storage Length	0	-		-	-	-	-	
Veh in Median Storage, #	0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	33	16		538	15	4	474	
Major/Minor	Minor1			Major1		Major2		
Conflicting Flow All	792	277		0	0	553	0	
Stage 1	546	211		-	-	-	-	
Stage 2	246	-		-	-	-	-	
Critical Hdwy	6.84	6.94		-	-	4.14	-	
	5.84			-	-			
Critical Hdwy Stg 1		-		-	-	-	-	
Critical Hdwy Stg 2	5.84	- 2.22		-	-	- 2.22	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	326	720		-	-	1013	-	
Stage 1	544	-		-	-	-	-	
Stage 2	772	-		-	-	-	-	
Platoon blocked, %				-	-		-	
Mov Cap-1 Maneuver	324	720		-	-	1013	-	
Mov Cap-2 Maneuver	324	-		-	-	-	-	
Stage 1	544	-		-	-	-	-	
Stage 2	768	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	15.3			0		0.1		
HCM LOS	15.5 C			U		0.1		
FICIVI LOS	C							
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
Capacity (veh/h)	-	- 397	1013	-				
HCM Lane V/C Ratio	-	- 0.123	0.004	-				
HCM Control Delay (s)	-	- 15.3	8.6	0				
HCM Lane LOS	-	- C	Α	Α				
HCM 95th %tile Q(veh)	_	- 0.4	0	-				
HCM 95th %tile Q(veh)	-	- 0.4	0	-				

Intersection								
Int Delay, s/veh	0.3							
int boldy, siven	0.0							
	MDI	MOD		NDT	NDD	0.01	ODT	
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	10	8		529	6	1	465	
Future Vol, veh/h	10	8		529	6	1	465	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None	-	None	
Storage Length	0	-		-	-	-	-	
Veh in Median Storage, #	0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	11	9		575	7	1	505	
Major/Minor	Minor1			Major1		Major2		
		201			^		0	
Conflicting Flow All	833	291		0	0	582	0	
Stage 1	578	-		-	-	-	-	
Stage 2	255	-		-	-	-	-	
Critical Hdwy	6.84	6.94		-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	-	-	-	
Critical Hdwy Stg 2	5.84			-	-	-	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	307	706		-	-	988	-	
Stage 1	524	-		-	-	-	-	
Stage 2	764	-		-	-	-	-	
Platoon blocked, %				-	-		-	
Mov Cap-1 Maneuver	307	706		-	-	988	-	
Mov Cap-2 Maneuver	307	-		-	-	-	-	
Stage 1	524	-		-	-	-	-	
Stage 2	763	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	14.2			0		0		
HCM LOS	В					· ·		
Minor Lanc/Major Mumt	NIDT	NIDD\A/DI n1	SBL	SBT				
Minor Lane/Major Mvmt	NBT	NBRWBLn1						
Capacity (veh/h)	-	- 410	988	-				
HCM Carded Balancia	-	- 0.048		-				
HCM Control Delay (s)	-	- 14.2	8.6	0				
HCM Lane LOS	-	- B	A	А				
HCM 95th %tile Q(veh)	-	- 0.1	0	-				

Intersection												
Intersection Delay, s/veh	51											
Intersection LOS	F											
	•	==.										
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	311	23	0	445	135	5	0	114	4	622
Future Vol, veh/h	0	0	311	23	0	445	135	5	0	114	4	622
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	338	25	0	484	147	5	0	124	4	676
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach			EB			WB				NB		
Opposing Approach			WB			EB				SB		
Opposing Lanes			2			2				1		
Conflicting Approach Left			SB			NB				EB		
Conflicting Lanes Left			1			2				2		
Conflicting Approach Right			NB			SB				WB		
Conflicting Lanes Right			2			1				2		
HCM Control Delay			28.2			56.9				56.8		
HCM LOS			D			F				F		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	0%	0%	100%	0%	80%				
Vol Thru, %		0%	1%	100%	0%	0%	96%	20%				
Vol Right, %		0%	99%	0%	100%	0%	4%	0%				
Sign Control		Stop										
Traffic Vol by Lane		114	626	311	23	445	140	5				
LT Vol		114	0	0	0	445	0	4				
Through Vol		0	4	311	0	0	135	1				
RT Vol		0	622	0	23	0	5	0				
Lane Flow Rate		124	680	338	25	484	152	5				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.274	1	0.737	0.05	1	0.313	0.015				
Departure Headway (Hd)		7.95	6.757	7.845	7.146	7.935	7.411	9.681				
Convergence, Y/N		Yes										
Сар		454	544	463	504	460	487	371				
Service Time		5.669	4.476	5.553	4.854	5.654	5.13	7.716				
HCM Lane V/C Ratio		0.273	1.25	0.73	0.05	1.052	0.312	0.013				
HCM Control Delay		13.6	64.7	29.5	10.2	70.5	13.5	12.9				
HCM Lane LOS		В	F	D	В	F	В	В				
HOW LAIR LOS		D	Г	U	Ь		Ь	Ь				

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0
Trainibor of Earles				
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		12.9		
HCM LOS		В		

	ၨ	<b>→</b>	<b>←</b>	•	<b>/</b>	✓			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	*	<b>↑</b>	<b>↑</b>	7	*	7			
Traffic Volume (veh/h)	383	554	372	152	262	213			
Future Volume (veh/h)	383	554	372	152	262	213			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	416	602	404	165	285	232			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	458	1070	495	421	530	473			
Arrive On Green	0.26	0.57	0.27	0.27	0.30	0.30			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	416	602	404	165	285	232			
Grp Volume(v), ven/n/ Grp Sat Flow(s),veh/h/l		1863	1863	1583	1774	1583			
		16.2	16.2	6.8	10.7	9.6			
Q Serve(g_s), s	18.1	16.2	16.2			9.6			
Cycle Q Clear(g_c), s	18.1	10.2	10.2	6.8	10.7				
Prop In Lane	1.00	1070	405	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		1070	495	421	530	473			
V/C Ratio(X)	0.91	0.56	0.82	0.39	0.54	0.49			
Avail Cap(c_a), veh/h	646	1312	540	459	530	473			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/ve		10.7	27.4	24.0	23.3	22.9			
Incr Delay (d2), s/veh	10.6	0.5	8.9	0.6	3.9	3.6			
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),ve		8.3	9.5	3.1	5.8	9.2			
LnGrp Delay(d),s/veh	39.2	11.1	36.3	24.6	27.2	26.5			
LnGrp LOS	D	В	D	С	С	С			
Approach Vol, veh/h		1018	569		517				
Approach Delay, s/veh		22.6	32.9		26.9				
Approach LOS		С	С		С				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc	) s			50.6		29.0	24.6	26.1	
Change Period (Y+Rc),	, .			4.9		5.2	4.0	4.9	
Max Green Setting (Gm				56.1		23.8	29.0	23.1	
Max Q Clear Time (g_c				18.2		12.7	29.0	18.2	
Green Ext Time (p_c),				9.4		0.7	0.5	3.0	
				7.7		0.7	0.0	5.0	
Intersection Summary			2/ 5						
HCM 2010 Ctrl Delay			26.5						
HCM 2010 LOS			С						

Intersection									
Int Delay, s/veh	0.3								
in Doing or ron	0.0								
Movement	EBL	EBT			WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	10	806			514	13	13	10	
Future Vol, veh/h	10	806			514	13	13	10	
	0	000			0	0	0	0	
Conflicting Peds, #/hr									
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	100	None			-	None	-	None	
Storage Length	100	-			-	-	0	-	
Veh in Median Storage, #	-	0			0	-	0	-	
Grade, %	92	92			92	92	92	92	
Peak Hour Factor		2							
Heavy Vehicles, %	2				2	2 14	2 14	2 11	
Mvmt Flow	11	876			559	14	14	Ш	
Major/Minor	Major1				Major2		Minor2		
Conflicting Flow All	573	0			-	0	1464	566	
Stage 1	-	-			-	-	566	-	
Stage 2	-	-			-	-	898	-	
Critical Hdwy	4.12	-			-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-			-	-	5.42	-	
Critical Hdwy Stg 2	-	-			-	-	5.42	-	
Follow-up Hdwy	2.218	-			-	-	3.518	3.318	
Pot Cap-1 Maneuver	1000	-			-	-	141	524	
Stage 1	-	-			-	-	568	-	
Stage 2	-	-			-	-	398	-	
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1000	-			-	-	139	524	
Mov Cap-2 Maneuver	-	-			-	-	273	-	
Stage 1	-	-			-	-	568	-	
Stage 2	-	-			-	-	394	-	
Approach	EB				WB		SB		
HCM Control Delay, s	0.1				0		16.2		
HCM LOS	• • • • • • • • • • • • • • • • • • • •				•		С		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE	N n1				
Capacity (veh/h)	1000	LUI	1101	WDIN SL	345				
HCM Lane V/C Ratio	0.011	-	-	- 0	.072				
HCM Control Delay (s)	8.6	-	-		.072 16.2				
HCM Lane LOS	8.0 A	-	-		C				
HCM 95th %tile Q(veh)	0	-	-	-	0.2				
TOWN FORTH FORTHER (VEII)	U	-	-	-	U.Z				

Synchro 7 - Report Page 10 Town & Country Master Plan

	•	•	<b>†</b>	<u> </u>	<b>\</b>	Ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	î,		ሻ	<b>†</b>	
Traffic Volume (veh/h)	359	260	267	328	172	647	
Future Volume (veh/h)	359	260	267	328	172	647	
Number	3	18	2	12	1	6	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	
Adj Flow Rate, veh/h	390	283	290	357	187	703	
Adj No. of Lanes	1	1	1	0	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	441	393	335	413	227	1165	
Arrive On Green	0.25	0.25	0.44	0.44	0.13	0.63	
Sat Flow, veh/h	1774	1583	761	937	1774	1863	
Grp Volume(v), veh/h	390	283	0	647	187	703	
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1697	1774	1863	
2 Serve(g_s), s	16.4	12.7	0.0	26.7	8.0	17.6	
Cycle Q Clear(g_c), s	16.4	12.7	0.0	26.7	8.0	17.6	
Prop In Lane	1.00	1.00		0.55	1.00		
Lane Grp Cap(c), veh/h	441	393	0	748	227	1165	
V/C Ratio(X)	0.88	0.72	0.00	0.86	0.82	0.60	
Avail Cap(c_a), veh/h	597	533	0	812	288	1299	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	28.1	26.7	0.0	19.6	33.0	8.8	
Incr Delay (d2), s/veh	9.6	1.6	0.0	9.1	14.2	0.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.2	5.7	0.0	14.3	4.8	9.2	
LnGrp Delay(d),s/veh	37.7	28.3	0.0	28.7	47.2	9.4	
LnGrp LOS	D	С		С	D	Α	
Approach Vol, veh/h	673		647			890	
Approach Delay, s/veh	33.7		28.7			17.3	
Approach LOS	С		С			В	
Timer	1	2	3	4	5	6	7 8
Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.3	39.1				53.4	24.2
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1	26.1
Max Q Clear Time (g_c+l1), s	10.0	28.7				19.6	18.4
Green Ext Time (p_c), s	0.1	5.5				12.8	0.8
Intersection Summary							
HCM 2010 Ctrl Delay			25.7				
HCM 2010 LOS			C C				
10111 2010 200			0				

Interception								
Intersection	0.1							
Int Delay, s/veh	0.1							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	496			618	1	1	1
Future Vol, veh/h	4	496			618	1	1	1
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-			None
Storage Length	50	-			-	-	0	-
Veh in Median Storage, #		0			0	_	0	-
Grade, %	-	0			0	_	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	4	539			672	1	1	1
		307						
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	673	0			-	0	1220	672
Stage 1	-	-			-	-	672	-
Stage 2	-	-			-	-	548	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	918	-			-	-	199	456
Stage 1	-	-				-	508	
Stage 2	-	-			-	-	579	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	918	-			-	-	198	456
Mov Cap-2 Maneuver	-	-			-	-	198	-
Stage 1	-	-			-	-	508	-
Stage 2	-	-			-	-	576	-
Approach	EB				WB		SB	
HCM Control Delay, s	0.1				0		18.1	
HCM LOS	U. I				U		16.1 C	
TICIVI LUS							C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBL	n1			
Capacity (veh/h)	918	-	-	- 2	76			
HCM Lane V/C Ratio	0.005	-	-	- 0.0	08			
HCM Control Delay (s)	8.9	-	-	- 18	3.1			
HCM Lane LOS	А	-	-	-	С			
HCM 95th %tile Q(veh)	0	-	-	-	0			

Synchro 7 - Report Page 12 Town & Country Master Plan

Intersection											
Intersection Delay, s/veh	38.2										
Intersection LOS	Е										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	392	293		0		211	726	0	163	56
Future Vol, veh/h	0	392	293		0		211	726	0	163	56
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mymt Flow	0	426	318		0		229	789	0	177	61
Number of Lanes	0	1	1		0		1	1	0	1	1
Number of Lanes	U	'	'		O O		'	'	U	'	
Approach		EB					WB			SB	
		WB					EB			30	
Opposing Approach										0	
Opposing Lanes		2 SB					2			0 WB	
Conflicting Approach Left		2					0			WB 2	
Conflicting Lanes Left Conflicting Approach Right		Z					SB			EB	
		0					3B 2			2	
Conflicting Lanes Right HCM Control Delay		29					50.3			15.5	
HCM LOS		29 D					50.5 F			13.5 C	
UCIVI LOS		U					Г			C	
Long		EDI1	EDI 2	WDI1	WDI = 2	CDI1	CDI O				
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		392	293	211	726	163	56				
LT Vol		392	0	0	0	163	0				
Through Vol		0	293	211	0	0	0				
RT Vol		0	0	0	726	0	56				
Lane Flow Rate		426	318	229	789	177	61				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.84	0.584	0.425	1	0.414	0.122				
Departure Headway (Hd)		7.096	6.596	6.67	5.956	8.416	7.218				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		511	548	539	608	429	497				
Service Time		4.829	4.329	4.417	3.703	6.151	4.953				
HCM Cantral Palace		0.834	0.58	0.425	1.298	0.413	0.123				
HCM Control Delay		37	18.2	14.3	60.7	17	11				
HCM Lane LOS HCM 95th-tile Q		E	C	В	F	C	В				
		8.5	3.7	2.1	15	2	0.4				

	<b>→</b>	•	•	<b>←</b>	•	<u> </u>			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	ĵ.		ች	<b></b>	ሻ	7			
Traffic Volume (veh/h)	372	73	265	699	419	214			
Future Volume (veh/h)	372	73	265	699	419	214			
Number	4	14	3	8	5	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863			
Adj Flow Rate, veh/h	404	79	288	760	455	233			
Adj No. of Lanes	1	0	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	429	84	328	961	671	598			
Arrive On Green	0.28	0.28	0.18	0.52	0.38	0.38			
Sat Flow, veh/h	1514	296	1774	1863	1774	1583			
Grp Volume(v), veh/h	0	483	288	760	455	233			
Grp Sat Flow(s), veh/h/l	n 0	1810	1774	1863	1774	1583			
Q Serve(g_s), s	0.0	22.1	13.4	28.3	18.2	9.1			
Cycle Q Clear(g_c), s	0.0	22.1	13.4	28.3	18.2	9.1			
Prop In Lane		0.16	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	0	513	328	961	671	598			
V/C Ratio(X)	0.00	0.94	0.88	0.79	0.68	0.39			
Avail Cap(c_a), veh/h	0	513	440	1078	671	598			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		29.6	33.6	16.8	22.0	19.2			
Incr Delay (d2), s/veh	0.0	25.9	13.0	3.9	5.5	1.9			
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),vel		14.7	7.7	15.4	9.9	4.2			
LnGrp Delay(d),s/veh	0.0	55.6	46.6	20.7	27.5	21.1			
LnGrp LOS	0.0	55.0 E	70.0 D	20.7 C	C C	C C			
Approach Vol, veh/h	483		<i>D</i>	1048	688				
Approach Delay, s/veh				27.8	25.3				
	_			27.0 C	_				
Approach LOS	Ł			C	С				
Timer	1	2	3	4	5	6	7	3	
Assigned Phs		2	3	4				3	
Phs Duration (G+Y+Rc)	), s	36.0	19.7	29.0			48.		
Change Period (Y+Rc),		4.0	4.0	5.0			5.0		
Max Green Setting (Gm		32.0	21.0	24.0			49.0		
Max Q Clear Time (g_c		20.2	15.4	24.1			30.3		
Green Ext Time (p_c), s		1.4	0.3	0.0			10.		
Intersection Summary									
			22.1						
HCM 2010 Ctrl Delay			33.1						
HCM 2010 LOS			С						

# **A**PPENDIX **L**

YEAR 2022 + PROJECT INTERSECTION ANALYSIS
CALCULATION SHEETS

	≯	<b>→</b>	•	<b>√</b>	<b>←</b>	•	•	†	~	<b>/</b>	Ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ર્ન	7	Ž	<b>∱</b> }		ň	<b>∱</b> }	
Traffic Volume (veh/h)	21	13	21	6	0	56	40	267	26	64	139	13
Future Volume (veh/h)	21	13	21	6	0	56	40	267	26	64	139	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	14	23	7	0	61	43	290	28	70	151	14
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	32	42	237	0	111	61	2060	197	90	2121	195
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.63	0.63	0.05	0.65	0.65
Sat Flow, veh/h	506	454	597	1578	0	1583	1774	3264	313	1774	3279	301
Grp Volume(v), veh/h	60	0	0	7	0	61	43	156	162	70	81	84
Grp Sat Flow(s),veh/h/ln	1558	0	0	1578	0	1583	1774	1770	1808	1774	1770	1810
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	2.1	1.4	2.0	2.1	2.2	1.0	1.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.2	0.0	2.1	1.4	2.0	2.1	2.2	1.0	1.0
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.17	1.00		0.17
Lane Grp Cap(c), veh/h	196	0	0	237	0	111	61	1117	1140	90	1145	1171
V/C Ratio(X)	0.31	0.00	0.00	0.03	0.00	0.55	0.70	0.14	0.14	0.78	0.07	0.07
Avail Cap(c_a), veh/h	786	0	0	764	0	722	453	1117	1140	422	1145	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	24.8	0.0	25.7	27.3	4.3	4.3	26.8	3.7	3.7
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.1	0.0	4.2	5.3	0.3	0.3	13.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.1	0.0	1.1	8.0	1.1	1.1	1.4	0.5	0.5
LnGrp Delay(d),s/veh	26.5	0.0	0.0	24.9	0.0	29.9	32.6	4.5	4.5	40.3	3.9	3.9
LnGrp LOS	С			С		С	С	Α	А	D	А	A
Approach Vol, veh/h		60			68			361			235	
Approach Delay, s/veh		26.5			29.4			7.9			14.7	
Approach LOS		С			С			А			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	41.0		8.9	6.4	41.9		8.9				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	13.6	36.1		26.1	14.6	35.1		26.1				
Max Q Clear Time (g_c+I1), s	4.2	4.1		4.1	3.4	3.0		4.1				
Green Ext Time (p_c), s	0.1	3.0		0.5	0.0	3.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			В									

Intersection										
Intersection Delay, s/ve	h 8.2									
Intersection LOS	Α									
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR	
Traffic Vol, veh/h	0	23	58	0	37	13	0	120	82	
Future Vol, veh/h	0	23	58	0	37	13	0	120	82 82	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
		0.92						0.92		
Heavy Vehicles, % Mvmt Flow	2	25	63	2	2	2 14	2	130	2 89	
Number of Lanes				0	40		0			
Number of Lanes	0	1	0	0	0	1	0	1	1	
Approach		EB			WB			NB		
Opposing Approach		WB			EB					
Opposing Lanes		1			1			0		
Conflicting Approach Le	eft				NB			EB		
Conflicting Lanes Left		0			2			1		
Conflicting Approach Ri	ight	NB						WB		
Conflicting Lanes Right		2			0			1		
HCM Control Delay		7.6			8.1			8.5		
HCM LOS		А			Α			Α		
Lane	NBLi	11 NBLn2	EBLn1\	WBLn1						
Vol Left, %	100		0%	74%						
Vol Thru, %		% 0%	28%	26%						
Vol Right, %		% 100%	72%	0%						
Sign Control	Sto		Stop	Stop						
Traffic Vol by Lane	12		81	50						
LT Vol	12		0	37						
Through Vol	12	0 0	23	13						
RT Vol		0 82	58	0						
Lane Flow Rate	1'	80 89	88	54						
Geometry Grp	1.	7 7	2	2						
Degree of Util (X)	0.10	0.101	0.1	0.071						
Departure Headway (Ho		28 4.077								
Convergence, Y/N	u) 5.2 Yı		Yes	Yes						
Cap	6		880	765						
Service Time		6 1.863		2.71						
HCM Lane V/C Ratio		0.103		0.071						
HCM Control Delay		.3 7.3		8.1						
HCM Lane LOS	7	.s 7.s A A	7.0 A	ο. 1						
HCM 95th-tile Q	0	.7 0.3		0.2						
ncivi yatii-tile Q	U	.7 0.3	0.3	0.2						

Town & Country Master Plan Synchro 7 - Report Page 2

	•	<b>→</b>	<b>←</b>	•	<b>/</b>	✓		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		J
Lane Configurations		<b>†</b>	<b>↑</b>	7	ሻ	7		
Traffic Volume (veh/h)	30	204	317	172	77	18		
Future Volume (veh/h)	30	204	317	172	77	18		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
` '	1.00			1.00	1.00	1.00		
• • • • • • • • • • • • • • • • • • •	1.00	1.00	1.00	1.00	1.00	1.00		
	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	33	222	345	187	84	20		
Adj No. of Lanes	1	1	1	1	1	1		
	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	57	946	594	731	253	226		
	0.03	0.51	0.32	0.32	0.14	0.14		
	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	33	222	345	187	84	20		
Grp Sat Flow(s), veh/h/ln		1863	1863	1583	1774	1583		
Q Serve(g_s), s	0.5	1.9	4.3	2.0	1.2	0.3		
Cycle Q Clear(g_c), s	0.5	1.9	4.3	2.0	1.2	0.3		
	1.00	1.7	7.0	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	57	946	594	731	253	226		
	0.58	0.23	0.58	0.26	0.33	0.09		
Avail Cap(c_a), veh/h	734	3659	2656	2483	1587	1417		
	1.00	1.00	1.00	1.00	1.00	1.00		
	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh		3.9	8.0	4.6	10.8	10.4		
Incr Delay (d2), s/veh	3.4	0.0	0.3	0.1	0.3	0.1		
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh		0.0	2.3	1.1	0.6	0.0		
١ / / ٠	16.7	3.9	8.3	4.7	11.1	10.5		
LnGrp LOS	В	3.9 A	0.3 A	4.7 A	В	10.5 B		
Approach Vol, veh/h	D	255	532	Α	104	U		
		5.6	7.0		11.0			
Approach LOS		5.6 A	7.0 A		11.0 B			
Approach LOS		А	А		Ď			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc),	S			19.2		8.9	5.3	13.8
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gma				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c+				3.9		3.2	2.5	6.3
Green Ext Time (p_c), s	,, ,			2.7		0.1	0.0	2.6
Intersection Summary								
			7 1					
HCM 2010 Ctrl Delay HCM 2010 LOS			7.1 A					
			А					
Notes								

Intersection								
Int Delay, s/veh	0.4							
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	0	20		300	8	0	166	
Future Vol, veh/h	0	20		300	8	0	166	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None		None	
Storage Length	-	0		-	-	-	-	
Veh in Median Storage, #	0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	22		326	9	0	180	
Major/Minor	Minor1			Major1		Major2		
Conflicting Flow All	420	167		0	0	335	0	
Stage 1	330	-		-	-	-	-	
Stage 2	90	_		_	_	_	_	
Critical Hdwy	6.84	6.94		-	_	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	_	-	_	
Critical Hdwy Stg 2	5.84	-		-	_	-	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	561	848		-	-	1221	-	
Stage 1	701	-		-	-	-	-	
Stage 2	923	-		-	-	-	-	
Platoon blocked, %				-	-		-	
Mov Cap-1 Maneuver	561	848		-	-	1221	-	
Mov Cap-2 Maneuver	561	-		-	-	-	-	
Stage 1	701	-		-	-	-	-	
Stage 2	923	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	9.4			0		0		
HCM LOS	A			O .		J		
110111 200	, , , , , , , , , , , , , , , , , , ,							
Minor Long/Mailer Mary	NDT	NIDDIA/DI1	CDI	CDT				
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
Capacity (veh/h)	-	- 848	1221	-				
HCM Control Dalay (a)	-	- 0.026	-	-				
HCM Control Delay (s)	-	- 9.4	0	-				
HCM DE the Office De Court	-	- A	A	-				
HCM 95th %tile Q(veh)	-	- 0.1	0	-				

								-
Intersection								
Int Delay, s/veh	0.4							
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	0	19		294	0	0	166	
Future Vol, veh/h	0	19		294	0	0	166	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None		None	
Storage Length	-	0		-	-	-	-	
Veh in Median Storage, #	0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	21		320	0	0	180	
Major/Minor	Minor1			Major1		Major2		
Conflicting Flow All	410	160		0	0	320	0	
Stage 1	320	-		-	-	-	-	
Stage 2	90	-		-	-	-	-	
Critical Hdwy	6.84	6.94		-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	-	-	-	
Critical Hdwy Stg 2	5.84	-		-	-	-	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	570	857		-	-	1237	-	
Stage 1	709	-		-	-	-	-	
Stage 2	923	-		-	-	-	-	
Platoon blocked, %				-	-		-	
Mov Cap-1 Maneuver	570	857		-	-	1237	-	
Mov Cap-2 Maneuver	570	-		-	-	-	-	
Stage 1	709	-		-		-	-	
Stage 2	923	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	9.3			0		0		
HCM LOS	A			•		•		
	, ,							
Minor Long/Major Mumt	NDT	NIDDWDI p1	SBL	SBT				
Minor Lane/Major Mvmt	NBT	NBRWBLn1						
Capacity (veh/h) HCM Lane V/C Ratio	-	- 857	1237	-				
HCM Control Delay (s)	-	- 0.024 - 9.3	0	-				
HCM Lane LOS	-	- 9.3 - A	A	-				
HCM 95th %tile Q(veh)	-	- 0.1	0	-				
now your wille Q(ven)	-	- 0.1	U	-				

Intersection												
Intersection Delay, s/veh	38.3											
Intersection LOS	Е											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	138	17	0	150	139	8	0	412	6	629
Future Vol, veh/h	0	1	138	17	0	150	139	8	0	412	6	629
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	150	18	0	163	151	9	0	448	7	684
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		13.4				14.1				49		
HCM LOS		В				В				Ε		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		100%	0%	1%	0%	100%	0%	100%				
Vol Thru, %		0%	1%	99%	0%	0%	95%	0%				
Vol Right, %		0%	99%	0%	100%	0%	5%	0%				
Sign Control		Stop										
Traffic Vol by Lane		412	635	139	17	150	147	3				
LT Vol		412	0	1	0	150	0	3				
Through Vol		0	6	138	0	0	139	0				
RT Vol		0	629	0	17	0	8	0				
Lane Flow Rate		448	690	151	18	163	160	3				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.836	1	0.318	0.035	0.35	0.323	0.007				
Departure Headway (Hd)		6.721	5.515	7.586	6.884	7.835	7.282	7.642				
Convergence, Y/N		Yes										
Cap		542	663	476	522	461	495	470				
Service Time		4.432	3.226	5.302	4.6	5.535	4.998	5.657				
HCM Lane V/C Ratio		0.827	1.041	0.317	0.034	0.354	0.323	0.006				
HCM Control Delay		34.9	58.1	13.8	9.9	14.7	13.4	10.7				
HCM Lane LOS		D	F	В	Α	В	В	В				
HCM 95th-tile Q		8.6	15.6	1.4	0.1	1.6	1.4	0				

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
	CDII	CDI	CDT	CDD
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0
		0.0		
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		10.7		
HCM LOS		В		
1				
Lane				

	ၨ	<b>→</b>	<b>←</b>	•	<b>/</b>	<b>√</b>			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	*	<b>↑</b>	<b>↑</b>	7	ኝ	7			
Traffic Volume (veh/h)	187	583	201	92	70	96			
Future Volume (veh/h)	187	583	201	92	70	96			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	203	634	218	100	76	104			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	254	825	436	370	694	619			
Arrive On Green	0.14	0.44	0.23	0.23	0.39	0.39			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	203	634	218	100	76	104			
Grp Sat Flow(s), veh/h/li	n1774	1863	1863	1583	1774	1583			
Q Serve(g_s), s	6.7	17.5	6.2	3.1	1.7	2.6			
Cycle Q Clear(g_c), s	6.7	17.5	6.2	3.1	1.7	2.6			
Prop In Lane	1.00			1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		825	436	370	694	619			
V/C Ratio(X)	0.80	0.77	0.50	0.27	0.11	0.17			
Avail Cap(c_a), veh/h	816	1718	738	627	694	619			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel	h 25.2	14.3	20.2	19.1	11.8	12.1			
Incr Delay (d2), s/veh	2.2	1.6	0.9	0.4	0.3	0.6			
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),vel	h/ln3.4	9.2	3.3	1.4	0.9	2.9			
LnGrp Delay(d),s/veh	27.4	15.9	21.1	19.5	12.1	12.7			
LnGrp LOS	С	В	С	В	В	В			
Approach Vol, veh/h		837	318		180				
Approach Delay, s/veh		18.7	20.6		12.4				
Approach LOS		В	С		В				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc)	). S			31.8		29.0	12.7	19.1	
Change Period (Y+Rc),				4.9		5.2	4.0	4.9	
Max Green Setting (Gm				56.1		23.8	28.0	24.1	
Max Q Clear Time (g_c				19.5		4.6	8.7	8.2	
Green Ext Time (p_c), s				7.4		0.2	0.7	5.7	
Intersection Summary									
HCM 2010 Ctrl Delay			18.3						
HCM 2010 Clir Delay			10.3 B						
HOW ZUTU LUS			D						

Intersection								
Int Delay, s/veh	1.1							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	715			264	0	47	29
Future Vol, veh/h	0	715			264	0	47	29
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage, #	-	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	0	777			287	0	51	32
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	287	0			-	0	1064	287
Stage 1	-	-			-	-	287	-
Stage 2	-	-			-	-	777	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	_	5.42	-
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	1275	-			-	-	247	752
Stage 1	-	-			-	-	762	-
Stage 2	-	-			-	-	453	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	1275	-			-	-	247	752
Mov Cap-2 Maneuver	-	-			-	-	360	-
Stage 1	-	-			-	-	762	-
Stage 2	-	-			-	-	453	-
Approach	EB				WB		SB	
HCM Control Delay, s	0				0		14.8	
HCM LOS					0		В	
							D	
Minor Long/Mailer Museu	בחי	EDT	MADT	WDD CD	)  m1			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE				
Capacity (veh/h)	1275	-	-		449			
HCM Control Polon (a)	-	-	-		.184			
HCM Control Delay (s)	0	-	-	-	14.8			
HCM Lane LOS	A	-	-	-	В			
HCM 95th %tile Q(veh)	0	-	-	-	0.7			

	•	•	<b>†</b>	<u> </u>	<b>\</b>	<b></b>		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	7	7	f)		ሻ	<b>†</b>		
Traffic Volume (veh/h)	247	119	74	184	180	582		
Future Volume (veh/h)	247	119	74	184	180	582		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	268	129	80	200	196	633		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	352	314	159	396	260	1083		
Arrive On Green	0.20	0.20	0.34	0.34	0.15	0.58		
Sat Flow, veh/h	1774	1583	473	1182	1774	1863		
Grp Volume(v), veh/h	268	129	0	280	196	633		
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1654	1774	1863		
2 Serve(g_s), s	6.3	3.2	0.0	6.0	4.7	9.6		
Cycle Q Clear(g_c), s	6.3	3.2	0.0	6.0	4.7	9.6		
Prop In Lane	1.00	1.00		0.71	1.00			
Lane Grp Cap(c), veh/h	352	314	0	555	260	1083		
V/C Ratio(X)	0.76	0.41	0.00	0.50	0.75	0.58		
Avail Cap(c_a), veh/h	843	752	0	1270	823	2478		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.8	15.5	0.0	11.8	18.2	5.9		
Incr Delay (d2), s/veh	1.3	0.3	0.0	0.7	4.4	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.2	1.4	0.0	2.8	2.6	4.9		
LnGrp Delay(d),s/veh	18.1	15.9	0.0	12.5	22.6	6.4		
LnGrp LOS	В	В		В	С	Α		
Approach Vol, veh/h	397		280			829		
Approach Delay, s/veh	17.4		12.5			10.2		
Approach LOS	В		В			В		
Γimer	1	2	3	4	5	6	7 8	
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	10.9	19.8				30.7	13.7	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	20.6	34.1				59.1	21.1	
Max Q Clear Time (g_c+l1), s	6.7	8.0				11.6	8.3	
Green Ext Time (p_c), s	0.4	6.9				7.7	0.5	
Intersection Summary	J. 1	5.7				,.,	0.0	
			12.5					
HCM 2010 Ctrl Delay HCM 2010 LOS								
III LUS			В					

Intersection								
Int Delay, s/veh	1.3							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	364			273	6	0	93
Future Vol, veh/h	0	364			273	6	0	93
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	-	-			-	-	-	0
Veh in Median Storage, #	-	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	0	396			297	7	0	101
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	303	0			iviajoi z	0	696	300
Stage 1	303	-			-	-	300	300
Stage 2					-		396	_
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	4.12				-		5.42	0.22
Critical Hdwy Stg 2		-			-	-	5.42	
Follow-up Hdwy	2.218	_			_	_	3.518	3.318
Pot Cap-1 Maneuver	1258	_			-	_	408	740
Stage 1	1230	_			_	_	752	-
Stage 2	-	_			-	-	680	_
Platoon blocked, %		_			-	_	300	
Mov Cap-1 Maneuver	1258	-			-	-	408	740
Mov Cap-2 Maneuver	-	_			-	-	408	-
Stage 1	-	-			_	-	752	-
Stage 2	-	-			-	-	680	-
- · · · g · -								
Approach	EB				WB		SB	
HCM Control Delay, s	0				0			
HCM LOS	0				0		10.6 B	
HOW LUS							В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE	BLn1			
Capacity (veh/h)	1258	-	-		740			
HCM Lane V/C Ratio	-	-	-		.137			
HCM Control Delay (s)	0	-	-	- '	10.6			
HCM Lane LOS	А	-	-	-	В			
HCM 95th %tile Q(veh)	0	-	-	-	0.5			

Intersection											
Intersection Delay, s/veh	17.8										
Intersection LOS	C										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	172	84		0		243	447	0	250	30
Future Vol, veh/h	0	172	84		0		243	447	0	250	30
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	187	91		0		264	486	0	272	33
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		13.1					19.2			18.6	
HCM LOS		В					С			С	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		172	84	243	447	250	30				
LT Vol		172	0	0	0	250	0				
Through Vol		0	84	243	0	0	0				
RT Vol		0	0	0	447	0	30				
Lane Flow Rate		187	91	264	486	272	33				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.374	0.17	0.452	0.736	0.566	0.057				
Departure Headway (Hd)		7.196	6.685	6.165	5.453	7.5	6.281				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		497	534	581	661	481	568				
Service Time		4.97	4.459	3.926	3.214	5.26	4.041				
HCM Lane V/C Ratio		0.376	0.17	0.454	0.735	0.565	0.058				
HCM Control Delay		14.2	10.8	14	22	19.7	9.4				
HCM Lane LOS		В	В	В	С	С	Α				
HCM 95th-tile Q		1.7	0.6	2.3	6.4	3.5	0.2				

<b>→</b>	•	•	<b>←</b>	•	<u> </u>		_
Movement EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations 3		ሻ	<b>↑</b>		7		•
Traffic Volume (veh/h) 145	178	327	522	214	112		
Future Volume (veh/h) 145	178	327	522	214	112		
Number 4	14	3	8	5	12		
Initial Q (Qb), veh 0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln 1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h 158	193	355	567	233	122		
Adj No. of Lanes 1	0	1	1	1	1		
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, % 2	2	2	2	2	2		
Cap, veh/h 234	285	396	1083	534	477		
Arrive On Green 0.31	0.31	0.22	0.58	0.30	0.30		
Sat Flow, veh/h 764	934	1774	1863	1774	1583		
Grp Volume(v), veh/h 0	351	355	567	233	122		
Grp Sat Flow(s), veh/h/ln 0	1698	1774	1863	1774	1583		
Q Serve(g_s), s 0.0	13.8	14.9	14.0	8.1	4.5		
Cycle Q Clear(g_c), s 0.0	13.8	14.9	14.0	8.1	4.5		
Prop In Lane	0.55	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h 0	519	396	1083	534	477		
V/C Ratio(X) 0.00	0.68	0.90	0.52	0.44	0.26		
Avail Cap(c_a), veh/h 0	773	446	1414	534	477		
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I) 0.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh 0.0	23.2	28.8	9.6	21.5	20.2		
Incr Delay (d2), s/veh 0.0	2.0	18.4	0.5	2.6	1.3		
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/lr0.0	6.7	9.3	7.2	4.3	2.1		
LnGrp Delay(d),s/veh 0.0	25.2	47.3	10.1	24.1	21.5		
LnGrp LOS	С	D	В	С	С		
Approach Vol, veh/h 351			922	355			
Approach Delay, s/veh 25.2			24.4	23.2			
Approach LOS C			С	C			
• •	2	2			,	7 0	
Timer 1	2	3	4	5	6	7 8	
Assigned Phs	2	3	4			8	
Phs Duration (G+Y+Rc), s	27.0	21.1	28.4			49.4	
Change Period (Y+Rc), s	4.0	4.0	5.0			5.0	
Max Green Setting (Gmax), s	23.0	19.2	34.8			58.0	
Max Q Clear Time (g_c+I1), s	10.1	16.9	15.8			16.0	
Green Ext Time (p_c), s	0.6	0.2	7.5			10.0	
Intersection Summary							
HCM 2010 Ctrl Delay		24.3				<u> </u>	
HCM 2010 LOS		С					

Lane Configurations Traffic Volume (veh/h) Future Volume (veh/h) Number Initial Q (Qb), veh Ped-Bike Adj(A_pbT) Parking Bus, Adj	31 31 7 0 1.00 1.00	12 12 12 4 0	35 35 14	103 103	WBT	WBR	NBL	NBT	NBR	SBL	SBT	000
Traffic Volume (veh/h) Future Volume (veh/h) Number Initial Q (Qb), veh Ped-Bike Adj(A_pbT) Parking Bus, Adj	31 7 0 1.00	12 12 4	35			-				ODL	SDI	SBR
Future Volume (veh/h) Number Initial Q (Qb), veh Ped-Bike Adj(A_pbT) Parking Bus, Adj	31 7 0 1.00	12 4	35		^	ľ	ሻ	<b>∱</b> ∱		ሻ	<b>∱</b> ⊅	
Number Initial Q (Qb), veh Ped-Bike Adj(A_pbT) Parking Bus, Adj	7 0 1.00	4		103	2	153	18	366	67	106	357	13
Initial Q (Qb), veh Ped-Bike Adj(A_pbT) Parking Bus, Adj	0 1.00		14	103	2	153	18	366	67	106	357	13
Ped-Bike Adj(A_pbT) Parking Bus, Adj	1.00	0		3	8	18	5	2	12	1	6	16
Parking Bus, Adj			0	0	0	0	0	0	0	0	0	0
,	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Adi Sat Flow veh/h/ln 1		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
raj odi i iovi, vorinimi	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	13	38	112	2	166	20	398	73	115	388	14
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	53	75	296	4	238	33	1684	306	148	2187	79
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.56	0.56	0.08	0.63	0.63
Sat Flow, veh/h	263	354	499	1287	29	1583	1774	2992	544	1774	3485	125
Grp Volume(v), veh/h	85	0	0	114	0	166	20	234	237	115	197	205
Grp Sat Flow(s), veh/h/ln 1	1116	0	0	1316	0	1583	1774	1770	1767	1774	1770	1841
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	6.9	0.8	4.7	4.7	4.4	3.3	3.3
Cycle Q Clear(g_c), s	6.2	0.0	0.0	5.8	0.0	6.9	0.8	4.7	4.7	4.4	3.3	3.3
Prop In Lane	0.40		0.45	0.98		1.00	1.00		0.31	1.00		0.07
Lane Grp Cap(c), veh/h	240	0	0	300	0	238	33	996	994	148	1111	1155
V/C Ratio(X)	0.35	0.00	0.00	0.38	0.00	0.70	0.61	0.24	0.24	0.78	0.18	0.18
Avail Cap(c_a), veh/h	562	0	0	603	0	592	193	996	994	264	1111	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	0.0	27.6	0.0	28.1	34.0	7.7	7.7	31.4	5.4	5.4
Incr Delay (d2), s/veh	0.9	0.0	0.0	8.0	0.0	3.6	6.7	0.6	0.6	8.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.1	0.0	3.3	0.4	2.4	2.5	2.5	1.7	1.8
LnGrp Delay(d),s/veh	27.7	0.0	0.0	28.4	0.0	31.8	40.7	8.3	8.3	39.8	5.8	5.8
LnGrp LOS	С			С		С	D	Α	Α	D	Α	Α
Approach Vol, veh/h		85			280			491			517	
Approach Delay, s/veh		27.7			30.4			9.6			13.4	
Approach LOS		С			С			Α			В	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
	10.2	44.2		15.4	5.7	48.7		15.4				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
	10.4	39.3		26.1	7.6	42.1		26.1				
Max Q Clear Time (g_c+I1), s	6.4	6.7		8.2	2.8	5.3		8.9				
Green Ext Time (p_c), s	0.1	6.0		1.6	0.0	6.1		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			16.4									
HCM 2010 LOS			В									

								_		
Intersection										
	h12 0									
Intersection Delay, s/ve Intersection LOS	В									
IIII.EI SECIIOII LOS	D									
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NE	3U	NBL	
Traffic Vol, veh/h	0	42	295	0	150	13		0	298	
Future Vol, veh/h	0	42	295	0	150	13		0	298	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.9	92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2		2	2	
Mvmt Flow	0	46	321	0	163	14		0	324	
Number of Lanes	0	1	0	0	0	1		0	1	
Approach		EB			WB				NB	I
Opposing Approach		WB			EB				IVD	
Opposing Lanes		1			1				0	
Conflicting Approach Lo	≏ft	'			NB				EB	
Conflicting Lanes Left	ort	0			2				1	
Conflicting Approach R	iaht	NB							WB	
Conflicting Lanes Right		2			0				1	
HCM Control Delay	•	13.3			11.6				15.1	
HCM LOS		В			В				С	
Lane	NRI n	1 NBLn2	FRI n1\	MRI n1						
Vol Left, %	1009		0%	92%						
Vol Thru, %	00		12%	8%						
Vol Right, %	09		88%	0%						
Sign Control	Sto		Stop	Stop						
Traffic Vol by Lane	29		337	163						
LT Vol	29		0	150						
Through Vol		0 0	42	130						
RT Vol		0 159	295	0						
Lane Flow Rate	32		366	177						
Geometry Grp		7 7	2	2						
Degree of Util (X)	0.58	•								
Departure Headway (H		6 5.281								
Convergence, Y/N	Ye			Yes						
Cap	55		714	597						
Service Time		6 3.011								
HCM Lane V/C Ratio		2 0.254								
HCM Control Delay		8 9.8		11.6						
HCM Lane LOS		C A	В	В						
HCM 95th-tile Q	3.		3	1.2						
	Ū.	•								

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Movement	EBL	EBT	WBT	WBR	SBL	SBR			I
Lane Configurations	ሻ	<b>↑</b>	<b>↑</b>	7	<u> </u>	7			
Traffic Volume (veh/h)	81	513	438	376	363	82			
Future Volume (veh/h)	81	513	438	376	363	82			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	J	J	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	88	558	476	409	395	89			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0.92	0.92	0.92	0.92	0.92	0.92			
Cap, veh/h	112	981	691	1011	474	423			
Arrive On Green	0.06	0.53	0.37	0.37	0.27	0.27			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	88	558	476	409	395	89			
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583			
Q Serve(g_s), s	2.3	9.6	10.3	6.0	10.0	2.1			
Cycle Q Clear(g_c), s	2.3	9.6	10.3	6.0	10.0	2.1			
Prop In Lane	1.00			1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		981	691	1011	474	423			
V/C Ratio(X)	0.79	0.57	0.69	0.40	0.83	0.21			
Avail Cap(c_a), veh/h	395	1806	1253	1489	1272	1135			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/ve	h 22.0	7.6	12.6	4.2	16.4	13.5			
Incr Delay (d2), s/veh	4.5	0.2	0.5	0.1	1.5	0.1			
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),ve		4.9	5.2	4.6	5.0	2.0			
LnGrp Delay(d),s/veh	26.5	7.8	13.1	4.3	17.9	13.6			
LnGrp LOS	C	A	В	A	В	В			
Approach Vol, veh/h		646	885		484				
Approach Delay, s/veh		10.3	9.0		17.1				
Approach LOS		10.3	9.0 A		17.1				
			А		D				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc	), s			29.9		17.6	7.4	22.5	
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9	
Max Green Setting (Gn				46.1		34.1	10.6	* 32	
Max Q Clear Time (g_c				11.6		12.0	4.3	12.3	
Green Ext Time (p_c),				5.9		0.7	0.0	5.4	
	_			5.7		5.7	3.0	0.1	
Intersection Summary									
HCM 2010 Ctrl Delay			11.4						
HCM 2010 LOS			В						
Notes									
Notes									

Intersection							
Int Delay, s/veh	0.2						
in Dolay, Siveri	U.Z						
Marranaank	WDI	WDD		NDT	NDD	CDI	CDT
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	17		472	7	0	495
Future Vol, veh/h	0	17		472	7	0	495
Conflicting Peds, #/hr	0	0		0	0	0	_ 0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #		-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	18		513	8	0	538
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	786	260		0	0	521	0
Stage 1	517	-		-	-	-	-
Stage 2	269	-		-	-	-	-
Critical Hdwy	6.84	6.94		_	-	4.14	-
Critical Hdwy Stg 1	5.84	<u>-</u>		-	_	<u>-</u>	_
Critical Hdwy Stg 2	5.84	-		-	-	_	-
Follow-up Hdwy	3.52	3.32		-	_	2.22	
Pot Cap-1 Maneuver	329	739		_	-	1041	-
Stage 1	563	-		-	-	-	-
Stage 2	752	-		_		_	-
Platoon blocked, %	702			-	_		
Mov Cap-1 Maneuver	329	739		-	_	1041	-
Mov Cap-2 Maneuver	329	-		_	_	-	_
Stage 1	563	_		_	_	_	_
Stage 2	752	_		_	_	_	_
Stuge 2	132						
Approach	WB			NB		SB	
	10			0		0	
HCM LOS				U		0	
HCM LOS	В						
NA'	NDT	NIDDWDL 4	CDI	CDT			
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 739	1041	-			
HCM Lane V/C Ratio	-	- 0.025	-	-			
HCM Control Delay (s)	-	- 10	0	-			
HCM Lane LOS	-	- B	Α	-			
HCM 95th %tile Q(veh)	-	- 0.1	0	-			

Intersection							
Int Delay, s/veh	0						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0		522	0	0	495
Future Vol, veh/h	0	0		522	0	0	495
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	- -	None		-	None		None
Storage Length	0	-		_	-	_	-
Veh in Median Storage, #	0	_		0	_	-	0
Grade, %	0	-		0	_	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	0		567	0	0	538
Major/Minor	Minor1			Major1		Major	
Major/Minor		284		Major1		Major2	0
Conflicting Flow All	836 567			0	0	567	0
Stage 1	269	-		-	-	-	-
Stage 2 Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	0.94		-	-	4.14	-
Critical Hdwy Stg 2	5.84	<u> </u>		-	-	-	_
Follow-up Hdwy	3.52	3.32			_	2.22	_
Pot Cap-1 Maneuver	306	713		_	_	1001	-
Stage 1	531	713		_	_	1001	_
Stage 2	752	_		_	_	_	-
Platoon blocked, %	702			-	_		_
Mov Cap-1 Maneuver	306	713		-	_	1001	-
Mov Cap-2 Maneuver	306	-		-	-	-	_
Stage 1	531	-		-	-	-	-
Stage 2	752	-		-	-	-	_
- · · · · · · ·							
Approach	WB			NB		SB	
HCM Control Delay, s	0			0		0	
HCM LOS	A			U		U	
HOW LOS							
	NDT	NDDIA/DI 4	0.01	ODT			
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-		1001	-			
HCM Lane V/C Ratio	-		-	-			
HCM Control Delay (s)	-	- 0	0	-			
HCM Lane LOS	-	- A	Α	-			
HCM 95th %tile Q(veh)	-		0	-			

Intersection												
Intersection Delay, s/veh	50.5											
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	314	23	0	413	131	5	0	114	4	659
Future Vol, veh/h	0	0	314	23	0	413	131	5	0	114	4	659
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	341	25	0	449	142	5	0	124	4	716
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1
Approach			EB			WB				NB		
Opposing Approach			WB			EB				SB		
Opposing Lanes			2			2				1		
Conflicting Approach Left			SB			NB				EB		
Conflicting Lanes Left			1			2				2		
Conflicting Approach Right			NB			SB				WB		
Conflicting Lanes Right			2			1				2		
HCM Control Delay			28.5			54.3				57.7		
HCM LOS			D			F				F		
LCINI FO2			U			Г				Г		
HOINI LUS			U			Г				Г		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1		Г		
Lane		NBLn1 100%		EBLn1	EBLn2		WBLn2	SBLn1 80%		Г		
			NBLn2			WBLn1				F		
Lane Vol Left, % Vol Thru, %		100%	NBLn2	0%	0%	WBLn1 100%	0%	80%				
Lane Vol Left, %		100% 0%	NBLn2 0% 1%	0% 100%	0% 0%	WBLn1 100% 0%	0% 96%	80% 20% 0%		Г		
Lane Vol Left, % Vol Thru, % Vol Right, %		100% 0% 0%	NBLn2 0% 1% 99%	0% 100% 0%	0% 0% 100%	WBLn1 100% 0% 0%	0% 96% 4%	80% 20%		r		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control		100% 0% 0% Stop	NBLn2 0% 1% 99% Stop	0% 100% 0% Stop	0% 0% 100% Stop	WBLn1 100% 0% 0% Stop	0% 96% 4% Stop	80% 20% 0% Stop		Г		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		100% 0% 0% Stop 114	NBLn2 0% 1% 99% Stop 663	0% 100% 0% Stop 314	0% 0% 100% Stop 23	WBLn1 100% 0% 0% Stop 413	0% 96% 4% Stop 136	80% 20% 0% Stop 5		r		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		100% 0% 0% Stop 114 114	NBLn2  0% 1% 99% Stop 663 0 4 659	0% 100% 0% Stop 314	0% 0% 100% Stop 23 0 0	WBLn1 100% 0% 0% Stop 413 413	0% 96% 4% Stop 136 0	80% 20% 0% Stop 5		Г		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		100% 0% 0% Stop 114 114	NBLn2  0% 1% 99% Stop 663 0 4	0% 100% 0% Stop 314 0	0% 0% 100% Stop 23 0	WBLn1 100% 0% 0% Stop 413 413 0	0% 96% 4% Stop 136 0	80% 20% 0% Stop 5 4		F		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		100% 0% 0% Stop 114 114 0	NBLn2  0% 1% 99% Stop 663 0 4 659	0% 100% 0% Stop 314 0 314 0 341	0% 0% 100% Stop 23 0 0	WBLn1 100% 0% 0% Stop 413 413 0	0% 96% 4% Stop 136 0 131	80% 20% 0% Stop 5 4 1		Γ		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		100% 0% 0% Stop 114 114 0 0	NBLn2  0% 1% 99% Stop 663 0 4 659 721 7	0% 100% 0% Stop 314 0 314 7 0.741	0% 0% 100% Stop 23 0 0 23 25	WBLn1 100% 0% 0% Stop 413 413 0 0 449	0% 96% 4% Stop 136 0 131 5	80% 20% 0% Stop 5 4 1 0		Γ		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		100% 0% 0% Stop 114 114 0 0	NBLn2  0% 1% 99% Stop 663 0 4 659 721 7	0% 100% 0% Stop 314 0 314 0 341	0% 0% 100% Stop 23 0 0 23 25 7	WBLn1 100% 0% 0% Stop 413 413 0 0 449 7	0% 96% 4% Stop 136 0 131 5 148	80% 20% 0% Stop 5 4 1 0 5		r		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		100% 0% 0% Stop 114 114 0 0 124 7 0.277 8.049 Yes	NBLn2  0% 1% 99% Stop 663 0 4 659 721 7 1 6.823 Yes	0% 100% 0% Stop 314 0 314 7 0.741 7.812 Yes	0% 0% 100% Stop 23 0 0 23 25 7 0.049 7.113 Yes	WBLn1 100% 0% 0% Stop 413 413 0 0 449 7 0.989 7.935 Yes	0% 96% 4% Stop 136 0 131 5 148 7 0.304 7.411 Yes	80% 20% 0% Stop 5 4 1 0 5 6 0.015 9.659 Yes		r		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		100% 0% 0% Stop 114 114 0 0 124 7 0.277 8.049 Yes 446	NBLn2  0% 1% 99% Stop 663 0 4 659 721 7 1 6.823 Yes 533	0% 100% 0% Stop 314 0 314 7 0.741 7.812 Yes 464	0% 0% 100% Stop 23 0 0 23 25 7 0.049 7.113 Yes 505	WBLn1 100% 0% 0% Stop 413 413 0 0 449 7 0.989 7.935 Yes 458	0% 96% 4% Stop 136 0 131 5 148 7 0.304 7.411 Yes 486	80% 20% 0% Stop 5 4 1 0 5 6 0.015 9.659 Yes 370		F		
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time		100% 0% Stop 114 114 0 0 124 7 0.277 8.049 Yes 446 5.793	NBLn2  0% 1% 99% Stop 663 0 4 659 721 7 1 6.823 Yes 533 4.567	0% 100% 0% Stop 314 0 314 7 0.741 7.812 Yes 464 5.538	0% 0% 100% Stop 23 0 0 23 25 7 0.049 7.113 Yes 505 4.839	WBLn1 100% 0% 0% Stop 413 413 0 0 449 7 0.989 7.935 Yes 458 5.659	0% 96% 4% Stop 136 0 131 5 148 7 0.304 7.411 Yes 486 5.134	80% 20% 0% Stop 5 4 1 0 5 6 0.015 9.659 Yes 370 7.732		F		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% 0% Stop 114 114 0 0 124 7 0.277 8.049 Yes 446 5.793 0.278	NBLn2  0%  1%  99%  Stop  663  0  4  659  721  7  1  6.823  Yes  533  4.567  1.353	0% 100% 0% Stop 314 0 314 7 0.741 7.812 Yes 464 5.538 0.735	0% 0% 100% Stop 23 0 0 23 25 7 0.049 7.113 Yes 505 4.839 0.05	WBLn1 100% 0% 0% Stop 413 413 0 0 449 7 0.989 7.935 Yes 458 5.659 0.98	0% 96% 4% Stop 136 0 131 5 148 7 0.304 7.411 Yes 486 5.134 0.305	80% 20% 0% Stop 5 4 1 0 5 6 0.015 9.659 Yes 370 7.732 0.014		r		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		100% 0% Stop 114 114 0 0 124 7 0.277 8.049 Yes 446 5.793 0.278 13.9	NBLn2  0% 1% 99% Stop 663 0 4 659 721 7 1 6.823 Yes 533 4.567 1.353 65.2	0% 100% 0% Stop 314 0 314 7 0.741 7.812 Yes 464 5.538 0.735 29.8	0% 0% 100% Stop 23 0 0 23 25 7 0.049 7.113 Yes 505 4.839 0.05 10.2	WBLn1 100% 0% 0% Stop 413 413 0 0 449 7 0.989 7.935 Yes 458 5.659 0.98 67.8	0% 96% 4% Stop 136 0 131 5 148 7 0.304 7.411 Yes 486 5.134 0.305 13.3	80% 20% 0% Stop 5 4 1 0 5 6 0.015 9.659 Yes 370 7.732 0.014 12.9				
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% 0% Stop 114 114 0 0 124 7 0.277 8.049 Yes 446 5.793 0.278	NBLn2  0%  1%  99%  Stop  663  0  4  659  721  7  1  6.823  Yes  533  4.567  1.353	0% 100% 0% Stop 314 0 314 7 0.741 7.812 Yes 464 5.538 0.735	0% 0% 100% Stop 23 0 0 23 25 7 0.049 7.113 Yes 505 4.839 0.05	WBLn1 100% 0% 0% Stop 413 413 0 0 449 7 0.989 7.935 Yes 458 5.659 0.98	0% 96% 4% Stop 136 0 131 5 148 7 0.304 7.411 Yes 486 5.134 0.305	80% 20% 0% Stop 5 4 1 0 5 6 0.015 9.659 Yes 370 7.732 0.014				

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
	CDII	CDI	CDT	CDD
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		2		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		12.9		
HCM LOS		В		
Lane				

	ၨ	<b>→</b>	<b>←</b>	•	<b>/</b>	✓			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			J
Lane Configurations	ሻ	<b>↑</b>	<b>↑</b>	7	ኘ	7			
Traffic Volume (veh/h)	370	607	336	152	282	213			
Future Volume (veh/h)	370	607	336	152	282	213			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	402	660	365	165	307	232			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	441	1075	519	441	527	470			
Arrive On Green	0.25	0.58	0.28	0.28	0.30	0.30			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	402	660	365	165	307	232			
Grp Sat Flow(s), veh/h/li		1863	1863	1583	1774	1583			
Q Serve(g_s), s	17.6	18.6	14.1	6.7	11.8	9.7			
Cycle Q Clear(g_c), s	17.6	18.6	14.1	6.7	11.8	9.7			
Prop In Lane	1.00	10.0	17.1	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		1075	519	441	527	470			
V/C Ratio(X)	0.91	0.61	0.70	0.37	0.58	0.49			
Avail Cap(c_a), veh/h	509	1304	676	575	527	470			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		11.1	25.9	23.3	23.9	23.2			
	17.9	0.6	25.9	0.5	4.7	3.7			
Incr Delay (d2), s/veh			0.0	0.0		0.0			
Initial Q Delay(d3),s/veh		0.0			0.0				
%ile BackOfQ(50%),vel		9.5	7.5	3.0	6.4	9.3			
LnGrp Delay(d),s/veh	47.2	11.7	28.2	23.8	28.6	26.9			
LnGrp LOS	D	B	CC	С	С	С			
Approach Vol, veh/h		1062	530		539				
Approach Delay, s/veh		25.2	26.9		27.9				
Approach LOS		С	С		С				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc)	). s			51.1		29.0	23.9	27.2	
Change Period (Y+Rc),				4.9		5.2	4.0	4.9	
Max Green Setting (Gm				56.1		23.8	23.0	29.1	
Max Q Clear Time (g_c				20.6		13.8	19.6	16.1	
Green Ext Time (p_c), s				9.6		0.7	0.3	6.2	
Intersection Summary									
HCM 2010 Ctrl Delay			26.3						
			26.3 C						
HCM 2010 LOS			C						

Interception								
Intersection	0.5							
Int Delay, s/veh	0.5							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	83	806			520	12	0	0
Future Vol, veh/h	83	806			520	12	0	0
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage, a		0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	90	876			565	13	0	0
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	578	0			-	0	1629	572
Stage 1	-	-			-		572	-
Stage 2	_	-			-	_	1057	-
Critical Hdwy	4.12	-			_	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	_	5.42	- 0.22
Critical Hdwy Stg 2	_	_			_	_	5.42	_
Follow-up Hdwy	2.218	_			_	_	3.518	3.318
Pot Cap-1 Maneuver	996	-			_	_	112	520
Stage 1	- 7,0	_			_	_	565	
Stage 2	_	_			_	_	334	_
Platoon blocked, %		_			_	_	334	
Mov Cap-1 Maneuver	996	_			_	_	102	520
Mov Cap-1 Maneuver	- 770	_			_	_	221	520
Stage 1	_	_			_	_	565	_
Stage 2	_	_			_	_	304	_
Jiago Z							304	
Approach	EB				WB		SB	
HCM Control Delay, s	0.8				0		0	
HCM LOS	0.0				U		A	
TIOWI LOS							A	
Minor Lane/Major Mvmt	EBL	EBT	WRT	WBR SB	ll n1			
		LDI	VVDT	WOR 3D	LITT			
Capacity (veh/h)	996	-	-	-	-			
HCM Captrol Doloy (c)	0.091	-	-	-	0			
HCM Long LOS	9	-	-	-	0			
HCM Lane LOS	A	-	-	-	Α			
HCM 95th %tile Q(veh)	0.3	-	-	-	-			

	•	•	<b>†</b>	<u> </u>	<b>\</b>	<b></b>	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ች	7	<b>₽</b>		ሻ	<b>†</b>	
Traffic Volume (veh/h)	365	255	277	328	159	581	
Future Volume (veh/h)	365	255	277	328	159	581	
Number	3	18	2	12	1	6	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	
Adj Flow Rate, veh/h	397	277	301	357	173	632	
Adj No. of Lanes	1	1	1	0	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	451	403	339	402	213	1145	
Arrive On Green	0.25	0.25	0.44	0.44	0.12	0.61	
Sat Flow, veh/h	1774	1583	778	922	1774	1863	
Grp Volume(v), veh/h	397	277	0	658	173	632	
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1700	1774	1863	
2 Serve(g_s), s	16.1	11.8	0.0	26.7	7.1	14.8	
Cycle Q Clear(g_c), s	16.1	11.8	0.0	26.7	7.1	14.8	
Prop In Lane	1.00	1.00		0.54	1.00		
Lane Grp Cap(c), veh/h	451	403	0	741	213	1145	
V/C Ratio(X)	0.88	0.69	0.00	0.89	0.81	0.55	
Avail Cap(c_a), veh/h	677	604	0	785	298	1283	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Jpstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Jniform Delay (d), s/veh	26.8	25.2	0.0	19.5	32.1	8.4	
ncr Delay (d2), s/veh	6.2	8.0	0.0	11.7	10.9	0.4	
nitial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	8.6	5.2	0.0	14.8	4.2	7.7	
LnGrp Delay(d),s/veh	33.1	26.0	0.0	31.1	43.0	8.8	
nGrp LOS	С	С		С	D	Α	
Approach Vol, veh/h	674		658			805	
Approach Delay, s/veh	30.2		31.1			16.2	
Approach LOS	С		С			В	
Timer	1	2	3	4	5	6	7 8
Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.4	37.5				51.0	24.0
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	12.6	34.6				51.6	28.6
Max Q Clear Time (g_c+I1), s	9.1	28.7				16.8	18.1
Green Ext Time (p_c), s	0.1	4.0				12.0	1.0
Intersection Summary							
HCM 2010 Ctrl Delay			25.2				
HCM 2010 LOS			С				

Intersection							
Int Delay, s/veh	0.2						
,							
Movement	EBL	EBT		WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	487		600	20	0	20
Future Vol, veh/h	0	487		600	20	0	20
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	50	-		-	-	0	-
Veh in Median Storage, #	‡ -	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	529		652	22	0	22
Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	674	0		-	0	1192	663
Stage 1	-	_		-	-	663	-
Stage 2	-	-		-	-	529	-
Critical Hdwy	4.12	-		-	-	6.42	6.22
Critical Hdwy Stg 1	-	-		-	-	5.42	-
Critical Hdwy Stg 2	-	-		-	-	5.42	-
Follow-up Hdwy	2.218	-		-	-	3.518	3.318
Pot Cap-1 Maneuver	917	-		-	-	207	461
Stage 1	-	-		-	-	512	-
Stage 2	-	-		-	-	591	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	917	-		-	-	207	461
Mov Cap-2 Maneuver	-	-		-	-	207	-
Stage 1	-	-		-		512	-
Stage 2	-	-		-	-	591	-
Approach	EB			WB		SB	
HCM Control Delay, s	0			0		13.2	
HCM LOS						В	
Minor Lane/Major Mvmt	EBL	EBT	WBT WBR SBLn1				
Capacity (veh/h)	917	-	461				
HCM Lane V/C Ratio	-	_	0.047				
HCM Control Delay (s)	0	-	13.2				
HCM Lane LOS	A	_	B				
HCM 95th %tile Q(veh)	0	-	0.1				

Intersection											
Intersection Delay, s/veh	37.8										
Intersection LOS	E										
		EDI	EDT		WDU		MDT	WDD	CDII	CDI	CDD
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	392	295		0		207	671	0	170	56
Future Vol, veh/h	0	392	295		0		207	671	0	170	56
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	426	321		0		225	729	0	185	61
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		29.5					49.9			15.7	
HCM LOS		D					E			С	
Long		EBLn1	EBLn2	WBLn1	WDLb2	SBLn1	SBLn2				
Lane					WBLn2						
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		392	295	207	671	170	56				
LT Vol		392	0	0	0	170	0				
Through Vol		0	295	207	0	0	0				
RT Vol		0	0	0	671	105	56				
Lane Flow Rate		426	321	225	729	185	61				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.845	0.591	0.421	1	0.428	0.122				
Departure Headway (Hd)		7.138	6.638	6.732	6.017	8.457	7.227				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		511	545	536	605	429	497				
Service Time		4.855	4.355	4.455	3.74	6.157	4.958				
HCM Control Dolor		0.834	0.589	0.42	1.205	0.431	0.123				
HCM Long LOS		37.7	18.5	14.3	60.9	17.3	11				
HCM Lane LOS HCM 95th-tile Q		E 8.7	C	В	F 10	C	В				
		X /	3.8	2.1	15	2.1	0.4				

	<b>→</b>	•	•	<b>←</b>	1	<b>/</b>			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	ĵ.			<b>^</b>		7			
Traffic Volume (veh/h)	381	73	264	640	419	215			
Future Volume (veh/h)	381	73	264	640	419	215			
Number	4	14	3	8	5	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	U	1.00	1.00	U	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
			1863	1863	1863	1863			
	1863	1900							
Adj Flow Rate, veh/h	414	79	287	696	455	234			
Adj No. of Lanes	1	0	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	448	85	325	976	659	588			
Arrive On Green	0.29	0.29	0.18	0.52	0.37	0.37			
Sat Flow, veh/h	1521	290	1774	1863	1774	1583			
Grp Volume(v), veh/h	0	493	287	696	455	234	ľ		
Grp Sat Flow(s), veh/h/lr		1812	1774	1863	1774	1583			
Q Serve(g_s), s	0.0	22.7	13.6	24.5	18.7	9.4			
Cycle Q Clear(g_c), s	0.0	22.7	13.6	24.5	18.7	9.4			
Prop In Lane	0.0	0.16	1.00	∠+.∪	1.00	1.00			
•	Ο	533	325	074	659	588			
Lane Grp Cap(c), veh/h				976					
V/C Ratio(X)	0.00	0.93	0.88	0.71	0.69	0.40			
Avail Cap(c_a), veh/h	0	536	402	1060	659	588			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh		29.5	34.3	15.6	22.9	20.0			
Incr Delay (d2), s/veh	0.0	22.2	16.3	2.3	5.8	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh		14.7	8.1	13.0	10.2	4.4			
LnGrp Delay(d),s/veh	0.0	51.7	50.5	17.9	28.7	22.0			
LnGrp LOS	0.0	D	D	В	C	C			
Approach Vol, veh/h	493		U	983	689				
					26.4				
Approach LOS	_			27.4					
Approach LOS	D			С	С				
Timer	1	2	3	4	5	6		7	7 8
Assigned Phs		2	3	4					8
Phs Duration (G+Y+Rc)	. S	36.0	19.8	30.3				Ę	50.1
Change Period (Y+Rc),		4.0	4.0	5.0					5.0
Max Green Setting (Gm		32.0	19.5	25.5					49.0
Max Q Clear Time (g_c-		20.7	15.6	24.7					26.5
Green Ext Time (p_c), s		1.3	0.2	0.6					11.0
		1.3	U.Z	0.0					11.0
Intersection Summary									
HCM 2010 Ctrl Delay			32.6						
HCM 2010 LOS			С						
= =									

# **APPENDIX M**

YEAR 2022 & YEAR 2022 + PROJECT FREEWAY
ANALYSIS CALCULATION SHEETS

## YEAR 2022 FREEWAY SEGMENT OPERATIONS

## **AM Peak Hour**

Freeway and Segment		rection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	LOS AM			
SR 163													
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	195,570	0.0818	0.5381	0.963	8,939	0.677	С			
	SB Mainlines	4M+ 2A	10,400	195,570	0.0820	0.4619	0.963	7,694	0.740	С			
South of I-8	NB Mainlines	3M+ 1A	7,200	193,100	0.0694	0.5170	0.97	7,147	0.993	Е			
	SB Mainlines	4M	8,000	193,100	0.0692	0.4830	0.97	6,653	0.832	D			
I-8													
West of Hotel Circle	EB Mainlines	4M	8,000	215,390	0.0637	0.4724	0.972	6,666	0.833	D			
	WB Mainlines	4M+ 1A	9,200	215,390	0.0634	0.5276	0.972	7,414	0.806	D			
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	209,230	0.0660	0.4836	0.972	6,873	0.747	С			
	WB Mainlines	4M+ 1A	9,200	209,230	0.0654	0.5164	0.972	7,274	0.791	С			

N	lo:	te	c	
		ı		

- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline
- 2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2022 volumes.
- 3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2022 volumes
- 4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
- 5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

B 0.62 C 0.8 D 0.92

V/C

< 0.41

LOS

Α

E 1 F(0) 1.25 F(1) 1.35

F(1) 1.35 F(2) 1.45 F(3) >1.46

## YEAR 2022 FREEWAY SEGMENT OPERATIONS

## PM Peak Hour

Freeway and Segment		rection, Number anes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	LOS PM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	195,570	0.0778	0.5210	0.963	8,236	0.624	С
	SB Mainlines	4M+ 2A	10,400	195,570	0.0777	0.4790	0.963	7,560	0.727	С
South of I-8	NB Mainlines	3M+ 1A	7,200	193,100	0.0764	0.5214	0.97	7,927	1.101	F(0)
	SB Mainlines	4M	8,000	193,100	0.0765	0.4786	0.97	7,287	0.911	D
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	215,390	0.0657	0.4631	0.972	6,747	0.843	D
	WB Mainlines	4M+ 1A	9,200	215,390	0.0659	0.5369	0.972	7,837	0.852	D
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	209,230	0.0698	0.5089	0.972	7,646	0.831	D
	WB Mainlines	4M+ 1A	9,200	209,230	0.0697	0.4911	0.972	7,368	0.801	D

N	otes	
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- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline · Α
- 2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2022 volumes.
- 3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2022 volumes
- 4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System". 5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

В 0.62 С 8.0 D 0.92 Ε 1

V/C

< 0.41

F(0) 1.25 F(1) 1.35 F(2) 1.45 F(3) >1.46

LOS

## YEAR 2022 + PROJECT FREEWAY SEGMENT OPERATIONS

## **AM Peak Hour**

Freeway and Segment		irection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D)	Truck Factor	Peak Hour Volume AM	V/C AM	V/C DELTA	LOS AM	
SR 163												]
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	195,750	0.0820	0.5381	0.963	8,971	0.680	0.002	С	
	SB Mainlines	4M+ 2A	10,400	195,750	0.0817	0.4619	0.963	7,671	0.738	-0.002	С	
South of I-8	NB Mainlines	3M+ 1A	7,200	192,930	0.0691	0.5170	0.97	7,107	0.987	-0.006	Е	NO
	SB Mainlines	4M	8,000	192,930	0.0695	0.4830	0.97	6,674	0.834	0.003	D	
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	215,220	0.0633	0.4724	0.972	6,616	0.827	-0.006	D	
	WB Mainlines	4M+ 1A	9,200	215,220	0.0637	0.5276	0.972	7,441	0.809	0.003	D	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	209,260	0.0668	0.4836	0.972	6,955	0.756	0.009	С	
	WB Mainlines	4M+ 1A	9,200	209,260	0.0654	0.5164	0.972	7,274	0.791	0.000	С	

Notes:

C 0.8 D 0.92 E 1 F(0) 1.25 F(1) 1.35 F(2) 1.45

V/C

< 0.41

0.62

>1.46

LOS

A B

F(3)

<sup>1.</sup> Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)

<sup>2.</sup> Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2022 + P volumes.

<sup>3.</sup> Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2022 + P volumes

<sup>4.</sup> Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".

<sup>5.</sup> V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

## YEAR 2022 + PROJECT FREEWAY SEGMENT OPERATIONS

## PM Peak Hour

Freeway and Segment		irection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	V/C DELTA	LOS PM	
SR 163												]
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	195,750	0.0777	0.5210	0.963	8,226	0.623	-0.001	С	
	SB Mainlines	4M+ 2A	10,400	195,750	0.0778	0.4790	0.963	7,580	0.729	0.002	С	
South of I-8	NB Mainlines	3M+ 1A	7,200	192,930	0.0765	0.5214	0.97	7,930	1.101	0.000	F(0)	NO
	SB Mainlines	4M	8,000	192,930	0.0763	0.4786	0.97	7,260	0.908	-0.003	D	
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	215,220	0.0659	0.4631	0.972	6,754	0.844	0.001	D	
	WB Mainlines	4M+ 1A	9,200	215,220	0.0657	0.5369	0.972	7,805	0.848	-0.003	D	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	209,260	0.0693	0.5089	0.972	7,591	0.825	-0.006	D	
	WB Mainlines	4M+ 1A	9,200	209,260	0.0697	0.4911	0.972	7,368	0.801	0.000	D	

Notes:

С 8.0 D 0.92 Ε F(0) 1.25 F(1) F(2) 1.35

V/C

< 0.41

0.62

1.45

>1.46

LOS

Α

В

F(3)

<sup>1.</sup> Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)

<sup>2.</sup> Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2022 + P volumes.

<sup>3.</sup> Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2022 + P volumes

<sup>4.</sup> Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".

<sup>5.</sup> V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

APPENDIX N
Year 2035 (Horizon Year) intersection analysis calculation sheets

	۶	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	~	<b>/</b>	<b>+</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	<b>↑</b>	7		र्स	7	ሻ	<b>∱</b> ∱		ሻ	<b>∱</b> ∱	
Traffic Volume (veh/h)	170	170	329	106	120	250	145	333	238	220	228	120
Future Volume (veh/h)	170	170	329	106	120	250	145	333	238	220	228	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	185	185	358	115	130	272	158	362	259	239	248	130
Adj No. of Lanes	2	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	641	545	219	225	545	195	637	449	284	844	428
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.11	0.32	0.32	0.16	0.37	0.37
Sat Flow, veh/h	1899	1863	1583	446	655	1583	1774	1986	1399	1774	2274	1154
Grp Volume(v), veh/h	185	185	358	245	0	272	158	322	299	239	191	187
Grp Sat Flow(s), veh/h/ln	950	1863	1583	1101	0	1583	1774	1770	1616	1774	1770	1659
Q Serve(g_s), s	7.5	5.9	15.5	10.7	0.0	11.0	7.1	12.3	12.5	10.6	6.2	6.5
Cycle Q Clear(g_c), s	24.1	5.9	15.5	16.6	0.0	11.0	7.1	12.3	12.5	10.6	6.2	6.5
Prop In Lane	1.00	0.7	1.00	0.47	0.0	1.00	1.00	12.0	0.87	1.00	0.2	0.70
Lane Grp Cap(c), veh/h	443	641	545	444	0	545	195	567	518	284	657	615
V/C Ratio(X)	0.42	0.29	0.66	0.55	0.00	0.50	0.81	0.57	0.58	0.84	0.29	0.30
Avail Cap(c_a), veh/h	471	668	568	462	0	568	363	567	518	472	657	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	19.4	22.6	23.3	0.0	21.1	35.3	22.9	23.0	33.1	18.0	18.1
Incr Delay (d2), s/veh	0.6	0.2	2.6	1.3	0.0	0.7	3.1	4.1	4.6	6.9	1.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.1	7.2	4.9	0.0	4.9	3.6	6.6	6.2	5.7	3.2	3.2
LnGrp Delay(d),s/veh	33.9	19.6	25.2	24.6	0.0	21.8	38.3	27.0	27.6	39.9	19.1	19.4
LnGrp LOS	C	В	23.2 C	24.0 C	0.0	C C	D	C C	C C	D	В	В
Approach Vol, veh/h		728		U	517		D	779			617	
		26.0			23.1			29.5			27.3	
Approach LOS		26.0 C			23.1 C			29.5 C			27.3 C	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	30.9		32.8	13.3	35.0		32.8				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	21.6	25.1		29.1	16.6	30.1		29.1				
Max Q Clear Time (g_c+I1), s	12.6	14.5		26.1	9.1	8.5		18.6				
Green Ext Time (p_c), s	0.5	4.6		1.8	0.1	6.6		4.7				
Intersection Summary												
HCM 2010 Ctrl Delay			26.8									
HCM 2010 LOS			C									

Intersection										
Intersection Delay, s/ve	h2/1 Q									
Intersection LOS	C									
intersection LOS										
Movement	EBU	EBT	EBR	WBU	WBL	WBT	N	IBU	NBL	
Traffic Vol, veh/h	0	262	213	0	85	188		0	330	
Future Vol, veh/h	0	262	213	0	85	188		0	330	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	(	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2		2	2	
Mvmt Flow	0	285	232	0	92	204		0	359	
Number of Lanes	0	1	0	0	0	1		0	1	
Approach		EB			WB				NB	I
Opposing Approach		WB			EB					
Opposing Lanes		1			1				0	
Conflicting Approach Lo	eft				NB				EB	
Conflicting Lanes Left		0			2				1	
Conflicting Approach R	ight	NB							WB	
Conflicting Lanes Right		2			0				1	
HCM Control Delay		32.4			17.1				22.1	
HCM LOS		D			С				С	
Lane	NBL	n1 NBLn2	EBLn1V	VBLn1						
Vol Left, %	100	% 0%	0%	31%						
Vol Thru, %	(	% 0%	55%	69%						
Vol Right, %		% 100%	45%	0%						
Sign Control		op Stop	Stop	Stop						
Traffic Vol by Lane		30 201	475	273						
LT Vol		30 0	0	85						
Through Vol		0 0	262	188						
RT Vol		0 201	213	0						
Lane Flow Rate	3	59 218	516	297						
Geometry Grp		7 7	2	2						
Degree of Util (X)	0.7	33 0.372	0.84	0.539						
Departure Headway (H		36 6.135								
Convergence, Y/N		es Yes	Yes	Yes						
Cap		38 583	614	546						
Service Time		42 3.916								
HCM Lane V/C Ratio		36 0.374		0.544						
HCM Control Delay		.9 12.6	32.4	17.1						
HCM Lane LOS		D B	D	С						
HCM 95th-tile Q		6 1.7	9	3.2						

	ၨ	<b>→</b>	<b>←</b>	•	<b>\</b>	4			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	7	<b>↑</b>	<u>₩</u>	₩ P	<u> </u>	JDIK **			-
Traffic Volume (veh/h)	71	243	400	460	170	128			
Future Volume (veh/h)	71	243	400	460	170	128			
Number	7	4	8	18	170	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	U	U	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	77	264	435	500	185	139			
Adj No. of Lanes	1	1	433	1	100	139			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	106	1045	705	862	294	263			
Cap, veh/h									
Arrive On Green	0.06	0.56	0.38	0.38	0.17	0.17			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	77	264	435	500	185	139			
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583			
Q Serve(g_s), s	1.5	2.6	6.8	7.5	3.5	2.9			
Cycle Q Clear(g_c), s	1.5	2.6	6.8	7.5	3.5	2.9			
Prop In Lane	1.00			1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		1045	705	862	294	263			
V/C Ratio(X)	0.73	0.25	0.62	0.58	0.63	0.53			
Avail Cap(c_a), veh/h	573	2859	2076	2027	1240	1107			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel	h 16.6	4.0	9.0	5.4	13.9	13.7			
Incr Delay (d2), s/veh	3.5	0.0	0.3	0.2	0.8	0.6			
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%), ve		1.3	3.4	4.5	1.8	2.6			
LnGrp Delay(d),s/veh	20.1	4.1	9.4	5.7	14.8	14.3			
LnGrp LOS	C	A	A	Α	В	В			
Approach Vol, veh/h		341	935	/\	324	U			
Approach Delay, s/veh		7.7	7.4		14.6				
					_				
Approach LOS		Α	Α		В				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc)	), s			25.0		10.9	6.5	18.5	
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9	
Max Green Setting (Gm				55.1		25.1	11.6	* 40	
Max Q Clear Time (g_c				4.6		5.5	3.5	9.5	
Green Ext Time (p_c),				4.1		0.5	0.0	4.1	
<b>4</b> - <i>i</i>	J			7.1		0.5	0.0	7.1	
Intersection Summary									
HCM 2010 Ctrl Delay			8.9						
HCM 2010 LOS			Α						
Notes									
Notes									

Intersection							
Int Delay, s/veh	0.3						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	4		837	49	10	653
Future Vol, veh/h	5	4		837	49	10	653
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		_	None		None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	5	4		910	53	11	710
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1313	482		0	0	963	0
Stage 1	936	-		-	-	-	-
Stage 2	377	-		-	_	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	-	-	-
Critical Hdwy Stg 2	5.84	-		-	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	150	530		-	-	711	-
Stage 1	342	-		-	-	-	-
Stage 2	663	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	146	530		-	-	711	-
Mov Cap-2 Maneuver	146	-		-	-	-	-
Stage 1	342	-		-	-	-	-
Stage 2	646	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	22.5			0		0.3	
HCM LOS	С						
	-						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	TIDI	- 215	711	-			
HCM Lane V/C Ratio		- 0.046		-			
HCM Control Delay (s)	<u>-</u>	- 22.5	10.1	0.1			
HCM Lane LOS		- C	В	Α			
HCM 95th %tile Q(veh)	_	- 0.1	0	-			
How 75th 70th Q(Veh)		- 0.1	U				

								_
Intersection								
Int Delay, s/veh	0.4							
J.								
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	5	27		739	30	4	654	
Future Vol, veh/h	5	27		739	30	4	654	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None	-	None	
Storage Length	0	-		-	-	-	-	
Veh in Median Storage, #		-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	5	29		803	33	4	711	
Major/Minor	Minor1			Major1		Major2		
Conflicting Flow All	1184	418		0	0	836	0	
Stage 1	820	-		-	-	-	-	
Stage 2	364	-		-	-	-	-	
Critical Hdwy	6.84	6.94		-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	-	-	_	
Critical Hdwy Stg 2	5.84	-		-	_	-	-	
Follow-up Hdwy	3.52	3.32		-	_	2.22	_	
Pot Cap-1 Maneuver	182	584		-	_	794	-	
Stage 1	393	-		-	_	-	_	
Stage 2	673	-		-	_	-	-	
Platoon blocked, %				-	_		_	
Mov Cap-1 Maneuver	181	584		_	_	794	_	
Mov Cap-2 Maneuver	181	-		_	_		_	
Stage 1	393	_		_	_	_	-	
Stage 2	668	_		_	_	_	_	
Olugo Z	000							
0 m m m m m m la	MD			ND		0.0		
Approach	WB			NB		SB		
HCM Control Delay, s	14			0		0.1		
HCM LOS	В							
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
Capacity (veh/h)	-	- 433	794	-				
HCM Lane V/C Ratio	-		0.005	-				
HCM Control Delay (s)	-	- 14	9.6	0				
HCM Lane LOS	_	- B	A	A				
HCM 95th %tile Q(veh)	_	- 0.3	0	-				
		0.0	J					

Intersection												
Intersection Delay, s/veh	55.5											•
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	325	90	0	252	249	20	0	470	10	1295
Future Vol, veh/h	0	20	325	90	0	252	249	20	0	470	10	1295
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Mymt Flow	0	22	353	98	0	274	271	22	0	511	11	1408
Number of Lanes	0	0	333 1	1	0	1	1	0	0	0	1	1400
Number of Lanes	U	U	ı	ı	U	ı	ı	U	U	U	ı	ı
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		41.2				26.2				68.8		
HCM LOS		Е				D				F		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		98%	0%	6%	0%	100%	0%	40%				
Vol Thru, %		2%	0%	94%	0%	0%	93%	40%				
Vol Right, %		0%	100%	0%	100%	0%	7%	20%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		480	1295	345	90	252	269	50				
LT Vol		470	0	20	0	252	0	20				
Through Vol		10	0	325	0	0	249	20				
RT Vol		0	1295	0	90	0	20	10				
Lane Flow Rate		522	1408	375	98	274	292	54				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		1	1	0.883	0.21	0.662	0.662	0.145				
Departure Headway (Hd)		8.44	7.216	8.475	7.746	8.697	8.146	9.59				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap		433	521	428	464	416	444	373				
Service Time		6.198	4.973	6.21	5.481	6.427	5.876	7.658				
HCM Lane V/C Ratio		1.206	2.702	0.876	0.211	0.659	0.658	0.145				
HCM Control Delay		73	67.2	48.7	12.5	26.9	25.5	14.3				
HCM Lane LOS		F	F	E	В	D	D	В				
HCM 95th-tile Q		12.6	13.6	9.1	0.8	4.6	4.7	0.5				

Intersection					
Intersection Delay, s/veh					
Intersection LOS					
Movement	SBU	SBL	SBT	SBR	
Traffic Vol, veh/h	0	20	20	10	
Future Vol, veh/h	0	20	20	10	
Peak Hour Factor	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	
Mvmt Flow	0	22	22	11	
Number of Lanes	0	0	1	0	
Number of Earles	U	U			
Approach		SB			
Opposing Approach		NB			
Opposing Lanes		2			
Conflicting Approach Left		WB			
Conflicting Lanes Left		2			
Conflicting Approach Right		EB			
Conflicting Lanes Right		2			
HCM Control Delay		14.3			
HCM LOS		В			
TICIVI EOS		D			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	*	<b>↑</b>	<b>↑</b>	7	ኝ	7			
Traffic Volume (veh/h)	569	1071	216	200	354	305			
Future Volume (veh/h)	569	1071	216	200	354	305			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	618	1164	235	217	385	332			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	552	1161	499	424	469	419			
Arrive On Green	0.31	0.62	0.27	0.27	0.26	0.26			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	618	1164	235	217	385	332			
Grp Sat Flow(s), veh/h/h		1863	1863	1583	1774	1583			
Q Serve(g_s), s	28.0	56.1	9.5	10.5	18.3	17.6			
Cycle Q Clear(g_c), s	28.0	56.1	9.5	10.5	18.3	17.6			
Prop In Lane	1.00	55.1	7.0	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		1161	499	424	469	419			
V/C Ratio(X)	1.12	1.00	0.47	0.51	0.82	0.79			
Avail Cap(c_a), veh/h	552	1161	499	424	469	419			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		16.9	27.6	28.0	31.1	30.8			
Incr Delay (d2), s/veh	75.6	27.0	0.7	1.1	14.8	14.3			
Initial Q Delay(d3),s/vel		0.0	0.7	0.0	0.0	0.0			
%ile BackOfQ(50%),vel		37.1	5.0	4.7	10.9	16.0			
` ,		44.0	28.3	29.0	45.9	45.1			
LnGrp Delay(d),s/veh	100.6 F	44.0 F	28.3 C						
LnGrp LOS				С	D 717	D			
Approach Dolov alveh		1782	452		717				
Approach Delay, s/veh		65.7	28.7		45.5				
Approach LOS		E	С		D				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc)	), s			61.0		29.0	32.0	29.0	
Change Period (Y+Rc),				4.9		5.2	4.0	4.9	
Max Green Setting (Gm				56.1		23.8	28.0	24.1	
Max Q Clear Time (g_c				58.1		20.3	30.0	12.5	
Green Ext Time (p_c), s				0.0		0.6	0.0	8.6	
Intersection Summary									
			EE 1						
HCM 2010 Ctrl Delay			55.1						
HCM 2010 LOS			Ε						

Intersection								
	6.1							
Int Delay, s/veh	0.1							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	85	1340			369	93	39	47
Future Vol, veh/h	85	1340			369	93	39	47
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	150	-			-	-	0	-
Veh in Median Storage, #	<b>#</b> -	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	92	1457			401	101	42	51
Major/Minor	Malau1				lola-2		Minar	
Major/Minor	Major1			IV	1ajor2		Minor2	450
Conflicting Flow All	502	0			-	0	2093	452
Stage 1	-	-			-	-	452	-
Stage 2	-	-			-	-	1641	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	1062	-			-	-	58	608
Stage 1	-	-			-	-	641	-
Stage 2	-	-			-	-	174	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	1062	-			-	-	53	608
Mov Cap-2 Maneuver	-	-			-	-	53	-
Stage 1	-	-			-	-	641	-
Stage 2	-	-			-	-	159	-
Approach	EB				WB		SB	
HCM Control Delay, s	0.5				0		131.5	
HCM LOS	0.5				U		F	
TIOWI LOS							<u> </u>	
N. 41	FD:	EST	MOT	WDD CDL 1				
Minor Lane/Major Mvmt	EBL	EBT	WBT					
Capacity (veh/h)	1062	-	-	- 106				
HCM Lane V/C Ratio	0.087	-	-	- 0.882				
HCM Control Delay (s)	8.7	-	-	- 131.5				
HCM Lane LOS	А	-	-	- F				
HCM 95th %tile Q(veh)	0.3	-	-	- 5.2				

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Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	¥	7	f)		Ţ	<b></b>		
Traffic Volume (veh/h)	188	193	299	220	274	1105		
Future Volume (veh/h)	188	193	299	220	274	1105		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	204	210	325	239	298	1201		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	286	255	458	337	345	1325		
Arrive On Green	0.16	0.16	0.46	0.46	0.19	0.71		
Sat Flow, veh/h	1774	1583	999	734	1774	1863		
Grp Volume(v), veh/h	204	210	0	564	298	1201		
Grp Sat Flow(s), veh/h/ln	1774	1583	0	1733	1774	1863		
Q Serve(g_s), s	8.4	9.8	0.0	20.0	12.5	40.2		
Cycle Q Clear(g_c), s	8.4	9.8	0.0	20.0	12.5	40.2		
Prop In Lane	1.00	1.00		0.42	1.00			
Lane Grp Cap(c), veh/h	286	255	0	796	345	1325		
V/C Ratio(X)	0.71	0.82	0.00	0.71	0.86	0.91		
Avail Cap(c_a), veh/h	488	436	0	796	477	1436		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	30.5	31.1	0.0	16.6	29.9	9.0		
Incr Delay (d2), s/veh	1.2	2.6	0.0	2.9	11.4	8.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.2	4.5	0.0	10.2	7.2	23.0		
LnGrp Delay(d),s/veh	31.7	33.7	0.0	19.6	41.3	17.2		
LnGrp LOS	С	С		В	D	В		
Approach Vol, veh/h	414		564			1499		
Approach Delay, s/veh	32.7		19.6			22.0		
Approach LOS	С		В			С		
Timer	1	2	3	4	5	6	7 8	
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	19.3	40.1				59.4	17.2	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	20.6	34.1				59.1	21.1	
Max Q Clear Time (q_c+l1), s	14.5	22.0				42.2	11.8	
Green Ext Time (p_c), s	0.5	9.6				12.3	0.5	
Intersection Summary	3.0	7.0				,0		
			23.2					
HCM 2010 Ctrl Delay			23.2 C					
HCM 2010 LOS			C					

Intersection								
Int Delay, s/veh	0.3							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	494			356	12	1	25
Future Vol, veh/h	0	494			356	12	1	25
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-		- -	None
Storage Length	50	-			_	-	0	-
Veh in Median Storage, #		0			0	_	0	-
Grade, %	-	0			0	_	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	0	537			387	13	1	27
		- 507			007	10		
Major/Minor	Maia 41				Molaro		NA!	
Major/Minor	Major1				Major2		Minor2	200
Conflicting Flow All	400	0			-	0	930	393
Stage 1	-	-			-	-	393	-
Stage 2	- 4.10	-			-	-	537	- ( 22
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	2 210	-			-	-	5.42	2 210
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	1159	-			-	-	297	656
Stage 1	-	-			-	-	682	-
Stage 2	-	-			-	-	586	-
Platoon blocked, %	1150	-			-	-	207	/5/
Mov Cap-1 Maneuver	1159	-			-	-	297	656
Mov Cap-2 Maneuver	-	-			-	-	422 682	-
Stage 1	-	-			-	-	586	-
Stage 2	-	-			-	-	200	-
Approach	EB				WB		SB	
HCM Control Delay, s	0				0		10.9	
HCM LOS							В	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLn1	_			
Capacity (veh/h)	1159		1101	- 642				
HCM Lane V/C Ratio	1139		-	- 0.044				
HCM Control Delay (s)	0	-	-	- 10.9				
HCM Lane LOS	A	-	-	- 10.5 - E				
HCM 95th %tile Q(veh)	0	-	-	- 0.1				
HOW FOUT MILE Q(VEH)	U	-	-	- 0.1				

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Intersection											
Intersection Delay, s/veh	57.1										
Intersection LOS	F										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol., veh/h	0	300	157		0		428	607	0	550	70
Future Vol, veh/h	0	300	157		0		428	607	0	550	70
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	326	171		0		465	660	0	598	76
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		27.3					64.7			66.3	
HCM LOS		D					F			F	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		300	157	428	607	550	70				
LT Vol		300	0	0	0	550	0				
Through Vol		0	157	428	0	0	0				
RT Vol		0	0	0	607	0	70				
Lane Flow Rate		326	171	465	660	598	76				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		0.761	0.374	0.98	1	1	0.155				
Departure Headway (Hd)		8.499	8	7.586	6.887	8.549	7.351				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		427	452	479	534	430	490				
Service Time		6.199	5.7	5.288	4.589	6.261	5.063				
HCM Lane V/C Ratio		0.763	0.378	0.971	1.236	1.391	0.155				
HCM Control Delay		33.6	15.4	63.8	65.3	73.3	11.4				
HCM Lane LOS		D	С	F	F	F	В				
HCM 95th-tile Q		6.4	1.7	12.6	14	12.6	0.5				

-	•	•	<b>←</b>	•	<b>/</b>						
Movement EB	EBR	WBL	WBT	NBL	NBR						
Lane Configurations 1		ኘ	<u> </u>	ሻ	7						
Traffic Volume (veh/h) 35		378	645	270	122						
Future Volume (veh/h) 35		378	645	270	122						
, ,	1 14	3	8	5	12						
	) 0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00						
Parking Bus, Adj 1.0		1.00	1.00	1.00	1.00						
Adj Sat Flow, veh/h/ln 186		1863	1863	1863	1863						
Adj Flow Rate, veh/h 38		411	701	293	133						
•	1 0	1	1	1	1						
Peak Hour Factor 0.9		0.92	0.92	0.92	0.92						
	2 2	2	2	2	2						
Cap, veh/h 35		452	1202	441	393						
Arrive On Green 0.3		0.25	0.65	0.25	0.25						
Sat Flow, veh/h 104		1774	1863	1774	1583						
·	) 649	411	701	293	133						
	1739	1774	1863	1774	1583						
Q Serve(q_s), s 0.		19.0	18.1	12.6	5.8						
Cycle Q Clear( $g_c$ ), s 0.		19.0	18.1	12.6	5.8						
Prop In Lane	0.40	1.00	. 5. 1	1.00	1.00						
•	597	452	1202	441	393						
V/C Ratio(X) 0.0		0.91	0.58	0.66	0.34						
• • • • • • • • • • • • • • • • • • • •	597	567	1322	441	393						
HCM Platoon Ratio 1.0		1.00	1.00	1.00	1.00						
Upstream Filter(I) 0.0		1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh 0.		30.6	8.5	28.6	26.1						
Incr Delay (d2), s/veh 0.		15.5	0.7	7.7	2.3						
Initial Q Delay(d3),s/veh 0.		0.0	0.0	0.0	0.0						
%ile BackOfQ(50%), veh/lr0.		11.2	9.4	7.0	2.8						
LnGrp Delay(d),s/veh 0.		46.1	9.2	36.3	28.4						
LnGrp LOS	F	D	Α	D	С						
Approach Vol, veh/h 64	)		1112	426							
Approach Delay, s/veh 90.			22.8	33.8							
Approach LOS	-		С	С							
• •	1 2	3	4	5	6	7	8				
Assigned Phs	2	3	4	J			8				
Phs Duration (G+Y+Rc), s	25.0	25.5	34.0			59					
Change Period (Y+Rc), s	4.0	4.0	5.0				5.0				
Max Green Setting (Gmax),		27.0	29.0			60					
Max Q Clear Time (g_c+l1),		21.0	31.0			20					
Green Ext Time (p_c), s	0.6	0.5	0.0			17					
	0.0	0.5	0.0			17	. ¬				
Intersection Summary		45.4									
HCM 2010 Ctrl Delay		45.1									
HCM 2010 LOS		D									

Movement	-	•	<b>→</b>	•	✓	<b>←</b>	•	•	†	~	<b>/</b>	<b>†</b>	✓
Traffic Volume (veh/h) 100 100 205 289 160 350 318 514 209 350 337 160 Number (veh/h) 100 100 205 289 160 350 318 514 209 350 337 160 Number (veh/h) 100 100 205 289 160 350 318 514 209 350 337 160 Number (veh/h) 100 100 205 289 160 350 318 514 209 350 337 160 Number (veh/h) 100 100 100 100 100 100 100 100 100 10	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h)	Lane Configurations	1,1	<b>†</b>	7		र्स	7	7	<b>∱</b> β		7	<b>∱</b> β	
Number   7	Traffic Volume (veh/h)	100	100	205	289	160	350	318		209	350		160
Initial O (Ob), veh   O	Future Volume (veh/h)		100		289	160	350	318	514		350	337	
Ped-Bike Adji(A_pbT)													
Parking Bus, Ag    1,00	` '		0			0			0			0	
Adj Sai Flow, veh/hl/n Adj Sai Flow, veh/hl/n Adj Na of Lanes													
Adj Flow Rate, veh/h         109         109         223         314         174         380         346         559         227         380         366         174           Adj No. of Lanes         2         1         1         0         1         1         2         0         1         2         0           Peak Hour Factor         0.92													
Adj No. of Lanes         2         1         1         0         1         1         1         2         0         1         2         0           Peak Hour Factor         0.92         0.03         6.04         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.04         0.02         0.03         1.01         0.04         1.00         0.02         0.02         0.02         0.02	•												
Peak Hour Factor   0.92   0.	•												
Percent Heavy Veh, %   2   2   2   2   2   2   2   2   2	•												
Cap, veh/h         160         675         574         323         142         574         381         623         252         402         621         291           Arrive On Green         0.36         0.36         0.36         0.36         0.36         0.36         0.27         0.25         0.25         0.20         0.27         0.27         2.40         0.0         18.3         1774         1740         168         1774         1770         168         3.6         9.4         29.0         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5         Prop In Lane         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00													
Arrive On Green         0.36         0.36         0.36         0.36         0.36         0.36         0.36         0.36         0.36         0.21         0.25         0.25         0.23         0.27         0.27           Sat Flow, yeh/h         1051         1863         1583         709         393         1583         1172         2460         996         1774         2343         1096           Gry Ovolume(v), veh/h         109         129         488         0         380         346         402         384         380         275         265           Gry Sat Flow(s), veh/h/ln         825         1863         1583         1102         0         1583         1774         1770         1687         1774         1770         1669           Q Serve(g_s), s         0.0         3.6         9.4         29.0         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5           Cycle O Clear(g_c), s         32.6         3.6         9.4         29.0         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5           Cycle O Clear(g_c), solation         1.0         1.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Sat Flow, veh/h   1651   1863   1583   709   393   1583   1774   2460   996   1774   2343   1096													
Grp Volume(v), veh/h         109         109         223         488         0         380         346         402         384         380         275         265           Grp Sat Flow(s), veh/h/ln         825         1863         1583         1102         0         1583         1774         1770         1687         1774         1770         1669           Q Serve(g_s), s         0.0         3.6         9.4         29.0         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5           Cycle Q Clear(g_c), s         32.6         3.6         9.4         32.6         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5           Prop In Lane         1.00         1.00         0.64         1.00         1.00         0.59         1.00         0.66           Lane Grp Cap(c), veh/h         160         675         574         465         0         574         381         448         427         402         469         443           V/C Ratio(X)         0.68         0.16         0.39         10.0         1.00         1.00         1.00         1.00         1.00         1													
Grp Sat Flow(s), veh/h/ln 825 1863 1583 1102 0 1583 1774 1770 1687 1774 1770 1669 O Serve(g_s), s 0.0 3.6 9.4 29.0 0.0 18.1 17.1 19.7 19.8 19.0 12.2 12.5 Cycle O Clear(g_c), s 32.6 3.6 9.4 32.6 0.0 18.1 17.1 19.7 19.8 19.0 12.2 12.5 Cycle O Clear(g_c), s 32.6 3.6 9.4 32.6 0.0 18.1 17.1 19.7 19.8 19.0 12.2 12.5 Cycle O Clear(g_c), s 32.6 3.6 9.4 32.6 0.0 18.1 17.1 19.7 19.8 19.0 12.2 12.5 Cycle O Clear(g_c), s 32.6 3.6 9.4 32.6 0.0 18.1 17.1 19.7 19.8 19.0 12.2 12.5 Cycle O Clear(g_c), s 32.6 3.6 9.4 32.6 0.0 18.1 17.1 19.7 19.8 19.0 12.2 12.5 Cycle O Clear(g_c), s 32.6 3.6 9.4 32.6 0.0 18.1 17.1 19.7 19.8 19.0 12.2 12.5 Cycle O Clear(g_c), s 32.6 32.6 32.6 0.0 1.00 1.00 0.59 1.00 0.59 1.00 0.66 Lane Grp Cap(c), veh/h 160 675 574 465 0 574 381 448 427 402 469 443 V/C Ratio(X) 0.68 0.16 0.39 1.05 0.00 0.66 0.91 0.90 0.90 0.94 0.59 0.60 Avail Cap(c_a), veh/h 160 675 574 465 0 574 442 448 427 402 469 443 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0						393							
Q Serve(g_s), s         0.0         3.6         9.4         29.0         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5         Cycle O Clear(g_c), s         32.6         3.6         9.4         32.6         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5         Cycle O Clear(g_c), s         32.6         3.6         9.4         32.6         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5         Cycle O Clear(g_c), s         32.6         3.6         9.4         32.6         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5         Proportion         100         0.0         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         0.00         0.06         0.01         0.00         0.0         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00						0							
Cycle Q Clear(g_c), s         32.6         3.6         9.4         32.6         0.0         18.1         17.1         19.7         19.8         19.0         12.2         12.5           Prop In Lane         1.00         1.00         0.64         1.00         1.00         0.59         1.00         0.66           Lane Grp Cap(c), veh/h         160         675         574         465         0         574         381         448         427         402         469         443           V/C Ratio(X)         0.68         0.16         0.39         1.05         0.00         0.66         0.91         0.90         0.90         0.94         0.59         0.60           Avail Cap(c_a), veh/h         160         675         574         465         0         574         442         448         427         402         469         443           HCM Platoon Ratio         1.00 <td>Grp Sat Flow(s),veh/h/ln</td> <td></td>	Grp Sat Flow(s),veh/h/ln												
Prop In Lane         1.00         1.00         0.64         1.00         1.00         0.59         1.00         0.66           Lane Grp Cap(c), veh/h         160         675         574         465         0         574         381         448         427         402         469         443           V/C Ratio(X)         0.68         0.16         0.39         1.05         0.00         0.66         0.91         0.90         0.94         0.59         0.60           Avail Cap(c_a), veh/h         160         675         574         465         0         574         442         448         427         402         469         443           HCM Platoon Ratio         1.00         <	Q Serve(g_s), s	0.0	3.6	9.4	29.0	0.0	18.1	17.1	19.7	19.8		12.2	
Lane Grp Cap(c), veh/h	Cycle Q Clear(g_c), s		3.6			0.0		17.1	19.7			12.2	
V/C Ratio(X)         0.68         0.16         0.39         1.05         0.00         0.66         0.91         0.90         0.90         0.94         0.59         0.60           Avail Cap(c_a), veh/h         160         675         574         465         0         574         442         448         427         402         469         443           HCM Platoon Ratio         1.00         1.0					0.64			1.00		0.59			0.66
Avail Cap(c_a), veh/h HCM Platoon Ratio HCM Platoon HCM Ratio HCM Platoon HCM Ratio HCM Platoon Ratio HCM Platoon HCM Ratio HC	Lane Grp Cap(c), veh/h		675				574	381	448			469	
HCM Platoon Ratio	V/C Ratio(X)	0.68	0.16	0.39		0.00	0.66	0.91	0.90	0.90		0.59	0.60
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.0	Avail Cap(c_a), veh/h	160	675	574	465	0	574	442	448	427	402	469	443
Uniform Delay (d), s/veh 45.0 19.4 21.3 32.5 0.0 24.1 34.5 32.5 32.5 34.2 28.8 28.9 Incr Delay (d2), s/veh 11.2 0.1 0.4 55.3 0.0 2.8 19.2 23.2 24.4 31.1 5.3 5.9 Initial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incr Delay (d2), s/veh	Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Q Delay(d3),s/veh	Uniform Delay (d), s/veh	45.0	19.4	21.3	32.5	0.0	24.1	34.5	32.5	32.5	34.2	28.8	28.9
%ile BackOfQ(50%), veh/ln       1.6       1.8       4.2       18.6       0.0       8.3       10.4       12.5       12.1       12.8       6.6       6.5         LnGrp Delay(d), s/veh       56.2       19.6       21.7       87.8       0.0       26.9       53.7       55.6       56.9       65.4       34.0       34.7         LnGrp LOS       E       B       C       F       C       D       E       E       E       C       C         Approach Vol, veh/h       441       868       1132       920         Approach Delay, s/veh       29.7       61.2       55.5       47.2         Approach LOS       C       E       E       E       D         Timer       1       2       3       4       5       6       7       8         Assigned Phs       1       2       4       5       6       8       8         Phs Duration (G+Y+Rc), s       24.8       27.7       37.5       23.7       28.8       37.5         Change Period (Y+Rc), s       4.4       4.9       4.9       4.9       4.9       4.9         Max Q Clear Time (g_c+I1), s       21.0       21.8	Incr Delay (d2), s/veh	11.2	0.1	0.4	55.3	0.0	2.8	19.2	23.2	24.4	31.1	5.3	5.9
LnGrp Delay(d),s/veh         56.2         19.6         21.7         87.8         0.0         26.9         53.7         55.6         56.9         65.4         34.0         34.7           LnGrp LOS         E         B         C         F         C         D         E         E         E         C         C           Approach Vol, veh/h         441         868         1132         920         920           Approach Delay, s/veh         29.7         61.2         55.5         47.2           Approach LOS         C         E         E         E         D           Timer         1         2         3         4         5         6         7         8           Assigned Phs         1         2         4         5         6         8         8           Phs Duration (G+Y+Rc), s         24.8         27.7         37.5         23.7         28.8         37.5           Change Period (Y+Rc), s         4.4         4.9         4.9         4.4         4.9         4.9           Max Green Setting (Gmax), s         20.4         22.8         32.6         22.4         20.8         32.6           Max Q Clear Time (g_c,), s	Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS         E         B         C         F         C         D         E         E         C         C           Approach Vol, veh/h         441         868         1132         920           Approach Delay, s/veh         29.7         61.2         55.5         47.2           Approach LOS         C         E         E         E         D           Timer         1         2         3         4         5         6         7         8           Assigned Phs         1         2         4         5         6         8         Phs Duration (G+Y+Rc), s         24.8         27.7         37.5         23.7         28.8         37.5         Change Period (Y+Rc), s         4.4         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.1         4.9 </td <td>%ile BackOfQ(50%),veh/ln</td> <td>1.6</td> <td>1.8</td> <td>4.2</td> <td>18.6</td> <td>0.0</td> <td>8.3</td> <td>10.4</td> <td>12.5</td> <td>12.1</td> <td>12.8</td> <td>6.6</td> <td>6.5</td>	%ile BackOfQ(50%),veh/ln	1.6	1.8	4.2	18.6	0.0	8.3	10.4	12.5	12.1	12.8	6.6	6.5
Approach Vol, veh/h       441       868       1132       920         Approach Delay, s/veh       29.7       61.2       55.5       47.2         Approach LOS       C       E       E       E       D         Timer       1       2       3       4       5       6       7       8         Assigned Phs       1       2       4       5       6       8         Phs Duration (G+Y+Rc), s       24.8       27.7       37.5       23.7       28.8       37.5         Change Period (Y+Rc), s       4.4       4.9       4.9       4.9       4.9         Max Green Setting (Gmax), s       20.4       22.8       32.6       22.4       20.8       32.6         Max Q Clear Time (g_c+l1), s       21.0       21.8       34.6       19.1       14.5       34.6         Green Ext Time (p_c), s       0.0       0.7       0.0       0.2       4.0       0.0         Intersection Summary         HCM 2010 Ctrl Delay       51.3	LnGrp Delay(d),s/veh	56.2	19.6	21.7	87.8	0.0	26.9	53.7	55.6	56.9	65.4	34.0	34.7
Approach Delay, s/veh	LnGrp LOS	Ε	В	С	F		С	D	Ε	Ε	Ε	С	С
Approach Delay, s/veh       29.7       61.2       55.5       47.2         Approach LOS       C       E       E       E       D         Timer       1       2       3       4       5       6       7       8         Assigned Phs       1       2       4       5       6       8         Phs Duration (G+Y+Rc), s       24.8       27.7       37.5       23.7       28.8       37.5         Change Period (Y+Rc), s       4.4       4.9       4.9       4.9       4.9         Max Green Setting (Gmax), s       20.4       22.8       32.6       22.4       20.8       32.6         Max Q Clear Time (g_c+l1), s       21.0       21.8       34.6       19.1       14.5       34.6         Green Ext Time (p_c), s       0.0       0.7       0.0       0.2       4.0       0.0         Intersection Summary         HCM 2010 Ctrl Delay       51.3	Approach Vol, veh/h		441			868			1132			920	
Approach LOS  C  E  E  D  Timer  1 2 3 4 5 6 7 8  Assigned Phs  1 2 4 5 6 8  Phs Duration (G+Y+Rc), s 24.8 27.7 37.5 23.7 28.8 37.5  Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9  Max Green Setting (Gmax), s 20.4 22.8 32.6 22.4 20.8 32.6  Max Q Clear Time (g_c+I1), s 21.0 21.8 34.6 19.1 14.5 34.6  Green Ext Time (p_c), s 0.0 0.7 0.0 0.2 4.0 0.0  Intersection Summary  HCM 2010 Ctrl Delay 51.3			29.7			61.2			55.5			47.2	
Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 24.8 27.7 37.5 23.7 28.8 37.5 Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 20.4 22.8 32.6 22.4 20.8 32.6 Max Q Clear Time (g_c+I1), s 21.0 21.8 34.6 19.1 14.5 34.6 Green Ext Time (p_c), s 0.0 0.7 0.0 0.2 4.0 0.0  Intersection Summary HCM 2010 Ctrl Delay 51.3			С			Е			Ε			D	
Assigned Phs 1 2 4 5 6 8 Phs Duration (G+Y+Rc), s 24.8 27.7 37.5 23.7 28.8 37.5 Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 20.4 22.8 32.6 22.4 20.8 32.6 Max Q Clear Time (g_c+I1), s 21.0 21.8 34.6 19.1 14.5 34.6 Green Ext Time (p_c), s 0.0 0.7 0.0 0.2 4.0 0.0  Intersection Summary HCM 2010 Ctrl Delay 51.3	Timer	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s       24.8       27.7       37.5       23.7       28.8       37.5         Change Period (Y+Rc), s       4.4       4.9       4.9       4.9       4.9         Max Green Setting (Gmax), s       20.4       22.8       32.6       22.4       20.8       32.6         Max Q Clear Time (g_c+I1), s       21.0       21.8       34.6       19.1       14.5       34.6         Green Ext Time (p_c), s       0.0       0.7       0.0       0.2       4.0       0.0         Intersection Summary         HCM 2010 Ctrl Delay       51.3		1			4								
Change Period (Y+Rc), s 4.4 4.9 4.9 4.9 4.9 4.9 4.9 Max Green Setting (Gmax), s 20.4 22.8 32.6 22.4 20.8 32.6 Max Q Clear Time (g_c+l1), s 21.0 21.8 34.6 19.1 14.5 34.6 Green Ext Time (p_c), s 0.0 0.7 0.0 0.2 4.0 0.0 Intersection Summary  HCM 2010 Ctrl Delay 51.3													
Max Green Setting (Gmax), s       20.4       22.8       32.6       22.4       20.8       32.6         Max Q Clear Time (g_c+l1), s       21.0       21.8       34.6       19.1       14.5       34.6         Green Ext Time (p_c), s       0.0       0.7       0.0       0.2       4.0       0.0         Intersection Summary         HCM 2010 Ctrl Delay       51.3													
Max Q Clear Time (g_c+I1), s       21.0       21.8       34.6       19.1       14.5       34.6         Green Ext Time (p_c), s       0.0       0.7       0.0       0.2       4.0       0.0         Intersection Summary         HCM 2010 Ctrl Delay       51.3													
Green Ext Time (p_c), s 0.0 0.7 0.0 0.2 4.0 0.0  Intersection Summary  HCM 2010 Ctrl Delay 51.3													
HCM 2010 Ctrl Delay 51.3													
HCM 2010 Ctrl Delay 51.3	Intersection Summary												
				51.3									
ITCIVI ZUTU LUO	HCM 2010 LOS			D									

Intersection										
Intersection Delay, s/v	oh62 1									
Intersection LOS	F									
IIIIersection LO3	Г									
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NE	BU	NBL	
Traffic Vol, veh/h	0	557	447	0	431	612		0	550	
Future Vol, veh/h	0	557	447	0	431	612		0	550	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.	92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2		2	2	
Mvmt Flow	0	605	486	0	468	665		0	598	
Number of Lanes	0	1	0	0	0	1		0	1	
Approach		EB			WB				NB	I
Opposing Approach		WB			EB				IVD	
Opposing Lanes		1			1				0	
Conflicting Approach L	eft	'			NB				EB	
Conflicting Lanes Left	·Oit	0			2				1	
Conflicting Approach F	Riaht	NB			_				WB	
Conflicting Lanes Righ		2			0				1	
HCM Control Delay	•	64.9			66.7				53.4	
HCM LOS		F			F				F	
Lane	NRI n	1 NBLn2	FRI n1\	NRI n1						
Vol Left, %	1009		0%	41%						
Vol Thru, %	00		55%	59%						
Vol Right, %	09		45%	0%						
Sign Control	Sto		Stop	Stop						
Traffic Vol by Lane	55		1004	1043						
LT Vol	55		0	431						
Through Vol		0 0	557	612						
RT Vol		0 332	447	0						
Lane Flow Rate	59		1091	1134						
Geometry Grp		7 7	2	2						
Degree of Util (X)		1 0.692	1	1						
Departure Headway (F	ld) 8.09	9 6.899	6.761	7.111						
Convergence, Y/N	Ϋ́	s Yes	Yes	Yes						
Convergence, 1/19			E 47	522						
Cap	45	4 523	546	SZZ						
		4 523 1 4.631								
Сар		1 4.631		5.111						
Cap Service Time	5.83	1 4.631 7 0.69	4.761	5.111						
Cap Service Time HCM Lane V/C Ratio	5.83 1.31 71.	1 4.631 7 0.69	4.761 1.998	5.111 2.172						

	ၨ	<b>→</b>	<b>←</b>	•	<b>/</b>	4		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	T T	<u>LD1</u>	VVD1	VVDK	JDL	JDK 7		
Traffic Volume (veh/h)	122	612	422	760	730	148		
Future Volume (veh/h)	122	612	422	760	730	148		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	U	U	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	133	665	459	826	793	161		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	165	912	643	1174	703	628		
Arrive On Green	0.09	0.49	0.35	0.35	0.40	0.40		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	133	665	459	826	793	161		
Grp Sat Flow(s), veh/h/li		1863	1863	1583	1774	1583		
Q Serve( $g_s$ ), s	6.3	24.4	18.4	24.2	34.1	5.9		
Cycle Q Clear(g_c), s	6.3	24.4	18.4	24.2	34.1	5.9		
Prop In Lane	1.00	24.4	10.4	1.00	1.00	1.00		
Lane Grp Cap(c), veh/h		912	643	1174	703	628		
V/C Ratio(X)	0.80	0.73	0.71	0.70	1.13	0.26		
Avail Cap(c_a), veh/h	223	999	689	1213	703	628		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/vel		17.4	24.5	6.0	26.0	17.4		
Incr Delay (d2), s/veh	10.4	2.0	24.5	1.5	74.7	0.1		
Initial Q Delay(d3), s/vel		0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),vel		12.9	9.9	20.0	31.2	0.0		
LnGrp Delay(d),s/veh	48.6	19.4	27.1	7.5	100.6	17.5		
LnGrp LOS	48.0 D	19.4 B	27.1 C	7.5 A	100.6 F	17.5 B		
	U			А		D		
Approach Vol, veh/h		798	1285		954			
Approach LOS		24.3	14.5		86.6			
Approach LOS		С	В		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc)	), s			47.0		39.0	12.4	34.6
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9
Max Green Setting (Gm				46.1		34.1	10.8	* 32
Max Q Clear Time (g_c				26.4		36.1	8.3	26.2
Green Ext Time (p_c), s				7.4		0.0	0.0	3.5
Intersection Summary								
			20.7					
HCM 2010 Ctrl Delay			39.7					
HCM 2010 LOS			D					
Notes								

Intersection							
Int Delay, s/veh	1.5						
j							
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol., veh/h	39	7		974	27	5	826
Future Vol, veh/h	39	7		974	27	5	826
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-			None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	42	8		1059	29	5	898
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1533	544		0	0	1088	0
Stage 1	1073	-		-	-	-	-
Stage 2	460	-		-	_	_	_
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	-		-	-	-	-
Critical Hdwy Stg 2	5.84	-		-	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	107	483		-	-	637	-
Stage 1	290	-		-	-	-	-
Stage 2	602	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	105	483		-	-	637	-
Mov Cap-2 Maneuver	105	-		-	-	-	-
Stage 1	290	-			-	-	-
Stage 2	592	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	55.6			0		0.2	
HCM LOS	55.0 F					0.2	
TION LOO	<u>'</u>						
Minor Lang/Major Munt	NDT	NIDDIMDI 61	CDI	CDT			
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h) HCM Lane V/C Ratio	-	- 119	637	-			
	-		0.009	- 0.1			
HCM Control Delay (s) HCM Lane LOS	-	- 55.6 - F	10.7	0.1			
HCM 95th %tile Q(veh)	-	4.0	B 0	A			
	-	- 1.8	U	-			

Intersection							
Int Delay, s/veh	0.7						
The Boldy of Voll	0.7						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	13	54		957	19	<u> </u>	864
Future Vol, veh/h	13	54		957	19	1	864
Conflicting Peds, #/hr	0	0		0	0	0	004
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	- -	None		-		-	None
Storage Length	0	-			None		NOTIC -
Veh in Median Storage,		_		0	_	_	0
Grade, %	0	_		0	_	_	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	14	59		1040	21	1	939
Major/Minor	Minor1			Major1		Major2	
Major/Minor	1523	530		Major1	^	<u>Major2</u> 1061	0
Conflicting Flow All	1051	530		0	0	1001	0
Stage 1 Stage 2	472	-		-	-	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	0.74		-	-	4.14	-
Critical Hdwy Stg 2	5.84	-		<u>-</u>	-	-	-
Follow-up Hdwy	3.52	3.32		-	-	2.22	-
Pot Cap-1 Maneuver	109	493		-	_	652	-
Stage 1	298	473				- 032	
Stage 2	594			_	_		-
Platoon blocked, %	374			_	_		_
Mov Cap-1 Maneuver	109	493		_	_	652	-
Mov Cap-2 Maneuver	109	- 173		_	_		_
Stage 1	298	-		_	-	-	-
Stage 2	592	-		-		-	-
	3,2						
Approach	WB			NB		SB	
	21.3			0		0	
HCM Control Delay, s HCM LOS	21.3 C			0		0	
I IOIVI LOJ	C						
		NDDUIS	05:	ODT			
Minor Lane/Major Mvmt	t NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 293	652	-			
HCM Lane V/C Ratio	-	- 0.249		-			
HCM Control Delay (s)	-	- 21.3	10.5	0			
HCM Lane LOS	-	- C	В	A			
HCM 95th %tile Q(veh)	-	- 1	0	-			

Intersection												
Intersection Delay, s/veh	61.5											
Intersection LOS	F											
		EDI	EDT	EDD	MELL	MDI	MOT	MDD	NELL	NDI	NDT	NDD
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	623	40	0	683	307	20	0	190	20	970
Future Vol, veh/h	0	20	623	40	0	683	307	20	0	190	20	970
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	677	43	0	742	334	22	0	207	22	1054
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		69.5				60.5				59.4		
HCM LOS		67.6 F				F				F		
110111 200		•				•				•		
Long		NIDI n1	NDI 50	EDI n1	EDI 50	WDI 51	WDLs2	CDI n1				
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1 25%				
Vol Left, %		90%	11%	3%	11%		110/2	75%				
VALIBRII %						100%						
Vol Thru, %		10%	0%	97%	0%	0%	94%	50%				
Vol Right, %		10% 0%	0% 100%	97% 0%	0% 100%	0% 0%	94% 6%	50% 25%				
Vol Right, % Sign Control		10% 0% Stop	0% 100% Stop	97% 0% Stop	0% 100% Stop	0% 0% Stop	94% 6% Stop	50% 25% Stop				
Vol Right, % Sign Control Traffic Vol by Lane		10% 0% Stop 210	0% 100% Stop 970	97% 0% Stop 643	0% 100% Stop 40	0% 0% Stop 683	94% 6% Stop 327	50% 25% Stop 40				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol		10% 0% Stop 210 190	0% 100% Stop 970 0	97% 0% Stop 643 20	0% 100% Stop 40 0	0% 0% Stop 683 683	94% 6% Stop 327	50% 25% Stop 40 10				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		10% 0% Stop 210 190 20	0% 100% Stop 970 0	97% 0% Stop 643 20 623	0% 100% Stop 40 0	0% 0% Stop 683 683	94% 6% Stop 327 0 307	50% 25% Stop 40 10 20				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		10% 0% Stop 210 190 20	0% 100% Stop 970 0 0	97% 0% Stop 643 20 623 0	0% 100% Stop 40 0 0	0% 0% Stop 683 683 0	94% 6% Stop 327 0 307 20	50% 25% Stop 40 10 20				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		10% 0% Stop 210 190 20 0	0% 100% Stop 970 0 0 970 1054	97% 0% Stop 643 20 623 0	0% 100% Stop 40 0 0 40 40	0% 0% Stop 683 683 0 0	94% 6% Stop 327 0 307 20 355	50% 25% Stop 40 10 20 10 43				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		10% 0% Stop 210 190 20 0 228 7	0% 100% Stop 970 0 0 970 1054 7	97% 0% Stop 643 20 623 0 699	0% 100% Stop 40 0 0 40 43 7	0% 0% Stop 683 683 0 0 742	94% 6% Stop 327 0 307 20 355 7	50% 25% Stop 40 10 20 10 43 6				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		10% 0% Stop 210 190 20 0 228 7 0.539	0% 100% Stop 970 0 970 1054 7	97% 0% Stop 643 20 623 0 699 7	0% 100% Stop 40 0 40 43 7 0.094	0% 0% Stop 683 683 0 0 742 7	94% 6% Stop 327 0 307 20 355 7 0.784	50% 25% Stop 40 10 20 10 43 6				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		10% 0% Stop 210 190 20 0 228 7 0.539 8.493	0% 100% Stop 970 0 970 1054 7 1 7.342	97% 0% Stop 643 20 623 0 699 7 1 8.512	0% 100% Stop 40 0 40 43 7 0.094 7.797	0% 0% Stop 683 683 0 0 742 7 1 8.478	94% 6% Stop 327 0 307 20 355 7 0.784 7.936	50% 25% Stop 40 10 20 10 43 6 0.122 10.11				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		10% 0% Stop 210 190 20 0 228 7 0.539 8.493 Yes	0% 100% Stop 970 0 970 1054 7 1 7.342 Yes	97% 0% Stop 643 20 623 0 699 7 1 8.512 Yes	0% 100% Stop 40 0 40 43 7 0.094 7.797 Yes	0% 0% Stop 683 683 0 0 742 7 1 8.478 Yes	94% 6% Stop 327 0 307 20 355 7 0.784 7.936 Yes	50% 25% Stop 40 10 20 10 43 6 0.122 10.11 Yes				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		10% 0% Stop 210 190 20 0 228 7 0.539 8.493 Yes 425	0% 100% Stop 970 0 970 1054 7 17.342 Yes 506	97% 0% Stop 643 20 623 0 699 7 1 8.512 Yes 433	0% 100% Stop 40 0 40 43 7 0.094 7.797 Yes 462	0% Stop 683 683 0 0 742 7 1 8.478 Yes 431	94% 6% Stop 327 0 307 20 355 7 0.784 7.936 Yes 455	50% 25% Stop 40 10 20 10 43 6 0.122 10.11 Yes 357				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		10% 0% Stop 210 190 0 228 7 0.539 8.493 Yes 425 6.251	0% 100% Stop 970 0 970 1054 7 1 7.342 Yes 506 5.1	97% 0% Stop 643 20 623 0 699 7 1 8.512 Yes 433 6.212	0% 100% Stop 40 0 40 43 7 0.094 7.797 Yes 462 5.497	0% Stop 683 683 0 0 742 7 1 8.478 Yes 431 6.234	94% 6% Stop 327 0 307 20 355 7 0.784 7.936 Yes 455 5.692	50% 25% Stop 40 10 20 10 43 6 0.122 10.11 Yes 357 8.11				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		10% 0% Stop 210 190 0 228 7 0.539 8.493 Yes 425 6.251 0.536	0% 100% Stop 970 0 0 970 1054 7 1 7.342 Yes 506 5.1 2.083	97% 0% Stop 643 20 623 0 699 7 1 8.512 Yes 433 6.212 1.614	0% 100% Stop 40 0 40 43 7 0.094 7.797 Yes 462 5.497 0.093	0% Stop 683 683 0 0 742 7 1 8.478 Yes 431 6.234 1.722	94% 6% Stop 327 0 307 20 355 7 0.784 7.936 Yes 455 5.692 0.78	50% 25% Stop 40 10 20 10 43 6 0.122 10.11 Yes 357 8.11 0.12				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		10% 0% Stop 210 190 0 228 7 0.539 8.493 Yes 425 6.251 0.536 20.8	0% 100% Stop 970 0 0 970 1054 7 1 7.342 Yes 506 5.1 2.083 67.8	97% 0% Stop 643 20 623 0 699 7 1 8.512 Yes 433 6.212 1.614	0% 100% Stop 40 0 40 43 7 0.094 7.797 Yes 462 5.497 0.093 11.3	0% Stop 683 683 0 0 742 7 1 8.478 Yes 431 6.234 1.722 73.2	94% 6% Stop 327 0 307 20 355 7 0.784 7.936 Yes 455 5.692 0.78 34.1	50% 25% Stop 40 10 20 10 43 6 0.122 10.11 Yes 357 8.11 0.12 14.5				
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		10% 0% Stop 210 190 0 228 7 0.539 8.493 Yes 425 6.251 0.536	0% 100% Stop 970 0 0 970 1054 7 1 7.342 Yes 506 5.1 2.083	97% 0% Stop 643 20 623 0 699 7 1 8.512 Yes 433 6.212 1.614	0% 100% Stop 40 0 40 43 7 0.094 7.797 Yes 462 5.497 0.093	0% Stop 683 683 0 0 742 7 1 8.478 Yes 431 6.234 1.722	94% 6% Stop 327 0 307 20 355 7 0.784 7.936 Yes 455 5.692 0.78	50% 25% Stop 40 10 20 10 43 6 0.122 10.11 Yes 357 8.11 0.12				

Intersection					
Intersection Delay, s/veh					
Intersection LOS					
Movement	SBU	SBL	SBT	SBR	
Traffic Vol, veh/h	0	10	20	10	
Future Vol, veh/h	0	10	20	10	
Peak Hour Factor	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	
Mvmt Flow	0	11	22	11	
Number of Lanes	0	0	1	0	
realition of Earles	0	U	'	U	
Approach		SB			
Opposing Approach		NB			
Opposing Lanes		2			
Conflicting Approach Left		WB			
Conflicting Lanes Left		2			
Conflicting Approach Right		EB			
Conflicting Lanes Right		2			
HCM Control Delay		14.5			
HCM LOS		В			
TICIVI EOS		D			
					_

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Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	*	<b>†</b>	<b>↑</b>	7	ች	1			
Traffic Volume (veh/h)	686	917	560	290	427	450			
Future Volume (veh/h)	686	917	560	290	427	450			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	746	997	609	315	464	489			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %		2	2	2	2	2			
Cap, veh/h	572	1161	478	406	469	419			
Arrive On Green	0.32	0.62	0.26	0.26	0.26	0.26			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	746	997	609	315	464	489			
Grp Sat Flow(s), veh/h/	ln1774	1863	1863	1583	1774	1583			
Q Serve(g_s), s	29.0	39.0	23.1	16.6	23.4	23.8			
Cycle Q Clear(g_c), s	29.0	39.0	23.1	16.6	23.4	23.8			
Prop In Lane	1.00			1.00	1.00	1.00			
Lane Grp Cap(c), veh/	n 572	1161	478	406	469	419			
V/C Ratio(X)	1.31	0.86	1.27	0.78	0.99	1.17			
Avail Cap(c_a), veh/h	572	1161	478	406	469	419			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/ve		13.7	33.5	31.0	33.0	33.1			
Incr Delay (d2), s/veh		6.7	138.8	9.1	38.9	98.5			
Initial Q Delay(d3),s/ve		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),ve		21.8	30.2	8.3	16.5	29.5			
LnGrp Delay(d),s/veh		20.4	172.2	40.2	71.9	131.6			
LnGrp LOS	F	С	F	D	E	F			
Approach Vol, veh/h		1743	924		953				
Approach Delay, s/veh			127.2		102.5				
Approach LOS		F	F		F				
Timer	1	2	3	1	5	4	7	0	
		2	3	4	3	6	7	8	
Assigned Phs	1) 6			4		6	7	8	
Phs Duration (G+Y+Ro	, .			61.0		29.0	33.0	28.0	
Change Period (Y+Rc)				4.9		5.2	4.0	4.9	
Max Green Setting (Gr				56.1		23.8	29.0	23.1	
Max Q Clear Time (g_c				41.0		25.8	31.0	25.1	
Green Ext Time (p_c),	2			11.1		0.0	0.0	0.0	
Intersection Summary									
HCM 2010 Ctrl Delay									
HOW ZOTO CIT Delay			102.2						

ntersection nt Delay, s/veh	55.1							
int Delay, Siven	JJ. I							
Movement	EBL	EBT		WBT	WBR	SBI	SBR	
Traffic Vol, veh/h	34	1310		795	24	83	3 55	
Future Vol, veh/h	34	1310		795				
Conflicting Peds, #/hr	0	0		0				
Sign Control	Free	Free		Free				
RT Channelized	-	None		-			- None	
Storage Length	150	-		-	-	(		
Veh in Median Storage, #		0		0	-			
Grade, %	-	0		0	-	(	) -	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2 2	
Mvmt Flow	37	1424		864	26	90	) 60	
Major/Minor	Major1			Major2		Minor2	2	
Conflicting Flow All	890	0		-	0	2375	5 877	
Stage 1	-	-		-	-	877	7 -	
Stage 2	-	-		-	-	1498	3 -	
Critical Hdwy	4.12	-		-	-	6.42	2 6.22	
Critical Hdwy Stg 1	-	-		-	-	5.42	2 -	
Critical Hdwy Stg 2	-	-		-	-	5.42	2 -	
Follow-up Hdwy	2.218	-		-	-	3.518	3.318	
Pot Cap-1 Maneuver	761	-		-	-	~ 38	348	
Stage 1	-	-		-	-	407	7 -	
Stage 2	-	-		-	-	204	1 -	
Platoon blocked, %		-		-	-			
Mov Cap-1 Maneuver	761	-		-	-	~ 36	348	
Mov Cap-2 Maneuver	-	-		-	-	~ 36	· -	
Stage 1	-	-		-	-	407	-	
Stage 2	-	-		-	-	194	1 -	
Approach	EB			WB		SE	3	
HCM Control Delay, s	0.3			0		\$ 916.1	1	
HCM LOS						F	-	
Minor Lane/Major Mvmt	EBL	EBT	WBT WE	R SBLn1				
Capacity (veh/h)	761	-	-	- 56				
HCM Lane V/C Ratio	0.049	-	-	- 2.679				
HCM Control Delay (s)	10	-	-	-\$ 916.1				
HCM Lane LOS	А	-	-	- F				
HCM 95th %tile Q(veh)	0.2	-	-	- 15.4				
Notes								
~: Volume exceeds capa	city \$ De	elav exc	eeds 300s	+: Computation	n Not [	)efined *· Δ	II major volume	in platoon
. Volumo eneceus capa	υ. υ. Ψ. D.	hay cho	0003 0003	Joinpulatio	VUL L	John Gu . F	major volume	platoon

	•	•	<u>†</u>	<u> </u>	<u> </u>	<b></b>		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	ሻ	7	1>			<b>†</b>		
raffic Volume (veh/h)	375	351	468	400	234	1159		
uture Volume (veh/h)	375	351	468	400	234	1159		
umber	3	18	2	12	1	6		
itial Q (Qb), veh	0	0	0	0	0	0		
ed-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
arking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
j Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
j Flow Rate, veh/h	408	382	509	435	254	1260		
No. of Lanes	1	1	1	0	1	1		
ak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
ercent Heavy Veh, %	2	2	2	2	2	2		
np, veh/h	470	419	396	339	257	1159		
rive On Green	0.26	0.26	0.43	0.43	0.14	0.62		
t Flow, veh/h	1774	1583	929	794	1774	1863		
p Volume(v), veh/h	408	382	0	944	254	1260		
p Sat Flow(s), veh/h/ln	1774	1583	0	1723	1774	1863		
Serve(g_s), s	19.1	20.3	0.0	37.1	12.4	54.1		
cle Q Clear(g_c), s	19.1	20.3	0.0	37.1	12.4	54.1		
p In Lane	1.00	1.00	0.0	0.46	1.00	J7.1		
ne Grp Cap(c), veh/h	470	419	0	735	257	1159		
Ratio(X)	0.87	0.91	0.00	1.28	0.99	1.09		
nil Cap(c_a), veh/h	533	475	0.00	735	257	1159		
M Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
stream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
form Delay (d), s/veh	30.5	31.0	0.00	24.9	37.1	16.4		
r Delay (d2), s/veh	12.0	19.0	0.0	138.0	52.5	53.3		
al Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
e BackOfQ(50%),veh/ln	10.9	11.1	0.0	45.7	9.8	44.5		
Grp Delay(d),s/veh	42.5	50.0	0.0	162.9	89.6	69.7		
Grp LOS	42.3 D	D	0.0	F	67.0 F	67.7 F		
proach Vol, veh/h	790	D	944	'		1514		
proach Vol, verim proach Delay, s/veh	46.1		162.9			73.0		
proach LOS	40.1 D		102.9 F			73.0 E		
	U							
ner	1	2	3	4	5	6	7 8	
signed Phs	1	2				6	8	
s Duration (G+Y+Rc), s	17.0	42.0				59.0	27.9	
ange Period (Y+Rc), s	4.4	4.9				4.9	4.9	
x Green Setting (Gmax), s	12.6	37.1				54.1	26.1	
ax Q Clear Time (g_c+I1), s	14.4	39.1				56.1	22.3	
een Ext Time (p_c), s	0.0	0.0				0.0	0.7	
ersection Summary								
M 2010 Ctrl Delay			92.6					
M 2010 LOS			F					

Intersection								
Int Delay, s/veh	0.4							
. =								
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	629			692	8	1	34
Future Vol, veh/h	5	629			692		1	34
Conflicting Peds, #/hr	0	027			0/2		0	0
Sign Control	Free	Free			Free		Stop	Stop
RT Channelized	-	None			-		Jiop -	None
Storage Length	50	NOTIC -				NOTIC	0	None
Veh in Median Storage, #		0			0	_	0	
Grade, %	т - -	0			0		0	
Peak Hour Factor	92	92			92		92	92
Heavy Vehicles, %	2	2			2		2	2
Mymt Flow	5	684			752	9	1	37
IVIVIIIL I IOVV	- 3	004			132	7		- 31
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	761	0			-	0	1452	757
Stage 1	-	-			-	-	757	-
Stage 2	-	-			-	-	695	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	851	-			-	-	144	408
Stage 1	-	-			-	-	463	-
Stage 2	-	-			-	-	495	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	851	-			-	-	143	408
Mov Cap-2 Maneuver	-	-			-	-	143	-
Stage 1	-	-			-	-	463	-
Stage 2	-	-			-	-	492	-
Approach	EB				WB		SB	
HCM Control Delay, s	0.1				0		15.3	
HCM LOS							С	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SE	}Ln1			
Capacity (veh/h)	851	-	-	-	387			
HCM Lane V/C Ratio	0.006	_	_	- 0	.098			
HCM Control Delay (s)	9.3	-	-		15.3			
HCM Lane LOS	Α.	_	_	-	C			
HCM 95th %tile Q(veh)	0	-	-	_	0.3			
					3.0			

Synchro 7 - Report Page 12 Town & Country Master Plan

Intersection											
Intersection Delay, s/veh	64.4										
Intersection LOS	F										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	830	531		0		435	1418	0	248	90
Future Vol, veh/h	0	830	531		0		435	1418	0	248	90
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	902	577		0		473	1541	0	270	98
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		70.6					66.5			27.5	
HCM LOS		F					F			D	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		830	531	435	1418	248	90				
LT Vol		830	0	0	0	248	0				
Through Vol		0	531	435	0	0	0				
RT Vol		0	0	0	1418	0	90				
Lane Flow Rate		902	577	473	1541	270	98				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		1	1	1	1	0.712	0.226				
Departure Headway (Hd)		8.136	7.635	7.642	6.942	9.509	8.31				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		451	479	478	539	383	433				
Service Time		5.875	5.374	5.374	4.674	7.23	6.031				
HCM Lane V/C Ratio		2	1.205	0.99	2.859	0.705	0.226				
HCM Control Delay		71.5	69.1	69.1	65.7	32.6	13.4				
HCM Lane LOS		F	F	F	F	D	В				
HCM 95th-tile Q		12.9	13.3	13.3	13.9	5.3	0.9				

_	<b>→</b>	•	•	<b>←</b>	1	<b>/</b>		
Movement E	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	ĵ.		ሻ	<b>↑</b>	ሻ	7		
	439	140	331	843	410	259		
, ,	439	140	331	843	410	259		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
,	1.00	1.00	1.00	1.00	1.00	1.00		
•	863	1900	1863	1863	1863	1863		
	477	152	360	916	446	282		
Adj No. of Lanes	1	0	1	1	1	1		
	).92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
	367	117	394	1002	640	571		
	0.27	0.27	0.22	0.54	0.36	0.36		
·	355	432	1774	1863	1774	1583		
Grp Volume(v), veh/h	0	629	360	916	446	282		
Grp Sat Flow(s),veh/h/ln	0	1787	1774	1863	1774	1583		
·0= /	0.0	24.0	17.6	39.7	19.0	12.3		
3 10 7	0.0	24.0	17.6	39.7	19.0	12.3		
Prop In Lane		0.24	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	0	483	394	1002	640	571		
` ,	0.00	1.30	0.91	0.91	0.70	0.49		
Avail Cap(c_a), veh/h	0	483	420	1029	640	571		
	1.00	1.00	1.00	1.00	1.00	1.00		
	0.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh		32.4	33.7	18.6	24.2	22.1		
J . , ,		150.1	23.0	12.3	6.2	3.0		
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/lr		31.8	11.1	23.5	10.4	5.9		
1 317	0.0	182.4	56.6	30.9	30.4	25.1		
LnGrp LOS		F	Е	С	С	С		
Approach Vol, veh/h	629			1276	728			
Approach Delay, s/veh 18	32.4			38.2	28.3			
Approach LOS	F			D	С			
Timer	1	2	3	4	5	6	7 8	
Assigned Phs		2	3	4	J	U	8	
Phs Duration (G+Y+Rc), s	S	36.0	23.7	29.0			52.7	
Change Period (Y+Rc), s		4.0	4.0	5.0			5.0	
Max Green Setting (Gmax		32.0	21.0	24.0			49.0	
Max Q Clear Time (g_c+l1		21.0	19.6	26.0			49.0	
Green Ext Time (p_c), s	1), 3	1.4	0.1	0.0			6.0	
		1.7	0.1	0.0			0.0	
Intersection Summary								
HCM 2010 Ctrl Delay			69.9					
HCM 2010 LOS			Ε					

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YEAR 2035 (HORIZON YEAR) + PROJECT INTERSECTION ANALYSIS CALCULATION SHEETS

	•	<b>→</b>	`*	<b>√</b>	<b>←</b>	•	1	†	<i>&gt;</i>	<b>&gt;</b>	<b></b>	<b>√</b>
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N.A.	<b></b>	7		4	7	Ţ	<b>∱</b> }		7	<b>↑</b> }	
Traffic Volume (veh/h)	170	170	330	100	120	250	150	350	250	220	200	120
Future Volume (veh/h)	170	170	330	100	120	250	150	350	250	220	200	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	185	185	359	109	130	272	163	380	272	239	217	130
Adj No. of Lanes	2	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	633	538	213	231	538	200	643	455	284	805	463
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.11	0.32	0.32	0.16	0.37	0.37
Sat Flow, veh/h	1899	1863	1583	436	681	1583	1774	1984	1401	1774	2166	1246
Grp Volume(v), veh/h	185	185	359	239	0	272	163	338	314	239	176	171
Grp Sat Flow(s),veh/h/ln	950	1863	1583	1116	0	1583	1774	1770	1615	1774	1770	1643
Q Serve(g_s), s	7.5	5.9	15.7	10.0	0.0	11.1	7.3	12.9	13.2	10.6	5.6	5.9
Cycle Q Clear(g_c), s	23.4	5.9	15.7	15.9	0.0	11.1	7.3	12.9	13.2	10.6	5.6	5.9
Prop In Lane	1.00		1.00	0.46		1.00	1.00		0.87	1.00		0.76
Lane Grp Cap(c), veh/h	451	633	538	444	0	538	200	574	524	284	658	611
V/C Ratio(X)	0.41	0.29	0.67	0.54	0.00	0.51	0.81	0.59	0.60	0.84	0.27	0.28
Avail Cap(c_a), veh/h	488	669	569	468	0	569	364	574	524	473	658	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	19.6	22.8	23.2	0.0	21.3	35.1	22.9	22.9	33.0	17.7	17.8
Incr Delay (d2), s/veh	0.6	0.3	2.8	1.1	0.0	0.7	3.0	4.4	5.0	6.8	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.1	7.2	4.7	0.0	4.9	3.7	7.0	6.6	5.7	2.9	2.9
LnGrp Delay(d),s/veh	33.5	19.8	25.6	24.3	0.0	22.0	38.1	27.3	27.9	39.8	18.7	19.0
LnGrp LOS	С	В	С	С		С	D	С	С	D	В	В
Approach Vol, veh/h		729			511			815			586	
Approach Delay, s/veh		26.1			23.1			29.7			27.4	
Approach LOS		С			С			С			С	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	31.2		32.4	13.6	35.0		32.4				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	21.6	25.1		29.1	16.6	30.1		29.1				
Max Q Clear Time (g_c+l1), s	12.6	15.2		25.4	9.3	7.9		17.9				
Green Ext Time (p_c), s	0.5	4.4		2.2	0.1	6.7		4.9				
Intersection Summary												
HCM 2010 Ctrl Delay			26.9									
HCM 2010 LOS			С									

Intersection										
Intersection Delay, s/ve	h25.9									
Intersection LOS	D									
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR	
Traffic Vol, veh/h	0	270	210	0	90	190	0	330	220	
Future Vol, veh/h	0	270	210	0	90	190	0	330	220	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	293	228	0	98	207	0	359	239	
Number of Lanes	0	1	0	0	0	1	0	1	1	
Approach		EB			WB			NB		
Opposing Approach		WB			EB					
Opposing Lanes		1			1			0		
Conflicting Approach Le	eft				NB			EB		
Conflicting Lanes Left		0			2			1		
Conflicting Approach Ri	ght	NB						WB		
Conflicting Lanes Right	3	2			0			1		
HCM Control Delay		34.7			17.8			22.4		
HCM LOS		D			С			С		
Lane	NBLn	1 NBLn2	EBLn1V	VBLn1						
Vol Left, %	100%		0%	32%						
Vol Thru, %	09		56%	68%						
Vol Right, %	0%		44%	0%						
Sign Control	Sto		Stop	Stop						
Traffic Vol by Lane	330		480	280						
LT Vol	330		0	90						
Through Vol		0	270	190						
RT Vol		220	210	0						
Lane Flow Rate	35		522	304						
Geometry Grp		7 7	2	2						
Degree of Util (X)		3 0.411	0.857							
Departure Headway (Ho		9 6.184		6.594						
Convergence, Y/N	Ye		Yes	Yes						
Cap	48		610	542						
Service Time		4 3.968								
HCM Lane V/C Ratio		2 0.413								
HCM Control Delay	28.			17.8						
HCM Lane LOS	20		54.7 D	17.0						
HCM 95th-tile Q	6.			3.4						
HOW FULL-UILE U	0.	ı Z	7.0	3.4						

	۶	<b>→</b>	<b>←</b>	•	<b>/</b>	✓		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	ሻ	<b>↑</b>	<b>↑</b>	7	<u> </u>	7		
Traffic Volume (veh/h)	90	260	380	460	170	130		
Future Volume (veh/h)	90	260	380	460	170	130		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	98	283	413	500	185	141		
Adj No. of Lanes	1	203	1	1	103	141		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0.92	0.92	0.92	0.92	0.92	0.92		
3	124	1056	701	857	293	261		
Cap, veh/h Arrive On Green								
	0.07	0.57	0.38	0.38	0.17	0.17		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	98	283	413	500	185	141		
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583		
Q Serve(g_s), s	2.0	2.8	6.5	7.7	3.6	3.0		
Cycle Q Clear(g_c), s	2.0	2.8	6.5	7.7	3.6	3.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h		1056	701	857	293	261		
V/C Ratio(X)	0.79	0.27	0.59	0.58	0.63	0.54		
Avail Cap(c_a), veh/h	563	2810	2040	1995	1219	1088		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/vel	h 16.7	4.0	9.1	5.6	14.2	14.0		
Incr Delay (d2), s/veh	4.2	0.1	0.3	0.2	0.8	0.6		
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),ve		1.4	3.4	4.5	1.8	2.7		
LnGrp Delay(d),s/veh	21.0	4.1	9.4	5.8	15.1	14.6		
LnGrp LOS	C	Α	A	A	В	В		
Approach Vol, veh/h		381	913		326			
Approach Delay, s/veh		8.4	7.5		14.9			
		0.4 A	7.5 A		14.9 B			
Approach LOS			А		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc)	), s			25.6		10.9	6.9	18.7
Change Period (Y+Rc),				4.9		4.9	4.4	* 4.9
Max Green Setting (Gm				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c				4.8		5.6	4.0	9.7
Green Ext Time (p_c),				4.1		0.5	0.1	4.0
u = 1	_			т. 1		0.0	J. I	1.0
Intersection Summary								
HCM 2010 Ctrl Delay			9.2					
HCM 2010 LOS			Α					
Notos								
Notes								

-							
Intersection							
	0.2						
Movement	WBL	WBR		NBT	NDD	SBL	SBT
Movement Transfer Value and Value					NBR		
Traffic Vol, veh/h	0	25		850	20	0	630
Future Vol, veh/h	0	25		850	20	0	630
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	-	0		-	-	-	-
Veh in Median Storage, #	0	-		0	-	-	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	27		924	22	0	685
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1277	473		0	0	946	0
Stage 1	935	-		-	-	-	-
Stage 2	342	_		_	_	_	_
Critical Hdwy	6.84	6.94		_	-	4.14	-
Critical Hdwy Stg 1	5.84	0.74		_	_		
Critical Hdwy Stg 2	5.84				-	_	-
Follow-up Hdwy	3.52	3.32		_	_	2.22	_
Pot Cap-1 Maneuver	158	538			-	721	-
Stage 1	342	550		-	-	721	-
Stage 2	691	-		-	-	-	_
Platoon blocked, %	071	-		-	-	-	-
	158	538		-	-	721	-
Mov Cap 3 Manager		538		-	-		-
Mov Cap-2 Maneuver	158	-		-	-	-	-
Stage 1	342	-		-	-	-	-
Stage 2	691	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	12			0		0	
HCM LOS	В						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
	NDT	- 538					
Capacity (veh/h) HCM Lane V/C Ratio	-	- 0.051	721	-			
	-		-	-			
HCM Long LOS	-	- 12	0	-			
HCM CET O(4112 O(424)	-	- B	A	-			
HCM 95th %tile Q(veh)	-	- 0.2	0	-			

Intersection							
Int Delay, s/veh	0.3						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	40		710	0	0	630
Future Vol, veh/h	0	40		710	0	0	630
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None		None
Storage Length	-	0		-	-	<u>-</u>	-
Veh in Median Storage, #	0	-		0	-	_	0
Grade, %	0	-		0	-	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	43		772	0	0	685
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1114	386		0	0	772	0
Stage 1	772	300		-	-	-	-
Stage 2	342	-		-	-	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	0.74		-	-	4.14	_
Critical Hdwy Stg 2	5.84	<u> </u>		-		-	_
Follow-up Hdwy	3.52	3.32			_	2.22	_
Pot Cap-1 Maneuver	202	612		_	_	839	-
Stage 1	416	-		_	_	-	_
Stage 2	691	-		_	_	_	-
Platoon blocked, %	071			-	_		_
Mov Cap-1 Maneuver	202	612		-	_	839	-
Mov Cap-2 Maneuver	202	- 3.2		-	-		_
Stage 1	416	-		-	-	-	-
Stage 2	691	-		-	-	-	_
<b>5</b>							
Approach	WB			NB		SB	
HCM Control Delay, s	11.3			0		0	
HCM LOS	11.3 B			U		U	
FICIVI EUS	В						
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 612	839	-			
HCM Lane V/C Ratio	-	- 0.071	-	-			
HCM Control Delay (s)	-	- 11.3	0	-			
HCM Lane LOS	-	- B	Α	-			
HCM 95th %tile Q(veh)	-	- 0.2	0	-			

Intersection												
Intersection Delay, s/veh	55											
Intersection LOS	F											
Mayamant	EBU	EBL	EBT	EDD	WDII	WDI	WDT	WDD	MDH	NDI	NDT	NDD
Movement Transfer Value as In the				EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol. veh/h	0	20	315	90	0	275	250	20	0	470	10	1200
Future Vol, veh/h	0	20	315	90	0	275	250	20	0	470	10	1200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mymt Flow	0	22	342	98	0	299	272	22	0	511	11	1304
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		38.8				28.2				69		
HCM LOS		Е				D				F		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		98%	0%	6%	0%	100%	0%	40%				
Vol Thru, %		2%	0%	94%	0%	0%	93%	40%				
Vol Right, %		0%	100%	0%	100%	0%	7%	20%				
Sign Control		Stop										
Traffic Vol by Lane		480	1200	335	90	275	270	50				
LT Vol		470	0	20	0	275	0	20				
Through Vol		10	0	315	0	0	250	20				
RT Vol		0	1200	0	90	0	20	10				
Lane Flow Rate		522	1304	364	98	299	293	54				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		1	1	0.863	0.212	0.721	0.663	0.145				
Departure Headway (Hd)		8.463	7.239	8.533	7.804	8.682	8.131	9.604				
Convergence, Y/N		Yes										
Cap		428	509	426	461	418	446	373				
Service Time		6.22	4.996	6.269	5.54	6.412	5.861	7.67				
HCM Lane V/C Ratio		1.22	2.562	0.854	0.213	0.715	0.657	0.145				
HCM Control Delay		73.1	67.3	45.9	12.6	30.9	25.5	14.3				
HCM Lane LOS		F	F	E	В	D	D	В				
		10 /	10 /									
HCM 95th-tile Q		12.6	13.6	8.6	8.0	5.6	4.7	0.5				

Intersection					
Intersection Delay, s/veh					
Intersection LOS					
	CDII	CDI	CDT	CDD	
Movement	SBU	SBL	SBT	SBR	
Traffic Vol, veh/h	0	20	20	10	
Future Vol, veh/h	0	20	20	10	
Peak Hour Factor	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	
Mvmt Flow	0	22	22	11	
Number of Lanes	0	0	1	0	
		CD			
Approach		SB			
Opposing Approach		NB			
Opposing Lanes		2			
Conflicting Approach Left		WB			
Conflicting Lanes Left		2			
Conflicting Approach Right		EB			
Conflicting Lanes Right		2			
HCM Control Delay		14.3			
HCM LOS		В			
Lane					

	ၨ	<b>→</b>	<b>←</b>	•	<b>/</b>	<b>√</b>			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ሻ	<b>↑</b>	<b>^</b>	7	ች	7			_
Traffic Volume (veh/h)	510	1025	240	200	325	305			
Future Volume (veh/h)	510	1025	240	200	325	305			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	554	1114	261	217	353	332			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	556	1156	489	416	472	422			
Arrive On Green	0.31	0.62	0.26	0.26	0.27	0.27			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	554	1114	261	217	353	332			
Grp Sat Flow(s), veh/h/li		1863	1863	1583	1774	1583			
Q Serve(g_s), s	27.9	50.4	10.7	10.5	16.3	17.4			
Cycle Q Clear(g_c), s	27.9	50.4	10.7	10.5	16.3	17.4			
Prop In Lane	1.00			1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		1156	489	416	472	422			
V/C Ratio(X)	1.00	0.96	0.53	0.52	0.75	0.79			
Avail Cap(c_a), veh/h	556	1169	502	427	472	422			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		16.0	28.3	28.2	30.0	30.4			
Incr Delay (d2), s/veh	37.3	18.1	1.1	1.1	10.3	13.8			
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),vel		31.2	5.7	4.7	9.3	15.9			
LnGrp Delay(d),s/veh	67.9	34.1	29.3	29.3	40.3	44.2			
LnGrp LOS	67. <del>9</del>	C C	27.3 C	27.3 C	40.3 D	44.2 D			
Approach Vol, veh/h		1668	478	U	685	U			
1.1		45.3	29.3		42.2				
Approach LOS		_	_		_				
Approach LOS		D	С		D				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc)	), S			60.4		29.0	32.0	28.4	
Change Period (Y+Rc),				4.9		5.2	4.0	4.9	
Max Green Setting (Gm				56.1		23.8	28.0	24.1	
Max Q Clear Time (g_c				52.4		19.4	29.9	12.7	
Green Ext Time (p_c), s				3.0		0.6	0.0	8.2	
Intersection Summary									
HCM 2010 Ctrl Delay			41.9						
HCM 2010 LOS			D						

Intersection								
Int Delay, s/veh	1.6							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	1340			380	10	90	60
Future Vol, veh/h	10	1340			380	10	90	60
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-				-	None	-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage, #		0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	11	1457			413	11	98	65
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	424	0			iviajoiz -	0	1168	212
Stage 1	424	-				-	418	
Stage 2	_	_					750	
Critical Hdwy	4.14	_			_	_	6.84	6.94
Critical Hdwy Stg 1	-	_			_	_	5.84	- 0.74
Critical Hdwy Stg 2	-	-			-	-	5.84	-
Follow-up Hdwy	2.22	_			-	_	3.52	3.32
Pot Cap-1 Maneuver	1132	-			-	-	186	793
Stage 1	-	-			-	-	632	-
Stage 2	-	-			-	-	427	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	1132	-			-	-	184	793
Mov Cap-2 Maneuver	-	-			-	-	310	-
Stage 1	-	-			-	-	632	-
Stage 2	-	-			-	-	423	-
Approach	EB				WB		SB	
HCM Control Delay, s	0.1				0		19.5	
HCM LOS	0.1						17.5 C	
TOW LOO								
NA'	EDI	EDT	MET	MDD CD	1 1			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SB				
Capacity (veh/h)	1132	-	-		410			
HCM Lane V/C Ratio	0.01	-	-	- 0.				
HCM Control Delay (s)	8.2	-	-	-				
HCM Lane LOS	A	-	-	-	С			
HCM 95th %tile Q(veh)	0	-	-	-	1.9			

	•	•	<b>†</b>	<u> </u>	<u> </u>	<b></b>		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
ane Configurations	ሻ	77	€		ሻሻ	<b>†</b>		
Traffic Volume (veh/h)	250	180	240	220	310	1120		
Future Volume (veh/h)	250	180	240	220	310	1120		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	272	196	261	239	337	1217		
Adj No. of Lanes	1	2	1	0	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	321	505	455	417	451	1294		
Arrive On Green	0.18	0.18	0.51	0.51	0.13	0.69		
Sat Flow, veh/h	1774	2787	897	821	3442	1863		
Grp Volume(v), veh/h	272	196	0	500	337	1217		
Grp Sat Flow(s), veh/h/ln	1774	1393	0	1718	1721	1863		
Q Serve(g_s), s	11.7	4.9	0.0	15.9	7.4	45.4		
Cycle Q Clear(g_c), s	11.7	4.9	0.0	15.9	7.4	45.4		
Prop In Lane	1.00	1.00		0.48	1.00			
Lane Grp Cap(c), veh/h	321	505	0	873	451	1294		
V/C Ratio(X)	0.85	0.39	0.00	0.57	0.75	0.94		
Avail Cap(c_a), veh/h	474	745	0	873	898	1395		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.3	28.5	0.0	13.5	33.0	10.6		
Incr Delay (d2), s/veh	6.1	0.2	0.0	0.9	2.5	12.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.3	1.9	0.0	7.7	3.7	27.0		
LnGrp Delay(d),s/veh	37.4	28.7	0.0	14.4	35.5	22.7		
_nGrp LOS	D	С		В	D	С		
Approach Vol, veh/h	468		500			1554		
Approach Delay, s/veh	33.7		14.4			25.5		
Approach LOS	С		В			С		
Timer	1	2	3	4	5	6	7 8	
Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	14.7	45.0				59.7	19.2	
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9	
Max Green Setting (Gmax), s	20.6	34.1				59.1	21.1	
Max Q Clear Time (q_c+l1), s	9.4	17.9				47.4	13.7	
Green Ext Time (p_c), s	0.9	12.1				7.4	0.6	
ntersection Summary	J.,					, , ,	3.0	
HCM 2010 Ctrl Delay			24.8					
HCM 2010 CIT Delay			24.0 C					
HOW ZUTU LUS			C					

Intersection							
Int Delay, s/veh	1.2						
<b>J</b> .							
Movement	EBL	EBT		WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	530		330	20	0	100
Future Vol, veh/h	0	530		330	20	0	100
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	310p	None
Storage Length		- INOTIC		_	TVOTIC -	_	0
Veh in Median Storage, #		0		0	_	0	-
Grade, %	_	0		0	_	0	_
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	576		359	22	0	109
		070		007			107
N A - ' /N A'	N/ 1 4			NA-1 C		14'	
Major/Minor	Major1			Major2		Minor2	070
Conflicting Flow All	380	0		-	0	946	370
Stage 1	-	-		-	-	370	-
Stage 2	- 4.10	-		-	-	576	- ( 22
Critical Hdwy	4.12	-		-	-	6.42	6.22
Critical Hdwy Stg 1	-	-		-	-	5.42	-
Critical Hdwy Stg 2	2 210	-		-	-	5.42	2 210
Follow-up Hdwy	2.218	-		-	-	3.518	3.318
Pot Cap-1 Maneuver	1178	-		-	-	290 699	676
Stage 1	<u>-</u>	-		-	-	562	-
Stage 2 Platoon blocked, %	-	-		-	-	502	-
Mov Cap-1 Maneuver	1178	-		-	-	290	676
Mov Cap-1 Maneuver	11/8	-		-	-	290	0/0
Stage 1	-	-		-	-	699	-
Stage 2	-	-		-	-	562	-
Slaye Z	<u>-</u>	<del>-</del>		-	-	502	-
Approach	EB			WB		SB	
HCM Control Delay, s	0			0		11.3	
HCM LOS						В	
Minor Lane/Major Mvmt	EBL	EBT	WBT WBR SBLn	1			
Capacity (veh/h)	1178	-	670				
HCM Lane V/C Ratio	-	_	0.16				
HCM Control Delay (s)	0	-	11.3				
HCM Lane LOS	A	_		3			
HCM 95th %tile Q(veh)	0	-	0.0				
2(1311)			0.0				

Intersection											
Intersection Delay, s/veh	57.2										
Intersection LOS	F										
Mayamant	EDII	EDI	EDT		WDII		WDT	WDD	CDII	CDI	CDD
Movement Traffic Value of #	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	300	150		0		430	680	0	500	70
Future Vol, veh/h	0	300	150		0		430	680	0	500	70
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow Number of Lanes	0	326	163		0		467	739	0	543	76
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		27.4					65			65.7	
HCM LOS		D					F			F	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Lane Vol Left, %		EBLn1 100%	EBLn2	WBLn1	WBLn2	SBLn1 100%	SBLn2 0%				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Left, % Vol Thru, %		100% 0%	0% 100%	0% 100%	0% 0%	100% 0%	0% 0%				
Vol Left, % Vol Thru, % Vol Right, %		100% 0% 0%	0% 100% 0%	0% 100% 0%	0% 0% 100%	100% 0% 0%	0% 0% 100%				
Vol Left, % Vol Thru, % Vol Right, % Sign Control		100% 0% 0% Stop	0% 100% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop	100% 0% 0% Stop	0% 0% 100% Stop				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		100% 0% 0% Stop 300	0% 100% 0% Stop 150	0% 100% 0% Stop 430	0% 0% 100% Stop 680 0	100% 0% 0% Stop 500	0% 0% 100% Stop 70 0				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		100% 0% 0% Stop 300 300 0	0% 100% 0% Stop 150 0 150	0% 100% 0% Stop 430 0 430	0% 0% 100% Stop 680 0 0	100% 0% 0% Stop 500 500 0	0% 0% 100% Stop 70 0				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		100% 0% 0% Stop 300 300	0% 100% 0% Stop 150 0	0% 100% 0% Stop 430 0	0% 0% 100% Stop 680 0	100% 0% 0% Stop 500 500	0% 0% 100% Stop 70 0				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		100% 0% 0% Stop 300 300 0	0% 100% 0% Stop 150 0 150	0% 100% 0% Stop 430 0 430	0% 0% 100% Stop 680 0 0	100% 0% 0% Stop 500 500 0	0% 0% 100% Stop 70 0 0 70 76				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		100% 0% 0% Stop 300 300 0 0	0% 100% 0% Stop 150 0 150 0	0% 100% 0% Stop 430 0 430 0	0% 0% 100% Stop 680 0 0 680 739	100% 0% 0% Stop 500 500 0 0	0% 0% 100% Stop 70 0 0 70				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		100% 0% 0% Stop 300 300 0 0 326	0% 100% 0% Stop 150 0 150 0 163 7 0.358 7.902	0% 100% 0% Stop 430 0 430 0 467 7 0.984 7.576	0% 0% 100% Stop 680 0 0 680 739 7 1 6.877	100% 0% 0% Stop 500 500 0 0 543 7 1 8.534	0% 0% 100% Stop 70 0 0 70 76				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		100% 0% 0% Stop 300 300 0 0 326 7 0.761	0% 100% 0% Stop 150 0 150 0 163 7 0.358	0% 100% 0% Stop 430 0 430 0 467 7	0% 0% 100% Stop 680 0 0 680 739 7	100% 0% 0% Stop 500 500 0 0 543 7	0% 0% 100% Stop 70 0 0 70 76 7				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		100% 0% 0% Stop 300 300 0 0 326 7 0.761 8.401	0% 100% 0% Stop 150 0 150 0 163 7 0.358 7.902	0% 100% 0% Stop 430 0 430 0 467 7 0.984 7.576	0% 0% 100% Stop 680 0 0 680 739 7 1 6.877	100% 0% 0% Stop 500 500 0 0 543 7 1 8.534	0% 0% 100% Stop 70 0 70 76 7 0.155 7.336				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		100% 0% Stop 300 300 0 0 326 7 0.761 8.401 Yes 427 6.2	0% 100% 0% Stop 150 0 150 7 0.358 7.902 Yes 452 5.701	0% 100% 0% Stop 430 0 430 0 467 7 0.984 7.576 Yes 481 5.279	0% 0% 100% Stop 680 0 0 680 739 7 1 6.877 Yes 532 4.58	100% 0% 0% Stop 500 0 0 543 7 1 8.534 Yes 429 6.246	0% 0% 100% Stop 70 0 0 70 76 7 0.155 7.336 Yes 491 5.048				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% Stop 300 300 0 0 326 7 0.761 8.401 Yes 427 6.2 0.763	0% 100% 0% Stop 150 0 150 7 0.358 7.902 Yes 452 5.701 0.361	0% 100% 0% Stop 430 0 430 0 467 7 0.984 7.576 Yes 481 5.279 0.971	0% 0% 100% Stop 680 0 0 680 739 7 1 6.877 Yes 532 4.58 1.389	100% 0% 0% Stop 500 500 0 0 543 7 1 8.534 Yes 429 6.246 1.266	0% 0% 100% Stop 70 0 70 76 7 0.155 7.336 Yes 491 5.048 0.155				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		100% 0% Stop 300 300 0 0 326 7 0.761 8.401 Yes 427 6.2	0% 100% 0% Stop 150 0 150 0 163 7 0.358 7.902 Yes 452 5.701 0.361 15.1	0% 100% 0% Stop 430 0 430 0 467 7 0.984 7.576 Yes 481 5.279 0.971 64.7	0% 0% 100% Stop 680 0 0 680 739 7 1 6.877 Yes 532 4.58 1.389 65.2	100% 0% Stop 500 500 0 0 543 7 1 8.534 Yes 429 6.246 1.266 73.3	0% 0% 100% Stop 70 0 70 76 7 0.155 7.336 Yes 491 5.048 0.155 11.4				
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% Stop 300 300 0 0 326 7 0.761 8.401 Yes 427 6.2 0.763	0% 100% 0% Stop 150 0 150 7 0.358 7.902 Yes 452 5.701 0.361	0% 100% 0% Stop 430 0 430 0 467 7 0.984 7.576 Yes 481 5.279 0.971	0% 0% 100% Stop 680 0 0 680 739 7 1 6.877 Yes 532 4.58 1.389	100% 0% 0% Stop 500 500 0 0 543 7 1 8.534 Yes 429 6.246 1.266	0% 0% 100% Stop 70 0 70 76 7 0.155 7.336 Yes 491 5.048 0.155				

	<b>→</b>	•	•	<b>←</b>	1	<u> </u>			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	f)		ሻ	<b>†</b>	ሻ	7			
Traffic Volume (veh/h)	300	240	380	720	270	120			
Future Volume (veh/h)	300	240	380	720	270	120			
Number	4	14	3	8	5	12			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863			
Adj Flow Rate, veh/h	326	261	413	783	293	130			
Adj No. of Lanes	1	0	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	306	245	443	1142	509	454			
Arrive On Green	0.32	0.32	0.25	0.61	0.29	0.29			
Sat Flow, veh/h	959	768	1774	1863	1774	1583			
Grp Volume(v), veh/h	0	587	413	783	293	130			
Grp Sat Flow(s), veh/h/l		1727	1774	1863	1774	1583			
Q Serve( $g_s$ ), s	0.0	28.7	20.5	25.2	12.7	5.7			
Cycle Q Clear(g_c), s	0.0	28.7	20.5	25.2	12.7	5.7			
Prop In Lane	0.0	0.44	1.00	20.2	1.00	1.00			
Lane Grp Cap(c), veh/h	າ 0	551	443	1142	509	454			
V/C Ratio(X)	0.00	1.07	0.93	0.69	0.58	0.29			
Avail Cap(c_a), veh/h	0.00	551	444	1143	509	454			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/ve		30.6	33.0	11.6	27.4	24.9			
Incr Delay (d2), s/veh	0.0	57.0	26.3	1.8	4.7	1.6			
Initial Q Delay(d3), s/vel		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),ve		22.3	13.2	13.4		2.7			
` ,					6.8				
LnGrp Delay(d),s/veh	0.0	87.6 F	59.3	13.5	32.1	26.5 C			
LnGrp LOS	F07	F	<u>E</u>	B	<u>C</u>	C			
Approach Vol, veh/h	587			1196	423				
Approach Delay, s/veh	_			29.3	30.4				
Approach LOS	F			С	С				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs		2	3	4				8	
Phs Duration (G+Y+Rc	) s	29.8	26.5	33.7				60.2	
Change Period (Y+Rc),	•	4.0	4.0	5.0				5.0	
Max Green Setting (Gm		25.8	22.5	28.7				55.2	
Max Q Clear Time (g_c		14.7	22.5	30.7				27.2	
Green Ext Time (p_c),		0.7	0.0	0.0				15.0	
		0.7	0.0	0.0				10.0	
Intersection Summary									
HCM 2010 Ctrl Delay			45.0						
HCM 2010 LOS			D						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N.A.	<b>†</b>	7		4	7	Ţ	<b>∱</b> }		Ť	<b>↑</b> ↑	
Traffic Volume (veh/h)	100	100	210	300	160	350	320	500	200	350	390	160
Future Volume (veh/h)	100	100	210	300	160	350	320	500	200	350	390	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	109	109	228	326	174	380	348	543	217	380	424	174
Adj No. of Lanes	2	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	675	574	324	138	574	381	649	258	386	652	265
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.21	0.26	0.26	0.22	0.27	0.27
Sat Flow, veh/h	1651	1863	1583	713	381	1583	1774	2473	985	1774	2458	998
Grp Volume(v), veh/h	109	109	228	500	0	380	348	388	372	380	304	294
Grp Sat Flow(s),veh/h/ln	825	1863	1583	1094	0	1583	1774	1770	1689	1774	1770	1687
Q Serve(g_s), s	0.0	3.6	9.7	29.0	0.0	18.1	17.2	18.6	18.8	19.2	13.7	14.0
Cycle Q Clear(g_c), s	32.6	3.6	9.7	32.6	0.0	18.1	17.2	18.6	18.8	19.2	13.7	14.0
Prop In Lane	1.00		1.00	0.65		1.00	1.00		0.58	1.00		0.59
Lane Grp Cap(c), veh/h	160	675	574	462	0	574	381	464	443	386	469	447
V/C Ratio(X)	0.68	0.16	0.40	1.08	0.00	0.66	0.91	0.84	0.84	0.98	0.65	0.66
Avail Cap(c_a), veh/h	160	675	574	462	0	574	406	464	443	386	469	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	19.4	21.4	32.6	0.0	24.1	34.5	31.4	31.4	35.0	29.3	29.4
Incr Delay (d2), s/veh	11.2	0.1	0.4	65.7	0.0	2.8	23.0	16.2	17.2	41.3	6.8	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.8	4.3	19.9	0.0	8.3	10.8	11.1	10.8	13.8	7.6	7.4
LnGrp Delay(d),s/veh	56.2	19.6	21.8	98.2	0.0	26.9	57.5	47.6	48.6	76.3	36.1	36.8
LnGrp LOS	E	В	С	F		С	E	D	D	E	D	D
Approach Vol, veh/h		446			880			1108			978	
Approach Delay, s/veh		29.7			67.4			51.1			51.9	
Approach LOS		С			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	28.5		37.5	23.7	28.8		37.5				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	19.6	23.6		32.6	20.6	22.6		32.6				
Max Q Clear Time (g_c+l1), s	21.2	20.8		34.6	19.2	16.0		34.6				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.1	4.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			52.7									
HCM 2010 LOS			D									

Intersection											
Intersection Delay, s/veh	162.1										
Intersection LOS	F										
	EDII	EDT	EDD	WDII	WDI	WDT	NDI		DI	NDD	
	EBU	EBT	EBR	WBU	WBL	WBT	NBL		BL	NBR	
Traffic Vol, veh/h	0	560	440	0	450	620			50	340	
Future Vol, veh/h	0	560	440	0	450	620			50	340	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92		92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2		2	2	2	
Mvmt Flow	0	609	478	0	489	674			98	370	
Number of Lanes	0	1	0	0	0	1	(	)	1	1	
Approach		EB			WB				NΒ		
Opposing Approach		WB			EB						
Opposing Lanes		1			1				0		
Conflicting Approach Lef	t				NB				EB		
Conflicting Lanes Left		0			2				1		
Conflicting Approach Rig	ght	NB						V	VB		
Conflicting Lanes Right		2			0				1		
HCM Control Delay		64.9			66.7			5	3.5		
HCM LOS		F			F				F		
Lane	NBLn	1 NBLn2	EBLn1V	VBLn1							
Vol Left, %	1009		0%	42%							
Vol Thru, %	09		56%	58%							
Vol Right, %	09		44%	0%							
Sign Control	Sto		Stop	Stop							
Traffic Vol by Lane	55		1000	1070							
LT Vol	55		0	450							
Through Vol		0 0	560	620							
RT Vol		0 340	440	0							
Lane Flow Rate	59	8 370	1087	1163							
Geometry Grp		7 7	2	2							
Degree of Util (X)		1 0.708	1	1							
Departure Headway (Hd)	8.09	4 6.894	6.764	7.112							
Convergence, Y/N	Ye	s Yes	Yes	Yes							
Cap	45		543	523							
Service Time		1 4.631									
HCM Lane V/C Ratio		7 0.705									
HCM Control Delay	71.										
HCM Lane LOS		F C	F	F							
HCM 95th-tile Q	12.	9 5.6	14.1	13.8							

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Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	ሻ	<b>↑</b>	<u>₩</u>	7	) j	7		
Traffic Volume (veh/h)	130	600	430	760	730	160		
Future Volume (veh/h)	130	600	430	760	730	160		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	J	J	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	141	652	467	826	793	174		
Adj No. of Lanes	141	1	1	1	193	1/4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %						2		
Cap, veh/h	174	921	644	1169	697	622		
Arrive On Green	0.10	0.49	0.35	0.35	0.39	0.39		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	141	652	467	826	793	174		
Grp Sat Flow(s), veh/h/l		1863	1863	1583	1774	1583		
Q Serve(g_s), s	6.8	23.6	19.0	24.8	34.1	6.5		
Cycle Q Clear(g_c), s	6.8	23.6	19.0	24.8	34.1	6.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	174	921	644	1169	697	622		
V/C Ratio(X)	0.81	0.71	0.72	0.71	1.14	0.28		
Avail Cap(c_a), veh/h	217	989	686	1205	697	622		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/vel		17.1	24.8	6.2	26.4	18.0		
Incr Delay (d2), s/veh	13.8	1.7	3.0	1.5	79.1	0.1		
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),vel		12.6	10.3	20.0	31.7	6.7		
LnGrp Delay(d),s/veh	52.2	18.8	27.7	7.7	105.5	18.1		
. 3	52.2 D	16.6 B	21.1 C		105.5 F	16.1 B		
LnGrp LOS	υ			A		Ď		
Approach Vol, veh/h		793	1293		967			
Approach Delay, s/veh		24.7	15.0		89.7			
Approach LOS		С	В		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc)	). s			47.9		39.0	12.9	35.0
Change Period (Y+Rc),	, .			4.9		4.9	4.4	* 4.9
Max Green Setting (Gm				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c				25.6		36.1	8.8	26.8
Green Ext Time (p_c),				7.4		0.0	0.0	3.3
u = 7	<u> </u>			7.4		0.0	0.0	٥.٥
Intersection Summary								
HCM 2010 Ctrl Delay			41.2					
HCM 2010 LOS			D					
Notes								

								_
Intersection								
Int Delay, s/veh	0.1							
Movement	WBL	WBR		NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	0	10		950	20	0	900	
Future Vol, veh/h	0	10		950	20	0	900	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	-	None		-	None		None	
Storage Length	-	0		-	-	-	-	
Veh in Median Storage, #	0	-		0	-	-	0	
Grade, %	0	-		0	-	-	0	
Peak Hour Factor	92	92		92	92	92	92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	11		1033	22	0	978	
Major/Minor	Minor1			Major1		Major2		
Conflicting Flow All	1532	527		0	0	1054	0	
Stage 1	1043	-		-	-	-	-	
Stage 2	489	-		_	_	_	_	
Critical Hdwy	6.84	6.94		-	_	4.14	-	
Critical Hdwy Stg 1	5.84	-		-	_	-	_	
Critical Hdwy Stg 2	5.84	-		-	_	-	-	
Follow-up Hdwy	3.52	3.32		-	-	2.22	-	
Pot Cap-1 Maneuver	107	496		-	-	656	-	
Stage 1	300	-		-	-	-	-	
Stage 2	582	-		-	-	-	-	
Platoon blocked, %				-	-		-	
Mov Cap-1 Maneuver	107	496		-	-	656	-	
Mov Cap-2 Maneuver	107	-		-	-	-	-	
Stage 1	300	-		-	-	-	-	
Stage 2	582	-		-	-	-	-	
Approach	WB			NB		SB		
HCM Control Delay, s	12.4			0		0		
HCM LOS	В			•		•		
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT				
	NDT		656					
Capacity (veh/h) HCM Lane V/C Ratio	-	- 496 - 0.022	656	-				
HCM Control Delay (s)	-	- 0.022 - 12.4	0	-				
HCM Lane LOS	-	- 12.4 - B	A	-				
HCM 95th %tile Q(veh)	-	- 0.1	0	-				
	-	- U. I	U	-				

Intersection							
	0.2						
<i>J.</i>							
Movement	WBL	WBR		NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	30		950	10	0	900
Future Vol, veh/h	0	30		950	10	0	900
Conflicting Peds, #/hr	0	0		930	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	- -	None		-	None	-	None
Storage Length	_	0		_	-	_	-
Veh in Median Storage, #	0	-		0	_	-	0
Grade, %	0	-		0	_	-	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	0	33		1033	11	0	978
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1527	522		0	0	1043	0
Stage 1	1038	522		-	-	1043	-
Stage 2	489	-		-	-	-	-
Critical Hdwy	6.84	6.94		-	-	4.14	-
Critical Hdwy Stg 1	5.84	0.74			_	-	_
Critical Hdwy Stg 2	5.84	_		_	_	_	_
Follow-up Hdwy	3.52	3.32		_	_	2.22	_
Pot Cap-1 Maneuver	108	499		_	_	663	-
Stage 1	302	-		-	_	-	_
Stage 2	582	-		-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	108	499		-	-	663	-
Mov Cap-2 Maneuver	108	-		-	-	-	-
Stage 1	302	-		-	-	-	-
Stage 2	582	-		-	-	-	-
Approach	WB			NB		SB	
HCM Control Delay, s	12.7			0		0	
HCM LOS	В			O .		O .	
110111 200	ے ۔						
Minor Long/Moior Mumat	NDT	NIDDW/DL =1	CDI	CDT			
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT			
Capacity (veh/h)	-	- 499	663	-			
HCM Control Dolay (c)	-	- 0.065	-	-			
HCM Control Delay (s) HCM Lane LOS	-	- 12.7	0	-			
		- B - 0.2	A	-			
HCM 95th %tile Q(veh)	-	- 0.2	0	-			

Intersection												
Intersection Delay, s/veh	61.3											
Intersection LOS	F											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	620	40	0	650	300	20	0	190	20	1000
Future Vol, veh/h	0	20	620	40	0	650	300	20	0	190	20	1000
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	674	43	0	707	326	22	0	207	22	1087
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1
Approach		EB				WB				NB		
Opposing Approach		WB				EB				SB		
Opposing Lanes		2				2				1		
Conflicting Approach Left		SB				NB				EB		
Conflicting Lanes Left		1				2				2		
Conflicting Approach Right		NB				SB				WB		
Conflicting Lanes Right		2				1				2		
HCM Control Delay		69.4				59.7				59.6		
HCM LOS		F				F				F		
Lane		NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1				
Vol Left, %		90%	0%	3%	0%	100%	0%	25%				
Vol Thru, %		10%	0%	97%	0%	0%	94%	50%				
Vol Right, %		0%	100%	0%	100%	0%	6%	25%				
Sign Control		Stop										
Traffic Vol by Lane		210	1000	640	40	650	320	40				
LT Vol		190	0	20	0	650	0	10				
Through Vol		20	0	620	0	0	300	20				
RT Vol		0	1000	0	40	0	20	10				
Lane Flow Rate		228	1087	696	43	707	348	43				
Geometry Grp		7	7	7	7	7	7	6				
Degree of Util (X)		0.538	1	1	0.094	1	0.766	0.122				
Departure Headway (Hd)		8.488	7.338	8.499	7.784	8.476	7.933	10.11				
Convergence, Y/N		Yes										
Cap		425	500	431	463	431	456	357				
Service Time		6.246	5.095	6.199	5.484	6.234	5.691	8.11				
HCM Lane V/C Ratio		0.536	2.174	1.615	0.093	1.64	0.763	0.12				
HCM Control Delay		20.8	67.8	73	11.3	73.2	32.4	14.5				
HCM Lane LOS		С	F	F	В	F	D	В				
HCM 95th-tile Q		3.1	13.5	12.6	0.3	12.6	6.6	0.4				

Intersection					
Intersection Delay, s/veh					
Intersection LOS					
	CDLI	CDI	CDT	CDD	
Movement	SBU	SBL	SBT	SBR	
Traffic Vol, veh/h	0	10	20	10	
Future Vol, veh/h	0	10	20	10	
Peak Hour Factor	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	
Mvmt Flow	0	11	22	11	
Number of Lanes	0	0	1	0	
Approach		SB			
Opposing Approach		NB			
Opposing Lanes		2			
Conflicting Approach Left		WB			
Conflicting Lanes Left		2			
Conflicting Approach Right		EB			
Conflicting Lanes Right		2			
HCM Control Delay		14.5			
HCM LOS		В			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	*	<b>↑</b>	<b>↑</b>	7	ኝ	7			
Traffic Volume (veh/h)	670	960	520	290	450	450			
Future Volume (veh/h)	670	960	520	290	450	450			
Number	7	4	8	18	1	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	728	1043	565	315	489	489			
Adj No. of Lanes	1	1	1	1	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	522	1122	491	417	507	452			
Arrive On Green	0.29	0.60	0.26	0.26	0.29	0.29			
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583			
Grp Volume(v), veh/h	728	1043	565	315	489	489			
Grp Sat Flow(s), veh/h/li	n1774	1863	1863	1583	1774	1583			
Q Serve(g_s), s	26.5	45.6	23.7	16.5	24.5	25.7			
Cycle Q Clear(g_c), s	26.5	45.6	23.7	16.5	24.5	25.7			
Prop In Lane	1.00			1.00	1.00	1.00			
Lane Grp Cap(c), veh/h		1122	491	417	507	452			
V/C Ratio(X)	1.39	0.93	1.15	0.76	0.97	1.08			
Avail Cap(c_a), veh/h	522	1122	491	417	507	452			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/vel		16.2	33.2	30.5	31.7	32.1			
Incr Delay (d2), s/veh		13.3	89.6	7.7	32.2	66.0			
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),vel		27.3	24.3	8.1	16.5	27.5			
LnGrp Delay(d),s/veh	220.4	29.5	122.7	38.2	64.0	98.2			
LnGrp LOS	F	С	F	D	Е	F			
Approach Vol, veh/h		1771	880		978				
Approach Delay, s/veh		108.0	92.5		81.1				
Approach LOS		F	F		F				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc)	). S			59.1		30.9	30.5	28.6	
Change Period (Y+Rc),				4.9		5.2	4.0	4.9	
Max Green Setting (Gm				54.2		25.7	26.5	23.7	
Max Q Clear Time (g_c				47.6		27.7	28.5	25.7	
Green Ext Time (p_c), s				5.6		0.0	0.0	0.0	
Intersection Summary									
HCM 2010 Ctrl Delay			97.0						
HCM 2010 Clir Delay			97.0 F						
HOW ZUTU LUS			Г						

Intersection								
Int Delay, s/veh	0.6							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	100	1310			800	20	10	10
Future Vol, veh/h	100	1310			800	20	10	10
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	100	-			-	-	0	-
Veh in Median Storage, #		0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	109	1424			870	22	11	11
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	891	0			-	0	1809	446
Stage 1	-	-			-	-	880	
Stage 2	-	_			-		929	-
Critical Hdwy	4.14	-			-	-	6.84	6.94
Critical Hdwy Stg 1	-	-			-	-	5.84	-
Critical Hdwy Stg 2	-	-			-	-	5.84	-
Follow-up Hdwy	2.22	-			-	-	3.52	3.32
Pot Cap-1 Maneuver	757	-			-	-	70	560
Stage 1	-	-			-	-	366	-
Stage 2	-	-			-	-	345	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	757	-			-	-	60	560
Mov Cap-2 Maneuver	-	-			-	-	176	-
Stage 1	-	-			-	-	366	-
Stage 2	-	-			-	-	295	-
Approach	EB				WB		SB	
HCM Control Delay, s	0.7				0		19.6	
HCM LOS	0.1						C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SB	l n1			
Capacity (veh/h)	757	LDI	VVDT		268			
HCM Lane V/C Ratio	0.144	-	-	- 0.0				
HCM Control Delay (s)	10.6	-	-		19.6			
HCM Lane LOS	10.0 B		-	-	C			
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3			
HOW FOUT FOUTE Q(VEH)	0.5	_	-	<u>-</u>	0.5			

	•	•	<b>†</b>	<b>/</b>	<b>/</b>	<b>+</b>		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	7	77	£		14.14	<b>†</b>		
Traffic Volume (veh/h)	380	350	470	400	230	1090		
Future Volume (veh/h)	380	350	470	400	230	1090		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	413	380	511	435	250	1185		
Adj No. of Lanes	1	2	1	0	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	458	720	446	380	336	1170		
Arrive On Green	0.26	0.26	0.48	0.48	0.10	0.63		
Sat Flow, veh/h	1774	2787	931	792	3442	1863		
Grp Volume(v), veh/h	413	380	0	946	250	1185		
Grp Sat Flow(s),veh/h/ln	1774	1393	0	1723	1721	1863		
2 Serve(g_s), s	19.4	10.1	0.0	41.3	6.1	54.1		
Cycle Q Clear(g_c), s	19.4	10.1	0.0	41.3	6.1	54.1		
Prop In Lane	1.00	1.00		0.46	1.00			
Lane Grp Cap(c), veh/h	458	720	0	826	336	1170		
V/C Ratio(X)	0.90	0.53	0.00	1.15	0.74	1.01		
Avail Cap(c_a), veh/h	537	844	0	826	503	1170		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Jpstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	30.9	27.4	0.0	22.4	37.8	16.0		
Incr Delay (d2), s/veh	15.3	0.2	0.0	79.7	3.3	29.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	11.4	3.9	0.0	37.8	3.0	36.9		
LnGrp Delay(d),s/veh	46.2	27.7	0.0	102.2	41.1	45.7		
LnGrp LOS	D	С		F	D	F		
Approach Vol, veh/h	793		946			1435		
Approach Delay, s/veh	37.3		102.2			44.9		
Approach LOS	D		F			D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.8	46.2				59.0	27	
Change Period (Y+Rc), s	4.4	4.9				4.9	4	
Max Green Setting (Gmax), s	12.6	37.1				54.1	26	
Max Q Clear Time (q_c+I1), s	8.1	43.3				56.1	21	
Green Ext Time (p_c), s	0.3	0.0				0.0	0	
ntersection Summary								
HCM 2010 Ctrl Delay			60.1					
HCM 2010 LOS			E					
			_					

Intersection								
Int Delay, s/veh	0.5							
<b>J</b> .								
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	630			680	40	0	50
Future Vol, veh/h	0	630			680	40	0	50
Conflicting Peds, #/hr	0	030			000	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-				-	None	310p	None
Storage Length	-	None			-	NOTIC	-	0
Veh in Median Storage,	# -	0			0	-	0	-
Grade, %	# - -	0			0	-	0	-
Peak Hour Factor	92	92			92	92	92	92
Heavy Vehicles, %	2	2			2	2	2	2
Mymt Flow	0	685			739	43	0	54
IVIVIIIL I IUW	0	000			139	43	U	54
Major/Minor	Major1				Major2		Minor2	
Conflicting Flow All	783	0			-	0	1446	761
Stage 1	-	-			-	-	761	-
Stage 2	-	-			-	-	685	-
Critical Hdwy	4.12	-			-	-	6.42	6.22
Critical Hdwy Stg 1	-	-			-	-	5.42	-
Critical Hdwy Stg 2	-	-			-	-	5.42	-
Follow-up Hdwy	2.218	-			-	-	3.518	3.318
Pot Cap-1 Maneuver	835	-			-	-	145	405
Stage 1	-	-			-	-	461	-
Stage 2	-	-			-	-	500	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	835	-			-	-	145	405
Mov Cap-2 Maneuver	-	-			-	-	145	-
Stage 1	-	-			-	-	461	-
Stage 2	-	-			-	-	500	-
Approach	EB				WB		SB	
HCM Control Delay, s	0				0		15.3	
HCM LOS	- 0				U		C	
TOW LOS								
Minor Long/Martin Ma	ED:	EDT	MPT	WDD CDL 4				
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLn1				
Capacity (veh/h)	835	-	-	- 405				
HCM Lane V/C Ratio	-	-	-	- 0.134				
HCM Control Delay (s)	0	-	-	- 15.3				
HCM Lane LOS	A	-	-	- C				
HCM 95th %tile Q(veh)	0	-	-	- 0.5	)			

Intersection											
Intersection Delay, s/veh	64.2										
Intersection LOS	F										
Movement	EBU	EBL	EBT		WBU		WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	830	530		0		430	1360	0	250	90
Future Vol, veh/h	0	830	530		0		430	1360	0	250	90
Peak Hour Factor	0.92	0.92	0.92		0.92		0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2		2		2	2	2	2	2
Mvmt Flow	0	902	576		0		467	1478	0	272	98
Number of Lanes	0	1	1		0		1	1	0	1	1
Approach		EB					WB			SB	
Opposing Approach		WB					EB				
Opposing Lanes		2					2			0	
Conflicting Approach Left		SB								WB	
Conflicting Lanes Left		2					0			2	
Conflicting Approach Right							SB			EB	
Conflicting Lanes Right		0					2			2	
HCM Control Delay		70.7					66.1			27.8	
HCM LOS		F					F			D	
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %		100%	0%	0%	0%	100%	0%				
Vol Thru, %		0%	100%	100%	0%	0%	0%				
Vol Right, %		0%	0%	0%	100%	0%	100%				
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane		830	530	430	1360	250	90				
LT Vol		830	0	0	0	250	0				
Through Vol		0	530	430	0	0	0				
RT Vol		0	0	0	1360	0	90				
Lane Flow Rate		902	576	467	1478	272	98				
Geometry Grp		7	7	7	7	7	7				
Degree of Util (X)		1	1	0.993	1	0.717	0.225				
Departure Headway (Hd)		8.138	7.637	7.65	6.949	9.497	8.298				
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes				
Cap		451	478	477	532	383	434				
Service Time		5.88	5.379	5.381	4.68	7.218	6.019				
HCM Lane V/C Ratio		2	1.205	0.979	2.778	0.71	0.226				
HCM Control Delay		71.6	69.2	67.4	65.7	33	13.4				
HCM Lane LOS		F	F	F	F	D	В				
HCM 95th-tile Q		12.8	13.3	13	13.9	5.4	0.9				

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Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	ĵ.		ች	<b></b>	ሻ	7	
Traffic Volume (veh/h)	440	140	330	780	410	260	
Future Volume (veh/h)	440	140	330	780	410	260	
Number	4	14	3	8	5	12	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	Ū	1.00	1.00	Ü	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863	
Adj Flow Rate, veh/h	478	152	359	848	446	283	
Adj No. of Lanes	1	0	1	1	1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	369	117	394	1006	635	566	
Arrive On Green	0.27	0.27	0.22	0.54	0.36	0.36	
Sat Flow, veh/h	1356	431	1774	1863	1774	1583	
Grp Volume(v), veh/h	0	630	359	848	446	283	
Grp Sat Flow(s), veh/h/li		1787	1774	1863	1774	1583	
Q Serve(g_s), s	0.0	24.0	17.4	33.8	19.0	12.3	
Cycle Q Clear(g_c), s	0.0	24.0	17.4	33.8	19.0	12.3	
Prop In Lane	3.0	0.24	1.00	55.0	1.00	1.00	
Lane Grp Cap(c), veh/h	0	487	394	1006	635	566	
	0.00	1.29	0.91	0.84	0.70	0.50	
V/C Ratio(X)							
Avail Cap(c_a), veh/h	1.00	487	433	1047	635	566	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/vel		32.0	33.4	17.1	24.3	22.1	
Incr Delay (d2), s/veh	0.0	146.9	21.5	6.4	6.4	3.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),vel	h/lm0.0	31.6	10.8	19.0	10.4	5.9	
LnGrp Delay(d),s/veh	0.0	179.0	54.9	23.5	30.7	25.3	
LnGrp LOS		F	D	С	С	С	
Approach Vol, veh/h	630			1207	729		
Approach Delay, s/veh				32.8	28.6		
.''	179.0 F			_	_		
Approach LOS	Г			С	С		
Timer	1	2	3	4	5	6	
Assigned Phs		2	3	4			
Phs Duration (G+Y+Rc)	), s	35.5	23.6	29.0			
Change Period (Y+Rc),		4.0	4.0	5.0			
Max Green Setting (Gm		31.5	21.5	24.0			
Max Q Clear Time (g_c			19.4	26.0			
Green Ext Time (p_c), s		1.4	0.2	0.0			
	,	1.4	0.2	0.0			
Intersection Summary							
HCM 2010 Ctrl Delay			67.5				
HCM 2010 LOS			Е				
			_				

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YEAR 2035 (HORIZON YEAR) & YEAR 2035 (HORIZON YEAR) + PROJECT FREEWAY ANALYSIS CALCULATION SHEETS

# YEAR 2035 FREEWAY SEGMENT OPERATIONS

# **AM Peak Hour**

Freeway and Segment		rection, Number Lanes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	LOS AM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	225,270	0.0889	0.5381	0.963	11,185	0.847	D
	SB Mainlines	4M+ 2A	10,400	225,270	0.0893	0.4619	0.963	9,648	0.928	E
South of I-8	NB Mainlines	3M+ 1A	7,200	211,460	0.0737	0.5170	0.97	8,309	1.154	F(0)
	SB Mainlines	4M	8,000	211,460	0.0732	0.4830	0.97	7,707	0.963	E
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	238,250	0.0633	0.4724	0.972	7,326	0.916	D
	WB Mainlines	4M+ 1A	9,200	238,250	0.0627	0.5276	0.972	8,104	0.881	D
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	229,840	0.0666	0.4836	0.972	7,613	0.828	D
	WB Mainlines	4M+ 1A	9,200	229,840	0.0634	0.5164	0.972	7,742	0.842	D

N	otes	
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- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
- 2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2035 volumes.
- 3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2035 volumes
- 4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System". 5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

В 0.62 С 8.0 D 0.92 Ε 1

V/C

< 0.41

F(0) 1.25 F(1) 1.35 F(2) 1.45 F(3) >1.46

LOS

Α

# YEAR 2035 FREEWAY SEGMENT OPERATIONS

# PM Peak Hour

Freeway and Segment		rection, Number _anes & Capacity		ADT	Peak Hour % (K)	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	LOS PM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	225,270	0.0827	0.5210	0.963	10,080	0.764	С
	SB Mainlines	4M+ 2A	10,400	225,270	0.0825	0.4790	0.963	9,241	0.889	D
South of I-8	NB Mainlines	3M+ 1A	7,200	211,460	0.0825	0.5214	0.97	9,382	1.303	F(1)
	SB Mainlines	4M	8,000	211,460	0.0828	0.4786	0.97	8,639	1.080	F(0)
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	238,250	0.0689	0.4631	0.972	7,822	0.978	E
	WB Mainlines	4M+ 1A	9,200	238,250	0.0692	0.5369	0.972	9,103	0.989	E
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	229,840	0.0809	0.5089	0.972	9,732	1.058	F(0)
	WB Mainlines	4M+ 1A	9,200	229,840	0.0720	0.4911	0.972	8,360	0.909	D

N	lotes	
ı٧	IULES	١.

- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline · Α
- 2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2035 volumes.
- 3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2035 volumes
- 4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System". 5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

С 8.0 D 0.92 Ε 1 F(0) 1.25

V/C

< 0.41

0.62

LOS

В

F(1) 1.35 F(2) 1.45 F(3) >1.46

## YEAR 2035 + PROJECT FREEWAY SEGMENT OPERATIONS

## **AM Peak Hour**

Freeway and Segment		irection, Number Lanes & Capacity		Total ADT	Peak Hour % (K)	Dir Split (D)	Truck Factor	Total Peak Hour AM	V/C AM	V/C DELTA	LOS AM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	225,400	0.0890	0.5381	0.963	11,214	0.850	0.002	D	
That of toda to 10	SB Mainlines	4M+ 2A	10,400	225,400	0.0890	0.4619	0.963	9,625	0.925	-0.002	E	No
South of I-8	NB Mainlines	3M+ 1A	7,200	211,200	0.0734	0.5170	0.97	8,268	1.148	-0.006	F(0)	No
	SB Mainlines	4M	8,000	211,200	0.0734	0.4830	0.97	7,723	0.965	0.002	Е	No
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	238,000	0.0629	0.4724	0.972	7,276	0.910	-0.006	D	
	WB Mainlines	4M+ 1A	9,200	238,000	0.0629	0.5276	0.972	8,127	0.883	0.002	D	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	229,800	0.0651	0.4836	0.972	7,686	0.835	0.008	D	
	WB Mainlines	4M+ 1A	9,200	229,800	0.0651	0.5164	0.972	7,742	0.842	0.000	D	

Notes:

C 0.8 D 0.92 E 1 F(0) 1.25 F(1) 1.35 F(2) 1.45

V/C

< 0.41

0.62

>1.46

LOS

A B

F(3)

<sup>1.</sup> Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)

<sup>2.</sup> Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2035 + P volumes.

<sup>3.</sup> Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2035 + P volumes

<sup>4.</sup> Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".

<sup>5.</sup> V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

## YEAR 2035 + PROJECT FREEWAY SEGMENT OPERATIONS

## PM Peak Hour

Freeway and Segment		irection, Number Lanes & Capacity		Total ADT	Peak Hour % (K)	Dir Split (D) PM	Truck Factor	Total Peak Hour PM	V/C PM	V/C DELTA	LOS PM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	225,400	0.0826	0.5210	0.963	10,069	0.763	-0.001	С	
	SB Mainlines	4M+ 2A	10,400	225,400	0.0826	0.4790	0.963	9,258	0.890	0.002	D	
South of I-8	NB Mainlines	3M+ 1A	7,200	211,200	0.0826	0.5214	0.97	9,380	1.303	0.000	F(1)	NO
	SB Mainlines	4M	8,000	211,200	0.0826	0.4786	0.97	8,610	1.076	-0.004	F(0)	NO
I-8												j
West of Hotel Circle	EB Mainlines	4M	8,000	238,000	0.0690	0.4631	0.972	7,824	0.978	0.000	E	NO
	WB Mainlines	4M+ 1A	9,200	238,000	0.0690	0.5369	0.972	9,070	0.986	-0.004	E	NO
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	229,800	0.0714	0.5089	0.972	9,674	1.052	-0.006	F(0)	NO
	WB Mainlines	4M+ 1A	9,200	229,800	0.0714	0.4911	0.972	8,360	0.909	0.000	D	j

#### Notes:

- 1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
- 2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2035 + P volumes.
- 3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2035 + P volumes
- 4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
- 5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

C 0.8 D 0.92 E 1 F(0) 1.25 F(1) 1.35

V/C

< 0.41

0.62

LOS

Α

В

F(1) 1.35 F(2) 1.45 F(3) >1.46

<b>A</b> PPENDIX	Q
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**EXISTING CONVENTION PARKING DEMAND** 

Table A Wednesday, September 30, 2015 Parking Demand Counts

Time	Atlas Underground Garage	Surface Lot (behind RPT)	Surafce Lot 2 (behind RPT)	Regency Parking Structure	Total Parking Demand	% Occupied
7:00 a.m 8:00 a.m.	31	45	11	16	103	12.12%
8:00 a.m 9:00 a.m.	44	60	18	19	141	16.59%
9:00 a.m 10:00 a.m.	54	81	18	21	174	20.47%
10:00 a.m 11:00 a.m.	60	88	18	20	186	21.88%
11:00 a.m 12:00 p.m.	64	80	18	19	181	21.29%
12:00 p.m 1:00 p.m.	60	75	19	21	175	20.59%
1:00 p.m 2:00 p.m.	57	69	19	19	164	19.29%
2:00 p.m 3:00 p.m.	55	71	17	19	162	19.06%
3:00 p.m 4:00 p.m.	48	71	14	16	149	17.53%
4:00 p.m 5:00 p.m.	43	76	13	17	149	17.53%

General Notes:

RPT – Royal Palm Towers

Highlight row shows peak parking observed.
 Parking Rate Calculation

Peak Demand = 186 spaces

Convention space occupied = 159,211

Parking rate calculated = 1.16 spaces/ 1,000 SF

From: Medina, Reuben [mailto:rmedina@destinationhotels.com]

Sent: Friday, September 25, 2015 11:36 AM

To: Shankar Ramakrishnan

Cc: Majcher, Todd

Subject: RE: Existing Parking Analysis

#### Hi Shankar,

We are scheduled to use approximately 159,211 square feet of meeting space on the 30<sup>th</sup>, which would be 74.8% of the available space we have. I have highlighted the space that will be used. You will see some variances from the figures since a percentage of a room will be used, such as 4 out of the 6 rooms of the Royal Palm Ballroom will be used. Please let me know if you have any questions or if there is anything I can do to help.

30	Convention Facilities Atlas Ballroom	Two Floors	83,054	1970	Ballroom	A-3
31	Golden Pacific Ballroom	One Floor	40,361	1975	Ballroom	A-3
32	Meeting House Conf. Center	One Floor	9,250	1953	Meeting	A-3
	Royal Palm Ballroom	One Floor	4,382	1970	Conference	A-3
33 34 35 36	Regency Ballroom	One Floor	8,982	1967	Conference	A-3
35	Garden Ballroom	2nd Floor	6,472	1967	Ballroom	A-3
36	Ascel, Britany, Clarencon, Epide & Fairfield	One Floor	2,404	1967	Ballroom	A-3
37	Le Chanticleer/Regency Twr	Ninth Floor	3,752	1969	Exhibition Hall	A-3
38	Le Sommet/Regency Twr	Ninth Floor	577	1969	Exhibition Hall	A-3
39	Windsor Rose/Regency Twr	Ninth Floor	1,928	1969	Exhibition Hall	E-A
40.	Grand Exhibit Hall	One Floor	49,340	2007	Exhibition Hall	A-3
41	Lexington Rooms	One Floor	360	1953	Meeting	A-3
42	Dover, Stratford	One Floor	1,200	1953	Meeting	EA
43	Tixl Pavilion	One Floor	2,700	Unknown	Meeting	A-2
		TOTAL	212,762			

THANK YOU, REUBEN MEDINA

DIRECTOR OF ROOMS | TOWN AND COUNTRY RESORT & CONVENTION CENTER

500 Hotel Circle North San Diego, CA 92108

Office: 619-502-7064 | Email: rmedina@destinationhotels.com

DESTINATIONHOTELS.COM











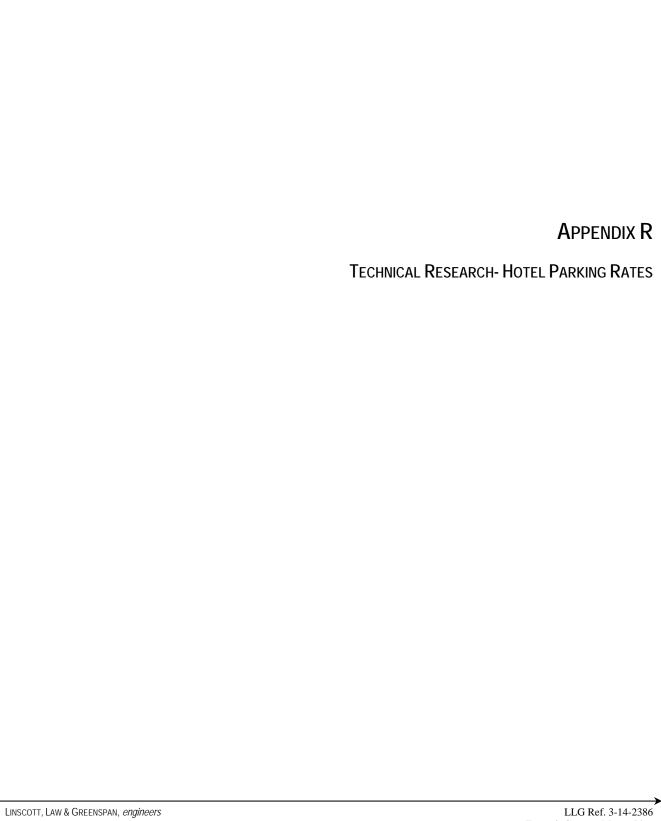












- Safety: Do not provide a diving board; include slip-free deck surface, depth markings, underwater lighting, safety or "pool rules" signage.
- Wading pool, whirlpool: Include additional pools within view of the swimming pool but slightly separated.
- Indoor pool: Design either operable roof or glass walls to provide direct sunlight and ventilation.

#### Spa and Health Club

A second major component of hotel recreational facilities is the spa or, in smaller properties, the health club, a feature that for many types of hotel has become more central than the pool. The focus of the spa is on the guest's experience, and introduces unique images, sounds (flowing water or music), scents (aromatherapy), and more to soothe and relax the individual. At a destination resort, there might be as many as one treatment room for every five questrooms, dropping to one to every 50 or 100 in urban locations. In contrast, a simple health club may feature little more than a combination of exercise equipment (such as Nautilus or Universal machines) and such specialized facilities as whirlpool baths, steam rooms, and saunas. Larger complexes may add a unisex hair salon, a multi-purpose room for aerobic exercise-even racquetball courts. The spa at the Terranea Resort in Southern California is representative of how a medium-size, upscale resort property can cater to guests and the local community. Its 20,000 sq ft (1,850 sq m) spa, not including the adjoining fitness center and pool, has 23 treatment rooms for about 380 hotel guestrooms, plus many casitas and golf villas. See the

further discussion of spa facilities in the discussion of resort hotels in Chapter 7. The following items should be considered during the planning phase:

- Location: Plan the spa so that guests can reach it directly from the guestroom elevators, and local members have access from the street or parking area, without passing through the hotel lobby.
- Program: Include the following, depending on the market:
  - Reception area with attendant
  - Retail sales area
  - Salon
  - Lockers, showers, and toilets
  - Exercise room
  - Sauna, steam room, and whirlpool
  - Treatment rooms
  - Relaxation lounges
  - Spa café and support areas
- Adjacencies: Plan the complex with the control area and lounge most visible, and with the private functions either shared (exercise room) or back-to-back (saunas and restrooms).

#### Parking

The provision of sufficient parking can be a crucial element in both the budgeting and conceptual planning, for a hotel or motel. And its design often influences the guest's first and last impressions of the property. Roadside inn developers know they must provide

Table 17.12 Parking needed for different types of hotel

Hotel type	Number of spaces/room	Comment
Business (downtown)	0.4-0.8	Assumes limited function space
Boutique hotel	0.3-0.8	Higher factor in resort areas
Suburban hotel	1.2–1.4	Heavy local meeting and banquet use
Airport hotel	0.6–1.0	Moderate rental-car use
Roadside inn	1.0–1.2	Very limited local banquet and F&B use
Resort (all types)	0.2-1.4	Varies by market, location, and proximity to urban centers or major attractions
Convention hotel	0.8-1.4	Regional convention hotels need more parking
Conference center	1.0-1.3	If full house, minimum local use
Condominium hotel	1.2-2.0	May need two spaces/condominium
All-suite hotel	0.8–1.2	Limited F&B and function areas
Super-luxury hotel	1.0-1.2	Limited function areas
Mega-hotel	1.0–1.2	Limited local business; high rental-car use
Mixed-use hotel	0.6–1.2	Highly variable depending on other activities
Casino hotel	0.8-2.0	Varies by location (for example, Atlantic City requires extensive bus parking)

## Land Use: 310 Hotel

### Description

Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants; cocktail lounges; meeting and banquet rooms or convention facilities; limited recreational facilities (pool, fitness room); and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320) and resort hotel (Land Use 330) are related uses.

#### **Database Description**

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at the urban sites and, therefore, the data were analyzed separately.

 Average parking supply ratio: 1.3 spaces per room for suburban sites (12 study sites) and 1.0 space per room for urban sites (two study sites).

Some of the submitted studies provided information on the size of the supporting facilities. For example, seven of the study sites reported the presence of convention facilities and two of these seven sites reported meeting or banquet rooms with capacities of 1,300 and 4,100 seats. As another example, five of the study sites reported the presence of a restaurant with an average capacity of 300 seats. However, none of the studies indicated the level of activity at these supporting facilities during observations (such as full, empty, partially active and number of people attending a meeting/banquet).

Weekday parking demand data were provided for five urban study sites. Transit services were available within three blocks of all the urban sites. The average size of the study sites was 458 rooms. The average peak period parking demand was 0.64 vehicles per occupied room. The weekday peak period occurred between 7:00 and 9:00 a.m., between 12:00 and 1:00 p.m. and between 8:00 and 9:00 p.m. Due to disjointed data sets with counts spread over several discontinuous time periods, a plot was not created for the parking demand of the urban study sites.

Saturday peak period parking demand for the urban sites was 0.90 vehicles per occupied room (two sites) and the Saturday peak period occurred between 8:00 and 9:00 p.m.

Although the weekend database was limited, it indicated that Saturday peak parking demand was higher than on weekdays for the suburban sites. Four suburban study sites provided both Saturday and weekday parking demand data; Saturday parking demand rates at these sites averaged 70 percent higher than the weekday rates. It should be noted that all four sites included significant supporting facilities (restaurants, lounges, meeting space), which may be more active on weekends. Two urban study sites provided both Saturday and weekday parking demand data; Saturday parking demand rates at these sites were not higher than the weekday rates. The Saturday parking demand rates averaged 8 percent lower than the weekday rates.

understanding the general seasonality of conventions and trade shows.

Employees present at the peak hour on design days range from 1.5 percent to 5 percent; 5 2.5 percent of the nominal attendance on the design day has been used for this book. With 1.2 persons per car and a small effective supply factor, the recommended ratio for employees is 0.5 spaces/ksf. The overall ratio for convention centers (both exhibition space and meeting rooms) is therefore 6.0 spaces/ksf.

Figure 4-16 presents the seasonality of attendance for all three facilities. One key conclusion is that the seasonality of convention center parking demand will vary and is especially driven by when annual consumer shows are scheduled. If an existing convention center is a key driver of activity in a shared parking analysis, its calendar should be evaluated for seasonality. In the absence of any reliable data, recommended monthly factors based on the seasonality of these three facilities are shown in the graph.

#### Hotels

Parking Generation has summarized observed parking generation on a per-guest-room basis for five different hotel types. One of the unfortunate limitations of the data, however, is that there are relatively small samples in some subcategories, as well as wide variations in the proportions of guest rooms, restaurants, and meeting/banquet and conference space within each type. As shown in Table 4-15, one of the significant differences noted in the data is that hotels in resort locations had peak parking needs during the daytime on weekdays rather than late at night. Some of the hotels in the full-service category apparently also had peak parking accumulations in the daytime. It is not known, however, whether the ITE data points for those sites were only collected in the daytime, and thus whether the peak hour for each site truly occurred in the daytime.

Land use 310 "hotel" as defined by Parking Generation is a full-service establishment with restaurants and cocktail

Table 4-15 Parked Vehicles per Hotel Guest Room

	Hotel (310)	Business (312)		Motels (320)	Resort (330)
1	Weekdays	Weekdays	Saturdays	Weekdays	Weekdays
Sites	14	3	3	5	-3
Peak Hour	Varies	11 p.m.	Midnight	Varies	Daytime
Range	0.6-1.9	0.57-0.74	0.58-0.75	0.76-1.1	0.95-2.16
85th Percentile	1.14	0.71	0.72	1.02	1.86
Average	0.91	0.6	0.66	0.9	1.42

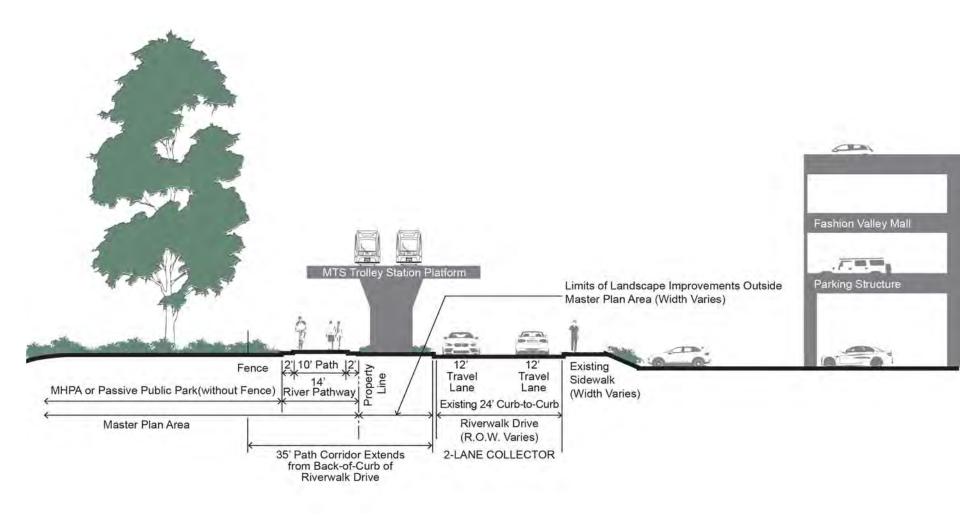
Source: ITE, Parking Generation, 3rd ed.

lounges as However, the reported. Re. those of fulltravelers and patterns. Giv of parked veh pied room in than occupie the daytime. to maximize luggage but r after new gu overnight gue ities. It is als hotels are loc are distant e demand gene captive from Motels h.

travelers, hav meeting spac restaurant ar hotels. Exar Courtyards, F tion reflects : publication o most hotels ers) featured lounges. All c designed to p partner with venue that is on casual res hotels are like of quality and



**CONCEPTUAL FEASIBILITY DRAWINGS** 

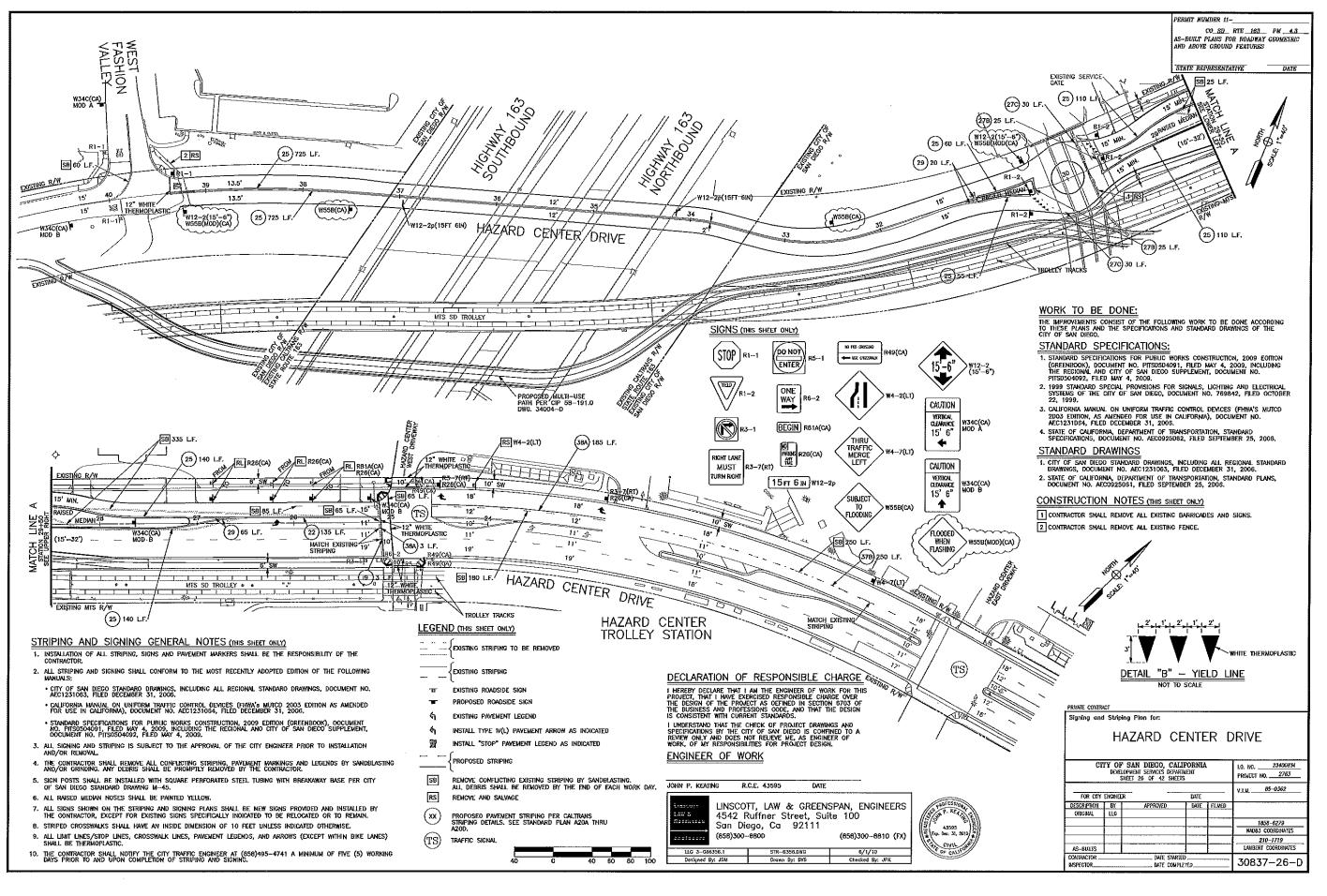


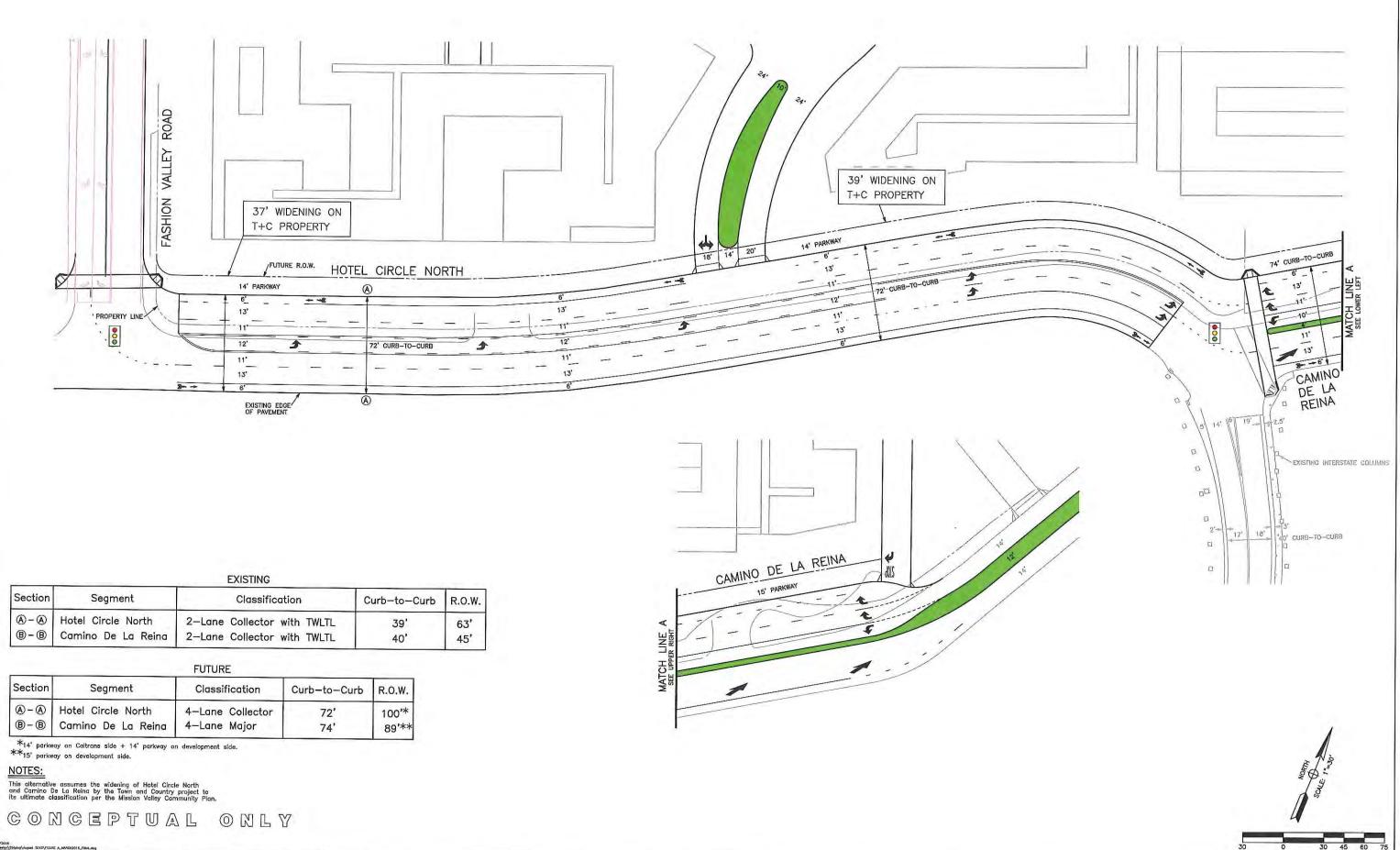
**Source** Linscott, Law & Greenspan; Burton Studio; AECOM 2015

Figure 3-9



## Riverwalk Drive - East of Avanda Del Ris





LINSCOTT LAW & GREENSPAN

Figure A

Mid-Block Alternative

— Eliminates the 12' ramped space fronting Grand Exhibit Ballroom space. The 12' wide ramped space is the legal means of egress and connot be changed.

The code required Town and Country Resort to build this building in 2006 above base flood elevation and forced the finish floor of the Hall to be 3.7' above the sidewalk and 4' above the street (See Inset A).

This grade change and the space to handle the occupant load that exit onto the 12" wide space before the stair and ramps to the public way is required and cannot be changed due to the occupancy load of the ballroom (See next page).

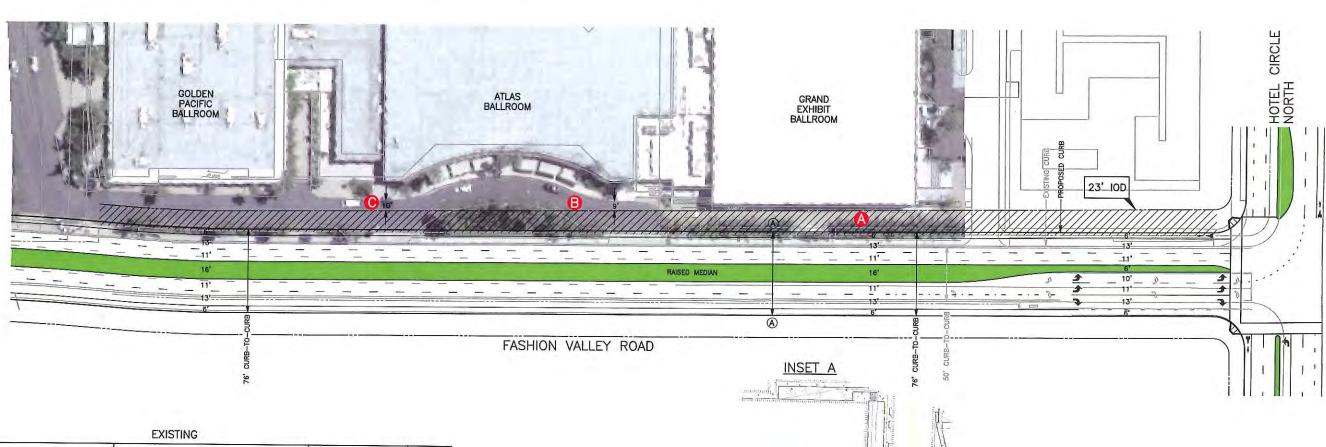


Reduction of drop—off space and substandard lane widths at the Atlas Ballroom



 Elimination of internal two—way drive aisle at Golden Pacific Ballroom





Section	Segment	Classification	Curb-to-Curb	R.O.W.
<b>A</b> - <b>A</b>	Fashion Valley Road	4-Lane Collector	50'	62'*

#### **FUTURE**

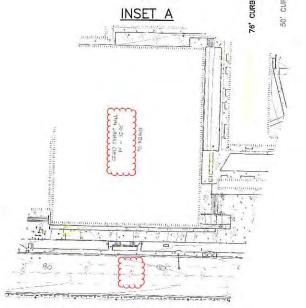
Section	Segment	Classification	Curb-to-Curb	R.O.W.
<b>A-A</b>	Fashion Valley Road	4—Lane Major	76'	116***

<sup>\*10&#</sup>x27; parkway on east side + 2' parkway on west side.

#### NOTE

This exhibit shows the half-width widening and irrevocable offer of dedication (IOD) of Fashion Valley Road to 4—lane Major standards per the current Mission Valley Community Plan.

CONCEPTUAL ONLY



Grand Exhibit Hall Plan With Topography

FINISH FLOOR OF GRAND EXHIBIT HALL = 32.66 AVERAGE GRADE OF SIDEWALK ON FASHION VALLEY ROAD = 29 DIFFERANCE IN ELEVATION THAT PERSONS HAVE TO TRANSITION VERTICALLY TO A PUBLIC WAY IN A FIRE = 3.7'

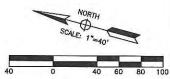
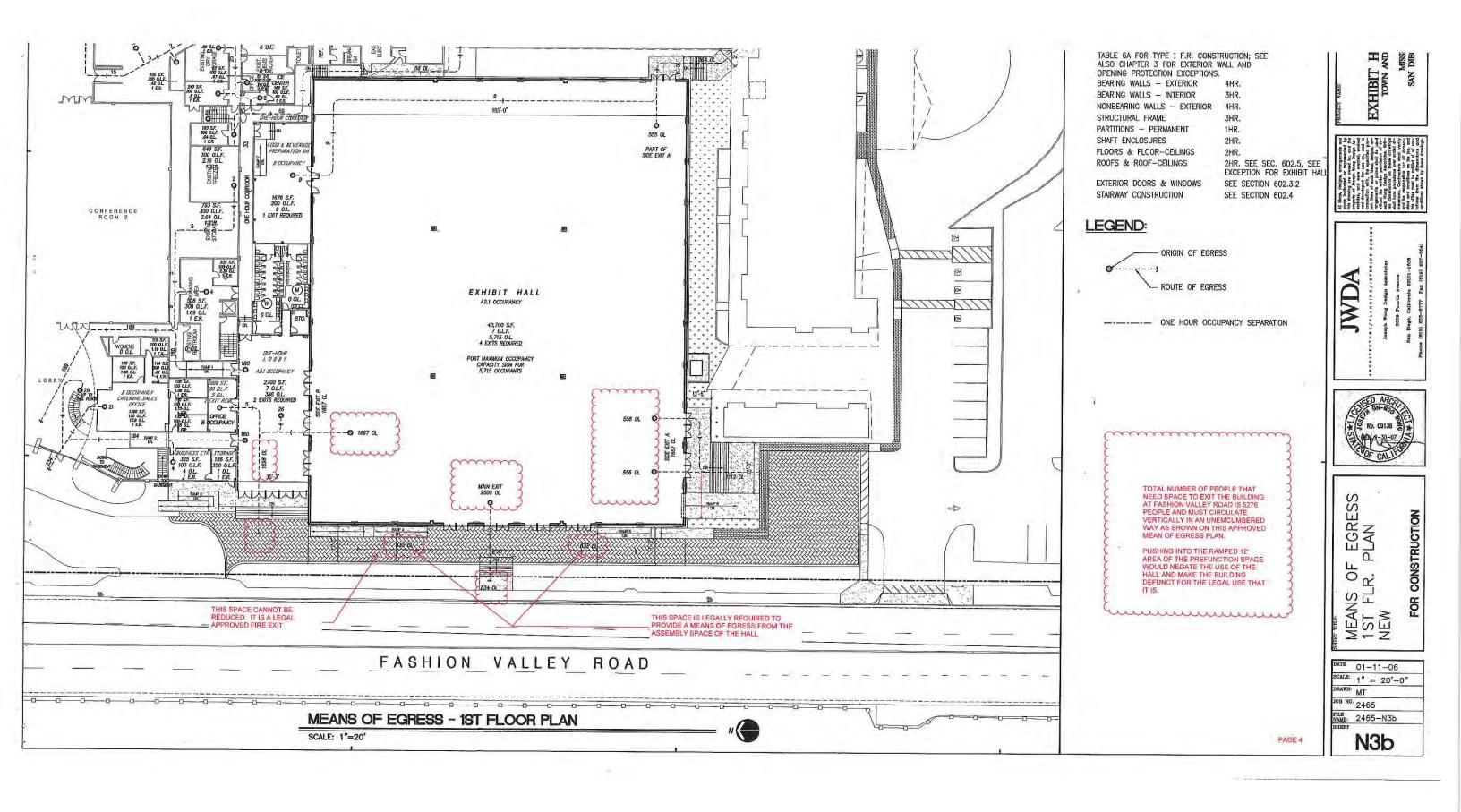


Figure A

Four Lane Major - Fashion Valley Road

<sup>\*\*20&#</sup>x27; parkway on both sides per Major roadway standards.



## **APPENDIX D-1**

# HISTORICAL RESOURCES TECHNICAL REPORT

## HISTORICAL RESOURCE TECHNICAL REPORT FOR TOWN & COUNTRY HOTEL AND CONVENTION CENTER REDEVELOPMENT PROJECT SAN DIEGO, CALIFORNIA

Project No. 424475

#### Prepared for:

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Revised February 2016

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#### **EXECUTIVE SUMMARY**

Lowe Enterprises proposes the Town & Country Hotel and Convention Center Redevelopment Project (project) that will entail the redevelopment of the approximately 39.7-acre Town & Country site located at 500 Hotel Circle North in Mission Valley, San Diego, California. The project will include development of new residential land uses while maintaining and improving hotel and convention center uses. At the request of Lowe Enterprises, AECOM conducted cultural resources studies within the project area in support of an environmental impact report in compliance with the California Environmental Quality Act. This Historical Resource Technical Report (HRTR) addresses the built environment of the project area and was prepared following the City of San Diego's Historical Resource Technical Report Guidelines and Requirements (revised May 2009) provided in the Land Development Manual (City of San Diego 2009). The report includes an evaluation of the Town & Country property for potential historical resources under the designation criteria of the California Register of Historical Resources (CRHR) and the City of San Diego Historical Resources Board (HRB), and an assessment of potential impacts of project outcomes on historical resources. The historical resource study described in this report was conducted concurrently with an archaeological resource study that is documented in a separate report (AECOM 2015). This HRTR was revised after additional research was conducted pertaining to information requested by the HRB staff and in consultation with HRB staff on December 8, 2015, and on February 5, 2016.

The project is located on approximately 39.7 acres in Mission Valley. The project area includes the entire Town & Country site (Assessor's parcel nos. 437-260-18, 437-260-19, 437-260-20, 437-260-21, 437-260-27, 437-260-42, 437-260-43, 437-260-44, 437-260-45, 437-260-46, 437-260-47, 437-260-48, and 437-260-49). The project area is bounded by Hotel Circle North on the south, Fashion Valley Road on the west, Riverwalk Drive on the north, and a property line bordering the San Diego Union-Tribune property to the east. The project site is located in Pueblo Lands of the San Diego Land Grant on the La Jolla U.S. Geological Survey (USGS) 7.5-minute quadrangle map (USGS 1983). The area of potential effects for the purposes of this study is limited to the project area.

Archival research included review of files at the South Coastal Information Center at San Diego State University, the San Diego History Center, and the City of San Diego Historical Resources Board records. Other historic photographs, building records, and other materials on file at the City of San Diego and the San Diego Public Library were also reviewed. Field survey identified the Town & Country property, including 30 buildings and structures. The property was recorded on Department of Parks and Recreation 523 series forms and evaluated under the designation criteria of the CRHR and HRB.

The Town & Country property has distinct areas of historical development related to the original Town & Country Hotel buildings (1953–1962); the Town & Country Hotel expansion (1968–1970); the former 7 Inns of America/Le Baron Hotel (1966–1968); and the Convention Center (1970–1975). The areas contain several buildings exhibiting a variety of Modernist architectural influences, including Ranch, Tiki-Polynesian, Futurist, Contemporary, and Brutalist characteristics, as defined in the 2007 San Diego Modernism Historic Context Statement (City of

San Diego 2007). Thirty permanent buildings and structures were identified as part of the survey. In addition, several other structures located around the property were observed, including three swimming pools, gazebos, fountains, statuary, and planters.

The Town & Country property contains one resource that appears eligible under the CRHR and HRB designation criteria, the Regency Conference Center. The Regency Conference Center individually meets CRHR Criterion 3 and HRB Criterion C for its embodiment of the Futurist style, with a period of significance of 1967. The remaining buildings do not meet CRHR or HRB criteria or do not retain sufficient integrity to be eligible for listing.

As a result of proposed project activities, the Regency Conference Center will be demolished, resulting in a significant and unavoidable impact to a historical resource. Mitigation measures may be implemented to reduce the level of the significant impact, but will not result in less-than-significant impacts to these resources.

#### INTRODUCTION

Lowe Enterprises proposes the Town & Country Hotel and Convention Center Redevelopment Project (project) that will entail the redevelopment of the approximately 39.7-acre Town & Country site located at 500 Hotel Circle North in Mission Valley, San Diego, California. The project will include development of new residential land uses while maintaining and improving hotel and convention center uses. At the request of Lowe Enterprises, AECOM conducted cultural resources studies within the project area in support of an environmental impact report in compliance with the California Environmental Quality Act (CEQA). AECOM first prepared a Preliminary Historical Resource Review package for the City of San Diego's Mandatory Initial Review of the project pursuant to the City of San Diego's Information Bulletin 580. Based on that review, the City requested further evaluation of the Town & Country property. This Historical Resource Technical Report (HRTR) addresses the built environment of the project area and was prepared following the City of San Diego's Historical Resource Technical Report Guidelines and Requirements (revised May 2009) provided in the Land Development Manual (City of San Diego 2009). This report includes an evaluation of the Town & Country property as a potential historical resource under the criteria of the California Register of Historical Resources (CRHR) and the City of San Diego Historical Resources Board (HRB), and an assessment of potential impacts of project outcomes on historical resources. The historical resource study described in this report was conducted concurrently with an archaeological resource study that is documented in a separate report (AECOM 2015).

#### PROJECT DESCRIPTION

The central and southern portions of the project site are currently developed as a hotel and related supporting facilities. This includes 954 hotel rooms and a 212,762-square-foot convention center. The northern portion of the project site is the floodway of the San Diego River and is currently mostly developed as surface parking in support of the hotel and convention center.

The project will reduce the total hotel rooms to 700 and the convention space to 177,137 square feet. The hotel will be renovated and will offer new recreation facilities and food and beverage services, with a focus on attracting guests attending the on-site convention center and their families from across the country. The renovated hotel complex will provide an affordable hotel/conference experience in central San Diego. The project will also add residential land uses to portions of the property on the eastern and southern boundaries. The residential land uses will include four sites for three- to five-story multifamily residential units. The four sites will total up to 840 units.

#### REPORT ORGANIZATION

Per the City's guidelines (City of San Diego 2009), this HRTR includes a description of the project setting, a summary of the methods and results, an evaluation of significance under CRHR and HRB criteria, and the findings and conclusions of the study. Also included are Building Development Information (Appendix A), Ownership and Occupant Information (Appendix B), Maps (Appendix C), Department of Parks and Recreation (DPR) 523 series forms (Appendix D), and Preparers' Qualifications (Appendix E).

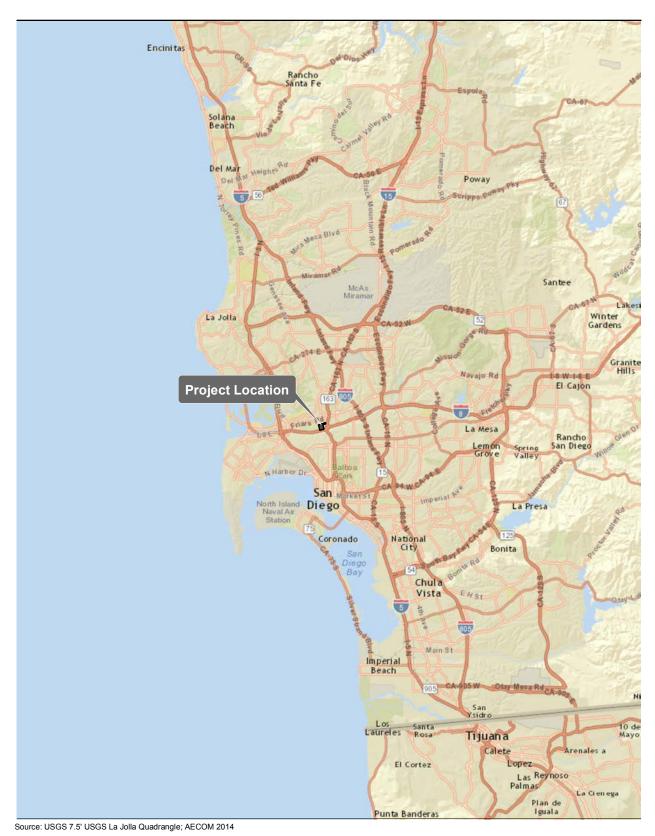
#### **PROJECT AREA**

The project is located on approximately 39.7 acres in Mission Valley (Figures 1 and 2). The project area includes the entire Town & Country site (Assessor's parcel nos. 437-260-18, 437-260-19, 437-260-20, 437-260-21, 437-260-27, 437-260-42, 437-260-43, 437-260-44, 437-260-45, 437-260-46, 437-260-47, 437-260-48, and 437-260-49). The project area is bounded by Hotel Circle North on the south, Fashion Valley Road on the west, Riverwalk Drive on the north, and a property line bordering the San Diego Union Tribune property to the east (Figure 3). The project site is located in Pueblo Lands of the San Diego Land Grant on the La Jolla U.S. Geological Survey (USGS) 7.5-minute quadrangle map (USGS 1983). A portion of the undeveloped land within the project sits along the San Diego River.

The area of potential effects (APE) for the purposes of this study is limited to the project area, with the primary purpose of this study being the identification and evaluation of historic resources that are eligible for the CRHR or the local register and will be directly impacted by the project (see Figure 3).

#### **PERSONNEL**

This report was prepared by M.K. Meiser, M.A. Ms. Meiser has over 15 years of experience in identifying and evaluating historic resources, and is qualified under the Secretary of the Interior's Standards (36 Code of Federal Regulations [CFR] Part 61) for architectural history and history. Contributions to this report were made by Cheryl Bowden-Renna, B.A., Colin Recksieck, B.A., Patrick McGinnis, M.A., and Monica Mello, M.A. Ms. Bowden-Renna and Mr. Recksieck conducted archival research and contributed to the historical overview. Ms. Mello conducted an interview in an on-site meeting with knowledgeable staff associated with the Town & Country property. Senior review was provided by Jeremy Hollins, M.A., who is also qualified under the Secretary of the Interior's Standards for architectural history and history. Mr. Hollins also led coordination efforts in meeting with the City of San Diego HRB staff. Resumes for key personnel are included in Appendix E.

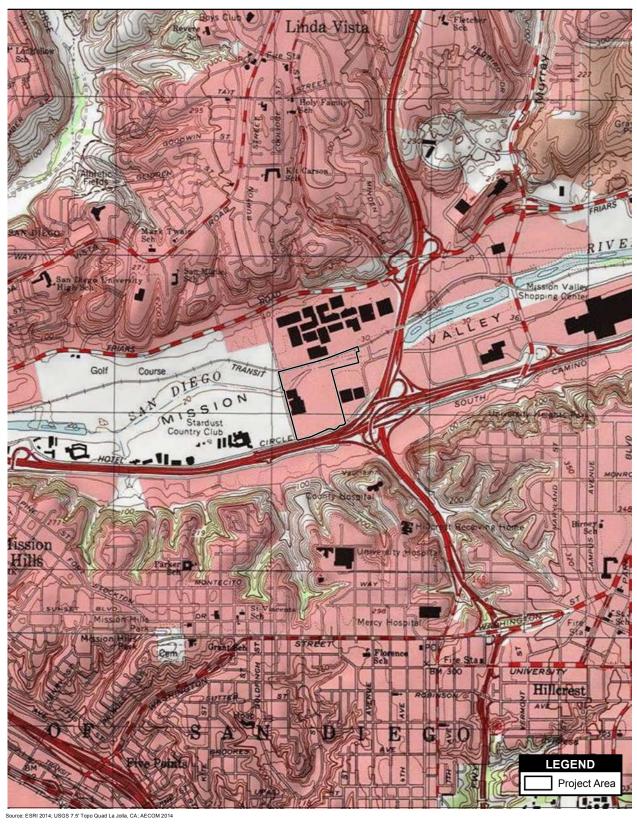


5 2.5 0 5 Miles

Figure 1

Scale: 1 = 316,800; 1 inch = 5 miles

Regional Map



2,000 1,000 0 2,000 Feet

| Scale: 1 = 24,000; 1 inch = 2,000 feet | Project Vicinity



Scale: 1 = 3,600; 1 inch = 300 feet

Town & Country Historical Resource Technical Report

Path: P:\2014\60329917\_TC\_Lowe\900-CAD-GIS\920 GIS\922\_Maps\Hist\_Resources\Area\_Aerial.mxd, 8/27/2015, sorensenj

#### PROJECT SETTING

#### PHYSICAL PROJECT SETTING

The project area is located in Mission Valley within the floodplain of the San Diego River, in a transitional zone along the San Diego River channel, just east of where it widens to form a large lagoon or estuary depositional environment. During the 1950s and 1960s, the rechannelization of the San Diego River changed the landscape of the area significantly. Sediments within the project area consist of alluvial/estuarine deposits. These deposits are composed of loose to dense sand with some mixed silt layers (Geotechnics Inc. 2000). The Town & Country property has several permanent and temporary buildings, and the remainder of the project area is covered with asphalt parking areas, with the exception of open area along the San Diego River (Bowden-Renna and Dolan 2006). The project's immediate setting is densely developed with urban and commercial buildings, largely focusing on recreation and tourism. The adjacent land uses include Interstate 8 on the south, a golf course on the west, Fashion Valley Shopping and Transit Center on the north, and the San Diego Union Tribune newspaper offices and warehouse on the east.

The Town & Country property currently contains more than 30 buildings and structures, with additional landscape features and structures throughout the site. Twelve buildings are more than 50 years old, and several other buildings are more than 40 years old. First developed in 1953, several significant alterations to the site have occurred since Town & Country Hotel was established, including the addition of major hotel and convention buildings, the acquisition of the adjoining Le Baron Hotel property, and several alterations of the hotel buildings. The landscape, including vegetation, ornamental features, vehicle and pedestrian circulation, and parking areas, has also been altered over time.

#### PROJECT AREA AND VICINITY

Prior to 1953, U.S. Geological Survey (USGS) topographic maps and aerial photographs show that the project area was open agricultural land in Mission Valley, with few agricultural or residential structures (historicaerials.com). After the development of flood control channels and the construction of U.S. Highway 80, early development in Mission Valley particularly focused on recreation and tourism, with the creation of the Mission Valley Golf Club, Westgate Park baseball field, and Hotel Circle.

Population growth and the expansion of the freeway system through Mission Valley spurred commercial speculation in Mission Valley, and developers pressured the City to change land use zoning in the agricultural area. Farms and dairies were gradually replaced with commercial ventures near the new transportation arteries through Mission Valley, with the reduction of 1,453 agricultural acres in 1930 to 347 agricultural acres in 1960. The Mission Valley development boom in the 1950s began with motels in an area that would be named Hotel Circle. Several hotels were constructed in western Mission Valley from 1953–1959, including Town & Country Hotel, Mission Valley Inn, Mission Valley Lodge, Mission Valley Country Club (Handlery

Hotel), Stardust Motel, Rancho Presidio (Hanalei Hotel), Kings Inn, Vagabond Inn, and Del Webb's Highway House (Van Wormer 2013).

#### HISTORICAL OVERVIEW

This historical overview includes information and themes pertaining to the general history of San Diego and its architecture (as provided in *San Diego Modernism Historic Context Statement* [City of San Diego 2007]) and the more specific development of Mission Valley and Hotel Circle.

#### **Spanish Period**

The Spanish period (1769–1821) represents a time of European exploration and settlement. While California was, in theory, a colony of Spain since its discovery by Juan Cabrillo in 1542, it was more than 200 years later that Spain established colonies in the area. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Pourade 1960; Rolle 1998). Gaspar de Portola, former governor of Baja California, headed the military expedition to Alta California. He split the land expedition into two groups. He headed one, which included Padre Junipero Serra, who would go on to found the missions system of Alta California. The other group was led by Capitan Fernando Rivera y Mankato, accompanied by Padre Juan Crespo, who left a journal of great value to future historians and anthropologists. The naval contingent consisted of three small ships, the San Antonio, San Jose, and San Carlos. The San Jose was lost at sea with all hands; the other two ships arrived in San Diego Bay ahead of the overland expeditions. Of the 300 men who set out for Alta California in these various parties, fewer than 200 survived to see San Diego (Pourade 1960, 1961; Rolle 1998:30–31).

Serra founded the first eight of a series of 21 Franciscan missions located near the coast from San Diego to San Francisco Solan de Sonora (now known as simply Sonora). These were located approximately a day's travel apart, between 20 and 50 miles. Each mission was originally granted a huge tract of land to be held in trust for the Indians (Pourade 1961; Rolle 1998:33). At first, Mission San Diego de Alcala consisted of wooden and brush structures near the Presidio at what is now Old Town. The priests became immediately concerned about the soldiers and the abuse of neophytes and moved the mission to its present location approximately 5 miles up the San Diego River in what is now known as Mission Valley. The mission system in general utilized forced Native American labor, encouraged by liberal use of corporal punishment, to build the mission, tend the fields and flocks, and build infrastructure needed to support European settlement.

The missions, pueblos, and a few well-connected Spaniards were granted large tracts of land on which to graze their cattle, horses, and sheep. The Mission San Diego Grant Boundary extends north to modern-day Del Mar and Poway. Extensive livestock grazing brought hunger and hardship for Native American people who depended on grass seeds as a dietary staple (Carrico 1987). From the arrival of the Spanish, Native Americans repeatedly attempted to revolt and

repel the invaders; however, these efforts met with very limited success, and Native American culture in the coastal strip of California rapidly deteriorated (Cook 1976; Hurtado 1988).

#### **Mexican Period**

At the beginning of the 19th century, the far-flung Spanish colonies became restless under the distant rule of the Spanish Crown. In Mexico City, Agustin Iturbide, a colonel in the Spanish Imperial Army, defected to the insurgents in February 1821 and declared the independence of Mexico. It was not until April 1822, some 14 months later, that Californian governmental officials acknowledged the new government in Mexico City (Pourade 1961; Rolle 1998). The new Mexican government encouraged increased settlement and trade in Alta California.

In the Mexican period (1822–1848), the rancho system was dramatically expanded. Approximately 600 large tracts of land were granted to individuals and families. The mission system was secularized by the Mexican government over a period of years with 1834 usually given as the time of completion. After the mission system was secularized, the expansion of the rancho system was based largely on former mission lands. The project area was once a part of the Pueblo Lands and, according to some accounts, the area at the bottom of Presidio Hill was used for cattle grazing by the Presidio soldiers.

The Southern California economy became increasingly based on cattle ranching during the Mexican period. Meat, both fresh and dried, was the mainstay of the menu and the resourceful Californios used leather, bone, and horn for a wide variety of items. Tallow and dried hides became major items of export in exchange for cloth, household furnishings, and manufactured goods. Indeed, dried steer hides were even a medium of exchange called "California Bank Notes" and worth about one dollar U.S. The cattle industry required large numbers of vaqueros or buckaroos to handle the hundreds of horses and thousands of cattle. Some larger ranchos employed over 100 native laborers. The Mexican period ended when Mexico ceded California to the United States after the Mexican-American War (1846–1848), which concluded with the Treaty of Guadalupe Hidalgo (Rolle 1998; Bowden-Renna and Dolan 2006).

#### American Period (1848-present)

In 1848, gold was discovered in California. The great influx of Americans and Europeans that resulted quickly overwhelmed many of the Spanish and Mexican cultural traditions and greatly increased the rate of decline among Native American communities. A few small ranches and farms were established in San Diego rural areas, but most communities of San Diego County were settled during the land booms and busts of the 1880s following the Santa Fe and Southern Pacific railroads linking San Diego with the Los Angeles region and with the eastern United States.

During this time, the project area was part of a floodplain used by the San Diego River as it flowed to San Diego Bay when silt blocked its usual outlet at Mission Bay. The first recorded occurrence of this was in the winter of 1769, and the river returned to its course through Mission Bay (then known as False Bay) in the winter of 1774. Occurring again in 1833, the river flowed

into San Diego Bay until 1853, when the Derby Dike was built using funds allocated by Congress. A survey of the river, conducted by army surveyor George Derby prior to the construction of the dike, shows the San Diego River cutting through the northeastern edge of the project area. An 1850 map by Cave Couts shows that these blocks had been assigned numbers, but it is unlikely that anyone settled on the land when the river was still uncontained. Lasting only a year, the Derby Dike was destroyed by rains in the winter of 1854. With the help of congressional funds in 1872, work began on another levee, which would lead to the permanent diversion of the San Diego River into False Bay (Davis 1953:20).

Originally, the Mission owned the fields in the valley, until 1824 when the land came under the jurisdiction of the recently independent Mexican government, who expanded the rancho system in the valley and throughout Alta California. For the next 24 years, residents of nearby Old Town utilized the area for their own purposes, primarily as ranges for cattle and other livestock. Despite the population booms into San Diego in the late 19th century, and also despite the fact that it was subdivided as early as 1873, Mission Valley remained mostly used for roaming and grazing livestock. It was not until the period of 1915 to 1926 that the area would become occupied (Bowden-Renna and Dolan 2006).

Serviced by a variety of old dirt trails, existing since the early Spanish period, and a main dirt road, Mission Valley saw the construction of a paved, two-lane road in the early 1930s. Built by the San Diego County Highway Development Association, the new road was constructed to better facilitate trucking and freight services. Despite this, throughout the 1940s, efforts to develop Mission Valley remained scarce, especially as the Mission Valley Improvement Association fought against its commercialization, preferring instead to keep it a place of horse trails and small farms (Freischlag 1971). Very few sparsely scattered buildings along the river appear on the 1903, 1930, and 1943 USGS topographic maps of Mission Valley.

Flooding deterred new development as the railroads and highways mostly bypassed the area. This was the single largest impediment to Mission Valley's development. Despite several previous attempts at flood control, it was not until 1953 when the Army Corps of Engineers finished its work on a new control channel at the mouth of the San Diego River, begun in 1947. Finally, with the San Diego River tamed, new development in Mission Valley became feasible (Freischlag 1971). With the breaking of ground on control channel projects and the increase in demand for land in San Diego caused by massive population expansion during and following World War II, business leaders, including Charles Brown, looked at Mission Valley and its immense potential for commercial development related to recreation and tourism (Freischlag 1971).

In anticipation of the Army Corps' control channel, developers moved quickly to acquire land and promote construction, including the creation of the Mission Valley Golf Club in 1947 (Freischlag 1971). Rapid development occurred in the 1950s, with the establishment of Hotel Circle, and Westgate Park, home to the San Diego Padres, which opened in 1955 (Crawford 1995; Freischlag 1971). These initial projects served to fulfill early developers' original intention of catering the area to recreation and tourism development (Crawford 1995). However, as San Diego's population continued to rapidly expand, so did the development possibilities

(Crawford 1995; Freischlag 1971). Commercial developments included the Mission Valley Shopping Center in 1958, San Diego (Qualcomm) Stadium in 1967, and Fashion Valley Shopping Center in 1969.

Meanwhile, hotel and motel development in San Diego's suburban areas began in the mid-20th century. Commercial development in the city center continued throughout this period; however, suburbanization and automobile travel and tourism trends spurred new developments in hotel and motel design. Prior to the 1950s, individual owners, cabin camps, and cottage courts dominated the roadside lodging trade; motels usually consisted of a single building of connected rooms whose doors face a parking lot and often a common area or a series of small cabins with common parking (Motel Americana n.d.). Road and highway expansion in the postwar years spurred a new era for hotel and motel development across the country. The use of motels peaked in America during the 1960s (Motel Americana n.d.).

#### Hotel Circle

The development of Hotel Circle was spearheaded by Charles H. Brown (1917–1967), a local developer. In an effort to increase property values, Brown sought to draw business toward Mission Valley and away from downtown (Potter 2013). The popularity of suburban hotels in San Diego contributed to reported economic losses for downtown hotels (City of San Diego 2007). In the 1950s, Brown helped secure zoning variances from the San Diego City Council, founded Atlas Hotels, Inc., and began developing hotels and motels along U.S. 80 (Starr 2009), beginning with Town & Country Hotel in 1953, the first hotel established in Mission Valley. Brown also established Rancho Presidio Hotel (later Hanalei Hotel), Mission Valley Inn, and Kings Inn (Van Wormer 2013). Throughout the 1950s, Brown worked to develop and expand hotels on Hotel Circle. Brown argued in a city council hearing in 1957 that "San Diego is competing with Palm Springs and that it is a job to help establishments grow and develop" (City of San Diego 1957). In 1966, Brown acquired the San Diego commercial television station KAAR-TV (Engstrand 2005). After his death in 1967, his son Terry and wife Ella Mae took over managing all of the family's business enterprises, including the continued expansion of the Town & Country property.

While Brown continued to promote development around Hotel Circle and in Mission Valley, the area immediately surrounding Town & Country Hotel remained relatively open for over 10 years (Plate 1). In 1956, the Mission Valley Inn was the second hotel built on Hotel Circle. Town & Country Hotel and Mission Valley Inn were built with conditional use permits granted by the City Council under pressure, despite the City Planning Department's stance of wanting to preserve open space (Van Wormer 2013). To assuage the resistance to denser development in Mission Valley, the hotel developers committed to keeping a rural character in Mission Valley with low density, rustic, landscaped, garden-themed hotels (Van Wormer 2013). Brown, along with developers A.A. Stadtmiller, Paul Borgerding, and Harry Handlery, proposed zoning changes to permit denser hotel development in Mission Valley, with Brown claiming that "limitations of motel development to less than 50 percent land coverage for 30 units an acre is not economically feasible," and that "planning staff is not qualified to make such recommendations to hotel men" (San Diego Union 1958, quoted in Van Wormer 2013). Brown and the developers were successful in convincing the City Planning Commission to recommend

rezoning of western Mission Valley to permit denser development of motels, hotels, and recreational facilities in March 1959 (Van Wormer 2013). This was followed in 1959 by the rapid development of five additional hotels, Stardust Motel, Rancho Presidio Hotel (Hanalei Hotel), Vagabond Hotel, Kings Inn, and Del Webb's Highway House. The seven hotels were located within a mile of each other along service roads on either side of U.S. 80, forming "Hotel Circle" (Van Wormer 2013).



Plate 1. Aerial photograph of Town & Country Hotel, 1964 (historicaerials.com)

At the same time that Hotel Circle was rezoned, other areas of Mission Valley were rezoned for general commercial construction, specifically for the Mission Valley Shopping Center developed by the May Company in 1958, which became the precedent for the broad commercialization of Mission Valley. The low-density concept of the garden-themed hotels was quickly abandoned

with the Hotel Circle developers requesting new zoning to allow multistory density in 1963. Other commercial developments created a domino effect, with the open character of Mission Valley rapidly being replaced with suburbanized development that went from clusters of low-density buildings to a linear arrangement of commercial multistory buildings along the highway. Development in Mission Valley continued rapidly through 1975 with more shopping centers, professional buildings, and multiunit residential buildings (Van Wormer 2013). By the 1970s and the 1980s, the region's historical agricultural uses had almost entirely given way to enlarged commercialization (City of San Diego 2013).

# Town & Country Hotel

Built in 1953, Town & Country Hotel was the first hotel constructed in Mission Valley. The hotel was planned and designed by architect John J. Sherman of John J. Sherman & Company of San Diego, while construction was handled by the Town & Country Development, Inc., headed by Charles Brown (*San Diego Union* 1953a, 1953b). At the time, it was referred to as the "Million Dollar Mission Valley Hotel" for its \$800,000 estimated cost (*San Diego Union* 1953b, 1953c). A private subscription recreational club was also built on the north side of the site with a swimming pool and tennis court. The hotel design had Ranch characteristics with later influence of the Tiki-Polynesian style (Plate 2). The Ranch style became popular and widespread in San Diego beginning circa 1950, and the Tiki-Polynesian theme became popular for hotels, restaurants, and other commercial buildings in Southern California following the appeal for exotic, tropical themes of the Pacific after World War II from circa 1950 to 1965 (City of San Diego 2007).



Plate 2. Lobby and porte-cochere, c. 1975

Town & Country Hotel steadily expanded from its original 46 hotel units in 1953 with an additional 64 hotel units added in 1955 (currently Bldg. 3200 complex), then 90 more in 1957 (Bldgs. 3300 and 3400). In 1961–1962, a project costing \$280,000 was completed to expand the hotel to have seven meeting rooms, and other projects costing \$35,500 for new administrative offices and \$38,000 for a new coffee shop were completed. During this time period, shops and a service station were also added to the property (*San Diego Union* 1962). Another addition of 80 hotel units in a four-building courtyard (Bldg. 3500 complex) was also completed in 1962 (Plate 3). After completion of the Bldg. 3500 complex and the Tiki Pavilion, the hotel remained relatively unchanged until the end of the 1960s (Plate 4).



Plate 3. Rendering for Bldg. 3500 Complex (San Diego Union 1962)



Plate 4. Birds-eye view of Town & Country Hotel, 1963 (San Diego History Center)

By this time, the resort offered "informal luxury... beautiful landscaped grounds sparkling with palm trees and imbued with graceful serenity in a scenic garden atmosphere of comfortable pleasure" (Town & Country brochure c. 1962). Amenities included air conditioning, free parking by guest room doors, free television and radio, heated swimming pools, golfing, babysitting, car rental, the Gourmet Room restaurant, and the Gold Coast Gay 90's cocktail lounge (Town & Country brochure c. 1962) (Plate 5).

In 1968, Town & Country Hotel, Hanalei Hotel, Mission Valley Inn, and Kings Inn were consolidated under Atlas Hotels, Inc. Atlas announced its plans to expand the facilities at the Town & Country site with a 10-story high-rise hotel building with more than 300 additional hotel units, a six-story, 1,000-car parking garage, a 1,540-person capacity convention-banquet hall, a trade show area, a commissary, a coffee shop, a restaurant and night club, and other facilities (Plate 6) (San Diego Union 1968c, 1968f). The commissary would accommodate food services for all of Atlas's hotels in Mission Valley. This plan coincided with the development of the Fashion Valley mall to the north, and the construction of Fashion Valley Lane, a new connecting street between Hotel Circle North and Friars Road that passed to the west of the Town & Country property.



Plate 5. Town & Country Hotel brochure, c. 1961



Plate 6. Town & Country Hotel Convention Center 1968 Expansion Plan

In November 1968, it was reported that excavation removed the "lush, green lawn in front of Town & Country Hotel," and construction was underway on several of the new facilities (*San Diego Union* 1968e). Between 1968 and 1969, the hotel lobby was remodeled, and the high-rise tower (Royal Palm Towers), the Lanai coffee shop (Terrace Café), and the Palais 500 gourmet supper club (Bella Tosca Spa) were completed. Designed by the San Diego architectural firm of William T. Hendrick and John R. Mock (Hendrick & Mock), the new buildings displayed a mix of Tiki-Polynesian, Contemporary, and other Modern styles (Plate 7).

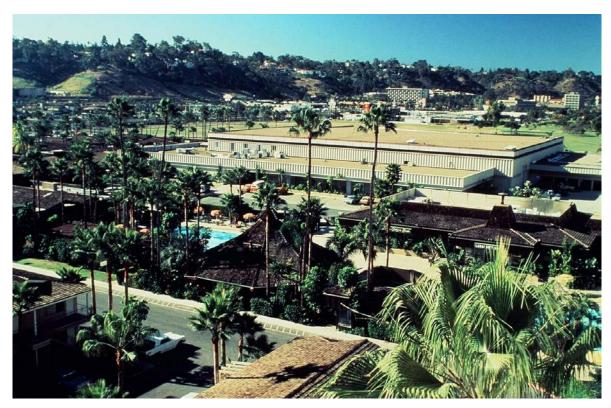


Plate 7. Tiki-Polynesian buildings and the Convention Center, c. 1975

The Convention Center (Atlas Ballroom) opened February 1970 with rooms that could accommodate almost 7,000 people (*San Diego Union* 1970; 1971). Constructed of steel and pre-stressed concrete, the Convention Center had a subterranean parking garage that could hold 276 cars. The Convention Center displayed modern Contemporary-style architectural characteristics, including the bright color of the exterior orange tile panels and integrated signage and interior design, and some Brutalist influence in exposed and expressive concrete walls at the exterior façade (Plates 8–12). It was expanded in 1975 with the Mission (Golden Pacific) Ballroom to the north, and in 2007 with the Grand Exhibition Hall to the south. The Convention Center was one of the first dedicated meeting spaces for hosting conventions and other events in San Diego until the development of the present-day San Diego Convention Center in 1989 (*San Diego Union* 1975c).

Hendrick & Mock won a first place Gold Medal Award for civic building design in the annual national design competition sponsored by the Society of American Registered Architects in 1971

for the Convention Center design (*San Diego Union* 1971). In 1963, John R. Mock started a firm with partners William Hendrick and William Tipple, but Tipple quickly left the firm, which became Hendrick & Mock in 1964. Little information about Hendrick's career is available. Mock graduated from the University of Detroit in 1957 and moved to San Diego where he worked for Frank Hope from 1958 to 1963. He participated in the design of the Timken Museum and other modern buildings in San Diego. Hendrick & Mock designed several post-and-beam homes for builders in Del Cerro and La Jolla. From 1963 to 1994, Hendrick & Mock created designs for over 686 projects in the San Diego and greater Southern California region (Modern San Diego n.d.a.).

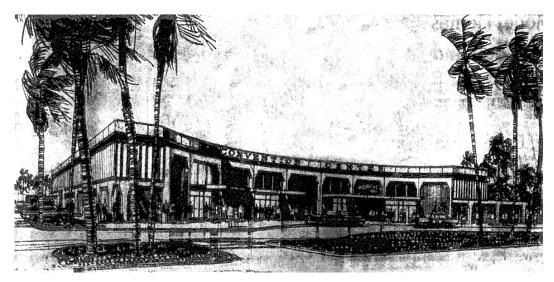


Plate 8. Hendrick & Mock's plan for the Convention Center (San Diego Union 1969h)

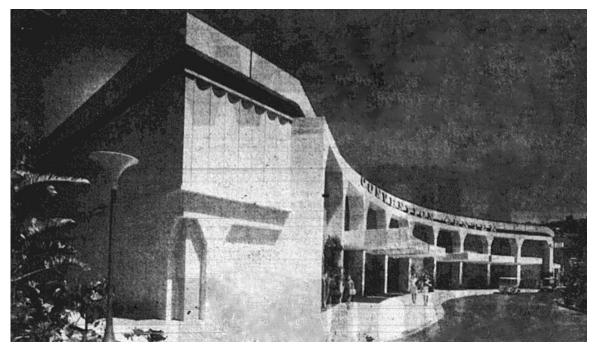


Plate 9. Convention Center (San Diego Union 1970)



Plate 10. Convention Center, Atlas Ballroom façade, c. 1975

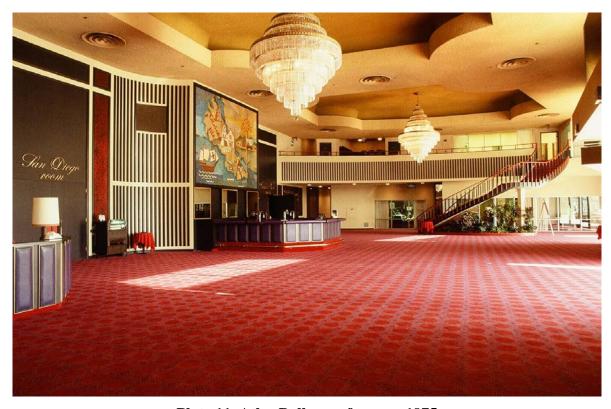


Plate 11. Atlas Ballroom foyer, c. 1975

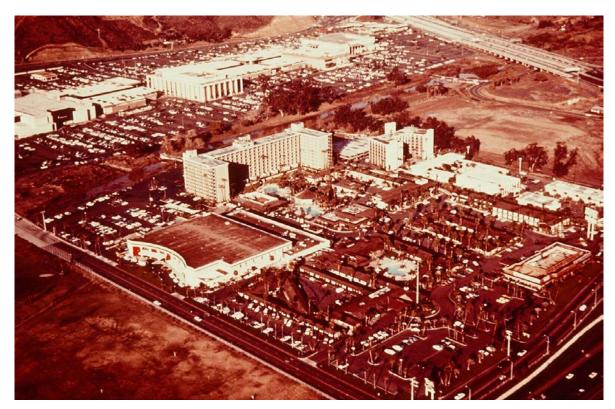


Plate 12. Town & Country property with Convention Center at center left, c. 1971

### 7 Inns of America/Le Baron Hotel

In January 1966, the site immediately adjacent to the Town & Country property to the east was purchased for \$225,000 by Hotel Circle, Inc., for construction of a new 100-unit motel as part of a new motel chain. Hotel Circle, Inc., based in Las Vegas and headed by Kenneth R. Riley, developed a motel called 7 Inns of America at 250 Hotel Circle North (located within the project area). The name "7 Inns" derived from the advertised room rate of \$7.00 per night.

The original motel was designed in 1965 by Austin Eugene Lucious, an architect based in San Diego. Research has not revealed significant information related to Lucious's career or contributions. (According to the California Architects Board, Lucious's license to practice expired in 2013).

The site plan for the new motel included three motel buildings with 99 hotel units (currently the Bldg. 3600 complex), a swimming pool, parking spaces, and reserved areas for the future development of a restaurant and additions to the motel (Sheet A-1). The Contemporary buildings were designed with elements of the Futurist style, with abstract and asymmetrical features, mixed exterior finishes of stucco, concrete, metal, stone veneer, shadow block accents, and eyebrow overhangs (Sheet A-4). These were the first buildings constructed on the site in 1966, along with the adjacent restaurant, Kelly's Prime Steaks at 248 Hotel Circle North. By the time the motel opened in the spring of 1966, alterations to the lobby and the restaurant, and the addition of a banquet hall and more motel buildings were planned.

By 1967, Riley had hired San Diego-based architect Ronald K. Davis to design additional buildings and revamp the 7 Inns of America motel into the rebranded Le Baron Hotel. A San Diego native, Ronald K. Davis was a graduate of Cal Poly San Luis Obispo's architecture program in 1953, who "intended to help re-shape the growing community with quality design" (Modern San Diego n.d.b.). Davis worked with several different architects, including William P. Lodge, Walter Sea, Frederick Liebhardt, Henry Hester, and William Cody. Davis received his American Institute of Architects certificate in April 1958, and worked for Hester and Cody in Palm Springs and San Diego on primarily residential projects (Modern San Diego n.d.b) (Plate 13). Some of the notable San Diego projects Davis worked on included the Richard Silverman Residence, Cornelius Residence, Solomon Residence, and the Solomon Apartment Building (3200 Sixth Avenue) (Modern San Diego n.d.b). After 1959, Davis started his own successful practice in San Diego, and took on a partner forming Davis & Moises from 1960 to 1965 (Modern San Diego n.d.b). At the time he designed the overhaul of Le Baron Hotel, Davis was operating on his own.

In 1967, the 70,000-square-foot dining room, coffee shop, cocktail lounge, and banquet facility (currently the Garden Ballroom portion of the Regency Conference Center) was built in the central area of the site with a Futurist design featuring parabolic arches around its perimeter. In the same year, additional Contemporary motel buildings (Bldg. 3700 complex) were constructed in the same style as the first buildings designed by Lucious. In 1968, Davis revised the lobby, and the *San Diego Union* published a perspective on Davis's design for the addition of a \$1.8 million, 90,000-square-foot, eight-story tower on the north side of the property (currently the Regency Tower) (Plate 14). In the description of Davis's design, the style of the tower was described erroneously as "Spanish modern in its exterior and interior appointments," continuing the theme of the dining and banquet facility (Garden Ballroom) (*San Diego Union* 1968a). The tower, including 207 hotel units, was constructed in 82 days, made of lightweight concrete blocks with imitation stone veneer on the exterior (*San Diego Union* 1968b) (Plate 15). The addition of the tower made Le Baron Hotel the largest hotel facility in Mission Valley at the time (*San Diego Union* 1968a).

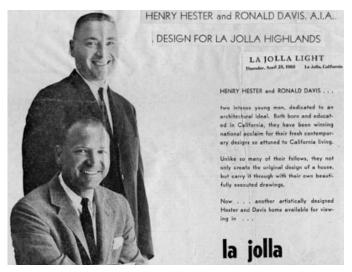


Plate 13. Advertisement for Hester and Davis design in La Jolla, 1960 (Modern San Diego n.d.b)

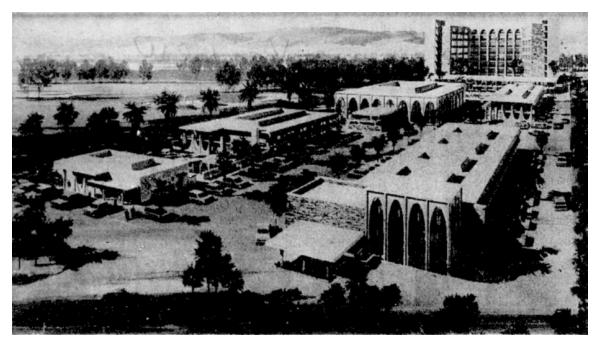


Plate 14. Design for Le Baron Hotel in San Diego, California, 1968 (San Diego Union 1968b)

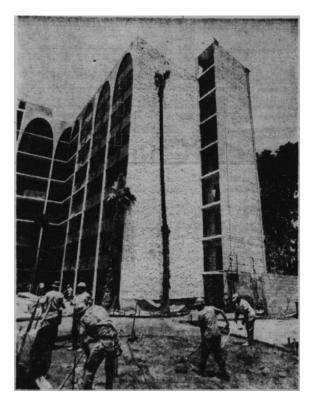


Plate 15. Construction of the Regency Tower, 1968 (San Diego Union 1968d)

Le Baron Hotel's San Diego location would be the first in a limited chain of Le Baron Hotels with additional locations in Buena Park and Burlingame, California; and Dallas, Texas (*The Times* 1969). The Futurist style of Le Baron Hotel in San Diego was repeated at its Burlingame location (Plate 16). The Futurist-Googie style became popularized after World War II throughout the 1950s and early 1960s as the space age captivated the American public and car culture spurred the evolution of exaggerated and abstract roadside architecture (City of San Diego 2007).

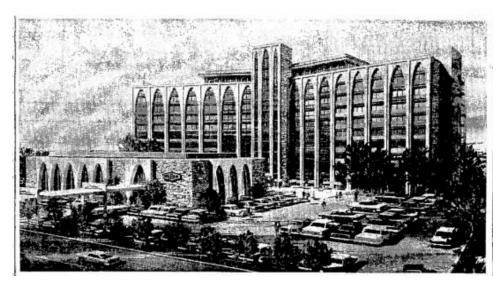


Plate 16. Design for the Peninsula Le Baron Hotel in Burlingame, California, 1969 (*The Times* 1969)

Additions to Le Baron Hotel continued into the 1970s, with the 1971 addition of the current Regency Ballroom to the rear of the Garden Ballroom, now the Regency Conference Center. In 1972, Davis designed a ninth floor addition to the Regency Tower with an exterior elevator.

Le Baron Hotel offered modern amenities, like the "Le Baron Hot Line," a toll free reservation line that offered a special rate; ease of registration; free limousine service from the airport; and free admission to the its semiprivate club, the Jabberwocky Club (*San Bernardino County Sun* 1973). Prior to the Jabberwocky Club, the Le Baron had a "jumping VIP room... responsible for the townwide revival of dancing" (*San Diego Union* 1968e). In 1973, Le Baron Hotel opened the popular membership-only night club in the penthouse on the new ninth floor of the Regency Tower. Plans to further style the hotel "for the traveling man" were underway in 1974 (*San Diego Union* 1974). Davis designed more renovations to the motel buildings, coffee shop, and meeting rooms (*San Diego Union* 1974).

In 1974, Le Baron Hotel filed for bankruptcy, and Atlas Hotels, the owner of Town & Country Hotel, purchased the Le Baron property for approximately \$6.6 million in 1975 (San Diego Union 1975a). The hotels were combined for a total of 993 hotel units, making it the largest hotel facility in San Diego at the time (San Diego Union 1975b). Atlas Hotels refurbished all of the former Le Baron guest rooms and dining areas in 1976, transforming the Jabberwocky club into

a restaurant facility. At the same time, Atlas Hotels was planning a 46,770-square-foot addition to the convention center, designed by Hendrick & Mock. By 1979, the joint property was fully developed (Plate 17).

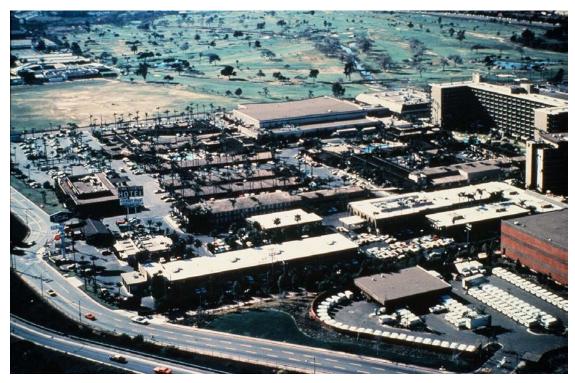


Plate 17. Aerial view of Town & Country, c. 1979

# METHODS AND RESULTS

### ARCHIVAL RESEARCH

A records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University on September 23, 2014. The records search study area included the project area and a 0.25-mile buffer. The archival research involved review of cultural resources site records, historic maps, and historic site and building inventories. Listings in the National Register of Historic Places (NRHP), CRHR, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest were reviewed for resources located within the study area.

### **SCIC Records Search**

The SCIC records search indicated that 14 cultural resources investigations were previously conducted within the project area. These investigations primarily addressed archaeological resources. The SCIC records search did not identify any previously recorded cultural resources in the project area. For a detailed description of the SCIC records search results, see the Archaeological Resource Report for this project (AECOM 2015).

### Other Research

In addition to the SCIC records search, the City of San Diego was contacted for further information pertaining to the project area. There were no previous evaluations or site records on file at the City related to the project area.

Research was also conducted at the San Diego History Center, where historic photographs of the project area were identified. Several historic photographs are included in Appendix A. Review of the archives of the San Diego Union was conducted at the San Diego Public Library. Research conducted of the files of Town & Country Hotel yielded additional historic photographs and some original architectural drawings of Town & Country Hotel buildings.

The site HistoricAerials.com was used to locate historic aerial imagery of the project area dating to 1953, 1964, 1966, 1980, 1989, 1994, 1996, 2002, 2005, 2009, 2010, and 2012. The images illustrated the project area's development and alteration over time.

### **Local Agency Coordination**

As part of this study, a meeting was conducted on August 6, 2015, with the City of San Diego HRB staff to review findings of the Preliminary Historical Resource Review prepared by AECOM for the Mandatory Initial Review of the project and to consult with the City on the preparation of this HRTR. The HRTR was revised after additional research was conducted pertaining to information requested by the HRB staff and in consultation with HRB staff on December 8, 2015, and February 5, 2016.

#### **Interviews**

An interview of knowledgeable persons connected with the project area was conducted on August 18, 2015. Interviewees included Dave Homa, the Director of Engineering at Town & Country Hotel (c. 1965–2015), and Terry Brown, Owner/Manager of Town & Country Hotel (1953–2015). Mr. Homa and Mr. Brown provided detailed information regarding the development and alterations of the project site during an on-site meeting at the Town & Country property (Terry Brown, Dave Homa, and Todd Majcher, personal communication, August 18, 2015).

### FIELD SURVEY

Field survey was conducted by Julie Roy and Christy Dolan on September 23–24, 2014, by M.K. Meiser on November 4, 2014, and by Jeremy Hollins on February 18, 2016. The field survey was limited to the APE. As part of the survey, the buildings and structures within the project area were observed and photographed with a digital camera. Following the field survey, the Town & Country Hotel property, which encompasses the APE, was recorded on DPR 523 series forms according to the *Instructions for Recording Historic Resources, Department of Parks and Recreation, Office of Historic Preservation, State of California* (OHP 1995). Representative photographs are included on the DPR 523 forms. The information on the forms includes a physical description of the buildings and structures, a summary of construction history, and a discussion of integrity. The forms also provide a discussion of significance that draws from the historic context developed through research and presented in this report. The completed forms can be found in Appendix D.

### DESCRIPTION OF SURVEYED RESOURCES

# **Town & Country**

The Town & Country property is an amalgam of distinct areas of historical development that are illustrated in Figure 4 with reference numbers for the individual buildings and structures (Table 1). The four areas of development outlined in Figure 4 are the original Town & Country Hotel (1953–1968), the Town & Country Hotel 1968–1970 additions, the former Le Baron Hotel (1966–1975), and the Convention Center. The areas contain several buildings exhibiting a variety of Modernist architectural influences, including Ranch, Tiki-Polynesian, Futurist, Contemporary, and Brutalist characteristics, as defined in the 2007 San Diego Modernism Historic Context Statement (City of San Diego 2007). Thirty permanent buildings and structures were identified as part of the survey. Table 1 contains a description of each resource, including the architectural style that most closely represents its design, the primary and secondary character-defining features of each building, and known alterations. In addition, several other structures located around the property were observed, including three swimming pools, gazebos, fountains, statuary, and planters. For a full description of the resources, including photographs, please see the DPR 523 series forms located in Appendix D.



Table 1. Town & Country Hotel Buildings and Structures

Ref.	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
1	Offices	1953	One-story building with board-and-batten siding, low-pitched wood shake roof with exposed eaves	Ranch	Primary: Horizontal massing; Single-story; Low-sloped gabled roof with deep overhang; Natural finishes (wood	• Demolition of "triangle building" wing for construction of the Grand Exhibit Hall in 2007 (nonhistoric alteration);
			and rafter tails, multilight windows, and glazed doors		board-and-batten siding and roof shingles); Secondary: Tropical landscaping	<ul> <li>Replacement of operable casement and jalousie windows within existing openings with modern sash or fixed units (nonhistoric alteration);</li> </ul>
						• Replacement of slab doors within existing openings with modern paneled doors (nonhistoric alteration);
						• Reconfiguration of interior walls and replacement of interior finishes to convert motel guest rooms into offices in 2010 (nonhistoric alteration).
2	Lobby	Lobby 1953	One-story building with board-and-batten and brick siding, low-pitched wood shake roof with exposed eaves, multilight and picture windows, and glazed doors.	Ranch	Primary: Prominent roof form (cross gable over main entry); Low-sloped gabled roof with deep overhang; Horizontal massing; Natural finishes (wood siding and	• Interior configuration change and office addition in 1961 (historic alteration);
						• Brick veneer added in 1962 (historic alteration);
					roof shingles, brick veneer); Secondary: Exposed heavy timber roof framing; Porte-cochere; Tropical landscaping	• Remodel and extension of lobby and offices, roof replacement, window replacement in 1968–1969 (nonhistoric alteration);
						• Remodel of porte-cochere entrance, including construction of an additional gable in 1969 and/or 1976 (nonhistoric alteration);
					• Reconfiguration of interior walls and exterior façade with new fenestration patterns and windows c. 1980	

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
		1052				<ul> <li>(nonhistoric alterations);</li> <li>• Alterations for Americans with Disabilities Act (ADA) compliance (the addition of new entryways, expansion of existing entryways, and the addition of railings and ramps) in 1999 (nonhistoric alteration);</li> <li>• Replacement of interior finishes in 2010 (nonhistoric alteration).</li> </ul>
3	Building 3100	1953	One-story building with board-and-batten siding, low-pitched wood shake roof with exposed eaves, original multilight windows, and replacement doors.	Ranch	Primary: Horizontal massing; Single-story; Low-sloped gabled roof with deep overhang; Natural finishes (wood siding and shingles); Secondary: Tropical landscaping	<ul> <li>Replacement of doors within existing openings c. 1990 (nonhistoric alteration);</li> <li>Addition of fencing around pool perimeter c. 1990 (nonhistoric alteration);</li> <li>Removal of a wing to add emergency access pathway, changing roofline of clipped gable to open gable c. 2000 (nonhistoric alteration);</li> <li>Replacement of interior finishes in 2010 (nonhistoric alteration).</li> </ul>
4	Trellises Restaurant	1953	One-story building with board-and-batten siding, low-pitched wood shake roof with exposed eaves, covered porch with stone- sided supports, multilight windows and glazed doors.	Ranch	Primary: Horizontal massing; Single-story; Custom detail (stone pillars at covered entrance) Prominent low-sloped gabled roof with deep overhang (cross gable over main entrance); Natural finishes (wood siding and roof shingles, stone); Secondary: Exposed heavy timber framing; Covered patio; Tropical landscaping	<ul> <li>Replacement of interior finishes in 1976 (nonhistoric alteration);</li> <li>Addition of window shutters c. 1985 (nonhistoric alteration);</li> <li>Addition of outside dining patio c. 1985 (nonhistoric alteration);</li> <li>Addition of enclosed sunroom in 1995 (nonhistoric alteration);</li> <li>Replacement of windows and doors within existing openings in 2005 (nonhistoric alteration);</li> <li>Enclosure of outside dining patio in</li> </ul>

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
						2005 (nonhistoric alteration);
						• Replacement of roof vent in 2005 (nonhistoric alteration);
						• Removal and replacement of interior finishes in 2005 (nonhistoric alteration).
5	Lexington Rooms	c. 1980	board-and-batten siding, low-pitched wood shake roof with exposed eaves,	Ranch	Primary: Horizontal massing; Single-story; Prominent low- sloped gabled roof with deep overhang; Natural finishes (wood	<ul> <li>Addition to existing breezeway between Lobby and Bldg. 3200 constructed c. 1980 (nonhistoric alteration);</li> </ul>
			multilight windows and glazed doors.		siding and shingles); Secondary: Covered patio/walkway	<ul> <li>Replacement of windows and doors within existing openings with modern units in 1996 (nonhistoric alteration);</li> </ul>
						<ul> <li>Addition of office to the building c.</li> <li>2000 (nonhistoric alteration).</li> </ul>
6	Building 3200 Complex	3200	building components one story high that are connected under a continuous roof and covered walkways. The complex has one-story	Ranch	Primary: Horizontal massing; Single-story; Low-sloped gabled roof with deep overhang; Natural finishes (wood siding and roof shingles; brick); Secondary: Sprawling "U" floor plan around parking and courtyard; Tropical landscaping	• Replacement of operable sash, casement, and jalousie windows within existing openings with modern units c. 1990 (nonhistoric alteration);
						• Replacement of slab doors within existing openings with modern paneled doors c. 1990 (nonhistoric alteration);
			buildings with rectangular plans, board-and-batten and brick siding, low-pitched wood shake roof with exposed eaves, original multilight windows, and replacement doors.			• Replacement of interior finishes in 2007 (nonhistoric alteration).
7	Building 3300	1956	Two-story motel building	Ranch	Primary: Horizontal massing;	• Replacement of interior finishes in
	3300		with a long, narrow plan with cross-gabled end,		Secondary: Traditional building materials (wood shingle roofing,	1996 (nonhistoric alteration);
			board-and-batten and brick siding, low-pitched wood shake roof with exposed		wood siding, brick)	<ul> <li>Replacement of slab doors within existing openings with modern paneled doors, date unknown (nonhistoric alteration).</li> </ul>

Ref.	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
			eaves, multilight windows and glazed doors, and exterior second-story gallery with board-and- batten enclosed handrails.			
8	Meeting House	1962	One-story building with board-and-batten and brick	Ranch	Primary: Horizontal massing; Single-story; Custom detail (brick	• Exterior terrace added c. 1990 (nonhistoric alteration);
			siding, low-pitched wood shake roof with exposed eaves, and built-up roof		pilasters); Prominent hipped roof with deep overhang; Secondary: Traditional details	<ul> <li>Replacement of windows within existing openings with modern units in 1992 (nonhistoric alteration);</li> </ul>
			with shake awning and exposed eaves, multilight windows, and glazed doors.		(wood shutters); Traditional building materials (wood shingle roofing, wood siding, brick)	• Installation of multipanel French doors within existing openings c. 1992 (nonhistoric alteration);
						• Replacement of interior finishes in 1996 (nonhistoric alteration).
9	Building 3400		with rectangular plan, board-and-batten siding, low-pitched wood shake roof with exposed eaves, multilight windows and	Ranch	Primary: Horizontal massing; Low-sloped gabled roof with deep overhang; Natural finishes (wood siding and roof shingles; brick); Secondary: Sprawling floor plan	<ul> <li>Replacement of windows within existing openings with modern fixed units (nonhistoric alteration);</li> </ul>
						• Replacement of slab doors within existing openings with modern paneled doors (nonhistoric alteration);
			glazed doors, and exterior gallery with board-and- batten enclosed handrails.			• Replacement of interior finishes in 2009 (nonhistoric alteration).
10	Dover/ Stratford	1962		Ranch	Primary: Horizontal massing; Single-story; Prominent low- sloped gabled roof with deep	• Replacement of windows within enlarged openings with modern fixed units in 1990s (nonhistoric alteration);
		low-pitched wood shake roof with exposed eaves, full-length overhang with		overhang; Secondary: Traditional details (wood shutters); Traditional	• Replacement of doors within existing openings with modern panel doors (nonhistoric alteration);	
			square supports and decorative brackets, and multilight windows and glazed doors.		(wood shutters); Traditional building materials (wood shingle roofing, wood siding, brick)	• Replacement of interior finishes in the 1990s (nonhistoric alteration).

Ref.	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
11	Tiki Pavilion	1961	Octagonal, one-story building with stucco siding, multilight windows, multiple glazed doors, and a wood shake roof with a pent pinnacle and exposed eaves.	Tiki-Polynesian	Primary: Prominent roof form (pavilion); Secondary: Natural finishes (wood roof shingles); Tropical landscaping; Tropical accents (tikis)	• Enclosure of the pavilion with the construction of new configuration of windows and French doors, and stucco siding c. 2000 (nonhistoric alteration).
12	Building 3500 Complex	1962	Motel complex composed of four buildings two stories high with stucco and board-and-batten siding, low-pitched wood shake roofing with enclosed eaves, multilight windows and glazed doors, exterior galleries with metal grill rails and stairs.	Ranch/ Contemporary	Primary: Horizontal massing; Low-sloped gabled roof with deep overhang; Traditional exterior finishes (wood roof shingles); Nontraditional exterior finishes (vertical wood siding, stucco, concrete block); Large windows (replaced); Secondary: Shadow block accents (removed)	<ul> <li>Removal of shadow block panels (or breezeblock screen doors) c. 1980 (nonhistoric alteration);</li> <li>Addition of wing with 10 guest rooms and window shutters c. 1980 (nonhistoric alteration);</li> <li>Replacement of windows within existing openings with modern fixed and sliding units (nonhistoric alteration);</li> <li>Replacement of doors within existing openings with modern paneled doors (nonhistoric alteration);</li> <li>Replacement of interior finishes in 2000 (nonhistoric alteration);</li> <li>Replacement of drive-up parking with the addition of landscape features, including exterior brickwork features in 2002 (nonhistoric alteration).</li> </ul>
13	Terrace Café	1969	One-story building with rectangular plan and projecting porch, board-and-batten and stucco siding, wood shake roof over stylized enclosed boxed eaves, multilight windows and glazed doors,	Tiki-Polynesian	Primary: Prominent roof form (pavilion); Secondary: Natural finishes (wood roof shingles); Tropical landscaping; Tropical accents (tikis)	<ul> <li>Addition of stucco siding in 2001 (nonhistoric alteration);</li> <li>Replacement of windows within modified openings with modern fixed units (nonhistoric alteration);</li> <li>Replacement of doors within modified openings with modern</li> </ul>

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
			and a dual pitched tower roof above the porch.			paneled and glazed doors in 2001 (nonhistoric alteration);
						• Replacement of interior finishes in 2001 (nonhistoric alteration).
14	Lanai Gift Shop	1969	One-story building with polygonal plan, including a notch that contains a mature palm tree; stucco siding, low-pitched wood shake roof over boxed eaves, and picture windows and glazed doors.	Tiki-Polynesian	Primary: Prominent roof form (pavilion); Secondary: Natural finishes (wood roof shingles); Tropical landscaping; Tropical accents (tikis)	• Addition of stucco siding and modification of eaves c. 2010 (nonhistoric alteration).
15	Royal Palm Towers	1969	Ten-story building that reflects the Brutalist style with its multistory, monolithic, textured concrete construction. The building has a U-plan, textured cement block (concrete masonry unit [CMU]) walls, flat roof, multilight windows and glazed doors, exterior galleries with metal grill handrails.	Contemporary with Brutalist influence	Primary: Nontraditional exterior finishes (CMU, concrete); Rectilinear form; Secondary: Distinctive parabolic forms (at balconies); Repetitive forms	• Replacement of interior finishes in 2011 (nonhistoric alteration).
16	Bella Tosca Spa & Salon	1969	One-story building with rectangular plan and projecting porch, board-and-batten and stucco siding, dual pitch, hipped wood shake and flat built-up roof above enclosed eaves, multilight windows, and glazed doors.	Tiki-Polynesian	Primary: Prominent roof form (pavilion with cross gable at main entrance); Covered patio; Secondary: Natural finishes (wood roof shingles); Tropical landscaping; Tropical accents (tikis)	<ul> <li>Alterations for ADA compliance (the addition of new entryways, expansion of existing entryways, and the addition of railings and ramps) in 1999 (nonhistoric alteration);</li> <li>Replacement of interior finishes in 2008 (nonhistoric alteration).</li> </ul>

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
17	Kelly's Restaurant	taurant	rectangular plan; projecting porches; and brick, stucco,	Contemporary	Primary: Nontraditional exterior finishes (stucco, paneled siding)	• Replacement of windows and doors in existing openings with modern units in 2008 (nonhistoric alteration);
			and paneled siding. The building has a flat built-up composite roof, and			<ul> <li>Replacement of interior finishes in 2008 (nonhistoric alteration);</li> </ul>
			multilight windows and glazed doors.			<ul> <li>The building is no longer used for service and is now used for storage (nonhistoric alteration).</li> </ul>
18	Building 3600	1966	66 Complex includes three motel buildings two stories	Contemporary with Futurist	Primary: Abstract, angular or curved shapes; Curved (parabolic)	• Addition of parabolic arches at south elevation in 1967 (historic alteration);
	Complex	a prominent façade with an expressive Futurist-style form consisting of a series	alterations	shape at covered walkway; Expressive roof form (flat with parabolic arches); Nontraditional exterior finishes (stone, concrete	• Addition of office space within enclosure of porte-cochere and reorientation of the lobby entrance c. 1968 (nonhistoric alteration);	
			of parabolic arches projecting from a stone-sided exterior wall. The motel building has a long rectangular plan; mixed stone, stucco, and concrete siding; built-up roof over boxed eaves,; aluminum sliding windows; solid and molded doors; an exterior gallery with access to the second-floor motel rooms; and metal grille handrails.		form) Secondary: Variety of exterior finishes (stucco, concrete block, stone); Screen block and shadow block accents; Asymmetrical façade; Horizontally oriented commercial building; Eyebrow overhang at motel 2nd floor roofline	• Replacement of interior finishes in 1997 (nonhistoric alteration).
19	Regency Conference Center	1967	Two-story Futurist-style building with an arcade of parabolic arches, plate glass windows, and decorative stone and concrete exterior walls. The building has a rectangular plan and projecting covered	Futurist	Primary: Abstract, angular or curved shapes; Expressive roof form (flat with parabolic arches); Large windows (aluminum framed); Secondary: Variety of exterior finishes (stucco, stone, concrete)	<ul> <li>Additions of the banquet and conference rooms at rear of building in 1968 and 1971 (nonhistoric alteration);</li> <li>Replacement of interior finishes in 1997 and 2011 (nonhistoric alteration).</li> </ul>

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
			entrance; mixed stone, stucco, and concrete siding; flat built-up roof; fixed plate glass windows; solid and molded doors; and a highly stylized façade with two-story elliptical arches and masonry walls. The building has a one-story addition with rectangular plan, stucco siding, flat built-up roof, and minimal fenestration.			
20	Building 3700 Complex	1968	Complex contains three adjacent two-story motel buildings, a timekeeping office, and a housekeeping facility with connected roof system. Constructed in 1968, these buildings have Contemporary features. The complex has stucco siding, built-up roof over enclosed eaves, multilight windows, solid and molded doors, and an exterior second floor gallery with post and grille rail. The south façade is stylized with two-story oblong/square columns.	Contemporary with Futurist influence	Primary: Nontraditional exterior finishes (stucco, concrete); Curved (parabolic) shape at covered walkway; Secondary: Horizontally oriented commercial building; Eyebrow overhang at motel second floor roofline	<ul> <li>Addition of one-story office on west side c. 2014 (nonhistoric alteration);</li> <li>Replacement of balcony handrails c. 2014 (nonhistoric alteration);</li> <li>Replacement of windows within modified openings with modern fixed units (nonhistoric alteration);</li> <li>Replacement of doors within existing openings with modern paneled doors c. 2014 (nonhistoric alteration);</li> <li>Replacement of interior finishes in 1997, 2001, and 2010, and c. 2014.</li> </ul>
21	Regency Tower	1968	Nine-story building with eclectic design, with angular massing, a boxed roofline, and mixed siding. The nine-story building, constructed in 1969, has a	Contemporary with Futurist influence	Primary: Expressive roof form (multilevel) (parabolic arches removed); Large windows (aluminum framed); Nontraditional exterior finishes (concrete, pebble, panels);	<ul> <li>Ninth story and exterior elevator added, exterior parabolic arches removed in 1972 (nonhistoric alteration);</li> <li>Replacement of interior finishes in</li> </ul>

Ref.	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
			complex plan, mixed concrete, masonry and metal panel siding, complex built-up roof, operable casement windows, glazed doors, and an exterior glass elevator.		Secondary: Angular massing; Variety of exterior finishes (concrete, pebble, panels)	<ul> <li>1973 and 1976 (nonhistoric alteration);</li> <li>Addition of new entryway doors, awnings, exterior signage, window shutters, and exterior restrooms c. 1994 (nonhistoric alteration);</li> <li>Replacement of interior finishes in 2011 (nonhistoric alteration).</li> </ul>
22	Regency Parking Structure	1969	Three-story concrete and steel parking structure with concrete deck and metal railings, connected by pedestrian bridge to the Regency Tower.	N/A	N/A	• Addition of new ramp in the 1970s (nonhistoric alteration).
23	Atlas Ballroom (Convention Center)	1970	Two-story building that has pebble veneer and concrete siding, flat built-up composite roof, multilight window and glazed door configurations, and stylized signage. The Atlas Ballroom, particularly its façade, grand entrance, and lobby, exhibits Contemporary characteristics with Brutalist influence in its exposed and expressive concrete forms and finishes. The building also has underground parking structure below.	Contemporary with Brutalist influence	Primary: Strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; Large windows, often aluminum framed; Nontraditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone and mullion-free glass; Exposed and expressive structural system (at façade); Angular and rectilinear forms; Exposed concrete building finish (at façade); Secondary: Angular massing; Distinctive triangular, parabolic or arched forms; Eyebrow overhangs at main entrance; Integrated, stylized signage on commercial buildings.	<ul> <li>Replacement of interior finishes in 1978 (nonhistoric alteration);</li> <li>Replacement of original orange tile with stucco c. 2000 (nonhistoric alteration);</li> <li>Addition of exterior patio in 2005;</li> <li>Replacement of interior finishes (carpet, wall coverings, furniture) in 2008 (nonhistoric alteration).</li> </ul>

Ref.	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
24	Palm Court Terrace	1970	One-story concrete building has a prominent roof form and overhang, and mixed, textured siding, concrete walls, multilight windows, and a flat built-up composite roof over boxed, wide overhanging eaves covered with an undulating	Contemporary influence	Primary: Strong roof form (boxed eaves, flat roof), with deep overhang; Nontraditional exterior finishes (textured stucco); Secondary: Horizontally oriented	<ul> <li>Replacement windows and doors in existing openings with modern fixed windows and glazed doors c. 2008 (nonhistoric alteration);</li> <li>Replacement of interior finishes c. 2008.</li> </ul>
25	Golden Pacific Ballroom	1975	metal form siding.  One-story building with stucco and tile siding, minimal fenestration including four paired glazed doors at the main entrance and utility doors around the building, and a dual pitch built-up roof over boxed, wide overhanging eaves covered with metal seamed siding.	Contemporary/ Neoeclectic influence	Primary: Strong roof form (dual- pitch boxed eaves, flat roof), with deep overhang; Nontraditional exterior finishes (textured stucco and tile); Secondary: Horizontally oriented	• Replacement of interior finishes in 1996.
26	Grand Exhibit Hall	2007	Two-story concrete hall addition to the Convention Center, exhibits current architectural design and construction methods. The design mimics the column shape and scale of the Atlas Ballroom, enhanced with Classical molding. The building has a rectangular plan.	21st Century concrete tilt-up construction with eclectic classical ornamentation	Primary: Mansard roof	No major alterations.

Ref.	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
27	Laundry	1979	Neoeclectic two-story building with a rectangular plan, stucco siding, and a dual pitch wood shake and built-up roof. The utilitarian building has a large roll-up garage door, a single door, vents, and no other fenestration.	Neoeclectic/ Utilitarian	Primary: Mansard roof	No major alterations.
28	Maintenance	1969	Two-story auxiliary building with rectangular plan, board-and-batten siding, flat built-up roof, and utility doors. Attached to the Maintenance Building, there is a gardening storage facility that was added in 1979. The facility is a one-story greenhouse storage structure with a curvilinear glass form over a concrete block foundation.	Utilitarian	N/A	<ul> <li>Addition of the gardening storage facility and adjacent Laundry and Engineering buildings in 1979.</li> </ul>
29	Engineering	1979	Two-story neoeclectic building with a rectangular plan, stucco siding, and a dual pitch wood shake and built-up roof. The building has paired solid entrance doors with a fixed hoist above, and aluminum sliding windows.	Neoeclectic/ Utilitarian	Primary: Mansard roof	No major alterations.

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
30	Pedestrian Bridge	1992	Single-span pedestrian bridge crossing the San Diego River, leading to Fashion Valley Mall. The bridge is concrete with a wood plank deck and round metal handrails.	N/A	N/A	(A previous bridge at this site predated Town & Country Hotel to the ranching period of Mission Valley.)

<sup>\*</sup>Nonhistoric alterations refer to material changes made after the resource's period of significance or non-original materials that are not compatible with the historic materials of the resource.

### Town & Country Hotel

The earliest Town & Country Hotel buildings were constructed in 1953–1955. These include the Offices (see Figure 4, #1), Lobby (#2), Bldg. 3100 (#3), Trellises Restaurant (#4), the Bldg. 3200 complex (#6), Meeting House (#8), and Dover/Stratford (#10). These were designed thematically with Ranch-style characteristics, including single-story horizontal massing, low-sloped gabled roofs with wood shingle roofing and wide overhangs covering outdoor walkways, and board-and-batten siding. The Lobby has a broad porte-cochere and exposed heavy timber framing (Plate 18), and Trellises Restaurant with its covered entrance patio (Plate 19). A patio with a kidney-shaped pool is the focal point of this area, located between the Lobby, Bldg. 3100, Trellises Restaurant, and Bldg. 3200.

Additional Town & Country Hotel buildings were constructed in 1956–1962. These include Bldg. 3300 (#7), Bldg. 3400 (#9), and the Bldg. 3500 complex (#12). The buildings are drive-up motel buildings with some elements that reflect the design of the earlier buildings, including low-sloped gabled roofs with wood shingle roofing and wide overhangs covering outdoor walkways, but include more Contemporary-style characteristics, including two-story horizontal massing and mixed stucco, board-and-batten and brick siding (Plate 20).

The Tiki Pavilion (#11) (Plate 21), built in 1961, and the Terrace Café (originally the Lanai Coffee Shop) (#13), the Lanai Gift Shop (#14), and the Bella Tosca Day Spa and Salon (originally Palais 500 restaurant) (#16), built in 1969, are representative of the Tiki-Polynesian style, with broad pavilion roof forms covered in wood shingle roofing and adjacent Tiki-Polynesian-style landscape features. The Royal Palm Towers (#15), built in 1969, reflects Contemporary design with Brutalist influence with its multistory, monolithic, textured concrete construction and repetitive patterns (Plate 22).

## Former 7 Inns of America/Le Baron Hotel

The buildings on the east side of the Town & Country property were constructed between 1966 and 1968 and were once part of Le Baron Hotel, separate from Town & Country Hotel. These buildings include Kelly's Restaurant (#17), the Bldg. 3600 complex (#18), the Bldg. 3700 complex (#20), the Regency Conference Center (#19), the Regency Tower (#21), and a parking structure (#22). Kelly's Restaurant is a brick and stucco building with Contemporary features. The Bldg. 3600 and Bldg. 3700 motel buildings are generally Contemporary, two stories high, horizontally oriented, with stucco siding, metal staircases, shadow block accents, simple forms, and overhanging rooflines over exterior walkways, and have the same inverted parabolic arch column design at their north and south façades, respectively (Plate 23).

Bldg. 3600, built in 1966 and modified in 1967, has a prominent façade at its south end, facing Hotel Circle North and the highway, with an expressive Futurist-style form consisting of a series of parabolic arches projecting from a stone-sided exterior wall (Plate 24). The same Futurist-style theme is reflected in the Regency Conference Center, built in 1967, with an arcade of parabolic arches, plate glass windows, and decorative stone and concrete exterior walls defining the south and east walls, and open arches at the second story of the north side (rear elevation) (Plate 25). The Regency Tower, built in 1968, is a nine-story tower that was originally an eight-story tower that shared the thematic Futurist design of the hotel with similar parabolic arches to

Bldg. 3600 and the Regency Conference Center. The arches were removed and the ninth story was added, and the building has angular massing, a boxed roofline, and mixed siding (Plate 26).

### **Convention Center**

The Convention Center (Plate 27), built in 1970 with additions in 1975 and 2007, includes the Atlas Ballroom (#23), the Palm Court Terrace (#24), the Golden Pacific Ballroom (#25), and the Grand Exhibit Hall (#26). The Atlas Ballroom, built in 1970, reflects late Contemporary design with some Brutalist influence in the exposed and expressive concrete forms of its façade, grand entrance, and foyer. The Palm Court Terrace, also built in 1970, has some Contemporary characteristics, including a prominent roof form and overhang, and mixed, textured siding. The Golden Pacific Ballroom was a later addition in 1975, and has an eclectic, late Modernist design, with a strong roof form and mixed siding. The Grand Exhibit Hall, built in 2007, has a smooth stucco/concrete exterior with arched bays in relief, and reflects current architectural design and construction.

### Other Resources

A simple board-and-batten maintenance building (#28) was built in 1969 behind the Bldg. 3500 complex, and additional support buildings, the Laundry (#27) and Engineering (#29), were built after the Le Baron Hotel property was acquired. The Laundry and Engineering buildings are utilitarian with Neoeclectic stucco siding and flat roofs with wood shingle Mansard roofing overhangs. These buildings also have central utilitarian roll-up garage doors. The maintenance complex also includes a greenhouse structure with a curvilinear glass form over a concrete block base.

Other permanent structures are present on the property, including signage, three swimming pools (Plate 28), gazebos, and a pedestrian bridge (#30) (Plate 29) that crosses the San Diego River. Ornamental objects are ubiquitous on the property, including fountains; statuary; fences; brick piers with lanterns; brick planters; arbors; trellises; lattice fences; potted plants; concrete and bricked paths; sun umbrellas; and a variety of moveable cast iron, wood, and plastic outdoor seating. The site has an assortment of vegetation, including mature palm (Plate 30), ficus, and other decorative trees, as well as rose bushes, geraniums, climbing vines, birds of paradise, ferns, and other plants.



Plate 18. Lobby and porte-cochere with exposed framing



Plate 19. Trellises Restaurant, covered entrance patio



Plate 20. West elevation of center building in Bldg. 3500 complex



Plate 21. Tiki Pavilion



**Plate 22. Royal Palm Towers** 



Plate 23. North elevation of the eastern building in the Bldg. 3600 complex



Plate 24. Bldg. 3600, south façade facing Hotel Circle North



Plate 25. Regency Conference Center, Garden Ballroom main entrance, south elevation



Plate 26. Regency Tower



Plate 27. Convention Center, Palm Court Terrace (left) and Atlas Ballroom (right)



Plate 28. Kidney-shaped pool (Trellises Restaurant in background)



Plate 29. Pedestrian bridge crossing the San Diego River to Fashion Valley



Plate 30. Mature palm trees throughout the Town & Country Hotel site, Bldg. 3500 complex in foreground

### Alterations

The property has had several building campaigns reflecting several architectural styles since the original construction of Town & Country Hotel in 1953, and then 7 Inns of America/Le Baron Hotel on the adjacent parcel in 1966. Alterations have included the addition of several buildings, the removal of buildings and features, recurrent redecoration of interior and exterior hotel and conference facilities, and the installation of landscape features throughout the property. Aside from the usual update of hotel facilities (new carpets, plumbing, bathroom fixtures, paint, appliances, HVAC systems, electrical systems, etc.), major thematic alterations of the hotel buildings occurred in 1969–1970. During this period, Town & Country Hotel planned a huge expansion for the Convention Center, the Royal Palm Towers, and several other related facilities, and at the same time conformed its original buildings to the new design; in 1974 when the Le Baron planned to upgrade its facilities for a trendy theme of attracting business travelers (which may have contributed to its bankruptcy); in 1975 when Town & Country purchased the Le Baron property and renovated all the facilities to conform with the Town & Country style; and in the 2000s when the entire site was renovated to have a unified Classical/English country garden theme. The property has been constantly evolving to the present time.

Town & Country Hotel's first buildings (1953–1955) were one-story Ranch-style buildings surrounded by a transitional, open agricultural setting. The next set of Town & Country Hotel buildings (1956–1962) were two-story Ranch- and Contemporary-style buildings with complementary characteristics in a developing commercial setting. As Town & Country Hotel further developed (1961–1969), it embraced the Tiki-Polynesian style in its building and

landscape theme. Le Baron Hotel developed its first buildings (1966–1968) with Contemporary and Futurist-style characteristics in the increasingly commercialized setting of Mission Valley. Expansion of both hotel properties in the late 1960s included the addition of modern, Contemporary high-rise hotel towers at the rear of the parcels, close to, but facing away from the San Diego River, changing the open setting of Mission Valley and the river way. A new pool was installed adjacent to each tower. The new kidney-shaped Royal Palm Towers pool was located where an existing rectangular pool was removed.

The 1969–1970 expansion of Town & Country, with the development of the Convention Center (1970–1975) on the west side of the Town & Country property further changed the setting with the introduction of a massive facility demonstrating Contemporary architecture with some Brutalist influence, since original portions of the property were replaced. The relatively recent addition of the Grand Exhibit Hall (2007) required the removal of some of the original 1953 Town & Country Hotel buildings. At the same time, a rectangular pool adjacent to the Dover/Stratford and Meeting House buildings was filled in and replaced with a fountain. The pedestrian bridge crossing the San Diego River was replaced in 1992.

The buildings have undergone several alterations. The Lobby was altered and added to in 1961, 1962, 1969, 1976, and 2010, with the addition of a parallel gable to its porte-cochere, office spaces, and brick veneer at the exterior, and replacement of windows and interior finishes. Windows have been replaced with modern windows in the Lobby; Trellises Restaurant; Offices; and Bldgs. 3100, 3200, 3300, 3400, 3500, and 3700. The doors and siding of the Tiki Pavilion, Terrace Café, and Lanai Gift Shop have been replaced, changing the appearance of their original Tiki-Polynesian characteristics. Several buildings have replacement doors.

The interiors of the buildings have also been altered to reflect changing styles and tastes in the same pattern. The original interiors of Town & Country Hotel reflected the modernity of the Contemporary style (1953–1968), with interior wood and stone paneling, upholstery, and low-profile mid-century-type furniture. However, the open beam ceilings in several rooms were enclosed with drywall in 1978. A comprehensive list of the extensive interior alterations of the hotel buildings has not been developed, but interior alterations in the 1990s and 2000s upgraded the bathrooms for Americans with Disabilities Act compliance, and to reflect Classical/English country-type furniture, fabric and carpet patterns, and accessories.

Since the hotel properties were combined in 1975, few buildings have been added, including the Laundry, Engineering, and Gardening facilities (1979); Receiving (2006); and the Grand Exhibit Hall (2007). Alterations to the landscape and changes to the buildings' exterior paint palette have attempted to aesthetically unite the property. Bricked courtyards were installed at the Atlas Ballroom, the Bldg. 3500 complex, and the Regency Conference Center circa 2000. The landscape alterations have included the pervasive installation of stucco, brick, tile, and lattice fencing; lattice arbors; wood trellises; Classical statues, fountains, and stone benches; gazebos; planters; and a variety of outdoor furniture. The landscape evolved from open ranchlands, to a Tiki-Polynesian theme with palm trees and tropical plants, to a manicured Classical/English country garden theme with climbing vines, hedges, rosebushes, and shrubbery.

## SIGNIFICANCE EVALUATIONS

## REGULATIONS

Federal laws, regulations, plans, and policies are not applicable to the current project since it does not meet the definition of a federal undertaking for purposes of the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The following sections provide a discussion and analysis of the significance of the resources against appropriate CRHR and HRB designation criteria in compliance with CEQA and City regulations.

# California Environmental Quality Act

Under CEQA, the lead agency is responsible for determining whether a project may have a significant effect on historical resources. Historical resources are defined as resources eligible for the CRHR, as described below.

The CRHR is a listing of resources that are significant within the context of California's history, and includes all resources listed in or formally determined eligible for the NRHP. The CRHR is a statewide program of similar scope to the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR. A historic resource must be significant at the local, state, or national level under one or more of the following criteria defined in the California Code of Regulations Title 14, Chapter 11.5, Section 4850:

- 1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- 2. It is associated with the lives of persons important to local, California, or national history;
- 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
- 4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

# City of San Diego Historical Resources Regulations (Land Development Code [Chapter 14, Article 3, Division 2])

The City's Historical Resources Regulations are intended to ensure that development occurs in a manner that protects the overall quality of historical resources. The City Manager determines whether a historical resource exists, and whether a potential historical resource is eligible for designation as a historical resource by the HRB.

The Historical Resources Guidelines of the City's Land Development Manual identify the criteria under which a resource may be historically designated (City of San Diego 2001). The

manual states that any improvement, building, structure, sign, interior element and fixture, site, place, district, area, or object may be designated a historical resource by the HRB if it meets one or more of the following designation criteria:

- A. exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development;
- B. identified with persons or events significant in local, state or national history;
- C. embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
- D. is representative of the notable work or a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;
- E. is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historical Resources; or
- F. is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

## RESOURCE EVALUATION

The following evaluation describes how the resources relate to the historical overview, referencing specific designation criteria, periods of significance, boundary descriptions, character-defining features, and noncontributing elements. Due to similarities between buildings dating from specific periods or exhibiting certain architectural styles, groups of buildings that relate to specific historical or architectural contexts are evaluated together. Consideration of each building as an individual resource or as a possible contributor to a potential historic district is included. The resources are first evaluated against the CRHR and HRB criteria, and those that meet the criteria are then assessed for integrity. Several buildings that meet the CRHR and/or HRB criteria may not be eligible based on their integrity.

## **CRHR** Criteria

#### CRHR Criterion 1

The Town & Country property is associated with the broad pattern of commercial development of Mission Valley starting in the early 1950s and continuing through the 1970s to the present. Key developments of the site relate to the construction of Town & Country Hotel beginning in 1953, 7 Inns of America/Le Baron Hotel in 1966, and the Convention Center in 1970.

## Town & Country Hotel

Construction of Town & Country Hotel in 1953 established the first hotel on Hotel Circle, which was a nascent development allowed by the rechannelization of the San Diego River and the completion of the Mission Valley Freeway (U.S. 80, now Interstate 8), through a formerly flood-prone agricultural area. With improved transportation, commercial pursuits targeted the area for new development, particularly motel and hotel interests led by Charles Brown. The scale of the Hotel Circle development encompassed a large area of Mission Valley, transforming the valley into a suburbanized zone. Town & Country Hotel represented the beginning of the era of the large-scale commercial development of Hotel Circle and Mission Valley. The hotel drew tourists to commercial and recreational activities in Mission Valley, a trend that continues to the present.

For its importance in the early development of Hotel Circle and Mission Valley as the first of several low-density, garden-themed hotels on Hotel Circle, Town & Country Hotel meets CRHR Criterion 1 for a period of significance from 1953, the date of its construction, to 1962, the date of construction of the Bldg. 3500 complex, marking the completion of the first phase of the resort prior to City zoning changes for higher density development in Mission Valley and the hotel's subsequent 1969–1970 expansion with high-rise towers and the Convention Center. The buildings associated with this period of significance include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion. While these buildings are all associated within the same context and same period of significance under CRHR Criterion 1, they more accurately represent a multiproperty resource or complex, rather than contributors to a historic district specific to Town & Country Hotel.

# 7 Inns of America/Le Baron Hotel

The establishment of 7 Inns of America/Le Baron Hotel in 1966 demonstrated the continuing trend of hotel development along Hotel Circle. As a separate entity, Le Baron Hotel had its own design theme and amenities, but otherwise offered typical motel services similar to several motels and hotels on Hotel Circle in the 1960s. The former Le Baron Hotel buildings do not meet CRHR Criterion 1, because their development, while associated with the broad pattern of commercial development in Mission Valley, are not representative as the first or most significant of the hotels that were developed on Hotel Circle. These buildings, as a multiproperty resource or complex, do not appear to be contributors to a historic district related to the Le Baron Hotel that would be significant under CRHR Criterion 1.

## Convention Center

The Town & Country property also contains the Convention Center that was established in 1970 and is associated with the development of tourism in Mission Valley and the conference center industry in San Diego. The Convention Center (Atlas Ballroom, Palm Court Terrace, and Golden Pacific Ballroom) was one of the first and largest meeting spaces for hosting conventions and other events in San Diego until the development of the San Diego Convention Center in 1989. Although a notable, free-standing, dedicated convention center, and an important large-scale assembly space representing the early development of the modern conference services industry in San Diego, no particular noteworthy historic events took place at the Convention Center. The Convention Center does not appear to individually meet CRHR Criterion 1 and does not appear to contribute to a broader historic district.

#### Potential Historic District

Currently, there are no established historic districts in the Mission Valley community that are significant under CRHR Criterion 1 to which the buildings on the Town & Country property would individually or collectively contribute. Of the four areas of historical development, the original Town & Country Hotel (1953–1968), the Town & Country Hotel 1969 additions, the former Le Baron Hotel (1966–1969), and the Convention Center (1970), none appear individually unified in a distinguishable way that would warrant identification as a historic district. Together, the four areas relate to the development of two previously separate hotels with resources that do not relate to one another in a clearly distinguishable way or with a mutual historical interest under CRHR Criterion 1 to form a historic district or be contributors to a broader historic district

#### CRHR Criterion 2

#### Town & Country Hotel

Town & Country Hotel is primarily associated with Charles H. Brown (1917–1967), a local developer who was pivotal in the commercial development of Hotel Circle and Mission Valley. Brown, along with other Hotel Circle developers, advocated for the expansion of commercial interests in Mission Valley before the San Diego City Council, helping attain variances to create Hotel Circle, and pioneered construction on Hotel Circle. Brown purchased the Town & Country property for \$90,000 in 1952, and had a vision for a resort that would rival Palm Springs and have the potential to expand into a convention center (Van Wormer 2013). Brown founded Atlas Hotels, Inc., establishing Town & Country Hotel first in 1953 and several other hotels/motels around Hotel Circle. While all of the hotels located at Hotel Circle associated with Brown are still in operation, including Rancho Presidio Hotel (Hanalei Hotel, now Crown Plaza San Diego – Mission Valley), Mission Valley Inn (now Mission Valley Resort), and Kings Inn, Town & Country Hotel was the flagship of Atlas Hotels, Inc., and most clearly represents his hotel development efforts. Not only influential in the hotel and real estate industries, Brown also acquired the San Diego commercial television station KAAR-TV in 1966. He died in 1967 at 49 years old.

Based on its local prominence as Brown's first low-density, garden-themed hotel development in Mission Valley, Town & Country Hotel meets CRHR Criterion 2, with a period of significance from 1953, the date of construction of Town & Country Hotel, to 1967, the date of Brown's death. The buildings associated with this period of significance include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion. These buildings, as a multiproperty resource or complex, do not appear to be contributors to a historic district related to Charles H. Brown that would be significant under CRHR Criterion 2.

#### 7 Inns of America/Le Baron Hotel

The 7 Inns of America/Le Baron Hotel buildings were associated with Kenneth R. Riley, the developer of the hotel chain. Little information is known about Riley, and he does not appear to have made any significant historical contributions that would qualify him as an important historical figure. The 7 Inns of America/Le Baron Hotel buildings do not meet CRHR

Criterion 2. These buildings, as a multiproperty resource or complex, do not appear to be contributors to a historic district that would be significant under CRHR Criterion 2.

#### Convention Center

The development of the Convention Center was guided by Terry Brown, Charles H. Brown's son, who remains involved with Atlas Hotels, Inc. and the Town & Country property. There is no apparent association between the Convention Center and important historical persons. The Convention Center buildings do not meet CRHR Criterion 2. The Convention Center does not appear to be a contributor to a broader historic district with significance under CRHR Criterion 2.

## Potential Historic District

Although the original Town & Country Hotel buildings are associated with Charles H. Brown as a multiproperty resource or complex, the collective Town & Country property including the former Le Baron Hotel and Convention Center does not mutually represent a potential historic district that would be eligible under CRHR Criterion 2, based on the lack of association with an important historic individual.

#### CRHR Criterion 3

# Town & Country Hotel

Town & Country Hotel was designed in the Ranch, Contemporary, and Tiki-Polynesian styles over several campaigns between 1953 and 1969.

The first Town & Country Hotel buildings were designed in the Ranch style. The customdesigned Ranch buildings include the Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; and Bldgs. 3100, and 3200. These buildings all share primary characterdefining features of the style, including horizontal massing, single stories, custom details in the main public areas like the entrances to the Lobby and Trellises Restaurant, and prominent lowsloped gabled roofs with deep overhangs. In addition, the buildings exhibit secondary characterdefining features of the style, including sprawling floor plans, which together form long rows with inner courtyards. The materials of these buildings are traditional and include board and batten siding, brick veneer (added later), wood shingle roofing, and multilight wood frame windows. Although these buildings were custom-designed, they do not represent the best examples of an abundant type in San Diego. The buildings have only a few prominent characterdefining features, like the porte-cochere at the main entrance of the Lobby, and the covered patio with stone piers at the main entrance of Trellises Restaurant. These buildings are not good candidates for individual listing or listing as a historic district, because of the ubiquity of customdesigned Ranch-style buildings in San Diego, and their lack of all the primary character-defining features of the style (City of San Diego 2007). In addition, these buildings were designed by the John J. Sherman Company of San Diego, and no association with a master architect or builder has been established. They do not meet CRHR Criterion 3.

Bldgs. 3300, 3400, and 3500 have Ranch and Contemporary influences in their designs. These buildings share some primary character-defining features of the Contemporary style, including

nontraditional exterior finishes like vertical wood siding, concrete block, brick, and stucco, and aluminum windows. These buildings exhibit some secondary character-defining features, including sun shades and shadow block accents, and horizontal orientation in two-story massing. These buildings are not a good example of Ranch or Contemporary architecture, as they do not possess all of the primary character-defining features of either style, and they are not associated with a significant architect. They do not meet CRHR Criterion 3.

Several buildings were designed in the Tiki-Polynesian style. Tiki-Polynesian character-defining features include prominent roof forms; projecting roof beams; exposed roof framing; low-pitch gabled wood shingle roofs with deep overhangs; porte-cocheres and covered patios; horizontal massing; natural finishes; and tropical landscaping with mature palms, tropical plants, and Tiki-style features. The style is particularly demonstrated in the roof forms of the Tiki Pavilion, Terrace Café Restaurant (Plate 31), Lanai Gift Shop, and Bella Tosca Spa & Salon. Related landscape features include the mature palm trees, tropical plants, and Tiki objects (Plate 32).

Although the Tiki-Polynesian style, popular in San Diego between circa 1950 and 1965, was commonly used for hotels, restaurants, and retail buildings, examples of the style are relatively rare (City of San Diego 2007). The Tiki-Polynesian-style buildings constructed in 1969 as an expansion of Town & Country Hotel are very late examples of the style. The architects associated with Town & Country Hotel's Tiki-Polynesian theme are Martin D. Rubenstein and Hendrick & Mock. Research has revealed little about Rubenstein's career and body of work, and he does not appear to be a master architect. Hendrick & Mock were known for their progressive modern design, particularly the Contemporary style represented in the Royal Palm Towers and the Convention Center. Although the rarity of Tiki-Polynesian-style buildings remaining in San Diego and in California is established, Town & Country Hotel's Tiki-Polynesian buildings are not good representatives of the style due to their lack of all the primary character-defining features of the style. They do not meet CRHR Criterion 3.



Plate 31. Terrace Café pavilion roof form with wood shingles



Plate 32. Tiki motif statue and fountain adjacent to Tiki Pavilion

The Royal Palm Towers is also designed in the Contemporary style with some influences of Brutalism. The building exhibits some of the primary character-defining features of the Contemporary style, including a strong flat roof form with an overhang, large aluminum windows in the south elevation, and nontraditional exterior finishes in concrete. It also expresses primary character-defining features of Brutalism, including an exposed structural system, rectilinear forms, and exposed concrete as a building finish. It also has secondary features including repetitive patterns, particularly in its balconies and columns (Plate 33). However, the overall design of the building is not exemplary of Contemporary or Brutalist architecture because it does not possess all of the primary character-defining features of either style that would make it distinctive in either style. Hendrick & Mock were the architects that designed the Convention Center but are not established master architects for San Diego (City of San Diego 2011). The building does not meet CRHR Criterion 3.



Plate 33. Royal Palm Towers

# 7 Inns of America/Le Baron Hotel

The former Le Baron Hotel's buildings constructed between 1966 and 1968 exhibit Futurist character-defining features. The buildings are horizontally oriented with regular, rectangular plans, but their prominent exterior features are abstract, expressive, and asymmetrical. The most prominent character-defining feature of these buildings is the repeated use of the parabolic arch on Bldg. 3600 and the Regency Conference Center (Plate 34). The buildings also feature mixed exterior finishes of stucco, concrete, stone, pebbles, and concrete block. Screen and shadow block accents are used at the perimeter of the Bldg. 3600 complex, and eyebrow overhangs are used on the Bldg. 3700 complex.



Plate 34. Parabolic arch loggia and stone exterior wall siding, Regency Conference Center

While the Futurist style was popular in San Diego between circa 1950 and 1965 with widespread examples of housing commercial uses such as retail, hotels, service stations, restaurants, and offices, good examples of the style that retain a high degree of integrity of their primary character-defining features are rare (City of San Diego 2007). The Le Baron Hotel buildings are late examples of the style in San Diego, and incorporate the oblong shapes and abstraction typical of the style. The architect of the first 7 Inns of America buildings was Austin E. Lucious of San Diego, according to the plans submitted to the City dated 1965 (see Appendix A). Research has revealed little about Lucious's career and body of work, and he does not appear to be a master architect with major contributions to San Diego's Modern movement. The 1967 expansion of the site related to the transformation of the 7 Inns of America motel to Le Baron Hotel was designed by Ronald K. Davis. Davis is recognized as a contributing modern designer of San Diego, but has not been established as a master architect by the City (City of San Diego 2007 and 2011). In Davis's design, all the buildings on the site had repetitious motifs of upright and upside-down parabolic arches. Davis was known more for modern design of residential buildings, and this does not represent an important example of his body of work. However, based on the representation of the Futurist style in the character-defining features of the former Le Baron Hotel buildings, the buildings meet CRHR Criterion 3 for their embodiment of the style, with a period of significance from 1967, related to the construction of the Futurist-style buildings, Bldg. 3600 and the Regency Conference Center.

## Convention Center

The Convention Center, consisting of the Atlas Ballroom, the Palm Court Terrace, and the Golden Pacific Ballroom, was built between 1970 and 1975, and exhibits the Contemporary style with eclectic Modernist influences. The Atlas Ballroom possesses primary character-defining

features of Contemporary architecture, including a strong roof form with boxed eaves at the sides and nontraditional exterior finishes including stucco, formed concrete, and tile siding (now removed), and Brutalist and Futurist influences at the façade and in the interior foyer (Plates 35 and 36). It also exhibits secondary character-defining features such as horizontal massing; distinctive arched forms; and integrated, stylized signage. The Atlas Ballroom also reflects Brutalism in its character-defining features of an exposed and expressive structural system, monumental massing, angular and rectilinear forms, exposed concrete, and repetitive patterns in the façade's archways. This design also has Futurist influences in character-defining features such as the angular shapes and expressive forms of the archways, prominent signage, and bright colors of the original orange tile. The Palm Court Terrace and Golden Pacific Ballroom are more plainly Contemporary, with character-defining features including a strong roof form with a flat or dual pitch roof, boxed eaves with a scalloped design and a wide overhang, a nontraditional exterior finish in stucco, and horizontal orientation.



Plate 35. Atlas Ballroom, west entrance to Convention Center



Plate 36. Atlas Ballroom, concrete forms in foyer

The overall design of the Convention Center, including its rectangular form and prosaic exterior walls, does not embody the distinctive characteristics of one particular style, as it does not possess all of the primary character-defining features of the Contemporary, Brutalist, or Futurist architectural styles. However, the Convention Center was designed by Hendrick & Mock, a partnership that was prolific in San Diego and Southern California from 1963 to 1994. John R. Mock was identified as a contributing architect to San Diego's Modern architecture movement, although he has not been established as a master architect by the City (City of San Diego 2007 and 2011). Hendrick & Mock won a first place Gold Medal Award for civic building design in the annual national design competition sponsored by the Society of American Registered Architects in 1971 for the Convention Center. The Convention Center has an important and representative design of a specific building type from the late Modernist period, for which Hendrick & Mock won an award in civic building design. Therefore, the Convention Center meets CRHR Criterion 3 with a period of significance of 1970, the date it was constructed.

#### Potential Historic District

As a whole, the Town & Country property does not represent a cohesive design aesthetic, having several different building and development campaigns reflecting different architectural influences. The property's various buildings exhibit a variety of Modernist architectural styles and influences, including Ranch, Tiki-Polynesian, Futurist, Contemporary, and Brutalist characteristics. Several designers created the various buildings located on the Town & Country property. Within separate areas of development, the Town & Country Hotel buildings, the former 7 Inns of America/Le Baron buildings, and the Convention Center reflect different styles. Certain buildings on the Town & Country property possess architectural characteristics that are

distinctive, as discussed above. Most of the buildings employ typical forms, materials, and features of the period; are not architecturally significant; or are less than 45 years old and do not exhibit exceptional significance. Currently, there are no established historic districts based on architectural design in the Mission Valley community to which the buildings on the Town & Country property would contribute. The buildings exhibit different Modernist architectural styles and are related to the development of two previously separate hotels. Each hotel's buildings are a finite group of buildings that relate to each other as part of the hotel, but the hotels as resources do not collectively relate to one another in a clearly distinguishable way, with special character, or aesthetic value, to form a historic district that would meet CRHR Criterion 3.

#### CRHR Criterion 4

The Town & Country property is located in an area of high archaeological sensitivity. Because of the alluvial nature of soil deposition in the valley, archaeological sites could be deeply buried within the project area beneath the soils previously disturbed by construction. While the possibility exists that intact significant archaeological deposits may be present in undisturbed soils beneath the developed area, the buildings, structures, and other above-ground features on the Town & Country property are not likely to yield information regarding history or prehistory. Therefore, these resources do not meet CRHR Criterion 4.

# **HRB** Criteria

#### HRB Criterion A

The Town & Country property is associated with the commercial development of Mission Valley and the specific and special elements of the historical and economic development of Hotel Circle. Town & Country Hotel was the first hotel built on Hotel Circle, becoming the precedent for the historical development of several other hotel and commercial properties in Mission Valley, which had historically been used for cattle grazing and other agricultural activities. Town & Country Hotel represents the important development of rezoning Mission Valley spearheaded by Charles H. Brown, the developer of the Town & Country site, and other speculative investors in the early 1950s. Town & Country Hotel also represents the beginning of indelible economic development of Mission Valley and Hotel Circle from open agricultural land to a high-density commercial zone in the mid-20th century. As a result of Brown's political efforts to make the City rezone Mission Valley and build Town & Country Hotel, the entire area opened up to a rapid wave of commercial and economic development in Hotel Circle and Mission Valley.

For its importance in the early historical and economic development of Hotel Circle and Mission Valley as the first of several low-density, garden-themed hotels on Hotel Circle, Town & Country Hotel meets HRB Criterion A for a period of significance from 1953, the date of its construction, to 1962, the date of completion of the first phase of the resort prior to City zoning changes for higher density development in Mission Valley and the hotel's subsequent 1969 expansion with high-rise towers and the Convention Center. The buildings associated with this period of significance include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion.

The establishment of 7 Inns of America/Le Baron Hotel in 1966 demonstrated the continuing trend of hotel development along Hotel Circle. As a separate entity, Le Baron Hotel had its own design theme and amenities, but otherwise offered typical motel services similar to several motels and hotels on Hotel Circle in the 1960s. The former Le Baron Hotel buildings do not represent special elements of development and do not meet HRB Criterion A.

The Convention Center was built as an addition to Town & Country Hotel and represents the continued economic growth of Hotel Circle and Mission Valley, and does not specifically reflect any special elements of development to meet HRB Criterion A.

#### HRB Criterion B

Town & Country Hotel is identified with Charles H. Brown (1917–1967), a locally significant developer. Brown was pivotal in the political effort to convince the City to rezone Mission Valley, thus opening it up to the commercial development that characterizes it today. Brown was closely associated with Town & Country Hotel as its owner and developer from when he founded it in 1953 until his death in 1967. Based on its local prominence as Brown's first low-density, garden-themed hotel development in Mission Valley, Town & Country Hotel best represents Brown's efforts to develop Hotel Circle, which was one of his greatest contributions to San Diego, and meets HRB Criterion B, with a period of significance from 1953, the date of construction of Town & Country Hotel, to 1967, the date of Brown's death. The buildings associated with this period of significance include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion.

The former 7 Inns of America/Le Baron Hotel buildings and the Convention Center are not identified with any significant persons or events in local, state, or national history, and do not meet HRB Criterion B.

## HRB Criterion C

The Town & Country Hotel buildings do not embody distinctive characteristics of a style, type, period, or method of construction or are a valuable example of the use of indigenous materials or craftsmanship. The Ranch, Contemporary, Tiki-Polynesian, and other eclectic buildings do not possess a full array of primary character-defining features of any one particular architectural style, and do not represent a particular type of buildings.

Two of the former Le Baron Hotel buildings, the Bldg. 3600 complex and Regency Conference Center, embody the Futurist style. Their primary character-defining features include abstract, curved shapes in the form of the prominent parabolic arches; expressive roof flat roof form; and large, aluminum framed windows. Their secondary character-defining features include a variety of exterior finishes, including concrete, concrete block, stone, pebble, and stucco siding, and asymmetrical façades. Screen and shadow block accents are used at the perimeter of the Bldg. 3600 complex. These buildings meet HRB Criterion C for their embodiment of the style, with a period of significance of 1967, related to their construction dates as part of the Futurist aesthetic of the Le Baron Hotel.

The Convention Center's original design had several Modernistic influences, including Contemporary, Futurist, and Brutalist styles. Because it does not possess the distinct primary character-defining features of a single architectural style, it does not embody a particular style. However, the Convention Center does clearly demonstrate through its essential features its specific purpose as a civic building used for large assemblies and conventions. The Convention Center is significant as one of the first free-standing large assembly halls in San Diego built specifically to house conventions. The Convention Center also earned architects Hendrick & Mock a first place Gold Medal Award for civic building design in the annual national design competition sponsored by the Society of American Registered Architects in 1971. The Convention Center is significant as a specific building type from the late Modernist period. Therefore, the Convention Center meets HRB Criterion C with a period of significance of 1970, the date it was constructed.

#### HRB Criterion D

Several architects, designers, and builders have been identified who were involved in the designs of various buildings, structures, and alterations on the Town & Country property. The most relevant designers or architects include John J. Sherman Company, Austin E. Lucious, Ronald K. Davis, William Hendrick, and John R. Mock. None of these individuals have been established by the City of San Diego as master builders, designers, architects, engineers, landscape architects, interior designers, artists, or craftsmen (City of San Diego 2011). However, Ronald K. Davis and John R. Mock have both been identified as contributing designers of modern San Diego in the San Diego Modernism Historic Context Statement (City of San Diego 2007). Davis is known primarily for residential work, and his work on the Futurist Le Baron Hotel has not been celebrated in any readily apparent documentation. Mock is known primarily for his residential work, and for public buildings such as the Timken Museum and the Holy Cross Mausoleum. His work also included the Hanalei Hotel and Islands Restaurant (1964-1981) that date to the same era as the Town & Country expansion, and a few other commercial buildings (City of San Diego 2007). The Convention Center, as an award-winning civic building, is a notable work of Mock in partnership with William Hendrick. However, these partners are not clearly established master architects. None of the buildings on the Town & Country property appear to meet HRB Criterion D.

#### HRB Criterion E

None of the resources located in the APE are listed or have been determined eligible by the National Park Service (NPS) for listing in the NRHP or the CRHR. The Town & Country property buildings do not meet HRB Criterion E.

## HRB Criterion F

Currently, there are no established historic districts in the Mission Valley community to which the buildings on the Town & Country property would contribute. The Town & Country property contains four areas of historical development: the original Town & Country Hotel (1953–1968), the Town & Country Hotel 1969 additions, the former Le Baron Hotel (1966–1969), and the Convention Center (1970). The buildings within those areas exhibit different Modernist architectural styles and are related to the development of two previously separate hotels. Each hotel's buildings are a finite group of buildings that relate to each other as part of the hotel, but

the hotels as resources do not collectively relate to one another in a clearly distinguishable way, with special character, historical interest, or aesthetic value, to form a historic district or be contributors to a broader historic district. Regardless, a potential district is not eligible if it contains so many alterations or new intrusions that it no longer conveys the sense of a historic environment, which the Town & Country property, as a whole, does not.

## **Integrity**

In addition to meeting designation criteria, a resource must also retain integrity to be considered eligible for CRHR or HRB listing. Ultimately, integrity is assessed based on whether the property retains the identity for which it is significant. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. Four resources meet the CRHR and HRB criteria, including:

- Town & Country Hotel (period buildings include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and the Tiki Pavilion), under CRHR Criterion 1 and HRB Criterion A (period of significance: 1953–1962) and under CRHR Criterion 2 and HRB Criterion B (period a significance: 1953–1967).
- *Bldg. 3600*, under CRHR Criterion 3 and HRB Criterion C (period of significance: 1967)
- Regency Conference Center, under CRHR Criterion 3 and HRB Criterion C (period of significance: 1967).
- Convention Center (Atlas Ballroom and Palm Court Terrace), under CRHR Criterion 3 and HRB Criterion C (period of significance: 1970).

The following is an integrity analysis for these resources.

Location is the place where the historic property was constructed or the place where the historic event occurred.

All resources listed above remain in their original locations and retain their integrity of location.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

## Town & Country Hotel

Extensive alterations to Town & Country Hotel have changed the overall design of the original Ranch-style garden-themed motel and several of its individual buildings and structures that date to its periods of significance, 1953–1962 and 1953–1967. Site alterations include the addition of several intrusive buildings and styles that changed or obscured the original design of the motel (all post-1967 buildings and additions: Lexington Rooms, the Terrace Café, the Lanai Gift Shop, the Bella Tosca Day Spa and Salon, Royal Palm Towers, the Convention Center, the Golden Pacific Ballroom, the Grand Exhibit Hall); the removal of buildings and features (demolition of a substantial portion of Offices/Bldg. 3100 known as the "triangle building," demolition of the

service station, infill of swimming pools, removal of courtyard spaces and drive-up parking areas adjacent to the original motel buildings); and the installation of new, pervasive landscape features throughout the property, including new fencing, arbors, trellises, statues, gazebos, and a variety of outdoor furniture.

The original design of Town & Country Hotel buildings typically included long, rectangular, drive-up motel buildings that were interconnected by breezeways, with redwood board and batten exterior siding; partial brick siding on some buildings; cedar shake roofing over low-pitch gabled roofs; multilight sash, casement, and jalousie windows; louvered panels; and slab doors for each motel room unit. Design variation related to the function of each building, with more elaborate features on the primary public buildings such as the Lobby, Trellises Restaurant, and the Meeting House. The design integrity of the individual period buildings that compose the resource has also been diminished by nonhistoric exterior and interior alterations that have changed their plans, interior spaces, structures, and style aesthetics. The grand majority of single-panel slab exterior doors have been replaced with nonhistoric paneled doors. The majority of motel buildings retain multilight wood-framed fixed window panels; however, most original casement and jalousie windows have been replaced with modern fixed windows. While these are generally installed in the original fenestration openings, they are not compatible with the original design aesthetic of the motel buildings. Other notable changes to the design of individual buildings are discussed below.

The Offices building originally contained guest motel rooms. Its design has been significantly altered with the removal of its "triangle building" wing for the construction of the Grand Exhibit Hall in 2007, which also resulted in the eradication of drive-up access and parking areas of the rear units of Offices and Bldg. 3100. The building's operable casement and jalousie windows were replaced with modern sash or fixed windows in their original openings. The interior was substantially altered to convert motel rooms into executive offices in 2010. The design of the remaining portion of the building retains its original fenestration configuration and its multilight window panels, but the building has lost substantial elements of its historic design.

The Lobby was originally designed with a low-pitch, side-gable roof with a projecting, single cross-gable porte-cochere. Brick veneer was added in 1962. Nonhistoric alterations to the Lobby include the extension of the exterior walls and addition of a second parallel gable to the porte-cochere in 1968–1969, along with several other related alterations, including the reconfiguration and replacement of the windows and doors along the façade at the main entrance and in its adjoining storefronts. The Lobby retains few of its original design elements due to additions, the reconfiguration of its fenestration and main entrance under the expanded porte-cochere, and the removal of interior walls to expand the reception area of the lobby. As one of the most prominent elements of Town & Country Hotel, changes to the Lobby building have diminished the resource's overall integrity of design.

Another prominent feature of the original Town & Country Hotel, Trellises Restaurant, has undergone several alterations that have compromised its original design. Located opposite the original pool, the building served as the restaurant and bar for the resort with open patio areas facing the pool. The most significant nonhistoric alteration to the building was the expansion of

the dining room in the 1980s and the addition of an enclosed sunroom on the south side of the building facing the pool in 1995. New exterior walls and windows were constructed as part of the expansion, and the building's doors have been replaced with modern units.

Bldg. 3500, as a later addition to the motel, exhibited both Ranch and Contemporary characteristics in its design. The building's design has been drastically altered with the circa 1980 removal of the full-height shadow block panels that divided areas of the exterior walls. In addition, the removal of the drive-up parking areas surrounding the motel complex and the installation of exterior brickwork and landscape features changed the inherent function of its design.

The Tiki Pavilion was the first building at Town & Country Hotel to show the transition from Ranch-style buildings to a Tiki-Polynesian theme. The building's design has been drastically altered with the enclosure of the pavilion with non-compatible stucco walls and modern French doors and new windows circa 2000, introducing incompatible features to its original Tiki-Polynesian style.

The removal of original Town & Country Hotel buildings and materials and the intrusion of nonhistoric and non-compatible elements have diminished its integrity of design. These changes to the overall site have substantially altered significant elements of the design. Because Town & Country Hotel is significant as the first hotel in Mission Valley, reflected in its low-density plan and sprawling Ranch-style design dating to its periods of significance, the alteration of that design has diminished its ability to convey its significance. It does not retain integrity of design.

## Bldg. 3600

Bldg. 3600's design, significant for its Futurist characteristics added as part of the Le Baron Hotel rebranding circa 1967, has been significantly compromised by the enclosure of the portecochere of the original entrance on the south façade and the addition of an office. Although its primary Futurist feature, its parabolic arches, is intact, the reorientation of the entrance to the building diminishes its integrity of design.

## Regency Conference Center

The Regency Conference Center's exterior design has been altered with the addition of the banquet and conference rooms at the rear (north side) of the building, but the additions are of a scale and massing that do not intrude on the character-defining features of the building or obscure the primary façade of the building. Otherwise, the prominent arcade, entrance, fenestration, and exterior design appear unaltered. It retains integrity of design.

#### Convention Center

The Convention Center (Atlas Ballroom and Palm Court Terrace) has been altered since its construction in 1970 with the addition of the Golden Pacific Ballroom in 1975 and the Grand Exhibit Hall in 2007. The design of the Convention Center has been compromised by the removal of the original orange tile siding and replacement with stucco coating in the archways of the Atlas Ballroom's façade circa 2000. This loss of a prominent character-defining feature of

Hendrick & Mock's original design and the intrusive addition of the Grand Exhibit Hall in 2007 diminish the Convention Center's integrity of design.

# Setting is the physical environment of a historic property.

# Town & Country Hotel

The setting of the Town & Country Hotel buildings has changed dramatically from surrounding open ranchlands in the 1950s to a dense commercial zone in Mission Valley. Within the property, the landscape has evolved from open fields to a tropical theme, to a fabricated and manicured Classical/English country garden theme. In addition, the sprawling, one-story Ranch style buildings are now surrounded by massive, multistory buildings. Because Town & Country Hotel is significant as the first hotel in Mission Valley, reflected in its original low-density surroundings and rustic site, the intrusions of subsequent high-density development and landscape changes on the site and in its immediate vicinity have diminished its integrity of setting and its ability to convey its significance.

## Bldg. 3600

Bldg. 3600's setting has been altered with the landscape changes and the continued development of Mission Valley. However, the building is still immediately surrounded with parking areas, and by the time the Le Baron Hotel was redesigned in 1967, the adjacent parcels were developed. Building 3600 retains its setting.

## Regency Conference Center

The Regency Conference Center's setting has also been altered by landscape changes and the continued high-density development of Mission Valley. However, Regency Conference Center is situated as it was designed within a plan that included higher-density buildings and development of the surrounding area. Within its immediate setting, the building is adjacent to parking lots and other motel buildings that have remained relatively unchanged. The Regency Conference Center retains its integrity of setting.

#### Convention Center

The setting of the Convention Center, built in 1970, has remained relatively unchanged, and therefore retains integrity.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.

# Town & Country Hotel

Town & Country Hotel has undergone several alterations that have led to the loss or modification of many period materials that date to its periods of significance, 1953–1962 and 1953–1967. Virtually none of the interior finishes of the motel buildings or public spaces, including wall finishes, fixtures, carpeting, appliances, or other decorative elements, are intact due to periodic remodeling and redecorating campaigns up to the 2010s. The exteriors of the motel buildings have retained the majority of their original materials, including redwood board and batten siding, partial brick veneer, cedar shake roofing, and multilight window panels,

except where demolition or additions have necessitated material removal. Demolition of a portion of Bldg. 3100, the service station, the triangle building, parking lots, swimming pools, and other landscape features contributed to the loss of period materials. Major losses of materials to the existing Town & Country Hotel buildings include the replacement of the Lobby façade and interior finishes, the replacement of original casement and jalousie windows with fixed modern windows, and the wholesale replacement of the original slab doors to the motel units with modern panel doors. Other specific losses of materials include the removal of the shadow block panels in Bldg. 3500, the exterior walls of the Tiki Pavilion, and the original doors of the Meeting House that have been replaced with a series of French doors. Overall, the physical elements that date to Town & Country Hotel's periods of significance are intact, but the integrity of materials has been diminished by the nonhistoric removal and replacement of features with non-compatible materials. Some of the original Town & Country Hotel buildings retain a higher degree of integrity of materials in their exterior finishes than others, but all have a loss to some degree. In addition, the intrusion of nonhistoric and non-compatible materials has diminished Town & Country Hotel's integrity of materials, affecting its ability to convey its significance.

## Bldg. 3600

Bldg. 3600 has remained relatively unchanged, with few changes to exterior finishes. None of its interior finishes, including wall finishes, fixtures, carpeting, appliances, or other decorative elements, are intact due to periodic remodeling and redecorating campaigns up to the 1990s. The building retains integrity of materials.

## Regency Conference Center

The Regency Conference Center has had interior remodeling and the addition of the banquet hall and conference rooms at the rear (north side) of the building. However, its façade and main public entrance have had few alterations, and the materials appear intact. The Regency Conference Center retains integrity of materials.

#### Convention Center

The Convention Center's materials were compromised with the removal of the orange tile from the Atlas Ballroom's façade and the replacement with stucco coating. This change diminishes the Convention Center's integrity of its prominent and character-defining materials, and its ability to convey its significance as an important and representative design of a specific building type from the late Modernist period.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

## Town & Country Hotel

The workmanship evident in all the Town & Country Hotel buildings represents typical mid-20th century building techniques using concrete foundations, wood framing, board-and-batten and brick veneer siding, interior plaster, and shake roofing. The workmanship related to the period installation of windows and doors was modified where windows and doors have been replaced throughout the motel buildings and new additions have been constructed. The integrity of workmanship has been somewhat compromised by the removal of some of the original exterior

finishes and the introduction of non-compatible finishes on the Town & Country Hotel buildings, like the removal of shadow block panels on Bldg. 3500 and the stucco exterior walls of the Tiki Pavilion Overall, the workmanship is representative of period practices and Town & Country Hotel retains this aspect of integrity.

# Bldg. 3600

Bldg. 3600 has remained relatively unchanged, with few changes to exterior finishes that represent its workmanship. Its framing, concrete forms, stone and stucco siding, and other architectural features were presumably constructed using typical mid-20th century techniques. The building retains its integrity of workmanship.

# Regency Conference Center

The Regency Conference Center's workmanship is represented in its construction and exterior finishes, which used typical mid-20th century building techniques. The exterior is unaltered, and the building retains its integrity of workmanship.

#### Convention Center

The Convention Center's workmanship is most evident in the quality of its concrete forms. It was constructed with typical building techniques using concrete and steel structural systems and exterior tile application. Its integrity of workmanship has been compromised by the removal of original tile and its replacement with nonhistoric stucco siding at exterior finishes on the Convention Center.

# Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

## Town & Country Hotel

Extensive alterations have changed the feeling of the historic Town & Country Hotel. The addition of out-of-scale high-density buildings and the introduction of Tiki-Polynesian, late-Contemporary, and Classical/English country garden stylistic themes have also compromised the feeling of the resource as a historically low-density, Ranch-style, garden-themed resort motel in a rustic setting. Town & Country Hotel does not retain sufficient integrity of feeling to convey an aesthetic or historical sense of the resource during its periods of significance, 1953–1962 and 1953–1967.

## Bldg. 3600

The function, character-defining features, and setting of Bldg. 3600 are generally intact, providing an aesthetic and historic sense of the resource as a mid-century Futurist motel building during its period of significance of 1967. Bldg. 3600 retains its integrity of feeling.

## Regency Conference Center

The function, design, character-defining features, and setting of the Regency Conference Center are intact, providing an aesthetic and historic sense of the resource during its period of significance of 1967. The building retains integrity of feeling as a mid-century Futurist building.

#### Convention Center

The Convention Center's function, form, and setting have changed minimally, and despite changes to its façade and extensive additions to the south side of the building, it retains a Modernist and Contemporary aesthetic sense and historic feeling of a civic assembly building. It retains integrity of feeling.

# Association is the direct link between an important historic event or person and a historic property.

## Town & Country

Town & Country Hotel is historically linked to early commercial development and tourism in Mission Valley as the first of several low-density, garden-themed hotels on Hotel Circle, and to Charles H. Brown, whose vision and efforts contributed to the development of Mission Valley. The hotel continues to operate as Town & Country Hotel in its original location. However, because its design, materials, setting, and feeling have been compromised by major alterations to its primary buildings, subsequent non-period redevelopment, and intrusion of incompatible high-density buildings, the resource is not sufficiently intact to convey its associations dating from its periods of significance, 1953–1962 and 1952–1967. Town & Country Hotel does not retain integrity of association.

# Bldg. 3600

Bldg. 3600 is significant as an example of Futurist architecture and is located in Mission Valley. The building remains in its original location and continues to function as a motel building. Additionally, it retains certain features and setting, and is sufficiently intact to convey its association as a mid-century Futurist motel building. It retains its integrity of association.

## Regency Conference Center

The Regency Conference Center is also significant as an example of Futurist architecture and is located in Mission Valley. The building remains in its original location and continues to function as part of a hotel and conference complex. It retains its design, materials, workmanship, setting, and feeling, and conveys mid-century Futurist character. It retains its integrity of association.

#### Convention Center

The Convention Center retains its association as a designed, Modernistic assembly space situated prominently in Mission Valley. Although its design and materials are altered, the building remains in its original location and continues to function as a convention center. It is sufficiently intact to convey its association.

#### **Evaluation Conclusions**

The evaluation of the Town & Country property under CRHR and HRB designation criteria and the assessment of integrity resulted in the following conclusions:

• Town & Country Hotel meets CRHR Criterion 1 and HRB Criterion A for a period of significance of 1953–1962 and CRHR Criterion 2 and HRB Criterion B for a period of

significance of 1953-1967. Under these criteria, some combination of all aspects of integrity may determine whether the resource can convey its significance based on its essential physical features. Town & Country Hotel is significant for its associations as the first hotel in Mission Valley and as Charles H. Brown's flagship of Hotel Circle development, which is reflected in its low-density and sprawling Ranch-style buildings and landscape dating to its periods of significance. Because it was built on the auspices of a conditional use permit under which Brown committed to keeping a rural character in Mission Valley with low-density, rustic, landscaped, garden-themed hotels, the most important aspects to convey this significance are its design, setting, and feeling. The resource has been altered with the substantial incorporation of nonhistoric and noncompatible materials and additions, including intrusive high-density development, and changes to its basic design as a resort motel. Its design, materials, workmanship, setting, feeling, and, therefore, association have all been compromised, and the resource does not adequately convey the aesthetic or historic sense of a low-density, garden-themed, Ranch-style hotel in an open, agricultural environment. With its particular lack of integrity of design, setting, and feeling, it no longer retains the essential physical features that convey its historic significance. Based on this, Town & Country Hotel does not appear eligible for listing in the CRHR or the local register.

- Bldg. 3600 meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967, as a local example of Futurist architecture. Under these criteria, integrity of design, workmanship, and materials are the critical aspects of integrity. Although most of its historic materials and evidence of its workmanship remain, an essential physical feature of Bldg. 3600's design was substantially altered. Bldg. 3600's integrity of design has been diminished by the enclosure of its porte-cochere and the reorientation of its main entrance. Because Bldg. 3600 is significant solely for its embodiment of the Futurist style, this loss of integrity disqualifies it from being eligible for the CRHR or the local register.
- Regency Conference Center meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967, as a local example of Futurist architecture. Under these criteria, integrity of design, workmanship, and materials are the critical aspects of integrity. Although the building was expanded with rear additions, those additions are compatible with the massing, size, scale, and architectural features of the original design, and do not detract from the essential features of the resource. The resource's essential physical features, historic materials, and evidence of its workmanship are intact. It retains integrity of design, materials, and workmanship, as well as location, setting, feeling, and association. The Regency Conference Center appears eligible for the CRHR and the local register, and is considered a historical resource.
- Convention Center meets CRHR Criterion 3 and HRB Criterion C for its period of significance, 1970, as important and representative design of a specific building type from the late Modernist period, for which Hendrick & Mock won an award in civic building design. Under these criteria, integrity of design, workmanship, and materials are the critical aspects of integrity. While the building retains several character-defining features of the original design, the building has been substantially altered with intrusive

additions and the removal of the original orange tile in the façade, an important physical feature. The Convention Center does not appear to retain sufficient integrity of design, materials, or workmanship to be eligible under these criteria. Because the Convention Center is significant for its design, this loss of integrity disqualifies it from being eligible for the CRHR or the local register.

## FINDINGS AND CONCLUSIONS

## APPLICABLE REGULATIONS

Under CEQA, the City of San Diego has established significance determination thresholds for significant impact, in accordance with CEQA Guidelines Section 21082.2. Significant impacts include direct, indirect, and cumulative impacts to historical resources, as described in the City's CEQA Significance Determination Thresholds (Development Services Department, January 2007).

#### IMPACTS DISCUSSION

The project will redevelop the Town & Country property with new and rehabilitated hotel and convention center facilities, new recreation facilities and food and beverage services, and new residential land uses with four sites for up to 840 multistory, multifamily residential units. The project will reduce the total hotel rooms from 954 to 700 and the convention space from 212,762 to 177,137 square feet. As part of the project, several existing hotel buildings and structures will be demolished. The remaining buildings will be rehabilitated, and new hotel and residential buildings and structures will be constructed. As a result of the project, one historical resource, the Regency Conference Center, will be demolished.

The proposed demolition of the Regency Conference Center is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68) and their applicable guidelines, because the historic character of the historical resource would not be retained or preserved. Demolition would be considered a significant direct impact under CEQA. Mitigation measures would not lower the impact to a level less than significant, since adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties is not feasible. In conclusion, the project will substantially alter historical resources through demolition and will have a significant impact on historical resources, as defined in Section 15064.5.

The project is not expected to have a significant indirect or cumulative impact on historical resources.

#### **MITIGATION MEASURES**

The City of San Diego's Land Development Manual – Historical Resources Guidelines identifies preferred mitigation measures to avoid impacts, including avoidance of a significant resource through project redesign or relocation of the significant resource.

#### **Measure HR-1**

Recording the Resource: Since the Project includes demolition of a historical resource, the Regency Conference Center, a full recording of the building should be conducted so that a record of the significant resource is maintained. Prior to demolition, Secretary of the Interior-qualified professionals (in history or architectural history) shall perform photo-recordation and documentation consistent to the standards of the NPS Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation. HABS/HAER documentation is described by the NPS as "the last means of preservation of a property; when a property is to be demolished, its documentation provides future researcher access to valuable information that otherwise would be lost" (Russell 1990). HABS/HAER documentation shall consist of measured drawings (or reproductions of historic drawings), photographs, and written data (e.g., historic context, building descriptions) that provide a detailed record that reflects the buildings' historical significance. These historical resources should receive HABS/HAER documentation Level III, as described in NPS documentation for HABS/HAER (Russell 1990:4). If historical as-built drawings do not exist (or are not reproducible to HABS/HAER standards), then measured drawings shall be prepared to document the structure and its alterations. These shall adhere to the standards set for a Level I HABS/HAER report. Following completion of the HABS/HAER documentation and approval by the HRB, the materials shall be placed on file with the City, San Diego History Center, and San Diego Central Library, and offered to the NPS and the Library of Congress.

#### **Measure HR-2**

Architectural Salvage: Prior to demolition, the City shall make available for donation architectural materials from the site to museums, archives, and curation facilities; the public; and nonprofit organizations to preserve, interpret, and display the history of the Town & Country property. The materials to become architectural salvage shall include historic-period elements that would be removed as part of the project, and shall be identified and made available prior to the commencement of demolition activities, to ensure that materials removed do not experience further damage from removal/demolition. No materials shall be salvaged or removed until HABS/HAER recordation and documentation are completed and an inventory of key exterior and interior features and materials is completed by Secretary of the Interior-qualified professionals. The inventory of key exterior and interior features may be developed as part of HR-1. The materials shall be removed prior to or during demolition. Materials that are contaminated, unsound, or decayed would not be included in the salvage program and would not be available for future use or display. The City as lead agency would determine which materials are suitable for salvage (the City can utilize the assistance of qualified professionals to make such determinations).

## **Measure HR-3**

Interpretative Display: In concert with HABS/HAER documentation, the Applicant shall develop a display and interpretive material for public exhibition concerning the history of the Town & Country property. The display and interpretive material, such as a printed brochure, could be based on the photographs produced in the HABS/HAER documentation, and the historic archival research previously prepared as part of the project. This display and interpretive material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. A display could also be used in the new hotel facilities after construction.

Table 2 provides a summary of the significance evaluation and impacts assessment after mitigation, and provides the appropriate California Historical Resource Status Code for each resource.

**Table 2. Summary of Results** 

Ref. #	Name	Date	Applicable Criteria	Integrity	Eligibility	Status Code	Action	Impact
<i>π</i>	- Ivaine	Date	Applicable Criteria	Integrity	Engionity	Code	ACTION	ппраст
1	Offices	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
2	Lobby	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
3	Building 3100	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
4	Trellises Restaurant	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
5	Lexington Rooms	c 1980	None	N/A	Not Eligible	6Z	Demolition	No impact
6	Building 3200 Complex	1955	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
7	Building 3300	1956	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
8	Meeting House	1962	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
9	Building 3400	1956	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
10	Dover/Stratford	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
11	Tiki Pavilion	1961	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
12	Building 3500 Complex	1962	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Partial Demolition	No impact
13	Terrace Café	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
14	Lanai Gift Shop	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
15	Royal Palm Towers	1969	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
16	Bella Tosca Spa & Salon	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
17	Kelly's Restaurant	1966	None	N/A	Not Eligible	6Z	Demolition	No impact

Ref. #	Name	Date	Applicable Criteria	Integrity	Eligibility	Status Code	Action	Impact
18	Building 3600 Complex	1966	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Demolition	No impact
19	Regency Conference Center	1967	CRHR 3; HRB C	Sufficient	Eligible	3S	Demolition	Significant
20	Building 3700 Complex	1968	None	N/A	Not Eligible	6Z	Demolition	No impact
21	Regency Tower	1969	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
22	Parking Structure	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
23	Convention Center (Atlas Ballroom)	1970	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Rehabilitation	No impact
24	Convention Center (Palm Court Terrace)	1970	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Rehabilitation	No impact
25	Golden Pacific Ballroom	1975	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
26	Grand Exhibit Hall	2007	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
27	Laundry	1979	None	N/A	Not Eligible	6Z	Demolition	No impact
28	Maintenance	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
29	Engineering	1979	None	N/A	Not Eligible	6Z	Demolition	No impact
30	Pedestrian Bridge	1992	None	N/A	Not Eligible	6Z	Demolition	No impact

## **CONCLUSION**

The Town & Country property contains one resource that appears eligible for the CRHR and/or HRB. The Regency Conference Center individually meets CRHR Criterion 3 and HRB Criterion C for its embodiment of the Futurist style, with a period of significance of 1967. As a result of proposed project activities, the Regency Conference Center would be demolished, resulting in significant impacts to a historical resource. Implementation of Mitigation Measures HR-1, HR-2, and HR-3 will reduce the overall impacts on the historical resources, but impact will still be significant. The remaining buildings located on the Town & Country property do not meet CRHR or HRB criteria or retain sufficient integrity to be eligible for listing.

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# APPENDIX A

# **BUILDING DEVELOPMENT INFORMATION**

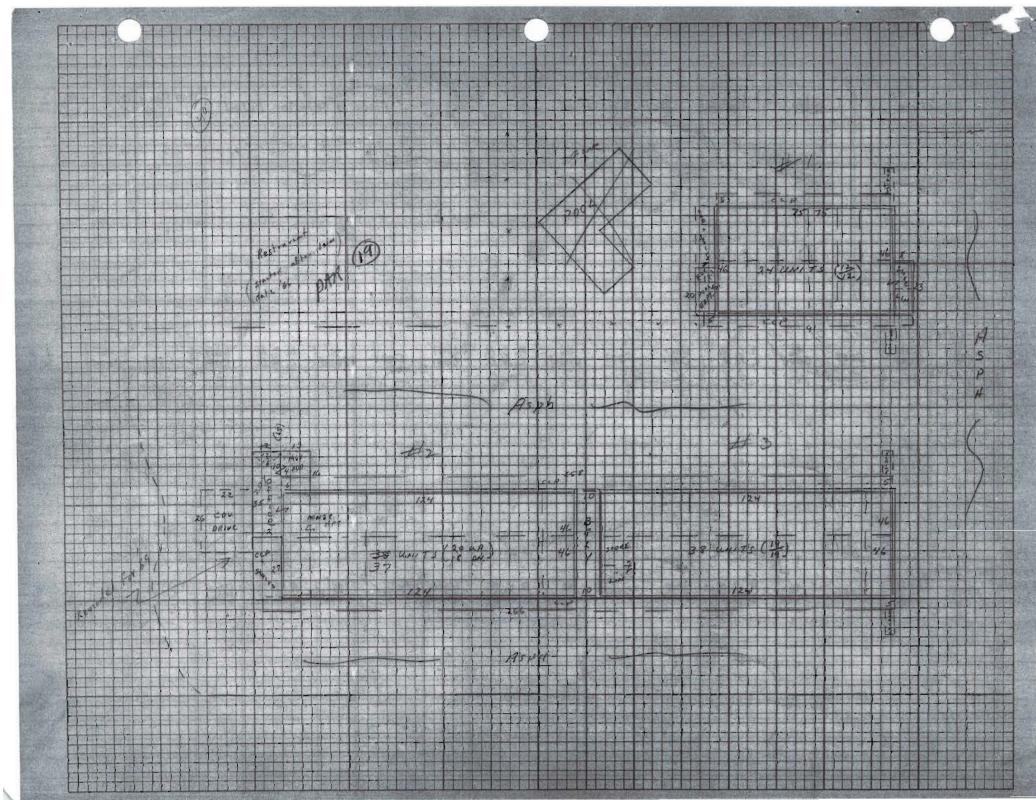
- COUNTY ASSESSOR'S BUILDING RECORD
- NOTICE OF COMPLETION
- WATER/SEWER CONNECTION RECORDS
- CONSTRUCTION PERMITS
- LOT AND BLOCK BOOK PAGE
- PREVIOUS HISTORICAL RESOURCE SURVEY FORMS (None)
- HISTORIC PHOTOGRAPHS
- BUILDING PLANS

# COUNTY ASSESSOR'S BUILDING RECORDS

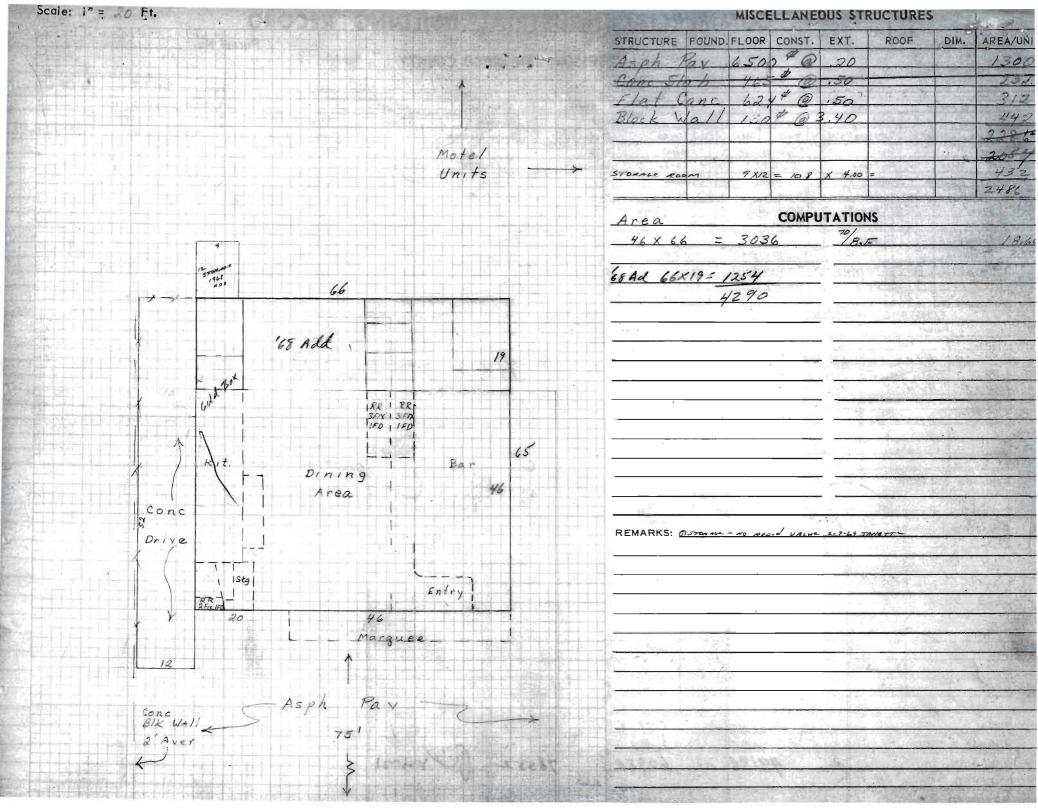
COMMERCIAL-INDUSTRIAL BUILDING LOC 2392-RECORD Parcel No. 437 - 260 - 76/9 Account No. ASSESSOR, SAN DIEGO COUNTY 666130 Circle ADDRESS 250 NAME / Junio of SHEET TRUSSES EXT. FINISH ROOF LIGHTING CLASS & SHAPE FRAME FRONT INTERIOR CONSTRUCTION Light Heavy FLRB Туре NUMBER OF ROOMS Wood \* Flat X Standard MATERIALS 0-5.5 Wood Steel X XXX Stucco Shed B M 1 2 3 FLOORS GD WALLS GD CEILING Concrete Reinf. Below Standard XX CONC/CARA Stories 20 Steel ' Span Spaced ' Metal Arch DRY ALT PL Bsmt Mezz No Frame FLOORS Veneer Gable FIXTURES Glass in DESIGN FLRBWALLS USE Concrete Wood Wood Fluorescent Metal Wood Metal Garage XXX Wood Wood Glass X Incandescent Glass Doors Auto No. Brick Sub-Floor Unfinished Concrete Store Quality Bulkhead Office Office Conc. Blk Elevation ROOF COVER Quantity Back Trim Lobby Factory Metal Hall PLUMBING Lighting Warehouse Tilt Up FOUNDATION WINDOWS Composition Fixtures Drop Ceiling Built-Up SRK XX Pilasters X Concrete Reinf. X Metal Bath VINL DRY DRY MOTEL Quality A Disp.Platform Party Masonry Wood Metal Restroom Sprinklers Quality 9 100 UNITS SPECIAL FEATURES NO.-CAPACITY MATERIAL OR TYPE CONSTRUCTION RECORD NORMAL % GOOD RATING (E,G(A,F,P) ITEM APPR. Cond. Arch. Func. Ade- Wkm- Air Cond. EFFEC. PermitownER & Amount 10 Ref. HAVITS Rem. Date YEAR YEAR Age Attr. Plan quacy ship 100 014. For No. 1966 A 22670 24 UNIT Motel 89200 1-11-66 DR50 A 22671 76 um motel 257700 1-11-66 1967 1967 50 100 1-28-66 48 4600 1965 DRSO A 24 391 POOL 1967 8/12/66 0145 A44255 Office Add 98 1200 1970 35 90 1977 7000 10 A96616 REVISE LOBBY Doors Sky-Lites Elevator WH 19.77 2-10-69 H. Statle 42 5-66 miller Appraiser and Date UNIT UNIT COST AREA/ COST COST COST COST COST UNIT 75500 1060 325734 19.90 Blda #/ 1st 37940 10.00 40216 40216 3794 40216 6650r 1.58 18.30 31979 11 1 2 nd 8.30 30162 31979 126006 P.90 6148 77250 Bldg #2 Ist 11.50 70 702 75006 77250 104317 " " 2 40 46 773 49625 49625 49625 5704 8:20 8 60 113509 45062 4 9054 49054 7.90 Bld. #3 1st 5704 104383 18.30 45062 47914 47914 " 240 5704 7.90 27000 18000 18000 18000 11696 11696 11696 11696 Misc Imps 628979 514660 325734 305397 3 23490 · --TOTAL 100 NORMAL % GOOD 213778 2 319219 325734 R.C.L.N.D. CHECKED

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			13/dg. # / BF 15t 3794 + 12 = 316 + CCP, CCP . Stains, Stains @ 5810
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SEE SHEET 2 of 2		6148/18	Bldg # 2 1st 6148 + 18 = 342 + ccp's, BRZY, car DRIVE 20214 P 888 + 18 = 49 + Kid C POLY CON Shire C FOR
		P 888/18 6732	
		P 888/18 6732	2nd 5704:20 = 285 BF 678F
			2nd 5704:26 = 25 BF 678F
	2 Nd	46 x 12 4 = 5704 /20	
			Blds # 3 1st 5704: 19: 300 BF 678F
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COMMERCIAL-INDUSTRIAL BUILDING RECORD Parcel No. 437-260-19 Account No. ASSESSOR, JAN DIEGO COUNTY NAME Kelly's Steak House ADDRESS 248 Hotel Circle / OF / CLASS & SHAPE FRAME TRUSSES EXT. FINISH ROOF LIGHTING FRONT INTERIOR CONSTRUCTION Wood Restaurant Light Heavy FLRB × Flat Туре x Standard NUMBER OF ROOMS MATERIALS Concrete Reinf. Wood Steel WMXM Stucco B M 1 2 3 FLOORS GD WALLS GD CEILING Shed Below Standard Stenl ' Span Spaced Metal Arch Conc Acon Bsmt Mezz No Frame FLOORS Goble Veneer RL FIXTURES Gloss in USE FLREWALLS DESIGN Сопсте1е Wood Wood X Fluorescent Metal Wood Garage XXXX Wood & Stc. Wood Glass Metal X Incondescent Glass Doors Store Brick Yen Sub-Floor Unfinished Concrete Auto No. Office Cone. Blk Elevation Quality Bulkhead Office Factory Metal ROOF COVER Quantity Back Trim Lobby Warehouse Till Up FOUNDATION WINDOWS X Composition PLUMBING Lighting Hell Rest Pilasters 8 FIX Fixtures Conc A PI-Pt Concrete Reinf. Metal Built-Up Drop Celling Bath Party Masonry Metal Quality C Disp. Platform Restroom SPECIAL FEATURES Sprinklers Guality CONSTRUCTION RECORD RATING (E.G.A.F.P) NO CAPACITY NORMAL % GOOD ITEM MATERIAL OR TYPE QUA EFFEC. APPR Cond Arch. Func. Ade- Wkm-Air Cond. Forced Air Rem. Amount Table YEAR YEAR Age No. For Life Attr. Pion quacy ship 43700 3/23/66 1967 1967 40 ORYD 100 1967 1968 39 99 0240 6/67 11500 1970 27 90 20 6046 76 Doors Sky-Lites Elevator Appraiser and Date AREA/ COST COST UNIT UNIT UNIT COST COST COST COST Rest. 1450 44022 26.10 44022 79794 AC 1822 5000 Misc Imps 2486 2054 2486 1000 12540 TOTAL 63616 12095 87380 NORMAL % GOOD 20 R.C.L.N.D. 62980 78552 CHECKED ar DEVIEWED



COMMERCIAL-INDUSTRIAL BUILDING RECORD

ASSESSOR, SAN DIEGO COUNTY

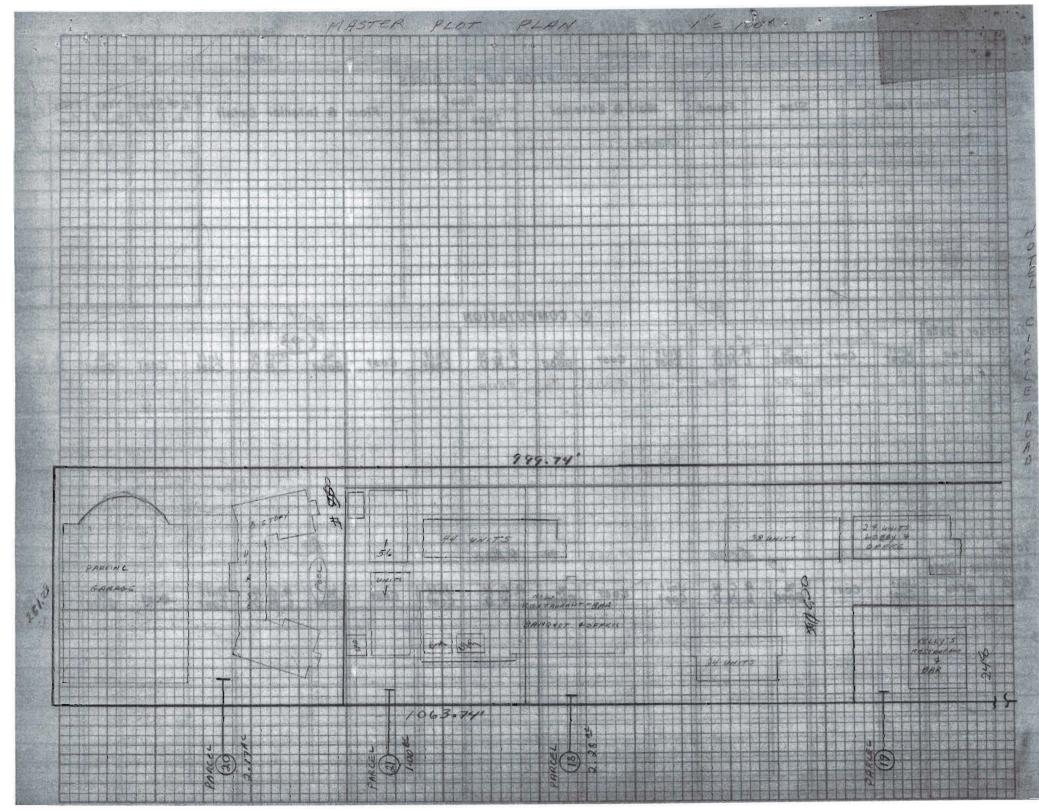
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Parcel No. 437-220-20

NAME SE BARON SHEET \_\_ OF 3 7 ADDRESS 250 CLASS & SHAPE FRAME TRUSSES EXT, FINISH ROOF FRONT INTERIOR CONSTRUCTION LIGHTING Heavy FLRB Wood Light X Flat Standard Type NUMBER OF ROOMS MATERIALS HOTEL B M 1 2 5 FLOORS GD WALLS GD CEILING Concrete Reinf. Wood Steel Shed Stucco Below Standard Stories 8 CARPET A PLASTER Steel - mes ' Span Spaced Metal Arch Bsmt Mezz No Frame FLOORS Gable Veneer FIXTURES Glass in USE DESIGN FURBWALLS X Fluorescent Metal Wood Concrete Wood Wood Garage Wood Wood Glass Metal Glass Doors Incandescent Store Brick Sub-Floor Unfinished Auto No. Concrete ROOMS Office Bulkhead Office Conc. Blk Elevation Quality ROOF COVER Back Trim Lobby  $X \mid X$ Factory Metal PAINT Quantity PAPER-PL Hall YX Warehouse Tilt Up FOUNDATION Composition PLUMBING Lighting WINDOWS Concrete Reinf. Drop Ceiling Bath 407=4 Pilasters Metal X Built-Up **Fixtures** PAPER-PL Party Quality A Disp.Platform Restroom Masonry Wood Metal UIN. TI 207 4MITS Sprinklers Quality SPECIAL FEATURES ITEM NO.-CAPACITY MATERIAL OR TYPE CONSTRUCTION RECORD NORMAL % GOOD RATING (E,G,A,F,P) EFFEC. APPR. Arch. Func. Ade- Wkm-Air Cond. Permit. Rem. Table YEAR Amount Date YEAR Age Life Attr. Plan quacy ship No. For A E01436 1969 MIT 6-14-68 1977 47 0855 96 E16685 P001 7-17-68 4000 E13635 CANOPY TO 6 3000 6-20-68 1360 7-17-68 K93781 Parch 7-15-74 Doors CUUT Sky-Lites 1 Elevators (2) 2-10-69 12-10-65 77 Appraiser and Date 5/23/24 UNIT UNIT UNIT UNIT AREA/ UNIT UNIT COST COST UNIT COST COST COST COST UNIT COST 280063 1210230 24.40 15T FL. 11478 137736 -> 767878 × 1.65 22.30 2Nd THRY 4Th FL 34434 344340 1120252 199687924.40 5TH THEY 8TH FL 45912 459120 115000 70000 CLASS = 26000 26000 RUGON 29000 ELEURTORS 58000 31833 2022819 1.5V NC 15T FL. PARKING G-1.00 21222 179116 4.00 2nd + 3rd EL PARKINGE 110635 4.50 2457 256860 3,00 1638 CANOPY OEPS V5.1 X 15.00 Pool Eduir RM 9,50 162 1539 308232 40000 0 E 16000 FLAT ASP 308232 36.00 25, 8les 9th FIR BANG Restin 8562 \$33M1 2907261 TOTAL NORMAL % GOOD 2790970 R.C.L.N.D. CHECKED REVIEWED

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LUUNIT ASSESSOR PARCEL 437- 260 -20 MISCELLANEOUS BUILDING RECORD SAN DIEGO CO CALIFORNIA SHEET Z OF Z SHEE ADDRESS 250 HOTEL CIRCLE NORTH DESCRIPTION OF BUILDINGS Roof Bldg. Floor & Interior Detail Structure Wall & Exterior or Loft Built Year Size Found. No. Type Cover 1968 1969 003 SWIM. POOL irr. 303 P C/ COMPUTATION Appraiser - Date Unit Cost Bldg. No. Unit Cost Cost Cost Area Cost Cost 96 4800 5000 AS is 5000 Marille. Ge 4500 Total 5000 5000 Appraiser - Date Unit Cost Unit Cost R. C. N. Blag. R. C. N. L. N. O. Unit Unit Area Cost Cost Cost Cost NO. Cost Total



COMMERCIAL-INDUSTRIAL BUILDING RECORD Parcel No. 437-260-20

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COMMERCIAL-INDUSTRIAL BUILDING RECORD Parcel No. 437-260-21 Account No. ASSESSOR, SAN DIEGO COUNTY . LA BARON HOTEL 348 Hotel Circle N INN OF AMERICA NAME \_ 7 ADDRESS INTERIOR CONSTRUCTION CLASS & SHAPE FRAME TRUSSES EXT. FINISH ROOF LIGHTING FRONT MATERIALS NUMBER OF ROOMS Light Heavy FLRB X Flat X Standard Type D. B M 1 2 3 FLOORS GD WALLS GD CEILIN Steel XXXX Stucco Shed Concrete Reinf. Wood Below Standard Stories 2 Arch K Stool Some ' Span Spaced ! Metal Codet G. Pr. Pt A Acon P. Mezz Gable FIXTURES X Glass in Bsmt No Frame FLOORS Veneer RK Carfet G GL. TL alt G Acres Metal Wood USE DESIGN FLRBWALLS Concrete / 35 " Wood Wood X Fluorescent Garage Nood Nood Metal X Incondescent Glass Doors Wood Glass Carlet ( Pz. Conv. Rx Sub-Floor 2 44 Auto No. Store Brick Unfinished Concrete Carlet G PL Bd PT G New PL Office Quality Bulkhead Office Conc. Blk Elevation G 72. GL BY G ACCU P. Quantity G Lobby Carlet Back Trim Factory Metal ROOF COVER Holl Lighting Warehouse Tile Up Composition PLUMBING FOUNDATION WINDOWS X Built-Up Bath 40 Fixtures Drop Ceiling X Conv. Ctr. X Pilasters X Concrete Reinf. X Metal Cor Ti G 4' Cer Ti G Resu FL Disp. Platform Quality G-A Wood Metal Masonry SPECIAL FEATURES Sprinklers Guality X X 6/205 MATERIAL OR TYPE NO - CAPACITY ITEM RATING (E,G,A,F,P) THEY OW DE TRUCTION RECORD NORMAL % GOOD EFFEC. APPR. Arch. Func. Ade- Whin- Air Cond. Hesting + Coling Permit Rem. Table Amount YEAR YEAR Age Attr. Plan quacy ship Life For 0250 GGA 484079 Conv. Ctr. 100 118750 50 Add 48 Rolal 41 97 96 1973 5 40 0845 1968 1977 9 92 36

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#### COMMERCIAL-INDUSTRIAL BUILDING RECORD Parcel No. MATTERNAL BUILDING RECORD Parcel No. ASSESSOR, SAN DIEGO COUNTY NAME LA BARON HOTEL SHEET ADDRESS 250 MATEL CIRCLE CLASS & SHAPE FRAME TRUSSES EXT. FINISH INTERIOR CONSTRUCTION FRONT ROOF LIGHTING Light Heavy FLRB NUMBER OF ROOMS MATERIALS Flat Type Standard Concrete Reinf. Wood Steel Stucco B M 1 2 3 FLOORS GD / WALLS GD CEILING C Shed Below Standard Stories Steel All Span Spaced' Metal Arch Bsmi Mezz No Frame FLOORS Veneer Goble FIXTURES Glass in DESIGN FLEB WALLS Concrete Wood Metal Wood Wood Y Fluorescent Wood Wood Garage Wood Gloss Gloss Doors Metal Incandescent Store Brick Sub-Floor Unfinished Auto No. Concrete Office Conc. Blk Elevation Office Quality Bulkhead Factory Metal Back Trim Lobby ROOF COVER Quantity Worehouse Till Up FOUNDATION WINDOWS Composition PLUMBING Hall Lighting Remove RM Pilasters Concrete Reinf. Metal Bath Built-Up Fixtures Drop Ceiling Party Masonry Wood Metal Quality Disp. Platform Restroom SPECIAL FEATURES Sprinklers Quality CONSTRUCTION RECORD MATERIAL OR TYPE NORMAL % GOOD RATING (E,G,A,F,P) ITEM NO .- CAPACITY QUAL EFFEC. APPR. Permit Rom. Arch. Func. Ade- Wkm-Heating + 1000 Table Date YEAR YEAR Life Attr. Plan quacy ship No. For 44573 5-17-71 Air Cond K97406 STW. ALL 7-7-76 1977 5 40 38 Doors Sky-Lites Elevator Appraiser and Date WILL 3-12-76 UNIT AREA/ UNIT UNIT COST COST COST COST COST COST COST BAYOUT ROSES 131313 2274 130 968 V 130 115 345 170707 1.1 . . . . . . ILAND STINE RON 450 1500 6750 Total 177457 13/3/3 Normal % Good R.C.L.N.D. 13/3/3

MISCELLANEOUS SIRUCIUKES STRUCTURE FOUND FLOOR CONST. DIM. AREA/UNIT **COMPUTATIONS** 6×6= 36 19×10= 190 75× 94=7050 REMARKS: \_\_\_

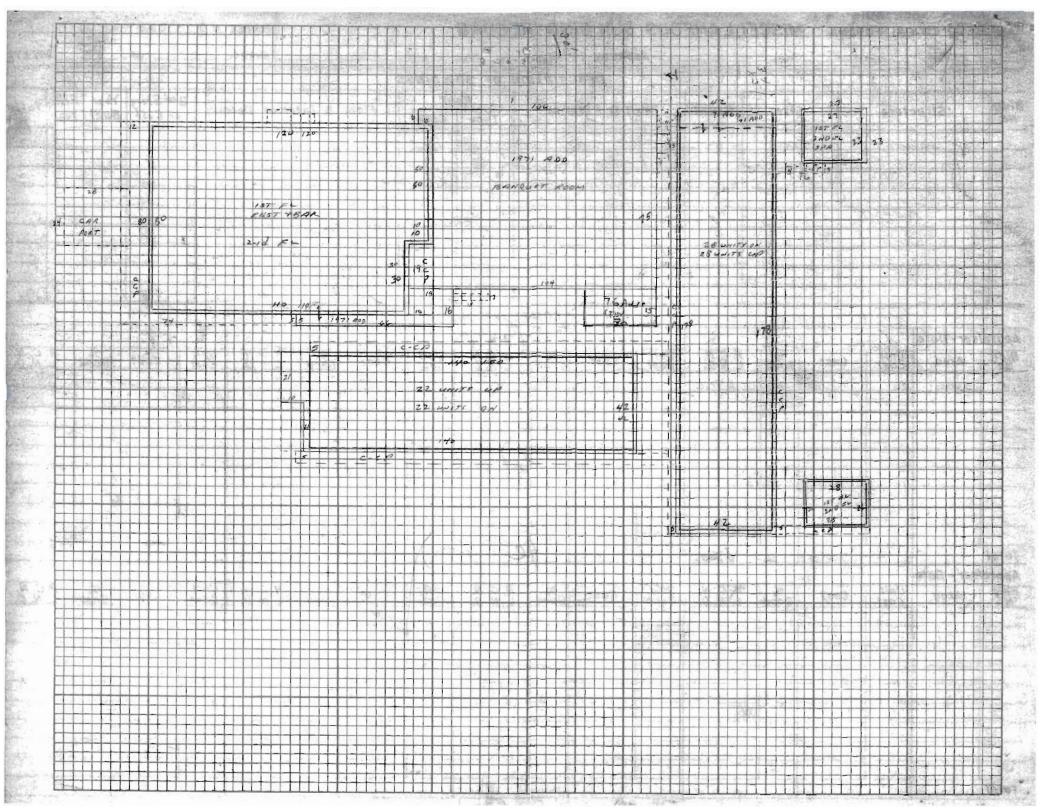
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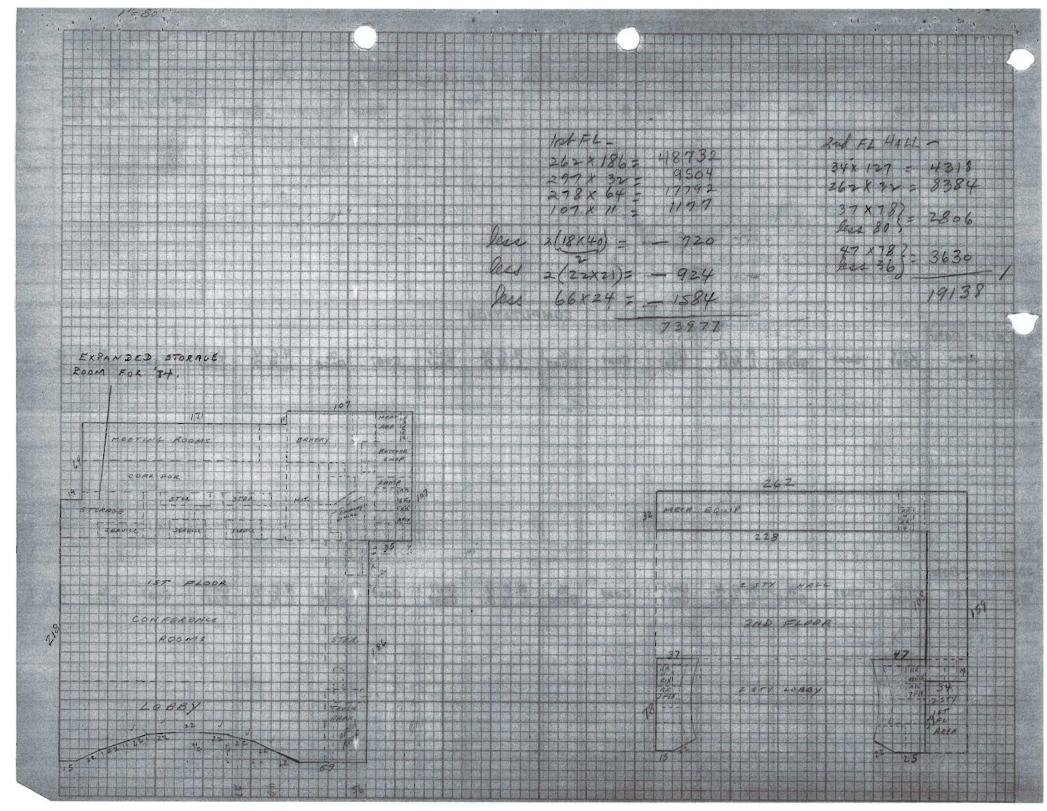
Total



BUILDING RECORD COMMERCIAL-INDUSTRIAL Parcel No. 437-260-2 ACCUMT No. ASSESSOR, SAN DIEGO COUNTY NOYTH SHEET NAME TOWN & COUNTRY HOTEL ADDRESS 500 INTERIOR CONSTRUCTION LIGHTING FRONT CLASS & SHAPE FRAME TRUSSES EXT. FINISH ROOF MATERIALS NUMBER OF ROOMS CONVENTION Type Heavy FLRB Flat Standard Wood Light COMPLEX GD CEILING M 1 2 3 FLOORS GD WALLS Shed Below Standard Steel Stucco Concrete Reinf. Wood CONC All 2 Stories Steel ' Span Spaced Metal Arch COMPERAP Veneer Glass in FIXTURES Gable Mezz **FLOORS** X Bsmt / No Frame beau Metal Wood Fluorescent USE DESIGN FLRBWALLS.3 " XXX Wood Wood Concrete Glass Doors Metal Incandescent Wood Glass MESTINE Garage Wood X Auto No. CONFERG Unfinished Store Sub-Floor Concrete Brick XX X RAKED Office Bulkhead Quality Office Conc. Blk Elevation XXX ROCKSET Back Trim Lobby ROOF COVER Quantity Factory Metal Hall PLUMBING Lighting WINDOWS Composition Tilt Up Warehouse FOUNDATION Bath Drop Ceiling COMPLEX 50 Fixtures X Built-Up Concrete Reinf. Pilasters Metal Disp.Platform Restroom Quality Metal Party Masonry Wood SPECIAL FEATURES Quality X Sprinklers conc MATERIAL OR TYPE NO - CAPACITY ITEM RATING (E,G,A,F,P) % GOOD ' CONSTRUCTION RECORD NORMAL EFFEC. APPR. Air Cond. Arch. Func. Ade- Wkm-Permit NIELSEN CONST CO. 291-6 330 Rem. Table Date YEAR YEAR Age Attr. Plan quacy ship Life For -.0. 3 100 944000 5-15-69 1970 970 47 98 3 0R50 1973 E66077 8-19-69 9-15-72 415463 ENCLOSE Rom 19000 MOSTE 9 3500 6-9-78 RIES, CTA 674645 8000 11-18-77 Doors A14087 17.000 3-17.83 574. RM Sky-Lites BLT WIO PERMITS, MINIMAL VALUE 58200200 TRELLIS, FENCE 13479 1/23/95 (NVA Elevator FREISHT - ZOOD हर्भिक्ष मुख्य वि 5692,520 C YSYOC MARTINISHER Completion 5-15-07 DRuehle 5-16-07 D. Ruehle 4-22-08 2-24-70 Appraiser and Date UNIT UNIT COST UNIT COST UNIT COST COST UNIT COST AREA/ COST COST UNIT COST COST COST UNIT COST COST PARKING WEST 984803 854287 118651 405563 627494 157 FLOOR 333001 15.00 287070 AC 110000 110000 13500 13500 FREIGHT ELEU 1990 27960 27960 C-CP's 4.00 2000 2000 DOCKS 33000 .50 16500 60 19800 FLAT CONS 40% of Frhibit Hally + 5.000 FMA 3900000 PA 49,340 5000 TOTAL 12716880 Isoe attached aways see attached ANALYSIS NORMAL % GOOD 100 2716880 R.C.L.N.D. CHECKED al PEVIEWED

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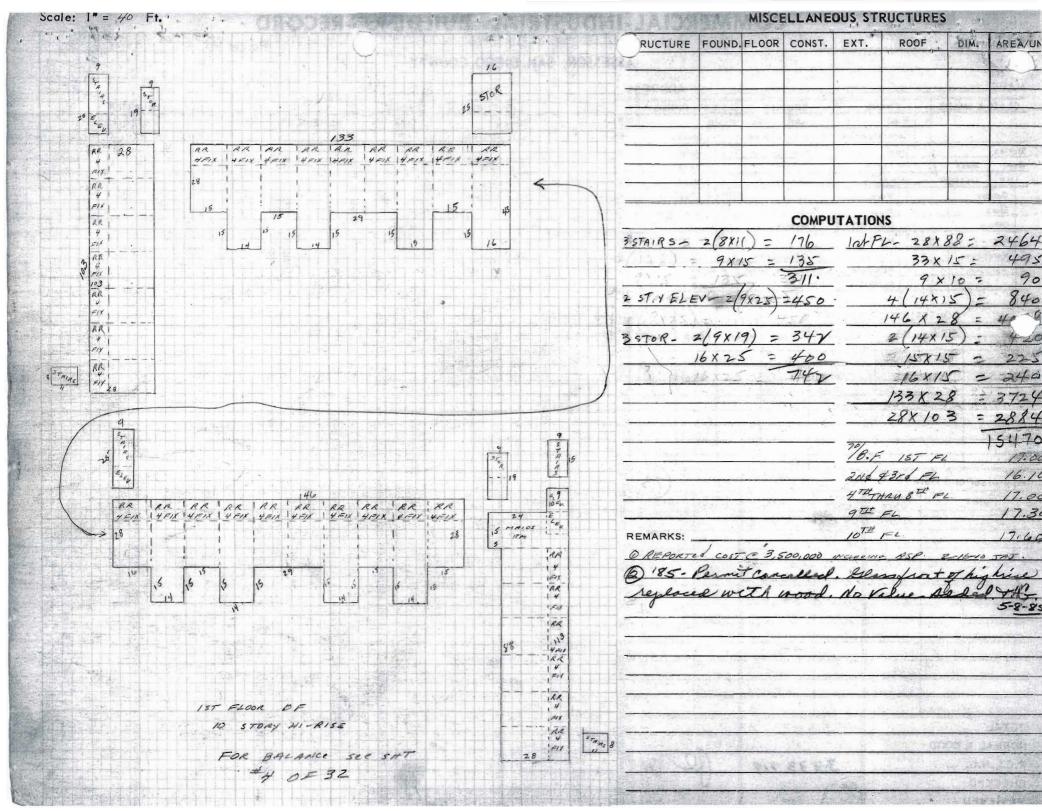
COUNTY ASSESSOR PARCEL #37-260-29 MISCELLANEOUS BUILDING RECORD SAN DIEGO CO CALIFORNIA OF 33 34 SHEE ADDRESS 500 WEST HOTEL CIRCLE SHEET Z DESCRIPTION OF BUILDINGS 2nd Story Year Effec Roof Bldg. Floor & Interior Detail Year or Loft Built Size Wall & Exterior Structure Found. Type Cover No. COMPUTATION Appraiser - Date Unit Cost Bldg. No. Unit Cost R. C. N. Unit Cost Cost Good Cost Area Cost Cost Total Appraiser - Date Unit Cost R. C. N. L. N. D. Good Bldg. No. R. C. N. L. N. D. Unit Cost R. C. N. L.N. D. Unit Cost Unit Cost % Good Cost Cost Area Cost Cost Total



COMMERCIAL-INDUSTRIAL BUILDING RECORD
Parcel No. 437-260-27

ASSESSOR, SAN DIEGO COUNTY

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COMMERCIAL-INDUSTRIAL BUILDING RECORD
Parcel No. 437-260-

ASSESSOR, SAN DIEGO COUNTY

NAME TOW		ADDRESS 500 WEST						4010	2	5	IRCL	<u> </u>	SHEET 5 OF 3																
CLASS & SHA	PE		FRAME		TRUSSES EXT. FINISH ROOF LIGHTING FRONT						INTERIOR CONSTRUCTION																		
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crystal Ts emporium ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260 - 27

OF 33: NAME TOWN & COUNTRY HOTEL ADDRESS 500 WEST HOTEL SHEET \_ 6 CLASS & SHAPE FRAME TRUSSES EXT. FINISH ROOF FRONT INTERIOR CONSTRUCTION LIGHTING Wood 2x 6 Light Heavy FLRB Flat Standard Type NUMBER OF ROOMS MATERIALS Concrete Reinf. Wood Steel Stucco Shed **Below Standard** B M 1 2 3 FLOORS GD WALLS GD CEILING ' Span Spaced Metal Arch X Stories / Steel CARPET Bsmt Mezz No Frame **FLOORS** Veneer BRICK Gable FIXTURES Class in FOYER DESIGN FLRBWALLS 18 QUARRY USE Concrete Wood Wood Metal Wood Fluorescent KITCHCH COLONIAL Acou Garage Wood Wood Glass Metal Incandescent Glass Doors DINING Auto No. Store Brick Sub-Floor Unfinished Concrete PARQUET Bulkhead Office Conc. Blk Elevation Quality Office Factory Metal ROOF COVER Quantity Back Trim Lobby ( Composition Warehouse Tilt Up FOUNDATION WINDOWS PLUMBING Lighting Hall A Built-Up 27 Fixtures Drop Ceiling Bath RESTAURANT Pilasters X Concrete Reinf. Metal CARPET Disp. Platform Party Masonry Wood Metal Quality Restroom Sprinklers SPECIAL FEATURES Quality MATERIAL OR TYPE NORMAL % GOOD ITEM NO.-CAPACITY CONSTRUCTION RECORD RATING (E,G,A,F,P) APPR. EFFEC. Permit NIELSEN CONST Amount Date Arch. Func Ade- Wkm- Air Cond. Rem. Table YEAR YEAR Age Attr. Plan quacy ship Life No. 250000 G G RESTAURANT 1970 66000 8-6-76 49147 Remod B201593 Remod/Ti"PRIMO 406,000 5-19-99 Doors Sky-Lites SQC. Elevator 2-17-70 Appraiser and Date UNIT UNIT AREA/ UNIT COST COST COST COST COST UNIT COST UNIT Store 4319 445321 6500 CANDEY 7000 FIRT ASP 14000 ROLL 671,912 209666 > PA 210,000 LACKS Jby Froure ceiling penel Finis 1 400 210000 TOTAL UNF 165000 NORMAL % GOOD R.C.L.N.D. CHECKED

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count No. BLDG D4G

BBY FOFFICES

## ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437 - 266 - 27

SHEET 7 OF 3

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COMMERCIAL-INDUSTRIAL BUILDING RECORD Account No. Parcel No. 437-260- 13 3403830-690218 ASSESSOR, SAN DIEGO COUNTY Hotel Eircle COMINO DEL RIO NAME TOWN & COUNTRY HOTEL BLOGH ADDRESS 504 CLASS & SHAPE FRAME **TRUSSES** EXT. FINISH INTERIOR CONSTRUCTION ROOF LIGHTING FRONT Q 6.0 D8.0 Wood Flat Light X Heavy FLEB X Standard ABOVE Type NUMBER OF ROOMS MATERIALS Shed B M 1 2 3 FLOORS GD WALLS Concrete Reinf. Wood Steel Stucco Below Standard Stories Steel ' Span Spaced Metal Arch AII X No Frame Bsmt **FLOORS** Veneer STONE Gable FIXTURES X Glass in DESIGN FLRBWALLS 2 Concrete Wood BaB Wood X Fluorescent Wood Garage Wood Wood Glass Metal X Incandescent 2 Glass Doors COFFEE SH Store Brick Sub-Floor Auto No. Unfinished Concrete Office Conc. Blk Elevation Bulkhead Office Quality G Metal Factory ROOF COVER Back Trim Lobby Quantity G Warehouse Tilt Up Hall FOUNDATION WINDOWS Composition PLUMBING Lighting Pilasters Concrete Reinf. X Metal Built-Up @ /Q Fixtures Drop Ceiling Bath Party Disp.Platform Masonry Wood Metal Quality G TO AVE Restroom X HEAVY SHAKE Sprinklers Quality SPECIAL FEATURES MATERIAL OR TYPE QU NO - CAPACITY CONSTRUCTION RECORD NORMAL % GOOD RATING (EGA, F, P) ITEM EFFEC. APPR. Cond. Arch. Func. Ade- Wkm-Air Cond. Permit WAI WHIT @ 120 Rem. Table Amount YEAR YEAR Age Date Attr. Plan quacy ship For No. COMB HEAT & REFRIOLERATION @ 21 TON 95 1953 1964 OR 50 (6) 25 1954 OR35 1957 ADD 9/61 A45339 COFFEE SHOD 8500 E78436 20 000 11-19-69 Doors Sky-Lites Elevator Appraiser and Date 11-7-63 UNIT UNIT UNIT COST COST COST COST COST COST COST RESTRUMENT 12143 H 379 190464 AC TOTAL NORMAL % GOOD R.C.L.N.D. CHECKED REVIEWED

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PARCEL 437- 260-27 SAN DIEGO CO CALIFORNIA . MISCELLANEOUS BULDING RECORD OF 33 DA SHE ADDRESS 500 WEST HOTEL CINCLE WIN & COUNTRY HOTEL DESCRIPTION OF BUILDINGS Roof Effec Bldg. Wall & Exterior Floor & Interior Detail Structure Size Found. Year Built No. Cover Type (MECH. ROOM) 19 X Z4 CONC -70 × 24 SHOP CONC 237 5 Z #/ 0,4 COMPUTATION 2-17-70 Appraiser - Date Good R. C. N. L. N. D. Unit Cost Bldg. No. Unit Unit Cost Good Area Cost Cost Cost Cost 8427 FOR BO OFF 53 4070 - 4070 7680 15960 16 80 95 6800 FOR 80 4536 2994 - 2994 For 80 1680 907 5.00 10.00 9781 27000 14310 10.00 27000 22000 22000 22000 10.00 100 9 54 2500 1350 79799 Total 9388 Appraiser - Date R. C. N. L. N. D. R.C. N. Bldg. 600d R. C. N. L. N. D. Unit % Good Unit Unit Unit Area Cost Cost Cost Cost No. Cost Total

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Account No. 640 3835 69C218

DEVIEWED

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-+

NAME POLYNESIAN LANAI \_\_ ADDRESS CLASS & SHAPE FRAME TRUSSES EXT. FINISH INTERIOR CONSTRUCTION ROOF LIGHTING FRONT Wood Heavy FLRB × Standard NUMBER OF ROOMS MATERIALS Light Flat Type SPEC B M 1 2 3 FLOORS GD WALLS GD CELLIN Concrete Reinf. Steel Shed Below Standard GLASS Stories / Steel Span Spaced AII A Metal Arch Bsmt O Mezzo X No Frame FLOORS Gable FIXTURES Glass in my CAME MA USE DESIGN FLRBWALLS Concrete Wood Wood Fluorescent Metal Wood Garage Wood Glass Metal X Incandescent Glass Doors Store Brick Sub-Floor Unfinished Concrete Auto No. Grande B4B Office Conc. Blk Elevation XHIP Quality A Bulkhead Office Factory Metal ROOF COVER Quantity A Back Trim Lobby Warehouse Tilt Up FOUNDATION WINDOWS Composition PLUMBING Lighting Hall LAHAI Pilasters Concrete Reinf. X Metal Built-Up Fixtores Drop Ceiling Bath Quality Party Masonry Wood Metal Disp.Platform Restroom GLASS X NONE X SHAKES Sprinklers SPECIAL FEATURES Quality MATERIAL OR TYPE CONSTRUCTION RECORD NORMAL % GOOD RATING (EGA, F,P) ITEM NO.-CAPACITY EFFEC. APPR Arch. Func. Ade- Wkm- Air Cond Permit Rem. Amount Date YEAR YEAR Age Attr. Plan quacy ship No. For LAMAI TIKI 3/61 939136 OR30 9600 1961 1963 0 30 100 9000 7-14.72 1961 1964 1973 DRYD Doors Sky-Lites Elevator Appraiser and Date UNIT UNIT AREA/ UNIT COST COST COST COST UNIT UNIT COST 850 23664 BLDG 5.00 33408 5 880 588 GAME ROOM 10.00

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Parcel No. \_437-260-+2

Account No. 4463835 RM 690218 ASSESSOR, SAN DIEGO COUNTY NAME TOWN & Country Hotel ADDRESS 500 WEST HOTEL CIRCLE CLASS & SHAPE FRAME TRUSSES EXT. FINISH ROOF LIGHTING FRONT INTERIOR CONSTRUCTION SMAIL STORE X Wood Light Heavy FLSB Flat X Standard Type NUMBER OF ROOMS MATERIALS B M 1 2 3 FLOORS GD WALLS GD CEILING Exc() Concrete Reinf. Wood Steel Shed Stucco Below Standard Stories / Steel ' Span Spaced Metal Arch AII Bsmt No Frame FLOORS Veneer Gable FIXTURES Y Glass in USE DESIGN FLRBWALLS 12 Wood Metal Wood Concrete Wood Fluorescent Garage VVVV Wood Wood Metal Glass V Incandescent Glass Doors Store Brick Auto No. Sub-Floor Unfinished Concrete Office Conc. Blk Elevation Quality A + Bulkhead Office Factory Metal ROOF COVER Quantity A Back Trim Lobby Warehouse Tilt Up **FOUNDATION** WINDOWS × Composition PLUMBING Lighting Hall Pilasters Built-Up @ | Fixtures Drop Ceiling Bath Concrete Reinf. Metal MEETING BM Disp.Platform Party Quality Restroom Masonry Wood Metal Sprinklers SPECIAL FEATURES Quality RATING (F,GA,F,P) NO.-CAPACITY MATERIAL OR TYPE QU ITEM CONSTRUCTION RECORD NORMAL % GOOD FFFFC. APPR. Cond. Arch. Func. Ade- Wkm-Air Cond. FURN (OVER CER) Permit Rem. Table YEAR Amount Date YEAR Age Attr. Plan quacy ship Life No. For 79 49 1964 0850 1963 Doors Sky-Lites Elevator Appraiser and Date AREA/ UNIT COST COST COST UNIT COST COST COST COST COST COST 1360 11.152 MEETING RMS 2000

NORMAL % GOOD R.C.L.N.D. CHECKED REVIEWED

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COMMERCIAL-INDUSTRIAL BUILDING PECORD Parcel No. 437-260-27

AS SSOR, SAN DIEGO COUNTY

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COUNTY ASSESSOR . RESIDENTIAL BUILDING RECORD PARCEL 1 SAN JEGO CO. CALIFORNIA 504 W. CAMINO DELK ADDRE F- BLOG M RMS/ 3/00 = 3103 + 646 3835 696 218 DESCRIPTION OF BUILDING ROOM AND FINISH DETAIL AIR CONDITION CLASS & SHAPE CONSTRUCTION STRUCTURAL EXTERIOR ROOF LIGHTING D6.50 INTERIOR FINISH FLOORS FLOOR FINISH 14 Pitch Light X Frame Stucco on Flat Wiring Heating & Cooling ROOMS Walls Ceilings Gable 4/4 M 8 1 2 Material Grade Conduit Sub-Standard X 2"x4"-16 Forced Clean'q PL PI ARCHITECTURE B.X. X Coble Grovity Humid. All CARPET G Standard Sheathing Siding Hip Fixtures Above-Standard Concrete Block Shed X Wall Unit W/T 4 1 Stories Special B. & B. T. & G. Cut Up Few Cheap Ent. Hall TYPE Floor Unit Living Brick Shingle Dormers X Ava. X Med. Use Design FOUNDATION Zone Unit Dining Adobe Shake Roft. 4"x 1."-4 Many Specia Central" Single X Cancrete Floor Joist ( B. & B. 7.8 G. Gutters 187: "x " X 3' 0 HG PLUMBING Bed Double X Reinforced HEAVY 2 MA: "X M\_ Poor X Std. Spe Duplex Brick Brick Shingle Apartment Wood Sub-Floor Stone Shake HEAVY Oil Burner Tile Flat - Court Piers X Concrete Floor WINDOWS EA. 25 M-B.T.U. D.H. Casement Tile Trim Motel Loundry Fireplace Kitchen Insulated Ceilings Metal Sash Compo.; Water Htr.-Auto. Ft. Splash: Drain Bd. Material: Lath: Units Light Heavy Insulated Walls X Screens LVR Compo. Shingle Water-Softner BATH DETAIL RATING (E,G,A,F,P) **NSTRUCTION RECORD** NORMAL % GOOD EFFEC. APPR. FIXTURES Arch. Func. Con- Storage Space Work-Attr. Plan form Cupb'd Closet m'nshp FINISH Permit Remain'q YEAR YEAR FI. No. Toble Amount St. QT.G.D. Finis Wc. La. Tub Type Walls Floors For 444 M 14 AT G 6 DF G 195455 1955 99 MOTEL 1957 0855 0850 94 SPECIAL FEATURES Venetian Blinds Built in Resrig. Book Cases " " Oven & Plate Shutters " " Dishwasher X Vent Fan COMPUTATION Unit Cost Appraiser & Date RW 10-28-57 Unit Unit Unit Unit Cost Cost Cost Unit Area Cost Cost Cost MOTEL UNIT 2232 0.00 600 VENT FONS 8 720 RAIL FENCE 8014 100 LAWNSPR 1110 TOTAL NORMAL % GOOD R.C.L.N.D.

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Sub-Standard   X 2 "x \( \psi \) "   X   Sable \( \frac{1}{2} \) M   K.T.   Conduit   Forced   Clean'g   ROOMS   B   1 2   Material   Grade	INTERIOR FI Wolls Ce D. 759  lash:  SS SH Grade St ATG Cr 9
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Stories   Stondard   Sheething   Siding ",   Hip   A   B.K.   Cooke   Gravity   Humid   All   X   Coaper   G   Tr	750   10sh:   S
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I Stories   Special   B&B   T& 6   Shingle   Cart Up   Few   Cheep   9 - N. T   Cat Holl   TYPE   Special   Special	S SH Grode St. 2.16. G 9
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Single   X   Cancrete   Floor Joist:   X   8.8.8   7.8.6   Gutters   PLUMBING   Dedication   Plumbing   Plum	S SH Grode St. 2.16. G 9
Double X Reinforced   4". " " X NEAVY   PLUMBING   Bed   Q   Duplex   Brick   2m   " " "   X NEAVY   Brick   Shingle   Peor X Stall   Spec   Duplex   Brick   2m   " "   X Neavy   Brick   Shingle   Peor X Stall   Duplex   Brick   2m   " "   X Neavy   Brick   Shingle   Peor X Stall   Duplex   Brick   2m   " "   X Neavy   Brick   Duplex   Brick   2m   Till   Duplex   2m   Till   Duplex   Brick   2m   Till   Duplex   2m   Til	S SH Grode St. 2.16. G 9
Duplex	S SH Grode St. 2.16. G 9
Apartment Wood Sub-Floor Stone X Shake I-Gayly Oll Burner    First-Court   Piers   X Concrete Floor   WINDOWS   Title Trim   Loundry   M-B.T.U.	S SH Grode St. 2.16. G 9
Motel X Insulated Ceilings Metal Sash Compa. Mater Htt: Auta. Fireplace Kitchen D Drain Bd. Materials. Lights Ft. S. Mater Scriptor Drain Bd. Materials. Lights Ft. S. Materials. Lights Ft. S. Mater Scriptor Drain Bd. Materials. Lights Ft. S. Mate	S SH Grode St. 2.16. G 9
Insulated Ceilings   Metal Sash   Compo.;   Water Hti: Auta.   Fireplace   Kitchen   D   Lqth:   Ft   St   St   St   St   St   St   St	S SH Grode St. 2.16. G 9
STRUCTION RECORD	S SH Grode St. 2.16. G 9
NSTRUCTION RECORD   EFFEC   APPR   NORMAL % 600D   RATING (E, G, A, F, P)   BATH DETAIL   Remain   Table   % Cond.   Arch.   Func.   Con   Storage Space   Work-   Finish   Fixture   Moster   William   Work   Wo	S SH Grode St. 2.16. G 9
Amount   Date   YEAR   Age   Remaing   Table   Yo   Cond.   Arch. Func.   Con-   Storage Space   Work-   Fil.   No.   Floors   Walls   Wo.   Lo.   Walls   Type	Grade St at 6. G 9
No.   For   Amount   Date   YEAR   Age   Remaining   Toble   Yo   Cond.   Arch. Func.   Con- Surrage Space   Mork   Fil.   No.   Films   Fil.   File   Fil	Grade St at 6. G 9
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SPECIAL FEATURE   Book Cases   Built in Regri   X Shutters   11 Oven & Plas   X Shutters   11 Oven & Plas   X Vent Fan 18   18 Oven & Plas   Y Vent Fan 18   Y Ve	RES
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COUNTE ASSESSOR RESIDENTIAL BUILDING RECORD SHEET OF HE SHEETS PARCEL SAN DIEGO CO CALIFORNIA 74-75-76-78-79-80-7 OG B-3-5 15533-34-35-36-37-38-39-40 6463835 190218 DESCRIPTION OF BUILDING CLASS & SHAPE CONSTRUCTION ROOM AND FINISH DETAIL STRUCTURAL EXTERIOR ROOF LIGHTING AIR CONDITION INTERIOR FINIS Wiring Heating X Cogling FLOORS FLOOR FINISH 4 Pitch Light X Frame X Stucco on Flat 126.5 ROOMS Ceiling Sub-Standard 4 x Gable 4/4 M × Forcad 8 1 2 Material Grade Walls Conduit CARPET FRO- FAB ARCHITECTURE X Standard Sheathing Cable Gravity Humid. All Siding Hip B.X. Above-Standard Concrete Block Shed Fixtures Wall Unit 2 Stories Special B.& B. | T.& G. Cut Up Few Cheap Ent. Hall TYPE Avg. X Med. Brick Shingle Dormers Floor Unit Living Design FOUNDATION Adobe Use Snake Roft. "x Special Zone Unit Dining Central" Single Concrete Floor Joist: B & B. 7.8 G. UNITS Gutters PLUMBING Double Reinforced 75T. "x Bed Brick 2 MA: "X "-Brick Shingle Poor X Std. Spec Bed Duplex Stone Wood Sub-Floor Shake Oil Burner Apartment Flat-Court Concrete Floor WINDOWS Tile Piers Sink × Motel D.H. X Cosemeni Tile Trim M-8.T. U. Laundry Insulated Ceilings X Metal Sash Compo.; Water Htr.-Auto. Fireplace Kitchen 16 Units X Light Heavy Drain Bd. Material: Ft. Splash: Insulated Walls Screens Compo. Shingle Water-Softner Lgth: APPR NORMAL % GOOD ONSTRUCTION RECORD RATING (EG)A,F,P) BATH DETAIL EFFEC. SHOWE Arch. Func. Con- Storage Space Work-Attr. Plan form Cupbid Closet minshp FIXTURES Permit FINISH Remain'g Life YEAR YEAR FI. No. Date Toble % Amount Age Wc. La. Tub Type Grade St. Q.T.G.D. Fin Floors Wolls No. For AZEDT 8168 MOD 10/61 1963 45 8 ASPT1 278.800 1962 845 MOTEL 100 8168 MOD SPECIAL FEATURES Venetian Bline Built in Resriq Book Cases " " Oven & Plate Shutters " " Dishwasher Vent Fan COMPUTATION 10/10/62 Appraiser & Date Unit Unit Unit Unit Area Cost Cost Cost Cost Cost Cost FLK 2750 24750 900 10.80 29700 24750 FLR 2750 9.00 29200 AC 6400 16 RM3 6400 MISC IMPS 4511 TOTAL 60411 65 800 NORMAL % GOOD 100 R.C.L.N.D 60411

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COUNTY ASSESSOR . RESIDENTIAL BUILDING RECORD SHEET 25 OF 224 +3 SHEETS PARCEL 421-200-14 SAN DIEGO CO CALIFORNIA ADDA 5 531-2 LDG B-3-4 6403835 09C 1/8 DESCRIPTION OF BUILDING CLASS & SHAPE CONSTRUCTION STRUCTURAL LIGHTING AIR CONDITION ROOM AND FINISH DETAIL EXTERIOR ROOF FLOORS FLOOR FINISH INTERIOR FINIS X Frame × Wiring X Heating X Colling Light X Stucco on Flat A Pitch D6.5 " x 8 1 2 Material Grade Ceilin Sub-Standard Gable 1/4 M Conduit X Forced Clean'a ARCHITECTURE Standard Sheathing Hip Cable Gravity Humid. XX A FRM-FAB P28P Sidina B.X. All Above-Standard Shed Fixtures Concrete Block Wall Unit 2 Stories Special B.& B. T.& G. Gut Up Cheap Ent. Hall TYPE Brick Shingle Dormers Avg. X Med. Floor Unit Living Use Design FOUNDATION Adobe Shake Roft. "x Special Zone Unit Dining Single X Concrete Floor Joist B & B. T. & G. Gutters X Central" UNITS Reinforced 157, " " Double PLUMBING Bed 2 Ma. "x "-Poor X Std. Spec Duplex Brick Brick Shingle Red Sub-Figgr Stone Shake Apartment Wood Oil Burner Flat-Court Concrete Floor WINDOWS Tile Piers D.H. X Casement Motel Tile Trim Laundry M-8.T. U. Insulated Ceilings X Metal Sash Compo.; Water Hth - Auto. Fireplace Kitchen 4 Units K Light Heavy Insulated Walls Screens Compo. Shingle Water - Softner Drain Bd. Material: Lgth: Ft. Splash: ONSTRUCTION RECORD RATING (E(G)A,F,P) BATH DETAIL NORMAL % GOOD EFFEC. APPR. Cond. Arch. Func. Con- Storage Space Work-FIXTURES SHOWE FINISH Permit YEAR YEAR FI. No. Date Table Amount Wc. La. Tub Type Wolls 1962 PLEPT 242 MOD 45 845 12 ASPT1 PLB PT 2 4 2 MOD peso SPECIAL FEATURES Venetian Blin Built in Reiria Book Cases 11 11 Oven & Plate Shutters Vent Fan " " Dishwasher COMPUTATION Appraiser & Date 11-4-4 Unit Unit Unit Unit Cost Cost Cost Area Cost Cost COST IST FIR 700 930 6510 7315 10.45 2ND FIR 700 930 6510 7315 10.45 1600 1600 MISC IMPS 798 25 TOTAL NORMAL % GOOD R.C.L.N.D

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SAN DIEGO CO CALIFORNIA RESIDENTIAL BUILDING RECORD SHEET OF THE SHEETS PARCEL #37-260-12 H ADD \$506-7-8-9-10-11-12-14-15-16 PG B-3-1 6463835 696218 DESCRIPTION OF BUILDING CLASS & SHAPE CONSTRUCTION STRUCTURAL EXTERIOR ROOF LIGHTING AIR CONDITION ROOM AND FINISH DETAIL Light X Frame X Stucco on Flat FLOORS FLOOR FINISH 14 Pitch × Wiring X Heating X Cooling INTERIOR FINIS D6.5 Sub-Standard " x "-Gable 1/4 M Conduit X Forced Clean'a Material Grade Walis Ceiling ARCHITECTURE × Standard CARPET Sheathing Siding Hip B.X. Cable Gravity Humid. All 0180. Fixtures Above-Standard Concrete Block Shed Wall Unit 2 Stories Special B.& B. T. & G. Few X Cut Up Cheap Ent. Hall TYPE Brick X Ava. × Med. Shingle Dormers Floor Unit Living Use Design FOUNDATION Roft. "x "-Adobe Shake Many Special Zone Unit Dining Single X Concrete 7.86. 10 10 Floor Joist: B. & B. Gutters X | Central" UNITS Reinforced PLUMBING Double Bed 2 NO. "X "-Poor X Std. Spec Brick Brick Shingle Duplex Bed Sub-Floor Stone X Shake Apartment Wood Oil Burner Concrete Floor Flat-Court Piers WINDOWS Sink D.H. X Casement Tile Trim Motel Laundry M-B.T.U Insulated Ceilings X Metal Sash Compo.; Water Htr.-Auto. Fireplace Kitchen 20 Units X Light Heavy Insulated Walls Screens Compo. Shingle Water-Softner Drain Bd. Material: Lath: Ft. Splash: *ONSTRUCTION RECORD* NORMAL % GOOD RATING (E.G.A.F.P) BATH DETAIL EFFEC. APPR. Permit Arch. Func. Con- Storage Space Work-FIXTURES FINISH SHOWE YEAR YEAR Remain'q Table Amount Life Attr. Plan form Cupb'd Closet minshp For Floors Walls Wc. La. Tub Type Grade 1962 1962 45 845 PLEPT 1020 10 MOD 1963 ASPTI At PLEPT 1020 10 MOD 1964 ASPTI 1962 0850 SPECIAL FEATURES Book Cases Built in Refrig. Venetian Blind " " Oven & Plate Shutters Vent Fan " " Dishwasher COMPUTATION Appraiser & Date Unit Unit Area Cost Cost Cost Cost Cost Cost 15T F.48 30825 3425 9.00 36.305 IND ELR 3425 308.25 10.60 36305 AC 8000 8000 MISC IMPS 8877 4480 F 1 . C3 TOTAL NORMAL % GOOD Rx 78527 R.C.L.N.D

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MISCELLANEOUS STRUCTURES,

COMMERCIAL-INDUSTRIAL BUILDING RECORD count No. BLOG # B Z Parcel No. 437 - 260 -0403835 69C218 RMS 3450-3462+3400-3412 ASSESSOR, SAN DIEGO COUNTY NAME TOWN & COUNTRY HOTEL ADDRESS 504 W. CAMIND DEL PE FRAME CLASS & SHAPE TRUSSES EXT. FINISH ROOF LIGHTING FRONT INTERIOR CONSTRUCTION Heavy FLRB MATERIALS Light Flat NUMBER OF ROOMS X Standard Type 06.5 Concrete Reinf. Shed B M 1 2 3 FLOORS GD WALLS GD CEILIN Wood Steel Stucco Below Standard Stories 2 Steel ' Span Spaced Metal Arch Bsmt Mezz No Frame **FLOORS** X Veneer Back X Gable **FIXTURES** Glass in USE DESIGN FURBWALLS " Y X Concrete Wood Wood Metal Wood Fluorescent VVV Wood Garage Wood Glass Metal X Incandescent Glass Doors Auto No. Store Brick Sub-Floor Unfinished Concrete Office XXPT Bulkhead V Conc. Blk Elevation Quality Office Back Trim Factory Metal ROOF COVER Quantity Lobby PLUMBING Lighting Warehouse Tilt Up FOUNDATION Composition Hall WINDOWS Pilasters Y Concrete Reinf. Metal Built-Up 84 Fixtures Drop Ceiling Bath 13 13 MOTEL Metal Disp. Platform Party Quality 6 26 UNITS Masonry Wood Restroom X HEAVY SMAKE Sprinklers Quality SPECIAL FEATURES MATERIAL OR TYPE NORMAL % GOOD NO.-CAPACITY RATING (EGA,F,P) ITEM CONSTRUCTION RECORD EFFEC. APPR. Cond. Arch. Func. Ade- Wkm- Air Cond. WALL HEATERS Permit Rem. Table YEAR YEAR Attr. Plan quacy ship Life For APPRIOR COOLING 1957 1957 1964 43 0050 96 MOTEL Doors Sky-Lites Elevator Appraiser and Date AREA/ UNIT UNIT UNIT UNIT COST COST COST COST UNIT COST COST COST COST MOTEL 137574 4416 10.90 48 134 10.90 MOTEL 2NO STUMY16 400 26 RMS TOTAL NORMAL % GOOD R.C.L.N.D. CHECKED DEVIEWED

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SAN DIEGO CO. CALIFORNIA RESIDENTIAL BUILDING RECORD SHEET 629 OF HAS SHEETS PARCEL 439-260-74 Z SAN DIEGO CO CALIFORNIA ADDA 55/7-18-19-20-21-23-24-25-26-27 LOG B-3-2 -29-30 6403835 690218 DESCRIPTION OF BUILDING CLASS & SHAPE CONSTRUCTION STRUCTURAL ROOF LIGHTING AIR CONDITION EXTERIOR ROOM AND FINISH DETAIL Light Flat A Pitch × Wiring X Heating X Cooling FLOORS FLOOR FINISH X Frame X Stucco on INTERIOR FINI ROOMS D6.5 Sub-Standard Gable 1/4 M K.T. Conduit X Forced Clean'q B 1 2 Material Grade Wolls Ceilii Coble ARCHITECTURE Standard Sheathing Siding B.X. Grovity Humid. ERM- FAB Fixtures Above-Standard Concrete Block Shed Wall Unit 2 Stories Special B.& B. 7. & G. Cut Up Few Cheap Ent. Hall TYPE Brick Shingle Dormers X Ava. × Med. Floor Unit Living Use Design FOUNDATION Shake Roft. "x Zone Unit Adobe Mony Special Dining X Concrete Floor Joists B. 8 B. T. 8 G. Gutters Central" 11/15 14/14 Single 18T: "x "-PLUMBING Reinforced Bed Double Poor X Std. Spe Brick 2 Mm. "x "-Brick Shingle Bed Duplex Sub-Flogr Stone Shake Wood Oil Burner Apartment Concrete Floor WINDOWS Tile Sink Flat-Court Piers D. H. X Casement Tile Trim X Motel Laundry M-B.T.U Insulated Ceilings X Metal Sash Compo.; Water Hir.-Auto. Fireplace Kitchen 28 Units X Light Heavy Compo. Shingle Water-Softner Drain Bd. Material: Insulated Walls Screens Lgth: Ft. Splosh: CONSTRUCTION RECORD NORMAL % GOOD RATING (E,G)A,F,P) BATH DETAIL EFFEC. APPR. Cond. Arch. Func. Con- Storage Space Work-Remain'a Life Permit FINISH FIXTURES SHOW YEAR YEAR Fi. No. Table Date Floors Walls Wc La Tub Type Grade 1962 1962 1963 45 ASPT 1 DLEPT 14/28/14 MOD 0 100 ASPTI PLEPT 1428 14 MOD 2028/3 AA+35W375 80,000 8-24,99 1962 48 1964 SPECIAL FEATURES Book Cases Built in Resniq. Venetian Bl Shutters " " Oven & Plate Vent Fan " " Dishwasher COMPUTATION Appraiser & Date Unit Unit Unit Unit Unit Unit Area Cost Cost Cost Cost Cost Cost 1ST FLR 4800 9.00 43200 10,60 50 880 43200 ZND FLR 4800 900 1060 50880 AC 11200 11200 MISC IMPS 6754 TOTAL 104354 112 960 NORMAL % GOOD 100 R.C.L.N.D

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SAN DIEGO CO CALIFORNIA RESIDENTIAL BUILDING RECORD 436-260-12 142 500-1-2-3-4-5 LRG B-3-3 6403835 690218 DESCRIPTION OF BUILDING CLASS & SHAPE CONSTRUCTION STRUCTURAL EXTERIOR ROOF LIGHTING AIR CONDITION ROOM AND FINISH DETAIL X Heating X Choney ROOMS Light X Frame X Stucco on Flat A Pitch × Wiring FLOORS FLOOR FINISH INTERIOR FINISI 06.5 Sub-Standard "x "-Gable 4/4 M K.T. Conduit X Forced B 1 2 Clean'a Material Grade Ceilings ARCHITECTURE × Standard Sheathing Sidina Hip B.X. Cable Gravity Humid. All XX 14 PLOP Fixtures Shed Wall Unit Above-Standard Concrete Block 2 Stories Special 8. 8. T. & G. K Gut Up Few Cheas Ent Hall TYPE Brick Dormers X Ava. X Med. Floor Unit Shinale Livina Use Design FOUNDATION Adobe Shake Roft. "x Mony Special Zone Unit Dining Single × Concrete Floor Joisti B & B. 7.86. Gutters X Central" UNITS 127. "x "-PLUMBING Double Reinforced Bed Brick Shingle Poor X Sto. Spec Duplex Brick Bed Sub-Floor Stone Shake Oil Burner Apartment Wood Concrete Floor WINDOWS Flot-Court Tile Sink Piers Tile Trim D.H. X Casement Loundry M-8.T.U. Motel Fireplace Insulated Ceilings X Metal Sash Compo.; Water Hth -Auto. Kitchen 12 Units X Light Heavy Insulated Walls Screens Compo Shingle Water-Softner Drain Bd. Material: Lgth: Ft. Splash: ONSTRUCTION RECORD NORMAL % GOOD RATING (E,G,A,F,P) BATH DETAIL EFFEC. APPR. Cond. Arch. Func. Con- Storage Space Work-FIXTURES SHOWE FINISH YEAR YEAR Toble FI. No. Amount Date No. For Floors Wolls Wc. La. Tub Type Grade St. O.T. G.D. Fin. 1963 10/61 1962 845 100 ASPTI PLEPT 6 12 6 MOD MOTEL 59750 45 0250 99 1964 ASPTI PLEPT L 126 MOD SPECIAL FEATURES Book Cases Built in Refrig. Venetion Blind 11 11 Oven & Plate Shutters Vent Fan " " Dishwasher COMPUTATION Approiser & Date Unit Unit Unit Unit Unit Unit Area Cost Cost Cost Cost Cos 125 FLR 1 2414 21364 8.85 2ND FIR 12414 21364 10.60 25588 8.85 AC 4800 12 RMS M160 11185 3322 TOTAL 50850 NORMAL % GOOD 100 50850 R.C.L.N.D

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COUNTY ASSESSOR SERVICE STATION RECORD PARCEL 13-56-7X Hotel Circle N DIEGO CO.CALIFORNIA ADDRESS 504 W. CAMINO DEL OF 25 36 SHEET 33 SH 646 383 DESCRIPTION OF BUILDING COMPUTATION CHILBRESS CLASS - SHAPE STRUCTURAL EXTERIOR INTERIOR Appraiser & Date Unit Unit URIT Unit Steel & Glass Unfinished Item Quantity Frame Cost Cost Cost Cost Cost Cost Cost Stuces B&B Wall Board Main Building 1612 1250 24.50 39494 20 150 48360 THI USE TYPE Welded Pipe 7.8G. CONODY 3069 EN .450 6138 Service Station Brick X Siding PT. 655 10.50 Concrete BLK X Plasterioffice Iron 7706 7.80 at ROOM Floor Finish ROOF 360 A.C. 500 500 CONSTRUCTION FL.OOR Flat Shed WACRE Hardwood Corn Rest Room Light Concrete Goble 291- Res PLUMBING Plumbing Fixtures Sub-Standard Sheet Steel 600 600 Poor X Good Drinking Fountain tandard Joist. Corrugated Iron Single Fixtures Paving X Above Standard 1200 2550 50 4250 Special Double 5 WALLS IN RA 480 800 25 1000 RATING (E,G,A,F,P) FOUNDATION Fenge 100 Work-Concrete Date Cond. Attr. Plan formity monship 10 29-58 ISLAND 100 250 300 300 250 Reinforced Hoist 10/11/73 E 6 E 830 1660 1000 1200 2400 Air Comp. A. B W. Wells Light 90. 400 300 150 200 Heavy A. & W. Stands CONSTRUCTION RECORD Light Towers 240 120 800 450 900 Neon Lighting Permit Na. For Amount Date Pipe Work SERV. STATIO Pumps. DEMO 500B 000637 Tonks: 7500 Gal. 2400 2400 1800 NORMAL % GOOD APPR. EFFEC 1600 5500 1950 1950 000 YEAR YEAR Remaining Life % Age Table 350 350 1958 1959 30 3R30 00 1958 1964 14 0220 17 69630 47 TOTAL 1958 1973 15 10 OR 25 31/74 69360 56892 5,0,R 43 NORMAL % GOOD 1958 19 OR 25 1977 47 R.C.L.N.D. V 23651 26739 2994

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COUNTY ASSESSOR RESIDENTIAL BUILDING RECORD SAN DIEGO CO CALIFORNIA PMS 3104-12+3114-23 BLDGS #A, B & C 504 W. CAMINO DEL ADDR 646 3835 696 218 DESCRIPTION OF BUILDING 437-260-CLASS & SHAPE CONSTRUCTION STRUCTURAL EXTERIOR ROOF LIGHTING AIR CONDITION ROOM AND FINISH DETAIL 16.5 Light Flat 4 Pitch Wiring X Heating X Cooling FLOORS FLOOR FINISH v Frame Stucco on FINISH ROOMS D6.50 Sub-Standard 2"x 4"-16 Goble 4/4 M K.T. Conduit Forced Clean'g B 1 2 Material Grade Walls Ceilings ARCHITECTURE Standard Sheathing Sidina B.X. X Cable Gravity Humid. All CARPET G Pi OP P, Fixtures Wall Unit WIT X Above - Standard Shed Concrete Block Cut Up Few Stories Special B.& B. T. & G. Cheap 71 Ent. Hall TYPE X Avg. X Med. Floor Unit Living Brick Shingle Dormers Zone Unit Dining FOUNDATION Shake Roft. 4"x 1. "-40 Mony Specia Use Design Adobe Central" B. & B. Gutters Single X Cancrete Floor Joist: 7.8 G. PLUMBING Bed /ST: "x " HEAVY Double Reinforced 2 40 "x Brick Poor X Std. Spec X Bed Brick Shingle Duplex Shake HEAUY Oil Burner Sub-Floor Stone Apartment Wood WINDOWS Tile Sink X Concrete Floor Flat-Court Piers D.H. Casement Tile Trim Loundry M-B.T. U. Motel Insulated Ceilings Metal Sash Compo.: Water Htr.-Auto. Fireplace Kitchen Drain Bd. Material: 7 19 Units Light Heavy Insulated Walls X Screens LVRS Compo. Shingle Woter-Softner Lath: Ft. Splash: **VSTRUCTION RECORD** NORMAL % GOOD RATING (E,G,A,F,P) BATH DETAIL APPR EFFEC. Arch. Func. Con- Storage Space Work-Attr. Plan form Cupb'd Closet m'nshp FIXTURES FINISH YEAR YEAR Remain'a FI. No. Amount Date Life For Floors Wolls Wc. La. Tub Type St. O.T.G.D. Finis 1955 54 0855 99 GAG G 119 AT パラーマンティ 1957 G OF MOTEL 1954-5 0850 1964 1955 94 1970 SPECIAL FEATURES Book Cases Built in Refrig Venetian Blinds " " Oven & Plate X Shutters X Vent Fan 14 " " Dishwasher COMPUTATION 2-11-70 (Ru) 10-28-57 Appraiser & Date Unit Unit Unit Unit Unit Unit Unit Unit Cost Cost Unit Cost Cost Cost Cost Cost 20138 35899 10.80 2800 0.50 7600 590 20599 11.45 15 336 4.00 560 2.00 KAIL FENCE 124/4 155 ELECTROLIERS 200 24894 TOTAL NORMAL % GOOD R.C.L.N.D

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#### OFFIC OF THE ASSESSOR COUNTY OF SA DIEGO TENANT IMPROVEMENT RECORD

PARCEL NO. 437-260-27
SHEET 01

PROPERTY ADDRESS 500 Hotel Circle North

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ADDITIONAL DATA of

D 99571-L indicates #,449 980 Returbsh/ replace Costs (See itemized list attached) + 4218 Now Costs in Convention Center RR NVA.

THE #5 457, 710 SHOWN ON THE '99571-L IS IN ERROR. ACRUAL '99 CONST. OPT. IS #1,455,260. THIS IS ALL BEPLACEMENT + REPAIRS

EXCEPT # 4248 FOR NEW RR. IN CONV. CTR. (MAJOR TEMS REPROSE #553,137, REPROSESSENTERS #198552, BUS EXPRISE #202,259).

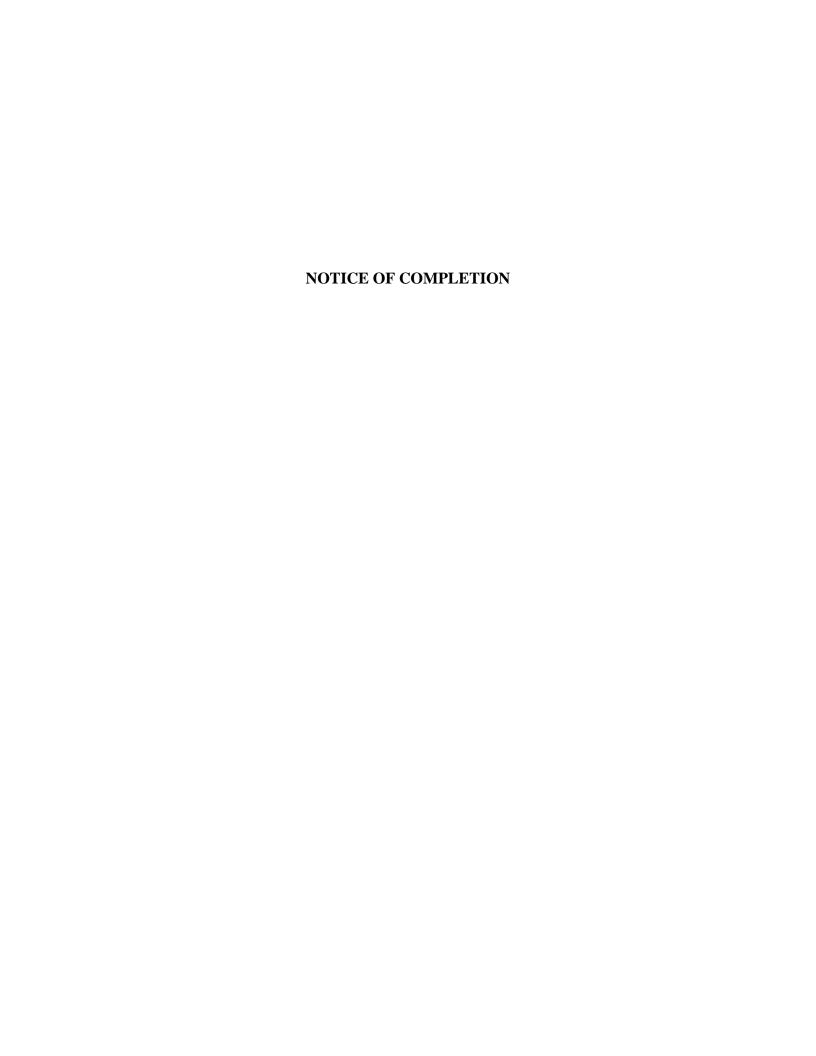
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## COMMERCIAL- DUSTRIAL BUILDING SECORD Parcel No. 437 -264-27

ASSESSOR, SAN DIEGO COUNTY

NAME TOWN + COUNTRY ADDRESS 500 HOTEL CINCLIE WEST SHEET 36 OF 36 CLASS & SHAPE FRAME TRUSSES EXT. FINISH INTERIOR CONSTRUCTION ROOF LIGHTING FRONT Light Heavy FLRB Flat Standard Type NUMBER OF ROOMS MATERIALS Steel VAKE Stucco Concrete Reinf. Wood Shed Below Standard Desc. B M 1 2 3 FLOORS GD WALLS GD CEILING Stories 2 'Span Spaced' Metal Arch All CONC SHARK 54-RIC Mezz No Frame FLOORS Veneer Gable **FIXTURES** Glass in PLY 54-12K SA-RIL DESIGN FLRB WALLS USE Concrete Wood Wood Metal Wood Fluorescent Dood NXX Garage Wood Glass Metal Incandescent Glass Doors Brick Store Sub-Floor Unfinished Auto No. Concrete Office Conc. Blk Elevation Quality / Bulkhead Office CARPAT 5A-R' SH-RR Factory Metal ROOF COVER Quantity Back Trim Lobby Warehouse | | Tilt Up FOUNDATION WINDOWS Composition PLUMBING Lighting Hall STC-OFFY Pilasters K Concrete Reinf. & Metal Built-Up ± 6 Fixtures Drop Ceiling Bath REPAIR SHOP Party Masonry Wood Quality 6 71 Metal Disp. Platform Restroom 54-12K SPECIAL FEATURES Quality 2800 CONSTRUCTION RECORD 5600 NORMAL % GOOD RATING (E,G,A,F,P) ITEM NO .- CAPACITY MATERIAL OR TYPE COST EFFEC. APPR. SUSP. REZNON'S Arch. Func. Ade- Wkm-Heating Rem. Cond. Attr. Plan quacy ship YEAR YEAR Table M 45396 STG-5FF-SHOP 105000 1-19-79 1980 Air Cond Sprinklers Doors Sky-Lites Elevator Appraiser and Date AREA/ COST COST COST COST COST 155 HOP-0== 2788 2 NU FLOOR STE. 2788 253 350 Total 253 350 Mormal % Good C.L.N.D. -A-21 (12-75) 2M

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2147 SAN DIEGO AVENUE SAN DIEGO, CALIF. 92110

AND WHEN REGURDED MAIL TO

1906 AUG -8 PH 2: 35

LOT BAN DE GO COUNTY

VERA L. LYLE COUNTY RECORDER

Name Street Address

City &

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TIM S. CUPPAGE Contracts Administrator MELHORN CONSTRUCTION CD. 2347 SAN DIEGO AVENUE SAN DIEGO, CALIF. 92110

RF 3.00 AR 1.00 MG 1.00

CORPORATION FORM

SPACE ABOVE THIS LINE FOR RECORDER'S USE

AT. NO. NN00588 O 1928 CA (2-83)	Notice of Completion
<ol> <li>The full addre</li> <li>The nature of</li> </ol>	ed is owner of the interest or estate stated below in the property hereinafter described of the undersigned is Atlas Hotels, Inc. is of the undersigned is 875 Hotel Circle S., San Diego, Calif.
(If other th	n fee, strike "In fee" and insert, for example, "purchaser under contract of purchase," or "lessee".  and full addresses of all persons, if any, who hold title with the undersigned are:
Atles H	Otels, Inc. Addresses
Nam (none	
7. A work of impl 8. The name of th	(If no transfer made, insert "none".)  overment on the property hereinafter described was completed on July 28, 1986  contractor, if any, for such work of improvement was  1. Construction Co.
Tow Por	(If no contractor for work of improvement as a whole, insert "none".)  which said work of improvement was completed is in the City of Sau Diego  ounty of San Diego, State of California, and is described as follows:  i & Country Hotel Map #62774  ition of Lot #4  ition of Pueblo Lot #1105
	w County of San Diego, Calif.
	(If no street address has been officially assigned, insert "none".)  Signature of owner named
Dated:	Byereil (1986) in paragraph 2 Atlans Hotels The (Corporate Seal)
that he is the	Seten of <u>Atlas Hotals</u> , being duly sworn, says:
going notice as owner of on behalf of said corpe stated are true.	the aforesaid interest or estate in the property therein described; that he make crification ration; that he has read said notice and knows the contents thereof, and that the its therein
SUBSCRIBED AND SW	Signature of corporate officer above named X

OFFICIAL SEAL CATHERINE ANN MC KIBBEN NOTARY PUBLIC - CALIFORNIA SAN DIEGO COUNTY

Signature Catherine ann M. Kilben

Notary Public in and for said State

# WATER/SEWER CONNECTION RECORDS

WATER WORK ASSIGNMENT ORDER	0.
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FORM UW-784 (REV. 9-62) CITY OF SAN DIEGO	(4)	7023 w	ATER SERVIC	E ORDER

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FORM UW. 784 (REV. 9.62) C	ITY, OF SAN DIEGO	09	-2 - 090-14	7 487 W	ATER SERVICE	E ORDER

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64. 99; 166 71:75 76-78  MAILING ADDRESS 38-59 (25).	C1TY 60-72 (13)			PERMIT NO.	
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TYC 1-2 ACCOUNT NUMBER 3-11  1. 0  NAME OVERFLOW 12-36 (2B)  DIST.NO. SERVICE ADDITED NO. SERVICE	WATER/SEW RESS 14-34 (NO., DIR., NAME, SFX.) Hotel Circle N   Hotel Circle N   CITY 60-72 (13)   S D   ADDRESS OVERFLOW 37-61 (25)   Therstate   GE   WATER FEE     \$ 1,527.00	ER ORDER  ZONE CUST 10 De SPOUSE'S NA  STATE ZIP C Ca 92	2112 2 2 1.30 (10)	Div of Hw  LAND CODE PLAN FIL  ISSUED BY  GM SGM  PLAT NO.  216-1716	VS O6  PERMIT NO.  DATE ISSUED  7-12-68  WARNING  IELCO, U. G.  CALL 298-0595
TVC 1-2 ACCOUNT NUMBER 3-11  10  00298  RT.CD. WIR.CD. SWR.CD. OCCR.CD.67-70 P  MAILING ADDRESS 36-59 (25).  P. O. Box 390  NAME OVERFLOW 12-36 (25)  DATE WANTED  OWN. TEN.  AREA CHARGE  WM CONNECTION CHARGE  #  \$  LAT SIZE  TYPE CONNECTION  METER OR P.C. LOCATION  METER OR P.C. LOCATION	WATER/SEW RESS 14-34 (NO., DIR., NAME, SFX.) Hotel Circle N   Hotel Circle N   CITY 60-72 (13)   S D   ADDRESS OVERFLOW 37-61 (25)   Therstate   GE   WATER FEE     \$ 1,527.00	ER ORDER  ZONE STATE ZIP CO 73-74 CA 92  AREA CHARGE	2112 2 2 1250 NA C/C 80 3	Div of Hw LAND CODE PLAN FIL  ISSUED BY  GM GM PLAT NO.  216-1716	7-12-68  WARNING  CALL 298-0595
TYC 1-2 ACCOUNT NUMBER 3-11  1.0  00298  RT.CD. MIR.CD SWR.CD. OCCP.CD.67-70 P  MAILING ADDRESS 36-59 (25).  P. O. Box 390  NAME OVERFLOW 12-36 (25)  DATE WANTED  OWN.  TEN.  AREA CHARGE  #  \$  LAT SIZE  TYPE CONNECTION  METER SIZE  211  2-211 Comp 2-0109249  METER OR P.C. LOCATION  north edge of overpass  SPECIAL INSTRUCTIONS:	WATER/SEW RESS 14-34 (NO., DIR., NAME, SFX.)  Hotel Circle N COMMITTEE TURNED-ON MR.CD. 1 CITY 60-72 (13) S D ADDRESS OVERFLOW 37-61 (25)  C. SUBDIVISION Therstate S 1,527.00 S WORK ORDER	ER ORDER  ZONE CUST 35-36 CUST 10 De SPOUSE'S NA  STATE ZIP C 73-74 Ca 92  AREA CHARGE  # \$  TYPE CONNECTION	Ppt Pub Wks ME 21-30 (10)  200E 78-79 20 2112 2  17EM NO. C/C 80 3	Div of Hw LAND CODE PLAN FIL  ISSUED BY  GM GM PLAT NO.  216-1716	7-12-68  WARNING JELCO, U. G. CALL 298-0595
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WATER SERVICE ORDER

FORM UW-784 (REV. 9-62) CITY OF SAN DIEGO

# USE TYPEWRITER OR BALLPOINT PENL \* PRESS HARD

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FORM UN-784 (REV. 9-62) CITY OF SAN DIESO	X B H N Parce Co	DATE RECEIVED DISTRICT ASSIGNED CHECK	COPPER 2 - 16 MAIN	PIPE KIND PIPE SIZE & LENGTH KIND	2" BADDER 5114805	METER SIZE & MAKE" METER SERIAL NUMBER	# 20 A - Wese FREEWAY	ON STREET	FT. OF P-LINE OF	SERVICE INSTALLED:	29049 1 48	W.O. OR C.A. NO. WORK UNITS CREW MANHOURS	no star of Freeway at W. Katel Crested	REQUESTED METER OR P.C. LOCATION .	F-18-3 2" 2"	PLAT PAGE SERVICE METER SIZE & KIND LOT	248 West Hotel wale	SERVICE ADDRESS
	143 PSI 98 "	PRESSURE MAIN DEPTH	<b>∞</b>	CI AC OTHER	0	BER WETER READING	**************************************	) )	TIME NUDBANT	Marie Le C K	58 mo.	S CREW NO. OWNERS MAIL ADDRESS	GARY/110 STUFH	*		LOT BLOCK	le 10	
		MAIN DEPTH NO TEL. U.G.	*673	WATER FEE	#	Maria and the section of the section	TROIM CION	でしてアファブ	コンつくロコミ	SPECTAL INSTRUCTIONS	1.0. Box 390	IL ADDRESS	An Afra	OWNERS NAME	Halmon	TRACT	3-3-64	DATE CHECKED
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WATER SERVICE ORDER	3-12-64 Rosal in	DATE INSTALLED FOREMAN	X	作心。明明   [1] [1] [1] [1]		WATER MAIN CONN. CHARGE	attached Letter		Invoice No W-12097	Contract No I-11,482	12011	( ) Sproperion	ted Call X	OCCUPANCY CODE			B. 4900%	TAP NO

### City of San Diego, California UTILITIES DEPARTMENT

80813

WORK ASSIGNMENT OF	RDER NO.
INSTALL SERVICE AND TRANSFER METER GATE VALVE MAIN- TENANCE OTHER	RENEW SERVICE FIRE HYDRANT MAINTEN- ANCE
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BY	то
DATE	DATE
1. Account Number 2. Tap	Number 23 Meter Identification 279 23 F8130126
7. Present Location Ay	at # 20
8. New Location	DAIR -3-19-69
9. Find Rep. 10. Location  11. New Pocation — As Installed	Approval (Signature—Property Owner)
12. Remarks	ed to 8" main
13. Date Completed 14. Wo	ork Completed By:

## City of San Diego, California UTILITIES DEPARTMENT

80814

WORK	ASSIGNME	:NI ORD	ER NO	٠.		
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9. Field Re	p. 10. Lo	ocation App	roval (Si	gnature—F	roperty (	Owne <b>r</b> )
11. New Lo	cation — As In:	stalled				
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	MAILING ADDRESS (NOMBER) (STREET)  A 1 1	TYPE WALL HTR. or FLOOR FURNACE	NO. AMO
	NAME  ADDREY  ADDREY  (GITY)  (GITY)  TELE/HONE HUMBER  232 3933  STATE LICENSE NO. CITY LICENSE NO.  (4278 C43 498-04	FORCED AIR, DUCT OF GRAVITY FURN.  SWIMMING POOL HEATER  SPACE HT'G WATER HEATERS OF BOILERS, 61c.  COMM'L COOKING, OF INDUST, HTG. EQUIP.  DIRECT RADIATION SPACE MEATERS  COMB. PRODUCTS VENT.  EVAP. COOLER FOR A DUCT SYSTEM	7 2.
	PRESENT OCCUPANCY  PROPUSED OCCUPANCY  COS CARROLLOS  OTHERS IN BUILDING	BASIC AIR SUPPLY OF EXHAUST SYSTEM  ADDITIONAL OUTLETS  BASIC PLENUM SYSTEM  ADDITIONAL OUTLETS  BASIC GAS PERMITS  ADDITIONAL OUTLETS	
	DESCRIPTION:  AREW ALTER REPLACE REPAIR  AIR-CONDITIONING VENTILATION  EXHAUGT REFRIGERATION  TYPE OF REFRIGERATION SYSTEM:  DIRECT OTHER  REFRIGERANT CLASSIFICATION QUANTITY  LBS.	GAS ALTERATIONS  COMPRESSORS UP TO % H.P.  1 TO 2½ H.P.  3 TO 5 H.P.  6 TO 10 H.P.  11 TO 25 H.P.  OVER 25 H.P.  FIXTURE W/EVAP.  COOLING TOWERS	
	AIS COOLED WATER COOLED  WATER DISPOSAL EXISTING RECEPTOR  NEW RECEPTOR NONE REQUIRED  I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner, I agree to comply with city and state laws	WALK IN BOXES  REMOTE COND.  VALUE OF REPAIRS \$  ATTENTION SISSUING PERMIT	1
	regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.  BIGNATURE (OWNER OR AGENT)  DATE  5-26-66  NOTE: CONTRACTORS ARE AUTHORIZED TO CONSTRUCT ONLY WYSEK RECOGNIZED BY THE STATE CONTRACTORS LICENSE BOARD AS BEING WITHIN THEIR CLASSIFICATION.	UNTIL SIGNED BY THE BUILDING INSPECTION, OR AND FEES ARE PAID, AN ACKNOWLEDGED IN SPACE	BECOME VA DIRECTOR HIS DEPL D RECEIPT PROVIDED
	roste in adi (a-da) INSPECTOR	CITY OF SAN DIEGO	

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	regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.  BIGNATURE (OWNER OR AGENT)  DATE  5-26-66  NOTE: CONTRACTORS ARE AUTHORIZED TO CONSTRUCT ONLY WYSEK RECOGNIZED BY THE STATE CONTRACTORS LICENSE BOARD AS BEING WITHIN THEIR CLASSIFICATION.	UNTIL SIGNED BY THE BUILDING INSPECTION, OR AND FEES ARE PAID, AN ACKNOWLEDGED IN SPACE	BECOME VA DIRECTOR HIS DEPL D RECEIPT PROVIDED
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FILL INSIDE

CHE CITY OF SAN DIEGO

## Certificate of Occupancy

ADDRESS:

250 Hotel Circle North Bldg. 182

DUPLICATE

Date Issued:

5/23/66

Building Permit No.:

A22671 V-N

Building Description:

Occupancy:

Owner:

Atlas Hotels Inc. 500 Hotel Circle Bust

This certifies that, so far as ascertained by or made known to ti undersigned, the building at the above address complies wi Chapter IX, Article 1, of the Municipal Code and applicab requirements of the State Building Regulations for the occupancie listed

> TINA P. CHRISTIANSEN, DIRECTOR DEVELOPMENT SERVICES DEPARTMENT

NOTE: Any change of use of occupancy must be approved by the

D3-2 (Rnv. 695). This information is exicitable of enomative formets exceeding the experience of

Development Services Department. POST IN A CONSPICUOUS PLACE

THE CITY OF SAN DIEGO

## **Certificate of Occupancy**

ADDRESS:

250 Hotel Circle North Bldg.3

DUPLICATE

This certifies that, so far as ascertained by or made known to the

Date issued:

5/27/66

**Building Permit No.: Building Description:** 

Owner:

A22670

V-N

2 Story

Occupancy:

H

24 Units

undersigned, the building at the above address compiles with Chapter IX, Article 1, of the Municipal Code and applicable requirements of the State Building Regulations for the occupancies listed.

Atlas Hotels Inc. 500 Hotel Circle West

San Diego, CA. 92108

TINA P. CHRISTIANSEN, DIRECTOR **DEVELOPMENT SERVICES DEPARTMENT** 

NOTE: Any change of use of occupancy must be approved by the Development Services Department.

DS-2 (Rev. 6/95)

This information is available in alternative formats upon request.

POST IN A CONSPICUOUS PLACE

**ADDRESS** 

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COUNTY SANITATION DISTRICT RECEIPT NO.

PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVALI

PLOT PLAN CHECK & APPEV LOT SPLIT DATE

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FORM IN-256 (4-65)

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-	*****	Building Permit Application	APPLICANT FILL INSIDE HEAVY LINES	JOB ADDRESS	50	Hor	EL (	CIRC	LE.	
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	·	Building Permit Application	INSIDE HEAVY LINES	2.50	1-4	are c	PERM	12.6	
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		MBER OF ELLING UNITS			680	170/6	.00	3/27	158
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10.1	Building Permit Applica	ation	APPLICANT FILL INSIDE HEAVY LINES	OR ADDRESS 5	*** 4 K* w 13	9 77 ENO	PERMI	4 05 <b>.</b>	2000
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	LOCAL CANT SIL!	WHEN REQUES	DE INFOR	SPECTION IN	THIS BOX
BUILDING RELOCATION PERMIT		PLEASE, PRUY	_	PERMIT NUMBER	645034
	EY NORTH	OB ADDRESS  250 Ho		CIRCLE 301	NORT H
CITY & ZIP CODE	ON MOURR	POLICE DEPT. APPRO	FOR WORK	PERMIT ISSUED AT NEW SITE	4-20-7/ DATE DAYE
CITY BUS	2625778 -	By: PUBLIC UTILITIES FIRE DEPARTMENT	CLEARED	YES   NO	DATE
SITE DESCRIPTION	N	By: DESCRIBE BASIC CO	UCTION	R PRESENT US	E OF BUILDING
LEGAL DESCRIPTION: (Attach metes & ADORESS OF PRESENT BUILDING SITE  250 HOTEL  BLOCK SUBDIVISION	NURTH CIRCLE	STORAG		3LDG	
LOT BLOCK SUBDIVISION	KCY 15 WOUTH	MOVE CON NAME OF SURETY PROVIDING P.L. & P.D. COVERAGE STREET ADDRESS	TRACTOR'S	INSURANCE	0 1
WILL BUILDING CROSS A PUBLIC STREET ALLTY, OR OTHER PUBLIC PROPERTY!  WILL BUILDING BE STORED TEMPORARIL AT THE NEW SITE INDICATED ABOVE!	YES NO US	VALID HAS IR NCE	1	5.0 L	CAL 5-20-71
PASSENT SITE FROM WHICH BUILDING WIND NAME OF OWNER OF PRESENT BUILDING		HELOCATION ARE PERMIT FEE \$ \$/C ATTENTION:	) -  s	PERMIT	APPROVAL
ASO HOTIL CIR  I hereby acknowledge that I have re the information given is correct; and the	at I am the owner, a duly zed agent of one of these.	THIS PERMIT AUTHORIZES ONLY THE	VA RE OR	CTOR OF BUIL HIS DEPUTY	DES NOT BECOME ONED BY THE DI DING INSPECTION OF AND FEES ARI EIPT IS ACKNOW
l agree to comply with services and in doing this work, no in violation of the Labor Code, State Workmen's Compensation ins.  Signature of Owner,		NOTED  INSPECTION DEPARTMENT		EDGED IN SPACE	F PROVIDED.
Authorized Agent Signer's Address	ideral 17th S.D.		250	WHITE - God GREEN - Mov	ON OF COPIES graphic File in Inspector
		CITY OF SAN DIEGO		BLUE - Aug YELLOW - Aug	litor & Police Depi

			Buildir	g Permit /	Application	APPLICANT FILL INSIDE HEAVY LINE		ADDRÉSS	grand a	Service Control		المراسد		कड़ क्रा दर शहे कि कर भी भी भी छ	ILI SEP AN
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	in c	ner. Dagree to comply with ci foing the work authorized ther	ty and state laws r	egoloting construction; and	AUTHORIZES	50	PLAN	PPROVED	Comments	1
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	Building Permit Application APPLICANT FILL INSIDE HEAVY LINES	PLAN FILE 5891-4	PERMIT HALL RESERVED			
	OWNER'S BETTY Fowler Bergeron	JOB ADDRESS 3/2	W. Camisco Lee;			
	MAIL ADDRESS 9222 FEYTHI FIVE	SIDE 10 Pounder SE	ACK / W YARD V			
	CITY SAN A1290   BR 70361	USE RIA M	IAP 5.237 VACANT YE			
	ARCHITECT or ENGINEER	idea ana i	CONOMIC LOCATION CENSUS  A. LBD. TAX TRACT  A. LBD. TAX			
And A	STREET ADDRESS	AREA A	OT * YARIANCEN			
	STATE LICENSE NO.	Permit Reg'd. No	EKMIT NUMBER ST. GRADE CHECK ST. CHECK ST. CHECK ST. CHECKED BY			
7 4	BUILDING Rand-Flatcher Const. Co.	METER SIZE	ochacy for			
	STREET 3211 Jafferson 5t.	REQUESTED EXISTING METER LOCATION	OF PROPERTY			
	CITY S.D. 10 TEL. NO Y7-1651	CONNECTION P	OOK VÉRIFIED BY			
9	STATE LICENSE NO. 168772	1 2 (3) 1	Type of Construction   STREET  11 III IV V IMPROVED			
8	JOB BESCRIPTION	D. CO. 1 C	YES OCCUPANCY GROUP NO ABCDEFGH			
5	LEGAL DESCRIPTION  LOT BLOCK TRACT	PLAN CHECKED BY  PLAN CHECKED BY  RECEIPT NO. 8 3				
	WORK TO BE DONE TROUS- in	1 BUILDING VALUATION	NO, OF BLDGS. PER/BLDG. OTAL			
3	Depart & alter.	2 BUILDING PERMIT FEE	2,50			
Conse Van	NEW [] ALTER [] DEMOLISH []	PLAN CHECK FEE	* * * * * * * * * * * * * * * * * * * *			
	RESTURNITARE NUMBER OF NUMBER OF	4 SUB-TOTAL OF 2—3 5 PLUS				
•	NON-RESIDENTIAL STORIES L DWELLING UNITS  COUNTY SANITATION DISTRICT PRIVATE DISPOSAL APPRIVAL RECEIPT NO.	6 AMOUNT DUE	2.5			
	STATEMENT OF PROPOSED USE Tack form	ATTENTION:	APPLICATION APPRO			
	I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no purson will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation insurance.		THIS PERMIT DOES NOT BECOM UNTIL SIGNED BY THE DIREC BUILDING INSPECTION, OR HIS : AND PEES ARE PAID, AND RE ACKNOWLEDGED IN SPACE PR			
1	SIGNATURE OF BETTY Forver Bengerry	Nepection DEPARTMENT	at:			
	ADDRESS 921 Farme Are Di		Ву: - 717			
	PLOT PLAN CHECK & APPROVED HEALTH DEPT, APPROVAL		Date: 8/2//STO.			
	1 1 1 2 2 2 1 1 1 2 2 2 1 1 2 2 2 2 2 2	GITY OF SAN DIEGO	FORM			

FORM

Building Permit Application APPLICANT FILL S	PLAN FILE	6 80 04 05 2000 a ch 9 80 04 05 2000			
OWNER'S	JOB	899-11 NUMBER SVI TYPE TO			
NAME BRIG FOWLER BERGERONI MAIL ADDRESS 9232 FRAME APR	SIDE SE	T # REAR #			
CINSANDIEGO BK 70261	(156)				
ARCHITECT or ENGINEER		ONOMIC LOCATION CENSUS LBD, TAX TRACT			
A STREET ADDRESS	CHECKER CONTRACTOR ASSESSMENT STATEMENT AND APPRICA	EA 2702			
STATE LICENSE NO.	Permit Reg'd. No	RMIT NUMBER ST. GRADE CHECK			
CONTRACTOR RAND FLETCHEN COXSTR Cy	SIZE	EARANCE CHECKED BY:			
ADDRESS 3211 Jackerson St	REQUESTED EXISTING METER LOCATION	OF PROPERTY			
CHY 5 10 TEL NO.	CONNECTION PA	OOK VERIFIED BY			
STATE LICENSE NO.	/	Type of Construction STREET YES  II III IV V IMPROVED NO			
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I haveby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized egant of the owner. I agree to comply with city and state lows regulating construction; and in doing the work authorized thoreby, no person will be employed in violation of the Labor Code of the State of California relating to Workmon's Compensation Insurance.	THIS PERMIT AUTHORIZES ONLY THE WORK NOTED	THIS PERMIT DOES NOT BECOME VALUATIL SIGNED BY THE DIRECTOR BUILDING INSPECTION, OR HIS DEPLAND FEES ARE PAID, AND RECEIP ACKNOWLEDGED IN SPACE PROVI			
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	<b>Building Permit</b>	Applicatio	APPLICANT FILL INSIBE REAVY LINES	12 PLAN FI	NUMB	II. (A10231)	
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	ARCHITECT or ENGINEER			BLS CODE O OCO	ECONOMIC LOCATION EA. LBD, TAX	CENSUS U-89	
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	STREET ADDRESS /7/0 KE	• •			ING CENTER LINE OF PROPERTY	. 145	
1	CITY DIEGO	TEL. NO.	5-7-565	TYPE OF CONNECTION	BOOK PAGE	VERIFIED BY	
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	ADDRESS SOOWEST CAMINO DEL 1210			BUILDING 4500.00			
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1	STATEMENT OF PROPOSED USE			AMOUNT \$2200			
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	porson will be employed in violation of the Labor Code of the State of California relating to Workmon's Compensation Insurance.			WORK NOTED	AND FEES ARE PA	AID, AND RECEIPT IS	
	SIGNATURE OF OWNER OF AGENT Laurelle			INSPECTION DEPARTMENT		/	
	ADDRESS 17/0 Ka	Una .	Blud.		By: 11 B 1/2	allo-	
	DENCE OF AGENCY NOTE	* ***	<i>5</i>		Date: 12/30	/ <b>গ্ৰ</b>	
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- 3	The same of the sa		÷	SAN DIEGO 5		POPH NO. 284	

<b>Building Permit Ap</b>	PLAN FILE 8057-A PERMIT NUMBER 837109				2i09		
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cmy San Ote > 10	TEL, NO,	And the same of th	USE P-1A	MAP NO. /2	:	VACANT SITE	YES   N
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STREET ADDRESS			REQUESTED EXIST METER	ING CENT	ER LINE ROPERTY	□ OTHER	XX.
CITY	TEL. NO.		TYPE OF CONNECTION"	BOOK PAGE	-	VERIFIED BY	SEW'R
STATE LICENSE NO.			FIRE ZONE	Type of Const			YES D
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	STATEMENT OF PROPOSED USE			AMOUNT 34			
Additional length		Single States	ATTENTION:	APPLI	CATIO	N APPRO	VAL
I hereby acknowledge that I have read this application: that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Combensation insurantee.  SIGNATURE OF			AUTHORIZES ONLY THE WORK NOTED	THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.			TOR OF DEPUTY; CEIPT IS
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CITY SAID DIRECTOR  ARCHITECT OF ENGINEER Robert I. Journell STREET ADDRESS SAY ATS HELD. TAX PRODUCT OF PROPERTY  STREET ADDRESS SAY ATS HELD. TAVE, Edoth Hill Receivery Receipt NO.  STREET ADDRESS SAY ATS HELD. TAVE, Edoth Hill Receivery Receipt NO.  STATE TEL. NO.  STREET ADDRESS SAY ATS HELD. TAVE, Edoth Hill Receivery Receipt NO.  STREET ADDRESS SAY ATS HELD. TAX TRACT PROPOSED USE  RESIDENTIAL DISTORRES 1 DEMOLISH DISPOSAL APPROVAL RECEIPT NO.  STREET ADDRESS SAY ATS HELD. TAX TRACT PROPOSED USE  BUILDING CONTRACTOR  STREET TYPE OF CONTRICTION PAGE  FIRE ZONE Type of Construction STREET TYPS DISTORRES NO.  SPECIAL TYPE OF CONTRICTION SPECIAL TYPE OF CONTRICTION TO THE NUMBER OF NO. X A B C D E F G.D. J.				2867 19		_
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I hereby acknowledge that I have read this application: that the information given is correct; and that I am the owner, or the duly authorized agent of the owner, I agree to comply with city and state laws regulating construction; and in doing the work untherized thereby, no person will be employed in violation of the Labor Code of the State of Cellfornia relating to Workpun's Compansation Insurance.  SIGNATURE OF OWNER or AGENT  ADDRESS  DATE  EVIDENCE OF AGENCY NOTED  PLOT PLAN CHECK & APPROVED  THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED  INSPECTION  Date: 9/20/60  INSPECTOR	information given is correct; and the therized agent of the owner. I agree regulating construction; and in depension will be employed in virilation California relating to Wortguen's Construction of California relating to Wortguen's Construction of California relating to Wortguen's Construction of California relating to Wortguen's Country of California relating to Wortguen's Country of California relating to Wortguen's Country of California relating to Wortguen's California rela	AUTHORIZES ONLY THE WORK NOTED INSPECTION DEPARTMENT	UNTIL SIGNED BY BUILDING INSPECT AND FEES ARE PACKNOWLEDGED  By: Date: 9/30/	THE DIRECTOR OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFICE OF THE OFFI	F (; S	
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HEALTH DEPT. APPROVAL		CITY OF 3				

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Building Permit Application APPLICATION INSIDE HEA	NT FILL VY LINES	PLAN NUMB	FILE &	3878	BA PERM I		1001
OWNER'S NAME TOWN & COUNTRY DEU. CO		JOB ADDRESS 500	3	7.7	Hatil C		32.4
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0 ~ ~		ATTENTION:	<del></del>	AF	PLICATIO	N APPRO	VAL
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HEALTH DEPT, APPROVAL		CITY OF SAN DIEGO			P.	DRM NO. 17-208 (7	7-80)

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	OWNER'S NAME TOWN & COUNTRY DEV. INC		JOB ADDRESS	500 l		/	Fo-Ci.	777	
	ADDRESS SOO W CAMINO DEL PIO		SIDE YARD	0%	SET BACK	**************************************	2.0	REAR YARD	- Car
	CITY 5. 12. CY-8-7131		USE ZONE ( -	<u> </u>	MAP NO.	2	.57	VACANT SITE	YES □ No 📳
	ARCHITECT OF M.D. RUBERSTIEN		BLS CODE (	27	ECONOM EA,	LBD.	ATION TAX	CENSUS TRACT	U-89
12	STREET 3552 DUENA VISTA	4	BUILDING AREA		LOT AREA		10%	VARIANC	E NO.
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ì	BUILDING CONTRACTOR	¥ 5	WETER F	ruli	CLEARA	No	Chape	CHECKED	BY:
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	STATE LICENSE NO.		FIRE ZON	(3)	Type of	Cons III	truction IV (V)	ST'REET IMPROVED	YES I
	JOB DESCRIPTION	11/	PECIAL ISPECTOR R		No □	Ø	CUPAINO B C D E	Y GROUP	5)
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	WORK TO BE DONE addition's	1	BUILDING		NO. OF BI	.DGS.	960	0	L PAK
	BLYHESIAN LANAI	2	BUILDING	• • • • • • • • • • • • • • • • • • • •	<u>/</u>	<del></del>	160	43	20
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E P	I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws egulating construction; and in doing the work authorized thereby, no erson will be employed in violation of the Labor Code of the State of california relating to Wurkmen's Compensation Insurance.  SIGNATURE OF DWNER or AGENT ADDRESS  VIDENCE OF AGENCY NOTED  LOT PLAN CHECK & APPROVED  EALTH DEPT, APPROVAL	A CONTRACTOR	HIS PERMIT JTHORIZES DILY THE DRK HOTED BRECTION PARTMENT		BUILDI AND F	SIGN NG II EES DWLEI	NED BY NSPECTIO ARE PAIL	NOT BECOME THE DIRECTION, OR HIS ID., AND REC SPACE PRO	TOR OF EPUTY;
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SAN DIEGO

FORM NO. 17-258 (7-60)

* 1	Building Permit Application APPLICANT FILL INSIDE HEAVY LINES	PLAN FILE 9907-4 PERMIT NUMBER RUSSIL
	NAME Town & Country Development In	M ADDRESS SCO Hotel circle
	MAILEST 500 HOTEL GITCLE	SIDE 10% SET 20' REAR 25
	CITY 5.D. TEL. NO.	USE R-1A MAP 254-A SITE NO IL
	ENGINEER ALACTIN RUBENSTEIN	
gi kur	STREET 3552 BUENA VISTA AVE.	BUILDING 2244 LOT AREA LUST - 9399
	STATE LICENSE NO. /2224 TEL. NO. //03-/595	Encruachment Yes D PERMIT NUMBER ST. GRADE CHECK
	BUILDING Chas. H. BRUUM	METER SIZE CLEARANCE CHECKED BY
	STREET SCC Hotel Circle	REQUESTED EXISTING CX CENTER LINE C) OTHER METER LOCATION OF PROPERTY
7	CITY 5.D. ZX.8-7131	TYPE OF COUNTY BOOK CONNECTION PAGE VERIFIED BY
•	83.431 United to 83802	FIRE ZONE Type of Construction STREET YES IN 1 2 (3) 1 11 III IV (V) IMPROVED NO I
	JOB DESCRIPTION	SPECIAL YES [] OCCUPANCY GROUP INSPECTOR REQ'D. NO [] A B C D E G H I J
20	LEGAL DESCRIPTION DUEBLO LOT 1105	PRINCHECKED BY TO PLAN CHECK 25421
70//	WORK TO BE DONE	NO, OF BLOGB. PSH/BLDG. TOTAL PER
		BUILDING 19800
	OFFICE ADDITION	2 BUILDING PERMIT PEE
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	COUNTY SANITATION DISTRICT PRIVATE DISPOSAL APPROVAL RECEIPT NO.	SEWER FEE  6 AMOUNT DUE
	STATEMENT, OF PROPOSED USE	ATTENTION: APPLICATION APPROVAL
	I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Lebor Code of the State of California relating to Workmen's Compensation insurance.  SIGNATURE OF OWNER or AGENT	THIS PERMIT DOES NOT BECOME VALID
	ADDRESS Stop Sally Livele  EVIDENCE OF AGENCY NOTED  (18)	By: Att Mark
	PLOT PLAN CHECK & APPROVED	- Carlo
	HEALTH DEPT, APPROVAL	CITY OF SAN DIEGO
		MONRO, 288

	wilding Permit Application INSIDE HEAVY LINES	S PLAN PILE 9906-A FERMIT NUMBER 01500
Jane Comment	NAME TOWN & COUNTY DECEROOMENT	1. ADDRESS 500 W. Cammun del lis
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	CITY 5.70. TEL NO.	USE R-1A MAP 259-A SITE NO []
	ENGINEER MARTIN RUBENISTEIN	CODE 027 ECONOMIC LOCATION CENSUS 2-89
-	ADDRESS 3552 BLIENA VISTA AVE.	BUILDING 367 LOT 46 % VARIANCE NO. AREA 46 % CU 4 2 4 4
Aren m	STATE LICENSE NO. 12224 TEL. NO. 163-1595	Permit Reg'd, No [3- PERMIT NUMBER ST. GRADE CHECK
	CONTRACTOR LAS. H. Brown	METER CLEARANCE CHECKED BY:
	STREET SOO HOTEL CINCLE	REQUESTED EXISTING ( CENTER LINE ( OTHER LOCATION OF PROPERTY
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7	STATEMENT OF PROPOSED USE	ATTENTION: APPLICATION APPROVAL.
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	SAN DIEGO	****	SM NO 17,289 (5,46)

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Building Permit Application APPLICANT FILL INSIDE PEAVY LINES	PLAN FILE	11) TOL H NUMBE	T ER one a C
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ADDRESS 500-106 Chalo		By. AC 33	esks
EVIDENCE OF AGENCY NOTED		Dalu: 1/12	0/62.
PLOT PLAN CHECK & APPROVED	*	INSPECTOR	
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Building Permit Application APPLICANT FILL INSIDE HEAVY LINES	PLAN FILE /0462-14 PERMIT NUMBER NUMBER
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LOT BLOCK TRACT X. 103	PLAN CHECKED BY  PLAN CHECK RECEIPT NO.
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COUNTY SATURATION DISTRICT PRIVATE DISPOSAL APPROVAL RECEIPT NO.	SEWER FEE
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	CITY OF SAN DIEGO Y FORM HO. 17-288 (7-80)

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Building Permit Application INS	APPLICANT FILL SIDE HEAVY LINES	PL NU	AN FILE	10464-4. PERMI	т
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		SAN DIEGO	3	1	AM NO. 17-286 (7-60)

	<b>Building Permit Ap</b>	plication	APPLICANT FILL INSIDE HEAVY LINES	OB AUDRESS	'00 E	HotEL	Cier	1 15 M/A	c.7
~	NAME (OR NAME OF BUSIN ATLAS HOTELS			26-771	4	757020	PERMIT NO	£ 384	13
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	SAN DIEGO	<u>,</u>	298-7131	F CODE		OF YOU ONE.		ALARFA COVERE	<u>₹</u>
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•		Building Permit Application	APPLICANT FILL INSIDE HEAVY LINES	JOB ADDRESS	0 /	Hal	el C	ne	le	N	
	æ	NAME (OR NAME OF BUSINESS)  ATLAS HOTELS I  MAILING ADDRESS (NUMBER)	HC.	216-17 USE	5	SE18'ACK	341-1	) ( <b>)</b>	AIT NO.	e # ()	512
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		Building Perm	APPLICANT FILL	108/20	<u> </u>	Mary				
	-	NAME (OR NAME OF BUSINESS)	INSIDE HEAVY LINES	CE 1990. IN1964/		و رواز ۱۹۹۹	PERN	MI NO.	E 503	32
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			Building Permit Application	APPLICANT FILE INSIDE HEAVY LINES	JA 80U	DDRESS	<b>5</b> 00	C	Ho	TEL	Ci	Q.	w,	, ,
Q,			NAME FOR NAME OF BUSINESSI	S INC.	CENSU TRACT NUMBE	(	). <i>(</i> )	ر پ		PERMIT NUMBER			Hn	2750
ζ\ O		OWNER	MAILING ADDRESS INVANSER!	CIPCLE	Bestelmen USE		60 Hb KM #2 1		Fu()EX	)!/~	14.14	en en en en en op folk bil	<u>्</u> र	***
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		DES	CITY DIFFOR	TELEPHONE NUMBER	1 D PRM			PPMT	REQ D	ENCR PRIAL	G.O.38	СНЕС	KED BY	<u>g</u>
			NAME /	205-291-1	CURB 1C	NO P.L	YES	[ w	-	YES YES	NO B		E DWE'L	LUNITS
		==	ADDRESS (NUMBER)	(STREET)		S. IK. RECP'T.		AL	GN IER	MOVE DEMOLISE		S	1	2
		BUIDER	GIN AL DIECO	TELEPHONE NUMBER	PLAN CH	AMI. \$ 3		II NE	<b>1</b>	NON RES	• •	3	4	5'
			STATE LICENSE NUMBER CLASS, NO. CI	291-2232 TYLICENSE NUMBER	VALUATI OF WOR	ON [	, ИО.ОИ	VIIS	p	RUNIT			TOTAL	<u></u>
ı			TOT BIGCK SUBDIVISION	UNII		PLAN CHE	CK		54	700		30	00	
	,	N C	JOB ADDRESS )	.4	FUND &	SUPPLEME PLAN CHK				1/ 5		<del></del>	·	
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O.		JOB /	** ORIGINAL OCOMPACIED FILL NO OF EXISTING BUILDINGS ON LOT AND U		100 7342 506	SUB TOTAL		لمسل	2/2					
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1.10	}.	NOW.	10 IF DONE ICTSURVEY		77080 3 2.1	1/0//	7)						()	2 / 5
		PROPOSED	ENGING USE OF BUILDING OF PROPERTY HOTEL &	ZELNED	SPECIAL REQUIR	INSPECTION OF THE PROPERTY OF	<u></u>	101	AL FEE	S DUE			23	2/8
		PRO	PROPOSED USE OF	NVFNIFILE	□ wv	NCREIF SONRY LLDING, HS	sing.	FIRE ZONI				SI. OCC		
			I hereby acknowledge that I have read this applian given is correct, and that I am the owner, it of the owner. I agree to comply with city and	or the duty authorized	🗀 Pati	E DRIVING HER (IDENI)		1	AREA	NO. 5	ORIES	101.	FLR. AR	EA
	٠	cons	truction; and in daing the work authorized there loyed in violation of the Jabor Code of the State	aby, no person will be					//_	HECKED	1		DATE	***
		SIC	A RULE (OWNER OR AGENT)	DATE SIGNED	ZEHT	NTION PERMIT		L	KIX	PPROVED	1		7-7-7 DATE	1
/		KGE	NI FOR: AS LATELS	11K	ONI	ORIZES LY THE C NOTED		L		N CHK'D &	APPR'[.	,	DATE	
			RESS TOO W. HOTEL	OIECLE	INSPE	ECTION	٠.	-	<del>- ,</del>	APPLICAT	ION A	PPROV	'AL	
8			ER SIZE SERVICE SIZE CREDIT	CHECKED BY.	STATE OF THE PARTY	RIMENT			THIS PE	RMIT DOES BY THE OIR!	NOT 6	ECOME V	MAND U	PEC.
5V. 1-7	WATER	REMA	ARKS						RECEIPT	R HIS DEPUT IS ACKNOW	LEDGED	IN SPACE	E PAOVIO	DED.
IN-258 (REV. 1-72)	2		ADDITIONAL TYPE CONN.	CHECKED BY	Chilling.			$\P$	I GNA	URE OF DE	ン へ さいの	INSP. (	JEPUTY P	
Ž	SEWER	REMA				Y OF DIEGO	\$ : 	ſ	ATE	>/	1	フレ	, INSF	PECTOR
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		Building Permit Application	APPLICANT FILL INSIDE HEAVY LINES	<b>33</b> 4	DDRESS	504 41	******		
3		NAME FOR NAME OF BUSINESSI  ATLAS HOTFLS  MAILING ADDRESS INLIMBERS	NC.	CENSI TRACT NUMB		9	PERMIT NUMBER	CIRCLE	463
8		SOO W. HOTEL C	ISINCE II  RCLE  TELEPHONE NUMBER	USE	CP	COORD INDEX	<u> </u>	PIAN FILE NO	
Ó	•	NAME DIFGO	291-2232	LOT ARE		ALLOW COVERAGE	<u>"</u> "	1010 AREA COVE	RED O
1		NODRESS (NUMBER)	RC4/.	SEIBACK FRONT Y VARIANCE	'ARD	REAR YD S II	NII SIRI	NAME OF SIREE	1
3	Y	CITY	1ELEPHONE NUMBER 283-5419			MP PRMI. REQ'D.	ENCR PRATE	HEALIH DEPT APPRO	
		NIFLSEN (BNSTEW		YES CURB TO	P.L.		YES DONE	B.C. CODE OWE	LL UNITS
-		3127 JEFFERSON	STREET)	PLAN CH	K. RECP'I. NO.	SIGN ALTER REPAIR	MOVE DEMOLISH NON-RESID	<b>22</b> - swoo	2
		SAN DIEGO	ELEPHONE NUMBER  291-6330  LICENSE NUMBER	PLAN CH RECP'T, A VALUATION	MI. 535 2	NÉW ADD	RESIDENTIA	3 4	5*
		LOI BLOCK SUBDIVISION	745	OF WOR	PLAN CHECK		5000 -	19 000	
	NOE.	JOB ADDRESS 6294 Tanv & Ca	WHEN HOPEL	FUND &	FEE . SUPPLEMENTAL PLAN CHK, FEE		355	<u>ئ</u> 	
Ġ	301 go	CONDITION OF SOIL AT JOB SITE  CONFIGURAL COMPACTED FILL	D LOOSE FILL	100	BUILDING PERMIT FEE			7/	
PCEL NO		NO. OF EXISTING BUILDINGS ON LOT AND USE  29 PUBLIC & GUEST ACC  DESCRIBE WORK	WODATION	7342 506 79750	SUB-TOTAL SEWER FEE			71	
ALLA	₩ Ø	TO BE DONE TOILET AD	DITION	500 79080	WAIER FEE				· ?
	0+5.5ED	EXISTING USE OF BUILDING OR PROPERTY PASKING	SPIKES	SPECIAL III REQUIRED	UCDECTION	TOTAL FEE:	S DUE	~	33
	-	PROPOSED USE OF BUILDING OR PROPERTY  hereby acknowledge that I have could be used.	A:	☐ MASO	CRETE DNRY HNG, HS. BOLIS	FIRE ZONE 3		ONST. OCCUP. GR	32
	cons	nt of the owner togree to comply with city and state	he duly authorized the laws regulating		DRIVING R (IDENTIFY)	SPRINKLERS RE	NO STOR	B NC	<b>^</b> ] ]
	lo W	orimen's Compensation Instrance.	Culturnia relating	ATTENT		PLANS CH		da DATE	
	76E	ATLAS HOTELS 11/1	125/12-	AUTHOR ONLY T	IZES HE	PLANS API	PROVED	DATE	
$\mathcal{C}$	ADD		RCLE	WORK N INSPECT	ION		CHES & APPR	6 773/	22
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	i	DESIGNER	ADDRESS IN	Price RI	**********	,51465	T <sub>1</sub>	FRON! VARIAN			COT SPETED	ATE	·	HEALIN	GEP" A	9 <b>49</b> 077	7 7
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Ó		2	DESIGNAL HEAVAXISMS	CALIBOY!	OMPACIED FILE	SHE OF	LOOSE FAIL	100 7342 506	SU8-1Q1/	41			7.5.		*******	177	<u> </u>
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ski.			ER JUNE USE OF PR		Morec	12	THE F. J.	RECILIRE		ON	IOIAL	FEES	DUE .	., <u>.</u>		10	10 x
and the			FF-YOSEU USE BUILDING OR PA hateby arknow	OFERTY	like C	053	169	CO MA	NCRETE SONRY LÖING, H	S BOUS	FIRE ZONE BIDG JA	2	TYPE OF C	1	4	الاست	
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IN-258 (REV.	c	ONN	ODITIONAL ECTIONS REQUI		TWE COM	N. CI	IECKED BY	CITY	OF .			J. win	RQ.	Ž.	<u>)</u>		
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Γ	1		Building Permit A	pplication	APPLICANT FILL INSIDE HEAVY UNE	J08 /	DDRESS			Ho	TEL	CIN	7 24 24 44 44 44 14	54 <b>(4) (4)</b>	
NY S	3	ā	ATLAS HOTE		(STREET)	CENS TRAC NUMB	US T	39.	00	-4-3	PERMIT NUMBER		K 9 (	) 2 6	5
CONTEN	3	V AO	SAN DIEG	OTEL C	PECLE  TELEPHONE NUMBER	USE ZONE	10		2	INDEX	116		444	(- <u>L</u>	>
			NAME HENDEILK		291-2232 K ARIH	SETBAC FRONT	ABLE		OR ARE	Z O X	MAX. AL		OF STREE		
311	7	DESIGNER	ADDRESS (NUMBER)		(STREET)	LOT SPL	AGE IT DATE	RAT % ALL	IO OWED EEMENT		NO. OF	CURI	TO P.L.		/AL:
	į.	_	SAN DIES	0	1ELEPHONE NUMBER 280.6282	DATE P	LANS TEO:			VORK 10	BE DONE		ODE DA	S. ELL UN	APPROV
			ADDRESS (NUMBER)		(SIREET)	PLAN C	HK RECP	NO.	RE		DEMOUS NON-RES	# SNO C	\$ 1	2	& DEV.
		MULDER	CITY		·	RECP'T	_	LNAU	A	00	RESIDEN	E C	3 4	5	₹NG
	***	na .	STATE LICENSE NUMBER	Leuse vo	TELEPHONE NUMBER	AČCT.	1 OF W		NIIS		PUNIT OO		100	<u> </u>	GINES
**	ere 		101 BLOCK	CLASS, NO.	CITY LICENSE NUMBER	100 7342 ł	PLAN CI FEE SUPPLEN	ENTAL		•			*****	-	
ŀ		NO.	JOB ADDRESS		VAP 140 6214	100 73422	PLAN CH BUILDING PERMIT F	5					10	) 89	3
			CONDITION OF SOIL AT 10		rcle	320 9860	STAT	E PEE						192	c
ç			NO. OF EXISTING BIJILDING	OMPACIED FILL OS ON LOT AND	USE 100SE FILL	506 79750 500	SEWI	RFEE							
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2	┫	NO.	NEE'A		, m mo, o o ,	73423	PARI	K FEE							No Apple
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•	Building Permit Application	APPLICANT FILL INSIDE HEAVY UNES	JOB AC		00	ι	<b>.</b>	Hote	d C	. re	
١	NAME (OR NAME OF BUSINESS)  ATLAS HOTELS, INC		A STATE	• • •	9,6		Tal	MALE June 1			anay )
3.		(STREET)	USE	. 0		ORD.			PLAN-FIL		
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	I hereby acknowledge that I have read this appli- mation given is correct; and that I am the owner, or agent of the owner. I agree to comply with city and	the duly authorized	🔯 отн	DRIVING IER (IDENTIF	- 1	+3	7761	2+		4387	
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eu1	thorized agent of the owner. I agree to comply with city and the laws regulating construction. In the event I do not comply the the Workman's Compensation law, this permit shall be	(CJO11	HER (IDENTIFY)	SPAIR MERS AROU FOR	
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#### PERMIT APPLICATION

CITY OF SAN DIEGO BUILDING INSPECTION DEPARTMENT

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ONC WINDS	City 1222 First Av	of San Diego Building enue, MS 301, San D	Inspection Depa lego. CA 92101	rlment (619) 236-6270	No	00806-9
Permit Type	1 SSUE Building D Mot	Dile Hôme 🖸 Electric	at Dilumbing &	<i>9: "]- 6-9(</i> Gas □ Mecha	nical 🕰 De	
		☐ Relocation 🕱 R	emove Building			
Project Information  Address 500 Hotel	Circle	Morth	PIE	ın File No.	Bui	lding or Suite No.
Legal Description Lot No. Block	No. Town	vision Name	16.7		Unit No.	6274
Parcel No.		Parcel Map No.	ł	Assessor's	Parcei No.	
Existing Use S	Condi	tion of Soil at Site	☐ Undisturbed	Compa		Loose Fill
Description of Work	aintilor	5/NO/E			UPE TO	Floor Area s.T.
Designer name	10: 7.	-16-90	'Add	ress		
City Rel	8-14	Sinter Zip Co		Teleph		ense Number
	ntractor	ent for Contractor	Owner Add	O Agent f	or Owner	
Name Atlas Hotel	PENOU	rtions		Potel CI	RYE	<del>50</del>
City SAN DIEGO	, Ch. 9	2108 State	Zip Code	291	<u> </u>	<u> 5</u>
Property Owner x ow	ner 🗆 Le	ssee or Tenant				
Name Hota	I INC.	500	HOTEL C	" recte	Most	
City SAN Dre	50 , CA	. 92108	Zip Code	291-	පිරීර්	<u> </u>
Contractor						
Name			Add	ress		
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State License No.		License Class	City	Business Tax N	lo.	
Licensed Contractor's Declaration: Livereby Affirm Signature	n that I am Sceneed under provi	sions of Chapter 9 (commencing with Title)	h Section 7000) of Division :	of the Business and Profe	peelons Code, and in Date	y Scenee is in full force and effect.
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(Sec. 3800, Lab. C). Insurance Company		1 4 5 7 1 -		ration Date	MAY	1,1990
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Signature						
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Permit Application

City of San Diego Building Inspection Department 1222 First Avenue, MS 301, San Diego, CA 92101 (619) 236-6270 1. Permit Type ☐ Combination ☐ Building ☐ Mobile Home ☐ Electrical ☐ Plumbing & Gas ☐ Mechanical ☐ Demolition ☐ Relocation ☐ Remove Building 2. Project Information Address 500 HOTEL Plan File No. Building or Suite No. Legal Description SANCIECO Block No. Subdivision Name Unit No. Map No. Parcel No. Parcel Map No. 6274 Assessor's Parcel No. Existing Use 137.240.27 Condition of Soil at Site ☐ Undisturbed 2 Compact Fill O Looss Fill Description of Work ACE SPAN Total Floor Area + 900 SIF ( NOW IN DISPEPALLE CAMINO OC State Zip Code Agent for Contractor Owner Agent for Owner PIERCE Address 1257 CAMINO DEL MAI MAR Zip Code Telephone G19: 792-5732 Property Owner & Owner 92011 Lessee or Tenant Name Address City State Zip Coda SAN DIEGO Telephone Contractor 291.2232 Name Stone & Nelson 205 Claydelle Avenue City Suite 201 El Cajon, CAState State License No. #281870 License Class City Business Tax No. Licensed Contractor's Decla am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Provi Signature Car Car Market I I Market Title Workers' Compensation Par 1-18-92 Workers' Compens Signification of the state of the second sec (Sec. 3800, Lab. C). Insurance Company Policy No. 459714 **Expiration Date** Certificate of Eco the work for which this permit is issued, I shall not employ any person in any mainter so se to become Signature e majora is the Walter's Co Date 7. Owner-Builder Deglaration An expension of the state of th ages all their sole compensation, will do the work and the structure is not intended at offered for sele (Sec. 7044, So Improves thereon, and who does such work himself or through his own employees, provided that such improvement on, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sele.) Sparty, and exchanged contracting with inceread contractors to construct the project (Sec 7044, Business and Projections Code: The Consector's License Law does not apply to an exceed pursuant to the Contractor's License Law). I am seamed under Section Signature Date 8. Construction Landing Agency for the performance of the work for which this permit is issued (Sec. 3087, Civ. C). Lender's Name Ler s Address Archicanile Shirature m to constant to day activised and of the result of the constant of the consta



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City of San Diego
Permit Services Division
Development Services Department
Permit Center • 1222 First Ave. • MS-301
San Diego, CA 92101
(619) 236-6270

(010) 200-02/0				
1. Permit Type:  Combination Ck Building	) 🖸 Mobile Home 🔯 Electrical 🗀 Plu	nibing & Gas □ Mechanical □	Demolition/Relocation/Remo	ve Building [7] Signs
2. Project Address: Include Building or	Suite No.		Plan File No. For	
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statement that he is licensed pursuant to the pr Code) or that he is exempt therefrom, and the b of not more than five hundred dollars (\$500)):	easis for the alleged exemption. Any violation	n of Section 7031.5 by any applica	n 7000, of Division is of the Bi Int for a permit subjects the a	usiness and Professions phicani to a civil penalty
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City of San Diego
Permit Services Division
Development Services Department
Permit Center • 1222 First Ave. • MS-301
San Diego, CA 92101
(619) 236-6270

(010) 200-0270			
1. Permit Type: Combination Building Mobile Home Electrical	Plumbing & Gas Cl M	Asharial mag	
Permit Type: Combination Building Mobile Home Electrical     Project Address: Include Building or Suite No.	. tar romany a das LI M	echanical Li Demolition/	Relocation/Remove Building 🔘 Sig
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MUPD

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City of San Diego
Development Services
1222 First Ave. • MS-301
San Diego, CA 92\*01-4154
15231 593 59
(619) 236.6270

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Permit Type: 3 Combination Building 3 1	Mobile Home _ Electrical _ Plumbin	g & Gas Mechanical	Demolition/Relocation/F	emove Building Signs
Project Address: Include Building of Suite		7		For City Use Only
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MUM III	anaxxx	Owner Agen	CiOi Chilei	4.55
iress	11718# 1-1	1/h state	In Code	MR 17/1 A
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Proporty Owner/League Tenant Name Pig	asg theek one YOwner L	essee or Tenant		
- TIMO 200	WIII.			
1989 0 19C	1 FRA LOND	17	Zip 299/2/ 199	200 - 2Uc
Contractor Name	IVH OW	1 01 '	10101 7	14.213C
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e License No. / Q Q Q Q	License Class A C	it dusiness Tax No	<u>, / / / - !                             </u>	
V 1 1 1 1 1	<i></i>		·	
ensed Contractor's Decision: I hereby	affirm that I am licensed under pr	rovisions of Chapter	9 (commencing with Si	ection 7000) of Division
the Business and Professions Code, and	ny license is in full force and effe-	97 <b>4</b>		000
		اكسالها	Date 5	IX Y 7
Workers' Compensation Decision: I her	eb allim under penalty of pentury one	of the following decision	relions	
<ol> <li>a. I have and will maintain a certificate of conser</li> </ol>	nt to self-insure for workers' compensatio	n as <u>ord</u> rided by Section	n 3700 of the Labor Gode, fo	r the perfor-
mance of the work for which this permit is issued				-
b. I have and will maintain workers' compensation	n, as required by Section 3700 of the La	bor Code, for the perform	mance of the work for which	this permit is is-
sued. My workers' company insurance Company	Policy No.	57791	I I ENERGY THE	10.1.
This section need not be completed if the permit is for one hund	reci dollars (\$100) or less).	Z	サーツブー	4
C. I certify that in the performance of the work for which the	s permit is issued, I shall apt employ any person s	n any manner so as to becom	e subject to the Worlers' Compen	sation Laws of Cali-
fornia, and agree that if I should become subject to the prod	were commensured provisions of Section 3700 of	the Labor Code, I shall feel w	an design party and investors	
Signature		ate	18.79	
arning: Failure lo secure porkers' obmpensation coverage is u	nlawful, and shall subject M employer to criminal	penalties and civil lines up to	and hundred thousand dollars (\$1	00,000), in addition
to the cost of compensation, damages as provided for in Se				
Wner-Builder Declaration: I hereby affirm the by or county which requires a permit to construct, also				a end Professions Code: An
atement that he is licensed pursuant to the provision	s of the Contractor's License Law (Chapte	er G. commencing with Si	action 7000 of Padeina 5 of 1	n word pernatio me a signe he Business and Prolession
de) or that he is exempt therefrom, and the basis for not more than five hundred dollars (\$500)]:	the alleged exemption. Any violation of E	3ection 7031.5 by any ap	plicant for a permit aubjects !	he applicant to a civil penali
), as dwiner of the property, or my employeds with wages a	se their told communication will do the wind and	the effection is not interested	نه دغای در الان الان در الان الان در الان الان الان الان الان الان الان الا	tioned and Budscalast Made 84
CONTROLS I LICENSE LAW COMMENCE BOOK AS AS CHOSE OF OF	comply with builds or monitored that account who	Asset such work himself or th	union his auto ampliculate tribuidi	به هذه ماهمسمسميسيا طحية (A Pha
intended or offered for sale. If, however, the building or mip sale.).	lovement is sold within one year of completion, the	ne manuer-builder will have the	burden of proving that he did not	build or improve for the purpose (
I, as owner of the property, am explusively contracting with 6	cancel contestors to constant the are an 1800.	this Guinara and had	ni Cada. Tha Aachinikiilii kiriisii	Bandana makanakan an an an an
property who builds or improved thereon, and contracts for s	<ul> <li>200) Depart are Lucettou or environment contract than the project days.</li> </ul>	ryan, carangsa and mbalikbo Ni Ru Contractor's I inama	us CO20: Tra CO <b>10 ACIONS (JC6166</b> Bail	sew does not apply to an owner o
Fam exert of under Section 8 &P.C. for this r		·   **********************************	n → p	
Signature		nte.		
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onstruction Lenging Agency: Incresy attem the	if there is a construction lending agency for the perfor	marks of the most for which this	permit is issued (Sec 3097, Civ. C)	
ender's Name	Lender's Addrasa			
oplicant's Signature: 1 certify that I have read	this application and state that the above	Information is correct a	rel that I am the number or the	skile authorised spare of
is dalist, i sclear to collibia alsi su cal sust siste tem	<b>A relating to building construction. I heret</b>	iakiakaidak akilorkua vo	was of the City of Ren Diego.	a ania: unos ina abaua.
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City of San Diego Planning and Development Review 1222 First Ave. • MS-301 San Diego, CA 92101-4154 (619) 236-6270

4 December 2				13202843-9
1. Permit Type:  Combination & Building O Mobile Project Address: Include Building or Suite No.	Home B Electrical X Plumbing	B Gas 전 Mechanical	☐ Demolition/R	lelocation/Remove Building 🔾 Signs
- The state of the				File No. For City Use Only
500 HOTEL CIRCL Lot No. Block No. Subdivision	E NORTH		H.	1077979
Block No. Subdivision	Name	Unit No.		Map No.
Parcel No.	Parcel Map No.		SERSEOU'S DON	and No.
Existing Use			ssessor's Par	'/(d)~ / 1~(X)
HOTEL	Condition	n of Soil at Site: A	Undisturbe	d Compact Fill C Loose
Description of Work			<del></del>	Total Floor Area
BATHROOM UP GRADE  Designer name  J. W. DA		Address		Total Tios Aida
lity	State Zip Code		Telephone	License Number
Applicant Name Please check one O Contractor	☐ Agent for Contractor ☐	Owner Q Agent	for Owner	
SUNSHINE PERMIT SE	2016			
B678 SKY RIM	DO INVERN	e 1011 (1	ip Code 2 <i>040 - S</i>	Telephone
Property Owner/Lessee Tenant Name Please Con Town & Country Resort Resort	hook one C Owner C	ee or Tenant	<u> </u>	557 (619) 559-1
500 Hotel Cincle	San Diego	State Z	ip Code	Telephone
Contractor Name OW HER BUILDER.		<u> </u>	2108	619-291-2232
dress	City			
500 Hotel Circle	San Diego		2/08	Telephone
	nse Class Gity	Business Tax No.	¥. 1	619-291-2232
ensed Contractor's Declaration: I hereby affirm The Business and Professions Code, and my licer	that I am licensed under provi	sions of Chapter 9	(commencing	with Coeting 7000 - CD: 11
I the Business and Professions Code, and my licer nature		sione of Griapter 3		ywith Section 7000) of Division
`•	Title		Date	
Workers' Compensation Declaration: Thereby affired a. I have and will maintain a certificate of consent to self-in of the work for which this permit is issued.	m under penalty of perjury one of	the following declarat		
of the work for which this permit is issued.	ward for mothers compensation as	Provided by Section 3?	ে of the Labor (	Code, for the performance
b. I have and will maintain workers' compensation, as req sued. My workers' compensation insurance carrier and pol	uired by Section 3700 of the Labor C	ode, for the performan	ce of the work fo	r which this permit is is-
Insurance Company	Dellambi		Expiration 0	
This section need not be completed if the permit is for one hundred dollars  C. I certify that in the performance of the work for which this permit is	estrod I chalt not constant and a			<del></del>
C. I ceitly that in the performance of the work for which this permit is forma, and agree that if I should become subject to the vorkers' comp	ensation provisions of Section 3700 of the L	manner so as to become s shor Code, I shall forthwith	ubject to the Worker comply with those n	rs' Compensation Laws of Cali-
Signature CZ A	I de la Villa de	V 10 1	774C	
/arning: Fadure to secure workers' compensation coverage is unlawful, an to the cost of compensation, damages as provided for in Section 3706	d shall subject an employer to criminal penal	ities and civil fines up to or	e hundred thousand	d dollars (\$100,000), in addition
lwner-Ruilder Declaration 15	and another st	ecş.		
or county which requires a permit to construct, after, improvalement that he is licensed pursuant to the provisions of the Code) or that he is exempt therefrom, and the basis for the after than five hundred dollars (\$500):	e, demolish, or repair any structure, ontractor's License Law (Chapter 9.	prior to its issuance, at	so requires the a	pplicant for such permit to file a signe
not more than five hundred dollars (\$500)]:	ted exemption. Any violation of Secti	on 7031.5 by any appli	cant for a permit	subjects the applicant to a civil penalt
I, as owner of the property, or my employees with wages as their sok	compensation, will do the work and the si	ructure is not intended or a	offered for sale (Sec	7044 Rueingre and Declarations Code, To
Contractor's Exemps Law does not apply to an owner of property who intended or offered for sate. If, however, the building or improvement is sale.).	burids or improves thereon, and who does sold within one year of completion, the ow	such work himself or throu ter-builder will have the bui	gh his own employed	es, provided that such improvements are no
I, as owner of the property, am exclusively contracting with linensed con	Martore la construct the accions and a way			the ere not mad or subtode for the bribose i
i, as owner of the property, am exclusively contracting with licensed con property who builds or improves thereon, and contracts for such project	s with contractor(s) licensed pursuant to the	ชยรทess and Professions ( Contractor's License Law)	Code: The Contracto	r's License Law does not apply to an owner o
I am exempt under Section	1/500	_/	/ .	
Signature Community Community	Vis Henly Date	8/241	195	
onstruction Lending Agency: Thereby affirm that there is a c	onstruction lending agency for the performance	of the work for which this ben	nil is issued (Sec. 3):	97, Civ. C).
Lende	r's Address			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Applicant's Signature: I certify that I have read this applie owner. I agree to comply with all city and state laws relating tentioned property for inspection purposes. If, after making the	cation and state that the above infor	nation is correct, and t	hat I am the own	er or the duly authorized event of
enioned property for inspection purposes. If, after making the such provisions, I will fortunit comply. If the event I do not comply to the event I do not comply				
ignature			All be deemed re	voked.
This information is a	rollohla in attacher in the	8-2 <b>4</b> -	67	
To request it is information	ri alternative format, call (619	or persons with di 236-7703 or (80n	iadyitida ) 738-2020 iy	11
	DS-3032 (5-99)			

88-0585



City of San Diago Development Services 1222 First Ave. • MS-301 San Diego, CA 92101-4156 (619) 236-6270

#### Permit Application

320 3304-1. Permit Type: Combination Building Mobile Home ... Electrical ... Plumbing & Gas Mechanical Demolition/Relocation/Remove Building 2. Project Address: Include Building or Suite No. Plan File No. For City Use Only Pts in Circle Lot No. Subdivision Name Unit No. Map No. Parcel No. Assessor's Parcel No. 260-27 Parcel Map No. Existing Use Condition of Soil at Site: Dundisturbed Compact Fill ... Loose Fill Description of 1477 Total Floor Area 3. Designer name Address City State Zip Code Telephone License Number Applicant Name Please check one Agent for Contractor Owner Agent for Owner Zip Code 10-40-542 Zip Corte Telephone Zip Code Lelephone State License No. License Class ( City Business Tax No. Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my ligense is in full force and effect. Cu Title 7. Workers' Compensation Declaration: Mereby allym under penalty of perjury one of the following declarations: め こしんしん a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the perforb. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company Policy (This section need not be completed if the permit is for one hundred dollars (\$100) or less). Policy No. \_Expiration Date C. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of Callformia, and agree that it I should become subject to the worker consumeration florisions of Section 3700 of the Labor Code Lishak forthwith comply with those provisions Signature Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal panamers and civil lines up to one hundred thousand dollars (\$100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees. 8. Owner-Builder Declaration: I hereby affirm that I am exert from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, start improve, itemolish, or repair any structure, prior to its issuance, elso requires the applicant for such permit to fife a signed Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty. I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or officed for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who belds or improves thereon, and who does such work himself or through his own imployees, provided that such improvements are not apply to an owner, the building or improvement is self-of within one year of completion, the owner-builder will have the building that he did not build or improve for the purpose of 1. Is an owner of the property, am exclusively contracting with Icensed contracting to construct the project (Sec. 7044, Business and Professions Code: The Contractor's Licensu Law occas not apply to an owner of properly who builds or employes evereon and contracts for such projects with Character(s) increased pursuant to the Contractor's License Laws. I am exempt under Section Signature Date 9. Construction Lending Agency: thereby efform that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Cir. Ci. Lender's Address 10. Applicant's Signature: I certify that I have read this application and state that the above information is correct, and that I am the owner or the duty authorized agent of the owner. I agree to compete the owner or the duty authorized agent of mentioned property for impection purposes. If, after making the orniticate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked. Date

This information is available in alternative formats for persons with disabilities.

To request this information in alternative format, call (619) 236-7703 or (600)738-2929 (77)

DS-3032 (Rev. 12-98)



City of San Diego
Planning and Development Review
1222 First Ave. • MS-301
San Diego, CA 92101-4154
(619) 446-5000

71.00

### Permit Application

2. Project Arte	teses Include	Duilding O Mobile Ho	me 🗡 Electrica	l 🗀 Plumbing	& Gas 🗅 Mechan	ical 🛘 Demolition	/Relocation/Remove Building 🗀 Sign
500	12/2	oulloing or Suite No.	1/.11	CCSQ	' Saldai		n File No. For City Use Only
Lol No.	Plants	CIVCIE	Jorth	Chief	Chymer	· 16	-502560-
	Block No.	Subdivision Na	me		Unit No.		Map No.
Parcel No.			Parcel M	ap No.		Assessor's P	arcel No.
Existing Use	Comme	cial)		Condili	on of Soil at Site	: Q Undistur	ped 🔾 Compact Fill 🔾 Loos
Description of V	Vork	Chiller 100 A	200 1	101	. /		Total Floor Area
3. Designer na	me	1 100 //	nip jane	Tinc	Address	andenso	
City			State	Zip Code		Telephone	License Number
4. Applicant N	ame Please ch	ack one Gontractor	Agent for C	Contractor O	Owner 🖸 Ag	ent for Owner	
Address 1	1075	Yukon	San Me		State	Zip Code	Jelephone
5. Property Ow	ner/Lessee 76	nent Name Please che	ck one 🔾 Oı		see or Tenant	97/14	858 672 04
Address	/1-	<del>/</del>	City		State	Zip Code	Telephone
6. Contractor N	lame F1210	F Floo	1810		<del></del>		
Address ////	75	ukon (	City	60.	Sigle	Zip Code	Telephone
State License No	- ¥ 4') Y	.3/ Licens	e Class	City	Business Tax	42129 No.	
icensed Contra	ctor's Declara	tion. I hereby affirm th	at I am license	ed under prov	isions of Chante	or Q (commono	ng with Section 7000) of Divisi
ignature /	and Profession	ns Code, and my licens			/ / / / / / / / / / / / / / / / / / /	n a feommatici	ny with Section 7000) of Divisi
Workers' Con	11.11 61	Much		Title //	Sut	Date	4/27/2000
a. i have and of the work fo	npensation De I will maintain a cei it which this nermit	plaration: I hereby aftern tificale of consent to self-ins	ਪ . ਦਾ penalty o ure for workers' c	I perjury one/or ompensation as	the following dec provided by Section	larations: n 3700 of the Labo	r Code, for the performance
b. have and	l will maintain work	ers' compensation, account	od by Coaling or	00 of the Labor (	and of the newfer		* ***
Insurance Cor	mpany ンパタ	TE TANCO TO	File Salar	No. 229-	19 0018	Trained of the work	Tor which this permit is is-
↓ U. I Cerbly that i	is the nerformance of t	ermit is for one hundred dollars (\$ he work for which this permit is iss y subject to the workers' compens		oy asy person in an	y manner so as to beco	ome subject to the Ute	dan'Communication of the Communication of the Commu
	havil I should become	subject to which this permy is iss	ation provisions of S	ection 3700 of the t	abor Code, I shail 1911	iwith comply with thos	Reis Compensation Laws of Cal-
to the cost of con	oponsation, damages	sation coverage is a dentile, and s as provided for in Section 3706 of	iali subject/an emplo he Labor Code, inter	oyer to criminal pen- rest, and attorney's	alties and civil lines up	to one hundred thous	and dollars (\$100,000), applied
OMUEL-BUILDS	Declaration: I	hereby affirm that I am exem	ot from the Contr.	actor's License L	aw for the following	reason [Sec. 703	1.5. Business and Protessions Code: applicant for such permit to file a significant S of the Business and Business
of not more than In	re hundred dollars	(\$500)];	exemption, Any	violation of Secti	on 7031.5 by any a	pplicant for a perm	it subjects the applicant to a civil pen
Contractor's Linear	property, or my empt	oyees with wages as their sole co	mpensahon, wil do	the work and the s	Irucluse is not intender	nt offered for eate 19	sec. 7044, Business and Professions Code: byees, provided that such improvements are at he did not build or improve for the purpos
i, as owner of the p	properly, am exclusive	y contracting with beensed contracting with beensed contracts for such projects w	doto do annota con con				ctor's License Law does not apply to an owner
lam exemptionder	Section	_,8.AP.C. for this reason:	an compactor(2) tic6s	nsed pursuant to the	Contractor's License (	.aw).	
Signature				Date			
Construction L	ending Agenc	/: Thereby affirm that there is a cons	ruction lending agenc	y for the performance	of the work for which the	on 21 hayesti se kirmadi. San	Mot Cir. Ct
		Acutei S	Address				
Applicant's Signal Applicant's Signal Applicant Applican	Inature: I certify o comply with all ci- ter inspection purp I will forthwith com-	that I have read his applically and state layer relating to oses. If, after making the Committee on the control of the control	ion and state that building construc- rtificate of Exem- phy with the World	I the above infor tion. I hereby au plion from the W kers' Compensal	mation is correct, a thorize representat orkers' Compensat ion Law, this permi	nd that I am the or ives of the City of the ion provisions of the t shall be deemed	wher or the duly authorized agent of San Diego to enter upon the above- le Labor Code I should become subje revoked.
Signature	HAVI C	This ployed tion is avail	oblé a allere	Date	7/	11.00	00
$\mathcal{U}$	To requ	This plounation is avail est this information in a	mannative titt	nat, can (619	lor persóns with 1 446-5446 or (8	disabilities. 300) 735-2929 (	(TT)
2			DS-30	032 (11-99)			

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\$315.58



City of San Diego
Planning and Development Review
1222 First Ave. • MS-301
San Diego, CA 92101-4154
(619) 236-6270

### Permit Application

B200440-00

<del></del>							0007	
1. Permit Type:	🗅 Combination 😾 Buil	ding 📵 Mobile Home	🗆 Electrical 🗅 P.	lumbing & Gas	□ Mechanica	t □ Demolition/	Relucation/Remove	Building 🔾 Signs
2. Project Addre	ss: Include Building	or Suite No.				Pla	File No. For C	ity Use Only
500	HOTEL C	IRCLE N	0., EX	-DG 3	3500		-10071	8-00
Lot No.	Block No.	Subdivision Mame	PUEBLO	7	Unit No.	*	Map No.	1105
Parcel No.			Parcel Map No.			Assessor's Pa	rcel No.	
	ECHANICAL	POOM		Condition of	Soil at Site:	Undisturb		t Fill 🚨 Loose Fill
ADD/710N	ÖF NON BE	ARING WA	LLANDI	RELOCAT		NECH. U	MT Total Flo	or Area
3. Designer name	JOSEPH	WONG			Address	2359 f	EURTH A	VE.
City SAN 1	DIEBO	(	State Zip	2701	(619)	233-6	777 C9	lumber 1.30
4. Applicant Nam	Please check en	Contractor 3	gent for Contra	ctor 🔾 Ow	ner 🕱 Age	nt for Owner		
Address 235	9 FOURTH	AVE.	City	DIEGO	State	Zip Code	Telephon (6/9) 2	33.6777
5. Property Owne	Lessee Tenant N	ame Please check	one U Owner	Lessee	or Tenant	,-,-,		
Address 500	HOTEL C	RCLE NO.	City SAX/ 1	1630	State	Zip Code	Telephon	1.1232
6. Contractor Na	ne ,	/ ( / 10)		,,,,,,		12400	1017-	1.4-2.2-
Address	<u> </u>	**************************************	City		State	Zip Code	Telephon	9
State License No.		License (	Class	City Bu	siness Tax N	lo.		
	tor's Declaration: l and Professions Cod				ns of Chapte	r 9 (commend Date	•	7000) of Division
⇒ a. Thave and v of the work for	pensation Declarat will maintain a certificate which this permit is issu- will maintain workers' co-	of consent to self-insure ed.	for workers' compe	nsation as prov	ilded by Section	n 3700 of the Lat	·	
sued. My worke Insurance Com	ers' compensation insura pany <u>Legion Ins</u> be completed if the permit is	ince carrier and policy n	umber are: Policy No.	wc110025			on Date5_1_00	1
C. I certify that in	the performance of the work that if I should become subject	for which this permit is issue	I, i shall not employ any on provisions of Section	3703 of the Labo	nner so as to beco r Code, I shall forti	ome subject to the Yo hwith comply with the	orkers' Compensation ase provisions	Laws of Cali-
Signature Warning: Failure to sec to the cost of com	cure workers' compensation of pensation, damages as provi	overage is unlawful, and sha ded for in Section 3706 of the	Subject an employer to	• P •Date criminal penaltic nd attorney's fees	1-31-00 s and civil fines up	to one hundred the	isand dollars (\$100,000	0), in addation
8. Owner-Builder city or county which statement that he is Code) or that he is of not more than fiv	Declaration: thereby requires a permit to con- licensed pursuant to the exempt therefrom, and the the hundred dollars (\$500)	y affirm that I am exempt struct, alter, improve, do e provisions of the Contr he basis for the alleged of ];	from the Contractor molish, or repair an actor's License Law exemption. Any viola	's License Law y structure, pri (Chapter 9, co lion of Section	for the followin or to its issuand mmencing with 7031.5 by any	e, also requires t Section 7600, of applicant for a pe	he applicant for suc Division 3 of the Br rmit subjects the ar	ch permit to file a signed isiness and Professions opticant to a civil penalty
Contractor's Licer intended or offere sale.).	ise Law does not apply to ar d for safe. If, however, the bi	cowner of property who build elding or improvement is sold	s or improves thereon, within one year of com	and who does su pletion, the owner	ch work himself or -builder will have i	r through his own er the burden of provin	nployees, provided tha g that he did not build (	and Professions Code: The such improvements are not a improve for the purpose of
<ul> <li>I, as owner of the property who buck</li> </ul>	property, am exclusively cont is or improves thereon, and o	racting with licensed contract ontracts for such projects wit	ors to construct the proje h contractor(s) licensed	ect (Sec. 7044, Du pursuant to the C	siness and Profes ontractor's License	sions Code: The Cor e Law).	kracior's License Law (	soes not apply to an owner of
am exempt unde Signature	r Section	P.C. for this reason:	→ V.P.	Date	1-31-00			
. •	ending Agency: 1h	reby affern that there is a const	nuction lending agency for			this permit is issued (S	ec. 3097, Civ. C).	
Lender's Name		Lender's						
the owner, I agree	gnature: I certify that to comply with all city any for ipspection purpose with furthwith comply.	nd state laws relating to a 11 after making the Co	building construction	n. I hereby auth in from the Wo s' Compensation	rkers, Compens ouze tebleseu	tatives of the Cir.	of San Diego to er of the Labor Code	veruxoon ina anova : ∷
Signature	Thi	s Information is avai	lable in alternati	Date ve lormals h	) pojeoja v	ifi alsaviille		
	I / To romuse	this information in	alternativa farmi	us nangradi		<b>深川田田 新家母養婦</b>		and the Company of the Company



City of San Diego
Planning and Development Review
1222 First Ave. • MS-301
San Diego, CA 92101-4154
(619) 446-5000

#### General Application

T	HE CITY OF SAN DIEGO WWW. Ci. San-diego.ca. Is/development-services
	1. Approval Type: •Construction Permi s: ★ Structure □ Grading □ Public Right-of-Way; •★ Electrical •★ Plumbing/Mechanical •□ Sign •□ Subdivision •□ Demolitic n/Removal • Development Permits: □ Neighborhood Use □ Coastal □ Neighborhood Development □ Site Development □ Planned Development □ Conditional Use □ Variance □ • Other
	2. Project Address: Include Building or St. le No.  500 HOTEL CIPCLE NOTH  Lot No. 4 Block No.  Subd vision Name  10: 200 LOT 115  Unit No.  Project Title: CHAPUDS REST POUNG A 10 1575 - 01  Unit No.  Map No.
	Parcel No.  Parcel Map No.  (p274  Assessor's Parcel No. (p274  Assessor's Parcel No. (p274)
	Project Description: REMODEL OF EXITING PEST FROMG FOR ADA COMPLIANCE TOTAL Floor Area
	3. Designer name JOSEPH WONG Address 7359 FOURTH AVE #300 (619) 737-754
	State Zip Code (6/9) 1 Telephone Licegse Number (A 92/1) (6/9) 133-6777 C9/13/6
Part	4. Applicant Name Please check one il Con ractor il Agent for Contractor il Owner Agent for Owner Fax Number  Address. City State The Contractor in City State Th
ď	5 Property Quantil Acces Toward Many Characteristics (61) 237-611
	Address - 1
	6. Contractor Name (not required for developr vant permits)  Slate Zip Code Telephone  CA 92/D8 (49)29-7232  Fax Number
	Address City State Zip Code Telephone
	State License No. License Class City Business Tax No.
	Licensed Contractor's Dε Jaration: I hereby af irm that I am licensed under provisions of Chapter 9 (commoncing with Section 7000) of Division 3 of the Business and Professions Code, and my license to be full force and effect.
	vision 3 of the Business and Professions Code. and my license is in full force and effect.
	Signature
7	Date
٤	7   Worker's' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:
	If the sum of the sum
	The Company Legion Insurance Policy No. Welloo2572 Expiration Date 5-1-01
	The management of the mother's compensation that it is assured to the mother's compensation takes of California and the mother's compensation and the mother's compensation and the mother's compensation and the mother's compensation and the mother
=	Signature  Date  24/01  Warning Fadure to secure norters' compensation coverage is unlarted and shall subject an employer to criminal penalties and civil fines up to one hundred thausand dollars (\$100,000), in addition to the cost of conpensation, damages as provided form Section 370: of the Labor Code, interest, and alternaty's fees.
2	8. Dwner-Builder Declaration: 1
7	to fite a signed statement that he is licensed pursuant to the crovisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt thereform, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five 1 indired dollars (\$500)):
	1, as owner of the property, or my employees and hages as their sold compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Basiness and Professions Code: The Contractor's License Law does not apply to an caner of property who wilds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not of sale 1.
	1. as owner of the property, am exclusively contracting with Ecensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for so the projects with contractor(s) Ecensed pursuant to the Contractor's License Law).
	I sam exempt under Section 8.80 C. for this reason:  Signature Mithele Hugeli Date 2/24/81
	9. Construction Lending Agency: Thereby affirm that there is a postnotion lending agency for the performance of the work for which this permit is issued (Sec. 3097, Cir. C).
=	Lender's Name Londe 's Address
_	10. Applicant's Signature
ran	10. Applicant's Signature:  Signature Date 2-5-0
ran	10. Applicant's Signature:

This information is availab 3 in alternative formats for persons with disabilities.

To request this information in alte native format, call (619) 446-5446 or (800) 735-2929 (7T)

DS-3032 (6-00)



City of San Diego Development Services 1222 First Ave., MS-301 San Diego, CA 92101-4154 (619) 446-5000

P806934-02.

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General Application

General **Application** 

THE	(019) 446-5000 City of SAN Disso WWW.Ci.san-dieg	o.ca.us/developm	nent-services			71	102331-02
Г	1. Approval Type: • Construction	Permits: VStruct	ure 🔾 Grading (	Dublic Rig	ht-of-Way;	: U Electrical	• O Plumbing/Mechanical
	📗 • 🗅 Sign • 🗅 Subdivision • 🗇 Der	molition/Removal	<ul> <li>Development</li> </ul>	Permits: 🔾	Neighborho	od Use 🗀 Coa	stat 🖸 Neighborhood Devel-
	opment 🔾 Site Development 🔾 Plan	ned Development	U Conditional U	se u vanan	ce •u om	er	A100212-0
	2. Project Address: Include Building	g of Suite No.	Pro 72	ect Title:	GE REST	POONS Pro	No. For City Use Only
	Lot No.4 Block No.	Subdivision Name		115	Unit No.		Мар Мб.
	Existing Use:	Parcel No.	Pare	cel Map No.		Assessor's Pa	arcel No.
	Project Description: ADA UPGRADES OF	EXIGINE	PESTFOOR	16			Total Floor Area
	3. Designer name  JOSEPH WONG	ş A	Address 235	9 FOURT	4 AVE		6/9. 237. 0541
	City SAN DIEGO		State Zir	12/0/	G.	19.233.6	777 Elcense Number
=	4. Applicant Name Please check on	eU Contractor U			vner 💢 Ag	ent for Owner	619.237.0541
Part	Address 2359 FOURTH AV		CitySW 1		State	72/01	Telephone 6/4.253.6777
	5. Property Owner/Lessee Tenent I	Name Please checi	k one 🔏 Owner	☐ Lessee	or Tenant		Fax Number
	Address 500 HOTEL CIRCL	E NORTH	City SAN D	1860	State	12/08	6/9.29/. 2232
	6. Contractor Namo (not required to	r development perr	nits)				Fax Number
	Address		City		State	Zip Code	Telephone
	State L. ense No.	Licenso	Class	City Bu	isiness Tax	No.	
	Licensed Contractor's Declaration:	I heroby affirm that	t I am licensed u	nder provisio	ns of Chap	er 9 (commend	ing with Section 7000) of Di-
	vision 3 of the Business and Profession					,	•
							•
	Signature	······································	Title		<del></del>	Date	9
	7. Workers' Compansation Declara		ınder penalty of po	rjury one of the		clarations:	
			ınder penalty of po	rjury one of the		clarations:	
	7. Workers' Compensation Declara  J a there and will maintain a certificate of consisted  Solution of the compensation of the	sent to self-insuze for worker	under panalty of parts' compensation as pro-	rjury one of the ided by Section 3	700 of the Labor (	clarations: Code, for the performa	nce of the work for which this permit is
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	7. Workers' Companisation Declara  I a thave and will mantain a certificate of consisted  I is have and will maintain workers' compensation camer and policy number are; Insurance Company Shake Fu  (This section need not be completed if the permit is  I c. I certify that in the performance of the work	sent to self insure for worker abon, as required by Section  Self or one hundred dollars (\$1 for one hundred dollars (\$1)	inder penalty of po rs' compensation as pro- a 3700 of the Labor Code Policy No. 00) or less) red, I shad not employ ar	rjury one of the sided by Section 3.1, for the performer 29429 by person in any m	100 of the Labor ( ace of the work fo 3380 ( anner so as to be	clarations: Code, for the performa r which this permit is in Expiration come subject to the W	nce of the work for which this permit is seved. My workers' compensation insur-  Date 5 + 1 - 0 3  Vorkers' Compensation Laws of Califor-
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City of San Diego
Development Services
1222 First Ave., MS-301
San Diego, CA 92101-4154

ES03053-02 P80442 1-02

General **Application** 

	(619) 446-5000  City of San Dieso Www.ci.san-diego.ca.us/development-services  B 201 772 -02
1118	1. Approval Type: • Construction Permits Astructure © Grading Public Right-of-Way: • D Electrical Plumbing/Mechanical • © Sign • © Subdivision • © Demolition/Removal • Development Permits: © Neighborhood Use © Coastal © Neighborhood Development © Site Development © Planned Development © Conditional Use © Variance • © Other T
	2. Project Address: Include Building or Suite No. Project, Title: Project No. For City Use Only 600 Hatel CIRCLE N. Royal Palm. Project No. For City Use Only 600 Hatel CIRCLE N.
	Lot No. Block No. Subdivision Name Unit No. Map No.
	Existing Use: Hotel Parcel No. Parcel Map No. Assessor's Parcel No. 437-260-27
	Project Description: NTEX. 10 R REMOCEL Walls plumbing, stocks of Section 2, 160#
	3. Designer name  Tost ph wong DESIGN ASSOC 2351 Fourth and City  City  State Zip Code  Telephone License Number
	SAN DIEGO, (A 90101) 233-6777  4. Applicant Name Please check one Contractor & Agent for Contractor & Owner & Agent for Owner Fax Number  SUNSDINE VERMIT SEX VICE
Part	Address 8678 SKy RIM DR LIKESINE, CA 92040 555-1704  5. Property Owner/Lessee Tenant Name Flease check one Owner Clessee or Tenant Fax Number
	Address SOO Notel CIRCLE N. SANDIEGO CA 92108 291-2242
	6. Contractor Name (not required for development permits)  Address  City  State  Zip Code  **Elephone
	State License No. License Class City Business Tax No.
	Licensed Contractor's Declaration: Mereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect
	Signature Tille Date
(	7. Workers' Compensation Declaration: I hereby aftirm under penalty of perjury one of the following declarations:  3. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which has permit as issued.
	b) to 1 have and we maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number at 8.  Insurance Company State Food Policy No. 1631242-02 Expiration Date 5//03
	(This section need not be completed if the permit is for one hundred dollars (\$100) of less).  C. It certify that in the performance of the work for which this perind is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that it is should be gone subject to the workers' appropriation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.
m tre	T Signature Date 5-31-02  Warring: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and child fines up to one hundred thousand dollars (\$100,000), in addition to the coat of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.
£	B. Owner-Builder Declaration: I hereby aftern that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, after, improve, demoksh, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt thereform, and the basis for the alteged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than live hundred dollars (\$500):
	[2] I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the builder of proving that he did not build or improve for the purpose of sale.).
	3, as owner of the property, am exclusively contracting with incensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or gapproves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).   1 am exempt under Section
	Signature Land X Horn Date 5-31-02
	9. Construction Lending Agency: Thereby affirm that there is a construction lending agency for the performance of the work for which this permit is usuald (Sec. 3097, CN. C)  Lender's Name  Lender's Address
Part III	10. Applicant's Signature:
a. i	Signature // Propriet Jackson Date 5/29/02



City of San Diego
Development Services
1222 First Ave., MS-301
San Diego, CA 92101-4154
(619) 445-5000
www.ci.san-diego.ca us/development-services

## General Application

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	3. Designer name	Address		· .	Fax Number	i
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	City	State Zip Cod	6	Telephone	License Number	
	"" C A	CA 9210	Di (2)(2)	233 6232		
	4. Applicant Name Please check one J. Contra	ctor I Agent for Contractor	) Owner M An	ent for Owner	Fax Number	7
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To request this information in alternative format, call (619) 446-5446 or (800) 735-2929 (TT)

DS-3032 (02-01)



City of San Diego
Development Services
1222 First Ave., MS-301
San Diego, CA 92101-4154

## General Application

	(619) 446-500	0					- dalamone
	E CITY OF SAN DIEGO WWW.CI.San-di	go.ca.us/develo	pment-servi	ces			
	1. Approval Type: • Constructi • □ Sign • □ Subdivision • □ I opment □ Site Development □ P	anned Developme	ructure 🗅 Gra ral • Develop nt 🗘 Conditio	ding □ Public Ríg ment Permits: □ onal Use □ Varian	ht-of-Way; Neighborh ice • 🖸 Oti	• 🗅 Efectrical • ocd Use 🗅 Coast ter	☐ Plumbing/Mecha at ☐ Neighborhood D
	2. Project Address: Include Build 500 HETEL CIRCLE NORTH, Lot No. Block No.	SAN DIEGO, CA	92108	Project Title:	IWEK FAC	Ane IMp.	ct No. For City Use C
	Existing Use:	Subdivision Na	ame 	Parcel Map No.	Unit No		Map No. 6274
	Project Description:	700	ER F	Tarcer map No.		Assessor's Pare	370-0
	3. Designer name		Address	No PORTE	COCHE	NE	Total Floor Area
	City 20   BUTCO	sociates	2359 Fi State	ACTH AVE JAN   Zip Code	DIEGO, CI	9210) Telephone	Fax Number 619 23 7 05 License Number
	SAJ PIE60 4. Applicant Name Please check of 191500 who do not have the same property of the s	ne Contractor	Agent for	92101 Contractor © Ow	/ner □ Ag		Fax Number
Part	JOSEPH WONG DEGIGN Address 2359 FOURTH AVE.	4350 CH 763	City		State	Zip Code	419 237 0 50 Telephone
	5. Property Owner/Lessee Tenani	Name Please che	SAN E eck one @ O	wner 🖸 Lessee	C,A or Tenant	92101	19 233 6 Fax Number
	Address SOO HOTEL CIRCLE N	orth.	City S'AN DIE	<i>6</i> .)	State	Zip Code	
į	6. Contractor Name (not required to	or development pe	ermits)	2 DESU	CA 	92108 DEV.	(619) 291 - 22 Fax Number
	Address Box 1797	10	City	- DE XC	State	Zip Code	/ Telaphone
	State License No. 47919	<i></i>	e Class		iness Tax		619 )445 C
	Licensed Contractor's Declaration vision 3 of the Business and Profess	: I hereby affirm thoons Code, and my	at I am licens License Is in l	ed under provision full force and effec	is of Chapti t.	er 9 (commencing	with Section 7000) of
-+	Signature D. Hurris	<u> </u>		Title Age	nx	Date	8/15/05
	7. Workers Compensation Declars  a thave and will maintain a certificate of col issued	tion: I hereby affirm sent to self-insure for work	under penalty of ers' compensation a	of perjum one of the for provided by Section 3700	ollowing dec	arations: ide, for the performance o	the work for it make
	b I have and will maintain workers' compens	ation, as required by Section		Code, for the performance	of the work for a		
	(This section need not be completed if the negrit in	lo one handred dollars (6	Policy 100) or less).			Expiration Date	
	C. I certify that in the performance of the wor nia, and agree that if I should become cubject	for which this permit is iss to the workers' compensati	ued, I shall not empt on provisions of Sec	oy any person in any mann tion 3700 of the Labor Cor	er so as to beco a, I shall fortiwri	me subject to the Workers th comply with those provi	'Compensation Laws ; slons
	Signature Warning: Faiture to secure workers' compensation the cost of compensation, damages as provide	coverage is unlawful, and s d for in Section 3706 of the	hall subject an emple Labor Code Joteres	Dar Oyer to criminal penalties a	nd civil fines up	lo one hundred thousand	dollars (\$100,000), in addition to
8	Owner-Builder Declaration: I here Code: Any city or county which requires a p to file a signed statement that he is licens: Business and Professions Code) or that h subjects the applicant to a civil penalty of n	by affirm that I am exected to construct, after and pursuant to the property is exempt therefrom, of more than five hunder.	nipt from the Co improve, demoli visions of the Co and the basis for	ntractor's License Law sh, or repair any struct intractor's License Law or the alleged exempti	for the loop ure, price to so (Chapter 9, ion. Any ylole	ving reason [Sec. 703 s Issuance, also regula commencing with Se tion of Section 7031.	81.5, Business and Professes the applicant for such procion 7000, of Division 3 of by any applicant for a of
	Contractor's License Law does not apply to an of intended or offered for sale. If, however, the build sale.).	th wages as their sole comp was: of property who build ding or improvement is sold	pensation, will do the or improves thereor within one year of c	work and the structure is no, and who does such work omplation, the owner-builde	o to been like re Juneal for through the heat he b	flered for sale (Sec. 7044, phinis own employees, pro- urden of proving that he di	Business and Professions Code vided that such improvements and direct build or improve for the our
	Las owner of the property, am exclusively contowner of property who builds or improves there     tam exempt under Section	acting with licensed contra m, and contracts for such a	alass to access and				r's Elcense Law does not apply t
	Signature Section 8.81	.C. for this reason:		ı	Data		
	Construction Lending Agency: the Lender's Name	eby affirm that there is a cons Lender's	truction lending agenc	cy for the performance of the r	work for which this	permit is issued (Sec. 3097	, Cly. C).
10	Applicant's Signature:						
	Signature SV93	<b>- Out</b>	The Way	. 6	ate 3	23/05	
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This information is available in alternative formats for persons with disabilities.

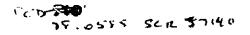
To request this information in alternative format; cell (619) 446-5446 or (680) 735-2929 (111)

- DS-3032 (02-01)

## JOSH MCMURKY SHERL

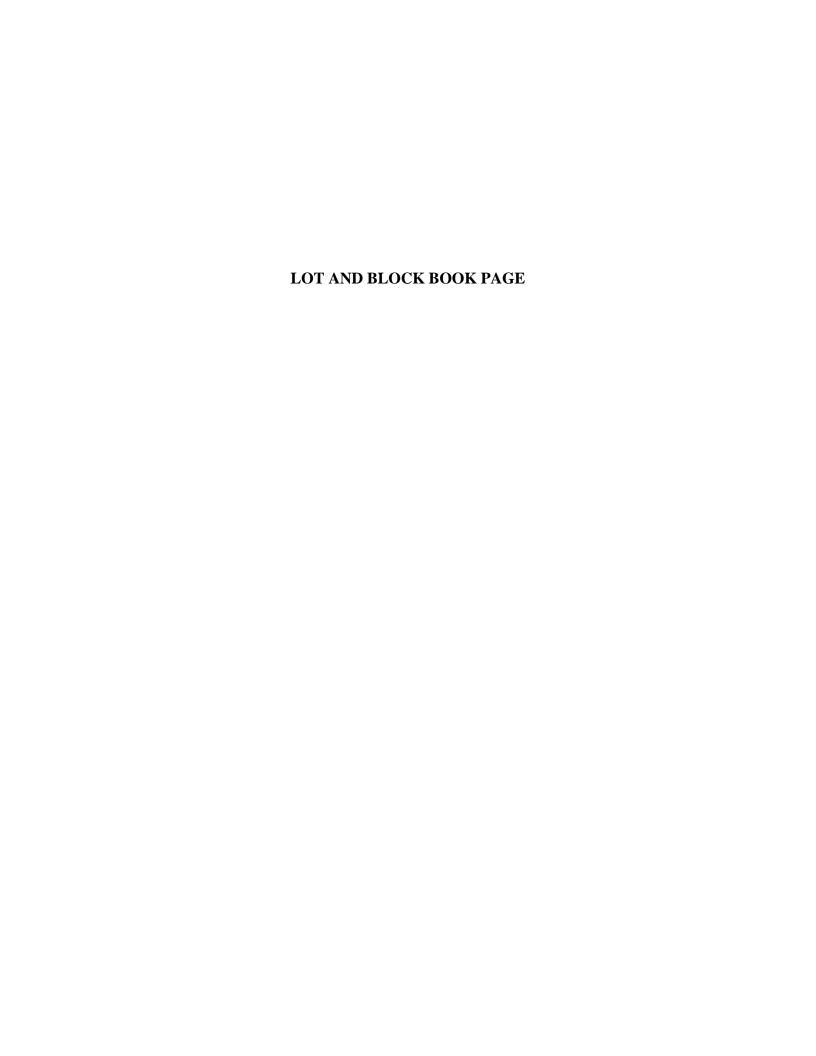


City of San Diego Development Services 1222 First Ave., MS-301 San Diego, CA 92101-4154 (619) 446-5000



General **Application** 

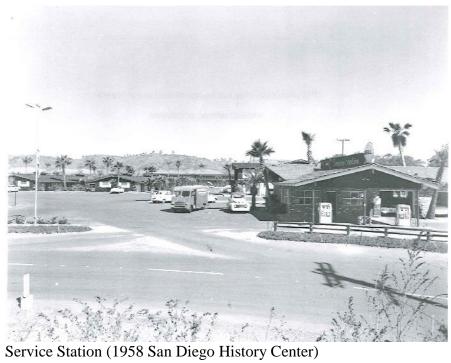
Ţ	HE CHY OF BAH DIEGO WWW.CI.San-diego	<u>.ca.us/development sorv</u>	ices				
	1. Approval Type: • Construction Permits: O Structure O Grading O Public Right-of-Way; • O Electrical • O Plumbing/Mechanical • O Sign • O Subdivision • A Demolition/Resource - Development Permits: O Neighborhood Use O Coastal O Neighborhood Development O Site Development O Planned Development O Conditional Use O Variance • O Other						
1	2. Project Address: Include Building		Project Title:	Project No.	For City Use Only		
İ	500 HOTEL CIRCLE M.	14	TOWN ECOUNTRY H				
	Lot No. Block No.	i division nme	Unit No.		ap No.		
	Existing Use: SPA	rarcel No.	Parcel Map No.	Assessor's Parcel No.			
	Project Description: Buil DING DEMOC	TION			olal Floor Area		
	3. Designer name	Address		Fa	x Number		
	City	State	Zip Code		ense Number		
-	4. Applicant Name Please check one CASPER COMY	ANY		[[6]	x Number 9)589-7158		
Part		OFT DR. SIP	RING VALLEY CA	Zip Code GTe	1ephone 2589-6001		
	5. Property Owner/Lessee Tenant Na ATLAS HOTELS		Owner O Lessee or Tenant	(613)	x Number 31 - 4097		
	Address	City	State		ephone		
	6. Contractor Name (not required for c	development permits)	DIEGO CA	Fa	) 291 - 2732 x Number		
	Address Address	Cit.	State	Zip Code Te	) 589-7158 lephone		
	3825 BANCROFT State License No 478960	DR. SPRING- License Class	ZI City Business Tax	91977 (15 No.	589-6001		
	Licensed Contractor's Declaration: (1)	nereby affirm that I am licer	sed under provisions of Chapt	er 9 (commencing with	Section 7000) of Di-		
	Supplier Mailes	S Code, and my license is if	Title PROSECT MAN	AGER Date			
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	U. C. Teedh Butanthe performance of the mora for mis and agree that display to be one subject to the	which the permit is usued, it shall not e			ensation Laws of Califor-		
II.	Signature Warning Fasture to secure workers conferent on con-	Cityra	Date	o to one hundred thousand dollars	(\$150.000) m Addition to		
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α.	Owner-Builder Declaration it here;     Code Any only of coordy who here; considered to the a signed statement that he is consect business and fordessions is to be that he is subjects the applicant to a cooperaty of notice.	id to construct, after amprove, der pursuard to the providions of the sinkempt therefrons, and the bas	nci still or repair any structure, prior to l'Occil actor's Licerise Law (Chapter t s fur the okeges exemption. Any vio	as Issuance, also requires thi ), commencing with Section	e applicant for such permit if 7000, of Division 3 of the		
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ĺ	Qf. It an cone is the project value as its very contained on the other contained on the	and contains to away with sometime			ense Law does not apply to an		
į	U Famerer gruppe year — — — Каро Signature	in the gapter	Date				
	9. Construction Lending Agency (**)	and the deep economic energy	agentivit is the performance of the work for which	tapanuta soud-Sec 319° Co	CI CI		
l	Lender's Name	Cenders Address		and the state of t			
	10. Applicant's Signature:	0.0					
i - ↓	Signature Mil Ko		. Date				
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Construction. Aerial, looking north (1953 San Diego History Center)





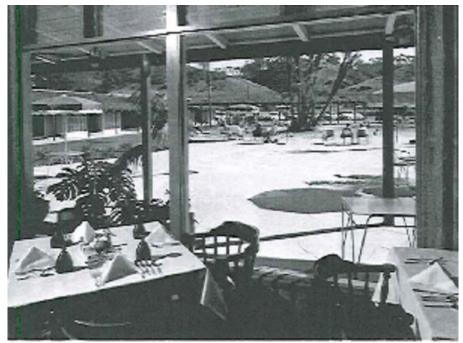
Brochure Cover, Front (c. 1958 AAA)



Brochure Cover, Back (c. 1958 AAA)



Postcard (c. 1958 San Diego History Center)



Restaurant (c. 1961 San Diego History Center)

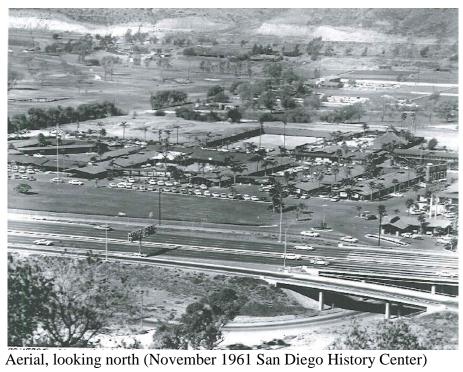


Swimming Pool (c. 1961 San Diego History Center)





Aerial (January 1961 San Diego History Center)

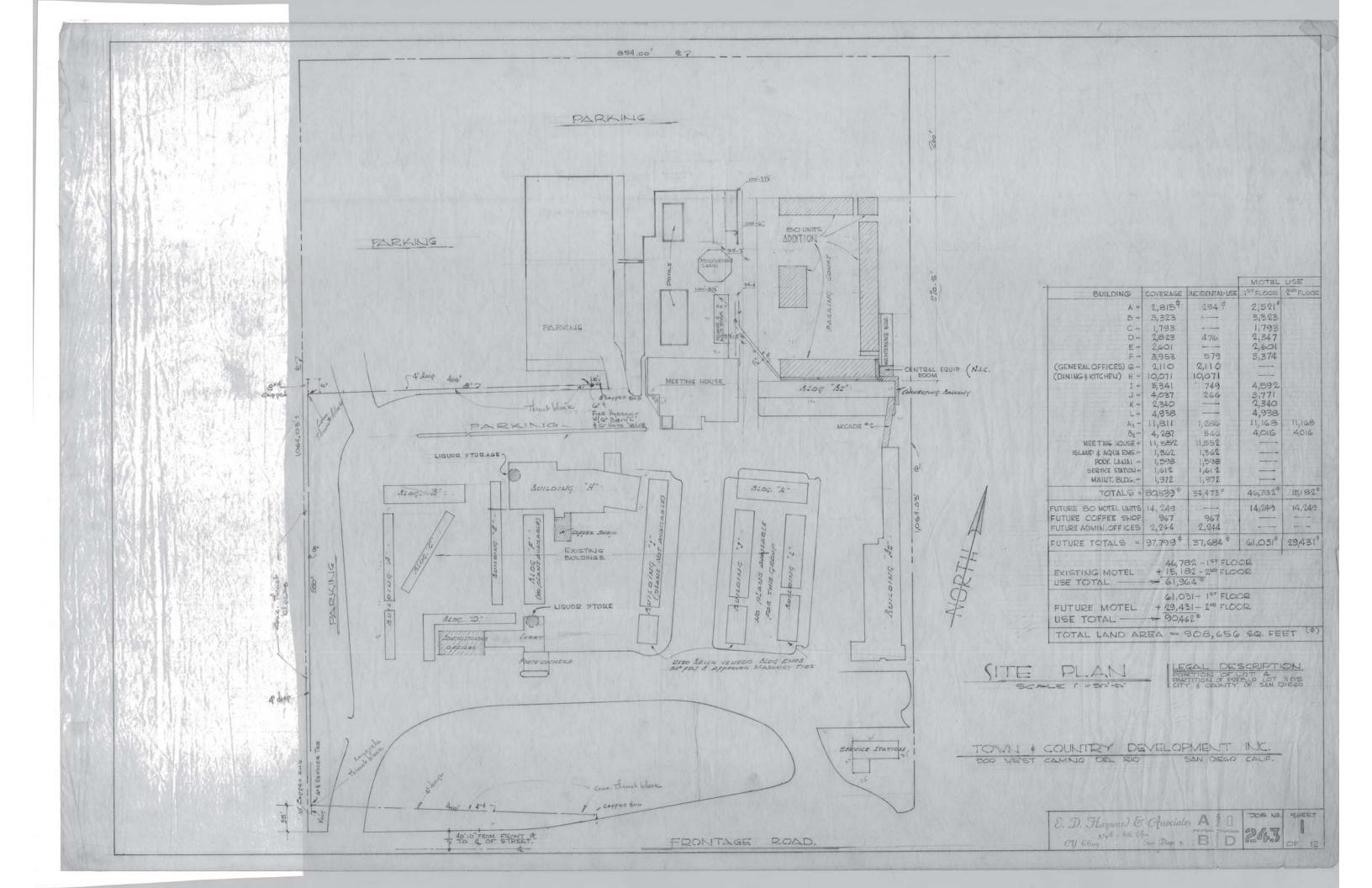


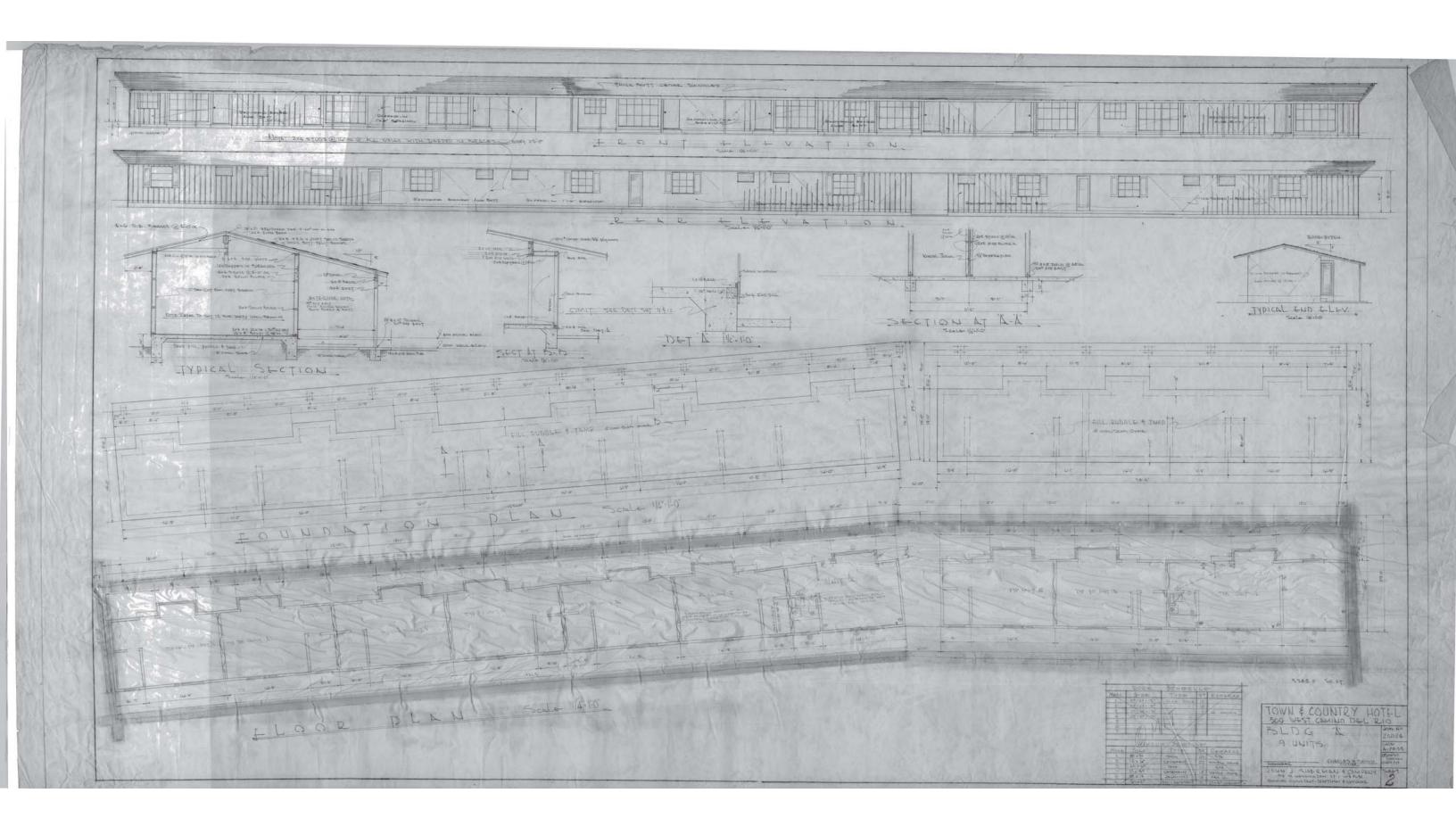


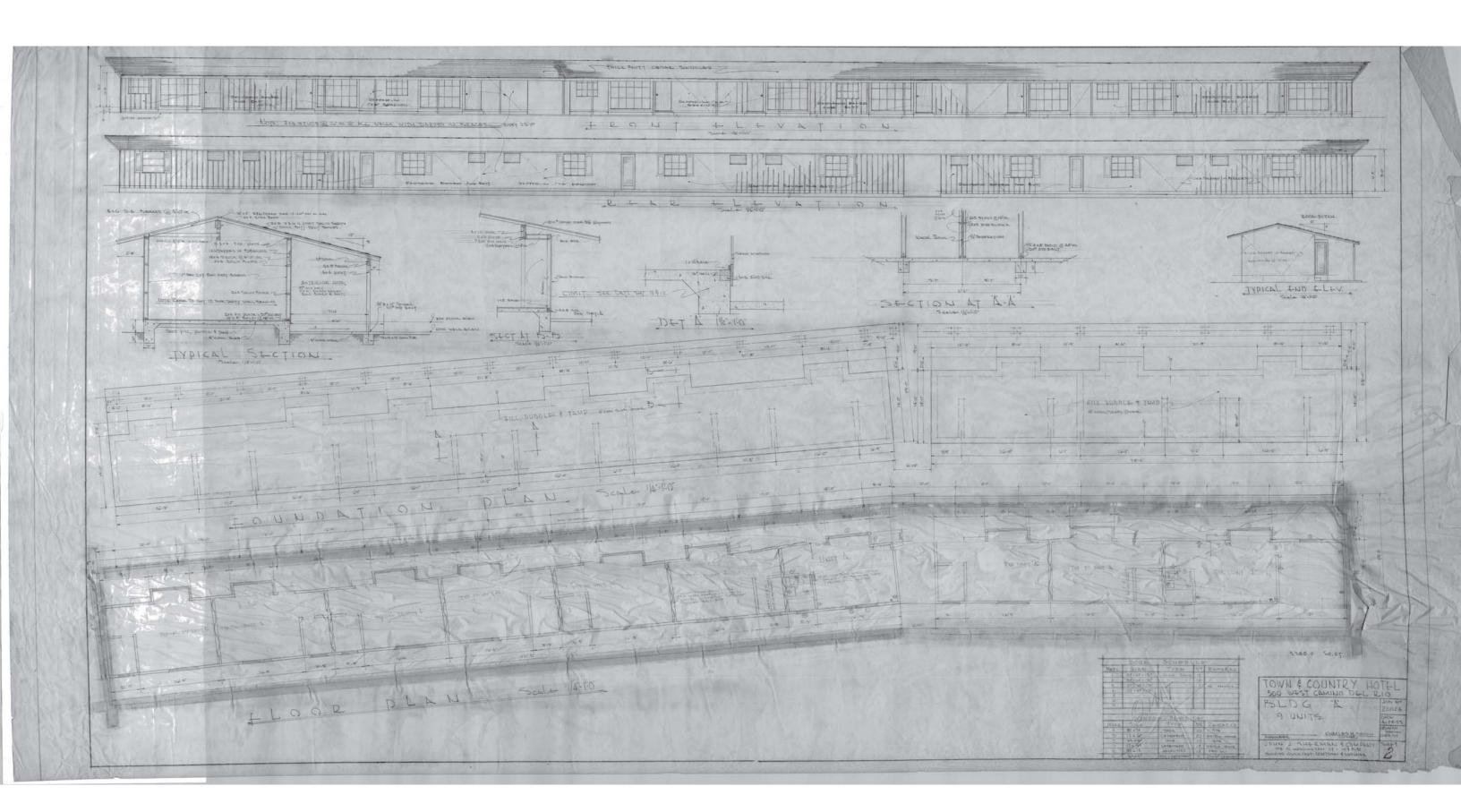
USDA Aerial Map (1964 USDA)

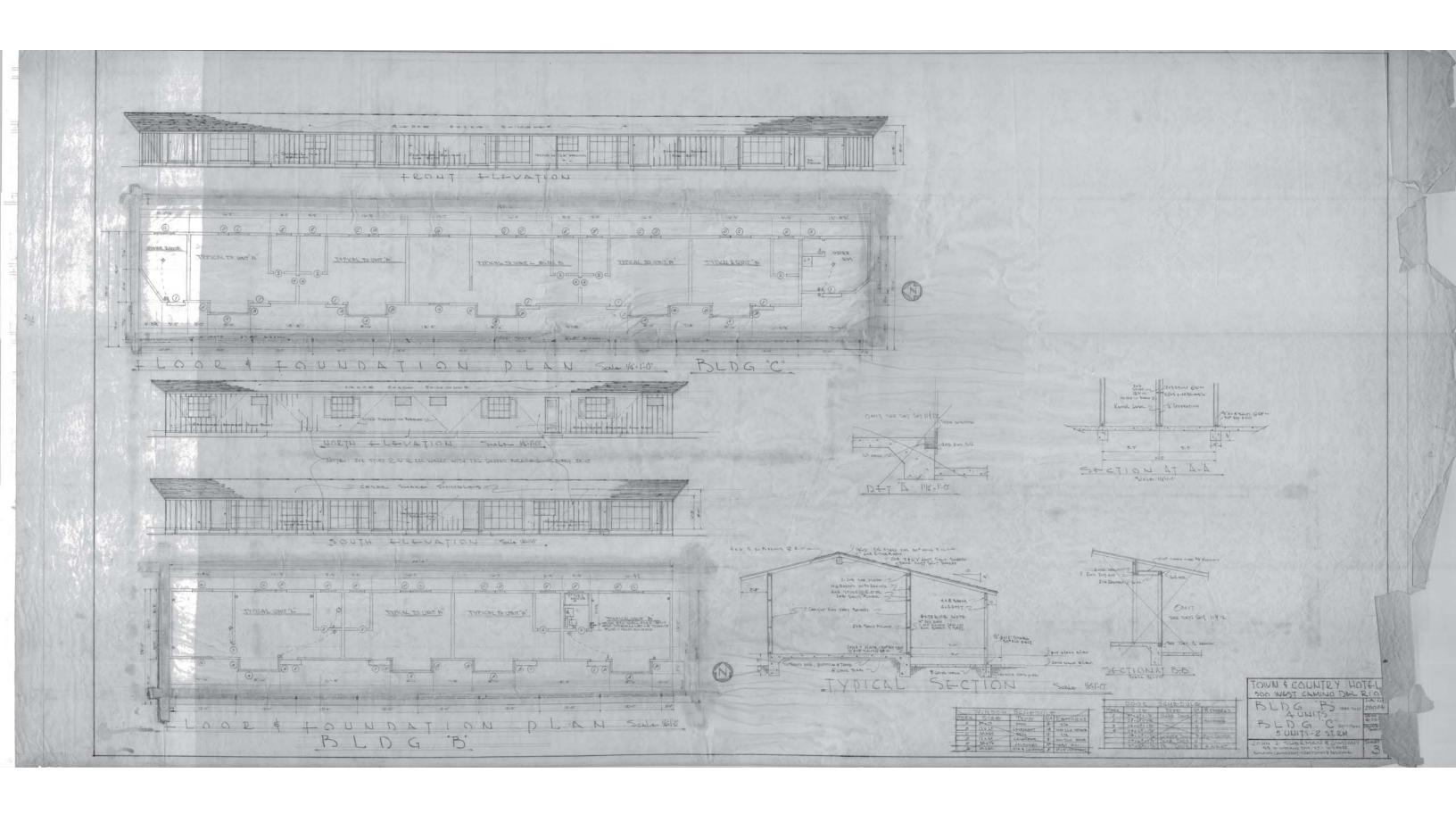
## **BUILDING PLANS** (Not available for all buildings)

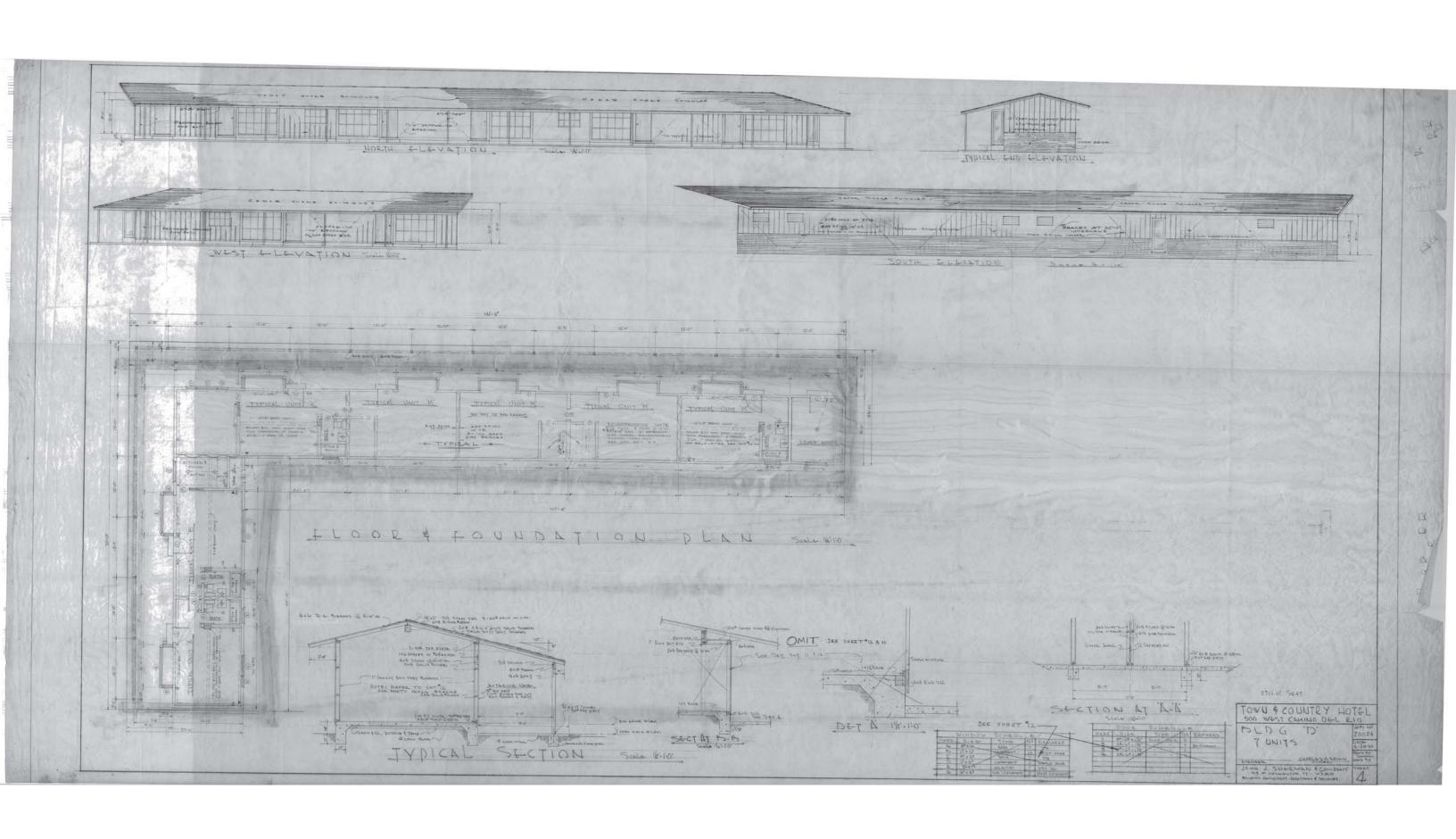
Town & Country Hotel (various buildings, incomplete set)
Bldg. 3600 complex
Regency Tower

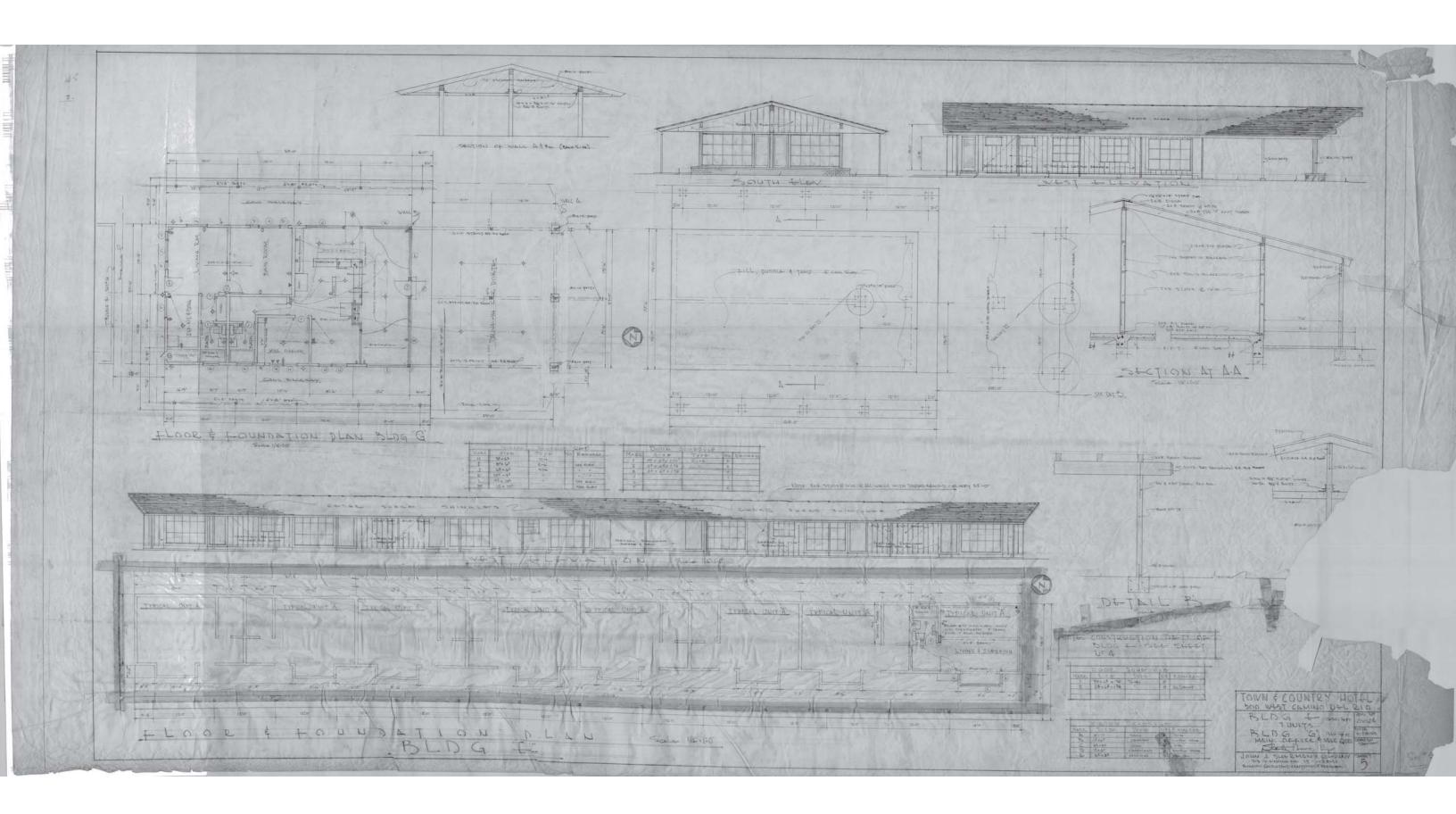


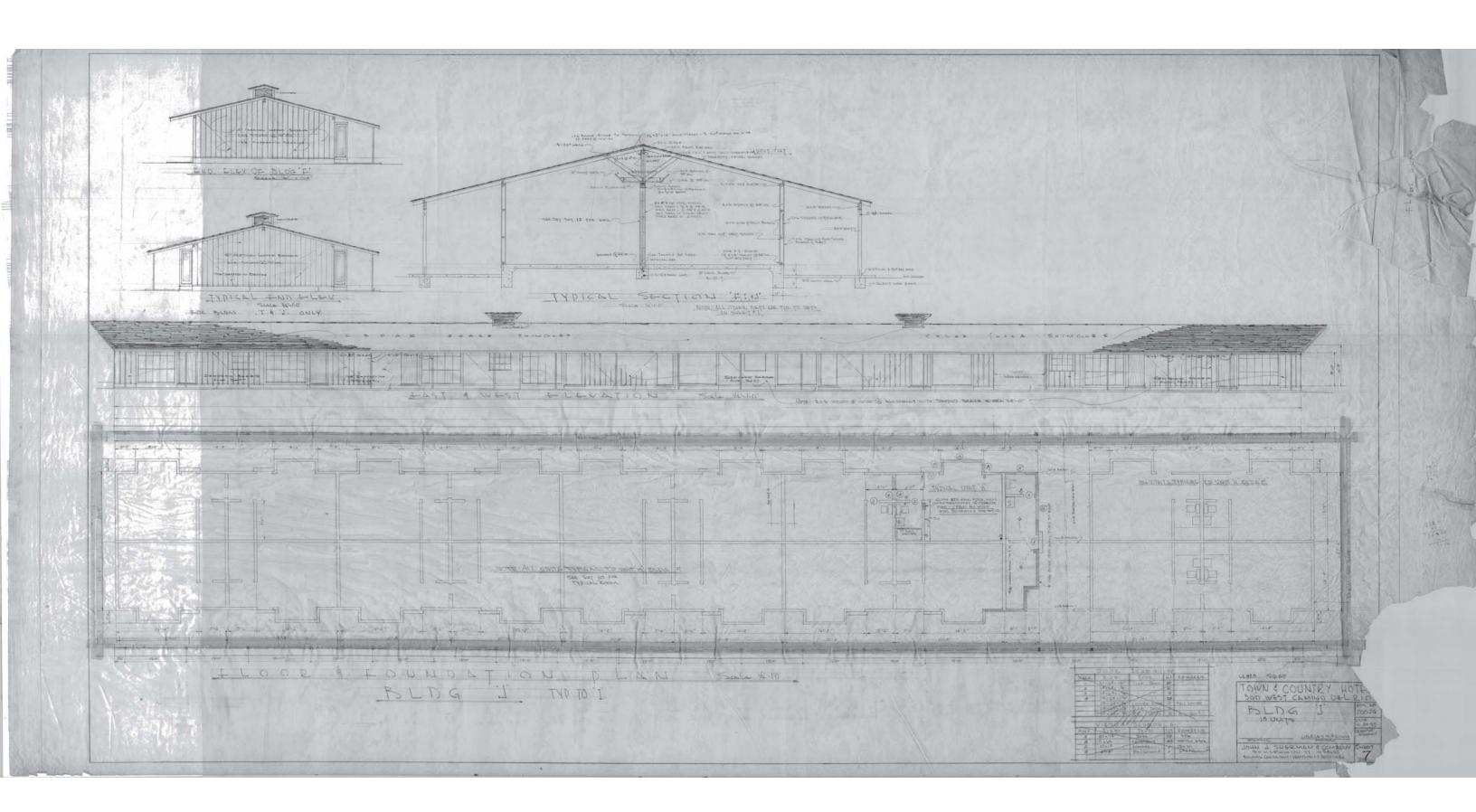


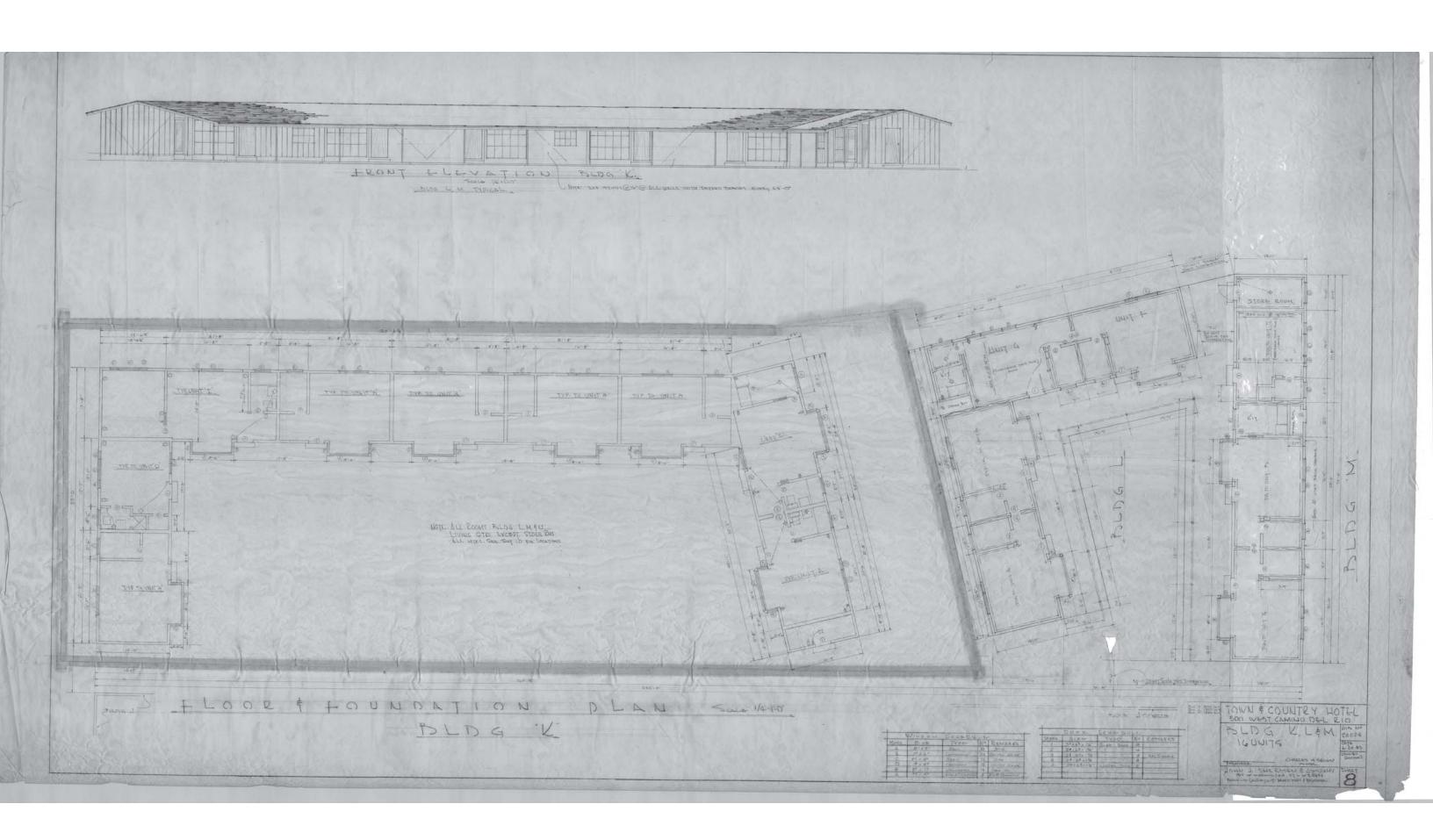


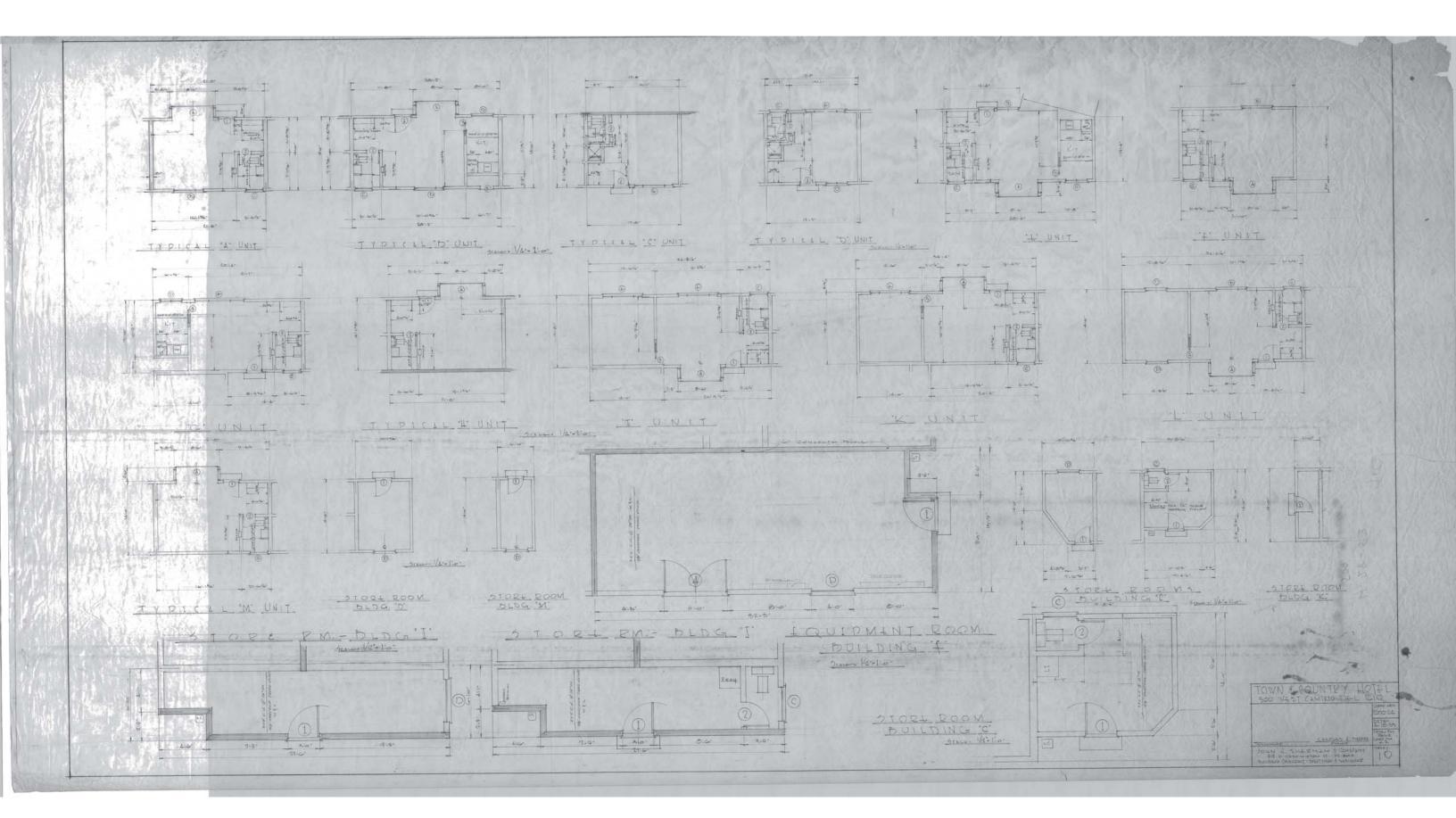


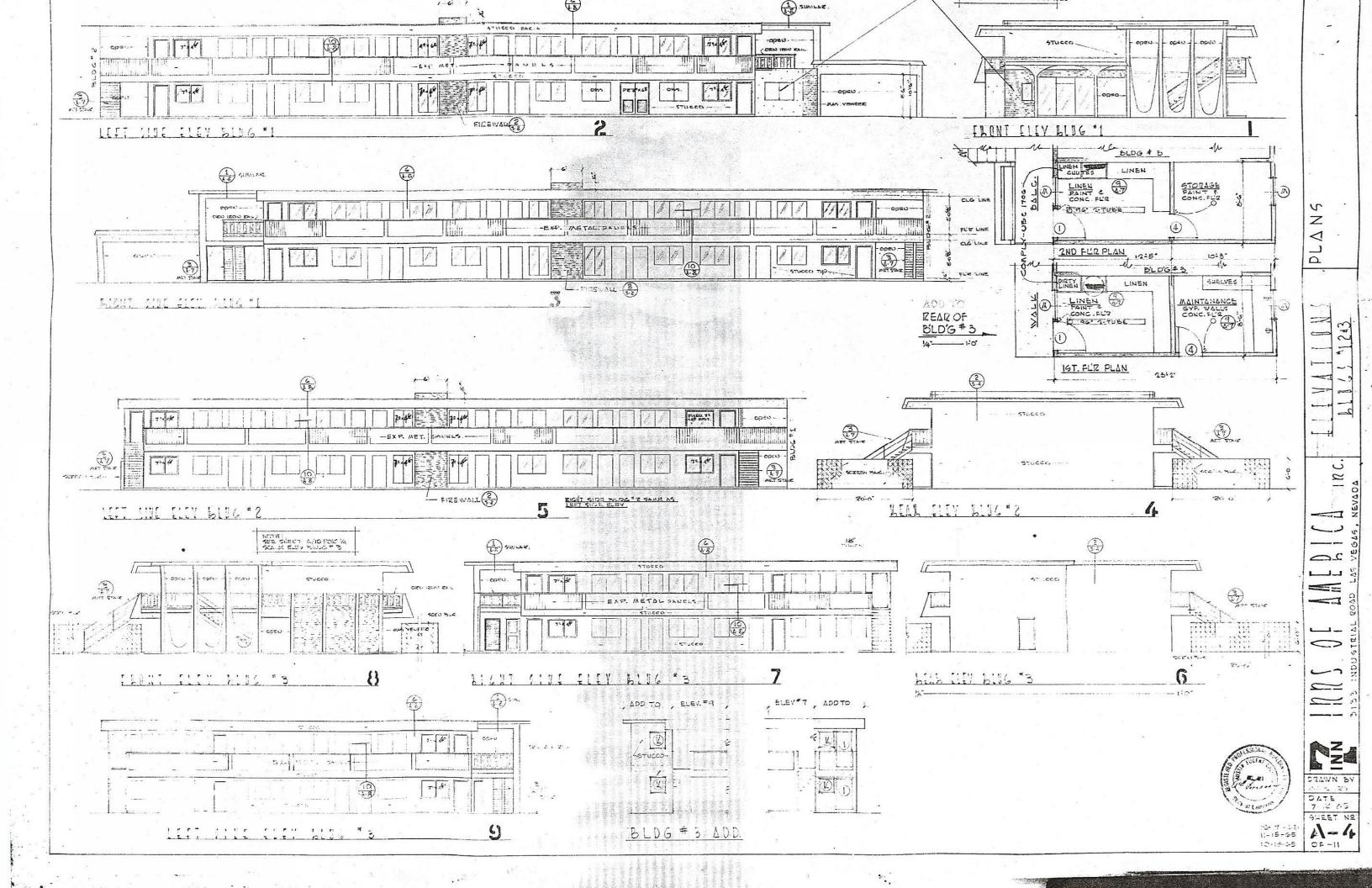


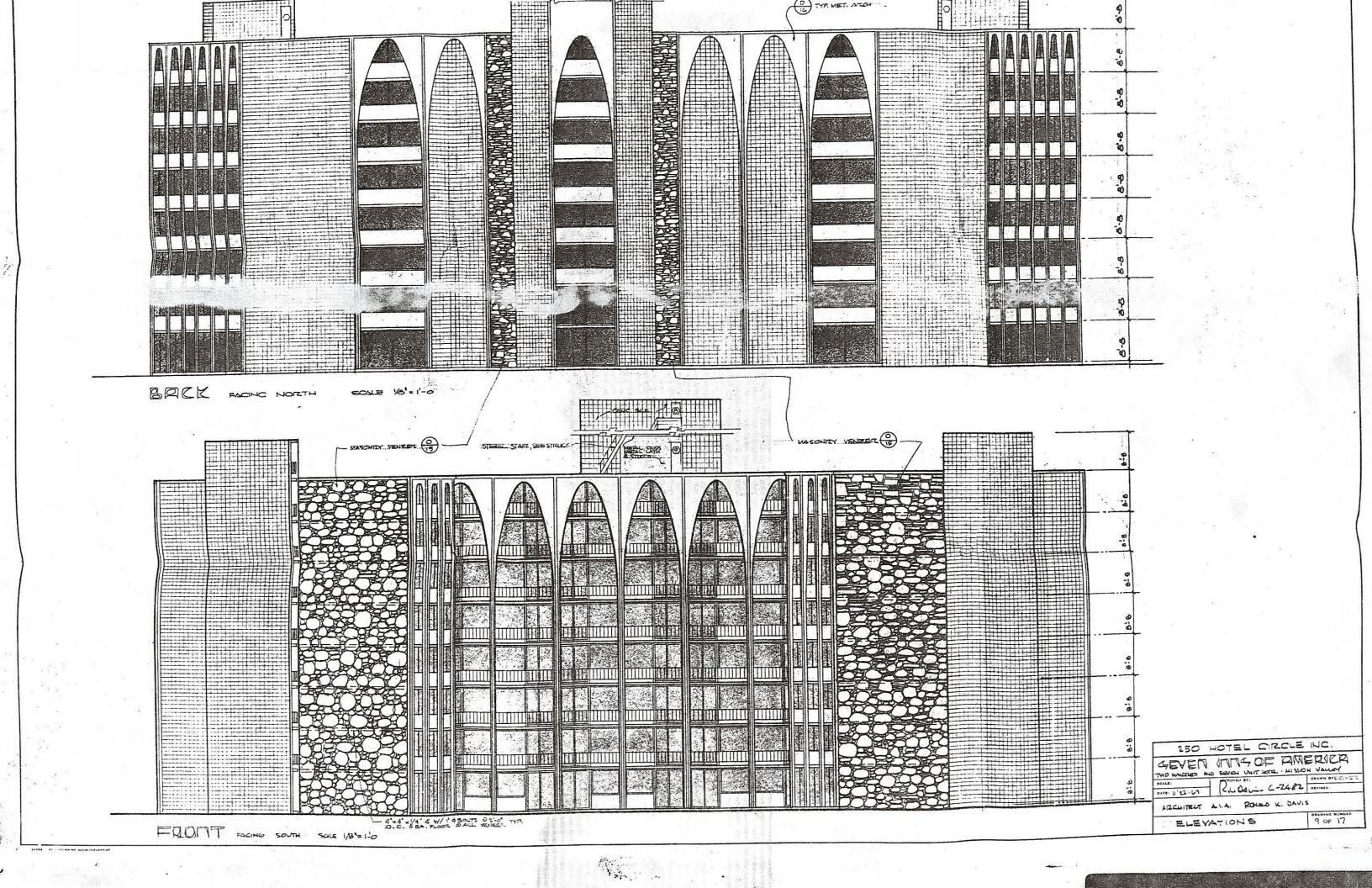












#### APPENDIX B

# OWERSHIP AND OCCUPANT INFORMATION

- CHAIN OF TITLE
- CITY DIRECTORY LISTING OF OCCUPANTS
- DEED FROM DATE OF CONSTRUCTION



#### **Chain of Title**

Search Through: October 24, 2014

Property Address: 500 Hotel Circle N

San Diego, CA 92108

Assessor's Parcel Nos.: 437-260-(18, 19, 20, 21, 27, 42, 43, 44, 46, 47, 48, 49)-00

Use: Hotel and Convention Center

1. Deed

Grantor: E.F. Weerts, Clara S. Weerts, and John M. Sachs

Grantee: Hotel Circle Inc.

Recorded: December 10, 1965, #234899, Reel: 65-99

2. Deed Grantor:

Grantee: Town & Country Hotel, Inc.

Recorded: January 24, 1969, #15049, Reel: 69-8

3. Deed

Grantor: Hotel Circle, Inc.

Grantee: Cabot , Cabot & Forbes Land Trust Recorded: August 2, 1974, Reel: 4959 Image: 981

4. Reconveyance

Grantor: Cabot , Cabot & Forbes Land Trust

Grantee: Hotel Circle, Inc.

Recorded: August 2, 1974, Reel: 4959 Image: 982

5. Deed

Grantor: Atlas Hotels, Inc.

Grantee: Hotel Circle Inc./Le Baron Hotel

Recorded: December 23, 1975, Reel: 5377, Image: 1143

6. Deed

Grantor: Town & Country Hotel Inc./Atlas Hotels Inc.

Grantee: Wells Fargo

Recorded: January 18, 1982, Reel: 7759 Image: 586

7. Reconveyance

Grantor: Wells Fargo

Grantee: Town & Country Hotel Inc.

Recorded: January 18, 1982, Reel: 7759 Image: 586

8. Deed

Grantor: Town & Country Hotel Inc.

Grantee: Atlas Hotels Inc.

Recorded: February 3, 1989, Reel: 11269 Image: 512

9. Deed

Grantor: Atlas Hotels Inc.

Grantee: Price Co.

Recorded: May 8, 1990, Reel: 12107 Image: 169

10. AGST Trust Deed

Grantor: Price Co.

Grantee: Price Enterprises, Inc.

Recorded: January 10, 1995, Reel: 15995, Image: 1091

11. Quitclaim Deed

Grantor: Price Enterprises, Inc.
Grantee: Atlas Hotels, Inc.

Recorded: April 3, 1995, Reel: 16140, Image: 805

12. Grant Deed

Grantor: Atlas Hotels, Inc.

Grantee: Town & Country Resort Hotel, LLC Recorded: May 15, 1997, Reel: 17953, Image: 662

13. Grant Deed

Grantor: Town & Country Resort Hotel, LLC

Grantee: Town & Country Hotel, LLC

Recorded: July 30, 2004, Reel: 21765, Image: 19965

14. Grant Deed

Grantor: Town & Country Hotel, LLC
Grantee: Hotel Circle Property, LLC
Recorded: June 3, 2014, # 2014-0226692

# CITY DIRECTORY LISTING OF OCCUPANTS



**RESOURCE APN** <u>437-260-19</u>

**CURRENT ADDRESS** 248/250 Hotel Circle N

**Date of construction** □ Known □ Estimate \_\_\_

City	Year	Resident	Business
San Diego	1967	Emery Clinton	Kelly's Prime Steaks; Seven Inns of America Hotel
San Diego	1968		Kelly's Prime Steaks; The Le Baron Hotel
San Diego	1969-1971		Kelly's Prime Steaks; The Le Baron Hotel; VIP Lounge
San Diego	1972		Kelly's Prime Steaks; The Le Baron Hotel; VIP Lounge; Allan Ken Men's Hairstylist; Gifts by Memco
San Diego	1973-1974		Kelly's Prime Steaks; The Le Baron Hotel; VIP Lounge and Restaurant; Gifts by Tina; California Divorce Council; Resumes, Etc.; Jabberwocky Club; Sal Khoury; Hal Smith Real Estate
San Diego	1975		Kelly's Steak House

#### Notes:

<u>In 1975, address for Kelly's Steak House turns to 248 Hotel Circle N, and in 1976 Town & Country took over the rest of 250 Hotel Circle N</u>



**RESOURCE APN** <u>437-260-45-00</u>

CURRENT ADDRESS 500 Hotel Circle N (Historic 308 W Camino Del Rio)

**Date of construction**  $\square$  Known  $\square$  Estimate City Year Resident **Business Ewart R Stevenson (o)** San Diego 1955-1961 San Diego 1962-1965 **Al Smith Meadow Horse Ranch** San Diego 1966 **HL Smith Meadow Horse Ranch** San Diego 1967-1968 **Lewis K Pratt Meadow Horse Ranch** San Diego 1969-1970 N/A **Notes:** 



**RESOURCE APN** 

**CURRENT ADDRESS** 500 Hotel Circle N (Historic 310 W Camino Del Rio)

CONNENT ADDRESS	Journoler Circle	e in (mistoric 310 w Camino Del Rio	<u>L</u>
Date of construction [	☐ Known ☐ Est	imate	
City	Year	Resident	Business
San Diego	1956	Latson Russell	Valley Lane Farm
San Diego	1957-1959	William Rowan	Valley Lane Farm
San Diego	1960	William and Leta Rowan	Valley Lane Farm
San Diego	1961-1964	William and George Rowan	Valley Lane Farm
San Diego	1965-1966	William Rowan	Valley Lane Farm
San Diego	1967-1970	Robert L Rowan	Valley Lane Farm
			·

Notes:				



**RESOURCE APN** 

**CURRENT ADDRESS** 500 Hotel Circle N (Historic 312 W Hotel Circle)

City	Year	Resident	Business
San Diego	1968		Hal Smith Real Estate
San Diego	1969-1970	Vacant	



**RESOURCE APN** 

**CURRENT ADDRESS** 500 Hotel Circle N (Historic 316 W Camino Del Rio)

City	Year	Resident	Business
San Diego	1956-1962	Frank C. Kibbee (o)	
San Diego	1962-1967	Frank C. Kibbee	Frank C. Kibbee Stables
San Diego	1968	No Return	
San Diego	1969-1970	N/A	
Notes:			



**RESOURCE APN** 

**CURRENT ADDRESS** 500 Hotel Circle N (Historic 320 Hotel Circle N)

Date of construction   Known Estimate					
City	Year	Resident	Business		
San Diego	1956-1966	David G. Freeman (o)			
San Diego	1967-1968	Vacant			
San Diego	1969	N/A			
Notes:	Notes:				



**RESOURCE APN** <u>437-260-18, 19, 20, 21, 27, 42, 43, 44, 45, 46, 47, 48, 49</u>

**CURRENT ADDRESS** 500 Hotel Circle N (Historic 500 W Camino Del Rio)

**Date of construction** □ Known ⋉ Estimate <u>1953/1954</u>

City	Year	Resident	Business
San Diego	1953-1954	Chas J Brown	Town & Country Development Inc.
San Diego	1955	Chas J Brown	Town & Country Hotel and Club; Town & Country Development, Inc.
San Diego	1956-1957	Chas J Brown; Pearl M. Brown	Town & Country Hotel and Club; Town & Country Development, Inc.
San Diego	1958	Chas J Brown	Town & Country Hotel and Club; Town & Country Development, Inc.
San Diego	1959-60	Atlas Hotels Inc.	Town & Country Hotel and Club; Town & Country Development, Inc.
San Diego	1961	Atlas Hotels Inc.	Town & Country Hotel; Town & Country Development, Inc.; Town & Country Gift Shop; Town & Country Motel and Restaurant
San Diego	1962-1968	Atlas Hotels Inc.	Town & Country Hotel; Town & Country Development, Inc.; Town & Country Gift Shop; Town & Country Motel and Restaurant; Design Construction Company; Sample Brown Enterprises Inc.
San Diego	1969-1970	Atlas Hotels Inc.	Town & Country Hotel; Town & Country Development, Inc.; Town & Country Gift Shop; Town & Country Motel and Restaurant; Design Construction Company; Sample Brown Enterprises Inc.; Palais Five Hudred Restaurant; Town & Country Gourmet Room Restaurant; Town & Country Apparel Shop



San Diego	1971-1974	Atlas Hotels Inc.	Town & Country Hotel; Town &
			Country Development, Inc.; Town & Country Gift Shop; Town & Country Motel and Restaurant; Design Construction Company; Sample Brown Enterprises Inc.; Palais Five Hudred Restaurant; Town & Country Gourmet Room Restaurant; Town & Country Apparel Shop
San Diego	1975-1976	Atlas Hotels Inc.	Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town & Country Styling Salon; Western Airlines Inc.
San Diego	1977	Atlas Hotels Inc.	Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town & Country Styling Salon; Western Airlines Inc.; Crystal T's Restaurant
San Diego	1978	Atlas Hotels Inc.	Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual



			Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town & Country Styling Salon; Western Airlines Inc.; Crystal T's Restaurant; Café Potpourri; Crest Advertising
San Diego	1979	Atlas Hotels Inc.	Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Men's Wear; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town & Country Styling Salon; Western Airlines Inc.; Crystal T's Restaurant; Café Potpourri; Crest Advertising;
San Diego	1980	Atlas Hotels Inc.	Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Men's Wear; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town &

A=COM	<b>City Directory</b>	Form
-------	-----------------------	------

	Country Styling Salon; Western Airlines Inc.; Crystal T's Restaurant; Café Potpourri; Crest Advertising; Abilene Country and
Natas	Western Bar
Notes:	



**RESOURCE APN** 

**CURRENT ADDRESS** 504 Hotel Circle N

**Date of construction** □ Known □ Estimate

Date of construction   Known   Estimate					
City	Year	Resident	Business		
San Diego	1961-1968		Town & Country Service Gas Station		
San Diego	1969-1970		Herz Rent-A-Car; Hotel Circle Service Station		
San Diego	1971-1973		National Car Rental; Hotel Circle Service Station		
San Diego	1974-1975		Hotel Circle Service Station		
Notes:					
INOLES.					

# DEED FROM DATE OF CONSTRUCTION

TITLE ORDER NO.227018-kf

AFTER RECORDING MAIL TO

Hotel Circle Inc.

c/o Land Title Ins. Co. 225 Broadway, San Diego, Cal. 92101 Attn. R. Kelly FILE/PAGE NO 34899
HECORDED REQUEST OF
LAND TITLE INSURANCE CO.

DEC 30 9 01 AM '65

SERIES G BOOK 1965 OFFICIAL RECORDS SAN DIEGO COUNTY, CALIF, A. S. GRAY, RECORDER \$3.60

SPACE ABOVE FOR RECORDER'S USE ONLY

# GRANT DEED

By this instrument datedDecember 10, 1965	, for a valuable consideration,	Affix IRS
E. F. Weerts and Clara S. Weerts a	and John M. Sachs	, <b>32</b> m
ereby GRANTS to HOTEL CIRCLE INC., a C	alifornia corporation	
he following described Real Property in the State of Californ	nia, County of San Diego	
(LEGAL DESCRIPTION ATTACHED HERETO	)	
Berlin A. S. Berlin 전 15 - 17 12 12 13 15 15 15 15 15 15 15 15 15 15 15 15 15		· [ 기회 상은 왕은 사는 다양은
87 Wests		
요즘 보는 점점 하고 사용하다면 중요한 경험에 하면 보면 보고 있었다. 그 전에 걸려 있어 가지 하나라요?	John M. Sachs	
Clain & Welste	Jöhn M. Sachs	
Claus S Welste  Plana S. Weerts  Ate of California		
Claum S Welste  Plara S. Weerts  Affer of California Diego }  so	FOR NOTARY SEA	AL OR STAMP
Claum S Welste  Plara S. Weerts  Affer of California Diego }  so	FOR NOTARY SEA	AL OR STAMP
Lara S. Weerts  Lara S. Weerts  ALE OF CALIFORNIA DUNITY OF San Diego  before me, the blig in and for sold County and Stale, personally appeared L. F. Weerts, Clara S. Weerts and  be the person whose mark are about the best of the control of the	FOR NOTARY SEA	AL OR STAMP  NO D. KELLY
Lara S. Weerts  Lara S. Weerts  Att Of CALIFORNIA DUNTY OF San Diego  before me, the blic in and for said County and State, personally appeared E. F. Weerts, Clara S. Weerts and	JOhn M. Sachs  RAYAC	•

MAIL TAX
STATEMENTS TO KENNETH R. RILEY 3133 IN DUSTRICAL RUAD LAS VEGAS NEVADA

SO LT. ADDRESS

ZIP.

# APPENDIX C

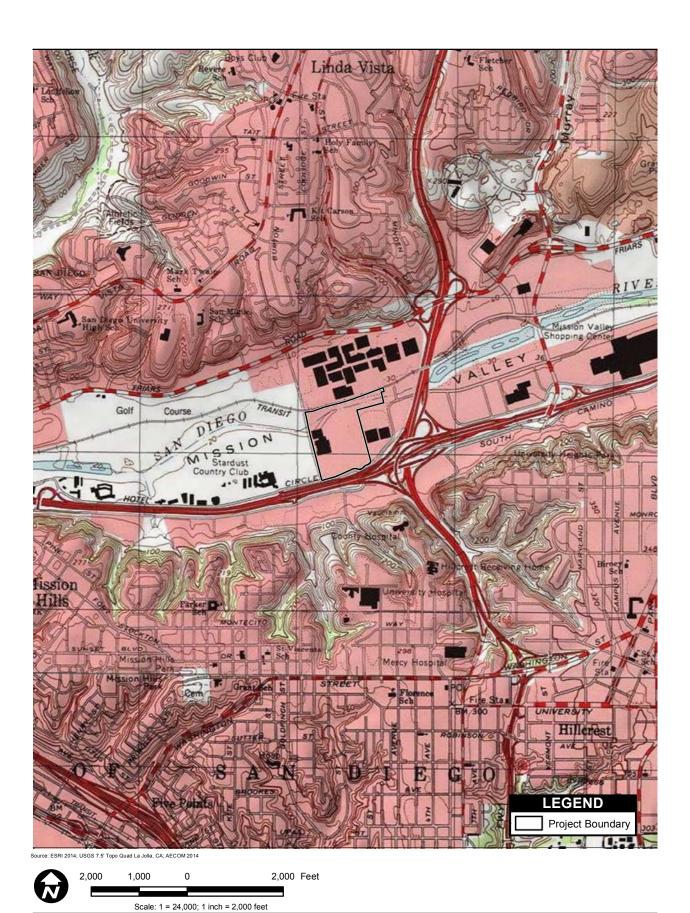
#### **MAPS**

- CITY OF SAN DIEGO 800 SCALE ENGINEERING MAP
- USGS MAP
- ORIGINAL SUBDIVISION MAP
- SANBORN FIRE INSURANCE MAPS (None)

# CITY OF SAN DIEGO 800 SCALE ENGINEERING MAP



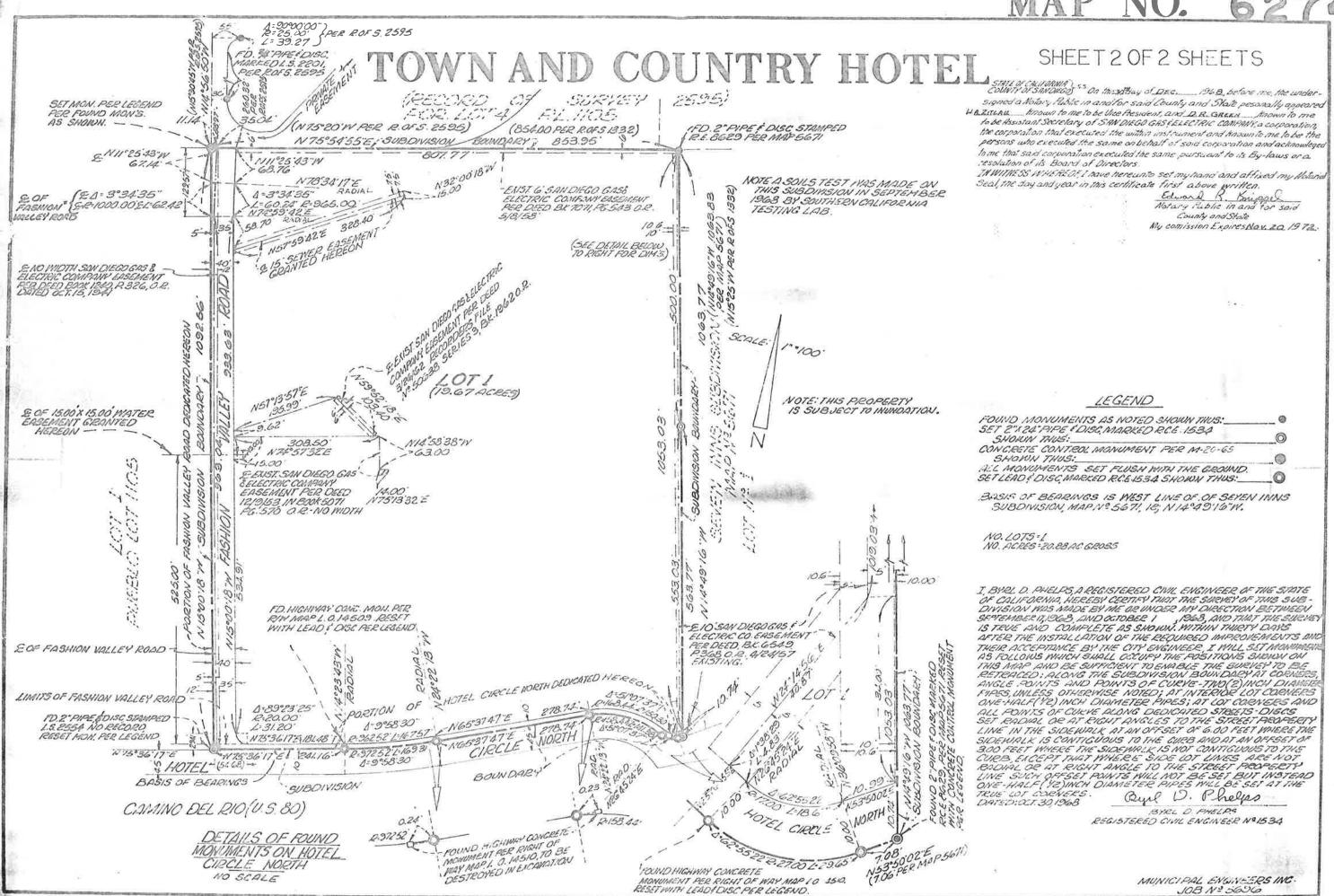






			MAP N
owners of, or are interested in, ivision to be known as \$1 Win livis on to be known as \$2 \text{Win livis into the preparation and into the preparation and into a take to public uses a contino of his map within this subdivision.	SEVEN INNS	SUBDIVISION	SHERT NO.
S. Weets, wife,	MADE IN THE ACTION OF THOMAS I DALEY VS. AR COURT CASE NO. 1029 IN THE SUPERIOR COURT OF WHICH SAID MAP IS ON FILE IN THE OFFICE OF THE	THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, COUNTY CLERK OF SAID COUNTY OF SAN DIEGO.	I. William 8. Nick, a Begut California, here by cartily a trade by the of turber and displacement, is. 1845 and the shown, within thirty days improvements and their account of the state o
porution Attracti Table of To Halley	The land title insurance Company, of San Diego, California, hereby contiles that according to the Official Accords of the Country of San Diego, California, on the 20 to contrary, 1985, at \$10,000 collions, on the 30 to contrary, 1985, at \$10,000 collions, 4, 8, 7, Wearts and Clara I, Wests.	We. G. I. Feeley CITY TRABUER, and J. P. Fowler. STREET BUTERINTENDENT, both of the City of San Diego. California, hareby certify that there are no unpaid bonds leaved under the Street improvement Acts of the State of Celifornia against the tract, or subdivision, or any cent thereof, as shown on the anaewed sap consisting of a shoets and described in the caption thereof.	into sor times are not redisting such offset points will inch disseter pipes will be
Y, a California corporation, as March 25, 1959 in sock 7555 at necorated October 50, 1965 of the Records of San Union County	nuisend and wile; fohn M. Beobs; Hotel Circle Inc. a California companion, as owners; and Later Ittle Insurance Companion; as trustee in deeds of must recorded March 13, 1883 in Book 1562; page 40 of Official Records and recorded Agrob Caroline (1997) in 1997 as file / Rep. Nos. 2577.2	G. J. Paelay City TREASURER  By J. Hopely City TREASURER  Daign: 11-04-	WILLIAM B. RICK, Register L. F. Cabelelson certify it this subdivision to be known
Attestic Assistant Secretary	only perties interested in and whose content me mecessity to pass a clear fills to the and someone within the subdivision to be known as seven line subdivision, as shown on this sep consisting of sheats and sufficiently described in the caption hereof, other than, the sen Disco der a Escrite Coupany, comes of essenging armited	1. P. Powler But Torell Dalodi 12:6-65	thereor, and consisting of the property of the consisting of the second the same of the second the
On this CO day of Parameter 1947.  In this CO day of Parameter 1947, before me, the undersigned, many and State, personally appeared is known to me to be the persone a within instrument and outed the same.	Older Ng. 208813-D The Land Title Insurance Company, of San Diego, California, hereby certifies that according to the Olifolal Records of the County of San Diego, California, on the 12° day of Georgea, 1985-181 floor, California on the 12° day of Georgea, 1985-181 floor, California of the County of San Diego, California on the 12° day of Georgea, 1985-181 floor, California organization at the Insurance Company, a California organization, as a state it file Insurance Company, a California organization, as trustee in glocal of must recorded March 121; 1888 in Book 782; page 410 of Olifolal Records, and recorded California Organization, as a state of the California organization and the California organization of the California organization orga		have been complication with a vectorically correct. I here E. F. Gabrielson BY: GITY ENGINEER Approved and recommended after examination of map an after examination of map and the examination of map and the examination of map and the examination of map and the examination of map and the examination of map and the examination of map and the examination of map and the examination of map and the examination of map and the examination of map and the examination of map and the examination of the examination
SEAN COUNTS BEEN COMES BEEN CONTROL BEEN COUNTS BEEN C	LAND TITLE ENSUMINES COMMINY, a corposition  BY Attack Attack Assistant Secretary  Assistant Secretary	We the undersigned hereby certify that we have examined each lot of the subdivision shown on the innexed map as to its value for readential or convercial purposes and we find said subdivision suitable for such purposes.  E. F. Gabrielson By: E. 7. Mahmilam Dated: 14-7-45 CITY ENGINEER.	SITY PLANNING COMMISSE SITY PLANNING COMMISSE By Maryon
On this 50 day of florate, 19 65, hefore me, the undersigned, yarry and state, personally appeared the pirson whose same is and soknowledged to me that he	We, the undersigned San Diego Cas & Shortrio Company, a corporation, herely certify that we are interested in the land embraced within the subdivision to be known as SR WN LNRS UBDIVISION, by virtue of easements recorded January 27, 1947 as Document No. 10021 in Soot 1212 at 1949 355; recorded December 28, 1947 as Document No. 19460 in Root 2553 at Page 356; and recorded Asy 9, 1938 as Document No. 7942 in Book 7073 at Page 358; sell of Official Records in the office of the County Recorder of San Diego County, Cellifornia, and we hereby concent to the preparation and recordation of this has consisting of 2 sheets and described in the caption interest, and we hereby dedicate to public use a portion of HOTEL CHOURS shown between and no others.	James Fairman  CITY PLANNING DIRECTON  Deputy  1. Phillip Acker, CITY CIERS of the City of San Diago. Celifornia, hereby certify that, by Resolution No. (P. 197). the Council of said City has approved this map of SEVEN IMMS SUBDIVISION consists of a fleets and described in the ception thereof and has accepted on behalf of the public a portion of RUSEL CIRCLE, all as shown on this map within this subdivision.	Approved this // day of map and certificates thereof Edward T. Butler By CITY ATTORNEY  We, COUNTY TREASURER of
rounto set my hand and affirmed my i this outlitions first above written, see a second and support most second and second and support most second and second an	to the presention and recordation of this map consisting of 2 sheets and described in the caption thereof, and we hereby dedicate in public use a portion of HOTEL CHOILE and we hereby dedicate in public use a portion of HOTEL CHOILE and we hereby dedicate in public use a portion of HOTEL CHOILE and we have and no others.  SAN DIROO GAS & RIECTRIC COMPANY, a corporation:  By: W.A. Klabba. Altesti Allera described in the president in the public of	appended on behalf of the public a portion of NOYEL GIFTOLE, and has shown on this map within this subdivision.  IN WITHERS WHEEPING, seld Council has a caused these presents to the assented by the City Cigar and attend by its seed this try the day of the city City of the City City of the City City of the City City of the City City of the City City of the City City of the City City of the City City of the City City of the City City of the City City of the Ci	We COUNTY TREASURE A COUNTY SERVICE.  GOUNTY SERVICE, Of said  SPECIAL DISTRICT SERVICE; there are no unasid apacial in full shown by the books in abdivision, or any part the described in the caption the  D. J. Dickson  COUNTY TREASURER
On this 24 day of former ly of before size, the force size, the understanded into an additional six of the six	STATE OF CALIFORNIA   se. On this /217 day of Act. 1965	OTTY OLEAN Deputy	D. K. Speet COUNTY SURVEYOR  WAITEN A. Satincy SPECIAL DISTRICT SERVICES
on 1 Holet Bircle [Inc. 7], a becomed the within instrument and concentral the same on behalf of the set that the corporation of the Byrkevis cossolution of its	A courty full to the no reside County and State, parsonally appeared by the president and state of the country and state, the components of the company of san Diago das & Electrico Company, a corporation, the corporation that executed the within instrument and known to me to be the persons who excuted the same on boball of said corporation and acknowledged to me that said corporation executed the same, pursuant to its By-laws or a resolution of its board of Directors.		SPECIAL DISTRICT SERVICES L. Helen Rieckner CLER County of Ban Diego, Celth of Chapter 2, Part 2, Divisi Code of the State of Celtion regarding deposits for laxes
Durde and and affined my siles above systems.  Such fording the mount of the mount	IN WITHERS WHEREAT, I have bereunto set my hand and affixed my Hotersal seal, the day and year in this certificate first above written.		Helen Kleckner By: CLERK OF THE BOARD OF SUPERVISORS
NO. S. C. C. C. C. C. C. C. C. C. C. C. C. C.	DOWN AND A THE COURSE OF THE PROPERTY OF THE P		LA. S. Gray . COUNT California, hereby approve for the a consisting of <u>B</u> sheets an
On this _g^day of _ge 1941, before me, the undersigned, before me, the undersigned, andy and salve, personally appeared ment and salve, personally appeared in a salve to the salve to the salve persons who executed the salve on nowledged to me that salve	<b>*</b> -		A. S. Gray COUNTY RECORDER BYL File No. 234902
l executed the within institute it as persons who executed the same on nowledged to me that said trustes, pursuent to its By-lawn or ore,			File No. 234902 LA. S. Gray California, hareby centify the map filed at the request of the req
nunto set my hard and affixed my this contilions first above written.			COUNTY RECORDER BYL.

MAP NO. 6274



# APPENDIX D DPR FORMS

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #
PRIMARY RECORD	Trinomial

Page 1 of 20

\*Resource Name or #: Town and Country

P1. Other Identifier: Town and Country Hotel, Town and Country Club, Convention Center, 7 Inns of America, Le Baron Hotel \*P2. Location: ☐ Not for Publication ☑ Unrestricted \*a. County: San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Date:

T N/A; R N/A 1/4 of 1/4 of Sec; B.M. S.B.B.M.

c. Address: 500 Hotel Circle North

City: San Diego

Zip: 92108

d. UTM: Zone:

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

The resource is bounded by Hotel Circle N to the south, Fashion Valley Road to the west, a property line to the east, and the San Diego River to the north.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

See Continuation Sheets.

\*P3b. Resource Attributes: (List attributes and codes) HP5 – Hotel/motel

\*P4. Resources Present: ☐Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



#### P5b. Description of Photo:

Town and Country signage, view facing west, November 4, 2014.

### \*P6. Date Constructed/Age and Sources: ☑Historic

□Prehistoric □Both

#### \*P7. Owner and Address:

Lowe Enterprises 500 Hotel Circle North San Diego, CA 92108

#### \*P8. Recorded by:

AECOM 401 W A Street San Diego, CA 92101

\*P9. Date Recorded: 01/18/2016

\*P10. Survey Type: Intensive

**\*P11. Report Citation:** AECOM, 2016. Historical Resource Technical Report for the Town and Country Hotel and Convention Center Redevelopment Project

\*Attachments: ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

DPR 523A (1/95) \*Required information

Primary # HRI#

#### **BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 20

\*NRHP Status Code 3S

\*Resource Name or # Town and Country

- B1. Historic Name: Town and Country Hotel, Town and Country Club, Convention Center, 7 Inns of America, Le Baron Hotel
- B2. Common Name: Town and Country
- B3. Original Use: Hotel B4. Present Use: Hotel and Convention Center
- \*B5. Architectural Style: Tiki-Polynesian, Futurist, Brutalism, Ranch and Contemporary
- \*B6. Construction History: (Construction date, alterations, and date of alterations)

The eight original buildings of the Town and Country Hotel constructed in 1953-55 include Bldg. 3100, Bldg. 3200, Lexington Rooms, Lobby, Offices, and Trellises Restaurant. From 1956-1962, Bldg. 3300, Bldg. 3400, Bldg. 3500, Meeting House, Dover/Stratford, and Tiki Pavilion were constructed. The Terrace Café, the Lanai Gift Shop, and the Bella Tosca Day Spa and Salon were constructed in 1969. The Royal Palm Towers were built in 1969. The Convention Center was constructed 1970-1975. Additional support buildings, including Laundry, Gardening, Engineering, and Maintenance, were built in 1979. In 2006-2007 the Receiving Building and the Grand Exhibit Hall were added to the property.

(See Continuation Sheet.)

#### \*B7. Moved? ⊠No □Yes □Unknown Date: Original Location:

**\*B8. Related Features:** Ornamental objects are ubiquitous on the property, including fountains, statuary, fences, brick piers with lanterns, brick planters, arbors, trellises, lattice fences, potted plants, concrete and bricked paths, sun umbrellas, and a variety of cast iron, wood, and plastic outdoor seating. The site has an assortment of vegetation, including mature palm, fichus, and other decorative trees, as well as rose bushes, geraniums, climbing vines, birds of paradise, ferns, and other plants.

- B9a. Architect: John J. Sherman Company of San Diego, Hendrick & Mock, Ronald K. Davis
  - b. Builder: Town and Country Development, Inc.
- \*B10. Significance: Architecture Theme: Mid-20<sup>th</sup> Century Futurist Architecture Area: San Diego
  Period of Significance: 1967-1968 Property Type: Motel Conference Center Applicable Criteria: CRHR 3/HRB C
  (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
  The historical significance of the Town and Country property was determined by applying the significance criteria for the Calfornia Register of Historical Resources (CRHR) and the City of San Diego Historical Resources Board (HRB).

The Town and Country property contains one resource that appears eligible for the CRHR and/or HRB. The Regency Conference Center individually meets CRHR Criterion 3 and HRB Criterion C for its embodiment of the Futurist style, with a period of significance from 1967 to 1968. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

#### \*B12. References:

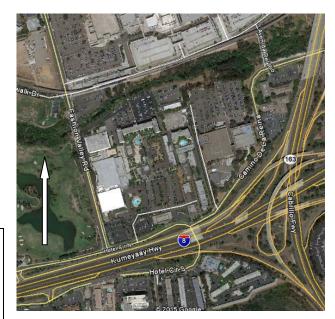
For a full list of references, see: AECOM, 2016. Historical Resource Technical Report for the Town and Country Hotel and Convention Center Redevelopment Project

B13. Remarks:

\*B14. Evaluator: M.K. Meiser, M.A., AECOM

\*Date of Evaluation: 01/18/2016

(This space reserved for official comments.)



DPR 523B (1/95) \*Required information

# State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET

Primary #	
HRI#	
Trinomial	

Page 3 of 20 \*Resource Name or #: Town and Country

\*Recorded by: AECOM \*Date: 01/18/2016 ⊠Continuation □ Update

#### \*B6. Construction History (continued)

The property has had several building campaigns reflecting several architectural styles since the original construction of the Town and Country Hotel in 1953, then the Le Baron Hotel on the adjacent parcel in 1966, and the Convention Center in 1970. Alterations have included the addition of several buildings, the removal of buildings and features, the renovation of interior and exterior hotel and conference facilities, and the redesign of landscape features.

The Town and Country Hotel's first buildings (1953–1955) were one-story Ranch-style buildings surrounded by a transitional, open agricultural setting. The next set of Town and Country Hotel buildings (1956–1958) were two-story Ranch or Contemporary buildings with complementary characteristics in a developing commercial setting. As the Town and Country Hotel further developed (1961–1969), it embraced the Tiki-Polynesian style in its building and landscape theme. The Le Baron Hotel developed its buildings (1966–1968) with Contemporary and Futurist-style characteristics in the increasingly commercialized setting of Mission Valley. Expansion of both hotel properties in 1969 included the addition of modern high-rise hotel towers at the rear of the parcels, close to, but facing away from the San Diego River, changing the open setting of Mission Valley and the river way. The development of the Convention Center (1970–1975) on the west side of the Town and Country property further changed the setting with the introduction of a massive facility demonstrating Brutalist and Contemporary architecture, since original portions of the property were replaced. The recent addition of the Grand Exhibit Hall (2007) required the removal of some of the original 1953 Town and Country Hotel buildings.

The buildings have undergone several alterations, particularly the common areas, offices, and storage spaces. The Lobby was altered and added to in 1961, 1962, 1969, 1976, and in 2010, with the addition of a parallel gable to its porte-cochere, office spaces, and brick veneer at the exterior, and replacement of windows and interior finishes. Windows have been replaced with modern vinyl or steel windows in several buildings. Brick veneer was added to eight buildings in 1962. The doors and siding of the Tiki Pavilion, Terrace Café, and Lanai Gift Shop have been replaced. Several buildings have replacement doors.

A comprehensive list of the extensive interior alterations of the hotel buildings has not been developed, but the interiors of the buildings have also been altered to reflect changing styles and tastes in the same pattern. The original interiors of the Town and Country Hotel reflected the modernity of the Contemporary style (1953–1968), with interior wood and stone paneling, upholstery, and low-profile mid-century-type furniture. However, the open beam ceilings in several rooms were enclosed with drywall in 1978. Alterations in the 1990s and 2000s modified the interiors for bathroom upgrades and Americans with Disabilities Act compliance. Interior renovations changed the aesthetic to Classical/English country-type furniture, fabric and carpet patterns, and accessories.

Since the hotel properties were combined in 1975, few buildings have been added, including the Laundry, Engineering, and Gardening facilities (1979); Receiving (2006); and the Grand Exhibit Hall (2007). Alterations to the landscape have attempted to unite the property aesthetically. Bricked courtyards were installed at the Atlas Ballroom, the Bldg. 3500 complex, and the Regency Conference Center (c.2000). The landscape alterations have been the pervasive installation of stucco, brick, tile, and lattice fencing; lattice arbors; wood trellises; Classical statues, fountains, and stone benches; gazebos; planters; and a variety of outdoor furniture. The landscape evolved from open ranchlands, to a Ranch-style garden hotel resort, to a Tiki-Polynesian theme with palm trees and tropical plants, to a manicured Classical/English country garden theme with climbing vines, hedges, rosebushes, and shrubbery.

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\*P3a. Description: (continued)

Thirty permanent buildings and structures were identified on the Town and Country property. In addition, several other structures located around the property were observed, including three swimming pools, gazebos, fountains, statuary, and planters. See Figure 1 for references to the locations of each resource described in Table 1.



Figure 1. Town and Country Locator Map

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#### **Table 1. Description of Resources**

#### 1. Offices Building

Style: Ranch

Built in 1953, this is a one-story building with board and batten siding, low-pitched wood shake roof with exposed eaves and rafter tails, multi-light windows, and glazed doors.

Alterations: Removal of portion of building for construction of the adjacent Exhibit Hall in 2007; replacement of windows and doors; interior alterations in 2010.



Offices Building

#### 2. Lobby

Style: Ranch

Built in 1953, the building is a one-story building with board and batten and brick siding, low-pitched wood shake roof with exposed eaves, multi-light and picture windows, and glazed doors.

Alterations: Interior configuration change and office addition in 1961; brick veneer added in 1962; major remodel and extension of lobby and offices, roof replacement, window replacement in 1968–1969; remodel of carport entrance, including construction of an additional gable in 1969 and/or 1976; extensive alterations in 1999 for Americans with Disabilities Act (ADA) compliance (the addition of new entryways, expansion of existing entryways, and the addition of railings and ramps); and further interior finish alterations in 2010.



Lobby

#### 3. Bldg. 3100

Style: Ranch

Built in 1953, this is a one-story building with board and batten siding, low-pitched wood shake roof with exposed eaves, original multi-light windows, and replacement doors.

Alterations: Doors replaced c. 1990; fencing around the pool perimeter was added c. 1990; interior finish alterations in 2010.



**Building 3100** 

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#### 4. Trellises Restaurant

Style: Ranch

Built in 1953, this is a one-story building with board and batten siding, low-pitched wood shake roof with exposed eaves, covered porch with stone-sided supports, multi-light windows and glazed doors.

Alterations: Interior finish alterations in 1976; shutters were added to the windows in the 1980s; addition and outside dinning patio was added c. 1985; sunroom added to the building in 1995; replacement of windows and doors, interior finishes alterations, enclosure of poolside patio, and changes to roof vent in 2005.



Trellises Restaurant

#### 5. Lexington Rooms

Style: Ranch

Built in 1955, this is a one-story building with board and batten siding, low-pitched wood shake roof with exposed eaves, multilight windows and glazed doors.

Alterations: Valet waiting room was added to the building c. 1980; replacement of windows and doors in 1996; an office was added to the building c. 2000.



**Lexington Rooms** 

#### 6. Bldg. 3200 Complex

Style: Ranch

Built in 1955, this is composed of seven one-story motel building components that are connected under a continuous roof and covered walkways. The complex has one-story buildings with rectangular plans, board and batten and brick siding, low-pitched wood shake roof with exposed eaves, original multi-light windows, and replacement doors.

Alterations: Doors replaced c. 1990; interior finishes alterations in 2007.



**Building 3200** 

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#### 7. Bldg. 3300

Style: Ranch

Built in 1956, this is a two-story motel building with a long, narrow plan with cross-gabled end, board-and-batten and brick siding, low-pitched wood shake roof with exposed eaves, multilight windows and glazed doors, and exterior second-story gallery with board and batten enclosed handrails.

Alterations: Interior finish alterations in 1996; window replacement, date unknown.



**Building 3300** 

#### 8. Meeting House

Style: Ranch/Contemporary

Built circa 1962, this is a one-story building with board and batten and brick siding, low-pitched wood shake roof with exposed eaves, and built-up roof with shake awning and exposed eaves, multi-light windows, and glazed doors.

Alterations: Exterior terrace added c.1990; replaced windows in 1992; interior finished alterations in 1996.



**Meeting House** 

#### 9. Bldg. 3400

Style: Ranch/Contemporary

Built in 1956, is a two-story motel building with rectangular plan, board and batten siding, low-pitched wood shake roof with exposed eaves, multi-light windows and glazed doors, and exterior gallery with board and batten enclosed handrails.

Alterations: Replacement windows and doors, and interior finishes alterations in 2009.



Building 3400

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#### 10. Dover/Stratford Building

Style: Ranch

Built circa 1962, is a one-story building with rectangular plan, board and batten and brick siding, low-pitched wood shake roof with exposed eaves, full-length overhang with square supports and decorative brackets, and multi-light windows and glazed doors.

Alterations: Replacement windows and doors, and interior finishes alterations in the 1990s.



**Dover/Stratford Building** 

#### 11. Tiki Pavilion

Style: Tiki-Polynesian

Built in 1961, this building is an octagonal, one-story building with stucco siding, multi-light windows, multiple glazed doors, and a wood shake roof with a pent pinnacle and exposed eaves.

Alterations: Replacement windows and doors; enclosure of the pavilion c. 2000.



Tiki Pavilion

#### 12. Bldg. 3500 Complex

Style: Ranch/Contemporary

Built in 1962, this is a drive-up motel complex composed of a U-shaped building and a free-standing building opposite. The complex has two-story buildings with, stucco and board and batten siding, low-pitched wood shake roofing with enclosed eaves, multi-light windows and glazed doors, exterior galleries with metal grill rails and stairs.

Alterations: Original breezeblock screen doors removed c. 1980; 10 additional rooms, window shutters were added c.1980; replacement windows and doors, and interior finishes alterations in 2000; exterior brickwork features added, parking removed in 2002.



**Building 3500** 

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#### 13. Terrace Café

Style: Tiki-Polynesian

Alterations: Stucco enclosure; replacement windows and doors, and interior finishes alterations in 2001.



**Terrace Café** 

#### 14. Lanai Gift Shop

Style: Tiki-Polynesian

Built in 1969, this is a one-story building with polygonal plan, including a notch that contains a mature palm tree; stucco siding, low-pitched wood shake roof over boxed eaves, and picture windows and glazed doors.

Alterations: Replacement of windows and doors and changes to stucco siding and eaves c. 2010.



Lanai Gift Shop

#### 15. Royal Palm Towers

Style: Contemporary with Brutalist influence

Built in 1969, this is a ten-story building that reflects the Brutalist style with its multi-story, monolithic, textured concrete construction. The building has a U-plan, textured cement block (concrete masonry unit (CMU)) walls, flat roof, multi-light windows and glazed doors, exterior galleries with metal grill handrails.

Alterations: Interior finishes alterations in 2011.



**Royal Palm Towers** 

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#### 16. Bella Tosca Spa & Salon

Style: Tiki-Polynesian

Built it 1969, this is a one-story building with rectangular plan and projecting porch, board and batten and stucco siding, dual pitch, hipped wood shake and flat built-up roof above enclosed eaves, multi-light windows, and glazed doors.

Alterations: Extensive alterations in 1999 for ADA compliance (the addition of new entryways, expansion of existing entryways, and the addition of railings and ramps); interior finishes alterations in 2008.



Bella Tosca Spa & Salon

#### 17. Kelly's Restaurant

Style: Contemporary

Constructed in 1966, the one-story building has a rectangular plan, projecting porches, and brick, stucco, and paneled siding. The building has a flat built-up composite roof, and multi-light windows and glazed doors.

Alterations: Replacement windows and doors, and interior finishes alterations in 2008. The building is no longer used for service and is now used for storage.



Kelly's Restaurant

#### 18. Bldg. 3600 Complex

Style: Contemporary with Futurist alterations

The Building 3600 complex includes a long, rectangular twostory motel building and a smaller, freestanding, two-story motel building separated by a driveway. Constructed c.1965, the main building has a prominent façade at its south end, facing Hotel Circle North and the highway, with an expressive Futurist-style form consisting of a series of parabolic arches projecting from a stone-sided exterior wall. The motel building has a long rectangular plan and cross plan at the south end, mixed stone, stucco, and concrete siding, built-up roof over boxed eaves, aluminum sliding windows, solid and molded doors, and a highly stylized façade with two-story elliptical arches and masonry walls. A small, one-story wing is attached to the front of the facade. The remainder of the building features an exterior gallery with access to the second floor motel rooms and metal grille handrails. The second building has similar Contemporarystyle features to the motel portions of the main building, with two-stories and exterior entrances to the motel rooms. Shadow block partitions are present at the exterior of the buildings.

Alterations: Addition of office at south elevation in 1966, including enclosure of porte-cochere that shifted orientation of the entrance; interior finishes alterations in 1997.



**Building 3600** 

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**Building 3600** 



### 19. Regency Conference Center

Style: Futurist

The Regency Conference Center is a two-story Futurist-style building. Constructed in 1967, the building has an arcade of parabolic arches, plate glass windows, and decorative stone and concrete exterior walls defining the south and east walls of the Garden Ballroom, and open arches at the second story of the north side. The building has rectangular plan and projecting covered entrance, mixed stone, stucco, and concrete siding, flat built-up roof, fixed plate glass windows, solid and molded doors, and a highly stylized façade with two-story elliptical arches and masonry walls. The building has a one-story addition with rectangular plan, stucco siding, flat built-up roof, and minimal fenestration.

Alterations: Additions in 1968 and 1971 of the banquet and conference rooms at rear of building; interior finishes alterations in 1997 and 2011.



**Regency Conference Center** 

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Regency Conference Center, main (south) entrance



Regency Conference Center, courtyard; 1971 banquet room addition



**Regency Conference Center** 

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#### 20. Bldg. 3700 Complex

Style: Contemporary with Futurist influence

This complex contains three adjacent two-story motel buildings, a timekeeping office, and a housekeeping facility with connected roof system. Constructed in 1968, these buildings have Contemporary features. The complex has stucco siding, built-up roof over enclosed eaves, multi-light windows, solid and molded doors, and an exterior second floor gallery with post and grille rail. The south façade is stylized with two-story oblong/square columns.

Alterations: Interior finishes alterations and exterior alterations in 1997, 2001, and 2010, and c. 2014, including one-story office addition on west side, new handrails, replacement windows and doors



**Building 3700** 



**Building 3700** 



Housekeeping

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#### 21. Regency Tower

Style: Contemporary with Futurist influence

The Regency Tower, once part of the Le Baron Hotel, has an eclectic design, with angular massing, a boxed roofline, and mixed siding. The nine-story building, constructed in 1969, has a complex plan, mixed concrete, masonry and metal panel siding, complex built-up roof, operable casement windows, glazed doors, and an exterior glass elevator.

Alterations: Ninth story and exterior elevator added, exterior parabolic arches removed in 1972; interior finishes and appliances alterations in 1973 and 1976; new entryway doors, awnings, exterior signage, window shutters, and exterior restrooms added c.1994; and major alterations to interior public spaces in 2011.



**Regency Tower** 



**Regency Tower** 

#### 22. Parking Structure

The Parking Structure, once part of the Le Baron Hotel, was constructed in 1969. The three-story structure has a concrete deck and metal railings, connected by pedestrian bridge to the Regency Tower. A ramp was added later in the 1970s.

Alterations: A ramp was added later in the 1970s.



**Parking Structure** 

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#### 23. Convention Center - Atlas Ballroom

Style: Contemporary with Brutalist influence

The Atlas Ballroom is a two-story building, constructed in 1970, that has pebble and concrete siding, flat built-up composite roof, multi-light window and glazed door configurations, and stylized signage. The Atlas Ballroom, particularly its façade, grand entrance, and lobby, exhibits Brutalism in its exposed and expressive concrete forms and finishes. The building also has underground parking below.

Alterations: Interior finishes alterations in 1978; original exterior orange tilework removed c. 2000; patio added in 2005; interior alterations in 2008, including wall partition changes and replacement of finishes (carpet, wall coverings, furniture).



**Atlas Ballroom** 

#### 24. Convention Center - Palm Court Terrace

Style: Contemporary influence

The one-story building has a prominent roof form and overhang, and mixed, textured siding. The one-story building, built in 1970, has concrete walls, multi-light windows, and a flat built-up composite roof over boxed, wide overhanging eaves covered with an undulating metal form siding.

Alterations: Replacement windows and doors, and interior alterations c. 2008. Concurrent alteration with the Atlas Ballroom.



**Palm Court Terrace** 

#### 25. Convention Center – Golden Pacific Ballroom

Style: Contemporary/Neoeclectic influence

The building, constructed in 1975, is a one-story building with stucco and tile siding, minimal fenestration including four paired glazed doors at the main entrance and utility doors around the building, and a dual pitch built-up roof over boxed, wide overhanging eaves covered with metal seamed siding.

Alterations: Interior finishes replaced in 1996.



**Golden Pacific Ballroom** 

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#### 26. Convention Center - Grand Exhibit Hall

Style: 21st Century concrete tilt-up construction with eclectic classical ornamentation

Built in 2007 as an addition to the Convention Center, the twostory building exhibits current architectural design and construction methods. The design mimics the column shape and scale of the Atlas Ballroom, enhanced with Classical molding. The building has a rectangular plan.

No major alterations.



#### **Grand Exhibit Hall**

#### 27. Laundry Building

Style: Neoeclectic/Utilitarian

Constructed in 1979, this is a neoeclectic two-story building with a rectangular plan, stucco siding, and a dual pitch wood shake and built-up roof. The utilitarian building has a large roll-up garage door, a single door, vents, and no other fenestration.

No major alterations.



Laundry Building

#### 28. Maintenance Building

Style: Utilitarian

Built in 1969, this is a two-story auxiliary building with rectangular plan, board and batten siding, flat built-up roof, utility doors. Attached to the Maintenance Building, there is a gardening storage facility that was added in 1979. The facility is a one-story greenhouse storage structure with a curvilinear glass form over a concrete block foundation.

Alterations: Addition of the gardening storage facility and adjacent Laundry and Engineering buildings in 1979.



Maintenance Building, Gardening Storage

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#### 29. Engineering Building

Style: Neoeclectic/Utilitarian

Constructed in 1979, this is a two-story neoeclectic building with a rectangular plan, stucco siding, and a dual pitch wood shake and built-up roof. The building has paired solid entrance doors with a fixed hoist above, and aluminum sliding windows.

No major alterations.



#### 30. Pedestrian Bridge

Installed in 1992, the bridge is a single-span pedestrian bridge crossing the San Diego River, leading to Fashion Valley Mall. The bridge is concrete with a wood plank deck and round metal handrails. A previous bridge at this site predated the Town and Country Hotel to the ranching period of Mission Valley.

A previous bridge at this site predated Town and Country Hotel to the ranching period of Mission Valley.



Pedestrian Bridge

#### **Related Features**

The property contains three swimming pools, including the original Town and Country Hotel kidney-shaped pool, the Royal Palms Tower kidney-shaped pool, and the former Le Baron Hotel oval-shaped pool. Other structures on the property installed in the 2000s include several gazebos, fountains, arbors, trellises, and outdoor furniture.



**Town and Country Hotel Pool** 

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**Regency Tower Pool** 

#### \*B10. Significance: (continued)

Prior to 1953, Mission Valley was primarily open agricultural land, with few agricultural or residential structures. After the development of flood control channels and the construction of U.S. Highway 90 in the 1940s and 1950s, Mission Valley opened to commercial development. Early development particularly focused on recreation and tourism. In 1953, the Town and Country Hotel began construction in Mission Valley. The hotel was planned for and designed by architects from John J. Sherman Company of San Diego, while construction was handled by the Town and Country Development, Inc., headed by Charles Brown (*San Diego Union* 1953a and 1953b). The hotel continued to develop through the 1970s, with new facilities, some designed by E. D. Hayward & Associates, and others by Martin D. Rubenstein. Starting in 1965, the Seven Inns of America (later, the Le Baron Hotel) developed a motel on a narrow parcel adjacent to the Town and Country Hotel to the east. The hotel was developed by Kenneth R. Riley and designed A. E. Lucious, George H. Schreiber, and Ronald K. Davis. The San Diego location was the first of a limited chain of Le Baron Hotels in San Diego, Buena Park, and Burlingame, California, and Dallas, Texas.

The rise in urban and commercial development in Mission Valley continued into the 1970s, and the Town and Country and Le Baron properties were further developed with high-rise towers, the Convention Center, and conference facilities. The Convention Center and several other new features were designed by Hendrick & Mock, Architects. In 1974, the Le Baron Hotel filed for bankruptcy, and Atlas Hotels, the owner of Town and Country Hotel, purchased the Le Baron property circa 1975. The combined property was fully developed by 1979. Since the 1970s, the buildings and landscape have been altered periodically for upkeep and modernization of the hotel and conference facilities.

#### **Evaluation and Significance Summary:**

For the full evaluation of the Town and Country property resources, please see the *Historical Resource Technical Report for the Town and Country Hotel and Convention Center Redevelopment Project* on file with the City of San Diego. Table 2 summarizes the results of the evaluation. The evaluation of the Town and Country property under CRHR and HRB designation criteria and the assessment of integrity resulted in the following conclusions:

- The original Town and Country Hotel buildings (Offices; Lobby; Trellises Restaurant; Lexington Rooms; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion) meet CRHR Criterion 1 and HRB Criterion A for a period of significance of 1953–1962 and CRHR Criterion 2 and HRB Criterion B for a period of significance of 1953–1967. However, due to loss of integrity in design, materials, setting, and feeling, these buildings do not appear eligible for listing in the CRHR or the local register.
- The Bldg. 3600 complex meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967–1968, as a local example of Futurist architecture. However, the Bldg. 3600 complex's integrity of design has been substantially altered by the enclosure of its porte-cochere and the reorientation of its main entrance, and it does not appear to have sufficient integrity to be eligible for the CRHR or the local register.
- The Regency Conference Center meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967–1968, as a local example of Futurist architecture. It retains integrity of design, materials, and workmanship, as well as location, setting, feeling, and association, to be eligible for the CRHR and the local register.

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• The Convention Center meets CRHR Criterion 3 and HRB Criterion C for its period of significance, 1970, as important and representative design of a specific building type from the late Modernist period, for which Hendrick & Mock won an award in civic building design. While the building, particularly the Atlas Ballroom, retains several character-defining features of the original design, the building has been substantially altered with intrusive additions and the removal of the original orange tile in the façade, an important feature of the original design. The Convention Center does not appear to retain sufficient integrity of design and materials to be eligible under these criteria for the CRHR or the local register.

In summary, the Regency Conference Center appears eligible for the CRHR and the local register, and is considered a historical resource.

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2013 Mission Valley Inn Complex, DPR 523 series form. Prepared for Caribou Industries. On file at City of San Diego.

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#### Table 2. Summary of Eligibility

Ref. #	Name	Date	Style	Association	Eligibility	Status Code
1	Offices	1953	Ranch	Town and Country Hotel	Not Eligible	6Z
2	Lobby	1953	Ranch	Town and Country Hotel	Not Eligible	6Z
3	Bldg. 3100	1953	Ranch	Town and Country Hotel	Not Eligible	6Z
4	Trellises Restaurant	1953	Ranch	Town and Country Hotel	Not Eligible	6Z
5	Lexington Rooms	1955	Ranch	Town and Country Hotel	Not Eligible	6Z
6	Bldg. 3200 Complex	1955	Ranch	Town and Country Hotel	Not Eligible	6Z
7	Bldg. 3300	1956	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
8	Meeting House	1962	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
9	Bldg. 3400	1956	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
10	Dover/Stratford	1962	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
11	Tiki Pavilion	1961	Tiki-Polynesian	Town and Country Hotel	Not Eligible	6Z
12	Bldg. 3500 Complex	1962	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
13	Terrace Café	1969	Tiki-Polynesian	Town and Country Hotel	Not Eligible	6Z
14	Lanai Gift Shop	1969	Tiki-Polynesian	Town and Country Hotel	Not Eligible	6Z
15	Royal Palm Towers	1969	Brutalism	Town and Country Hotel	Not Eligible	6Z
16	Bella Tosca Spa & Salon	1969	Tiki-Polynesian	Town and Country Hotel	Not Eligible	6Z
17	Kelly's Restaurant	1966	Contemporary	Le Baron Hotel	Not Eligible	6Z
18	Bldg. 3600 Complex	1966	Contemporary/Futurist	Le Baron Hotel	Not Eligible	6Z
19	Regency Conference Center	1967	Futurist	Le Baron Hotel	Eligible (CRHR Criterion 3/ HRB Criterion C)	38
20	Bldg. 3700 Complex	1968	Contemporary/Futurist	Le Baron Hotel	Not Eligible	6Z
21	Regency Tower	1969	Contemporary/Futurist	Le Baron Hotel	Not Eligible	6Z
22	Parking Structure	1969	N/A	Le Baron Hotel	Not Eligible	6Z
23	Atlas Ballroom	1970	Contemporary/ Brutalist	Convention Center	Not Eligible	6Z
24	Palm Court Terrace	1970	Contemporary	Convention Center	Not Eligible	6Z
	Golden Pacific					
25	Ballroom	1975	Contemporary	Convention Center	Not Eligible	6Z
26	Grand Exhibit Hall	2007	21 <sup>st</sup> c. Tilt-up	Convention Center	Not Eligible	6Z
27	Laundry	1979	Neoeclectic	Town and Country Hotel	Not Eligible	6Z
28	Maintenance	1969	Utilitarian	Town and Country Hotel	Not Eligible	6Z
29	Engineering	1979	Neoeclectic	Town and Country Hotel	Not Eligible	6Z
30	Pedestrian Bridge	1992	N/A	Town and Country Hotel	Not Eligible	6Z

# APPENDIX E PREPARERS' QUALIFICATIONS

M.K. Meiser, M.A. (M.A. Historic Preservation Planning, Cornell University; B.A. History, Kenyon College), is a historic preservation planner and meets the Secretary of the Interior's qualifications (36 Code of Federal Register Part 61) in architectural history and history. Ms. Meiser has more than 10 years of experience in identifying and planning for cultural resources, including historic structures, districts, and landscapes. She specializes in technical analysis to support regulatory compliance, specifically under Section 106 of the National Historic Preservation Act, the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA). Ms. Meiser conducts cultural resources studies, including inventory, survey, and evaluation reports; impacts analyses and findings of effect; National Register of Historic Places (NRHP) nominations; and Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documents. She consults on a variety of rehabilitation, transportation, energy, military, and community projects with clients, designers, and agencies. Her experience in historic preservation provides a strong understanding of federal, state, and local regulations and a thorough knowledge of the Secretary of the Interior's Standards for the Treatment of Historic Properties and their function in architectural design and historic preservation planning.



# Trina Meiser Senior Historic Preservation Planner

#### Education

MA, Historic Preservation Planning, Cornell University BA, History, Kenyon College

#### Technical Specialties

Architectural History
Historic Architectural Assessment
Historic Preservation Planning
NHPA Section 106 Consultation
NEPA Compliance

Trina Meiser is a historic preservation planner and meets the Secretary of the Interior's qualifications (36 CFR Part 61) in architectural history and history. Ms. Meiser has more than 10 years of experience in identifying and planning for cultural resources, including historic structures, districts, and landscapes. She specializes in technical analysis to support regulatory compliance, specifically under the California Environmental Quality Act, Section 106 of the National Historic Preservation Act, and the National Environmental Policy Act. She conducts cultural resources studies, including inventory, survey, and evaluation reports; impacts analyses and findings of effect; National Register of Historic Places (NRHP) nominations; and Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documents. She consults on a variety of rehabilitation, transportation, energy, military, and community projects with clients, designers, and agencies. Her experience in historic preservation provides a strong understanding of federal, state, and local regulations and a thorough knowledge of the Secretary of the Interior's Standards for the Treatment of Historic Properties and their function in architectural design and historic preservation planning.

#### **Project Experience**

## City of San Diego, World Trade Center Rehabilitation Project, San Diego, CA

Evaluated the condition and integrity of the 1928 Art Deco-style San Diego Athletic Club. Prepared documentation in support of CEQA and Section 106 consultation on behalf of the City of San Diego under requirements of the Department of House and Urban Development.

#### GSA, San Ysidro Land Port of Entry Historic Customs House Rehabilitation Project, San Diego, CA

Consulted with architects to ensure environmental compliance with the Secretary of Interior's Standards in rehabilitation project design of NRHP-listed Historic Customs House. Prepared documentation for Section 106 consultation. Trina Meiser Resume

### LACTMA/FTA, Regional Connector Cultural Resources Mitigation Management Plan and HABS/HAER, Los Angeles, CA

Prepared mitigation management plan to fulfill requirements set forth in an MOA and EIS/EIR for the project to connect two light-rail transit lines in downtown Los Angeles. Prepaed HABS documentation for the Atomic Café in Little Tokyo.

### National Capital Planning Commission, Redevelopment of the Carnegie Library at Mount Vernon Square, Washington, DC

Preparing historic architectural survey report and impacts analysis for the Section 106 process and the environmental assessment (EA) for the undertaking. Assessing existing character-defining features and integrity to analyze potential adverse effects and to recommend appropriate treatments for the redevelopment.

### Department of State, Potomac Annex Buildings 1, 3-4, and 5 Rehabilitation Projects, Washington, DC

Performed a conditions assessment of Buildings 1, 3-4, and 5 in the Potomac Annex Historic District to assess existing character-defining features and integrity. Prepared analysis of potential adverse effects that recommends appropriate treatments to maintain the property's integrity as part of rehabilitation efforts under the Section 106 process.

#### LACTMA, Lankershim Depot Project, Los Angeles, CA

Under on-call contract, providing consultation services and review of architectural plans and construction to determine whether the project to rehabilitate a late 19th century railroad depot is in adherence with the Secretary of Interior's Standards. Consultation services under LACTMA master contract.

### US Coast Guard, Los Angeles Harbor Light Station Rehabilitation Project, San Pedro, CA

Under IDIQ contract, evaluated potential adverse effects to NRHP-listed "Angel's Gate" lighthouse. Conducted historical research to determine historically significant and character-defining features. As consultant to US Coast Guard, prepared Finding of No Adverse Effect for Section 106 consultation.

# US Navy, Naval Base Kitsap Bremerton, Keyport, Indian Island, and Bangor Integrated Cultural Resources Management Plans (ICRMP), Bangor, WA

For Naval Facilities Engineering Command (NAVFAC), Atlantic Division, prepared Integrated Cultural Resources Management Plans for facilities at Naval Base Kitsap that outline management policies for World War II- and Cold War-era buildings and surveys under Section 110 of NHPA. Coordinated with NAVFAC staff to develop best practices for the management of cultural resources.

### California Department of Transportation (Caltrans), State Route 94 Express Lanes Project, San Diego, CA

As project manager for cultural resources studies, conducted historic and archaeological surveys and evaluations of resources within the Area of Potential Effects for a segment of State Route 94 widening in a highly urbanized area of San Diego. Prepared Historic Property Survey Report and Historical Resources Evaluation Report to Caltrans standards.

### County of San Diego, Rancho Santa Fe Roundabouts Project, Rancho Santa Fe, CA

Assessed significant impacts to the significant resource, the community of Rancho Santa Fe, in a Historical Resources Evaluation Report Addendum and Historic Property Survey Report. Established the historic character-defining features to be preserved in compliance with the Secretary of Interior's Standards.

### US Veterans Administration, Veterans Affairs Medical Center (SFVAMC) Seismic Upgrade Project, San Francisco, CA

Consulted with architects and designers for the rehabilitation and seismic retrofit of the 1930s-era Art Deco SFVAMC buildings. Evaluated design of new additions and alterations to contributing buildings to a National Register-listed historic district. Engaged in Section 106 consultation with the SHPO.

### California High Speed Rail Authority, California High Speed Train Project, Merced to Fresno Segment, Central CA

Inventoried and evaluated more than 400 properties in Merced, Madera, and Fresno Counties in compliance with Section 106. Evaluations were conducted under a Programmatic Agreement between the State Historic Preservation Office and the California High-Speed Train Authority.

## US Navy, National Register Eligibility Assessment for Naval Base Ventura County, Port Hueneme, CA

For Naval Facilities Engineering Command Southwest, recorded and evaluated 18 buildings at the Naval Construction Training Center at Port Hueneme for eligibility to the National Register. Completed Department of Parks and Recreation forms and incorporated findings in a technical report.

#### US Navy, National Register Eligibility Assessment for Naval Base China Lake, China Lake, CA

For Naval Facilities Engineering Command (NAVFAC) Southwest, recorded and evaluated various unrecorded buildings in the National Register of Historic Places (NRHP)-eligible China Lake Pilot Plant Historic District at Naval Weapons Station China Lake for eligibility to the NRHP. Completed inventory forms and a technical report.

### **APPENDIX D-2**

# HISTORICAL RESOURCES REVIEW BOARD DETERMINATION



#### Historical Resources Board

April 5, 2016

Hotel Circle Property LLC 500 Hotel Circle North San Diego, CA 92108

Dear Homeowner:

Subject: Historical Resources Board Hearing of 3/24/2016

The City of San Diego Historical Resources Board held a noticed public hearing on 3/24/2016 to consider the historical site designation for the following property:

500 HOTEL CIRCLE NORTH, SAN DIEGO, CA 92108 ASSESSOR PARCEL NUMBER: 437-260-18

At the hearing the Board voted not to designate this property as a historical resource. In arriving at their decision, the Board considered the information submitted including the historical report prepared by the applicant, the staff report and recommendation, and all other materials submitted prior to and at the public hearing, including public testimony. Additionally, the members of the Board voting on the designation personally inspected the property prior to the hearing. The action of the Board is final and is not subject to appeal. If you have any questions, please feel free to call me at (619) 533-6301, or email me at santhony@sandiego.gov.

Sincerely,

Shannon Anthony

Historical Resource Board Secretary

cc: Consultant

**Council District** 

File

#### **APPENDIX D-3**

## ARCHAEOLOGICAL RESOURCES REPORT

# ARCHAEOLOGICAL RESOURCES REPORT FOR THE TOWN & COUNTRY HOTEL AND CONVENTION CENTER REDEVELOPMENT PROJECT SAN DIEGO, CALIFORNIA

#### Prepared for:

Lowe Enterprises 11777 San Vicente Blvd., Suite 900 Los Angeles, California 90049

#### Prepared by:

AECOM Technical Services, Inc. 401 West A Street, Suite 1200 San Diego, California 92101

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#### SECTION 1.0 PROJECT DESCRIPTION AND LOCATION

At the request of Lowe Enterprises, AECOM conducted a preliminary assessment to identify cultural resources within the project area of the Town and Country Hotel and Convention Center Redevelopment Project (project) in support of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). This report contains preliminary documentation of efforts to identify cultural resources, including pedestrian survey, with descriptions of known and potential cultural resources within the project area. Although no new cultural resources were identified as part of this survey, there are previously recorded resources within the project and surrounding area and most of the project area is paved or otherwise inaccessible to survey. Given the archaeological sensitivity of the area, as described below, this report includes recommendations for addressing unanticipated cultural resources that may be identified during project construction. These recommendations are provided to assist ongoing design planning decisions for the project.

The project is located on approximately 39 acres in the City of San Diego. The project area (Section 9.0, Attachments: Figure 1) includes the entire Town and Country site. The project site is bounded by Hotel Circle North on the south, Fashion Valley Road on the west, and Riverwalk Drive on the north (Section 9.0, Attachments: Figure 2). The adjacent land uses include Interstate 8 on the south, a golf course on the west, Fashion Valley Shopping and Transit Center on the north, and the Union Tribune newspaper offices and warehouse on the east. The project site is located in Pueblo Lands of the San Diego Land Grant on the La Jolla U.S. Geological Survey (USGS) 7.5-minute quadrangle map (USGS 1983). A portion of the undeveloped land within the project sits along the San Diego River (Section 9.0, Attachments: Figure 3).

The central and southern portions of the project site are currently developed as a hotel and related supporting facilities. This includes 954 hotel rooms and a 212,762-square-foot convention center. The northern portion of the project site is the floodway of the San Diego River and is currently mostly developed as parking in support of the hotel and convention center.

The project will reduce the total hotel rooms to 700 and the convention space to 177,137 square feet. The hotel will be renovated and will offer new recreation facilities and food and beverage services with a focus on attracting guests attending the on-site convention center and their families from across the country. The renovated hotel complex will provide an affordable hotel/conference experience in central San Diego. The project will also add residential land uses to portions of the property on the eastern and southern boundaries. The residential land uses will include four sites for three- to five-story multifamily residential units. The four sites will total up to 840 units.

#### **SECTION 2.0 SETTING**

#### 2.1 Natural Setting

The project area is located in a transitional zone along the San Diego River channel, just east of where it widens to form a large lagoon or estuary depositional environment. Prehistorically, the mouth of the San Diego River formed a wide delta of marsh lands with the actual river alternately emptying into San Diego Bay or False Bay (Mission Bay). During the 1950s and 1960s, the re-channelization of the San Diego River changed the landscape of the area significantly. Sediments within the project area consist of alluvial/estuarine deposits. These deposits are composed of loose to dense sand with some mixed silt layers (Geotechnics Inc. 2000). The project site has several permanent and temporary buildings, and the remainder of the project area is covered with asphalt parking areas, with the exception of open area along the San Diego River (Bowden-Renna and Dolan 2006).

#### 2.2 Prehistoric Setting

#### Paleoamerican Period (12,000 to 7,000 Years Before Present [B.P.])

Although the archaeological record indicates that humans had appeared at southern California's Channel Islands by about 12,000 years ago, the oldest well-dated mainland sites are less than 10,000 years old. In the San Diego area, these early materials belong to the San Dieguito complex, thought by most researchers to reflect an emphasis on big game hunting and coastal resources. Diagnostic artifact types and categories associated with the San Dieguito complex include scraper planes; choppers; scraping tools; crescentics; elongated bifacial knives; and Silver Lake, Lake Mojave, and leaf shaped projectile points (Rogers 1939; Warren 1967). Coastal ecosystems during this period were strongly influenced by the rapid rate of marine transgression after the last glacial maximum around 18,000 years ago. Caused mainly by melting glaciers, this transgression had the dual effect of destroying many early archaeological sites along the coast and creating a series of deep lagoons that provided important resources for the region's earliest inhabitants. One such lagoon would have formed along the lower San Diego River, although its configuration at the close of the Pleistocene is currently unknown. However, it is possible that very early archaeological materials in this area may lie deeply buried under alluvial sediments.

#### Archaic Period (7000 to 1500 B.P.)

Sea level rise slowed dramatically after about 7000 B.P., a process that may have allowed the formation of a complex mosaic of productive lagoon and estuary habitats along many of San Diego County's major drainages. These seem to have supported a significant population during the early Archaic, as numerous coastal components have been found that date to this interval.

The local cultural manifestations of the Archaic period are called the La Jollan complex along the coast, and the Pauma complex inland. La Jollan sites often contain dense shellfish remains as well as rough, cobble-based choppers and scrapers and slab and basin metates. Pauma complex sites contain similar tool assemblages but generally lack shellfish. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. During the later portion of the Archaic, there is some evidence for increasing use of inland settings, possibly in part a response to the depletion of coastal resources and the siltation of lagoons.

#### Late Prehistoric Period (1500 B.P. to 1769)

Near the coast and in the Peninsular Mountains beginning as far back as approximately 1,500 years ago, patterns began to emerge that seem to suggest the presence of the ethnohistoric Kumeyaay and Luiseño (including the Juaneño). This period is characterized by higher population densities and elaborations in social, political, and technological systems, some of which probably derived from the Gabrielino and Chumash to the north. On the other hand, some traits probably originated with the Hohokam and diffused west by way of the lower Colorado River tribes, to which the Kumeyaay are closely related. Economic systems diversified and intensified during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations.

Subsistence is thought to be focused on the utilization of acorns and grass seeds, with small game serving as a primary protein resource and big game as a secondary resource. Fish and shellfish were also secondary resources except in coastal; settings where they assumed primary importance (Bean and Shipek 1978:552; Sparkman 1908:200). The settlement system is characterized by seasonal villages where people utilized a central-based collecting subsistence strategy.

Late Prehistoric assemblages in San Diego County are characterized by a wide variety of artifacts, including steatite arrow shaft straighteners, steatite pendants (some of these steatite items are incised with crosshatching), steatite comales (heating stones, some of which are

biconically drilled on one end), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery, various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, and mortars and pestles. The arrow point assemblage is dominated by the Desert Side-notched series, but Cottonwood series and the Dos Cabazas Serrated type also occur.

#### 2.3 Ethnographic Background

The project area is in the traditional territory of the Kumeyaay. Also known as Kamia, Ipai, Tipai, and Diegueño, the Kumeyaay occupied the southern two-thirds of San Diego County. The Kumeyaay spoke a language within the Hokan family, which includes languages spoken by the lower Colorado River tribes (e.g., Quechan [Yuma], Mohave, Halchidhoma, Cocopa) and Arizona groups (e.g., Maricopa, Havasupai, Paipai) to whom they are closely related. The term Kamia and Kumeyaay are variants of the same word meaning westerner, from the point of view of the Colorado River groups (i.e., the Quechan and Mohave) (Bowden-Renna and Dolan 2006).

The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherias. Most rancherias were the seat of a clan, although it is thought that aboriginally some clans had more than one rancheria and some rancherias contained more than one clan. The most basic social and economic unit was the patrilocal extended family. Within the family, there was a basic division of labor based upon gender and age, but it was not rigid. Women made pottery and baskets, gathered plant resources, ground seeds and acorns, and prepared meals. Men hunted, fished, occasionally helped collect and carry acorns and other heavy tasks, and made tools for the hunt. Old women were active in teaching and caring for children while younger women were busy with other tasks. Older men were involved in politics; ceremonial life; teaching young men; and making nets, stone tools, and ceremonial paraphernalia (Bean and Shipek 1978:555).

The settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places. Major coastal villages were known to have existed along the San Diego River, including the village of Kosti or Cosoy near the mouth of the river (Kroeber 1925). While the actual location of the village is unknown, Bancroft (1884) reported a site called Cosoy by the Native Americans was in the vicinity of Presidio Hill and Old Town. Several recent investigations have identified possible locations for the village of Cosoy (Clement and Van Bueren 1993; Felton 1996); however, the actual site has not been found.

#### 2.4 Historic Setting

#### Spanish Period

The Spanish period (1769-1821) represents a time of European exploration and settlement. While California was, in theory, a colony of Spain since its discovery by Juan Cabrillo in 1542, it was more than 200 years later that Spain established colonies in the area. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Pourade 1960; Rolle 1998). Gaspar de Portola, former governor of Baja California headed the military expedition to Alta California. He split the land expedition into two groups. He headed one, which included Padre Junipero Serra, who would go on to found the missions system of Alta California. The other group was led by Capitan Fernando Rivera y Mankato, accompanied by Padre Juan Crespo, who left a journal of great value to future historians and anthropologists. The naval contingent consisted of three small ships, the San Antonio, San Jose, and San Carlos. The San Jose was lost at sea with all hands; the other two ships arrived in San Diego Bay ahead of the overland expeditions. Of the 300 men who set out for Alta California in these various parties, less than 200 survived to see San Diego (Pourade 1960, 1961; Rolle 1998:30-31).

Serra founded the first eight of a series of 21 Franciscan missions located near the coast from San Diego to San Francisco Solan de Sonora (now known as simply Sonora). These were located approximately one day's travel apart, between 20 and 50 miles. Each mission was originally granted a huge tract of land to be held in trust for the Native Americans (Pourade 1961; Rolle 1998:33). At first, Mission San Diego de Alcala consisted of wooden and brush structures near the Presidio at what is now Old Town. The priests became immediately concerned about the soldiers and the abuse of neophytes and moved the mission to its present location approximately 5 miles up the San Diego River in what is now known as Mission Valley. The mission system in general utilized forced Native American labor, encouraged by liberal use of corporal punishment, to build the mission, tend the fields and flocks, and build infrastructure needed to support European settlement.

The missions, pueblos, and a few well-connected Spaniards were granted large tracts of land on which to graze their cattle, horses, and sheep. The Mission San Diego Grant Boundary extends north to modern-day Del Mar and Poway. Extensive livestock grazing brought hunger and hardship for Native American people who depended on grass seeds as a dietary staple (Carrico 1987). From the arrival of the Spanish, Native Americans repeatedly attempted to revolt and repel the invaders; however, these efforts met with very limited success, and Native American culture in the coastal strip of California rapidly deteriorated (Cook 1976; Hurtado 1988).

#### Mexican Period

At the beginning of the 19th century, the far-flung Spanish colonies became restless under the distant rule of the Spanish Crown. In Mexico City, Agustin Iturbide, a colonel in the Spanish Imperial Army, defected to the insurgents in February 1821 and declared the independence of Mexico. It was not until April 1822, some 14 months later, that Californian governmental officials acknowledged the new government in Mexico City (Pourade 1961; Rolle 1998). The new Mexican government encouraged increased settlement and trade in Alta California.

In the Mexican period (1822-1848), the rancho system was dramatically expanded. Approximately 600 large tracts of land were granted to individuals and families. The mission system was secularized by the Mexican government over a period of years with 1834 usually given as the time of completion. After the mission system was secularized, the expansion of the rancho system was based largely on former mission lands. The project area was once a part of the Pueblo Lands.

The southern California economy became increasingly based on cattle ranching during the Mexican period. Meat, both fresh and dried, was the mainstay of the menu and the resourceful Californios used leather, bone, and horn for a wide variety of items. Tallow and dried hides became major items of export in exchange for cloth, household furnishings, and manufactured goods. Indeed, dried steer hides were even a medium of exchange called "California Bank Notes" and worth about one dollar U.S. The cattle industry required large numbers of vaqueros or buckaroos to handle the hundreds of horses and thousands of cattle. Despite fictional cowboy and Indian accounts to come, in California during the Spanish and Mexican periods, the cowboys were the Indians. Some larger ranchos employed over 100 native laborers. The Mexican period ended when Mexico ceded California to the United States after the Mexican-American War (1846-1848), which concluded with the Treaty of Guadalupe Hidalgo (Rolle 1998; Bowden-Renna and Dolan 2006).

#### American Period (1848-present)

In 1848, gold was discovered in California. The great influx of Americans and Europeans that resulted quickly overwhelmed many of the Spanish and Mexican cultural traditions and greatly increased the rate of decline among Native American communities. A few small ranches and farms were established in San Diego rural areas, but most communities of San Diego County were settled during the land booms and busts of the 1880s following the Santa Fe and Southern Pacific railroads linking San Diego with the Los Angeles region and with the eastern United States.

During this time, the project area was part of the San Diego River floodplain as it flowed to San Diego Bay when silt blocked its usual outlet at Mission Bay. The first recorded occurrence of this was in the winter of 1769, and the river returned to its course through Mission Bay (then known as False Bay) in the winter of 1774. Occurring again in 1833, the river flowed into San Diego Bay until 1853, when the Derby Dike was built using funds allocated by Congress. Lasting only one year, the Derby Dike was destroyed by rains in the winter of 1854. With the help of congressional funds in 1872, work began on another levee, which would lead to the permanent diversion of the San Diego River into False Bay (Davis 1953:20).

Originally the Mission owned the fields in the valley, until 1824 when the land came under the jurisdiction of the recently independent Mexican government, who expanded the rancho system in the valley and throughout Alta California. For the next 24 years, residents of nearby Old Town utilized the area for their own purposes, planting gardens and using it primarily as range for cattle and other livestock. Despite the population booms in San Diego in the late 19th century, and also despite the fact that it was subdivided as early as 1873, Mission Valley remained mostly a place for grazing livestock; it was not until the period of 1915 to 1926 that the area would become occupied (Bowden-Renna and Dolan 2006).

Serviced by a variety of old dirt trails, existing since the early Spanish period, and a main dirt road, Mission Valley saw the construction of a paved, two-lane road in the early 1930s. Built by the San Diego County Highway Development Association, the new road was constructed to better facilitate trucking and freight services. Despite this, throughout the 1940s, efforts to develop Mission Valley were few, especially as the Mission Valley Improvement Association fought against its commercialization, preferring instead to keep it a place of horse trails and small farms (Freischlag 1971). Very few sparsely scattered buildings along the river appear on the 1903, 1930, and 1943 USGS topographic maps of Mission Valley.

The area experienced periodic and frequent flooding, which often wiped out whole fields, the area was not very amenable to activity other than farming. New development was slow to occur, since the railroads and highways mostly bypassed the area. Such flooding became the single largest impediment to Mission Valley's development. Despite several previous attempts at flood control, it was not until 1953 when the Army Corps of Engineers finished its work on a new control channel at the mouth of the San Diego River, begun in 1947, that the San Diego River was tamed. Expansion of development into Mission Valley became feasible (Freischlag 1971). With the breaking of ground on control channel projects and the increased demand for land in San Diego caused by massive population expansion during and following World War II, business leaders, including Charles Brown, looked at Mission Valley and its immense potential for development (Freischlag 1971).

In anticipation of the Army Corps' control channel, developers moved quickly to acquire land and promote construction, including the creation of the Mission Valley Golf Club in 1947 (Freischlag 1971). Rapid development occurred in the 1950s, with the construction of several hotels, including the Town and Country Hotel in 1953 (see Plate 1), at what would become Hotel Circle, and Westgate Park, home to the San Diego Padres, which opened in 1955 (Crawford 1995; Freischlag 1971). These initial projects served to fulfill early developers' original intention of catering the area to recreation/tourism (Crawford 1995). However, as San Diego's population continued to rapidly expand, so did the development possibilities (Crawford 1995; Freischlag 1971).

Beginning in the late-1950s, the construction of U.S. 90, later I-8, facilitated higher volumes of visitors to the area, and Mission Valley saw a major rise in urban development and commercialization. Included among the many of these commercial achievements were the creation of the Mission Valley Shopping Center in 1958, the construction of Jack Murphy Stadium in 1967, and the development of the Fashion Valley Shopping Center in 1969. Contemporary and subsequent improvements, such as the construction of other major highways, including SR-163 and I-805, completed by 1971, and updates to the flood channel during the 1960s and 1970s, helped to increase commercial development (City of San Diego 2013; Freischlag 1971). By the 1970s and the 1980s, the last remnants of the region's historical agricultural economy were all but gone, having given way to enlarged commercialization (City of San Diego 2013).

Built in 1953, the Town and Country Hotel was the first hotel constructed in Mission Valley. The hotel was planned for and designed by architects from John J. Sherman Company of San Diego, while construction was handled by the Town and Country Development, Inc., headed by Charles Brown (San Diego Union 1953a and 1953b). In an effort to increase property values, Brown sought to draw business toward Mission Valley and away from downtown (Potter 2013). As part of this effort, the new convention center at Town and Country was the first in San Diego. In 1973, publisher Jim Copley, a close friend of Brown's, decided to relocate the headquarters of the *Union* and *Evening Tribune* right next door to the hotel (Potter 2013). The hotel remained an important part of Mission Valley throughout the area's successful development and subsequent redevelopments into the 21st century.



Plate 1. Brochure of the Town and Country Hotel, circa 1958.

#### **SECTION 3.0 AREA OF POTENTIAL AFFECT (APE)**

Since alterations are proposed throughout the project property, the APE for this project is considered to be the entire footprint of the project area. Direct impacts within the APE will be limited primarily to excavations that occur below the fill layer of soil and in previously undisturbed soil. Since most of the APE is paved or otherwise developed, it is not known how deep these deposits may be or whether excavations will reach these depths.

#### SECTION 4.0 STUDY METHODS

For the preliminary cultural resources assessment, identification efforts consisted of archival research including a records search and review of historical maps and literature, and an intensive pedestrian survey of the project area. A Sacred Lands File Search was requested from the Native American Heritage Commission (NAHC) on August 19, 2015, for the Project. To date, there has been no response.

#### 4.1 Archival Research

A records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University on September 23, 2014. The records search area included the project area and a 0.25-mile buffer. The archival research involved review of cultural resources site records, historic maps, and historic site and building inventories. Listings in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California State Historic Resources Inventory (HRI), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI) were reviewed for resources located within the study area.

#### 4.2 Archaeological Survey

AECOM conducted a pedestrian survey of the project are on September 23 and 24, 2014. Due to the previous disturbance from modern development, specifically the construction of the Town and Country Hotel and Convention Center and extensive parking lot paving and landscaping, a limited pedestrian survey to identify archaeological resources was conducted. The project area is almost entirely paved or landscaped, with the exception of the areas adjacent to the San Diego River (See Plates 2 and 3). The area south of the river and adjacent to the parking lots were surveyed but were heavily landscaped or overgrown with brush.



Plate 2. The majority of the Town and Country Hotel site is paved, built on or has mature landscaping (view from northwest portion of property looking southeast).

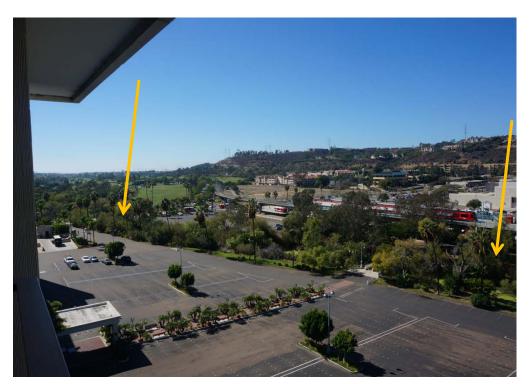


Plate 3. The largest open area is along the San Diego River at the north of the property between the two arrows (view from Royal Palm Tower looking northwest).

#### **SECTION 5.0 RESULTS OF STUDY**

#### 5.1 Background Research

The records search revealed that 45 cultural resources investigations were previously conducted within a 0.25-mile radius of the project site (Table 1). Of the 45 cultural resources investigations, 14 were conducted within the project area. Six of the investigations are archaeological evaluation reports.

Table 1. Previous Cultural Resources Surveys within 0.25 Mile of the Project Area

Author	Report #	Title	Date
Loughlin, Barbara A.	SD-01138	An Environmental Impact Report (Archaeology) for Science Applications Incorporated of a Forty Acre Parcel Including University Hospital in San Diego, California.	1974
Cupples, Sue Ann	SD-00546*	An Archaeological Survey of the San Diego River Valley	1975
Kaldenberg, Russell L.	SD-00717	Results of an Archaeological Test at the Friars Road Condominiums Project	1975

Author	Report #	Title	Date
City of San Diego	SD-02069*	Draft Environmental Impact Report Atlas Hotel Specific Plan	1984
City of San Diego	SD-02825	Proposed Mitigated Negative Declaration for East Linda Vista Trunk Sewer, San Diego, California	1991
City of San Diego	SD-02894*	Mitigated Negative Declaration Replacement of Water and Sewer Pipes: La Jolla, Uptown, Mission Valley, Midway and Navajo Communities	1993
Kyle, Carolyn and Dennis Gallegos	SD-02985	Archaeological Testing of Seven Sites for the Stardust Golf Course Realignment Project, City of San Diego, California	1995
Kyle, Carolyn And Dennis Gallegos	SD-03000*	Archaeological Testing of Prehistoric Site CA-SDI-12126 for the North Mission Valley Interceptor Sewer Phase 2, City of San Diego, California	1995
Kyle, Carolyn And Dennis Gallegos	SD-03019	Historic Properties Inventory for the Sewer Replacement Groups 72 and 80 Project, City of San Diego	1996
Cooley, Theodore And Patricia Mitchell	SD-03429	Limited Data Recovery Investigations at Site CA-SDI- 11767, a La Jolla Complex Site Along the Lower San Diego River Valley Mission Valley West Light Transit Project San Diego California	1996
Gilmer, Jo Anne And Dayle M. Cheever	SD-03556*	Results of an Archaeological Monitoring of the North Mission Valley Interceptor Sewer Replacement- Phase II. San Diego, California.	1997
Cooley, Theodore And Patricia Mitchell	SD-03429	Limited Data Recovery Investigations at Site CA-SDI- 11767, A La Jolla Complex Site Along the Lower San Diego River Valley Mission Valley West Light Rail Transit Project, San Diego, California	1996
Brown, Joan	SD-04690	Archaeological Monitoring of Excavation During Construction of the East Linda Vista Trunk Sewer Project Dep. No 91-0684, Located in the City of San Diego, California	1996
Kinnetic Laboratories Incorporated	SD-04868	Environmental Assessment for the North Mission Valley Interceptor Sewer Phase II- City Contract	1996
Caltrans	SD-05008	Historic Property Survey Report for an Interstate 5 and State Route 163 Pavement Rehabilitation Project	2000
Brown, Joan	SD-05196	Archaeological Monitoring of Construction Excavation, North Mission Valley Interceptor Sewer, Phase II, DEP No. 94-0573, Addendum to DEP No. 94-0160, located in the City of San Diego, California	1997
Gilmer Joanne And Dayle M. Cheever	SD-05238	Results of Archaeological Monitoring of the North Mission Valley Interceptor Sewer Replacement Phase II	1997
Pigniolo, Andrew	SD-05674	Cultural Resource Testing and Evaluation for the Mission Valley West Light Rail Transit Project San Diego, California	1991
City of San Diego	SD-05903	DEIR for Riverwalk	1992
Kyle, Carolyn	SD-06101	Historic Properties Inventory for the Sewer Replacement Groups 72 & 80 Project City Of San Diego	1996

Author	Report #	Title	Date
Pigniolo, Andrew	SD-06159	Historic Properties Evaluation for the North Mission Valley Interceptor Sewer Phase II Project City of San Diego, California	1994
City of San Diego	SD-06382	Public Notice of a Proposed Mitigated Negative Declaration-Stardust Golf Course Reconfiguration	1995
Caltrans	SD-07335	Historic Property Survey Report for an Interstate 5 & State Route 163 Pavement Rehabilitation Project	2000
Pigniolo, Andrew	SD-07471	Historic Properties Evaluation for the North Mission Valley Interceptor Sewer Phase II Project City of San Diego, California	1994
Robbins-Wade, Mary	SD-07541*	Cultural Resources Inventory for the Hoffman Canyon Sewer Project San Diego	1990
McGinnis, Patrick	SD-08820	Cultural Resource Survey for the Proposed Van Nuys Canyon Sewer, Canyon Access Project, San Diego, California	2003
Rosen, Martin D.	SD-09007	Historical Resources Compliance Report for the Implementation of a Corridor Management Plan (CMP) on State Route 163 Through Balboa Park, City of San Diego, California	2004
Ni Ghabhlain, Sinead	SD-09367	Cultural Resources Initial Study for the Boulevard at North Park Project	2004
Case, Robert P. and Carol Serr	SD-09742	Cultural Resources Mitigation Monitoring Report for the Archstone Presidio View Apartment Project (MV PDO 99- 0348), Mission Valley Community Planning Area, City of San Diego, California	2005
Robbins-Wade, Mary	SD-10012	Historic Property Survey report SR 163/Friars Road Interchange San Diego, California	2005
May, Vonn Marie	SD-10444	Uptown Historic Architectural and Cultural Landscape Reconnaissance Survey	2006
Arrington, Cindy	SD-10551*	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State Of California	2006
Rosenberg, Seth A. and Brian F. Smith	SD-11529	Archaeological Resource Report Form: Archaeological Survey of The Hampton Inn Suites Project	2007
Robbins-Wade, Mary	SD-11826*	Archaeological Resources Analysis for the Master Stormwater System Maintenance Program, San Diego, California Project. No. 42891	2008
Herrmann, Myra	SD-12200*	Draft Environmental Impact Report for the Master Storm Water System Maintenance Program (MSWSMP)	2009
Ni Ghabhlain, Sinead and Drew Pallette	SD-12422*	A Cultural Resources Inventory for the Route Realignment of the Proposed Pf. Net / AT&T Fiber Optics Conduit Oceanside to San Diego, California	2001
Rosen, Martin	SD-12425	Historic Property Survey Report for the Construction of a Multiuse Bicycle and Pedestrian Path in Mission Valley, San Diego, California	2009

Author	Report #	Title	Date
Case, Robert P.	SD-12426	Phase I Archaeological Survey for the San Diego River Multi-Use Bicycle and Pedestrian Path Project (Work Order No. 581910), Mission Valley Community Planning Area, City Of San Diego, California	2009
Shearer-Nguyen, Elizabeth	SD-12637	State Route 163/Friars Road Interchange Project	2010
Robbins-Wade, Mary	SD-13006*	Master Storm Water System Maintenance Program	2011
Rosen, Martin D.	SD-13202*	Cultural Resources Technical Assessment for the Program Environmental Impact Report for the San Diego River Park Master Plan, City of San Diego, California	2011
Robbins-Wade, Mary	SD-13461	Mission Valley Waterline Break Emergency Archaeological Monitoring	2012
City Of San Diego	SD-13918*	The San Diego River Park Master Plan	2012
Robbins-Wade, Mary	SD-13956	Archaeological Resources Inventory for the Hazard Center Drive Extension Project, San Diego, California	2013
Prouty, Michael	SD-13987*	An Archaeological Overview of the San Diego River Watershed, San Diego County, California	2013

<sup>\*</sup>Within the APE.

The records search indicated that 14 cultural resources were previously recorded within 0.25 mile of the project site (Table 2). Of the 14 sites within the 0.25-mile buffer, one site and one isolate are located within the project area.

Table 2. Previously Recorded Resources within 0.5 Mile of the Project Area

P Number	Trinomial Number	Description
P-37-11767	CA-SDI-11767	Shell and lithic scatter
P-37-12128	CA-SDI-12128	Shell scatter
P-37-12132	CA-SDI-12132	Shell scatter
P-37-26842	CA-SDI-17577	Historic trash scatter
P-37-29700	CA-SDI-18995	Shell scatter
P-37-29807		San Diego River Bridge
P-37-30928		Isolate
P-37-30929*		Isolate
P-37-30931		Isolate
P-37-30932		Isolate
P-37-30933		Isolate
P-37-30938*	CA-SDI-19631	Historic trash deposit
P-37-30943	CA-SDI-19636	Historic trash deposit
P-37-30944	CA-SDI-19637	Modern trash scatter

<sup>\*</sup>Within the Project Area.

The site located in the project area, P-37-30938, is a historic trash deposit that was found during trenching for the Hotel Circle undergrounding project (Davidson 2008). The deposit boundary was not defined by the project and likely extends both north and east from where it was found in the southeastern portion of the project area (near the property line roughly across the driveway from the Clarendon room.) The artifacts, one whole glass medicine bottle, four ceramic plate fragments, and several pieces of unidentified rusted metal, appeared to date to the late 1880s.

The isolate, P-37-30929, consists of three fragments of an historic plate of unspecified age. Of the original plate, these fragments comprise only approximately one-third of its total. This isolate was discovered above an existing pipe near the southeast corner of the Town and Country Hotel. It was found during the monitoring of underground trenching activities.

#### **5.2** Native American Contact Program

A letter was sent to the Native American Heritage Commission (NAHC) on August 19, 2015. A response letter from the NAHC was received on September 3, 2015. A search of the Sacred Lands File by the NAHC failed to indicate the presence of cultural resources within the project area or the immediate surrounding area. The NAHC response also included a list of local Native American tribes and contacts that are traditionally and culturally affiliated with the area. On September 16, 2015, letters were sent to the list of Native American contacts provided by the NAHC (listed below), requesting further information on resources and soliciting comment on the project survey. The letters included a description of the project, a map of the project area, and a response form with self-addressed envelope. To date, no responses have been received. Follow-up phone calls will be placed to attempt to reach the Native American contacts. Copies of all correspondence with Native American representatives are attached in Section 9.0 Attachments.

Barona Group of the Capitan Grande Clifford LaChappa, Chairperson 1095 Barona Road Lakeside, CA 92040 cloyd@barona-nsn.gov (619)443-6612 (619)443-0681

Ewiiaapaayp Tribal Office Robert Pinto Sr., Chairperson 4054 Willows Road Alpine, CA 91901 wmicklin@leaningrock.net (619)445-6315 La Posta Band of Mission Indians Gwendolyn Parada, Chairperson 8 Crestwood Road Boulevard, CA 91905 LP13boots@aol.com (619)478-2113 (610)478-2125

Manzanita Band of Kumeyaay Nation Angela Elliott Santos, Chairperson P.O. Box 1302 Boulevard, CA 91905 aelliottsantos7@aol.com (619)766-4930 San Pasqual Band of Mission Indians Allen E. Lawson, Chairperson P.O. Box 365 Valley Center, CA 92082 allenl@sanpasqualtribe.org (760)749-3200

Sycuan Band of the Kumeyaay Nation Cody J. Martinez, Chairperson 1 Kwaaypaay Court El Cajon, CA 92019 ssilva@sycuan-nsn.gov (619)445-2613

Viejas Band of Kumeyaay Indians Anthony R. Pico, Chairperson P.O. Box 908 Alpine, CA 91903 jhagen@viejas-nsn.gov (619)445-3810

Campo Band of Mission Indians Ralph Goff, Chairperson 36190 Church Road, Suite 1 Campo, CA 91906 rgoff@campo-nsn.gov (619)478-9046

Jamul Indian Village Raymond Hunter, Chairperson P.O. Box 612 Jamul, CA 91935 Rhunter1948@yahoo.com (619)669-4785 Mesa Grande Band of Mission Indians Mark Romero, Chairperson P.O. Box 270 Santa Ysabel, CA 92070 mesagrandeband@msn.com (760)782-3818

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

Inaja Band of Mission Indians Rebecca Osuna, Chairman 2005 S. Escondido Blvd Escondido, CA 92025 (760)737-7628

Iipay Nation of Santa Ysabel Clint Linton, Director of Cultural Resources P.O. Box 507 Santa Ysabel, CA 92070 cjlinton73@aol.com (760)803-5694

Iipay Nation of Santa Ysabel Virgil Perez, Chairperson P.O. Box 130 Santa Ysabel, CA 92070 (760)765-0845

#### **5.3** Field Reconnaissance

No artifacts were observed during the field reconnaissance. The previously recorded archaeological site (P-32-30938) and isolate (P-37-30929) were not relocated due to their respective locations having been paved. No new archaeological resources were identified in the project area.

#### SECTION 6.0 RECOMMENDATIONS

The project area is in an area of high archaeological sensitivity. Its location next to the San Diego River would have made it highly attractive for both historic and prehistoric settlement. Historic roads passed near the project area on the way to the Mission San Diego de Alcala. Because of the alluvial nature of soil deposition in the valley, archaeological sites could be deeply buried within the project area beneath the soils previously disturbed by construction. Many prehistoric sites have been identified within the valley with cultural remains recovered at depths up to four meters below the ground surface with intact deposits well below the water table. Known sites near the project area include at least seven prehistoric resources located within the Riverwalk Golf Course immediately west of the Town and Country property, with most dating to less than 2,500 years B.P. A large prehistoric site, CA-SDI-12,126 was found just west of the project area (see Section 10.0, Confidential Appendices).

While deep construction in areas of the complex would likely have destroyed some archaeological remains in the project area, the possibility exists that intact significant archaeological deposits may be present in undisturbed soils beneath the developed area. Archaeological monitoring is recommended and will likely be required by the City's Development Services Department (DSD) and Mitigation Monitoring Coordination (MMC) section. A Mitigation Monitoring and Reporting Program that outlines the level of monitoring and identifies protocols for discovery situations should be prepared prior to construction and in consultation with the City. Additionally, some form of pre-construction subsurface excavation such as backhoe trenching is may be warranted in areas of highest disturbance.

#### **SECTION 7.0 SOURCES CONSULTED (September 2014)**

National Register of Historic Places
California Register of Historical Resources
City of San Diego Historical Resources Register
South Coastal Information Center (Archaeological/Historical Records)

#### 7.1 Other Sources Consulted

#### Bancroft, Hubert Howe

1884 History of California, vol. 1, p. 137. San Francisco: The History Company.

#### Bean, Lowell J., and Florence C. Shipek

1978 Luiseño. In California, edited by Robert F. Heizer, pp. 550-563, Handbook of North American Indians, Vol. 8, Smithsonian Institution, Washington D.C.

#### Bedwell, S. F.

1970 Prehistory and Environment of the Pluvial Fork Rock Lake Area of South Central Oregon. Ph.D. dissertation, University of Oregon, Eugene.

#### Bowden-Renna, Cheryl, and Christy Dolan

2006 Final Archaeological Monitoring and Trenching for the Caltrans District 11 New Headquarters (Blocks 4535, 4536, 4548, 4549, 4550, 4553, 4554, and 4556) San Diego, California. Report on file at the South Coastal Information Center, San Diego. April.

#### Bull, C.

1983 Shaking the Foundations: The Evidence for San Diego Prehistory. Casual Papers. 1(3): 15-64. Cultural Resource Management Center, San Diego State University.

Campbell, E. W. C., W. H. Campbell, E. Antevs, C. E. Amsden, J. A. Barbieri, and F. D. Bode 1937 The Archaeology of Pleistocene Lake Mohave. Southwest Museum Papers No. 11, Los Angeles, California.

#### Carrico, Richard L.

1987 Historical Study of the Proposed Old Town Square San Diego, California. Unpublished report on file at the South Coastal Information Center.

#### City of San Diego.

2009 Land Development Manual, Historical Resources Guidelines, Appendix E, Part 1.2

2013 Mission Valley Community Plan. San Diego, CA: The City of San Diego.

#### Clement, Dorene and Thad M. Van Bueren

1993 Historic Architectural Survey Report and Historic Study Report for the Caltrans District 11 Office Complex Old Town San Diego. Report prepared by Caltrans District 11. Unpublished report on file at South Coastal Information Center, San Diego State University, San Diego, California.

#### Cline, Lora L.

1984 Just Before Sunset. J & L Enterprises, Jacumba, California.

#### Cook, Sherburne F.

1976 The Conflict between the California Indian and White Civilization. University of California Press, Berkeley and Los Angeles.

#### Crawford, Richard W.

1995 "Mission Valley: Smokestacks and Geraniums." *The Journal of San Diego History 41:3*. San Diego, CA: San Diego Historical Society Quarterly.

#### Davidson, Elizabeth

2008 Department of Parks and Recreation 523 Archaeological Site Record P-37-030938. On file at the South Coastal Information Center, San Diego, CA.

#### Davis, Edward J.P.

1953 Historical San Diego: The Birthplace of California. San Diego: Edward J.P. Davis.

#### Davis, Emma Lou, Clark W. Brott, and David L. Weide

1969 The Western Lithic Co-Tradition. San Diego Museum of Man Papers 6.

#### Ezell, Paul H.

1987 The Harris Site – An Atypical San Dieguito Site, or Am I Beating a Dead Horse? In San Dieguito-La Jolla: Chronology and Controversy, edited by D. Gallegos, pp. 23-34. San Diego County Archaeological Society Research Paper Number 1. San Diego.

#### Felton, D. L.

1996 Site record for CA-SDI-14,293. On file at the South Coastal Information Center, San Diego State University, San Diego, California.

#### Freischlag, Linda.

1971 "The Role of the San Diego River in the Development of Mission Valley." *The Journal of San Diego History 17:2.* San Diego, CA: San Diego Historical Society Quarterly.

#### Gallegos, Dennis

1987 A Review and Synthesis of Environmental and Cultural Material for the Batiquitos Lagoon Region. In San Dieguito – La Jolla: Chronology and Controversy, edited by Dennis Gallegos, pp. 23-34. Research Paper No. 1, San Diego County Archaeological Society, San Diego

#### Geotechnics Inc.

2000 Geotechnical Investigations Caltrans Office Building Replacement San Diego, California.

#### Hanna, P. T. (editor)

1933 [1813] Chinigchinish: A Revised and Annotated Version of Alfred Robinson's Translation of Father Geronimo Boscana's Historical Account of the Belief, Usages, Customs, and Extravagencies[!] of the Indians of this Mission of San Juan Capistrano Called the Acagchemem Tribe. Fine Arts Press, Santa Ana, California.

#### Hurtado, Albert L.

1988 Indian Survival on the California Frontier. Yale University Press, New Haven, Connecticut.

#### Kroeber, A. L.

1925 Handbook of the Indians of California. Bureau of American Ethnology Bulletin 78. Smithsonian Institute, Washington. Reprinted in 1976 by Drover Publications, New York.

#### Moratto, Michael

1984 California Archaeology. Academic Press, Inc., New York.

#### Potter, Matt

2013 "Lowe Enterprises Seeks to Develop Mission Valley's Town and Country Hotel." San Diego Reader.

#### Pourade, Richard F.

1960 The History of San Diego: The Explorers. Union-Tribune Publishing Company, San Diego, California.

1961 The History of San Diego: Time of the Bells. Union-Tribune Publishing Company, San Diego, California.

#### Rogers, Malcolm J.

1939 Early Lithic Industries of the Lower Basin of the Colorado River and Adjacent Desert Areas. San Diego Museum of Man Papers 3.

#### Rolle, Andrew

1998 California: a History. 5th ed. Harlan-Davidson, Wheeling, Illinois.

#### San Diego Union

1953a "\$800,000 Hotel Development Planned for Mission Valley." San Diego Union. May 3, 1953, Page 46.

1953b "Million Dollar Mission Valley Hotel Started." San Diego Union. June 7, 1953, Page 47.

#### Sparkman, Philip S.

1908 The Culture of the Luiseño Indians. University of California Publications in American Archaeology and Ethnology 8(4):187-234.

#### True, D. L.

1970 Investigation of a Late Prehistoric Complex in Cuyamaca Rancho State Park,

#### United States Geological Survey (USGS)

1903 La Jolla 15' Quadrangle. Reston, VA: U.S. Department of the Interior.

1943 La Jolla 7.5' Quadrangle. Reston, VA: U.S. Department of the Interior.

1983 La Jolla 7.5' Quadrangle. Reston, VA: U.S. Department of the Interior.

#### Warren, Claude N.

1967 The San Dieguito Complex: A Review and Hypothesis. American Antiquity 32:168-187.

Warren, Claude N., and H. T. Ore

1978 Approach and Process of Dating Lake Mojave Artifacts. Journal of California Anthropology 5(2):179-187.

Warren, Claude N., Gretchen Sieglar, and Frank Dittmer

1993 Paleoindian and Early Archaic Periods. In Historic Properties Background Study for the City of San Diego Clean Water Program. Brian F. Mooney Associates, Prepared for the Clean Water Program for Greater San Diego.

#### **SECTION 8.0 CERTIFICATION**

Christy CV Dolar

atrick M= Simis

Preparers:

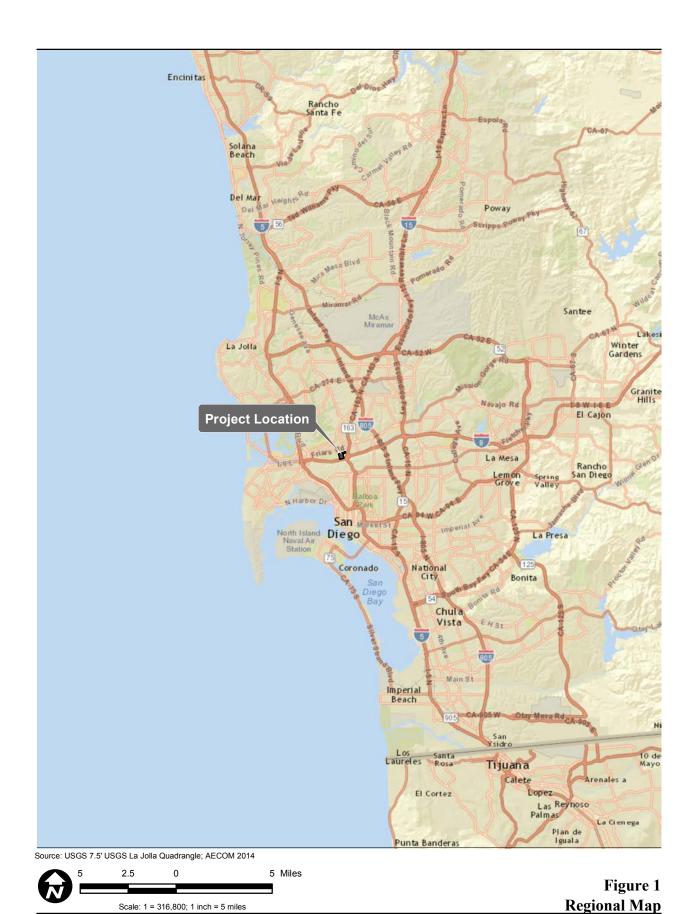
Christy Dolan

Title: Senior Archaeologist

Patrick McGinnis

Title: Senior Archaeologist

# SECTION 9.0 ATTACHMENTS



Scale: 1 = 316,800; 1 inch = 5 miles

Town & Country Resort and Convention Center Redevelopment Project

Path: P:\2014\60329917\_TC\_Lowe\900-CAD-GIS\920 GIS\922\_Maps\Cultural\Draft\_Memo\Regional.mxd, 9/26/2014, sorensenj

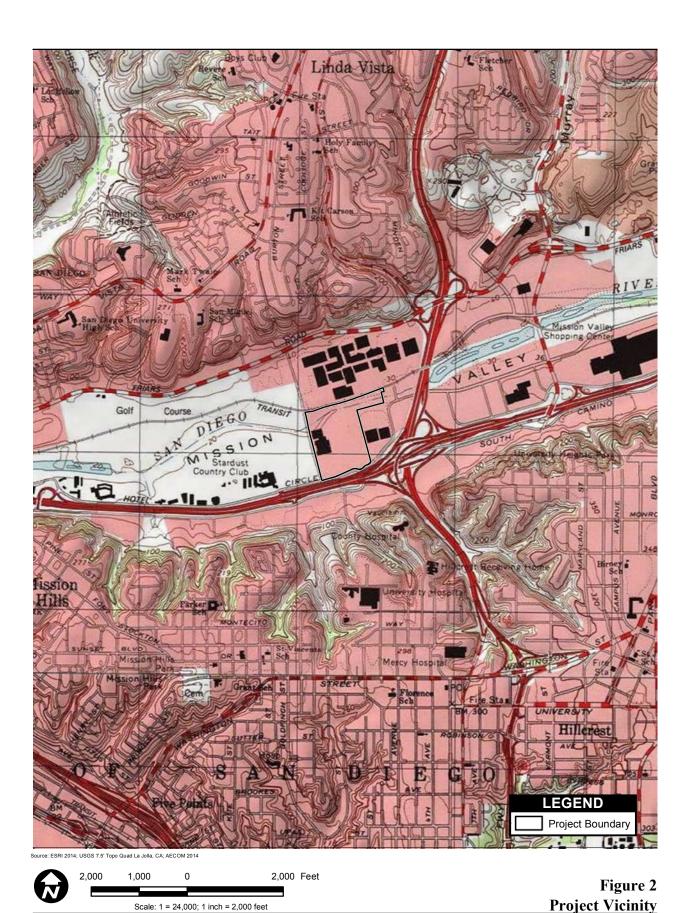




Figure 3

Scale: 1 = 3,600; 1 inch = 300 feet

Figure 3

Project Area

#### **NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 (916) 373-3710 (916) 373-5471 FAX



September 3, 2015

Colin Recksieck Historian AECOM 401 West A Street, Suite 1200 San Diego, CA 92101

Sent by email: <a href="mailto:colin.recksieck@aecom.com">colin.recksieck@aecom.com</a>

Pages: 3

RE: Native American Consultation, Pursuant to Public Resources Code Sections 21080.1, 21080.3.1 and 21080.3.2, Town & County Hotel Property, Community of Mission Valley, San Diego County

Dear Mr. Recksieck:

Attached is a consultation list of tribes traditionally and culturally affiliated with the above referenced project area. A Native American Heritage Commission (NAHC) Sacred Lands File check was completed for the USGS coordinates you provided (La Jolla quadrangle, Township 16 south, Range 3 west) with negative results.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the NAHC for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC requests that lead agencies include in their notifications information regarding any cultural resources assessment that has been completed on a potential "area of project affect" (APE), such as:

- 1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
  - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;

- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE: and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
- 2. The results of any archaeological inventory survey that was conducted, including:
  - Any report that may contain site forms, site significance, and suggested mitigation measurers.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

- 3. The results of any Sacred Lands File (SFL) check provided by the NAHC. The SFL was checked and no sites were found.
- 4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
- 5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

Lead agencies or agencies potentially undertaking a project are encouraged to send more than one written notice to tribes that are traditionally and culturally affiliated to a potential APE during the 30-day notification period to ensure that the information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: rob.wood@nahc.ca.gov.

Sincerely,

Rob Wood

Associate Program Analyst

Ros Wood

#### **Native American Heritage Commission Tribal Consultation List** San Diego County September 3, 2015

Barona Group of the Capitan Grande

Clifford LaChappa, Chairperson

1095 Barona Road

Diegueno

Lakeside

(619) 443-6612 -

, CA 92040

cloyd@barona-nsn.gov

(6190 443-0681

Sycuan Band of the Kumeyaay Nation

Cody J. Martinez, Chairperson

1 Kwaaypaay Court

, CA 92019

Diegueno/Kumevaav

Diegueno/Kumeyaay

Diegueno/Kumeyaay

Diegueno/Kumeyaay

Diegueno

El Caion

ssilva@sycuan-nsn.gov

(619) 445-2613

**Ewijaapaayp Tribal Office** 

Robert Pinto Sr., Chairperson

4054 Willows Road

, CA 91901 wmicklin@leaningrock.net

(619) 445-6315

Diegueno/Kumeyaay P.O. Box 908

Diegueno/Kumeyaay

Anthony R. Pico, Chairperson

Alpine

, CA 91903

ihagen@viejas-nsn.gov

(619) 445-3810

La Posta Band of Mission Indians

Gwendolyn Parada, Chairperson

8 Crestwood Road Boulevard

, CA 91905

LP13boots@aol.com

(619) 478-2113

(619) 478-2125

Campo Band of Mission Indians

Viejas Band of Kumeyaay Indians

Ralph Goff, Chairperson

Diegueno/Kumeyaay 36190 Church Road, Suite 1

Campo , CA 91906

rgoff@campo-nsn.gov

(619) 478-9046

Manzanita Band of Kumeyaay Nation

Angela Elliott Santos, Chairperson

P.O. Box 1302

Boulevard

, CA 91905

aelliottsantos7@aol.com

(619) 766-4930

Jamul Indian Village

Raymond Hunter, Chairperson

P.O. Box 612

Jamul

, CA 91935

Rhunter1948@yahoo.com

(619) 669-4785

San Pasqual Band of Mission Indians

Allen E. Lawson, Chairperson

P.O. Box 365

Valley Center , CA 92082 allenl@sanpasqualtribe.org

(760) 749-3200

Diegueno

Mesa Grande Band of Mission Indians

Mark Romero, Chairperson

P.O Box 270

Santa Ysabel , CA 92070

mesagrandeband@msn.com

(760) 782-3818

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. This list is applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 and 21080.3.2. Town and Country Hotel Property, Community of Mission Valley, San Diego County.

#### **Native American Heritage Commission Tribal Consultation List San Diego County September 3, 2015**

Kwaaymii Laguna Band of Mission Indians

Carmen Lucas

P.O. Box 775

Diegueno-Kwaaymii

, CA 91962 Pine Vallev

Kumeyaay

(619) 709-4207

Inaja Band of Mission Indians Rebecca Osuna, Chairman 2005 S. Escondido Blvd.

Escondido

, CA 92025

Diegueno

(760) 737-7628

lipay Nation of Santa Ysabel Clint Linton, Director of Cultural Resources P.O. Box 507 Santa Ysabel , CA 92070 cjlinton73@aol.com

Diegueno/Kumeyaay

lipay Nation of Santa Ysabel Virgil Perez, Chairperson

P.O. Box 130

Santa Ysabel , CA 92070

(760) 765-0845

(760) 803-5694

Diegueno/Kumeyaay

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. This list is applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 and 21080.3.2. Town and Country Hotel Property, Community of Mission Valley, San Diego County.



AECOM 401 West A Street Suite 1200 San Diego, CA 92101 www.aecom.com 619.610.7600 tel 619.610.7601 fax

September 17, 2015

Mr. First Last Addressee Title Address Line 1 Address Line 2 Address Line 3

Dear Mr. Last:

AECOM, at the request of Lowe Enterprises, is currently preparing an Environmental Impact Report (EIR) to evaluate potential environmental impacts associated with the Town and Country Resort and Convention Center Redevelopment Project. This project will reduce the total number of rooms and convention space square footage, and renovate and create new recreation facilities and food and beverage services at the Town and Country Resort and Convention Center.

#### **Project Location**

The project area is located on approximately 39 acres in the City of San Diego, and includes the entire Town and Country site (see map enclosed). The project site is bounded by Hotel Circle North on the south, Fashion Valley Road on the west, and Riverwalk Drive on the north. Because the proposed alterations are throughout the project property, the area of potential affect (APE) is considered to be the entire footprint of the project area.

#### **Background**

The Town and Country Hotel was the first hotel constructed in Mission Valley. It was built in 1953 as an effort by Charles Brown, the head of Town and Country Hotel's planning and construction, to draw business toward Mission Valley and away from downtown.

Prehistorically, the project area is in the traditional territory of the Kumeyaay. Their settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places. Major coastal villages were known to have existed along the San Diego River, including one at the mouth of the river. However, despite numerous recent investigations, the actual site has not been found.

Historically, the project area is located on what were once Pueblo Lands. These were ranch lands that were previously part of the mission system. Mission land became part of the rancho system once the Spanish mission system was secularized by the Mexican government over a period of years, with 1834 usually given as the time of completion. The population of San Diego boomed in the late 19th century, but Mission Valley remained mostly a place for grazing livestock; it was not until the period of 1915 to 1926 that the area would become occupied. Development of the Mission Valley didn't become feasible until 1953 when the Army Corps of Engineers finished work on a control channel at the mouth of the San Diego River to control the area's frequent flooding. Because of this control channel, rapid development occurred in the early 1950s, including the construction of the Town and Country Hotel.



Mr. First Last Addressee Title September 17, 2015 Page 2

#### **Cultural Resources**

A records and literature search was conducted at the South Coastal Information Center (SCIC) at San Diego State University on September 23, 2014. The records search indicated that 14 cultural resources were previously recorded within 0.25 mile of the project site. Of the 14 resources within the 0.25-mile buffer, one site and one isolate are located within the project area. The site is a historic trash deposit from the late 1880s, and the isolate is fragments of a historic plate of unknown age.

A pedestrian survey of the project area was also conducted by AECOM on September 23 and 24, 2014. The survey was limited due to the fact that the project area is almost entirely paved or landscaped, with the exception of the areas adjacent to the San Diego River. No artifacts were observed during the field reconnaissance. The previously recorded archaeological site was not relocated due to its location having been paved. No new archaeological resources were identified in the project area.

The purpose of this letter is to notify you of this project and to solicit your input. We would like to know if you have any questions, comments, or concerns. A project map, a reply form, and a self-addressed stamped envelope have been included for your convenience. Providing comments now does not limit your ability to comment at a later time. Please write or call by October 30, 2015 so that we may include your views in our report.

Sincerely,

Lauren Trimble Archaeologist

Enclosure: Map

Response Form

Stamped reply envelope

### CONTACT PROGRAM RESPONSE FORM Town and Country Resort and Convention Center Redevelopment Project (60329917)

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#### **SECTION 10.0**

#### **CONFIDENTIAL APPENDICES**

(bound separately)