Mitigation Monitoring and Reporting Program

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APPENDIX A

Notice of Preparation, Comment Letters and Scoping Meeting Materials

NOTICE OF PREPARATION

To: Distribution List

Subject: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT **EIR #10-04**

Lead Agency:

Agency Name:	City of Chula Vista
Street Address:	276 Fourth Avenue
City/State/Zip:	Chula Vista, CA 91910
Fax:	(619) 409-5859
Contact:	Glen Laube, Associate Planner

The City of Chula Vista publicly announces its intent to initiate the preparation of an Environmental Impact Report (EIR) for the following "project" as defined by the California Environmental Quality Act (CEQA) and as set forth in Public Resources Code 21065.

The City of Chula Vista is the Lead Agency and will prepare an EIR for the project identified below. A description of the proposed project, as well as an explanation of potential environmental effects, is provided in this Notice of Preparation (NOP).

Please provide your written comments including specific statutory responsibilities of your agency, as applicable. Written comments must be received at the earliest possible date, but no later than 30 days after receipt of this notice. Please send your response and the name of the contact person to: Glen Laube, Associate Planner, at the address shown above. A public scoping meeting will be held on July 8, 2010 from 3:00 pm to 5:00 pm in the City of Chula Vista Public Services Building 300 (Conference Room 129), located at 276 Fourth Avenue.

Project Title: Second-Tier Environmental Impact Report for the Otay Ranch Village 9 Sectional Planning Area (SPA) Plan and Tentative Map (TM)

Project Location: City of Chula Vista within San Diego County

Project Description: The project proposes to develop approximately 273 acres of the 323-acre Otay Ranch known as Village 9. The project would implement development planned for Otay Ranch Village 9 in the Otay Ranch General Development Plan (GDP), as amended. The proposed project is comprised of the following land use components: 46.4 acres of mixed-use Eastern Urban Center (EUC), 36.1 acres of a mixed-use Town Center; 68.2 acres of mixed-use residential; 14.8 acres of single family townhomes; 28.2 acres of single-family development; 10.0 acres of neighborhood park; 7.8 acres of urban parkland; 8.1 acres of pedestrian parks; 5.0 acres of community purpose facility (CPF); an 11.7-acre elementary school site; and a total of 4,000 multi- and single-family residential units. The remainder of Village 9 consists of 50.0 acres set aside to allow for higher educational purposes and related compatible uses, active public recreation, quasi public uses, and all other ancillary uses to a university.

DATE: June 25, 2010 Signature: Glen Laube

Title: Associate Planner Telephone: (619) 476-2329

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED OTAY RANCH VILLAGE 9 SECTIONAL PLANNING AREA (SPA) PLAN

PROJECT LOCATION:

The proposed SPA Plan area consists of approximately 323 acres located within the Otay Ranch General Development Plan (GDP) area. The SPA Plan area is located entirely within the City of Chula Vista, California near the southeasterly edge of the City's limits. Chula Vista is located in San Diego County, approximately 2 miles south of the City of San Diego, and approximately 2 miles north of the US-Mexico International Border.

Figure 1, Project Vicinity, and Figure 2, Surrounding Land Uses, illustrates the proposed project's location and surrounding uses. The proposed project site is located adjacent to State Route 125 (SR-125) and is surrounded on three sides by undeveloped land. Approximately 50 acres of the easternmost portion of the site will be dedicated for future University uses. The remainder of the University uses would be located to the east of the SPA Plan area. Otay Valley Regional Park and the Otay River Valley form the southerly boundary; the westerly boundary is SR-125; and the northerly boundary is the Eastern Urban Center. Eastlake Parkway and Hunte Parkway, which currently terminates at the northeasterly boundary of the project site, provide access to the site.

PROJECT SETTING:

The project area ranges in elevation from approximately 560 feet above mean sea level (AMSL) in the northeastern portion to 370 feet AMSL in the southwestern portion. Bluffs abutting the Otay River Valley are located to the south. The project site consists of vacant, ranch and dry-farmed lands. Existing runoff from the project site drains via overland flow in a southerly direction to the receiving Otay River.

The proposed project area includes 4.2 acres of land designated as a 100 percent Conservation Area (Preserve) under the Chula Vista Multiple Species Conservation Plan (MSCP) Subarea Plan. This area has been designated as permanent open space.

The Otay Valley Regional Park (OVRP) is located to the south of the project site. Ultimately, the park extends about 11 miles from the southeastern edge of the salt ponds near San Diego Bay, through the Otay River Valley, to the land surrounding both Lower and Upper Otay Lakes. The OVRP Concept Plan, a multi-jurisdictional planning effort by the County of San Diego and the cities of Chula Vista and San Diego, has been prepared for the OVRP and was designed to complement the City's MSCP Subarea Plan.

PROJECT BACKGROUND:

The approximately 23,000-acre Otay Ranch is a master-planned community that includes a broad range of residential, commercial, retail, and industrial development interwoven with civic and

community uses, such as libraries, parks, and schools, together with an open space preserve system consisting of approximately 11,375 acres. The Otay Ranch General Development Plan (GDP) was adopted by the Chula Vista City Council and the San Diego County Board of Supervisors on October 28, 1993, and was accompanied by a Program Environmental Impact Report EIR-90-01 (SCH #89010154). The GDP area consists of 14 villages and 5 planning areas. Villages typically consist of residential development arranged around a village core or town center. Village cores include a mix of high-density residential housing and commercial uses to serve the Village. Town centers consist of a mix of high-density residential, office, and retail commercial uses to serve larger or multiple villages. Planning areas are study areas designated for special development that does not fit the village model. The planning areas include the Eastern Urban Center (EUC), the planned University, Regional Technology Park (RTP), and rural estate residential areas.

The Otay Ranch GDP was most recently amended on December 5, 2005 with approval of the City of Chula Vista General Plan Update and associated General Plan Update EIR (EIR #05-01).

A General Plan Amendment/General Development Plan Amendment (GPA/GDPA) and associated Supplemental EIR (SEIR #09-01) are currently being prepared. The Notice of Preparation (NOP) for SEIR #09-01 was filed with the State Clearinghouse (SCH) on January 20, 2010. The proposed GPA/GDPA includes, but is not limited to, new General Plan text, policies, roadway and utility corridor improvements, and supporting exhibits and tables necessary to implement Village 8 West, Village 8 East, Village 9, and the University/RTP site. SEIR #09-01 is being prepared as a Program EIR in accordance with CEQA Guidelines Section 15168(a). An advantage to a Program EIR is that it allows for the consideration of effects, alternatives, and cumulative impacts that would be impractical in a project-level EIR.

Due to the size and complexity of Otay Ranch, both the planning and environmental documentation for the specific planning areas or villages within the Otay Ranch have been tiered. As specific villages and planning areas are proposed for development, second-tier documentation is required for more precise or project-level planning and project-specific environmental documentation. Under the implementation program for Otay Ranch, Sectional Planning Area (SPA) plans are required to be approved before final development entitlements can be considered. The proposed project is a SPA plan that will detail the development standards, land plans, goals, objectives and policies of the GDP. As such, the proposed Village 9 SPA Plan and associated EIR will be second-tier documents, tiering from SEIR #09-01.

PROJECT DESCRIPTION:

The proposed project consists of the Village 9 SPA plan and TM. Village 9 a part of the fourteen villages and five planning areas designated within the Otay Ranch GDP area. The GDP designated Village 9 as an Urban Village Town Center and a residential village of low-medium density to the south of the Town Center. Urban Villages' Town Centers are intended to be adjacent to existing urban development and planned for transit-oriented development with higher densities and mixed uses within a quarter mile of a transit stop or station.

Figure 3 (attached) illustrates the Site Utilization proposed by the SPA plan. The proposed development has been organized into transects. Transect, or form-based, planning focuses on the

form of development rather than land use and seeks to provide a gradual transition from intense urban development to open space areas. The proposed SPA plan would implement form-based regulations and standards that focus on the physical relationships between buildings, streets, and public spaces. Form-based codes approach the development of land by regulating the form, character, and street presence of a building to focus attention on the public presentation of buildings, creating a public realm that is comfortable for pedestrians. Land uses are still controlled but they play a secondary role to the creation of walkable, pedestrian-friendly communities and streetscapes. This approach eliminates the need for separate PC Regulations and a Design Plan by providing a more integrated approach to defining neighborhoods in terms of form and character.

Development of the SPA would be completed in four phases. Phase I would develop 267 to 482 multi-family residential units, 111 to 145 single-family units, and approximately 194,000 square feet (sf) of commercial space in the middle portion of the project site. Phase II would develop 650 to 1,270 multi-family residential units, no single-family residential units and approximately 580,000 sf of commercial space in the western area of the project site. Phase III would develop 293 to 555 multi-family units, 80 to 121 single-family units and approximately 58,000 sf of commercial land use in the southeastern portion of the project site. Phase IV would develop 1,029 to 1,427 multi-family residential units and 668,000 sf of commercial space in the northern portion of the project site. The actual sequencing of phases will be determined by current market conditions.

A Public Facilities Finance Plan (PFFP) is required as part of the SPA. The PFFP would implement the City of Chula Vista Growth Management Program and Ordinance. The intent of the document is to ensure that the phased development of the project is consistent with the overall goals and policies of the City's General Plan, Growth Management Program, and the Otay Ranch GDP. The PFFP components include an analysis of infrastructure facilities, such as water and sewer, and the provision of community services and facilities including fire protection and emergency services, law enforcement, libraries, schools, and parks. The PFFP will require specific facilities for each phase to ensure that improvements adequately serve the proposed development and meet City threshold standards.

The proposed land uses for Village 9 are provided in Table 1. The EUC and Town Center land uses provide the most intense level of development, have minimal setbacks to the street, and include high intensity development. The neighborhood edge zone includes the lowest level of development, greater setbacks to the street, and low-density development patterns to respect the adjacent open space area. The SPA plan and TM propose 46.4 acres of mixed use in the EUC and 36.1 acres of mixed-use in the Town Center. The Town Center mixed-use area would be centered on a pair of one-way streets, also known as an urban couplet. The Town Center also would be served by Bus Rapid Transit (BRT). Commercial uses would occur on ground floors with minimal setbacks to create an urban, pedestrian-oriented street environment. Also proposed are several recreational opportunities: a Neighborhood Park that would extend into the Town Center, providing approximately 10 acres of Park within the heart of the Village; 5.0 acres of community purpose facility (CPF); 8.1 acres of pedestrian parks, to serve residents south of Otay Valley Road; and an additional 7.8 acres of urban parkland that would serve as a focal point for the Town Center and the EUC land uses. The City is proposing that an access road/pedestrian

bridge shown in the original GDP and plans for SR-125 be provided in order to connect the Villages and support the pedestrian-oriented focus of the land use densities proposed by this development. An 11.7-acre area would be set aside to accommodate an elementary school site. In the event the school district does not select the proposed site, the site would be developed as mixed use residential but will not increase the overall densities of the Village. Housing units and the commercial area would be redistributed from other mixed-use planning areas.

Table 1. Village 9 SPA Proposed Land Uses

Use	Area (Acres)	Residential (Units)	Commercial (Square feet)
Proposed Development			
Mixed-Use EUC	46.4	1,500	1,190,000
Mixed-Use Town Center	36.1	894	278,000
Mixed Use Residential	68.2	1,340	32,000
Cluster Single-Family/Town homes	14.8	158	--
Single-Family	28.2	108	--
Schools	11.7	--	--
Community Purpose Facility	5.0	--	--
Parks	25.9	--	--
Open Space	9.7	--	--
Arterial Roadway Rights-of-Way & SR-125	27.4	--	--
Subtotal	**273.4**	**4,000**	**1,500,000**
Remainder of Village 9			
Future University	50.0	--	--
Total	**323.4**	**4,000**	**1,500,000**

The off-site improvements required for the proposed project include: construction of a public utilities access road with wastewater and storm drain utilities, and off-site grading. Sewer and storm drain utilities would include a 12 foot paved access road with 6 foot wide shoulders on the southerly portion of the access road. The total width of utility and access easement is 40 feet.

Residential land uses proposed in the SPA plan and TM include multi-family and single-family homes. Multi-family units would occur within the EUC, Town Center and mixed use residential land uses. A gradual transition in density would occur as one moves south towards the Otay River Valley. Design guidelines would control the design of these multi-family communities to create a strong relationship to the public street and reinforce the pedestrian-oriented character of the adjacent Town Center. Small lot single-family detached homes/town homes are proposed within the mixed use residential land use. These homes would consist of clustered housing, alley-loaded homes, or other small, detached residences in a variety of possible configurations. This area also could accommodate town homes or other attached residential units that are compatible with single-family neighborhoods. Single-family units on 4,000 square feet minimum lots are also proposed south of Otay Valley Road. Second dwelling units would be allowed on lots greater than 4,000 square feet and would provide opportunities for affordable housing.

The project also includes related infrastructure, including a multi-modal transportation network, and open space. Recycled water would also be provided. The proposed project will provide electric, gas, telephone and cable television utilities in conjunction with the requirements of the City, Cox Communication, AT&T, and San Diego Gas & Electric. A non-renewable Energy Conservation Plan will be prepared for the project. All off-site infrastructure improvements proposed within the Preserve will be subject to the facilities siting criteria contained in the City's MSCP Subarea Plan and Otay Ranch Resources Management Plan (RMP). Agricultural uses would continue to be a permitted within the proposed project area to allow utilization of vacant parcels until such time those parcels are developed. An Agricultural Plan will be prepared in conjunction with the SPA to control these uses and ensure that agricultural operations do not conflict with proposed development.

The proposed project involves cut and fill grading operations that would occur on-and off-site and will be fully address in the EIR. All project related grading activities would be subject to the requirements of the City's Municipal Code, Chula Vista General Plan, Otay Ranch GDP, the Otay Ranch Overall Design Plan, and the Otay Ranch Phase 2 RMP. Slopes would occur along roadways and adjacent to the perimeter of the development area. Slopes over 25 feet in height would feature contour grading. All slopes would be landscaped. The control measures that will be used during all on-site and off-site grading to minimize erosion and protect nearby open spaces and watersheds include, but are not limited to:

1. Schedule construction activities to reduce the amount and duration of soils exposed to wind, rain, runoff, vehicle tracking;
2. Preserve existing vegetation to the maximum extent practicable;
3. Apply hydraulic mulch, hydroseed, soil binders, straw mulch, geotextiles, or wood mulch to disturbed soils until permanent stabilization measures can be implemented; and
4. Create temporary earthen dikes and swales to divert runoff from stabilized and disturbed areas.
5. Install signage and prominently colored fencing wherever the limits of grading are adjacent to sensitive vegetation communities or other biological resources, as identified by a qualified monitoring biologist.

The development of the SPA will implement all state and local requirements to project water quality. All development would meet the requirements of the City's Standard Urban Storm Water Mitigation Plan (SUSMP), the Jurisdictional Urban Runoff Management Plan (JURMP), and the Storm Water Management and Discharge Ordinance (as specified in the City of Chula Vista Development and Redevelopment Storm Water Management Standards/Requirements Manual). Bio-retention based Best Management Practices (BMPs) are proposed within the Village 9 project site to treat urban runoff pollutants generated via the proposed roadways and sidewalks. To ensure that all runoff contained within the storm drain systems are treated prior to entering the storm drains, these BMPs will be located throughout the site at the proposed storm drain inlet locations. Low Impact Development (LID) practices will also be incorporated within the roadway and sidewalk design in accordance with state and local requirements to ensure that, to the maximum extent practicable (MEP), requirements are met for water quality with the Village 9 project site. The following permanent erosion control measures that would be implemented include, but are not limited to:

1. Install berms at the tops of all slopes;
2. Include concrete brow ditches in slope design;
3. Provide energy dissipation devices at storm drain outlet points; and
4. Landscape slopes and irrigate appropriately to minimize runoff.

The following discretionary actions would be required as part of the proposed project:

A. Adoption of Sectional Planning Area Plan and Associated Documents

1) SPA Plan, excluding the Development Code Chapter (adopted by resolution)
2) Development Code Chapter (must be adopted separately by ordinance)
3) Public Facilities Financing Plan/Fiscal Impact Analysis
4) Air Quality Improvement Plan
5) Water Conservation Plan
6) Non-renewable Energy Conservation Plan
7) Affordable Housing Plan
8) Community Purpose Facility Master Plan
9) Preserve Edge Plan
10) Park, Recreation, Open Space and Trails Plan
11) Agricultural Plan
12) Fire Protection Plan

B. Approval of Tentative Subdivision Map

C. Certification of the Final EIR and adoption of a Mitigation Monitoring and Reporting Program pursuant to CEQA

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT:

The City of Chula Vista has determined that the proposed project may cause significant, adverse environmental effects and potentially significant indirect, direct, and cumulative environmental effects. An EIR is, therefore, required in order to comply with State CEQA Guidelines Sections 15060 and 15081.

In accordance with CEQA requirements, the environmental impact analysis will outline the environmental setting of the project, and identify potential environmental impacts, significance of the potential impacts, and mitigation measures for potentially significant and adverse environmental issues. In accordance with Section 15150 of the CEQA Guidelines, this EIR will avoid duplicative analysis of basic policy considerations, and provide a means to incorporate by reference, where appropriate, portions of previously certified and related environmental documents, including the Otay Ranch 1993 GPA/GDP Program EIR (SCH #89010154), the 1995 Chula Vista Sphere of Influence Update EIR (SCH #94041056), 2005 GPU Supplemental EIR (SCH #2004081066), GPA/GDPA Supplemental EIR (SCH #09-01) and associated Mitigation Monitoring and Reporting Programs.

The EIR will address cumulative impacts, growth-inducing impacts, effects found not to be significant, irreversible environmental effects, and an alternative analysis. With respect to alternatives, the EIR will consider a reasonable range of CEQA level alternatives that may eliminate or reduce significant adverse environmental effects to a level of less than significant.

The City of Chula Vista has determined that the following issues must be discussed in the EIR for their relevance to development of the project area and in particular the Otay Ranch SPA project site. These include:

Agricultural Lands: The project site has been historically used for agriculture, specifically dry (not-irrigated) farming and cattle grazing. The project site includes Farmland of Local Importance and Grazing Land, as mapped by the California Department of Conservation. Therefore, a review of the agricultural value of the Otay Ranch as it relates to the County of San Diego and State of California agricultural business will be conducted. The San Diego County Important Farmlands Map will be utilized to identify and evaluate impacts. Special focus will be placed on the loss of Farmland of Local Importance. An Agricultural Plan will be prepared in conjunction with the SPA to ensure that ongoing agricultural operations do not conflict with proposed development.

Air Quality. The EIR will address air quality in the San Diego Air Basin (SDAB) in the vicinity of the project site. The EIR will identify potential air quality impacts associated with consistency with the State Implementation Plan, Regional Air Quality Strategy, and City and local air quality policies; violations of any air quality standard or contribution to an existing or projected air quality violation; exposure of sensitive receptors to substantial pollutant emissions; or creation objectionable odors that would affect a substantial number of people. The main source of air pollutant emissions associated with the proposed project would be vehicular emissions. Area sources of air pollutant emissions associated with the proposed project include: fuel combustion emissions from space and water heating, fuel combustion emissions from landscape maintenance equipment, volatile organic compound (VOC) emissions from periodic repainting of interior and exterior surfaces, and energy usage. An Air Quality Technical Report will be prepared in support of the EIR and an Air Quality Improvement Plan (AQIP) will be prepared as a required component of the SPA.

Biological Resources: The project site is generally undeveloped, though much of the site has been tilled for dry farming uses. The proposed project has the potential to result in direct and indirect impacts sensitive biological habitats and species. Direct impacts would occur from the removal of habitat. Indirect impacts may occur along the edge of development where human activities such as increases in noise, invasive species, lighting, and drainage may adversely impact sensitive wildlife species and their habitats. A Biological Resources Technical Report will be prepared for the EIR and will fully evaluate the potential impacts to these resources and will provide mitigation where applicable. The proposed project will also be reviewed and evaluated for consistency with the City's MSCP Subarea Plan, Otay Ranch RMP, and the policies and standards related to the conservation of sensitive biological resources identified in the City's General Plan. Both on-site impacts and off-site facilities will be addressed, including the off-site facilities (wastewater, storm drain conveyance, and public trails) that would be located in a portion of the MCSP Preserve. Where impacts are identified, mitigation measures

will be included. In addition to the Biological Resources Technical Report, a Preserve Edge Plan will be prepared as part of the proposed SPA Plan. The purpose of the Preserve Edge Plan is to identify allowable uses within appropriate land use designations for areas adjacent to the Preserve.

Cultural and Paleontological Resources. The EIR will review the potential cultural resources that may be found on the project site and the potential for the proposed project to disturb any resources. The EIR will evaluate the potential for the proposed project to comply with the policies and standards related to cultural and paleontological resources identified in the City's General Plan. Cultural and Paleontological Resources Reports will be prepared and appended to the EIR that will include a field evaluation and will identify the potential for encountering unknown resources on the project site. Mitigation measures for known and unknown resources will be identified, where applicable.

Geology/Soils: The project site contains areas of steep slopes (slopes greater than 25%) that may be susceptible to risks such as slope instability, debris flow, rock falls, erosion, and slope creep. The EIR will review existing studies in the City of San Diego, County of San Diego, and the Alquist-Priolo Special Studies Zone maps to determine the location of faults, seismic hazard areas, or issues of ground stability. A Geotechnical report will be prepared for the site and will be appended to the EIR.

Global Climate Change. The EIR will address the sources of greenhouse gas emissions and the potential impacts of global climate change, and hazards associated with climate change, consistent with the CEQA Guidelines amendments adopted December 30, 2009 (Appendix G of the CEQA Guidelines and CEQA Guidelines Section 15064.4). A Climate Change technical analysis will be prepared for the EIR, and will be included as an appendix to the EIR. The report will determine the potential greenhouse gas emissions associated with the proposed project based on City's procedures and will evaluate the potential for climate hazards associated with global climate change, such as flood hazards, sea-level rise, wildfire hazard and water supply/snowpack loss. Any GHG reducing features that would be incorporated into the proposed project will be discussed.

Hazards/Risk of Upset. A Phase I Environmental Site Assessment will be prepared for the project site and incorporated into the EIR. The EIR will address the risk of upset, past use of pesticides and fertilizers on site, existing water contamination, underground storage tanks and pipeline, hazardous emissions, proximity to airports and the Otay Landfill, wildland fires, and the potential to interfere with emergency response plans. Additionally, the potential for the proposed project to result in the increase transportation, use, and disposal of hazardous materials will be addressed.

Housing/Population: The EIR will address whether the project would induce substantial population growth in the area; displace substantial numbers or existing homes or people; or be inconsistent with the growth projections included in the City of Chula Vista General Plan Update or Otay Ranch GDP Update. As part of the analysis, the EIR will evaluate the project's consistency with the City of Chula Vista General Plan Housing Element with respect to affordable housing based on the information provided in the "Otay Land Company Affordable

Housing Program" and information pertaining to the City's Regional Housing Needs Allocation (RHNA).

Land Use/Community Character: The EIR will describe the existing adopted plans and policies that pertain to the project, including SANDAG's Regional Comprehensive Plan, City of Chula Vista's General Plan Update (2005), Chula Vista GPA/GDPA (GPA 09-01), City of Chula Vista Zoning Code, City of Chula Vista MSCP Subarea Plan, Growth Management Ordinance, Park Land Dedication Ordinance, Parks and Recreation Master Plan and Greenbelt Master Plan. The EIR will describe the existing land use conditions for both on-site and adjacent off-site conditions and the compatibility of the proposed Village 9 SPA with these conditions. The proposed SPA would implement form-based regulations and standards, as described above. The EIR will determine whether implementation of the proposed SPA would divide an established community, conflict with an applicable plan, policy or regulation; or conflict with a habitat conservation plan. Also, this section will address compliance with land use policies and standards identified in the City's General Plan and the Otay Ranch GDP.

Noise: The dominant noise sources affecting the project site are expected to result from traffic. Noise impacts from existing and future roadways will be evaluated. Existing noise levels within the project area will be measured and evaluated with regard to the existing Noise Element of the General Plan and City Noise Ordinance standards. Mitigation measures involving setbacks and/or noise barriers will be developed as necessary to mitigate significant noise impacts. A Noise Technical Report will be prepared to support the EIR.

Public Services/Utilities: An analysis of both capacity and infrastructure requirements for school, fire, police, park, solid waste, water, sewer, electrical, and library services will be provided for the requested actions. The analysis will address proposed on-site infrastructure; emergency services; library services; civic facilities; schools; parks; the Potable Water Master Plan; the Recycled Waster Master Plan; electric, gas, telephone and cable television utilities; and solid waste services. Impacts to public services/utilities will be determined based on Growth Management Ordinance and CEQA significance thresholds. Off-site improvements would also be addressed, including the wastewater and storm drain conveyance facilities that would be located in a portion of the MCSP Preserve and potential off-site trails/connections to the Otay Valley Regional Park. A Water Supply Assessment and Verification Report (WSA) prepared by the Otay Water District for the proposed project will address available water supply and sources and will be summarized in the water supply analysis. A discussion of the phasing of services and infrastructure to accommodate the proposed project in accordance with the PFFP will be included in this section.

Traffic/Circulation/Regional Transportation: A comprehensive traffic analysis will be prepared for the EIR and used as a basis for evaluating potential traffic and circulation issues anticipated by the proposed project, including increased vehicle trips and traffic congestion. The Traffic Impact Analysis will utilize SANDAG modeling and will be included as an appendix to the EIR. The traffic analysis will include AM/PM peak hour traffic counts and will focus on project trip distribution, the need for on- and off- site access and circulation improvements, and cumulative impacts. The phasing of the Rock Mountain Road/Main Street/SR 125 interchange will be a key component of the analysis. The traffic analysis will include a number of

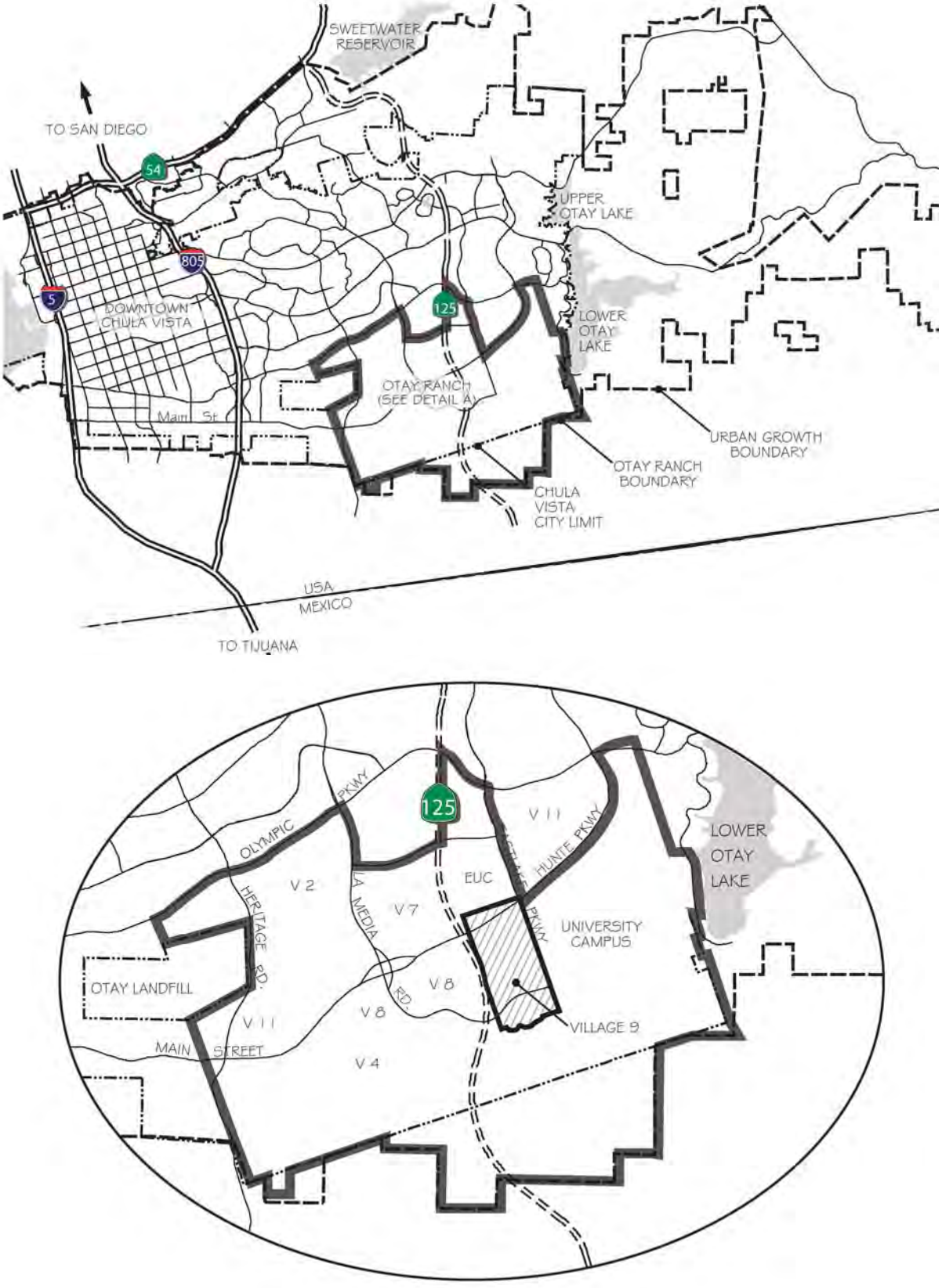
development scenarios; including, but not limited to: 2015, 2020, 2025, and 2030. The proposed project includes a strong emphasis on non-vehicle modes of transportation, including public transit and pedestrian and bicycle facilities, as well as the City's proposal for an access road/pedestrian bridge over SR-125, consistent with the GDP's policies. The EIR will address the proposed project's compliance with transportation plans that include alternative transportation, including the SANDAG Regional Transportation Plan. A discussion of the phasing of road segments to accommodate the proposed project in accordance with the PFFP will also be included in this section of the EIR.

Visual/Aesthetics/Glare: Analysis will include a discussion of the existing visual environment and views available from the adjacent public roadways and public properties with regard to scenic quality. A viewshed analysis will be prepared that identifies significant viewsheds within and adjacent to the study area, including Rock Mountain, the Otay River Valley, and the extent to which these viewsheds will be impacted.

Water Quality: A Drainage and Water Quality Study will be prepared for the analysis of hydrology and water quality in the EIR. The hydrology analysis will describe drainage and detention facilities proposed or altered by the project; evaluate changes in hydrology and drainage resulting from increases in impervious surfaces, proposed site activities, and intensification of land use; evaluate potential impacts related to drainage, flooding, and construction of new or expanded drainage facilities; and provide mitigation measures for significant impacts on hydrology or drainage. Potential water quality impacts resulting from erosion and increased impervious surfaces and urban pollutants, drainage patterns, and other related issues would be characterized. In addition, the EIR will contain a discussion of the project's relationship with the San Diego Region's Standard Urban Storm Water Mitigation Plan (SUSMP) and the City's Jurisdictional Urban Run-off Master Plan (JURMP). Appropriate mitigation measures, including best management practices for the construction and post-construction condition, will be identified in the EIR, as necessary, to reduce project related water quality impacts. The Drainage and Water Quality Study will be included as an appendix to the EIR

LIST OF ATTACHMENTS

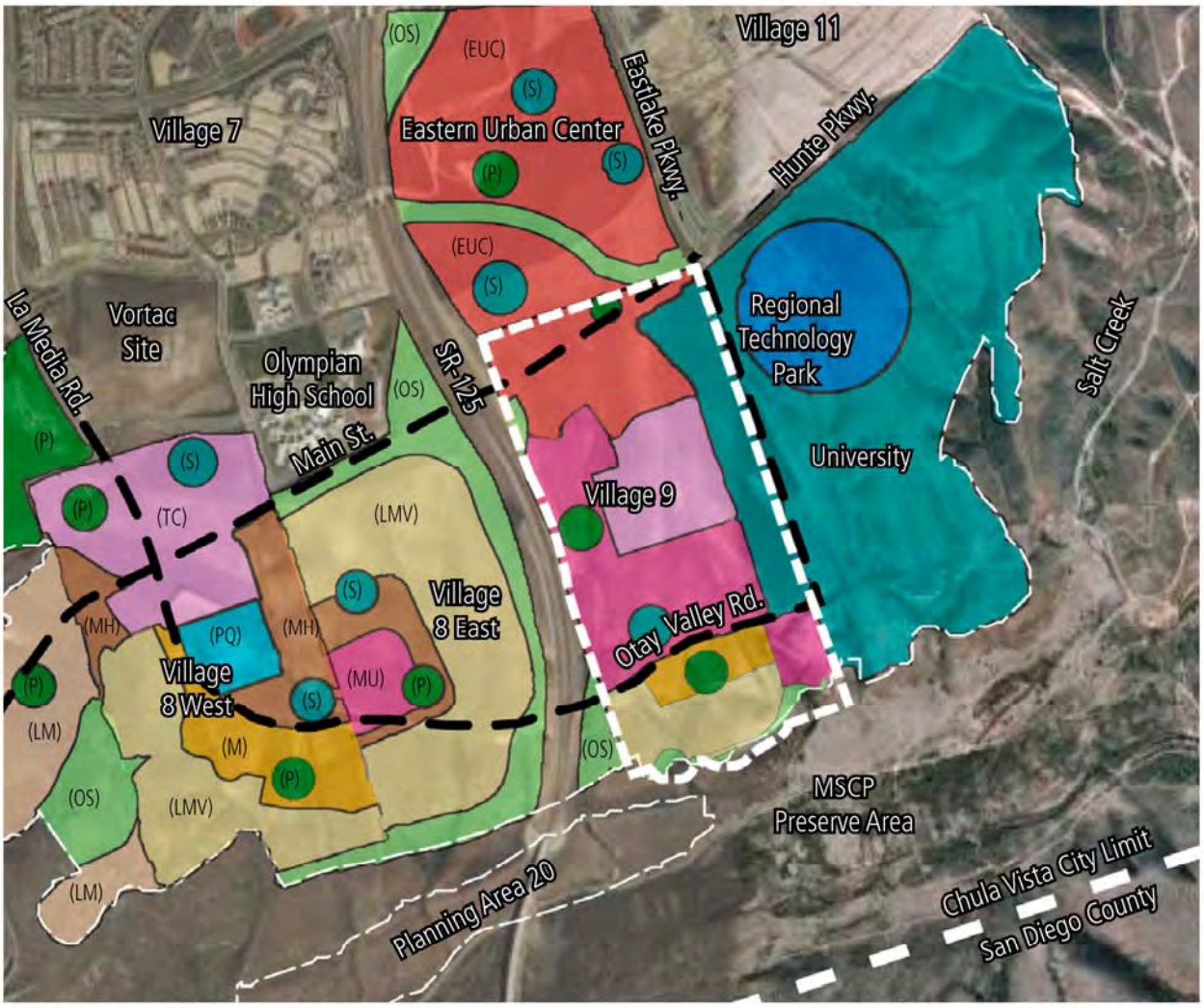
Attachment A:	Figure 1, Project Vicinity Map
Attachment B:	Figure 2, Surrounding Land Uses
Attachment C:	Figure 3, Site Utilization Plan
Attachment D:	List of Agencies, Organizations, and Individuals to Receive This Notice of Preparation



Detail A: Otay Valley Parcel

Figure 1

Project Vicinity Map



Legend - General Development Plan Land Use

- Open Space (OS)
- Park (P)
- School (S)
- Public & Quasi-Public (PQ)
- Regional Technology Park
- Eastern Urban Center (EUC)
- Mixed Use (MU)
- Town Center (TC)
- Low Medium Density Residential (LM)
- Low Medium Village Density Residential (LMV)
- Medium Density Residential (M)
- Medium High Density Residential (MH)
- Planned Roadway

Not to Scale

Figure 2

Surrounding Land Uses

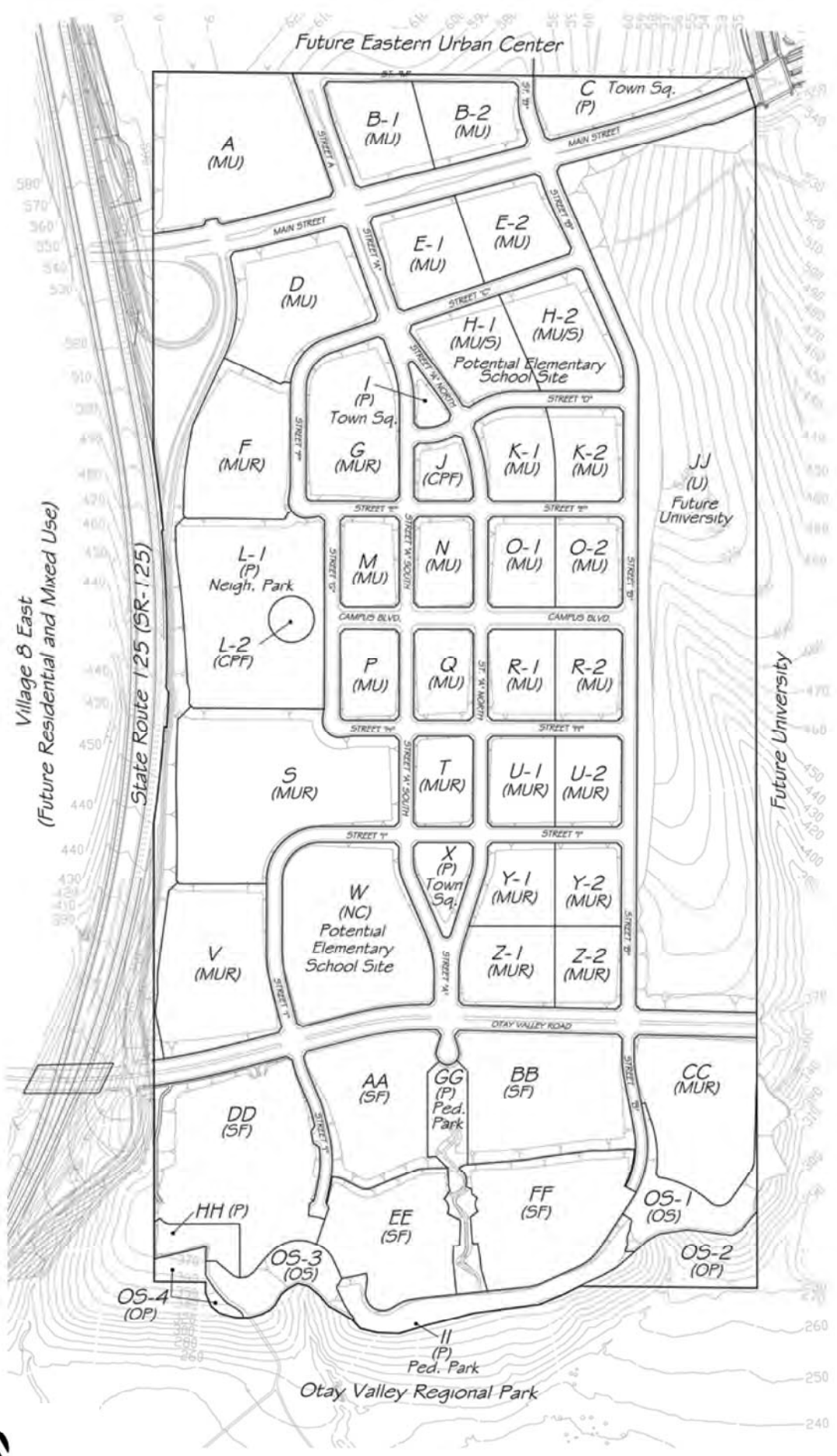


Figure 3

Site Utilization Plan

ATTACHMENT D

LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS TO RECEIVE THIS NOTICE OF PREPARATION

Federal
Bureau of Land Management
Federal Aviation Administration
Immigration and Naturalization Service
U.S. Army Corps of Engineers
U.S. Fish & Wildlife Service

State
California Air Resources Board
California Department of Conservation
California Department of Fish & Game
California Department of Water Resources
California Energy Commission
California Environmental Protection Agency
California State Lands Commission
California Waste Management
Caltrans District 11
Governor's Office of Planning and Research (State Clearinghouse)
Office of Historic Preservation
Regional Water Quality Control Board – San Diego Region 9

County
County of San Diego Air Pollution Control District
County of San Diego Department of Agriculture
County of San Diego Department of Environmental Health
County of San Diego Department of Parks & Recreation
County of San Diego Department of Planning and Land Use
County of San Diego Department of Public Works
County of San Diego - Chris Wickham
County of San Diego – Clerk's Office
County of San Diego - Trish Boaz
Local Agency Formation Commission
San Diego County Water Authority

Local Agencies
Chula Vista Elementary School District
City of Imperial Beach
City of National City Planning Department
City of San Diego Development Services Department
City of San Diego Environmental Services Department
City of San Diego Metropolitan Wastewater Department
City of San Diego Public Utilities Department
City of San Diego Real Estate Assets
City of San Diego Transportation Engineering
City of San Diego Water Department
Metropolitan Transit Development Board
Otay Water District
San Diego Unified Port District
San Diego Association of Governments
San Diego Housing Commission
Sempra Energy
Southbay Expressway LP
Southbay Irrigation District
Southwestern College
Sweetwater Community Planning Group
Sweetwater Authority
Sweetwater Union High School District

Other
Adams Broadwell Joseph & Cardozo
Brown Field Operations Office
California Native Plant Society
Chula Vista Star-News
Chula Vista Coordinating Council
Crossroads II
Endangered Habitats League
Environmental Health Coalition
Helix
Baldwin & Sons
McMillin Companies
Mr. Thomas Davis
Natural History Museum
Otay Land Company LLC
Otay Mesa Chamber of Commerce
Otay Valley Quarry LLC
Otay Ranch, LLC/JPB Development, LLC
PSB
PSBS
San Diego Audubon Society

San Diego County Archaeological Society
San Diego Union-Tribune
SBC-Pacific Bell
Sierra Club – Theresa Acerro
Sweetwater Valley Civic Association
The EastLake Company
The Environmental Trust
Valley de Oro Community Planning Group

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Memorandum

Date: July 12, 2010

To: All Reviewing Agencies

From: Scott Morgan, Acting Director

Re: SCH # 2010061090

Second Tier Otay Ranch Village 9 Sectional Planning Area (SPA) Plan and Tentative Map (TM)

The State Clearinghouse sent you an Acknowledgement Letter of a Notice of Preparation on June 29, 2010, but we did not provide the correct copy of the project. Please accept the attached Notice of Preparation with the corrected attachment for your review. We apologize for any inconvenience this may have caused.

cc: Glen Laube
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

June 29, 2010

To: Reviewing Agencies

Re: Otay Ranch Village 9 Sectional Planning Area (SPA) Plan and Tentative Map (TM)
SCH# 2010061090

Attached for your review and comment is the Notice of Preparation (NOP) for the Otay Ranch Village 9 Sectional Planning Area (SPA) Plan and Tentative Map (TM) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Glen Laube
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Acting Director

Attachments
cc: Lead Agency

SCH#	2005061050
Project Title	Otay Ranch Village 9 Sectional Planning Area (SPA) Plan and Tentative Map (TM)
Lead Agency	Chula Vista, City of

Type NOP Notice of Preparation

Description The project proposes to develop approximately 273 acres of the 323 acre Otay Ranch known as Village 9. The project would implement development planned for Otay Ranch Village 9 in the Otay Ranch General Development Plan (GDP), as amended. The proposed project is comprised of the following land use components: 46.4 acres of mixed-use Eastern Urban Center (EUC), 36.1 acres of a mixed-use Town Center; 68.2 acres of mixed-use residential; 14.8 acres of single family townhomes; 28.2 acres of single-family development; 10.0 acres of neighborhood park; 7.8 acres of urban parkland; 8.1 acres of pedestrian parks; 5.0 acres of community purpose facility (CPF); an 11.7 acre elementary school site; and a total of 4,000 multi-and single-family residential units. The remainder of Village 9 consists of 50.0 acres set aside for uses ancillary to a university.

Lead Agency Contact

Name	Glen Laube		
Agency	City of Chula Vista		
Phone	(619) 476 2329	*Fax*	
email			
Address	276 Fourth Avenue		
City	Chula Vista	*State* CA	*Zip* 91910

Project Location

County	San Diego		
City	Chula Vista		
Region			
Cross Streets			
Lat / Long			
Parcel No.	644-070-10; 646-010-05		
Township	*Range*	*Section*	*Base*

Proximity to:

Highways	SR - 125
Airports	
Railways	
Waterways	
Schools	Olympian High
Land Use	Vacant land Z: Planned Community

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Game, Region 5; CA Department of Public Health; Native American Heritage Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 11; Air Resources Board, Transportation Projects; State Water Resources Control Board, Divison of Financial Assistance; Regional Water Quality Control Board, Region 9

Note: Blanks in data fields result from insufficient information provided by lead agency.

Glen Laube

From: THERESA ACERRO [thacerro@yahoo.com]
Sent: Monday, July 05, 2010 6:05 PM
To: Glen Laube
Subject: village 9 comments

City of Chula Vista
276 Fourth Ave.
Chula Vista, CA 91910
Attention: Glen Laube
July 8, 2010

RE: EIR#10-04

The amount of density in this project is considerably more than what was originally planned. The EIR needs to require that all the water needs of the project be met by recycled water and saving the amount of potable water needed somewhere off site within the city. Reliance on imported water is becoming more and more uncertain. Otay Water District simply does not have adequate storage or a diverse portfolio of sources to be able to guarantee potable water for the life of these homes.

The city must realize by now that housing never pays its full cost in services after the first couple of years. There needs to be provision for assessment Districts to take care of street maintenance and repair. There should also be a Safety or fire and police assessment District to take care of ongoing expenses such as salaries for police and fire. This is in addition to the assessment Districts to maintain the open space areas. The city cannot allow 4,000 more housing units without these Assessment Districts. Perhaps one should be considered for Parks as well since this is another expense the city has not been able to keep up with existing sources of funding.

The 1,500,000 square feet of Commercial is not likely to be built unless the economy changes dramatically and cannot be expected to fund all the services that these homes will require even if it is built considering the over supply of such properties in the County at the moment and the current deficit within the existing city limits.

The traffic that this project is going to cause on Olympic Parkway will be horrendous. There already is a huge problem. Even in these tough economic times traffic is backed up onto I-805 at rush hour. 125 is in bankruptcy and not likely to be used by a large portion of these new residents either- simply because it does not go to where most of the employment centers are-off of I-5 and I-805. The only people for whom 125 is convenient are people needing to get to 8, fairly far east, 94, or 54 to get to work. It is a fantasy to think most of the people will work in the village since the jobs are not going to come before the homes, and people will not be able to quit existing jobs, which they will have to have in order to buy or rent the new homes.

The amount of cut and fill as usual is tremendous. The city's insistence upon turning the east into Orange County sprawl on flat land is reprehensible. Maybe a few less things could be built per acre so that the preservation of the natural contour of the land, which would be so much more attractive, could avoid the having to take over-riding circumstances for loss of visual quality.

Theresa Acerro
PO Box 8697
Chula Vista, CA 91912

City of Chula Vista
276 Fourth Ave.
Chula Vista, CA 91910
Attention: Glen Laube
July 8, 2010

RE: EIR#10-04

The amount of density in this project is considerably more than what was originally planned. The EIR needs to require that all the water needs of the project be met by recycled water and saving the amount of potable water needed somewhere off site within the city. Reliance on imported water is becoming more and more uncertain. Otay Water District simply does not have adequate storage or a diverse portfolio of sources to be able to guarantee potable water for the life of these homes.

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Theresa Acerro
PO Box 8697
Chula Vista, CA 91912

State of California--Health and Human Services Agency
Department of Public Health

Mark B Horton, MD, MSPH
Director

ARNOLD SCHWARZENEGGER
Governor

July 6, 2010

RECEIVED
JUL 9 2010

City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Dear Mr. Laube,

REASON: Otay Ranch Village 9 Sectional Planning Area (SPA) and Tentative Map (TM); State Clearinghouse Number 2010061090.

The California Department of Public Health (CDPH) is in receipt of the Notice of Preparation (NOP) for the Otay Ranch Village 9 SPA and TM. The City of Chula Vista is proposing to develop approximately 273 acres of the 323-acre Otay Ranch known as Village 9. Land use components within the Otay Ranch General Development Plan consist of mixed-use residential and commercial space, along with institutional and recreational spaces. As well as, a total of 4,000 multi- and single-family residential units are proposed.

The California Water Code section 10910 (also termed Senate Bill 610 or SB610) requires that any city or county, at the time that it determines whether an environmental impact report, a negative declaration or a mitigated negative declaration is required for any project subject to the California Environmental Quality Act (CEQA), shall identify any water system that is, or may be developed as a result of supplying water to the project. A project is defined as any one of the following:

(1) A proposed residential development of more than 500 dwelling units
(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space
(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space
(4) A proposed hotel or motel, or both giving more than 500 rooms
(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area
(6) A mixed-use project that includes one or more of the projects contained in this section
(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by 500 dwelling unit project
(8) For public water systems having fewer than 5,000 service connections, a project is any proposed residential, business, commercial, hotel or motel, or

Division of Drinking Water and Environmental Management
P.O. Box 997377, MS 7400, 1616 Capitol Avenue, 2nd Floor, Sacramento, CA 95899-7377
(916) 449-5577 FAX (916) 449 5575
Internet Address: WWW.CDPH.CA.GOV

industrial development that would account for an increase of 10 percent or more in the number of public water system's existing service connections

Since the Otay Ranch Village 9 SPA and TM is defined as a project pursuant to Water Code Section 10910, the City is required to prepare a water supply assessment. The water supply assessment shall document sources of water supply, project demands, evaluate drought impacts, and identify potential [illegible]

Water supply operating permits are issued by the CDPH and by recently adopted changes to the California Water Code, public systems are required to apply to CDPH for an amended permit prior to making additions, changes or modifications to their facility.

Upon approval of the tentative map and development of the water supply assessment report, please contact the CDPH San Diego District office at (619) 525-4159 for information on the water supply application process. If you have any questions about this letter, please call me at (916) 449-5285 or email to Jeffery.Werth@cdph.ca.gov.

Sincerely,

Jeffery Werth
CDPH CEQA Coordinator

Cc: Project File
Sean Sterchi, San Diego District Engineer
State Clearinghouse – BY FAX

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site
e-mail: ds_nahc@pacbell.net

July 12, 2010

Mr. Glen Laube, Associate Planner
CITY OF CHULA VISTA
276 Fourth Avenue
Chula Vista, CA 91910

Re: SCH#2010061090; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the **Otay Ranch Village 9 Sectional Planning Area (SPA) and Tentative Map ™**; located in the City of Chula Vista; San Diego County, California.

Dear Mr. Laube:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources.. (Also see *Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3rd 604).* The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources **were not identified** within the APE identified for the project. Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list ,should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f])*et se)*, 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes.*

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance' may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or

medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts
July 12, 2010
San Diego County

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside , CA 92040
sue@barona-nsn.gov
(619) 443-6612
619-443-0681

Santa Ysabel Band of Diegueno Indians
Johnny Hernandez, Spokesman
PO Box 130 Diegueno
Santa Ysabel, CA 92070
brandietaylor@yahoo.com
(760) 765-0845
(760) 765-0320 Fax

Ewiiaapaayp Tribal Office
Robert Pinto, Chairperson
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Sycuan Band of the Kumeyaay Nation
Danny Tucker, Chairperson
5459 Sycuan Road Diegueno/Kumeyaay
El Cajon , CA 92021
ssilva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
PO Box 1120 Diegueno/Kumeyaay
Boulevard , CA 91905
(619) 478-2113
619-478-2125

Viejas Band of Mission Indians
Bobby L. Barrett, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine , CA 91903
jrothauff@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center, CA 92082
(760) 749-3200
(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee
Ron Christman
56 Viejas Grade Road Diegueno/Kumeyaay
Alpine , CA 92001
(619) 445-0385

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. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.3.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010061090; CEQA Notice of Preparation (NOP) and draft Environmental Impact Report (DEIR) for the Otay Ranch Village 9 Sectional Planning Area (SPA) Plan and Tentative Map; City of Chula Vista; San Diego County, California.

Native American Contacts
July 12, 2010
San Diego County

Jamul Indian Village
Kenneth Meza, Chairperson
P.O. Box 612 Diegueno/Kumeyaay
Jamul , CA 91935
jamulrez@sctdv.net
(619) 669-4785
(619) 669-48178 - Fax

Inaja Band of Mission Indians
Rebecca Osuna, Spokesperson
2005 S. Escondido Blvd. Diegueno
Escondido , CA 92025
(760) 737-7628
(760) 747-8568 Fax

Mesa Grande Band of Mission Indians
Mark Romero, Chairperson
P.O Box 270 Diegueno
Santa Ysabel, CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside , CA 92040
(619) 742-5587
(619) 443-0681 FAX

Kumeyaay Cultural Heritage Preservation
Paul Cuero
36190 Church Road, Suite 5 Diegueno/ Kumeyaay
Campo , CA 91906
chairman@campo-nsn.gov
(619) 478-9046
(619) 478-9505
(619) 478-5818 Fax

San Pasqual Band of Indians
Kristie Orosco, Environmental Coordinator
P.O. Box 365 Luiseno
Valley Center, CA 92082 Diegueno
council@sanpasqualtribe.org
(760) 749-3200
(760) 749-3876 Fax

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775 Diegueno -
Pine Valley , CA 91962
(619) 709-4207

Ewiiaapaayp Tribal Office
Will Micklin, Executive Director
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

This list is current only as of the date of this document.

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Native American Contacts
July 12, 2010
San Diego County

Ewiiaapaayp Tribal Office
Michael Garcia, Vice Chairperson
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
michaelg@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Kumeyaay Diegueno Land Conservancy
M. Louis Guassac, Executive Director
P.O. Box 1992 Diegueno/Kumeyaay
Alpine , CA 91903
(619) 952-8430
guassacl@onebox.com

Clint Linton
P.O. Box 507 Diegueno/Kumeyaay
Santa Ysabel, CA 92070
(760) 803-5694
cjlinton73@aol.com

Campo Kumeyaay Nation
Monique LaChappa, Chairwoman
36190 Church Road Diegueno/Kumeyaay
Campo , CA 91906
(619) 478-9046

Manzanita Band of the Kumeyaay Nation
Leroy J. Elliott, Chairperson
P.O. Box 1302 Diegueno/Kumeyaay
Boulevard , CA 91905
(619) 766-4930

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. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.3.

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San Diego County Archaeological Society, Inc.
Environmental Review Committee

17 July 2010

JUL 2? 2010

To: Mr. Glen Laube, Associate Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

Subject: Notice of Preparation of Draft for Second-Tier Environmental Impact Reports for Otay Ranch Village 8 West Sectional Planning Area Plan and Tentative Map, and For Otay Ranch Village 9 Sectional Planning Area Plan and Tentative Map

Dear Mr. Laube:

Thank you for the two Notices of Preparation for the subject projects, received by this Society last month.

We are pleased to note the inclusion of cultural resources in the list of subject areas to be addressed in each DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIRs, 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., Chairperson
Environmental Review Committee

cc: SDCAS President
File

THE CITY OF SAN DIEGO

July 21, 2010

Mr. Glen Laube, Associate Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Dear Mr. Laube:

This letter is written in response to the *Notice of Preparation of a Draft Environmental Impact Report* notice of June 25, 2010 for the projects titled Second-Tier Environmental Impact Report for the Otay Ranch Village 8 West and Village 9 Sectional Planning Areas (SPA).

The Airports Division is generally reluctant to support any project close to our airports that may introduce non-compatible land uses, such as residential developments, schools, or day care centers that may raise significant safety or noise concerns. Brown Field is a busy general aviation airport open to the public 24 hours a day, 365 days a year. The types of aircraft that use the airport vary from small single-engine pistons to large corporate jets and military aircraft, including helicopters. In 2009, Brown Field had approximately 92,000 operations. In 2007, there were approximately 146,000 operations.

The first concern is with the location of this project in relation to the POGGI VORTAC. Currently, there is an instrument approach procedure, the VOR or GPS-A, which brings aircraft to Brown Field from the north and terminates at POGGI. Once at POGGI, pilots must be able to see the airport visually, and then circle to land. Aircraft fly the approach in any weather condition, day or night, 24 hours a day. As a result, this project will be impacted by aircraft overflights at low altitude.

According to the Airport Land Use Compatibility Plan (ALUCP) for Brown Field, this project falls within the Airport Overflight Notification Area, hence, the project requires submission to the Airport Land Use Commission for their review, as to proper land use compatibility, surrounding Brown Field Airport. Compliance with the ALUCP, adopted in January, 2010 will ensure the uses proposed in this project are compatible with airport operations.

The second concern is related to airspace protection. This project falls within the Code of Federal Regulations, Title 14, Part 77 notification area. A Form 7460-1, *Notice of Proposed Construction or Alteration*, must be filed with the Federal Aviation Administration to ensure no objects related to this project present a hazard to air navigation.

Airports Division • Real Estate Assets
Brown Field Municipal Airport • 1424 Continental Street • San Diego, CA 92154-5717
Operations Tel (619) 424-0456 Leasing Tel (619) 424-0486

In the interest of safety, compatibility, and proper urban planning I look forward to working with you and your staff on this and other projects. Should you have any questions or concerns, please do not hesitate to contact me at (619) 424-0456.

Sincerely,

Wayne Reiter
Airport Manager-Brown Field

WR

cc: M. C. Tussey, Deputy Director, Airports

Expressway

1129 La Media Road, San Diego, CA 92154
p. 619.710.4000 · f. 619.710.4097

SBX LTR-10-1395

July 23, 2010

Glen Laube
Associate Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Re: Notice of Preparation of a Draft Environmental Impact Report EIR #10-04

Dear Glen:

South Bay Expressway ("SBX") has no comments to the City of Chula Vista's Notice of Preparation of a Draft Environmental Impact Report for the Otay Ranch Village 9 Sectional Planning Area Plan and Tentative Map at this time. SBX requests that we receive the draft EIR for review and comment once available.

Please contact Traci Lundin at (916) 798-8629 if you need further information.

Yours truly,

SOUTH BAY EXPRESSWAY, L.P.
By: California Transportation Ventures, Inc. its general partner

Greg Hulsizer
Chief Executive Officer

ERIC GIBSON
DIRECTOR

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017
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July 28, 2010

Glen Laube, Principal Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

COMMENTS ON THE NOP FOR THE SECOND-TIER ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE OTAY RANCH VILLAGE 9 SECTIONAL PLANNING AREA (SPA) PLAN AND TENTATIVE MAP (TM)

Dear Mr. Laube:

The County of San Diego appreciates the opportunity to review the Notice of Preparation (NOP) of a Second-Tier Environmental Impact Report (EIR) for the Otay Ranch Village 9 Sectional Planning Area (SPA) Plan and Tentative Map (TM) posted June 29, 2010. According to the NOP, the project is located on 323.4 acres within the City of Chula Vista and proposes construction of 4,000 residential units and 1,500,000 square feet of commercial development. The County owns and manages land directly adjacent to the proposed project and has worked cooperatively in the development of the Otay Ranch project.

The Department of Parks and Recreation (DPR) and Department of Public Works (DPW) staff have completed review of the NOP and have the following comments:

LAND USE AND RECREATION

1. The proposed project is located directly north of County of San Diego (County) owned property (APN 646-010-06). Please note that the County owned property is within the Brown Field Formerly Used Defense Site (FUDS) eligible lands boundary. The property has been signed every 200-feet with signs telling the public to keep out of the area due to the danger of unexploded ordnances (UXO).

a. The County acknowledges the 20' sewer easement that traverses this property. However, before the sewer facilities are installed in the easement, the City of Chula Vista and/or the developers may want to take the precaution to make sure that any disturbance areas are clear of UXO.

b. The project proposes a "Regional Trail Connection to the Otay Valley Regional Park (OVRP)" which ends at this County owned property. Please note that at this time, all trails within this property are closed to the public mainly due to the UXO. If the trail connection is built, the County may barricade this entrance and post additional signs warning the public to stay out of the area due to the danger of UXO.

2. The proposed project is directly adjacent to the OVRP and the Otay Ranch Preserve.

a. The OVRP is run cooperatively through a Joint Exercise of Powers Agreement among the County and the cities of San Diego and Chula Vista. It is recommended that the City coordinate with the OVRP Citizen Advisory Committee and Policy Committee for input on and/or approval of the project, specifically regarding trail connections to the OVRP. Please contact the following OVRP joint staff to arrange for a presentation of the proposed project:

- County of San Diego: Chuck Tucker chuck.tucker@sdcounty.ca.gov, (858-966-1352)
- City of San Diego: Laura Ball lball@sandiego.gov, (619-533-6727)
- City of Chula Vista: Lynnette Lopez ltessitore-lopez@ci.chula-vista.ca.us (619-409-5465).

b. The County and the City of Chula Vista are joint Preserve Owner Managers (POM) for the Otay Ranch Preserve. Any potential impacts to preserve lands conveyed to the POM including off-site infrastructure improvements should be discussed and coordinated with County POM staff, Cheryl Goddard, Land Use/Environmental Planner III, at cheryl.goddard@sdcounty.ca.gov (858) 966-1374.

3. The County DPR oversees the County Trails Program and the Community Trails Master Plan (CTMP). The County Trails Program is developing a system of interconnected regional and community trails and pathways. The County Trails Program involves both trail development and management on public, semi-public, and private lands. There are several existing trails, as well as, proposed trails tied to development projects which are currently being constructed within the vicinity of the project. In addition, the OVRP Concept Plan identifies proposed trails within this area. It is recommended that the EIR evaluate any potential effects on the recreational use of these existing and proposed trails. For additional information regarding trail locations or to discuss any potential

impacts, please contact the County Trails Program Coordinator, Maryanne Vancio at 858-966-1372, maryanne.vancio@sdcounty.ca.gov.

COMMENTS ON THE SECTIONAL PLANNING AREA PLAN (SPA):

4. Page 7-3 – The text states that 220.6 acres of preserve lands is anticipated for conveyance. Table 7.1 requires 230.1 acres of preserve conveyance. Please clarify the discrepancy.

5. Page 7-3 – A total of 4.2 acres of preserve land within the SPA is proposed as conveyance. The remaining preserve conveyance is proposed to be negotiated between the Otay Land Company and the City of Chula Vista through a Conveyance Plan for Villages 8 West, Village 9, and the University. Please confirm that all conveyance obligations will be located within the Otay Ranch Preserve boundary or if a preserve boundary amendment will be required.

6. Page 7-4 – Please modify the last sentence in Section 7.2.1 to read "Once conveyed to the Otay Ranch Preserve Owner/Manager (POM), it shall be the responsibility of the Otay Ranch ~~Preserve Owner/Manager~~ POM to oversee the daily long range preserve management activities within the Otay Ranch Preserve."

7. Page 7-4, Section 7.2.1.B.4 – Please note that any existing disturbed area shall be revegetated with native plant species and shall be the responsibility of the project applicant. The POM will not accept the land for conveyance until the revegetated areas have met success criteria and have been approved by the Wildlife Agencies.

8. Page 7-5 – Please clarify who the long-term managers of the proposed Open Space Slopes will be.

9. Exhibit 1 – Please include and identify the bold maroon line and red dash line in the legend.

TRANSPORTATION

The Department of Public Works (DPW) has reviewed the above referenced Notice of Preparation (NOP) of a Draft EIR for the Otay Ranch Village 9 Project.

10. The DEIR should assess potential traffic impacts of project traffic onto roadways located outside of the City of Chula Vista. The proposed project may distribute trips onto existing and future County Circulation Element roads such as Otay Lakes Road, Bonita Road, Sweetwater Road, Briarwood Road, Corral Canyon Road, Central Avenue, Proctor Valley Road, Lone Star Road, Otay Mesa Road, and other roadways located within the East Otay Mesa Specific Planning Area.

11. The DEIR should provide an assessment of the project's potential direct and cumulative impacts to roadway facilities located within the unincorporated area of San Diego County.

12. Fairshare contributions to the County's Transportation Impact Fee (TIF) program should be considered to mitigate the cumulative traffic impacts. The fairshare contributions should be based upon the amount of project trips that will be distributed onto the County roadways.

13. The DEIR should use County of San Diego criteria for the Level of Service assessment and significant impact assessment for County roadway facilities. The DEIR should reference the County's Public Road Standards dated March 3, 2010 and the County's Transportation/Traffic Guidelines modified February 19, 2010.

If you have any questions on the above comments from DPW Traffic/Transportation Planning, please contact Bob Goralka at (858) 874-4202.

The County of San Diego appreciates the opportunity to continue to participate in the environmental review process for this project. We look forward to receiving future environmental documents related to this project. If you have any questions regarding these comments, please contact LeAnn Carmichael at (858) 694-3739 or email at leann.carmichael@sdcounty.ca.gov.

Sincerely,

for ERIC GIBSON, Director
Department of Planning and Land Use

cc: Megan Jones, Land Use and Environment Group, (via email)
Trish Boaz, County Department of Parks and Recreation, (via email)
Megan Hamilton, County Department of Parks and Recreation, (via email)
Cheryl Goddard, County Department of Parks and Recreation, (via email)
Julia Quinn, Department of Public Works, (via email)
Bob Goralka, Department of Public Works, (via email)
Richard Chin, Department of Public Works, (via email)
LeAnn Carmichael, Department of Planning and Land Use (via email)
Priscilla Jaszkowiak, Department of Planning and Land Use, (via email)

California Natural Resources Agency ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF FISH AND GAME JOHN MCCAMMAN, Director
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
http://www.dfg.ca.gov

July 28, 2010

Mr. Glen Laube
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

Subject: Comments on the Notice of Preparation for the Otay Ranch Village 9 Sectional Planning Area Plan and Tentative Map Draft Second-Tier Environmental Impact Report (SCH # 2010062090)

Dear Mr. Laube:

The California Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP) of a Draft Second-Tier Environmental Impact Report (DEIR) for the Otay Ranch Village 9 Sectional Planning Area and Tentative Map, dated June 25, 2010. The City of Chula Vista has an approved Subarea Plan (SAP) and Implementing Agreement (IA) under the Natural Community Conservation Planning program. The DEIR for the proposed project must ensure and verify that all requirements and conditions of the SAP and IA are met. The DEIR should also address biological issues that are not addressed in the SAP and IA, such as specific impacts to and mitigation requirements for wetlands or sensitive species and habitats that are not covered by the SAP and IA. We would also emphasize conducting a habitat assessment to determine the potential for the site to support burrowing owl (*Athene cunicularia*).

Issue areas in the DEIR that may be influenced by the SAP and IA include "Land Use," "Landform Alteration/Visual Quality," "Traffic/Circulation," "Biological Resources," "Drainage/Urban Runoff/Water Quality," "Noise," and "Cumulative Effects." In addition, the environmental document should describe why the proposed project, irrespective of other alternatives to the project, is consistent with and appropriate in the context of the SAP.

Thank you for the opportunity to comment. Please contact Paul Schlitt at (858) 637-5510, if you would like to discuss this response to the NOP.

Sincerely,

Edmund Pert
Regional Manager
South Coast Region

cc: State Clearinghouse
Doreen Stadlander, U.S. Fish and Wildlife Service, Carlsbad
Paul Schlitt, California Department of Fish and Game, San Diego

ERIC GIBSON
DIRECTOR

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
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July 28, 2010

Glen Laube, Principal Planner
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Sincerely,

for ERIC GIBSON, Director
Department of Planning and Land Use

cc: Megan Jones, Land Use and Environment Group, (via email)
Trish Boaz, County Department of Parks and Recreation, (via email)
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Priscilla Jaszkowiak, Department of Planning and Land Use, (via email)

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
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SAN DIEGO, CA 92110
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TTY 1-800-735-2929

Flex your pc
Be energy effic

July 28, 2010

CITY OF CHULA VISTA
JUL 30 2010
REDEVELOPMENT AND HOUSING

11-SD-125
Otay Ranch Village 9
NOP
PM 4.182

Mr. Glen Laube
Associate Planner
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

RE: Otay Ranch Village 9

Dear Mr. Laube:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the proposed Otay Ranch Village 9 Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) located near State Route 125 (SR-125) and south of the Birch Road interchange. We have the following comments:

Caltrans is currently in the process of developing a Project Study Report (PSR) for the Main Street, Rock Mountain and Otay Valley Road interchanges. It is recommended as part of the EIR that the City coordinate with Caltrans to incorporate information from the PSR where applicable.

The Otay Valley Road overcrossing should span over the ultimate (i.e., the existing facility plus the future widening of the SR-125 South) facility.

Studies/design should also take into consideration that the southbound ramps would need to tie into the existing (i.e., temporary) southbound roadway; therefore, these ramps ultimate designs should be studied to cover all impacts from the ultimate construction of this interchange.

Right-of-Way (R/W) issues for the SR-125 South are still being worked out so there may be some parcels or issues along this stretch of the SR-125 South that may be a concern. Coordination concerning R/W for these parcels should be included as part of this EIR analysis and development approval.

The NOP does not identify the Otay Valley Road / SR-125 South Interchange. This interchange should be included in the traffic analysis for the EIR.

Caltrans has not received a copy of the Final Approved Noise Study for the Toll Road segment of the SR-125 South which includes the segment of SR-125 South adjacent to [illegible]

Southbay Expressway/CTV should be contacted regarding any noise study related issues for these projects' EIR. Caltrans will not be held responsible for any noise impacts to this development, including from the ultimate configuration of SR-125.

Grading for this proposed project which would modify existing drainage and increase runoff to State facilities will not be allowed.

A traffic impact study is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies* (TIS). Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

The Level of Service (LOS) for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

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 the traffic impact analysis. 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.

The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable LOS. Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

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.

Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. Current policy allows Highway Improvement Projects costing $1 million or less to follow the Caltrans Encroachment Permit process. Highway Improvement Projects costing greater than $1 million but less than $3 million would be allowed to follow a streamlined project development process similar to the Caltrans Encroachment Permit process. In order to determine the appropriate permit processing of projects funded by others, it is recommended the concept and project approval for work to be done on the State Highway System be evaluated through the completion of a Permit Engineering Evaluation Report (PEER). A PEER should always be prepared, regardless of the cost of improvements, when new operating improvements are constructed by the permittee that become part of the State Highway System. These include but are not limited to, signalization, channelization, turn pockets, widening, realignment, public road connections, and bike paths and lanes. After approval of the PEER and necessary application and supporting documentation an encroachment permit can be issued.

Highway Improvement Projects greater than $3 million, or considered complex projects, would be required to adhere to the full Project Development Process (e.g. Project Initiation Documents, Project Study Reports and Cooperative Agreements). A Caltrans District responsible unit will be notified and a project manager will be assigned to coordinate the project approval.

In order to expedite the process for projects sponsored by a local agency or private developer, it is recommended a PEER be prepared and included in the Lead Agency's CEQA document. This will help expedite the Caltrans Encroachment Permit Review process. The PEER document forms and procedures can be found in the Caltrans Project Development Procedures

Manual (PDPM). http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm
http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/PEER (TR-0112).pdf

As part of the encroachment permit process, the applicant must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Identification of avoidance and/or mitigation measures will be a condition of the encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits. Encroachment permit submittals that are incomplete can result in significant delays in permit approval.

When a property owner proposes to dedicate property to a local agency for Caltrans use in conjunction with a permit project, Caltrans will not issue the encroachment permit until the dedication is made and the property has been conveyed to the Department.

Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. Caltrans Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions on the comments Caltrans has provided, please contact Anthony Aguirre of the Development Review Branch at (619) 688-3161.

Sincerely,

JACOB M. ARMSTRONG, Chief
Development Review Branch

State of California — Natural Resources Agency

Memorandum

To: City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910
Attn: Glen Laube

Date: July 29, 2010

Website: www.fire.ca.gov

Re: Second Tier Otay Ranch Village 9 West Sectional Planning Area & Tentative Map
SCH#2010061090
Notice of Preparation

After review of the above referenced document, the project must comply with Public Resource Codes (PRC), California Fire Code (CFC) and Consolidated Fire Code for San Diego County applicable to Wildland fire. As a Note The Memorandum of Understanding (MOU) dated February 26, 1997 states Structures intended for occupancy by humans or animals be located no less than 100 feet from the nearest biological open space or boundary and all other structures no less than 30 feet from biological open space or boundary. The MOU was based upon the US Fish and Wildlife Biological Opinion of 1997. There is a High Fire Hazard Severity Zone to the South and Very High Fire Hazard Severity Zone to the East and South Eastern corner of the project area. Consideration One, I would recommend and strongly encourage that all wires and other service lines be placed underground. This action would greatly enhance public and firefighter safety in the event of a Wildland fire and also allow access which typically is compromised because of burnt poles and down lines, which are indicative of overhead applications. This will also greatly increase aerial firefighting operational safety.

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Mandated Due Date:	07/28/10
Date Document Received in Mail:	07/28/10
Comment Letter Date:	07/29/10
Date Mailed:	07/29/10

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APPENDIX B

Traffic Impact Analysis

OTAY RANCH
VILLAGE 9
TRAFFIC IMPACT ANALYSIS REPORT

Prepared for

City of Chula Vista

Prepared by

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INTRODUCTION

This traffic impact analysis has been prepared for the proposed Village 9 Sectional Planning Area (SPA) Plan within the Otay Ranch community in the City of Chula Vista. The project is planned to be located between Main Street and Otay Valley Road immediately east of SR-125. Access to the village will be provided from both Main Street and Otay Valley Road. The project location is shown in **Exhibit 1**.

Otay Ranch is a master-planned community of approximately 23,000 acres in size and includes a mix of land uses within 20 villages and planning areas. A General Development Plan (GDP) and Environmental Impact Report (EIR) for Otay Ranch was adopted in October 1993. The GDP outlines the uses anticipated for each village. From the newly adopted 2012 General Plan, a General Plan Amendment (GPA) and General Development Plan Amendment (GDPA) were prepared for Village 9 to account for changes in circulation network and land use from the 2005 Adopted General Plan. The GPA and GDPA were approved as part of PCM-09-11 and GPA 09-01.

Sectional Planning Area (SPA) Plans are required for each village prior to consideration of final development permits and entitlements. The Village 9 SPA Plan includes 323.1 gross acres, consisting of a mix of residential, commercial, parks and open space, and community uses, including two elementary schools. A town center will be located in the center of the village served by a one-way couplet. High density housing, retail and office space will be intermixed within the town center creating a walkable, livable environment that promotes non-motorized transportation between uses. Lower density, single family housing is planned to be developed in the southern portion of Village 9, south of Otay Valley Road. The Village 9 site utilization plan is provided in **Exhibit 2**.

The vision for Village 9 is to develop a cohesive community with inter-connected uses and densities. The mix of proposed residential, commercial and community uses are intended to provide a mixed-use environment that serves the needs of residents and employees. The densities and design patterns envisioned for the village focus on promoting a walkable and bikeable community with less emphasis on automobile trips. To promote alternative modes of transportation, the project will provide a Bus Rapid Transit (BRT) station at Street B / Campus Boulevard, and a pedestrian and bicycle bridge will be constructed over the SR-125 to promote non-motorized trips between Village 9 and the Village 8 East development just west of SR-125. To account for trips internal to the village and for trips replaced by walking, biking, or transit, internal capture and trip reductions were applied to the traffic analysis.

The project will be built in several phases. At maximum buildout, the proposed project is forecast to generate approximately 53,732 (total gross) trips per day which includes 5,003 a.m. peak hour trips and 5,555 p.m. peak hour trips, based on SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates* (April 2002) without the internal capture calculations and transit trip reductions. In addition to traffic operating conditions, this report discusses future roadway phasing, access to transit, pedestrian and bicycle linkages, and activity within and surrounding the project site.

Traffic impact analysis was conducted for several scenarios. Initially, the project's impacts to the existing physical environment were evaluated. In recognition that this project will be constructed in phases, the study evaluated years 2020, 2025, and 2030. As required by the City of Chula Vista, this traffic impact study has been prepared in accordance with the City of Chula Vista's Adopted General Plan. The City's goal for acceptable levels of service is generally LOS D or better at signalized and unsignalized intersections and LOS C along roadway segments.

PROJECT DESCRIPTION

The proposed development of Village 9 will be located in the southeast portion of Otay Ranch and is one of 20 planned community villages. Village 9 will be developed immediately east of SR-125 and south of Main Street. Single family housing is planned to be developed in the southern-most portion of Village 9.

Land Use Description

Altogether, the Village 9 SPA plan includes 323.1 gross acres and a range of allowable uses and quantities. The following land uses and quantities represent the maximum allowed per the Village 9 SPA plan, thereby representing the most intensive scenario for the purposes of this traffic study:

- 4,000 residential dwelling units;
- 1,200,000 square feet of commercial office;
- 300,000 square feet of retail;
- 27.5 acres of park;
- 19.8 acres for two elementary schools;
- 5.0 acres of community purpose facilities.

The proposed elements and site utilization of the Village 9 SPA are shown in **Exhibit 2**, which includes a range of residential units and densities, mixed use, parks and open space, and community facilities. The proposed land uses are consistent with the land use designations outlined in the Otay Ranch GDPA. Transportation facilities will be provided to meet the existing and future demand for motorists, transit, pedestrians and bicyclists.

Project Access

Village 9 will be accessible from both Main Street and Otay Valley Road. Within the village, north-south and east-west internal roadways form a grid network of local streets that accommodate on-street parking. Through the center of the Village, the project will construct a one-way couplet along Street “A”. Signalized access will be provided from Street “A” into Village 9 from both Main Street and Otay Valley Road. Internal traffic control includes a mix of signalized, all-way stop controlled and two-way stop controlled intersections. The internal roadway network for Village 9 is depicted in **Exhibit 2**.

Pedestrian and bicycle access to the site will be provided via bicycle lanes and sidewalks along all circulation element roadways. To help maintain lower traffic speeds, traffic calming devices are recommended on internal streets including intersection bulb-outs and narrow streets. Access will also be provided via the “Village Path”, a pedestrian and bicycle bridge over SR-125 that will link Village 9 with Village 8 East. The bridge will be located approximately midway between Main Street and Otay Valley Road, and will extend from the community park on the western boundary of Village 9 to the eastern boundary of Village 8 East on the west side of SR-125.

Transit service will be provided by MTS along Main Street. Bus Rapid Transit, Rapid Bus service and local circulator service will be accessible from this village.

STUDY AREA

The project study area was defined based on the distribution of project-generated trips on the roadway network and the requirements of the Congestion Management Plan (CMP). The list of study intersections was determined based on the trip threshold, which includes all intersections where 50 or more peak hour project-generated trips forecast to be added, including several future intersections and roadway segments. Study intersections and roadway segments are illustrated in **Exhibit 3**. The study area consists of the following intersections and roadway segments:

Study Intersections

1. Olympic Parkway / I-805 Southbound Ramps
2. Olympic Parkway / I-805 Northbound Ramps
3. Olympic Parkway / Brandywine Avenue
4. Olympic Parkway / Santa Victoria
5. Olympic Parkway / Heritage Road
6. Olympic Parkway / La Media Road
7. Olympic Parkway / SR-125 Southbound Ramps
8. Olympic Parkway / SR-125 Northbound Ramps
9. Olympic Parkway / Eastlake Parkway
10. Olympic Parkway / Hunte Parkway
11. Santa Victoria/ Heritage Road
12. Birch Road / La Media Road
13. Birch Road / SR-125 Southbound Ramps
14. Birch Road / SR-125 Northbound Ramps
15. Birch Road / Eastlake Parkway
16. Main Street / I-805 Southbound Ramps
17. Main Street / I-805 Northbound Ramps
18. Main Street / Heritage Road
19. Main Street / La Media Road (Couplet)
20. Main Street / Magdalena Avenue
21. Main Street / SR-125 Southbound Ramps
22. Main Street / SR-125 Northbound Ramps
23. Main Street / Eastlake Parkway
24. Otay Valley Road / SR-125 Southbound Ramps
25. Otay Valley Road / SR-125 Northbound Ramps

Study Roadway Segments

Olympic Pkwy:
- I-805 to Brandywine Ave
- Brandywine Ave to Heritage Rd
- Heritage Rd to La Media Rd
- La Media Rd to SR-125
- SR-125 to Eastlake Pkwy
- Eastlake Pkwy to Hunte Pkwy
- East of Hunte Pkwy

Birch Rd:
- La Media Rd to SR-125
- SR-125 to Eastlake Pkwy

Main St:
- I-805 to Brandywine Ave
- Brandywine Ave to Heritage Rd
- Heritage Rd to Couplet
- Couplet to Magdalena Ave
- Magdalena Ave to SR-125
- SR-125 to Village 9 Access Road
- Village 9 Access Road to Eastlake Pkwy

Hunte Parkway:
- Eastlake Pkwy to Olympic Pkwy
- Olympic Pkwy to Otay Lakes Rd

Heritage Rd:
- Telegraph Cyn Rd to Olympic Pkwy
- Olympic Pkwy to Main St
- Main St to Entertainment Cir
- *Entertainment Cir to Ave de las Vistas (*City of SD)

La Media Rd:
- Telegraph Cyn Rd to Olympic Pkwy
- Olympic Pkwy to Birch Rd
- Birch Rd to Couplet

Magdalena Ave:
- Birch Rd to Main St

Eastlake Pkwy:
- Otay Lakes Rd to Olympic Pkwy
- Olympic Pkwy to Birch Rd
- Birch Rd to Main St
- Main St to Otay Valley Rd

Otay Valley Rd:
- Couplet to Village 8 West Street “C”
- Village 8 West Street “C” to SR-125
- SR-125 to Village 9 Street “A”
- Village 9 Street “A” to Eastlake Parkway

ANALYSIS METHODOLOGY

The 2000 Highway Capacity Manual (HCM) methodology for *Signalized Intersections* was used to determine the operating Levels of Service (LOS) of the study intersections. The HCM methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding average stopped delay per vehicle shown in **Table 1**.

Table 1
Intersection LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

The roadway segment analysis of the study area roadways is based upon roadway classifications and capacity thresholds defined in the City of Chula Vista Transportation Element. The roadway segment level of service criteria is included in **Table 2**.

Table 2
Level of Service Thresholds for Roadway Segments

Classification (# Lanes)	Level of Service (percent of capacity)				
	A (60%)	B (70%)	C (80%)	D (90%)	E (100%)
Expressway (8)	52,500	61,300	70,000	78,800	87,500
Prime Arterial (6) [1]	37,500	43,800	50,000	56,300	62,500
Major Street (6)	30,000	35,000	40,000	45,000	50,000
Major Street (4)	22,500	26,300	30,000	33,800	37,500
Class I Collector (4)	16,500	19,300	22,000	24,800	27,500
Class II Collector (2)	9,000	10,500	12,000	13,500	15,000
Class III Collector (2)	5,600	6,600	7,500	8,400	9,400
Town Center Arterial (6) [2]	37,500	43,800	50,000	56,300	62,500
Gateway Arterial (6) [2]	40,500	47,500	54,500	61,200	68,000

Source: City of Chula Vista General Plan, Land Use and Transportation Element

Notes: [1] The technical analysis includes the evaluation of augmented arterials near the freeway on and off ramps. The augmented arterials include auxiliary lanes in advance of the freeway ramps to serve the higher traffic volumes that typically occur. When auxiliary lanes are provided, the capacity of the segment is increased by the equivalent single lane capacity (10,500 vpd per lane for LOS E) to account for the benefit in overall operations that is achieved with the construction of auxiliary lanes near the ramps.

[2] Town Center and Gateway arterials are “urban core” classifications. Urban Core facilities are evaluated against a LOS D or better standard.

Analysis of Caltrans Facilities

In accordance with City of Chula Vista and Caltrans requirements, the following analysis was conducted for 2030 conditions using the City of Chula Vista Traffic Impact Study Guidelines, the 2000 Highway Capacity Manual, and the Caltrans Highway Design Manual:

- Freeway Mainline
  - City of Chula Vista TIS Guidelines

- Intersections
  - Caltrans Intersection Lane Volume (ILV) Methodology

Basic Freeway Segment Analysis

Segments of northbound and southbound I-805 between Telegraph Canyon Road and Main Street were analyzed under 2030 Without and With Project peak hour conditions using the 2000 HCS Basic Freeway Segment analysis methodology. A 4% heavy truck factor was applied in addition to a measured free-flow speed of 65 mph was used in the HCS calculations for multi-lane segments.

Intersection Lane Volume (ILV) Analysis

The ILV methodology evaluates the traffic demand at an intersection to the available capacity at the intersection. Combining traffic signal phasing and intersection geometry with peak hour traffic volumes, the ILV methodology determines if a ramp is either “stable”, “unstable” or at “capacity”. The thresholds for operating conditions using the ILV methodology are summarized in **Table 3**.

Table 3
Intersection Lane Volume (ILV) Operational Thresholds

ILV/hr	Description
<1,200 “Stable”	Stable flow with slight, but acceptable delay. Occasional signal loading may develop. Free midblock operations.
1,200 to 1,500 “Unstable”	Unstable flow with considerable delays possible. Some vehicles occasionally wait two or more cycles to pass through the intersection. Continuous backup occurs on some approaches.
>1,500 “Capacity”	Stop-and-go operation with severe delay and heavy congestion. Traffic volume is limited by maximum discharge rates of each phase. Continuous backup in varying degrees occurs on all approaches. Where downstream capacity is restrictive, mainline congestion can impede orderly discharge through the intersection.

Notes: Caltrans Highway Design Manual, Table 406.

THRESHOLDS OF SIGNIFICANCE

Project impacts are defined as either project specific or cumulative. Project specific impacts are those impacts for which the addition of project trips results in an identifiable degradation in LOS, triggering the need for specific project-related improvements. Cumulative impacts are those in which project trips contribute to an unacceptable LOS. The City of Chula Vista goal for acceptable operating conditions is LOS D or better for signalized and unsignalized intersections and LOS C or better for roadway segments. For urban core arterials (Town Center and Gateway classifications), the threshold for acceptable level of service is LOS D along roadway segments. For intersections, roadway segments and freeway sections, impacts are defined when the acceptable level of service is breached either by the project or as a cumulative effect of multiple projects. Because the first phase of the Village 9 project will not be constructed in four years or less, the criteria for determining whether the project results in either a project specific or cumulative impact are defined only for long term conditions. The criteria for long-term conditions is defined below.

Long Term Impacts (5 or more years)

Per the City's thresholds of significance for long-term analyses, (5 or more years), the City of Chula Vista adopted General Plan identifies a project to result in a significant impact if one of the following criteria is met:

Intersections

a. ***Direct*** *project impact* if both the following criteria are met:
    i. Level of service is LOS E or F
    ii. Project trips consist of five percent or more of entering volume
b. ***Cumulative*** *impact* if only (i) is met.

Street Links/Segments

a. ***Direct*** *project impact* if all the following criteria are met:
    i. Level of service is LOS D, E, or F
    ii. Project trips consist of five percent or more of segment volume
    iii. Project adds greater than 800 ADT to the segment
b. ***Cumulative*** *impact* if only (i) is met. However, if the intersections along a LOS D or E segment all operate at LOS D or better, the segment impact is considered not significant since intersection analysis is more indicative of actual roadway system operations than street segment analysis. If a segment is LOS F, an impact is significant regardless of intersection LOS.

Freeway Analysis

a. ***Direct*** *project impact* if all the following criteria are met:
    i. Freeway segment LOS is LOS E or LOS F
    ii. Project comprises 5% or more of the total forecasted ADT on that freeway segment
b. ***Cumulative*** *impact* if only (i) is met

Direct impacts must be mitigated by the project. This includes the construction of improvements that reduce the project impacts to less than significant.

Cumulative impacts will be mitigated to a less than significant level, which may include payment of TDIF fees for projects included in the TDIF program.

Roadways and intersections along the project frontage are required to be constructed concurrently with the project to mitigate impacts and provide access. These improvements are assumed to be constructed in the technical analysis.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES

The environmental impacts of a project are evaluated based on criteria established in the CEQA guidelines. The six guidelines pertaining to Transportation/Traffic were updated in 2010 and focus on providing a balanced transportation system. As stated in the 2010 CEQA Guidelines, a project may result in a significant impact if any of the following criteria are met:

a. Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d. Would the project substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

e. Would the project result in inadequate emergency access?

f. Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

ROADWAY CIRCULATION SYSTEM

A field investigation of the existing roadway and intersection conditions was conducted specifically for this project as of the date of this study. Traffic signal operations, lanes, parking and other factors that may affect the capacity of the roadway were identified and included in this analysis. A description of existing and future roadways in the project study area is provided below. Roadway classifications as identified in the City GPA Transportation Element are illustrated in **Exhibit 4**. Existing and future intersection geometry is shown in **Exhibit 5**.

Interstate 805 (I-805) provides regional access through the South San Diego County area as a major freeway facility and is oriented in a north-south direction. Regional project access is provided at Olympic Parkway and Main Street. I-805 is generally an eight-lane freeway between I-5 and SR-54. By Horizon Year 2030, I-805 is planned to include eight lanes plus four managed lanes north of East Palomar Street.

State Route 125 (SR-125) is a combination freeway/tollway that provides north-south access through eastern Chula Vista, east of I-805. SR-125 is a four-lane freeway facility that extends from State Route 52 (SR-52) in Santee to State Route 54. The southern portion of SR-125 from SR-54 to SR-905 is a toll road, also known as the South Bay Expressway.

Olympic Parkway is classified as a six-lane Prime Arterial from I-805 to Hunte Parkway and as a four-lane Major Road east of Hunte Parkway. To serve high traffic volumes in the vicinity of SR-125, Olympic Parkway is classified as an 8-lane Expressway from SR-125 to Eastlake Parkway. Olympic Parkway provides local access to and from I-805 and east-west connections through the surrounding areas to Otay Ranch. Bike lanes are provided and on-street parking is prohibited. The posted speed limit is 45 mph.

Main Street is classified as a six-lane Prime Arterial from I-805 to its existing terminus at Heritage Road. The extension of Main Street is identified in the City of Chula Vista Transportation Element to extend from the existing terminus to connect with Hunte Parkway. The extension of Main Street will provide an additional east-west route between I-805 and SR-125, parallel to Olympic Parkway. Through the Village 8 West project located near the intersection with La Media Road, Main Street will be constructed as a four-lane couplet with two lanes eastbound and two lanes westbound. The speed through the couplet will be set at 25 to 35 mph to complement the pedestrian oriented development and to support on-street parking within the town center. Sidewalks and bicycle lanes will be provided along Main Street.

Brandywine Avenue is currently a four-lane Class I Collector road and narrows to two lanes with a two-way left-turn lane north of Main Street. Brandywine Avenue is oriented in a north-south direction and provides connections to Telegraph Canyon Road, East Palomar Street, Olympic Parkway, and Main Street. Bike lanes are provided along Brandywine Avenue. The posted speed limit is 25 mph. On-street parking is prohibited except along the two-lane section of Brandywine Avenue.

Heritage Road is constructed as a six-lane Prime Arterial north of Olympic Parkway and is generally oriented in a north-south direction, providing access from Olympic Parkway north to Telegraph Canyon Road where the road turns into Paseo Ranchero. There is currently a gap in Heritage Road between Olympic Parkway and Main Street. South of Main Street, Heritage Road is located within the City of Chula Vista up to Entertainment Circle. South of Entertainment Circle Heritage Road is located within the City of San Diego. Currently, Heritage Road south of Main Street is striped as a two- to four-lane Collector with a posted speed limit of 40 mph. Bike lanes and sidewalks are provided; on-street parking is prohibited. The future extension of Heritage Road will be constructed as a six-lane Prime Arterial from Olympic Parkway to Main Street and will be the only circulation roadway connection from Chula Vista to the Otay Mesa in the City of San Diego between I-805 and SR-125.

La Media Road is constructed as a six-lane Prime Arterial road oriented in a north-south direction, providing access between Telegraph Canyon Road and south of Birch Road. The City Transportation Element includes the extension of La Media south into Village 8 West as a six-lane Prime Arterial. The posted speed limit is 40 mph. On-street parking is prohibited to accommodate bike lanes. Through Village 8 West, La Media Road will be constructed as a four-lane couplet with two lanes southbound and two lanes northbound. Through the couplet speeds will be set between 25 and 35 mph to complement the pedestrian oriented development and to support the proposed on-street parking. Sidewalks are also provided both within the couplet and along the six-lane sections of La Media Road.

Eastlake Parkway is constructed as a six-lane roadway between Olympic Parkway and Hunte Parkway and is oriented in a north-south direction immediately east of SR-125. Eastlake Parkway is a four-lane roadway north of Olympic Parkway, a six-lane roadway between Olympic Parkway and Hunte Parkway/Main Street, and is proposed to be a four-lane roadway from Hunte Parkway/Main Street to Otay Valley Road. Eastlake Parkway provides access from its southern terminus at Hunte Parkway to north of Otay Lakes Road. The City Transportation Element includes the extension of Eastlake Parkway south of Hunte Parkway into the future university site. Bike lanes are provided. On-street parking is prohibited.

Hunte Parkway is constructed as a six-lane Prime Arterial from Olympic Parkway to Eastlake Parkway. Bike lanes and sidewalks are provided. The greenbelt trail is located along the south side of Hunte Parkway. The posted speed limit is 45 mph.

Birch Road is constructed as a six-lane road from La Media Road to Eastlake Parkway and is oriented in an east-west direction, providing access to La Media Road, SR-125, and Eastlake Parkway. Birch Road is classified as a six-lane Major Arterial from La Media Road to SR-125. From SR-125 to Eastlake Parkway, Birch Road is classified as a six-lane Prime Arterial.

Magdalena Avenue is currently a two to four lane local road that connects Main Street to Birch Road through Village 7. It provides access to the local high school and residential areas on the west side of SR-125. Although local roads are typically not subject to the LOS requirements established for Circulation Element roads, the segment of Magdalena Avenue from Birch Road to Main Street is included in the analysis because a relatively high percentage of Village 9 project trips destined to the Village 8 West site are forecast to use Magdalena Avenue.

Santa Victoria (Future) Santa Victoria is currently partially constructed. At buildout, the roadway will be a two-lane road that will extend west from the Birch Road/La Media Road intersection and head northwesterly to connect with Olympic Parkway. The road is planned as part of the Village 2 roadway network, and is anticipated to be completed by year 2025.

Otay Valley Road (Future) Otay Valley Road is a future four-lane major road that will be connected to the southern terminus of the Main Street/La Media Road Couplet and will continue southeasterly to the future extension of Eastlake Parkway. MTS plans to use the Otay Valley Road bridge as part of the Bus Rapid Transit route.

Main Street / La Media Road Couplet

The intersection of La Media Road and Main Street will be constructed as a pair of one-way streets that form a couplet. A total of four new signalized intersections will be constructed within the couplet to allow higher volumes traffic to move efficiently between Main Street and La Media Road.

By separating the intersection of Main Street/La Media Road into four smaller intersections, left turn phases can be eliminated thereby improving the efficiency of the signal cycle. Shorter cycle lengths and fewer phases result in lower delay and improved traffic flows.

The width of the intersection is also significantly decreased, improving access for pedestrians and reducing pedestrian green time at the traffic signal. Total conflicting traffic volume through the series of four smaller intersections is lower than the total intersection volume of a single point intersection, thereby allowing shorter cycle lengths and improved safety for pedestrians.

Combined, these operational benefits of the couplet allow the series of intersections to carry a higher volume of traffic more efficiently and with acceptable levels of service. The four signalized intersection are connected by 200 to 500 feet long roadway segments. The operations of the segments are dictated by the operating conditions of the adjacent signalized intersection. Therefore, there are no typical roadway segments through the couplet. The performance of the roadways between the intersections is a reflection of the signal coordination and signal timing. The peak hour analysis conducted for intersections is a better determinant for levels of service than a V/C daily roadway analysis.

Thus, the individual intersections within the couplet were analyzed and included in the traffic study to determine the levels of service at each location. Acceptable levels of service through the intersections are a clear indication that traffic will flow through the couplet at acceptable levels of service.

EXISTING CONDITIONS

To determine the existing conditions at the study intersections, turning movement counts were taken on a typical weekday during the a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak periods. Average daily traffic (ADT) volumes were also collected along most roadway segments over a 24-hour period. **Exhibits 6 and 7** show existing peak hour and daily traffic volumes, respectively. Detailed count data is contained in **Appendix A**.

Table 4 summarizes the existing a.m. and p.m. peak hour levels of service (LOS) of the study intersections based on the existing peak hour intersection volumes and existing intersection geometry. Detailed HCM calculation sheets are contained in **Appendix B**. As shown in Table 4, most intersections are currently operating at an acceptable LOS (LOS D or better) during the a.m. and p.m. peak hours, with the exception of Olympic Parkway / I-805 Northbound Ramps, which operates at LOS F during the a.m. peak hour.

Table 4
Existing Study Intersection LOS

Study Intersection	Control	AM Peak Hour Delay-LOS		PM Peak Hour Delay-LOS	
1. Olympic Parkway / 805 Southbound Ramps	Signalized	41.7	D	41.6	D
2. Olympic Parkway / 805 Northbound Ramps	Signalized	**118.4**	**F**	37.8	D
3. Olympic Parkway / Brandywine Ave	Signalized	30.2	C	31.6	C
4. Olympic Parkway / Santa Victoria Rd	*Does Not Exist*				
5. Olympic Parkway / Heritage Road	Signalized	18.5	B	15.6	B
6. Olympic Parkway / La Media Road	Signalized	37.6	D	25.4	C
7. Olympic Parkway / 125 Southbound Ramps	Signalized	2.8	A	4.7	A
8. Olympic Parkway / 125 Northbound Ramps	Signalized	1.3	A	2.4	A
9. Olympic Parkway / Eastlake Parkway	Signalized	29.2	C	31.5	C
10. Olympic Parkway / Hunte Parkway	Signalized	33.4	C	34.2	C
11. Santa Victoria Rd / Heritage Road	*Does Not Exist*				
12. Birch Road / La Media Road	Signalized	27.0	C	22.6	C
13. Birch Road / SR125 Southbound Ramps	Signalized	11.8	B	11.2	B
14. Birch Road / SR125 Northbound Ramps	Signalized	1.6	A	5.7	A
15. Birch Road / Eastlake Parkway	Signalized	35.2	D	32.7	C
16. Main Street / 805 Southbound Ramps	Signalized	27.8	C	29.7	C
17. Main Street / 805 Northbound Ramps	Signalized	27.7	C	28.9	C
18. Main Street / Heritage Street	Signalized	2.8	A	0.9	A
19. Main Street / La Media Road (Couplet)	*Does Not Exist*				
20. Main Street (*Rock Mtn Rd*) / Magdalena Avenue	Uncontrolled	2.8	A	0.9	A
21. Main Street / SR125 Southbound Ramps	*Does Not Exist*				
22. Main Street / SR125 Northbound Ramps	*Does Not Exist*				
23. Main Street / Eastlake Parkway	Signalized	13.6	B	12.9	B
24. Otay Valley Road / SR125 Southbound Ramps	*Does Not Exist*				
25. Otay Valley Road / SR125 Northbound Ramps	*Does Not Exist*				

Note: Deficient intersection operation shown in **bold**

Roadway segment levels of service were calculated based on established capacity thresholds defined by roadway classification and ADT volumes. **Table 5** presents the results of the existing conditions roadway segment level of service analysis. As shown in Table 5, all roadway segments currently operate at acceptable levels of service, except for Olympic Parkway from Heritage Road to La Media Road.

Table 5
Existing Study Roadway Segment LOS

Roadway	*Segment*	*Existing Conditions*						
		Classification (# Lanes)	**LOS C Capacity**	**ADT**	**V/C**	**LOS**	**Count Year**	**Count Source**
Olympic Parkway	805 to Brandywine	Prime Arterial (6)	50,000	47,000	0.75	C	2008	City of Chula Vista
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	48,721	0.78	C	2009	LLG
	Heritage Rd to La Media Rd	Prime Arterial (6)	50,000	50,538	**0.81**	**D**	2009	LLG
	La Media Rd to SR-125 Ramps	Prime Arterial (6)	50,000	43,563	0.70	C	2008	City of Chula Vista
	SR-125 Ramps to Eastlake Pkwy	Prime Arterial (8)	70,000	40,478	0.46	A	2008	City of Chula Vista
	Eastlake Pkwy to Hunte Pkwy	Prime Arterial (6)	50,000	13,926	0.22	A	2009	LLG
	East of Hunte Pkwy	Major Street (4)	30,000	7,846	0.21	A	2010	RBF Consulting
Birch Road	La Media to SR-125	Major Arterial (6)	40,000	11,084	0.22	A	2011	City of Chula Vista
	SR-125 to Eastlake Parkway	Prime Arterial (6)	50,000	10,250	0.16	A	2008	Estimated Volume
Main Street	I-805 to Brandywine Ave	Prime Arterial (6A)	58,500	26,896	0.37	A	2011	City of Chula Vista
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	18,729	0.30	A	2008	City of Chula Vista
	Heritage Rd to Couplet	*Does Not Exist*						
	Couplet to Magdalena Ave	*Does Not Exist*						
	Magdalena Ave to SR-125 Ramps	*Does Not Exist*						
	SR-125 Ramps to Village 9 Access	*Does Not Exist*						
	Village 9 Access Road to Eastlake	*Does Not Exist*						
Hunte Pkwy	Eastlake Pkwy to Olympic Pkwy	Prime Arterial (6)	50,000	1,406	0.02	A	2010	RBF Consulting
	Olympic Pkwy to Otay Lakes Rd	Major Street (4)	30,000	9,580	0.26	A	2010	RBF Consulting
Heritage Rd	Telegraph Cyn Rd to Olympic Pkwy	Prime Arterial (6)	50,000	12,383	0.20	A	2006	City of Chula Vista
	Olympic Pkwy to Main St	*Does Not Exist*						
	Main Street to Entertainment Circle	Class II Collector (2A)	12,000	10,035	0.67	B	2009	LLG
	Entertainment Circle to Ave. de Las Vistas *(City of SD)*	Class II Collector (2A)	12,000	9,846	0.66	B	2009	LLG
La Media Rd	Telegraph Cyn Rd to Olympic Pkwy	Prime Arterial (6)	50,000	12,658	0.20	A	2006	City of Chula Vista
	Olympic Pkwy to Birch Rd	Prime Arterial (6)	50,000	11,037	0.18	A	2009	LLG
	Birch Rd to Couplet	*Does Not Exist*						
Magdalena	Birch Road to Main	Class II Collector (2)	12,000	9,122	0.61	B	2011	City of Chula Vista
Eastlake Pkwy	Otay Lakes Rd to Olympic Pkwy	Prime Arterial (6)	50,000	18,945	0.30	A	2006	City of Chula Vista
	Olympic Pkwy to Birch Rd	Major Arterial (6)	40,000	9,199	0.18	A	2008	City of Chula Vista
	Birch Rd to Hunte Parkway-Main St	Major Arterial (6)	40,000	1,310	0.03	A	2008	City of Chula Vista
	Main St to Otay Valley Rd	*Does Not Exist*						
Otay Valley Rd	Couplet to Village 9 Access Road	*Does Not Exist*						
	Village 9 Access Road to SR-125	*Does Not Exist*						
	SR-125 Ramps to University	*Does Not Exist*						

Note: Deficient roadway segment operation shown in **bold**.
6A = 6 lane augments arterial. Augmented arterials include additional turn lanes that provide the necessary capacity in advance of key intersections such as freeway ramps. The additional lanes improve the overall performance of the link nearest the intersection where the greatest delay typically occurs. The performance of the segment benefits from this additional capacity; therefore, the overall capacity of the link is increased by the equivalent single lane volume for this classification (10,500 vpd per lane).

STUDY SCENARIOS AND LAND USE ASSUMPTIONS

The traffic impact analysis was conducted for several scenarios. Initially, the project traffic impacts to the existing condition (as of the date of this study) were analyzed. Recognizing that the project will be constructed in phases, this study analyzed traffic impacts for years 2020, 2025, and 2030. For existing conditions, the project was overlaid on the existing conditions traffic volumes and evaluated against the existing circulation network. Each future year scenario included land use assumptions for all undeveloped or partially developed villages through the Otay Ranch community as well as a phased project development approach by scenario year.

Roadway Network Assumptions

The roadway network used as the baseline analysis is the existing roadway network observed in the field at the time this report was initiated. Throughout the study, impacts are identified and mitigation measures are recommended. As a result, in the future year scenarios improvements to the roadway network are assumed to occur. The roadway network improvements are either a result of improvements constructed by the project through project frontage, direct impact mitigation, or improvements constructed through payment of TDIF fees by the project and by others.

If the project equivalent dwelling unit (EDU) limit for each study year (2020, 2025, & 2030) is reached prior to any of the assumed roadway or intersection improvements being constructed and open to traffic, then one of the following steps shall be taken as determined by the City Engineer:

1. Development in Village 9 shall stop until those assumed future roadways are constructed by others; or

2. City and the applicant shall meet to determine the need for the incomplete roadway segments. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or

3. Developer shall construct the missing roadway links and receive TDIF credit for those improvements as applicable; or

4. An alternative measure is selected by the City in accordance with the City of Chula Vista Growth Management Ordinance; or

5. All to the satisfaction of the City Engineer.

Background Land Use Assumptions

Future year land use information for the City of Chula Vista, City of San Diego, and County of San Diego were based upon the current General Plan or Community Plan information available. For the County of San Diego, General Plan 2020 land use data was used and in the City of San Diego the Otay Mesa Community Plan land uses were applied. For City of Chula Visa, the General Plan land use data was updated to reflect approved or pending projects in the Otay Ranch. All updated land use data was integrated into the SANDAG database prior to running the traffic model.

For background land use data, the interim year development assumptions were estimated using a straight line methodology from 2020 to 2030, with full buildout assumed by year 2030. Once the land uses and street networks were coded appropriately, the model was run for each of the study scenarios. The model volumes were further refined to produce forecasted average daily traffic (ADT) volumes for all street segments.

Model Methodology

Future year traffic volumes were forecast using the Series 11 South Bay Sub Area traffic model developed by SANDAG. In collaboration with City of Chula Vista and SANDAG, RBF Consulting provided the land use and network designations for each scenario year. Interim year land use data and model plots are provided in **Appendix C**. Interim forecast data was determined for each study year beginning in year 2020. The model provides average daily traffic (ADT) for roadway segments.

When the model runs were conducted for the study area, they included future roads in order to understand how future traffic patterns may change when new capacity is added to the roadway network. The traffic analysis in this report assumes that the existing roadway network exists until mitigation measures are determined to be necessary, which may include the addition of links modeled with the SANDAG traffic model. In each study scenario, manual adjustments were made to the model volumes to remove the future links. The future link volumes were reassigned to existing roadways in order to forecast traffic volumes on the existing roadway network. Manual adjustments and forecast traffic patterns for the future year conditions were compared to existing traffic patterns and volumes to ensure reasonable growth and traffic flow.

Peak hour intersection turning volumes were post-processed for each study year based on the model ADT and the relationship between existing peak hour volumes to existing ADT as well as anticipated growth in the surrounding area.

For new intersections, peak hour volumes were post processed based on the distribution of ADT volumes on the network. Relationships between links, understanding of proposed land and traffic trends on existing, similar roadways were used to refine the peak hour volumes. Post-processing worksheets prepared for this report are provided for each horizon year (2020, 2025 and 2030) are provided in **Appendix D**.

The SANDAG model assigned limited volumes to the ramps along SR-125. This is primarily due to the model methodology used to assess the impact of tolls on the facility. At the time this analysis was conducted, SANDAG reduced the speeds along SR-125 to 35 mph or less to simulate the affect the toll has on driver's decision making process. This resulted in lower than anticipated ADT volumes along the SR-125 corridor and at ramps. There was a large disparity between ramp volumes within a single interchange. In many cases one or two of the ramp volumes were less than 100 vpd and other ramp volumes at the interchange exceeded 10,000 vpd. Because of the disparity in ramp volumes, the post-processing of ramp volumes were refined to equalize the use of ramps through each of the interchanges to reflect existing traffic patterns at existing ramps along the SR-125 corridor. The post-processing assumes that drivers enter and exit the SR-125 at the same interchange. Further refinements to the distribution of traffic during the peak hour were made around the ramps to reflect peak period demand and turning movement volumes.

Village 9 Land Use Assumptions

The development of Village 9 will occur over several phases and will not be fully constructed for many years. Therefore, the traffic analysis includes an evaluation of years 2020, 2025, and 2030 with incremental developments of the proposed project in order to more accurately reflect how actual development will occur. The following sections summarize the findings of the analysis for each study scenario. **Table 6** provides a summary of land uses assumed for each phase.

- **Existing Plus Project** includes build-out project-generated trips. Analysis is conducted for the existing roadway network. Improvements necessary to provide access, including Main Street from Street "A" to Eastlake Parkway, are included in the analysis.

- **2020** includes project-generated trips associated with the construction of 114 single-family and 1,634 high density multi-family residential dwelling units, 250,000 square feet of commercial office and 14.8 acres of park space within Village 9.

- **2025** includes development assumed in 2020, plus project-generated trips associated with the construction of 131 single-family dwelling units, 1,877 high density multi-family dwelling units, an elementary school, an additional 325,000 square feet of office space, 300,000 square feet of square feet of commercial retail and 12.7 acres of park space.

- **2030** includes development assumed in 2025 plus project-generated trips associated with the construction of 21 single family residential units, 223 high density multi-family units, an elementary school, an additional 625,000 square feet of office space, and 5 acres for a Community Purpose Facility use.

Table 6
Summary of Land Uses by Study Year (1)

Land Use	Total Units	2020	2025	2030
Urban / Neighborhood Park	27.5 acres	14.8 acres	12.7 acres	- -
Single Family Residential	266 DU	114 DU	131 DU	21 DU
High Density MF Residential	3,734 DU	1,634 DU	1,877 DU	223 DU
Elementary School	19.8 acres	- -	11.9 acres	7.9 acres
Office (> 400 KSF)	1,200 KSF	250 KSF	325 KSF	625 KSF
Commercial Retail	300 KSF	- -	300 KSF	- -
Community Purpose Facility	5 acres	- -	- -	5 acres
TOTAL EDU		1,312	3,074	3,407

Notes: KSF = thousand square feet DU = dwelling units

(1) Land use phasing assumptions were provided by the applicant for the purpose of this TIA.

PROJECT TRIP GENERATION AND TRIP DISTRIBUTION

SANDAG trip generation rates were utilized to determine the daily and peak hour trips to be generated by the proposed project. **Table 7** summarizes the Village 9 trip generation rates applied to the proposed uses.

Table 7
Trip Generation Rates

Land Use	Units	Daily Rate	AM Peak Hour			PM Peak Hour		
			Total	Inbound	Outbound	Total	Inbound	Outbound
Urban/Neighborhood Park	Acres	5	4%	50%	50%	8%	50%	50%
Single Family Residential	DU	10	8%	30%	70%	10%	70%	30%
High Density Multi-Family Residential	DU	6	8%	20%	80%	9%	70%	30%
Elementary School	Acres	100	32%	60%	40%	9%	40%	60%
Office (>400 KSF)	KSF	12	13%	90%	10%	13%	20%	80%
Commercial Retail (Specialty Retail)	KSF	40	4%	60%	40%	10%	50%	50%
Community Purpose Facility	Acres	30	5%	60%	40%	8%	50%	50%

Source: SANDAG *(Not So) Brief Guide to Trip Generation* Rates (2002) DU = Dwelling Units KSF = Thousand Square Feet

The proposed project is planned to be mixed use with a range of residential densities and variety of land uses. Because of the mix of uses and comprehensive network of bicycle and pedestrian facilities, it is reasonable to assume that a portion of the trips made will be either non-motorized or transit-oriented. Therefore, trip reduction factors were applied to the forecasted trip generation for Village 9 to reflect internally captured trips (trips that do not leave the village), non-motorized trips (pedestrian and bike trips), and transit trips. The concept of Otay Ranch Villages is comprehensive and designed to keep a portion of traffic internal to the project as residential, commercial, and community land uses will be within close proximity to one another. Internal trips will result in traffic circulating within the village, but will not add traffic on the surrounding roadway network outside of the Village 9 boundaries.

Internal capture rates were calculated for retail, residential, office, and recreational uses as outlined in the *ITE Trip Generation Handbook*. This methodology applies attractiveness factors between uses to determine the propensity for short vehicle trips and/or non-motorized trips. Internal capture rates range from 2% to 60% depending on the combination of land uses. Internal trip capture reductions are lower in 2020 when Village 9 is primarily residential. As commercial office and retail develop in 2025 and 2030, internal capture within the village increases. At buildout, internal capture accounts for an approximate 37% reduction in daily trips.

In addition, a 5% reduction was applied for transit uses for study years 2020 and 2025, and a 15% reduction was applied for transit uses for study year 2030 based on SANDAG transit reduction rates. MTS is planning Bus Rapid Transit, Rapid Bus, and local circulator service within Otay Ranch. Internal capture rate and transit reduction calculations are provided in **Appendix E**.

Table 8 shows the forecast project-generated daily and peak hour trips, including internal capture and transit reductions, for the proposed project. As shown, at buildout the proposed project is forecast to generate a total of approximately 53,732 daily trips, which includes 5,003 a.m. peak hour trips and 5,556 p.m. peak hour trips before internal capture and transit reductions. With the internal capture and transit reductions, the project is forecast to generate approximately 34,067 trips per day, including 3,784 a.m. and 3,509 p.m. peak hour trips.

Table 8
Forecast Project-Generated Trips

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	Inbound	Outbound	Total	Inbound	Outbound
Urban / Neighborhood Park	27.5 acres	138	6	3	3	11	6	5
Single Family Residential	266 du	2,660	213	64	149	266	186	80
High Density MF Residential	3,734 du	22,404	1,792	358	1,434	2,016	1,411	605
Elementary School	19.8 acres	1,980	633	379	254	178	74	107
Office (> 400 KSF)	1,200 ksf	14,400	1,872	1,685	187	1,872	374	1,498
Commercial Retail	300 ksf	12,000	480	288	192	1,200	600	600
Community Purpose Facility	5 acres	150	8	5	3	12	6	6
SUBTOTAL		**53,732**	**5,003**	**2,781**	**2,222**	**5,556**	**2,655**	**2,901**
Internal Capture[1]		-11,606	-469	-234	-234	-1,214	-607	-607
Transit Reduction[2]		-8,059	-750	-417	-333	-833	-398	-435
TOTAL		**34,067**	**3,784**	**2,130**	**1,655**	**3,509**	**1,650**	**1,859**

Note: based on *SANDAG, Not So Brief Guide, April 2002*
[1] Internal Capture Rates provided from *ITE Trip Generation Handbook.* Internal capture rates vary by each combination of land uses.
[2] Transit Reduction Rates provided from SANDAG; a transit reduction of 15% is assumed by project buildout.

Distribution of project-generated traffic was determined using the SANDAG Series 11 South Bay Sub Area Select Zone analysis for each study year: 2020, 2025, and 2030. **Exhibits 8 through 11** illustrate the project trip distribution for each study scenario. SANDAG Select Zone model runs for each year are provided in **Appendix F**.

Exhibits 12 through 15 illustrate the peak hour project trip assignment based on the trip distribution percentages for each respective study scenario. **Exhibits 16 through 19** illustrate the daily project trip assignment for each study scenario.

EXISTING PLUS PROJECT CONDITIONS

The California Environmental Quality Act (CEQA) mandates the assessment of existing (ground) conditions with project build-out conditions. The Existing Plus Project study scenario assumes the existing street network with existing traffic count data as the baseline in order to analyze impacts from the project at build-out. Table 8 showed that the project is forecast to generate 53,732 trips per day at build-out. Because of the lack of existing transit service and the isolated nature of the project in this study scenario, neither internal capture nor transit reductions were applied in this analysis.

Exhibit 20 illustrates the Existing Plus Project conditions peak hour volumes. **Table 9** summarizes the peak hour level of service for Existing Plus Project conditions. Detailed HCM Worksheets are provided in **Appendix G** of this report.

Table 9
Existing Plus Project Study Intersection LOS

Study Intersection	AM Peak Hour Delay-LOS		PM Peak Hour Delay-LOS		LOS E or F	% Project Trips	Impact
1. Olympic Pkwy / 805 Southbound Ramps	41.0	D	47.2	D			
2. Olympic Pkwy / 805 Northbound Ramps	**120.6**	**F**	46.3	D	X	**11.3%**	**Direct**
3. Olympic Pkwy / Brandywine Ave	51.3	D	**70.0**	**E**	X	**19.0%**	**Direct**
4. Olympic Pkwy / Santa Victoria	*Does Not Exist*						
5. Olympic Pkwy / Heritage Rd	28.4	C	22.7	C			
6. Olympic Pkwy / La Media Rd	**76.5**	**E**	43.2	D	X	**32.1%**	**Direct**
7. Olympic Pkwy / 125 Southbound Ramps	2.6	A	4.2	A			
8. Olympic Pkwy / 125 Northbound Ramps	1.3	A	2.4	A			
9. Olympic Pkwy / Eastlake Parkway	31.4	C	34.7	C			
10. Olympic Pkwy / Hunte Pkwy	29.7	C	32.3	C			
11. Santa Victoria / Heritage Rd	*Does Not Exist*						
12. Birch Rd / La Media Rd	**220.7**	**F**	**267.3**	**F**	X	**72.1%**	**Direct**
13. Birch Rd / SR125 Southbound Ramps	7.1	A	7.1	A			
14. Birch Rd / SR125 Northbound Ramps	5.4	A	7.2	A			
15. Birch Rd / Eastlake Pkwy	**356.7**	**F**	**357.1**	**F**	X	**75.1%**	**Direct**
16. Main St / 805 Southbound Ramps	27.6	C	32.0	C			
17. Main St / 805 Northbound Ramps	26.7	C	28.9	C			
18. Main St / Heritage Rd	2.8	A	0.9	A			
19. Main St / La Media Rd	*Does Not Exist*						
20. Main St / Magdalena Ave	*Does Not Exist*						
21. Main St / SR125 Southbound Ramps	*Does Not Exist*						
22. Main St / SR125 Northbound Ramps	*Does Not Exist*						
23. Main Street / Eastlake Pkwy	**815.0**	**F**	**890.8**	**F**	X	**97.5%**	**Direct**
24. Otay Valley Rd / SR125 Southbound Ramps	*Does Not Exist*						
25. Otay Valley Rd / SR125 Northbound Ramps	*Does Not Exist*						

Note: Deficient intersection operation shown in **bold**

As shown in Table 9, the following intersections are forecast to operate at deficient levels of service and are forecast to be significantly impacted by the project:

- Olympic Parkway / I-805 Northbound Ramps (a.m. – LOS F)
- Olympic Parkway / Brandywine Avenue (p.m. – LOS E)
- Olympic Parkway / La Media Road (a.m. – LOS E)
- Birch Road / La Media Road (a.m. LOS F, p.m. – LOS F)
- Birch Road / Eastlake Parkway (a.m. LOS F, p.m. – LOS F)
- Main Street / Eastlake Parkway (a.m. LOS F, p.m. LOS F)

Exhibit 21 illustrates the Existing Plus Project conditions average daily volumes. **Table 10** presents the results of the Existing Plus Project conditions roadway segment level of service analysis. As shown in Table 10, the following roadway segments are forecast to operate at deficient levels of service:

- Olympic Parkway, from I-805 to Brandywine Avenue (LOS D)
- Olympic Parkway, from Brandywine Avenue to Heritage Road (LOS E)
- Olympic Parkway, from Heritage Road to La Media Road (LOS F)
- Magdalena Avenue, from Birch Road to Main Street (LOS F)
- Eastlake Parkway, from Birch Road to Main Street (LOS D)

Table 10
Existing Plus Project Study Roadway Segment LOS

Roadway	Segment	Existing Plus Project Conditions					Project/Cumulative Impacts		
		Classification (# Lanes)	LOS C Capacity	ADT	V/C	LOS	≥800 Project Trips	≥5% Project Trips?	Impact
Olympic Parkway	805 to Brandywine	Prime Arterial (6)	50,000	**53,959**	**0.86**	**D**	**6,959**	**12.9%**	**Direct**
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	**59,428**	**0.95**	**E**	**10,707**	**18.0%**	**Direct**
	Heritage Rd to La Media Rd	Prime Arterial (6)	50,000	**69,275**	**1.11**	**F**	**18,737**	**27.0%**	**Direct**
	La Media Rd to SR-125 Ramps	Prime Arterial (6)	50,000	48,916	0.78	C			
	SR-125 Ramps to Eastlake Pkwy	Expressway (8)	70,000	45,831	0.52	A			
	Eastlake Pkwy to Hunte Pkwy	Prime Arterial (6)	50,000	16,603	0.27	A			
	East of Hunte Pkwy	Major Street (4)	30,000	11,593	0.31	A			
Birch Road	La Media to SR-125	Major Arterial (6)	40,000	35,710	0.71	C			
	SR-125 to Eastlake Parkway	Prime Arterial (6)	50,000	40,229	0.64	B			
Main Street	I-805 to Brandywine Ave	Prime Arterial (6A)	58,500	29,573	0.41	A			
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	18,729	0.30	A			
	Heritage Rd to La Media Rd	*Does Not Exist*							
	La Media Rd to SR-125 Ramps	*Does Not Exist*							
	SR-125 Ramps to Village 9 Street "A"	*Does Not Exist*							
	Village 9 Street "A" to Eastlake Pkwy	Gateway (6)	61,200[1]	53,534	0.79	C			
Hunte Pkwy	Eastlake Pkwy to Olympic Pkwy	Prime Arterial (6)	50,000	12,113	0.19	A			
	Olympic Pkwy to Otay Lakes Rd	Major Street (4)	30,000	17,610	0.47	A			
Heritage Rd	Telegraph Cyn Rd to Olympic Pkwy	Prime Arterial (6)	50,000	20,413	0.33	A			
	Olympic Pkwy to Main St	*Does Not Exist*							
	Main Street to Entertainment Circle	Class II Collector (2A)	12,000	10,035	0.67	B			
	Entertainment Circle to Ave. de Las Vistas *(City of SD)*	Class II Collector (2A)	12,000	9,846	0.66	B			
La Media Rd	Telegraph Cyn Rd to Olympic Pkwy	Prime Arterial (6)	50,000	18,011	0.29	A			
	Olympic Pkwy to Birch Rd	Prime Arterial (6)	50,000	29,774	0.48	A			
	Birch Rd to Main St	*Does Not Exist*							
Magdalena Ave	Birch Road to Main	Class II Collector (2)	12,000	**15,011**	**1.00**	**F**	**5,889**	**39.2%**	**Direct**
Eastlake Pkwy	Otay Lakes Rd to Olympic Pkwy	Prime Arterial (6)	50,000	21,622	0.35	A			
	Olympic Pkwy to Birch Rd	Major Arterial (6)	40,000	19,906	0.40	A			
	Birch Rd to Hunte Parkway-Main St	Major Arterial (6)	40,000	**44,137**	**0.88**	**D**	**42,827**	**97.0%**	**Direct**
	Main St to Otay Valley Rd	*Does Not Exist*							
Otay Valley Rd	Main St to Village 8 West Street "A"	*Does Not Exist*							
	Village 8 West Street "A" to SR-125 Ramps	*Does Not Exist*							
	SR-125 Ramps to Village 9 Street "A"	*Does Not Exist*							

[1]Town Center and Gateway arterials classified as "urban center" facilities and are evaluated against a LOS D or better standard.

Significant Impacts & Mitigation

The results of the Existing Plus Project analysis show that six intersections are forecast to operate at deficient LOS under Existing plus Project conditions. For each of the six impacted intersections, listed below, the project trips added to the intersections exceed the City of Chula Vista's five percent threshold of significance. The six intersections are forecast to result in direct project impacts:

- Olympic Parkway / I-805 Northbound Ramps (11.3%)
- Olympic Parkway / Brandywine Avenue (19.0%)
- Olympic Parkway / La Media Road (32.1%)
- Birch Road / La Media Road (72.1%)
- Birch Road / Eastlake Parkway (75.1%)
- Main Street / Eastlake Parkway (97.5%)

Five roadway segments are forecast to operate at deficient LOS under Existing plus Project conditions. The project trips added to the deficient segments listed below exceed the City of Chula Vista's five percent threshold of significance. Therefore, all five segments are forecast to be directly impacted by the project:

- Olympic Parkway: from I-805 to Brandywine Avenue (12.9%)
  from Brandywine Avenue to Heritage Road (18.0%)
  from Heritage Road to La Media Road (27.0%)
- Magdalena Avenue: from Birch Road to Main Street (39.2%)
- Eastlake Parkway: from Birch Road to Main Street (97.0%)

As shown, the project is forecast to result in direct impacts under the Existing Plus Project scenario. The improvements listed for the 2020, 2025 and 2030 development scenarios as listed in Tables 25, 26 and 27 would mitigate these direct impacts. The project, however, is planned to be constructed in a series of phases over a period of 10-15 years and would not require construction of all improvements at once but rather such improvements will be constructed as is needed to mitigate impacts of the phased development. **Exhibit 22** illustrates the proposed phasing plan for Village 9.

The Otay Ranch is largely undeveloped around Village 9. Existing infrastructure services vacant properties. Therefore, substantial capacity is currently available to serve Village 9. As other projects within the Ranch develop over time and consume portions of the available capacity, the overall impacts of the project will be greater than those identified in the Existing Plus Project study scenario.

A phased analysis of this project was therefore conducted that includes both the proposed project and the cumulative projects throughout the City. The project traffic and the cumulative traffic was phased in five year increments beginning in 2020. Although the cumulative projects may provide improvements to the circulation system as either mitigation or project frontage improvements, the analysis conducted in this study assumes the existing roadway network until mitigation measures are required to offset project impacts. Once a mitigation measure is required by this study, including the payment of TDIF fees for cumulative impacts, the subject improvement is integrated into future year analysis. This methodology more accurately evaluates the overall project impact on the circulation system as this project and other projects develop over time.

2015 CONDITIONS

By 2015, Village 9 residential units may be under construction, however, occupancy of those units is not anticipated to occur until after 2015. Therefore, traffic impacts for year 2015 are not evaluated in this traffic report.

2020 CONDITIONS

By 2020, Village 9 is planned to include up to 114 single family residential dwelling units, 1,634 multi-family residential dwelling units, and 250,000 square feet of office within Village 9. **Table 11** summarizes the Village 9 2020 project trip generation.

Table 11
2020 Project Trip Generation Table

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	Inbound	Outbound	Total	Inbound	Outbound
Urban & Neighborhood Park	14.8 acres	74	3	2	1	6	3	3
Single Family Residential	114 DU	1,140	91	27	64	114	80	34
High Density Multi-Family Residential	1,634 DU	9,804	784	157	627	882	618	265
Office (>400 KSF)	250 KSF	3,000	390	351	39	390	78	312
SUBTOTAL		**14,018**	**1,268**	**537**	**732**	**1,392**	**778**	**614**
Internal Capture[1]		*-193*	*-8*	*-4*	*-4*	*-18*	*-9*	*-9*
Transit Reduction[2]		*-701*	*-64*	*-27*	*-37*	*-70*	*-39*	*-31*
TOTAL		**13,124**	**1,197**	**506**	**691**	**1,306**	**731**	**575**
TOTAL EDU		**1,312**						

Note: based on *SANDAG, Not So Brief Guide, April 2002*
[1] Internal Capture Rates provided from *ITE Trip Generation Handbook.* Internal capture rates vary by each combination of land uses.
[2] Transit Reduction Rates provided from SANDAG; a transit reduction of 5% is assumed.

The traffic analysis assumes the existing roadway network for the analysis of off-site locations, and the following roadway improvements will be constructed by the project to provide access to the initial phases of development within Village 9 as stated in the PFFP analysis presented later in the report:

- Construction of Main Street from Street “A” to Eastlake Parkway
- Construction of Street “A” from Main Street to Otay Valley Road
- Installation of traffic signal at intersection of Main Street / Street “A”
- Construction of Otay Valley Road from Street “I” to Street “A”
- Construction of Street “I” south of Otay Valley Road

Road network assumptions for year 2020 are provided in **Exhibit 23**. The analysis also assumes one offsite improvement. La Media Road is assumed to extend south to Main Street. This linkage provides access to future Village 8 developments, which are currently not accessible with the existing roadway network. The cumulative land use condition in this TIA assumes a proportionate build out of Village 8. Therefore, this assumption has been made purely to provide access to Village 8.

The forecast 2020 volumes include the project traffic and traffic associated with existing and planned development in Chula Vista, City of San Diego, and County of San Diego. Cumulative project volumes were forecast using the SANDAG Series 11 South Bay model, which included straight lined development assumptions for all other undeveloped or partially developed properties. **Exhibit 24** illustrates the forecasted 2020 peak hour intersection volumes. Forecast 2020 daily traffic volumes are illustrated in **Exhibit 25.**

2020 Operational Analysis

Table 12 summarizes the 2020 peak hour intersection LOS. HCM Worksheets are provided in **Appendix H.** As shown, the following intersections are forecast to operate at deficient operating conditions under 2020 conditions:

- Olympic Parkway / I-805 Northbound Ramps (a.m. – LOS F)
- Olympic Parkway / Brandywine Avenue (p.m. – LOS F)

Table 13 presents the results of the 2020 conditions roadway segment level of service analysis. As shown, the following segments are forecast to operate at deficient levels of service (LOS D, E, or F):

- Olympic Parkway: from I-805 to Brandywine Avenue (LOS D)
  from Brandywine Avenue to Heritage Road (LOS E)
  from Heritage Road to La Media Road (LOS E)
  from La Media Road to SR-125 Ramps (LOS E)
- Heritage Road: from Main Street to Entertainment Circle (LOS F)
  from Entertainment Circle to Avenida de Las Vistas (LOS F)
- Magdalena Avenue: from Birch Road to Main Street (LOS D)

2020 Significant Impacts & Recommended Mitigation Measures

As discussed above, two intersections and six roadway segments are forecast to operate at deficient levels of service by 2020. Each of the deficient locations were evaluated to determine the project impact at those locations using the City's thresholds of significance as outlined previously in the "Thresholds of Significance" section of this report.

The intersections and roadway segments forecast to operate at deficient levels of service are listed below along with the percentage of project trips at each location:

<u>Intersections</u>

- Olympic Parkway / I-805 Northbound Ramps (1.1%)
- Olympic Parkway / Brandywine Avenue (1.5%)

<u>Roadway Segments</u>

- Olympic Parkway: from I-805 NB Ramps to Brandywine Avenue (1.5%)
  from Brandywine Avenue to Heritage Road (1.8%)
  from Heritage Road to La Media Road (3.0%)

from La Media Road to SR-125 Ramps (0.6%)

- Heritage Road: from Main Street to Entertainment Circle (0%)
  from Entertainment Circle to Avenida de Las Vistas (0%)

- Magdalena Avenue: from Birch Road to Main Street (11.6%)

The project is not forecast to add any project trips to the segments of Heritage Road from Main Street to Entertainment Circle to Avenida de las Vistas. Therefore, the impacts fall below the thresholds of significance and the impacts are considered cumulative.

Table 12
2020 Peak Hour Study Intersection LOS

Study Intersection	AM Peak Hour Delay-LOS		PM Peak Hour Delay-LOS		LOS E or F	% Project Trips	Impact
1. Olympic Pkwy / 805 Southbound Ramps	51.9	D	54.0	D			
2. Olympic Pkwy / 805 Northbound Ramps	**117.7**	**F**	50.5	D	X	1.1%	Cumulative
3. Olympic Pkwy / Brandywine Ave	42.9	D	**80.4**	**F**	X	1.5%	Cumulative
4. Olympic Pkwy / Santa Victoria	*Does Not Exist*						
5. Olympic Pkwy / Heritage Rd	46.7	D	54.6	D			
6. Olympic Pkwy / La Media Rd	40.0	D	35.1	D			
7. Olympic Pkwy / 125 Southbound Ramps	5.3	A	5.6	A			
8. Olympic Pkwy / 125 Northbound Ramps	4.3	A	5.0	A			
9. Olympic Pkwy / Eastlake Parkway	33.5	C	32.6	C			
10. Olympic Pkwy / Hunte Pkwy	35.4	D	35.9	D			
11. Santa Victoria / Heritage Rd	*Does Not Exist*						
12. Birch Rd / La Media Rd	45.9	D	51.1	D			
13. Birch Rd / SR125 Southbound Ramps	5.1	A	5.2	A			
14. Birch Rd / SR125 Northbound Ramps	13.4	B	14.3	B			
15. Birch Rd / Eastlake Pkwy	40.4	D	47.3	D			
16. Main St / 805 Southbound Ramps	30.6	C	43.6	D			
17. Main St / 805 Northbound Ramps	29.8	C	35.7	D			
18. Main St / Heritage Rd	4.0	A	5.8	A			
19. Main St / La Media Rd	11.6	B	10.7	B			
20. Main St / Magdalena Ave	22.5	C	24.3	C			
21. Main St / SR125 Southbound Ramps	*Does Not Exist*						
22. Main St / SR125 Northbound Ramps	*Does Not Exist*						
23. Main Street / Eastlake Pkwy	22.5	C	24.1	C			
24. Otay Valley Rd / SR125 Southbound Ramps	*Does Not Exist*						
25. Otay Valley Rd / SR125 Northbound Ramps	*Does Not Exist*						

Note: Deficient intersection operation shown in **bold**

Table 13
2020 Study Roadway Segment LOS

Roadway	Segment	Classification	LOS C Capacity	ADT	LOS	Significance Criteria[1]			Impact
						LOS D/E/F?	≥5% Project Trips?	Project ADT ≥800?	
Olympic Parkway	805 to Brandywine	Prime Arterial (6)	50,000	**54,600**	**D**	X	1.5%	806	Cumulative
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	**58,200**	**E**	X	1.8%	1,036	Cumulative
	Heritage Rd to La Media Rd	Prime Arterial (6)	50,000	**60,800**	**E**	X	3.0%	1,842	Cumulative
	La Media Rd to SR-125 Ramps	Prime Arterial (6)	50,000	**58,700**	**E**	X	0.6%	345	No impact[3]
	SR-125 Ramps to Eastlake Pkwy	Expressway (8)	70,000	46,700	A				
	Eastlake Pkwy to Hunte Pkwy	Prime Arterial (6)	50,000	33,600	A				
	East of Hunte Pkwy	Major Arterial (4)	30,000	14,700	A				
Birch Road	La Media Rd to SR-125	Major Arterial (6)	40,000	37,000	C				
	SR-125 to Eastlake Pkwy	Prime Arterial (6)	50,000	37,200	B				
Main Street	I-805 to Brandywine Ave	Prime Arterial (6A)	58,500	39,400	A				
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	27,700	A				
	Heritage Rd to La Media Rd	*Does Not Exist*							
	La Media Rd to SR-125	*Does Not Exist*							
	SR-125 Ramps to Village 9 St A	*Does Not Exist*							
	Village 9 St "A" to Eastlake Pkwy	Gateway (6)	61,200[2]	17,900	A				
Hunte Parkway	Eastlake Pkwy to Olympic Pkwy	Prime Arterial (6)	50,000	11,700	A				
	Olympic Pkwy to Otay Lakes Rd	Major Street (4)	30,000	12,800	A				
Heritage Road	Telegraph Cyn to Olympic Pkwy	Prime Arterial (6)	50,000	40,500	B				
	Olympic Pkwy to Main St	*Does Not Exist*							
	Main St to Entertainment Circle	Class II Collector (2A)	12,000	**17,300**	**F**	X	0%	0	Cumulative
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	Class II Collector (2A)	12,000	**16,300**	**F**	X	0%	0	Cumulative
La Media Road	Telegraph Cyn to Olympic Pkwy	Prime Arterial (6)	50,000	19,500	A				
	Olympic Pkwy to Birch Rd	Prime Arterial (6)	50,000	34,600	A				
	Birch Rd to Main St	Prime Arterial (6)	50,000	33,700	A				
Magdalena Ave	Birch Rd to Main St	Class II Collector (2)	12,000	**12,500**	**D**	X	11.6%	1,444	No Impact[4]
Eastlake Parkway	Otay Lakes Rd to Olympic Pkwy	Prime Arterial (6)	50,000	20,700	A				
	Olympic Pkwy to Birch Rd	Major Arterial (6)	40,000	23,200	A				
	Birch Rd to Main St	Major Arterial (6)	40,000	31,400	B				
	Main St to Otay Valley Rd	*Does Not Exist*							
Otay Valley Road	Main St to SR-125 Ramps	*Does Not Exist*							
	SR-125 Ramps to Village 9 St "A"	*Does Not Exist*							
	Village 9 St "A" to University	Major Street (4)	30,000	1,600	A				

Deficient conditions shown in **bold.** [1]A "Direct" project impact occurs if a project meets all three significance criteria; otherwise impacts are identified as "Cumulative." [2]Town Center and Gateway arterials classified as "urban center" facilities and are evaluated against a LOS D or better standard. [3]According to the City of Chula Vista significance thresholds, an impact along a deficient roadway segment operating at LOS D or E is considered NOT significant if: the intersections along a roadway segment operate at LOS D or better, the project contributes less than 800 ADT, or if the project contributes less than 5% total volume. [4]Magdalena is a local street, not on the city's circulation network and not subject to General Plan LOS standards. Therefore, the project is not forecast to have a significant impact on Magdalena Avenue.

2020 Significant Impacts & Recommended Mitigation Measures

Mitigation measures are required at intersections or along roadway segments that are forecast to be significantly impacted by the project based on the following City Thresholds of Significance:

Intersections

a. ***Direct*** *project impact* if both the following criteria are met:
   i. Level of service is LOS E or F
   ii. Project trips consist of five percent or more of entering volume

b. ***Cumulative*** *impact* if only (i) is met.

Street Links/Segments

a. ***Direct*** *project impact* if all the following criteria are met:
   i. Level of service is LOS D, E, or F
   ii. Project trips consist of five percent or more of segment volume
   iii. Project adds greater than 800 ADT to the segment

b. ***Cumulative*** *impact* if only (i) is met. However, if the intersections along a LOS D or E segment all operate at LOS D or better, the segment impact is considered not significant since intersection analysis is more indicative of actual roadway system operations than street segment analysis. If a segment is LOS F, an impact is significant regardless of intersection LOS.

For cumulative impacts, the project would mitigate impacts through payment toward the City-established TDIF program. Direct impacts need to be fully mitigated by the project.

Access is a requirement of development and a public safety issue (Municipal Code 12.24). Access related impacts would occur if appropriate access and frontage improvements are not provided as required.

Table 14 summarizes the project impacts and recommended mitigation measures for each significantly impacted location, as well as the forecast levels of service without and with the proposed mitigation for year 2020. All improvements identified as mitigation measures will be bonded or constructed prior to approval of the Final Map associated with the number of EDU's listed in Table 14.

A detailed description of recommended project mitigation measures is provided below.

Olympic Parkway/I-805 Northbound Ramps:

At Olympic Parkway / I-805 Northbound Ramps, the percentage of project trips added to the intersection is less than five percent. Therefore, the impacts fall below the thresholds of significance and the impacts are considered cumulative.

Recommended Mitigation Measures: *Significant and Unavoidable.*

This facility is within Caltrans ROW and is not within the City's TDIF program. Physical widening through the intersection was evaluated and determined to be infeasible due to limited available right-of-way and potential impacts to the surrounding land uses. However, there are a number of planned improvements that

have been assumed in this traffic analysis that within the TDIF program. Such as the construction of Heritage Road from Main Street to Olympic Parkway.

In addition, Caltrans has identified improvements for the I-805 corridor that will reduce the traffic volume through the Olympic Parkway/I-805 interchange. These improvements include the construction of the Palomar Street Direct Access Ramps (anticipated completion 2014). The construction of Caltrans and TDIF projects will reduce the traffic demand on the interchange at I-805/Olympic Parkway and will result in improved LOS. However, because Caltrans improvements are outside of the City's jurisdiction, the City cannot ensure that improvements would be implemented to reduce impacts to a less than significant level. Therefore, cumulative impacts would remain significant and unavoidable.

Table 14
Year 2020 Levels of Service
Without and With Recommended Mitigation

PROJECT ACCESS AND FRONTAGE IMPROVEMENT (BY 1ST EDU) (1)

Location	Recommended Mitigation
Main Street:	Construct from Village 9 Street "A" to Eastlake Parkway as 6-lane Gateway.
Village 9 Street "A":	Construct from Main Street to Village 9 Street "C" as a 4-lane roadway, construct from Village 9 Street "C" to Otay Valley Road as a 2-lane, 2-way roadway.
Main Street / Village 9 Street "A"	Install traffic signal at intersection.
Otay Valley Road:	Construct from Village 9 Street "I" to Village 9 Street "A" as a 4-lane Major.
Village 9 Street "I":	Construct south of Otay Valley Road as 2-lane roadway.

MITIGATION (BY 1,312ND EDU) (1)

Study Intersection	Peak Hour	2020 With Project Without Mitigation		Recommended Mitigation	2020 With Project With Mitigation	
Olympic Pkwy / I-805 NB Ramps	AM	**117.7**	**F**	***Cumulative Impact*** Significant and Unavoidable	**117.7**	**F**
Olympic Pkwy / Brandywine Ave	PM	**80.4**	**F**	***Cumulative Impact*** Payment of TDIF	**80.4**	**F**
Study Roadway Segment	**LOS C Capacity**	**ADT**	**LOS**	**Recommended Mitigation**	**ADT**	**LOS**
Olympic Parkway: I-805 to Brandywine	50,000	**54,600**	**D**	***Cumulative Impact*** Payment of TDIF	**54,600**	**D**
Olympic Parkway: Brandywine to Heritage Rd	50,000	**58,200**	**E**	***Cumulative Impact*** Payment of TDIF	**58,200**	**E**
Olympic Parkway: Heritage Rd to La Media Rd	50,000	**60,800**	**E**	***Cumulative Impact*** Payment of TDIF	**60,800**	**E**
Olympic Parkway: La Media Road to SR-125	50,000	**58,700**	**E**	***No Impact*** Intersections along the corridor operate at LOS D or better	**58,700**	**E**
Heritage Road: Main Street to Avenida de las Vistas	12,000	**17,300**	**F**	***Cumulative Impact*** Payment of TDIF	**17,300**	**F**
Magdalena Avenue: Birch Road to Main Street	12,000	**12,500**	**D**	***No Impact***(2)	**12,500**	**D**

(1) EDU calculations are based on assumptions regarding phasing as defined by the applicant and summarized in this TIA. Mitigation may also be required as shown in the PFFP section of this report and summarized in Table 32.

(2) Magdalena Avenue is not a Circulation Element road and is not subject to GDP LOS standards.

Olympic Parkway / Brandywine Avenue:

At Olympic Parkway / Brandywine Avenue, the percentage of project trips added to the intersection is less than five percent. The impacts fall below the thresholds of significance for a direct project impact, and therefore, the impacts are considered cumulative.

Recommended Mitigation Measures: *Payment of TDIF fees.*

Currently, Brandywine is the main north-south connection between Main Street & Olympic Parkway. During the a.m. peak period, there is a heavy westbound left turn volume. As a result the left turning volume queues in the through lane, blocking access to westbound through vehicles, or the through vehicles block access for the left turning vehicles. When Heritage Road is constructed to provide parallel and redundant access between Olympic Parkway and Main Street, the north-south demand on Brandywine is greatly reduced. As a result the future left turn volumes for this intersection are also greatly reduced.

Olympic Parkway: From I-805 to Brandywine

This segment of Olympic Parkway is forecast to operate at LOS D. The project contributes 806 daily trips (1.5% to the total volume of the segment), which falls below the threshold of significance for a direct impact. Therefore, the impact is cumulative.

Recommended Mitigation Measures: *Payment of TDIF fees.*

Olympic Parkway: From Brandywine to Heritage Road

Based on this analysis, the project will add 1,036 trips (1.8% percent of the total daily traffic) to Olympic Parkway from Brandywine Avenue to Heritage Road. As this falls below the thresholds of significance for a direct impact, the impact is determined to be cumulative.

Recommended Mitigation Measures: *Payment of TDIF fees.*

Olympic Parkway: From Heritage Road to La Media Road

The project is forecast to add 1,842 trips (3.0% of the total daily traffic) to the segment of Olympic Parkway from Heritage Road to La Media Road. As this falls below the thresholds of significance for a direct impact, the impact is determined to be cumulative.

Recommended Mitigation Measures: *Payment of TDIF fees.*

Olympic Parkway: From La Media Road to SR-125

Olympic Parkway from La Media Road to SR-125 is forecast to operate at LOS E, but all intersections along the segment operate at LOS D or better. According to the City's thresholds of significance, when this occurs, there is no impact to this segment. No mitigation measures are required.

Heritage Road: Main Street to Avenida de las Vistas

Heritage Road is forecast to operate at LOS F by the year 2020. The distribution of project trips using the SANDAG model showed that the project is not forecast to add any project trips to the segment of Heritage Road from Main Street to Entertainment Circle to Avenida de las Vistas.

Recommended Mitigation Measures: *Payment of TDIF Fees*

Future plans to widen Heritage Road to six lanes will increase the roadway capacity and the segment is forecast to operate acceptably once the road is widened. The payment of TDIF fees will mitigate any cumulative impacts this project would have on Heritage Road.

Magdalena Avenue: Birch Road to Main Street

Magdalena Avenue is not a Circulation Element road and is not subject to General Plan LOS thresholds according to the Otay Ranch General Development Plan. Analysis of Magdalena Avenue shows that this road operates at LOS D in the year 2020. A level of service D operating condition indicates that the forecast ADT volume in the year 2020 is approximately 70 to 80% of the overall capacity of the road and acceptable traffic flow will occur. As the forecast year 2020 volumes are well below the capacity of the road, the project not forecast to impact Magdalena Avenue in the year 2020. Therefore, the project impacts to this road are determined to be not significant and mitigation measures are not required.

2025 CONDITIONS

In addition to the development assumed in 2020, an additional 131 single family dwelling units, 1,877 high density multi family dwelling units, an elementary school, 12.7 acres of park space, 325,000 square feet of office, and 300,000 square feet of commercial retail are planned in Village 9 by 2025. **Table 15** summarizes the forecasted Village 9 2025 project trip generation.

Table 15
2025 Project Trip Generation Table

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	Inbound	Outbound	Total	Inbound	Outbound
Urban & Neighborhood Park	27.5 acres	138	6	3	3	11	6	6
Single Family Residential	245 DU	2,450	196	59	137	245	172	74
Multi-Family Residential	3,511 DU	21,066	1,685	337	1,348	1,896	1,327	569
Elementary School	11.9 acres	1,190	381	238	153	107	42	65
Office (>400 KSF)	575 KSF	6,900	897	807	90	897	179	718
Commercial Retail	300 KSF	12,000	480	288	192	1,200	600	600
SUBTOTAL		**43,744**	**3,645**	**1,722**	**1,923**	**4,356**	**2,325**	**2,030**
Internal Capture[1]		*-10,820*	*-414*	*-207*	*-207*	*-1,130*	*-565*	*-565*
Transit Reduction[2]		*-2,187*	*-182*	*-86*	*-96*	*-218*	*-116*	*-102*
TOTAL		**30,737**	**3,049**	**1,429**	**1,620**	**3,008**	**1,645**	**1,363**
TOTAL EDU		**3,074**						

Note: based on *SANDAG, Not So Brief Guide, April 2002*
[1] Internal Capture Rates provided from *ITE Trip Generation Handbook.* Internal capture rates vary by each combination of land uses.
[2] Transit Reduction Rates provided from SANDAG; a transit reduction of 5% is assumed by project buildout.

The 2025 traffic analysis assumes the 2020 mitigated roadway network plus the following off-site roadway improvements:

- Construction of Heritage Road (from Olympic Parkway to Main Street); re-stripe southbound Heritage Road to include dual left turn lanes, three through lanes and one right turn lane (constructed by others)
- Widening of Heritage Road from Main Street to Avenida de las Vistas from a Class II Collector to a six lane Prime (constructed by others)
- Construction of Main Street between La Media Road and Magdalena Avenue (constructed by others)
- Construction of Santa Victoria Road from Heritage Road to La Media Road (constructed by Village 2 as project access)

The 2025 analysis includes the 2020 on-site roadway network plus the following on-site roadway improvements that will be constructed by the project by 2025, as stated in the PFFP analysis presented later in the report:

- Construction of Otay Valley Road from Street “A” to Street “B”
- Construction of two additional lanes of Street “A” to form couplet
- Construction of Campus Boulevard from Street “G” to Street “B”
- Construction of Street “B” from Campus Boulevard to terminus south of Otay Valley Road
- Construction of Street “I” from Street “A” to Otay Valley Road

The 2020 mitigated roadway network is required to be constructed prior to the construction of the first EDU following the 2020 development phase (1,312 EDUs). Any additional development will not occur until the 2020 mitigated roadway network is in constructed. If the project equivalent dwelling unit limit for 2020 is reached (1,312 EDU as shown in Tables 11 and 14) prior to all of the above-listed off-site roadway improvements are constructed and open to traffic, then one of the following steps shall be taken as determined by the City Engineer:

1. Development in Village 9 shall stop until those assumed future roadways are constructed by others; or

2. City and the applicant shall meet to determine the need for the incomplete roadway segments. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or

3. Developer shall construct the missing roadway links and receive TDIF credit for those improvements as applicable; or

4. An alternative measure is selected by the City in accordance with the City of Chula Vista Growth Management Ordinance; or

5. All to the satisfaction of the City Engineer.

All on-site roadways will be constructed in accordance with the PFFP. The 2025 roadway network used in this analysis is illustrated in **Exhibit 26**.

The forecast 2025 volumes include the project traffic and traffic associated with existing and planned development in Chula Vista, City of San Diego, and County of San Diego. Cumulative project volumes were forecast using the SANDAG Series 11 South Bay model, which included straight-lined development assumptions for all other undeveloped or partially developed properties. The forecast 2025 peak hour volumes were calculated based on data calculated in the traffic model. The daily volumes forecast in the 2025 traffic model were converted to peak hour volumes using existing peak hour to ADT ratios. Directional distribution of the peak hour volumes were then calculated based on existing turning movement volumes and adjusted, where appropriate, to reflect new linkages or connections along the roadway network. In bound & outbound peak hour volumes were then balanced and refined prior to inclusion in the traffic report. **Exhibit 27** illustrates the forecasted 2025 peak hour intersection volumes. Forecast 2025 daily traffic volumes are illustrated in **Exhibit 28.**

2025 Operational Analysis

Table 16 summarizes the 2025 peak hour intersection level of service analysis. HCM analysis worksheets for the year 2025 conditions are provided in **Appendix I.** As shown, the following intersections are forecast to operate at deficient operating conditions under 2025 conditions:

- Birch Road / La Media Road (a.m. – LOS F, p.m. – LOS F)
- Birch Road / Eastlake Parkway (a.m. – LOS F, p.m. – LOS F)

- Main Street / Eastlake Parkway (a.m. – LOS F, p.m. – LOS F)

Table 17 presents the results of the 2025 conditions roadway segment level of service analysis. As shown, the following segments are forecast to operate at deficient levels of service (LOS D, E, or F):

- Olympic Parkway: from Heritage Road to La Media Road (LOS F)
  from La Media Road to SR-125 Ramps (LOS E)
- Birch Road: from La Media to SR-125 (LOS F)
- Magdalena Avenue: from Birch Road to Main Street (LOS F)
- Eastlake Parkway: from Birch Road to Main Street (LOS F)

Table 16
2025 Conditions
Peak Hour Study Intersection LOS

Study Intersection	AM Peak Hour Delay-LOS		PM Peak Hour Delay-LOS		LOS E or F	% Project Trips	Impact
1. Olympic Pkwy / 805 Southbound Ramps	43.3	D	46.2	D			
2. Olympic Pkwy / 805 Northbound Ramps	43.5	D	34.3	C			
3. Olympic Pkwy / Brandywine Ave	30.0	C	36.8	D			
4. Olympic Pkwy / Santa Victoria	26.6	C	37.8	D			
5. Olympic Pkwy / Heritage Rd	37.8	D	50.5	D			
6. Olympic Pkwy / La Media Rd	45.7	D	47.9	D			
7. Olympic Pkwy / 125 Southbound Ramps	5.4	A	5.8	A			
8. Olympic Pkwy / 125 Northbound Ramps	4.1	A	4.9	A			
9. Olympic Pkwy / Eastlake Parkway	34.9	C	36.8	D			
10. Olympic Pkwy / Hunte Pkwy	36.9	D	36.6	D			
11. Santa Victoria / Heritage Rd	37.5	D	39.5	D			
12. Birch Rd / La Media Rd	**234.8**	**F**	**190.5**	**F**	X	**9.6%**	**Direct**
13. Birch Rd / SR125 Southbound Ramps	10.6	B	11.4	B			
14. Birch Rd / SR125 Northbound Ramps	46.7	D	46.1	D			
15. Birch Rd / Eastlake Pkwy	**443.0**	**F**	**454.5**	**F**	X	**28.9%**	**Direct**
16. Main St / 805 Southbound Ramps	32.6	C	53.0	D			
17. Main St / 805 Northbound Ramps	39.0	D	48.3	D			
18. Main St / Heritage Street	21.2	C	16.5	B			
19. Main St / La Media Rd (Couplet):							
Westbound Main St / Southbound La Media Rd	10.4	B	12.3	B			
Westbound Main St / Northbound La Media Rd	18.7	B	17.3	B			
Eastbound Main St / Southbound La Media Rd	0.1	A	0.1	A			
Eastbound Main St / Northbound La Media Rd	9.5	A	14.2	B			
20. Main St / Magdalena Ave	26.2	C	41.4	D			
21. Main St / SR125 Southbound Ramps	*Does Not Exist*						
22. Main St / SR125 Northbound Ramps	*Does Not Exist*						
23. Main Street / Eastlake Pkwy	**274.4**	**F**	**242.8**	**F**	X	**52.3%**	**Direct**
24. Otay Valley Rd / SR125 Southbound Ramps	*Does Not Exist*						
25. Otay Valley Rd / SR125 Northbound Ramps	*Does Not Exist*						

Note: Deficient intersection operation shown in **bold**

Table 17
2025 Study Roadway Segment LOS

Roadway	Segment	Classification	LOS C Capacity	ADT	LOS	Significance Criteria[1]			Impact
						LOS D/E/F?	≥5% Project Trips?	Project ADT ≥800?	
Olympic Parkway	805 to Brandywine	Prime Arterial (6)	50,000	43,300	C				
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	42,600	B				
	Heritage Rd to La Media Rd	Prime Arterial (6)	50,000	**62,900**	**F**	X	3.4%	2,144	Cumulative
	La Media Rd to SR-125 Ramps	Prime Arterial (6)	50,000	**56,200**	**E**	X	1.6%	920	No impact[3]
	SR-125 Ramps to Eastlake Pkwy	Expressway (8)	70,000	49,700	A				
	Eastlake Pkwy to Hunte Pkwy	Prime Arterial (6)	50,000	35,300	A				
	East of Hunte Pkwy	Major Arterial (4)	30,000	18,400	A				
Birch Road	La Media Rd to SR-125	Major Arterial (6)	40,000	**51,100**	**F**	X	**19.2%**	**9,811**	**Direct**
	SR-125 to Eastlake Pkwy	Prime Arterial (6)	50,000	47,000	C				
Main Street	I-805 to Brandywine Ave	Prime Arterial (6A)	58,500	41,600	A				
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	31,200	A				
	Heritage Rd to La Media Rd	*Does Not Exist*							
	La Media Rd to Magdalena Ave	Prime Arterial (6)	50,000	5,200	A				
	Magdalena Ave to SR-125 Ramps	*Does Not Exist*							
	SR-125 Ramps to Village 9 St "A"	*Does Not Exist*							
	Village 9 St "A" to Eastlake Pkwy	Gateway (6)	61,200[2]	22,600	A				
Hunte Parkway	Eastlake Pkwy to Olympic Pkwy	Prime Arterial (6)	50,000	24,800	A				
	Olympic Pkwy to Otay Lakes Rd	Major Street (4)	30,000	16,000	A				
Heritage Road	Telegraph Cyn to Olympic Pkwy	Prime Arterial (6)	50,000	43,100	B				
	Olympic Pkwy to Main St	Prime Arterial (6)	50,000	32,500	A				
	Main St to Entertainment Circle	Prime Arterial (6)	50,000	19,500	A				
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	Prime Arterial (6)	50,000	19,500	A				
La Media Road	Telegraph Cyn to Olympic Pkwy	Prime Arterial (6)	50,000	19,600	A				
	Olympic Pkwy to Birch Rd	Prime Arterial (6)	50,000	35,900	A				
	Birch Rd to Main St	Prime Arterial (6)	50,000	35,000	A				
Magdalena Ave	Birch Rd to Main St	Class II Collector (2)	12,000	**20,100**	**F**	X	**13.7%**	**2,756**	**Direct**
Eastlake Parkway	Otay Lakes Rd to Olympic Pkwy	Prime Arterial (6)	50,000	21,200	A				
	Olympic Pkwy to Birch Rd	Major Arterial (6)	40,000	24,700	A				
	Birch Rd to Main St	Major Arterial (6)	40,000	**54,600**	**F**	X	**32.6%**	**17,783**	**Direct**
	Main St to Otay Valley Rd	*Does Not Exist*							
Otay Valley Road	Main St to SR-125 Ramps	*Does Not Exist*							
	SR-125 Ramps to Village 9 St "A"	*Does Not Exist*							
	Village 9 St "A" to University	Major Street (4)	30,000	9,700	A				

Note: Deficient LOS operation shown in **bold** [1] A "Direct" project impact occurs if a project meets all three significance criteria; otherwise impacts are identified as "Cumulative. [2]Town Center and Gateway arterials classified as "urban center" facilities and are evaluated against a LOS D or better standard. [3]According to the City of Chula Vista significance thresholds, an impact along a deficient roadway segment operating at LOS D or E is considered NOT significant if: the intersections along a roadway segment operate at LOS D or better, the project contributes less than 800 ADT, or if the project contributes less than 5% total volume.

2025 Significant Impacts & Recommended Mitigation Measures

As discussed above, three intersections and four roadway segments are forecast to operate at deficient levels of service by 2025. Each of the deficient locations were evaluated to determine the project impact at those locations using the City's thresholds of significance as outlined previously in the "Thresholds of Significance" section of this report. The intersections and roadway segments forecast to operate at deficient LOS are listed below along with the percentage of project trips at each location:

- Birch Road / La Media Road (9.6%)
- Birch Road / Eastlake Parkway (28.9%)
- Main Street / Eastlake Parkway (52.3%)

- Olympic Parkway: from Heritage Road to La Media Road (3.4%)
  from La Media Road to SR-125 (1.6%)
- Birch Road: from La Media Road to SR-125 (19.2%)
- Magdalena Aveue: from Birch Road to Main Street (13.7%)
- Eastlake Parkway: from Birch Road to Main Street (32.6%)

For cumulative impacts, the project would mitigate impacts through payment toward the City-established TDIF program. Direct impacts need to be fully mitigated by the project.

Access is a requirement of development and a public safety issue (Municipal Code 12.24). Access related impacts would occur if appropriate access and frontage improvements are not provided as required.

Table 18 summarizes the project impacts and recommended mitigation measures for each of the deficient locations, as well as the forecast levels of service without and with the proposed mitigation for year 2025. All improvements identified as mitigation measures will be bonded or constructed prior to approval of the Final Map for the associated number of EDU's identified in Table 18.

Table 18
Year 2025 Levels of Service
Without and With Proposed Mitigation

PROJECT ACCESS AND FRONTAGE IMPROVEMENT (BY 1,312ND EDU) [1]	
Location	**Recommended Mitigation**
Otay Valley Road:	Construct from Village 9 Street "A" to Village 9 Street "B" as a 4-lane Major. Install traffic signal at Otay Valley Road / Village 9 Street "A" intersection when warranted.
Village 9 Street "A":	Construct 2 lanes to form couplet and restripe to one-way (2 NB lanes and 2 SB lanes). Construct south end of couplet to Otay Valley Road as a 4-lane roadway. Install either traffic signals or stop control at internal intersections where appropriate.
Campus Boulevard:	Construct from Village 9 Street "G" to Village 9 Street "B" as a 2-lane roadway.
Village 9 Street "B":	Construct from Campus Boulevard to terminus south of Otay Valley Road as a 2-lane roadway, with dedicated transit lanes from Campus Boulevard to Otay Valley Road.
Village 9 Street "I":	Construct from Village 9 Street "A" to Otay Valley Road as a 2-lane roadway.

MITIGATION (BY 3,074th EDU) [1]						
Study Intersection	**Peak Hour**	**2025 With Project Without Mitigation**		**Recommended Mitigation**	**2025 With Project With Mitigation**	
Birch Rd / La Media Rd	AM	**234.8**	**F**	***Direct Impact*** Construct Main Street from La Media Road to Village 9 Street "A" including bridge over SR-125	37.9	D
	PM	**190.5**	**F**		37.1	D
Birch Rd / Eastlake Pkwy	AM	**443.0**	**F**		39.0	D
	PM	**454.5**	**F**		40.3	D
Main St / Eastlake Pkwy	AM	**274.4**	**F**		24.6	C
	PM	**242.8**	**F**		24.1	C
Study Roadway Segment	**LOS C Capacity**	**ADT**	**LOS**	**Recommended Mitigation**	**ADT**	**LOS**
Olympic Parkway: Heritage Rd to La Media Rd	50,000	**62,900**	**F**	***Cumulative Impact*** Payment of TDIF	**62,900**	**F** [1]
Olympic Parkway: La Media Rd to SR-125	50,000	**56,200**	**E**	***No Impact*** Intersections operate at acceptable LOS.	**56,200**	**E**
Birch Road: La Media to SR-125	40,000	**51,100**	**F**	***Direct Impact*** Construct Main Street from La Media Road to Village 9 Street "A" including bridge over SR-125	23,200	A
Magdalena Avenue: Birch Road to Main Street	12,000	**20,100**	**F**		11,500	C
Eastlake Parkway: Birch Rd to Main St	40,000	**54,600**	**F**		35,400	C

[1] EDU calculations are based on assumptions regarding phasing as defined by the applicant and summarized in this TIA. Mitigation may also be required as shown in the PFFP section of this report and summarized in Table 32.

Appendix J includes the volume analysis worksheets for Olympic Parkway and Birch Road as well as the mitigated HCM worksheets. A detailed description of each of the recommended mitigation measures is provided in the following paragraphs.

Olympic Parkway: From Heritage Road to La Media Road

Olympic Parkway is forecast to operate at LOS F by year 2025 from Heritage Road to La Media Road. The project traffic is approximately 3.4% of the total traffic on this segment. Therefore, the project is forecast to have a cumulative impact on Olympic Parkway.

Recommended Mitigation Measure: *Payment of TDIF Fees.*

Olympic Parkway: From La Media Road to SR-125

Olympic Parkway is forecast to operate at LOS E by year 2025 from La Media Road to SR-125. The project traffic is approximately 1.6% of the total traffic on this segment. Intersection operational analysis along this segment shows that the signalized intersections operate at LOS D or better. Therefore, the project has no impact on this segment and no mitigation measures are recommended.

Birch Road: From La Media Road to SR-125
(including the intersection of Birch Road / La Media Road)

Birch Road operates at LOS F under 2025 conditions from La Media Road to SR-125. Birch Road is currently constructed to its Circulation Element classification. Therefore, no capacity enhancements can be made to Birch Road to offset the impacts.

The construction of Main Street as a six lane Prime arterial between La Media Road and Eastlake Parkway would reduce the demand on the deficient segment of Birch Road between La Media Road and SR-125 by as much as 40%. This shift in traffic would reduce the volume on Birch Road to an acceptable level of service, thereby mitigating the impact on the deficient segment.

Recommended Mitigation Measure: *Construct Main Street from La Media Road to Village 9 Street "A", including the overcrossing at SR-125.* The segment of Birch Road from La Media Road to SR-125 is directly impacted by the project. Therefore, the project should construct Main Street between La Media Road and Village 9 Street "A", including the overcrossing at SR-125. The construction of Main Street between La Media Road and Village 9 Street "A" would offset the project impacts at the following locations:

- Birch Road / La Media Road
- Birch Road: from La Media Road to SR-125

Magdalena Avenue: From Birch Road to Main Street

Magdalena Avenue operates at LOS F under 2025 conditions from Birch Road to Main Street.

Recommended Mitigation Measure: *Construct Main Street from La Media Road to Village 9 Street "A", including the overcrossing at SR-125.* The construction of Main Street will reduce traffic demand on Magdalena thereby mitigating the direct project impact of this segment.

Eastlake Parkway: From Birch Road to Main Street (including the intersections of Birch Road / Eastlake Parkway and Main Street / Eastlake Parkway)

Eastlake Parkway operates at LOS F under 2025 conditions from Birch Road to Main Street. Eastlake Parkway provides the primary access to future villages on the east side of SR-125.

Recommended Mitigation Measure: *Construct Main Street from La Media Road to Village 9 Street "A", including the overcrossing at SR-125.* The construction of Main Street from La Media Road to Village 9 Street "A" including the overcrossing at SR-125 would reduce the traffic demand on Eastlake Parkway thereby mitigating the identified direct project impact at the following locations:

- Birch Road / Eastlake Parkway
- Main Street / Eastlake Parkway
- Eastlake Parkway: from Birch Road to Main Street

2030 CONDITIONS

In addition to the developments assumed through 2025, this scenario assumes buildout of Village 9 to include the construction of an elementary school, 21 additional single family dwelling units, 223 additional high density multi family dwelling units, an additional 625,000 square feet of office, and 5 acres of community purpose facilities. This scenario assumes the 2025 mitigated street network. **Table 19** summarizes the forecasted Village 9 2030 project trip generation.

Table 19
2030 Project Trip Generation Table

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	Inbound	Outbound	Total	Inbound	Outbound
Urban & Neighborhood Park	27.5 acres	138	6	3	3	11	6	5
Single Family Residential	266 DU	2,660	213	64	149	266	186	80
High Density Multi-Family Residential	3,734 DU	22,404	1,792	358	1,434	2,016	1,411	605
Elementary School	19.8 acres	1,980	633	379	254	178	71	107
Office (>400 KSF)	1,200 KSF	14,400	1,872	1,685	187	1,872	374	1,498
Commercial Retail	300 KSF	12,000	480	288	192	1,200	600	600
Community Purpose Facility	5 acres	150	8	5	3	12	6	6
SUBTOTAL		**53,732**	**5,003**	**2,781**	**2,222**	**5,555**	**2,654**	**2,901**
Internal Capture[1]		-11,606	-469	-234	-234	-1,214	-607	-607
Transit Reduction[2]		-8,059	-750	-417	-333	-833	-398	-435
TOTAL		**34,067**	**3,784**	**2,130**	**1,655**	**3,509**	**1,649**	**1,859**
TOTAL EDU		**3,407**						

Note: based on *SANDAG, Not So Brief Guide, April 2002*
[1] Internal Capture Rates provided from *ITE Trip Generation Handbook.* Internal capture rates vary by each combination of land uses.
[2] Transit Reduction Rates provided from SANDAG; a transit reduction of 15% is assumed by project buildout.

The 2030 scenario includes analysis of the forecasted traffic volumes from the SANDAG model run for year 2030, including anticipated land uses and traffic associated with projects expected to be constructed by 2030.

The traffic analysis assumes the 2025 mitigated network plus the following off-site roadway improvement:

- Construction of Main Street from Heritage Road to La Media Road (constructed by others)
- Construction of "Village Path" pedestrian/bicycle bridge over SR-125 to provide non-motorized access between Village 9 and Village 8 East (constructed by others)

The 2030 analysis includes the 2025 on-site roadway network plus the following on-site roadway improvements that will be constructed by the project by 2030, as stated in the PFFP analysis presented later in the report:

- Construction of Street "A" from Village 9 northern boundary to Main Street
- Construction of Street "B" from Village 9 northern boundary to Campus Boulevard
- Installation of traffic signal at Main Street / Street "B"

The 2025 mitigated roadway network is required to be constructed prior to the construction of the first EDU following the 2025 development phase (3,074 EDUs). Any additional development cannot occur until the 2025 mitigated roadway network is in place. If the project equivalent dwelling unit limit for 2025 (3,074 EDU as shown in Tables 15 and 18) is reached prior to all of the above-listed off-site and roadway improvements are constructed and open to traffic, then one of the following steps shall be taken as determined by the City Engineer:

1. Development in Village 9 will stop until those assumed future roadways are constructed by others; or

2. City and OLC shall meet to determine the need for the incomplete roadway segments. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or

3. Developer shall construct the missing roadway links and receive TDIF credit for those improvements as applicable; or

4. An alternative measure is selected by the City in accordance with the City of Chula Vista Growth Management Ordinance; or

5. All to the satisfaction of the City Engineer.

All on-site improvements will be constructed in accordance with the PFFP. The roadway network used in evaluating the 2030 conditions is illustrated in **Exhibit 29**. The 2030 roadway network does not include all future roadways included in the City's Circulation Element. The analysis conducted in this report demonstrates that the remaining future planned roadways (Eastlake Parkway from Main Street to Otay Valley Road and the Otay Valley Road/SR-125 interchange) are not necessary to mitigate the project's impacts.

2030 Operational Analysis

The forecast traffic volumes for year 2030 were utilized to evaluate year 2030 operating conditions at the study intersections and along roadway segments. **Exhibit 30** shows 2030 peak hour intersection volumes. **Exhibit 31** illustrates 2030 ADT volumes. Detailed HCM calculation sheets are contained in **Appendix K**.

Table 20 summarizes the 2030 a.m. and p.m. peak hour intersection LOS. As shown in Table 20, the following intersections are forecast to operate at deficient levels of service (LOS E or F) under 2030 conditions:

- Birch Road / La Media Road (a.m. – LOS F, p.m. – LOS F)
- Birch Road / SR-125 Northbound Ramps (a.m. – LOS F)
- Birch Road / Eastlake Parkway (a.m. – LOS F, p.m. – LOS E)
- Main St / 805 Southbound Ramps (p.m. – LOS E)
- Main St / 805 Northbound Ramps (p.m. – LOS E)
- Main Street / La Media Road Couplet
    - Westbound Main Street / Northbound La Media (a.m. – LOS F)
    - Eastbound Main Street / Southbound La Media (a.m. – LOS F, p.m. – LOS F)
    - Eastbound Main Street / Northbound La Media (a.m. – LOS F)
- Main Street / Magdalena (a.m. – LOS F, p.m. – LOS F)
- Main Street / Eastlake Parkway (a.m. – LOS F)

Table 21 presents the results of the 2030 conditions roadway segment level of service analysis. As shown in Table 21, the following segments are forecast to operate at deficient levels of service (LOS D, E, or F):

- Olympic Parkway: from east of Hunte Parkway (LOS D)
- Birch Road: from La Media to SR-125 (LOS F)
  from SR-125 to Eastlake Parkway (LOS F)
- Main Street: from I-805 to Brandywine Ave (LOS D)
  from Brandywine to Heritage Road (LOS D)
- Heritage Road: from Telegraph Canyon to Olympic Parkway (LOS D)
  from Main Street to Entertainment Circle (LOS E)
  from Entertainment Circle to Avenida de Las Vistas (LOS D)
- Magdalena Avenue: from Birch Road to Main Street (LOS D)
- Eastlake Parkway: from Birch Road to Main Street (LOS D)

Table 20
2030 Study Intersection LOS

Study Intersection	AM Peak Hour Delay-LOS		PM Peak Hour Delay-LOS		LOS E or F	% Project Trips	Impact
1. Olympic Pkwy / 805 Southbound Ramps	29.1	C	34.8	C			
2. Olympic Pkwy / 805 Northbound Ramps	23.7	C	23.2	C			
3. Olympic Pkwy / Brandywine Ave	27.9	C	39.2	C			
4. Olympic Pkwy / Santa Victoria	12.7	B	13.3	B			
5. Olympic Pkwy / Heritage Rd	37.4	D	54.4	D			
6. Olympic Pkwy / La Media Rd	37.6	D	39.2	D			
7. Olympic Pkwy / 125 Southbound Ramps	6.6	A	7.8	A			
8. Olympic Pkwy / 125 Northbound Ramps	2.6	A	3.0	A			
9. Olympic Pkwy / Eastlake Parkway	33.8	C	36.5	D			
10. Olympic Pkwy / Hunte Pkwy	38.9	D	39.2	D			
11. Santa Victoria / Heritage Rd	37.0	D	42.3	D			
12. Birch Rd / La Media Rd	**91.0**	**F**	**116.2**	**F**	X	3.8%	Cumulative
13. Birch Rd / SR125 Southbound Ramps	7.8	A	6.1	A			
14. Birch Rd / SR125 Northbound Ramps	**112.4**	**F**	31.8	C	X	**14.1%**	**Direct**
15. Birch Rd / Eastlake Pkwy	**117.2**	**F**	**65.8**	**E**	X	**9.0%**	**Direct**
16. Main St / 805 Southbound Ramps	46.2	D	**55.9**	**E**	X	4.1%	Cumulative
17. Main St / 805 Northbound Ramps	39.6	D	**57.8**	**E**	X	**6.2%**	**Direct**
18. Main St / Heritage Rd	32.2	C	42.0	D			
19. Main St / La Media Rd (Couplet):							
Westbound Main St / Southbound La Media Rd	26.9	C	23.3	C			
Westbound Main St / Northbound La Media Rd	**103.2**	**F**	48.0	D	X	**13.9%**	**Direct**
Eastbound Main St / Southbound La Media Rd	**140.3**	**F**	**95.2**	**F**	X		
Eastbound Main St / Northbound La Media Rd	**80.9**	**F**	42.5	D	X		
20. Main St / Magdalena Ave	**131.3**	**F**	**143.8**	**F**	X	**15.9%**	**Direct**
21. Main St / SR125 Southbound Ramps	*Does Not Exist*						
22. Main St / SR125 Northbound Ramps	*Does Not Exist*						
23. Main Street / Eastlake Pkwy	**141.9**	**F**	52.1	D	X	4.1%	Cumulative
24. Otay Valley Rd / SR125 Southbound Ramps	*Does Not Exist*						
25. Otay Valley Rd / SR125 Northbound Ramps	*Does Not Exist*						

Note: Deficient intersection operation shown in **bold**

Table 21
2030 Study Roadway Segment LOS

Roadway	Segment	Classification	LOS C Capacity	ADT	LOS	Significance Criteria[1]			Impact
						LOS D/E/F?	≥5% Project Trips?	Project ADT ≥800?	
Olympic Parkway	I-805 to Brandywine Ave	Prime Arterial (6)	50,000	48,300	C				
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	34,800	A				
	Heritage Rd to La Media Rd	Prime Arterial (6)	50,000	33,300	A				
	La Media Rd to SR-125 Ramps	Prime Arterial (6)	50,000	43,900	C				
	SR-125 Ramps to Eastlake Pkwy	Expressway (8)	70,000	49,400	A				
	Eastlake Pkwy to Hunte Pkwy	Prime Arterial (6)	50,000	34,200	A				
	East of Hunte Pkwy	Major Arterial (4)	30,000	**30,100**	**D**	X	2.3%	682	*No impact; acceptable intersection LOS along segment*[3]
Birch Road	La Media Rd to SR-125	Major Arterial (6)	40,000	**54,200**	**F**	X	1.3%	682	Cumulative
	SR-125 to Eastlake Pkwy	Prime Arterial (6)	50,000	**65,200**	**F**	X	**12.0%**	**7,842**	**Direct**
Main Street	I-805 to Brandywine Ave	Prime Arterial (6A)	58,000	**61,300**	**D**	X	**5.0%**	**3,069**	**Direct**
	Brandywine Ave to Heritage Rd	Prime Arterial (6)	50,000	**52,200**	**D**	X	**7.8%**	**4,092**	
	Heritage Rd to La Media Rd	Prime Arterial (6)	50,000	44,900	C				
	La Media Rd to Magdalena Ave	Prime Arterial (6)	50,000	25,100	A				
	Magdalena Ave to SR-125 Ramps	Prime Arterial (6)	50,000	33,100	A				
	SR-125 to Village 9 St "A"	Gateway (6)	61,200[2]	35,400	A				
	Village 9 St "A" to Eastlake Pkwy	Gateway (6)	61,200[2]	24,500	A				
Hunte Pkwy	Eastlake Pkwy to Olympic Pkwy	Prime (6)	50,000	40,000	B				
	Olympic Pkwy to Otay Lakes Rd	Major Street (4)	30,000	20,700	A				
Heritage Road	Telegraph Cyn to Olympic Pkwy	Prime Arterial (6)	50,000	**50,700**	**D**	X	1.3%	682	*No impact; acceptable intersection LOS along segment*[3]
	Olympic Pkwy to Main St	Prime Arterial (6)	50,000	42,300	B				
	Main St to Entertainment Circle	Prime Arterial (6)	50,000	**61,400**	**E**	X	1.1%	682	Cumulative
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	Prime Arterial (6)	50,000	**52,600**	**D**	X	1.3%	682	
La Media Road	Telegraph Cyn to Olympic Pkwy	Prime Arterial (6)	50,000	29,900	A				
	Olympic Pkwy to Birch Rd	Prime Arterial (6)	50,000	28,300	A				
	Birch Rd to Main St	Prime Arterial (6)	50,000	38,000	B				
Magdalena Ave	Birch Rd to Main St	Class II Collector (2)	12,000	**12,700**	**D**	X	10.7%	1,357	No Impact[4]
Eastlake Parkway	Otay Lakes Rd to Olympic Pkwy	Prime Arterial (6)	50,000	24,000	A				
	Olympic Pkwy to Birch Rd	Major Arterial (6)	40,000	27,600	A				
	Birch Rd to Main	Major Arterial (6)	40,000	**41,300**	**D**	X	**14.8%**	**6,104**	**Direct**
	Main St to Otay Valley Rd	*Does Not Exist*							
Otay Valley Road	Main St to SR-125 Ramps	*Does Not Exist*							
	SR-125 Ramps to Village 9 St "A"	*Does Not Exist*							
	Village 9 St "A" to University	Major Street (4)	30,000	9,500	A				

Note: Deficient LOS operation shown in **bold** [1] A "Direct" project impact occurs if a project meets all three significance criteria; otherwise impacts are identified as "Cumulative. [2]Town Center and Gateway arterials classified as "urban center" facilities and are evaluated against a LOS D or better standard. [3]According to the City of Chula Vista significance thresholds, an impact along a deficient roadway segment operating at LOS D or E is considered NOT significant if the intersections along a roadway segment operate at LOS D or better. [4]Magdalena is a local street, not on the city's circulation network and not subject to General Plan LOS standards.

2030 Significant Impacts & Recommended Mitigation

As discussed above, eight intersections and eight roadway segments are forecast to operate at deficient levels of service by 2030. Each of the deficient locations were evaluated to determine the project impact at those locations using the City's thresholds of significance as outlined previously in the "Thresholds of Significance" section of this report. The intersections and roadway segments forecast to operate at deficient LOS are listed below along with the percentage of project trips at each location:

- Birch Road / La Media Road (3.8%)
- Birch Road / SR-125 Northbound Ramps (14.1%)
- Birch Road / Eastlake Parkway (9.0%)
- Main Street / 805 Southbound Ramps (4.1%)
- Main Street / 805 Northbound Ramps (6.2%)
- Main Street / La Media Couplet (13.9%)
- Main Street / Magdalena Avenue (15.9%)
- Main Street / Eastlake Parkway (4.1%)

• Olympic Parkway:	East of Hunte Parkway (2.3%)
• Birch Road:	from La Media Road to SR-125 (1.3%)
	from SR-125 to Eastlake Parkway (12.0%)
• Main Street:	from I-805 to Brandywine Ave (5.0%)
	from Brandywine to Heritage Road (7.8%)
• Heritage Road:	from Telegraph Canyon to Olympic Parkway (1.3%)
	from Main Street to Entertainment Circle (1.1%)
	from Entertainment Circle to Avenida de Las Vistas (1.3%)
• Magdalena Avenue:	from Birch Road to Main Street (10.7%)
• Eastlake Parkway:	from Birch Road to Main Street (14.8%)

For cumulative impacts, the project would mitigate impacts through payment toward the City-established TDIF program. Direct impacts need to be fully mitigated by the project.

Access is a requirement of development and a public safety issue (Municipal Code 12.24). Access related impacts would occur if appropriate access and frontage improvements are not provided as required.

Table 22 summarizes the recommended mitigation measures for each of the identified impacts, as well as the forecast levels of service without and with the proposed mitigation for year 2030. All improvements identified as project mitigation shall be bonded or constructed prior to approval of the Final Map for the associated number of EDU's identified in Table 22.

Table 23 provides a comprehensive summary of all study area intersection operating conditions for the year 2030 with the mitigation measures summarized in Table 22. Roadway segment operating conditions for all study segments in year 2030 with mitigation are summarized in **Table 24**.

Appendix L includes the mitigated HCM worksheets. The following paragraphs summarize the recommended mitigation measures for the year 2030 conditions. The mitigated roadway network and daily traffic volumes are provided in **Exhibit 32**. Peak hour volumes for the mitigated conditions are illustrated in **Exhibit 33**.

Birch Road: From La Media Road to SR-125

Birch Road is forecast to operate at LOS F by year 2030 from La Media Road to SR-125. The project traffic is approximately 1.3% of the total traffic on this segment. Therefore, the project is forecast to have a cumulative impact on Olympic Parkway.

Recommended Mitigation Measure: *Construct Main Street / SR-125 Ramps*

Construction of the Main Street / SR-125 Ramps is recommended to mitigate the direct impact on Birch Road from SR-125 to Eastlake Parkway. The construction of this interchange would also result in a substantial reduction in traffic volume on Birch Road from La Media Road to SR-125, thereby mitigating the cumulative impact that was identified at that location.

Birch Road: From SR-125 to Eastlake Parkway (including the intersections of Birch Road / La Media Road, Birch Road / SR-125 Northbound Ramps, and Birch Road / Eastlake Parkway

Birch Road operates at LOS F under 2030 conditions from SR-125 to Eastlake Parkway. Birch Road is currently constructed to its Circulation Element classification. Therefore, no capacity enhancements can be made to Birch Road to offset the impacts.

Recommended Mitigation Measure: *Construct Main Street / SR-125 Ramps*

Traffic volumes along Birch Road exceed the available capacity primarily due to the demand for access to SR-125 ramps. Therefore, the construction of northbound and southbound ramps to SR-125 at Main Street will reduce the demand on Birch Road between La Media Road and Eastlake Parkway. This shift in traffic would reduce the volume on Birch Road to an acceptable level of service, thereby mitigating the impact on the deficient segments.

Providing ramps at Main Street would relieve traffic along Birch Road and mitigates the impacts at the following locations:

- Birch Road / La Media Road
- Birch Road / SR-125 Northbound Ramps
- Birch Road / Eastlake Parkway
- Birch Road: from SR-125 to Eastlake Parkway

Main Street: From I-805 to Brandywine Avenue (including the intersections of Main Street / I-805 Northbound Ramps, Main Street / I-805 Southbound Ramps)

Main Street is forecast to operate at LOS D by year 2030 from I-805 to Brandywine Road. Based on the project volume at this location, the segment is forecast to be directly impacted by the project as well as the intersections at the Main Street/ I-805 interchange. Construction of the Main Street Ramps at SR-125 will reduce the demand on the I-805 ramps, thereby mitigating the impact at this location.

Recommended Mitigation Measure: *Construct Main Street / SR-125 Ramps*

Construct northbound and southbound ramps to provide access to SR-125 from Main Street. Providing ramps at Main Street would mitigate the impacts at the following locations:

- Main Street / I-805 Northbound Ramps
- Main Street / I-805 Southbound Ramps
- Main Street: from I-805 to Brandywine Avenue

Main Street: From Brandywine Avenue to Heritage Road

Main Street is forecast to operate at LOS D by year 2030 from Brandywine Road to Heritage Road. Based on the project volume at this location, the segment is forecast to be directly impacted by the project. Construction of the Main Street Ramps at SR-125 is forecast to reduce the demand on Main Street from Brandywine Avenue to Heritage Road.

Recommended Mitigation Measure: *Construct Main Street / SR-125 Ramps*

Construct northbound and southbound ramps to provide access to SR-125 from Main Street. Providing ramps at Main Street would relieve traffic demand along Main Street from Brandywine Avenue to Heritage Road.

Intersections of Main Street / La Media Road Couplet, Main Street / Magdalena Avenue, and Main Street / Eastlake Parkway

Main Street from Magdalena Avenue to Eastlake Parkway is forecast to operate at an acceptable LOS (LOS A) by year 2030. However, intersections along Main Street through this segment operate at LOS E or F. The high demand of traffic and deficient operating conditions are due to a high demand of east-west traffic across SR-125 and heavy turning movements at these intersections. The high demand stems from limited access to development south of Main Street. Village 8 West, Village 8 East and Village 9 must cross SR-125 at Main Street or points north of Main Street to travel between villages. Although improvements to the intersections could be made to offset the impacts, the circulation between villages would be improved if a secondary connection was made between villages.

Recommended Mitigation Measure: *Construct Otay Valley Road from Main Street to Village 9 Street "I" including the overcrossing at SR-125.* Constructing Otay Valley Road as a four-lane Major from Main Street to Village 9 including the bridge over SR-125 would relieve traffic along Main Street, reduce turning movements at key intersections. This improvement would mitigate the impacts at the following locations:

- Main Street / La Media Road Couplet
- Main Street / Magdalena Avenue
- Main Street / Eastlake Parkway

Olympic Parkway: East of Hunte Parkway

Olympic Parkway east of Hunte Parkway is forecast to operate at LOS D by year 2030. Intersection operational analysis along this segment shows that the signalized intersections operate at LOS D or better. Therefore, the project has no impact on this segment and no mitigation measures are recommended.

Heritage Road: From Telegraph Canyon Road to Olympic Parkway

Heritage Road is forecast to operate at LOS D by year 2030 from Telegraph Canyon Road to Olympic Parkway. Intersection operational analysis shows that the signalized intersections along this segment operate at LOS D or better. Therefore, the project has no impact on this segment and no mitigation measures are recommended.

Heritage Road: Main Street to Avenida de las Vistas

Heritage Road is forecast to operate at LOS E from Main Street to Entertainment Circle and LOS D from Entertainment Circle to Avenida de las Vistas by year 2030. The project adds less than 5% of the total traffic to this segment resulting in a cumulative impact.

Recommended Mitigation Measure: *Payment of TDIF Fees*

Magdalena Avenue: Birch Road to Main Street

Magdalena Avenue is not a Circulation Element road and is not subject to General Plan LOS thresholds according to the Otay Ranch General Development Plan. Analysis of Magdalena Avenue shows that this road operated at LOS D in the year 2030. A level of service D operating condition indicates that the forecast ADT volume in the year 2030 is approximately 70 to 80% of the overall capacity of the road and acceptable traffic flow will occur. As the forecast year 2030 volumes are well below the capacity of the road, the project not forecast to impact Magdalena Avenue in the year 2030. Therefore, the project impacts to this road are determined to be not significant and mitigation measures are not required.

Eastlake Parkway: From Birch Road to Main Street

Eastlake Parkway is forecast to operate at LOS D from Birch Road to Main Street by year 2030. Based on the project volume at this location, the segment is forecast to be directly impacted by the project.

Recommended Mitigation Measure: *Construct Otay Valley Road from Main Street to Village 9 Street "I" including the overcrossing at SR-125.* Constructing Otay Valley Road as a four-lane Major from Main Street to Village 9 including the bridge over SR-125 would relieve traffic along Main Street and on Eastlake Parkway, reduce turning movements at key intersections.

Table 22
Year 2030 Levels of Service
Without and With Proposed Mitigation

PROJECT ACCESS AND FRONTAGE IMPROVEMENT (BY 3,074th EDU) [1]	
Location	**Recommended Mitigation**
Village 9 Street "A":	Construct from Village 9 northern boundary to Main Street as a 4-lane roadway. Modify traffic signal at Main Street / Village 9 Street "A"
Village 9 Street "B":	Construct from Village 9 northern boundary to Campus Boulevard as a 2-lane roadway with dedicated transit lanes. Install traffic signal at Main Street / Village 9 Street "B".

MITIGATION (BY 3,407th EDU) [1]						
Study Intersection	**Peak Hour**	**2030 With Project**		**Recommended Mitigation**	**2030 With Project With Mitigation**	
Birch Rd / La Media Rd	AM	**91.0**	**F**	***Cumulative Impact*** Payment of TDIF [2]	37.6	D
	PM	**116.2**	**F**		41.9	D
Birch Rd / SR-125 Northbound Ramps	AM	**112.4**	**F**	***Direct Impact*** Construct SR-125 Northbound and Southbound Ramps at Main Street	13.0	B
	PM	31.8	C		6.2	A
Birch Rd / Eastlake Pkwy	AM	**117.2**	**F**	***Direct Impact*** Construct SR-125 Northbound and Southbound Ramps at Main Street	37.2	D
	PM	**65.8**	**E**		38.7	D
Main Street / 805 Southbound Ramps	AM	46.2	D	***Cumulative Impact*** Payment of TDIF [2]	34.5	C
	PM	**55.9**	**E**		55.0	D
Main Street / 805 Northbound Ramps	AM	39.6	D	***Direct Impact*** Construct SR-125 Northbound and Southbound Ramps at Main Street	39.2	C
	PM	**57.8**	**E**		54.7	D
Main Street / La Media Couplet	*WB Main Street / NB La Media*			***Direct Impact*** Construct Otay Valley Road from Main Street to Village 9 Street "I" including the SR-125 Overcrossing		
	AM	**103.2**	**F**		47.8	D
	PM	48.0	D		37.1	D
	EB Main Street / SB La Media					
	AM	**140.3**	**F**		49.0	D
	PM	**95.2**	**F**		34.5	C
	EB Main Street / NB La Media					
	AM	**80.9**	**F**		28.1	C
	PM	42.5	D		25.3	C
Main Street / Magdalena Avenue	AM	**131.3**	**F**	***Direct Impact*** Construct Otay Valley Road from Main Street to Village 9 Street "I" including the SR-125 Overcrossing	32.1	C
	PM	**143.8**	**F**		35.7	D
Main Street / Eastlake Parkway	AM	**141.9**	**F**	***Cumulative Impact*** Payment of TDIF [2]	52.5	D
	PM	52.1	D		27.2	C

[1] EDU calculations are based on assumptions regarding phasing as defined by the applicant and summarized in this TIA. Mitigation may also be required as shown in the PFFP section of this report and summarized in Table 32.

[2] Cumulative impacts will be mitigated through payment of TDIF. However, the construction of the Main St./SR-125 overcrossing will change traffic patterns. These two improvements are mitigation for direct impacts and will be constructed by the project. Therefore, the mitigated LOS reflects the traffic patterns with the SR-125/Main Ramps and Otay Valley Road/SR-125 overcrossing in place.

Table 22 (continued)
Year 2030 Levels of Service
Without and With Proposed Mitigation

Study Roadway Segment	LOS C Capacity	ADT	LOS	Recommended Mitigation	ADT	LOS
Olympic Parkway: East of Hunte Parkway	30,000	**30,100**	**D**	**No Impact** Intersections forecast to operate at acceptable levels of service	**30,100**	**D**
Birch Road: La Media Road to SR-125	40,000	**54,200**	**F**	***Cumulative Impact*** Payment of TDIF [2]	26,200	A[2]
Birch Road SR-125 to Eastlake Pkwy	50,000	**65,200**	**F**	***Direct Impact*** Construct SR-125 Northbound and Southbound Ramps at Main Street	37,200	B
Main Street I-805 to Brandywine Ave	58,000	**61,300**	**D**	***Direct Impact*** Construct SR-125 Northbound and Southbound Ramps at Main Street	**59,300**	**D**
Main Street Brandywine to Heritage Rd	50,000	**52,200**	**D**	***Direct Impact*** Construct SR-125 Northbound and Southbound Ramps at Main Street	**50,200**	**D**
Heritage Road Telegraph Canyon Road to Olympic Parkway	50,000	**50,700**	**D**	***No Impact*** Intersections forecast to operate at acceptable levels of service	**50,700**	**D**
Heritage Road Main to Entertainment Cir	50,000	**61,400**	**E**	***Cumulative Impact*** Payment of TDIF	**61,400**	**E**
Heritage Road Entertainment Cir to Avenida de Las Vistas	50,000	**52,600**	**D**	***Cumulative Impact*** Payment of TDIF	**52,600**	**D**
Magdalena Avenue: Birch Road to Main Street	12,000	**12,700**	**D**	***No Impact[3]***	**12,300**	**D**
Eastlake Parkway: Birch Road to Main Street	40,000	**41,300**	**D**	***Direct Impact*** Construct Otay Valley Road from Main Street to Village 9 Street "I" including the SR-125 Overcrossing	22,800	A

[1] EDU calculations are based on assumptions regarding phasing as defined by the applicant and summarized in this TIA. Mitigation may also be required as shown in the PFFP section of this report and summarized in Table 28.

[2] Cumulative impacts will be mitigated through the payment of TDIF. The Main Street/SR-125 ramps and Otay Valley Road/SR-125 overcrossing are a direct mitigation measure and will be constructed by the project. Therefore, the ADT volumes reflect the mitigated condition with Main Street /SR-125 ramps and Otay Valley Road/SR-125 overcrossing constructed.

[3] Magdalena Avenue is not a Circulation Element road and is not subject to GDP LOS standards.

Table 23
2030 Study Intersection LOS With Mitigation

Study Intersection	2030 Without Mitigation				2030 With Mitigation			
	AM Peak Hour Delay-LOS		PM Peak Hour Delay-LOS		AM Peak Hour Delay-LOS		PM Peak Hour Delay-LOS	
1. Olympic Pkwy / 805 Southbound Ramps	29.1	C	34.8	C	29.1	C	34.8	C
2. Olympic Pkwy / 805 Northbound Ramps	23.7	C	23.2	C	23.7	C	23.2	C
3. Olympic Pkwy / Brandywine Ave	27.9	C	39.2	C	27.9	C	39.2	C
4. Olympic Pkwy / Santa Victoria	12.7	B	13.3	B	12.7	B	13.3	B
5. Olympic Pkwy / Heritage Rd	37.4	D	54.4	D	37.4	D	54.4	D
6. Olympic Pkwy / La Media Rd	37.6	D	39.2	D	37.6	D	39.2	D
7. Olympic Pkwy / 125 Southbound Ramps	6.6	A	7.8	A	6.6	A	7.8	A
8. Olympic Pkwy / 125 Northbound Ramps	2.6	A	3.0	A	2.6	A	3.0	A
9. Olympic Pkwy / Eastlake Parkway	33.8	C	36.5	D	33.8	C	36.5	D
10. Olympic Pkwy / Hunte Pkwy	38.9	D	39.2	D	38.9	D	39.2	D
11. Santa Victoria / Heritage Rd	37.0	D	42.3	D	37.0	D	42.3	D
12. Birch Rd / La Media Rd	**91.0**	**F**	**116.2**	**F**	37.6	D	41.9	D
13. Birch Rd / SR125 Southbound Ramps	7.8	A	6.1	A	4.3	A	6.7	A
14. Birch Rd / SR125 Northbound Ramps	**112.4**	**F**	31.8	C	13.0	B	6.2	A
15. Birch Rd / Eastlake Pkwy	**117.2**	**F**	**65.8**	**E**	37.2	D	38.7	D
16. Main St / 805 Southbound Ramps	46.2	D	**55.9**	**E**	34.5	C	55.0	D
17. Main St / 805 Northbound Ramps	39.6	D	**57.8**	**E**	39.2	C	54.7	D
18. Main St / Heritage Street	32.2	C	42.0	D	32.2	C	42.0	D
19. Main St / La Media Rd (Couplet):								
Westbound Main St / Southbound La Media Rd	26.9	C	23.3	C	31.4	C	54.1	D
Westbound Main St / Northbound La Media Rd	**103.2**	**F**	48.0	D	47.8	D	37.1	D
Eastbound Main St / Southbound La Media Rd	**140.3**	**F**	**95.2**	**F**	49.0	D	34.5	C
Eastbound Main St / Northbound La Media Rd	**80.9**	**F**	42.5	D	28.1	C	25.3	C
20. Main St / Magdalena Ave	**131.3**	**F**	**143.8**	**F**	32.1	C	35.7	D
21. Main St / SR125 Southbound Ramps	*Does not exist*				19.8	B	19.7	B
22. Main St / SR125 Northbound Ramps	*Does not exist*				41.8	D	20.7	C
23. Main Street / Eastlake Pkwy	**141.9**	**F**	52.1	D	52.5	D	27.2	C
24. Otay Valley Rd / SR125 Southbound Ramps	*Does not exist*							
25. Otay Valley Rd / SR125 Northbound Ramps	*Does not exist*							

Note: Deficient intersection operation shown in **bold**

Table 24
2030 Roadway Segment LOS With Mitigation

Roadway	Segment	2030 ADT / LOS Without Mitigation		Adjusted Volume For Mitigation	2030 Mitigated ADT / LOS	
		ADT	LOS		ADT	LOS
Olympic Parkway	I-805 to Brandywine Ave	48,300	C		48,300	C
	Brandywine Ave to Heritage Rd	34,800	A		34,800	A
	Heritage Rd to La Media Rd	33,300	A		33,300	A
	La Media Rd to SR-125 Ramps	43,900	C		43,900	C
	SR-125 Ramps to Eastlake Pkwy	49,400	A		49,400	A
	Eastlake Pkwy to Hunte Pkwy	34,200	A		34,200	A
	East of Hunte Pkwy	**30,100**	**D**		**30,100**	**D**
Birch Road	La Media Rd to SR-125	**54,200**	**F**	-28,000	26,200	A
	SR-125 to Eastlake Parkway	**65,200**	**F**	-28,000	37,200	B
Main Street	I-805 to Brandywine Ave	**61,300**	**D**	-2,000	**59,300**	**D**
	Brandywine Ave to Heritage Rd	**52,200**	**D**	-2,000	**50,200**	**D**
	Heritage Rd to La Media Rd	44,900	C		44,900	C
	La Media Rd to Magdalena Ave	25,100	A	15,000	40,100	B
	Magdalena Ave to SR-125	33,100	A	15,000	48,100	C
	SR-125 to Village 9 "Street A"	35,400	A	18,000	53,400	D
	Village 9 "Street A" to Eastlake Pkwy	24,500	A	18,000	42,500	B
Hunte Pkwy	Eastlake Pkwy to Olympic Pkwy	40,000	B		40,000	B
	Olympic Pkwy to Otay Lakes Rd	20,700	A		20,700	A
Heritage Rd	Palomar St to Olympic Pkwy	**50,700**	**D**		**50,700**	**D**
	Olympic Pkwy to Main St/Hunte	42,300	B		42,300	B
	Main St to Entertainment Circle	**61,400**	**E**		**61,400**	**E**
	Entertainment Circle to Avenida de Las Vistas (City of SD)	**52,600**	**D**		**52,600**	**D**
La Media Rd	E. Palomar St to Olympic Pkwy	29,900	A		29,900	A
	Olympic Pkwy to Birch Rd	28,300	A		28,300	A
	Birch Rd to Main St	38,000	B		38,000	B
Magdalena Ave	Birch Rd to Main St	**12,700**	**D**	-400	**12,300**	**D**
Eastlake Pkwy	Otay Lakes Rd to Olympic Pkwy	24,000	A		24,000	A
	Olympic Pkwy to Birch Rd	27,600	A		27,600	A
	Birch Rd to Main St	**41,300**	**D**	-18,500	22,800	A
	Main St to Otay Valley Rd	*Does Not Exist*				
Otay Valley Rd	Main St to SR-125 Ramps	*Does Not Exist*				
	SR-125 Ramps to Village 9 St “A”	*Does Not Exist*				
	Village 9 St “A” to University	9,500	A		9,500	A

Note: Deficient LOS operation shown in **bold**.

ANALYSIS OF CALTRANS FACILITIES

Freeway Mainline Segment Analysis

Segments of northbound and southbound I-805 between Telegraph Canyon Road and Main Street were analyzed under 2030 Without and With Project conditions using the 2000 HCS Basic Freeway Segment analysis methodology, which is the methodology supported by the City of Chula Vista. Mainline segment volumes are based on SANDAG forecast 2030 ADT. A 4% heavy truck factor was applied in addition to a measured free-flow speed of 65 mph was used in the HCS calculations for multi-lane segments.

The results of the freeway segment level of service are shown in **Table 25**. HCS worksheets used to calculate the freeway segments are included in **Appendix M** to this report.

The acceptable LOS for freeways is generally LOS D. As shown in Table 25, the freeway mainline segments operate at acceptable levels of service (LOS D or better) under 2030 Without and With Project conditions except for I-805 Northbound between Main Street and Telegraph Canyon Road, which is forecast to operate at LOS E during the PM Peak Hour. According to the City of Chula Vista Traffic Impact Study Guidelines, a significant direct project impact is identified if a project adds traffic that equals or exceeds 5% of the total forecast traffic volume on a segment operating at LOS E, or F. The forecast project trips on the deficient freeway segments represent approximately 0.5% of the total traffic on the deficient freeway segments. Therefore, no direct impacts are identified. However, because the northbound segment of I-805 between Main Street and Telegraph Canyon Road is forecast to operate at a deficient LOS (LOS E or F), the addition of project trips on this freeway segment would result in a cumulative impact in 2030.

Table 25
2030 Conditions
Freeway Mainline Segment Level of Service Analysis (I-805)

From	To	2030 Without Project Conditions							
		Volume	LOS	APCS	D	Volume	LOS	APCS	D
2030 Conditions (Northbound)		**AM Peak Hour**				**PM Peak Hour**			
Main St	Olympic Pkwy	7,810	C	64.6	25.9	10,113	**E**	57.8	37.6
Olympic Pkwy	Telegraph Canyon Rd	7,738	C	64.7	25.7	10,020	**E**	58.3	36.9
2030 Conditions (Southbound)		**AM Peak Hour**				**PM Peak Hour**			
Telegraph Canyon Rd	Olympic Pkwy	9,544	D	60.6	33.8	9,261	D	61.6	32.3
Olympic Pkwy	Main Street	9,633	D	60.2	34.4	9,347	D	61.3	32.7
From	**To**	**2030 With Project Conditions**							
		Volume	**LOS**	**APCS**	**D**	**Volume**	**LOS**	**APCS**	**D**
2030 Conditions (Northbound)		**AM Peak Hour**				**PM Peak Hour**			
Main St	Olympic Pkwy	7,886	D	64.6	26.2	10,172	**E**	57.5	38.0
Olympic Pkwy	Telegraph Canyon Rd	7,839	D	64.6	26.0	10,099	**E**	57.9	37.5
2030 Conditions (Southbound)		**AM Peak Hour**				**PM Peak Hour**			
Telegraph Canyon Rd	Olympic Pkwy	9,628	D	60.2	34.3	9,377	D	61.2	32.9
Olympic Pkwy	Main Street	9,696	D	59.9	34.8	9,434	D	61.0	33.2

Note: Deficient freeway segment operation indicated in **bold** where applicable.
APCS Average Passenger Car Speed (mph)
D Density, Passenger Cars per Mile per Lane

Intersection Lane Volume (ILV) Analysis

Caltrans requires that an Intersection Lane Volume (ILV) analysis be conducted for all state-owned facilities that may be impacted by a proposed project. As this project is located near the ramp to I-805, the ILV method was conducted for the interchanges within the project study area.

Table 26 summarizes the results of the ILV analysis. ILV Calculation worksheets are provided in **Appendix N**. The results of the analysis for 2030 Without and With Project conditions show that the peak hour volumes during the a.m. and p.m. peak hours exceed the threshold for the "unstable" flow classification at Main Street/I-805 Northbound Ramps. Under With Project conditions, Main Street/I-805 Southbound Ramps is also forecast to exceed the threshold for "unstable" conditions. Traffic conditions that experience "unstable" flow usually experience considerable delays during the morning and evening peak hours. I-805 Northbound and Southbound Ramps at Main Street are forecast to operate at "Capacity" conditions, according to the Caltrans ILV thresholds. The "Capacity" condition consists of stop-and-go operations with severe delay and heavy congestion.

Table 26
2030 Intersection Lane Volume (ILV) Analysis

Intersection		2030 Without Project	2030 With Project
Olympic Parkway / I-805 Southbound Ramps	AM	Stable	Stable
	PM	Unstable	Unstable
Olympic Parkway / I-805 Northbound Ramps	AM	Unstable	Unstable
	PM	Unstable	Unstable
Main Street / I-805 Southbound Ramps	AM	Stable	Unstable
	PM	**Capacity**	**Capacity**
Main Street / I-805 Northbound Ramps	AM	**Capacity**	**Capacity**
	PM	**Capacity**	**Capacity**

SIGNIFICANT IMPACTS & MITIGATION MEASURES

Significant impacts for each study scenario were determined based on the peak hour intersection and daily roadway segment analysis, as identified by City of Chula Vista significance thresholds. **Tables 27** through **29** summarize the intersections and roadway segments with project impacts for each study scenario year and the recommended mitigation measures.

Table 27
Recommended Mitigation Measures – Access and Frontage

Location	Impact	Recommended Mitigation
2020		
Main Street	Direct	Construct from Village 9 Street "A" to Eastlake Parkway as 6-lane Gateway.
Village 9 Street "A"	Direct	Construct from Main Street to Village 9 Street "C" as a 4-lane roadway, construct from Village 9 Street "C" to Otay Valley Road as a 2-lane, 2-way roadway.
Main Street / Village 9 Street "A"	Direct	Install traffic signal at intersection.
Otay Valley Road	Direct	Construct from Village 9 Street "I" to Village 9 Street "A" as a 4-lane Major.
Village 9 Street "I"	Direct	Construct south of Otay Valley Road as 2-lane roadway.
2025		
Otay Valley Road	Direct	Construct from Village 9 Street "A" to Village 9 Street "B" as a 4-lane Major. Install traffic signal at Otay Valley Road / Village 9 Street "A" intersection when warranted.
Village 9 Street "A"	Direct	Construct 2 lanes to form couplet and restripe to one-way (2 NB lanes and 2 SB lanes). Construct south end of couplet to Otay Valley Road as a 4-lane roadway. Install stop control at internal intersections.
Campus Boulevard	Direct	Construct from Village 9 Street "G" to Village 9 Street "B" as a 2-lane roadway.
Village 9 Street "B"	Direct	Construct from Campus Boulevard to terminus south of Otay Valley Road as a 2-lane roadway, with dedicated transit lanes from Campus Boulevard to Otay Valley Road.
Village 9 Street "I"	Direct	Construct from Village 9 Street "A" to Otay Valley Road as a 2-lane roadway.
2030		
Village 9 Street "A"	Direct	Construct from Village 9 northern boundary to Main Street as a 4-lane roadway. Modify traffic signal at Main Street / Village 9 Street "A" intersection.
Village 9 Street "B"	Direct	Construct from Village 9 northern boundary to Campus Boulevard as a 2-lane roadway with dedicated transit lanes. Install traffic signal at Main Street / Village 9 Street "B" intersection.

Table 28
Recommended Mitigation Measures - Intersections

Location	Study Year LOS		Impact	Recommended Mitigation	LOS with Mitigation	
	AM Delay - LOS	PM Delay – LOS			AM Delay - LOS	PM Delay – LOS
2020 (1,312 EDU)						
Olympic Pkwy / 805 Northbound Ramps	**117.7 – F**	50.5 - D	Cumulative	Significant and Unavoidable	**117.7 – F**	50.5 - D
Olympic Pkwy / Brandywine Ave	42.9 – D	**80.4 – F**	Cumulative	Payment of TDIF	42.9 – D	**80.4 – F**
2025 (3,074 EDU)						
Birch Road / La Media Road	**234.8 - F**	**190.5 - F**	Direct	Construct Main Street from La Media Road to Village 9 Street "A" including bridge over SR-125	37.9 – D	37.1 – D
Birch Road / Eastlake Pkwy	**443.0 – F**	**454.5 – F**	Direct		39.0 – D	40.3 – D
Main Street / Eastlake Pkwy	**274.4 – F**	**242.8 – F**	Direct		24.6 – C	24.1 – C
2030 (3,407 EDU)						
Birch Road / La Media Road	**91.0 – F**	**116.2 – F**	Cumulative	Payment of TDIF (1)	37.6 – D	41.9 – D
Birch Road / SR-125 NB Ramps	**112.4 – F**	31.8 - C	Direct	Construct SR-125 northbound and southbound ramps at Main Street.	13.0 – B	6.2 – A
Birch Road / Eastlake Parkway	**117.2 – F**	**65.8 – E**	Direct		37.2 – D	38.7 – D
Main St / 805 SB Ramps	46.2 – D	**55.9 – E**	Cumulative	Payment of TDIF (1)	34.5 – C	55.0 – D
Main St / 805 NB Ramps	39.6 – D	**57.8 – E**	Direct	Construct SR-125 northbound and southbound ramps at Main Street.	39.2 – D	54.7 – D
Main Street / La Media Road Couplet						
WB Main St / NB La Media	**103.2 – F**	48.0 – D	Direct	Construct Otay Valley Road from Main Street to Village 9 Street "I" including SR-125 overcrossing.	47.8 – D	37.1 – D
EB Main St / SB La Media	**140.3 – F**	**95.2 – F**			49.0 – D	34.5 – C
EB Main St / NB La Media	**80.9 – F**	42.5 - D			28.1 – C	25.3 – C
Main Street / Magdalena Avenue	**131.3 – F**	**143.8 – F**	Direct	Construct Otay Valley Road from Main Street to Village 9 Street "I" including SR-125 overcrossing.	32.1 – C	35.7 – D
Main Street / Eastlake Pkwy	**141.9 – F**	52.1 – D	Cumulative	Payment of TDIF (1)	52.5 – D	27.2 - C

(1) The cumulative impacts are mitigated through TDIF. However, the construction of the Main St./SR-125 ramps and Otay Valley Road across SR-125 will modify traffic patterns under the mitigated condition. These two improvements are direct impact mitigation measure and will be constructed by the project. Therefore the mitigated LOS for all impacts reflects the change in traffic patterns with the Main St./SR-125 and Otay Valley Road overcrossing.

Table 29
Recommended Mitigation Measures
Roadway Segments

Study Roadway Segment	LOS C Capacity	ADT	LOS	Impact	Recommended Mitigation	ADT	LOS
2020 (1,312 EDU)							
Olympic Parkway: I-805 to Brandywine	50,000	**54,600**	**D**	Cumulative	Payment of TDIF	**54,600**	**D**
Olympic Parkway: Brandywine to Heritage Rd	50,000	**58,200**	**E**	Cumulative	Payment of TDIF	**58,200**	**E**
Olympic Parkway: Heritage Rd to La Media Rd	50,000	**60,800**	**E**	Cumulative	Payment of TDIF	**60,800**	**E**
Heritage Road: Main St to Avenida de las Vistas	12,000	**17,300**	**F**	Cumulative	Payment of TDIF	**17,300**	**F**
2025 (3,074 EDU)							
Olympic Parkway: Heritage Rd to La Media Rd	50,000	**62,900**	**F**	Cumulative	Payment of TDIF	**62,900**	**F**
Birch Road: La Media to SR-125	40,000	**51,100**	**F**	Direct	Construct Main Street from La Media Road to Village 9 Street "A" including bridge over SR-125	23,200	A
Magdalena Avenue: Birch Rd to Main St	12,000	**20,100**	**F**	Direct		11,500	C
Eastlake Parkway: Birch Rd to Main St	40,000	**54,600**	**F**	Direct		35,400	C
2030 (3,407 EDU)							
Birch Road: La Media Road to SR-125	40,000	**54,200**	**F**	Cumulative	Payment of TDIF (1)	26,200	A
Birch Road: SR-125 to Eastlake Pkwy	50,000	**65,200**	**F**	Direct	Construct SR-125 northbound and southbound ramps at Main Street	37,200	C
Main Street: 805 to Brandywine Ave	58,000	**61,300**	**D**	Direct		**59,300**	**D**
Main Street: Brandywine to Heritage Rd	50,000	**52,200**	**D**	Direct		**50,200**	**D**
Heritage Road: Main St to Entertainment Circle	50,000	**61,400**	**E**	Cumulative	Payment of TDIF	**61,400**	**E**
Heritage Road: Entertainment Circle to Avenida de las Vistas	50,000	**52,600**	**D**	Cumulative	Payment of TDIF	**52,600**	**D**
Eastlake Parkway: Birch Rd to Main St	40,000	**41,300**	**D**	Direct	Construct Otay Valley Road from Main Street to Village 9 Street "I" including SR-125 overcrossing.	22,800	A

(1) The cumulative impacts are mitigated through TDIF. However, the construction of the Main St./SR-125 ramps and Otay Valley Road across SR-125 will modify traffic patterns under the mitigated condition. These two improvements are direct impact mitigation measure and will be constructed by the project. Therefore the mitigated LOS for all impacts reflects the change in traffic patterns with the Main St./SR-125 and Otay Valley Road overcrossing.

PUBLIC FACILITIES FINANCING PROGRAM (PFFP)

A Public Facilities Financing Program (PFFP) report is required for developments in the Otay Ranch according to the City's Growth Management Program. A separate document will be prepared to assess all elements of the PFFP, however the information provided in this section outlines the specific traffic related thresholds for each phase of development that will trigger the need for future roadway and/or intersection improvements in the City. This analysis is based on the planning assumptions used in this traffic report to evaluate the impacts of development in five year increments. These improvements are based on both the Growth Management Program thresholds and the CEQA thresholds for determining project impacts.

CEQA Thresholds of Significance and Mitigation

Cumulative impacts and direct impacts identified in the traffic report will be fully mitigated by the project. Direct impacts will be mitigated through the construction of specifically identified projects. Cumulative impacts are mitigated through the payment of TDIF fees. TDIF fees paid by the project are not directly tied to any one road or intersection improvement project. However, it is reasonable to assume that as TDIF fees are collected by this project and others, new roads and intersections will be constructed over time. Therefore, year 2025 and 2030 include road improvements that are assumed to be constructed through the TDIF program.

If the project EDU limit for each study year (2020, 2025, & 2030) is reached prior to one of the assumed roadway or intersection improvements is constructed and open to traffic, then one of the following steps must need to be taken:

1. Development in Village 9 shall stop until those assumed future roadways are constructed by others; or
2. City and the applicant shall meet to determine the need for the incomplete roadway segments. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or
3. Developer shall construct the missing roadway links and receive TDIF credit for those improvements as applicable; or
4. An alternative measure is selected by the City in accordance with the City of Chula Vista Growth Management Ordinance; or
5. All to the satisfaction of the City Engineer.

Project Access and Frontage Phasing and Public Facilities Financing Plan (PFFP)

Village 9 will be constructed in a series of phases. With each phase of development, internal roadways will be constructed to support not only the traffic associated with that phase, but also the public works infrastructure such as water and sewer service. Although the project has been evaluated in five year increments based on phasing illustrated previously in Exhibit 22, the development of Village 9 will occur based on market demands and other external factors. As this project is not currently connected to the circulation system or public works infrastructure, a logical progression of on-site improvements has been designed from the north end of the property to the south end of the property. **Table 30** summarizes the phasing of on-site street improvements within Village 9. The phasing of the internal street network improvements based on Table 30 are also illustrated in **Exhibit 34**. **Exhibit 35** presents the Village 9 internal street network by street type. The internal street cross-sections are shown in **Exhibits 36A and 36B**.

Table 30
Village 9 PFFP Analysis[(1)]

PHASE/PLANNING AREAS	INFRASTRUCTURE DESCRIPTION	UNIT TRIGGERS WITHIN EACH PHASE
ORANGE NORTH **G, I, J, M, N, P, Q, T, X, W**	Main Street from Street "A" to Eastlake Parkway	1st EDU
	Street "A" from Main Street to Otay Valley Road (west half of future couplet, bi-directional)	
	Street "F" from Street "A" to Street "E"	Access/Frontage
	Street "G" from Street "E" to Street "H"	
	Street "E" from St. "F" to St. "A"	
	Campus Blvd. from St. "G" to St. "A"	
	Street "H" from St. "G" to St. "A"	
	Street "I" along northern boundary of PA-W to Street "A"	
ORANGE SOUTH **AA, DD, EE, GG, HH**	Main Street from Street "A" to Eastlake Parkway	1st EDU
	Street "A" from Main Street to Otay Valley Road (west half of future couplet, bi-directional)	
	Otay Valley Road from western project boundary to Street "A"	
	Street "I" south of Otay Valley Road	Access/Frontage
	Street "A" south of Otay Valley Road	
BLUE **D, E-1, E-2, F, L, S, V**	Main Street from Street "A" to Eastlake Parkway	1st EDU
	Street "A" from Main Street to Street "I" (two-way)	
	Street "C" from Street "A" to eastern boundary of PA-E2	Access/Frontage
	Street "F" from Street "A" to Street "E"	
	Street "G" from Street "E" to Street "H"	
	Street "I" along northern boundary of PA-W to Street "A"	
YELLOW NORTH **R-1, R-2, U-1, U-2, Y-1, Y-2, Z-1, Z-2**	Main Street from Street "B" to Eastlake Parkway	1st EDU
	Street "B" from Main Street to southern boundary of PA-Y4	
	Street "A" from Campus Boulevard to Street "I" (east half of future couplet, bi-directional)	Access/Frontage
	Campus Boulevard from Street "A" to Street "B"	
	Street "H" from Street "A" to Street "B"	
	Street "I" from Street "A" to Street "B"	
YELLOW SOUTH **BB, CC, FF**	Main Street from Street "B" to Eastlake Parkway	1st EDU
	Street "B" from Main Street to south of future Otay Valley Road extending into PA-BB & PA-CC	
	Otay Valley Road from Street "A" to eastern project boundary	
PURPLE NORTH **A, B-1, B-2, C**	Main Street from Street "A" to Eastlake Parkway	1st EDU
	Street "A" from north project boundary to Main Street	
	Street "B" from north project boundary to Main Street	
PURPLE SOUTH **H-1, H-2, K-1, K-2, O-1, O-2**	Main Street from Street "A" to Eastlake Parkway	1st EDU
	Street "A" from Main Street to Street "E" (east half of future couplet, bi-directional)	
	Street "B" from Main Street to Street "E"	
	Street "C" from Street "A" to Street "B"	Access/Frontage
	Street "D from Street "A" to Street "B"	
	Street "E" from Street "A" to Street "B"	

[1]. Agree to construct or secure the facility prior to the final map that triggers the EDU or cumulative EDU as shown in the table.

Table 30 (Continued)
Village 9 PFFP Analysis[1]

Triggers for Circulation Element Road Improvements[2] (Project Improvements or Constructed by others)			
INFRASTRUCTURE DESCRIPTION	**LIMITS**	**EDU TRIGGER**	**TYPE OF MITIGATION**
La Media Road	Birch Road to Main Street	1st EDU	Village 8 West Access / Constructed by Others
Main Street	Street "A" to Eastlake Parkway		Direct / Project Improvement
Otay Valley Road	Street "I" to Street "A"		Direct / Project Improvement
	Street "A" to Street "B"	1,312nd EDU	Direct / Project Improvement
Heritage Road	Olympic Parkway to Main Street		Cumulative / Constructed by others
	Widen to six lanes from Main Street to Avenida de las Vistas		Cumulative / Constructed by others
Main Street	Heritage Road to La Media Road	3,074th EDU	Cumulative / Constructed by others
	La Media Road to Village 9 Street "A"		Direct / Project Improvement
Main Street/SR125 Ramps	Northbound and Southbound Ramps	3,407th EDU	Direct / Project Improvement
Otay Valley Road	Main Street to Village 9 Street "I" including SR-125 overcrossing		Direct / Project Improvement

1. Agree to construct or secure the facility prior to the final map that triggers the EDU or cumulative EDU as shown in the table.

2. City and Otay Land Company shall meet to determine their need for the incomplete roadway segments. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of the improvements.

ON-SITE OPERATIONAL ANALYSIS

Traffic control devices for internal and external road connections were determined based on traffic demand and project phasing**. Exhibit 37** illustrates the proposed intersection geometry and proposed traffic control devices for each of the internal intersections and traffic control devices for roads connecting the project to the external circulation network.

Operational analysis of all intersections where the project connects to the roadway network was conducted for the year 2030. Forecast year 2030 traffic volumes for the project intersections are illustrated in **Exhibit 38**. **Table 31** summarizes the results of the operational analysis of the key project intersections. As shown in Table 31, all intersections are forecast to operate at acceptable levels of service.

Table 31
2030 Internal Intersection Operational Analysis

Internal Intersection	Control	AM		PM	
		Delay	LOS	Delay	LOS
Main Street / Street “A”	Signal	50.6	D	52.8	D
Main Street / Street “B”	Signal	53.1	D	53.2	D
Street “C” / Street “A”	Signal	39.1	D	38.9	D
Street “C” / Street “B”	Signal	11.1	B	11.6	B
Street “E” / Southbound Street “A”	Signal	13.4	B	9.3	A
Street “E” / Northbound Street “A”	Signal	13.0	B	9.6	A
Street “E” / Street “B”	One-way Stop	20.0	C	26.1	D
Campus Blvd / Southbound Street “A”	Signal	8.7	A	9.9	A
Campus Blvd / Northbound Street “A”	Signal	12.3	B	12.0	B
Campus Blvd / Street “B”	Signal	7.6	A	7.7	A
Street “I” / Southbound Street “A”	Signal	14.2	B	12.2	B
Street “I” / Northbound Street “A”	Signal	14.4	B	12.4	B
Street “I” / Street “B”	One-way Stop	12.3	B	14.8	B
Otay Valley Road / Street “I”	Signal	16.0	B	18.5	B
Otay Valley Road / Street “A”	Signal	31.0	C	44.0	D
Otay Valley Road / Street “B”	Signal	23.6	C	27.4	C

For the signalized intersections on Circulation Element streets (Main Street and Otay Valley Road), a preliminary traffic signal warrant analysis was conducted to demonstrate that, by year 2030, traffic signals would be appropriately placed at these intersections. The traffic signal warrant analysis was conducted based on the California Manual on Uniform Traffic Control Devices (MUTCD) planning level warrant which uses daily traffic volume as a threshold for analysis. **Table 32** provides the

forecast daily traffic volume for the intersections where traffic signals are warranted along with the thresholds established in the MUTCD. As shown, all proposed traffic signal locations meet the minimum traffic signal warrants by year 2030. The volumes used in this analysis are the forecast year 2030 mitigated conditions which include the Otay Valley Road connection over SR-125 and the Main Street interchange at SR-125.

It should be noted that during interim years, the traffic signals may not be warranted. As an interim traffic control measure stop signs may be a more appropriate traffic control device until the traffic on the side street or along the major street approaches the thresholds identified in Table 32. The appropriate traffic control device should be determined during each phase of construction based on traffic volume, connections to the overall circulation system and other factors. When roads are constructed, the intersections that are planned to be signalized along the road should be constructed with traffic signal conduit, pull ropes, pull boxes, traffic signal foundations and pedestals in place.

Table 32
2030 Traffic Signal Warrants and Daily Traffic Volumes

Intersection	Street (Major or Minor)	Year 2030 ADT	ADT Thresholds[1]		Signal Warranted?
			Condition A: Minimum Volume	Condition B: Interruption of Continuous Traffic	
Main St / Street "A"	*MAJOR:* Main St	53,400	9,600	14,400	Yes (Condition A)
	MINOR: Street "A"	11,300	2,400	1,200	
Main St / Street "B"	*MAJOR*: Main St	53,400	9,600	14,000	Yes (Condition A)
	MINOR: Street "B"	8,000	2,400	1,200	
Otay Valley Rd / Street "I"	*MAJOR:* Otay Valley Rd	11,400	9,600	14,000	Yes (Combination of Warrants)
	MINOR: Street "I"	2,000	2,400	1,200	
Otay Valley Rd / Street "A"	*MAJOR:* Otay Valley Rd	11,400	9,600	14,000	Yes (Condition A)
	MINOR: Street "A"	3,800	2,400	1,200	
Otay Valley Rd / Street "B"	*MAJOR:* Otay Valley Rd	11,400	9,600	14,000	Yes (Condition A)
	MINOR: Street "B"	4,600	2,400	1,200	

[1] California MUTCD Minimum Estimated Average Daily Traffic thresholds for Major and Minor Streets. Daily traffic volume on the major street is two-way volume and ADT volume on the Minor Street is the highest one-way approach volume. Volumes are based upon the Year 2030 with Mitigation conditions. When either Condition A or Condition B are not met, then the Combination of Warrants should be considered. The Combination of Warrants is met if both Condition A and Condition B are fulfilled 80% or more.

MULTIMODAL ACCESS ANALYSIS

Village 9 will be accessible by local circulation bus service, Rapid Bus Service and Bus Rapid Transit provided by MTS. The Rapid Bus route is proposed to serve Main Street and circulate through eastern Chula Vista. A station for Bus Rapid Transit (BRT) will be provided within Village 9 near the intersection of Campus Boulevard and Street "B". Dedicated transit lanes and transit priority at Main Street / Street "B" and Otay Valley Road / Street "B" will be provided to accommodate the planned BRT. **Exhibit 39** illustrates the proposed BRT route through Village 9 and the proposed BRT station. A conceptual plan of the future BRT lanes at the Main Street / Street "B" and Otay Valley Road / Street "B" intersections are shown in **Exhibit 40**.

Roads within Village 9 will be designed and constructed to encourage slow speeds with the integration of on street parking, traffic calming and narrow lane widths. The integration of these features with the proposed high density housing and adjacent University use will result in a walkable, vibrant towncenter. The interactions between residential, commercial and educational uses within the Village resulted in a reduction in the reliance on the automobile. This is reflected in the internal capture calculations conducted for this project. The ITE internal capture methodology was used to assess the auto trip reductions that may occur with the proposed mix of uses. At the time this report was prepared, the ITE methodology was State of the Practice for calculating mixed use trip reduction factors. A detailed summary of the internal capture methodology is provided in Appendix E, as indicated earlier in the report. In general, the results of the internal capture analysis shows that auto trips will be reduced by as much as 36%.

The integration of walkable and bicycle features will contribute to the success of the mixed use project. Class II bicycle facilities are planned along all circulation element roadways through Village 9. Roadways internal to the Village are designed to local street standards with speed limits of 25 to 30 mph. Slow traffic speeds are conducive to bicycling and provide the necessary linkage the regional bicycle circulation network. A dedicated pedestrian and bicycle bridge is planned that will connect Village 8 East and Village 9. Within Village 9, the pedestrian/bicycle bridge is anticipated to be located near Planning Area "L" (Neighborhood Park). The proposed pedestrian/bicycle bridge location is also illustrated in Exhibit 39.

Sidewalks will be provided throughout Village 9 and will include bulb-outs at key locations to reduce pedestrian crossing distances. With pedestrian scale development, wide sidewalks and slower traffic speeds, the community and roadways are designed to provide a comfortable walking environment.

CONSTRUCTION ACTIVITY

Construction of the project will occur in several phases. During grading of the site, it is anticipated that cut and fill will be balanced on-site; therefore, there will be limited need to haul material to or from the site. Material will be screened on-site, thereby reducing the need to remove materials from the site during construction activity. Material hauled to the site for backfill material and road construction will be provided from the existing quarry located within Village 4. Therefore, most if not all material hauling will occur within the Otay Ranch reducing the sphere of potential construction impacts.

As evaluated in the TIA, the Village 9 project is forecast to generate between 13,124 trips per day (2020 analysis) and 33,913 trips per day (2030 analysis) when fully occupied. During the development of Village 9, typical construction activity will occur including the grading and construction of new roads, grading of lots and parks, utility installation and construction of new structures. Initially, traffic generated by Village 9 will be construction traffic. Typical construction traffic will include:

- Grading Operations – Up to 30 Workers
- Underground Utility Construction – Up to 10 Workers
- Builders (2-3 builders constructing at one time) – Up to 100 Workers

Assuming each worker drives to and from the jobsite in their own personal vehicle, and approximately 50% of them leave the site once a day for lunch, materials, meetings, etc, the trip generation rate per construction worker is approximately 3 trips per day with one trip occurring the a.m. peak and one trip occurring in the p.m. peak. Based on the average number of workers on a jobsite, as described above, the average daily trip generation would 420 trips per day with 140 trips occurring in the a.m. peak and 140 occurring during the p.m. peak.

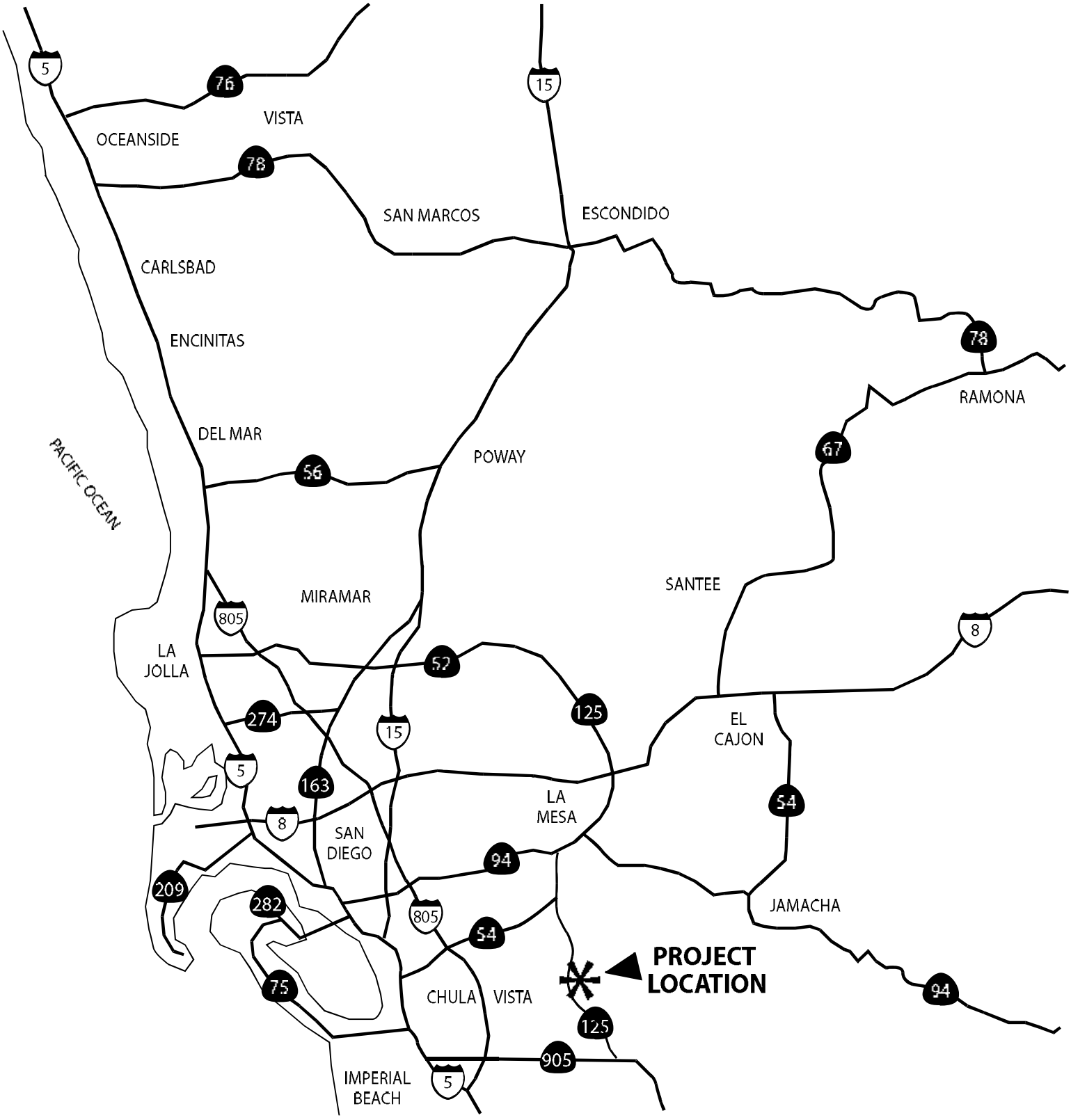
As project traffic increases due to the completion of various phases of the project, the construction traffic will gradually decrease. At any given time during the project, the number of construction staff on site on a given day will vary and will extend over a period of several years. **Table 33** compares the forecast construction related traffic to the forecast traffic generation at each phase of the project.

Table 33
Comparison of Construction and Project Trips by Study Year

	Forecast Construction Traffic	Total Project Trips through Year…		
		2020	2025	2030
ADT	420	13,124	30,623	33,913
A.M. Peak Inbound	112	506	1,408	2,098
A.M. Peak Outbound	28	691	1,605	1,632
P.M. Peak Inbound	28	731	1,642	1,644
P.M. Peak Outbound	112	575	1,358	1,850

As shown, the construction traffic is less than the net increase in traffic for each five year increment. The peak volumes are greater inbound in the a.m. peak and outbound in the p.m. peak when the construction traffic is compared to the year 2020 traffic. Throughout this study, the project generated traffic was evaluated against the existing and mitigated roadway networks to determine the impacts associated with the development of this Village. Since the traffic associated with the development of the site exceed the volume of traffic generated during construction, the impacts identified in this study for each study year would more than exceed the potential impacts associated with construction related traffic.

The findings of this study show that all impacts associated with the project will be fully mitigated with the project. Although the construction traffic may occur prior to and/or during the construction of mitigation measures, the construction impacts will be temporary. Therefore, it is reasonable to state that construction traffic to and from the site would not result in any unidentified impacts.



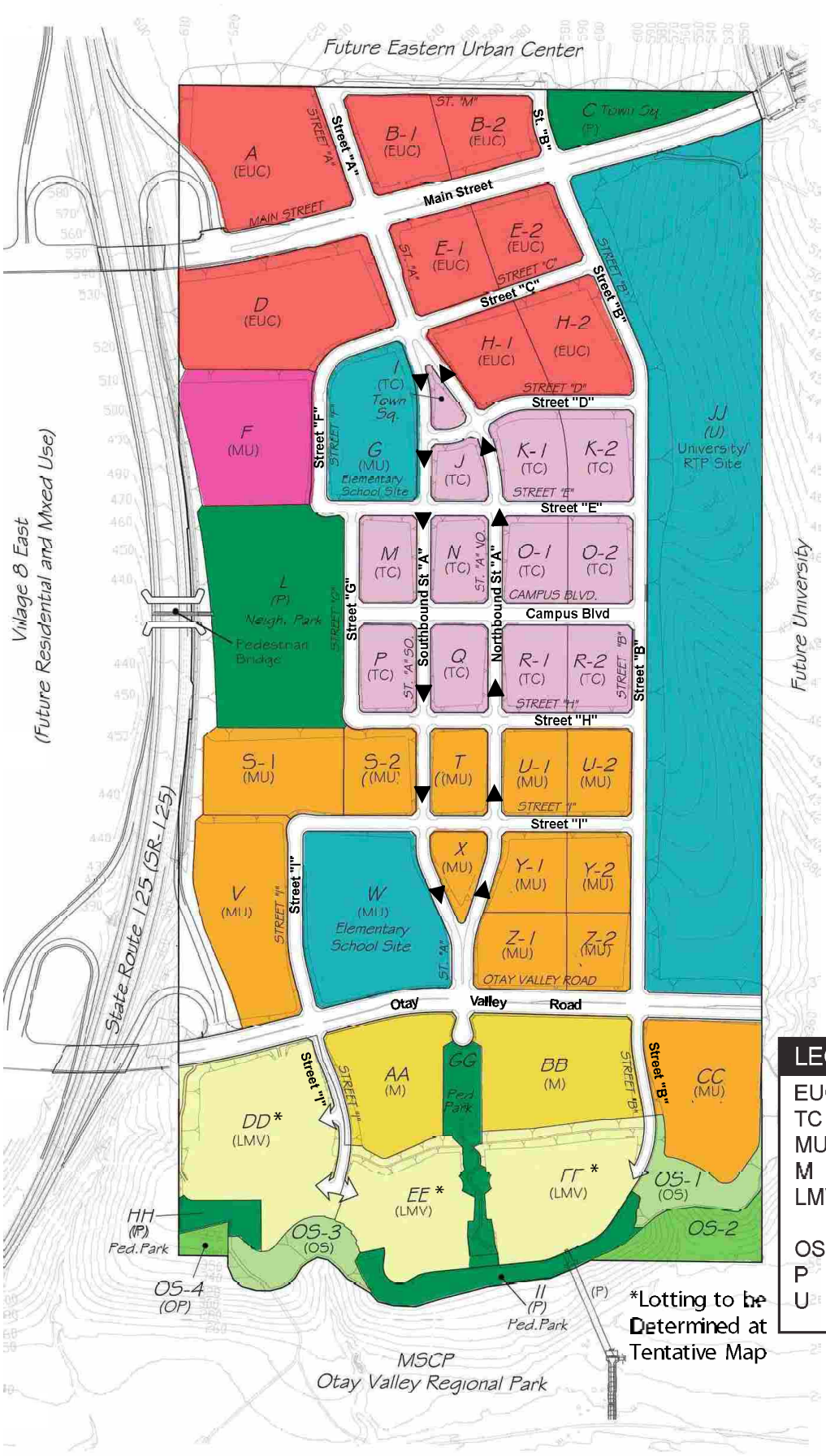
NOT TO SCALE

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55-100535.001 NOVEMBER 2011

REGIONAL PROJECT VICINITY

EXHIBIT 1



LEGEND	
EUC	Eastern Urban Center
TC	Town Center
MU	Mixed Use
M	Medium Density Residential
LMV	Low Medium Density Residential Village
OS	Open Space
P	Park
U	University/RTP

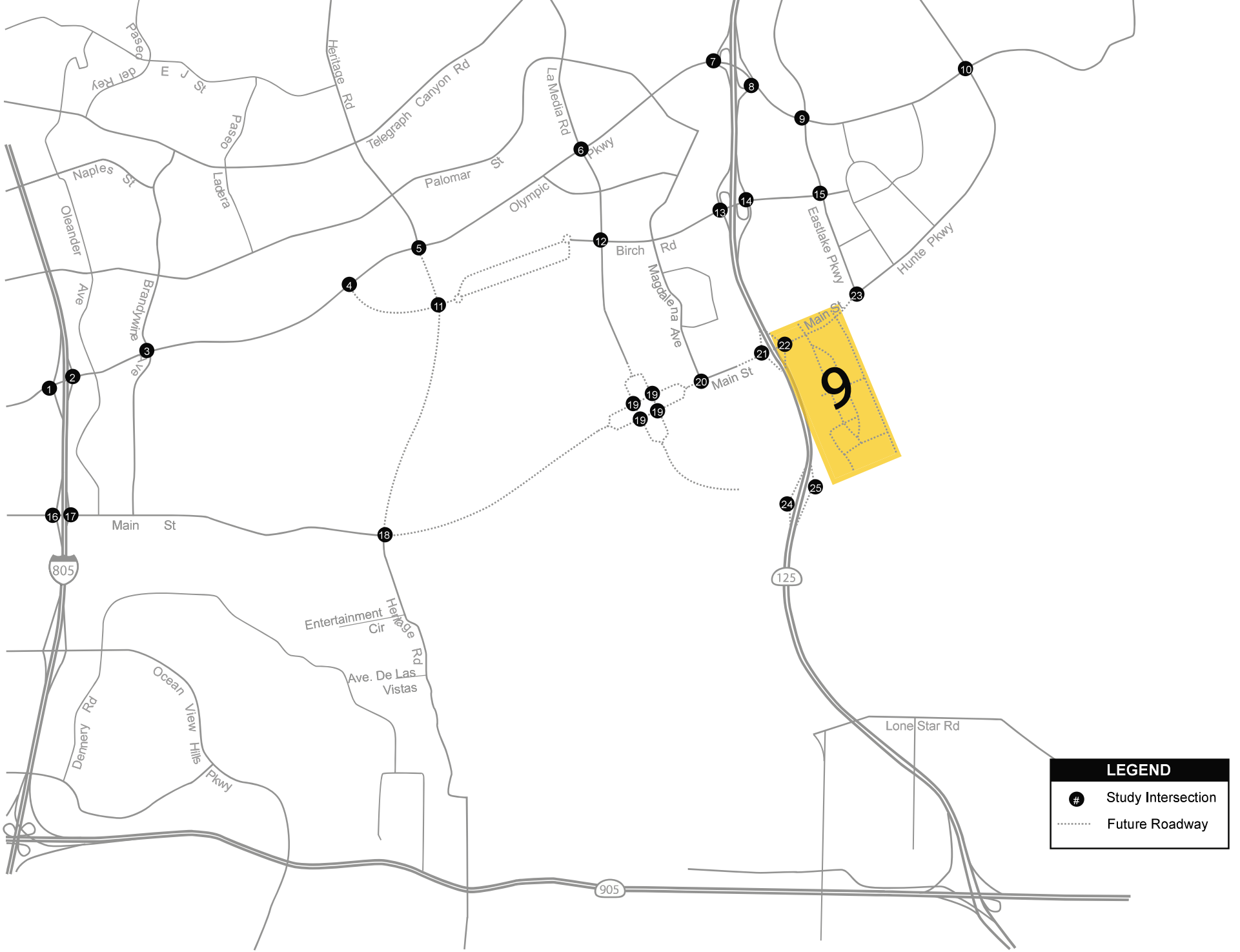
*Lotting to be Determined at Tentative Map

NOT TO SCALE

VILLAGE 9 SITE UTILIZATION PLAN

55-100535.001 NOVEMBER 2011

EXHIBIT 2



RBF

55-100535.001 MARCH 2013

STUDY AREA

EXHIBIT 3

Circulation Plan - East

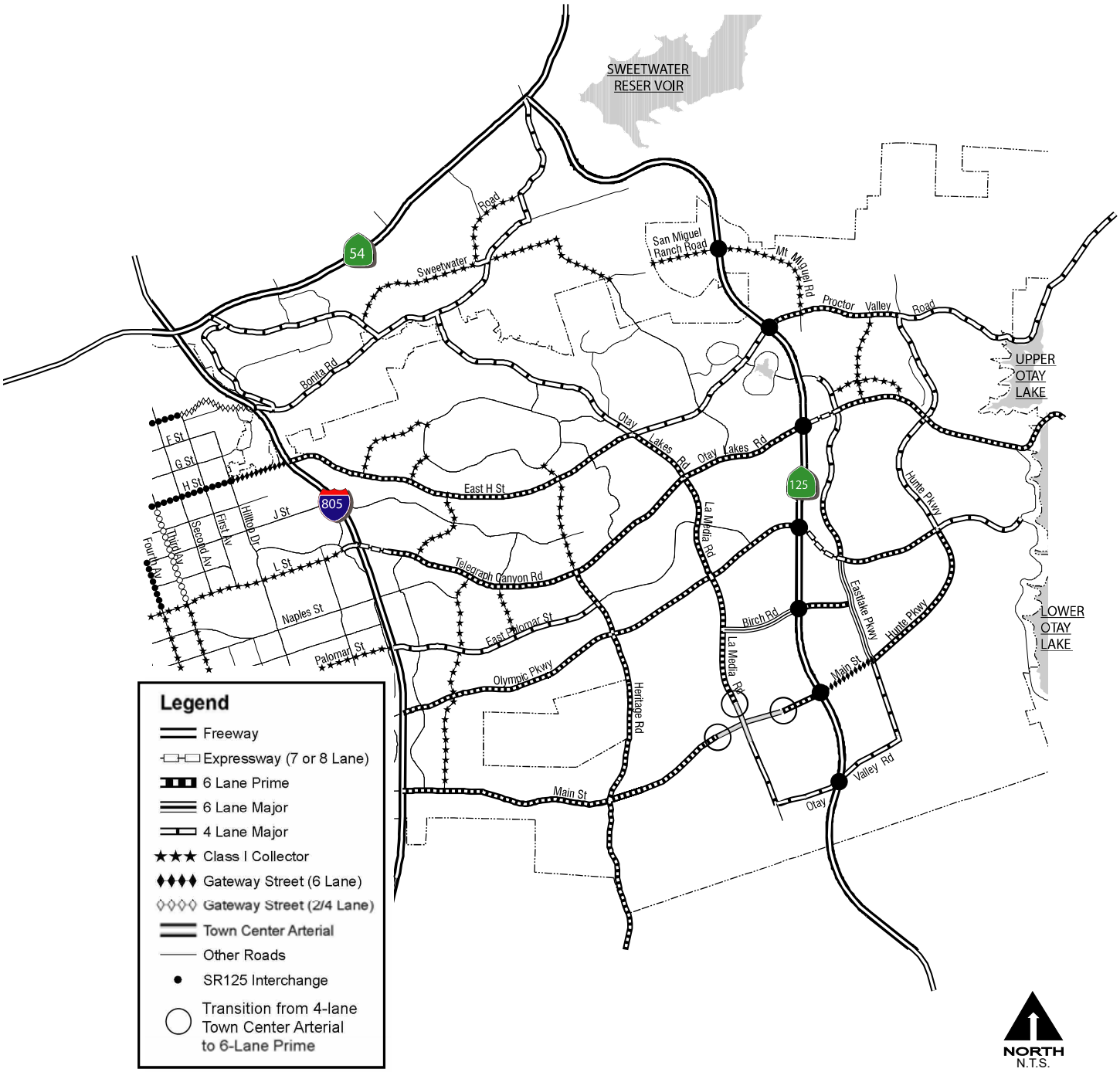
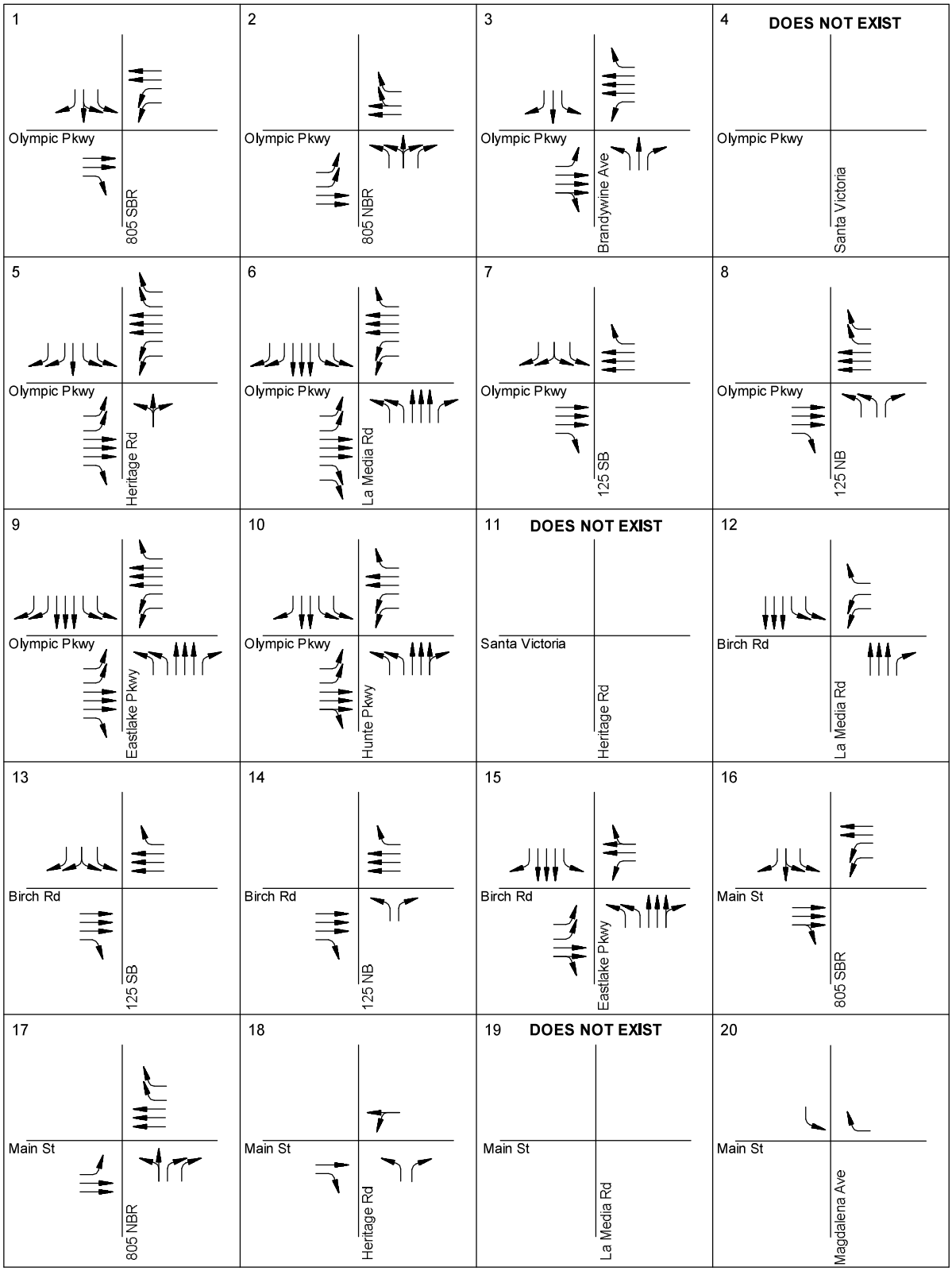


Figure 5-13E

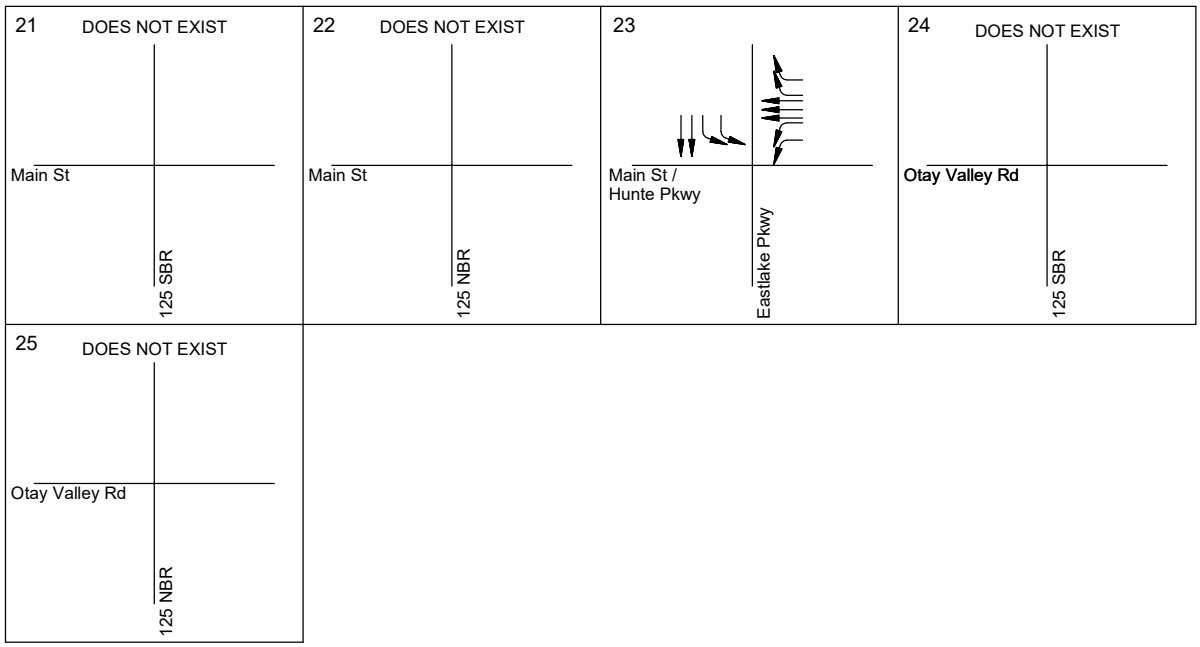
NOT TO SCALE

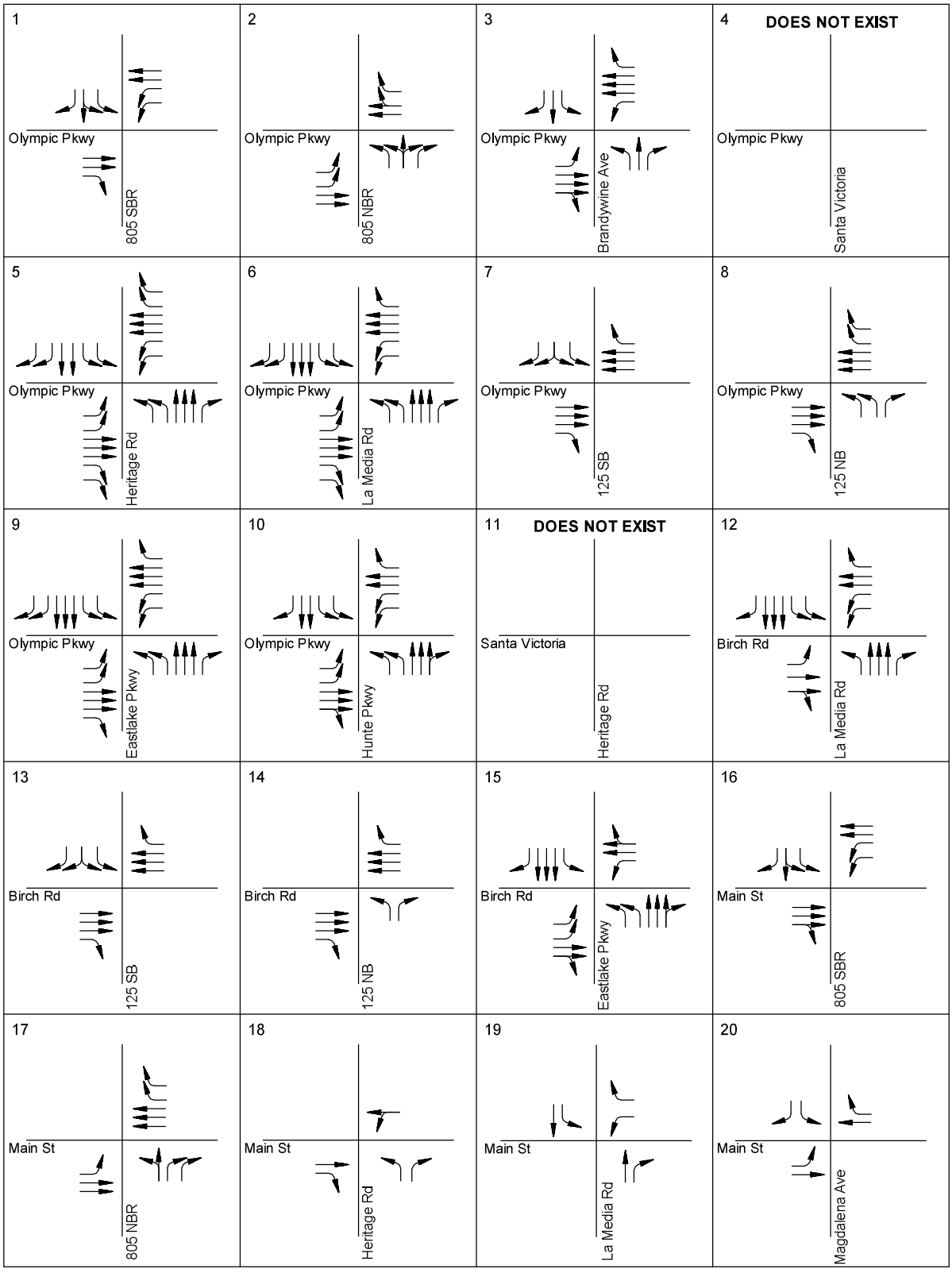


EXISTING INTERSECTION GEOMETRY

55-100535.001 NOVEMBER 2011

EXHIBIT 5A

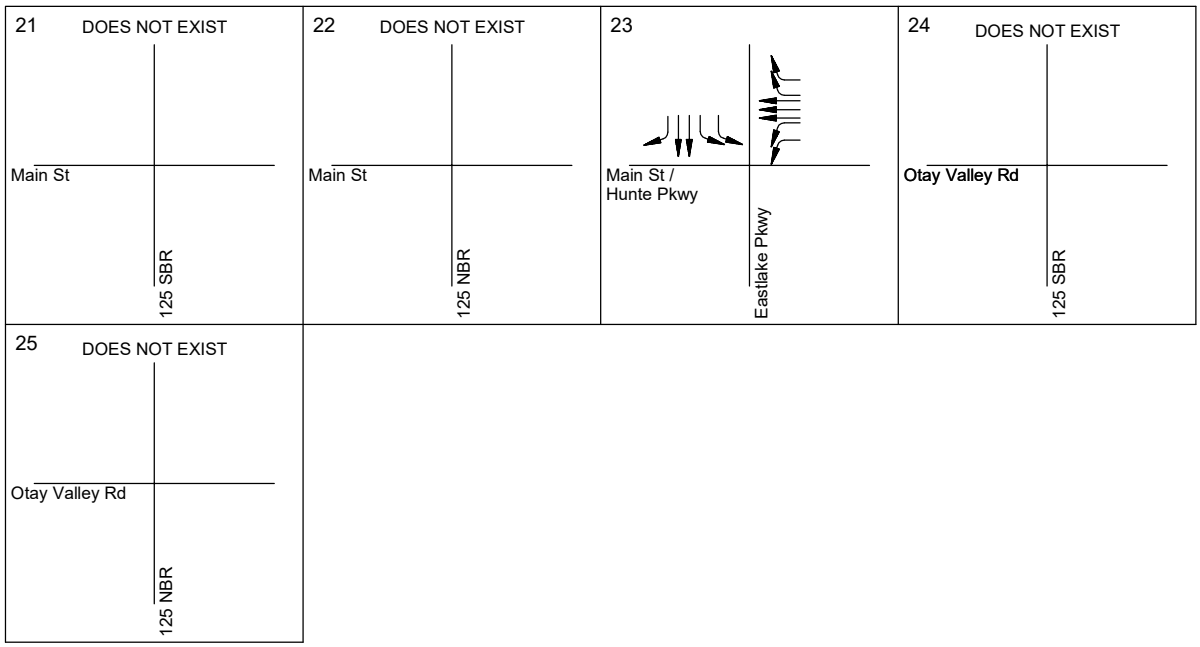

21
DOES NOT EXIST
Main St
125 SBR
22
DOES NOT EXIST
Main St
125 NBR
23
Main St /
Hunte Pkwy
Eastlake Pkwy
24
DOES NOT EXIST
Otay Valley Rd
125 SBR
25
DOES NOT EXIST
Otay Valley Rd
125 NBR

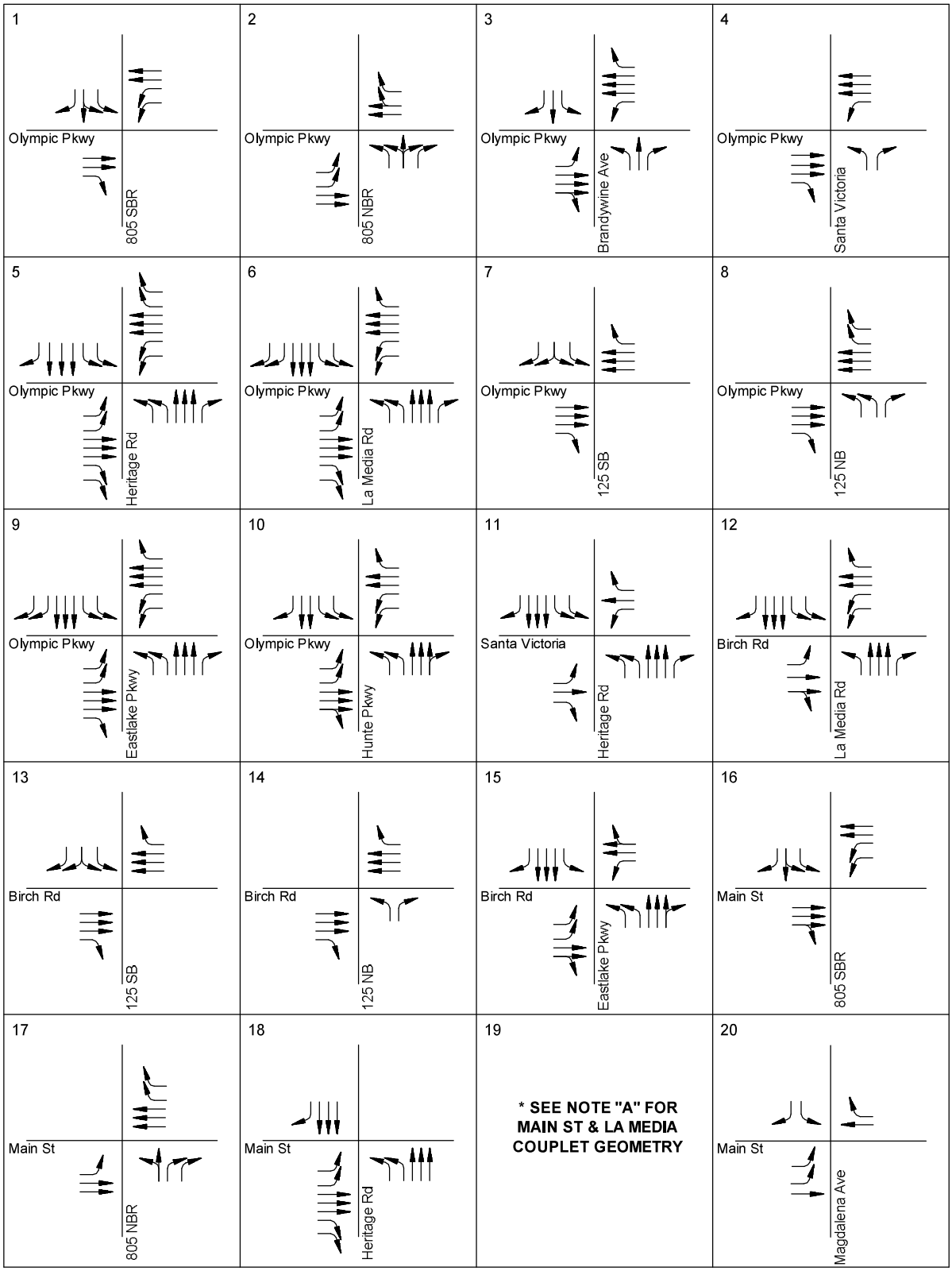


2020 INTERSECTION GEOMETRY

55-100535.001 NOVEMBER 2011

EXHIBIT 5B


21
DOES NOT EXIST
Main St
125 SBR
22
DOES NOT EXIST
Main St
125 NBR
23
Main St /
Hunte Pkwy
Eastlake Pkwy
24
DOES NOT EXIST
Otay Valley Rd
125 SBR
25
DOES NOT EXIST
Otay Valley Rd
125 NBR

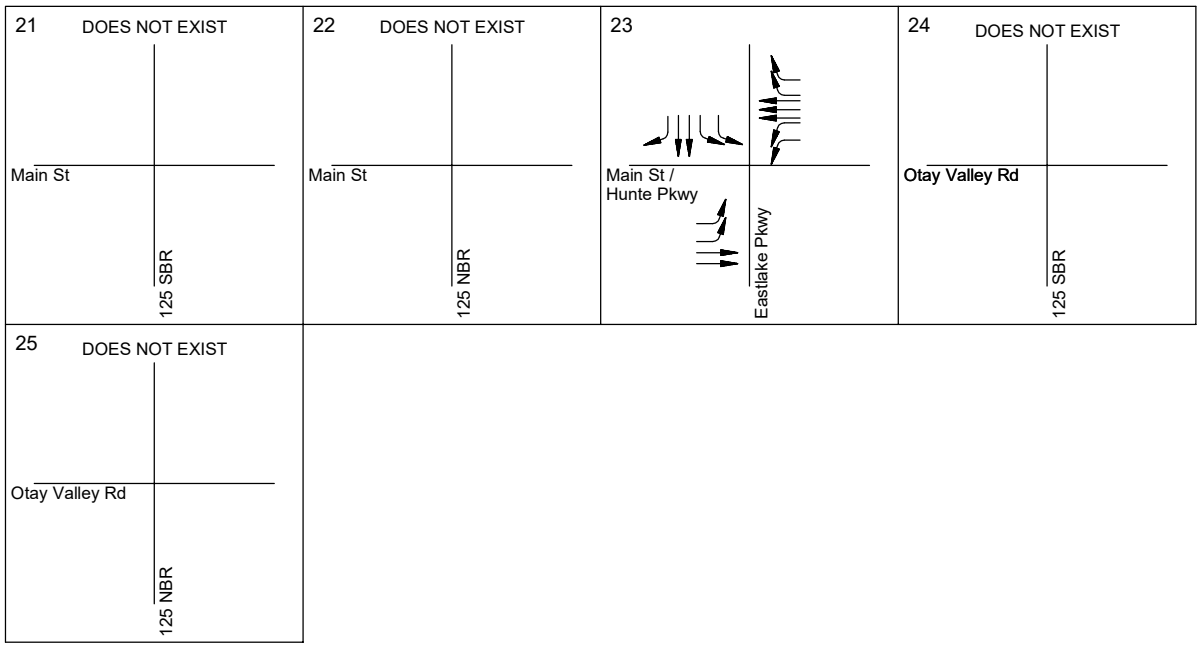


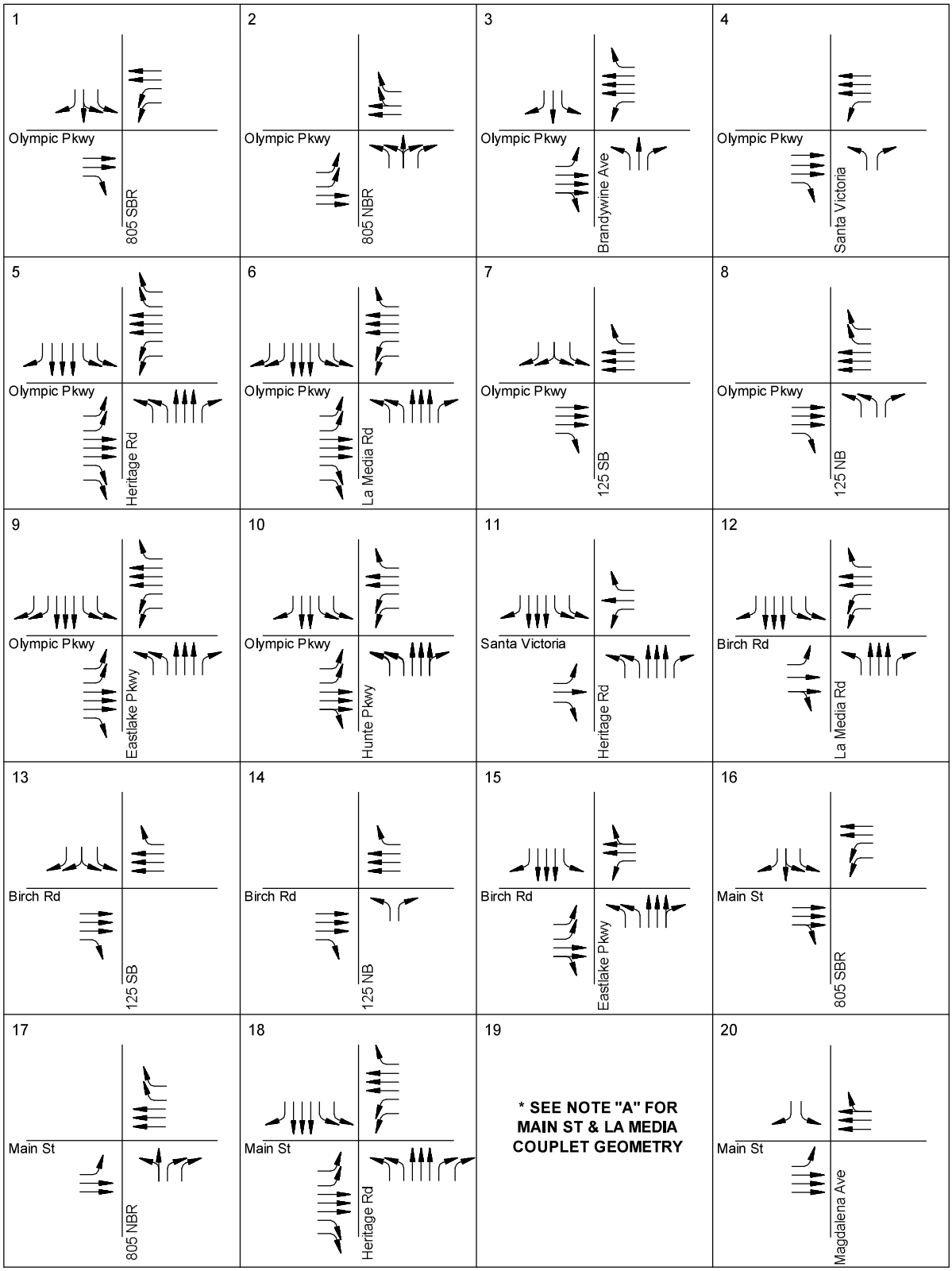
RBF

2025 INTERSECTION GEOMETRY

55-100535.001 NOVEMBER 2011

EXHIBIT 5C

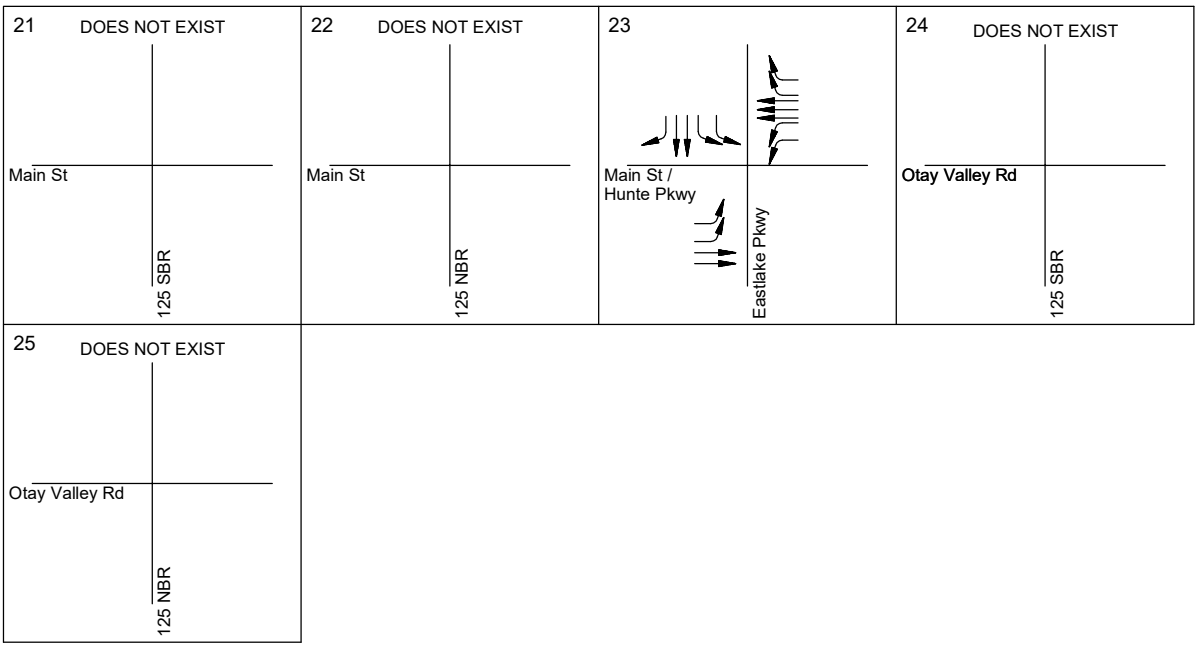

21
DOES NOT EXIST
Main St
125 SBR
22
DOES NOT EXIST
Main St
125 NBR
23
Main St /
Hunte Pkwy
Eastlake Pkwy
24
DOES NOT EXIST
Otay Valley Rd
125 SBR
25
DOES NOT EXIST
Otay Valley Rd
125 NBR



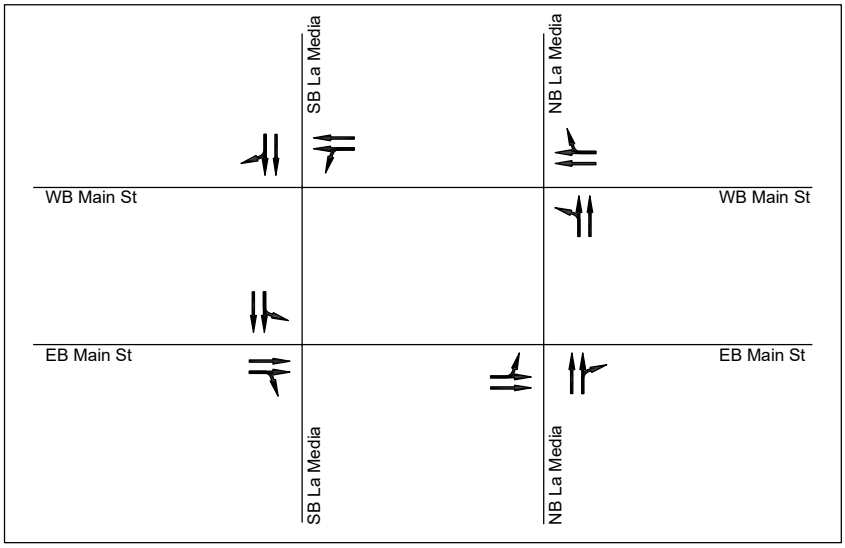
2030 INTERSECTION GEOMETRY

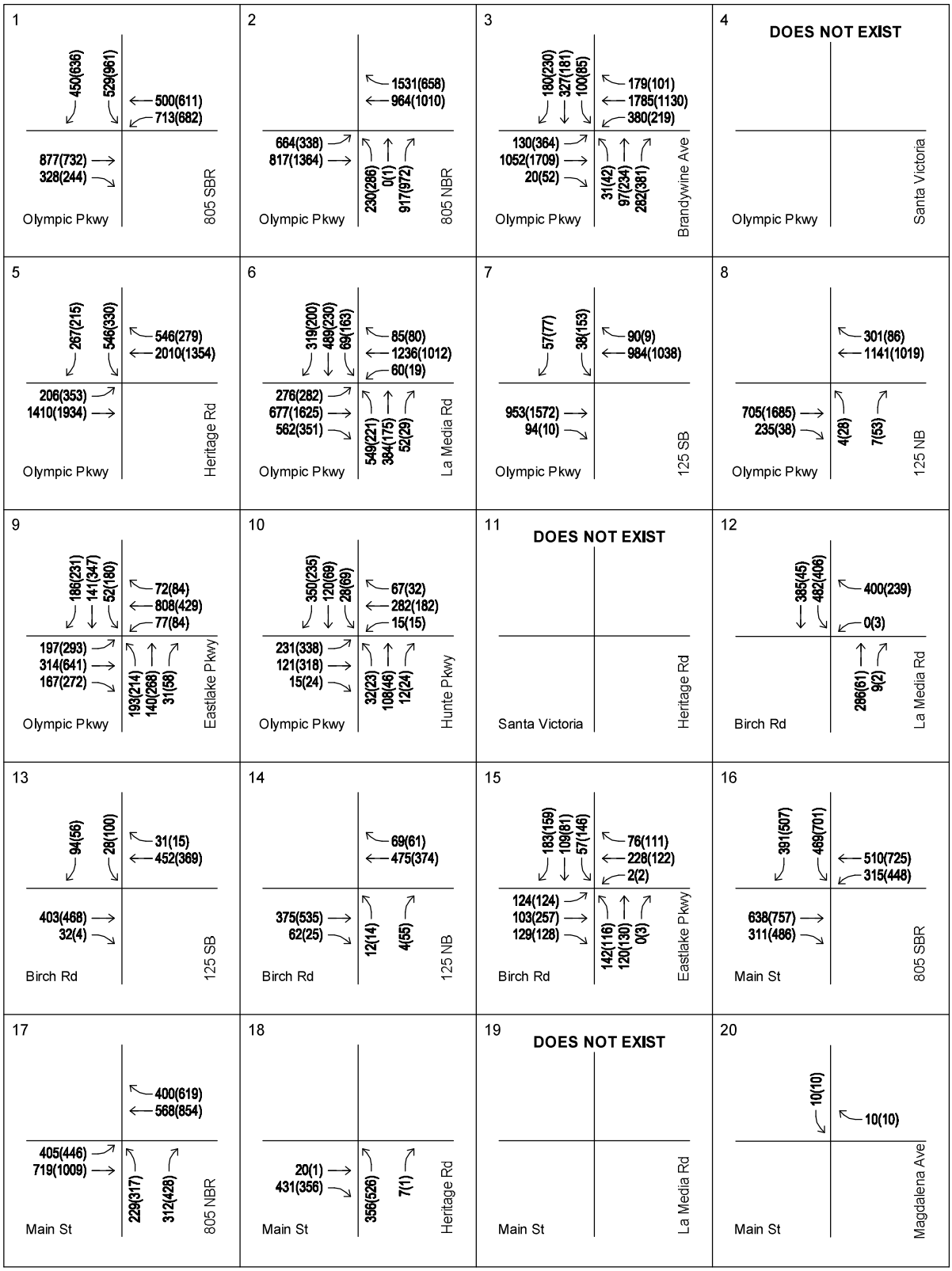
55-100535.001 NOVEMBER 2011

EXHIBIT 5D



NOTE "A": Main St / La Media Couplet Geometry





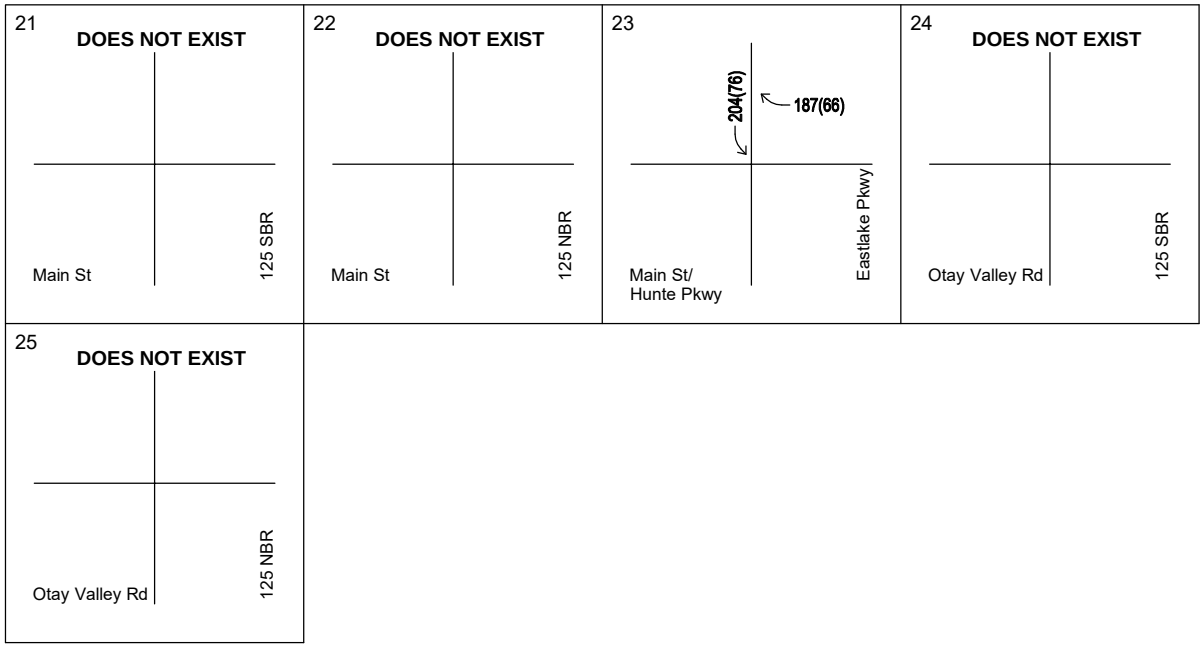
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

EXISTING PEAK HOUR VOLUMES

55-100535.001 NOVEMBER 2011

EXHIBIT 6



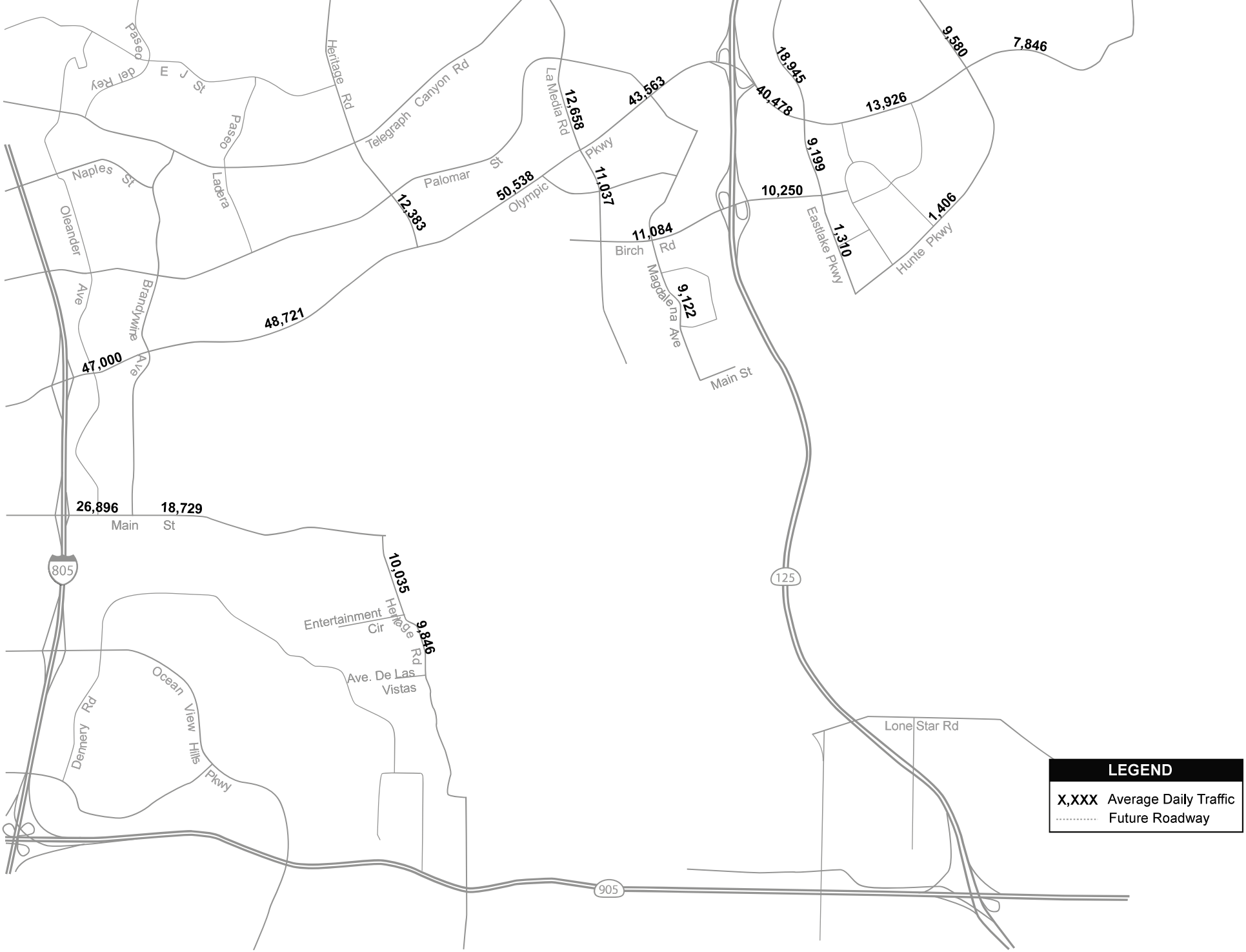
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

EXISTING PEAK HOUR VOLUMES

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EXHIBIT 6

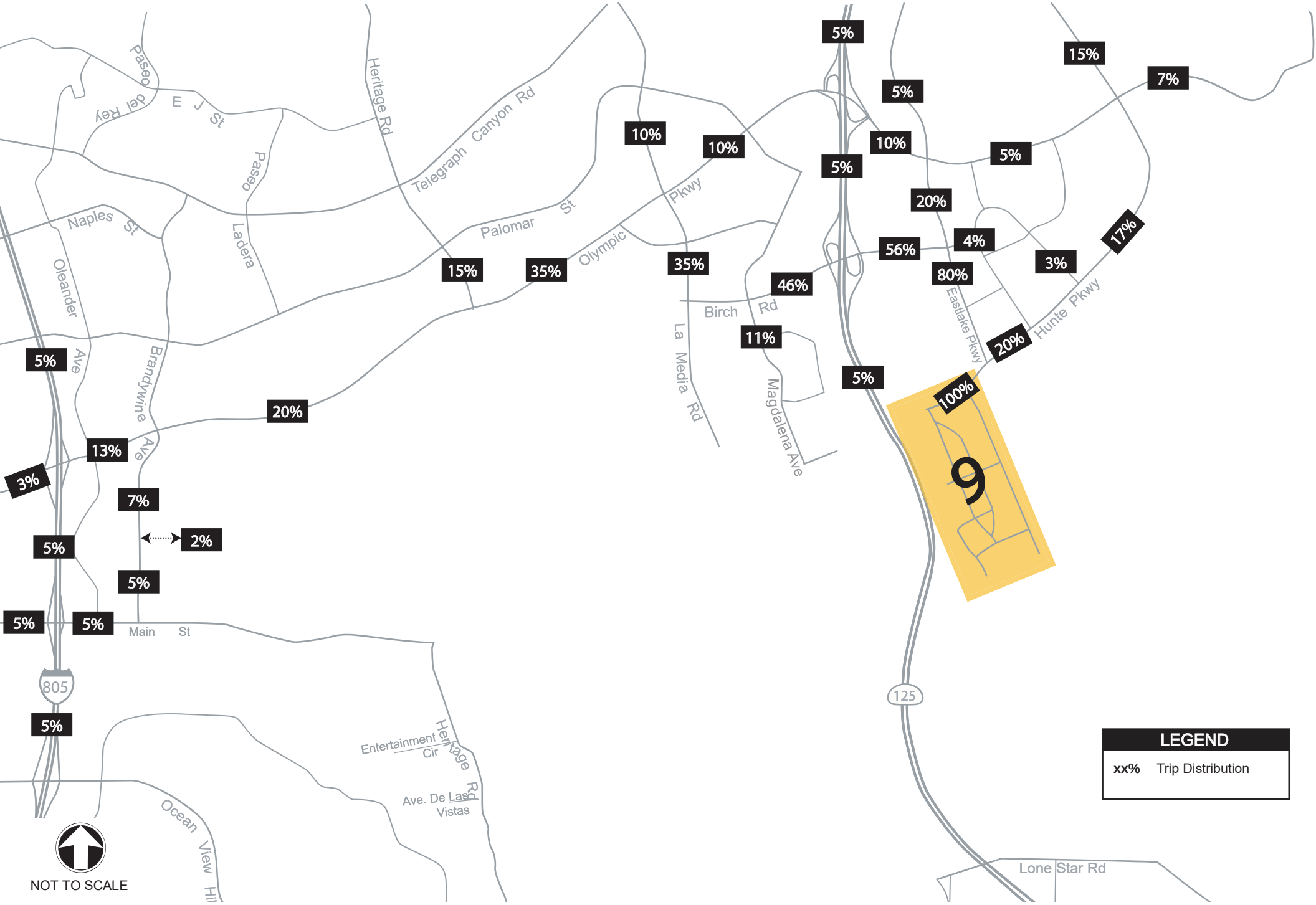


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EXISTING CONDITIONS ADT VOLUMES

EXHIBIT 7



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EXISTING PLUS PROJECT TRIP DISTRIBUTION

EXHIBIT 8



2020 PROJECT TRIP DISTRIBUTION

55-100535.001 MARCH 2012

EXHIBIT 9

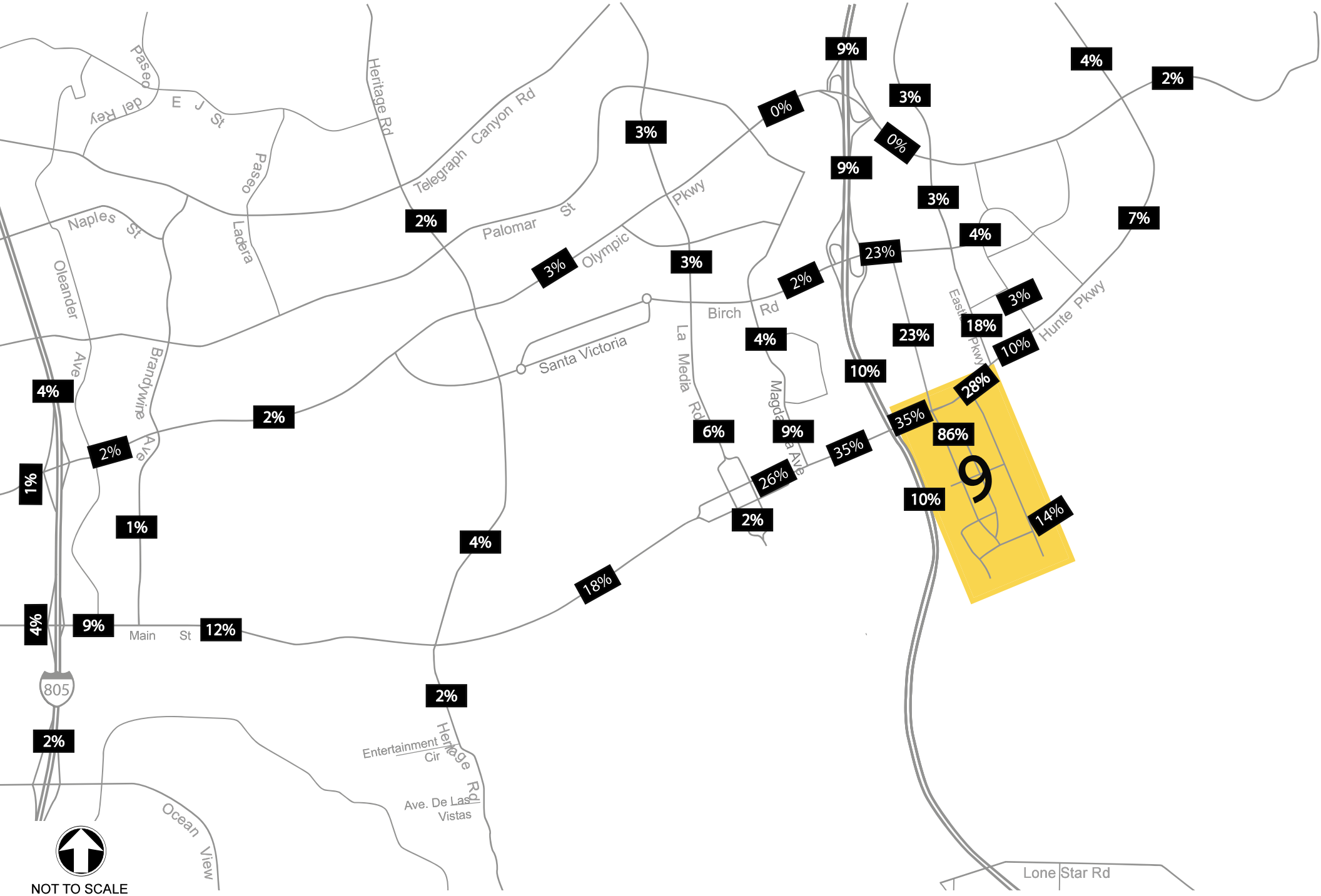


RBF

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2025 PROJECT TRIP DISTRIBUTION

EXHIBIT 10



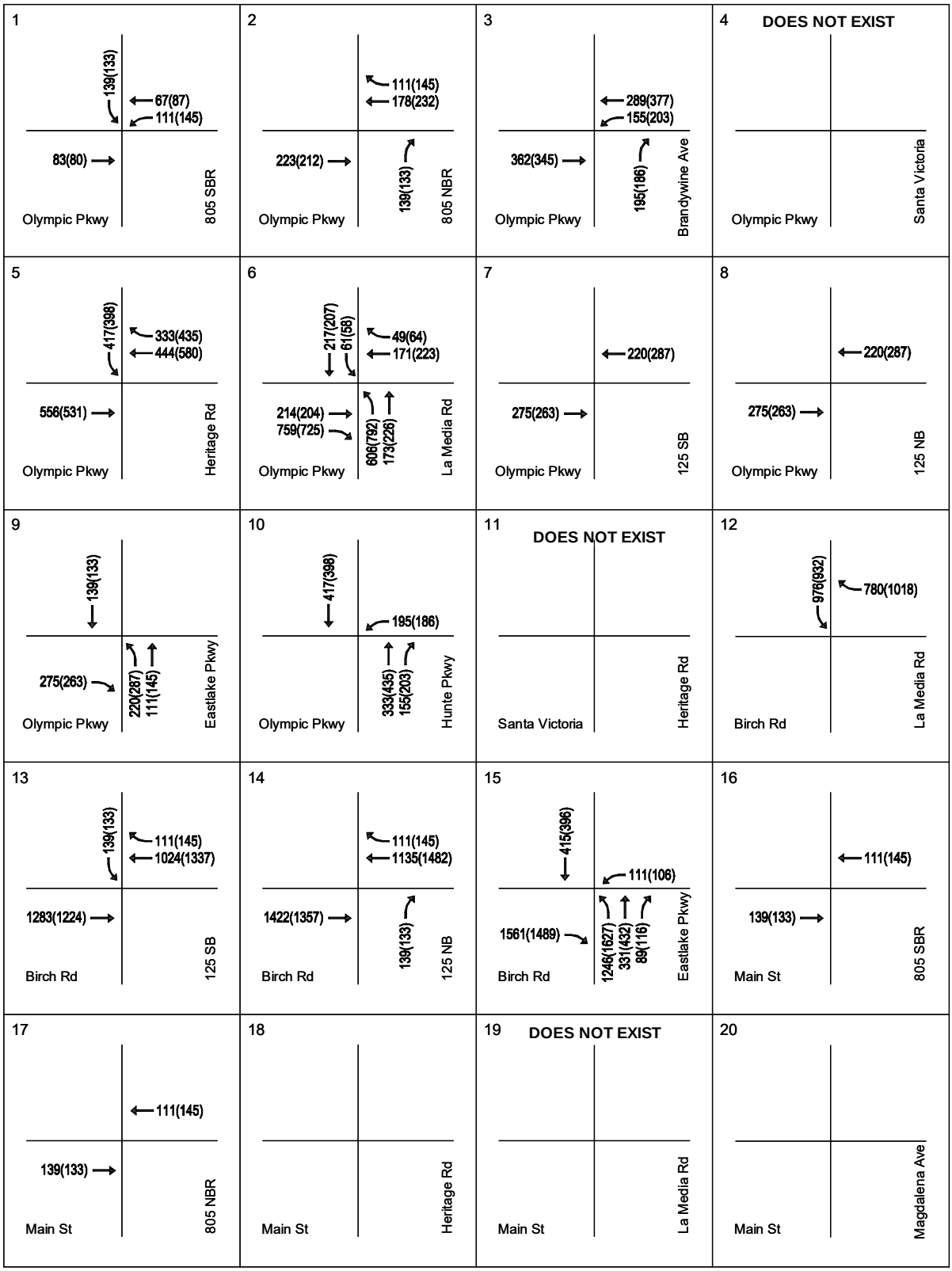
NOT TO SCALE

RBF

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2030 PROJECT TRIP DISTRIBUTION

EXHIBIT 11



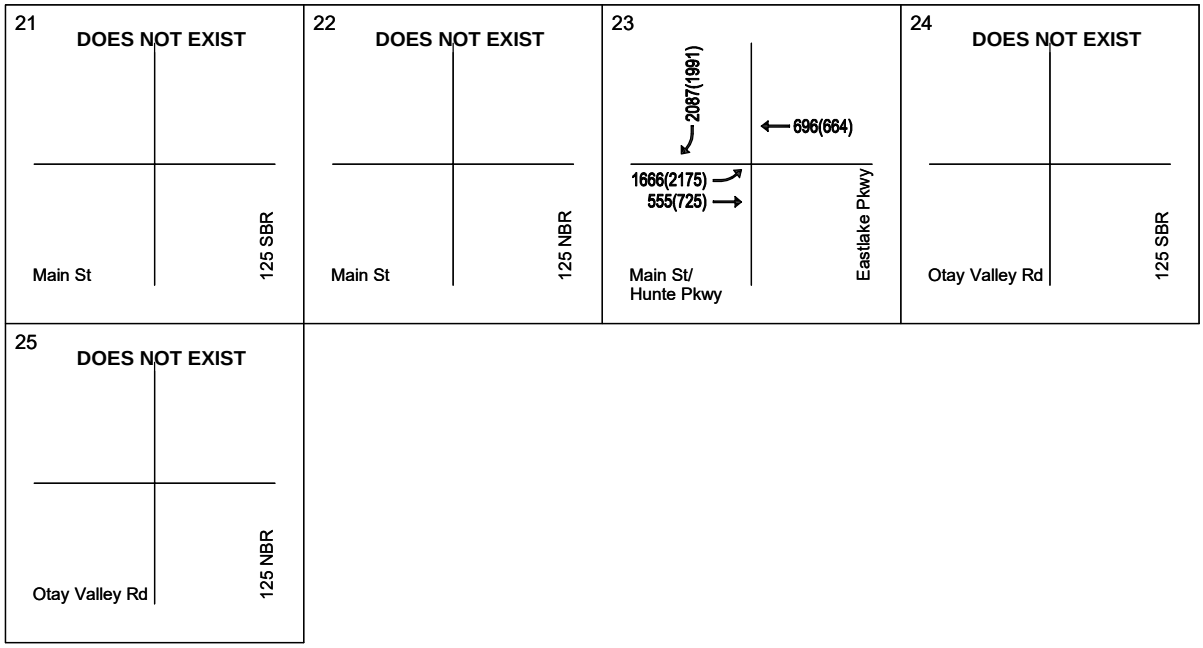
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

EXISTING PLUS PROJECT PEAK HOUR PROJECT TRIP ASSIGNMENT

55-100535.001 NOVEMBER 2011

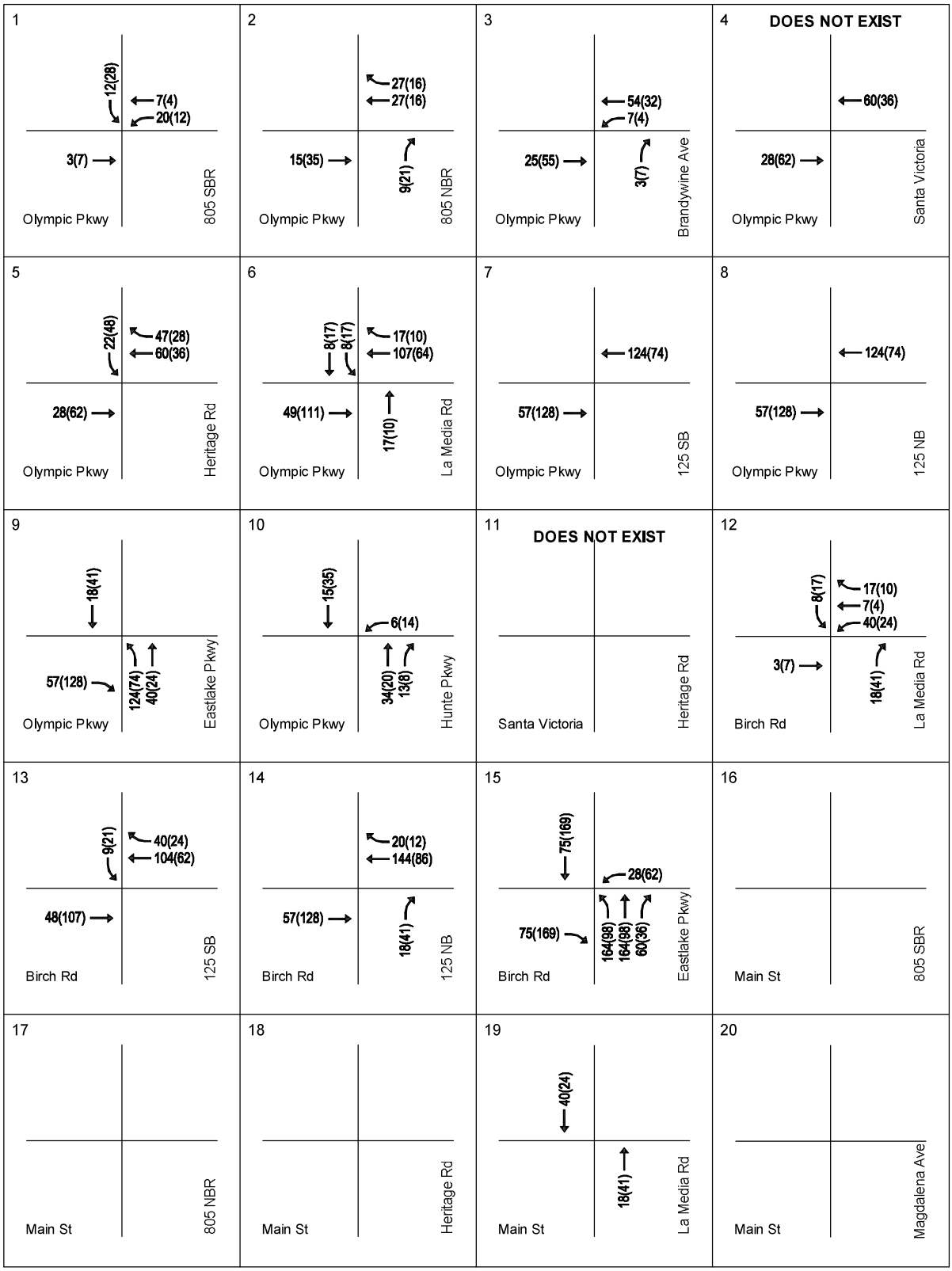
EXHIBIT 12



LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

EXISTING PLUS PROJECT PEAK HOUR PROJECT TRIP ASSIGNMENT



LEGEND

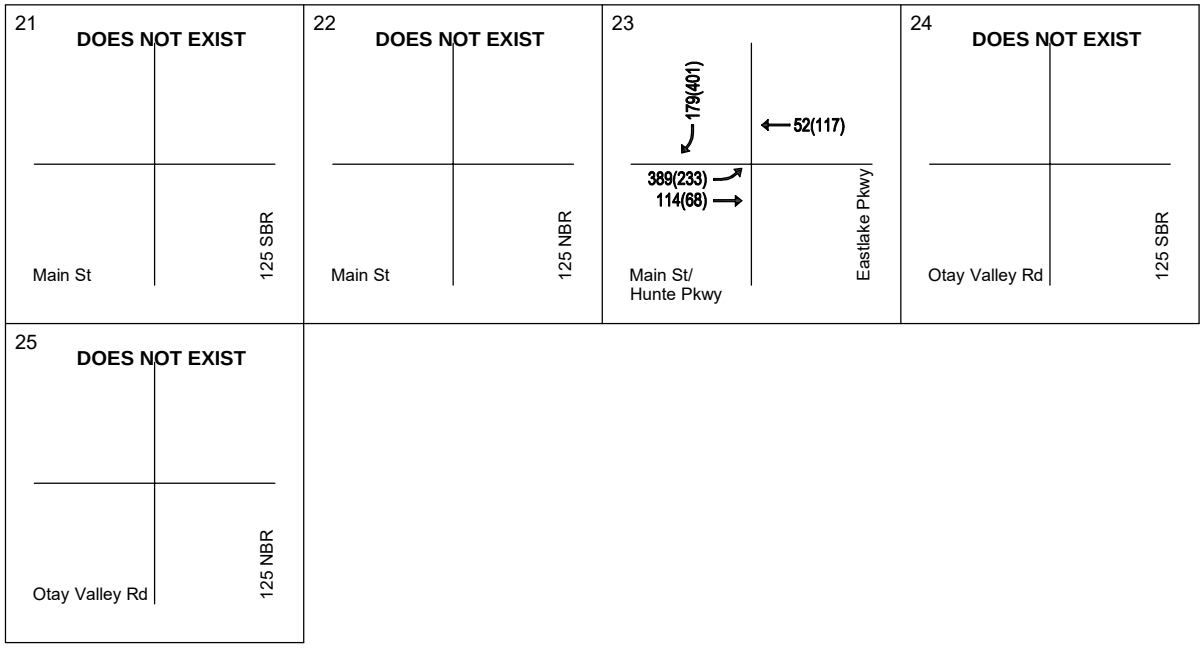
XX(XX) AM/PM PEAK HOUR VOLUME

RBF

2020 PEAK HOUR PROJECT TRIP ASSIGNMENT

55-100535.001 NOVEMBER 2011

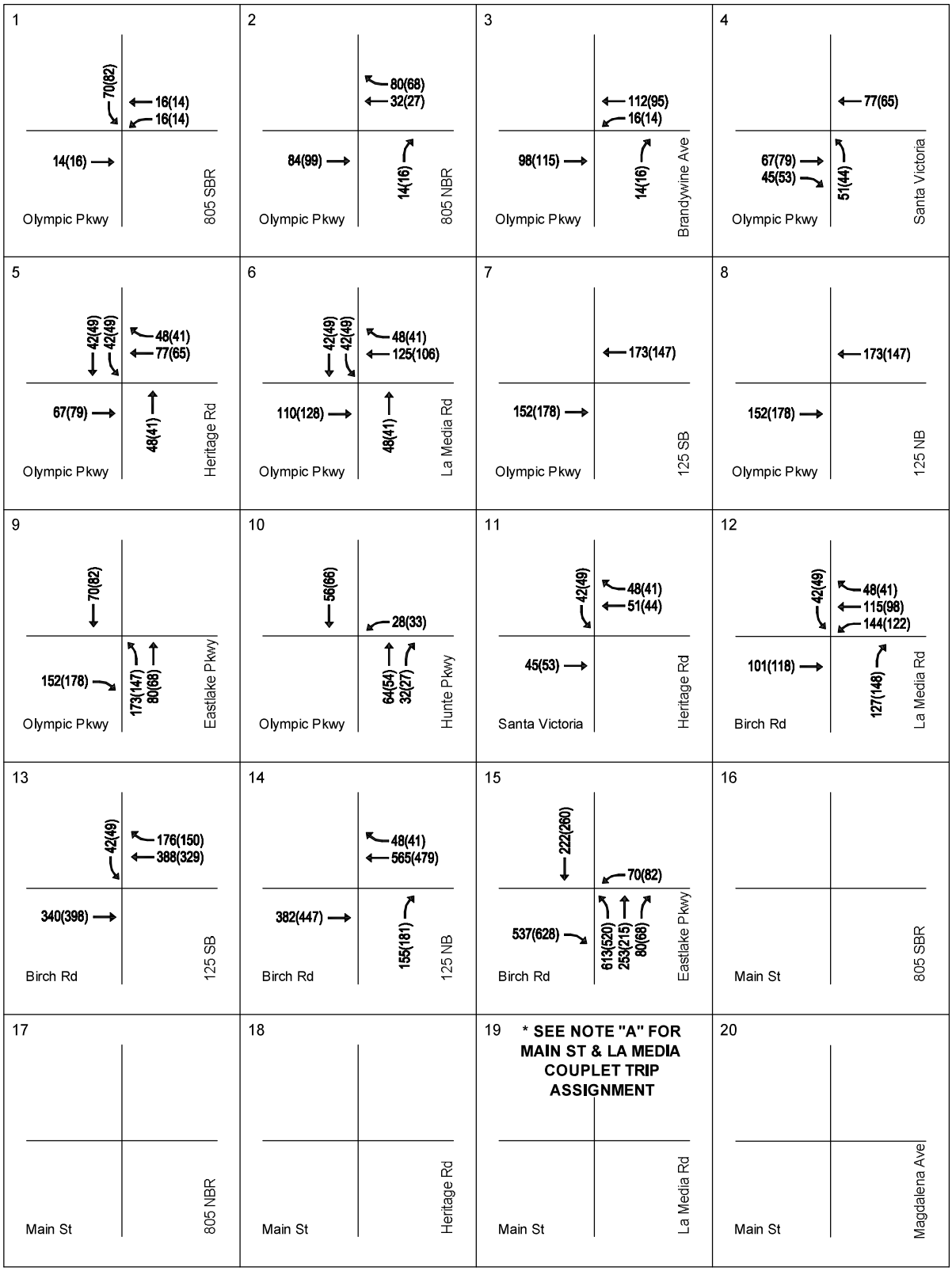
EXHIBIT 13



LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

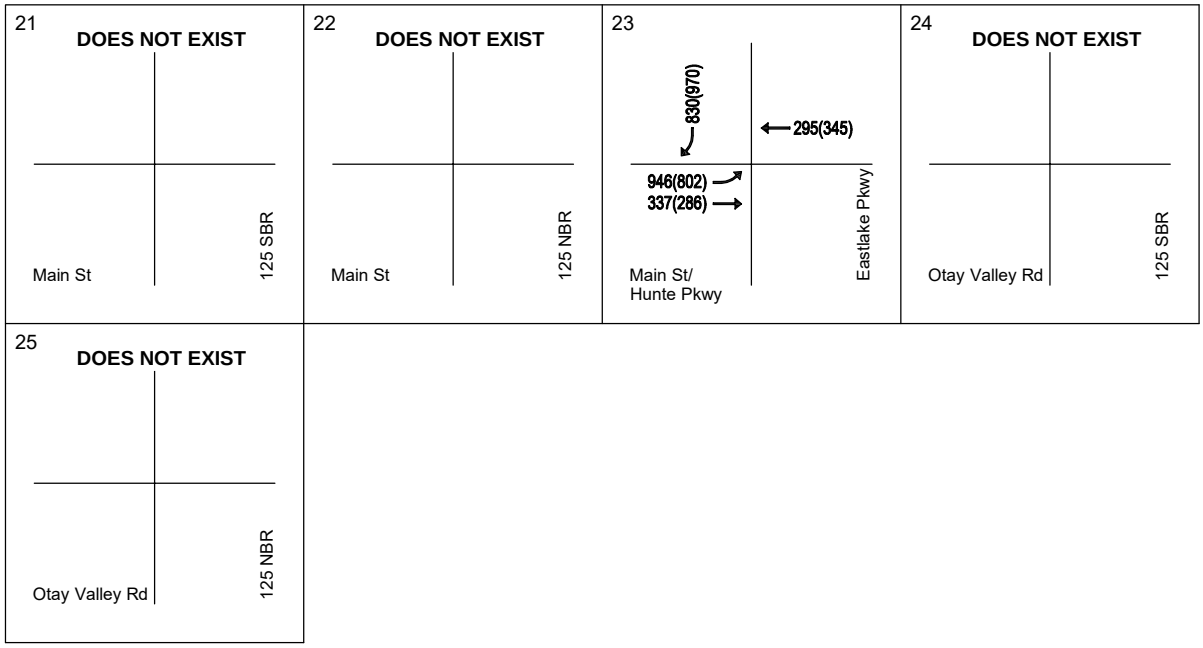
2020 PEAK HOUR PROJECT TRIP ASSIGNMENT



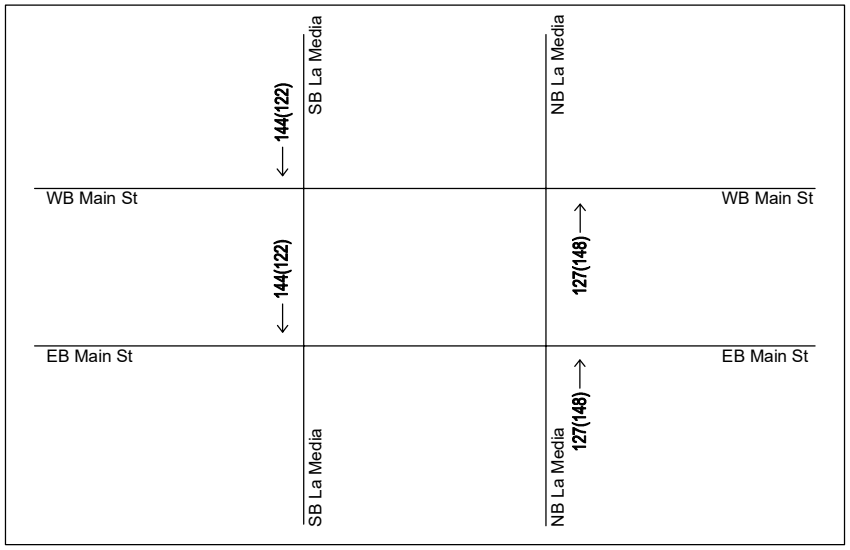
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

2025 PEAK HOUR PROJECT TRIP ASSIGNMENT



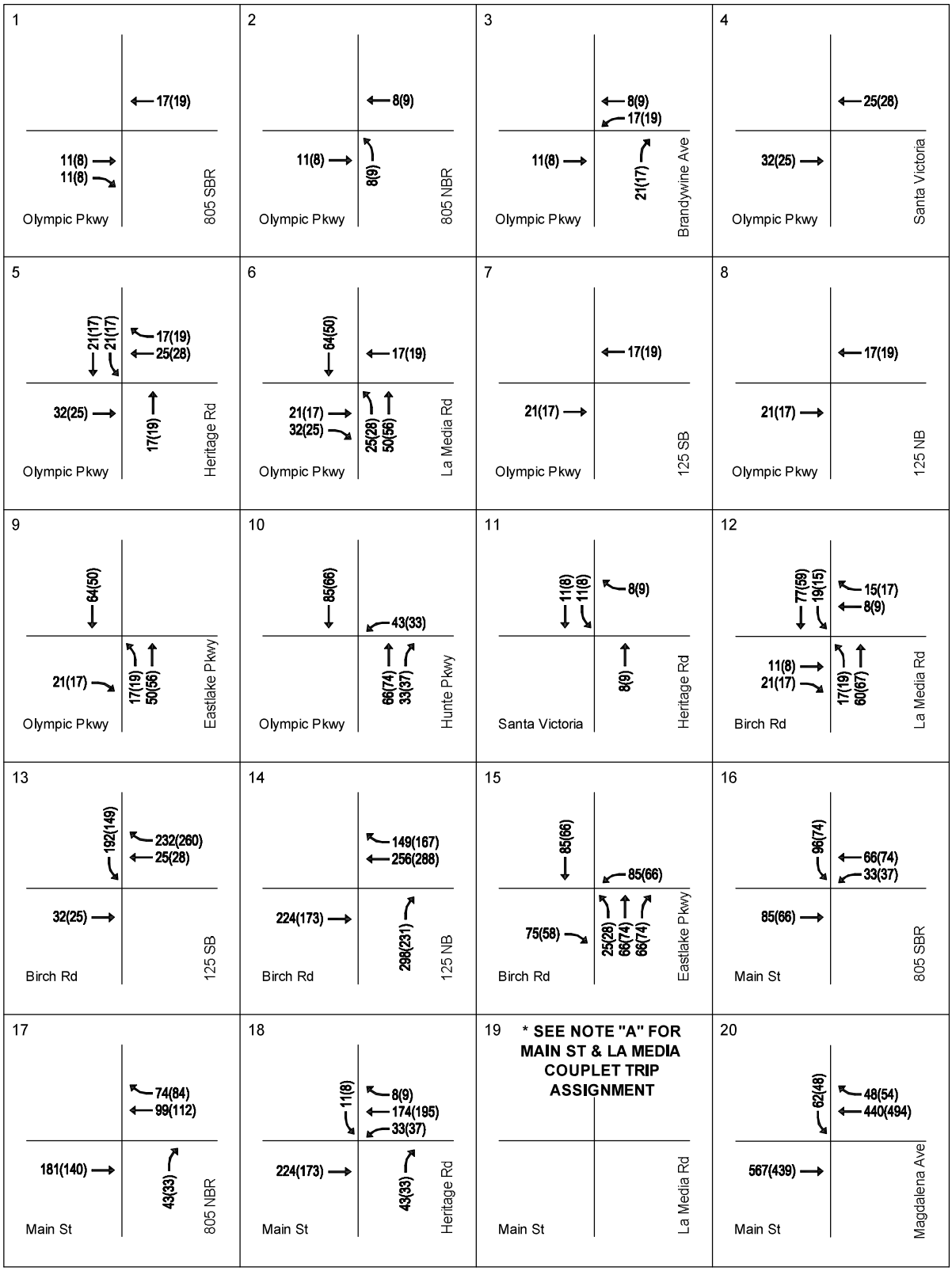
NOTE "A": Main St / La Media Couplet Geometry



LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

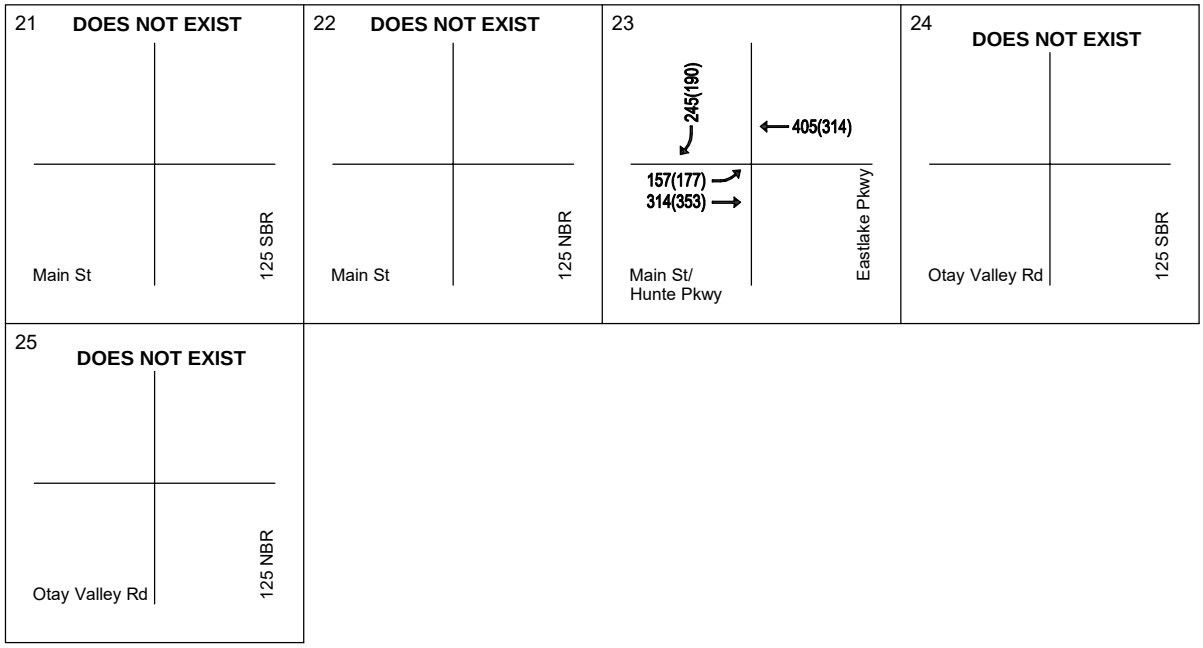
2025 PEAK HOUR PROJECT TRIP ASSIGNMENT



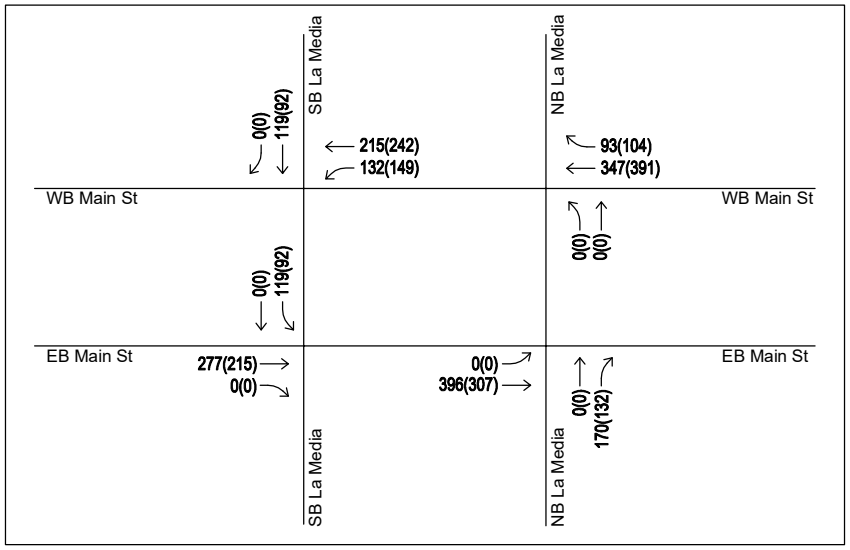
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

2030 PEAK HOUR PROJECT TRIP ASSIGNMENT



NOTE "A": Main St / La Media Couplet Geometry

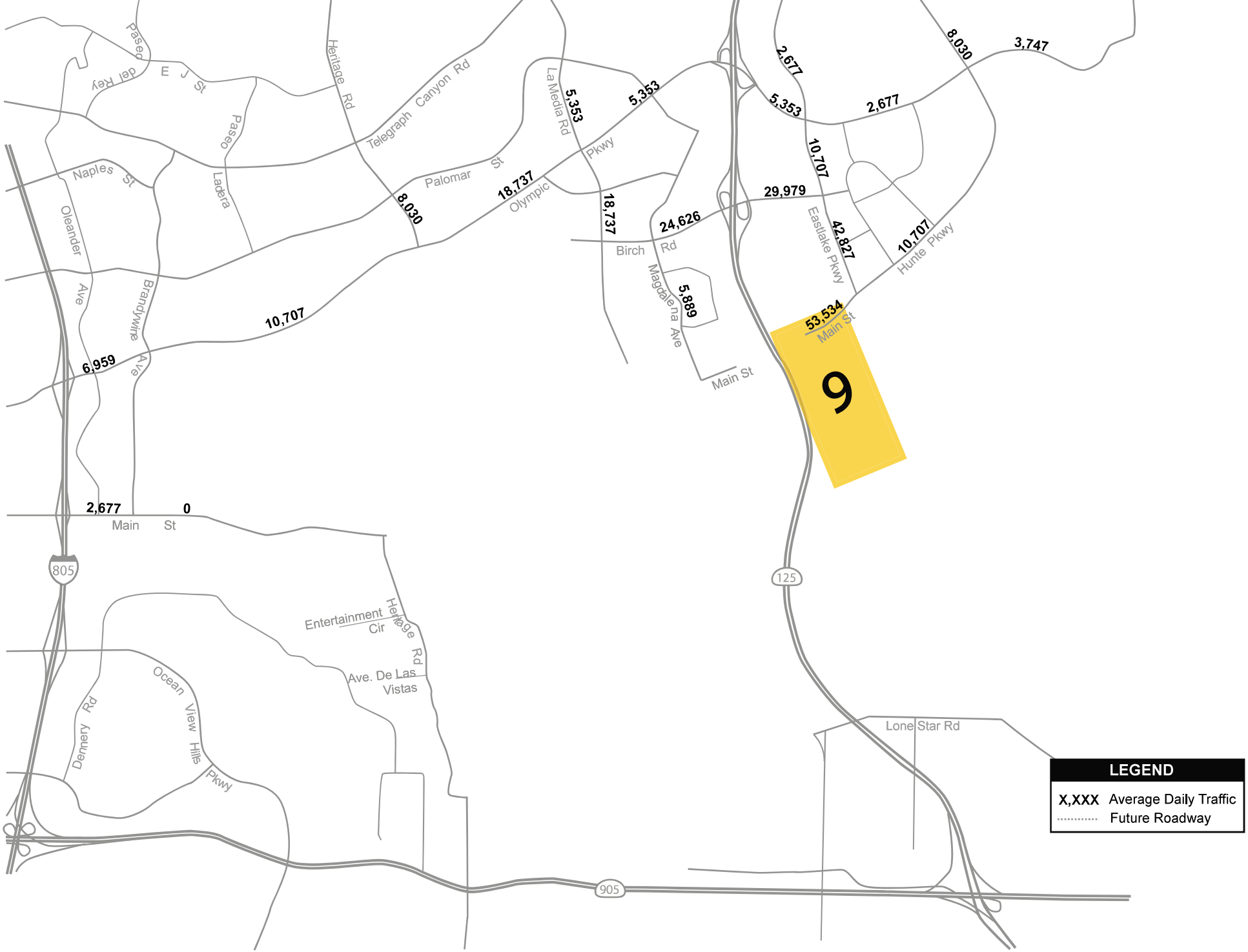


LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

RBF

2030 PEAK HOUR PROJECT TRIP ASSIGNMENT

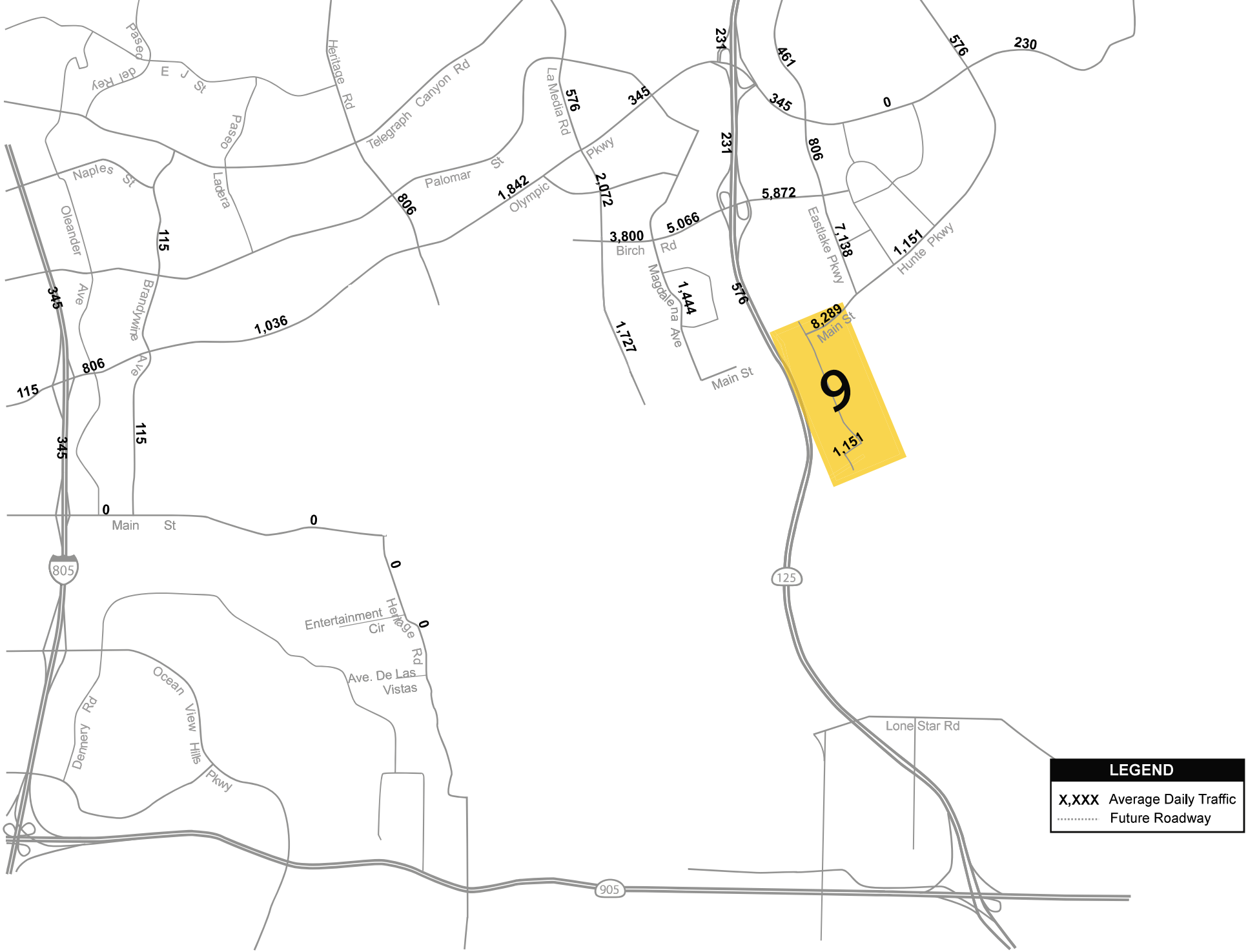


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EXISTING PLUS PROJECT CONDITIONS DAILY PROJECT TRIPS

EXHIBIT 16



LEGEND

X,XXX Average Daily Traffic

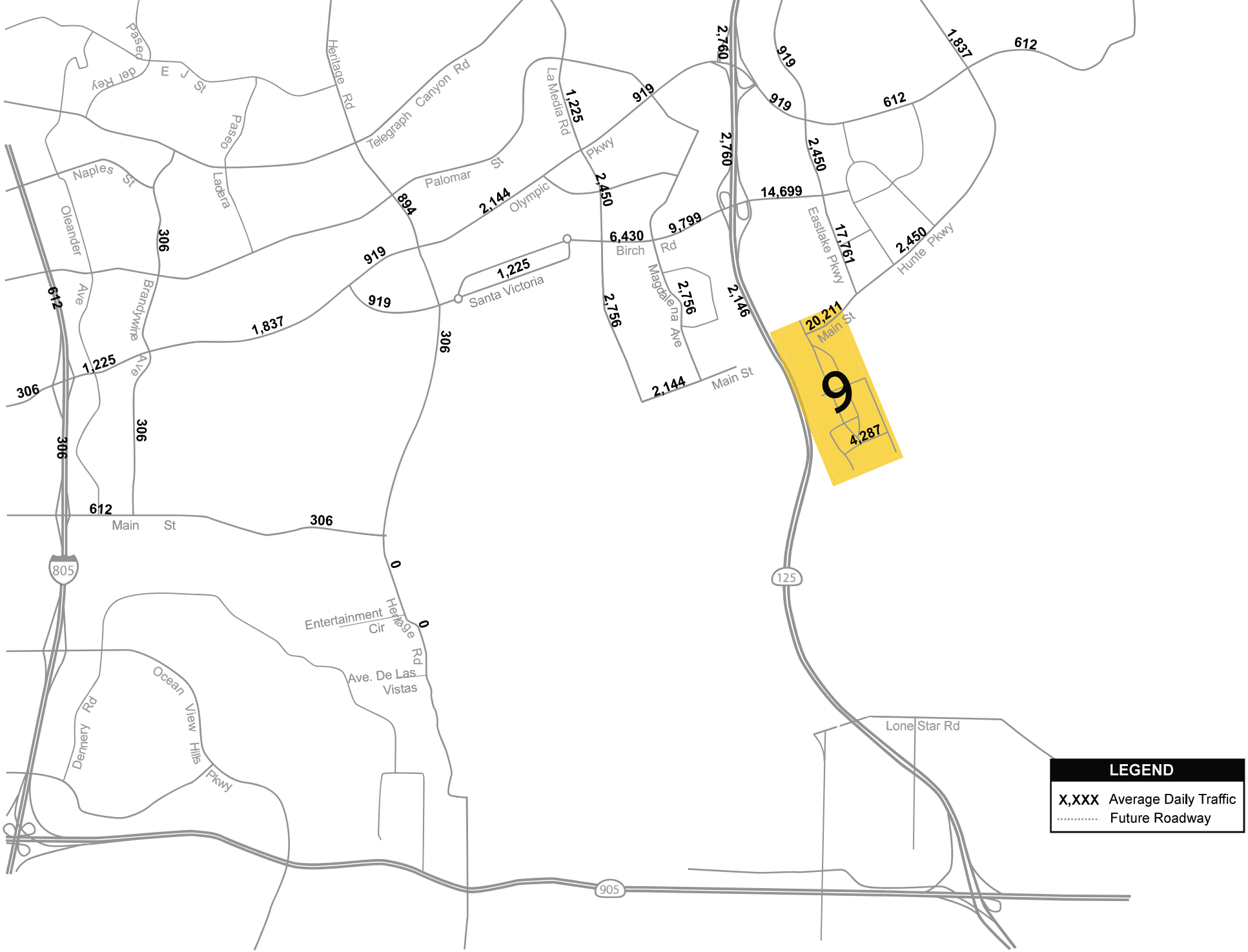
Future Roadway

RBF

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2020 CONDITIONS DAILY PROJECT TRIPS

EXHIBIT 17

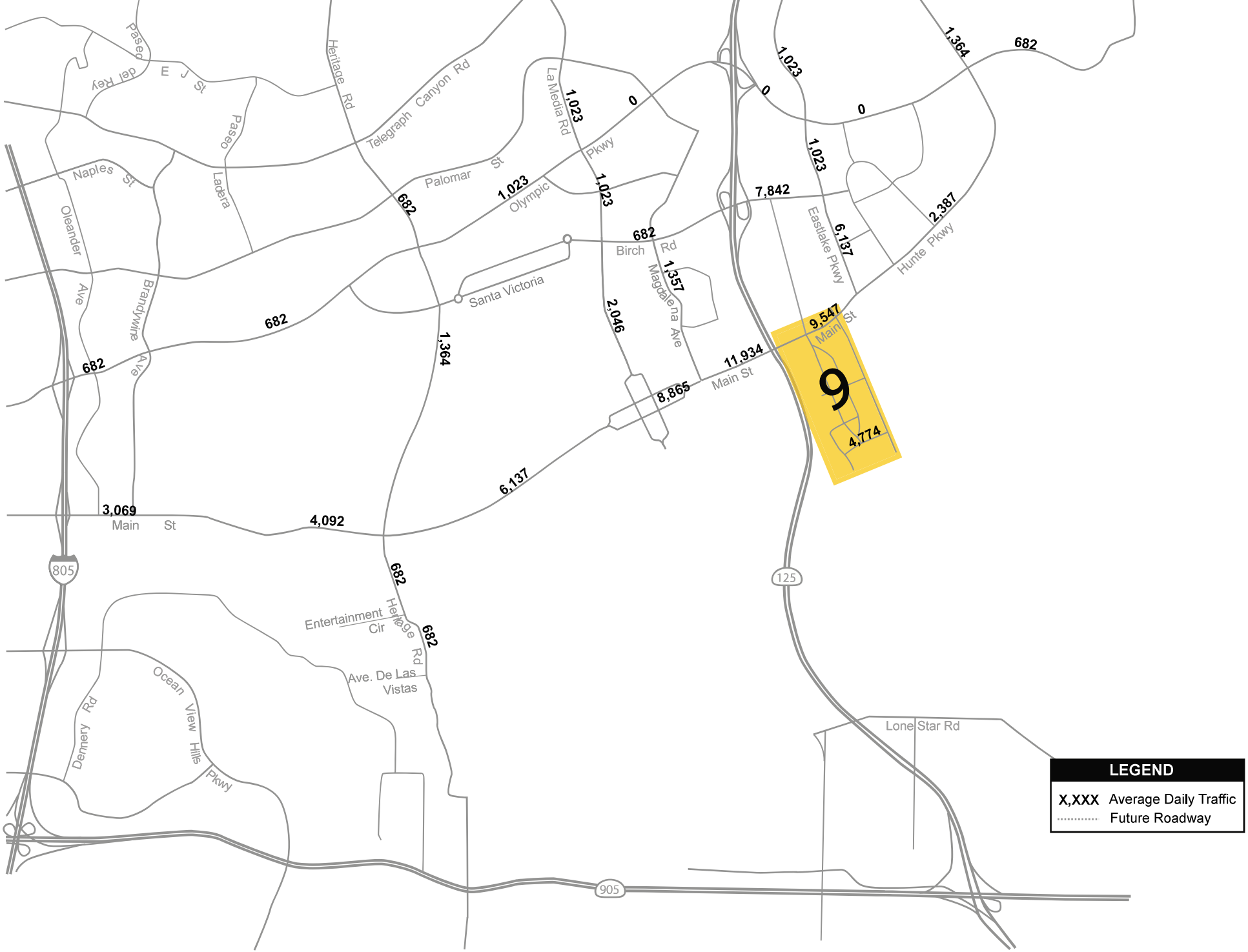


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2025 CONDITIONS DAILY PROJECT TRIPS

EXHIBIT 18

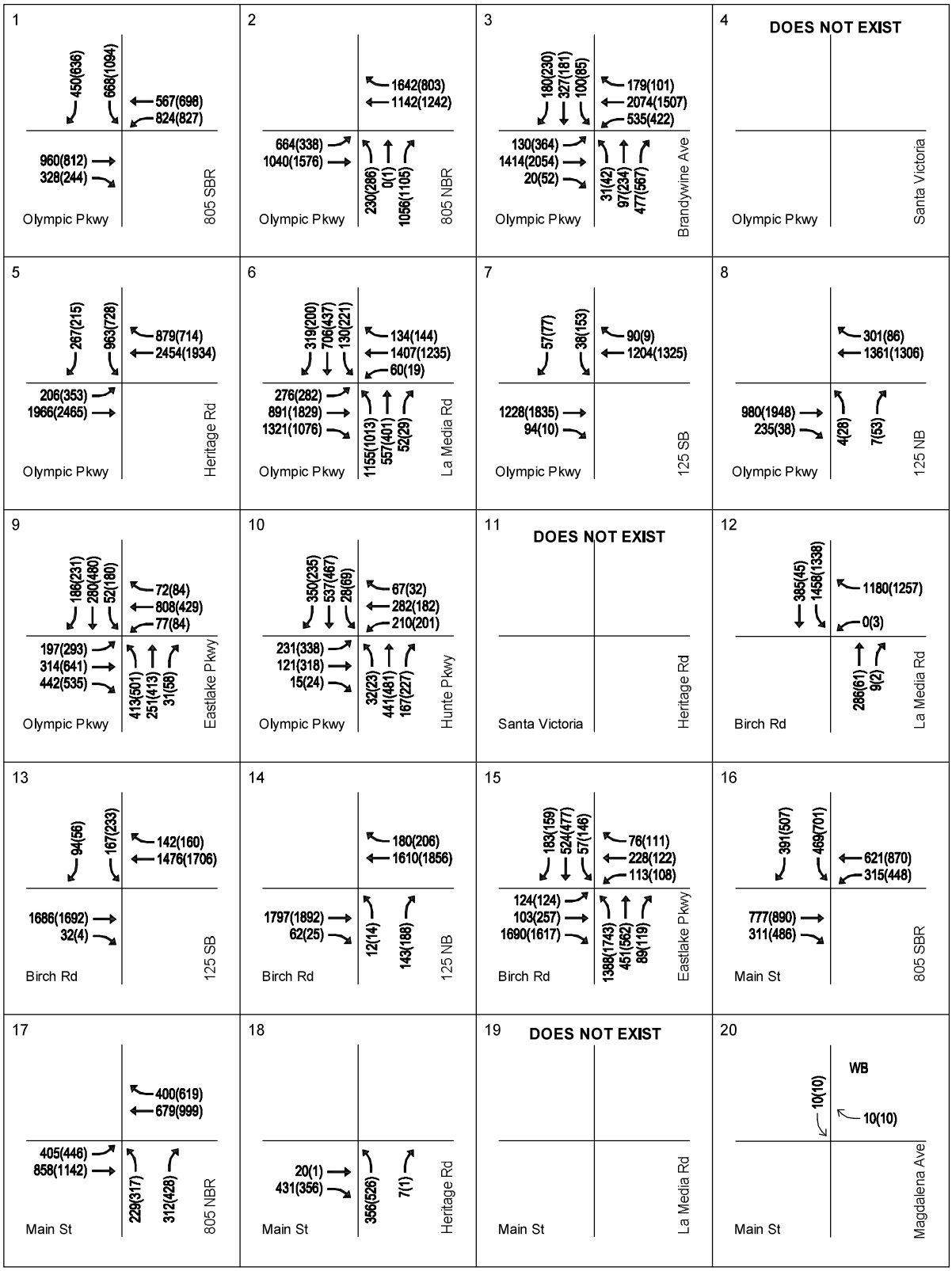


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2030 CONDITIONS DAILY PROJECT TRIPS

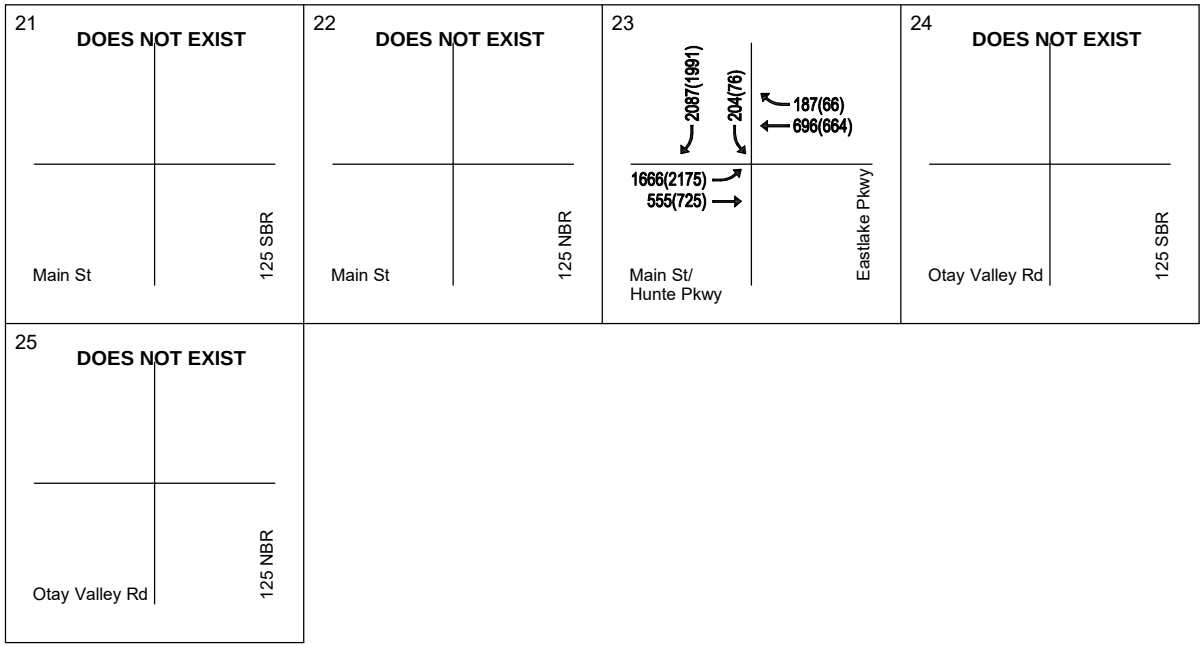
EXHIBIT 19



LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

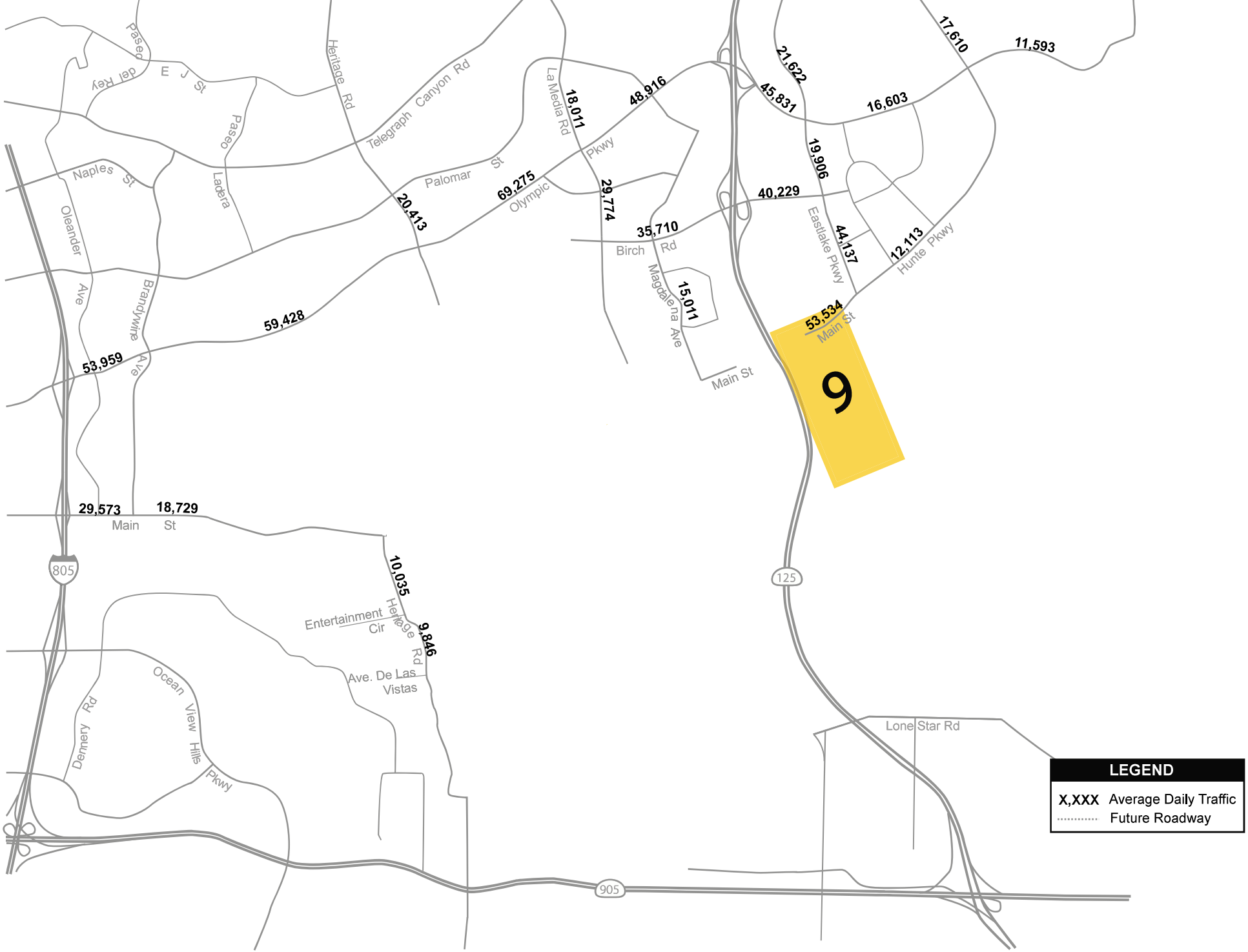
EXISTING PLUS PROJECT PEAK HOUR VOLUMES



LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

EXISTING PLUS PROJECT PEAK HOUR VOLUMES

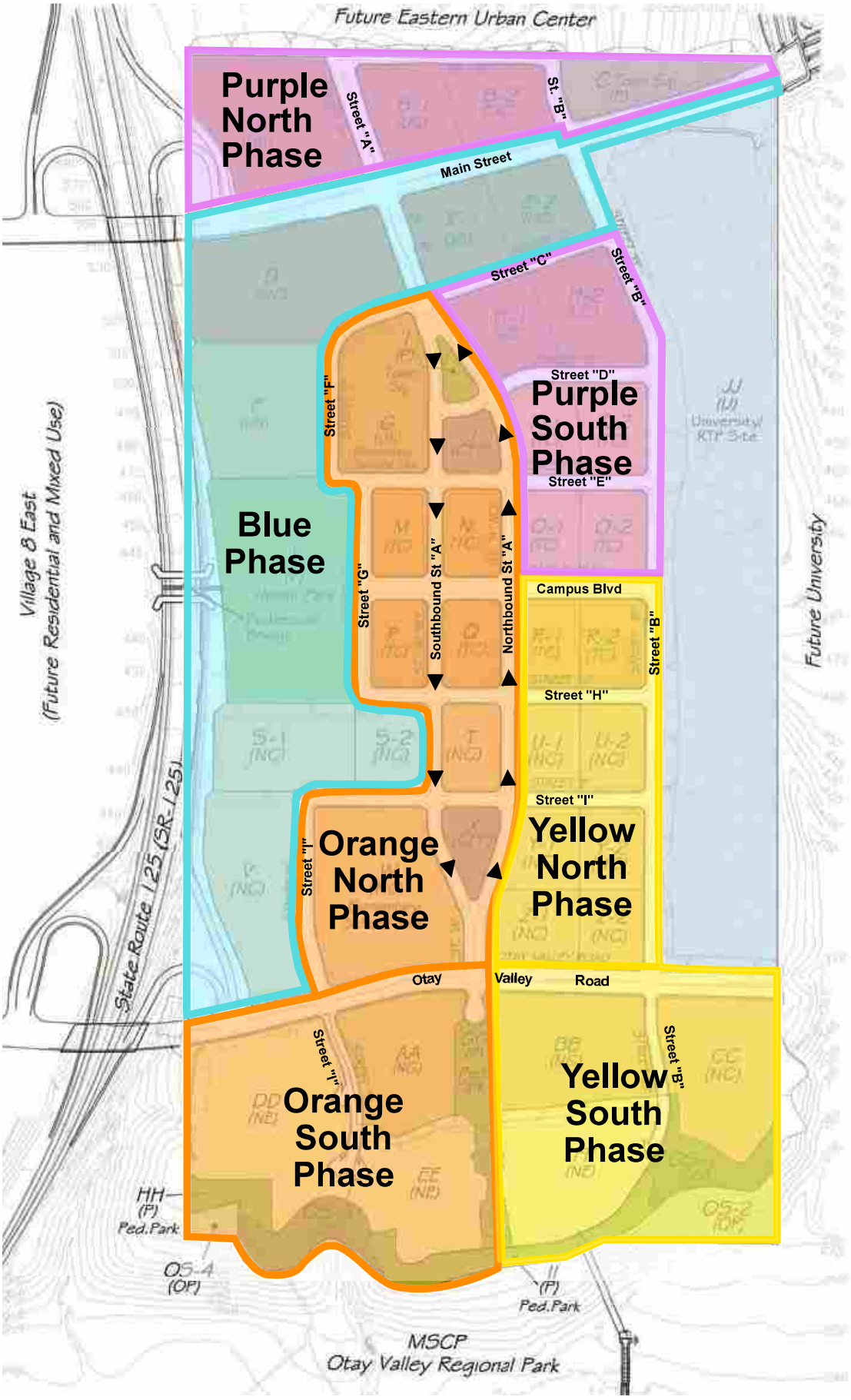


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EXISTING PLUS PROJECT ADT VOLUMES

EXHIBIT 21



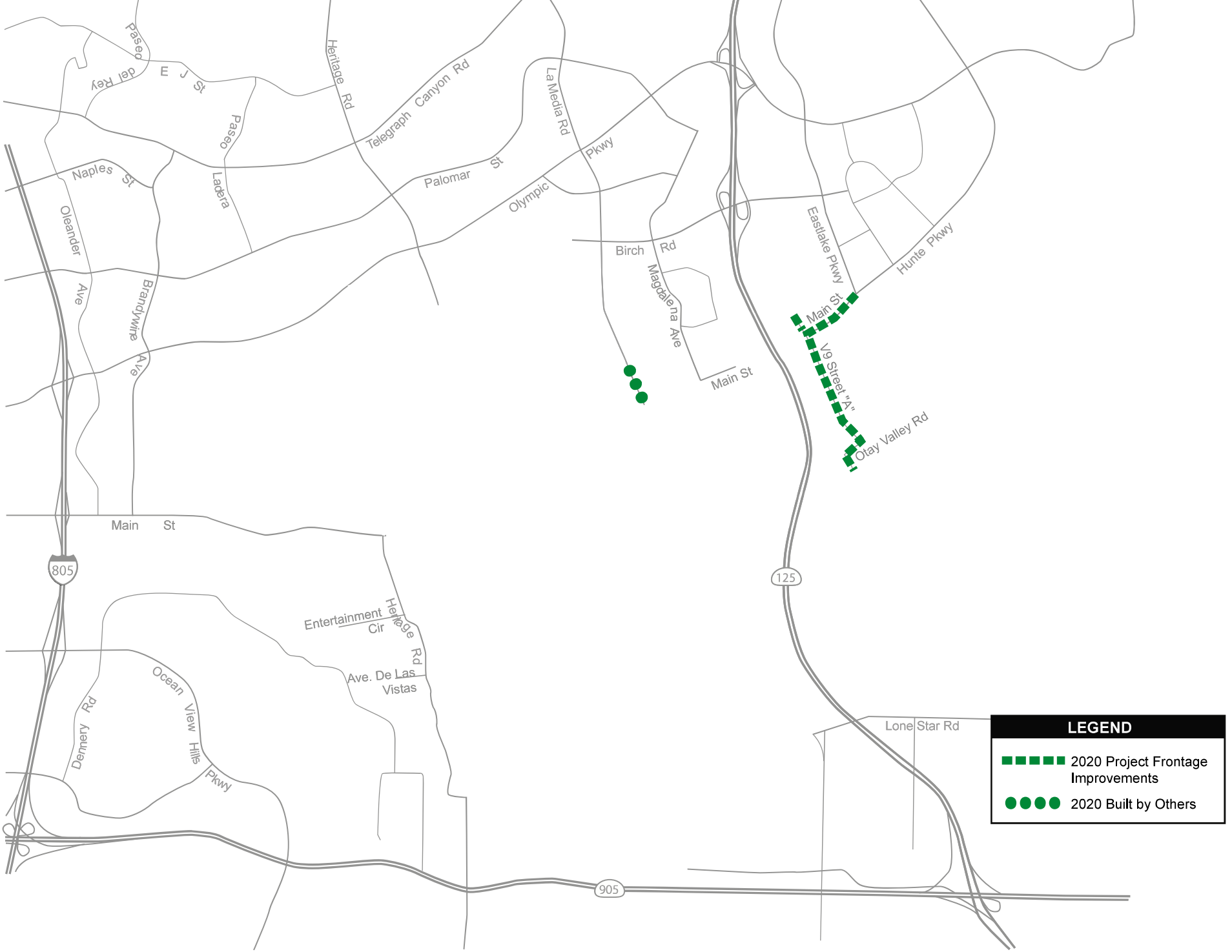
NOT TO SCALE

VILLAGE 9 PHASING PLAN

EXHIBIT 22

RBF

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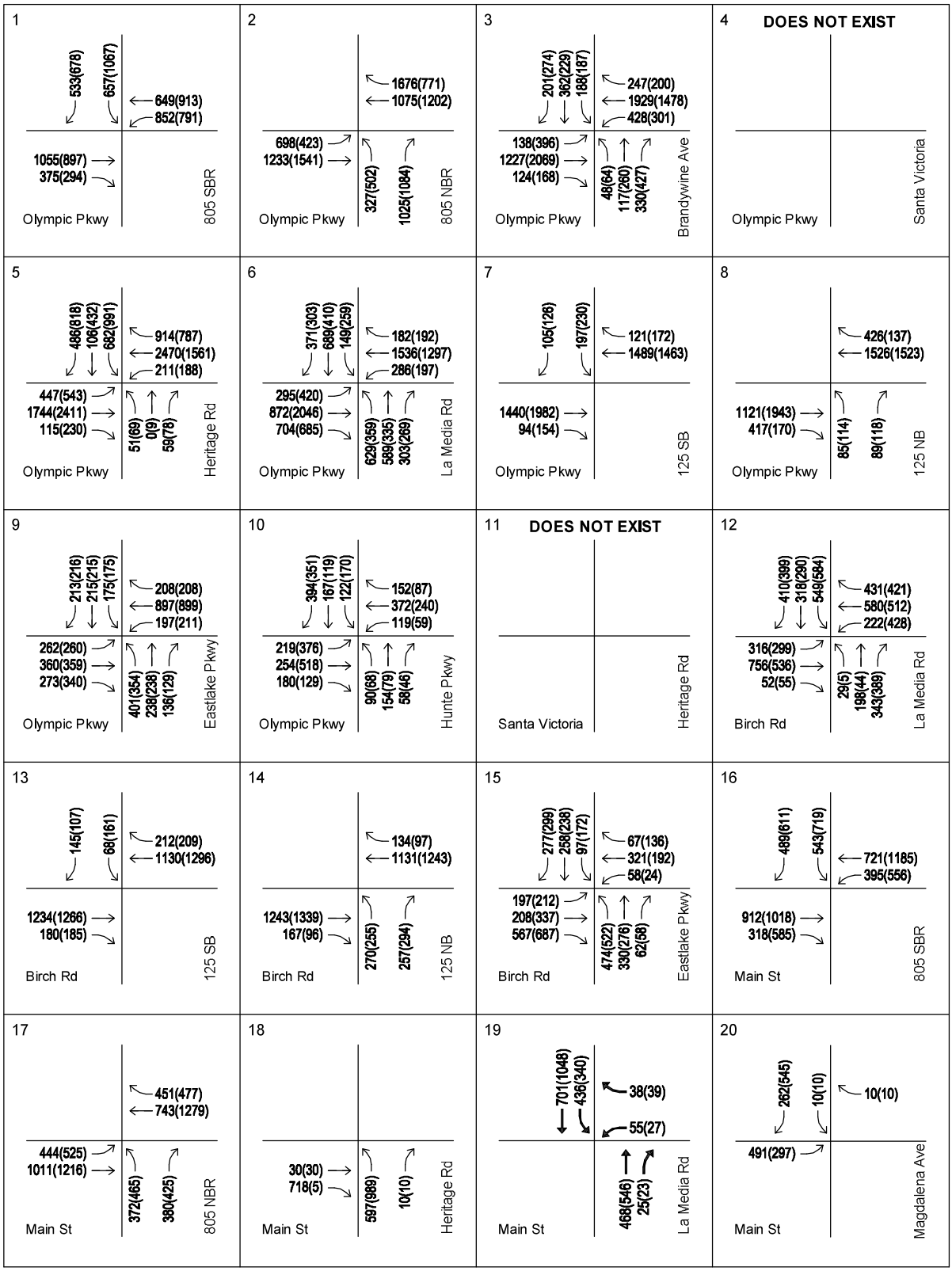


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2020 ROADWAY NETWORK

EXHIBIT 23

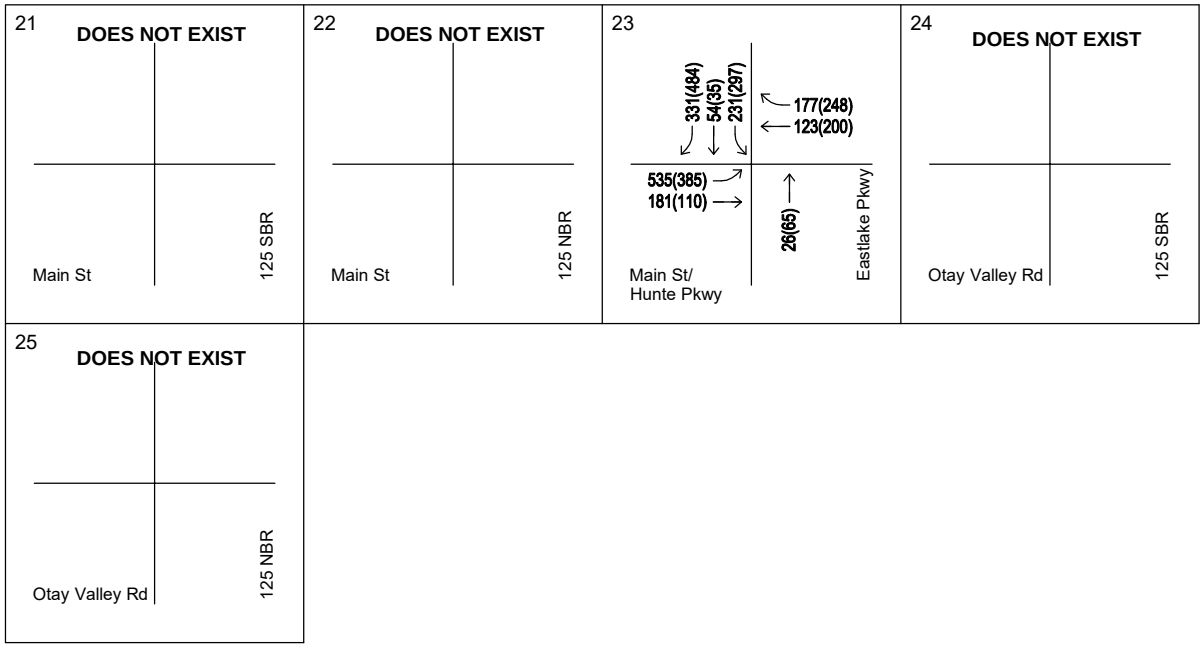


LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

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2020 PEAK HOUR VOLUMES



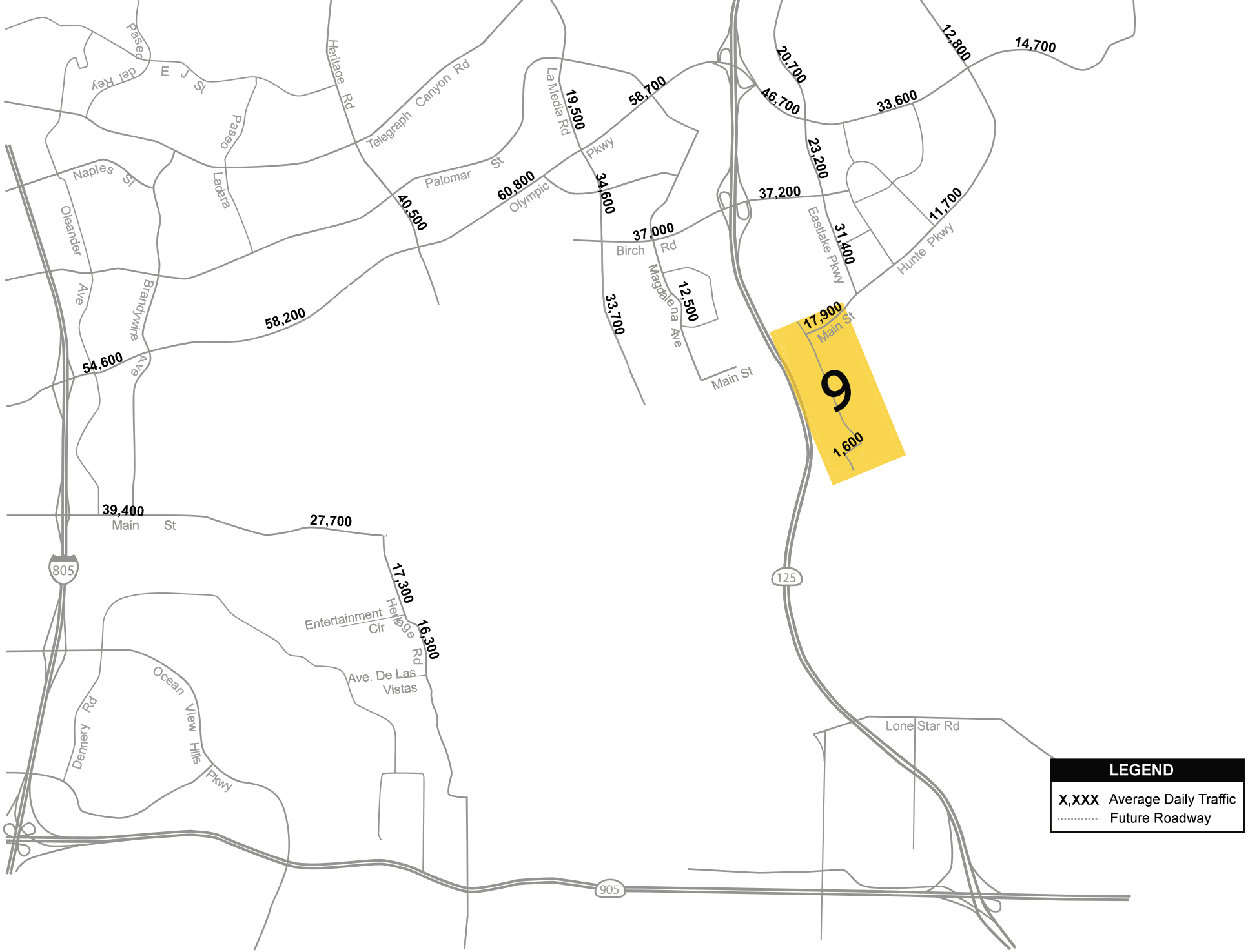
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

2020 PEAK HOUR VOLUMES

55-100535.001 MARCH 2013

EXHIBIT 24

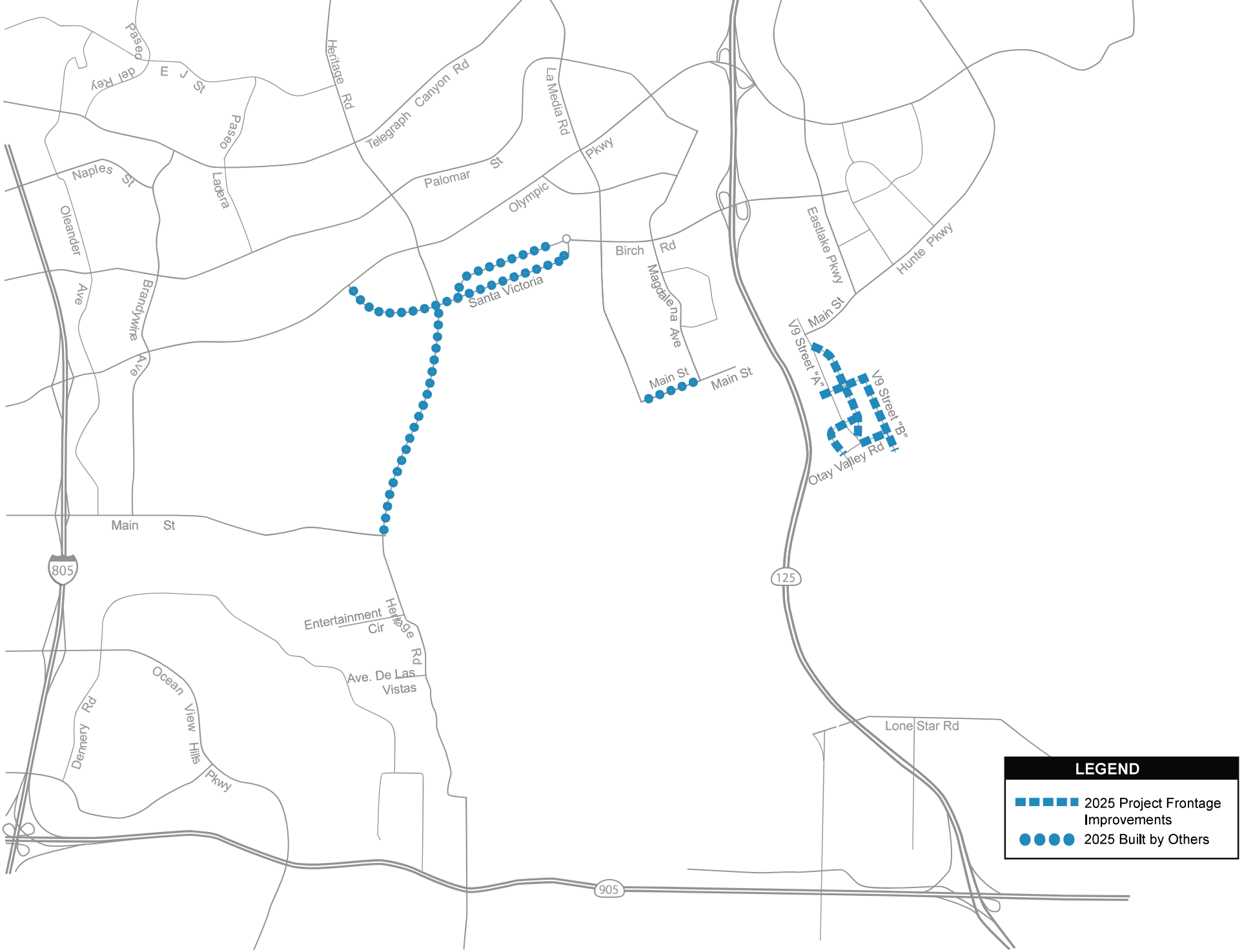


RBF

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2020 CONDITIONS ADT VOLUMES

EXHIBIT 25

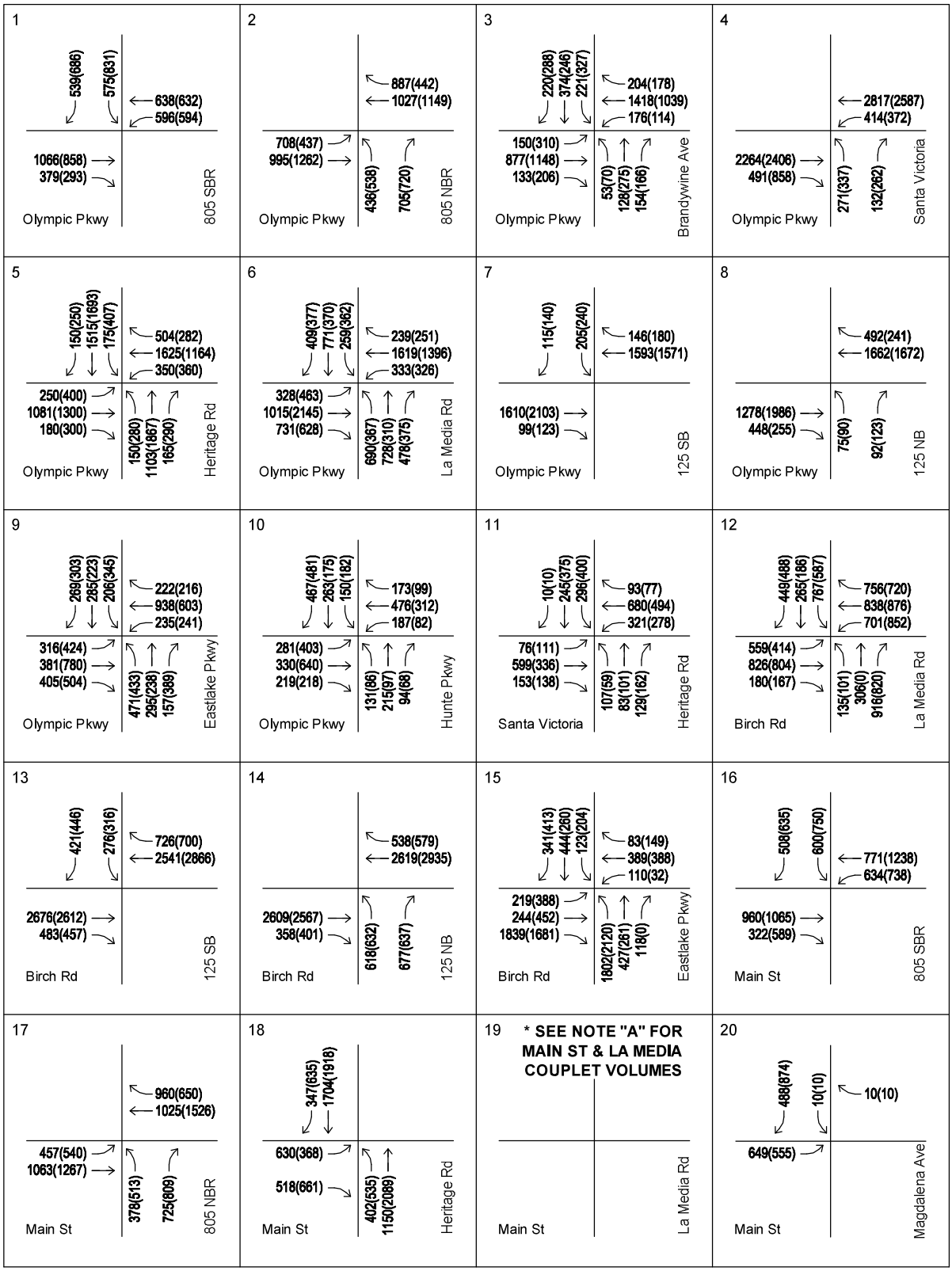


RBF

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2025 ROADWAY NETWORK

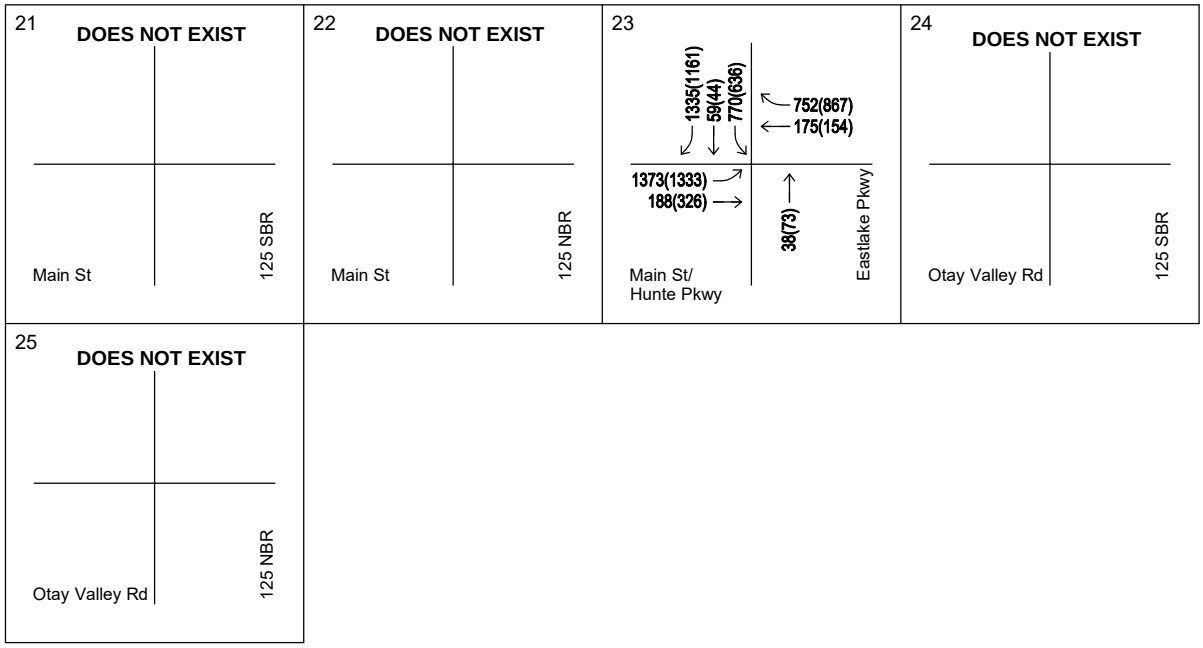
EXHIBIT 26



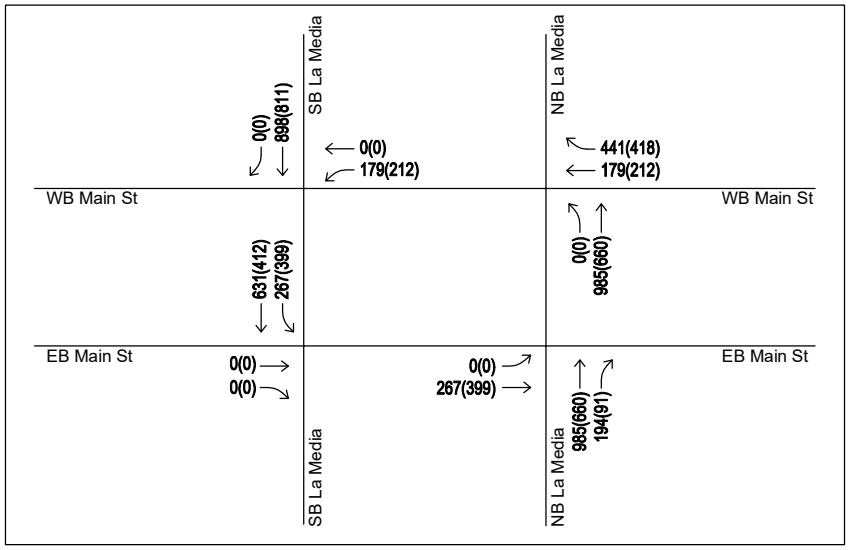
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

2025 PEAK HOUR VOLUMES



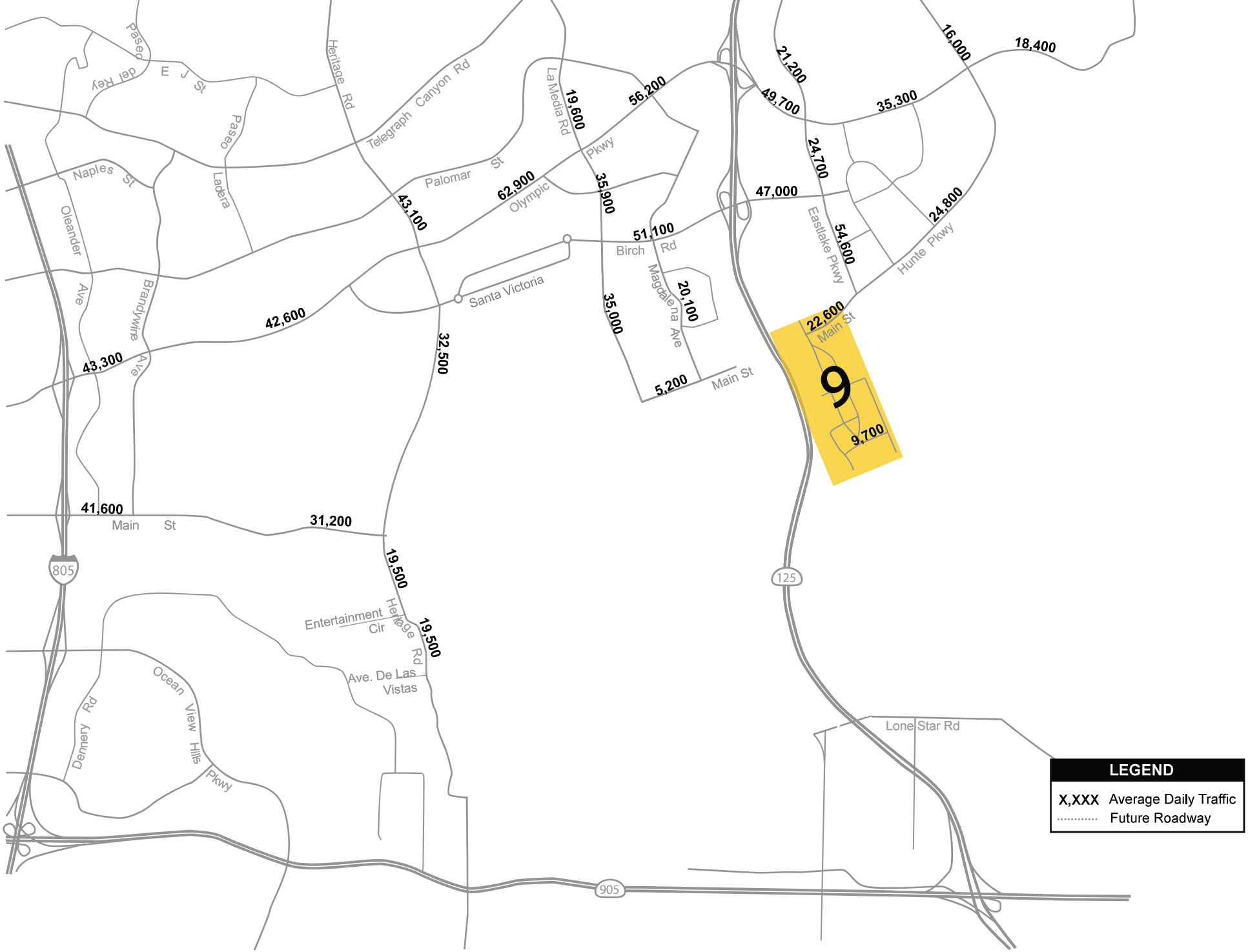
NOTE "A": Main St / La Media Couplet Geometry



LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

2025 PEAK HOUR VOLUMES

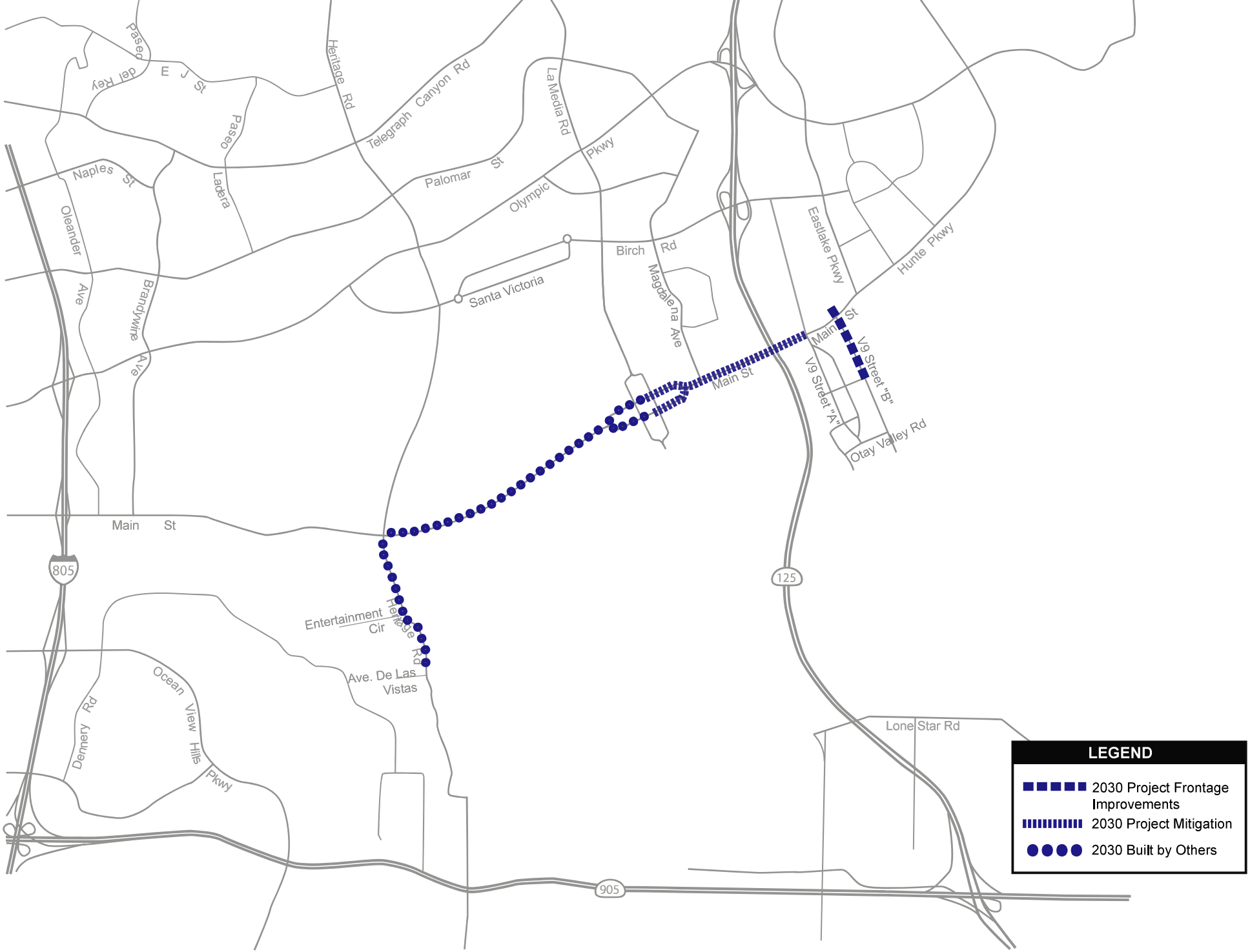


RBF

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2025 CONDITIONS ADT VOLUMES

EXHIBIT 28

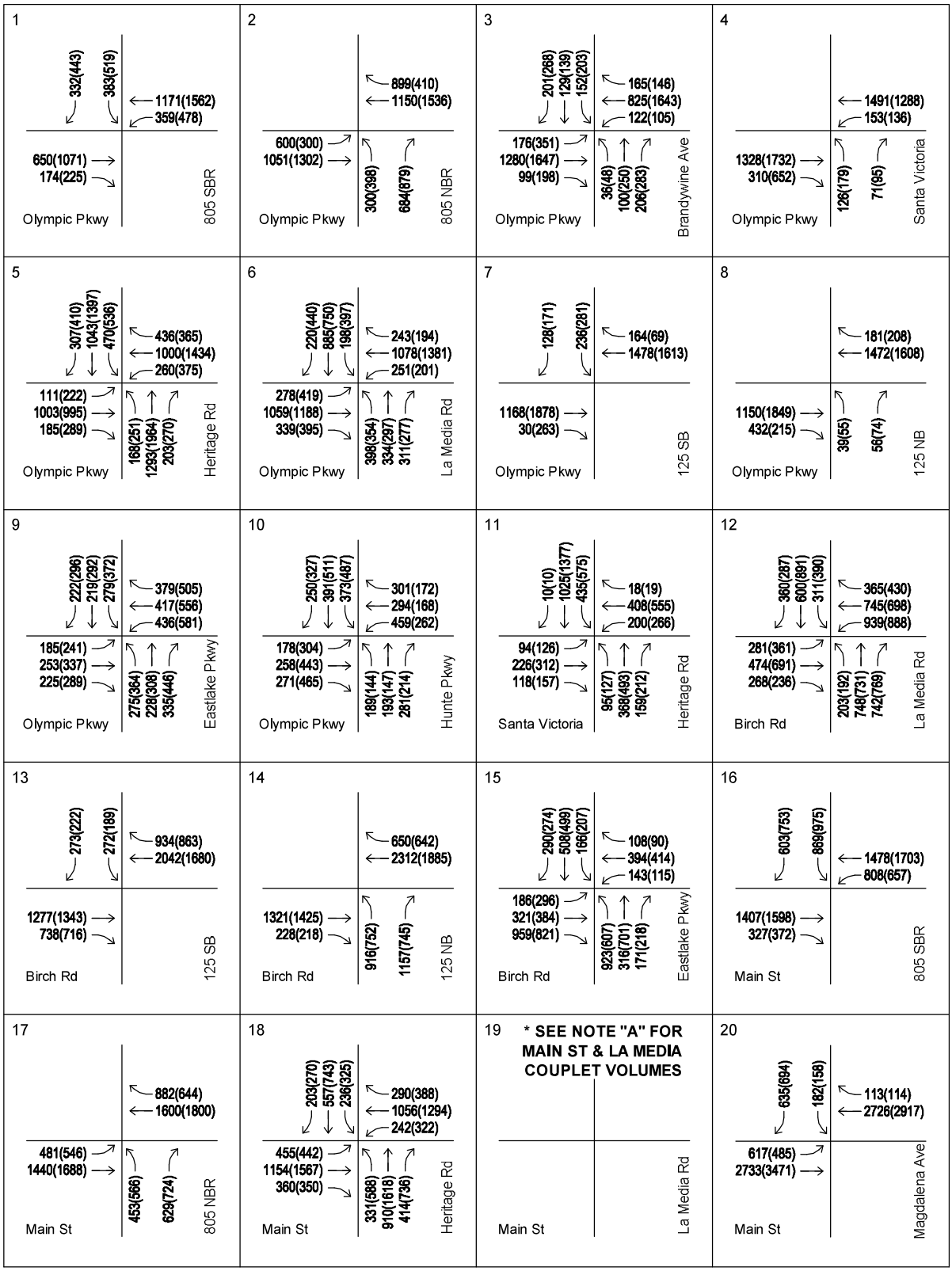


RBF

55-100535.001 MARCH 2013

2030 ROADWAY NETWORK

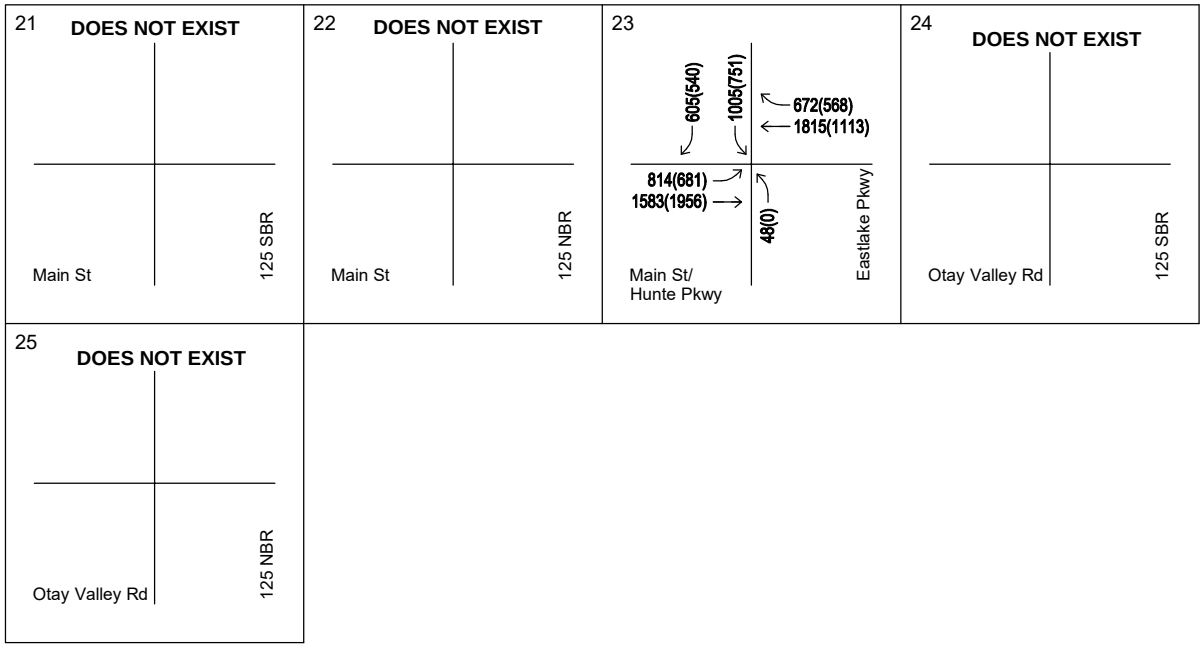
EXHIBIT 29



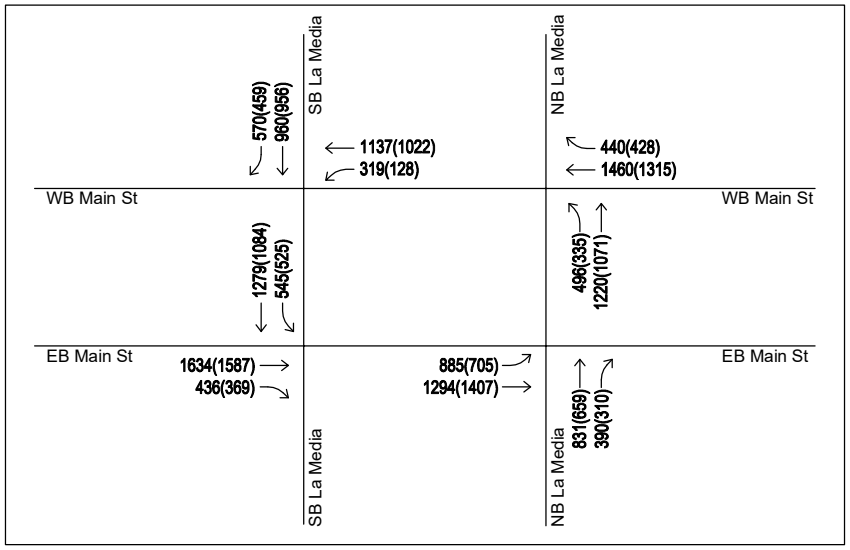
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

2030 PEAK HOUR VOLUMES



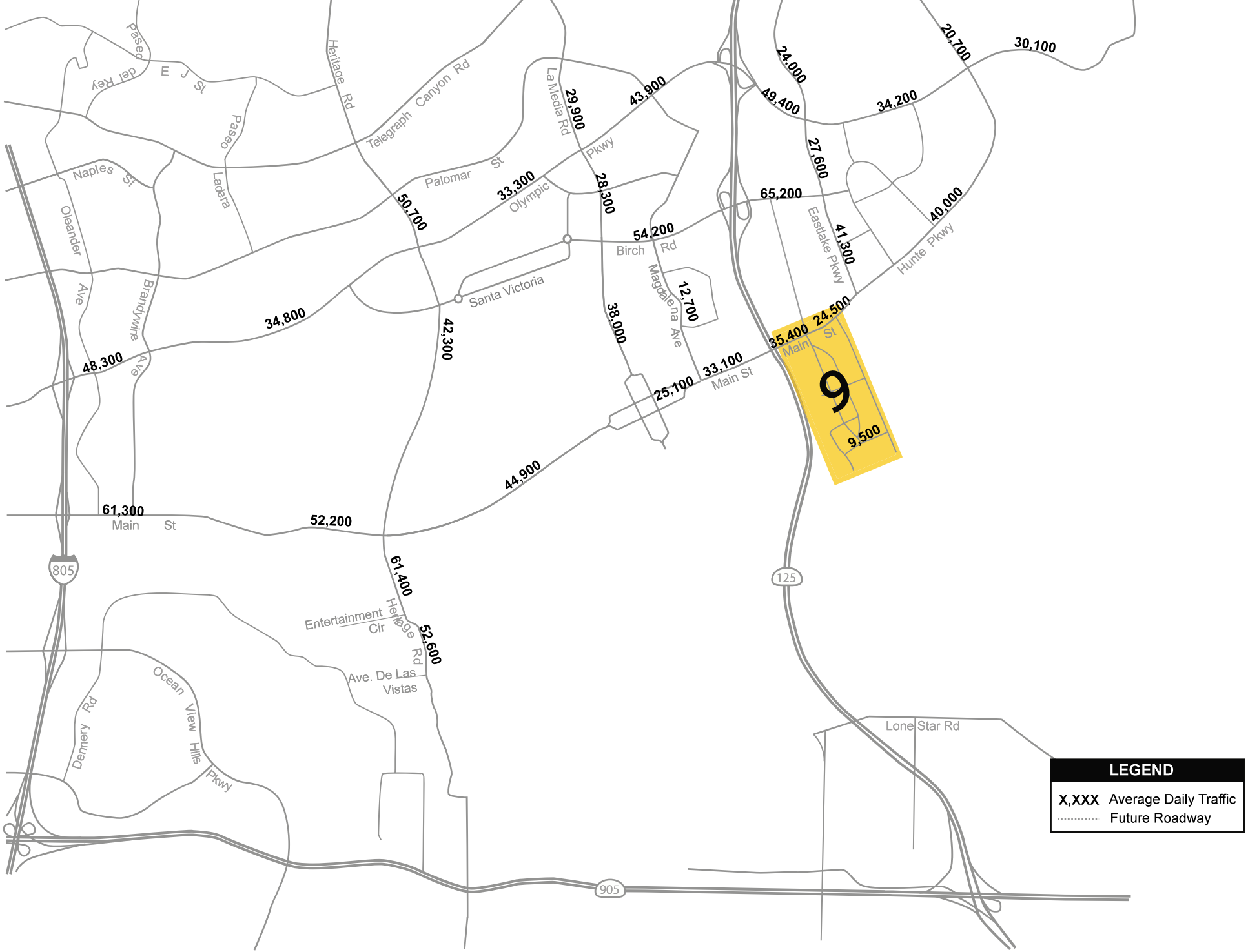
NOTE "A": Main St / La Media Couplet Geometry



LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

2030 PEAK HOUR VOLUMES

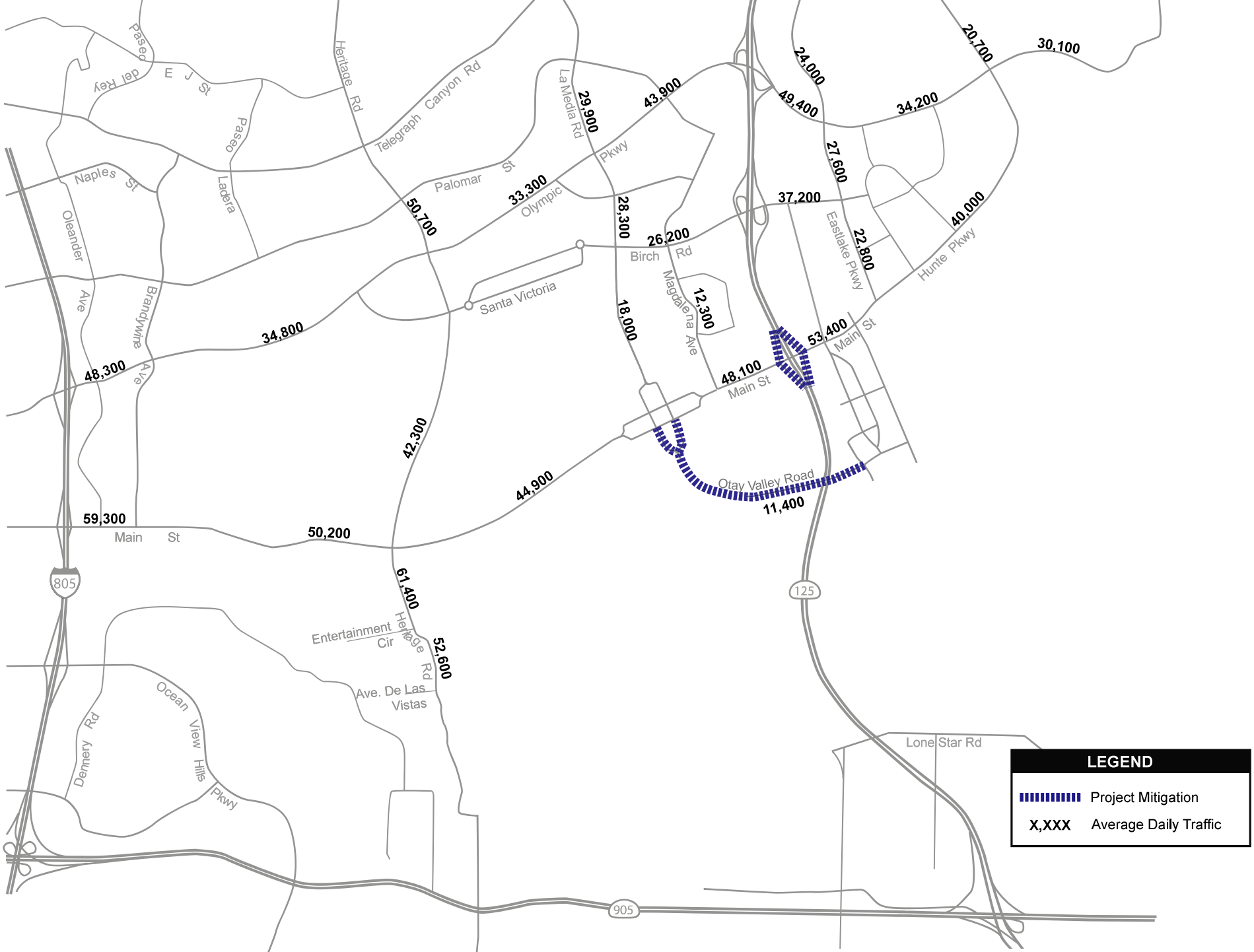


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2030 CONDITIONS ADT VOLUMES

EXHIBIT 31

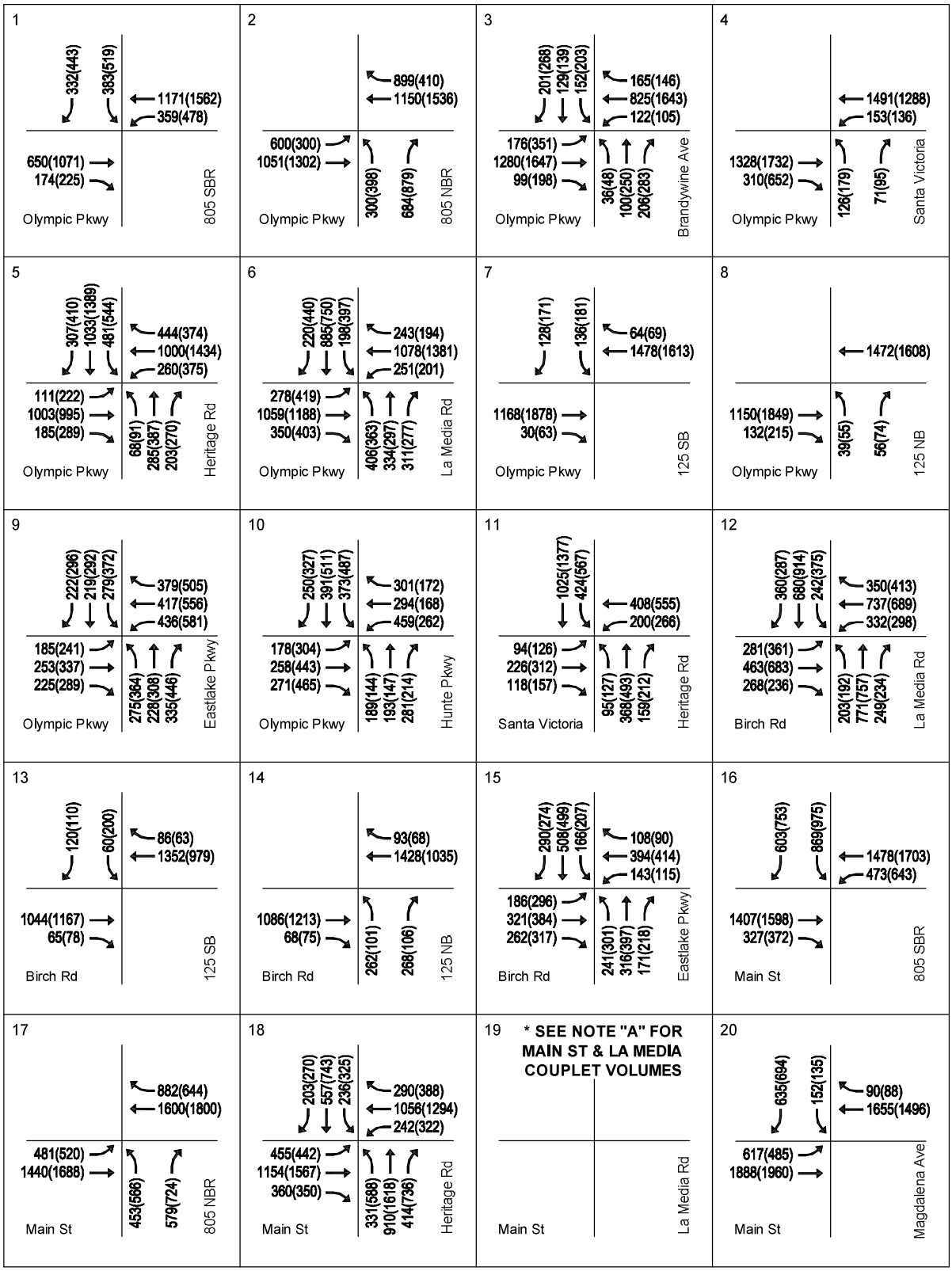


VILLAGE 9 2030 MITIGATED ROADWAY NETWORK AND AVERAGE DAILY TRAFFIC

RBF

55-100535.001 MARCH 2013

EXHIBIT 32



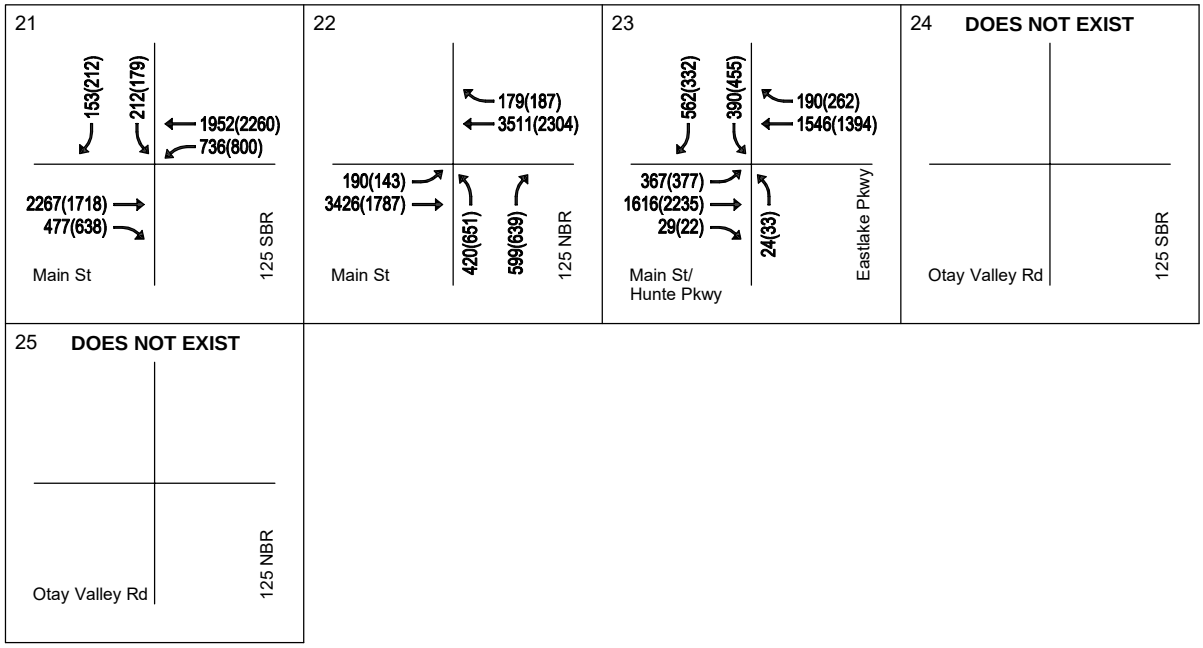
LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

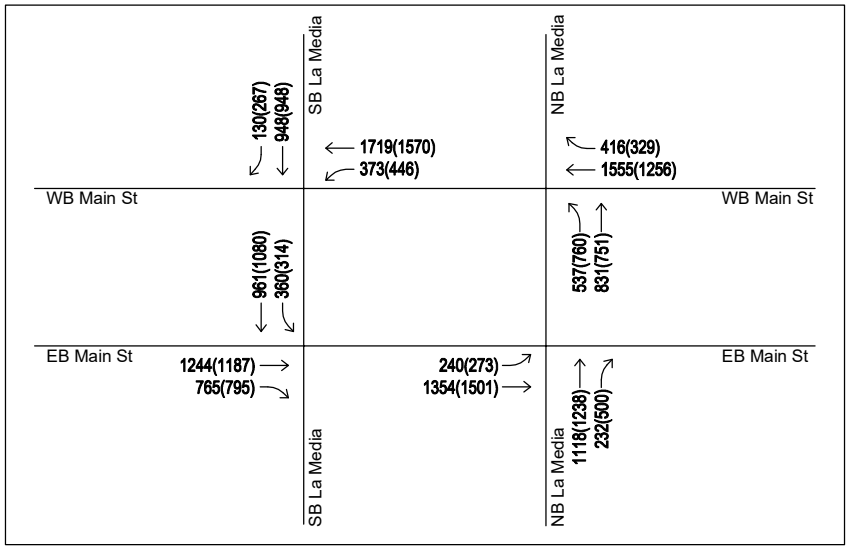
2030 MITIGATED PEAK HOUR VOLUMES

55-100535.001 NOVEMBER 2011

EXHIBIT 33



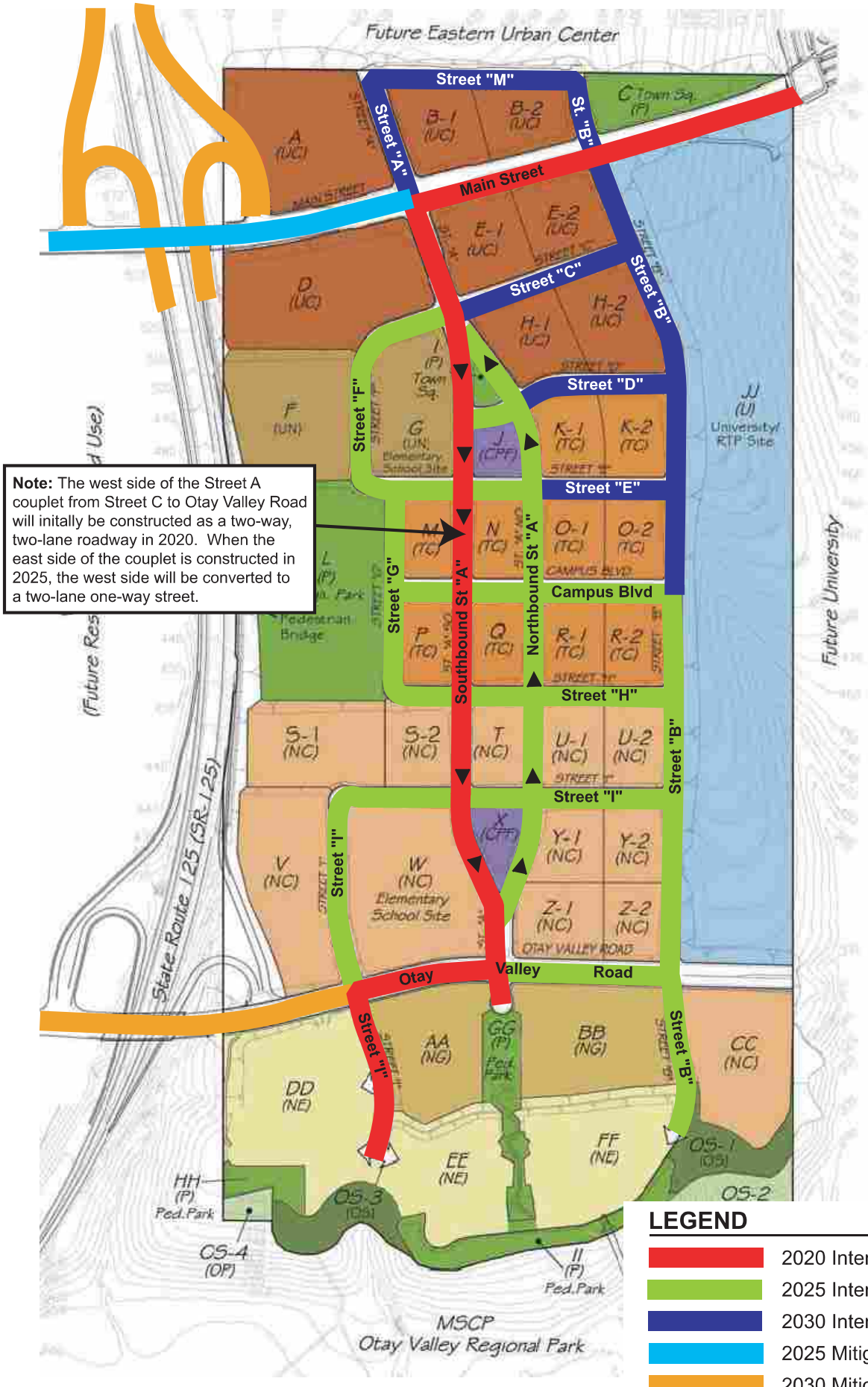
NOTE "A": Main St / La Media Couplet Geometry



LEGEND

XX(XX) AM/PM PEAK HOUR VOLUME

2030 MITIGATED PEAK HOUR VOLUMES

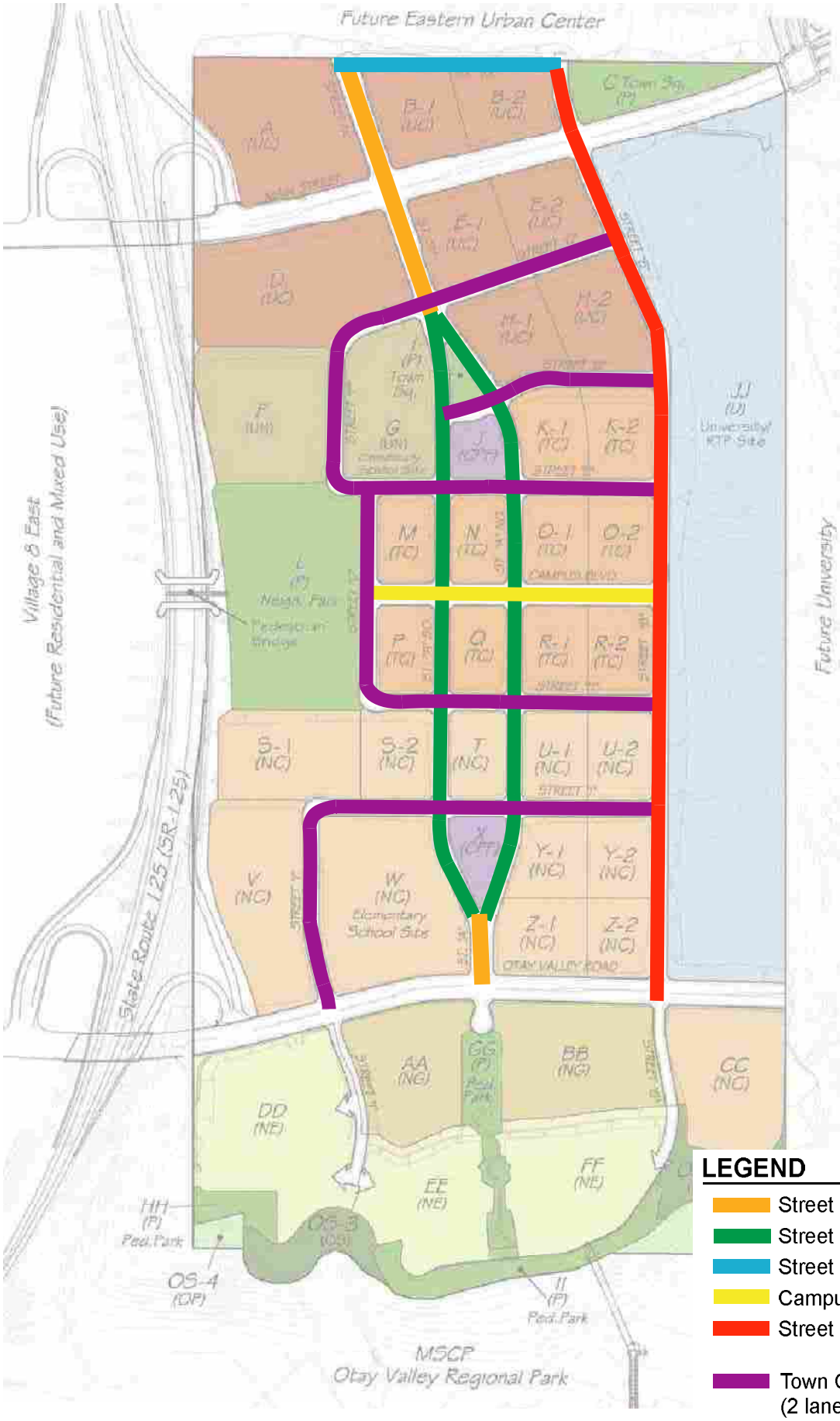


NOT TO SCALE

VILLAGE 9 PHASING OF ACCESS AND FRONTAGE IMPROVEMENTS

55-100535.001 FEBRUARY 2012

EXHIBIT 34



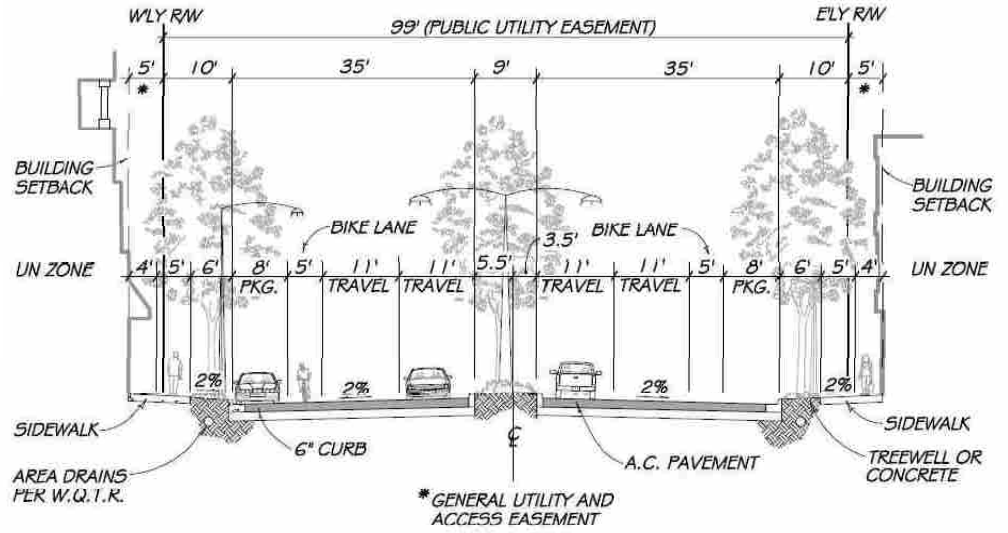
NOT TO SCALE

VILLAGE 9 INTERNAL STREET TYPES

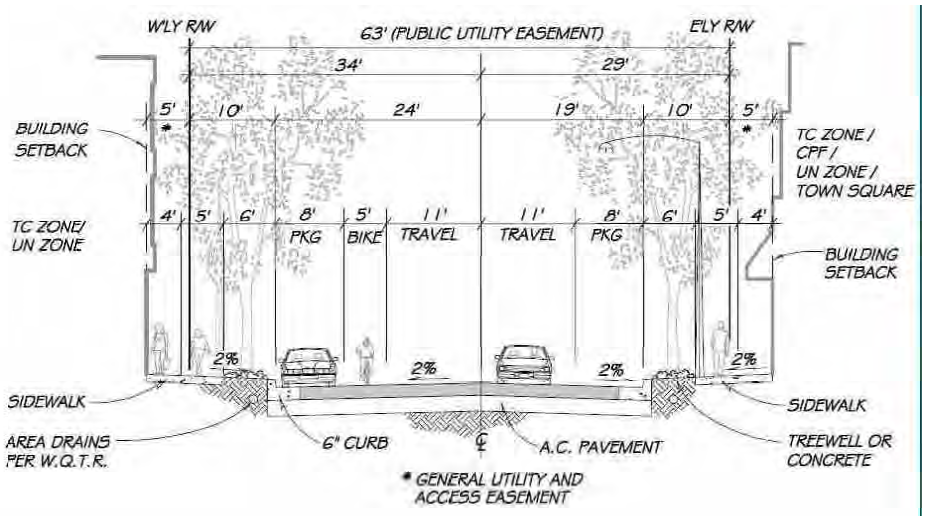
55-100535.001 FEBRUARY 2012

EXHIBIT 35

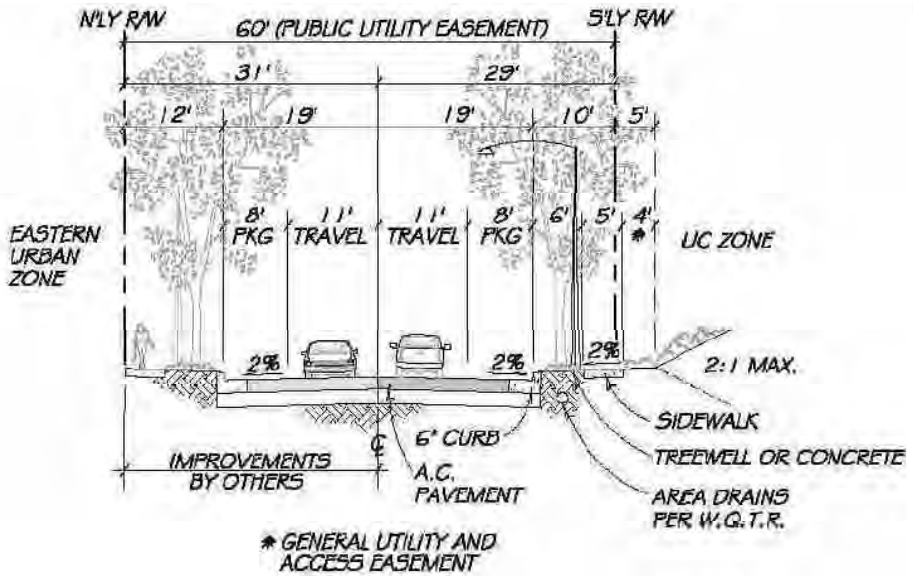
STREET "A" - Two-way Sections



STREET "A" - One-way Sections



STREET "M" - EUC Street



NOT TO SCALE

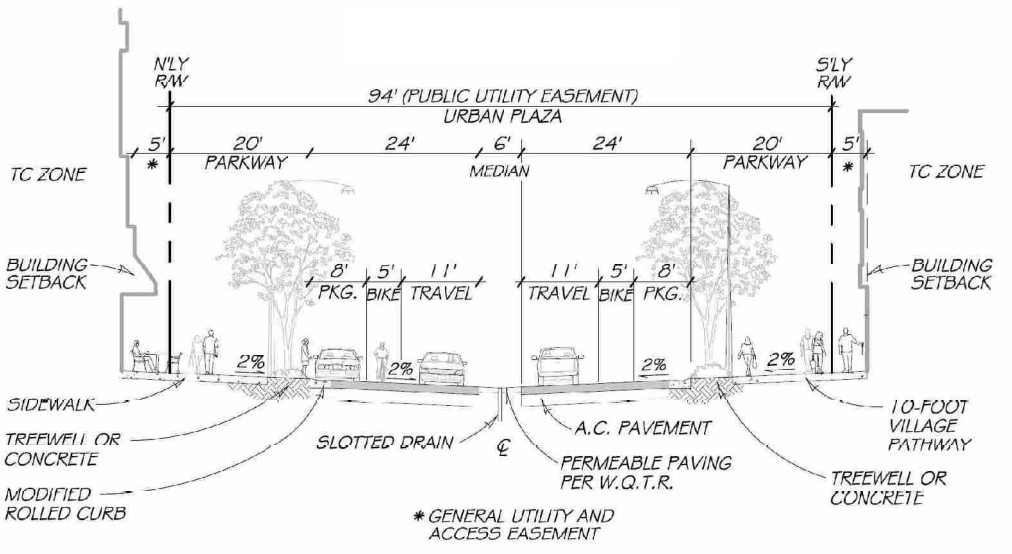
RBF

VILLAGE 9 INTERNAL STREET CROSS-SECTIONS

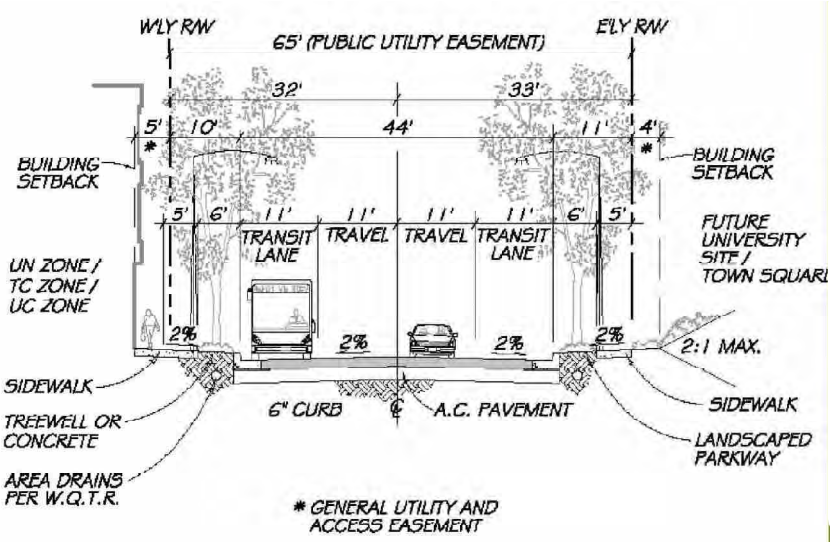
55-100535.001 FEBRUARY 2012

EXHIBIT 36A

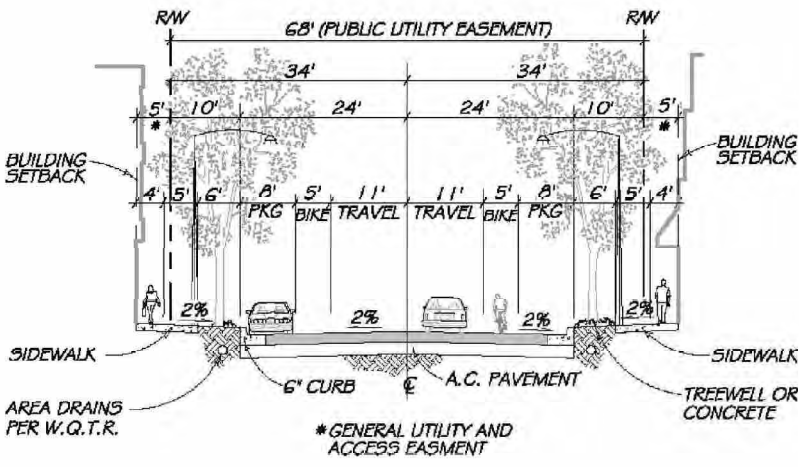
Campus Boulevard



STREET "B" - Transit Corridor



Town Center Streets



NOT TO SCALE

VILLAGE 9 INTERNAL STREET CROSS-SECTIONS

55-100535.001 FEBRUARY 2012

EXHIBIT 36B



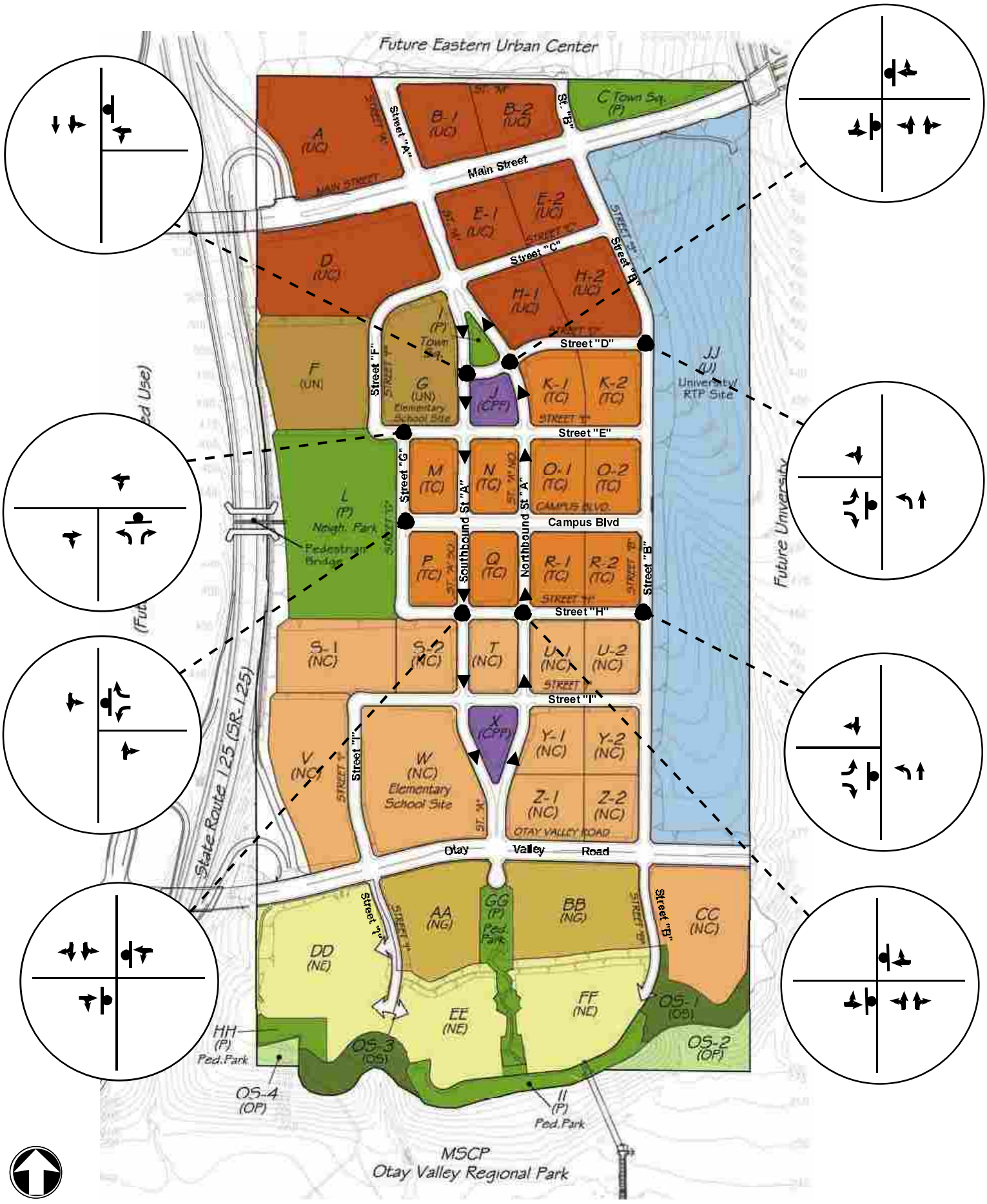
NOT TO SCALE

VILLAGE 9 INTERNAL INTERSECTION GEOMETRY AND TRAFFIC CONTROL

RBF

55-100535.001 MARCH 2012

EXHIBIT 37A



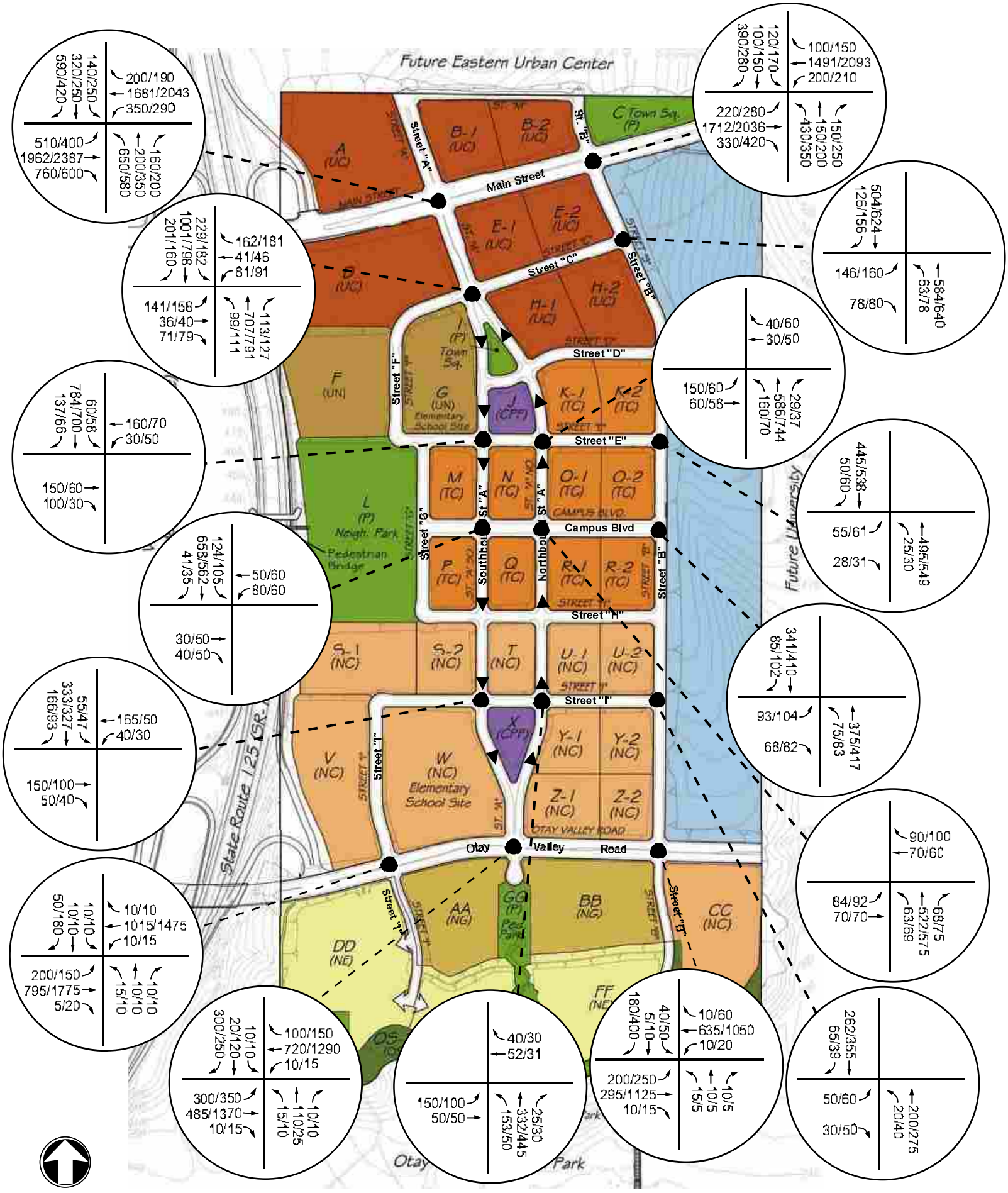
NOT TO SCALE

VILLAGE 9 INTERNAL INTERSECTION GEOMETRY AND TRAFFIC CONTROL

RBF

55-100535.001 MARCH 2012

EXHIBIT 37B



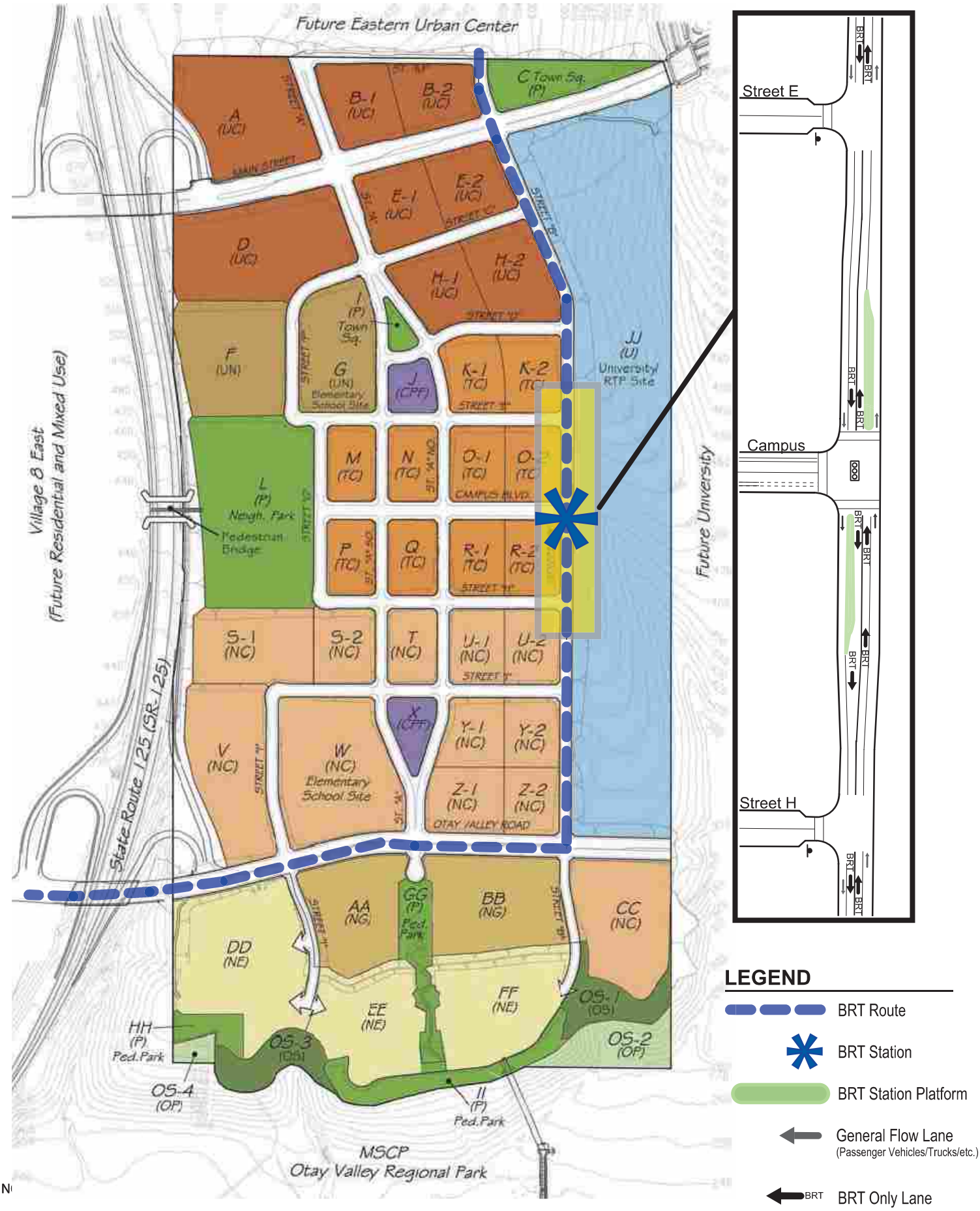
NOT TO SCALE

VILLAGE 9 INTERNAL INTERSECTIONS 2030 PEAK HOUR TRAFFIC VOLUMES

RBF

55-100535.001 MARCH 2012

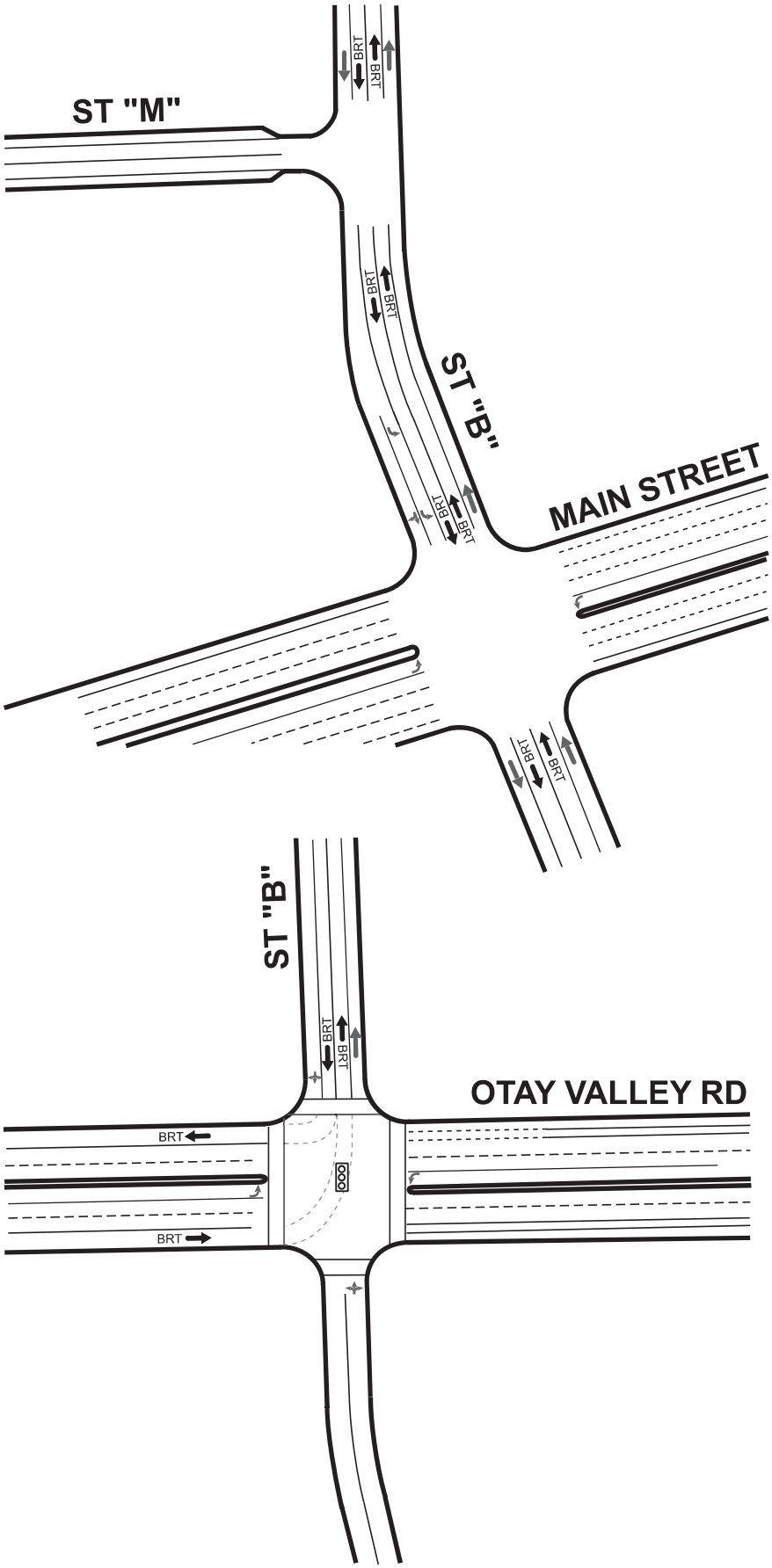
EXHIBIT 38



VILLAGE 9 PROPOSED BRT ROUTE AND STATION

55-100535.001 MARCH 2012

EXHIBIT 39



NOT TO SCALE

RBF

CONCEPTUAL PLAN OF BRT INTERSECTION LANE GEOMETRIES

55-100535.001 MARCH 2012

EXHIBIT 40

OTAY RANCH
VILLAGE 9

TRAFFIC IMPACT ANALYSIS REPORT
APPENDICES

Prepared for

City of Chula Vista

Prepared by

RBF CONSULTING

5050 Avenida Encinas, Suite 260, Carlsbad, CA 92008
CONTACT: DAWN WILSON 760.476.9193 dwilson@rbf.com
55-100535.001



Final: March 8, 2013

APPENDIX A
Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 SB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: E Orange Ave DAY: TUESDAY PROJECT# 10-4137-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	.5	1	0	2	1	2	2	0	
7:00 AM				135	0	69		244	42	140	111		741
7:15 AM				137	0	105		234	59	126	93		754
7:30 AM				130	0	122		229	79	209	143		912
7:45 AM				148	0	118		224	111	213	158		972
8:00 AM				114	0	105		190	79	165	106		759
8:15 AM				97	0	95		177	70	182	118		739
8:30 AM				89	0	87		185	57	194	121		733
8:45 AM				95	1	62		181	60	181	115		695
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	945	1	763	0	1664	557	1410	965	0	6305

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	529	0	450	0	877	328	713	500	0	3397
PEAK HR. FACTOR:		0.000			0.920			0.899			0.817		0.874

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

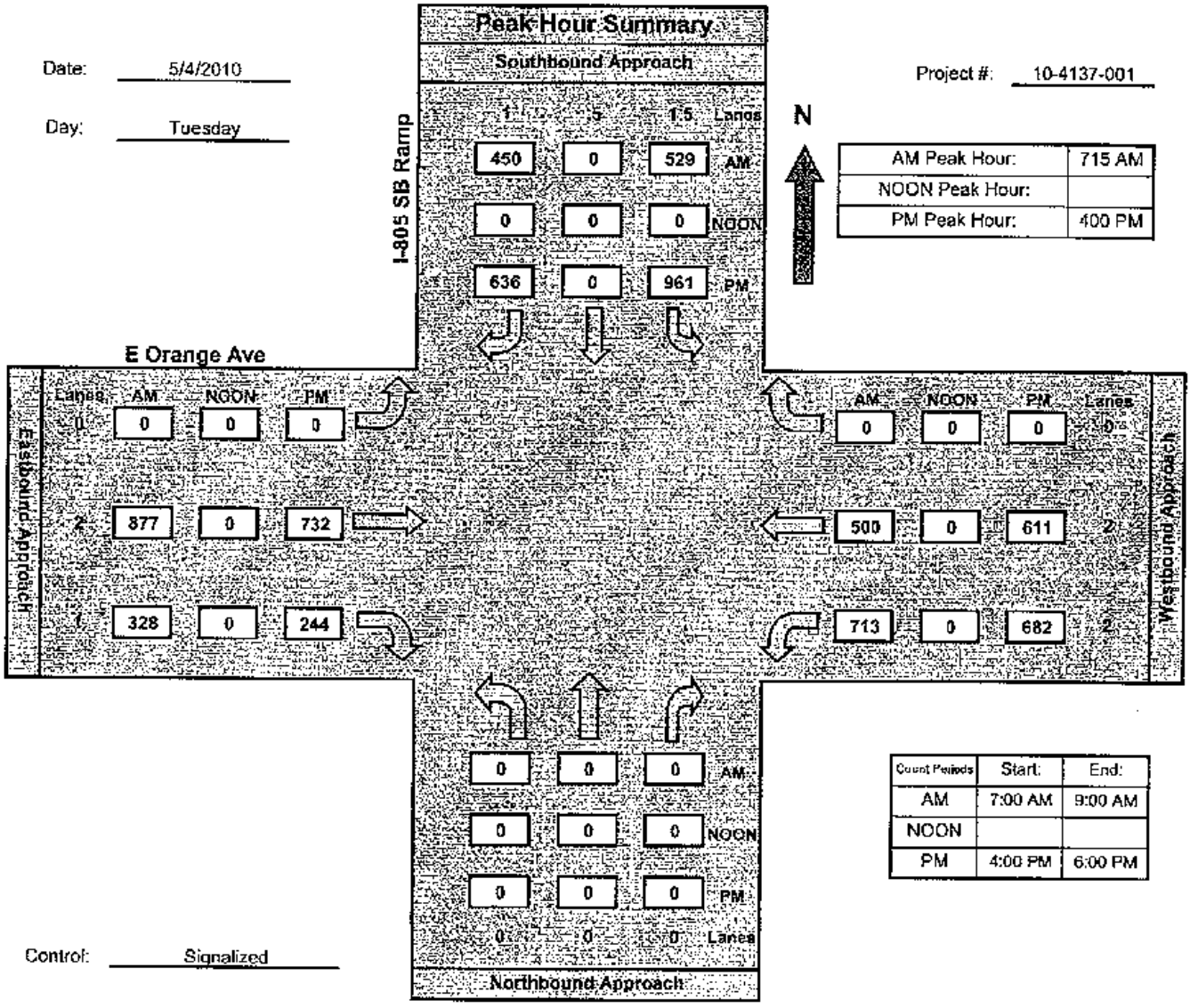
National Data & Surveying Services

I-805 SB Ramp and E Orange Ave , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-001



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	400 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 NB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: TUESDAY PROJECT# 10-4137-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	.3	1.3	0	0	0	2	2	0	0	1.5	1.5	
7:00 AM	57	1	227				181	202			192	455	1315
7:15 AM	45	0	186				189	178			177	427	1202
7:30 AM	63	0	239				160	202			287	357	1308
7:45 AM	65	0	265				134	235			308	292	1299
8:00 AM	36	1	241				135	174			234	249	1070
8:15 AM	44	1	176				124	146			258	313	1062
8:30 AM	31	0	175				145	131			277	317	1076
8:45 AM	37	0	143				113	161			267	282	1003
TOTAL VOLUMES =	NL 378	NT 3	NR 1652	SL 0	ST 0	SR 0	EL 1181	ET 1429	ER 0	WL 0	WT 2000	WR 2692	TOTAL 9335

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	230	1	917	0	0	0	664	817	0	0	964	1531	5124
PEAK HR. FACTOR:		0.870			0.000			0.967			0.964		0.974

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

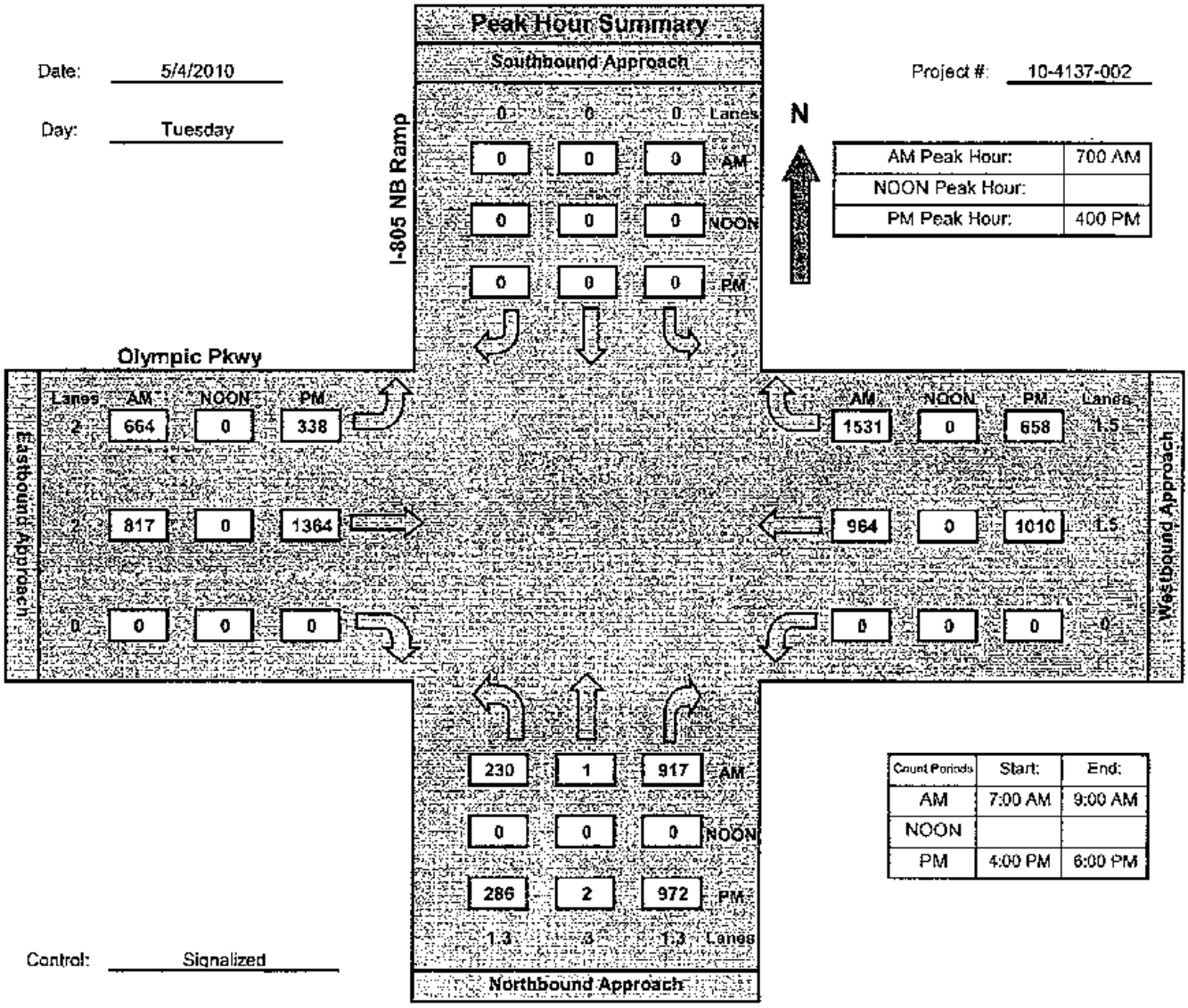
National Data & Surveying Services

I-805 NB Ramp and Olympic Pkwy , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-002



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	400 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 SB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St - West DAY: TUESDAY PROJECT# 10-4137-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	.5	1	0	3	0	2	2	0	
7:00 AM				65		68		199	54	63	93		542
7:15 AM				83		68		150	56	83	113		553
7:30 AM				117		101		172	82	98	121		691
7:45 AM				166		124		171	97	80	146		784
8:00 AM				103		98		145	76	54	130		606
8:15 AM				100		68		133	60	53	97		511
8:30 AM				74		80		158	87	55	98		552
8:45 AM				107		81		110	66	48	107		519
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 815	ST 0	SR 688	EL 0	ET 1238	ER 578	WL 534	WT 905	WR 0	TOTAL 4758

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	469	0	391	0	638	311	315	510	0	2634
PEAK HR. FACTOR:		0.000			0.741			0.885			0.913		0.840

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

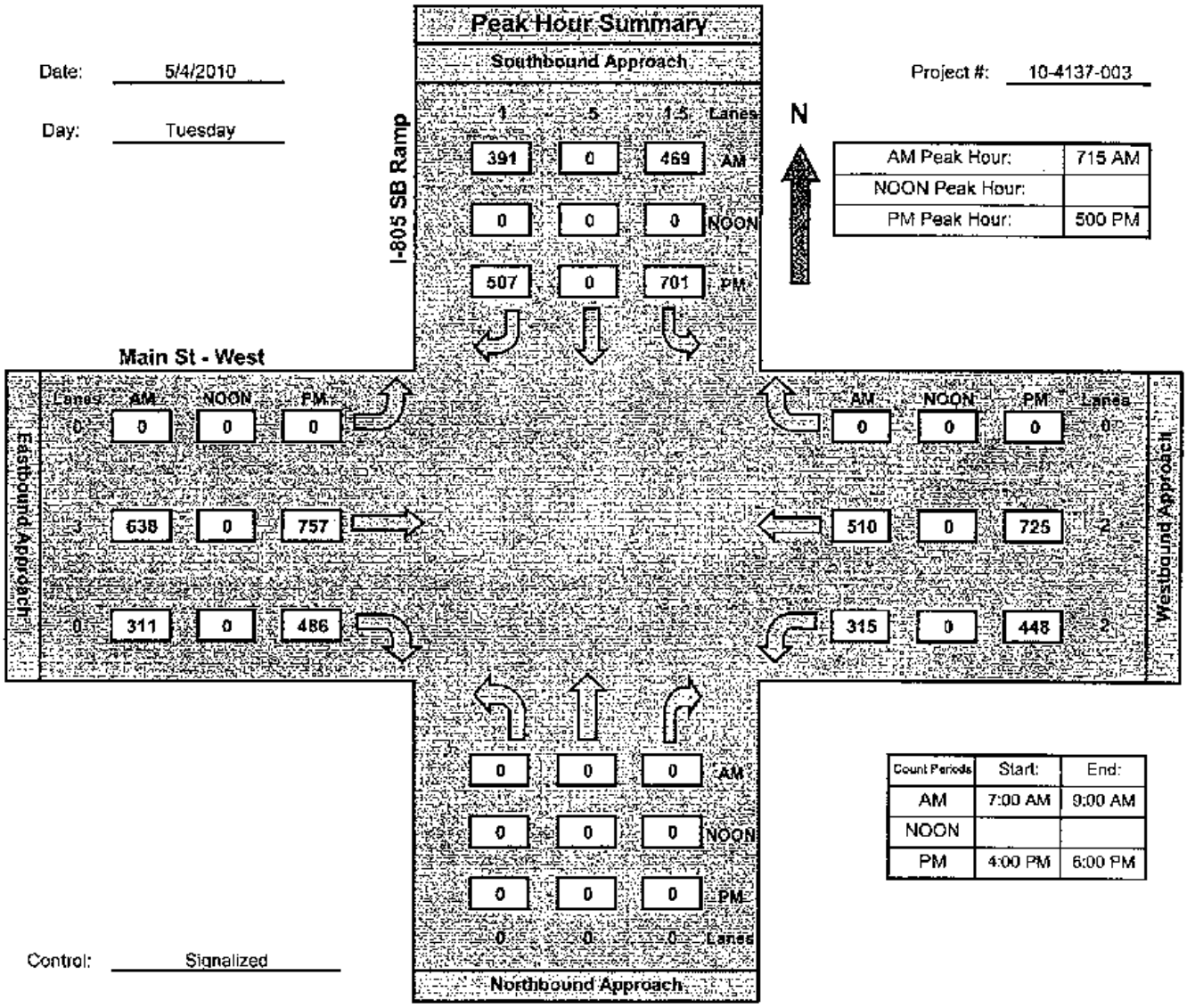
National Data & Surveying Services

I-805 SB Ramp and Main St - West , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-003



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-805 NB Ramp DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St - East DAY: TUESDAY PROJECT# 10-4137-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.5	.5	2	0	0	0	1	2	0	0	3	2	
7:00 AM	48		82				123	145			111	100	609
7:15 AM	58		68				79	150			135	104	594
7:30 AM	54		73				104	190			165	106	692
7:45 AM	69		89				99	234			157	90	738
8:00 AM	67		76				90	159			120	71	583
8:15 AM	53		57				83	148			94	96	531
8:30 AM	56		61				75	156			102	72	522
8:45 AM	57		78				72	144			93	121	565
TOTAL VOLUMES =	NL 462	NT 0	NR 584	SL 0	ST 0	SR 0	EL 725	ET 1326	ER 0	WL 0	WT 977	WR 760	TOTAL 4834

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	229	0	312	0	0	0	405	719	0	0	568	400	2633
PEAK HR. FACTOR:		0.856			0.000			0.844			0.893		0.892

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

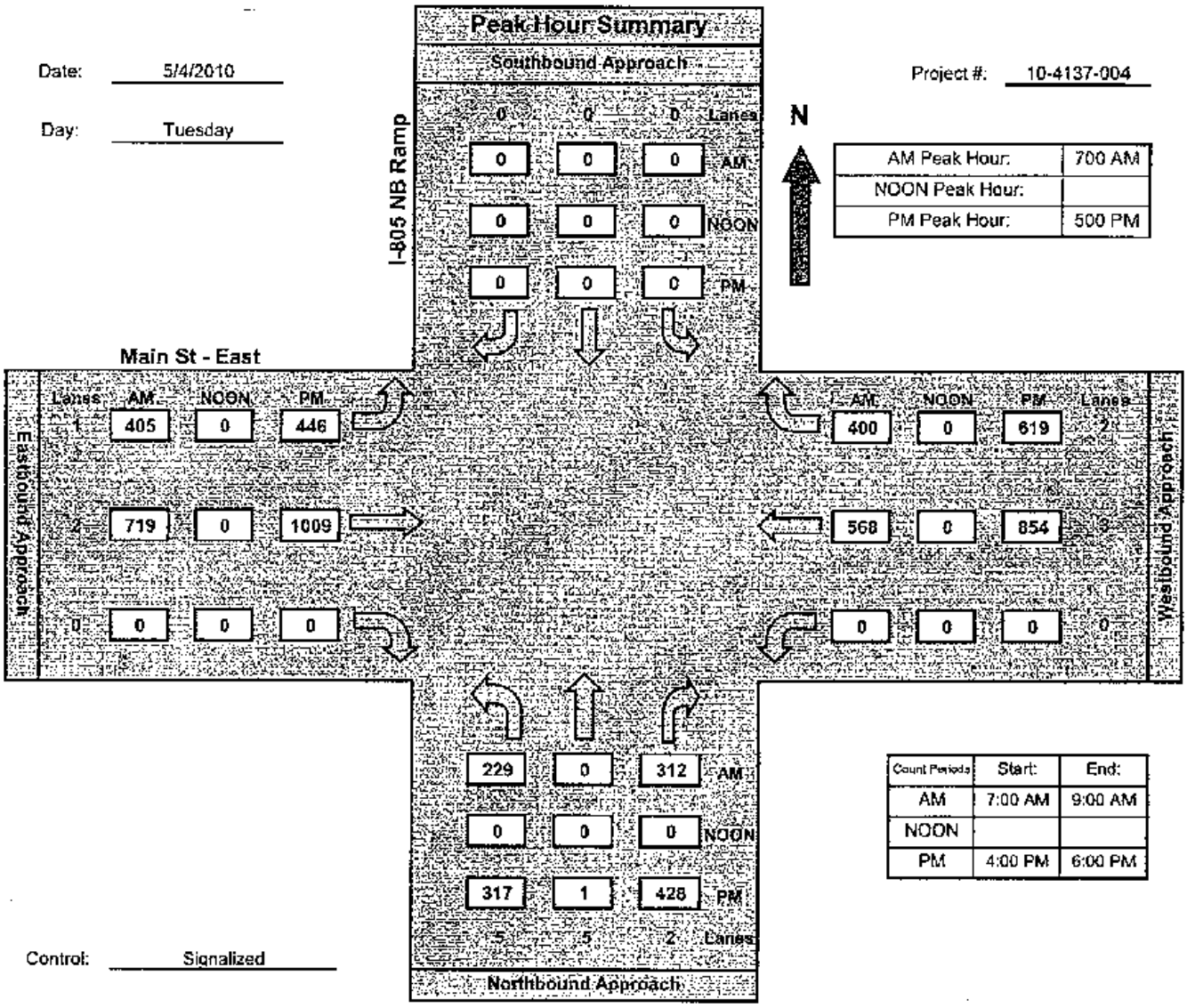
National Data & Surveying Services

I-805 NB Ramp and Main St - East , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-004



	AM	NOON	PM	Lanes
	0	0	0	
	0	0	0	AM
	0	0	0	NOON
	0	0	0	PM

	AM	NOON	PM	Lanes
1	405	0	446	
2	719	0	1009	
0	0	0	0	

	AM	NOON	PM	Lanes
	400	0	619	2
	568	0	854	3
	0	0	0	0

	AM	NOON	PM	Lanes
	229	0	312	
	0	0	0	AM
	317	1	428	NOON
	5	5	2	PM

AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Heritage Rd DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Main St DAY: TUESDAY PROJECT# 10-4137-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	1	1	0	0	1	0	
7:00 AM							5	30			72	1	108
7:15 AM							6	88			83	4	181
7:30 AM							5	104			93	2	204
7:45 AM							5	123			110	0	238
8:00 AM							4	116			70	1	191
8:15 AM							3	77			67	0	147
8:30 AM							7	64			68	4	143
8:45 AM							2	61			56	2	121
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 37	ET 663	ER 0	WL 0	WT 619	WR 14	TOTAL 1333

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	0	0	0	20	431	0	0	356	7	814
PEAK HR. FACTOR:		0.000			0.000			0.881			0.825		0.855

CONTROL: No Control

Intersection Turning Movement

Prepared by:

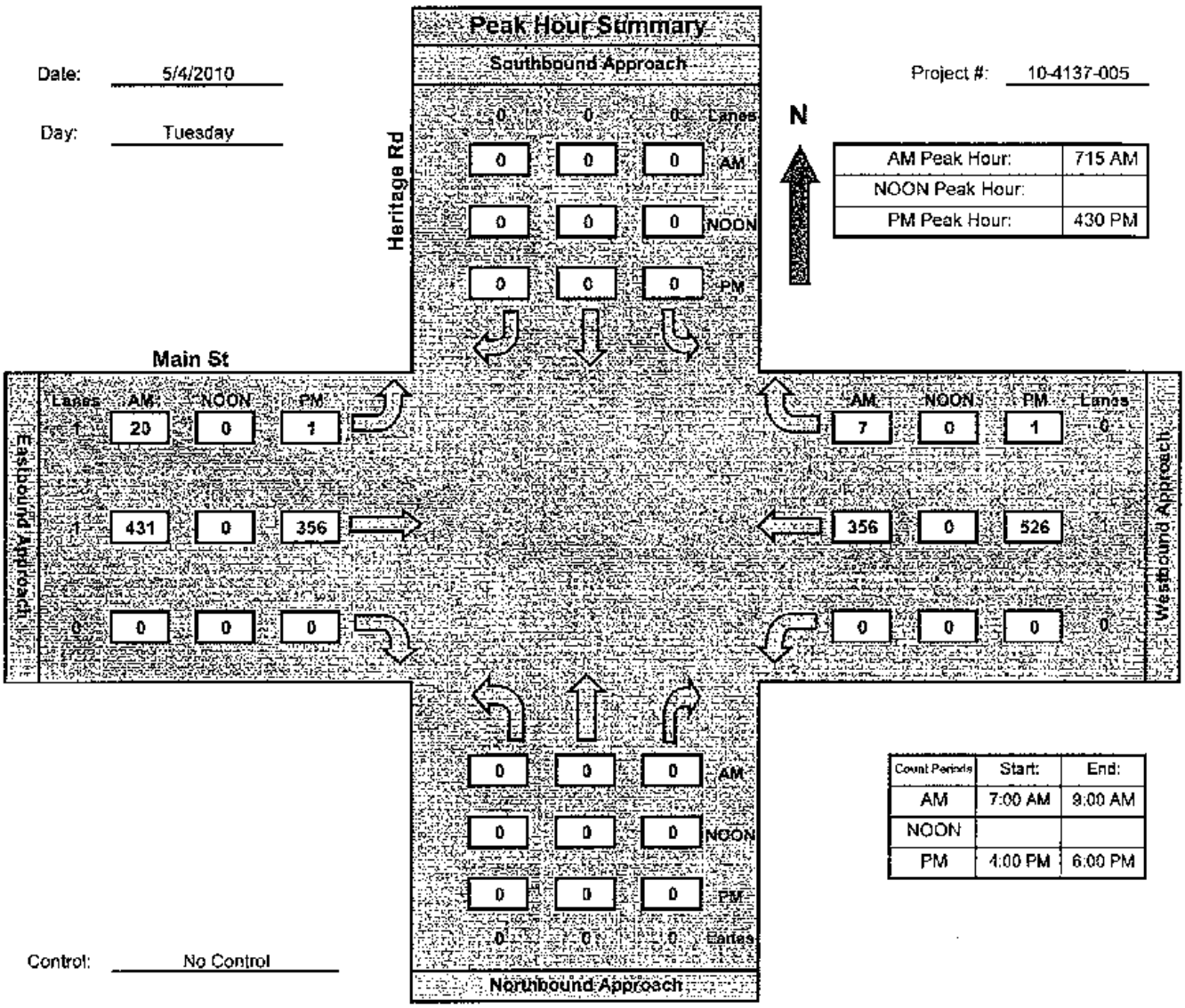
National Data & Surveying Services

Heritage Rd and Main St , City of Otay Mesa

Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-005



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Heritage DATE: 5/4/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: TUESDAY PROJECT# 10-4137-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	2	2	3	0	2	3	2	
7:00 AM				242		70	44	398			508	151	1413
7:15 AM				176		71	67	337			524	212	1387
7:30 AM				70		63	47	293			541	121	1135
7:45 AM				58		63	48	389			437	62	1057
8:00 AM				56		82	46	282			465	42	973
8:15 AM				43		67	40	284			398	38	870
8:30 AM				34		57	33	300			417	38	879
8:45 AM				39		59	42	239			392	33	804
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 718	ST 0	SR 532	EL 367	ET 2522	ER 0	WL 0	WT 3682	WR 697	TOTAL 8518

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	546	0	267	206	1417	0	0	2010	546	4992
PEAK HR. FACTOR:		0.000			0.651			0.918			0.868		0.883

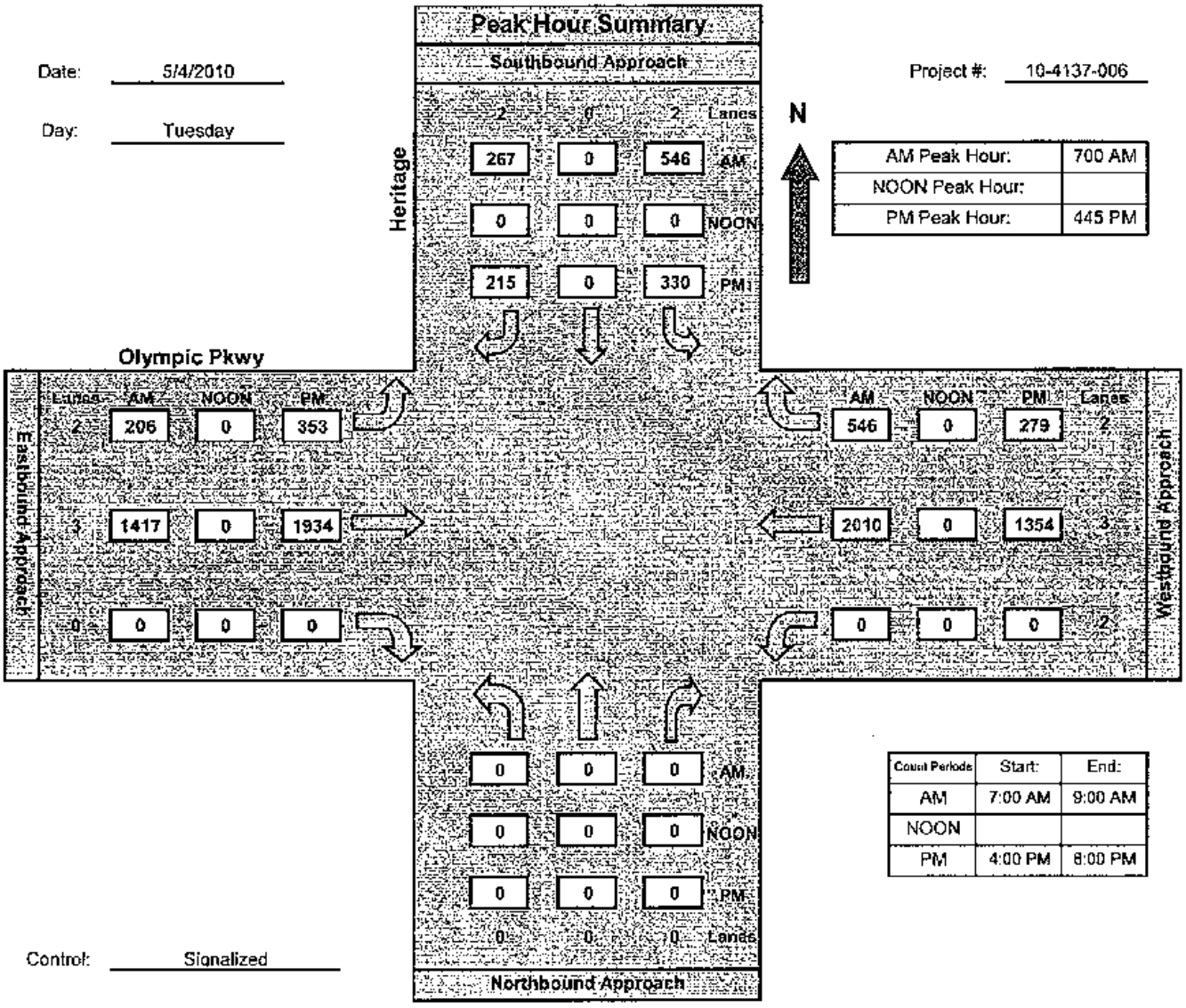
CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Heritage and Olympic Pkwy , City of Otay Mesa



Date: 5/4/2010

Day: Tuesday

Project #: 10-4137-006

AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd | DATE: 4/29/2010 | LOCATION: City of Otay Mesa

E-W STREET: Birch Rd | DAY: THURSDAY | PROJECT# 10-4137-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	2	3	0	0	0	2	2	0	1	
7:00 AM		87	2	102	204					4		89	488
7:15 AM		113	7	88	107					0		96	411
7:30 AM		79	0	132	56					1		90	358
7:45 AM		7	0	160	18					0		125	310
8:00 AM		3	3	142	16					1		150	315
8:15 AM		9	0	91	22					0		87	209
8:30 AM		11	0	81	13					0		103	208
8:45 AM		8	0	37	12					0		78	135
TOTAL VOLUMES =	NL 0	NT 317	NR 12	SL 833	ST 448	SR 0	EL 0	ET 0	ER 0	WL 6	WT 0	WR 818	TOTAL 2434

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	286	9	482	385	0	0	0	0	5	0	400	1567
PEAK HR. FACTOR:		0.615			0.708			0.000			0.810		0.803

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

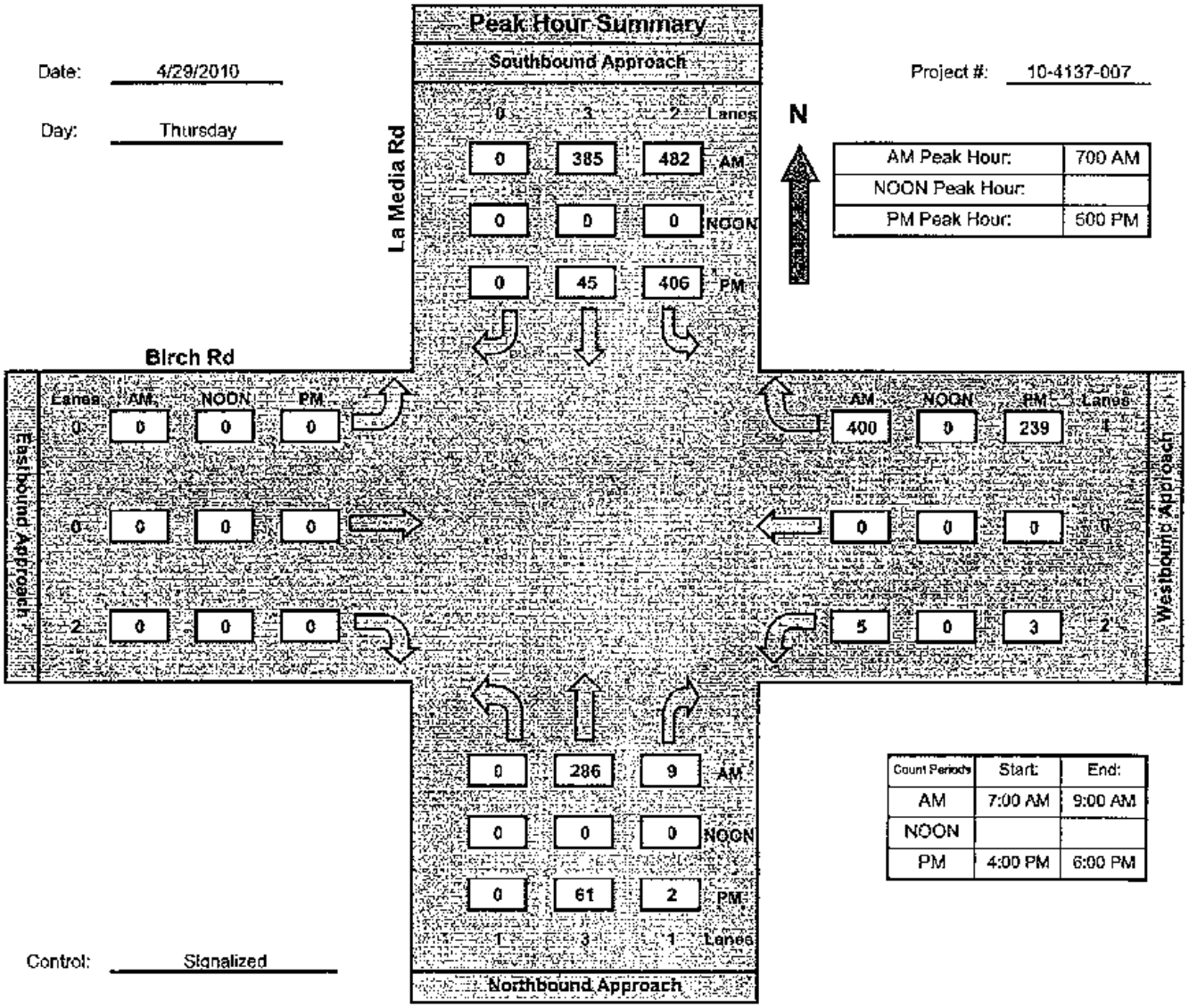
National Data & Surveying Services

La Media Rd and Birch Rd , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-007



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	600 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	2	2	3	2	2	3	1	
7:00 AM	110	70	11	18	179	67	49	146	167	17	349	15	1198
7:15 AM	150	141	18	19	133	104	63	155	109	30	319	20	1261
7:30 AM	159	115	18	15	87	86	78	188	136	5	298	31	1216
7:45 AM	130	58	5	17	90	62	86	188	150	8	270	19	1083
8:00 AM	139	76	5	15	73	79	53	189	103	2	284	12	1030
8:15 AM	98	34	5	16	61	59	52	195	75	7	279	16	897
8:30 AM	111	37	5	12	37	56	73	214	57	6	280	13	901
8:45 AM	93	39	4	20	21	60	83	192	41	8	263	20	844
TOTAL VOLUMES =	NL 990	NT 570	NR 71	SL 132	ST 681	SR 573	EL 537	ET 1467	ER 838	WL 83	WT 2342	WR 146	TOTAL 8430

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	549	384	52	69	489	319	276	677	562	60	1236	85	4758
PEAK HR. FACTOR:		0.797			0.830			0.893			0.906		0.943

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

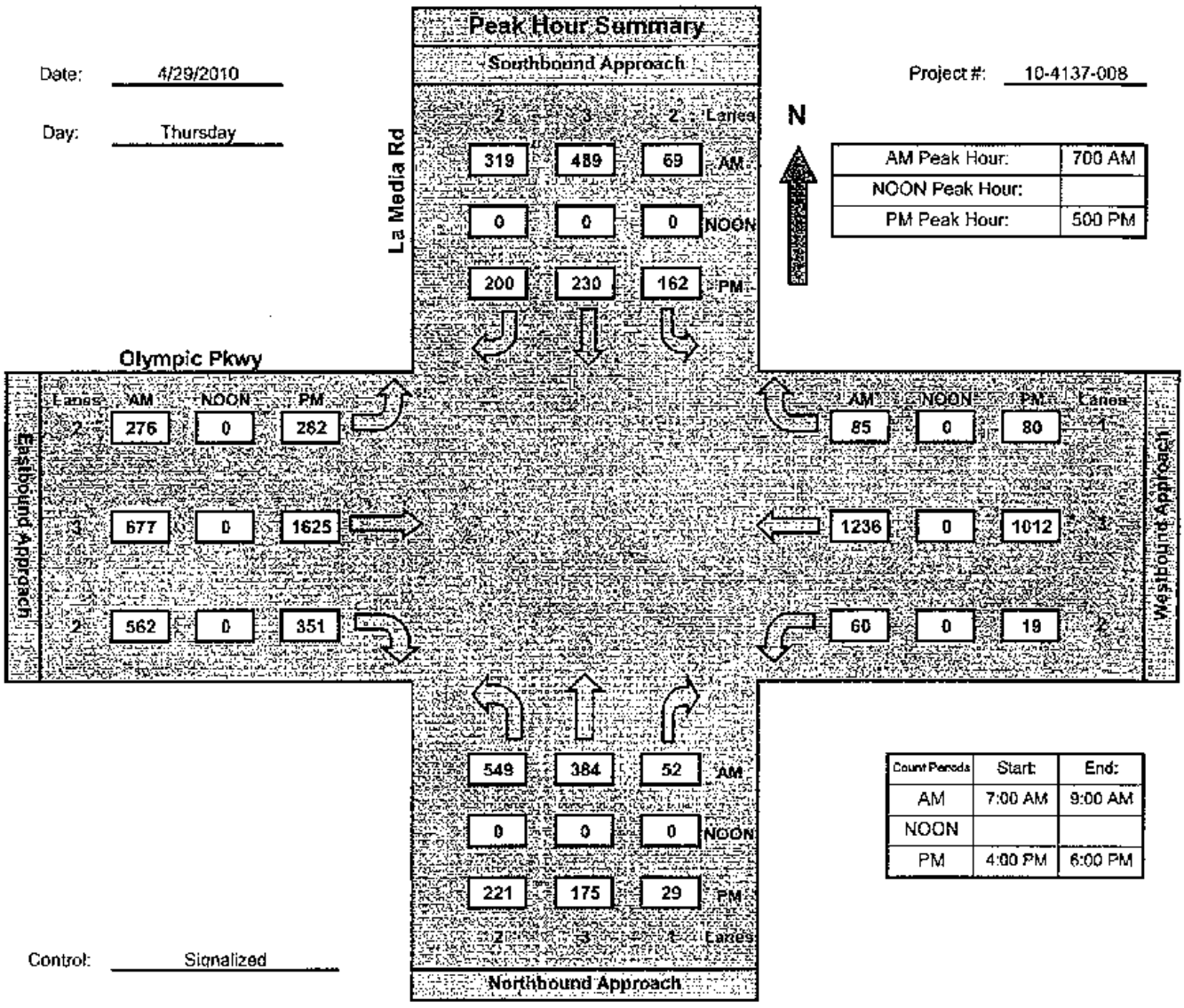
National Data & Surveying Services

La Media Rd and Olympic Pkwy , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-008



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Media Rd DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Otay Lakes Rd DAY: THURSDAY PROJECT# 10-4137-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	2	2	3	1	2	3	1	2	3	1	
7:00 AM	121	149	41	58	114	24	42	178	72	53	263	85	1200
7:15 AM	140	205	44	46	86	24	49	190	97	46	272	118	1317
7:30 AM	100	201	76	38	113	27	82	203	74	50	216	91	1271
7:45 AM	62	189	89	69	98	31	129	280	44	35	241	95	1362
8:00 AM	63	171	69	64	95	32	85	226	33	49	233	92	1212
8:15 AM	54	105	56	78	66	20	97	195	24	47	293	76	1111
8:30 AM	37	123	54	68	67	29	106	175	13	34	265	84	1055
8:45 AM	33	159	76	63	98	39	120	269	19	51	232	101	1260
TOTAL VOLUMES =	NL 610	NT 1302	NR 505	SL 484	ST 737	SR 226	EL 710	ET 1716	ER 376	WL 365	WT 2015	WR 742	TOTAL 9788

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	365	766	278	217	392	114	345	899	248	180	962	396	5162
PEAK HR. FACTOR:		0.906			0.913			0.823			0.882		0.948

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

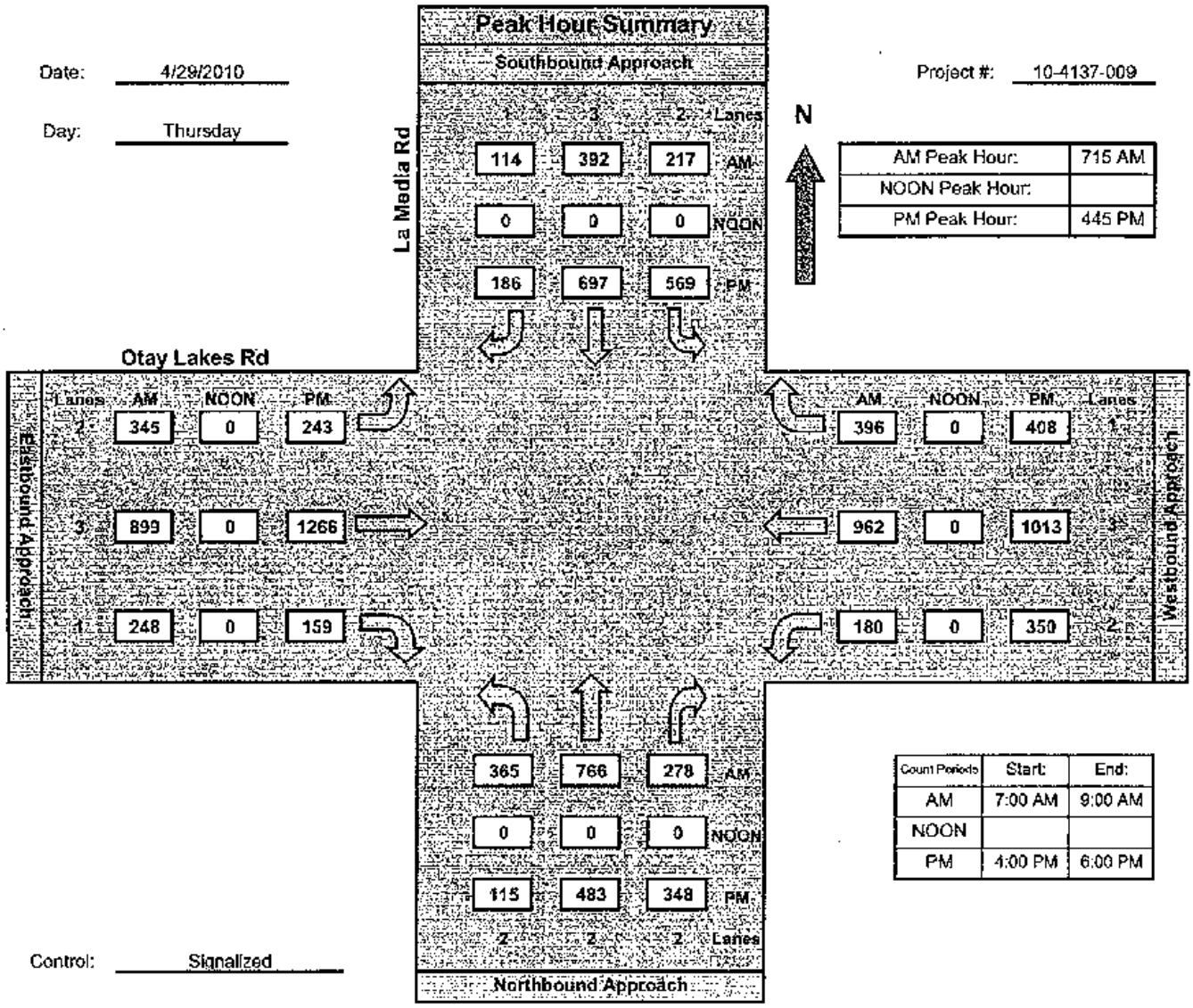
National Data & Surveying Services

La Media Rd and Otay Lakes Rd , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-009



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 SB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy - West DAY: THURSDAY PROJECT# 10-4137-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	0	3	1	0	3	1	
7:00 AM				4		25		205	7		294	22	557
7:15 AM				4		16		227	15		282	13	557
7:30 AM				9		16		222	23		240	25	535
7:45 AM				8		17		245	26		239	28	563
8:00 AM				12		11		245	34		239	18	559
8:15 AM				9		13		241	11		266	19	559
8:30 AM				11		7		212	10		243	12	495
8:45 AM				13		3		189	10		223	17	455
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 70	ST 0	SR 108	EL 0	ET 1786	ER 136	WL 0	WT 2026	WR 154	TOTAL 4280

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	38	0	57	0	953	94	0	984	90	2216
PEAK HR. FACTOR:		0.000			0.950			0.938			0.942		0.984

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

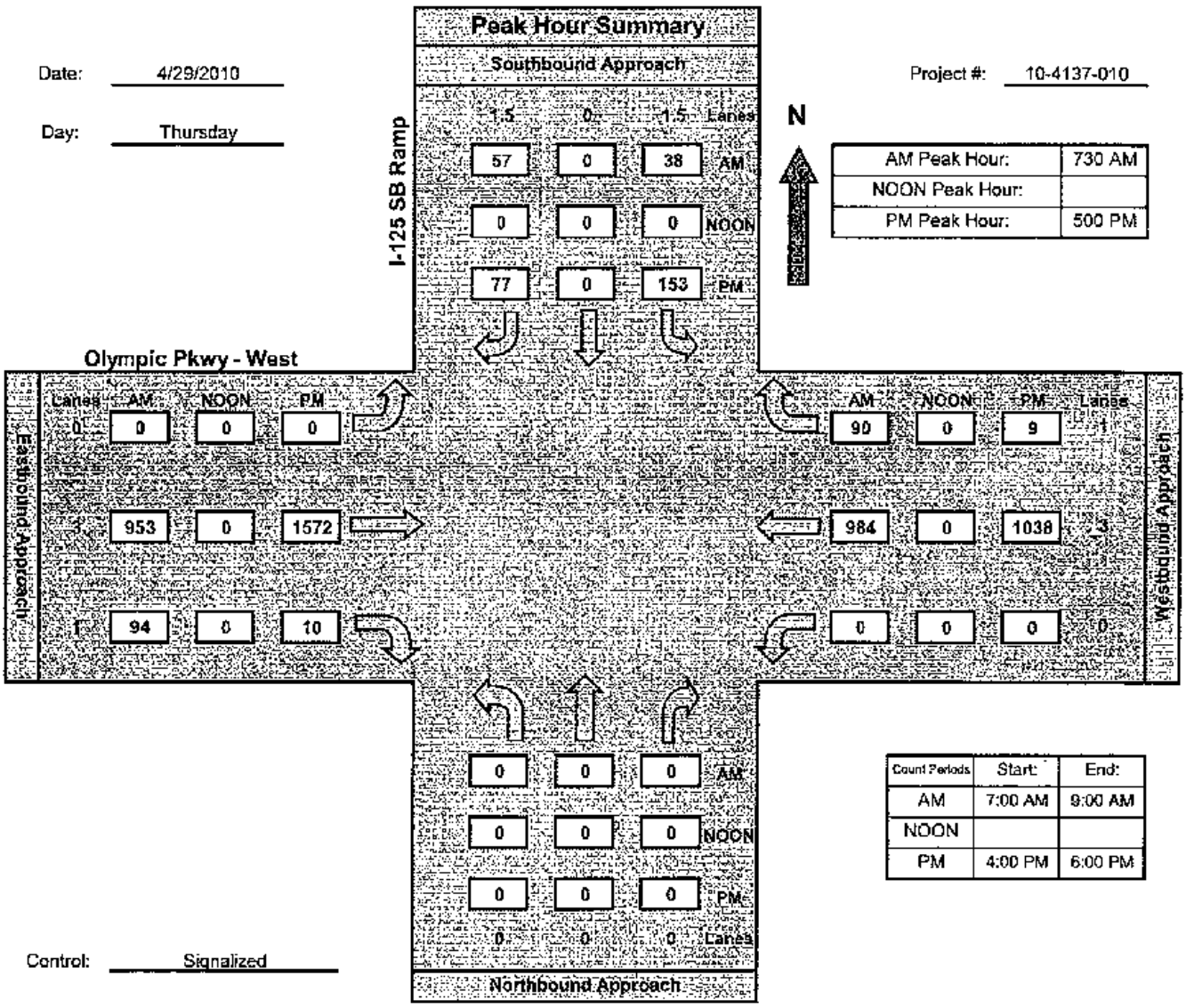
National Data & Surveying Services

I-125 SB Ramp and Olympic Pkwy - West , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-010



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 NB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy - East DAY: THURSDAY PROJECT# 10-4137-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	0	0	0	3	1	0	3	2	
7:00 AM	1		3					155	62		319	93	633
7:15 AM	1		1					163	76		292	81	614
7:30 AM	0		2					180	57		272	72	583
7:45 AM	2		1					207	40		258	55	563
8:00 AM	0		4					226	38		260	49	577
8:15 AM	1		4					223	20		281	49	578
8:30 AM	0		3					218	11		258	52	542
8:45 AM	1		7					180	16		237	36	477
TOTAL VOLUMES =	NL 6	NT 0	NR 25	SL 0	ST 0	SR 0	EL 0	ET 1552	ER 320	WL 0	WT 2177	WR 487	TOTAL 4567

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	4	0	7	0	0	0	0	705	235	0	1141	301	2393
PEAK HR. FACTOR:		0.688			0.000			0.951			0.875		0.945

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

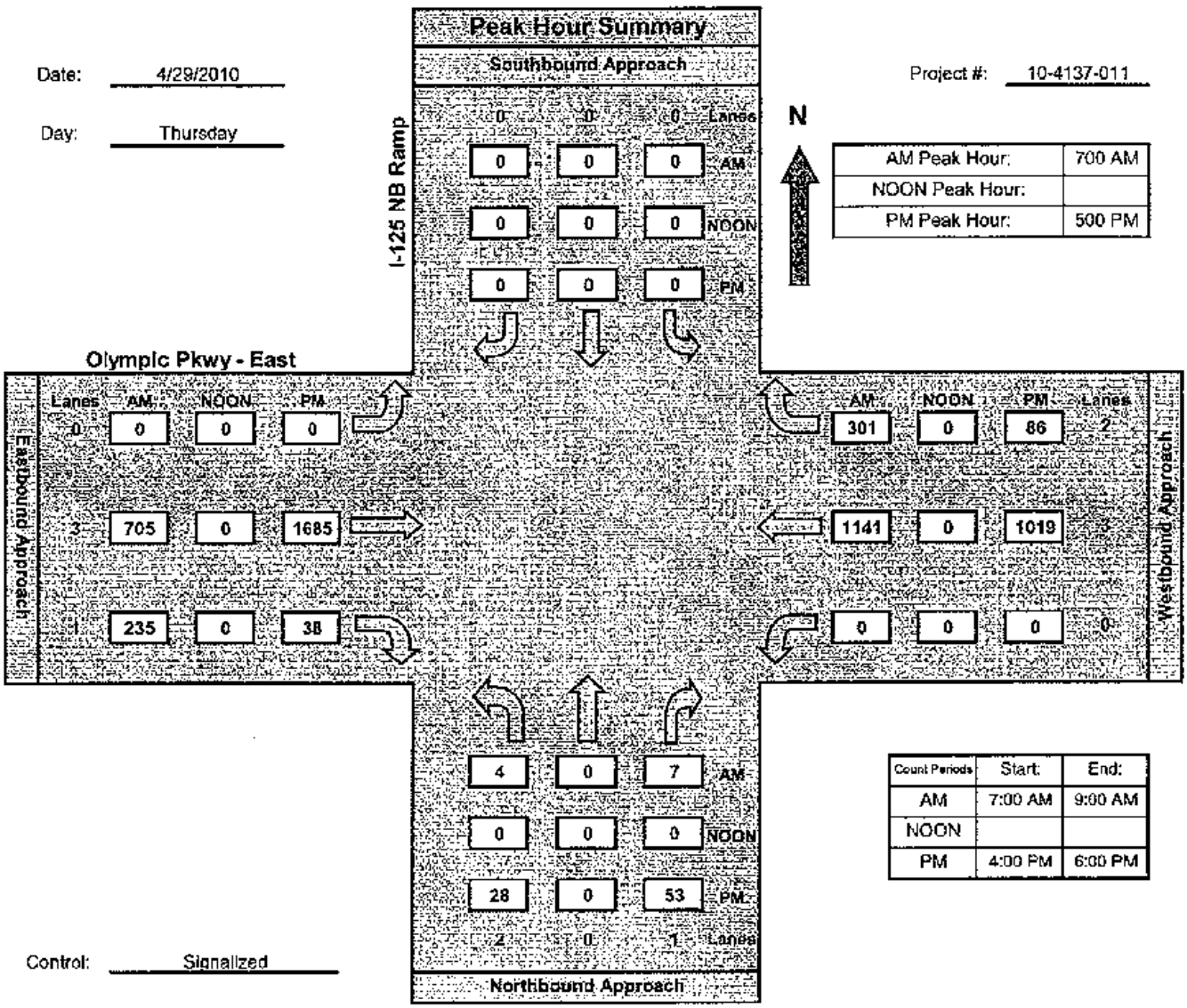
National Data & Surveying Services

I-125 NB Ramp and Olympic Pkwy - East , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-011



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 NB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd - West DAY: THURSDAY PROJECT# 10-4137-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	3	1	0	3	1	
7:00 AM	2		1					44	24		131	30	232
7:15 AM	3		0					83	29		116	34	265
7:30 AM	1		1					80	34		80	27	223
7:45 AM	5		0					70	22		100	12	209
8:00 AM	5		0					113	24		105	21	268
8:15 AM	2		3					97	7		102	17	228
8:30 AM	0		1					95	9		168	19	292
8:45 AM	3		3					93	10		58	13	180
TOTAL VOLUMES =	NL 21	NT 0	NR 9	SL 0	ST 0	SR 0	EL 0	ET 675	ER 159	WL 0	WT 860	WR 173	TOTAL 1897

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	12	0	4	0	0	0	0	375	62	0	475	69	997
PEAK HR. FACTOR:		0.800			0.000			0.797			0.727		0.854

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

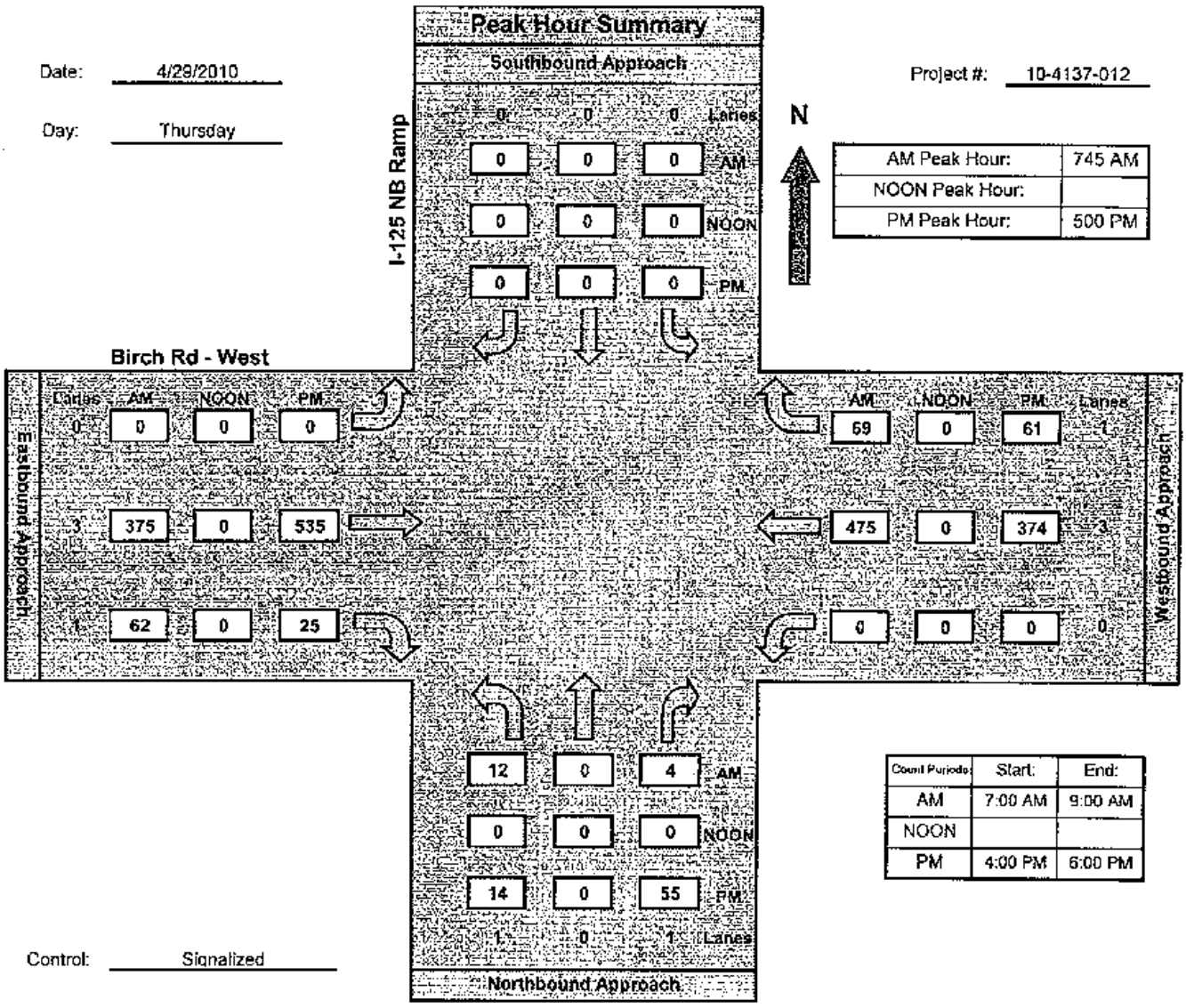
National Data & Surveying Services

I-125 NB Ramp and Birch Rd - West , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-012



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods:	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-125 SB Ramp DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd - East DAY: THURSDAY PROJECT# 10-4137-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	0	3	1	0	3	1	
7:00 AM				6		26		60	1		122	10	225
7:15 AM				7		15		107	15		108	11	263
7:30 AM				7		15		105	9		68	7	211
7:45 AM				4		30		91	14		99	12	250
8:00 AM				7		39		123	8		101	5	283
8:15 AM				13		15		98	6		106	2	240
8:30 AM				4		10		91	4		146	12	267
8:45 AM				4		1		108	6		59	11	189
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 52	ST 0	SR 151	EL 0	ET 783	ER 63	WL 0	WT 809	WR 70	TOTAL 1928

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	28	0	94	0	403	32	0	452	31	1040
PEAK HR. FACTOR:		0.000			0.663			0.830			0.764		0.919

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

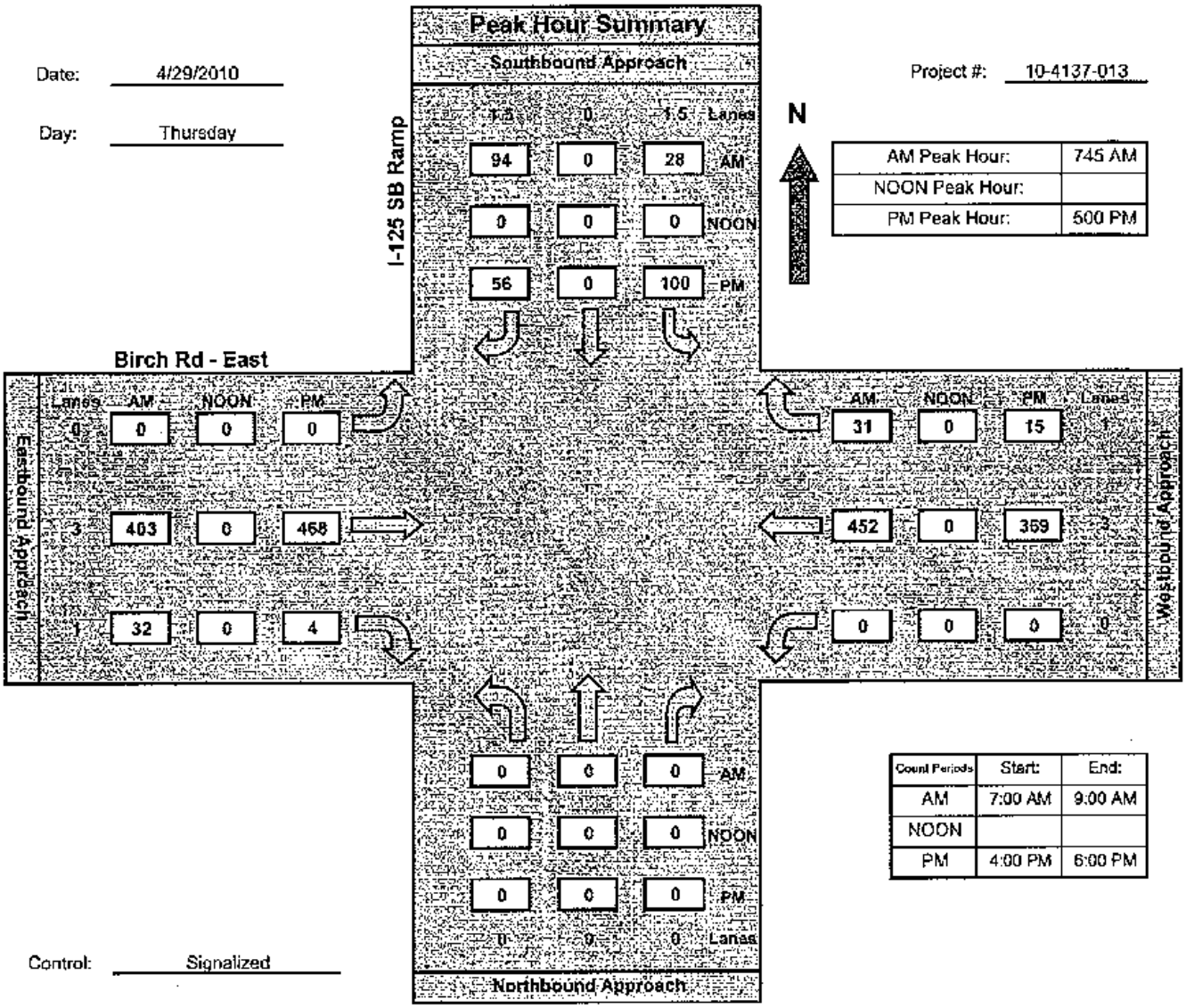
National Data & Surveying Services

I-125 SB Ramp and Birch Rd - East , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-013



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	2	2	3	1	2	3	1	
7:00 AM	45	13	2	39	22	97	43	44	31	31	186	36	589
7:15 AM	48	29	9	26	17	71	27	66	24	21	188	13	539
7:30 AM	42	24	4	13	16	43	48	78	33	14	270	23	608
7:45 AM	49	32	9	11	43	50	59	74	33	30	186	19	595
8:00 AM	43	46	15	13	37	52	42	84	41	21	176	14	584
8:15 AM	59	38	3	15	45	41	48	78	60	12	176	16	591
8:30 AM	60	50	6	15	37	39	35	60	26	10	154	19	511
8:45 AM	28	30	9	12	19	60	44	68	28	8	137	13	456
TOTAL VOLUMES =	NL 374	NT 262	NR 57	SL 144	ST 236	SR 453	EL 346	ET 552	ER 276	WL 147	WT 1473	WR 153	TOTAL 4473

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	193	140	31	52	141	186	197	314	167	77	808	72	2378
PEAK HR. FACTOR:		0.875			0.911			0.911			0.779		0.978

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

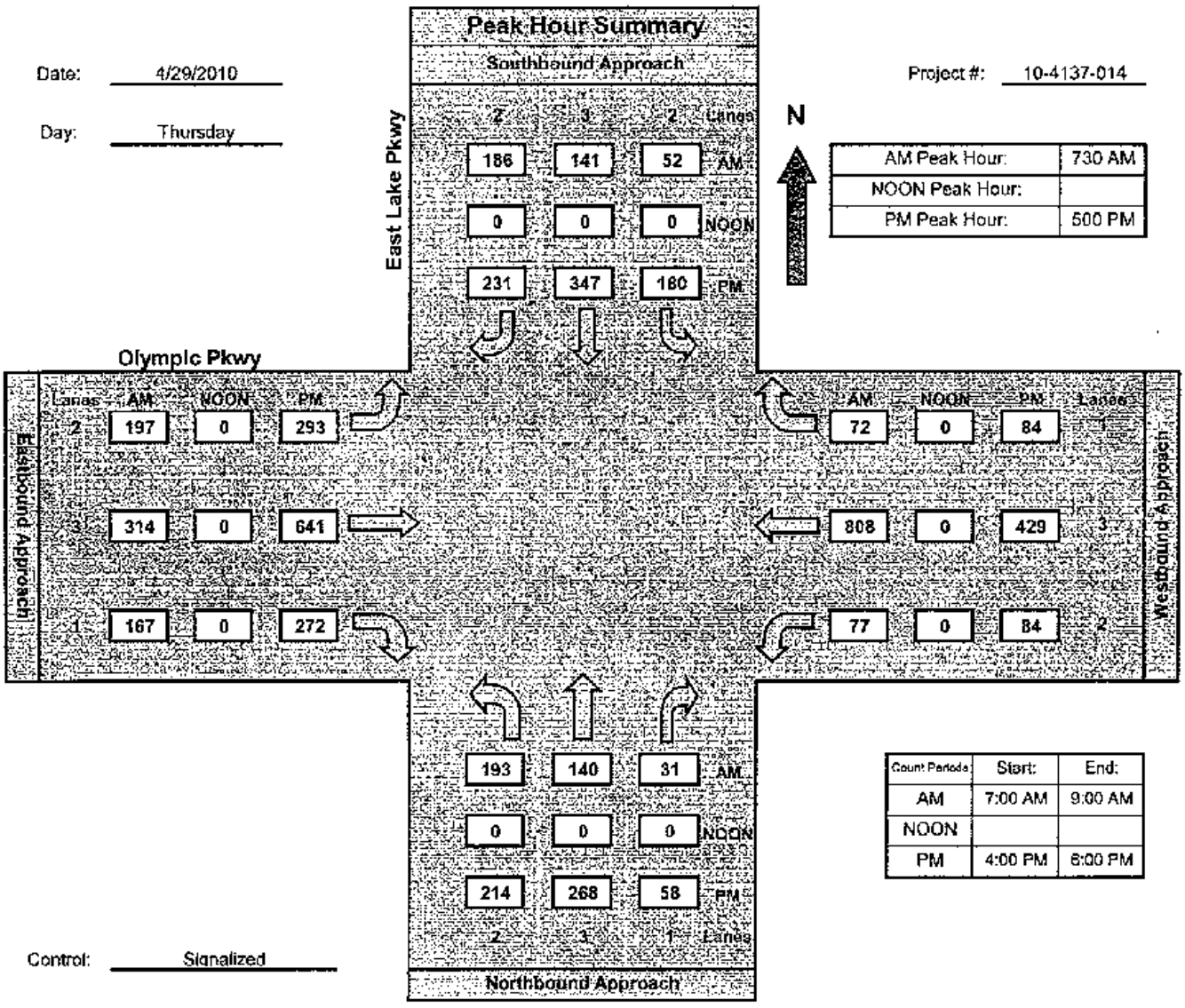
National Data & Surveying Services

East Lake Pkwy and Olympic Pkwy , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-014



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Birch Rd DAY: THURSDAY PROJECT# 10-4137-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	1	3	1	2	2	0	1	1.5	.5	
7:00 AM	21	9	0	13	17	52	8	13	10	0	80	14	237
7:15 AM	31	7	0	16	9	46	20	35	15	0	69	22	270
7:30 AM	13	15	1	6	16	31	29	25	19	0	50	10	215
7:45 AM	24	27	0	15	14	59	36	16	11	1	46	15	264
8:00 AM	29	19	0	11	26	45	44	24	35	0	41	14	288
8:15 AM	47	34	0	12	53	36	17	29	55	1	59	26	369
8:30 AM	42	40	0	19	16	43	27	34	28	0	82	21	352
8:45 AM	16	10	1	12	7	24	29	45	12	1	37	18	212
TOTAL VOLUMES =	NL 223	NT 161	NR 2	SL 104	ST 158	SR 336	EL 210	ET 221	ER 185	WL 3	WT 464	WR 140	TOTAL 2207

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	142	120	0	57	109	183	124	103	129	2	228	76	1273
PEAK HR. FACTOR:		0.799			0.864			0.864			0.743		0.862

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

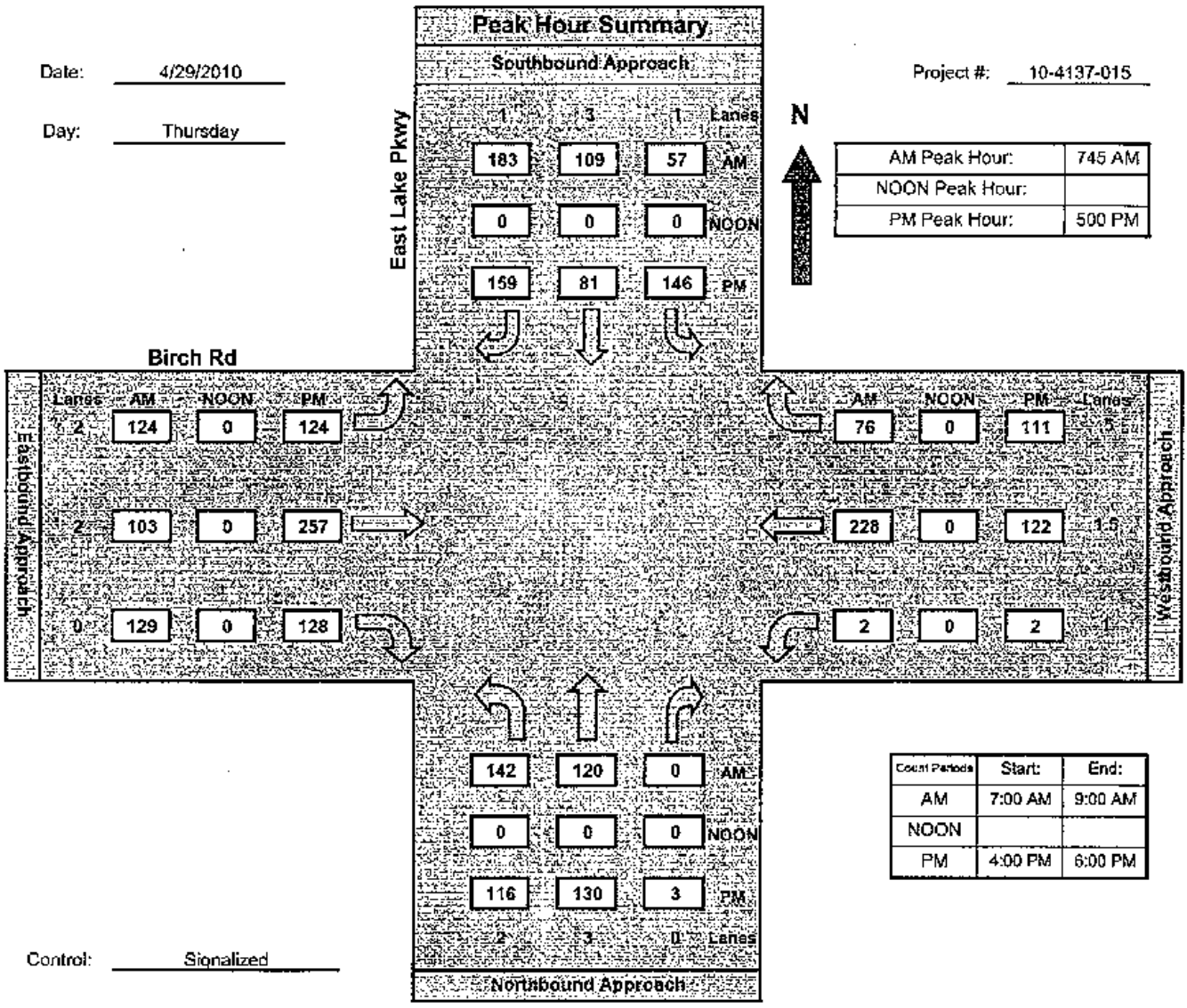
National Data & Surveying Services

East Lake Pkwy and Birch Rd , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-015



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: East Lake Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Hunte Pkwy DAY: THURSDAY PROJECT# 10-4137-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	3	0	0	0	0	2	3	2	
7:00 AM				14								18	32
7:15 AM				19								15	34
7:30 AM				22								11	33
7:45 AM				18								30	48
8:00 AM				48								39	87
8:15 AM				101								64	165
8:30 AM				37								54	91
8:45 AM				7								13	20
TOTAL VOLUMES =	0	0	0	266	0	0	0	0	0	0	0	244	510

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	204	0	0	0	0	0	0	0	187	391
PEAK HR. FACTOR:		0.000			0.505			0.000			0.730		0.592

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

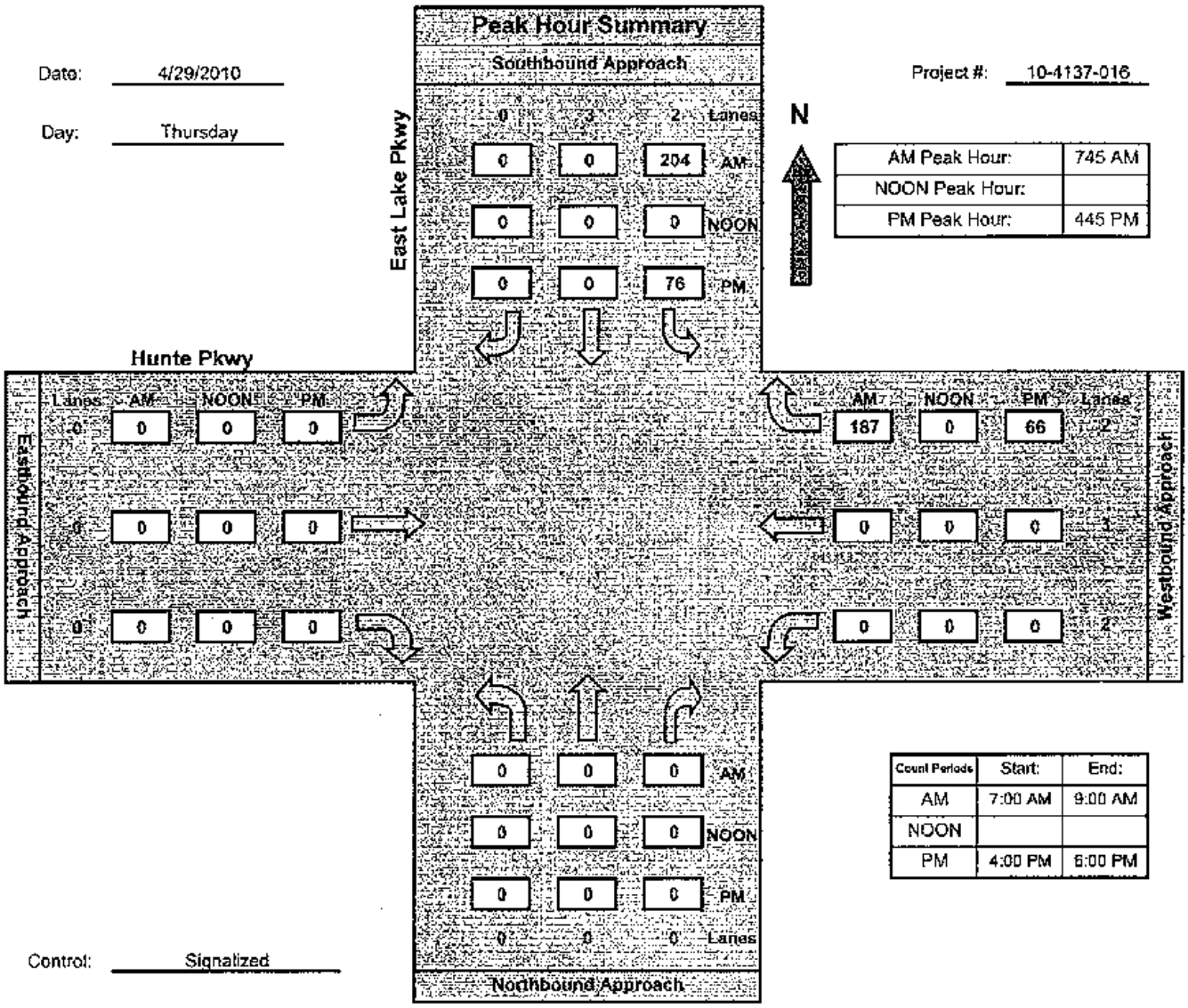
National Data & Surveying Services

East Lake Pkwy and Hunte Pkwy , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-016



AM Peak Hour:	745 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hunte Pkwy DATE: 4/29/2010 LOCATION: City of Otay Mesa

E-W STREET: Olympic Pkwy DAY: THURSDAY PROJECT# 10-4137-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	2	1	2	3	0	2	2	1	
7:00 AM	6	8	4	6	12	97	28	32	2	4	77	16	292
7:15 AM	10	11	5	4	10	76	44	34	2	2	77	6	281
7:30 AM	10	27	2	5	15	90	71	31	3	3	83	17	357
7:45 AM	11	30	4	7	32	105	50	30	5	1	63	17	355
8:00 AM	6	29	3	9	34	86	55	34	1	3	68	18	346
8:15 AM	5	22	3	7	39	69	55	26	6	8	68	15	323
8:30 AM	7	24	0	4	14	88	34	29	2	3	50	13	268
8:45 AM	6	7	0	6	14	58	38	28	3	0	35	8	203
TOTAL VOLUMES =	NL 61	NT 158	NR 21	SL 48	ST 170	SR 669	EL 375	ET 244	ER 24	WL 24	WT 521	WR 110	TOTAL 2425

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	32	108	12	28	120	350	231	121	15	15	282	67	1381
PEAK HR. FACTOR:		0.844			0.865			0.874			0.883		0.967

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

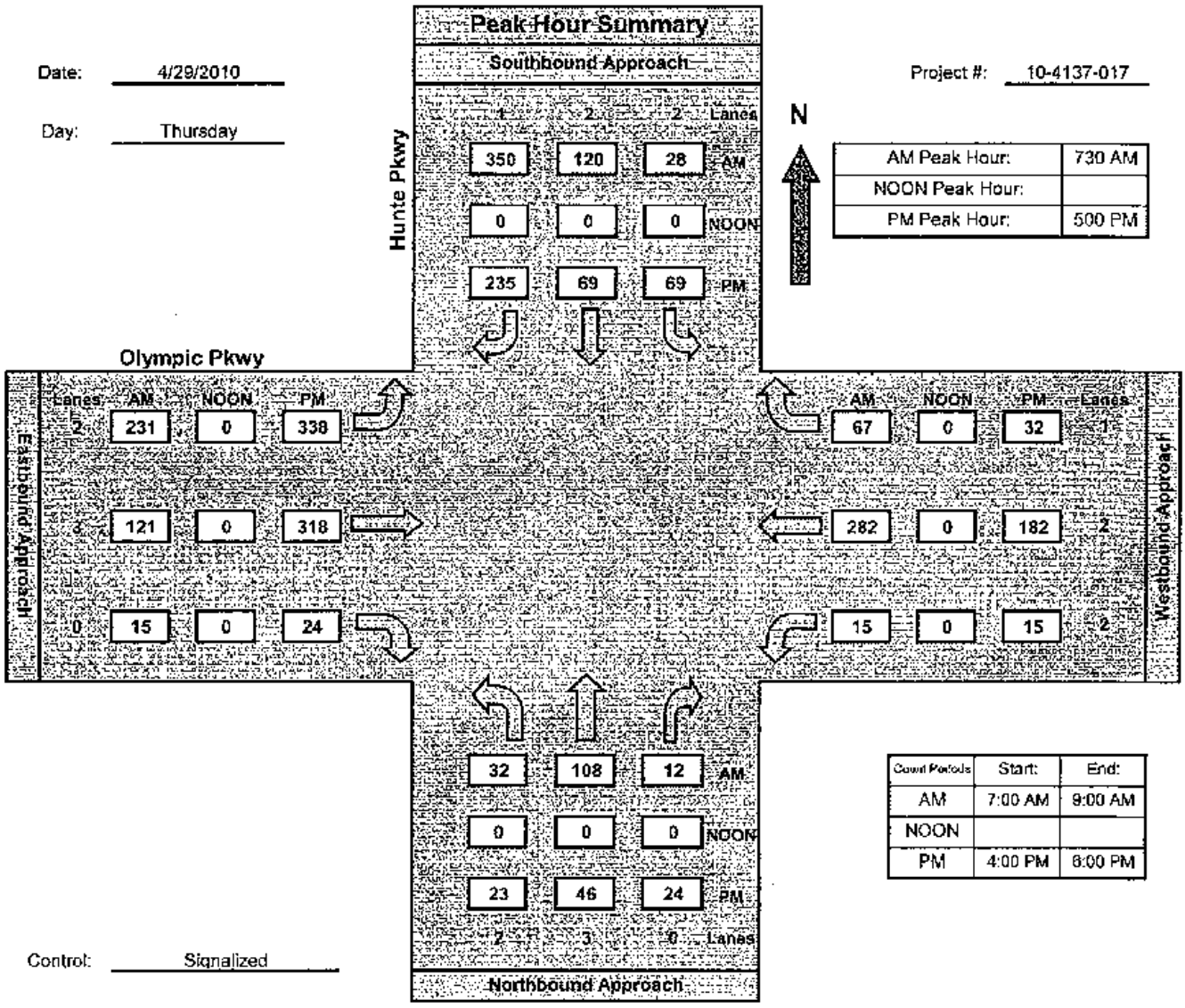
National Data & Surveying Services

Hunte Pkwy and Olympic Pkwy , City of Otay Mesa

Date: 4/29/2010

Day: Thursday

Project #: 10-4137-017



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	500 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Prepared by NDS/ATD

Volumes for: Tuesday, May 04, 2010 **City: Otay Mesa**

Location: Hunte Pkwy between East Lake Pkwy & Discovery Falls **Project: 10-4138-001**

Daily Totals	NB	SB	EB	WB	Total
	0	0	633	773	1,406

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			5		7		
00:15			0		1			12:15			2		2		
00:30			0		1			12:30			5		6		
00:45			1	1	0	2	3	12:45			1	13	5	20	33
01:00			0		0			13:00			1		6		
01:15			0		0			13:15			0		17		
01:30			0		3			13:30			6		13		
01:45			0		0	3	3	13:45			5	12	6	42	54
02:00			0		0			14:00			3		7		
02:15			0		0			14:15			3		8		
02:30			0		0			14:30			5		7		
02:45			0		0			14:45			10	21	13	35	56
03:00			0		0			15:00			12		14		
03:15			1		0			15:15			14		14		
03:30			0		0			15:30			13		66		
03:45			0	1	0		1	15:45			12	51	47	141	192
04:00			0		0			16:00			15		20		
04:15			0		0			16:15			17		14		
04:30			0		1			16:30			10		8		
04:45			0		0	1	1	16:45			22	64	15	57	121
05:00			0		0			17:00			13		19		
05:15			0		2			17:15			13		14		
05:30			0		3			17:30			15		18		
05:45			1	1	0	5	6	17:45			13	54	18	69	123
06:00			0		3			18:00			11		12		
06:15			2		3			18:15			8		10		
06:30			4		11			18:30			6		3		
06:45			6	12	5	22	34	18:45			4	29	8	33	62
07:00			9		16			19:00			5		7		
07:15			13		12			19:15			9		2		
07:30			17		14			19:30			4		3		
07:45			21	60	17	59	119	19:45			3	21	2	14	35
08:00			44		35			20:00			3		6		
08:15			94		78			20:15			7		4		
08:30			42		59			20:30			1		2		
08:45			11	191	8	180	371	20:45			3	14	2	14	28
09:00			7		6			21:00			2		5		
09:15			6		6			21:15			6		2		
09:30			2		6			21:30			1		1		
09:45			2	17	1	19	36	21:45			3	12	0	8	20
10:00			6		8			22:00			2		2		
10:15			3		2			22:15			0		1		
10:30			8		8			22:30			0		0		
10:45			4	21	1	19	40	22:45			1	3	2	5	8
11:00			7		3			23:00			0		0		
11:15			2		7			23:15			0		0		
11:30			11		5			23:30			0		0		
11:45			15	35	10	25	60	23:45			0		0		
Total Vol.				339		335	674					294		438	732

	NB	SB	EB	WB	Total
Daily Totals :	0	0	633	773	1,406

	AM			PM			
Split %	50.3%	49.7%	**47.9%**		40.2%	59.8%	**52.1%**
AM				**PM**			
Peak Hr.	07:45	07:45	**07:45**	**Peak Hr.**	16:00	15:15	**15:30**
Volume	201	189	**390**	**Volume**	64	147	**204**
P.H.F.	0.535	0.606	**0.567**	**P.H.F.**	0.727	0.557	**0.646**
7 - 9 Vol.	251	239	**490**	**4 - 6 Vol.**	118	126	**244**
Peak Hr.	07:45	07:45	**07:45**	**Peak Hr.**	16:00	17:00	**16:45**
Volume	201	189	**390**	**Volume**	64	69	**129**
P.H.F.	0.535	0.606	**0.567**	**P.H.F.**	0.727	0.908	**0.872**

Prepared by NDS/ATD

Volumes for: Tuesday, May 04, 2010 City: **Otay Mesa**

Location: Hunte Pkwy between Olympic Pkwy & Oak Spring Dr Project: **10-4138-002**

Daily Totals	NB	SB	EB	WB	Total
	4,729	4,851	0	0	9,580

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		5					12:00	40		66				
00:15	7		7					12:15	57		49				
00:30	14		2					12:30	48		42				
00:45	0	31	3	17			48	12:45	53	198	46	203			401
01:00	5		7					13:00	51		60				
01:15	4		3					13:15	49		52				
01:30	5		1					13:30	50		57				
01:45	3	17	2	13			30	13:45	55	205	53	222			427
02:00	5		0					14:00	45		46				
02:15	3		2					14:15	89		68				
02:30	0		6					14:30	112		82				
02:45	3	11	3	11			22	14:45	95	341	82	278			619
03:00	2		0					15:00	114		73				
03:15	5		1					15:15	85		113				
03:30	5		5					15:30	115		124				
03:45	2	14	3	9			23	15:45	124	438	103	413			851
04:00	1		4					16:00	89		83				
04:15	1		4					16:15	115		100				
04:30	6		12					16:30	99		84				
04:45	5	13	8	28			41	16:45	90	393	89	356			749
05:00	8		20					17:00	111		102				
05:15	3		20					17:15	94		97				
05:30	5		29					17:30	103		76				
05:45	12	28	34	103			131	17:45	97	405	94	369			774
06:00	9		44					18:00	79		99				
06:15	24		56					18:15	101		83				
06:30	27		99					18:30	95		88				
06:45	60	120	90	289			409	18:45	97	372	73	343			715
07:00	66		132					19:00	101		90				
07:15	67		91					19:15	85		75				
07:30	75		103					19:30	84		60				
07:45	122	330	128	454			784	19:45	86	356	55	280			636
08:00	84		136					20:00	88		55				
08:15	81		129					20:15	76		46				
08:30	106		98					20:30	75		39				
08:45	49	320	94	457			777	20:45	55	294	41	181			475
09:00	34		68					21:00	55		37				
09:15	33		51					21:15	58		30				
09:30	41		48					21:30	37		22				
09:45	32	140	46	213			353	21:45	37	187	23	112			299
10:00	34		47					22:00	36		24				
10:15	35		54					22:15	27		20				
10:30	39		42					22:30	25		15				
10:45	36	144	44	187			331	22:45	25	113	18	77			190
11:00	34		44					23:00	20		9				
11:15	59		61					23:15	25		6				
11:30	43		67					23:30	16		5				
11:45	40	176	39	211			387	23:45	22	83	5	25			108
Total Vol.		1344		1992			**3336**			3385		2859			**6244**

	NB	SB	EB	WB	Total
Daily Totals :	**4,729**	**4,851**	**0**	**0**	**9,580**

	AM			PM			
Split %	40.3%	59.7%	**34.8%**		54.2%	45.8%	**65.2%**
AM				**PM**			
Peak Hr.	07:45	07:30	**07:45**	**Peak Hr.**	15:30	15:15	**15:30**
Volume	393	496	**884**	**Volume**	443	423	**853**
P.H.F.	0.805	0.912	**0.884**	**P.H.F.**	0.893	0.853	**0.892**
7 - 9 Vol.	650	911	**1561**	**4 - 6 Vol.**	798	725	**1523**
Peak Hr.	07:45	07:30	**07:45**	**Peak Hr.**	16:15	16:15	**16:15**
Volume	393	496	**884**	**Volume**	415	375	**790**
P.H.F.	0.805	0.912	**0.884**	**P.H.F.**	0.902	0.919	**0.919**

Prepared by NDS/ATD

Volumes for: Tuesday, May 04, 2010 **City: Otay Mesa**

Location: Olympic Pkwy between Hunte Pkwy & Olympic Vista Rd **Project: 10-4138-003**

Daily Totals	NB	SB	EB	WB	Total
	0	0	3,863	3,983	7,846

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			15		6			12:00			34		40		
00:15			10		6			12:15			44		52		
00:30			17		0			12:30			39		42		
00:45			18	60	4	16	76	12:45			52	169	40	174	343
01:00			5		4			13:00			35		42		
01:15			0		2			13:15			39		46		
01:30			3		2			13:30			41		50		
01:45			3	11	0	8	19	13:45			55	170	37	175	345
02:00			0		1			14:00			46		52		
02:15			7		3			14:15			61		69		
02:30			4		4			14:30			53		73		
02:45			2	13	2	10	23	14:45			72	232	55	249	481
03:00			2		1			15:00			58		63		
03:15			1		3			15:15			72		54		
03:30			1		4			15:30			76		68		
03:45			1	5	4	12	17	15:45			74	280	67	252	532
04:00			3		3			16:00			63		55		
04:15			3		6			16:15			86		57		
04:30			5		14			16:30			79		66		
04:45			3	14	7	30	44	16:45			83	311	55	233	544
05:00			5		26			17:00			96		65		
05:15			6		28			17:15			96		60		
05:30			17		38			17:30			78		61		
05:45			13	41	39	131	172	17:45			95	365	62	248	613
06:00			17		63			18:00			95		59		
06:15			13		86			18:15			117		55		
06:30			26		84			18:30			111		64		
06:45			35	91	130	363	454	18:45			102	425	59	237	662
07:00			43		101			19:00			81		56		
07:15			36		70			19:15			73		54		
07:30			36		86			19:30			74		53		
07:45			36	151	101	358	509	19:45			67	295	66	229	524
08:00			40		64			20:00			58		81		
08:15			43		89			20:15			67		56		
08:30			30		96			20:30			60		27		
08:45			45	158	57	306	464	20:45			57	242	27	191	433
09:00			33		51			21:00			77		21		
09:15			37		54			21:15			44		23		
09:30			40		63			21:30			44		22		
09:45			33	143	43	211	354	21:45			42	207	20	86	293
10:00			60		42			22:00			42		27		
10:15			33		51			22:15			32		8		
10:30			24		42			22:30			24		9		
10:45			37	154	34	169	323	22:45			32	130	9	53	183
11:00			33		49			23:00			19		11		
11:15			38		47			23:15			14		9		
11:30			30		61			23:30			15		12		
11:45			37	138	49	206	344	23:45			10	58	4	36	94
Total Vol.				979		1820	**2799**					2884		2163	**5047**

	NB	SB	EB	WB	Total
Daily Totals :	0	0	3,863	3,983	7,846

	AM			PM		
Split %	35.0%	65.0%	**35.7%**	57.1%	42.9%	**64.3%**
AM				**PM**		
Peak Hr.	09:15	06:15	**06:45**	**Peak Hr.**	18:00	14:15	**18:00**
Volume	170	401	**537**	**Volume**	425	260	**662**
P.H.F.	0.708	0.771	**0.814**	**P.H.F.**	0.908	0.890	**0.946**
7 - 9 Vol.	309	664	**973**	**4 - 6 Vol.**	676	481	**1157**
Peak Hr.	08:00	07:00	**07:00**	**Peak Hr.**	17:00	17:00	**17:00**
Volume	158	358	**509**	**Volume**	365	248	**613**
P.H.F.	0.878	0.886	**0.884**	**P.H.F.**	0.951	0.954	**0.952**

TDSSW, Inc.
Event Counts

EventCount-359 -- English (ENU)

Datasets:

Site:	**[18901] Olympic Pkwy - Btwn Brandywine & Heritage**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration:	8:04 Tuesday, December 15, 2009 => 14:34 Sunday, December 20, 2009
Zone:	North America
File:	1890122Dec2009.EC0 (Base)
Identifier:	A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 96746 / 250245 (38.66%)

*** Tuesday, December 15, 2009=19755 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	882	970	1052	1400	1242	1632	1865	2058	2129	1939	1485	1244	898	599	362	
-	-	-	-	-	-	-	-	-	200	236	208	406	293	383	443	475	495	516	412	347	244	182	102	80
-	-	-	-	-	-				204	250	237	319	263	423	456	543	531	507	392	319	230	147	103	69
-	-	-	-	-	-	-	-	-	237	223	273	330	322	409	481	548	572	454	348	296	224	142	90	51
-	-	-	-	-					242	262	334	346	365	418	486	492	532	462	334	284	201	129	70	50

PM Peak 1715 - 1815 (2150), PM PHF=0.94

*** Wednesday, December 16, 2009=24804, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
247	124	90	69	92	253	859	1795	1095	913	998	1204	1411	1325	1605	1743	1952	2113	1953	1585	1314	1036	697	436	
80	33	18	20	14	38	81	514	314	224	274	264	354	317	356	414	424	525	493	451	294	274	204	131	78
67	29	26	19	22	47	141	407	284	228	262	282	382	307	430	435	514	556	505	412	336	256	170	110	82
51	29	21	17	23	73	233	411	270	234	222	308	336	327	397	405	498	520	522	328	299	263	164	90	71
50	34	26	13	34	95	404	465	228	228	241	351	340	375	422	489	517	513	434	394	286	244	160	105	48

AM Peak 0700 - 0800 (1795), AM PHF=0.87 PM Peak 1645 - 1745 (2117), PM PHF=0.95

*** Thursday, December 17, 2009=4784 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
279	165	101	86	126	240	887	1798	1105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
78	45	32	22	24	32	104	535	317																
82	54	27	14	23	42	157	451	287				-	-	-	-	-	-	-	-	-	-	-	-	-
71	38	20	24	31	80	247	392	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	28	23	26	48	87	380	421	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-363 -- English (ENU)

Datasets:

Site:	**[18901] Olympic Pkwy - Btwn Brandywine & Heritage**
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	8:04 Tuesday, December 15, 2009 => 14:34 Sunday, December 20, 2009
Zone:	North America
File:	1890122Dec2009.EC0 (Base)
Identifier:	A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 96746 / 250245 (38.66%)

*** Tuesday, December 15, 2009=16417 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	**1182**	**1016**	**1054**	**1486**	**1237**	**1478**	**1504**	**1410**	**1358**	**1149**	**1053**	**882**	**722**	**551**	**339**	
-	-	-	-	-	-	-	-	-	327	273	239	399	309	324	342	355	345	274	273	219	230	172	99	47
				-	-	-	-	-	290	256	265	396	344	378	344	357	410	327	283	254	186	134	80	42
-	-	-	-	-	-	-	-	-	303	244	279	446	259	388	410	329	314	261	264	190	190	124	90	35
								-	263	244	272	356	326	389	408	370	290	287	233	220	128	122	71	38

PM Peak 1530 - 1630 (1529), PM PHF=0.93

*** Wednesday, December 16, 2009=23917, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
162	**87**	**61**	**116**	**249**	**817**	**1710**	**2141**	**1676**	**1300**	**1030**	**1065**	**1474**	**1272**	**1478**	**1659**	**1370**	**1440**	**1182**	**984**	**875**	**770**	**591**	**412**	
47	26	22	17	39	121	317	560	418	337	277	254	303	300	311	389	322	385	267	260	209	244	173	119	74
42	24	14	23	53	192	405	552	427	319	263	270	393	356	395	428	411	346	326	248	217	183	146	117	55
35	21	14	31	73	225	496	536	426	335	243	268	429	294	368	445	293	387	306	252	217	196	162	102	31
38	17	11	45	85	280	493	494	405	310	248	275	350	322	410	397	346	323	284	225	232	142	113	75	30

AM Peak 0700 - 0800 (2141), AM PHF=0.98 PM Peak 1445 - 1545 (1672), PM PHF=0.94

*** Thursday, December 17, 2009=7070 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
189	**122**	**75**	**112**	**275**	**808**	**1694**	**2046**	**1751**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
74	47	18	29	33	122	338	533	422	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
55	34	14	26	61	181	413	538	441	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31	21	27	33	78	243	449	527	455	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	21	16	34	103	263	495	449	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-361 -- English (ENU)

Datasets:

Site:	**[18902] Olympic Pkwy - Btwn Heritage & La Media**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration:	8:23 Tuesday, December 15, 2009 => 9:03 Sunday, December 20, 2009
Zone:	North America
File:	1890222Dec2009.EC0 (Plus)
Identifier:	M279P9K6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 101568 / 250599 (40.53%)

*** Tuesday, December 15, 2009=20023 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	**676**	**952**	**1124**	**1582**	**1282**	**1612**	**1917**	**2027**	**2078**	**2019**	**1546**	**1188**	**877**	**581**	**366**	
-	-	-	-	-	-	-	-	-	215	257	237	425	323	364	434	457	488	542	418	325	226	168	105	76
-	-	-	-	-	-	-	-	-	200	228	224	405	285	419	474	558	526	543	370	289	237	158	107	62
-	-	-	-	-	-	-	-	-	238	223	282	396	293	420	496	501	**536**	468	394	308	206	135	79	49
-	-	-	-	-	-	-	-	-	227	245	382	357	382	410	513	512	**529**	467	365	267	209	120	74	43

PM Peak 1730 - 1830 (2149), PM PHF=0.99

*** Wednesday, December 16, 2009=25748, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
229	**112**	**91**	**63**	**84**	**236**	**884**	**2399**	**1124**	**901**	**999**	**1248**	**1671**	**1311**	**1611**	**1807**	**1987**	**2062**	**2033**	**1594**	**1208**	**1011**	**669**	**418**	
76	29	22	14	14	33	85	**693**	319	232	281	258	392	305	384	447	424	490	**528**	449	317	264	191	115	70
62	27	20	16	15	41	127	**784**	305	205	254	281	466	301	412	438	493	551	**527**	431	328	251	173	112	80
49	26	19	18	20	69	219	414	279	222	223	321	457	314	397	512	518	490	**534**	351	301	254	157	92	73
43	30	31	15	36	94	454	508	222	243	242	389	357	292	420	509	552	**532**	445	364	263	242	149	100	40

AM Peak 0700 - 0800 (2399), AM PHF=0.76 PM Peak 1745 - 1845 (2121), PM PHF=0.99

*** Thursday, December 17, 2009=5287 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
262	**143**	92	79	**112**	**216**	**913**	**2272**	**1200**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
70	40	23	22	23	28	191	754	366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
80	45	27	12	18	34	156	669	303	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
73	34	19	17	29	78	225	383	281	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	24	24	28	43	78	431	467	252																

TDSSW, Inc.
Event Counts

EventCount-362 -- English (ENU)

Datasets:

Site:	**[18902] Olympic Pkwy - Btwn Heritage & La Media**
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	8:23 Tuesday, December 15, 2009 => 9:03 Sunday, December 20, 2009
Zone:	North America
File:	1890222Dec2009.EC0 (Plus)
Identifier:	M279P9K6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 101568 / 250599 (40.53%)

*** Tuesday, December 15, 2009=17048 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	1126	**944**	1001	**1848**	1233	1542	1558	1447	1405	1202	1113	**981**	**757**	**566**	**328**	
-	-	-	-	-	-	-	-	-	310	245	227	**309**	301	323	344	392	397	281	295	251	222	172	105	51
-	-	-	-	-	-	-	-	-	280	243	260	557	318	435	346	338	380	356	274	234	223	129	73	45
-	-	-	-	-	-	-	-	-	294	231	253	562	319	411	465	324	328	278	277	235	169	145	89	39
-	-	-	-	-	-	-	-	-	242	227	261	421	301	394	404	394	300	288	268	261	144	121	62	35

PM Peak 1200 - 1300 (1848), PM PHF=0.82

*** Wednesday, December 16, 2009=24790, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
170	**83**	**64**	**115**	**237**	**770**	**1656**	**2466**	**1679**	**1215**	**987**	**1058**	**1862**	**1289**	**1553**	**1681**	**1443**	**1428**	**1226**	**1045**	**934**	**837**	**574**	**424**	
51	24	22	18	33	124	318	685	432	321	257	250	321	**322**	348	417	377	385	280	285	236	257	172	126	82
45	25	16	27	52	184	360	**700**	401	300	247	250	601	311	414	441	374	369	356	259	208	228	139	124	65
39	19	16	28	72	210	422	629	442	322	247	282	561	244	414	433	329	380	308	273	248	192	158	102	47
35	16	10	42	81	253	557	452	406	283	238	277	**380**	312	378	391	363	304	284	229	242	161	106	73	46

AM Peak 0645 - 0745 (2571), AM PHF=0.92 PM Peak 1215 - 1315 (1863), PM PHF=0.78

*** Thursday, December 17, 2009=8673 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
239	**157**	**94**	**135**	**331**	**960**	**1972**	**2858**	**1929**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
82	54	23	26	46	152	386	849	530	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
65	39	19	31	66	205	453	812	475	-					-	-	-	-							-
47	33	34	42	93	291	483	689	460	-	-	-	-	-	-	-	-								
45	31	19	36	126	313	651	510	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-364 -- English (ENU)

Datasets:

Site:	**[18903] Olympic Pkwy - Btwn Eastlake Pkwy & Hunte Pkwy**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration:	8:40 Tuesday, December 15, 2009 => 13:31 Tuesday, December 22, 2009
Zone:	North America
File:	1890322Dec2009.EC0 (Plus)
Identifier:	E395JD8W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 27598 / 87045 (31.71%)

*** Tuesday, December 15, 2009=5794 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	224	203	236	305	340	490	563	591	638	602	514	419	342	195	136	
-	-	-	-	-	-	-	-	-	65	45	48	73	80	98	147	140	162	163	149	109	92	62	38	26
-	-	-	-	-	-	-	-	-	51	54	49	63	80	128	159	142	143	166	120	109	98	55	43	20
-	-	-	-	-	-	-	-	-	60	46	57	75	79	117	126	158	161	139	131	92	95	28	28	20
-	-	-	-	-	-	-	-	-	49	59	83	95	102	148	131	152	173	136	115	109	57	50	26	12

PM Peak 1730 - 1830 (862), PM PHF=0.96

*** Wednesday, December 16, 2009=6887, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
77	35	26	16	22	65	148	303	314	195	197	252	348	334	504	550	562	610	647	498	458	363	235	135	
26	9	10	4	3	7	32	64	93	56	45	65	83	93	103	153	132	144	165	151	111	103	80	44	32
20	12	6	5	7	17	27	69	66	37	39	72	85	70	110	129	131	169	157	109	135	102	73	31	25
20	4	6	3	7	23	37	85	86	45	57	57	114	87	130	157	146	144	177	128	106	86	46	28	18
12	10	4	4	5	19	53	86	69	58	57	58	66	85	161	112	154	155	148	110	106	72	37	32	21

AM Peak 1145 - 1245 (339), AM PHF=0.74 PM Peak 1745 - 1845 (654), PM PHF=0.93

*** Thursday, December 17, 2009=1047 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
95	59	25	11	22	60	147	324	306	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
32	17	7	1	3	7	19	51	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	15	5	6	6	13	25	99	72			-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	15	9	2	5	21	41	87	71	-	-	-				-	-	-	-	-	-	-	-	-	-
21	12	4	2	8	20	62	87	68	-	-	-	-	-											

TDSSW, Inc.
Event Counts

EventCount-365 -- English (ENU)

Datasets:

Site:	**[18903] Olympic Pkwy - Btwn Eastlake Pkwy & Hunte Pkwy**
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	8:40 Tuesday, December 15, 2009 => 13:31 Tuesday, December 22, 2009
Zone:	North America
File:	1890322Dec2009.EC0 (Plus)
Identifier:	E395JD8W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**9:00 Tuesday, December 15, 2009 => 9:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 27598 / 87045 (31.71%)

*** Tuesday, December 15, 2009=4676 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	345	327	316	359	336	405	496	458	448	388	306	197	138	104	56	
-	-	-	-	-	-	-	-	-	94	72	69	93	97	88	108	115	127	111	85	53	33	20	18	6
-	-	-	-	-	-	-	-	-	91	82	86	105	87	104	159	126	104	75	62	56	32	31	12	5
-	-	-	-	-					75	77	78	71	97	136	120	119	97	87	71	40	23	20	12	3

PM Peak 1445 - 1545 (513), PM PHF=0.81

*** Wednesday, December 16, 2009=7039, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	15	12	26	65	209	521	698	575	352	337	343	391	342	437	517	399	486	399	315	256	173	93	61	
6	4	2	3	7	30	91	225	150	100	90	74	111	83	87	102	94	123	97	94	56	40	22	19	4
6	5	3	4	17	50	108	152	164	82	89	91	97	75	105	140	107	140	98	90	65	48	17	18	5
5	3	3	13	27	45	151	159	130	87	81	97	93	105	117	157	105	127	88	71	61	52	37	15	11
3	3	4	6	14	85	172	163	132	83	98	82	90	80	129	118	93	96	117	61	75	34	17	9	6

AM Peak 0645 - 0745 (707), AM PHF=0.79 PM Peak 1445 - 1545 (527), PM PHF=0.84

*** Thursday, December 17, 2009=2157 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
26	15	18	30	65	199	551	681	574	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	2	8	6	9	27	78	183	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	6	1	4	14	38	123	162	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	2	6	11	20	57	169	151	143	-						-	-	-					-	-	-
6	5	3	9	22	77	182	187	120	-	-	-	-							-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-366 -- English (ENU)

Datasets:

Site:	**[18904] Birch Rd - Btwn La Media & SR-125**
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Excluded from totals.
Survey Duration:	9:10 Tuesday, December 15, 2009 => 13:55 Tuesday, December 22, 2009
Zone:	North America
File:	1890422Dec2009.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 20579 / 59039 (34.86%)

*** Tuesday, December 15, 2009=3844 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	**168**	**221**	**421**	**245**	**379**	**544**	**417**	**362**	**379**	**281**	**231**	**117**	**50**	**31**	
-	-	-	-	-	-	-	-	-	-	50	43	77	61	69	124	117	98	100	55	69	46	12	9	5
-	-	-	-	-	-	-	-	-	-	36	52	159	52	121	179	89	77	107	68	53	27	16	11	3
-	-	-	-	-	-	-	-	-	-	42	67	107	64	114	125	103	100	97	102	48	21	12	5	2
						-	-	-	-	42	60	79	68	76	116	108	88	76	57	62	23	10	6	2

PM Peak 1500 - 1600 (544), PM PHF=0.78

*** Wednesday, December 16, 2009=5051, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**9**	**2**	**3**	**7**	**35**	**103**	**422**	**447**	**206**	**187**	**237**	**449**	**251**	**390**	**480**	**381**	**389**	**362**	**284**	**190**	**125**	**58**	**29**	
5	2	1	3	1	5	10	80	122	59	52	69	74	66	54	**119**	81	107	96	65	59	37	19	6	6
3	0	0	0	2	5	18	**110**	**130**	37	36	66	150	66	132	164	81	93	87	80	58	38	19	5	2
2	4	0	0	1	13	28	135	89	55	37	46	126	52	**107**	99	99	102	88	78	33	30	14	9	4
2	3	1	0	3	12	47	99	106	55	62	57	99	67	**97**	98	120	87	92	61	40	20	6	9	3

AM Peak 0730 - 0830 (485), AM PHF=0.90 PM Peak 1430 - 1530 (487), PM PHF=0.74

*** Thursday, December 17, 2009=1236 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**10**	**3**	**5**	**6**	**33**	**110**	**404**	**411**	**241**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	1	1	3	2	2	10	72	105	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	4	1	0	0	4	16	112	123	42	-	-			-	-	-	-	-	-	-	-		-	-
4	1	0	0	4	12	31	120	80	54	-	-	-	-	-	-	-	-	-			-	-	-	-
3	4	1	2	0	15	53	100	103	61	-	-	-	-	-	-	-			-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-367 -- English (ENU)

Datasets:

Site:	**[18904] Birch Rd - Btwn La Media & SR-125**
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	9:10 Tuesday, December 15, 2009 => 13:55 Tuesday, December 22, 2009
Zone:	North America
File:	1890422Dec2009.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 20579 / 59039 (34.86%)

*** Tuesday, December 15, 2009=3940 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	144	208	293	295	442	447	408	375	405	329	255	167	114	60	
-	-	-	-	-	-	-	-	-	-	47	46	92	90	108	134	94	92	113	81	71	62	37	21	6
-			-	-	-	-	-	-	-	30	35	72	62	95	111	112	99	138	114	51	41	25	19	2
-	-	-	-	-	-	-	-	-	-	28	54	66	66	106	106	87	92	89	77	69	34	32	13	6
-	-		-	-	-	-	-	-	-	40	75	64	78	133	97	115	93	66	57	65	30	20	7	9

PM Peak 1430 - 1530 (483), PM PHF=0.90

*** Wednesday, December 16, 2009=5183, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	8	8	9	23	42	158	457	458	179	173	222	310	277	414	430	333	386	414	293	224	180	111	58	
6	1	5	2	2	4	18	145	111	47	36	48	94	71	97	129	97	105	115	79	75	53	40	25	7
2	2	1	4	4	4	29	133	127	52	39	55	85	73	100	94	92	88	123	62	51	44	34	15	3
6	4	1	2	9	17	40	70	141	41	44	54	71	61	80	108	84	99	93	69	45	45	27	6	2
8	1	1	1	8	17	72	109	79	39	55	66	61	72	139	99	71	94	83	82	54	39	21	12	7

AM Peak 0745 - 0845 (488), AM PHF=0.87 PM Peak 1445 - 1545 (469), PM PHF=0.85

*** Thursday, December 17, 2009=1326 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1500	1700	1800	1900	2000	2100	2200	2300	
19	27	9	10	21	42	130	487	435	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	7	2	1	2	3	18	157	117	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	12	2	4	8	11	20	117	113	33	-	-	-	-	-	-	-				-	-	-	-	-
2	7	1	4	7	9	38	85	159	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	1	4	1	4	19	54	129	47	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

TDSSW, Inc.
Event Counts

EventCount-368 -- English (ENU)

Datasets:

Site:	**[18905] La Media Rd - Btwn Olympic Pkwy & Birch Rd**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	8:59 Tuesday, December 15, 2009 => 13:51 Tuesday, December 22, 2009
Zone:	North America
File:	1890522Dec2009.EC0 (Plus)
Identifier:	M280P4JB MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21873 / 59653 (36.67%)

*** Tuesday, December 15, 2009=3574 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	154	156	435	247	445	495	369	311	227	221	232	134	101	49	
-	-	-	-	-	-	-	-	-	-	55	34	82	67	82	89	102	101	54	41	50	62	37	19	8
-	-			-	-	-	-	-	-	30	34	177	61	157	119	81	79	62	55	49	27	20	17	2
-	-	-	-	-	-	-	-	-	-	31	40	103	54	122	144	78	73	59	67	54	28	25	8	3
-	-			-	-	-	-	-	-	38	43	74	66	84	144	109	56	53	57	80	23	19	5	7

PM Peak 1515 - 1615 (508), PM PHF=0.88

*** Wednesday, December 16, 2009=5402, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	6	10	14	40	116	269	677	429	189	171	191	445	272	446	492	325	321	276	215	201	151	81	49	
8	0	5	2	7	11	42	164	126	45	39	44	90	75	80	105	92	98	66	63	69	56	31	24	3
8	3	3	3	7	28	63	209	102	50	44	51	178	68	137	151	84	79	63	47	44	36	12	10	5
3	2	1	4	10	34	77	183	102	56	38	48	107	70	111	131	76	77	87	57	43	32	19	8	2
7	1	1	5	16	43	88	122	100	39	51	48	71	61	119	105	74	68	61	49	45	28	19	7	4

AM Peak 0700 - 0800 (677), AM PHF=0.81 PM Peak 1445 - 1545 (505), PM PHF=0.84

*** Thursday, December 17, 2009=1743 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	22	11	12	39	129	246	653	414	204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	6	2	3	6	17	45	151	152	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	8	4	1	10	31	52	211	84	36	-				-	-	-	-	-	-	-	-	-	-	-
2	6	2	5	9	35	61	184	85	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	2	3	3	14	46	88	108	93	54	-	-	-	-	-	-	-	-	-	-	-	-	-		

TDSSW, Inc.
Event Counts

EventCount-369 -- English (ENU)

Datasets:

Site:	**[16905] La Media Rd - Btwn Olympic Pkwy & Birch Rd**
Input A:	1 - North bound. - Lane= 0, Excluded from totals.
Input B:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	8:59 Tuesday, December 15, 2009 => 13:51 Tuesday, December 22, 2009
Zone:	North America
File:	1890522Dec2009.EC0 (Plus)
Identifier:	M280P4JB MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21873 / 59653 (36.67%)

*** Tuesday, December 15, 2009=3824 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	**163**	**273**	**395**	**268**	**398**	**450**	**415**	**379**	**380**	**246**	**198**	**134**	**78**	**50**	
-	-	-	-	-	-	-	-	-	-	39	43	123	70	100	**110**	102	81	122	65	50	43	25	14	7
-	-	-	-	-	-	-	-	-	-	39	43	115	60	89	**114**	95	94	102	73	42	33	21	14	6
-	-	-	-	-	-	-	-	-	-	43	73	86	49	111	**113**	105	100	73	56	53	29	17	13	5
-	-	-	-	-	-	-	-	-	-	43	114	72	89	98	**113**	114	104	84	52	53	29	15	9	5

PM Peak 1500 - 1600 (450), PM PHF=0.99

*** Wednesday, December 16, 2009=5635, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**15**	**7**	**5**	**6**	**34**	**242**	**783**	**393**	**181**	**165**	**290**	**458**	**276**	**431**	**392**	**413**	**415**	**403**	**260**	**178**	**150**	**78**	**42**	
7	2	1	0	0	4	15	**265**	139	50	50	58	**132**	60	94	**120**	92	106	133	72	46	47	27	6	5
6	2	0	2	1	4	43	**208**	122	42	38	54	**108**	71	107	104	109	109	104	67	52	42	21	14	3
5	5	1	1	1	6	57	**132**	78	39	35	59	**118**	61	103	102	94	95	88	75	39	37	16	14	9
5	6	5	2	4	20	128	179	56	50	42	119	101	84	128	67	120	106	79	46	41	24	14	8	3

AM Peak 0700 - 0800 (783), AM PHF=0.74 PM Peak 1200 - 1300 (458), PM PHF=0.87

*** Thursday, December 17, 2009=1697 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**17**	**6**	**10**	**8**	**30**	**239**	**796**	**391**	**182**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	3	2	6	3	2	21	246	135	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	6	2	0	1	0	38	210	123	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	4	0	1	1	8	67	153	82	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	4	2	3	3	20	113	187	52	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-370 -- English (ENU)

Datasets:

Site:	**[18906N] Otay Valley Rd - Btwn Main St & Entertainment Circle**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	9:58 Tuesday, December 15, 2009 => 13:41 Tuesday, December 22, 2009
Zone:	North America
File:	18906N22Dec2009.EC0 (Base)
Identifier:	A5922K3W MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9749 / 25736 (37.88%)

*** Tuesday, December 15, 2009=3453 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	219	238	308	299	381	457	507	510	220	124	71	66	44	22	
-	-	-	-	-	-	-	-	-	-	45	72	78	70	108	125	107	**132**	71	38	21	17	13	7	5
-	-	-	-	-	-	-	-	-	-	64	48	88	68	82	103	135	**141**	50	29	12	19	13	6	2
-	-	-	-	-	-	-	-	-	-	54	56	78	85	98	127	**150**	146	55	30	25	20	10	5	5
-	-	-	-	-	-	-	-	-	-	57	64	64	77	93	103	115	92	45	28	13	10	8	4	2

PM Peak 1630 - 1730 (537), PM PHF=0.90

*** Wednesday, December 16, 2009=4992, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	12	9	17	44	85	274	407	275	256	296	320	331	349	398	410	495	459	205	117	83	63	60	17	
5	4	3	4	9	13	37	**109**	75	59	74	87	93	84	90	108	97	**126**	58	37	33	17	23	7	4
2	4	1	4	10	12	67	**99**	69	67	84	60	84	94	**110**	67	**140**	132	62	30	22	16	18	3	4
5	4	3	5	13	28	58	96	55	77	66	88	72	87	87	114	128	112	45	26	17	15	12	5	6
2	0	2	4	12	33	**113**	**104**	67	53	73	85	83	85	132	121	130	90	40	24	11	15	7	2	0

AM Peak 0645 - 0745 (416), AM PHF=0.92 PM Peak 1615 - 1715 (524), PM PHF=0.93

*** Thursday, December 17, 2009=1294 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	10	10	11	50	83	264	372	260	221	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	5	2	3	9	17	35	87	71	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	2	0	3	10	20	59	93	67	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	1	5	2	13	24	75	109	69	45	-	-	-												
0	2	3	3	16	23	95	83	54	55					-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-371 -- English (ENU)

Datasets:

Site:	**[18906S] Otay Valley Rd - Btwn Main St & Entertainment Circle**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	9:57 Tuesday, December 15, 2009 => 13:30 Tuesday, December 22, 2009
Zone:	North America
File:	18906S22Dec2009.EC0 (Base)
Identifier:	A650941T MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**10:00 Tuesday, December 15, 2009 => 10:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9800 / 25920 (37.81%)

*** Tuesday, December 15, 2009=3354 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	260	277	316	335	357	368	384	292	200	181	157	116	60	54	
-	-	-	-	-	-	-	-	-	-	73	74	72	83	90	88	111	80	67	53	38	41	24	19	12
-	-	-	-	-	-	-	-	-	-	54	66	82	109	61	85	95	71	55	46	39	28	15	11	5
-	-	-	-	-	-	-	-	-	-	69	69	81	75	108	102	87	78	40	45	42	19	8	7	8
-	-	-	-	-	-	-	-	-	-	65	68	81	68	100	94	92	63	39	37	39	28	13	17	5

PM Peak 1530 - 1630 (401), PM PHF=0.90

*** Wednesday, December 16, 2009=5043, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	19	11	18	18	84	236	393	407	305	298	325	345	332	361	398	393	296	219	170	125	139	85	42	
12	6	2	5	6	4	39	67	126	84	69	80	76	62	98	77	95	77	66	41	36	42	27	12	11
5	4	5	2	2	11	65	82	88	52	82	94	89	98	91	84	99	82	48	43	37	40	20	8	6
8	3	3	4	3	32	61	101	89	71	78	75	101	96	76	111	107	75	57	47	32	24	21	17	7
5	6	1	7	7	37	72	143	105	98	69	77	81	77	96	126	93	62	48	39	20	33	17	5	4

AM Peak 0730 - 0830 (457), AM PHF=0.80 PM Peak 1530 - 1630 (430), PM PHF=0.86

*** Thursday, December 17, 2009=1403 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	16	9	6	23	80	203	392	376	271	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	4	4	2	6	8	27	52	117	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	6	0	1	6	12	40	87	105	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	3	4	1	5	19	54	100	73	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	5	1	2	7	42	82	153	82	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

TDSSW, Inc.
Event Counts

EventCount-372 -- English (ENU)

Datasets:

Site:	**[18907N] Otay Valley Rd - Btwn Entertainment Circle & Heritage**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	10:07 Tuesday, December 15, 2009 => 13:42 Tuesday, December 22, 2009
Zone:	North America
File:	18907N22Dec2009.EC0 (Plus)
Identifier:	A6483S3X MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**11:00 Tuesday, December 15, 2009 => 11:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9559 / 25238 (37.88%)

*** Tuesday, December 15, 2009=3163 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	**230**	**297**	**282**	**372**	**454**	**503**	**495**	**213**	**118**	**71**	**66**	**43**	**22**	
-	-	-	-	-	-	-	-	-	-	-	68	78	64	105	126	106	131	69	38	21	17	12	7	5
-	-	-	-	-	-	-	-	-	-	-	46	83	69	84	108	138	135	49	26	15	19	13	6	3
				-	-	-	-	-	-	-	57	74	80	90	121	143	144	55	27	22	21	10	5	5
-	-	-	-	-	-	-	-	-	-	-	60	62	70	93	100	116	86	42	28	23	9	8	4	1

PM Peak 1615 - 1715 (527), PM PHF=0.92

*** Wednesday, December 16, 2009=4908, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**12**	**6**	**18**	**45**	**86**	**275**	**408**	**272**	**256**	**288**	**314**	**325**	**339**	**391**	**402**	**475**	**455**	**197**	**115**	**83**	**63**	**57**	**17**	
5	4	0	4	9	13	37	109	73	57	72	89	95	85	93	103	102	**127**	54	36	33	17	25	7	4
3	4	1	4	10	12	70	**100**	65	71	82	62	78	89	105	66	**128**	**127**	62	29	21	19	15	3	4
5	4	3	5	13	30	95	102	66	73	68	83	71	82	85	111	**123**	**113**	40	27	18	12	12	5	5
1	0	2	5	13	32	**114**	98	68	56	67	81	82	85	109	123	**123**	89	41	23	11	15	5	2	0

AM Peak 0645 - 0745 (423), AM PHF=0.93 PM Peak 1615 - 1715 (500), PM PHF=0.98

*** Thursday, December 17, 2009=1489 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	10	10	11	50	86	265	373	252	215	204	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	6	2	3	9	17	55	89	69	54	49	-	-	-											-
4	1	2	3	10	20	59	95	62	63	56	-	-			-	-	-	-	-	-	-	-	-	
5	1	3	2	15	26	75	101	66	42	48	-	-	-	-	-	-	-	-						-
0	2	3	3	16	24	97	89	55	58	51	-	-	-	-	-	-					-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-373 -- English (ENU)

Datasets:

Site:	**[18907S] Otay Valley Rd - Btwn Entertainment Circle & Heritage**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	10:08 Tuesday, December 15, 2009 => 13:29 Tuesday, December 22, 2009
Zone:	North America
File:	18907S22Dec2009.EC0 (Base)
Identifier:	A56563M0 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**11:00 Tuesday, December 15, 2009 => 11:00 Thursday, December 17, 2009**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9550 / 25256 (37.81%)

*** Tuesday, December 15, 2009=3018 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
–	–	–	–	–	–	–	–	–	–	–	**268**	**304**	**324**	**323**	**358**	**379**	**292**	**199**	**180**	**154**	**116**	**59**	**55**	
–	–	–	–	–	–	–	–				56	78	109	58	87	99	72	59	48	38	31	17	12	6
–	–	–	–	–	–	–	–	–	–	–	64	74	69	95	96	87	76	38	46	42	21	8	7	7
–	–	–	–	–	–						59	82	67	98	96	86	65	40	37	38	26	12	17	5

PM Peak 1530 - 1630 (398), PM PHF=0.92

*** Wednesday, December 16, 2009=4938, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**16**	**12**	**20**	**14**	**78**	**227**	**379**	**405**	**305**	**296**	**321**	**341**	**316**	**342**	**387**	**382**	**297**	**314**	**172**	**125**	**138**	**82**	**45**	
12	7	2	5	4	3	36	67	135	85	72	77	72	59	94	68	88	76	59	44	35	42	27	14	10
6	4	6	2	4	10	61	77	87	54	77	91	93	95	87	77	100	81	56	42	38	41	20	9	6
7	2	3	5	2	29	60	100	86	67	80	76	98	90	64	114	103	74	56	47	30	24	28	15	7
5	3	1	8	4	36	71	135	98	100	68	78	81	73	97	128	92	66	47	39	22	31	15	7	4

AM Peak 0730 - 0830 (457), AM PHF=0.85 PM Peak 1530 - 1630 (429), PM PHF=0.84

*** Thursday, December 17, 2009=1594 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**14**	**10**	**6**	**19**	**78**	**191**	**386**	**361**	**248**	**255**	–	–	–	–	–	–	–	–	–	–	–	–	–	
10	4	5	2	6	9	21	56	120	68	56	–	–	–	–										
6	4	0	1	6	12	39	84	94	58	61														
7	2	4	1	4	19	51	92	67	60	77	–	–	–	–	–	–	–	–	–	–	–	–	–	–
4	4	1	2	4	39	80	195	81	63	61	–	–	–	–	–	–	–	–	–	–	–	–	–	–

TDSSW, Inc.
Event Counts

EventCount-396 -- English (ENU)

Datasets:

Site:	**[18908N] Heritage Road Btwn Datsun Road & Otay Mesa Rd**
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	11:29 Tuesday, January 05, 2010 => 17:28 Thursday, January 07, 2010
Zone:	North America
File:	18908N07Jan2010.EC0 (Plus)
Identifier:	M3530X9Z MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**12:00 Tuesday, January 05, 2010 => 17:00 Thursday, January 07, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 9908 / 10088 (98.22%)

*** Tuesday, January 05, 2010=3048 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**407**	**431**	**432**	**515**	**543**	**363**	**136**	**76**	**49**	**38**	**37**	**24**	
-	-	-	-	-	-	-	-	-	-	-	-	107	112	110	116	**165**	107	37	21	14	8	16	11	2
												101	116	107	128	**129**	114	48	22	17	13	5	2	2
-	-	-	-	-	-	-	-	-	-	-	-	109	104	116	**141**	121	100	21	13	7	7	9	7	6
-	-						-	-	-	-	-	90	100	99	131	128	43	30	20	11	10	7	6	2

PM Peak 1530 - 1630 (565), PM PHF=0.86

*** Wednesday, January 06, 2010=5037, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**9**	**5**	**14**	**30**	**53**	**109**	**195**	**326**	**342**	**398**	**425**	**472**	**452**	**490**	**538**	**436**	**372**	**135**	**83**	**52**	**46**	**39**	**18**	
2	3	1	4	5	12	11	31	83	80	105	101	**130**	**104**	102	**137**	114	127	**44**	26	14	6	13	7	4
2	3	1	3	7	4	24	33	84	84	111	104	**104**	**133**	127	**132**	97	106	35	24	13	11	9	3	1
6	2	3	3	5	16	36	53	83	85	82	123	**141**	102	113	**123**	106	86	31	19	15	14	10	6	4
2	1	0	4	13	21	39	78	76	94	98	**98**	97	114	**149**	144	120	54	26	14	**10**	16	8	2	3

AM Peak 1145 - 1245 (473), AM PHF=0.84 PM Peak 1445 - 1545 (540), PM PHF=0.91

*** Thursday, January 07, 2010=1822 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	7	**10**	**12**	**22**	**40**	**119**	**198**	**325**	**388**	**385**	307	0	0	0	**0**	0	-	-	-	-	-	-	-	
4	2	3	5	3	9	19	40	84	105	102	**84**	0	0	0	0	0			-	-	-	-	-	-
1	2	2	2	5	6	30	33	81	85	102	**126**	0	0	0	0	0	-	-	-	-	-	-	-	-
4	2	1	4	2	**16**	27	54	89	112	78	97	0	0	0	0	0	-	-	-	-	-	-	-	-
3	1	4	1	12	9	44	72	72	86	**104**	1	0	0	0	0	0	-	-	-	-	-	-	-	-

AM Peak 1045 - 1145 (409), AM PHF=0.81

TDSSW, Inc.
Event Counts

EventCount-397 -- English (ENU)

Datasets:

Site:	**[18908S] Heritage Road Btwn Datsun Road & Otay Mesa Rd**
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	11:30 Tuesday, January 05, 2010 => 17:26 Thursday, January 07, 2010
Zone:	North America
File:	18908S07Jan2010.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**12:00 Tuesday, January 05, 2010 => 17:00 Thursday, January 07, 2010**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 10356 / 10572 (97.95%)

*** Tuesday, January 05, 2010=3318 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	417	476	482	485	531	585	138	90	45	30	22	19	
-	-	-	-	-	-	-	-	-	-	-	-	99	121	140	103	130	168	49	25	11	4	4	8	2
-	-	-	-	-	-	-	-	-	-	-	-	125	119	113	132	124	185	42	34	18	11	8	3	3
-	-	-	-	-	-	-	-	-	-	-	-	102	130	100	135	152	147	23	20	8	9	8	5	3
-	-	-	-	-	-	-	-	-	-	-	-	92	106	130	126	126	85	25	12	9	6	2	3	4

PM Peak 1630 - 1730 (631), PM PHF=0.85

*** Wednesday, January 06, 2010=5231, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	6	2	7	24	59	164	283	292	302	360	394	468	483	457	552	477	535	167	74	50	28	25	15	
2	4	0	1	3	7	21	48	82	74	84	83	104	108	112	130	101	173	49	24	18	5	7	9	0
3	0	1	2	6	13	49	63	66	78	84	89	122	99	109	145	114	176	59	21	11	6	9	1	1
3	1	1	3	9	20	45	75	72	57	97	106	115	151	116	161	133	105	36	19	3	10	7	4	5
4	1	0	1	7	20	50	98	73	94	96	117	128	125	110	108	130	82	23	10	18	7	3	1	2

AM Peak 1145 - 1245 (456), AM PHF=0.94 PM Peak 1630 - 1730 (631), PM PHF=0.87

*** Thursday, January 07, 2010=1806 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	5	4	6	22	65	147	301	268	306	356	321	0	0	0	0	0	-	-	-	-	-	-	-	
0	3	2	2	4	3	24	56	74	64	88	106	0	0	0	0	0	-	-	-	-	-	-	-	-
1	1	1	1	5	20	32	77	62	75	82	105	0	0	0	0	0	-	-	-	-	-	-	-	-
5	1	1	3	7	23	35	65	69	85	89	95	0	0	0	0	0	-	-	-	-	-	-	-	-
2	0	0	0	7	19	56	104	64	82	98	16	0	0	0	0	0	-	-	-	-	-	-	-	-

AM Peak 1045 - 1145 (403), AM PHF=0.95

ADT Volume from city 3/30/10

TRAFFIC VOLUME

CITY OF CHULA VISTA

Last Updated on March 22, 2010

J:\Engineer\TRAFFIC\Traffic Volume Counts\Traffic Volume Books\Volume Book (NEW STA FORMAT).xls

STA	St Names	From	To	2006	2007	2008	2009	2010
1ST-1	First Ave	Flower St	E St	-	-	-	-	
1ST-2	First Ave	E St	F St	-	-	-	-	
1ST-3	First Ave	F St	G St	-	-	-	-	
1ST-4	First Ave	G St	H St	-	-	-	-	
1ST-5	First Ave	H St	I St	-	-	-	-	
1ST-6	First Ave	I St	J St	-	-	-	-	
1ST-7	First Ave	J St	K St	-	-	-	-	
1ST-8	First Ave	K St	L St	-	-	-	-	
1ST-9	First Ave	Naples St	Oxford St	-	-	-	-	
1ST-10	First Ave	Oxford St	Palomar St	-	-	-	-	
1ST-11	First Ave	Palomar St	Quintard St	1220	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
2ND-1	Second Ave	30th St	C St	11832	-	-	-	
2ND-2	Second Ave	C St	D St	-	-	-	-	
2ND-3	Second Ave	D St	E St	6655	-	-	-	
2ND-4	Second Ave	E St	F St	-	-	-	-	
2ND-5	Second Ave	F St	G St	-	-	-	-	
2ND-6	Second Ave	G St	H St	-	-	-	-	
2ND-7	Second Ave	H St	I St	-	-	-	-	
2ND-8	Second Ave	I St	J St	-	-	-	-	
2ND-9	Second Ave	J St	K St	-	-	-	-	
2ND-10	Second Ave	K St	L St	-	-	-	-	
2ND-11	Second Ave	Naples St	Oxford St	-	-	-	-	
2ND-12	Second Ave	Oxford St	Palomar St	-	-	-	-	
2ND-13	Second Ave	Palomar St	Quintard St	-	-	-	-	
2ND-14	Second Ave	Quintard St	Orange Ave	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
3RD-1	Third Ave	C St	D St	8326	-	-	-	
3RD-2	Third Ave	D St	E St	4708 sb	-	-	-	
3RD-3	Third Ave	E St	F St	-	-	-	-	
3RD-4	Third Ave	F St	G St	-	-	-	-	
3RD-5	Third Ave	G St	H St	17473	-	-	-	
3RD-6	Third Ave	H St	I St	-	-	-	-	
3RD-7	Third Ave	I St	J St	-	-	-	-	

- = No count
DNE = Did not exist

3RD-8	Third Ave	J St	K St	-	26274	-	-	
3RD-9	Third Ave	K St	L St	24897	-	-	-	
3RD-10	Third Ave	L St	Moss St	-	-	-	-	
3RD-11	Third Ave	Moss St	Naples St	-	-	-	-	
3RD-12	Third Ave	Naples St	Oxford St	-	-	-	-	
3RD-13	Third Ave	Oxford St	Palomar St	-	20530	-	-	
3RD-14	Third Ave	Palomar St	Quintard St	-	-	-	-	
3RD-15	Third Ave	Quintard St	Orange Ave	-	-	-	-	
3RD-16	Third Ave	Orange Ave	Anita St	-	-	-	-	
3RD-17	Third Ave	Anita St	Main St	-	-	-	-	
3RD-18	Beyer Wy	Main St	Fourth Ave	-	-	10304	-	
3RD-19	Beyer Wy	Fourth Ave	CVCL	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
4TH-1	Fourth Ave	CVCL (SR-54)	C St	27837	-	-	31692	
4TH-2	Fourth Ave	C St	D St	-	-	-	-	
4TH-3	Fourth Ave	D St	E St	19743	-	-	-	
4TH-4	Fourth Ave	E St	F St	-	-	-	18768	
4TH-5	Fourth Ave	F St	G St	-	-	-	-	
4TH-6	Fourth Ave	G St	H St	-	-	-	19634	
4TH-7	Fourth Ave	H St	I St	-	25297	-	-	
4TH-8	Fourth Ave	I St	J St	-	-	-	-	
4TH-9	Fourth Ave	J St	K St	-	-	-	-	
4TH-10	Fourth Ave	K St	L St	-	-	-	-	
4TH-11	Fourth Ave	L St	Moss St	-	-	-	-	
4TH-12	Fourth Ave	Moss St	Naples St	-	19198	-	-	
4TH-13	Fourth Ave	Naples St	Oxford St	-	-	-	-	
4TH-14	Fourth Ave	Oxford St	Palomar St	-	14119	-	-	
4TH-15	Fourth Ave	Palomar St	Orange Ave	-	-	-	-	
4TH-16	Fourth Ave	Orange Ave	Anita St	-	10875	-	-	
4TH-17	Fourth Ave	Anita St	Main St	-	-	-	-	
4TH-18	Fourth Ave	Main St	Beyer Wy	-	-	5680	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
5TH-1	Fifth Ave	C St	D St	-	-	-	-	
5TH-2	Fifth Ave	D St	E St	-	-	-	-	
5TH-3	Fifth Ave	E St	F St	-	-	-	-	
5TH-4	Fifth Ave	F St	G St	-	-	-	-	
5TH-5	Fifth Ave	G St	H St	-	-	-	-	
5TH-6	Fifth Ave	I St	J St	-	-	-	-	
5TH-7	Fifth Ave	J St	K St	-	-	-	-	
5TH-8	Fifth Ave	K St	L St	-	-	-	-	
5TH-9	Fifth Ave	L St	Moss St	-	-	-	-	
5TH-10	Fifth Ave	Moss St	Naples St	-	-	-	-	
5TH-11	Fifth Ave	Naples St	Oxford St	-	-	-	-	
5TH-12	Fifth Ave	Oxford St	Palomar St	-	-	-	-	
5TH-13	Fifth Ave	Palomar St	Orange Ave	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
AGU	Agua Vista		Proctor Valley Rd	-	-	-	1225	

STA	St Names	From	To	2006	2007	2008	2009	2010
ALB-1	Albany Ave	Orange Ave	Main St	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
ANI-1	Anita St	I-5 (Frontage Rd)	Industrial Bl	-	-	-	-	
ANI-2	Anita St	Industrial Bl	Broadway	-	-	-	-	
ANI-3	Anita St	Broadway	Fourth Ave	-	-	-	-	
ANI-4	Anita St	Fourth Ave	Third Ave	-	-	-	-	

- = No count
DNE = Did not exist

STA	St Names	From	To	2006	2007	2008	2009	2010
AVE-1	Avenida Del Rey	Rancho Del Rey Pkwy	Otay Lakes Rd.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BAY-1	Bay Blvd	E St	F St	-	-	-	-	
BAY-2	Bay Blvd	F St	H St	-	-	-	2473	
BAY-4	Bay Blvd	H St	J St	-	-	-	2041	
BAY-6	Bay Blvd	J St	L St	-	-	3076	-	
BAY-8	Bay Blvd	L St	Palomar St	-	3912	3456	16922	
BAY-9	Bay Blvd	Palomar St	Anita St	-	1872	-	-	

Beyer Way (See Third Ave.)

STA	St Names	From	To	2006	2007	2008	2009	2010
BIR-1	Birch Rd	La Media Rd	Magdalena Ave	-	4259	4580	-	
BIR-2	Birch Rd	Magdalena Ave	SR-125	-	-	-		
BIR-3	Birch Rd	SR-125	Eastlake Pkwy	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BON-1	Bonita Rd	First Ave	E St	-	2862	-	-	
BON-2	Bonita Rd	E St	I-805	-	34549	-	-	
BON-3	Bonita Rd	I-805	Plaza Bonita Rd	37632	44388	-	-	
BON-4	Bonita Rd	Plaza Bonita Rd	Willow St	-	-	-	-	
BON-6	Bonita Rd	Willow St	Allen Schol Rd	-	-	-	-	
BON-7	Bonita Rd	Allen School Rd	Otay Lakes Rd	31500	-	-	-	
BON-8	Bonita Rd	Otay Lakes Rd	CVCL	23394	-	23709	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BRA-1	Brandywine Ave	East Palomar St	Olympic Pkwy	-	-	12503	-	
BRA-2	Brandywine Ave	Olympic Pkwy	Sequoia St	-	-	-	-	
BRA-3	Brandywine Ave	Sequoia St	Main St	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BRD-1	Broadway	C	D	-	-	-	19572	
BRD-2	Broadway	D	E	-	-	-	-	
BRD-3	Broadway	E	F	-	-	-	20368	
BRD-4	Broadway	F	G	-	-	-	-	
BRD-5	Broadway	G	H	-	24548	-	-	
BRD-6	Broadway	H	I	-	30906	-	-	
BRD-7	Broadway	I	J	-	-	-	29362	
BRD-8	Broadway	J	K	-	-	-	-	
BRD-9	Broadway	K	L	-	-	-	13236 (SB)	
BRD-10	Broadway	L	Moss	-	-	-	-	
BRD-11	Broadway	Moss	Naples	-	28595	-	-	
BRD-12	Broadway	Naples	Oxford	-	-	-	-	
BRD-13	Broadway	Oxford	Palomar	-	29295	-	-	
BRD-14	Broadway	Palomar	Anita	-	-	-	-	
BRD-15	Broadway	Anita	Main St	-	-	-	29206	
BRD-16	Broadway	Main St	CVCL	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
BV-1	Buena Vista Wy	Rancho Del Rey Pkwy	East H St	-	-	-	-	
BV-2	Buena Vista Wy	East H St	Calle Santiago	-	-	-	-	
BV-3	Buena Vista Wy	Tierra Bonita	Telegraph Canyon Rd	-	-	-	-	

- = No count
DNE = Did not exist

STA	St Names	From	To	2006	2007	2008	2009	2010
CST-1	C St	Broadway	Fifth Av	-	-	-	-	
CST-2	C St	Fifth Av	Fourth Av	-	8868	-	-	
CST-3	C St	Fourth Av	N. Glover Ave	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
CLM-1	Calle La Marina	Mt Miguel Rd (W)	Mt Miguel Rd (E)	-	-	-	-	
CLQ-1	Calle La Quinta	Mt Miguel Rd	Paseo Vera Cruz	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
CYN-1	Canyon Dr	Otay Lakes Rd	Country Vistas Ln	-	-	-	3383	

STA	St Names	From	To	2006	2007	2008	2009	2010
CLB-1	Clubhouse Dr	Eastlake Pkwy	Greensview	-	-	-	-	
CLB-2	Clubhouse Dr	Greensview	Hunte Pkwy	-	-	-	-	
CLB-3	Clubhouse Dr	Hunte Pkwy	Creekside Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
COA	Coastal Hills Dr		Proctor Valley Rd	-	-	-	1713	

STA	St Names	From	To	2006	2007	2008	2009	2010
COR-1	Corral Canyon Rd	Country Vistas Lane	Port Renwick		-	-	-	
COR-2	Corral Canyon Rd	Port Renwick	East H St		-	-	-	

Crest Dr. (See Oleander Ave.)

STA	St Names	From	To	2006	2007	2008	2009	2010
DST-1	D St	Woodlawn	Broadway	-	-	-	-	
DST-2	D St	Broadway	Fifth Ave	-	-	-	-	
DST-3	D St	Fifth Ave	Fourth Ave	-	-	-	-	
DST-4	D St	Fourth Ave	Third Ave	-	-	-	-	
DST-5	D St	Third Ave	Second Ave	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
DAV-1	Davidson Street	Broadway	Fourth Ave	-	2502	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
DRB-1	Del Rey Blvd	Rancho Del Rey Pkwy	East H St	5458	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
DIS-1	Discovery Falls Dr	Exploration Falls Dr	Hunte Pkwy	DNE	1044	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
DUN-1	Duncan Ranch Rd	Hunte Pkwy	Proctor Valley Rd	-	-	-	-	
DUN-2	Duncan Ranch Rd	Proctor Valley Rd	Stone Gate Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
EST-1	E St	Bay Bl	I-5	-	-	-	-	
EST-2	E St	I-5	Woodlawn	-	32458	-	-	39303
EST-3	E St	Woodlawn	Broadway	-	28355	-	23750	
EST-4	E St	Broadway	Fifth Ave	16607	-	-	-	

- = No count
DNE = Did not exist

EST-5	E St	Fifth Ave	Fourth Ave	-	-	-	-	
EST-6	E St	Fourth Ave	Third Ave	17347	-	-	-	
EST-7	E St	Third Ave	Second Ave	-	-	-	-	
EST-8	E St	Second Ave	First Ave	-	26262	-	-	
EST-9	E St	First	Bonita/E. Flower	27128	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
EAS-1	Eastlake Dr	Hillside Dr	East H St	-	-	-	-	
EAS-2	Eastlake Dr	East H St	Lakeshore Dr	-	-	-	-	
EAS-3	Eastlake Dr	Lakeshore Dr	SR-125	-	-	-	-	
EAS-4	Eastlake Pkwy	SR-125	Otay Lakes	21516	-	-	-	
EAS-5	Eastlake Pkwy	Otay Lakes Rd	Greensgate Dr	-	-	-	-	
EAS-6	Eastlake Pkwy	Greensgate Dr	Clubhouse Dr	18945	-	-	-	
EAS-7	Eastlake Pkwy	Clubhouse	Olympic Pkwy	-	-	-	-	
EAS-8	Eastlake Pkwy	Olympic Pkwy	Birch Rd	2891	-	9199	-	
EAS-9	Eastlake Pkwy	Birch Rd	Crossroads St		DNE	-	-	
EAS-10	Eastlake Pkwy	Crossroads St	Hunte Pkwy		DNE	1310	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
EVS-1	Evening Star Street	Hidden Path Drive	Hunte Parkway	DNE	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
EXP-1	Exploration Falls Dr	Olympic Pkwy	Discovery Falls Dr	DNE	-	2123	-	
EXP-2	Exploration Falls Dr	Discovery Falls Dr	Hunte Pkwy	DNE	-	2267	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
FST-1	Lagoon Dr.	Marina Pkwy	Bay Blvd.	-	-	-	-	
FST-2	F St	Bay Blvd.	Woodlawn Av	-	-	-	-	
FST-3	F St	Woodlawn Ave	Broadway	-	11286	-	-	
FST-4	F St	Broadway	Fifth Ave	-	-	-	-	
FST-5	F St	Fifth Ave	Fourth Ave	-	7223	-	-	
FST-6	F St	Fourth Ave	Third Ave	-	12966	-	-	
FST-7	F St	Third Ave	Second Ave	-	-	6756	-	
FST-8	F St	Second Ave	First Ave	-	-	-	-	
FST-9	F St	First Ave	Hilltop Dr	-	-	3536	-	
STA	Sreet Names	From	To	2006	2007	2008	2009	2010
	Faiver St	Cul-de-sac	Broadway	-	-	2413	-	
STA	Sreet Names	From	To	2006	2007	2008	2009	2010
FEN-1	Fenton St	Eastlake Pkwy	Lane Ave	-	-	-	-	
FEN-2	Fenton St	Lane Ave	Otay Lakes Rd	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
GST-1	G St	Oaklawn Av	Broadway	-	-	-	-	
GST-2	G St	Broadway	Fifth Ave	-	-	-	-	
GST-3	G St	Fifth Ave	Fourth Ave	-	-	-	-	
GST-4	G St	Fourth Ave	Third Ave	-	-	-	-	
GST-5	G St	Third Ave	Second Ave	-	-	-	-	
GST-6	G St	Second Ave	First Ave	-	-	-	-	
GST-7	G St	First Ave	Hilltop Dr	-	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010
GOT-1	Gotham St	Otay Lakes Rd	Rutgers Ave	3007	-	-	-	
STA	St Names	From	To	2006	2007	2008	2009	2010

- = No count
DNE = Did not exist

GRG-1	Greensgate Dr	EastLake Pkwy	N. Greensview Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
GRV-1	N. Greensview Dr	Hunte Pkwy	Greensgate Dr	-	-	-	-	
GRV-2	S. Greensview Dr	Greensgate Dr	Clubhouse Dr	-	-	-	-	
GRV-3	S. Greensview Dr	Clubhouse Dr	Hunte Pkwy	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HST-1	H St	I-5	Broadway	-	30798	-	30898	
HST-2	H St	Broadway	Fifth	-	-	-	-	
HST-3	H St	Fifth	Fourth	-	29182	-	-	
HST-4	H St	Fourth	Third	-	-	-	-	
HST-5	H St	Third	Second	-	-	-	-	
HST-6	H St	Second	First	-	-	-	-	
HST-7	H St	First	Hilltop	-	31233	-	-	
HST-8	East H St	Hilltop	I-805	-	-	-	-	
HST-9	East H St	I-805	Hidden Vista	69570	71210	71124	-	
HST-10	East H St	Hidden Vista	Terra Nova	-	-	-	-	
HST-11	East H St	Terra Nova	Del Rey Blvd.	-	-	-	-	
HST-12	East H St	Del Rey Blvd.	Paseo Del Rey	69135	-	48885	-	
HST-13	East H St	Paseo Del Rey	Paseo Ranchero	-	-	-	-	
HST-14	East H St	Paseo Ranchero	Buena Vista	-	-	-	-	
HST-15	East H St	Buena Vista	Otay Lakes	-	40639	-	-	
HST-16	East H St	Otay Lakes	Auburn	-	-	-	-	
HST-17	East H St	Auburn	Corral Cyn Rd./Rutgers	-	-	-	-	
HST-18	East H St	Corral Cyn Rd./Rutgers	Eastlake Dr	-	-	24381	-	
HST-19	East H St	Eastlake Dr	SR 125	22305	21980	22706	-	
HST-20	East H St	SR 125	Mount Miguel	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HLC-1	Halocrest Dr	Hale St	Telegraph Canyon Rd.	-	-	-	1534	

STA	St Names	From	To	2006	2007	2008	2009	2010
HPD-1	Hidden Path Drive	Evening Star Street	Hunte Parkway	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HVD-1	Hidden Vista Drive	Terra Nova Drive	Smokey Circle	-	-	2769	-	
HVD-2	Hidden Vista Drive	Smokey Circle	E H Street			5714	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HIL-1	Hilltop Dr	F	G	-	-	-	-	
HIL-2	Hilltop Dr	G	H	-	-	-	-	
HIL-3	Hilltop Dr	H	I	-	9964	-	-	
HIL-4	Hilltop Dr	I	J	-	-	-	-	
HIL-5	Hilltop Dr	J	Telegraph Canyon Rd.	-	-	9236	-	
HIL-6	Hilltop Dr	Telegraph Canyon Rd.	L	-	-	-	-	
HIL-7	Hilltop Dr	L	Naples	-	10546	-	-	
HIL-8	Hilltop Dr	Naples	Oxford	-	-	-	-	
HIL-9	Hilltop Dr	Oxford	Palomar	-	-	-	-	
HIL-10	Hilltop Dr	Palomar	Quintard	-	-	-	-	
HIL-11	Hilltop Dr	Quintard	East Rienstra	-	-	-	-	
HIL-12	Hilltop Dr	East Rienstra	Orange	-	-	-	-	
HIL-13	Hilltop Dr	Orange	Main	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
HUN-1	Hunte Pkwy	Proctor Valley Rd.	Otay Lakes Rd.	-	4865	4520	-	
HUN-2	Hunte Pkwy	Otay Lakes Rd.	N. Greensview	8533	11278	11524	-	

- = No count
DNE = Did not exist

HUN-3	Hunte Pkwy	N. Greensview	Clubhouse Dr	-	-	-	-	
HUN-4	Hunte Pkwy	Clubhouse Dr	S. Greensview	-	-	-	-	
HUN-5	Hunte Pkwy	S. Greensview	Olympic Pkwy	-	-	-	-	
HUN-6	Hunte Pkwy	Olympic Pkwy	Evening Star St	1600	-	-	-	
HUN-7	Hunte Pkwy / Main	Evening Star St	Hidden Path Dr		DNE	783	-	
HUN-8	Hunte Pkwy	Hidden Path Dr	Exploration Falls Dr		DNE		-	
HUN-9	Hunte Pkwy / Main	Exploration Falls Dr	Eastlake Pkwy		DNE	656	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
IST-1	I St	Oaklawn	Broadway	-	-	-	-	
IST-2	I St	Broadway	Fifth	-	-	-	-	
IST-3	I St	Fifth	Fourth	-	-	-	-	
IST-4	I St	Fourth	Third	-	-	-	-	
IST-5	I St	Third	Second	-	-	-	-	
IST-6	I St	Second	First	-	-	-	-	
IST-7	I St	First	Hilltop	-	-	-	-	
IST-8	I St	Hilltop	Robert	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
IND-1	Industrial Blvd	L	I-5 Ramps	-	-	-	15881	
IND-2	Industrial Blvd	I-5 Ramps	Naples	-	-	-	8321	
IND-3	Industrial Blvd	Naples	Palomar	-	-	-	-	
IND-4	Industrial Blvd	Palomar	Anita	-	7970	-	-	
IND-5	Industrial Blvd	Anita	Main	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
JST-1	Marina Pkwy	Marina Wy	Bay Blvd.	-	8202	-	5728	
JST-2	J St	Bay Blvd.	Broadway	-	20204	-	18486	
JST-3	J St	Broadway	Fifth	-	-	-	-	
JST-4	J St	Fifth	Fourth	-	-	-	-	
JST-5	J St	Fourth	Third	-	13021	-	-	
JST-6	J St	Third	Second	-	-	-	-	
JST-7	J St	Second	First	-	-	-	-	
JST-8	J St	First	Hilltop	-	-	-	-	
JST-9	J St	Hilltop	Nacion	-	-	-	-	
JST-10	J St	Nacion	Floyd	-	-	6629	-	
JST-11	J St	Floyd	La Senda	-	-	-	-	
JST-12	J St	La Senda	Paseo Del Rey	7380	-	-	-	
JST-13	J St	Paseo Del Rey	Paseo Ladera	3858	-	-	-	
JST-14	J St	Paseo Ladera	Paseo Ranchero	5223	-	-	-	
JST-15	J St	Paseo Ranchero	Via Escalante	7105	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
KST-1	K St	Oaklawn	Broadway	-	-	-	-	
KST-2	K St	Broadway	Fifth	-	-	-	-	
KST-3	K St	Fifth	Fourth	-	15087	-	-	
KST-4	K St	Fourth	Third	-	-	-	-	
KST-5	K St	Third	Second	-	-	-	-	
KST-6	K St	Second	First	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
KNG-1	King Creek Wy	Hunte Pkwy	Noble Canyon Rd	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
LST-1	L St	Bay Blvd	Industrial	-	-	-	19727	
LST-2	L St	Industrial	Broadway	-	18459	-	-	

- = No count
DNE = Did not exist

LST-3	L St	Broadway	Fifth	-	-	-	-	
LST-4	L St	Fifth	Fourth	11180 eb	-	-	-	
LST-5	L St	Fourth	Third	13388 wb	-	-	-	
LST-6	L St	Third	Second	-	-	-	-	
LST-7	L St	Second	First	-	-	-	-	
LST-8	L St	First	Hilltop	-	-	-	-	
LST-9	L St	Hilltop	Cuyamaca	-	21355	-	-	
LST-10	L St	Cuyamaca	Monserate	-	-	-	-	
LST-11	L St	Monserate	Nacion/Tel. Cyn. Rd.	31512	-	-	-	

Lagoon Dr. (See F St.)

STA	St Names	From	To	2006	2007	2008	2009	2010
LAM-1	La Media	Telegraph Canyon Rd	East Palomar	24208	18018	21910	-	
LAM-2	La Media	East Palomar	Olympic Pkwy	12658	-	-	-	
LAM-3	La Media	Olympic Pkwy	Birch Rd	10418	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
LK-1	Lakeshore Drive	Entire Segment	Eastlake Dr		9768	7706	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
LN-1	Lane Ave	Proctor Valley Rd.	Stone Canyon Rd.	7547	-	6706	-	
LN-2	Lane Ave	Stone Canyon Rd.	McKenzie Creek Dr.	-	-	-	-	
LN-4	Lane Ave	Mackenzie Creek Dr.	Otay Lakes Rd.	11300	11752	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MAC-1	Mackenzie Creek Rd	Mt. Miguel Rd	Rocking Horse Dr.	-	4233	5127	-	
MAC-2	Mackenzie Creek Rd	Rocking Horse Dr.	Lane Ave	-	4384	5287	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MAG-1	Magdalena Ave	East Palomar St	Santa Venetia St	-	-	-	-	
MAG-2	Magdalena Ave	Santa Venetia St	Birch Rd	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MAI-1	Main St	I-5	Industrial	-	28601	-	-	29241
MAI-2	Main St	Industrial	Broadway	-	-	-	-	
MAI-3	Main St	Broadway	Fourth	-	23632	-	-	
MAI-4	Main St	Fourth	Third	-	-	-	-	
MAI-5	Main St	Third	Albany	-	-	-	-	
MAI-6	Main St	Albany	Hilltop	-	22830	-	-	
MAI-7	Main St	Hilltop	Melrose	-	-	-	-	
MAI-9	Main St	Melrose	I-805	-	33065	-	-	
MAI-10	Main St	I-805	Oleander	35683	-	-	-	
MAI-11	Main St	Oleander	Brandywine	38864	-	26355	-	
MAI-12	Main St	Brandywine	Maxwell	-	-	18729	-	
MAI-13	Main St	Maxwell	Nirvana	-	-	-	-	
MAI-14	Main St	Nirvana	Heritage Rd	11255	11612	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MAX-1	Max Ave	East Rienstra	East Orange	-	-	-	-	
MAX-2	Max Ave	East Orange	Malta	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MXW-1	Maxwell Rd	North of Main St		-	-	-	-	

- = No count
DNE = Did not exist

STA	St Names	From	To	2006	2007	2008	2009	2010
MCC-1	Medical Center Court	Medical Center Dr	East Palomar	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MCD-1	Medical Center Dr.	Telegraph Canyon Rd.	East Naples	-	-	-	-	
MCD-2	Medical Center Dr.	East Naples	Medical Center Ct.	-	-	16941	-	
MCD-3	Medical Center Dr.	Medical Center Ct.	East Palomar St.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MEL-1	Melrose Ave	East L	East Naples	-	-	2252	-	
MEL-2	Melrose Ave	East Naples	East Palomar	-	-	-	-	
MEL-4	Melrose Ave	East Palomar	East Rienstra	-	-	-	-	
MEL-6	Melrose Ave	East Rienstra	East Orange	-	-	-	-	
MEL-8	Melrose Ave	East Orange	Main St	-	-	3190	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MON-1	Monserate Ave	East L	East Naples	-	-	-	-	
MON-2	Monserate Ave	East Naples	East Palomar	-	-	-	-	
MON-4	Monserate Ave	East Palomar	East Quintard	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
MOS-1	Moss St	Industrial	Broadway	-	-	-	-	
MOS-2	Moss St	Broadway	Fifth	-	-	-	-	
MOS-3	Moss St	Fifth	Fourth	-	-	-	-	
MOS-4	Moss St	Fourth	Third	-	-	-	6329	
MOS-5	Moss St	Third	Naples	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
SMR-1	San Miguel Ranch Rd	Avenida Loretta	SR-125	DNE	-	4706	-	
MTM-1	Mt. Miguel Rd	SR-125	Calle La Marina/Ave Belterra	-	7874	6818	-	
MTM-2	Mt. Miguel Rd	Calle La Marina/Ave Belterra	(West) Proctor Valley Rd	-	-	10101	-	
MTM-3	Mt. Miguel Rd	(West) Proctor Valley Rd	East "H" St/ Proctor Valley Rd	-	-	-	-	
MTM-4	Mt. Miguel Rd	East "H" St/ Proctor Valley Rd	Mackenzie Creek Rd.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
	Nacion Ave	East J	E Millan St			2683	-	
	Nacion Ave	E Millan St	Telegraph Canyon Rd			4658	-	
NAC-1	Nacion Ave	East L	East Naples	-	-	6392	-	
NAC-2	Nacion Ave	East Naples	East Palomar	-	-	-	2586	
NAC-3	Nacion Ave	East Palomar	East Rienstra	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
NAP-1	Naples St	Industrial	Broadway	-	-	14432	-	
NAP-2	Naples St	Broadway	Fifth	-	-	-	-	
NAP-3	Naples St	Fifth	Fourth	-	-	-	-	
NAP-4	Naples St	Fourth	Third	-	-	-	-	
NAP-5	Naples St	Third	Second	-	-	-	-	
NAP-6	Naples St	Second	First	-	-	-	-	
NAP-7	Naples St	First	Hilltop	-	-	10832	-	
NAP-8	Naples St	Hilltop	Melrose	-	-	-	-	
NAP-9	Naples St	Melrose	Nacion	-	-	-	6625	

- = No count
DNE = Did not exist

NAP-10	Naples St	Nacion	Oleander	-	-	-	-	
NAP-11	Naples St	Oleander	Medical Center Dr.	-	4626	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
NWD-1	Northwoods Dr	Proctor Valley Rd	Adirondack Pl.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
OAK-1	Oak Springs Dr	Hunte Pkwy	Creekside Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
OLE-1	Crest Dr	Douglas	Telegraph Canyon	-	-	-	-	
OLE-2	Oleander Ave	Telegraph Canyon	East Naples	-	-	-	-	
OLE-3	Oleander Ave	East Naples	East Palomar	-	-	-	-	
OLE-4	Oleander Ave	East Palomar	Olympic Pkwy	-	-	3679	-	
OLE-5	Oleander Ave	Olympic Pkwy	Sequoia	-	-	-	-	
OLE-6	Oleander Ave	Sequoia	Main	-	1593	1320	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
OLY-1	Olympic Pkwy	I-805	Oleander	51336	51877	46950	-	
OLY-2	Olympic Pkwy	Oleander	Brandywine	48140	-	49645	-	
OLY-3	Olympic Pkwy	Brandywine	Heritage Rd/ Paseo Ranchero	49961	-	-	-	
OLY-4	Olympic Pkwy	Heritage Rd/ Paseo Ranchero	La Media	47756	-	-	-	
OLY-5	Olympic Pkwy	La Media	E. Palomar St.	37344	-	-	-	
OLY-6	Olympic Pkwy	E. Palomar St.	SR 125	38650	23515	43563	-	
OLY-7	Olympic Pkwy	SR 125	Eastlake Pkwy	27127	-	40478	-	
OLY-8	Olympic Pkwy	Eastlake Pkwy	Hunte Pkwy	15903	-	-	-	
OLY-9	Olympic Pkwy	Hunte Pkwy	Wueste Rd.	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
ORA-1	Orange Ave	Palomar	Fifth	-	-	-	-	
ORA-2	Orange Ave	Fifth	Fourth	-	-	11379	-	
ORA-3	Orange Ave	Fourth	Third	-	-	-	-	
ORA-4	Orange Ave	Third	Second	-	-	-	-	
ORA-5	Orange Ave	Second	Hilltop	-	17557	-	-	
ORA-6	Orange Ave	Hilltop	Max	-	-	-	-	
ORA-7	Orange Ave	Max	Melrose	-	21866	-	-	
ORA-8	Orange Ave	Melroso	I-805	-	32057	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
OLR-1	Otay Lakes Rd	Bonita	Allen School Lane	-	31261	29222	-	
OLR-2	Otay Lakes Rd	Allen School Lane	Camino Del Cerro Gran.	-	-	27461	-	
OLR-3	Otay Lakes Rd	Camino Del Cerro Gran.	Avenida Del Rey/Ridgeview	-	32440	-	-	
OLR-4	Otay Lakes Rd	Ridgeview Wy/Ave Del Rey	Ridgeback/Canyon	-	22872	-	-	
OLR-5	Otay Lakes Rd	Ridgeback/Canyon	East H	-	30785	-	-	
OLR-6	Otay Lakes Rd	East H	Gotham	-	33411	-	-	
OLR-7	Otay Lakes Rd	Gotham	Miracosta Cir./Apache	-	-	-	-	
OLR-8	Otay Lakes Rd	Miracosta Cir./Apache	Telegraph Canyon/La Media	-	30311	38179	-	
OLR-9	Otay Lakes Rd	Telegraph Canyon/La Media	Rutgers	-	-	45508	-	
OLR-10	Otay Lakes Rd	Rutgers	St. Claire	-	54472	-	-	
OLR-11	Otay Lakes Rd	St. Claire	Eastlake Pkwy	-	49364	43108	-	
OLR-12	Otay Lakes Rd	Eastlake Pkwy	Lane Ave	-	24769	26326	-	
OLR-13	Otay Lakes Rd	Lane Ave	Hunte Pkwy	-	-	-	-	
OLR-14	Otay Lakes Rd	Hunte Pkwy	Wueste Rd.	-	7625	8261	-	

- = No count
DNE = Did not exist

STA	St Names	From	To	2006	2007	2008	2009	2010
OXF-1	Oxford St	Cul-de-Sac (west of Broadway)	Broadway	-	-	-	-	
OXF-2	Oxford St	Broadway	Fifth	-	-	-	-	
OXF-3	Oxford St	Fifth	Fourth	-	-	-	-	
OXF-4	Oxford St	Fourth	Third	-	-	-	-	
OXF-5	Oxford St	Third	Second	-	-	-	-	
OXF-6	Oxford St	Second	First	-	4482	-	-	
OXF-7	Oxford St	First	Hilltop	-	-	-	-	
OXF-8	Oxford St	Hilltop	Monserate	-	-	-	-	
OXF-9	Oxford St	Monserate	Nacion	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PAL-1	Palomar St	Bay Blvd	I-5	-	6561	-	-	
PAL-2	Palomar St	I-5	Industrial	-	44650	-	-	
PAL-3	Palomar St	Industrial	Broadway	-	35073	-	-	47631
PAL-4	Palomar St	Broadway	Orange	-	-	-	-	
PAL-5	Palomar St	Orange	Fifth	-	-	-	-	
PAL-6	Palomar St	Fifth	Fourth	-	-	-	-	
PAL-7	Palomar St	Fourth	Third	-	19341	-	-	
PAL-8	Palomar St	Third	Second	-	-	-	-	
PAL-9	Palomar St	Second	First	-	-	-	-	
PAL-10	Palomar St	First	Hilltop	-	-	-	-	
PAL-11	Palomar St	Hilltop	Melrose	-	-	7126	-	
PAL-12	Palomar St	Melrose	Nacion	-	-	-	-	
PAL-13	Palomar St	Nacion	Oleander	7246	-	-	-	
PAL-14	Palomar St	Oleander	Medical Ctr Dr/Brndywine	-	-	-	-	
PAL-15	Palomar St	Medical Ctr Dr/Brndywine	Paseo Ladera	-	-	-	-	
PAL-16	Palomar St	Paseo Ladera	Paseo Ranchero	-	-	-	-	
PAL-17	Palomar St	Paseo Ranchero	Monarche Dr (W)	-	13778	-	-	
PAL-18	Palomar St	Monarche Dr (W)	La Media	-	5792 (wb)	-	-	
PAL-19	Palomar St	La Media	Olympic Pkwy	-	-	-	-	
PAL-20	Palomar St	Olympic Pkwy	Magdalena Av	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PDR-1	Paseo Del Rey	Plaza Ct.	East H	-	-	-	-	
PDR-2	Paseo Del Rey	East H	East J	-	-	-	-	
PDR-3	Paseo Del Rey	East J	Telegraph Canyon Rd.	-	-	5373	-	

PDR-1	St Names	From	To	2006	2007	2008	2009	2010
PE-1	Paseo Entrada	Paseo Ladera	Paseo Primavera	-	-	1551	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PSL-1	Paseo Ladera	East J	Telegraph Canyon Rd	2068	-	-	-	
PSL-2	Paseo Ladera	Telegraph Canyon Rd	East Palomar St	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PSR-1	Paseo Ranchero	Rancho Del Rey Pkwy	East H	-	-	-	-	
PSR-2	Paseo Ranchero	East H	East J	-	-	-	-	
PSR-3	Paseo Ranchero	East J	Telegraph Canyon Rd.	9407 sb	14262	-	14374	
HER-1	Heritage Rd	Telegraph Canyon Rd.	East Palomar St	10462 nb	17966	-	17962	
HER-2	Heritage Rd	East Palomar St	Olympic Pkwy	12383	-	-	-	
HER-3	Heritage Rd	Olympic Pkwy	Santa Victoria	-	-	-	-	
HER-4	Heritage Rd	Santa Victoria	Main St	-	-	-	-	
HER-5	Heritage Rd	Main St	Entertainment Cir	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
PVR-1	Proctor Valley Rd	Rolling Ridge Rd	Mt. Miguel Rd	-	-	-	-	
PVR-2	Proctor Valley Rd	Mt. Miguel Rd	Rocking Horse Dr	-	-	18002	-	

- = No count
DNE = Did not exist

PVR-3	Proctor Valley Rd	Rocking Horse Dr	Lane Ave	-	-	-	-	
PVR-4	Proctor Valley Rd	Lane Ave	Hunte Pkwy	-	-	-	-	
PVR-5	Proctor Valley Rd	Hunte Pwky	Duncan Ranch Rd	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
QNT-1	Quintard St	Orange	Third	-	-	-	-	
QNT-2	Quintard St	Third	Second	-	-	-	-	
QNT-3	Quintard St	Second	First	-	-	-	-	
QNT-4	Quintard St	First	Hilltop	-	-	-	4220	

STA	St Names	From	To	2006	2007	2008	2009	2010
RDR-1	Rancho Del Rey Pkwy	Camino Biscay	Paseo Ranchero	-	-	-	-	
RDR-2	Rancho Del Rey Pkwy	Paseo Ranchero	Buena Vista	-	-	-	-	
RDR-3	Rancho Del Rey Pkwy	Buena Vista	Ridgeback	-	-	-	-	
RDR-4	Rancho Del Rey Pkwy	Ridgeback	Avenida Del Rey	-	-	-	-	
RDR-5	Rancho Del Rey Pkwy	Avenida Del Rey	Paseo Burga	-	-	-	-	
RDR-6	Rancho Del Rey Pkwy	Paseo Burga	Terra Nova	-	-	-	-	
RDR-7	Rancho Del Rey Pkwy	Terra Nova	Del Rey Blvd.	-	-	-	-	
RDR-8	Rancho Del Rey Pkwy	Del Rey Blvd.	Norella	-	-	-	-	
RDR-9	Rancho Del Rey Pkwy	Norella	Camino Biscay	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
RDG-1	Ridgeback Rd	Rancho Del Rey	Otay Lakes Rd	-	5408	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
RIE-1	E. Rienstra St	Hilltop	Max	-	-	-	-	
RIE-2	E. Rienstra St	Max	Melrose	-	-	-	-	
RIE-3	E. Rienstra St	Melrose	Nacion	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
RUT-1	Rutgers	East H	Gotham	-	-	-	-	
RUT-2	Rutgers	Gotham	Otay Lakes	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
SEQ-1	Sequoia St	Oleander	Brandywine	-	-	1825	-	
SEQ-2	Sequoia St	Brandywine	West Point Dr	-	-	2580	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
SIL-1	Silverado	Clubhouse Drive	S Greensview Dr	-	-	-	-	1030

STA	St Names	From	To	2006	2007	2008	2009	2010
STN-1	Stone Gate Dr	Hunte Pkwy	Duncan Ranch Rd	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
SWC-1	Southwestern College	Entrance 1	Gotham	-	-	-	-	
SWC-2	Southwestern College	Entrance 2	Elmhurst	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
TCR-1	Telegraph Canyon Rd.	Hilltop	Nacion	-	-	3978	-	
TCR-2	Telegraph Canyon Rd.	Nacion	Halecrest	-	47442	-	-	
TCR-3	Telegraph Canyon Rd.	Halecrest	Crest/Oleander	72027	64293	61902	-	

- = No count
DNE = Did not exist

TCR-4	Telegraph Canyon Rd.	Crest/Oleander	Paseo Del Rey	72925	-	-	-	
TCR-5	Telegraph Canyon Rd.	Paseo Del Roy	Medical Center Dr	-	-	-	-	
TCR-6	Telegraph Canyon Rd.	Medical Center Dr	Paseo Ladera	-	-	-	-	
TCR-7	Telegraph Canyon Rd.	Paseo Ladera	Paseo Ranchero/ Heritage	-	54760	-	-	
TCR-8	Telegraph Canyon Rd.	Paseo Ranchero/ Heritage	Buena Vista	-	48393	-	-	
TCR-9	Telegraph Canyon Rd.	Buena Vista	Otay Lakes Rd.	-	-	40279	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
TER-1	Terra Nova Dr	East H	Rancho Del Rey Pkwy	4366	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
TDR-1	Tierra Del Rey	Amena Ct	East H	-	-	-	-	
TDR-2	Tierra Del Rey	East H	Camino Del Sol	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
WIL-1	Willow St	Sweelwater	Bonita	-	14961	15033	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
WND-1	Windingwalk St	Olympic Pkwy	Evening Star St	-	-	-	-	
WND-2	Windingwalk St	Evening Star St	Exploration Falls Dr	-	-	-	-	

STA	St Names	From	To	2006	2007	2008	2009	2010
WOD-1	Woods Dr	Northwoods Dr	Otay Lakes Rd	-	559			

STA	St Names	From	To	2006	2007	2008	2009	2010
WUE-1	Wueste Rd	Otay Lakes Rd	Olympic Pkwy	-	-	-	-	
WUE-2	Wueste Rd	Olympic PkWy	CVCL	-	-	-	-	

- = No count
DNE = Did not exist

APPENDIX B
Existing Conditions HCM Worksheets

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Scenario Report

Scenario:	ex am
Command:	ex am
Volume:	ex am
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	ex am

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	39.1	0.764	D	39.1	0.764	+ 0.000 D/V
# 2 Olympic Pkwy/805 NBR	F	86.2	1.116	F	86.2	1.116	+ 0.000 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	28.0	0.736	C	28.0	0.736	+ 0.000 D/V
# 4 Olympic/Birch		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 5 Olympic Pkwy/Heritage Rd	B	17.4	0.712	B	17.4	0.712	+ 0.000 D/V
# 6 Olympic Pkwy/La Media Rd	D	36.5	0.583	D	36.5	0.583	+ 0.000 D/V
# 7 Olympic Pkwy/125 SB	A	2.8	0.236	A	2.8	0.236	+ 0.000 D/V
# 8 Olympic Pwky/125 NB	A	1.3	0.251	A	1.3	0.251	+ 0.000 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	29.1	0.343	C	29.1	0.343	+ 0.000 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	33.0	0.431	C	33.0	0.431	+ 0.000 D/V
# 11 Heritage/Birch		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 12 Birch Rd/La Media Rd	C	26.4	0.520	C	26.4	0.520	+ 0.000 D/V
# 13 Birch Rd/125SB	A	7.4	0.133	A	7.4	0.133	+ 0.000 D/V
# 14 Birch Rd/125NB	A	1.6	0.105	A	1.6	0.105	+ 0.000 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.1	0.322	D	35.1	0.322	+ 0.000 D/V
# 16 Main / 805 SBR	C	27.9	0.585	C	27.9	0.585	+ 0.000 D/V
# 17 Main / 805 NBR	C	27.0	0.548	C	27.0	0.548	+ 0.000 D/V
# 18 Main / Heritage S	A	2.8	0.219	A	2.8	0.219	+ 0.000 D/V
# 19 Main St/La Media		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 20 Main St/125 SB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 21 Main St/125 NB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 22 Main/Street "A"		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 23 Main-Hunte/Eastlake Pkwy	B	13.6	0.135	B	13.6	0.135	+ 0.000 D/V

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 OVR/125 SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#250 OVR/125NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#260 La Media/125SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#270 La Media/125 NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 3 (Y=R=4.0 sec) Average Delay (sec/veh): 39.1
Optimal Cycle: 60 Level Of Service: D

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0 0	1	1	0 0 1	0	0	2 0 1	2	0	2 0 0
Volume Module: >> Count Date: 4 May 2010 <<												
Base Vol:	0	0	0	529	0	450	0	877	328	713	500	0
Growth 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
Initial Bse:	0	0	0	529	0	450	0	877	328	713	500	0
User 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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	545	0	464	0	904	338	735	515	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	545	0	464	0	904	338	735	515	0
PCE 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
MLF 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
FinalVolume:	0	0	0	545	0	464	0	904	338	735	515	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.29	0.00	0.25	0.21	0.21	0.14	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.33	0.33	0.27	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.76	0.00	0.76	0.64	0.76	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	32.3	0.0	46.0	0.0	45.2	42.6	50.3	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.3	0.0	46.0	0.0	45.2	42.6	50.3	13.0	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	D	B	A
HCM2kAvgQ:	0	0	0	6	0	19	0	19	13	16	5	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	1.116
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	86.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1! 0	1	0	0	0	0	2	0	2	0	0	0	0	1	1	1
Volume Module:																		
Base Vol:	230	0	917	0	0	0	664	817	0	0	964	1531
Growth 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
Initial Bse:	230	0	917	0	0	0	664	817	0	0	964	1531
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	250	0	997	0	0	0	722	888	0	0	1048	1664
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	997	0	0	0	722	888	0	0	1048	1664
PCE 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
MLF 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
FinalVolume:	250	0	997	0	0	0	722	888	0	0	1048	1664
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.86	0.86
Lanes:	1.20	0.00	1.80	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.16	1.84
Final Sat.:	1987	0	2979	0	0	0	3502	3610	0	0	1900	3017
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.33	0.00	0.00	0.00	0.21	0.25	0.00	0.00	0.55	0.55
Crit Moves:			****				****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.18	0.68	0.00	0.00	0.49	0.49
Volume/Cap:	0.42	0.00	1.12	0.00	0.00	0.00	1.12	0.36	0.00	0.00	1.12	1.12
Delay/Veh:	39.4	0.0	113.8	0.0	0.0	0.0	128.9	9.7	0.0	0.0	94.1	94.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	0.0	113.8	0.0	0.0	0.0	128.9	9.7	0.0	0.0	94.1	94.1
LOS by Move:	D	A	F	A	A	A	F	A	A	A	F	F
HCM2kAvgQ:	7	0	34	0	0	0	24	8	0	0	56	56

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.0
Optimal Cycle:	86	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	3	0	1
Volume Module:																		
Base Vol:	31	97	282	100	327	180	130	1052	20	380	1785	179
Growth 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
Initial Bse:	31	97	282	100	327	180	130	1052	20	380	1785	179
User 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
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	35	110	320	114	372	205	148	1195	23	432	2028	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	110	320	114	372	205	148	1195	23	432	2028	203
PCE 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
MLF 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
FinalVolume:	35	110	320	114	372	205	148	1195	23	432	2028	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.91	0.91	0.86	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	5075	96	1805	5107	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.20	0.06	0.20	0.13	0.08	0.24	0.24	0.24	0.39	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.27	0.27	0.09	0.32	0.32	0.11	0.32	0.32	0.32	0.53	0.53
Volume/Cap:	0.61	0.22	0.74	0.74	0.61	0.39	0.73	0.74	0.74	0.74	0.73	0.24
Delay/Veh:	64.7	28.5	39.7	61.5	30.2	26.7	56.0	32.0	32.0	34.8	18.9	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	28.5	39.7	61.5	30.2	26.7	56.0	32.0	32.0	34.8	18.9	12.6
LOS by Move:	E	C	D	E	C	C	E	C	C	C	B	B
HCM2kAvgQ:	2	3	11	5	10	5	5	14	14	13	10	3

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 Olympic/~~Birch~~ Santa Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1	0	0	2	0	1	0	2	2	0	3	0	1	2	0	3	0	2
Volume Module:																				
Base Vol:	0	0	0	546	0	267	206	1410	0	0	2010	546
Growth 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
Initial Bse:	0	0	0	546	0	267	206	1410	0	0	2010	546
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	593	0	290	224	1533	0	0	2185	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	593	0	290	224	1533	0	0	2185	593
PCE 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
MLF 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
FinalVolume:	0	0	0	593	0	290	224	1533	0	0	2185	593
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	0.92	0.91	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	1.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	1900	2842	3502	5187	1900	3686	5187	2842
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.10	0.06	0.30	0.00	0.00	0.42	0.21
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.09	0.68	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.43	0.71	0.43	0.00	0.00	0.71	0.35
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	32.8	51.7	7.3	0.0	0.0	15.2	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	32.8	51.7	7.3	0.0	0.0	15.2	10.7
LOS by Move:	A	A	A	D	A	C	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	10	0	5	5	8	0	0	18	5

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	8 (Y=R=4.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	47	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	549	384	52	69	489	319	276	677	562	60	1236	85
Growth 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
Initial Bse:	549	384	52	69	489	319	276	677	562	60	1236	85
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	597	417	57	75	532	347	300	736	611	65	1343	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	417	57	75	532	347	300	736	611	65	1343	92
PCE 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
MLF 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
FinalVolume:	597	417	57	75	532	347	300	736	611	65	1343	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.03	0.02	0.10	0.12	0.09	0.14	0.21	0.02	0.26	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.18	0.18	0.18	0.13	0.40	0.40	0.11	0.38	0.38
Volume/Cap:	0.68	0.32	0.14	0.12	0.57	0.68	0.68	0.36	0.54	0.17	0.68	0.15
Delay/Veh:	43.3	36.7	34.9	41.7	46.0	49.9	54.6	25.5	28.3	48.9	32.2	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	36.7	34.9	41.7	46.0	49.9	54.6	25.5	28.3	48.9	32.2	24.6
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	11	5	2	1	7	8	7	7	10	1	16	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.236
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.8
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	38	0	57	0	953	94	0	984	90
Growth 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
Initial Bse:	0	0	0	38	0	57	0	953	94	0	984	90
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	41	0	62	0	1036	102	0	1070	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	62	0	1036	102	0	1070	98
PCE 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
MLF 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
FinalVolume:	0	0	0	41	0	62	0	1036	102	0	1070	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.40	0.00	1.60	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2372	0	2711	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.20	0.06	0.00	0.21	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.23	0.00	0.23	0.07	0.00	0.24	0.07
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	41.7	0.0	1.1	0.9	0.0	1.1	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	41.7	0.0	1.1	0.9	0.0	1.1	0.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0	1	0	0	0	0	0	0	3	0	2
Volume Module:														
Base Vol:	4	0	7	0	0	0	0	705	235	0	1141	301
Growth 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
Initial Bse:	4	0	7	0	0	0	0	705	235	0	1141	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	4	0	8	0	0	0	0	766	255	0	1240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	8	0	0	0	0	766	255	0	1240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	0	8	0	0	0	0	766	255	0	1240	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.16	0.00	0.24	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.67	0.00	0.87	0.00
Volume/Cap:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.17	0.18	0.00	0.27	0.00
Delay/Veh:	40.6	0.0	40.8	0.0	0.0	0.0	0.0	1.0	1.1	0.0	1.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	40.8	0.0	0.0	0.0	0.0	1.0	1.1	0.0	1.1	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	0	3	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.1
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	193	140	31	52	141	186	197	314	167	77	808	72
Growth 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
Initial Bse:	193	140	31	52	141	186	197	314	167	77	808	72
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	210	152	34	57	153	202	214	341	182	84	878	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	152	34	57	153	202	214	341	182	84	878	78
PCE 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
MLF 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
FinalVolume:	210	152	34	57	153	202	214	341	182	84	878	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2848	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.02	0.02	0.03	0.07	0.06	0.07	0.11	0.02	0.17	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.15	0.38	0.11	0.09	0.26	0.18	0.44	0.44	0.23	0.49	0.49
Volume/Cap:	0.34	0.19	0.05	0.15	0.34	0.27	0.34	0.15	0.25	0.10	0.34	0.10
Delay/Veh:	43.8	44.4	23.3	48.8	52.1	35.1	43.5	20.0	21.2	36.5	18.6	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	44.4	23.3	48.8	52.1	35.1	43.5	20.0	21.2	36.5	18.6	16.2
LOS by Move:	D	D	C	D	D	D	D	B	C	D	B	B
HCM2kAvgQ:	4	2	1	1	2	3	4	3	4	1	7	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.0
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Include	Protected		Include	Protected		Include	Protected		Include
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	3	2 1 0	2	0	2 0 1	2	3	2 1 0	2	0	2 0 1
Volume Module:												
Base Vol:	32	108	12	28	120	350	231	121	15	15	282	67
Growth 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
Initial Bse:	32	108	12	28	120	350	231	121	15	15	282	67
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	35	117	13	30	130	380	251	132	16	16	307	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	117	13	30	130	380	251	132	16	16	307	73
PCE 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
MLF 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
FinalVolume:	35	117	13	30	130	380	251	132	16	16	307	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.85	0.92	0.90	0.90	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.00	1.00	2.00	2.67	0.33	2.00	2.00	1.00
Final Sat.:	3502	4598	511	3502	3610	1615	3502	4541	563	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.01	0.04	0.24	0.07	0.03	0.03	0.00	0.08	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.34	0.34	0.24	0.53	0.53	0.16	0.21	0.21	0.14	0.19	0.19
Volume/Cap:	0.17	0.07	0.07	0.04	0.07	0.45	0.45	0.14	0.14	0.03	0.45	0.24
Delay/Veh:	54.1	26.6	26.6	34.9	14.0	18.0	46.2	39.1	39.1	44.2	43.5	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	26.6	26.6	34.9	14.0	18.0	46.2	39.1	39.1	44.2	43.5	41.7
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	1	1	0	1	9	5	2	2	0	6	2

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #11 Heritage/Birch Santa Victoria

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Include	Protected		Include	Protected		Include	Protected		Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	0	0	0 0 0	0	0	0 0 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	286	9	482	385	0	0	0	0	0	0	400
Growth 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
Initial Bse:	0	286	9	482	385	0	0	0	0	0	0	400
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	311	10	524	418	0	0	0	0	0	0	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	311	10	524	418	0	0	0	0	0	0	435
PCE 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
MLF 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
FinalVolume:	0	311	10	524	418	0	0	0	0	0	0	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1900	5187	1615	3502	5187	1900	0	0	0	3686	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.01	0.15	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.27
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.12	0.12	0.29	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Volume/Cap:	0.00	0.52	0.05	0.52	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Delay/Veh:	0.0	42.5	39.5	30.3	19.5	0.0	0.0	0.0	0.0	0.0	0.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.5	39.5	30.3	19.5	0.0	0.0	0.0	0.0	0.0	0.0	16.5
LOS by Move:	A	D	D	C	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	4	0	7	3	0	0	0	0	0	0	9

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.133
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.4
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	28	0	94	0	403	32	0	452	31
Growth 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
Initial Bse:	0	0	0	28	0	94	0	403	32	0	452	31
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	30	0	102	0	438	35	0	491	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	102	0	438	35	0	491	34
PCE 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
MLF 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
FinalVolume:	0	0	0	30	0	102	0	438	35	0	491	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.88	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.23	0.00	1.77	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2045	0	2944	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.00	0.08	0.02	0.00	0.09	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.71	0.71	0.00	0.71	0.71
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.13	0.00	0.12	0.03	0.00	0.13	0.03
Delay/Veh:	0.0	0.0	0.0	27.8	0.0	28.4	0.0	4.6	4.3	0.0	4.7	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.8	0.0	28.4	0.0	4.6	4.3	0.0	4.7	4.3
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.105
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.6
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:																					
Base Vol:	12	0	4	0	0	0	0	375	62	0	475	69
Growth 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
Initial Bse:	12	0	4	0	0	0	0	375	62	0	475	69
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	13	0	4	0	0	0	0	408	67	0	516	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	4	0	0	0	0	408	67	0	516	75
PCE 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
MLF 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
FinalVolume:	13	0	4	0	0	0	0	408	67	0	516	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.04	0.00	0.10	0.05
Crit Moves:			****					****			****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.07	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.05	0.00	0.11	0.05
Delay/Veh:	41.0	0.0	40.7	0.0	0.0	0.0	0.0	0.9	0.9	0.0	0.9	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	0.0	40.7	0.0	0.0	0.0	0.0	0.9	0.9	0.0	0.9	0.9
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	2	1	0	1	0	3	0	1	2	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	142	120	0		57	109	183		124	103	129		2	228	76	
Growth 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	
Initial Bse:	142	120	0		57	109	183		124	103	129		2	228	76	
User 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	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	154	130	0		62	118	199		135	112	140		2	248	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	154	130	0		62	118	199		135	112	140		2	248	83	
PCE 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	
MLF 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	
FinalVolume:	154	130	0		62	118	199		135	112	140		2	248	83	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.91		0.95	0.91	0.85		0.92	0.87	0.87		0.95	0.91	0.91	
Lanes:	2.00	1.00	0.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	1.50	0.50	
Final Sat.:	3502	2187	0		1805	5187	1615		3502	1655	1655		1805	2607	869	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.03	0.00		0.03	0.02	0.12		0.04	0.07	0.08		0.00	0.10	0.10	
Crit Moves:	****						****		****					****		
Green/Cycle:	0.14	0.31	0.00		0.21	0.38	0.38		0.12	0.25	0.25		0.17	0.29	0.29	
Volume/Cap:	0.32	0.08	0.00		0.16	0.06	0.32		0.32	0.28	0.35		0.01	0.32	0.32	
Delay/Veh:	47.2	29.7	0.0		38.6	23.4	26.4		48.8	36.8	37.6		41.5	33.1	33.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.2	29.7	0.0		38.6	23.4	26.4		48.8	36.8	37.6		41.5	33.1	33.1	
LOS by Move:	D	C	A		D	C	C		D	D	D		D	C	C	
HCM2kAvgQ:	3	1	0		2	1	5		3	4	5		0	5	5	

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	30	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	1	0	0	2	1	0	2	0	0	2
Volume Module:												
Base Vol:	0	0	0	469	0	391	0	638	311	315	510	0
Growth 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
Initial Bse:	0	0	0	469	0	391	0	638	311	315	510	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	510	0	425	0	693	338	342	554	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	510	0	425	0	693	338	342	554	0
PCE 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
MLF 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
FinalVolume:	0	0	0	510	0	425	0	693	338	342	554	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.02	0.98	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3316	1617	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.26	0.00	0.21	0.21	0.10	0.15	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.36	0.36	0.17	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.58	0.00	0.58	0.58	0.58	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	25.9	0.0	31.8	31.8	47.6	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	25.9	0.0	31.8	31.8	47.6	16.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	6	0	12	0	12	12	7	6	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	30	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	0	0	2	0	0	0	0	0	1	0	2	0	0	0	0	3	0	2
Volume Module:												
Base Vol:	229	0	312	0	0	0	405	719	0	0	568	400
Growth 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
Initial Bse:	229	0	312	0	0	0	405	719	0	0	568	400
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	249	0	339	0	0	0	440	782	0	0	617	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	0	339	0	0	0	440	782	0	0	617	435
PCE 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
MLF 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
FinalVolume:	249	0	339	0	0	0	440	782	0	0	617	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	2805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.12	0.00	0.00	0.00	0.24	0.22	0.00	0.00	0.12	0.15
Crit Moves:	****						****					****
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.44	0.72	0.00	0.00	0.28	0.28
Volume/Cap:	0.55	0.00	0.48	0.00	0.00	0.00	0.55	0.30	0.00	0.00	0.43	0.55
Delay/Veh:	40.4	0.0	38.7	0.0	0.0	0.0	25.3	5.9	0.0	0.0	35.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	0.0	38.7	0.0	0.0	0.0	25.3	5.9	0.0	0.0	35.6	37.6
LOS by Move:	D	A	D	A	A	A	C	A	A	A	D	D
HCM2kAvgQ:	8	0	6	0	0	0	12	5	0	0	7	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
Existing Condtiions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.219
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.8
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	0	0	0	0	0
Volume Module:																		
Base Vol:	356	0	7	0	0	0	0	20	431	0	0	0						
Growth 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						
Initial Bse:	356	0	7	0	0	0	0	20	431	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00						
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92						
PHF Volume:	387	0	8	0	0	0	0	22	0	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	387	0	8	0	0	0	0	22	0	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00						
FinalVolume:	387	0	8	0	0	0	0	22	0	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00						
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00						
Final Sat.:	1805	0	1615	0	0	0	0	5187	1900	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
Crit Moves:	****							****										
Green/Cycle:	0.90	0.00	0.90	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00						
Volume/Cap:	0.24	0.00	0.01	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00						
Delay/Veh:	0.7	0.0	0.5	0.0	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.7	0.0	0.5	0.0	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0						
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A						
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	0	0	0						

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0						
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
Crit Moves:																		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						
Delay/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						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/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						
LOS by Move:																		
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0						

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Main St/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Main St/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Main/Street "A"

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.135
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.6
Optimal Cycle:	26	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	2	0	3	0	0	0	0	0	0	0	2	0	3	0	2
Volume Module:																			
Base Vol:	0	0	0	204	0	0	0	0	0	0	0	187
Growth 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
Initial Bse:	0	0	0	204	0	0	0	0	0	0	0	187
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	222	0	0	0	0	0	0	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	222	0	0	0	0	0	0	0	203
PCE 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
MLF 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
FinalVolume:	0	0	0	222	0	0	0	0	0	0	0	203
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.91	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	5187	0	0	0	0	3686	5187	2842
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Delay/Veh:	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	2	0	0	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Condtiions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #250 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #260 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #270 La Media/12S NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	ex pm
Command:	ex pm
Volume:	ex pm
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	none
Routes:	Default Route
Configuration:	ex pm

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	41.6	0.860	D	41.6	0.860	+ 0.000 D/V
# 2 Olympic Pkwy/805 NBR	D	37.8	0.856	D	37.8	0.856	+ 0.000 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	31.6	0.801	C	31.6	0.801	+ 0.000 D/V
# 4 Olympic/Birch		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 5 Olympic Pkwy/Heritage Rd	B	15.6	0.552	B	15.6	0.552	+ 0.000 D/V
# 6 Olympic Pkwy/La Media Rd	C	25.4	0.527	C	25.4	0.527	+ 0.000 D/V
# 7 Olympic Pkwy/125 SB	A	4.7	0.377	A	4.7	0.377	+ 0.000 D/V
# 8 Olympic Pkwy/125 NB	A	2.4	0.401	A	2.4	0.401	+ 0.000 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.5	0.373	C	31.5	0.373	+ 0.000 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	34.2	0.348	C	34.2	0.348	+ 0.000 D/V
# 11 Heritage/Birch		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 12 Birch Rd/La Media Rd	C	22.6	0.326	C	22.6	0.326	+ 0.000 D/V
# 13 Birch Rd/125SB	A	7.6	0.128	A	7.6	0.128	+ 0.000 D/V
# 14 Birch Rd/125NB	A	5.7	0.154	A	5.7	0.154	+ 0.000 D/V
# 15 Birch Rd/Eastlake Pkwy	C	32.7	0.256	C	32.7	0.256	+ 0.000 D/V
# 16 Main / 805 SBR	C	31.9	0.826	C	31.9	0.826	+ 0.000 D/V
# 17 Main / 805 NBR	C	28.9	0.714	C	28.9	0.714	+ 0.000 D/V
# 18 Main / Heritage S	A	0.9	0.292	A	0.9	0.292	+ 0.000 D/V
# 19 Main St/La Media		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 20 Main St/125 SB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 21 Main St/125 NB		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 22 Main/Street "A"		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 23 Main-Hunte/Eastlake Pkwy	B	12.9	0.045	B	12.9	0.045	+ 0.000 D/V

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 OVR/125 SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#250 OVR/125NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#260 La Media/125SBR		0.0	0.000		0.0	0.000	+ 0.000 D/V
#270 La Media/125 NBR		0.0	0.000		0.0	0.000	+ 0.000 D/V

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OLC Parcels B & C
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec): 140 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 3 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 64 Level Of Service: D

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	1	0	0	1	0	2	0	1	2	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	961	0	636	0	732	244	682	611	0
Growth 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
Initial Bse:	0	0	0	961	0	636	0	732	244	682	611	0
User 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
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	1022	0	677	0	779	260	726	650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1022	0	677	0	779	260	726	650	0
PCE 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
MLF 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
FinalVolume:	0	0	0	1022	0	677	0	779	260	726	650	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.42	0.00	0.22	0.16	0.21	0.18	0.00
Crit Moves:						****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.49	0.00	0.25	0.25	0.24	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.86	0.00	0.86	0.64	0.86	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	26.2	0.0	41.2	0.0	58.5	50.3	59.8	22.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.2	0.0	41.2	0.0	58.5	50.3	59.8	22.2	0.0
LOS by Move:	A	A	A	C	A	D	A	E	D	E	C	A
HCM2kAvgQ:	0	0	0	16	0	28	0	19	11	18	9	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.8
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1!	0 1	0	0 0	0 0	2	0 2	0 0	0	0 1	1 1
Volume Module:												
Base Vol:	286	1	972	0	0	0	338	1364	0	0	1010	658
Growth 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
Initial Bse:	286	1	972	0	0	0	338	1364	0	0	1010	658
User 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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	295	1	1002	0	0	0	348	1406	0	0	1041	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1	1002	0	0	0	348	1406	0	0	1041	678
PCE 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
MLF 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
FinalVolume:	295	1	1002	0	0	0	348	1406	0	0	1041	678
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.22	0.01	1.77	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.82	1.18
Final Sat.:	1991	3	2874	0	0	0	3502	3610	0	0	3085	2010
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.35	0.00	0.00	0.00	0.10	0.39	0.00	0.00	0.34	0.34
Crit Moves:		****					****				****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.12	0.51	0.00	0.00	0.39	0.39
Volume/Cap:	0.32	0.86	0.75	0.00	0.00	0.00	0.86	0.76	0.00	0.00	0.86	0.86
Delay/Veh:	23.3	38.1	32.2	0.0	0.0	0.0	76.8	29.4	0.0	0.0	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	38.1	32.2	0.0	0.0	0.0	76.8	29.4	0.0	0.0	42.6	42.6
LOS by Move:	C	D	C	A	A	A	E	C	A	A	D	D
HCM2kAvgQ:	6	27	21	0	0	0	10	26	0	0	26	25

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.6
Optimal Cycle:	115	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	42	234	381	85	181	230	364	1709	52	219	1130	101
Growth 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
Initial Bse:	42	234	381	85	181	230	364	1709	52	219	1130	101
User 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
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	45	252	410	91	195	247	391	1838	56	235	1215	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	252	410	91	195	247	391	1838	56	235	1215	109
PCE 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
MLF 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
FinalVolume:	45	252	410	91	195	247	391	1838	56	235	1215	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.91	0.91	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	5014	153	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.25	0.05	0.10	0.15	0.22	0.37	0.37	0.13	0.23	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.32	0.32	0.06	0.33	0.33	0.30	0.46	0.46	0.16	0.32	0.32
Volume/Cap:	0.47	0.42	0.80	0.80	0.31	0.47	0.73	0.80	0.80	0.80	0.73	0.21
Delay/Veh:	49.5	27.4	40.1	78.2	25.6	27.4	36.4	25.3	25.3	54.8	31.6	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	27.4	40.1	78.2	25.6	27.4	36.4	25.3	25.3	54.8	31.6	24.8
LOS by Move:	D	C	D	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	6	14	5	5	6	12	20	20	9	15	2

Note: Queue reported is the number of cars per lane.

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1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 Olympic/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.6
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1!	0	0	2	0	1	0	2	2	0	3	0	1	2	0	3	0	2
Volume Module:																				
Base Vol:	0	0	0	330	0	215	353	1934	0	0	1354	279
Growth 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
Initial Bse:	0	0	0	330	0	215	353	1934	0	0	1354	279
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	359	0	234	384	2102	0	0	1472	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	359	0	234	384	2102	0	0	1472	303
PCE 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
MLF 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
FinalVolume:	0	0	0	359	0	234	384	2102	0	0	1472	303
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	0.92	0.91	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	1.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	1900	2842	3502	5187	1900	3686	5187	2842
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.08	0.11	0.41	0.00	0.00	0.28	0.11
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.20	0.73	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.44	0.54	0.55	0.00	0.00	0.54	0.20
Delay/Veh:	0.0	0.0	0.0	38.0	0.0	36.7	36.3	6.1	0.0	0.0	15.6	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.0	0.0	36.7	36.3	6.1	0.0	0.0	15.6	12.4
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	4	6	11	0	0	11	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.4
Optimal Cycle:	42	Level Of Service:	C

Street Name:	La Media									Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1
Volume Module:															
Base Vol:	221	175	29	163	230	200	282	1625	351	19	1012	80			
Growth 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			
Initial Bse:	221	175	29	163	230	200	282	1625	351	19	1012	80			
User 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			
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
PHF Volume:	240	190	32	177	250	217	307	1766	382	21	1100	87			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	240	190	32	177	250	217	307	1766	382	21	1100	87			
PCE 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			
MLF 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			
FinalVolume:	240	190	32	177	250	217	307	1766	382	21	1100	87			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85			
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00			
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.04	0.02	0.05	0.05	0.08	0.09	0.34	0.13	0.01	0.21	0.05			
Crit Moves:	****					****		****		****					
Green/Cycle:	0.12	0.25	0.25	0.11	0.14	0.14	0.20	0.61	0.61	0.06	0.48	0.48			
Volume/Cap:	0.55	0.24	0.13	0.47	0.35	0.55	0.45	0.55	0.22	0.20	0.45	0.11			
Delay/Veh:	51.1	44.8	44.1	51.3	47.2	50.0	42.9	13.8	10.4	53.7	21.1	17.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	51.1	44.8	44.1	51.3	47.2	50.0	42.9	13.8	10.4	53.7	21.1	17.5			
LOS by Move:	D	D	D	D	D	D	D	B	B	D	C	B			
HCM2kAvgQ:	5	2	1	4	3	5	5	14	4	0	10	2			

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Olympic Pkwy/I25 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.7
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	3	0	1
Volume Module:															
Base Vol:	0	0	0	153	0	77	0	1572	10	0	1038	9			
Growth 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			
Initial Bse:	0	0	0	153	0	77	0	1572	10	0	1038	9			
User 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			
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
PHF Volume:	0	0	0	166	0	84	0	1709	11	0	1128	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	166	0	84	0	1709	11	0	1128	10			
PCE 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			
MLF 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			
FinalVolume:	0	0	0	166	0	84	0	1709	11	0	1128	10			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85			
Lanes:	0.00	0.00	0.00	1.67	0.00	1.33	0.00	3.00	1.00	0.00	3.00	1.00			
Final Sat.:	0	0	0	2910	0	2332	0	5187	1615	0	5187	1615			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.33	0.01	0.00	0.22	0.01			
Crit Moves:						****		****		****					
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87			
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.36	0.00	0.38	0.01	0.00	0.25	0.01			
Delay/Veh:	0.0	0.0	0.0	44.8	0.0	42.3	0.0	1.3	0.9	0.0	1.1	0.9			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	44.8	0.0	42.3	0.0	1.3	0.9	0.0	1.1	0.9			
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A			
HCM2kAvgQ:	0	0	0	4	0	2	0	4	0	0	2	0			

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	120	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.4
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0	1	0	0	0	0	0	0	3	0	2	0	0	3	0	2
Volume Module:																			
Base Vol:	28	0	53	0	0	0	0	1685	38	0	1019	86
Growth 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
Initial Bse:	28	0	53	0	0	0	0	1685	38	0	1019	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	30	0	58	0	0	0	0	1832	41	0	1108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	58	0	0	0	0	1832	41	0	1108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	0	58	0	0	0	0	1832	41	0	1108	0
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.35	0.03	0.00	0.21	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.00
Volume/Cap:	0.09	0.00	0.36	0.00	0.00	0.00	0.00	0.41	0.03	0.00	0.25	0.00
Delay/Veh:	41.0	0.0	43.4	0.0	0.0	0.0	0.0	1.4	0.9	0.0	1.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	0.0	43.4	0.0	0.0	0.0	0.0	1.4	0.9	0.0	1.1	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	4	0	0	2	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.5
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:																			
Base Vol:	214	268	58	180	347	231	293	641	272	84	429	84
Growth 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
Initial Bse:	214	268	58	180	347	231	293	641	272	84	429	84
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	233	291	63	196	377	251	318	697	296	91	466	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	291	63	196	377	251	318	697	296	91	466	91
PCE 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
MLF 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
FinalVolume:	233	291	63	196	377	251	318	697	296	91	466	91
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5167	1615	3502	5167	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:																			
Vol/Sat:	0.07	0.06	0.04	0.06	0.07	0.09	0.09	0.13	0.18	0.03	0.09	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.22	0.29	0.15	0.19	0.48	0.28	0.49	0.49	0.07	0.28	0.28
Volume/Cap:	0.37	0.26	0.13	0.36	0.37	0.19	0.32	0.27	0.37	0.37	0.32	0.20
Delay/Veh:	43.8	38.9	31.7	46.0	42.2	18.1	34.2	18.0	19.4	54.3	34.4	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	38.9	31.7	46.0	42.2	18.1	34.2	18.0	19.4	54.3	34.4	33.3
LOS by Move:	D	D	C	D	D	B	C	B	B	D	C	C
HCM2kAvgQ:	4	3	2	4	5	3	5	5	7	2	5	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):		0.348
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):		34.2
Optimal Cycle:	42	Level Of Service:		C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	23	46	24	69	69	235	338	318	24	15	182	32
Growth 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
Initial Bse:	23	46	24	69	69	235	338	318	24	15	182	32
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	25	50	26	75	75	255	367	346	26	16	198	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	50	26	75	75	255	367	346	26	16	198	35
PCE 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
MLF 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
FinalVolume:	25	50	26	75	75	255	367	346	26	16	198	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.95	0.85	0.92	0.90	0.90	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.79	0.21	2.00	2.00	1.00
Final Sat.:	3502	3252	1641	3502	3610	1615	3502	4775	360	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.02	0.16	0.10	0.07	0.07	0.00	0.05	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.29	0.29	0.20	0.44	0.44	0.29	0.26	0.26	0.18	0.15	0.15
Volume/Cap:	0.12	0.05	0.05	0.11	0.05	0.36	0.36	0.28	0.28	0.03	0.36	0.14
Delay/Veh:	53.9	30.7	30.7	39.0	19.5	23.0	34.1	35.7	35.7	40.4	46.2	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	30.7	30.7	39.0	19.5	23.0	34.1	35.7	35.7	40.4	46.2	44.5
LOS by Move:	D	C	C	D	B	C	C	D	D	D	D	D
HCM2kAvgQ:	1	1	1	1	1	6	5	4	4	0	4	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #11 Heritage/Birch

Cycle (sec):	100	Critical Vol./Cap.(X):		0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):		0.0
Optimal Cycle:	0	Level Of Service:		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.6
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	61	2	406	45	0	0	0	0	3	0	239
Growth 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
Initial Bse:	0	61	2	406	45	0	0	0	0	3	0	239
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	66	2	441	49	0	0	0	0	3	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	2	441	49	0	0	0	0	3	0	260
PCE 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
MLF 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
FinalVolume:	0	66	2	441	49	0	0	0	0	3	0	260
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1900	5187	1615	3502	5187	1900	0	0	0	3502	0	1615
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.01	0.00	0.13	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.16
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.10	0.10	0.36	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.13	0.01	0.35	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.35
Delay/Veh:	0.0	41.1	40.6	23.6	14.7	0.0	0.0	0.0	0.0	14.6	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.1	40.6	23.6	14.7	0.0	0.0	0.0	0.0	14.6	0.0	17.7
LOS by Move:	A	D	D	C	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	5	0	0	0	0	0	2	0	5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.128
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:																				
Base Vol:	0	0	0	100	0	56	0	468	4	0	369	15
Growth 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
Initial Bse:	0	0	0	100	0	56	0	468	4	0	369	15
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	109	0	61	0	509	4	0	401	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	61	0	509	4	0	401	16
PCE 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
MLF 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
FinalVolume:	0	0	0	109	0	61	0	509	4	0	401	16
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.64	0.00	1.36	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2858	0	2367	0	5187	1615	0	5187	1615
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.00	0.10	0.00	0.00	0.08	0.01
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.77	0.77	0.00	0.77	0.77
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.13	0.00	0.13	0.00	0.00	0.10	0.01
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	32.8	0.0	3.0	2.7	0.0	2.8	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	32.8	0.0	3.0	2.7	0.0	2.8	2.7
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	1	0	0	1	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Parcels B & C
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Birch Rd/I25NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.154
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.7
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:																		
Base Vol:	14	0	55	0	0	0	0	535	25	0	374	61
Growth 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
Initial Bse:	14	0	55	0	0	0	0	535	25	0	374	61
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	0	60	0	0	0	0	582	27	0	407	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	60	0	0	0	0	582	27	0	407	66
PCE 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
MLF 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
FinalVolume:	15	0	60	0	0	0	0	582	27	0	407	66
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.11	0.02	0.00	0.08	0.04
Crit Moves:			****					****		****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.73	0.73	0.00	0.73	0.73
Volume/Cap:	0.04	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.02	0.00	0.11	0.06
Delay/Veh:	29.1	0.0	30.1	0.0	0.0	0.0	0.0	4.1	3.7	0.0	4.0	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	0.0	30.1	0.0	0.0	0.0	0.0	4.1	3.7	0.0	4.0	3.8
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	2	0	0	1	1

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.7
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	1	0	1	0	3	0	1	2	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	116	130	3	146	81	159	124	257	128	2	122	111
Growth 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
Initial Bse:	116	130	3	146	81	159	124	257	128	2	122	111
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	126	141	3	159	88	173	135	279	139	2	133	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	141	3	159	88	173	135	279	139	2	133	121
PCE 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
MLF 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
FinalVolume:	126	141	3	159	88	173	135	279	139	2	133	121
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.88	0.88
Lanes:	2.00	2.93	0.07	1.00	3.00	1.00	2.00	1.34	0.66	1.00	1.05	0.95
Final Sat.:	3502	5055	127	1805	5187	1615	3502	2289	1140	1805	1756	1598
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.03	0.03	0.09	0.02	0.11	0.04	0.12	0.12	0.00	0.08	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.10	0.10	0.32	0.28	0.28	0.21	0.45	0.45	0.06	0.30	0.30
Volume/Cap:	0.24	0.27	0.27	0.27	0.06	0.39	0.18	0.27	0.27	0.02	0.25	0.25
Delay/Veh:	45.2	50.0	50.0	30.4	32.0	35.8	39.2	20.9	20.9	53.3	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	50.0	50.0	30.4	32.0	35.8	39.2	20.9	20.9	53.3	32.1	32.1
LOS by Move:	D	D	D	C	C	D	D	C	C	D	C	C
HCM2kAvgQ:	2	2	2	4	1	5	2	5	5	3	4	4

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	701	0	507	0	757	486	448	725	0
Growth 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
Initial Bse:	0	0	0	701	0	507	0	757	486	448	725	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	762	0	551	0	823	528	487	788	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	762	0	551	0	823	528	487	788	0
PCE 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
MLF 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
FinalVolume:	0	0	0	762	0	551	0	823	528	487	788	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3254	1627	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.34	0.00	0.25	0.32	0.14	0.22	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.83	0.00	0.64	0.83	0.83	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	26.5	0.0	39.7	0.0	30.3	36.3	57.5	14.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.5	0.0	39.7	0.0	30.3	36.3	57.5	14.9	0.0
LOS by Move:	A	A	A	C	A	D	A	C	D	E	B	A
HCM2kAvgQ:	0	0	0	10	0	20	0	14	21	11	8	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	34	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	0 0	0 0	0	1 0	2 0	0	0 0	3 0	2
Volume Module:												
Base Vol:	317	0	428	0	0	0	446	1009	0	0	854	619
Growth 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
Initial Bse:	317	0	428	0	0	0	446	1009	0	0	854	619
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	345	0	465	0	0	0	485	1097	0	0	928	673
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	0	465	0	0	0	485	1097	0	0	928	673
PCE 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
MLF 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
FinalVolume:	345	0	465	0	0	0	485	1097	0	0	928	673
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.16	0.00	0.00	0.00	0.27	0.30	0.00	0.00	0.18	0.24
Crit Moves:	****						****					****
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.38	0.71	0.00	0.00	0.33	0.33
Volume/Cap:	0.71	0.00	0.61	0.00	0.00	0.00	0.71	0.43	0.00	0.00	0.54	0.71
Delay/Veh:	44.8	0.0	40.0	0.0	0.0	0.0	35.5	7.5	0.0	0.0	33.0	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	0.0	40.0	0.0	0.0	0.0	35.5	7.5	0.0	0.0	33.0	37.7
LOS by Move:	D	A	D	A	A	A	D	A	A	A	C	D
HCM2kAvgQ:	13	0	9	0	0	0	16	9	0	0	10	13

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100		Critical Vol./Cap.(X):		0.292
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):		0.9
Optimal Cycle:	32		Level Of Service:		A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 1	0	0	0 0	0	0	3 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	526	0	1	0	0	0	0	1	356	0	0	0
Growth 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
Initial Bse:	526	0	1	0	0	0	0	1	356	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	526	0	1	0	0	0	0	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	0	1	0	0	0	0	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	526	0	1	0	0	0	0	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green/Cycle:	0.90	0.00	0.90	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Volume/Cap:	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.8	0.0	0.5	0.0	0.0	0.0	0.0	40.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	0.0	0.5	0.0	0.0	0.0	0.0	40.5	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	100		Critical Vol./Cap.(X):		0.000
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):		0.0
Optimal Cycle:	0		Level Of Service:		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Main St/125 SB

Cycle (sec):	100		Critical Vol./Cap.(X):		0.000
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):		0.0
Optimal Cycle:	0		Level Of Service:		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Main St/125 NB

Cycle (sec):	100		Critical Vol./Cap.(X):		0.000
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):		0.0
Optimal Cycle:	0		Level Of Service:		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Main/Street "A"

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.045
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	2	0 3	0 0	0	0 0	0 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	76	0	0	0	0	0	0	0	66
Growth 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
Initial Bse:	0	0	0	76	0	0	0	0	0	0	0	66
User 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
PHF 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
PHF Volume:	0	0	0	76	0	0	0	0	0	0	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	0	0	0	0	0	0	66
PCE 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
MLF 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
FinalVolume:	0	0	0	76	0	0	0	0	0	0	0	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.91	1.00	1.00	1.00	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	5187	0	0	0	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:				****								****
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Delay/Veh:	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	1	0	0	0	0	0	0	0	1

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 OVR/125 SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #250 OVR/125NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #250 La Media/125SBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #270 La Media/125 NBR

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/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
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

APPENDIX C
Interim Year Land Use Data and SANDAG Model Plots

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	354.0	5522.	3854.
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			5522.	3854.
4089	101	SINGLE FAMILY	du	48.0	749.	523.
4089		TOTAL			749.	523.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4115	6109	OTHER PUBLIC SERVICE	acre	0.3	127.	92.
4115	7601	ACTIVE PARK	acre	6.1	404.	266.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			4220.	2932.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.
4123	101	SINGLE FAMILY	du	102.0	1591.	1110.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			1591.	1110.
4131	101	SINGLE FAMILY	du	49.0	764.	533.
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	1.0	404.	292.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	25.4	0.	0.
4159		TOTAL			11337.	7849.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.
4171	101	SINGLE FAMILY	du	210.0	3276.	2286.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	6809	OTHER SCHOOL	acre	2.9	589.	486.
4171	7210	OTHER RECREATION	acre	19.3	128.	87.
4171	7601	ACTIVE PARK	acre	13.7	914.	602.
4171	9101	INACTIVE USE	acre	10.1	0.	0.
4171		TOTAL			6084.	4287.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	224.0	3494.	2438.
4173	102	MULTI-FAMILY	du	395.0	4226.	2967.
4173	6102	CHURCH	acre	3.3	175.	134.
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	6.4	427.	281.
4173	9101	INACTIVE USE	acre	18.6	0.	0.
4173		TOTAL			10442.	7006.
4174	101	SINGLE FAMILY	du	4.0	62.	44.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	19.6	1963.	1587.
4174	2104	WAREHOUSING OR STORAGE	acre	1.7	58.	47.
4174	5001	WHOLESALE TRADE	acre	4.4	213.	151.
4174	5009	OTHER COMMERCIAL	acre	0.6	71.	52.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174	9101	INACTIVE USE	acre	1.5	0.	0.
4174		TOTAL			4435.	3351.
4176	101	SINGLE FAMILY	du	42.0	655.	457.
4176	6110	CONVENTION CENTER	acre	5.9	466.	318.
4176	9101	INACTIVE USE	acre	86.7	0.	0.
4176		TOTAL			1121.	775.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	211.0	3292.	2297.
4178	102	MULTI-FAMILY	du	385.0	4119.	2892.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178	9101	INACTIVE USE	acre	1.0	0.	0.
4178		TOTAL			7528.	5283.
4181	101	SINGLE FAMILY	du	173.0	2699.	1883.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	56.8	0.	0.
4181		TOTAL			2923.	2055.
4182	2101	INDUSTRIAL PARK	acre	29.5	5667.	4645.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182	9101	INACTIVE USE	acre	5.0	0.	0.
4182		TOTAL			14293.	11148.
4183	2101	INDUSTRIAL PARK	acre	28.3	5437.	4457.
4183	2103	LIGHT INDUSTRY	acre	19.6	1963.	1586.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	6002	LOW RISE OFFICE	acre	12.9	4592.	3520.
4183	6003	GOV'T OFFICE OR CENTER	acre	3.0	3221.	2418.
4183	6509	OTHER HEALTH CARE	acre	3.1	1525.	1131.
4183	9101	INACTIVE USE	acre	37.1	0.	0.
4183		TOTAL			41892.	31374.
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4186	101	SINGLE FAMILY	du	375.0	5850.	4082.
4186		TOTAL			5850.	4082.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	3.2	4844.	3517.
4190	6002	LOW RISE OFFICE	acre	0.6	205.	157.
4190	9101	INACTIVE USE	acre	20.3	0.	0.
4190		TOTAL			22764.	16259.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	6.9	2477.	1899.
4197	6102	CHURCH	acre	8.2	436.	335.
4197	6809	OTHER SCHOOL	acre	1.2	233.	192.
4197	9101	INACTIVE USE	acre	1.1	0.	0.
4197		TOTAL			11076.	8036.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	5.2	7829.	5684.
4199	6002	LOW RISE OFFICE	acre	0.9	314.	241.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.
4199	9101	INACTIVE USE	acre	21.0	0.	0.
4199		TOTAL			8863.	6368.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	318.0	3403.	2389.
4202	1504	RESORT	acre	78.3	5096.	3141.
4202	1505	HIGH-RISE HOTEL	acre	572.0	7436.	4584.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	47.7	8090.	5724.
4202	6005	BAYFRONT HIGH RISE OF	acre	19.1	409.	324.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	7.4	492.	324.
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			26156.	17377.
4204	101	SINGLE FAMILY	du	269.0	4196.	2928.
4204	102	MULTI-FAMILY	du	145.0	1551.	1089.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10214.	7265.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	7.1	10630.	7717.
4208	9101	INACTIVE USE	acre	6.5	0.	0.
4208		TOTAL			11995.	8559.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.
4210	101	SINGLE FAMILY	du	534.0	8330.	5813.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	140.3	0.	0.
4210		TOTAL			15074.	10207.
4211	101	SINGLE FAMILY	du	13.0	203.	142.
4211	102	MULTI-FAMILY	du	386.0	4130.	2900.
4211	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	162.	100.
4211	4119	OTHER TRANSPORTATION	acre	2.8	313.	239.
4211	5007	STREETFRONT COMMERCIAL	acre	5.5	8255.	5993.
4211		TOTAL			13063.	9373.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4212	101	SINGLE FAMILY	du	437.0	6817.	4757.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212	9101	INACTIVE USE	acre	2.6	0.	0.
4212		TOTAL			9995.	6988.
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	101	SINGLE FAMILY	du	26.0	406.	283.
4216	102	MULTI-FAMILY	du	593.0	6345.	4455.
4216	103	MOBILE HOME PARK	du	51.0	337.	223.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			7087.	4961.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	1.9	2889.	2098.
4219	6002	LOW RISE OFFICE	acre	0.3	124.	95.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			8886.	6314.
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4222	101	SINGLE FAMILY	du	30.0	468.	327.
4222	102	MULTI-FAMILY	du	166.0	1776.	1247.
4222	103	MOBILE HOME PARK	du	87.0	574.	381.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			11985.	8107.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	87.0	1357.	947.
4227	102	MULTI-FAMILY	du	406.0	4344.	3050.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7884.	5231.
4228	101	SINGLE FAMILY	du	157.0	2449.	1709.
4228	102	MULTI-FAMILY	du	316.0	3381.	2374.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			6462.	4567.
4232	101	SINGLE FAMILY	du	19.0	296.	207.
4232	102	MULTI-FAMILY	du	385.0	4119.	2892.
4232	103	MOBILE HOME PARK	du	32.0	211.	140.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	213.	131.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	1.3	1957.	1384.
4232	5007	STREETFRONT COMMERCIAL	acre	5.9	8873.	6441.
4232	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4232	9101	INACTIVE USE	acre	0.4	0.	0.
4232		TOTAL			17788.	12381.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4233	101	SINGLE FAMILY	du	25.0	390.	272.
4233	102	MULTI-FAMILY	du	385.0	4119.	2892.
4233	4114	PARKING	acre	2.0	0.	0.
4233	5007	STREETFRONT COMMERCIAL	acre	6.3	9381.	6811.
4233	6002	LOW RISE OFFICE	acre	4.0	1419.	1087.
4233	6509	OTHER HEALTH CARE	acre	2.2	1065.	790.
4233	7210	OTHER RECREATION	acre	0.1	1.	0.
4233	9101	INACTIVE USE	acre	0.2	0.	0.
4233		TOTAL			16376.	11853.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	49.0	764.	533.
4238	102	MULTI-FAMILY	du	127.0	1359.	954.
4238	5007	STREETFRONT COMMERCIAL	acre	1.6	2336.	1696.
4238	6002	LOW RISE OFFICE	acre	0.8	281.	216.
4238	6003	GOV'T OFFICE OR CENTER	acre	6.7	7081.	5316.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	1.2	378.	278.
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			13952.	10182.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	0.9	417.	283.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	22.3	0.	0.
4239		TOTAL			9556.	6785.
4240	101	SINGLE FAMILY	du	498.0	7769.	5421.
4240		TOTAL			7769.	5421.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.4	7720.	3484.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	33.3	0.	0.
4241		TOTAL			26756.	16798.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	116.0	1810.	1263.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4401.	3085.
4245	101	SINGLE FAMILY	du	27.0	421.	294.
4245	102	MULTI-FAMILY	du	221.0	2365.	1660.
4245	103	MOBILE HOME PARK	du	115.0	759.	503.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.5	1194.	736.
4245	5007	STREETFRONT COMMERCIAL	acre	8.5	12667.	9196.
4245		TOTAL			17413.	12394.
4246	101	SINGLE FAMILY	du	22.0	343.	239.
4246	102	MULTI-FAMILY	du	489.0	5232.	3673.
4246	1409	OTHER GROUP QUARTERS	acre	0.5	2.	2.
4246	4114	PARKING	acre	2.6	0.	0.
4246	5007	STREETFRONT COMMERCIAL	acre	4.9	7398.	5371.
4246	6002	LOW RISE OFFICE	acre	1.7	603.	462.
4246	6102	CHURCH	acre	1.3	70.	54.
4246	6509	OTHER HEALTH CARE	acre	0.1	70.	52.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			14237.	10194.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4249	101	SINGLE FAMILY	du	247.0	3853.	2689.
4249	102	MULTI-FAMILY	du	412.0	4408.	3095.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8403.	5892.
4250	101	SINGLE FAMILY	du	2.0	31.	22.
4250	102	MULTI-FAMILY	du	645.0	6901.	4845.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	3.7	1246.	768.
4250	4111	TRANSIT STATION	acre	3.0	838.	640.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	4119	OTHER TRANSPORTATION	acre	4.1	453.	346.
4250	5007	STREETFRONT COMMERCIAL	acre	6.0	8949.	6497.
4250	6001	HIGH RISE OFFICE	acre	0.7	2032.	1610.
4250	9101	INACTIVE USE	acre	0.4	0.	0.
4250		TOTAL			20451.	14728.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	101	SINGLE FAMILY	du	39.0	608.	425.
4252	102	MULTI-FAMILY	du	267.0	2857.	2006.
4252	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	0.
4252	6002	LOW RISE OFFICE	acre	1.5	543.	416.
4252	6003	GOV'T OFFICE OR CENTER	acre	1.7	1833.	1376.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.
4252	6509	OTHER HEALTH CARE	acre	2.0	992.	736.
4252	7601	ACTIVE PARK	acre	0.4	26.	17.
4252		TOTAL			7940.	5772.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	2.5	982.	710.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254	9101	INACTIVE USE	acre	5.3	0.	0.
4254		TOTAL			9071.	5033.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4255	7601	ACTIVE PARK	acre	11.8	784.	516.
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	101	SINGLE FAMILY	du	68.0	1061.	740.
4256	102	MULTI-FAMILY	du	485.0	5189.	3643.
4256	6102	CHURCH	acre	1.2	64.	49.
4256	6109	OTHER PUBLIC SERVICE	acre	0.1	41.	29.
4256		TOTAL			6355.	4462.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	101	SINGLE FAMILY	du	8.0	125.	87.
4260	102	MULTI-FAMILY	du	404.0	4323.	3035.
4260	103	MOBILE HOME PARK	du	158.0	1043.	692.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	670.	413.
4260	5007	STREETFRONT COMMERCIAL	acre	5.6	8345.	6058.
4260	6109	OTHER PUBLIC SERVICE	acre	0.3	123.	89.
4260	9101	INACTIVE USE	acre	0.6	0.	0.
4260		TOTAL			14628.	10373.
4261	101	SINGLE FAMILY	du	18.0	281.	196.
4261	102	MULTI-FAMILY	du	698.0	7469.	5243.
4261	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	51.	31.
4261	5007	STREETFRONT COMMERCIAL	acre	1.6	2364.	1716.
4261	6001	HIGH RISE OFFICE	acre	1.6	4498.	3564.
4261	6002	LOW RISE OFFICE	acre	3.7	1308.	1003.
4261	6102	CHURCH	acre	1.6	87.	67.
4261	6806	ELEMENTARY SCHOOL	acre	0.7	1445.	808.
4261	9101	INACTIVE USE	acre	2.6	0.	0.
4261		TOTAL			17504.	12630.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	5007	STREETFRONT COMMERCIAL	acre	0.4	601.	436.
4267	6002	LOW RISE OFFICE	acre	0.3	105.	80.
4267	6509	OTHER HEALTH CARE	acre	0.2	110.	82.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13548.	9190.
4268	101	SINGLE FAMILY	du	1.0	16.	11.
4268	102	MULTI-FAMILY	du	609.0	6516.	4575.
4268	103	MOBILE HOME PARK	du	220.0	1452.	963.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	4119	OTHER TRANSPORTATION	acre	2.2	245.	187.
4268	5007	STREETFRONT COMMERCIAL	acre	1.9	2889.	2098.
4268	7601	ACTIVE PARK	acre	1.3	85.	56.
4268		TOTAL			11203.	7889.
4269	101	SINGLE FAMILY	du	46.0	718.	501.
4269	102	MULTI-FAMILY	du	474.0	5072.	3561.
4269	4114	PARKING	acre	0.9	0.	0.
4269	5007	STREETFRONT COMMERCIAL	acre	2.5	3754.	2725.
4269	6001	HIGH RISE OFFICE	acre	0.8	2106.	1668.
4269	6002	LOW RISE OFFICE	acre	0.7	262.	201.
4269	6102	CHURCH	acre	0.8	40.	31.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			24786.	17260.
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	5.4	544.	439.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	21.5	0.	0.
4272		TOTAL			5376.	4188.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	280.0	2996.	2103.
4274	5003	COMMUNITY COMMERCIAL	acre	3.9	3294.	2331.
4274	9101	INACTIVE USE	acre	11.1	0.	0.
4274		TOTAL			6290.	4434.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	101	SINGLE FAMILY	du	27.0	421.	294.
4276	102	MULTI-FAMILY	du	608.0	6506.	4567.
4276	103	MOBILE HOME PARK	du	41.0	271.	179.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	0.8	256.	158.
4276	5007	STREETFRONT COMMERCIAL	acre	13.5	20158.	14634.
4276	6001	HIGH RISE OFFICE	acre	0.1	175.	139.
4276	6002	LOW RISE OFFICE	acre	0.3	120.	92.
4276	6102	CHURCH	acre	0.4	22.	17.
4276		TOTAL			27928.	20080.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4277	101	SINGLE FAMILY	du	55.0	858.	599.
4277	102	MULTI-FAMILY	du	108.0	1156.	811.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	251.	182.
4277	6001	HIGH RISE OFFICE	acre	0.2	599.	475.
4277	6002	LOW RISE OFFICE	acre	1.8	644.	494.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277	6509	OTHER HEALTH CARE	acre	0.8	396.	294.
4277	7210	OTHER RECREATION	acre	0.3	2.	1.
4277		TOTAL			17095.	12757.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	368.	227.
4278	2103	LIGHT INDUSTRY	acre	12.3	1236.	999.
4278	4114	PARKING	acre	3.2	0.	0.
4278	5003	COMMUNITY COMMERCIAL	acre	6.1	5155.	3648.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			6760.	4874.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.6	2474.	1750.
4279	5007	STREETFRONT COMMERCIAL	acre	0.3	387.	281.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12295.	8619.
4280	101	SINGLE FAMILY	du	272.0	4243.	2961.
4280		TOTAL			4243.	2961.
4281	5007	STREETFRONT COMMERCIAL	acre	1.0	1530.	1111.
4281	7207	MARINA	acre	9.0	502.	343.
4281	7601	ACTIVE PARK	acre	11.5	764.	503.
4281	9101	INACTIVE USE	acre	4.0	0.	0.
4281		TOTAL			2796.	1956.
4282	101	SINGLE FAMILY	du	99.0	1544.	1078.
4282	102	MULTI-FAMILY	du	219.0	2343.	1645.
4282	5007	STREETFRONT COMMERCIAL	acre	0.1	208.	151.
4282	6002	LOW RISE OFFICE	acre	3.9	1391.	1066.
4282	6509	OTHER HEALTH CARE	acre	0.4	180.	133.
4282	6809	OTHER SCHOOL	acre	0.1	27.	22.
4282		TOTAL			5693.	4096.
4283	102	MULTI-FAMILY	du	487.0	5211.	3658.
4283	1502	HIGH-RISE HOTEL	acre	0.2	256.	158.
4283	4111	TRANSIT STATION	acre	2.3	643.	491.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2034.	1477.
4283	6001	HIGH RISE OFFICE	acre	0.3	870.	689.
4283		TOTAL			9014.	6473.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4285	102	MULTI-FAMILY	du	614.0	6570.	4612.
4285		TOTAL			6570.	4612.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	1.4	139.	112.
4286	9101	INACTIVE USE	acre	3.0	0.	0.
4286		TOTAL			3633.	3001.
4287	102	MULTI-FAMILY	du	169.0	1808.	1270.
4287	5002	REGIONAL COMMERCIAL	acre	48.3	36281.	25617.
4287	6002	LOW RISE OFFICE	acre	3.5	1258.	964.
4287		TOTAL			39347.	27851.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	10.8	720.	474.
4289	9101	INACTIVE USE	acre	1438.6	0.	0.
4289		TOTAL			720.	474.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	157.0	1680.	1179.
4291	9101	INACTIVE USE	acre	24.3	0.	0.
4291		TOTAL			1680.	1179.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	101	SINGLE FAMILY	du	925.0	14430.	10069.
4296	102	MULTI-FAMILY	du	1081.0	11567.	8120.
4296	5007	STREETFRONT COMMERCIAL	acre	0.9	1404.	1019.
4296	6102	CHURCH	acre	13.1	700.	538.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.0	6.	5.
4296	7601	ACTIVE PARK	acre	7.5	499.	329.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			36094.	23688.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	3.1	4655.	3380.
4297	6002	LOW RISE OFFICE	acre	9.6	3431.	2630.
4297		TOTAL			11180.	8177.
4298	5011	EASTLAKE REGIONAL COM	acre	977.4	69201.	48862.
4298		TOTAL			69201.	48862.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	101	SINGLE FAMILY	du	13.0	203.	142.
4300	102	MULTI-FAMILY	du	79.0	845.	593.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	304.	187.
4300	5004	NEIGHBORHOOD COMMERCIAL	acre	5.1	7721.	5463.
4300	5007	STREETFRONT COMMERCIAL	acre	6.5	9764.	7088.
4300	6001	HIGH RISE OFFICE	acre	0.4	1200.	951.
4300		TOTAL			20037.	14425.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	701.	432.
4301	2103	LIGHT INDUSTRY	acre	2.0	199.	161.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301	9101	INACTIVE USE	acre	8.7	0.	0.
4301		TOTAL			1160.	764.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	101	SINGLE FAMILY	du	14.0	218.	152.
4303	102	MULTI-FAMILY	du	169.0	1808.	1270.
4303	103	MOBILE HOME PARK	du	52.0	343.	228.
4303	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	100.	61.
4303	5007	STREETFRONT COMMERCIAL	acre	3.8	5605.	4069.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4303	6001	HIGH RISE OFFICE	acre	0.9	2404.	1905.
4303	6002	LOW RISE OFFICE	acre	0.2	85.	65.
4303		TOTAL			10564.	7750.
4304	101	SINGLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	1.5	78.	60.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305	9101	INACTIVE USE	acre	3.1	0.	0.
4305		TOTAL			28866.	20432.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	3.2	248.	205.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	3.4	2838.	2008.
4307	5007	STREETFRONT COMMERCIAL	acre	5.2	7732.	5613.
4307	6002	LOW RISE OFFICE	acre	1.4	484.	371.
4307	7601	ACTIVE PARK	acre	0.7	49.	32.
4307	9101	INACTIVE USE	acre	29.6	0.	0.
4307		TOTAL			11359.	8236.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	1.4	457.	282.
4310	2103	LIGHT INDUSTRY	acre	3.8	383.	309.
4310	4114	PARKING	acre	0.4	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1300.	896.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.1	40.	30.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311	6809	OTHER SCHOOL	acre	0.2	48.	39.
4311		TOTAL			5473.	3541.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	4.0	62.	44.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	0.3	508.	369.
4313	6002	LOW RISE OFFICE	acre	0.4	129.	99.
4313	6509	OTHER HEALTH CARE	acre	0.4	180.	133.
4313	7210	OTHER RECREATION	acre	6.2	41.	28.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			2700.	1909.
4315	101	SINGLE FAMILY	du	405.0	6318.	4409.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	2.9	0.	0.
4315		TOTAL			8753.	5812.
4316	101	SINGLE FAMILY	du	149.0	2324.	1622.
4316	102	MULTI-FAMILY	du	193.0	2065.	1450.
4316	103	MOBILE HOME PARK	du	43.0	284.	188.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	1.1	1621.	1177.
4316	6001	HIGH RISE OFFICE	acre	0.4	987.	782.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			9400.	6404.
4317	101	SINGLE FAMILY	du	164.0	2558.	1785.
4317	102	MULTI-FAMILY	du	45.0	481.	338.
4317	5007	STREETFRONT COMMERCIAL	acre	5.9	8789.	6381.
4317	6002	LOW RISE OFFICE	acre	0.2	81.	62.
4317		TOTAL			11910.	8566.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	5.9	9085.	6428.
4318	5007	STREETFRONT COMMERCIAL	acre	2.7	4021.	2919.
4318	6002	LOW RISE OFFICE	acre	4.4	1560.	1196.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22568.	16055.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	556.0	5949.	4177.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	17551.	12418.
4320	6102	CHURCH	acre	1.8	94.	72.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	12.0	799.	526.
4320	7602	PASSIVE PARK	acre	0.3	0.	0.
4320	9101	INACTIVE USE	acre	23.7	0.	0.
4320		TOTAL			29679.	20588.
4321	101	SINGLE FAMILY	du	296.0	4618.	3222.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321	9101	INACTIVE USE	acre	0.3	0.	0.
4321		TOTAL			5913.	4144.
4322	101	SINGLE FAMILY	du	495.0	7722.	5389.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322	9101	INACTIVE USE	acre	0.2	0.	0.
4322		TOTAL			7973.	5579.
4323	2103	LIGHT INDUSTRY	acre	2.9	294.	237.
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	0.6	861.	625.
4323	6002	LOW RISE OFFICE	acre	2.8	1003.	769.
4323	7601	ACTIVE PARK	acre	0.6	40.	27.
4323	9101	INACTIVE USE	acre	2.5	0.	0.
4323		TOTAL			2208.	1666.
4324	101	SINGLE FAMILY	du	172.0	2683.	1872.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.
4324	9101	INACTIVE USE	acre	1.2	0.	0.
4324		TOTAL			2700.	1884.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	10.3	8639.	6113.
4326	9101	INACTIVE USE	acre	22.1	0.	0.
4326		TOTAL			8639.	6113.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	302.0	3231.	2269.
4328	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	162.	100.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4328	5007	STREETFRONT COMMERCIAL	acre	6.7	10030.	7282.
4328	6002	LOW RISE OFFICE	acre	0.3	113.	87.
4328		TOTAL			14972.	10738.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	588.0	9173.	6401.
4331	102	MULTI-FAMILY	du	1439.0	15397.	10810.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	9101	INACTIVE USE	acre	54.2	0.	0.
4331		TOTAL			30465.	20021.
4332	101	SINGLE FAMILY	du	14.0	218.	152.
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	4.2	6338.	4601.
4332	6002	LOW RISE OFFICE	acre	5.4	1947.	1492.
4332	6509	OTHER HEALTH CARE	acre	2.5	1229.	911.
4332	9101	INACTIVE USE	acre	0.4	0.	0.
4332		TOTAL			20582.	14819.
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	35.0	374.	263.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335	9101	INACTIVE USE	acre	3.9	0.	0.
4335		TOTAL			4297.	3071.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	197.0	3073.	2145.
4338	102	MULTI-FAMILY	du	191.0	2044.	1435.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	35.6	0.	0.
4338		TOTAL			9323.	6165.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	4114	PARKING	acre	0.3	0.	0.
4341	5007	STREETFRONT COMMERCIAL	acre	3.8	5662.	4110.
4341	6002	LOW RISE OFFICE	acre	4.7	1678.	1286.
4341	7601	ACTIVE PARK	acre	1.0	65.	43.
4341	9101	INACTIVE USE	acre	5.2	0.	0.
4341		TOTAL			7405.	5439.
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	5.9	8761.	6360.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343	9101	INACTIVE USE	acre	12.6	0.	0.
4343		TOTAL			8941.	6479.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	195.0	2086.	1465.
4344	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	141.	87.
4344	5007	STREETFRONT COMMERCIAL	acre	4.4	6516.	4730.
4344	5009	OTHER COMMERCIAL	acre	5.7	723.	525.
4344	6002	LOW RISE OFFICE	acre	0.3	104.	80.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			12719.	8790.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4345	102	MULTI-FAMILY	du	996.0	10657.	7482.
4345	1502	HIGH-RISE HOTEL	acre	7.0	11271.	6948.
4345	5002	REGIONAL COMMERCIAL	acre	2.0	1502.	1061.
4345	6001	HIGH RISE OFFICE	acre	1.5	4102.	3250.
4345	6002	LOW RISE OFFICE	acre	1.5	536.	411.
4345	7601	ACTIVE PARK	acre	4.4	293.	193.
4345		TOTAL			28361.	19345.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	101	SINGLE FAMILY	du	5.0	78.	54.
4347	102	MULTI-FAMILY	du	270.0	2889.	2028.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.2	3323.	2412.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			10766.	7434.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4350		TOTAL			0.	0.
4351	101	SINGLE FAMILY	du	562.0	8767.	6118.
4351	102	MULTI-FAMILY	du	169.0	1808.	1270.
4351	5007	STREETFRONT COMMERCIAL	acre	2.3	3426.	2487.
4351	6109	OTHER PUBLIC SERVICE	acre	2.0	801.	579.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	3.0	197.	130.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			22488.	14191.
4352	101	SINGLE FAMILY	du	191.0	2980.	2079.
4352	102	MULTI-FAMILY	du	156.0	1669.	1172.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352	9101	INACTIVE USE	acre	1.7	0.	0.
4352		TOTAL			8987.	5699.
4353	102	MULTI-FAMILY	du	1155.0	12358.	8676.
4353	2101	INDUSTRIAL PARK	acre	5.0	961.	787.
4353	6803	JUNIOR COLLEGE	acre	18.0	4630.	3661.
4353		TOTAL			17949.	13125.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4354	2001	HEAVY INDUSTRY	acre	10.6	821.	679.
4354	2103	LIGHT INDUSTRY	acre	39.4	3944.	3188.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	110.2	441.	337.
4354		TOTAL			5285.	4268.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.
4357	101	SINGLE FAMILY	du	18.0	281.	196.
4357	102	MULTI-FAMILY	du	559.0	5981.	4199.
4357	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5	174.	107.
4357	2103	LIGHT INDUSTRY	acre	9.8	980.	792.
4357	2104	WAREHOUSING OR STORAGE	acre	0.9	30.	24.
4357	5007	STREETFRONT COMMERCIAL	acre	8.0	11954.	8678.
4357	6002	LOW RISE OFFICE	acre	0.4	140.	108.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357	9101	INACTIVE USE	acre	0.3	0.	0.
4357		TOTAL			19547.	14109.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	101	SINGLE FAMILY	du	9.0	140.	98.
4359	102	MULTI-FAMILY	du	282.0	3017.	2118.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	3.9	5858.	4253.
4359		TOTAL			23826.	16948.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	93.0	995.	699.
4360	6809	OTHER SCHOOL	acre	0.7	142.	117.
4360	9101	INACTIVE USE	acre	0.2	0.	0.
4360		TOTAL			5661.	3972.
4361	101	SINGLE FAMILY	du	454.0	7082.	4942.
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361	9101	INACTIVE USE	acre	0.6	0.	0.
4361		TOTAL			10387.	6972.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4362	101	SINGLE FAMILY	du	58.0	905.	631.
4362	102	MULTI-FAMILY	du	463.0	4954.	3478.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			11228.	6532.
4363	101	SINGLE FAMILY	du	51.0	796.	555.
4363	9101	INACTIVE USE	acre	21.9	0.	0.
4363		TOTAL			796.	555.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	9.4	941.	760.
4365	2104	WAREHOUSING OR STORAGE	acre	0.7	23.	18.
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			14998.	10656.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	102.0	1591.	1110.
4368	102	MULTI-FAMILY	du	483.0	5168.	3628.
4368	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	116.	71.
4368	5007	STREETFRONT COMMERCIAL	acre	5.3	7866.	5711.
4368	6002	LOW RISE OFFICE	acre	0.3	98.	75.
4368	9101	INACTIVE USE	acre	1.4	0.	0.
4368		TOTAL			14839.	10596.
4369	101	SINGLE FAMILY	du	38.0	593.	414.
4369	102	MULTI-FAMILY	du	250.0	2675.	1878.
4369	103	MOBILE HOME PARK	du	88.0	581.	385.
4369	2104	WAREHOUSING OR STORAGE	acre	1.5	51.	42.
4369	5007	STREETFRONT COMMERCIAL	acre	8.9	13346.	9689.
4369	5009	OTHER COMMERCIAL	acre	0.4	54.	39.
4369	6002	LOW RISE OFFICE	acre	1.7	613.	470.
4369	6104	POST OFFICE	acre	0.6	656.	456.
4369		TOTAL			18569.	13373.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4370	6102	CHURCH	acre	0.7	35.	27.
4370	9101	INACTIVE USE	acre	0.1	0.	0.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	78.0	1217.	849.
4372	102	MULTI-FAMILY	du	409.0	4376.	3072.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			5615.	3939.
4373		TOTAL			0.	0.
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374	9101	INACTIVE USE	acre	0.2	0.	0.
4374		TOTAL			6162.	4297.
4375	7601	ACTIVE PARK	acre	17.8	1182.	778.
4375		TOTAL			1182.	778.
4376	101	SINGLE FAMILY	du	75.0	1170.	816.
4376	102	MULTI-FAMILY	du	148.0	1584.	1112.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376	9101	INACTIVE USE	acre	0.1	0.	0.
4376		TOTAL			4361.	3160.
4377	101	SINGLE FAMILY	du	6.0	94.	65.
4377	102	MULTI-FAMILY	du	437.0	4676.	3283.
4377	5007	STREETFRONT COMMERCIAL	acre	12.1	18167.	13189.
4377	6002	LOW RISE OFFICE	acre	0.3	95.	73.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			23318.	16801.
4378	101	SINGLE FAMILY	du	1.0	16.	11.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	2.9	4464.	3159.
4378	5007	STREETFRONT COMMERCIAL	acre	2.5	3818.	2772.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11195.	8022.
4379	2101	INDUSTRIAL PARK	acre	14.6	2812.	2305.
4379	9101	INACTIVE USE	acre	121.5	0.	0.
4379		TOTAL			2812.	2305.
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	500.3	7905.	6516.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	9.6	636.	418.
4382		TOTAL			8563.	6951.
4383	101	SINGLE FAMILY	du	100.0	1560.	1089.
4383	102	MULTI-FAMILY	du	100.0	1070.	751.
4383		TOTAL			2630.	1840.
4384	101	SINGLE FAMILY	du	64.0	998.	697.
4384	102	MULTI-FAMILY	du	839.0	8977.	6303.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14181.	9585.
4386	101	SINGLE FAMILY	du	85.0	1326.	925.
4386	102	MULTI-FAMILY	du	37.0	396.	278.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	1.3	85.	56.
4386	9101	INACTIVE USE	acre	0.1	0.	0.
4386		TOTAL			4291.	2721.
4387	101	SINGLE FAMILY	du	7.0	109.	76.
4387	102	MULTI-FAMILY	du	122.0	1305.	916.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	197.	121.
4387	2103	LIGHT INDUSTRY	acre	0.8	77.	62.
4387	2104	WAREHOUSING OR STORAGE	acre	8.3	276.	225.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.0	1563.	1135.
4387	6002	LOW RISE OFFICE	acre	0.3	102.	79.
4387	6003	GOV'T OFFICE OR CENTER	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			14368.	10171.
4389	101	SINGLE FAMILY	du	53.0	827.	577.
4389	102	MULTI-FAMILY	du	907.0	9705.	6813.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21105.	13529.
4390	101	SINGLE FAMILY	du	648.0	10109.	7054.
4390	102	MULTI-FAMILY	du	211.0	2258.	1585.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390	7607	RESIDENTIAL RECREATION	acre	2.3	0.	0.
4390	9101	INACTIVE USE	acre	7.8	0.	0.
4390		TOTAL			16046.	10938.
4391	102	MULTI-FAMILY	du	351.0	3756.	2637.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391		TOTAL			3834.	2697.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	46.0	492.	346.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	1.8	2683.	1948.
4392	9101	INACTIVE USE	acre	0.3	0.	0.
4392		TOTAL			34564.	24497.
4393	102	MULTI-FAMILY	du	150.0	1605.	1127.
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5004	NEIGHBORHOOD COMMERCIAL	acre	9.6	14662.	10374.
4393	5007	STREETFRONT COMMERCIAL	acre	0.9	1341.	974.
4393	6002	LOW RISE OFFICE	acre	0.4	160.	123.
4393	9101	INACTIVE USE	acre	0.4	0.	0.
4393		TOTAL			33225.	23533.
4394	101	SINGLE FAMILY	du	100.0	1560.	1089.
4394	102	MULTI-FAMILY	du	317.0	3392.	2381.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7542.	5187.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	18.3	1834.	1482.
4396	9101	INACTIVE USE	acre	6.5	0.	0.
4396		TOTAL			7419.	5379.
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.
4398	101	SINGLE FAMILY	du	96.0	1498.	1045.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398	9101	INACTIVE USE	acre	0.5	0.	0.
4398		TOTAL			15376.	10790.
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	101	SINGLE FAMILY	du	18.0	281.	196.
4400	102	MULTI-FAMILY	du	10.0	107.	75.
4400	2103	LIGHT INDUSTRY	acre	3.5	355.	287.
4400	4113	COMMUNICATION OR UTILITY	acre	0.8	3.	2.
4400	5001	WHOLESALE TRADE	acre	1.4	66.	47.
4400	5007	STREETFRONT COMMERCIAL	acre	5.6	8334.	6051.
4400	6002	LOW RISE OFFICE	acre	13.2	4728.	3624.
4400	9101	INACTIVE USE	acre	4.6	0.	0.
4400		TOTAL			13875.	10282.
4401	102	MULTI-FAMILY	du	68.0	728.	511.
4401	103	MOBILE HOME PARK	du	12.0	79.	53.
4401	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	107.	66.
4401	5007	STREETFRONT COMMERCIAL	acre	0.4	604.	439.
4401	6002	LOW RISE OFFICE	acre	0.2	72.	55.
4401	9101	INACTIVE USE	acre	3.3	0.	0.
4401		TOTAL			1590.	1123.
4402	101	SINGLE FAMILY	du	25.0	390.	272.
4402	102	MULTI-FAMILY	du	598.0	6399.	4492.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	6.0	8937.	6488.
4402	6002	LOW RISE OFFICE	acre	0.3	124.	95.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402	9101	INACTIVE USE	acre	1.0	0.	0.
4402		TOTAL			18516.	13158.
4403	101	SINGLE FAMILY	du	65.0	1014.	708.
4403	102	MULTI-FAMILY	du	493.0	5275.	3703.
4403	103	MOBILE HOME PARK	du	15.0	99.	66.
4403	2101	INDUSTRIAL PARK	acre	33.6	6456.	5293.
4403	2103	LIGHT INDUSTRY	acre	1.8	175.	142.
4403	5007	STREETFRONT COMMERCIAL	acre	1.4	2050.	1488.
4403	6002	LOW RISE OFFICE	acre	0.2	85.	65.
4403	6102	CHURCH	acre	1.0	53.	41.
4403	7601	ACTIVE PARK	acre	1.3	85.	56.
4403	9101	INACTIVE USE	acre	0.4	0.	0.
4403		TOTAL			15293.	11561.
4404	101	SINGLE FAMILY	du	1.0	16.	11.
4404	102	MULTI-FAMILY	du	34.0	364.	255.
4404	4111	TRANSIT STATION	acre	2.3	651.	497.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.6	6897.	5007.
4404	5009	OTHER COMMERCIAL	acre	0.6	73.	53.
4404	6002	LOW RISE OFFICE	acre	0.1	27.	21.
4404		TOTAL			21017.	15035.
4405	2201	EXTRACTIVE INDUSTRY	acre	93.1	140.	115.
4405		TOTAL			140.	115.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4406	101	SINGLE FAMILY	du	456.0	7114.	4964.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11537.	7802.
4407	101	SINGLE FAMILY	du	313.0	4883.	3407.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	2103	LIGHT INDUSTRY	acre	0.6	56.	45.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	0.9	0.	0.
4407	9101	INACTIVE USE	acre	4.9	0.	0.
4407		TOTAL			6364.	4446.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	103	MOBILE HOME PARK	du	21.0	139.	92.
4408	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	312.	193.
4408	2104	WAREHOUSING OR STORAGE	acre	9.1	303.	248.
4408	4113	COMMUNICATION OR UTILITY	acre	4.1	16.	12.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	4.6	6969.	4931.
4408	5007	STREETFRONT COMMERCIAL	acre	2.5	3790.	2751.
4408	5009	OTHER COMMERCIAL	acre	0.5	62.	45.
4408	6002	LOW RISE OFFICE	acre	1.0	354.	272.
4408		TOTAL			13785.	9835.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	131.0	1402.	984.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	21.9	4215.	3455.
4409	2103	LIGHT INDUSTRY	acre	23.7	2371.	1916.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409	9101	INACTIVE USE	acre	0.7	0.	0.
4409		TOTAL			8778.	6906.
4410	101	SINGLE FAMILY	du	63.0	983.	686.
4410	102	MULTI-FAMILY	du	174.0	1862.	1307.
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	10.5	1051.	850.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	5007	STREETFRONT COMMERCIAL	acre	0.7	989.	718.
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			10438.	7040.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4412	101	SINGLE FAMILY	du	217.0	3385.	2362.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	3.4	342.	276.
4412	5007	STREETFRONT COMMERCIAL	acre	0.4	582.	422.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412	9101	INACTIVE USE	acre	0.2	0.	0.
4412		TOTAL			7972.	5284.
4414	2103	LIGHT INDUSTRY	acre	28.0	2809.	2270.
4414	5006	AUTO COMMERCIAL	acre	4.6	2161.	1529.
4414	5009	OTHER COMMERCIAL	acre	4.7	596.	433.
4414	9101	INACTIVE USE	acre	14.9	0.	0.
4414		TOTAL			5566.	4232.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	125.	77.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	10.7	16318.	11546.
4415	5007	STREETFRONT COMMERCIAL	acre	0.4	601.	436.
4415		TOTAL			18178.	12855.
4416	101	SINGLE FAMILY	du	133.0	2075.	1448.
4416	102	MULTI-FAMILY	du	109.0	1166.	819.
4416	2103	LIGHT INDUSTRY	acre	11.4	1144.	924.
4416	5001	WHOLESALE TRADE	acre	0.7	35.	25.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13928.	10111.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	6509	OTHER HEALTH CARE	acre	1.2	586.	435.
4416	7210	OTHER RECREATION	acre	0.2	2.	1.
4416	9101	INACTIVE USE	acre	8.3	0.	0.
4416		TOTAL			19067.	13864.
4417	2103	LIGHT INDUSTRY	acre	113.5	11371.	9190.
4417	2301	JUNKYARD/DUMP/LANDFILL	acre	69.4	1096.	903.
4417		TOTAL			12467.	10093.
4418	101	SINGLE FAMILY	du	1.0	16.	11.
4418	2101	INDUSTRIAL PARK	acre	11.6	2232.	1830.
4418	2103	LIGHT INDUSTRY	acre	5.5	551.	446.
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	8.8	7363.	5210.
4418	5009	OTHER COMMERCIAL	acre	0.5	60.	44.
4418	9101	INACTIVE USE	acre	1.2	0.	0.
4418		TOTAL			10222.	7539.
4419	2103	LIGHT INDUSTRY	acre	51.1	5118.	4136.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	2301	JUNKYARD/DUMP/LANDFILL	acre	3.3	53.	43.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.
4419	6002	LOW RISE OFFICE	acre	0.5	168.	129.
4419	7210	OTHER RECREATION	acre	1.4	9.	6.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4419	9101	INACTIVE USE	acre	44.3	0.	0.
4419		TOTAL			5464.	4408.
4420	101	SINGLE FAMILY	du	1.0	16.	11.
4420	102	MULTI-FAMILY	du	44.0	471.	331.
4420	2103	LIGHT INDUSTRY	acre	33.3	3333.	2694.
4420	2104	WAREHOUSING OR STORAGE	acre	13.9	458.	375.
4420	9101	INACTIVE USE	acre	3.8	0.	0.
4420		TOTAL			4278.	3410.
4421	5007	STREETFRONT COMMERCIAL	acre	2.5	3806.	2763.
4421	6002	LOW RISE OFFICE	acre	2.2	795.	610.
4421	7601	ACTIVE PARK	acre	50.9	3391.	2231.
4421	9101	INACTIVE USE	acre	661.3	0.	0.
4421		TOTAL			7992.	5604.
4424	101	SINGLE FAMILY	du	13.0	203.	142.
4424	2103	LIGHT INDUSTRY	acre	42.0	4204.	3397.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	5007	STREETFRONT COMMERCIAL	acre	0.6	980.	711.
4424	6002	LOW RISE OFFICE	acre	0.1	46.	36.
4424	9101	INACTIVE USE	acre	24.3	0.	0.
4424		TOTAL			5689.	4495.
4425	102	MULTI-FAMILY	du	33.0	353.	248.
4425	2103	LIGHT INDUSTRY	acre	14.6	1465.	1184.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	2201	EXTRACTIVE INDUSTRY	acre	28.1	42.	35.
4425	5009	OTHER COMMERCIAL	acre	1.2	151.	109.
4425	7601	ACTIVE PARK	acre	7.9	530.	349.
4425	8002	INTENSIVE AGRICULTURE	acre	6.3	3.	2.
4425	9101	INACTIVE USE	acre	14.5	0.	0.
4425		TOTAL			2684.	2042.
4426	2103	LIGHT INDUSTRY	acre	16.7	1670.	1350.
4426	5006	AUTO COMMERCIAL	acre	17.8	8398.	5942.
4426	9101	INACTIVE USE	acre	111.2	0.	0.
4426		TOTAL			10068.	7292.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	1.6	2400.	1743.
4427	7601	ACTIVE PARK	acre	3.2	212.	139.
4427	9101	INACTIVE USE	acre	7.5	0.	0.
4427		TOTAL			14060.	9889.
4428	101	SINGLE FAMILY	du	207.0	3229.	2253.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	21.3	0.	0.
4428		TOTAL			3968.	2772.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4430	7210	OTHER RECREATION	acre	81.6	538.	367.
4430	9101	INACTIVE USE	acre	181.8	0.	0.
4430		TOTAL			538.	367.
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	19.1	16005.	11324.
4431	6002	LOW RISE OFFICE	acre	3.4	1220.	935.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			17320.	12337.
4467	2103	LIGHT INDUSTRY	acre	12.7	1275.	1031.
4467	2104	WAREHOUSING OR STORAGE	acre	2.6	86.	70.
4467	9101	INACTIVE USE	acre	60.8	0.	0.
4467		TOTAL			1361.	1101.
4614		TOTAL			0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	424.0	6614.	4616.
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			6614.	4616.
4089	101	SINGLE FAMILY	du	57.0	889.	620.
4089		TOTAL			889.	620.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	2.8	13.	9.
4115	6109	OTHER PUBLIC SERVICE	acre	0.6	218.	157.
4115	7601	ACTIVE PARK	acre	10.4	692.	455.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			4605.	3191.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.
4123	101	SINGLE FAMILY	du	139.0	2168.	1513.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			2168.	1513.
4131	101	SINGLE FAMILY	du	49.0	764.	533.
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	1.7	693.	501.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	24.6	0.	0.
4159		TOTAL			11626.	8058.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.
4171	101	SINGLE FAMILY	du	224.0	3494.	2438.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	6809	OTHER SCHOOL	acre	2.0	393.	324.
4171	7210	OTHER RECREATION	acre	12.9	85.	58.
4171	7601	ACTIVE PARK	acre	23.5	1567.	1031.
4171	9101	INACTIVE USE	acre	6.7	0.	0.
4171		TOTAL			6716.	4678.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	237.0	3697.	2580.
4173	102	MULTI-FAMILY	du	409.0	4376.	3072.
4173	6102	CHURCH	acre	3.3	175.	134.
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	11.0	733.	482.
4173	9101	INACTIVE USE	acre	13.2	0.	0.
4173		TOTAL			11099.	7454.
4174	101	SINGLE FAMILY	du	7.0	109.	76.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	22.3	2236.	1807.
4174	2104	WAREHOUSING OR STORAGE	acre	1.2	38.	31.
4174	5001	WHOLESALE TRADE	acre	2.9	142.	101.
4174	5009	OTHER COMMERCIAL	acre	0.4	48.	35.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174	9101	INACTIVE USE	acre	1.0	0.	0.
4174		TOTAL			4640.	3521.
4176	101	SINGLE FAMILY	du	71.0	1108.	773.
4176	6110	CONVENTION CENTER	acre	10.2	799.	545.
4176	9101	INACTIVE USE	acre	57.8	0.	0.
4176		TOTAL			1906.	1318.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	217.0	3385.	2362.
4178	102	MULTI-FAMILY	du	386.0	4130.	2900.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178	9101	INACTIVE USE	acre	0.7	0.	0.
4178		TOTAL			7632.	5356.
4181	101	SINGLE FAMILY	du	174.0	2714.	1894.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	56.2	0.	0.
4181		TOTAL			2939.	2066.
4182	2101	INDUSTRIAL PARK	acre	31.2	5986.	4908.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182	9101	INACTIVE USE	acre	3.3	0.	0.
4182		TOTAL			14613.	11410.
4183	2101	INDUSTRIAL PARK	acre	48.5	9321.	7641.
4183	2103	LIGHT INDUSTRY	acre	13.1	1309.	1058.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	6002	LOW RISE OFFICE	acre	8.6	3061.	2347.
4183	6003	GOV'T OFFICE OR CENTER	acre	2.0	2147.	1612.
4183	6509	OTHER HEALTH CARE	acre	2.1	1017.	754.
4183	9101	INACTIVE USE	acre	29.8	0.	0.
4183		TOTAL			42009.	31673.
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4186	101	SINGLE FAMILY	du	871.0	13588.	9482.
4186	102	MULTI-FAMILY	du	20.0	214.	150.
4186		TOTAL			13802.	9632.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	5.6	8305.	6029.
4190	6002	LOW RISE OFFICE	acre	1.0	351.	269.
4190	9101	INACTIVE USE	acre	17.5	0.	0.
4190		TOTAL			26371.	18884.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	7.7	2742.	2102.
4197	6102	CHURCH	acre	8.2	436.	335.
4197	6809	OTHER SCHOOL	acre	0.8	155.	128.
4197	9101	INACTIVE USE	acre	0.7	0.	0.
4197		TOTAL			11262.	8175.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	6.8	10241.	7435.
4199	6002	LOW RISE OFFICE	acre	0.6	209.	160.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.
4199	9101	INACTIVE USE	acre	19.7	0.	0.
4199		TOTAL			11170.	8039.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	545.0	5831.	4094.
4202	1504	RESORT	acre	134.2	8735.	5385.
4202	1505	HIGH-RISE HOTEL	acre	981.0	12753.	7862.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	81.8	13868.	9812.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	6005	BAYFRONT HIGH RISE OF	acre	32.7	700.	555.
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	12.6	843.	555.
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			43963.	29155.
4204	101	SINGLE FAMILY	du	266.0	4150.	2896.
4204	102	MULTI-FAMILY	du	167.0	1787.	1255.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10403.	7397.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	8.6	12849.	9328.
4208	9101	INACTIVE USE	acre	5.0	0.	0.
4208		TOTAL			14215.	10170.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.
4210	101	SINGLE FAMILY	du	539.0	8408.	5868.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	137.6	0.	0.
4210		TOTAL			15152.	10262.
4211	101	SINGLE FAMILY	du	9.0	140.	98.
4211	102	MULTI-FAMILY	du	435.0	4654.	3268.
4211	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	108.	67.
4211	4119	OTHER TRANSPORTATION	acre	1.9	209.	159.
4211	5007	STREETFRONT COMMERCIAL	acre	5.8	8638.	6271.
4211		TOTAL			13750.	9863.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4212	101	SINGLE FAMILY	du	438.0	6833.	4768.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212	9101	INACTIVE USE	acre	1.7	0.	0.
4212		TOTAL			10011.	6999.
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	101	SINGLE FAMILY	du	17.0	265.	185.
4216	102	MULTI-FAMILY	du	647.0	6923.	4860.
4216	103	MOBILE HOME PARK	du	34.0	224.	149.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			7412.	5194.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	2.0	3063.	2223.
4219	6002	LOW RISE OFFICE	acre	0.2	83.	64.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			9018.	6409.
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4222	101	SINGLE FAMILY	du	20.0	312.	218.
4222	102	MULTI-FAMILY	du	244.0	2611.	1833.
4222	103	MOBILE HOME PARK	du	58.0	383.	254.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			12472.	8457.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	84.0	1310.	914.
4227	102	MULTI-FAMILY	du	411.0	4398.	3087.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7891.	5236.
4228	101	SINGLE FAMILY	du	145.0	2262.	1578.
4228	102	MULTI-FAMILY	du	352.0	3766.	2644.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			6660.	4707.
4232	101	SINGLE FAMILY	du	13.0	203.	142.
4232	102	MULTI-FAMILY	du	425.0	4547.	3193.
4232	103	MOBILE HOME PARK	du	21.0	139.	92.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	1.1	365.	225.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3355.	2373.
4232	5007	STREETFRONT COMMERCIAL	acre	5.5	8203.	5955.
4232	6806	ELEMENTARY SCHOOL	acre	1.8	3881.	2171.
4232	9101	INACTIVE USE	acre	0.3	0.	0.
4232		TOTAL			20693.	14150.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4233	101	SINGLE FAMILY	du	16.0	250.	174.
4233	102	MULTI-FAMILY	du	511.0	5468.	3839.
4233	4114	PARKING	acre	1.3	0.	0.
4233	5007	STREETFRONT COMMERCIAL	acre	6.4	9619.	6983.
4233	6002	LOW RISE OFFICE	acre	3.5	1243.	953.
4233	6509	OTHER HEALTH CARE	acre	1.5	710.	527.
4233	7210	OTHER RECREATION	acre	0.1	0.	0.
4233	9101	INACTIVE USE	acre	0.2	0.	0.
4233		TOTAL			17291.	12476.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	46.0	718.	501.
4238	102	MULTI-FAMILY	du	165.0	1765.	1239.
4238	5007	STREETFRONT COMMERCIAL	acre	1.6	2435.	1767.
4238	6002	LOW RISE OFFICE	acre	0.8	273.	209.
4238	6003	GOV'T OFFICE OR CENTER	acre	6.9	7298.	5479.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	1.0	314.	231.
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			14556.	10616.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	1.6	715.	485.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	21.6	0.	0.
4239		TOTAL			9854.	6986.
4240	101	SINGLE FAMILY	du	502.0	7831.	5465.
4240		TOTAL			7831.	5465.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	32.3	0.	0.
4241		TOTAL			24404.	15737.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	119.0	1856.	1295.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4448.	3118.
4245	101	SINGLE FAMILY	du	24.0	374.	261.
4245	102	MULTI-FAMILY	du	332.0	3552.	2494.
4245	103	MOBILE HOME PARK	du	77.0	508.	337.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.4	1149.	708.
4245	5007	STREETFRONT COMMERCIAL	acre	8.8	13116.	9521.
4245		TOTAL			18707.	13328.
4246	101	SINGLE FAMILY	du	14.0	218.	152.
4246	102	MULTI-FAMILY	du	611.0	6538.	4590.
4246	1409	OTHER GROUP QUARTERS	acre	0.3	2.	1.
4246	4114	PARKING	acre	1.8	0.	0.
4246	5007	STREETFRONT COMMERCIAL	acre	5.1	7684.	5578.
4246	6002	LOW RISE OFFICE	acre	1.8	628.	481.
4246	6102	CHURCH	acre	0.9	47.	36.
4246	6509	OTHER HEALTH CARE	acre	0.1	46.	34.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			15680.	11214.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4249	101	SINGLE FAMILY	du	239.0	3728.	2602.
4249	102	MULTI-FAMILY	du	436.0	4665.	3275.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8535.	5985.
4250	101	SINGLE FAMILY	du	1.0	16.	11.
4250	102	MULTI-FAMILY	du	790.0	8453.	5934.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1359.	838.
4250	4111	TRANSIT STATION	acre	2.2	606.	463.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	4119	OTHER TRANSPORTATION	acre	2.7	302.	231.
4250	5007	STREETFRONT COMMERCIAL	acre	6.5	9680.	7028.
4250	6001	HIGH RISE OFFICE	acre	1.3	3481.	2758.
4250	9101	INACTIVE USE	acre	0.2	0.	0.
4250		TOTAL			23897.	17263.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	101	SINGLE FAMILY	du	26.0	406.	283.
4252	102	MULTI-FAMILY	du	281.0	3007.	2111.
4252	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4252	6002	LOW RISE OFFICE	acre	1.0	362.	278.
4252	6003	GOV'T OFFICE OR CENTER	acre	3.0	3142.	2359.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.
4252	6509	OTHER HEALTH CARE	acre	1.4	662.	491.
4252	7601	ACTIVE PARK	acre	0.7	44.	29.
4252		TOTAL			8703.	6347.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	4.2	1683.	1217.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254	9101	INACTIVE USE	acre	3.5	0.	0.
4254		TOTAL			9773.	5540.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4255	7601	ACTIVE PARK	acre	11.8	784.	516.
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	101	SINGLE FAMILY	du	45.0	702.	490.
4256	102	MULTI-FAMILY	du	512.0	5478.	3846.
4256	6102	CHURCH	acre	1.2	64.	49.
4256	6109	OTHER PUBLIC SERVICE	acre	0.1	27.	20.
4256		TOTAL			6272.	4405.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	101	SINGLE FAMILY	du	5.0	78.	54.
4260	102	MULTI-FAMILY	du	550.0	5885.	4132.
4260	103	MOBILE HOME PARK	du	105.0	693.	460.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	2.4	805.	496.
4260	5007	STREETFRONT COMMERCIAL	acre	4.9	7382.	5359.
4260	6109	OTHER PUBLIC SERVICE	acre	0.2	82.	59.
4260	9101	INACTIVE USE	acre	0.4	0.	0.
4260		TOTAL			14924.	10560.
4261	101	SINGLE FAMILY	du	12.0	187.	131.
4261	102	MULTI-FAMILY	du	867.0	9277.	6513.
4261	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	34.	21.
4261	5007	STREETFRONT COMMERCIAL	acre	1.9	2867.	2081.
4261	6001	HIGH RISE OFFICE	acre	2.8	7712.	6110.
4261	6002	LOW RISE OFFICE	acre	2.5	896.	687.
4261	6102	CHURCH	acre	1.1	58.	45.
4261	6806	ELEMENTARY SCHOOL	acre	0.5	964.	539.
4261	9101	INACTIVE USE	acre	1.8	0.	0.
4261		TOTAL			21995.	16127.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	5007	STREETFRONT COMMERCIAL	acre	0.3	401.	291.
4267	6002	LOW RISE OFFICE	acre	0.5	179.	137.
4267	6509	OTHER HEALTH CARE	acre	0.2	73.	54.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13385.	9074.
4268	102	MULTI-FAMILY	du	871.0	9320.	6543.
4268	103	MOBILE HOME PARK	du	147.0	970.	643.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	4119	OTHER TRANSPORTATION	acre	1.5	163.	125.
4268	5007	STREETFRONT COMMERCIAL	acre	1.8	2689.	1952.
4268	7601	ACTIVE PARK	acre	2.2	145.	96.
4268		TOTAL			13287.	9359.
4269	101	SINGLE FAMILY	du	31.0	484.	337.
4269	102	MULTI-FAMILY	du	590.0	6313.	4432.
4269	4114	PARKING	acre	0.6	0.	0.
4269	5007	STREETFRONT COMMERCIAL	acre	2.8	4202.	3051.
4269	6001	HIGH RISE OFFICE	acre	1.3	3610.	2860.
4269	6002	LOW RISE OFFICE	acre	1.1	401.	307.
4269	6102	CHURCH	acre	0.5	27.	21.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			27871.	19581.
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	7.1	709.	573.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	19.9	0.	0.
4272		TOTAL			5541.	4321.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	280.0	2996.	2103.
4274	5003	COMMUNITY COMMERCIAL	acre	6.7	5648.	3996.
4274	9101	INACTIVE USE	acre	8.3	0.	0.
4274		TOTAL			8644.	6099.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	101	SINGLE FAMILY	du	18.0	281.	196.
4276	102	MULTI-FAMILY	du	735.0	7864.	5521.
4276	103	MOBILE HOME PARK	du	28.0	185.	123.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	1.3	439.	271.
4276	5007	STREETFRONT COMMERCIAL	acre	13.3	19889.	14439.
4276	6001	HIGH RISE OFFICE	acre	0.1	301.	238.
4276	6002	LOW RISE OFFICE	acre	0.4	155.	119.
4276	6102	CHURCH	acre	0.3	15.	11.
4276		TOTAL			29128.	20917.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4277	101	SINGLE FAMILY	du	55.0	858.	599.
4277	102	MULTI-FAMILY	du	130.0	1391.	977.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	283.	205.
4277	6001	HIGH RISE OFFICE	acre	0.4	1025.	813.
4277	6002	LOW RISE OFFICE	acre	2.0	698.	535.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277	6509	OTHER HEALTH CARE	acre	0.5	264.	196.
4277	7210	OTHER RECREATION	acre	0.2	1.	1.
4277		TOTAL			17710.	13226.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	1.9	632.	389.
4278	2103	LIGHT INDUSTRY	acre	8.2	824.	666.
4278	4114	PARKING	acre	2.1	0.	0.
4278	5003	COMMUNITY COMMERCIAL	acre	10.5	8838.	6253.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			10294.	7309.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2605.	1843.
4279	5007	STREETFRONT COMMERCIAL	acre	0.2	259.	188.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12298.	8618.
4280	101	SINGLE FAMILY	du	285.0	4446.	3102.
4280		TOTAL			4446.	3102.
4281	5007	STREETFRONT COMMERCIAL	acre	0.7	1020.	740.
4281	7207	MARINA	acre	9.3	521.	356.
4281	7601	ACTIVE PARK	acre	12.8	854.	562.
4281	9101	INACTIVE USE	acre	2.7	0.	0.
4281		TOTAL			2394.	1658.
4282	101	SINGLE FAMILY	du	83.0	1295.	904.
4282	102	MULTI-FAMILY	du	248.0	2654.	1863.
4282	5007	STREETFRONT COMMERCIAL	acre	0.2	357.	259.
4282	6002	LOW RISE OFFICE	acre	4.0	1420.	1088.
4282	6509	OTHER HEALTH CARE	acre	0.2	120.	89.
4282	6809	OTHER SCHOOL	acre	0.1	18.	15.
4282		TOTAL			5863.	4218.
4283	102	MULTI-FAMILY	du	584.0	6249.	4387.
4283	1502	HIGH-RISE HOTEL	acre	0.3	440.	271.
4283	4111	TRANSIT STATION	acre	1.7	475.	363.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2043.	1483.
4283	6001	HIGH RISE OFFICE	acre	0.6	1490.	1181.
4283		TOTAL			10697.	7685.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4285	102	MULTI-FAMILY	du	659.0	7051.	4950.
4285		TOTAL			7051.	4950.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	2.4	238.	192.
4286	9101	INACTIVE USE	acre	2.0	0.	0.
4286		TOTAL			3733.	3082.
4287	102	MULTI-FAMILY	du	289.0	3092.	2171.
4287	5002	REGIONAL COMMERCIAL	acre	43.3	32501.	22949.
4287	6002	LOW RISE OFFICE	acre	6.0	2156.	1652.
4287		TOTAL			37750.	26772.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	18.5	1235.	813.
4289	9101	INACTIVE USE	acre	1430.8	0.	0.
4289		TOTAL			1235.	813.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	269.0	2878.	2021.
4291	9101	INACTIVE USE	acre	19.8	0.	0.
4291		TOTAL			2878.	2021.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	101	SINGLE FAMILY	du	925.0	14430.	10069.
4296	102	MULTI-FAMILY	du	1139.0	12187.	8556.
4296	5007	STREETFRONT COMMERCIAL	acre	1.6	2406.	1747.
4296	6102	CHURCH	acre	13.1	700.	538.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.1	10.	8.
4296	7601	ACTIVE PARK	acre	7.5	499.	329.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			37720.	24854.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	2.8	4135.	3002.
4297	6002	LOW RISE OFFICE	acre	9.9	3555.	2725.
4297		TOTAL			10784.	7894.
4298	5011	EASTLAKE REGIONAL COM	acre	1056.3	74784.	52804.
4298		TOTAL			74784.	52804.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	101	SINGLE FAMILY	du	9.0	140.	98.
4300	102	MULTI-FAMILY	du	86.0	920.	646.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	521.	321.
4300	5004	NEIGHBORHOOD COMMERCIAL	acre	3.4	5148.	3642.
4300	5007	STREETFRONT COMMERCIAL	acre	8.6	12785.	9282.
4300	6001	HIGH RISE OFFICE	acre	0.8	2059.	1632.
4300		TOTAL			21573.	15620.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	3.5	1202.	741.
4301	2103	LIGHT INDUSTRY	acre	3.4	340.	275.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301	9101	INACTIVE USE	acre	5.8	0.	0.
4301		TOTAL			1802.	1187.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	101	SINGLE FAMILY	du	9.0	140.	98.
4303	102	MULTI-FAMILY	du	179.0	1915.	1345.
4303	103	MOBILE HOME PARK	du	35.0	231.	153.
4303	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	66.	41.
4303	5007	STREETFRONT COMMERCIAL	acre	5.3	7868.	5712.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4303	6001	HIGH RISE OFFICE	acre	1.5	4121.	3265.
4303	6002	LOW RISE OFFICE	acre	0.2	57.	44.
4303		TOTAL			14399.	10657.
4304	101	SINGLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	2.5	134.	103.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305	9101	INACTIVE USE	acre	2.1	0.	0.
4305		TOTAL			28922.	20475.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	5.4	424.	351.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	5.8	4865.	3442.
4307	5007	STREETFRONT COMMERCIAL	acre	8.9	13256.	9624.
4307	6002	LOW RISE OFFICE	acre	2.3	830.	636.
4307	7601	ACTIVE PARK	acre	1.2	83.	55.
4307	9101	INACTIVE USE	acre	19.7	0.	0.
4307		TOTAL			19469.	14115.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	2.3	783.	483.
4310	2103	LIGHT INDUSTRY	acre	2.5	255.	206.
4310	4114	PARKING	acre	0.8	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1499.	994.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.2	68.	52.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311	6809	OTHER SCHOOL	acre	0.2	32.	26.
4311		TOTAL			5485.	3549.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	8.0	125.	87.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	0.6	873.	634.
4313	6002	LOW RISE OFFICE	acre	0.2	86.	66.
4313	6509	OTHER HEALTH CARE	acre	0.2	120.	89.
4313	7210	OTHER RECREATION	acre	4.1	27.	19.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			3010.	2131.
4315	101	SINGLE FAMILY	du	406.0	6334.	4420.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	2.5	0.	0.
4315		TOTAL			8768.	5823.
4316	101	SINGLE FAMILY	du	143.0	2231.	1557.
4316	102	MULTI-FAMILY	du	212.0	2268.	1593.
4316	103	MOBILE HOME PARK	du	28.0	185.	123.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	1.9	2780.	2018.
4316	6001	HIGH RISE OFFICE	acre	0.6	1695.	1343.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			11278.	7818.
4317	101	SINGLE FAMILY	du	163.0	2543.	1774.
4317	102	MULTI-FAMILY	du	77.0	824.	578.
4317	5007	STREETFRONT COMMERCIAL	acre	5.2	7804.	5665.
4317	6002	LOW RISE OFFICE	acre	0.4	139.	107.
4317		TOTAL			11309.	8125.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	6.0	9165.	6484.
4318	5007	STREETFRONT COMMERCIAL	acre	2.6	3893.	2826.
4318	6002	LOW RISE OFFICE	acre	4.4	1587.	1217.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22546.	16039.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	566.0	6056.	4252.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	17551.	12418.
4320	6102	CHURCH	acre	3.0	161.	123.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	12.0	799.	526.
4320	7602	PASSIVE PARK	acre	0.6	0.	0.
4320	9101	INACTIVE USE	acre	19.6	0.	0.
4320		TOTAL			29853.	20714.
4321	101	SINGLE FAMILY	du	298.0	4649.	3244.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321	9101	INACTIVE USE	acre	0.2	0.	0.
4321		TOTAL			5944.	4166.
4322	101	SINGLE FAMILY	du	496.0	7738.	5399.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322	9101	INACTIVE USE	acre	0.1	0.	0.
4322		TOTAL			7989.	5589.
4323	2103	LIGHT INDUSTRY	acre	2.0	196.	158.
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	1.0	1476.	1072.
4323	6002	LOW RISE OFFICE	acre	3.8	1352.	1036.
4323	7601	ACTIVE PARK	acre	1.0	69.	46.
4323	9101	INACTIVE USE	acre	1.7	0.	0.
4323		TOTAL			3103.	2319.
4324	101	SINGLE FAMILY	du	173.0	2699.	1883.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.
4324	9101	INACTIVE USE	acre	0.9	0.	0.
4324		TOTAL			2715.	1895.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	17.6	14811.	10479.
4326	9101	INACTIVE USE	acre	14.7	0.	0.
4326		TOTAL			14811.	10479.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	334.0	3574.	2509.
4328	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	108.	67.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4328	5007	STREETFRONT COMMERCIAL	acre	6.1	9172.	6659.
4328	6002	LOW RISE OFFICE	acre	0.5	194.	149.
4328		TOTAL			14483.	10384.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	667.0	10405.	7261.
4331	102	MULTI-FAMILY	du	1559.0	16681.	11711.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	9101	INACTIVE USE	acre	93.0	0.	0.
4331		TOTAL			32981.	21782.
4332	101	SINGLE FAMILY	du	15.0	234.	163.
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	3.5	5267.	3824.
4332	6002	LOW RISE OFFICE	acre	7.1	2531.	1940.
4332	6509	OTHER HEALTH CARE	acre	1.7	819.	608.
4332	9101	INACTIVE USE	acre	0.3	0.	0.
4332		TOTAL			19702.	14197.
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	60.0	642.	451.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335	9101	INACTIVE USE	acre	2.6	0.	0.
4335		TOTAL			4565.	3258.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	240.0	3744.	2613.
4338	102	MULTI-FAMILY	du	304.0	3253.	2284.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	26.7	0.	0.
4338		TOTAL			11202.	7482.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	4114	PARKING	acre	0.2	0.	0.
4341	5007	STREETFRONT COMMERCIAL	acre	6.5	9707.	7047.
4341	6002	LOW RISE OFFICE	acre	3.1	1118.	857.
4341	7601	ACTIVE PARK	acre	1.7	112.	74.
4341	9101	INACTIVE USE	acre	3.5	0.	0.
4341		TOTAL			10938.	7978.
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	10.0	15018.	10902.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343	9101	INACTIVE USE	acre	8.4	0.	0.
4343		TOTAL			15198.	11021.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	235.0	2514.	1765.
4344	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	94.	58.
4344	5007	STREETFRONT COMMERCIAL	acre	4.4	6662.	4837.
4344	5009	OTHER COMMERCIAL	acre	4.9	621.	451.
4344	6002	LOW RISE OFFICE	acre	0.5	179.	137.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			13220.	9152.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4345	102	MULTI-FAMILY	du	1823.0	19506.	13694.
4345	1502	HIGH-RISE HOTEL	acre	8.3	13417.	8271.
4345	5002	REGIONAL COMMERCIAL	acre	11.1	8363.	5905.
4345	6001	HIGH RISE OFFICE	acre	4.8	13216.	10472.
4345	6002	LOW RISE OFFICE	acre	4.5	1597.	1224.
4345	6105	FIRE OR POLICE STATION	acre	0.5	156.	115.
4345	6109	OTHER PUBLIC SERVICE	acre	5.6	2252.	1628.
4345	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4345	7601	ACTIVE PARK	acre	11.4	757.	498.
4345		TOTAL			61383.	42993.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	101	SINGLE FAMILY	du	3.0	47.	33.
4347	102	MULTI-FAMILY	du	327.0	3499.	2456.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.2	3347.	2430.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			11369.	7858.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4350		TOTAL			0.	0.
4351	101	SINGLE FAMILY	du	706.0	11014.	7685.
4351	102	MULTI-FAMILY	du	262.0	2803.	1968.
4351	5007	STREETFRONT COMMERCIAL	acre	3.9	5873.	4263.
4351	6109	OTHER PUBLIC SERVICE	acre	3.4	1373.	993.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	5.1	338.	222.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			28889.	18740.
4352	101	SINGLE FAMILY	du	201.0	3136.	2188.
4352	102	MULTI-FAMILY	du	181.0	1937.	1360.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352	9101	INACTIVE USE	acre	1.1	0.	0.
4352		TOTAL			9410.	5995.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4353	102	MULTI-FAMILY	du	1653.0	17687.	12417.
4353	2101	INDUSTRIAL PARK	acre	45.0	8645.	7087.
4353	6810	UCCV	acre	18.0	3244.	2591.
4353		TOTAL			29575.	22095.
4354	2001	HEAVY INDUSTRY	acre	18.1	1407.	1163.
4354	2103	LIGHT INDUSTRY	acre	43.5	4358.	3522.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	98.6	394.	301.
4354		TOTAL			6238.	5052.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.
4357	101	SINGLE FAMILY	du	15.0	234.	163.
4357	102	MULTI-FAMILY	du	602.0	6441.	4522.
4357	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	116.	71.
4357	2103	LIGHT INDUSTRY	acre	10.6	1065.	860.
4357	2104	WAREHOUSING OR STORAGE	acre	0.6	20.	16.
4357	5007	STREETFRONT COMMERCIAL	acre	7.0	10430.	7572.
4357	6002	LOW RISE OFFICE	acre	0.7	240.	184.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357	9101	INACTIVE USE	acre	0.2	0.	0.
4357		TOTAL			18554.	13395.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	101	SINGLE FAMILY	du	6.0	94.	65.
4359	102	MULTI-FAMILY	du	297.0	3178.	2231.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	4.0	6004.	4359.
4359		TOTAL			24086.	17134.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	99.0	1059.	744.
4360	6809	OTHER SCHOOL	acre	0.5	95.	78.
4360	9101	INACTIVE USE	acre	0.1	0.	0.
4360		TOTAL			5678.	3979.
4361	101	SINGLE FAMILY	du	455.0	7098.	4953.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361	9101	INACTIVE USE	acre	0.4	0.	0.
4361		TOTAL			10403.	6983.
4362	101	SINGLE FAMILY	du	60.0	936.	653.
4362	102	MULTI-FAMILY	du	485.0	5189.	3643.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			11494.	6719.
4363	101	SINGLE FAMILY	du	87.0	1357.	947.
4363	9101	INACTIVE USE	acre	37.5	0.	0.
4363		TOTAL			1357.	947.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	9.6	963.	779.
4365	2104	WAREHOUSING OR STORAGE	acre	0.5	15.	12.
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			15014.	10668.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	103.0	1607.	1121.
4368	102	MULTI-FAMILY	du	513.0	5489.	3854.
4368	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	77.	48.
4368	5007	STREETFRONT COMMERCIAL	acre	4.7	6960.	5053.
4368	6002	LOW RISE OFFICE	acre	0.5	167.	128.
4368	9101	INACTIVE USE	acre	0.9	0.	0.
4368		TOTAL			14301.	10204.
4369	101	SINGLE FAMILY	du	35.0	546.	381.
4369	102	MULTI-FAMILY	du	394.0	4216.	2960.
4369	103	MOBILE HOME PARK	du	58.0	383.	254.
4369	2104	WAREHOUSING OR STORAGE	acre	1.0	34.	28.
4369	5007	STREETFRONT COMMERCIAL	acre	9.2	13777.	10001.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4369	5009	OTHER COMMERCIAL	acre	0.3	36.	26.
4369	6002	LOW RISE OFFICE	acre	1.1	409.	313.
4369	6104	POST OFFICE	acre	0.4	437.	304.
4369		TOTAL			19837.	14267.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.
4370	6102	CHURCH	acre	0.7	35.	27.
4370	9101	INACTIVE USE	acre	0.1	0.	0.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	75.0	1170.	816.
4372	102	MULTI-FAMILY	du	428.0	4580.	3215.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			5771.	4049.
4373	102	MULTI-FAMILY	du	1748.0	18704.	13131.
4373	5018	COMMERCIAL/RETAIL	acre	250.0	14125.	9994.
4373	6810	UCCV	acre	50.0	9010.	7197.
4373		TOTAL			41839.	30322.
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374	9101	INACTIVE USE	acre	0.1	0.	0.
4374		TOTAL			6162.	4297.
4375	7601	ACTIVE PARK	acre	30.4	2027.	1334.
4375		TOTAL			2027.	1334.
4376	101	SINGLE FAMILY	du	74.0	1154.	806.
4376	102	MULTI-FAMILY	du	152.0	1626.	1142.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376	9101	INACTIVE USE	acre	0.1	0.	0.
4376		TOTAL			4388.	3179.
4377	101	SINGLE FAMILY	du	4.0	62.	44.
4377	102	MULTI-FAMILY	du	527.0	5639.	3959.
4377	5007	STREETFRONT COMMERCIAL	acre	10.9	16329.	11855.
4377	6002	LOW RISE OFFICE	acre	0.2	63.	48.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			22380.	16096.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	4646.	3287.
4378	5007	STREETFRONT COMMERCIAL	acre	2.5	3671.	2665.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11214.	8034.
4379	2101	INDUSTRIAL PARK	acre	25.1	4820.	3951.
4379	9101	INACTIVE USE	acre	111.1	0.	0.
4379		TOTAL			4820.	3951.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	493.5	7798.	6427.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	16.4	1090.	717.
4382		TOTAL			8909.	7161.
4383	101	SINGLE FAMILY	du	228.0	3557.	2482.
4383	102	MULTI-FAMILY	du	187.0	2001.	1405.
4383		TOTAL			5558.	3887.
4384	101	SINGLE FAMILY	du	60.0	936.	653.
4384	102	MULTI-FAMILY	du	845.0	9041.	6348.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14183.	9587.
4386	101	SINGLE FAMILY	du	82.0	1279.	893.
4386	102	MULTI-FAMILY	du	45.0	481.	338.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	2.2	145.	96.
4386	9101	INACTIVE USE	acre	0.1	0.	0.
4386		TOTAL			4391.	2788.
4387	101	SINGLE FAMILY	du	5.0	78.	54.
4387	102	MULTI-FAMILY	du	182.0	1947.	1367.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	131.	81.
4387	2103	LIGHT INDUSTRY	acre	0.5	52.	42.
4387	2104	WAREHOUSING OR STORAGE	acre	7.9	260.	213.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.3	1943.	1410.
4387	6002	LOW RISE OFFICE	acre	0.5	176.	135.
4387	6003	GOV'T OFFICE OR CENTER	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			15326.	10858.
4389	101	SINGLE FAMILY	du	51.0	796.	555.
4389	102	MULTI-FAMILY	du	920.0	9844.	6911.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21213.	13605.
4390	101	SINGLE FAMILY	du	652.0	10171.	7098.
4390	102	MULTI-FAMILY	du	245.0	2621.	1840.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390	7607	RESIDENTIAL RECREATION	acre	1.5	0.	0.
4390	9101	INACTIVE USE	acre	5.2	0.	0.
4390		TOTAL			16472.	11237.
4391	102	MULTI-FAMILY	du	1529.0	16360.	11486.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391	5017	COMMERCIAL/RETAIL	acre	40.0	4520.	3198.
4391	6006	OFFICE	acre	50.0	1300.	996.
4391	7601	ACTIVE PARK	acre	5.5	366.	241.
4391		TOTAL			22625.	15981.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	50.0	535.	376.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	1.9	2825.	2051.
4392	9101	INACTIVE USE	acre	0.2	0.	0.
4392		TOTAL			34749.	24630.
4393	102	MULTI-FAMILY	du	258.0	2761.	1938.
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5004	NEIGHBORHOOD COMMERCIAL	acre	6.4	9775.	6916.
4393	5007	STREETFRONT COMMERCIAL	acre	1.5	2299.	1669.
4393	6002	LOW RISE OFFICE	acre	0.8	275.	210.
4393	9101	INACTIVE USE	acre	0.6	0.	0.
4393		TOTAL			30565.	21669.
4394	101	SINGLE FAMILY	du	66.0	1030.	718.
4394	102	MULTI-FAMILY	du	356.0	3809.	2674.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7429.	5110.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	20.5	2052.	1658.
4396	9101	INACTIVE USE	acre	4.3	0.	0.
4396		TOTAL			7636.	5555.
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4398	101	SINGLE FAMILY	du	102.0	1591.	1110.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398	9101	INACTIVE USE	acre	0.3	0.	0.
4398		TOTAL			15470.	10855.
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	101	SINGLE FAMILY	du	12.0	187.	131.
4400	102	MULTI-FAMILY	du	7.0	75.	53.
4400	2103	LIGHT INDUSTRY	acre	2.4	237.	191.
4400	4113	COMMUNICATION OR UTILITY	acre	0.5	2.	2.
4400	5001	WHOLESALE TRADE	acre	0.9	44.	31.
4400	5007	STREETFRONT COMMERCIAL	acre	9.6	14287.	10372.
4400	6002	LOW RISE OFFICE	acre	22.5	8017.	6145.
4400	9101	INACTIVE USE	acre	3.1	0.	0.
4400		TOTAL			22849.	16924.
4401	102	MULTI-FAMILY	du	116.0	1241.	871.
4401	103	MOBILE HOME PARK	du	8.0	53.	35.
4401	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	71.	44.
4401	5007	STREETFRONT COMMERCIAL	acre	0.7	1036.	752.
4401	6002	LOW RISE OFFICE	acre	0.3	124.	95.
4401	9101	INACTIVE USE	acre	2.2	0.	0.
4401		TOTAL			2525.	1797.
4402	101	SINGLE FAMILY	du	24.0	374.	261.
4402	102	MULTI-FAMILY	du	604.0	6463.	4537.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	6.5	9692.	7036.
4402	6002	LOW RISE OFFICE	acre	0.2	83.	64.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402	9101	INACTIVE USE	acre	0.6	0.	0.
4402		TOTAL			19279.	13708.
4403	101	SINGLE FAMILY	du	43.0	671.	468.
4403	102	MULTI-FAMILY	du	731.0	7822.	5491.
4403	103	MOBILE HOME PARK	du	10.0	66.	44.
4403	2101	INDUSTRIAL PARK	acre	33.2	6369.	5221.
4403	2103	LIGHT INDUSTRY	acre	1.9	185.	150.
4403	5007	STREETFRONT COMMERCIAL	acre	1.9	2852.	2070.
4403	6002	LOW RISE OFFICE	acre	0.4	146.	112.
4403	6102	CHURCH	acre	0.7	35.	27.
4403	7601	ACTIVE PARK	acre	2.2	145.	96.
4403	9101	INACTIVE USE	acre	0.3	0.	0.
4403		TOTAL			18291.	13679.
4404	102	MULTI-FAMILY	du	58.0	621.	436.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4404	4111	TRANSIT STATION	acre	1.7	481.	367.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.5	6782.	4924.
4404	5009	OTHER COMMERCIAL	acre	0.4	49.	35.
4404	6002	LOW RISE OFFICE	acre	0.1	46.	36.
4404		TOTAL			20968.	14988.
4405	102	MULTI-FAMILY	du	100.0	1070.	751.
4405	2201	EXTRACTIVE INDUSTRY	acre	62.0	93.	77.
4405		TOTAL			1163.	828.
4406	101	SINGLE FAMILY	du	459.0	7160.	4997.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11583.	7835.
4407	101	SINGLE FAMILY	du	319.0	4976.	3473.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	2103	LIGHT INDUSTRY	acre	0.4	37.	30.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	1.1	0.	0.
4407	9101	INACTIVE USE	acre	3.3	0.	0.
4407		TOTAL			6439.	4496.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	103	MOBILE HOME PARK	du	14.0	92.	61.
4408	1501	LOW-RISE HOTEL OR MOTEL	acre	0.6	209.	129.
4408	2104	WAREHOUSING OR STORAGE	acre	6.1	202.	165.
4408	4113	COMMUNICATION OR UTILITY	acre	5.1	21.	16.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	7.8	11946.	8452.
4408	5007	STREETFRONT COMMERCIAL	acre	2.7	4081.	2963.
4408	5009	OTHER COMMERCIAL	acre	0.3	41.	30.
4408	6002	LOW RISE OFFICE	acre	1.3	449.	344.
4408		TOTAL			18881.	13452.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	135.0	1444.	1014.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	22.1	4243.	3479.
4409	2103	LIGHT INDUSTRY	acre	23.8	2381.	1924.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409	9101	INACTIVE USE	acre	0.5	0.	0.
4409		TOTAL			8859.	6968.
4410	101	SINGLE FAMILY	du	61.0	952.	664.
4410	102	MULTI-FAMILY	du	163.0	1744.	1224.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	11.6	1159.	937.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	5007	STREETFRONT COMMERCIAL	acre	0.4	660.	479.
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			10068.	6783.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.
4412	101	SINGLE FAMILY	du	208.0	3245.	2264.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	4.8	483.	391.
4412	5007	STREETFRONT COMMERCIAL	acre	0.3	387.	281.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412	9101	INACTIVE USE	acre	0.2	0.	0.
4412		TOTAL			7778.	5160.
4414	2103	LIGHT INDUSTRY	acre	36.1	3616.	2922.
4414	5006	AUTO COMMERCIAL	acre	3.0	1441.	1019.
4414	5009	OTHER COMMERCIAL	acre	3.1	398.	289.
4414	9101	INACTIVE USE	acre	9.9	0.	0.
4414		TOTAL			5454.	4230.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	83.	51.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	10.8	16506.	11678.
4415	5007	STREETFRONT COMMERCIAL	acre	0.3	401.	291.
4415		TOTAL			18124.	12817.
4416	101	SINGLE FAMILY	du	125.0	1950.	1361.
4416	102	MULTI-FAMILY	du	102.0	1091.	766.
4416	2103	LIGHT INDUSTRY	acre	13.7	1370.	1107.
4416	5001	WHOLESALE TRADE	acre	0.5	23.	17.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13941.	10121.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	6509	OTHER HEALTH CARE	acre	0.8	391.	290.
4416	7210	OTHER RECREATION	acre	0.2	1.	1.
4416	9101	INACTIVE USE	acre	7.7	0.	0.
4416		TOTAL			18899.	13763.
4417	2103	LIGHT INDUSTRY	acre	136.6	13688.	11062.
4417	2301	JUNKYARD/DUMP/LANDFILL	acre	46.2	731.	602.
4417		TOTAL			14418.	11664.
4418	2101	INDUSTRIAL PARK	acre	7.7	1488.	1220.
4418	2103	LIGHT INDUSTRY	acre	3.7	368.	297.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	15.0	12623.	8931.
4418	5009	OTHER COMMERCIAL	acre	0.3	40.	29.
4418	9101	INACTIVE USE	acre	0.8	0.	0.
4418		TOTAL			14519.	10477.
4419	2103	LIGHT INDUSTRY	acre	52.6	5267.	4256.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	2301	JUNKYARD/DUMP/LANDFILL	acre	2.2	35.	29.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.
4419	6002	LOW RISE OFFICE	acre	0.3	112.	86.
4419	7210	OTHER RECREATION	acre	1.4	9.	6.
4419	9101	INACTIVE USE	acre	44.1	0.	0.
4419		TOTAL			5539.	4471.
4420	102	MULTI-FAMILY	du	74.0	792.	556.
4420	2103	LIGHT INDUSTRY	acre	36.2	3628.	2932.
4420	2104	WAREHOUSING OR STORAGE	acre	11.7	387.	317.
4420	9101	INACTIVE USE	acre	2.5	0.	0.
4420		TOTAL			4807.	3804.
4421	5007	STREETFRONT COMMERCIAL	acre	4.4	6526.	4738.
4421	6002	LOW RISE OFFICE	acre	3.8	1363.	1045.
4421	7601	ACTIVE PARK	acre	87.3	5812.	3825.
4421	9101	INACTIVE USE	acre	621.5	0.	0.
4421		TOTAL			13702.	9608.
4424	101	SINGLE FAMILY	du	9.0	140.	98.
4424	2103	LIGHT INDUSTRY	acre	44.7	4481.	3621.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	5007	STREETFRONT COMMERCIAL	acre	0.4	652.	473.
4424	6002	LOW RISE OFFICE	acre	0.1	31.	24.
4424	9101	INACTIVE USE	acre	22.6	0.	0.
4424		TOTAL			5560.	4426.
4425	102	MULTI-FAMILY	du	22.0	235.	165.
4425	2103	LIGHT INDUSTRY	acre	18.7	1875.	1515.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	2201	EXTRACTIVE INDUSTRY	acre	18.7	28.	23.
4425	5009	OTHER COMMERCIAL	acre	0.8	100.	73.
4425	7601	ACTIVE PARK	acre	13.6	908.	598.
4425	8002	INTENSIVE AGRICULTURE	acre	4.2	2.	2.
4425	9101	INACTIVE USE	acre	16.9	0.	0.
4425		TOTAL			3290.	2491.
4426	2103	LIGHT INDUSTRY	acre	28.6	2863.	2314.
4426	5006	AUTO COMMERCIAL	acre	11.9	5599.	3962.
4426	9101	INACTIVE USE	acre	105.2	0.	0.
4426		TOTAL			8462.	6275.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	1.8	2728.	1980.
4427	7601	ACTIVE PARK	acre	5.4	363.	239.
4427	9101	INACTIVE USE	acre	5.0	0.	0.
4427		TOTAL			14539.	10226.
4428	101	SINGLE FAMILY	du	220.0	3432.	2395.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	20.7	0.	0.
4428		TOTAL			4170.	2913.
4430	7210	OTHER RECREATION	acre	92.7	612.	418.
4430	9101	INACTIVE USE	acre	170.7	0.	0.
4430		TOTAL			612.	418.
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	20.2	16961.	12000.
4431	6002	LOW RISE OFFICE	acre	2.3	813.	623.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			17869.	12702.
4467	2103	LIGHT INDUSTRY	acre	21.8	2186.	1767.
4467	2104	WAREHOUSING OR STORAGE	acre	1.7	57.	47.
4467	9101	INACTIVE USE	acre	52.6	0.	0.
4467		TOTAL			2243.	1813.
4614	102	MULTI-FAMILY	du	1200.0	12840.	9014.
4614		TOTAL			12840.	9014.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	495.0	7722.	5389.
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			7722.	5389.
4089	101	SINGLE FAMILY	du	65.0	1014.	708.
4089		TOTAL			1014.	708.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	3.9	19.	13.
4115	6109	OTHER PUBLIC SERVICE	acre	0.8	309.	223.
4115	7601	ACTIVE PARK	acre	14.7	980.	645.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			4990.	3451.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.
4123	101	SINGLE FAMILY	du	175.0	2730.	1905.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			2730.	1905.
4131	101	SINGLE FAMILY	du	49.0	764.	533.
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	2.5	982.	710.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	23.9	0.	0.
4159		TOTAL			11915.	8267.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.
4171	101	SINGLE FAMILY	du	237.0	3697.	2580.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	6809	OTHER SCHOOL	acre	1.0	196.	162.
4171	7210	OTHER RECREATION	acre	6.4	43.	29.
4171	7601	ACTIVE PARK	acre	33.3	2220.	1461.
4171	9101	INACTIVE USE	acre	3.4	0.	0.
4171		TOTAL			7333.	5058.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	249.0	3884.	2711.
4173	102	MULTI-FAMILY	du	422.0	4515.	3170.
4173	6102	CHURCH	acre	3.3	175.	134.
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	15.6	1038.	683.
4173	9101	INACTIVE USE	acre	7.8	0.	0.
4173		TOTAL			11731.	7883.
4174	101	SINGLE FAMILY	du	10.0	156.	109.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	25.0	2508.	2027.
4174	2104	WAREHOUSING OR STORAGE	acre	0.6	19.	16.
4174	5001	WHOLESALE TRADE	acre	1.5	71.	50.
4174	5009	OTHER COMMERCIAL	acre	0.2	24.	17.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174	9101	INACTIVE USE	acre	0.5	0.	0.
4174		TOTAL			4845.	3690.
4176	101	SINGLE FAMILY	du	99.0	1544.	1078.
4176	6110	CONVENTION CENTER	acre	14.4	1131.	772.
4176	9101	INACTIVE USE	acre	28.9	0.	0.
4176		TOTAL			2676.	1850.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	223.0	3479.	2428.
4178	102	MULTI-FAMILY	du	387.0	4141.	2907.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178	9101	INACTIVE USE	acre	0.3	0.	0.
4178		TOTAL			7737.	5429.
4181	101	SINGLE FAMILY	du	175.0	2730.	1905.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	55.6	0.	0.
4181		TOTAL			2954.	2077.
4182	2101	INDUSTRIAL PARK	acre	32.8	6306.	5169.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182	9101	INACTIVE USE	acre	1.7	0.	0.
4182		TOTAL			14933.	11672.
4183	2101	INDUSTRIAL PARK	acre	68.7	13205.	10825.
4183	2103	LIGHT INDUSTRY	acre	6.5	654.	529.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	6002	LOW RISE OFFICE	acre	4.3	1531.	1173.
4183	6003	GOV'T OFFICE OR CENTER	acre	1.0	1074.	806.
4183	6509	OTHER HEALTH CARE	acre	1.0	508.	377.
4183	9101	INACTIVE USE	acre	22.4	0.	0.
4183		TOTAL			42127.	31972.
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4186	101	SINGLE FAMILY	du	1368.0	21341.	14892.
4186	102	MULTI-FAMILY	du	45.0	481.	338.
4186		TOTAL			21822.	15230.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	7.9	11764.	8540.
4190	6002	LOW RISE OFFICE	acre	1.4	497.	381.
4190	9101	INACTIVE USE	acre	14.8	0.	0.
4190		TOTAL			29976.	21507.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	8.4	3006.	2304.
4197	6102	CHURCH	acre	8.2	436.	335.
4197	6809	OTHER SCHOOL	acre	0.4	78.	64.
4197	9101	INACTIVE USE	acre	0.3	0.	0.
4197		TOTAL			11449.	8314.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	8.5	12650.	9184.
4199	6002	LOW RISE OFFICE	acre	0.3	105.	80.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.
4199	9101	INACTIVE USE	acre	18.4	0.	0.
4199		TOTAL			13475.	9708.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	773.0	8271.	5807.
4202	1504	RESORT	acre	190.1	12375.	7629.
4202	1505	HIGH-RISE HOTEL	acre	1391.0	18083.	11148.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	115.9	19647.	13901.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	6005	BAYFRONT HIGH RISE OF	acre	46.4	992.	786.
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	17.9	1194.	786.
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			61793.	40948.
4204	101	SINGLE FAMILY	du	264.0	4118.	2874.
4204	102	MULTI-FAMILY	du	189.0	2022.	1420.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10607.	7541.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	10.1	15069.	10939.
4208	9101	INACTIVE USE	acre	3.5	0.	0.
4208		TOTAL			16434.	11781.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.
4210	101	SINGLE FAMILY	du	543.0	8471.	5911.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	134.9	0.	0.
4210		TOTAL			15215.	10305.
4211	101	SINGLE FAMILY	du	5.0	78.	54.
4211	102	MULTI-FAMILY	du	483.0	5168.	3628.
4211	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	54.	33.
4211	4119	OTHER TRANSPORTATION	acre	0.9	104.	80.
4211	5007	STREETFRONT COMMERCIAL	acre	6.0	9022.	6550.
4211		TOTAL			14427.	10346.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4212	101	SINGLE FAMILY	du	439.0	6848.	4779.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212	9101	INACTIVE USE	acre	0.9	0.	0.
4212		TOTAL			10026.	7010.
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	101	SINGLE FAMILY	du	9.0	140.	98.
4216	102	MULTI-FAMILY	du	700.0	7490.	5258.
4216	103	MOBILE HOME PARK	du	17.0	112.	74.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			7743.	5431.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	2.2	3236.	2349.
4219	6002	LOW RISE OFFICE	acre	0.1	41.	32.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			9150.	6503.
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4222	101	SINGLE FAMILY	du	10.0	156.	109.
4222	102	MULTI-FAMILY	du	323.0	3456.	2426.
4222	103	MOBILE HOME PARK	du	29.0	191.	127.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			12970.	8814.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	80.0	1248.	871.
4227	102	MULTI-FAMILY	du	416.0	4451.	3125.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7882.	5230.
4228	101	SINGLE FAMILY	du	132.0	2059.	1437.
4228	102	MULTI-FAMILY	du	387.0	4141.	2907.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			6832.	4829.
4232	101	SINGLE FAMILY	du	6.0	94.	65.
4232	102	MULTI-FAMILY	du	464.0	4965.	3486.
4232	103	MOBILE HOME PARK	du	11.0	73.	48.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	1.5	517.	319.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	3.1	4753.	3363.
4232	5007	STREETFRONT COMMERCIAL	acre	5.0	7534.	5470.
4232	6806	ELEMENTARY SCHOOL	acre	0.9	1941.	1085.
4232	9101	INACTIVE USE	acre	0.1	0.	0.
4232		TOTAL			19875.	13835.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4233	101	SINGLE FAMILY	du	8.0	125.	87.
4233	102	MULTI-FAMILY	du	638.0	6827.	4793.
4233	4114	PARKING	acre	0.7	0.	0.
4233	5007	STREETFRONT COMMERCIAL	acre	6.6	9857.	7156.
4233	6002	LOW RISE OFFICE	acre	3.0	1068.	819.
4233	6509	OTHER HEALTH CARE	acre	0.7	355.	263.
4233	7210	OTHER RECREATION	acre	0.0	0.	0.
4233	9101	INACTIVE USE	acre	0.1	0.	0.
4233		TOTAL			18232.	13118.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	44.0	686.	479.
4238	102	MULTI-FAMILY	du	204.0	2183.	1532.
4238	5007	STREETFRONT COMMERCIAL	acre	1.7	2533.	1839.
4238	6002	LOW RISE OFFICE	acre	0.7	265.	203.
4238	6003	GOV'T OFFICE OR CENTER	acre	7.1	7514.	5641.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	0.8	251.	185.
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			15186.	11069.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	2.3	1013.	687.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	21.0	0.	0.
4239		TOTAL			10152.	7189.
4240	101	SINGLE FAMILY	du	505.0	7878.	5497.
4240		TOTAL			7878.	5497.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	31.2	0.	0.
4241		TOTAL			24404.	15737.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	121.0	1888.	1317.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4479.	3139.
4245	101	SINGLE FAMILY	du	22.0	343.	239.
4245	102	MULTI-FAMILY	du	442.0	4729.	3320.
4245	103	MOBILE HOME PARK	du	38.0	251.	166.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.2	1104.	681.
4245	5007	STREETFRONT COMMERCIAL	acre	9.1	13564.	9847.
4245		TOTAL			20000.	14260.
4246	101	SINGLE FAMILY	du	7.0	109.	76.
4246	102	MULTI-FAMILY	du	732.0	7832.	5499.
4246	1409	OTHER GROUP QUARTERS	acre	0.2	1.	1.
4246	4114	PARKING	acre	0.9	0.	0.
4246	5007	STREETFRONT COMMERCIAL	acre	5.3	7970.	5786.
4246	6002	LOW RISE OFFICE	acre	1.8	653.	501.
4246	6102	CHURCH	acre	0.4	23.	18.
4246	6509	OTHER HEALTH CARE	acre	0.1	23.	17.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			17130.	12238.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4249	101	SINGLE FAMILY	du	231.0	3604.	2515.
4249	102	MULTI-FAMILY	du	459.0	4911.	3448.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8656.	6071.
4250	102	MULTI-FAMILY	du	935.0	10004.	7024.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	4.3	1473.	908.
4250	4111	TRANSIT STATION	acre	1.3	373.	285.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	4119	OTHER TRANSPORTATION	acre	1.4	151.	115.
4250	5007	STREETFRONT COMMERCIAL	acre	7.0	10410.	7557.
4250	6001	HIGH RISE OFFICE	acre	1.8	4933.	3909.
4250	9101	INACTIVE USE	acre	0.1	0.	0.
4250		TOTAL			27345.	19798.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	101	SINGLE FAMILY	du	13.0	203.	142.
4252	102	MULTI-FAMILY	du	295.0	3156.	2216.
4252	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4252	6002	LOW RISE OFFICE	acre	0.5	181.	139.
4252	6003	GOV'T OFFICE OR CENTER	acre	4.2	4452.	3343.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.
4252	6509	OTHER HEALTH CARE	acre	0.7	331.	245.
4252	7601	ACTIVE PARK	acre	0.9	62.	41.
4252		TOTAL			9466.	6921.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	6.0	2384.	1724.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254	9101	INACTIVE USE	acre	1.8	0.	0.
4254		TOTAL			10474.	6047.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.
4255	7601	ACTIVE PARK	acre	11.8	784.	516.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	101	SINGLE FAMILY	du	23.0	359.	250.
4256	102	MULTI-FAMILY	du	538.0	5757.	4041.
4256	6102	CHURCH	acre	1.2	64.	49.
4256	6109	OTHER PUBLIC SERVICE	acre	0.0	14.	10.
4256		TOTAL			6193.	4351.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	101	SINGLE FAMILY	du	3.0	47.	33.
4260	102	MULTI-FAMILY	du	696.0	7447.	5228.
4260	103	MOBILE HOME PARK	du	53.0	350.	232.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	2.8	939.	579.
4260	5007	STREETFRONT COMMERCIAL	acre	4.3	6420.	4661.
4260	6109	OTHER PUBLIC SERVICE	acre	0.1	41.	29.
4260	9101	INACTIVE USE	acre	0.2	0.	0.
4260		TOTAL			15243.	10762.
4261	101	SINGLE FAMILY	du	6.0	94.	65.
4261	102	MULTI-FAMILY	du	1037.0	11096.	7790.
4261	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	17.	10.
4261	5007	STREETFRONT COMMERCIAL	acre	2.2	3371.	2447.
4261	6001	HIGH RISE OFFICE	acre	4.0	10925.	8656.
4261	6002	LOW RISE OFFICE	acre	1.4	484.	371.
4261	6102	CHURCH	acre	0.6	29.	22.
4261	6806	ELEMENTARY SCHOOL	acre	0.2	481.	269.
4261	9101	INACTIVE USE	acre	0.9	0.	0.
4261		TOTAL			26496.	19632.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	5007	STREETFRONT COMMERCIAL	acre	0.1	200.	145.
4267	6002	LOW RISE OFFICE	acre	0.7	254.	195.
4267	6509	OTHER HEALTH CARE	acre	0.1	37.	27.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13223.	8959.
4268	102	MULTI-FAMILY	du	1132.0	12112.	8504.
4268	103	MOBILE HOME PARK	du	73.0	482.	320.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	4119	OTHER TRANSPORTATION	acre	0.7	82.	62.
4268	5007	STREETFRONT COMMERCIAL	acre	1.7	2489.	1807.
4268	7601	ACTIVE PARK	acre	3.1	206.	135.
4268		TOTAL			15370.	10827.
4269	101	SINGLE FAMILY	du	15.0	234.	163.
4269	102	MULTI-FAMILY	du	706.0	7554.	5303.
4269	4114	PARKING	acre	0.3	0.	0.
4269	5007	STREETFRONT COMMERCIAL	acre	3.1	4651.	3376.
4269	6001	HIGH RISE OFFICE	acre	1.9	5114.	4052.
4269	6002	LOW RISE OFFICE	acre	1.5	540.	414.
4269	6102	CHURCH	acre	0.2	13.	10.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			30941.	21892.
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	8.7	874.	706.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	18.2	0.	0.
4272		TOTAL			5706.	4455.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	280.0	2996.	2103.
4274	5003	COMMUNITY COMMERCIAL	acre	9.5	8001.	5661.
4274	9101	INACTIVE USE	acre	5.5	0.	0.
4274		TOTAL			10997.	7764.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	101	SINGLE FAMILY	du	9.0	140.	98.
4276	102	MULTI-FAMILY	du	863.0	9234.	6483.
4276	103	MOBILE HOME PARK	du	14.0	92.	61.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	622.	383.
4276	5007	STREETFRONT COMMERCIAL	acre	13.1	19621.	14244.
4276	6001	HIGH RISE OFFICE	acre	0.2	427.	338.
4276	6002	LOW RISE OFFICE	acre	0.5	189.	145.
4276	6102	CHURCH	acre	0.1	7.	6.
4276		TOTAL			30333.	21758.
4277	101	SINGLE FAMILY	du	54.0	842.	588.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4277	102	MULTI-FAMILY	du	152.0	1626.	1142.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	313.	227.
4277	6001	HIGH RISE OFFICE	acre	0.5	1452.	1151.
4277	6002	LOW RISE OFFICE	acre	2.1	753.	577.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277	6509	OTHER HEALTH CARE	acre	0.3	132.	98.
4277	7210	OTHER RECREATION	acre	0.1	1.	0.
4277		TOTAL			18308.	13684.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	2.6	895.	552.
4278	2103	LIGHT INDUSTRY	acre	4.1	412.	333.
4278	4114	PARKING	acre	1.0	0.	0.
4278	5003	COMMUNITY COMMERCIAL	acre	14.9	12520.	8858.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			13827.	9743.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8	2738.	1937.
4279	5007	STREETFRONT COMMERCIAL	acre	0.1	129.	93.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12300.	8618.
4280	101	SINGLE FAMILY	du	298.0	4649.	3244.
4280		TOTAL			4649.	3244.
4281	5007	STREETFRONT COMMERCIAL	acre	0.3	510.	370.
4281	7207	MARINA	acre	9.7	540.	369.
4281	7601	ACTIVE PARK	acre	14.2	943.	621.
4281	9101	INACTIVE USE	acre	1.3	0.	0.
4281		TOTAL			1993.	1359.
4282	101	SINGLE FAMILY	du	68.0	1061.	740.
4282	102	MULTI-FAMILY	du	277.0	2964.	2081.
4282	5007	STREETFRONT COMMERCIAL	acre	0.3	505.	367.
4282	6002	LOW RISE OFFICE	acre	4.1	1449.	1111.
4282	6509	OTHER HEALTH CARE	acre	0.1	60.	45.
4282	6809	OTHER SCHOOL	acre	0.1	9.	7.
4282		TOTAL			6048.	4351.
4283	102	MULTI-FAMILY	du	681.0	7287.	5116.
4283	1502	HIGH-RISE HOTEL	acre	0.4	621.	383.
4283	4111	TRANSIT STATION	acre	1.1	308.	235.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2053.	1491.
4283	6001	HIGH RISE OFFICE	acre	0.8	2114.	1675.
4283		TOTAL			12383.	8900.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4285	102	MULTI-FAMILY	du	705.0	7543.	5296.
4285		TOTAL			7543.	5296.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	3.4	337.	272.
4286	9101	INACTIVE USE	acre	1.0	0.	0.
4286		TOTAL			3832.	3162.
4287	102	MULTI-FAMILY	du	410.0	4387.	3080.
4287	5002	REGIONAL COMMERCIAL	acre	38.2	28722.	20280.
4287	6002	LOW RISE OFFICE	acre	8.6	3054.	2341.
4287		TOTAL			36163.	25701.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	26.3	1750.	1152.
4289	9101	INACTIVE USE	acre	1423.1	0.	0.
4289		TOTAL			1750.	1152.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	382.0	4087.	2870.
4291	9101	INACTIVE USE	acre	15.4	0.	0.
4291		TOTAL			4087.	2870.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	101	SINGLE FAMILY	du	925.0	14430.	10069.
4296	102	MULTI-FAMILY	du	1199.0	12829.	9007.
4296	5007	STREETFRONT COMMERCIAL	acre	2.3	3410.	2475.
4296	6102	CHURCH	acre	13.1	700.	538.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.1	14.	12.
4296	7601	ACTIVE PARK	acre	7.5	499.	329.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			39370.	26037.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	2.4	3616.	2625.
4297	6002	LOW RISE OFFICE	acre	10.3	3679.	2820.
4297		TOTAL			10389.	7612.
4298	5011	EASTLAKE REGIONAL COM	acre	1135.1	80368.	56747.
4298		TOTAL			80368.	56747.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	101	SINGLE FAMILY	du	5.0	78.	54.
4300	102	MULTI-FAMILY	du	93.0	995.	699.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	2.2	737.	455.
4300	5004	NEIGHBORHOOD COMMERCIAL	acre	1.7	2573.	1821.
4300	5007	STREETFRONT COMMERCIAL	acre	10.6	15807.	11476.
4300	6001	HIGH RISE OFFICE	acre	1.1	2915.	2310.
4300		TOTAL			23106.	16814.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	5.0	1703.	1050.
4301	2103	LIGHT INDUSTRY	acre	4.8	482.	390.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301	9101	INACTIVE USE	acre	2.9	0.	0.
4301		TOTAL			2445.	1611.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	101	SINGLE FAMILY	du	4.0	62.	44.
4303	102	MULTI-FAMILY	du	189.0	2022.	1420.
4303	103	MOBILE HOME PARK	du	17.0	112.	74.
4303	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	33.	21.
4303	5007	STREETFRONT COMMERCIAL	acre	6.8	10129.	7353.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4303	6001	HIGH RISE OFFICE	acre	2.1	5836.	4624.
4303	6002	LOW RISE OFFICE	acre	0.1	29.	22.
4303		TOTAL			18223.	13557.
4304	101	SINCLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	3.6	190.	146.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305	9101	INACTIVE USE	acre	1.0	0.	0.
4305		TOTAL			28978.	20518.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	7.7	601.	497.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	8.2	6892.	4877.
4307	5007	STREETFRONT COMMERCIAL	acre	12.6	18779.	13633.
4307	6002	LOW RISE OFFICE	acre	3.3	1176.	901.
4307	7601	ACTIVE PARK	acre	1.8	118.	78.
4307	9101	INACTIVE USE	acre	9.9	0.	0.
4307		TOTAL			27576.	19993.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	3.3	1110.	684.
4310	2103	LIGHT INDUSTRY	acre	1.3	128.	103.
4310	4114	PARKING	acre	1.1	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1698.	1093.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.3	96.	74.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311	6809	OTHER SCHOOL	acre	0.1	16.	13.
4311		TOTAL			5498.	3558.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	11.0	172.	120.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	0.8	1237.	898.
4313	6002	LOW RISE OFFICE	acre	0.1	43.	33.
4313	6509	OTHER HEALTH CARE	acre	0.1	60.	45.
4313	7210	OTHER RECREATION	acre	2.1	14.	9.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			3304.	2340.
4315	101	SINGLE FAMILY	du	407.0	6349.	4431.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	2.2	0.	0.
4315		TOTAL			8784.	5834.
4316	101	SINGLE FAMILY	du	137.0	2137.	1491.
4316	102	MULTI-FAMILY	du	230.0	2461.	1728.
4316	103	MOBILE HOME PARK	du	14.0	92.	61.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	2.6	3938.	2859.
4316	6001	HIGH RISE OFFICE	acre	0.9	2401.	1902.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			13148.	9226.
4317	101	SINGLE FAMILY	du	162.0	2527.	1764.
4317	102	MULTI-FAMILY	du	108.0	1156.	811.
4317	5007	STREETFRONT COMMERCIAL	acre	4.6	6818.	4950.
4317	6002	LOW RISE OFFICE	acre	0.6	197.	151.
4317		TOTAL			10698.	7676.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	9246.	6542.
4318	5007	STREETFRONT COMMERCIAL	acre	2.5	3763.	2732.
4318	6002	LOW RISE OFFICE	acre	4.5	1615.	1238.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22525.	16023.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	576.0	6163.	4327.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	17551.	12418.
4320	6102	CHURCH	acre	4.3	228.	175.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	12.0	799.	526.
4320	7602	PASSIVE PARK	acre	0.8	0.	0.
4320	9101	INACTIVE USE	acre	15.4	0.	0.
4320		TOTAL			30027.	20841.
4321	101	SINGLE FAMILY	du	300.0	4680.	3266.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321	9101	INACTIVE USE	acre	0.1	0.	0.
4321		TOTAL			5975.	4187.
4322	101	SINGLE FAMILY	du	496.0	7738.	5399.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322	9101	INACTIVE USE	acre	0.1	0.	0.
4322		TOTAL			7989.	5589.
4323	2103	LIGHT INDUSTRY	acre	1.0	98.	79.
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	1.4	2092.	1519.
4323	6002	LOW RISE OFFICE	acre	4.8	1701.	1304.
4323	7601	ACTIVE PARK	acre	1.5	98.	65.
4323	9101	INACTIVE USE	acre	0.9	0.	0.
4323		TOTAL			3999.	2974.
4324	101	SINGLE FAMILY	du	174.0	2714.	1894.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.
4324	9101	INACTIVE USE	acre	0.6	0.	0.
4324		TOTAL			2731.	1905.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	25.0	20982.	14845.
4326	9101	INACTIVE USE	acre	7.4	0.	0.
4326		TOTAL			20982.	14845.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	366.0	3916.	2749.
4328	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	54.	33.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4328	5007	STREETFRONT COMMERCIAL	acre	5.6	8313.	6035.
4328	6002	LOW RISE OFFICE	acre	0.8	275.	211.
4328		TOTAL			13994.	10030.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	746.0	11638.	8121.
4331	102	MULTI-FAMILY	du	1679.0	17965.	12613.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	9101	INACTIVE USE	acre	131.8	0.	0.
4331		TOTAL			35498.	23544.
4332	101	SINGLE FAMILY	du	16.0	250.	174.
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	2.8	4196.	3046.
4332	6002	LOW RISE OFFICE	acre	8.7	3115.	2388.
4332	6509	OTHER HEALTH CARE	acre	0.8	410.	304.
4332	9101	INACTIVE USE	acre	0.1	0.	0.
4332		TOTAL			18822.	13575.
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	85.0	909.	639.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335	9101	INACTIVE USE	acre	1.3	0.	0.
4335		TOTAL			4832.	3446.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	282.0	4399.	3070.
4338	102	MULTI-FAMILY	du	417.0	4462.	3133.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	17.7	0.	0.
4338		TOTAL			13067.	8788.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	4114	PARKING	acre	0.1	0.	0.
4341	5007	STREETFRONT COMMERCIAL	acre	9.2	13751.	9983.
4341	6002	LOW RISE OFFICE	acre	1.6	559.	429.
4341	7601	ACTIVE PARK	acre	2.4	159.	105.
4341	9101	INACTIVE USE	acre	1.7	0.	0.
4341		TOTAL			14469.	10516.
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	14.2	21275.	15445.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343	9101	INACTIVE USE	acre	4.2	0.	0.
4343		TOTAL			21455.	15564.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	276.0	2953.	2073.
4344	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	47.	29.
4344	5007	STREETFRONT COMMERCIAL	acre	4.6	6808.	4942.
4344	5009	OTHER COMMERCIAL	acre	4.1	520.	378.
4344	6002	LOW RISE OFFICE	acre	0.7	253.	194.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			13729.	9520.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4345	102	MULTI-FAMILY	du	2488.0	26622.	18690.
4345	1502	HIGH-RISE HOTEL	acre	9.7	15565.	9596.
4345	5002	REGIONAL COMMERCIAL	acre	20.3	15225.	10750.
4345	6001	HIGH RISE OFFICE	acre	8.2	22333.	17696.
4345	6002	LOW RISE OFFICE	acre	7.4	2659.	2038.
4345	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
4345	6109	OTHER PUBLIC SERVICE	acre	11.3	4503.	3256.
4345	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4345	7601	ACTIVE PARK	acre	18.3	1221.	804.
4345		TOTAL			90558.	64244.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	101	SINGLE FAMILY	du	1.0	16.	11.
4347	102	MULTI-FAMILY	du	384.0	4109.	2885.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.2	3371.	2447.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			11972.	8281.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4350		TOTAL			0.	0.
4351	101	SINGLE FAMILY	du	850.0	13260.	9253.
4351	102	MULTI-FAMILY	du	355.0	3798.	2667.
4351	5007	STREETFRONT COMMERCIAL	acre	5.6	8321.	6041.
4351	6109	OTHER PUBLIC SERVICE	acre	4.9	1946.	1407.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	7.2	479.	315.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			35291.	23290.
4352	101	SINGLE FAMILY	du	211.0	3292.	2297.
4352	102	MULTI-FAMILY	du	205.0	2193.	1540.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352	9101	INACTIVE USE	acre	0.6	0.	0.
4352		TOTAL			9823.	6284.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4353	102	MULTI-FAMILY	du	2152.0	23026.	16166.
4353	2101	INDUSTRIAL PARK	acre	65.0	12487.	10236.
4353	6810	UCCV	acre	129.0	23246.	18568.
4353		TOTAL			58759.	44970.
4354	2001	HEAVY INDUSTRY	acre	25.6	1994.	1648.
4354	2103	LIGHT INDUSTRY	acre	47.6	4771.	3856.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	86.9	348.	265.
4354		TOTAL			7191.	5835.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.
4357	101	SINGLE FAMILY	du	12.0	187.	131.
4357	102	MULTI-FAMILY	du	645.0	6901.	4845.
4357	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	58.	36.
4357	2103	LIGHT INDUSTRY	acre	11.5	1149.	929.
4357	2104	WAREHOUSING OR STORAGE	acre	0.3	10.	8.
4357	5007	STREETFRONT COMMERCIAL	acre	5.9	8906.	6465.
4357	6002	LOW RISE OFFICE	acre	0.9	341.	261.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357	9101	INACTIVE USE	acre	0.1	0.	0.
4357		TOTAL			17560.	12681.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	101	SINGLE FAMILY	du	3.0	47.	33.
4359	102	MULTI-FAMILY	du	312.0	3338.	2344.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	4.1	6149.	4464.
4359		TOTAL			24345.	17319.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	105.0	1123.	789.
4360	6809	OTHER SCHOOL	acre	0.2	47.	39.
4360	9101	INACTIVE USE	acre	0.1	0.	0.
4360		TOTAL			5695.	3985.
4361	101	SINGLE FAMILY	du	456.0	7114.	4964.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361	9101	INACTIVE USE	acre	0.2	0.	0.
4361		TOTAL			10418.	6994.
4362	101	SINGLE FAMILY	du	63.0	983.	686.
4362	102	MULTI-FAMILY	du	507.0	5425.	3809.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			11777.	6917.
4363	101	SINGLE FAMILY	du	124.0	1934.	1350.
4363	9101	INACTIVE USE	acre	53.1	0.	0.
4363		TOTAL			1934.	1350.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	9.8	986.	797.
4365	2104	WAREHOUSING OR STORAGE	acre	0.2	8.	6.
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			15029.	10680.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	104.0	1622.	1132.
4368	102	MULTI-FAMILY	du	544.0	5821.	4087.
4368	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	39.	24.
4368	5007	STREETFRONT COMMERCIAL	acre	4.1	6052.	4394.
4368	6002	LOW RISE OFFICE	acre	0.7	237.	182.
4368	9101	INACTIVE USE	acre	0.5	0.	0.
4368		TOTAL			13772.	9818.
4369	101	SINGLE FAMILY	du	31.0	484.	337.
4369	102	MULTI-FAMILY	du	538.0	5757.	4041.
4369	103	MOBILE HOME PARK	du	29.0	191.	127.
4369	2104	WAREHOUSING OR STORAGE	acre	0.5	17.	14.
4369	5007	STREETFRONT COMMERCIAL	acre	9.5	14209.	10315.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4369	5009	OTHER COMMERCIAL	acre	0.1	18.	13.
4369	6002	LOW RISE OFFICE	acre	0.6	205.	157.
4369	6104	POST OFFICE	acre	0.2	219.	152.
4369		TOTAL			21099.	15157.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.
4370	6102	CHURCH	acre	0.7	35.	27.
4370	9101	INACTIVE USE	acre	0.0	0.	0.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	73.0	1139.	795.
4372	102	MULTI-FAMILY	du	447.0	4783.	3358.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			5944.	4170.
4373	102	MULTI-FAMILY	du	3436.0	36765.	25811.
4373	5018	COMMERCIAL/RETAIL	acre	575.0	32488.	22986.
4373	6007	OFFICE	acre	285.0	4446.	3408.
4373	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4373	6810	UCCV	acre	50.0	9010.	7197.
4373	7601	ACTIVE PARK	acre	15.0	999.	657.
4373		TOTAL			85826.	61244.
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374	9101	INACTIVE USE	acre	0.1	0.	0.
4374		TOTAL			6162.	4297.
4375	7601	ACTIVE PARK	acre	43.1	2872.	1890.
4375		TOTAL			2872.	1890.
4376	101	SINGLE FAMILY	du	73.0	1139.	795.
4376	102	MULTI-FAMILY	du	156.0	1669.	1172.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376	9101	INACTIVE USE	acre	0.0	0.	0.
4376		TOTAL			4415.	3198.
4377	101	SINGLE FAMILY	du	2.0	31.	22.
4377	102	MULTI-FAMILY	du	617.0	6602.	4635.
4377	5007	STREETFRONT COMMERCIAL	acre	9.7	14490.	10519.
4377	6002	LOW RISE OFFICE	acre	0.1	32.	24.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			21441.	15391.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4826.	3414.
4378	5007	STREETFRONT COMMERCIAL	acre	2.4	3526.	2560.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11249.	8056.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4379	2101	INDUSTRIAL PARK	acre	35.5	6828.	5598.
4379	9101	INACTIVE USE	acre	100.6	0.	0.
4379		TOTAL			6828.	5598.
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	486.7	7690.	6338.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	23.2	1544.	1016.
4382		TOTAL			9256.	7371.
4383	101	SINGLE FAMILY	du	356.0	5554.	3875.
4383	102	MULTI-FAMILY	du	273.0	2921.	2051.
4383		TOTAL			8475.	5926.
4384	101	SINGLE FAMILY	du	56.0	874.	610.
4384	102	MULTI-FAMILY	du	850.0	9095.	6385.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14174.	9581.
4386	101	SINGLE FAMILY	du	78.0	1217.	849.
4386	102	MULTI-FAMILY	du	54.0	578.	406.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	3.1	206.	135.
4386	9101	INACTIVE USE	acre	0.0	0.	0.
4386		TOTAL			4485.	2852.
4387	101	SINGLE FAMILY	du	3.0	47.	33.
4387	102	MULTI-FAMILY	du	242.0	2589.	1818.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2	66.	40.
4387	2103	LIGHT INDUSTRY	acre	0.3	26.	21.
4387	2104	WAREHOUSING OR STORAGE	acre	7.4	245.	200.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.5	2321.	1685.
4387	6002	LOW RISE OFFICE	acre	0.7	249.	191.
4387	6003	GOV'T OFFICE OR CENTRR	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			16282.	11544.
4389	101	SINGLE FAMILY	du	48.0	749.	523.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4389	102	MULTI-FAMILY	du	934.0	9994.	7016.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21316.	13678.
4390	101	SINGLE FAMILY	du	655.0	10218.	7130.
4390	102	MULTI-FAMILY	du	279.0	2985.	2096.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390	7607	RESIDENTIAL RECREATION	acre	0.8	0.	0.
4390	9101	INACTIVE USE	acre	2.6	0.	0.
4390		TOTAL			16883.	11525.
4391	101	SINGLE FAMILY	du	328.0	5117.	3571.
4391	102	MULTI-FAMILY	du	1722.0	18425.	12936.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391	5017	COMMERCIAL/RETAIL	acre	190.0	21470.	15191.
4391	6006	OFFICE	acre	50.0	1300.	996.
4391	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4391	7601	ACTIVE PARK	acre	18.6	1239.	815.
4391		TOTAL			49748.	34753.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	54.0	578.	406.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	2.0	2969.	2155.
4392	9101	INACTIVE USE	acre	0.1	0.	0.
4392		TOTAL			34935.	24765.
4393	102	MULTI-FAMILY	du	365.0	3905.	2742.
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5004	NEIGHBORHOOD COMMERCIAL	acre	3.2	4887.	3458.
4393	5007	STREETFRONT COMMERCIAL	acre	2.2	3257.	2365.
4393	6002	LOW RISE OFFICE	acre	1.1	389.	298.
4393	9101	INACTIVE USE	acre	0.9	0.	0.
4393		TOTAL			27895.	19798.
4394	101	SINGLE FAMILY	du	33.0	515.	359.
4394	102	MULTI-FAMILY	du	395.0	4226.	2967.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7332.	5044.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	22.6	2269.	1834.
4396	9101	INACTIVE USE	acre	2.2	0.	0.
4396		TOTAL			7854.	5731.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.
4398	101	SINGLE FAMILY	du	107.0	1669.	1165.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398	9101	INACTIVE USE	acre	0.2	0.	0.
4398		TOTAL			15548.	10910.
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	101	SINGLE FAMILY	du	6.0	94.	65.
4400	102	MULTI-FAMILY	du	3.0	32.	23.
4400	2103	LIGHT INDUSTRY	acre	1.2	118.	96.
4400	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4400	5001	WHOLESALE TRADE	acre	0.5	22.	16.
4400	5007	STREETFRONT COMMERCIAL	acre	13.5	20240.	14694.
4400	6002	LOW RISE OFFICE	acre	31.7	11305.	8665.
4400	9101	INACTIVE USE	acre	1.5	0.	0.
4400		TOTAL			31812.	23559.
4401	102	MULTI-FAMILY	du	164.0	1755.	1232.
4401	103	MOBILE HOME PARK	du	4.0	26.	18.
4401	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	36.	22.
4401	5007	STREETFRONT COMMERCIAL	acre	1.0	1467.	1065.
4401	6002	LOW RISE OFFICE	acre	0.5	175.	134.
4401	9101	INACTIVE USE	acre	1.1	0.	0.
4401		TOTAL			3459.	2471.
4402	101	SINGLE FAMILY	du	23.0	359.	250.
4402	102	MULTI-FAMILY	du	610.0	6527.	4582.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	7.0	10446.	7584.
4402	6002	LOW RISE OFFICE	acre	0.1	41.	32.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402	9101	INACTIVE USE	acre	0.3	0.	0.
4402		TOTAL			20040.	14258.
4403	101	SINGLE FAMILY	du	21.0	328.	229.
4403	102	MULTI-FAMILY	du	969.0	10368.	7279.
4403	103	MOBILE HOME PARK	du	5.0	33.	22.
4403	2101	INDUSTRIAL PARK	acre	32.7	6281.	5149.
4403	2103	LIGHT INDUSTRY	acre	2.0	195.	158.
4403	5007	STREETFRONT COMMERCIAL	acre	2.4	3655.	2653.
4403	6002	LOW RISE OFFICE	acre	0.6	206.	158.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4403	6102	CHURCH	acre	0.3	18.	14.
4403	7601	ACTIVE PARK	acre	3.1	206.	135.
4403	9101	INACTIVE USE	acre	0.1	0.	0.
4403		TOTAL			21290.	15797.
4404	102	MULTI-FAMILY	du	82.0	877.	616.
4404	4111	TRANSIT STATION	acre	1.1	311.	237.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.5	6665.	4839.
4404	5009	OTHER COMMERCIAL	acre	0.2	24.	18.
4404	6002	LOW RISE OFFICE	acre	0.2	66.	50.
4404		TOTAL			20933.	14950.
4405	101	SINGLE FAMILY	du	65.0	1014.	708.
4405	102	MULTI-FAMILY	du	310.0	3317.	2329.
4405	2201	EXTRACTIVE INDUSTRY	acre	31.0	47.	38.
4405		TOTAL			4378.	3075.
4406	101	SINGLE FAMILY	du	463.0	7223.	5040.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11646.	7878.
4407	101	SINGLE FAMILY	du	325.0	5070.	3538.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	2103	LIGHT INDUSTRY	acre	0.2	19.	15.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	1.2	0.	0.
4407	9101	INACTIVE USE	acre	1.6	0.	0.
4407		TOTAL			6514.	4547.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	103	MOBILE HOME PARK	du	7.0	46.	31.
4408	1501	LOW-RISE HOTEL OR MOTEL	acre	0.3	104.	64.
4408	2104	WAREHOUSING OR STORAGE	acre	3.0	101.	83.
4408	4113	COMMUNICATION OR UTILITY	acre	6.2	25.	19.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	16924.	11974.
4408	5007	STREETFRONT COMMERCIAL	acre	2.9	4374.	3176.
4408	5009	OTHER COMMERCIAL	acre	0.2	21.	15.
4408	6002	LOW RISE OFFICE	acre	1.5	544.	417.
4408		TOTAL			23980.	17070.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	138.0	1477.	1037.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	22.2	4272.	3502.
4409	2103	LIGHT INDUSTRY	acre	23.9	2390.	1932.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409	9101	INACTIVE USE	acre	0.2	0.	0.
4409		TOTAL			8930.	7022.
4410	101	SINGLE FAMILY	du	58.0	905.	631.
4410	102	MULTI-FAMILY	du	151.0	1616.	1134.
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	12.6	1266.	1023.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	5007	STREETFRONT COMMERCIAL	acre	0.2	329.	239.
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			9670.	6507.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.
4412	101	SINGLE FAMILY	du	198.0	3089.	2155.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	6.2	625.	505.
4412	5007	STREETFRONT COMMERCIAL	acre	0.1	194.	141.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412	9101	INACTIVE USE	acre	0.1	0.	0.
4412		TOTAL			7571.	5025.
4414	2103	LIGHT INDUSTRY	acre	44.1	4423.	3575.
4414	5006	AUTO COMMERCIAL	acre	1.5	720.	510.
4414	5009	OTHER COMMERCIAL	acre	1.6	199.	144.
4414	9101	INACTIVE USE	acre	5.0	0.	0.
4414		TOTAL			5342.	4229.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	1501	LOW-RISE HOTEL OR MOTEL	acre	0.1	42.	26.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	10.9	16692.	11810.
4415	5007	STREETFRONT COMMERCIAL	acre	0.1	200.	145.
4415		TOTAL			18068.	12778.
4416	101	SINGLE FAMILY	du	117.0	1825.	1274.
4416	102	MULTI-FAMILY	du	96.0	1027.	721.
4416	2103	LIGHT INDUSTRY	acre	15.9	1596.	1290.
4416	5001	WHOLESALE TRADE	acre	0.2	12.	8.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13955.	10131.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	6509	OTHER HEALTH CARE	acre	0.4	195.	145.
4416	7210	OTHER RECREATION	acre	0.1	1.	0.
4416	9101	INACTIVE USE	acre	7.1	0.	0.
4416		TOTAL			18742.	13670.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4417	2103	LIGHT INDUSTRY	acre	159.7	16004.	12934.
4417	2301	JUNKYARD/DUMP/LANDFILL	acre	23.1	365.	301.
4417		TOTAL			16369.	13235.
4418	2101	INDUSTRIAL PARK	acre	3.9	744.	610.
4418	2103	LIGHT INDUSTRY	acre	1.8	184.	149.
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	21.3	17883.	12653.
4418	5009	OTHER COMMERCIAL	acre	0.2	20.	15.
4418	9101	INACTIVE USE	acre	0.4	0.	0.
4418		TOTAL			18831.	13426.
4419	2103	LIGHT INDUSTRY	acre	54.0	5415.	4377.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	2301	JUNKYARD/DUMP/LANDFILL	acre	1.1	18.	14.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.
4419	6002	LOW RISE OFFICE	acre	0.2	56.	43.
4419	7210	OTHER RECREATION	acre	1.4	9.	6.
4419	9101	INACTIVE USE	acre	43.9	0.	0.
4419		TOTAL			5614.	4534.
4420	102	MULTI-FAMILY	du	103.0	1102.	774.
4420	2103	LIGHT INDUSTRY	acre	39.1	3922.	3170.
4420	2104	WAREHOUSING OR STORAGE	acre	9.6	316.	259.
4420	9101	INACTIVE USE	acre	1.3	0.	0.
4420		TOTAL			5340.	4202.
4421	5007	STREETFRONT COMMERCIAL	acre	6.2	9245.	6712.
4421	6002	LOW RISE OFFICE	acre	5.4	1932.	1481.
4421	7601	ACTIVE PARK	acre	123.6	8234.	5419.
4421	9101	INACTIVE USE	acre	581.8	0.	0.
4421		TOTAL			19411.	13611.
4424	101	SINGLE FAMILY	du	4.0	62.	44.
4424	2103	LIGHT INDUSTRY	acre	47.5	4758.	3845.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	5007	STREETFRONT COMMERCIAL	acre	0.2	326.	237.
4424	6002	LOW RISE OFFICE	acre	0.0	15.	12.
4424	9101	INACTIVE USE	acre	20.9	0.	0.
4424		TOTAL			5418.	4347.
4425	102	MULTI-FAMILY	du	11.0	118.	83.
4425	2103	LIGHT INDUSTRY	acre	22.8	2285.	1847.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	2201	EXTRACTIVE INDUSTRY	acre	9.4	14.	12.
4425	5009	OTHER COMMERCIAL	acre	0.4	50.	36.
4425	7601	ACTIVE PARK	acre	19.3	1287.	847.
4425	8002	INTENSIVE AGRICULTURE	acre	2.1	1.	1.
4425	9101	INACTIVE USE	acre	19.4	0.	0.
4425		TOTAL			3895.	2940.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4426	2103	LIGHT INDUSTRY	acre	40.5	4056.	3278.
4426	5006	AUTO COMMERCIAL	acre	5.9	2799.	1981.
4426	9101	INACTIVE USE	acre	99.2	0.	0.
4426		TOTAL			6855.	5258.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	2.0	3054.	2217.
4427	7601	ACTIVE PARK	acre	7.7	515.	339.
4427	9101	INACTIVE USE	acre	2.5	0.	0.
4427		TOTAL			15016.	10562.
4428	101	SINGLE FAMILY	du	234.0	3650.	2547.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	20.1	0.	0.
4428		TOTAL			4389.	3066.
4430	7210	OTHER RECREATION	acre	103.8	685.	468.
4430	9101	INACTIVE USE	acre	159.5	0.	0.
4430		TOTAL			685.	468.
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	21.4	17916.	12676.
4431	6002	LOW RISE OFFICE	acre	1.1	407.	312.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			18418.	13066.
4467	2103	LIGHT INDUSTRY	acre	30.9	3097.	2503.
4467	2104	WAREHOUSING OR STORAGE	acre	0.9	28.	23.
4467	9101	INACTIVE USE	acre	44.3	0.	0.
4467		TOTAL			3126.	2526.
4614	102	MULTI-FAMILY	du	2153.0	23037.	16173.
4614		TOTAL			23037.	16173.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3011	101	SINGLE FAMILY	du	248.0	3869.	2700.
3011	4112	RIGHT-OF-WAY	acre	62.1	0.	0.
3011	8001	ORCHARDS OR VINEYARD	acre	18.0	2.	1.
3011	8003	FIELD CROPS	acre	0.7	0.	0.
3011		TOTAL			3871.	2701.
3124	101	SINGLE FAMILY	du	116.0	1810.	1263.
3124	2103	LIGHT INDUSTRY	acre	6.2	621.	502.
3124	3536	OPEN SPACE RECREATION	acre	4.2	325.	209.
3124	3537	OPEN SPACE CONSERVATION	acre	0.4	0.	0.
3124	4112	RIGHT-OF-WAY	acre	14.9	0.	0.
3124	7204	GOLF COURSE	acre	84.4	0.	0.
3124	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
3124	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
3124	9101	INACTIVE USE	acre	6.2	0.	0.
3124		TOTAL			3465.	2458.
3157	101	SINGLE FAMILY	du	167.0	2605.	1818.
3157	103	MOBILE HOME PARK	du	49.0	323.	214.
3157	4112	RIGHT-OF-WAY	acre	46.2	0.	0.
3157	7210	OTHER RECREATION	acre	35.2	232.	159.
3157		TOTAL			3161.	2191.
3171	101	SINGLE FAMILY	du	235.0	3666.	2558.
3171	102	MULTI-FAMILY	du	3.0	32.	23.
3171	3537	OPEN SPACE CONSERVATION	acre	0.7	0.	0.
3171	4112	RIGHT-OF-WAY	acre	38.4	0.	0.
3171	4113	COMMUNICATION OR UTILITY	acre	8.8	35.	27.
3171	6102	CHURCH	acre	9.0	481.	369.
3171		TOTAL			4214.	2977.
3417	101	SINGLE FAMILY	du	226.0	3526.	2460.
3417	4112	RIGHT-OF-WAY	acre	14.4	0.	0.
3417	6102	CHURCH	acre	4.7	251.	193.
3417		TOTAL			3777.	2653.
3420	101	SINGLE FAMILY	du	23.0	359.	250.
3420	4112	RIGHT-OF-WAY	acre	8.3	0.	0.
3420		TOTAL			359.	250.
3483	101	SINGLE FAMILY	du	94.0	1466.	1023.
3483	3527	RURAL COM (C-4, No BS)	acre	3.1	1066.	766.
3483	3537	OPEN SPACE CONSERVATION	acre	0.6	0.	0.
3483	4112	RIGHT-OF-WAY	acre	18.9	0.	0.
3483	5007	STREETFRONT COMMERCIAL	acre	1.0	1496.	1086.
3483	5009	OTHER COMMERCIAL	acre	2.9	370.	269.
3483		TOTAL			4398.	3144.
3500	101	SINGLE FAMILY	du	167.0	2605.	1818.
3500	102	MULTI-FAMILY	du	8.0	86.	60.
3500	4112	RIGHT-OF-WAY	acre	31.2	0.	0.
3500	7210	OTHER RECREATION	acre	31.9	211.	144.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
3500	9101	INACTIVE USE	acre	4.3	0.	0.
3500		TOTAL			2901.	2022.
3505	101	SINGLE FAMILY	du	149.0	2324.	1622.
3505	3523	OFFICE PROFESSIONAL (C-2)	acre	2.7	762.	594.
3505	4112	RIGHT-OF-WAY	acre	11.1	0.	0.
3505	4113	COMMUNICATION OR UTILITY	acre	5.3	21.	16.
3505		TOTAL			3108.	2232.
3507	101	SINGLE FAMILY	du	261.0	4072.	2841.
3507	3527	RURAL COM (C-4, No BS)	acre	0.2	69.	49.
3507	3537	OPEN SPACE CONSERVATION	acre	0.2	0.	0.
3507	4112	RIGHT-OF-WAY	acre	50.4	0.	0.
3507	5009	OTHER COMMERCIAL	acre	0.5	64.	46.
3507	7210	OTHER RECREATION	acre	25.5	168.	115.
3507	9101	INACTIVE USE	acre	15.6	0.	0.
3507		TOTAL			4373.	3052.
3514	101	SINGLE FAMILY	du	138.0	2153.	1502.
3514	3527	RURAL COM (C-4, No BS)	acre	0.0	2.	1.
3514	4112	RIGHT-OF-WAY	acre	12.7	0.	0.
3514	5009	OTHER COMMERCIAL	acre	2.1	268.	195.
3514	6102	CHURCH	acre	0.6	32.	25.
3514	6509	OTHER HEALTH CARE	acre	5.7	2783.	2065.
3514	9101	INACTIVE USE	acre	0.2	0.	0.
3514		TOTAL			5238.	3788.
3526	101	SINGLE FAMILY	du	234.0	3650.	2547.
3526	102	MULTI-FAMILY	du	11.0	118.	83.
3526	4112	RIGHT-OF-WAY	acre	27.0	0.	0.
3526	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
3526	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
3526		TOTAL			10092.	6401.
3544	101	SINGLE FAMILY	du	18.0	281.	196.
3544	1409	OTHER GROUP QUARTERS	acre	15.6	75.	53.
3544	4112	RIGHT-OF-WAY	acre	8.4	0.	0.
3544	8003	FIELD CROPS	acre	49.8	5.	4.
3544	9101	INACTIVE USE	acre	7492.0	0.	0.
3544		TOTAL			361.	252.
3546	101	SINGLE FAMILY	du	156.0	2434.	1698.
3546	4112	RIGHT-OF-WAY	acre	13.7	0.	0.
3546	4113	COMMUNICATION OR UTILITY	acre	1.3	5.	4.
3546	6102	CHURCH	acre	5.9	315.	242.
3546	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
3546		TOTAL			6959.	4530.
3551	101	SINGLE FAMILY	du	16.0	250.	174.
3551	3527	RURAL COM (C-4, No BS)	acre	3.1	1066.	766.
3551	4112	RIGHT-OF-WAY	acre	9.3	0.	0.
3551		TOTAL			1316.	940.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3562	101	SINGLE FAMILY	du	118.0	1841.	1285.
3562	3527	RURAL COM (C-4, No BS)	acre	0.0	2.	1.
3562	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
3562	4112	RIGHT-OF-WAY	acre	11.8	0.	0.
3562	4113	COMMUNICATION OR UTILITY	acre	2.7	11.	8.
3562	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3358.	2376.
3562		TOTAL			5211.	3670.
3614	101	SINGLE FAMILY	du	123.0	1919.	1339.
3614	3537	OPEN SPACE CONSERVATION	acre	7.1	0.	0.
3614	4112	RIGHT-OF-WAY	acre	0.6	0.	0.
3614	4113	COMMUNICATION OR UTILITY	acre	43.6	174.	133.
3614	9101	INACTIVE USE	acre	7.1	0.	0.
3614		TOTAL			2093.	1472.
3615	101	SINGLE FAMILY	du	199.0	3104.	2166.
3615	3527	RURAL COM (C-4, No BS)	acre	1.2	413.	297.
3615	4112	RIGHT-OF-WAY	acre	10.9	0.	0.
3615	9101	INACTIVE USE	acre	0.8	0.	0.
3615		TOTAL			3517.	2463.
3617	101	SINGLE FAMILY	du	95.0	1482.	1034.
3617	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
3617	4112	RIGHT-OF-WAY	acre	1.5	0.	0.
3617	4113	COMMUNICATION OR UTILITY	acre	6.2	25.	19.
3617	9101	INACTIVE USE	acre	6.0	0.	0.
3617		TOTAL			1507.	1053.
3619	101	SINGLE FAMILY	du	37.0	577.	403.
3619	103	MOBILE HOME PARK	du	18.0	119.	79.
3619	3523	OFFICE PROFESSIONAL (C-2)	acre	3.8	1073.	836.
3619	3527	RURAL COM (C-4, No BS)	acre	34.1	11727.	8429.
3619	4112	RIGHT-OF-WAY	acre	7.9	0.	0.
3619	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	4579.	3239.
3619	5009	OTHER COMMERCIAL	acre	2.3	294.	213.
3619	6002	LOW RISE OFFICE	acre	1.2	429.	328.
3619		TOTAL			18797.	13528.
3638	101	SINGLE FAMILY	du	174.0	2714.	1894.
3638	3524	NEIGHBORHOOD PROF (C-3)	acre	0.8	1238.	860.
3638	4112	RIGHT-OF-WAY	acre	5.1	0.	0.
3638		TOTAL			3953.	2755.
3730	101	SINGLE FAMILY	du	99.0	1544.	1078.
3730	3524	NEIGHBORHOOD PROF (C-3)	acre	3.5	5418.	3765.
3730	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
3730	4112	RIGHT-OF-WAY	acre	7.6	0.	0.
3730		TOTAL			6963.	4842.
3778	101	SINGLE FAMILY	du	127.0	1981.	1383.
3778	3537	OPEN SPACE CONSERVATION	acre	757.7	0.	0.
3778	4112	RIGHT-OF-WAY	acre	26.2	0.	0.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3778	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
3778		TOTAL			2292.	1612.
3779	101	SINGLE FAMILY	du	196.0	3058.	2134.
3779	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
3779	4112	RIGHT-OF-WAY	acre	34.7	0.	0.
3779	4113	COMMUNICATION OR UTILITY	acre	0.3	1.	1.
3779	9101	INACTIVE USE	acre	6.4	0.	0.
3779		TOTAL			3059.	2135.
3822	101	SINGLE FAMILY	du	109.0	1700.	1187.
3822	3524	NEIGHBORHOOD PROF (C-3)	acre	2.4	3715.	2581.
3822	4112	RIGHT-OF-WAY	acre	13.3	0.	0.
3822	5009	OTHER COMMERCIAL	acre	3.4	434.	315.
3822	6002	LOW RISE OFFICE	acre	0.8	286.	219.
3822	6104	POST OFFICE	acre	0.7	774.	538.
3822		TOTAL			6910.	4840.
3823	101	SINGLE FAMILY	du	184.0	2870.	2003.
3823	3537	OPEN SPACE CONSERVATION	acre	22.7	0.	0.
3823	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
3823		TOTAL			2870.	2003.
3869	101	SINGLE FAMILY	du	153.0	2387.	1666.
3869	4112	RIGHT-OF-WAY	acre	35.0	0.	0.
3869	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
3869	9101	INACTIVE USE	acre	52.5	0.	0.
3869		TOTAL			2698.	1895.
3954	101	SINGLE FAMILY	du	203.0	3167.	2210.
3954	3537	OPEN SPACE CONSERVATION	acre	1128.2	0.	0.
3954	4112	RIGHT-OF-WAY	acre	61.8	0.	0.
3954		TOTAL			3167.	2210.
3962	101	SINGLE FAMILY	du	10.0	156.	109.
3962	4112	RIGHT-OF-WAY	acre	30.3	0.	0.
3962	7210	OTHER RECREATION	acre	100.3	662.	452.
3962		TOTAL			818.	561.
4039	101	SINGLE FAMILY	du	185.0	2886.	2014.
4039	3537	OPEN SPACE CONSERVATION	acre	0.9	0.	0.
4039	4112	RIGHT-OF-WAY	acre	48.8	0.	0.
4039	4113	COMMUNICATION OR UTILITY	acre	6.2	25.	19.
4039	9101	INACTIVE USE	acre	1.9	0.	0.
4039		TOTAL			2911.	2033.
4044	4113	COMMUNICATION OR UTILITY	acre	28.3	113.	87.
4044	7204	GOLF COURSE	acre	259.4	0.	0.
4044	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4044		TOTAL			822.	570.
4045	101	SINGLE FAMILY	du	565.0	8814.	6151.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4045	9101	INACTIVE USE	acre	434.0	0.	0.
4045		TOTAL			8814.	6151.
4051	101	SINGLE FAMILY	du	614.0	9578.	6684.
4051	102	MULTI-FAMILY	du	150.0	1605.	1127.
4051	3537	OPEN SPACE CONSERVATION	acre	4.5	0.	0.
4051	4112	RIGHT-OF-WAY	acre	1.6	0.	0.
4051	5004	NEIGHBORHOOD COMMERCIAL	acre	2.9	4426.	3132.
4051	6109	OTHER PUBLIC SERVICE	acre	7.5	2998.	2167.
4051	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4051	7601	ACTIVE PARK	acre	10.0	666.	438.
4051	9101	INACTIVE USE	acre	1470.7	0.	0.
4051		TOTAL			23510.	15918.
4052	101	SINGLE FAMILY	du	15.0	234.	163.
4052	3537	OPEN SPACE CONSERVATION	acre	0.2	0.	0.
4052	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4052		TOTAL			243.	170.
4088	101	SINGLE FAMILY	du	95.0	1482.	1034.
4088	102	MULTI-FAMILY	du	3.0	32.	23.
4088	4112	RIGHT-OF-WAY	acre	26.6	0.	0.
4088	9101	INACTIVE USE	acre	33.0	0.	0.
4088		TOTAL			1514.	1057.
4089	101	SINGLE FAMILY	du	74.0	1154.	806.
4089		TOTAL			1154.	806.
4099	101	SINGLE FAMILY	du	7.0	109.	76.
4099	9101	INACTIVE USE	acre	31.3	0.	0.
4099		TOTAL			109.	76.
4115	101	SINGLE FAMILY	du	236.0	3682.	2569.
4115	1409	OTHER GROUP QUARTERS	acre	5.1	24.	17.
4115	6109	OTHER PUBLIC SERVICE	acre	1.0	400.	289.
4115	7601	ACTIVE PARK	acre	19.0	1269.	835.
4115	9101	INACTIVE USE	acre	132.3	0.	0.
4115		TOTAL			5374.	3710.
4120	101	SINGLE FAMILY	du	360.0	5616.	3919.
4120	102	MULTI-FAMILY	du	305.0	3263.	2291.
4120	4113	COMMUNICATION OR UTILITY	acre	6.3	25.	19.
4120	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4120	7601	ACTIVE PARK	acre	3.5	232.	153.
4120	9101	INACTIVE USE	acre	15.9	0.	0.
4120		TOTAL			11255.	7567.
4123	101	SINGLE FAMILY	du	212.0	3307.	2308.
4123	9101	INACTIVE USE	acre	92.7	0.	0.
4123		TOTAL			3307.	2308.
4131	101	SINGLE FAMILY	du	49.0	764.	533.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4131	102	MULTI-FAMILY	du	188.0	2012.	1412.
4131	5004	NEIGHBORHOOD COMMERCIAL	acre	11.4	17353.	12278.
4131	5007	STREETFRONT COMMERCIAL	acre	4.2	6251.	4538.
4131	6002	LOW RISE OFFICE	acre	0.9	339.	260.
4131	6103	LIBRARY	acre	2.7	1180.	800.
4131	6109	OTHER PUBLIC SERVICE	acre	2.0	799.	578.
4131	6509	OTHER HEALTH CARE	acre	7.0	3433.	2547.
4131	7204	GOLF COURSE	acre	130.2	0.	0.
4131	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4131	7601	ACTIVE PARK	acre	59.9	3987.	2624.
4131		TOTAL			36828.	26054.
4135	101	SINGLE FAMILY	du	203.0	3167.	2210.
4135	3537	OPEN SPACE CONSERVATION	acre	2.4	0.	0.
4135	4112	RIGHT-OF-WAY	acre	7.5	0.	0.
4135	7210	OTHER RECREATION	acre	72.1	476.	325.
4135	9101	INACTIVE USE	acre	16.1	0.	0.
4135		TOTAL			3643.	2535.
4138	101	SINGLE FAMILY	du	511.0	7972.	5563.
4138	9101	INACTIVE USE	acre	11.4	0.	0.
4138		TOTAL			7972.	5563.
4140	101	SINGLE FAMILY	du	91.0	1420.	991.
4140	1409	OTHER GROUP QUARTERS	acre	16.5	79.	56.
4140	3537	OPEN SPACE CONSERVATION	acre	70.2	0.	0.
4140	4112	RIGHT-OF-WAY	acre	23.8	0.	0.
4140	6102	CHURCH	acre	0.9	48.	37.
4140	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
4140		TOTAL			1858.	1312.
4141	101	SINGLE FAMILY	du	215.0	3354.	2340.
4141	9101	INACTIVE USE	acre	25.8	0.	0.
4141		TOTAL			3354.	2340.
4142	101	SINGLE FAMILY	du	460.0	7176.	5008.
4142	6102	CHURCH	acre	5.3	284.	218.
4142	6809	OTHER SCHOOL	acre	0.9	180.	148.
4142	9101	INACTIVE USE	acre	149.4	0.	0.
4142		TOTAL			7640.	5374.
4143	101	SINGLE FAMILY	du	185.0	2886.	2014.
4143	3537	OPEN SPACE CONSERVATION	acre	7.2	0.	0.
4143	4112	RIGHT-OF-WAY	acre	4.6	0.	0.
4143		TOTAL			2886.	2014.
4146	101	SINGLE FAMILY	du	6.0	94.	65.
4146	102	MULTI-FAMILY	du	106.0	1134.	796.
4146	5004	NEIGHBORHOOD COMMERCIAL	acre	12.3	18711.	13239.
4146	6002	LOW RISE OFFICE	acre	2.0	721.	553.
4146		TOTAL			20660.	14653.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4152	101	SINGLE FAMILY	du	166.0	2590.	1807.
4152	102	MULTI-FAMILY	du	357.0	3820.	2682.
4152	9101	INACTIVE USE	acre	27.5	0.	0.
4152		TOTAL			6409.	4489.
4157	102	MULTI-FAMILY	du	120.0	1284.	901.
4157	5003	COMMUNITY COMMERCIAL	acre	11.3	9473.	6703.
4157		TOTAL			10757.	7604.
4158	101	SINGLE FAMILY	du	380.0	5928.	4137.
4158	102	MULTI-FAMILY	du	284.0	3039.	2133.
4158	6105	FIRE OR POLICE STATION	acre	1.4	426.	314.
4158	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4158	7601	ACTIVE PARK	acre	6.8	454.	298.
4158	9101	INACTIVE USE	acre	10.4	0.	0.
4158		TOTAL			11965.	8068.
4159	101	SINGLE FAMILY	du	584.0	9110.	6357.
4159	6109	OTHER PUBLIC SERVICE	acre	3.2	1271.	919.
4159	7601	ACTIVE PARK	acre	27.4	1822.	1199.
4159	9101	INACTIVE USE	acre	23.2	0.	0.
4159		TOTAL			12204.	8475.
4160	101	SINGLE FAMILY	du	233.0	3635.	2536.
4160	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4160	9101	INACTIVE USE	acre	43.0	0.	0.
4160		TOTAL			3637.	2538.
4161	101	SINGLE FAMILY	du	454.0	7082.	4942.
4161	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4161	7607	RESIDENTIAL RECREATION	acre	2.5	0.	0.
4161	9101	INACTIVE USE	acre	120.2	0.	0.
4161		TOTAL			9201.	6127.
4162	4113	COMMUNICATION OR UTILITY	acre	5.4	22.	16.
4162	5004	NEIGHBORHOOD COMMERCIAL	acre	5.8	8776.	6209.
4162	9101	INACTIVE USE	acre	5.9	0.	0.
4162		TOTAL			8797.	6226.
4165	101	SINGLE FAMILY	du	411.0	6412.	4474.
4165	6105	FIRE OR POLICE STATION	acre	1.0	321.	236.
4165	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4165	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4165	9101	INACTIVE USE	acre	59.8	0.	0.
4165		TOTAL			13056.	8481.
4169	101	SINGLE FAMILY	du	240.0	3744.	2613.
4169	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4169	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4169	9101	INACTIVE USE	acre	87.9	0.	0.
4169		TOTAL			5878.	3809.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4171	101	SINGLE FAMILY	du	251.0	3916.	2732.
4171	102	MULTI-FAMILY	du	110.0	1177.	826.
4171	7601	ACTIVE PARK	acre	43.1	2873.	1891.
4171		TOTAL			7966.	5450.
4172	101	SINGLE FAMILY	du	601.0	9376.	6542.
4172	102	MULTI-FAMILY	du	766.0	8196.	5754.
4172	7602	PASSIVE PARK	acre	4.0	0.	0.
4172	9101	INACTIVE USE	acre	63.9	0.	0.
4172		TOTAL			17572.	12297.
4173	101	SINGLE FAMILY	du	262.0	4087.	2852.
4173	102	MULTI-FAMILY	du	435.0	4654.	3268.
4173	6102	CHURCH	acre	3.3	175.	134.
4173	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4173	7601	ACTIVE PARK	acre	20.2	1343.	884.
4173	9101	INACTIVE USE	acre	2.5	0.	0.
4173		TOTAL			12378.	8323.
4174	101	SINGLE FAMILY	du	13.0	203.	142.
4174	103	MOBILE HOME PARK	du	166.0	1096.	727.
4174	2103	LIGHT INDUSTRY	acre	27.8	2781.	2247.
4174	6002	LOW RISE OFFICE	acre	2.7	971.	744.
4174		TOTAL			5050.	3860.
4176	101	SINGLE FAMILY	du	128.0	1997.	1393.
4176	6110	CONVENTION CENTER	acre	18.7	1464.	999.
4176		TOTAL			3461.	2393.
4177	101	SINGLE FAMILY	du	202.0	3151.	2199.
4177	7601	ACTIVE PARK	acre	12.0	797.	524.
4177	9101	INACTIVE USE	acre	57.0	0.	0.
4177		TOTAL			3948.	2723.
4178	101	SINGLE FAMILY	du	229.0	3572.	2493.
4178	102	MULTI-FAMILY	du	387.0	4141.	2907.
4178	1409	OTHER GROUP QUARTERS	acre	1.2	6.	4.
4178	2103	LIGHT INDUSTRY	acre	1.1	111.	90.
4178		TOTAL			7830.	5494.
4181	101	SINGLE FAMILY	du	176.0	2746.	1916.
4181	6102	CHURCH	acre	4.2	224.	172.
4181	9101	INACTIVE USE	acre	54.9	0.	0.
4181		TOTAL			2970.	2088.
4182	2101	INDUSTRIAL PARK	acre	34.5	6626.	5431.
4182	2103	LIGHT INDUSTRY	acre	42.9	4301.	3476.
4182	2104	WAREHOUSING OR STORAGE	acre	9.4	310.	254.
4182	6104	POST OFFICE	acre	3.2	3529.	2453.
4182	7601	ACTIVE PARK	acre	7.3	487.	320.
4182		TOTAL			15252.	11934.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4183	2101	INDUSTRIAL PARK	acre	89.0	17089.	14009.
4183	5007	STREETFRONT COMMERCIAL	acre	16.8	25154.	18261.
4183	9101	INACTIVE USE	acre	15.1	0.	0.
4183		TOTAL			42244.	32271.
4184	2103	LIGHT INDUSTRY	acre	6.9	688.	556.
4184	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4184	5003	COMMUNITY COMMERCIAL	acre	10.0	8391.	5937.
4184	5007	STREETFRONT COMMERCIAL	acre	0.9	1376.	999.
4184		TOTAL			10555.	7573.
4185	101	SINGLE FAMILY	du	254.0	3962.	2765.
4185	9101	INACTIVE USE	acre	19.5	0.	0.
4185		TOTAL			3962.	2765.
4186	107	SINGLE FAMILY	du	1738.0	24853.	17343.
4186	108	MULTI-FAMILY	du	200.0	2280.	1601.
4186	1506	RESORT	acre	200.0	2600.	1603.
4186	3537	OPEN SPACE CONSERVATION	acre	0.4	0.	0.
4186	4112	RIGHT-OF-WAY	acre	12.0	0.	0.
4186	5013	COMMERCIAL	acre	60.0	10170.	7196.
4186	6105	FIRE OR POLICE STATION	acre	3.4	1058.	780.
4186	6812	ELEMENTARY SCHOOL	acre	10.1	1694.	947.
4186	7610	ACTIVE PARK	acre	26.0	198.	130.
4186	9101	INACTIVE USE	acre	139.7	0.	0.
4186		TOTAL			42853.	29599.
4189	101	SINGLE FAMILY	du	250.0	3900.	2721.
4189	9101	INACTIVE USE	acre	132.0	0.	0.
4189		TOTAL			3900.	2721.
4190	2103	LIGHT INDUSTRY	acre	5.1	514.	415.
4190	5003	COMMUNITY COMMERCIAL	acre	20.5	17202.	12171.
4190	5007	STREETFRONT COMMERCIAL	acre	10.2	15224.	11052.
4190	6002	LOW RISE OFFICE	acre	1.8	643.	493.
4190	9101	INACTIVE USE	acre	12.1	0.	0.
4190		TOTAL			33583.	24131.
4192	101	SINGLE FAMILY	du	42.0	655.	457.
4192	102	MULTI-FAMILY	du	1.0	11.	8.
4192	3527	RURAL COM (C-4, No BS)	acre	0.1	34.	25.
4192	3537	OPEN SPACE CONSERVATION	acre	3.4	0.	0.
4192	4112	RIGHT-OF-WAY	acre	19.2	0.	0.
4192	5009	OTHER COMMERCIAL	acre	0.9	115.	83.
4192	6104	POST OFFICE	acre	0.6	664.	461.
4192	9101	INACTIVE USE	acre	635.8	0.	0.
4192		TOTAL			1479.	1034.
4193	101	SINGLE FAMILY	du	342.0	5335.	3723.
4193	9101	INACTIVE USE	acre	40.7	0.	0.
4193		TOTAL			5335.	3723.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4194	5004	NEIGHBORHOOD COMMERCIAL	acre	2.6	4029.	2851.
4194	5007	STREETFRONT COMMERCIAL	acre	3.7	5503.	3995.
4194	6002	LOW RISE OFFICE	acre	4.1	1450.	1111.
4194	6003	GOV'T OFFICE OR CENTER	acre	3.6	3802.	2854.
4194		TOTAL			14785.	10812.
4195	5003	COMMUNITY COMMERCIAL	acre	48.9	41024.	29025.
4195	6509	OTHER HEALTH CARE	acre	3.1	1509.	1119.
4195	9101	INACTIVE USE	acre	2.4	0.	0.
4195		TOTAL			42532.	30145.
4196	101	SINGLE FAMILY	du	115.0	1794.	1252.
4196	102	MULTI-FAMILY	du	6.0	64.	45.
4196	103	MOBILE HOME PARK	du	13.0	86.	57.
4196	3527	RURAL COM (C-4, No BS)	acre	0.5	172.	124.
4196	3537	OPEN SPACE CONSERVATION	acre	5.4	0.	0.
4196	4112	RIGHT-OF-WAY	acre	38.9	0.	0.
4196	5009	OTHER COMMERCIAL	acre	2.1	268.	195.
4196	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
4196	9101	INACTIVE USE	acre	10.3	0.	0.
4196		TOTAL			2695.	1901.
4197	5003	COMMUNITY COMMERCIAL	acre	9.4	7929.	5610.
4197	6002	LOW RISE OFFICE	acre	9.2	3271.	2507.
4197	6102	CHURCH	acre	8.2	436.	335.
4197		TOTAL			11636.	8452.
4198	101	SINGLE FAMILY	du	285.0	4446.	3102.
4198	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4198	9101	INACTIVE USE	acre	25.5	0.	0.
4198		TOTAL			8652.	5689.
4199	1501	LOW-RISE HOTEL OR MOTEL	acre	2.1	720.	444.
4199	5007	STREETFRONT COMMERCIAL	acre	10.1	15060.	10933.
4199	7602	PASSIVE PARK	acre	0.7	0.	0.
4199	9101	INACTIVE USE	acre	17.1	0.	0.
4199		TOTAL			15780.	11377.
4201	101	SINGLE FAMILY	du	29.0	452.	316.
4201	102	MULTI-FAMILY	du	334.0	3574.	2509.
4201	6102	CHURCH	acre	1.5	81.	62.
4201	7601	ACTIVE PARK	acre	17.8	1187.	782.
4201		TOTAL			5294.	3668.
4202	102	MULTI-FAMILY	du	1000.0	10700.	7512.
4202	1504	RESORT	acre	246.0	16015.	9873.
4202	1505	HIGH-RISE HOTEL	acre	1800.0	23400.	14426.
4202	4113	COMMUNICATION OR UTILITY	acre	8.1	32.	25.
4202	5012	BAYFRONT NEIGHBORHOOD COM	acre	150.0	25425.	17989.
4202	6005	BAYFRONT HIGH RISE OF	acre	60.0	1284.	1017.
4202	6109	OTHER PUBLIC SERVICE	acre	3.0	1199.	867.
4202	7601	ACTIVE PARK	acre	23.2	1545.	1017.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4202	9101	INACTIVE USE	acre	250.9	0.	0.
4202		TOTAL			79600.	52726.
4203		TOTAL			0.	0.
4204	101	SINGLE FAMILY	du	261.0	4072.	2841.
4204	102	MULTI-FAMILY	du	212.0	2268.	1593.
4204	1409	OTHER GROUP QUARTERS	acre	6.5	31.	22.
4204	5007	STREETFRONT COMMERCIAL	acre	2.9	4292.	3116.
4204	6002	LOW RISE OFFICE	acre	0.4	143.	109.
4204		TOTAL			10806.	7681.
4206	101	SINGLE FAMILY	du	79.0	1232.	860.
4206	102	MULTI-FAMILY	du	231.0	2472.	1735.
4206	7601	ACTIVE PARK	acre	1.9	127.	84.
4206		TOTAL			3831.	2679.
4207	101	SINGLE FAMILY	du	329.0	5132.	3581.
4207	102	MULTI-FAMILY	du	507.0	5425.	3809.
4207	4113	COMMUNICATION OR UTILITY	acre	2.3	9.	7.
4207	7204	GOLF COURSE	acre	37.2	0.	0.
4207	7601	ACTIVE PARK	acre	3.2	213.	140.
4207	9101	INACTIVE USE	acre	14.2	0.	0.
4207		TOTAL			10780.	7537.
4208	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4208	5007	STREETFRONT COMMERCIAL	acre	11.6	17288.	12551.
4208	9101	INACTIVE USE	acre	2.0	0.	0.
4208		TOTAL			18653.	13392.
4209	101	SINGLE FAMILY	du	599.0	9344.	6521.
4209	6102	CHURCH	acre	5.0	266.	205.
4209	6809	OTHER SCHOOL	acre	1.2	242.	200.
4209	7601	ACTIVE PARK	acre	5.0	334.	220.
4209	9101	INACTIVE USE	acre	77.3	0.	0.
4209		TOTAL			10186.	7144.
4210	101	SINGLE FAMILY	du	548.0	8549.	5965.
4210	102	MULTI-FAMILY	du	330.0	3531.	2479.
4210	4113	COMMUNICATION OR UTILITY	acre	3.2	13.	10.
4210	6102	CHURCH	acre	1.5	80.	62.
4210	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4210	7601	ACTIVE PARK	acre	15.0	1002.	659.
4210	9101	INACTIVE USE	acre	132.2	0.	0.
4210		TOTAL			15293.	10360.
4211	102	MULTI-FAMILY	du	531.0	5682.	3989.
4211	5007	STREETFRONT COMMERCIAL	acre	6.3	9407.	6829.
4211		TOTAL			15088.	10818.
4212	101	SINGLE FAMILY	du	440.0	6864.	4790.
4212	102	MULTI-FAMILY	du	297.0	3178.	2231.
4212		TOTAL			10042.	7021.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4213	101	SINGLE FAMILY	du	224.0	3494.	2438.
4213	103	MOBILE HOME PARK	du	196.0	1294.	858.
4213	9101	INACTIVE USE	acre	1.8	0.	0.
4213		TOTAL			4788.	3296.
4214	5004	NEIGHBORHOOD COMMERCIAL	acre	13.6	20680.	14632.
4214	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4214		TOTAL			26049.	17054.
4215	101	SINGLE FAMILY	du	345.0	5382.	3756.
4215	4113	COMMUNICATION OR UTILITY	acre	3.6	15.	11.
4215	9101	INACTIVE USE	acre	35.9	0.	0.
4215		TOTAL			5397.	3767.
4216	102	MULTI-FAMILY	du	754.0	8068.	5664.
4216	9101	INACTIVE USE	acre	1.5	0.	0.
4216		TOTAL			8068.	5664.
4218	102	MULTI-FAMILY	du	84.0	899.	631.
4218	6002	LOW RISE OFFICE	acre	3.0	1061.	813.
4218	9101	INACTIVE USE	acre	4.5	0.	0.
4218		TOTAL			1959.	1444.
4219	101	SINGLE FAMILY	du	93.0	1451.	1012.
4219	102	MULTI-FAMILY	du	406.0	4344.	3050.
4219	1409	OTHER GROUP QUARTERS	acre	1.1	5.	4.
4219	5007	STREETFRONT COMMERCIAL	acre	2.3	3410.	2475.
4219	6102	CHURCH	acre	1.4	73.	56.
4219		TOTAL			9282.	6597.
4220	101	SINGLE FAMILY	du	512.0	7987.	5574.
4220	102	MULTI-FAMILY	du	200.0	2140.	1502.
4220	5004	NEIGHBORHOOD COMMERCIAL	acre	6.3	9676.	6846.
4220	6102	CHURCH	acre	4.6	248.	190.
4220	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4220	7601	ACTIVE PARK	acre	7.5	499.	328.
4220	9101	INACTIVE USE	acre	2.0	0.	0.
4220		TOTAL			22669.	15626.
4221	5003	COMMUNITY COMMERCIAL	acre	19.2	16086.	11381.
4221	7601	ACTIVE PARK	acre	14.9	991.	652.
4221	9101	INACTIVE USE	acre	22.2	0.	0.
4221		TOTAL			17077.	12033.
4222	102	MULTI-FAMILY	du	401.0	4291.	3012.
4222	1501	LOW-RISE HOTEL OR MOTEL	acre	4.0	1365.	842.
4222	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4222	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4222	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4222		TOTAL			13457.	9165.
4223	102	MULTI-FAMILY	du	94.0	1006.	706.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4223	6509	OTHER HEALTH CARE	acre	1.6	796.	590.
4223	9101	INACTIVE USE	acre	8.6	0.	0.
4223		TOTAL			1802.	1297.
4224	101	SINGLE FAMILY	du	77.0	1201.	838.
4224	102	MULTI-FAMILY	du	56.0	599.	421.
4224	7210	OTHER RECREATION	acre	0.1	1.	0.
4224	7601	ACTIVE PARK	acre	20.4	1357.	893.
4224	9101	INACTIVE USE	acre	4.9	0.	0.
4224		TOTAL			3158.	2152.
4225	101	SINGLE FAMILY	du	561.0	8752.	6107.
4225	102	MULTI-FAMILY	du	93.0	995.	699.
4225	7601	ACTIVE PARK	acre	18.3	1221.	804.
4225	9101	INACTIVE USE	acre	15.2	0.	0.
4225		TOTAL			10968.	7609.
4226	101	SINGLE FAMILY	du	777.0	12121.	8458.
4226	7601	ACTIVE PARK	acre	12.9	856.	564.
4226	9101	INACTIVE USE	acre	36.7	0.	0.
4226		TOTAL			12978.	9022.
4227	101	SINGLE FAMILY	du	77.0	1201.	838.
4227	102	MULTI-FAMILY	du	421.0	4505.	3163.
4227	6102	CHURCH	acre	1.2	64.	49.
4227	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4227		TOTAL			7889.	5235.
4228	101	SINGLE FAMILY	du	120.0	1872.	1306.
4228	102	MULTI-FAMILY	du	423.0	4526.	3178.
4228	6002	LOW RISE OFFICE	acre	1.8	632.	484.
4228		TOTAL			7030.	4968.
4229	101	SINGLE FAMILY	du	2.0	31.	22.
4229	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4229		TOTAL			31.	22.
4232	102	MULTI-FAMILY	du	504.0	5393.	3786.
4232	1501	LOW-RISE HOTEL OR MOTEL	acre	2.0	669.	412.
4232	5004	NEIGHBORHOOD COMMERCIAL	acre	4.0	6151.	4352.
4232	5007	STREETFRONT COMMERCIAL	acre	4.6	6864.	4983.
4232		TOTAL			19077.	13534.
4233	102	MULTI-FAMILY	du	764.0	8175.	5739.
4233	5007	STREETFRONT COMMERCIAL	acre	6.8	10095.	7328.
4233	6002	LOW RISE OFFICE	acre	2.5	893.	684.
4233		TOTAL			19162.	13752.
4234	101	SINGLE FAMILY	du	191.0	2980.	2079.
4234	102	MULTI-FAMILY	du	97.0	1038.	729.
4234	7204	GOLF COURSE	acre	53.4	0.	0.
4234	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4234		TOTAL			4726.	3292.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4235	6002	LOW RISE OFFICE	acre	10.7	3825.	2931.
4235	9101	INACTIVE USE	acre	10.9	0.	0.
4235		TOTAL			3825.	2931.
4236	101	SINGLE FAMILY	du	518.0	8081.	5639.
4236	102	MULTI-FAMILY	du	119.0	1273.	894.
4236	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4236	7601	ACTIVE PARK	acre	5.6	373.	245.
4236	9101	INACTIVE USE	acre	185.6	0.	0.
4236		TOTAL			11846.	7963.
4237	6803	JUNIOR COLLEGE	acre	149.0	38313.	30299.
4237		TOTAL			38313.	30299.
4238	101	SINGLE FAMILY	du	42.0	655.	457.
4238	102	MULTI-FAMILY	du	242.0	2589.	1818.
4238	5007	STREETFRONT COMMERCIAL	acre	1.8	2632.	1911.
4238	6002	LOW RISE OFFICE	acre	0.7	257.	197.
4238	6003	GOV'T OFFICE OR CENTER	acre	7.3	7731.	5804.
4238	6103	LIBRARY	acre	4.0	1753.	1189.
4238	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4238	7602	PASSIVE PARK	acre	4.0	0.	0.
4238		TOTAL			15805.	11514.
4239	102	MULTI-FAMILY	du	707.0	7565.	5311.
4239	6002	LOW RISE OFFICE	acre	1.8	625.	479.
4239	6102	CHURCH	acre	8.4	451.	346.
4239	6103	LIBRARY	acre	3.0	1311.	889.
4239	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4239	7210	OTHER RECREATION	acre	4.8	31.	21.
4239	9101	INACTIVE USE	acre	20.3	0.	0.
4239		TOTAL			10450.	7391.
4240	101	SINGLE FAMILY	du	508.0	7925.	5530.
4240		TOTAL			7925.	5530.
4241	101	SINGLE FAMILY	du	944.0	14726.	10276.
4241	102	MULTI-FAMILY	du	382.0	4087.	2870.
4241	4113	COMMUNICATION OR UTILITY	acre	55.3	221.	169.
4241	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4241	7602	PASSIVE PARK	acre	4.9	0.	0.
4241	9101	INACTIVE USE	acre	30.2	0.	0.
4241		TOTAL			24404.	15737.
4242	102	MULTI-FAMILY	du	252.0	2696.	1893.
4242	4113	COMMUNICATION OR UTILITY	acre	11.2	45.	34.
4242	6103	LIBRARY	acre	0.2	101.	68.
4242	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4242	9101	INACTIVE USE	acre	10.5	0.	0.
4242		TOTAL			8211.	4418.
4243	101	SINGLE FAMILY	du	595.0	9282.	6477.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4243	102	MULTI-FAMILY	du	38.0	407.	285.
4243	6102	CHURCH	acre	4.1	221.	170.
4243	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4243	7601	ACTIVE PARK	acre	21.3	1419.	934.
4243	9101	INACTIVE USE	acre	5.8	0.	0.
4243		TOTAL			13448.	9051.
4244	101	SINGLE FAMILY	du	124.0	1934.	1350.
4244	102	MULTI-FAMILY	du	238.0	2547.	1788.
4244	4114	PARKING	acre	1.0	0.	0.
4244	6102	CHURCH	acre	0.8	45.	34.
4244		TOTAL			4526.	3172.
4245	101	SINGLE FAMILY	du	20.0	312.	218.
4245	102	MULTI-FAMILY	du	553.0	5917.	4154.
4245	1409	OTHER GROUP QUARTERS	acre	1.6	8.	5.
4245	1501	LOW-RISE HOTEL OR MOTEL	acre	3.1	1060.	653.
4245	5007	STREETFRONT COMMERCIAL	acre	9.4	14013.	10173.
4245		TOTAL			21309.	15203.
4246	102	MULTI-FAMILY	du	853.0	9127.	6408.
4246	5007	STREETFRONT COMMERCIAL	acre	5.5	8255.	5993.
4246	6002	LOW RISE OFFICE	acre	1.9	678.	520.
4246	7601	ACTIVE PARK	acre	7.8	517.	341.
4246	7602	PASSIVE PARK	acre	1.5	0.	0.
4246		TOTAL			18578.	13261.
4248	5003	COMMUNITY COMMERCIAL	acre	29.0	24359.	17235.
4248	6002	LOW RISE OFFICE	acre	1.5	546.	419.
4248		TOTAL			24905.	17654.
4249	101	SINGLE FAMILY	du	223.0	3479.	2428.
4249	102	MULTI-FAMILY	du	482.0	5157.	3621.
4249	6102	CHURCH	acre	2.6	141.	108.
4249		TOTAL			8777.	6157.
4250	102	MULTI-FAMILY	du	1080.0	11556.	8113.
4250	1501	LOW-RISE HOTEL OR MOTEL	acre	4.7	1586.	978.
4250	4111	TRANSIT STATION	acre	0.5	140.	107.
4250	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4250	5007	STREETFRONT COMMERCIAL	acre	7.4	11141.	8088.
4250	6001	HIGH RISE OFFICE	acre	2.3	6383.	5057.
4250		TOTAL			30806.	22344.
4251	101	SINGLE FAMILY	du	58.0	905.	631.
4251	102	MULTI-FAMILY	du	274.0	2932.	2058.
4251	9101	INACTIVE USE	acre	26.1	0.	0.
4251		TOTAL			3837.	2690.
4252	102	MULTI-FAMILY	du	309.0	3306.	2321.
4252	6003	GOV'T OFFICE OR CENTER	acre	5.4	5762.	4325.
4252	6105	FIRE OR POLICE STATION	acre	3.5	1080.	796.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4252	7601	ACTIVE PARK	acre	1.2	81.	53.
4252		TOTAL			10228.	7496.
4253	101	SINGLE FAMILY	du	311.0	4852.	3386.
4253	102	MULTI-FAMILY	du	117.0	1252.	879.
4253	6102	CHURCH	acre	4.6	247.	189.
4253	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4253	7601	ACTIVE PARK	acre	5.0	333.	219.
4253	9101	INACTIVE USE	acre	19.5	0.	0.
4253		TOTAL			8802.	5858.
4254	101	SINGLE FAMILY	du	136.0	2122.	1480.
4254	102	MULTI-FAMILY	du	56.0	599.	421.
4254	6109	OTHER PUBLIC SERVICE	acre	7.7	3086.	2231.
4254	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4254		TOTAL			11175.	6554.
4255	101	SINGLE FAMILY	du	1155.0	18018.	12573.
4255	102	MULTI-FAMILY	du	78.0	835.	586.
4255	4113	COMMUNICATION OR UTILITY	acre	14.3	57.	44.
4255	6102	CHURCH	acre	12.2	653.	501.
4255	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4255	7204	GOLF COURSE	acre	58.0	0.	0.
4255	7601	ACTIVE PARK	acre	11.8	784.	516.
4255	7602	PASSIVE PARK	acre	3.2	0.	0.
4255		TOTAL			22465.	15405.
4256	102	MULTI-FAMILY	du	564.0	6035.	4237.
4256	6102	CHURCH	acre	1.2	64.	49.
4256		TOTAL			6099.	4286.
4257	101	SINGLE FAMILY	du	395.0	6162.	4300.
4257	102	MULTI-FAMILY	du	96.0	1027.	721.
4257	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4257	7607	RESIDENTIAL RECREATION	acre	6.1	0.	0.
4257	9101	INACTIVE USE	acre	29.3	0.	0.
4257		TOTAL			9308.	6206.
4258	102	MULTI-FAMILY	du	409.0	4376.	3072.
4258	9101	INACTIVE USE	acre	31.2	0.	0.
4258		TOTAL			4376.	3072.
4259	2103	LIGHT INDUSTRY	acre	6.0	599.	484.
4259	5003	COMMUNITY COMMERCIAL	acre	11.4	9574.	6774.
4259	6002	LOW RISE OFFICE	acre	5.3	1910.	1464.
4259	7210	OTHER RECREATION	acre	5.1	34.	23.
4259		TOTAL			12118.	8746.
4260	102	MULTI-FAMILY	du	842.0	9009.	6325.
4260	1501	LOW-RISE HOTEL OR MOTEL	acre	3.2	1073.	661.
4260	5007	STREETFRONT COMMERCIAL	acre	3.7	5459.	3963.
4260		TOTAL			15541.	10949.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4261	102	MULTI-FAMILY	du	1206.0	12904.	9059.
4261	5007	STREETFRONT COMMERCIAL	acre	2.6	3873.	2812.
4261	6001	HIGH RISE OFFICE	acre	5.2	14138.	11202.
4261	6002	LOW RISE OFFICE	acre	0.2	71.	55.
4261		TOTAL			30987.	23129.
4262	101	SINGLE FAMILY	du	224.0	3494.	2438.
4262	7602	PASSIVE PARK	acre	0.9	0.	0.
4262	9101	INACTIVE USE	acre	13.2	0.	0.
4262		TOTAL			3494.	2438.
4263	5003	COMMUNITY COMMERCIAL	acre	42.7	35821.	25345.
4263	9101	INACTIVE USE	acre	2.0	0.	0.
4263		TOTAL			35821.	25345.
4264	5003	COMMUNITY COMMERCIAL	acre	17.8	14953.	10580.
4264	9101	INACTIVE USE	acre	1.6	0.	0.
4264		TOTAL			14953.	10580.
4265	101	SINGLE FAMILY	du	403.0	6287.	4387.
4265	4113	COMMUNICATION OR UTILITY	acre	0.9	4.	3.
4265	9101	INACTIVE USE	acre	79.2	0.	0.
4265		TOTAL			6290.	4390.
4266	101	SINGLE FAMILY	du	413.0	6443.	4496.
4266	4113	COMMUNICATION OR UTILITY	acre	1.8	7.	5.
4266	6102	CHURCH	acre	2.3	121.	93.
4266	9101	INACTIVE USE	acre	5.2	0.	0.
4266		TOTAL			6571.	4594.
4267	101	SINGLE FAMILY	du	680.0	10608.	7402.
4267	4113	COMMUNICATION OR UTILITY	acre	1.4	6.	4.
4267	6002	LOW RISE OFFICE	acre	0.9	329.	252.
4267	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4267	7602	PASSIVE PARK	acre	5.3	0.	0.
4267	9101	INACTIVE USE	acre	54.7	0.	0.
4267		TOTAL			13061.	8843.
4268	102	MULTI-FAMILY	du	1394.0	14916.	10472.
4268	4112	RIGHT-OF-WAY	acre	2.3	0.	0.
4268	5007	STREETFRONT COMMERCIAL	acre	1.5	2288.	1661.
4268	7601	ACTIVE PARK	acre	4.0	266.	175.
4268		TOTAL			17470.	12308.
4269	102	MULTI-FAMILY	du	822.0	8795.	6175.
4269	5007	STREETFRONT COMMERCIAL	acre	3.4	5100.	3702.
4269	6001	HIGH RISE OFFICE	acre	2.4	6618.	5244.
4269	6002	LOW RISE OFFICE	acre	1.9	678.	520.
4269	6502	HOSPITAL	acre	13.3	4489.	3302.
4269	6509	OTHER HEALTH CARE	acre	4.1	2022.	1500.
4269	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4269	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4269		TOTAL			34026.	24214.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4270	101	SINGLE FAMILY	du	874.0	13634.	9514.
4270	102	MULTI-FAMILY	du	328.0	3510.	2464.
4270	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4270	7601	ACTIVE PARK	acre	11.6	771.	507.
4270	7602	PASSIVE PARK	acre	3.0	0.	0.
4270	9101	INACTIVE USE	acre	51.1	0.	0.
4270		TOTAL			20033.	13670.
4271	101	SINGLE FAMILY	du	437.0	6817.	4757.
4271	102	MULTI-FAMILY	du	9.0	96.	68.
4271	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	1.
4271	6102	CHURCH	acre	7.6	405.	311.
4271	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4271	7601	ACTIVE PARK	acre	6.0	398.	262.
4271		TOTAL			9835.	6583.
4272	2001	HEAVY INDUSTRY	acre	9.5	739.	611.
4272	2103	LIGHT INDUSTRY	acre	10.4	1039.	840.
4272	4113	COMMUNICATION OR UTILITY	acre	3.7	15.	11.
4272	6002	LOW RISE OFFICE	acre	11.4	4078.	3126.
4272	9101	INACTIVE USE	acre	16.5	0.	0.
4272		TOTAL			5871.	4588.
4273	101	SINGLE FAMILY	du	515.0	8034.	5606.
4273	4113	COMMUNICATION OR UTILITY	acre	4.3	17.	13.
4273	6102	CHURCH	acre	2.5	131.	100.
4273	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4273	6809	OTHER SCHOOL	acre	1.8	352.	290.
4273	7601	ACTIVE PARK	acre	5.9	393.	259.
4273	9101	INACTIVE USE	acre	22.0	0.	0.
4273		TOTAL			11045.	7454.
4274	102	MULTI-FAMILY	du	280.0	2996.	2103.
4274	5003	COMMUNITY COMMERCIAL	acre	12.3	10354.	7326.
4274	9101	INACTIVE USE	acre	2.7	0.	0.
4274		TOTAL			13350.	9429.
4275	101	SINGLE FAMILY	du	278.0	4337.	3026.
4275	102	MULTI-FAMILY	du	280.0	2996.	2103.
4275	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4275	7601	ACTIVE PARK	acre	11.2	749.	493.
4275	9101	INACTIVE USE	acre	26.1	0.	0.
4275		TOTAL			12287.	8208.
4276	102	MULTI-FAMILY	du	990.0	10593.	7437.
4276	1501	LOW-RISE HOTEL OR MOTEL	acre	2.4	805.	496.
4276	5007	STREETFRONT COMMERCIAL	acre	12.9	19352.	14049.
4276	6001	HIGH RISE OFFICE	acre	0.2	552.	438.
4276	6002	LOW RISE OFFICE	acre	0.6	224.	172.
4276		TOTAL			31526.	22591.
4277	101	SINGLE FAMILY	du	54.0	842.	588.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4277	102	MULTI-FAMILY	du	174.0	1862.	1307.
4277	1401	JAIL	acre	2.4	44.	32.
4277	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4277	5007	STREETFRONT COMMERCIAL	acre	0.2	342.	249.
4277	6001	HIGH RISE OFFICE	acre	0.7	1879.	1489.
4277	6002	LOW RISE OFFICE	acre	2.3	807.	619.
4277	6003	GOV'T OFFICE OR CENTER	acre	12.4	13143.	9867.
4277		TOTAL			18922.	14152.
4278	1501	LOW-RISE HOTEL OR MOTEL	acre	3.4	1158.	714.
4278	5003	COMMUNITY COMMERCIAL	acre	19.3	16203.	11464.
4278	9101	INACTIVE USE	acre	9.6	0.	0.
4278		TOTAL			17361.	12178.
4279	101	SINGLE FAMILY	du	543.0	8471.	5911.
4279	102	MULTI-FAMILY	du	90.0	963.	676.
4279	5004	NEIGHBORHOOD COMMERCIAL	acre	1.9	2869.	2030.
4279	9101	INACTIVE USE	acre	7.0	0.	0.
4279		TOTAL			12303.	8617.
4280	101	SINGLE FAMILY	du	311.0	4852.	3386.
4280		TOTAL			4852.	3386.
4281	7207	MARINA	acre	10.0	559.	382.
4281	7601	ACTIVE PARK	acre	15.5	1032.	679.
4281		TOTAL			1591.	1061.
4282	101	SINGLE FAMILY	du	52.0	811.	566.
4282	102	MULTI-FAMILY	du	306.0	3274.	2299.
4282	5007	STREETFRONT COMMERCIAL	acre	0.4	655.	476.
4282	6002	LOW RISE OFFICE	acre	4.1	1478.	1133.
4282		TOTAL			6219.	4473.
4283	102	MULTI-FAMILY	du	778.0	8325.	5844.
4283	1502	HIGH-RISE HOTEL	acre	0.5	805.	496.
4283	4111	TRANSIT STATION	acre	0.5	140.	107.
4283	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4283	5007	STREETFRONT COMMERCIAL	acre	1.4	2064.	1498.
4283	6001	HIGH RISE OFFICE	acre	1.0	2735.	2167.
4283		TOTAL			14068.	10113.
4284	5003	COMMUNITY COMMERCIAL	acre	42.0	35284.	24965.
4284		TOTAL			35284.	24965.
4285	102	MULTI-FAMILY	du	750.0	8025.	5634.
4285		TOTAL			8025.	5634.
4286	2001	HEAVY INDUSTRY	acre	44.9	3495.	2889.
4286	2103	LIGHT INDUSTRY	acre	4.3	436.	352.
4286		TOTAL			3931.	3242.
4287	102	MULTI-FAMILY	du	531.0	5682.	3989.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4287	5002	REGIONAL COMMERCIAL	acre	33.2	24943.	17612.
4287	6002	LOW RISE OFFICE	acre	11.1	3952.	3029.
4287		TOTAL			34577.	24630.
4288	101	SINGLE FAMILY	du	175.0	2730.	1905.
4288	102	MULTI-FAMILY	du	76.0	813.	571.
4288	7210	OTHER RECREATION	acre	0.3	2.	1.
4288		TOTAL			3545.	2477.
4289	7601	ACTIVE PARK	acre	34.0	2264.	1490.
4289	9101	INACTIVE USE	acre	1415.4	0.	0.
4289		TOTAL			2264.	1490.
4290	102	MULTI-FAMILY	du	269.0	2878.	2021.
4290	6102	CHURCH	acre	8.9	476.	365.
4290	7607	RESIDENTIAL RECREATION	acre	4.0	0.	0.
4290	9101	INACTIVE USE	acre	4.1	0.	0.
4290		TOTAL			3354.	2386.
4291	102	MULTI-FAMILY	du	494.0	5286.	3711.
4291	9101	INACTIVE USE	acre	10.9	0.	0.
4291		TOTAL			5286.	3711.
4292	7208	OTC	acre	149.6	1002.	684.
4292		TOTAL			1002.	684.
4293	101	SINGLE FAMILY	du	319.0	4976.	3473.
4293	4113	COMMUNICATION OR UTILITY	acre	3.8	15.	12.
4293	7601	ACTIVE PARK	acre	4.5	297.	195.
4293	9101	INACTIVE USE	acre	31.6	0.	0.
4293		TOTAL			5289.	3680.
4294	5007	STREETFRONT COMMERCIAL	acre	0.9	1331.	966.
4294	6105	FIRE OR POLICE STATION	acre	0.6	187.	138.
4294	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4294	6807	SCHOOL DISTRICT OFFICE	acre	11.0	2772.	2125.
4294		TOTAL			8495.	5815.
4295	101	SINGLE FAMILY	du	164.0	2558.	1785.
4295	102	MULTI-FAMILY	du	710.0	7597.	5334.
4295	5007	STREETFRONT COMMERCIAL	acre	1.1	1675.	1216.
4295	7601	ACTIVE PARK	acre	5.6	372.	245.
4295	9101	INACTIVE USE	acre	22.2	0.	0.
4295		TOTAL			12202.	8579.
4296	101	SINGLE FAMILY	du	925.0	14430.	10069.
4296	102	MULTI-FAMILY	du	1258.0	13461.	9450.
4296	5007	STREETFRONT COMMERCIAL	acre	3.0	4412.	3203.
4296	6102	CHURCH	acre	13.1	700.	538.
4296	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4296	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4296	6809	OTHER SCHOOL	acre	0.1	18.	15.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4296	7601	ACTIVE PARK	acre	7.5	499.	329.
4296	7607	RESIDENTIAL RECREATION	acre	2.9	0.	0.
4296	9101	INACTIVE USE	acre	20.7	0.	0.
4296		TOTAL			41007.	27211.
4297	101	SINGLE FAMILY	du	68.0	1061.	740.
4297	102	MULTI-FAMILY	du	190.0	2033.	1427.
4297	5007	STREETFRONT COMMERCIAL	acre	2.1	3096.	2247.
4297	6002	LOW RISE OFFICE	acre	10.6	3803.	2915.
4297		TOTAL			9993.	7330.
4298	5011	EASTLAKE REGIONAL COM	acre	1214.0	85951.	60689.
4298		TOTAL			85951.	60689.
4299	101	SINGLE FAMILY	du	659.0	10280.	7174.
4299	4113	COMMUNICATION OR UTILITY	acre	18.4	74.	56.
4299	7601	ACTIVE PARK	acre	3.2	216.	142.
4299	9101	INACTIVE USE	acre	14.3	0.	0.
4299		TOTAL			10570.	7372.
4300	102	MULTI-FAMILY	du	100.0	1070.	751.
4300	1501	LOW-RISE HOTEL OR MOTEL	acre	2.8	954.	588.
4300	5007	STREETFRONT COMMERCIAL	acre	12.6	18828.	13669.
4300	6001	HIGH RISE OFFICE	acre	1.4	3774.	2990.
4300		TOTAL			24626.	17998.
4301	1501	LOW-RISE HOTEL OR MOTEL	acre	6.5	2204.	1359.
4301	2103	LIGHT INDUSTRY	acre	6.2	624.	505.
4301	7601	ACTIVE PARK	acre	3.9	260.	171.
4301		TOTAL			3088.	2034.
4302	101	SINGLE FAMILY	du	372.0	5803.	4050.
4302	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4302	6809	OTHER SCHOOL	acre	1.8	358.	295.
4302	9101	INACTIVE USE	acre	56.6	0.	0.
4302		TOTAL			8280.	5530.
4303	102	MULTI-FAMILY	du	199.0	2129.	1495.
4303	5007	STREETFRONT COMMERCIAL	acre	8.3	12392.	8996.
4303	6001	HIGH RISE OFFICE	acre	2.8	7553.	5985.
4303		TOTAL			22074.	16476.
4304	101	SINGLE FAMILY	du	296.0	4618.	3222.
4304	102	MULTI-FAMILY	du	21.0	225.	158.
4304		TOTAL			4842.	3380.
4305	101	SINGLE FAMILY	du	691.0	10780.	7522.
4305	102	MULTI-FAMILY	du	897.0	9598.	6738.
4305	5007	STREETFRONT COMMERCIAL	acre	3.8	5683.	4126.
4305	6102	CHURCH	acre	4.6	246.	189.
4305	6509	OTHER HEALTH CARE	acre	4.7	2280.	1692.
4305	7601	ACTIVE PARK	acre	6.7	448.	295.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4305	7602	PASSIVE PARK	acre	0.9	0.	0.
4305		TOTAL			29034.	20561.
4306	5003	COMMUNITY COMMERCIAL	acre	17.8	14961.	10585.
4306		TOTAL			14961.	10585.
4307	2001	HEAVY INDUSTRY	acre	10.0	778.	643.
4307	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4307	5003	COMMUNITY COMMERCIAL	acre	10.6	8920.	6311.
4307	5007	STREETFRONT COMMERCIAL	acre	16.2	24302.	17642.
4307	6002	LOW RISE OFFICE	acre	4.3	1521.	1166.
4307	7601	ACTIVE PARK	acre	2.3	153.	100.
4307		TOTAL			35683.	25870.
4308	102	MULTI-FAMILY	du	183.0	1958.	1375.
4308	6102	CHURCH	acre	3.5	190.	146.
4308	6809	OTHER SCHOOL	acre	1.1	220.	181.
4308	9101	INACTIVE USE	acre	2.3	0.	0.
4308		TOTAL			2368.	1702.
4309	101	SINGLE FAMILY	du	328.0	5117.	3571.
4309	102	MULTI-FAMILY	du	56.0	599.	421.
4309		TOTAL			5716.	3991.
4310	1501	LOW-RISE HOTEL OR MOTEL	acre	4.2	1437.	886.
4310	4114	PARKING	acre	1.4	0.	0.
4310	7210	OTHER RECREATION	acre	13.3	88.	60.
4310	7601	ACTIVE PARK	acre	5.6	373.	245.
4310		TOTAL			1897.	1191.
4311	101	SINGLE FAMILY	du	112.0	1747.	1219.
4311	102	MULTI-FAMILY	du	142.0	1519.	1067.
4311	6002	LOW RISE OFFICE	acre	0.3	125.	96.
4311	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4311		TOTAL			5510.	3567.
4312	101	SINGLE FAMILY	du	726.0	11326.	7903.
4312	5007	STREETFRONT COMMERCIAL	acre	0.4	598.	434.
4312	6102	CHURCH	acre	2.1	113.	87.
4312	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4312		TOTAL			14155.	9609.
4313	101	SINGLE FAMILY	du	14.0	218.	152.
4313	102	MULTI-FAMILY	du	152.0	1626.	1142.
4313	1501	LOW-RISE HOTEL OR MOTEL	acre	0.4	153.	94.
4313	5007	STREETFRONT COMMERCIAL	acre	1.1	1600.	1162.
4313	9101	INACTIVE USE	acre	6.4	0.	0.
4313		TOTAL			3598.	2550.
4315	101	SINGLE FAMILY	du	407.0	6349.	4431.
4315	6102	CHURCH	acre	1.8	96.	74.
4315	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4315	7601	ACTIVE PARK	acre	3.3	220.	145.
4315	9101	INACTIVE USE	acre	1.8	0.	0.
4315		TOTAL			8784.	5834.
4316	101	SINGLE FAMILY	du	131.0	2044.	1426.
4316	102	MULTI-FAMILY	du	249.0	2664.	1870.
4316	4112	RIGHT-OF-WAY	acre	5.6	0.	0.
4316	5007	STREETFRONT COMMERCIAL	acre	3.4	5097.	3700.
4316	6001	HIGH RISE OFFICE	acre	1.1	3107.	2462.
4316	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4316		TOTAL			15030.	10643.
4317	101	SINGLE FAMILY	du	161.0	2512.	1753.
4317	102	MULTI-FAMILY	du	139.0	1487.	1044.
4317	5007	STREETFRONT COMMERCIAL	acre	3.9	5832.	4234.
4317	6002	LOW RISE OFFICE	acre	0.7	255.	196.
4317		TOTAL			10087.	7227.
4318	101	SINGLE FAMILY	du	70.0	1092.	762.
4318	102	MULTI-FAMILY	du	127.0	1359.	954.
4318	5004	NEIGHBORHOOD COMMERCIAL	acre	6.1	9325.	6598.
4318	5007	STREETFRONT COMMERCIAL	acre	2.4	3634.	2638.
4318	6002	LOW RISE OFFICE	acre	4.6	1643.	1259.
4318	6104	POST OFFICE	acre	4.7	5211.	3622.
4318	6109	OTHER PUBLIC SERVICE	acre	0.6	240.	173.
4318		TOTAL			22503.	16007.
4319	101	SINGLE FAMILY	du	295.0	4602.	3211.
4319	6102	CHURCH	acre	1.8	97.	75.
4319	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4319		TOTAL			6818.	4471.
4320	101	SINGLE FAMILY	du	203.0	3167.	2210.
4320	102	MULTI-FAMILY	du	586.0	6270.	4402.
4320	5004	NEIGHBORHOOD COMMERCIAL	acre	11.5	17551.	12418.
4320	6102	CHURCH	acre	5.5	295.	226.
4320	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4320	7601	ACTIVE PARK	acre	12.0	799.	526.
4320	7602	PASSIVE PARK	acre	1.0	0.	0.
4320	9101	INACTIVE USE	acre	11.2	0.	0.
4320		TOTAL			30201.	20967.
4321	101	SINGLE FAMILY	du	302.0	4711.	3288.
4321	102	MULTI-FAMILY	du	103.0	1102.	774.
4321	6002	LOW RISE OFFICE	acre	0.5	193.	148.
4321		TOTAL			6006.	4209.
4322	101	SINGLE FAMILY	du	496.0	7738.	5399.
4322	102	MULTI-FAMILY	du	4.0	43.	30.
4322	6102	CHURCH	acre	3.9	208.	160.
4322		TOTAL			7989.	5589.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4323	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4323	5007	STREETFRONT COMMERCIAL	acre	1.8	2707.	1965.
4323	6002	LOW RISE OFFICE	acre	5.7	2050.	1571.
4323	7601	ACTIVE PARK	acre	1.9	127.	84.
4323		TOTAL			4894.	3627.
4324	101	SINGLE FAMILY	du	175.0	2730.	1905.
4324	7210	OTHER RECREATION	acre	2.5	16.	11.
4324	9101	INACTIVE USE	acre	0.3	0.	0.
4324		TOTAL			2747.	1916.
4325	101	SINGLE FAMILY	du	563.0	8783.	6129.
4325	6105	FIRE OR POLICE STATION	acre	1.5	476.	351.
4325	7601	ACTIVE PARK	acre	3.7	248.	163.
4325	9101	INACTIVE USE	acre	23.1	0.	0.
4325		TOTAL			9507.	6643.
4326	5003	COMMUNITY COMMERCIAL	acre	32.4	27153.	19212.
4326		TOTAL			27153.	19212.
4327	101	SINGLE FAMILY	du	400.0	6240.	4354.
4327	9101	INACTIVE USE	acre	35.0	0.	0.
4327		TOTAL			6240.	4354.
4328	101	SINGLE FAMILY	du	92.0	1435.	1002.
4328	102	MULTI-FAMILY	du	399.0	4269.	2997.
4328	5007	STREETFRONT COMMERCIAL	acre	5.0	7455.	5412.
4328	6002	LOW RISE OFFICE	acre	1.0	356.	273.
4328		TOTAL			13516.	9684.
4329	102	MULTI-FAMILY	du	201.0	2151.	1510.
4329	9101	INACTIVE USE	acre	4.2	0.	0.
4329		TOTAL			2151.	1510.
4330	101	SINGLE FAMILY	du	297.0	4633.	3233.
4330	6102	CHURCH	acre	1.6	87.	66.
4330	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4330		TOTAL			6838.	4485.
4331	101	SINGLE FAMILY	du	826.0	12886.	8992.
4331	102	MULTI-FAMILY	du	1800.0	19260.	13522.
4331	2103	LIGHT INDUSTRY	acre	36.4	3647.	2948.
4331	5007	STREETFRONT COMMERCIAL	acre	11.9	17796.	12920.
4331	6105	FIRE OR POLICE STATION	acre	1.7	526.	388.
4331	6109	OTHER PUBLIC SERVICE	acre	6.1	2438.	1763.
4331	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4331	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4331	7601	ACTIVE PARK	acre	15.4	1026.	675.
4331	9101	INACTIVE USE	acre	170.5	0.	0.
4331		TOTAL			65067.	44813.
4332	101	SINGLE FAMILY	du	17.0	265.	185.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4332	102	MULTI-FAMILY	du	261.0	2793.	1961.
4332	5004	NEIGHBORHOOD COMMERCIAL	acre	5.3	8058.	5702.
4332	5007	STREETFRONT COMMERCIAL	acre	2.1	3126.	2269.
4332	6002	LOW RISE OFFICE	acre	10.4	3700.	2836.
4332		TOTAL			17941.	12952.
4333	102	MULTI-FAMILY	du	108.0	1156.	811.
4333	9101	INACTIVE USE	acre	9.4	0.	0.
4333		TOTAL			1156.	811.
4334	101	SINGLE FAMILY	du	161.0	2512.	1753.
4334	102	MULTI-FAMILY	du	14.0	150.	105.
4334	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4334		TOTAL			8030.	4280.
4335	101	SINGLE FAMILY	du	21.0	328.	229.
4335	102	MULTI-FAMILY	du	110.0	1177.	826.
4335	5007	STREETFRONT COMMERCIAL	acre	1.9	2886.	2095.
4335	7204	GOLF COURSE	acre	148.6	0.	0.
4335	7205	GOLF CLUB HOUSE	acre	1.0	709.	484.
4335		TOTAL			5100.	3634.
4336	101	SINGLE FAMILY	du	1.0	16.	11.
4336	4113	COMMUNICATION OR UTILITY	acre	0.0	0.	0.
4336	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4336	7601	ACTIVE PARK	acre	6.7	447.	294.
4336		TOTAL			2581.	1490.
4337	101	SINGLE FAMILY	du	237.0	3697.	2580.
4337	9101	INACTIVE USE	acre	16.2	0.	0.
4337		TOTAL			3697.	2580.
4338	101	SINGLE FAMILY	du	325.0	5070.	3538.
4338	102	MULTI-FAMILY	du	531.0	5682.	3989.
4338	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4338	9101	INACTIVE USE	acre	8.8	0.	0.
4338		TOTAL			14957.	10113.
4339	102	MULTI-FAMILY	du	132.0	1412.	992.
4339	1409	OTHER GROUP QUARTERS	acre	30.6	147.	103.
4339	6502	HOSPITAL	acre	26.5	8948.	6582.
4339	6509	OTHER HEALTH CARE	acre	13.7	6709.	4978.
4339		TOTAL			17217.	12654.
4340	101	SINGLE FAMILY	du	359.0	5600.	3908.
4340	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4340	7210	OTHER RECREATION	acre	9.1	60.	41.
4340	7601	ACTIVE PARK	acre	20.0	1332.	877.
4340		TOTAL			7021.	4848.
4341	5007	STREETFRONT COMMERCIAL	acre	11.9	17796.	12920.
4341	7601	ACTIVE PARK	acre	3.1	206.	135.
4341		TOTAL			18002.	13055.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4342	101	SINGLE FAMILY	du	90.0	1404.	980.
4342	102	MULTI-FAMILY	du	286.0	3060.	2148.
4342	2103	LIGHT INDUSTRY	acre	19.0	1900.	1535.
4342	2104	WAREHOUSING OR STORAGE	acre	3.6	119.	97.
4342	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
4342	7210	OTHER RECREATION	acre	1.9	12.	8.
4342	9101	INACTIVE USE	acre	0.5	0.	0.
4342		TOTAL			6495.	4769.
4343	5007	STREETFRONT COMMERCIAL	acre	18.4	27532.	19987.
4343	7601	ACTIVE PARK	acre	2.7	180.	119.
4343		TOTAL			27713.	20106.
4344	101	SINGLE FAMILY	du	66.0	1030.	718.
4344	102	MULTI-FAMILY	du	316.0	3381.	2374.
4344	5007	STREETFRONT COMMERCIAL	acre	4.7	6954.	5048.
4344	5009	OTHER COMMERCIAL	acre	3.3	419.	304.
4344	6002	LOW RISE OFFICE	acre	0.9	328.	251.
4344	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4344		TOTAL			14230.	9881.
4345	102	MULTI-FAMILY	du	3732.0	39932.	28035.
4345	1502	HIGH-RISE HOTEL	acre	11.0	17711.	10919.
4345	5002	REGIONAL COMMERCIAL	acre	29.4	22085.	15594.
4345	6001	HIGH RISE OFFICE	acre	11.5	31448.	24918.
4345	6002	LOW RISE OFFICE	acre	10.4	3721.	2852.
4345	6007	OFFICE	acre	480.0	7488.	5739.
4345	6105	FIRE OR POLICE STATION	acre	1.5	467.	344.
4345	6109	OTHER PUBLIC SERVICE	acre	16.9	6755.	4883.
4345	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4345	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4345	7601	ACTIVE PARK	acre	28.9	1925.	1267.
4345		TOTAL			139020.	98159.
4346	101	SINGLE FAMILY	du	509.0	7940.	5541.
4346	7601	ACTIVE PARK	acre	5.6	373.	245.
4346	9101	INACTIVE USE	acre	29.5	0.	0.
4346		TOTAL			8313.	5786.
4347	102	MULTI-FAMILY	du	441.0	4719.	3313.
4347	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4347	5007	STREETFRONT COMMERCIAL	acre	2.3	3395.	2465.
4347	6102	CHURCH	acre	3.2	170.	130.
4347	6509	OTHER HEALTH CARE	acre	4.5	2188.	1623.
4347	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4347	9101	INACTIVE USE	acre	4.2	0.	0.
4347		TOTAL			12590.	8716.
4348	101	SINGLE FAMILY	du	283.0	4415.	3081.
4348	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4348	6102	CHURCH	acre	1.0	51.	39.
4348	7601	ACTIVE PARK	acre	2.7	180.	119.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4348	9101	INACTIVE USE	acre	0.3	0.	0.
4348		TOTAL			4657.	3247.
4349	4112	RIGHT-OF-WAY	acre	4.3	0.	0.
4349	9101	INACTIVE USE	acre	25.9	0.	0.
4349		TOTAL			0.	0.
4350	6811	ELEMENTARY SCHOOL	acre	90.0	9702.	5427.
4350		TOTAL			9702.	5427.
4351	101	SINGLE FAMILY	du	994.0	15506.	10821.
4351	102	MULTI-FAMILY	du	448.0	4794.	3365.
4351	5007	STREETFRONT COMMERCIAL	acre	7.2	10768.	7817.
4351	6109	OTHER PUBLIC SERVICE	acre	6.3	2518.	1820.
4351	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4351	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4351	7601	ACTIVE PARK	acre	9.3	619.	408.
4351	9101	INACTIVE USE	acre	45.3	0.	0.
4351		TOTAL			41693.	27838.
4352	101	SINGLE FAMILY	du	221.0	3448.	2406.
4352	102	MULTI-FAMILY	du	230.0	2461.	1728.
4352	6102	CHURCH	acre	1.9	101.	78.
4352	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4352		TOTAL			10247.	6581.
4353	102	MULTI-FAMILY	du	2650.0	28355.	19907.
4353	2101	INDUSTRIAL PARK	acre	85.0	16329.	13386.
4353	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4353	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4353	6810	UCCV	acre	210.0	37842.	30227.
4353	7601	ACTIVE PARK	acre	20.8	1382.	909.
4353		TOTAL			87625.	66770.
4354	2001	HEAVY INDUSTRY	acre	33.2	2580.	2133.
4354	2103	LIGHT INDUSTRY	acre	51.7	5184.	4190.
4354	2201	EXTRACTIVE INDUSTRY	acre	52.6	79.	65.
4354	4113	COMMUNICATION OR UTILITY	acre	75.2	301.	230.
4354		TOTAL			8144.	6618.
4355	101	SINGLE FAMILY	du	459.0	7160.	4997.
4355	4113	COMMUNICATION OR UTILITY	acre	0.7	3.	2.
4355	6102	CHURCH	acre	5.4	288.	221.
4355	6109	OTHER PUBLIC SERVICE	acre	2.3	931.	673.
4355	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4355		TOTAL			10502.	7079.
4356	102	MULTI-FAMILY	du	609.0	6516.	4575.
4356	5003	COMMUNITY COMMERCIAL	acre	12.4	10405.	7362.
4356	7601	ACTIVE PARK	acre	10.0	668.	440.
4356		TOTAL			17589.	12376.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4357	101	SINGLE FAMILY	du	10.0	156.	109.
4357	102	MULTI-FAMILY	du	689.0	7372.	5176.
4357	2103	LIGHT INDUSTRY	acre	12.3	1234.	998.
4357	5007	STREETFRONT COMMERCIAL	acre	4.9	7382.	5359.
4357	6002	LOW RISE OFFICE	acre	1.2	441.	338.
4357	7210	OTHER RECREATION	acre	1.2	8.	6.
4357		TOTAL			16593.	11985.
4358	101	SINGLE FAMILY	du	557.0	8689.	6063.
4358	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4358	9101	INACTIVE USE	acre	79.6	0.	0.
4358		TOTAL			10808.	7248.
4359	102	MULTI-FAMILY	du	328.0	3510.	2464.
4359	5003	COMMUNITY COMMERCIAL	acre	17.6	14810.	10479.
4359	5007	STREETFRONT COMMERCIAL	acre	4.2	6296.	4571.
4359		TOTAL			24616.	17513.
4360	101	SINGLE FAMILY	du	290.0	4524.	3157.
4360	102	MULTI-FAMILY	du	112.0	1198.	841.
4360		TOTAL			5722.	3998.
4361	101	SINGLE FAMILY	du	456.0	7114.	4964.
4361	102	MULTI-FAMILY	du	93.0	995.	699.
4361	4113	COMMUNICATION OR UTILITY	acre	2.5	10.	8.
4361	6102	CHURCH	acre	3.4	181.	139.
4361	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4361		TOTAL			10418.	6994.
4362	101	SINGLE FAMILY	du	66.0	1030.	718.
4362	102	MULTI-FAMILY	du	530.0	5671.	3981.
4362	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4362		TOTAL			12069.	7122.
4363	101	SINGLE FAMILY	du	160.0	2496.	1742.
4363	2103	LIGHT INDUSTRY	acre	51.5	5160.	4170.
4363	9101	INACTIVE USE	acre	68.7	0.	0.
4363		TOTAL			7656.	5912.
4364	101	SINGLE FAMILY	du	95.0	1482.	1034.
4364	102	MULTI-FAMILY	du	310.0	3317.	2329.
4364		TOTAL			4799.	3363.
4365	101	SINGLE FAMILY	du	95.0	1482.	1034.
4365	103	MOBILE HOME PARK	du	133.0	878.	582.
4365	2103	LIGHT INDUSTRY	acre	10.1	1009.	815.
4365	4112	RIGHT-OF-WAY	acre	2.8	0.	0.
4365	5004	NEIGHBORHOOD COMMERCIAL	acre	7.7	11675.	8261.
4365		TOTAL			15044.	10692.
4366	101	SINGLE FAMILY	du	428.0	6677.	4659.
4366	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4366	9101	INACTIVE USE	acre	10.6	0.	0.
4366		TOTAL			8795.	5844.
4367	101	SINGLE FAMILY	du	342.0	5335.	3723.
4367	102	MULTI-FAMILY	du	154.0	1648.	1157.
4367	4113	COMMUNICATION OR UTILITY	acre	18.4	73.	56.
4367	5007	STREETFRONT COMMERCIAL	acre	1.2	1795.	1303.
4367		TOTAL			8851.	6239.
4368	101	SINGLE FAMILY	du	105.0	1638.	1143.
4368	102	MULTI-FAMILY	du	574.0	6142.	4312.
4368	5007	STREETFRONT COMMERCIAL	acre	3.4	5145.	3735.
4368	6002	LOW RISE OFFICE	acre	0.9	307.	235.
4368		TOTAL			13231.	9425.
4369	101	SINGLE FAMILY	du	27.0	421.	294.
4369	102	MULTI-FAMILY	du	683.0	7308.	5131.
4369	5007	STREETFRONT COMMERCIAL	acre	9.8	14641.	10629.
4369		TOTAL			22370.	16053.
4370	101	SINGLE FAMILY	du	482.0	7519.	5247.
4370	102	MULTI-FAMILY	du	14.0	150.	105.
4370	6102	CHURCH	acre	0.7	35.	27.
4370		TOTAL			7704.	5379.
4372	101	SINGLE FAMILY	du	71.0	1108.	773.
4372	102	MULTI-FAMILY	du	466.0	4986.	3501.
4372	2104	WAREHOUSING OR STORAGE	acre	0.7	22.	18.
4372		TOTAL			6116.	4291.
4373	101	SINGLE FAMILY	du	125.0	1950.	1361.
4373	102	MULTI-FAMILY	du	3136.0	33555.	23558.
4373	5018	COMMERCIAL/RETAIL	acre	300.0	16950.	11993.
4373	6007	OFFICE	acre	720.0	11232.	8609.
4373	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4373	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4373	6810	UCCV	acre	50.0	9010.	7197.
4373	7601	ACTIVE PARK	acre	24.3	1618.	1065.
4373		TOTAL			78033.	56123.
4374	101	SINGLE FAMILY	du	382.0	5959.	4158.
4374	4113	COMMUNICATION OR UTILITY	acre	10.8	43.	33.
4374	7601	ACTIVE PARK	acre	2.4	160.	105.
4374		TOTAL			6162.	4297.
4375	7601	ACTIVE PARK	acre	55.8	3716.	2446.
4375		TOTAL			3716.	2446.
4376	101	SINGLE FAMILY	du	72.0	1123.	784.
4376	102	MULTI-FAMILY	du	160.0	1712.	1202.
4376	6807	SCHOOL DISTRICT OFFICE	acre	6.4	1607.	1232.
4376		TOTAL			4442.	3217.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4377	102	MULTI-FAMILY	du	707.0	7565.	5311.
4377	5007	STREETFRONT COMMERCIAL	acre	8.5	12652.	9185.
4377	6102	CHURCH	acre	0.5	26.	20.
4377	7601	ACTIVE PARK	acre	3.9	260.	171.
4377		TOTAL			20503.	14687.
4378	102	MULTI-FAMILY	du	202.0	2161.	1517.
4378	5004	NEIGHBORHOOD COMMERCIAL	acre	3.3	5006.	3542.
4378	5007	STREETFRONT COMMERCIAL	acre	2.3	3380.	2454.
4378	6002	LOW RISE OFFICE	acre	2.1	736.	564.
4378		TOTAL			11283.	8077.
4379	2101	INDUSTRIAL PARK	acre	46.0	8837.	7244.
4379	9101	INACTIVE USE	acre	90.2	0.	0.
4379		TOTAL			8837.	7244.
4380	5003	COMMUNITY COMMERCIAL	acre	31.4	26331.	18630.
4380		TOTAL			26331.	18630.
4381	101	SINGLE FAMILY	du	71.0	1108.	773.
4381	102	MULTI-FAMILY	du	13.0	139.	98.
4381	5007	STREETFRONT COMMERCIAL	acre	1.5	2213.	1607.
4381	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4381	7601	ACTIVE PARK	acre	8.6	573.	377.
4381		TOTAL			9402.	5277.
4382	2301	JUNKYARD/DUMP/LANDFILL	acre	479.9	7582.	6249.
4382	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4382	7601	ACTIVE PARK	acre	30.0	1998.	1315.
4382		TOTAL			9602.	7581.
4383	101	SINGLE FAMILY	du	484.0	7550.	5269.
4383	102	MULTI-FAMILY	du	360.0	3852.	2704.
4383	2103	LIGHT INDUSTRY	acre	86.5	8667.	7005.
4383	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4383	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4383	7601	ACTIVE PARK	acre	7.9	526.	346.
4383		TOTAL			24313.	17665.
4384	101	SINGLE FAMILY	du	53.0	827.	577.
4384	102	MULTI-FAMILY	du	856.0	9159.	6430.
4384	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4384		TOTAL			14192.	9593.
4385	101	SINGLE FAMILY	du	32.0	499.	348.
4385	1401	JAIL	acre	153.7	2797.	2028.
4385	3535	MEDIUM IMPACT IND (I-2)	acre	12.4	1546.	1263.
4385	3537	OPEN SPACE CONSERVATION	acre	0.3	0.	0.
4385	4112	RIGHT-OF-WAY	acre	2.7	0.	0.
4385	4113	COMMUNICATION OR UTILITY	acre	53.9	216.	165.
4385	9101	INACTIVE USE	acre	14306.6	0.	0.
4385		TOTAL			5058.	3804.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4386	101	SINGLE FAMILY	du	74.0	1154.	806.
4386	102	MULTI-FAMILY	du	63.0	674.	473.
4386	6102	CHURCH	acre	4.3	229.	176.
4386	6105	FIRE OR POLICE STATION	acre	0.4	137.	101.
4386	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4386	7601	ACTIVE PARK	acre	4.0	266.	175.
4386		TOTAL			4580.	2916.
4387	102	MULTI-FAMILY	du	303.0	3242.	2276.
4387	103	MOBILE HOME PARK	du	119.0	785.	521.
4387	2104	WAREHOUSING OR STORAGE	acre	6.9	230.	188.
4387	4112	RIGHT-OF-WAY	acre	2.1	0.	0.
4387	5007	STREETFRONT COMMERCIAL	acre	1.8	2701.	1961.
4387	6002	LOW RISE OFFICE	acre	0.9	322.	247.
4387	6003	GOV'T OFFICE OR CENTER	acre	7.1	7488.	5621.
4387	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4387	7601	ACTIVE PARK	acre	5.2	347.	228.
4387		TOTAL			17234.	12228.
4389	101	SINGLE FAMILY	du	46.0	718.	501.
4389	102	MULTI-FAMILY	du	948.0	10144.	7121.
4389	5004	NEIGHBORHOOD COMMERCIAL	acre	2.2	3434.	2430.
4389	5007	STREETFRONT COMMERCIAL	acre	1.2	1735.	1259.
4389	6102	CHURCH	acre	0.7	36.	27.
4389	6804	SENIOR HIGH SCHOOL	acre	1.0	5369.	2423.
4389		TOTAL			21435.	13761.
4390	101	SINGLE FAMILY	du	659.0	10280.	7174.
4390	102	MULTI-FAMILY	du	314.0	3360.	2359.
4390	5007	STREETFRONT COMMERCIAL	acre	0.9	1271.	923.
4390	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4390	7601	ACTIVE PARK	acre	4.3	290.	191.
4390		TOTAL			17320.	11831.
4391	101	SINGLE FAMILY	du	328.0	5117.	3571.
4391	102	MULTI-FAMILY	du	1722.0	18425.	12936.
4391	4113	COMMUNICATION OR UTILITY	acre	19.6	78.	60.
4391	5017	COMMERCIAL/RETAIL	acre	250.0	28250.	19988.
4391	6006	OFFICE	acre	50.0	1300.	996.
4391	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4391	6805	JUNIOR HIGH OR MIDDLE SCHOOL	acre	1.0	4206.	2586.
4391	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4391	7601	ACTIVE PARK	acre	24.8	1652.	1087.
4391		TOTAL			62745.	43564.
4392	101	SINGLE FAMILY	du	30.0	468.	327.
4392	102	MULTI-FAMILY	du	59.0	631.	443.
4392	5004	NEIGHBORHOOD COMMERCIAL	acre	20.3	30921.	21877.
4392	5007	STREETFRONT COMMERCIAL	acre	2.1	3111.	2258.
4392		TOTAL			35131.	24905.
4393	102	MULTI-FAMILY	du	473.0	5061.	3553.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4393	4112	RIGHT-OF-WAY	acre	0.7	0.	0.
4393	5003	COMMUNITY COMMERCIAL	acre	18.4	15456.	10936.
4393	5007	STREETFRONT COMMERCIAL	acre	2.8	4214.	3059.
4393	6002	LOW RISE OFFICE	acre	1.4	503.	386.
4393	9101	INACTIVE USE	acre	1.2	0.	0.
4393		TOTAL			25235.	17934.
4394	102	MULTI-FAMILY	du	434.0	4644.	3260.
4394	103	MOBILE HOME PARK	du	296.0	1954.	1296.
4394	4113	COMMUNICATION OR UTILITY	acre	6.6	26.	20.
4394	7601	ACTIVE PARK	acre	9.2	611.	402.
4394		TOTAL			7234.	4978.
4396	101	SINGLE FAMILY	du	358.0	5585.	3897.
4396	2103	LIGHT INDUSTRY	acre	24.8	2487.	2010.
4396		TOTAL			8072.	5907.
4397	101	SINGLE FAMILY	du	192.0	2995.	2090.
4397	102	MULTI-FAMILY	du	54.0	578.	406.
4397	103	MOBILE HOME PARK	du	191.0	1261.	836.
4397	6102	CHURCH	acre	2.3	121.	93.
4397		TOTAL			4955.	3425.
4398	101	SINGLE FAMILY	du	113.0	1763.	1230.
4398	102	MULTI-FAMILY	du	201.0	2151.	1510.
4398	5004	NEIGHBORHOOD COMMERCIAL	acre	6.8	10454.	7397.
4398	7601	ACTIVE PARK	acre	19.1	1273.	838.
4398		TOTAL			15641.	10975.
4399	101	SINGLE FAMILY	du	399.0	6224.	4343.
4399	102	MULTI-FAMILY	du	118.0	1263.	886.
4399	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4399		TOTAL			9606.	6415.
4400	5007	STREETFRONT COMMERCIAL	acre	17.5	26192.	19015.
4400	6002	LOW RISE OFFICE	acre	40.9	14593.	11186.
4400		TOTAL			40785.	30200.
4401	102	MULTI-FAMILY	du	213.0	2279.	1600.
4401	5007	STREETFRONT COMMERCIAL	acre	1.3	1899.	1379.
4401	6002	LOW RISE OFFICE	acre	0.6	227.	174.
4401		TOTAL			4405.	3153.
4402	101	SINGLE FAMILY	du	23.0	359.	250.
4402	102	MULTI-FAMILY	du	616.0	6591.	4627.
4402	4113	COMMUNICATION OR UTILITY	acre	5.5	22.	17.
4402	5007	STREETFRONT COMMERCIAL	acre	7.5	11201.	8132.
4402	6103	LIBRARY	acre	6.1	2644.	1793.
4402		TOTAL			20818.	14819.
4403	102	MULTI-FAMILY	du	1207.0	12915.	9067.
4403	2101	INDUSTRIAL PARK	acre	32.2	6193.	5077.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4403	2103	LIGHT INDUSTRY	acre	2.0	205.	166.
4403	5007	STREETFRONT COMMERCIAL	acre	3.0	4457.	3235.
4403	6002	LOW RISE OFFICE	acre	0.8	267.	205.
4403	7601	ACTIVE PARK	acre	4.0	266.	175.
4403		TOTAL			24304.	17926.
4404	102	MULTI-FAMILY	du	107.0	1145.	804.
4404	4111	TRANSIT STATION	acre	0.5	140.	107.
4404	5003	COMMUNITY COMMERCIAL	acre	15.5	12989.	9190.
4404	5007	STREETFRONT COMMERCIAL	acre	4.4	6550.	4755.
4404	6002	LOW RISE OFFICE	acre	0.2	85.	65.
4404		TOTAL			20910.	14922.
4405	101	SINGLE FAMILY	du	130.0	2028.	1415.
4405	102	MULTI-FAMILY	du	620.0	6634.	4657.
4405	7601	ACTIVE PARK	acre	6.2	414.	273.
4405		TOTAL			9076.	6345.
4406	101	SINGLE FAMILY	du	466.0	7270.	5073.
4406	102	MULTI-FAMILY	du	77.0	824.	578.
4406	5007	STREETFRONT COMMERCIAL	acre	1.0	1481.	1075.
4406	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4406	7602	PASSIVE PARK	acre	1.0	0.	0.
4406		TOTAL			11693.	7911.
4407	101	SINGLE FAMILY	du	331.0	5164.	3603.
4407	102	MULTI-FAMILY	du	90.0	963.	676.
4407	6102	CHURCH	acre	2.3	121.	93.
4407	7210	OTHER RECREATION	acre	0.5	3.	2.
4407	7601	ACTIVE PARK	acre	5.1	338.	222.
4407	7602	PASSIVE PARK	acre	1.4	0.	0.
4407		TOTAL			6589.	4597.
4408	102	MULTI-FAMILY	du	172.0	1840.	1292.
4408	4113	COMMUNICATION OR UTILITY	acre	7.2	29.	22.
4408	5004	NEIGHBORHOOD COMMERCIAL	acre	14.4	21901.	15496.
4408	5007	STREETFRONT COMMERCIAL	acre	3.1	4666.	3387.
4408	6002	LOW RISE OFFICE	acre	1.8	639.	490.
4408		TOTAL			29076.	20687.
4409	101	SINGLE FAMILY	du	1.0	16.	11.
4409	102	MULTI-FAMILY	du	142.0	1519.	1067.
4409	103	MOBILE HOME PARK	du	90.0	594.	394.
4409	2101	INDUSTRIAL PARK	acre	22.4	4301.	3526.
4409	2103	LIGHT INDUSTRY	acre	24.0	2400.	1939.
4409	2104	WAREHOUSING OR STORAGE	acre	4.5	150.	123.
4409	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4409	4113	COMMUNICATION OR UTILITY	acre	7.6	31.	23.
4409		TOTAL			9011.	7083.
4410	101	SINGLE FAMILY	du	56.0	874.	610.
4410	102	MULTI-FAMILY	du	140.0	1498.	1052.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4410	103	MOBILE HOME PARK	du	502.0	3313.	2197.
4410	2103	LIGHT INDUSTRY	acre	13.7	1374.	1110.
4410	2104	WAREHOUSING OR STORAGE	acre	2.3	76.	62.
4410	4113	COMMUNICATION OR UTILITY	acre	11.4	46.	35.
4410	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4410		TOTAL			9299.	6251.
4411	102	MULTI-FAMILY	du	45.0	481.	338.
4411	103	MOBILE HOME PARK	du	426.0	2812.	1865.
4411	9101	INACTIVE USE	acre	4.7	0.	0.
4411		TOTAL			3293.	2203.
4412	101	SINGLE FAMILY	du	189.0	2948.	2057.
4412	102	MULTI-FAMILY	du	38.0	407.	285.
4412	103	MOBILE HOME PARK	du	129.0	851.	565.
4412	2103	LIGHT INDUSTRY	acre	7.7	767.	619.
4412	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4412	7601	ACTIVE PARK	acre	4.3	286.	188.
4412		TOTAL			7378.	4900.
4413	101	SINGLE FAMILY	du	1.0	16.	11.
4413	1401	JAIL	acre	179.4	3265.	2367.
4413	3535	MEDIUM IMPACT IND (I-2)	acre	83.9	10462.	8548.
4413	3537	OPEN SPACE CONSERVATION	acre	8.1	0.	0.
4413	4112	RIGHT-OF-WAY	acre	0.1	0.	0.
4413		TOTAL			13743.	10925.
4414	2103	LIGHT INDUSTRY	acre	52.2	5230.	4227.
4414		TOTAL			5230.	4227.
4415	102	MULTI-FAMILY	du	106.0	1134.	796.
4415	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1	16880.	11943.
4415		TOTAL			18014.	12739.
4416	101	SINGLE FAMILY	du	110.0	1716.	1197.
4416	102	MULTI-FAMILY	du	89.0	952.	669.
4416	2103	LIGHT INDUSTRY	acre	18.2	1822.	1472.
4416	5007	STREETFRONT COMMERCIAL	acre	9.3	13968.	10140.
4416	6102	CHURCH	acre	2.5	132.	101.
4416	9101	INACTIVE USE	acre	6.6	0.	0.
4416		TOTAL			18590.	13580.
4417	2103	LIGHT INDUSTRY	acre	182.8	18321.	14806.
4417		TOTAL			18321.	14806.
4418	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4418	5003	COMMUNITY COMMERCIAL	acre	27.6	23142.	16374.
4418		TOTAL			23142.	16374.
4419	2103	LIGHT INDUSTRY	acre	55.5	5564.	4497.
4419	2104	WAREHOUSING OR STORAGE	acre	2.8	94.	77.
4419	4113	COMMUNICATION OR UTILITY	acre	5.6	22.	17.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4419	7210	OTHER RECREATION	acre	1.4	9.	6.
4419	9101	INACTIVE USE	acre	43.7	0.	0.
4419		TOTAL			5689.	4597.
4420	102	MULTI-FAMILY	du	133.0	1423.	999.
4420	2103	LIGHT INDUSTRY	acre	42.1	4216.	3408.
4420	2104	WAREHOUSING OR STORAGE	acre	7.4	245.	200.
4420		TOTAL			5885.	4607.
4421	5007	STREETFRONT COMMERCIAL	acre	8.0	11964.	8685.
4421	6002	LOW RISE OFFICE	acre	7.0	2500.	1916.
4421	7601	ACTIVE PARK	acre	160.0	10656.	7013.
4421	9101	INACTIVE USE	acre	542.0	0.	0.
4421		TOTAL			25120.	17614.
4424	2103	LIGHT INDUSTRY	acre	50.2	5035.	4069.
4424	2104	WAREHOUSING OR STORAGE	acre	7.8	257.	210.
4424	4112	RIGHT-OF-WAY	acre	4.4	0.	0.
4424	9101	INACTIVE USE	acre	19.2	0.	0.
4424		TOTAL			5292.	4279.
4425	2103	LIGHT INDUSTRY	acre	26.9	2695.	2178.
4425	2104	WAREHOUSING OR STORAGE	acre	4.2	141.	115.
4425	7601	ACTIVE PARK	acre	25.0	1665.	1096.
4425	9101	INACTIVE USE	acre	21.8	0.	0.
4425		TOTAL			4501.	3389.
4426	2103	LIGHT INDUSTRY	acre	52.4	5248.	4242.
4426	9101	INACTIVE USE	acre	93.2	0.	0.
4426		TOTAL			5248.	4242.
4427	102	MULTI-FAMILY	du	656.0	7019.	4928.
4427	1501	LOW-RISE HOTEL OR MOTEL	acre	1.8	598.	368.
4427	5004	NEIGHBORHOOD COMMERCIAL	acre	2.5	3831.	2710.
4427	5007	STREETFRONT COMMERCIAL	acre	2.3	3380.	2454.
4427	7601	ACTIVE PARK	acre	10.0	666.	438.
4427		TOTAL			15493.	10899.
4428	101	SINGLE FAMILY	du	247.0	3853.	2689.
4428	102	MULTI-FAMILY	du	69.0	738.	518.
4428	9101	INACTIVE USE	acre	19.5	0.	0.
4428		TOTAL			4592.	3207.
4429	101	SINGLE FAMILY	du	800.0	12480.	8709.
4429	102	MULTI-FAMILY	du	820.0	8774.	6160.
4429	4112	RIGHT-OF-WAY	acre	62.0	0.	0.
4429	7601	ACTIVE PARK	acre	5.5	366.	241.
4429	9101	INACTIVE USE	acre	249.7	0.	0.
4429		TOTAL			21620.	15110.
4430	7210	OTHER RECREATION	acre	115.0	759.	518.
4430	9101	INACTIVE USE	acre	148.4	0.	0.
4430		TOTAL			759.	518.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4431	2301	JUNKYARD/DUMP/LANDFILL	acre	5.3	84.	69.
4431	5003	COMMUNITY COMMERCIAL	acre	22.5	18871.	13352.
4431	5007	STREETFRONT COMMERCIAL	acre	1.1	1645.	1194.
4431	6102	CHURCH	acre	5.0	267.	205.
4431	6510	OTHER HEALTH CARE (OM)	acre	28.0	18592.	13793.
4431	7601	ACTIVE PARK	acre	11.0	733.	482.
4431	8001	ORCHARDS OR VINEYARD	acre	4.8	0.	0.
4431	8002	INTENSIVE AGRICULTURE	acre	22.6	11.	9.
4431	9101	INACTIVE USE	acre	3.3	0.	0.
4431		TOTAL			40204.	29105.
4443	101	SINGLE FAMILY	du	1069.0	16676.	11637.
4443	102	MULTI-FAMILY	du	330.0	3531.	2479.
4443	4112	RIGHT-OF-WAY	acre	47.4	0.	0.
4443	7601	ACTIVE PARK	acre	5.3	353.	232.
4443	9101	INACTIVE USE	acre	263.2	0.	0.
4443	9500	UNDER CONTRUCTION	acre	0.2	1.	1.
4443		TOTAL			20562.	14349.
4450	4112	RIGHT-OF-WAY	acre	13.6	0.	0.
4450	9101	INACTIVE USE	acre	187.3	0.	0.
4450		TOTAL			0.	0.
4460	101	SINGLE FAMILY	du	387.0	6037.	4213.
4460	102	MULTI-FAMILY	du	216.0	2311.	1623.
4460	2001	HEAVY INDUSTRY	acre	18.3	1424.	1177.
4460	2101	INDUSTRIAL PARK	acre	18.3	3515.	2882.
4460	2103	LIGHT INDUSTRY	acre	18.3	1834.	1482.
4460	4103	GENERAL AVIATION AIRPORT	acre	2.5	16.	13.
4460	4112	RIGHT-OF-WAY	acre	28.4	0.	0.
4460	7601	ACTIVE PARK	acre	7.0	466.	307.
4460	9101	INACTIVE USE	acre	132.7	0.	0.
4460		TOTAL			15604.	11696.
4463	4112	RIGHT-OF-WAY	acre	15.8	0.	0.
4463	9101	INACTIVE USE	acre	168.4	0.	0.
4463		TOTAL			0.	0.
4464	4112	RIGHT-OF-WAY	acre	24.4	0.	0.
4464	5009	OTHER COMMERCIAL	acre	12.1	1545.	1122.
4464	5011	EASTLAKE REGIONAL COM	acre	47.1	3335.	2355.
4464		TOTAL			4880.	3476.
4467	2103	LIGHT INDUSTRY	acre	40.0	4008.	3239.
4467	9101	INACTIVE USE	acre	36.1	0.	0.
4467		TOTAL			4008.	3239.
4472	2001	HEAVY INDUSTRY	acre	31.3	2435.	2013.
4472	2101	INDUSTRIAL PARK	acre	31.3	6013.	4929.
4472	2103	LIGHT INDUSTRY	acre	31.3	3136.	2535.
4472	4103	GENERAL AVIATION AIRPORT	acre	633.0	4178.	3191.
4472	4112	RIGHT-OF-WAY	acre	40.0	0.	0.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4472	9101	INACTIVE USE	acre	238.3	0.	0.
4472		TOTAL			15762.	12668.
4473	101	SINGLE FAMILY	du	23.0	359.	250.
4473	3535	MEDIUM IMPACT IND (I-2)	acre	162.4	20251.	16545.
4473	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
4473		TOTAL			20610.	16795.
4479	2001	HEAVY INDUSTRY	acre	176.0	13693.	11321.
4479	2101	INDUSTRIAL PARK	acre	5.0	961.	787.
4479	4112	RIGHT-OF-WAY	acre	60.5	0.	0.
4479		TOTAL			14653.	12108.
4480	3525	GENERAL COMM (C-1)	acre	38.8	38249.	26592.
4480	3535	MEDIUM IMPACT IND (I-2)	acre	198.1	24703.	20182.
4480		TOTAL			62952.	46774.
4482	3525	GENERAL COMM (C-1)	acre	7.9	7788.	5414.
4482	3535	MEDIUM IMPACT IND (I-2)	acre	190.0	23693.	19357.
4482		TOTAL			31481.	24771.
4496	102	MULTI-FAMILY	du	1016.0	10871.	7632.
4496	4112	RIGHT-OF-WAY	acre	6.4	0.	0.
4496	5003	COMMUNITY COMMERCIAL	acre	1.3	1091.	772.
4496	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	4579.	3239.
4496	9101	INACTIVE USE	acre	54.2	0.	0.
4496		TOTAL			16541.	11643.
4497	102	MULTI-FAMILY	du	145.0	1551.	1089.
4497	2001	HEAVY INDUSTRY	acre	37.5	2918.	2412.
4497	2103	LIGHT INDUSTRY	acre	105.5	10571.	8543.
4497	4112	RIGHT-OF-WAY	acre	38.0	0.	0.
4497	5004	NEIGHBORHOOD COMMERCIAL	acre	3.0	4579.	3239.
4497	9101	INACTIVE USE	acre	111.0	0.	0.
4497		TOTAL			19619.	15284.
4498	3535	MEDIUM IMPACT IND (I-2)	acre	189.8	23668.	19336.
4498		TOTAL			23668.	19336.
4499	101	SINGLE FAMILY	du	123.0	1919.	1339.
4499	102	MULTI-FAMILY	du	630.0	6741.	4733.
4499	2104	WAREHOUSING OR STORAGE	acre	2.9	96.	78.
4499	4112	RIGHT-OF-WAY	acre	54.9	0.	0.
4499	7601	ACTIVE PARK	acre	4.9	326.	215.
4499	9101	INACTIVE USE	acre	32.9	0.	0.
4499		TOTAL			9082.	6365.
4500	3525	GENERAL COMM (C-1)	acre	9.5	9365.	6511.
4500	3535	MEDIUM IMPACT IND (I-2)	acre	163.9	20438.	16698.
4500		TOTAL			29803.	23209.
4502	101	SINGLE FAMILY	du	16.0	250.	174.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4502	3535	MEDIUM IMPACT IND (I-2)	acre	14.5	1808.	1477.
4502	3537	OPEN SPACE CONSERVATION	acre	1.1	0.	0.
4502		TOTAL			2058.	1651.
4505	102	MULTI-FAMILY	du	1578.0	16885.	11854.
4505	4112	RIGHT-OF-WAY	acre	33.0	0.	0.
4505	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4505	7601	ACTIVE PARK	acre	15.0	999.	657.
4505	9101	INACTIVE USE	acre	21.0	0.	0.
4505		TOTAL			20002.	13696.
4506	3525	GENERAL COMM (C-1)	acre	13.0	12815.	8910.
4506	3535	MEDIUM IMPACT IND (I-2)	acre	150.7	18792.	15353.
4506		TOTAL			31608.	24263.
4511	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4511	5003	COMMUNITY COMMERCIAL	acre	18.4	15439.	10924.
4511	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4511		TOTAL			19677.	13294.
4517	101	SINGLE FAMILY	du	435.0	6786.	4735.
4517	4112	RIGHT-OF-WAY	acre	78.1	0.	0.
4517	9101	INACTIVE USE	acre	64.4	0.	0.
4517		TOTAL			6786.	4735.
4520	4112	RIGHT-OF-WAY	acre	31.8	0.	0.
4520	5003	COMMUNITY COMMERCIAL	acre	20.3	17034.	12052.
4520		TOTAL			17034.	12052.
4521	4112	RIGHT-OF-WAY	acre	10.0	0.	0.
4521	5003	COMMUNITY COMMERCIAL	acre	28.4	23830.	16861.
4521		TOTAL			23830.	16861.
4522	2001	HEAVY INDUSTRY	acre	8.9	692.	572.
4522	2101	INDUSTRIAL PARK	acre	8.9	1710.	1402.
4522	2103	LIGHT INDUSTRY	acre	8.9	892.	721.
4522	4112	RIGHT-OF-WAY	acre	16.7	0.	0.
4522	9101	INACTIVE USE	acre	24.7	0.	0.
4522		TOTAL			3294.	2695.
4524	2001	HEAVY INDUSTRY	acre	17.6	1369.	1132.
4524	2101	INDUSTRIAL PARK	acre	17.6	3381.	2772.
4524	2103	LIGHT INDUSTRY	acre	17.6	1764.	1425.
4524	4112	RIGHT-OF-WAY	acre	20.9	0.	0.
4524		TOTAL			6514.	5329.
4525	2001	HEAVY INDUSTRY	acre	20.0	1556.	1286.
4525	2101	INDUSTRIAL PARK	acre	20.0	3842.	3150.
4525	2103	LIGHT INDUSTRY	acre	20.0	2004.	1620.
4525	4112	RIGHT-OF-WAY	acre	20.0	0.	0.
4525		TOTAL			7402.	6056.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4526	101	SINGLE FAMILY	du	75.0	1170.	816.
4526	102	MULTI-FAMILY	du	450.0	4815.	3380.
4526	4112	RIGHT-OF-WAY	acre	37.9	0.	0.
4526	5003	COMMUNITY COMMERCIAL	acre	19.0	15943.	11280.
4526	6804	SENIOR HIGH SCHOOL	acre	2.0	10738.	4845.
4526	9101	INACTIVE USE	acre	46.6	0.	0.
4526		TOTAL			32666.	20322.
4527	2001	HEAVY INDUSTRY	acre	21.6	1680.	1389.
4527	2101	INDUSTRIAL PARK	acre	21.6	4149.	3402.
4527	2103	LIGHT INDUSTRY	acre	21.6	2164.	1749.
4527	4112	RIGHT-OF-WAY	acre	20.5	0.	0.
4527		TOTAL			7994.	6540.
4528	4112	RIGHT-OF-WAY	acre	16.7	0.	0.
4528	5003	COMMUNITY COMMERCIAL	acre	64.0	53702.	37996.
4528		TOTAL			53702.	37996.
4529	4112	RIGHT-OF-WAY	acre	17.0	0.	0.
4529	5003	COMMUNITY COMMERCIAL	acre	23.5	19719.	13952.
4529		TOTAL			19719.	13952.
4530	4112	RIGHT-OF-WAY	acre	42.2	0.	0.
4530	5003	COMMUNITY COMMERCIAL	acre	54.4	45647.	32297.
4530		TOTAL			45647.	32297.
4531	2103	LIGHT INDUSTRY	acre	71.1	7124.	5758.
4531	4112	RIGHT-OF-WAY	acre	33.2	0.	0.
4531	4113	COMMUNICATION OR UTILITY	acre	2.1	8.	6.
4531		TOTAL			7133.	5764.
4532	2103	LIGHT INDUSTRY	acre	71.4	7154.	5782.
4532	4112	RIGHT-OF-WAY	acre	8.2	0.	0.
4532		TOTAL			7154.	5782.
4534	3525	GENERAL COMM (C-1)	acre	9.7	9562.	6648.
4534	3535	MEDIUM IMPACT IND (I-2)	acre	152.7	19042.	15557.
4534		TOTAL			28604.	22205.
4535	101	SINGLE FAMILY	du	5.0	78.	54.
4535	3535	MEDIUM IMPACT IND (I-2)	acre	81.6	10176.	8313.
4535		TOTAL			10254.	8368.
4537	3535	MEDIUM IMPACT IND (I-2)	acre	160.7	20039.	16372.
4537		TOTAL			20039.	16372.
4538	101	SINGLE FAMILY	du	4.0	62.	44.
4538	3535	MEDIUM IMPACT IND (I-2)	acre	81.9	10213.	8344.
4538		TOTAL			10275.	8387.
4539	3535	MEDIUM IMPACT IND (I-2)	acre	156.0	19453.	15893.
4539		TOTAL			19453.	15893.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4545	102	MULTI-FAMILY	du	381.0	4077.	2862.
4545	2001	HEAVY INDUSTRY	acre	8.6	669.	553.
4545	2101	INDUSTRIAL PARK	acre	44.3	8510.	6976.
4545	2103	LIGHT INDUSTRY	acre	8.6	862.	696.
4545	4112	RIGHT-OF-WAY	acre	23.3	0.	0.
4545	5003	COMMUNITY COMMERCIAL	acre	1.3	1091.	772.
4545	9101	INACTIVE USE	acre	87.3	0.	0.
4545		TOTAL			15208.	11860.
4546	101	SINGLE FAMILY	du	59.0	920.	642.
4546	102	MULTI-FAMILY	du	40.0	428.	300.
4546	4112	RIGHT-OF-WAY	acre	2.9	0.	0.
4546	4113	COMMUNICATION OR UTILITY	acre	3.9	16.	12.
4546	9101	INACTIVE USE	acre	134.1	0.	0.
4546		TOTAL			1364.	955.
4547	102	MULTI-FAMILY	du	1127.0	12059.	8466.
4547	2101	INDUSTRIAL PARK	acre	19.2	3688.	3024.
4547	4112	RIGHT-OF-WAY	acre	16.6	0.	0.
4547	5003	COMMUNITY COMMERCIAL	acre	1.2	1007.	712.
4547	7601	ACTIVE PARK	acre	8.1	539.	355.
4547		TOTAL			17294.	12557.
4548	2101	INDUSTRIAL PARK	acre	63.0	12102.	9921.
4548	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
4548		TOTAL			12102.	9921.
4549	2101	INDUSTRIAL PARK	acre	8.6	1652.	1354.
4549	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
4549	6803	JUNIOR COLLEGE	acre	46.0	11831.	9357.
4549	9101	INACTIVE USE	acre	6.4	0.	0.
4549		TOTAL			13483.	10711.
4550	2001	HEAVY INDUSTRY	acre	10.1	786.	650.
4550	2101	INDUSTRIAL PARK	acre	10.1	1940.	1591.
4550	2103	LIGHT INDUSTRY	acre	10.1	1012.	818.
4550	4112	RIGHT-OF-WAY	acre	9.3	0.	0.
4550		TOTAL			3738.	3058.
4551	2001	HEAVY INDUSTRY	acre	25.5	1984.	1640.
4551	2101	INDUSTRIAL PARK	acre	25.5	4899.	4016.
4551	2103	LIGHT INDUSTRY	acre	25.5	2555.	2065.
4551	4112	RIGHT-OF-WAY	acre	45.0	0.	0.
4551		TOTAL			9438.	7721.
4553	101	SINGLE FAMILY	du	1.0	16.	11.
4553	3535	MEDIUM IMPACT IND (I-2)	acre	128.7	16049.	13112.
4553		TOTAL			16064.	13123.
4558	101	SINGLE FAMILY	du	125.0	1950.	1361.
4558	102	MULTI-FAMILY	du	855.0	9148.	6423.
4558	4112	RIGHT-OF-WAY	acre	3.6	0.	0.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4558	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4558	7601	ACTIVE PARK	acre	11.0	733.	482.
4558	9101	INACTIVE USE	acre	132.1	0.	0.
4558		TOTAL			13950.	9451.
4560	102	MULTI-FAMILY	du	3754.0	40168.	28200.
4560	4112	RIGHT-OF-WAY	acre	15.2	0.	0.
4560	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4560	7601	ACTIVE PARK	acre	24.2	1612.	1061.
4560	9101	INACTIVE USE	acre	145.5	0.	0.
4560		TOTAL			43898.	30446.
4561	101	SINGLE FAMILY	du	765.0	11934.	8328.
4561	102	MULTI-FAMILY	du	2025.0	21667.	15212.
4561	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4561	5003	COMMUNITY COMMERCIAL	acre	3.6	3021.	2137.
4561	6002	LOW RISE OFFICE	acre	0.9	321.	246.
4561	6806	ELEMENTARY SCHOOL	acre	2.0	4237.	2370.
4561	7601	ACTIVE PARK	acre	20.7	1379.	907.
4561	9101	INACTIVE USE	acre	166.0	0.	0.
4561		TOTAL			42559.	29200.
4562	2001	HEAVY INDUSTRY	acre	18.0	1400.	1158.
4562	2101	INDUSTRIAL PARK	acre	18.0	3458.	2835.
4562	2103	LIGHT INDUSTRY	acre	18.0	1804.	1458.
4562	4112	RIGHT-OF-WAY	acre	13.4	0.	0.
4562	5003	COMMUNITY COMMERCIAL	acre	1.0	839.	594.
4562	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4562	7601	ACTIVE PARK	acre	39.4	2624.	1727.
4562	9101	INACTIVE USE	acre	54.3	0.	0.
4562		TOTAL			12244.	8956.
4563	2001	HEAVY INDUSTRY	acre	47.8	3719.	3075.
4563	2101	INDUSTRIAL PARK	acre	99.8	19172.	15716.
4563	2103	LIGHT INDUSTRY	acre	47.8	4790.	3871.
4563	4112	RIGHT-OF-WAY	acre	4.9	0.	0.
4563		TOTAL			27680.	22662.
4564	2001	HEAVY INDUSTRY	acre	41.3	3213.	2657.
4564	2101	INDUSTRIAL PARK	acre	41.3	7934.	6504.
4564	2103	LIGHT INDUSTRY	acre	41.3	4138.	3344.
4564	4112	RIGHT-OF-WAY	acre	3.4	0.	0.
4564	9101	INACTIVE USE	acre	38.0	0.	0.
4564		TOTAL			15285.	12505.
4565	2001	HEAVY INDUSTRY	acre	52.8	4108.	3396.
4565	2101	INDUSTRIAL PARK	acre	52.8	10143.	8315.
4565	2103	LIGHT INDUSTRY	acre	52.8	5291.	4276.
4565	4112	RIGHT-OF-WAY	acre	19.5	0.	0.
4565		TOTAL			19541.	15987.
4566	2001	HEAVY INDUSTRY	acre	43.3	3369.	2785.

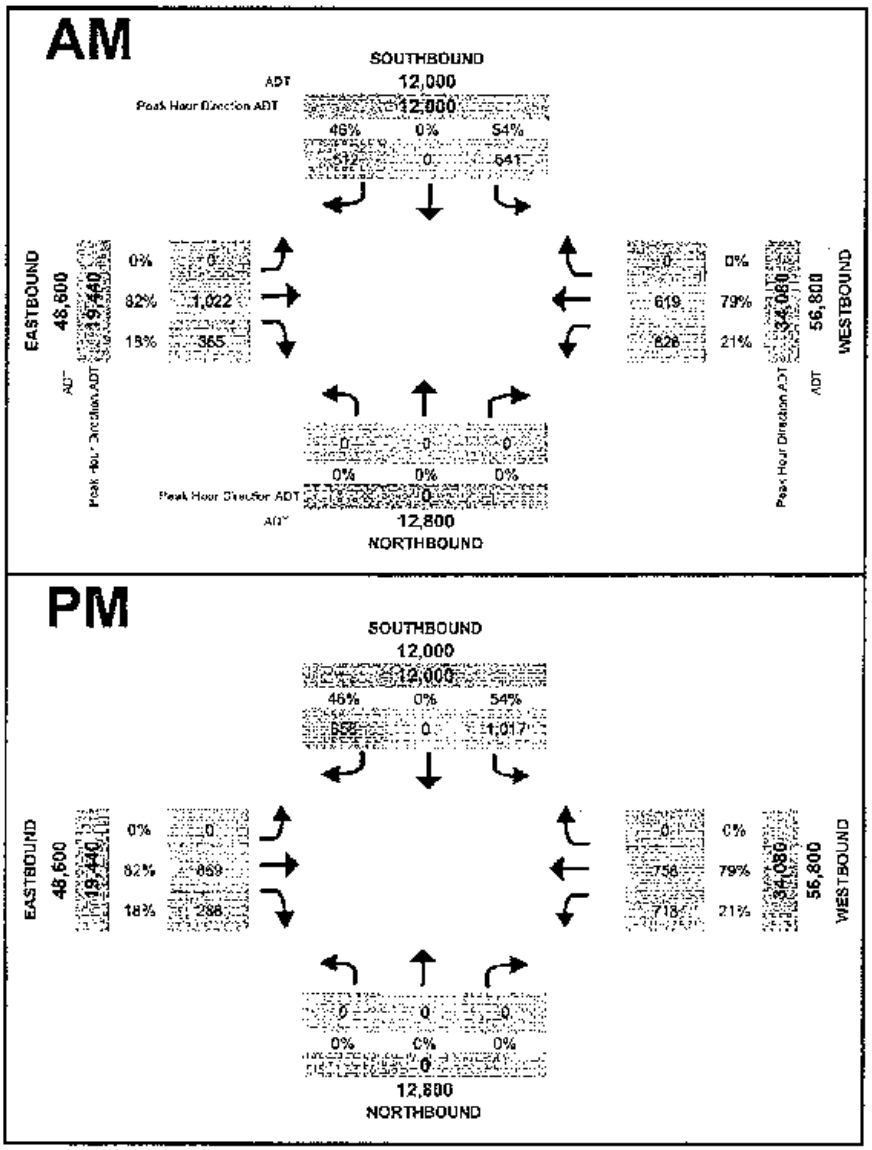
Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4566	2101	INDUSTRIAL PARK	acre	43.3	8318.	6819.
4566	2103	LIGHT INDUSTRY	acre	43.3	4339.	3506.
4566	4112	RIGHT-OF-WAY	acre	15.2	0.	0.
4566		TOTAL			16025.	13110.
4567	4112	RIGHT-OF-WAY	acre	9.0	0.	0.
4567	5003	COMMUNITY COMMERCIAL	acre	40.0	33564.	23748.
4567		TOTAL			33564.	23748.
4569	2103	LIGHT INDUSTRY	acre	13.0	1303.	1053.
4569	4112	RIGHT-OF-WAY	acre	24.0	0.	0.
4569	5003	COMMUNITY COMMERCIAL	acre	31.0	26012.	18404.
4569		TOTAL			27315.	19457.
4570	2103	LIGHT INDUSTRY	acre	57.0	5711.	4616.
4570	4112	RIGHT-OF-WAY	acre	11.0	0.	0.
4570		TOTAL			5711.	4616.
4571	3535	MEDIUM IMPACT IND (I-2)	acre	193.5	24129.	19713.
4571		TOTAL			24129.	19713.
4572	3535	MEDIUM IMPACT IND (I-2)	acre	158.9	19815.	16188.
4572		TOTAL			19815.	16188.
4573	3535	MEDIUM IMPACT IND (I-2)	acre	173.3	21611.	17655.
4573		TOTAL			21611.	17655.
4578	101	SINGLE FAMILY	du	435.0	6786.	4735.
4578	102	MULTI-FAMILY	du	1150.0	12305.	8639.
4578	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4578	5003	COMMUNITY COMMERCIAL	acre	3.6	3021.	2137.
4578	6002	LOW RISE OFFICE	acre	0.9	321.	246.
4578	7601	ACTIVE PARK	acre	13.6	906.	596.
4578	9101	INACTIVE USE	acre	239.4	0.	0.
4578		TOTAL			23339.	16354.
4580	2103	LIGHT INDUSTRY	acre	2.7	271.	219.
4580	4000	OTAY MESA POE IN/OUT (OM)	acre	20.8	32448.	24782.
4580	4112	RIGHT-OF-WAY	acre	9.4	0.	0.
4580	5004	NEIGHBORHOOD COMMERCIAL	acre	12.6	19230.	13606.
4580	5009	OTHER COMMERCIAL	acre	9.9	1264.	918.
4580	6002	LOW RISE OFFICE	acre	1.1	393.	301.
4580	9101	INACTIVE USE	acre	5.0	0.	0.
4580		TOTAL			53606.	39826.
4581	2103	LIGHT INDUSTRY	acre	120.0	12024.	9718.
4581	4112	RIGHT-OF-WAY	acre	11.0	0.	0.
4581		TOTAL			12024.	9718.
4584	2001	HEAVY INDUSTRY	acre	5.0	389.	322.
4584	2101	INDUSTRIAL PARK	acre	5.0	961.	787.
4584	2103	LIGHT INDUSTRY	acre	5.0	501.	405.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4584	2104	WAREHOUSING OR STORAGE	acre	3.0	99.	81.
4584	4112	RIGHT-OF-WAY	acre	20.0	0.	0.
4584	5003	COMMUNITY COMMERCIAL	acre	18.0	15104.	10686.
4584		TOTAL			17054.	12281.
4586	2001	HEAVY INDUSTRY	acre	107.0	8325.	6883.
4586	4112	RIGHT-OF-WAY	acre	7.1	0.	0.
4586	9101	INACTIVE USE	acre	257.7	0.	0.
4586		TOTAL			8325.	6883.
4587	2001	HEAVY INDUSTRY	acre	150.0	11670.	9648.
4587	4112	RIGHT-OF-WAY	acre	10.9	0.	0.
4587		TOTAL			11670.	9648.
4588	4100	COMMERCIAL AIRPORT (CBF)	acre	24.6	47970.	31037.
4588	4112	RIGHT-OF-WAY	acre	13.5	0.	0.
4588		TOTAL			47970.	31037.
4589	1410	L-R HOTEL OR MOTEL (CBF)	acre	9.3	4994.	3079.
4589	1900	INDUSTRIAL PARK (CBF)	acre	17.3	4187.	3432.
4589	2001	HEAVY INDUSTRY	acre	46.3	3602.	2978.
4589	2101	INDUSTRIAL PARK	acre	46.3	8894.	7291.
4589	2103	LIGHT INDUSTRY	acre	46.3	4639.	3749.
4589	5008	OTHER COMMERCIAL (CBF)	acre	5.2	6864.	4983.
4589	9101	INACTIVE USE	acre	53.0	0.	0.
4589		TOTAL			33180.	25513.
4590	2001	HEAVY INDUSTRY	acre	55.0	4279.	3538.
4590	2101	INDUSTRIAL PARK	acre	55.0	10566.	8661.
4590	2103	LIGHT INDUSTRY	acre	55.0	5511.	4454.
4590	4112	RIGHT-OF-WAY	acre	24.0	0.	0.
4590		TOTAL			20356.	16653.
4607	101	SINGLE FAMILY	du	48.0	749.	523.
4607	102	MULTI-FAMILY	du	4.0	43.	30.
4607	103	MOBILE HOME PARK	du	7.0	46.	31.
4607	1409	OTHER GROUP QUARTERS	acre	11.8	57.	40.
4607	3537	OPEN SPACE CONSERVATION	acre	0.9	0.	0.
4607	4112	RIGHT-OF-WAY	acre	21.6	0.	0.
4607		TOTAL			894.	623.
4608	101	SINGLE FAMILY	du	218.0	3401.	2373.
4608	102	MULTI-FAMILY	du	15.0	160.	113.
4608	1409	OTHER GROUP QUARTERS	acre	2.8	13.	9.
4608	3524	NEIGHBORHOOD PROF (C-3)	acre	0.1	155.	108.
4608	3527	RURAL COM (C-4, No BS)	acre	46.5	15991.	11493.
4608	4112	RIGHT-OF-WAY	acre	38.9	0.	0.
4608	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4608	5009	OTHER COMMERCIAL	acre	1.8	230.	167.
4608	6105	FIRE OR POLICE STATION	acre	2.0	622.	459.
4608	8002	INTENSIVE AGRICULTURE	acre	13.3	7.	5.
4608	8003	FIELD CROPS	acre	7.7	1.	1.

Zone	Land Use Code	Name	Type	Amount	Trips Person	Trips Vehicle
4608	9101	INACTIVE USE	acre	20.5	0.	0.
4608		TOTAL			20581.	14728.
4609	101	SINGLE FAMILY	du	34.0	530.	370.
4609	3537	OPEN SPACE CONSERVATION	acre	10.3	0.	0.
4609	4112	RIGHT-OF-WAY	acre	10.6	0.	0.
4609		TOTAL			530.	370.
4610	101	SINGLE FAMILY	du	77.0	1201.	838.
4610	4112	RIGHT-OF-WAY	acre	13.2	0.	0.
4610		TOTAL			1201.	838.
4611	101	SINGLE FAMILY	du	3.0	47.	33.
4611	3537	OPEN SPACE CONSERVATION	acre	0.1	0.	0.
4611	4112	RIGHT-OF-WAY	acre	8.9	0.	0.
4611		TOTAL			47.	33.
4612	4112	RIGHT-OF-WAY	acre	369.0	0.	0.
4612	9101	INACTIVE USE	acre	29.0	0.	0.
4612		TOTAL			0.	0.
4613	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4613	6102	CHURCH	acre	1.0	53.	41.
4613	6104	POST OFFICE	acre	4.0	4425.	3076.
4613	6105	FIRE OR POLICE STATION	acre	1.0	311.	229.
4613		TOTAL			4790.	3347.
4614	102	MULTI-FAMILY	du	3106.0	33234.	23332.
4614	6109	OTHER PUBLIC SERVICE	acre	4.0	1599.	1156.
4614	6806	ELEMENTARY SCHOOL	acre	1.0	2119.	1185.
4614	7601	ACTIVE PARK	acre	24.3	1620.	1066.
4614		TOTAL			38571.	26739.

APPENDIX D
Post Processing Worksheets

INTERSECTION: Olympic Parkway & 805 Southbound Ramps **#1**



AM Totals		
	Approach	Departure
NB	0	0
SB	1,153	1,191
EB	1,386	1,863
WB	1,445	1,131

Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1041	na	9%
Existing SB	979	na	8%
Existing EB	2155	51,000	4%
Existing WB	2619	51,000	5%

AM Peak Hour 6%

% Project Trips: 0.43%

PM Totals		
	Approach	Departure
NB	0	0
SB	1,675	1,004
EB	1,155	1,887
WB	1,476	1,416

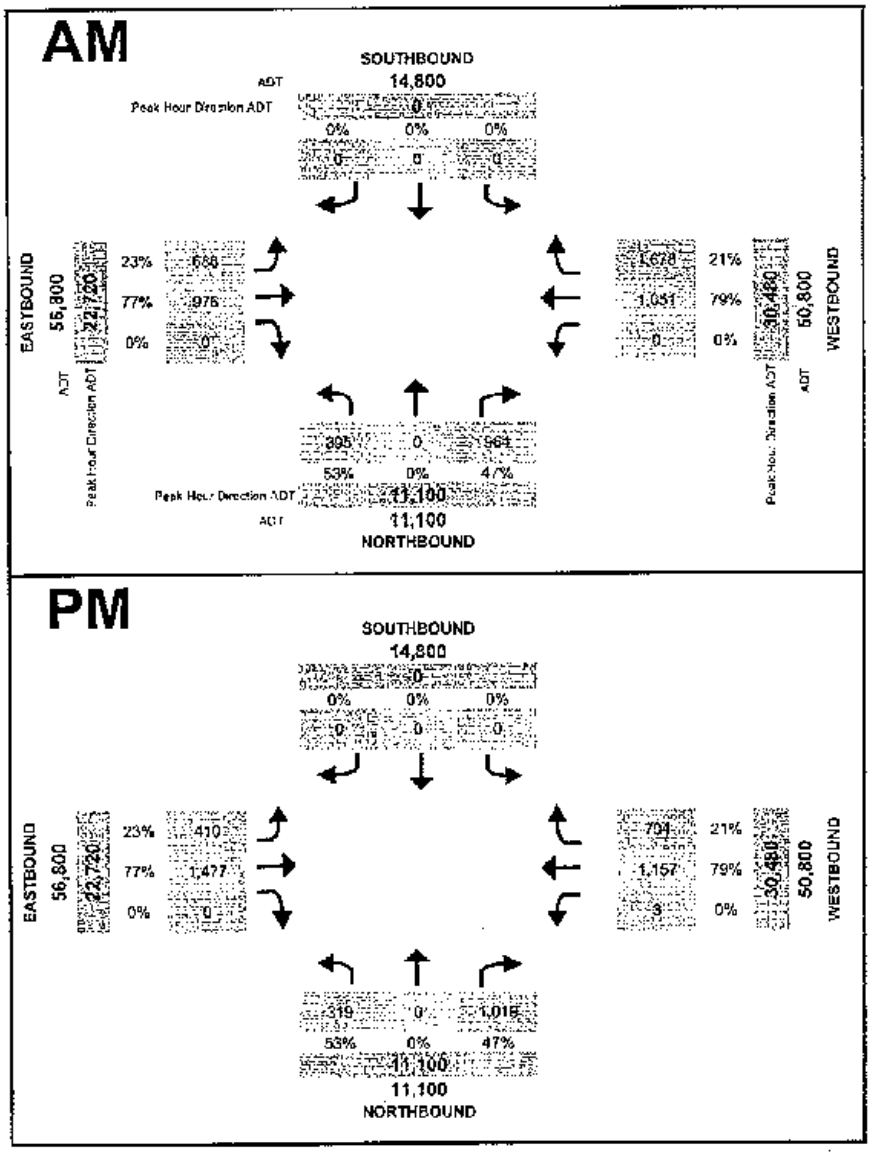
Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	926	na	7%
Existing SB	1507	na	13%
Existing EB	2223	51,000	4%
Existing WB	2986	51,000	6%

PM Peak Hour 8%

% Project Trips: 0.72%

INTERSECTION: Olympic Parkway & 805 Northbound Ramps #2



AM Totals		
	Approach	Departure
NB	1,359	2,366
SB	0	0
EB	1,663	1,940
WB	2,729	1,445

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

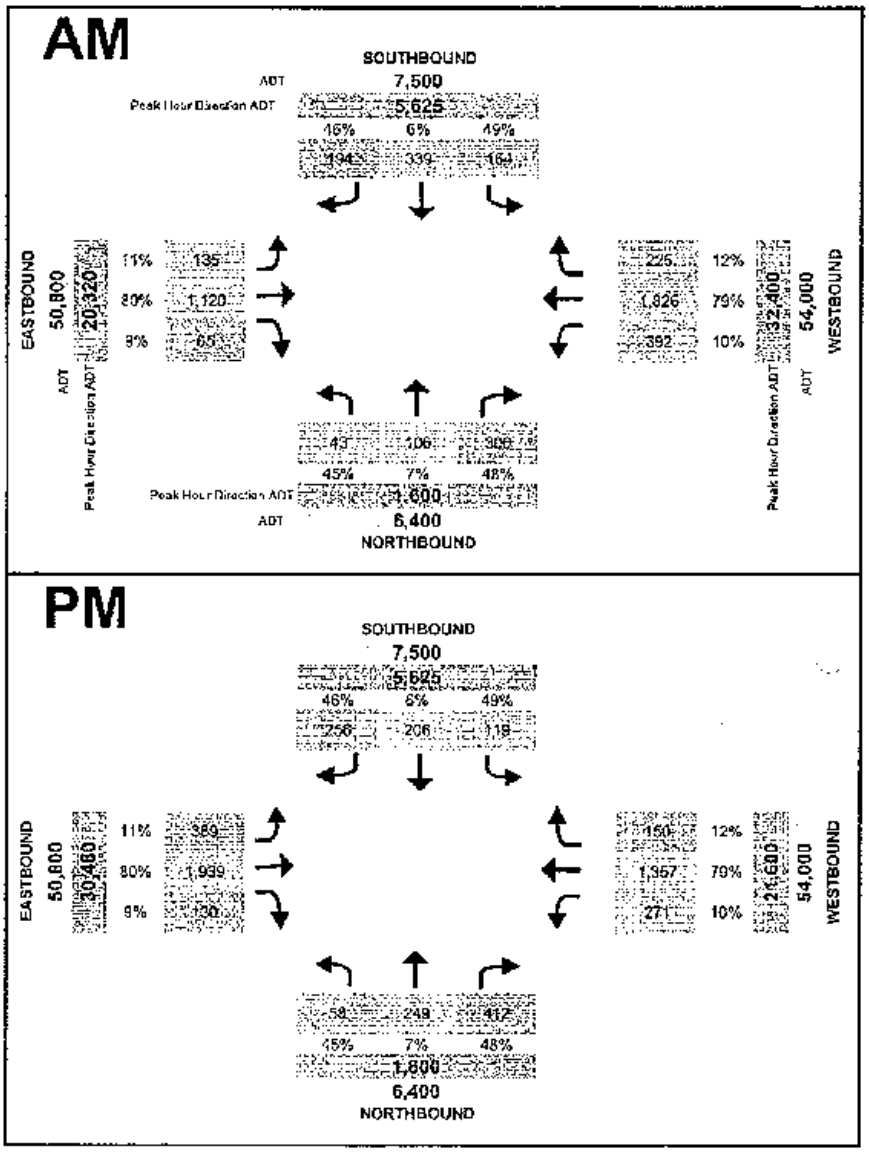
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1148	na	10%
Existing SB	2196	na	15%
Existing EB	2675	51,000	5%
Existing WB	4229	51,000	8%
AM Peak Hour			6%
% Project Trips:			0.77%

PM Totals		
	Approach	Departure
NB	1,338	1,114
SB	0	3
EB	1,887	2,496
WB	1,964	1,476

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1260	na	11%
Existing SB	998	na	7%
Existing EB	2998	51,000	6%
Existing WB	4004	51,000	8%
PM Peak Hour			8%
% Project Trips:			1.06%

INTERSECTION: Olympic Parkway & Brandywine Ave **#3**



AM Totals		
	Approach	Departure
NB	455	466
SB	698	797
EB	1,319	1,590
WB	2,444	2,064

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

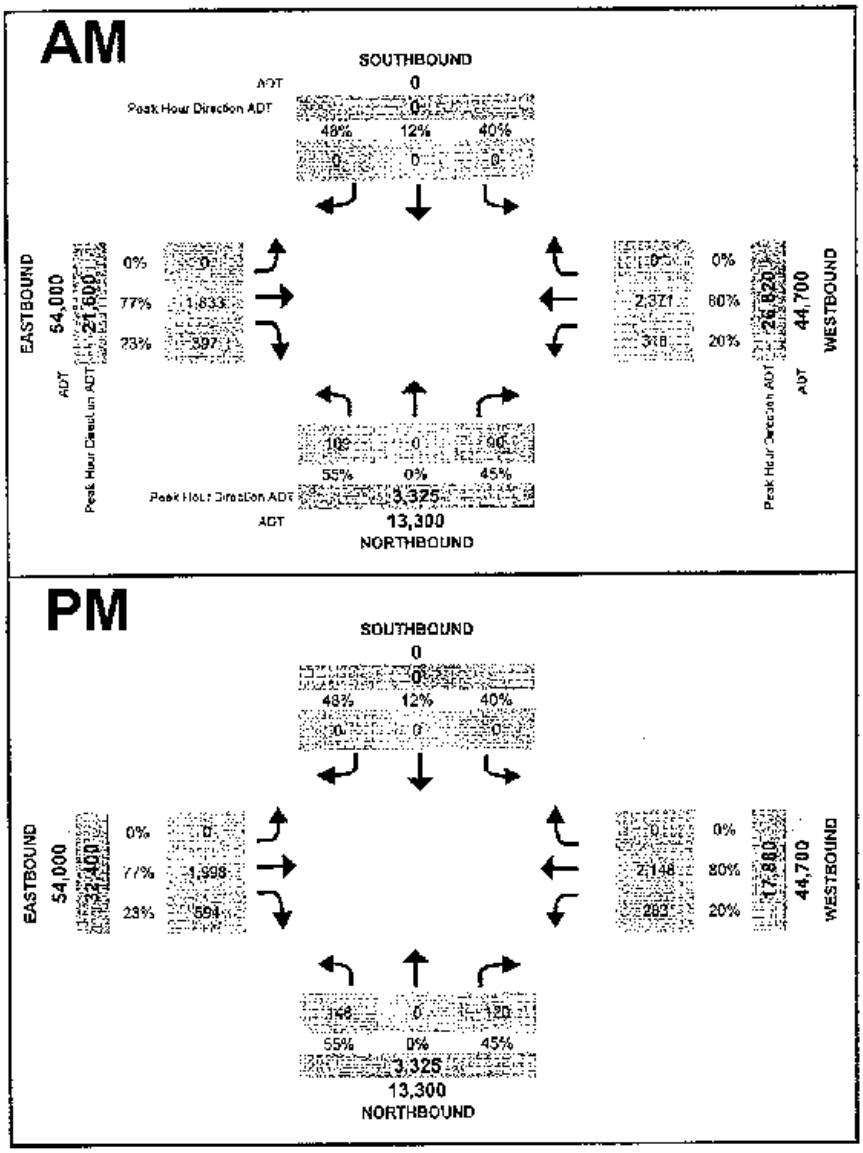
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%
AM Peak Hour			6%
% Project Trips:			1.20%

PM Totals		
	Approach	Departure
NB	718	788
SB	580	607
EB	2,458	2,469
WB	1,778	1,870

Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%
PM Peak Hour			8%
% Project Trips:			1.41%

INTERSECTION: Olympic Parkway & Birch Road **#4**



AM Totals		
	Approach	Departure
NB	200	0
SB	0	715
EB	2,230	1,923
WB	2,689	2,480

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

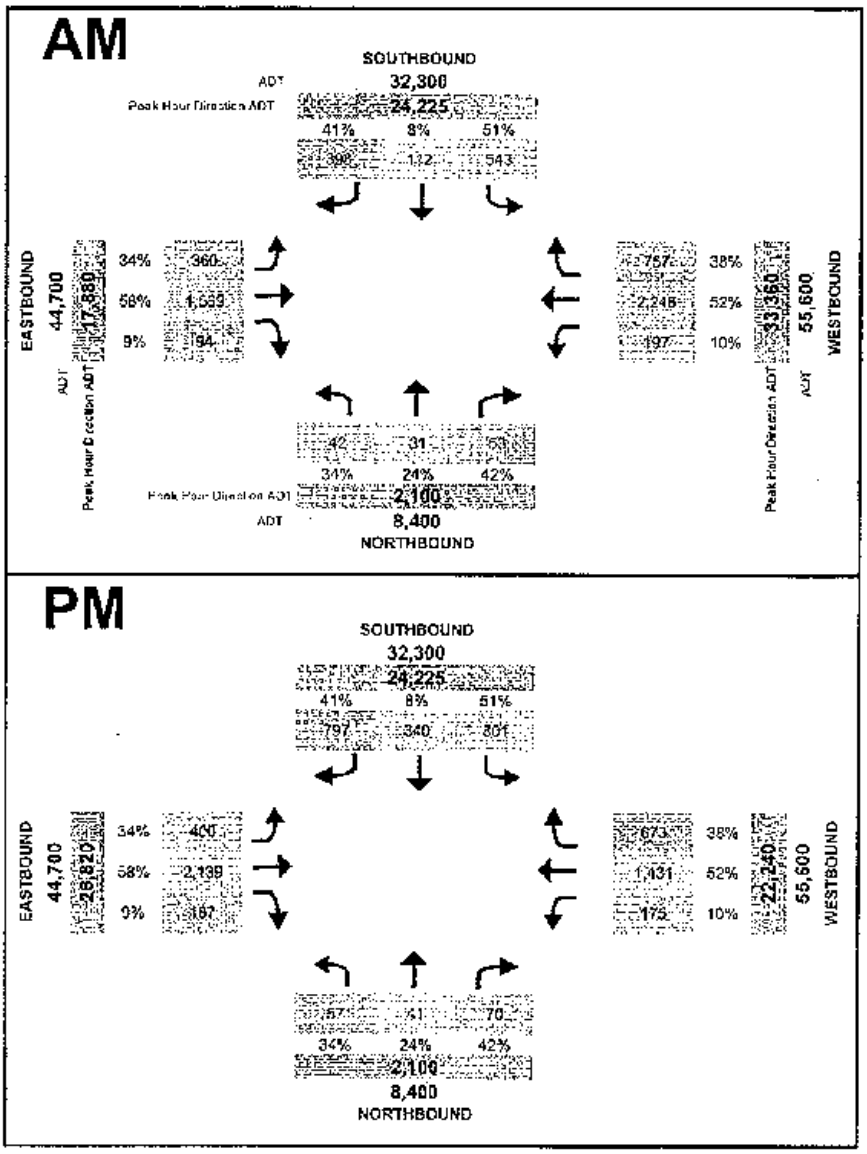
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%
AM Peak Hour		6%	
% Project Trips:		1.15%	

PM Totals		
	Approach	Departure
NB	266	0
SB	0	877
EB	2,592	2,118
WB	2,430	2,293

Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%
PM Peak Hour		8%	
% Project Trips:		1.47%	

INTERSECTION: Olympic Parkway & Heritage Road **#5**



AM Totals	Approach	Departure
NB	126	1,148
SB	1,054	403
EB	2,023	2,166
WB	3,202	2,688

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	ONE	#VALUE!
Existing SB	1555	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 8%

% Project Trips: 0.92%

PM Totals	Approach	Departure
NB	168	1,114
SB	1,938	702
EB	2,726	3,011
WB	2,279	2,265

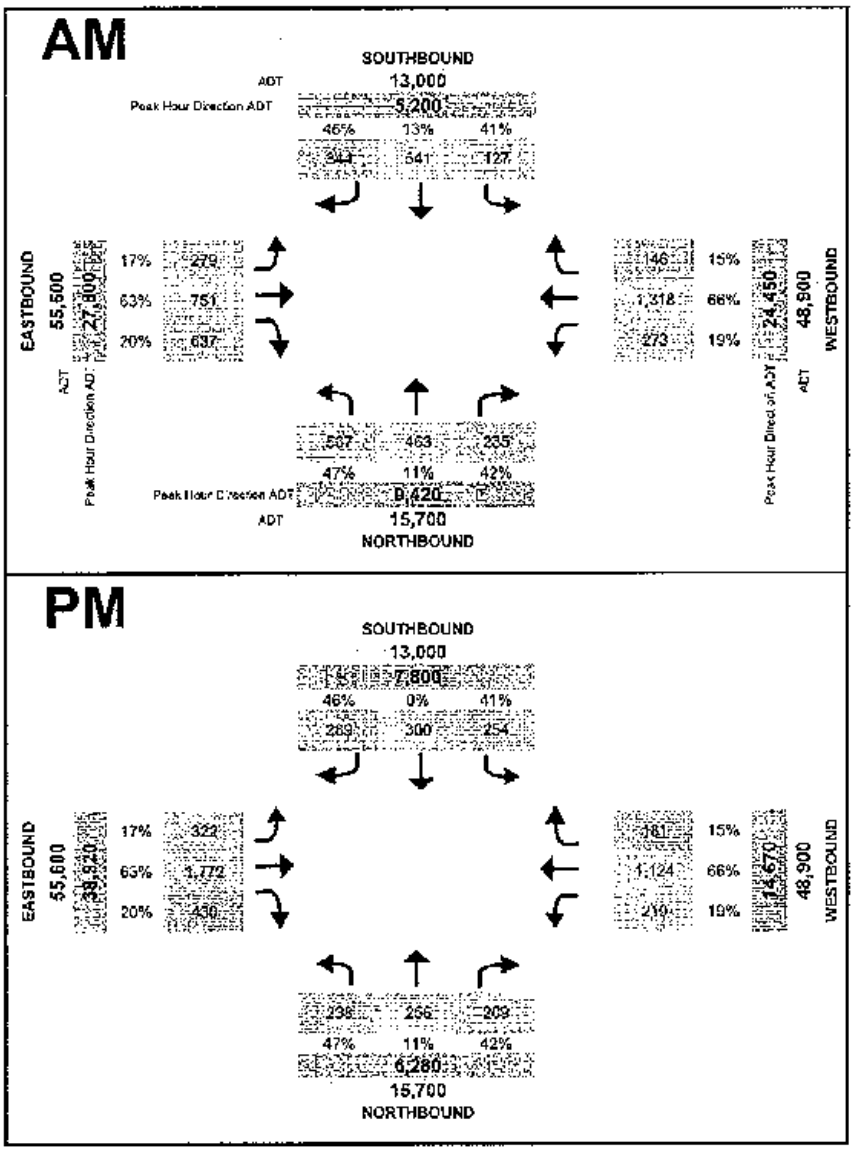
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	ONE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 1.10%

INTERSECTION: Olympic Pkwy & La Media Rd **#6**



AM Totals		
	Approach	Departure
NB	1,265	888
SB	1,012	1,451
EB	1,868	1,113
WB	1,737	2,229

Directional Split	
NB Split	60%
SB Split	40%
EB Split	63%
WB Split	50%

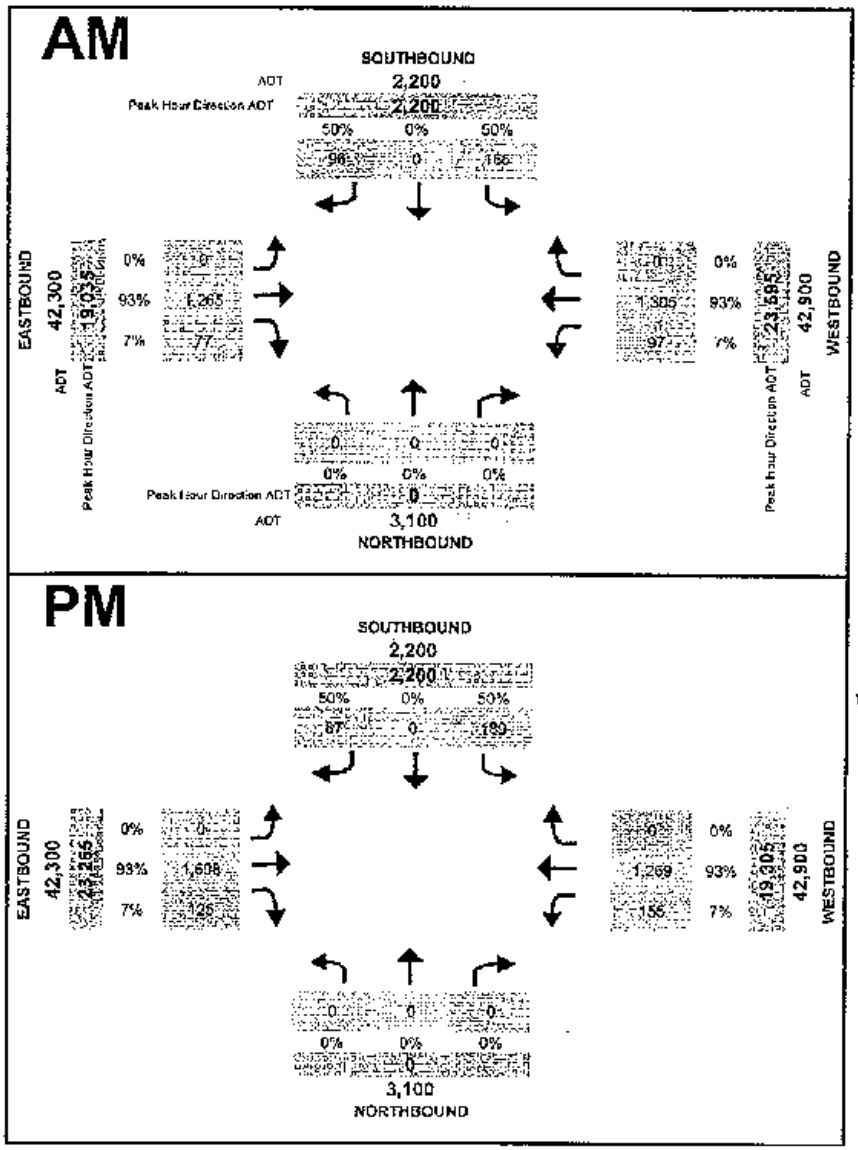
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	2096	11,037	19%
Existing SB	1622	12,658	13%
Existing EB	3619	50,538	7%
Existing WB	2179	43,563	5%
AM Peak Hour			5%
% Project Trips:			1.51%

PM Totals		
	Approach	Departure
NB	702	758
SB	842	949
EB	2,524	2,235
WB	1,524	1,650

Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1025	11,037	9%
Existing SB	1129	12,658	9%
Existing EB	3691	50,538	7%
Existing WB	2027	43,563	7%
PM Peak Hour			8%
% Project Trips:			1.97%

INTERSECTION: Olympic Parkway & SR125 Southbound **#7**



AM Totals		
	Approach	Departure
NB	0	0
SB	262	174
EB	1,342	1,432
WB	1,402	1,401

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94	n/a	4%
Existing SB	186	n/a	6%
Existing EB	2068	43,563	5%
Existing WB	2065	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	276	281
EB	1,823	1,886
WB	1,424	1,356

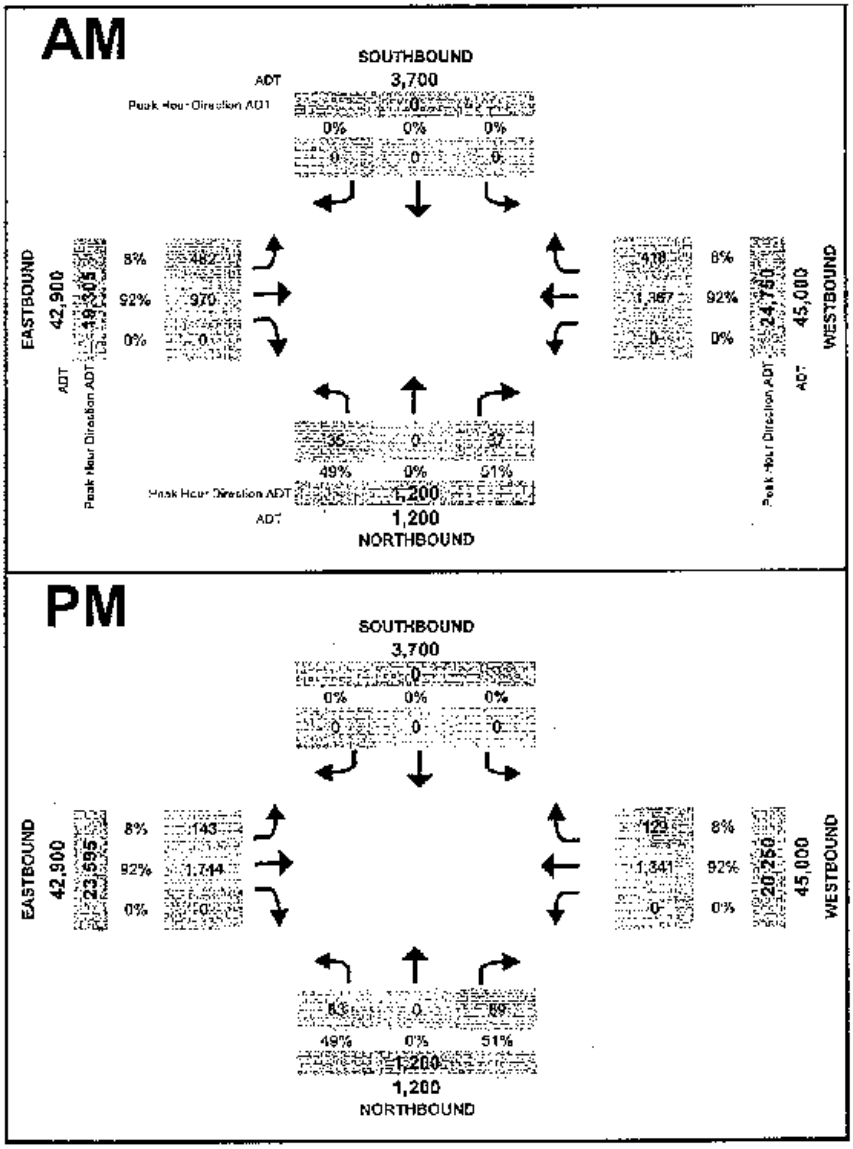
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	10	n/a	0%
Existing SB	239	n/a	8%
Existing EB	2697	43,563	6%
Existing WB	2772	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Northbound **#8**



AM Totals		
	Approach	Departure
NB	72	880
SB	0	0
EB	1,432	1,007
WB	1,785	1,402

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

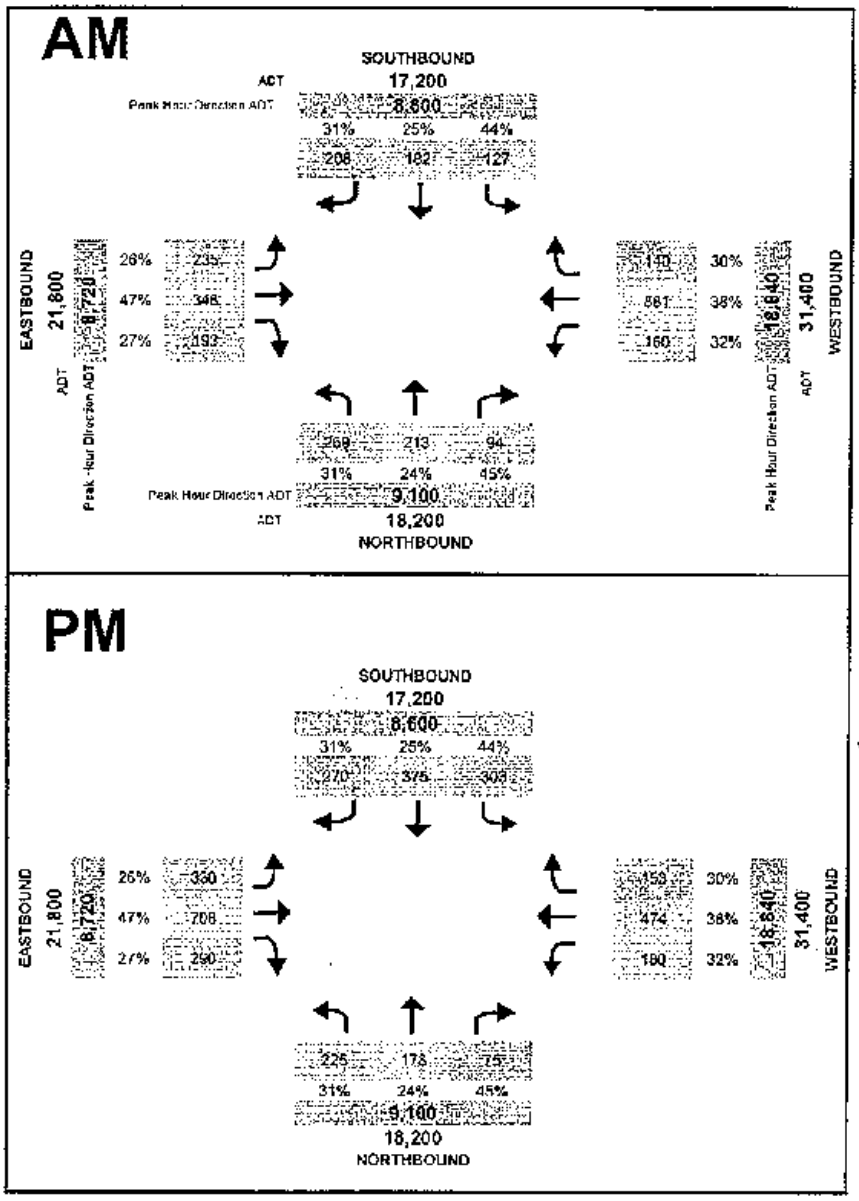
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	246	n/a	7%
Existing SB	301	n/a	25%
Existing EB	2085	43,563	5%
Existing WB	2154	40,418	6%
AM Peak Hour			6%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	172	272
SB	0	0
EB	1,888	1,833
WB	1,470	1,424

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	119	n/a	3%
Existing SB	86	n/a	7%
Existing EB	2770	43,563	6%
Existing WB	2643	40,418	7%
PM Peak Hour			8%
% Project Trips:			0.00%

INTERSECTION: Olympic Parkway & Eastlake Parkway **#9**



AM Totals		
	Approach	Departure
NB	576	588
SB	516	534
EB	773	586
WB	1,180	1,357

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	749	9,199	8%
Existing SB	788	18,945	4%
Existing EB	1885	40,418	5%
Existing WB	1354	13,926	10%

AM Peak Hour 6%

% Project Trips: 0.03%

PM Totals		
	Approach	Departure
NB	478	661
SB	948	845
EB	1,378	1,085
WB	807	970

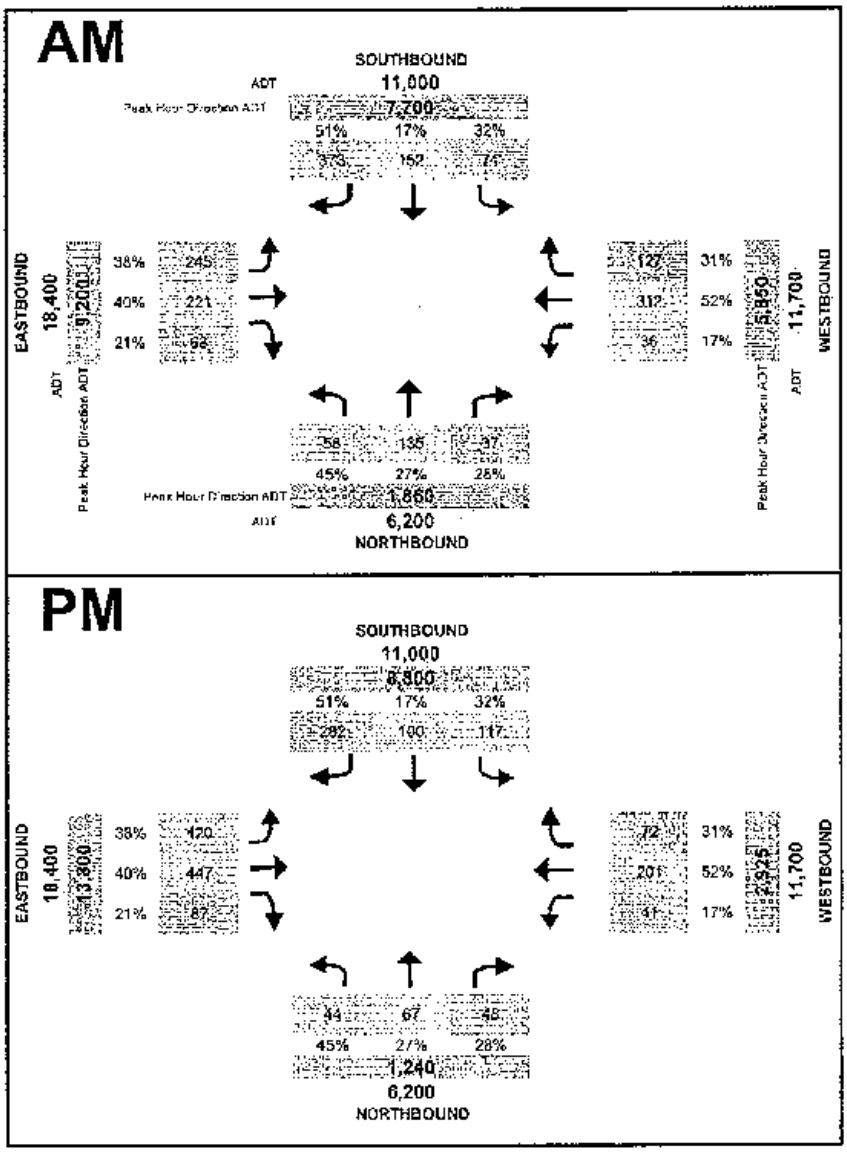
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1243	9,199	14%
Existing SB	1403	18,945	7%
Existing EB	2080	40,418	5%
Existing WB	1476	13,926	11%

PM Peak Hour 8%

% Project Trips: 0.08%

INTERSECTION: Olympic Parkway & Hunte Parkway **#10**



AM Totals	Approach	Departure
NB	230	506
SB	599	257
EB	534	392
WB	475	743

Directional Split	
NB Split	30%
SB Split	70%
EB Split	58%
WB Split	50%

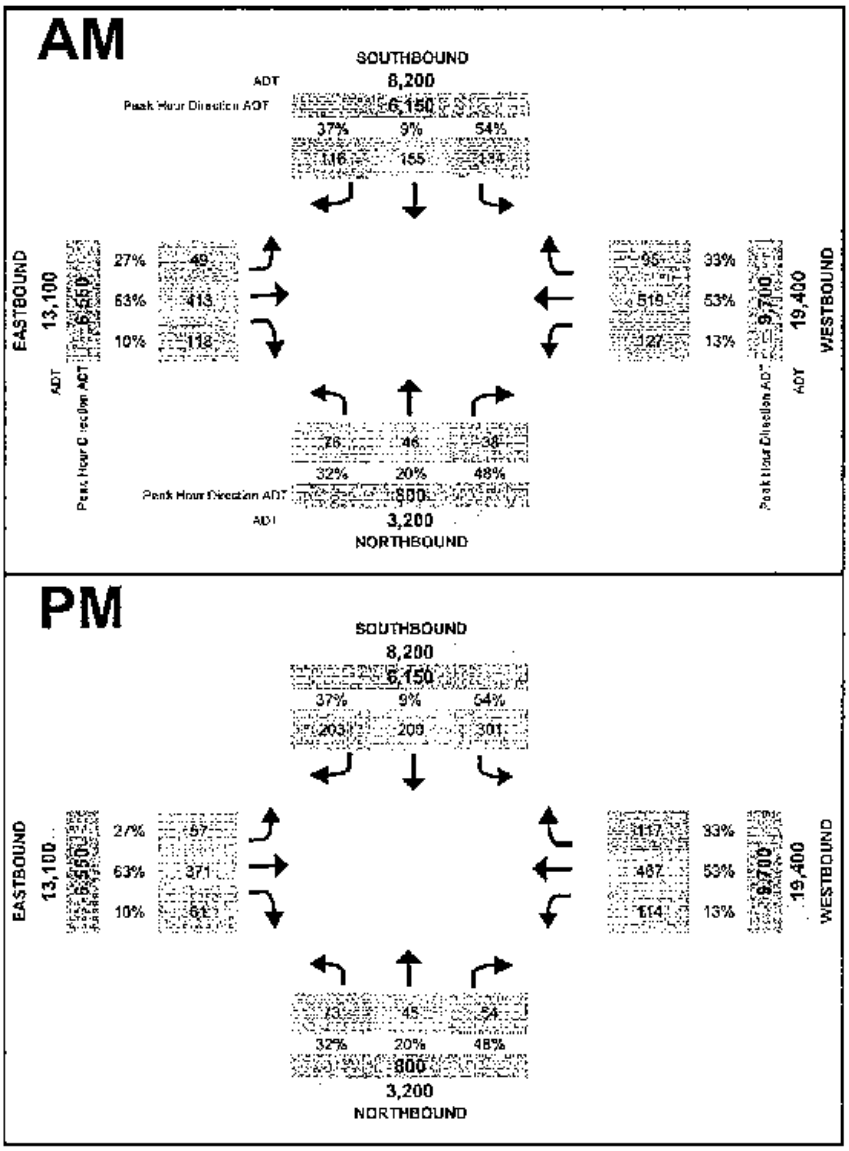
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	302	1,406	21%
Existing SB	904	9,580	9%
Existing EB	1031	13,926	7%
Existing WB	525	7,846	7%
AM Peak Hour			7%
% Project Trips:			0.11%

PM Totals	Approach	Departure
NB	159	559
SB	499	228
EB	954	612
WB	314	527

Directional Split	
NB Split	20%
SB Split	80%
EB Split	75%
WB Split	25%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	201	1,406	14%
Existing SB	789	9,580	8%
Existing EB	1120	13,926	8%
Existing WB	640	7,846	8%
PM Peak Hour			8%
% Project Trips:			0.16%

INTERSECTION: Birch Road & Heritage Rd **#11**



AM Totals		
	Approach	Departure
NB	160	190
SB	405	400
EB	580	585
WB	740	710

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

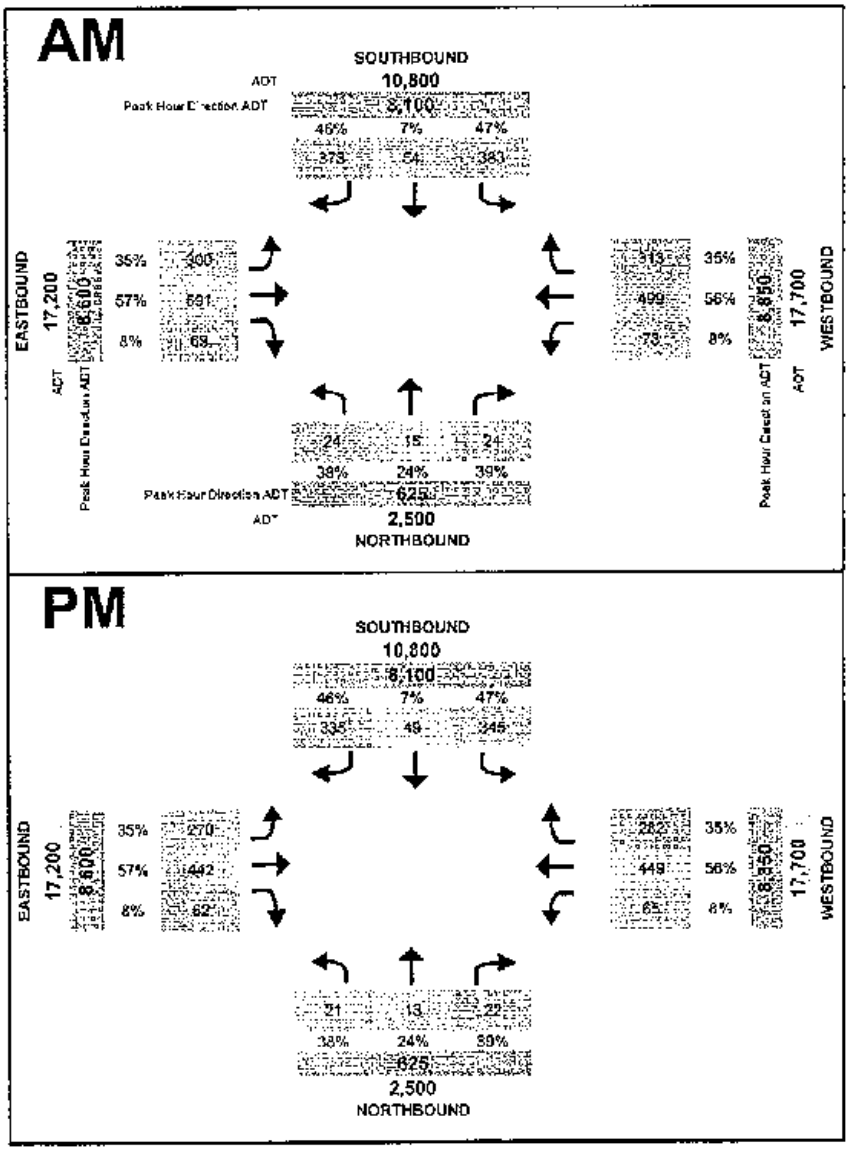
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%
AM Peak Hour			10%
% Project Trips:			5.52%

PM Totals		
	Approach	Departure
NB	172	219
SB	704	375
EB	490	726
WB	698	743

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%
PM Peak Hour			9%
% Project Trips:			6.40%

INTERSECTION: Birch Road & La Media Rd **#12**



AM Totals		
	Approach	Departure
NB	63	628
SB	810	198
EB	1,050	1,099
WB	885	885

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

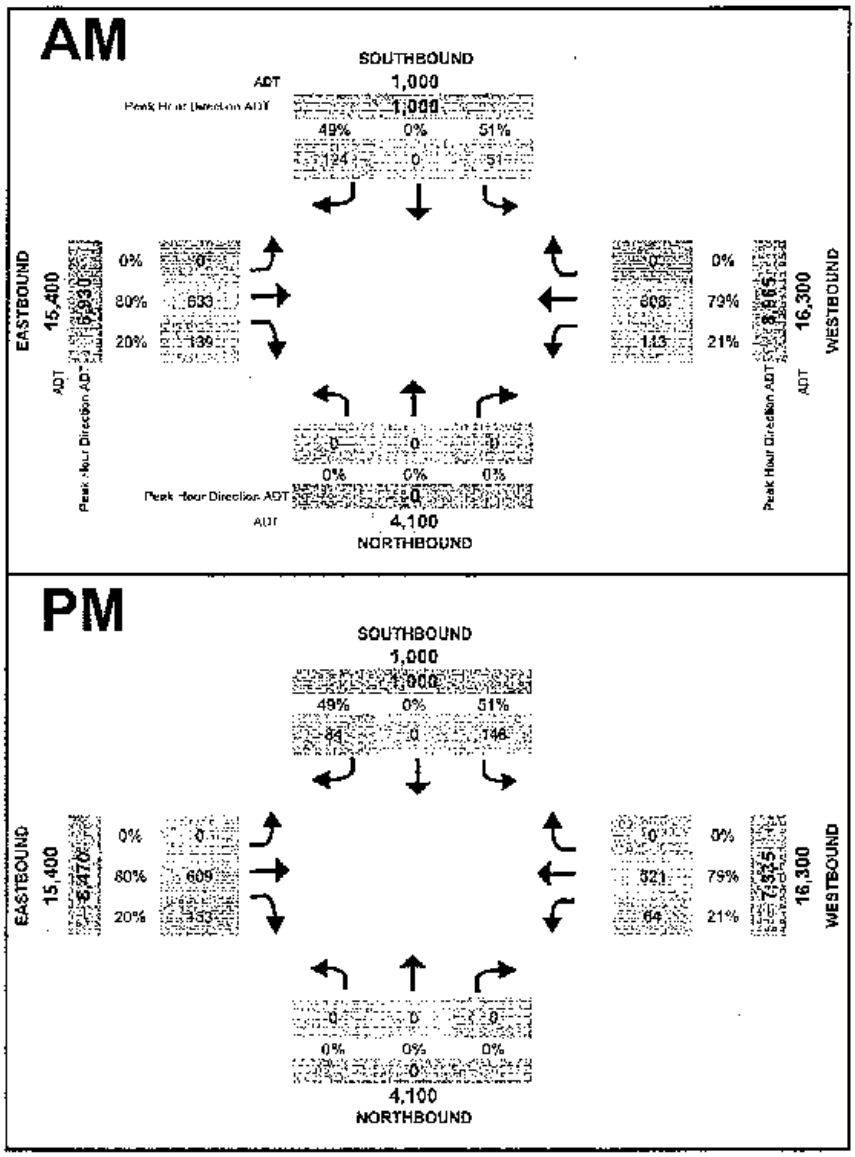
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	808	10,234	9%
	AM Peak Hour	10%	
	% Project Trips:	3.69%	

PM Totals		
	Approach	Departure
NB	56	565
SB	729	176
EB	774	609
WB	797	806

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	660	10,234	6%
	PM Peak Hour	9%	
	% Project Trips:	5.60%	

INTERSECTION: Birch Road & SR125 Southbound Ramps **#13**



AM Totals		
	Approach	Departure
NB	0	0
SB	175	253
EB	772	684
WB	722	732

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

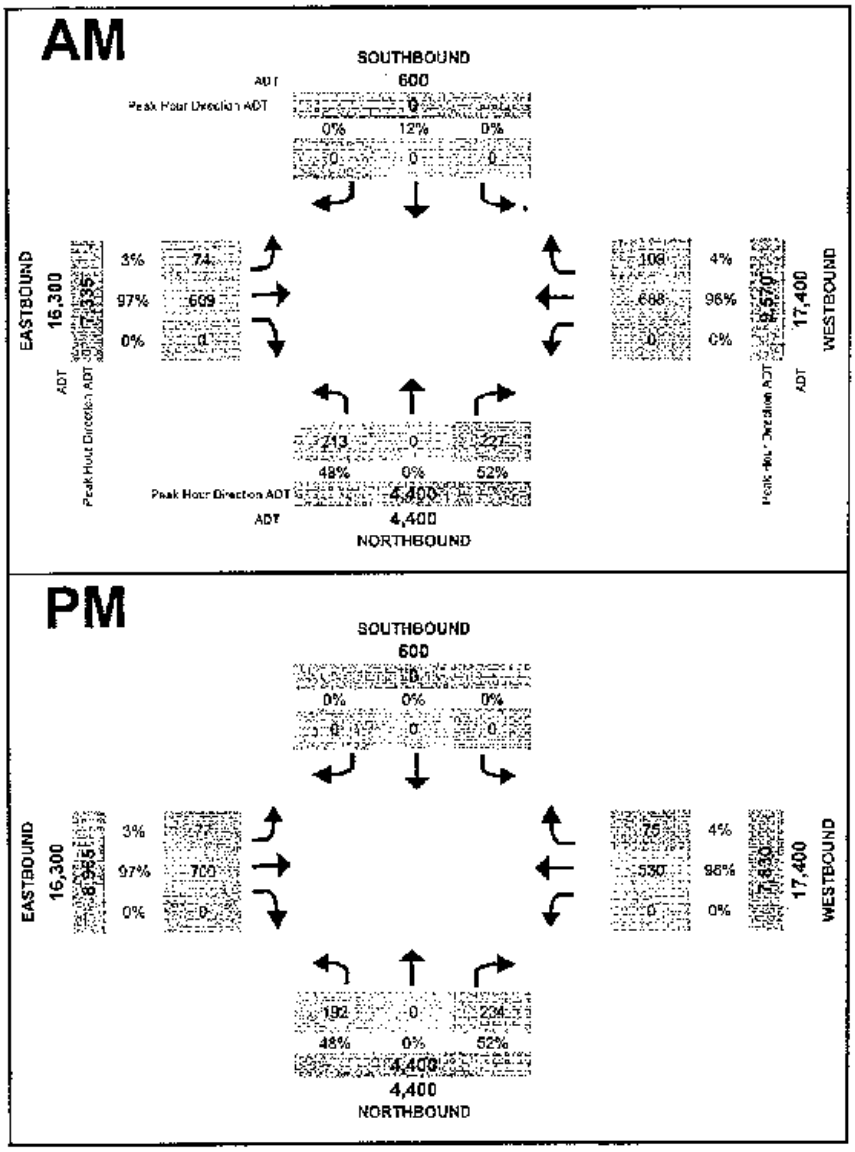
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	32		#DIV/0!
Existing SB	153		#DIV/0!
Existing EB	981	10,234	10%
Existing WB	914		#DIV/0!
AM Peak Hour			10%
% Project Trips:			0.72%

PM Totals		
	Approach	Departure
NB	0	0
SB	230	217
EB	762	755
WB	585	605

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	4		#DIV/0!
Existing SB	171		#DIV/0!
Existing EB	897	10,234	9%
Existing WB	962		#DIV/0!
PM Peak Hour			9%
% Project Trips:			0.51%

INTERSECTION: Birch Road & SR125 Northbound Ramps **#14**



AM Totals		
	Approach	Departure
NB	440	183
SB	0	0
EB	684	836
WB	797	901

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

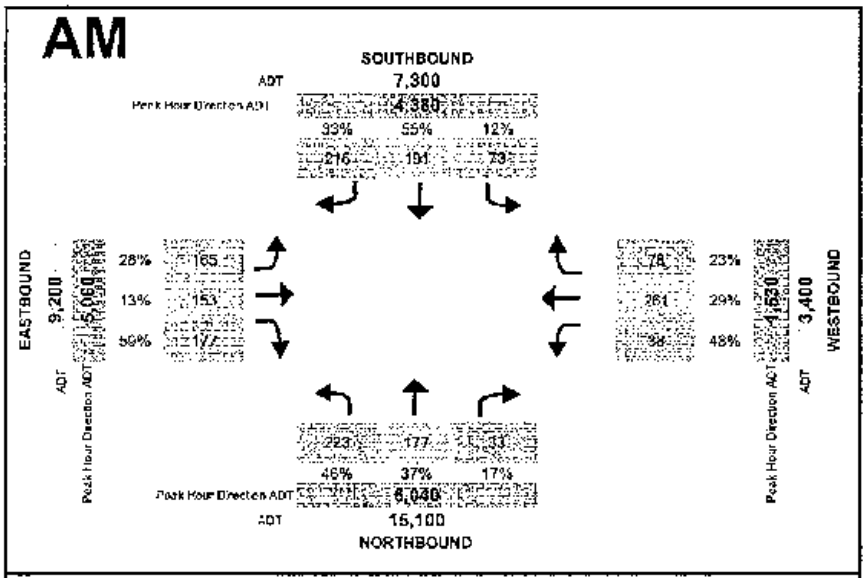
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	78		#DIV/0!
Existing SB	68		#DIV/0!
Existing EB	924	10,234	9%
Existing WB	923		#DIV/0!
AM Peak Hour			10%
% Project Trips:			0.05%

PM Totals		
	Approach	Departure
NB	426	152
SB	0	0
EB	777	934
WB	605	721

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94		#DIV/0!
Existing SB	61		#DIV/0!
Existing EB	948	10,234	9%
Existing WB	1025		#DIV/0!
PM Peak Hour			9%
% Project Trips:			0.17%

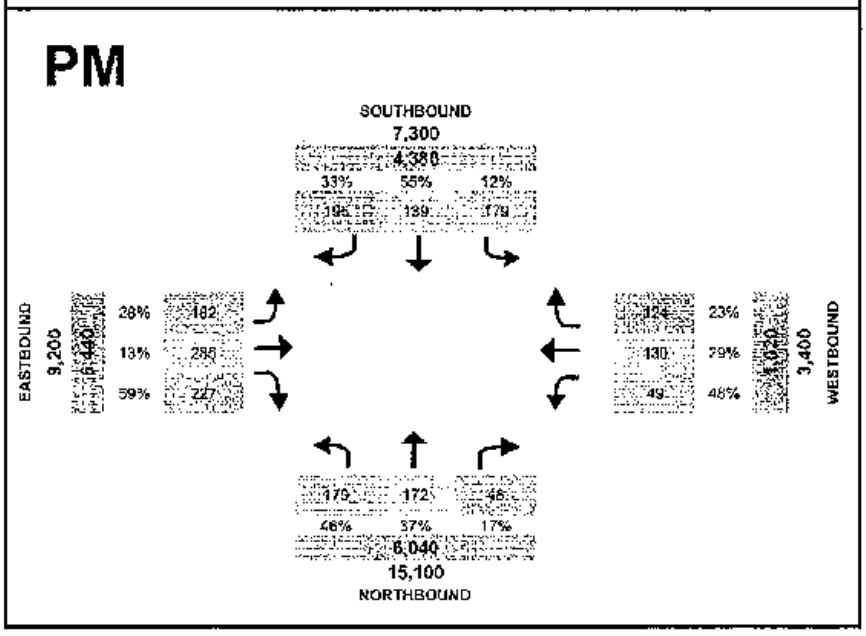
INTERSECTION: Eastlake Parkway & Birch Road **#15**



AM Totals		
	Approach	Departure
NB	433	420
SB	480	406
EB	495	259
WB	377	700

Directional Split	
NB Split	40%
SB Split	60%
EB Split	55%
WB Split	45%

Existing Conditons		
Leg	Ins+Outs	ADT
Existing NB	502	1,310
Existing SB	669	9,199
Existing EB	909	na
Existing WB	496	na
AM Peak Hour		8%
% Project Trips:		0.08%



PM Totals		
	Approach	Departure
NB	399	477
SB	513	414
EB	694	512
WB	302	504

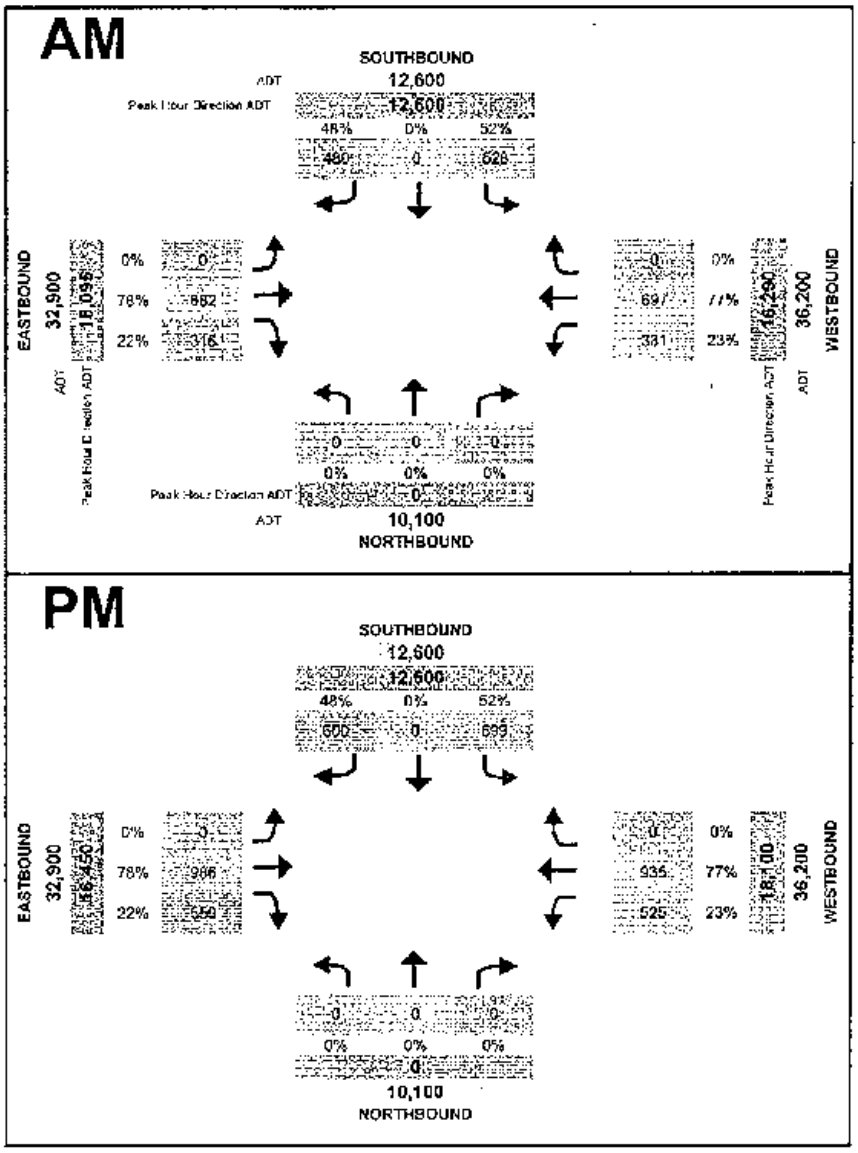
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons		
Leg	Ins+Outs	ADT
Existing NB	460	1,310
Existing SB	751	9,199
Existing EB	906	na
Existing WB	641	na
PM Peak Hour		10%
% Project Trips:		0.16%

[redacted]
K Factor
38%
7%
10%
14%

[redacted]
K Factor
35%
8%
10%
19%

INTERSECTION: Main Street & 805 Southbound Ramps **#16**



AM Totals	Approach	Departure
NB	0	0
SB	1,008	697
EB	1,198	1,410
WB	1,078	1,177

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

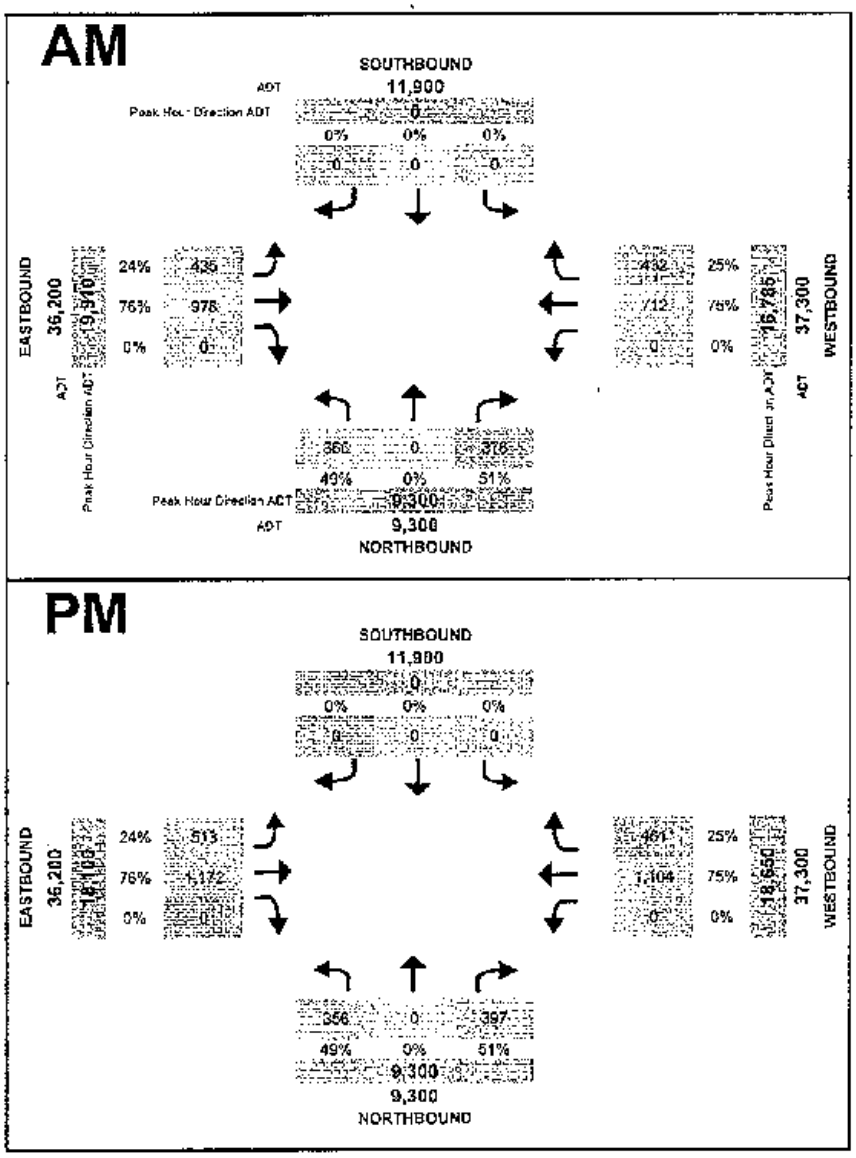
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	626		#DIV/0!
Existing SB	860		#DIV/0!
Existing EB	1850		#DIV/0!
Existing WB	1932	26,355	7%
AM Peak Hour			8%
% Project Trips:			0.06%

PM Totals	Approach	Departure
NB	0	0
SB	1,299	1,084
EB	1,545	1,685
WB	1,480	1,535

Directional Split	
NB Split	0%
SB Split	100%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	934		#DIV/0!
Existing SB	1208		#DIV/0!
Existing EB	2475		#DIV/0!
Existing WB	2631	26,355	10%
PM Peak Hour			10%
% Project Trips:			0.07%

INTERSECTION: Main Street & 805 Northbound Ramps **#17**



AM Totals		
	Approach	Departure
NB	744	867
SB	0	0
EB	1,413	1,355
WB	1,144	1,078

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

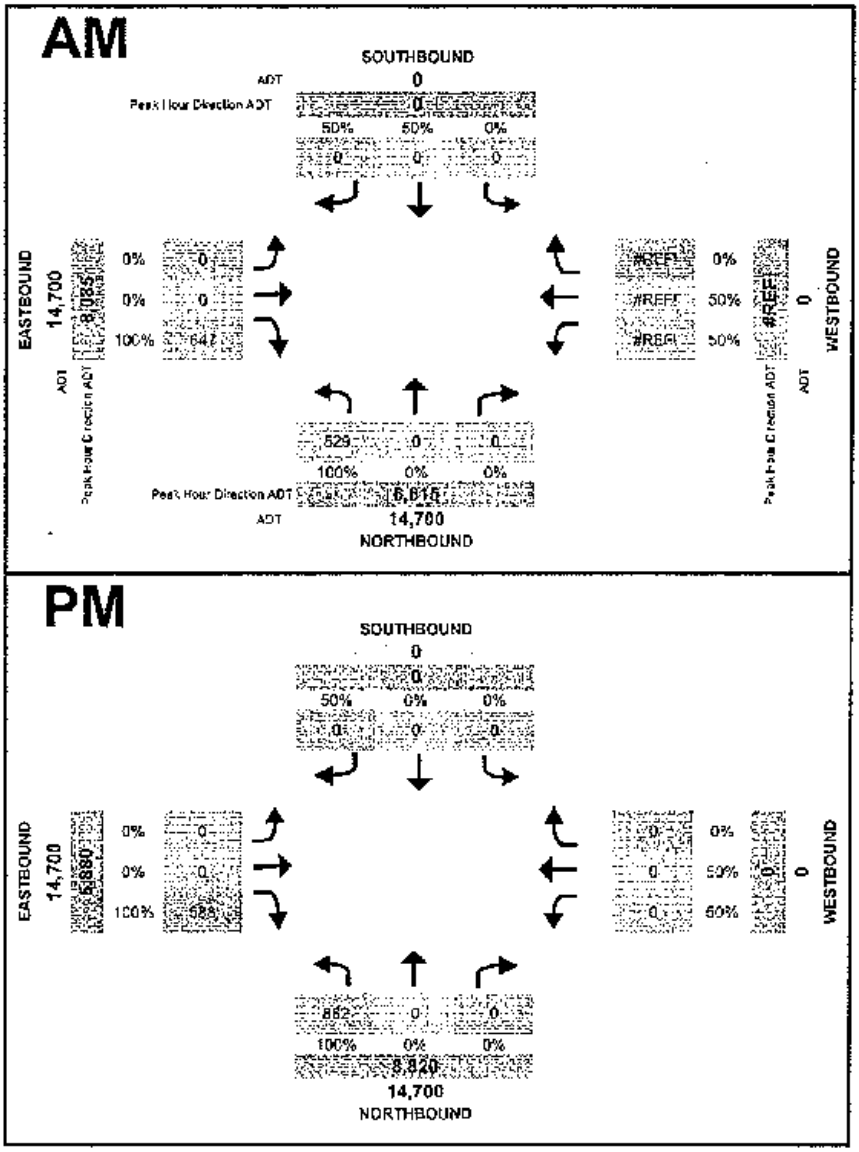
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	541		#DIV/0!
Existing SB	805		#DIV/0!
Existing EB	1921		#DIV/0!
Existing WB	1599	26,355	8%
	AM Peak Hour		8%
	% Project Trips:		0.06%

PM Totals		
	Approach	Departure
NB	753	974
SB	0	0
EB	1,685	1,569
WB	1,565	1,460

Directional Split	
NB Split	100%
SB Split	0%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	746		#DIV/0!
Existing SB	1068		#DIV/0!
Existing EB	2626		#DIV/0!
Existing WB	2010	26,355	11%
	PM Peak Hour		10%
	% Project Trips:		0.07%

INTERSECTION: Main Street & Heritage Rd **#18**



AM Totals		
	Approach	Departure
NB	529	0
SB	0	0
EB	647	0
WB	0	529

Directional Split	
NB Split	45%
SB Split	0%
EB Split	55%
WB Split	#REF!

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	807	11,612	7%
Existing WB	794	10,268	8%

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	882	0
SB	0	588
EB	588	0
WB	0	882

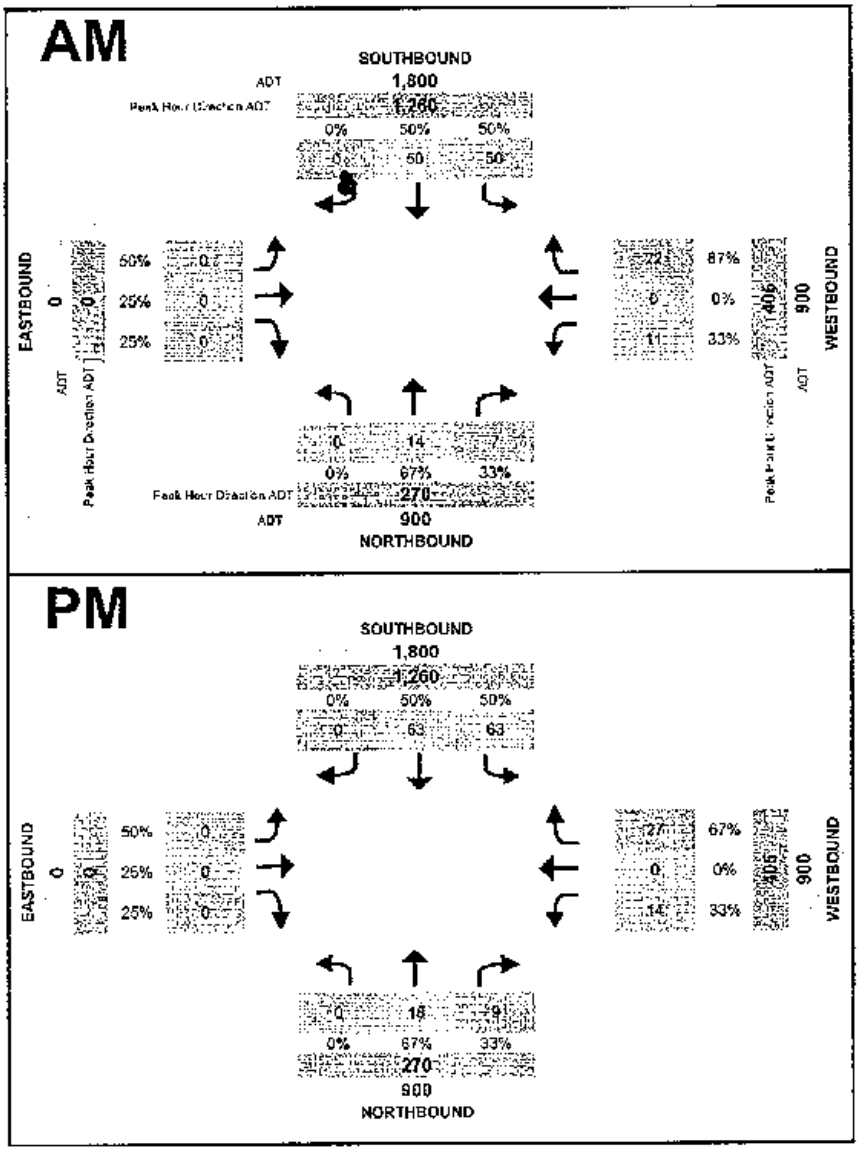
Directional Split	
NB Split	60%
SB Split	0%
EB Split	40%
WB Split	0%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	883	11,612	8%
Existing WB	883	10,268	9%

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & La Media Rd **#19**



AM Totals		
	Approach	Departure
NB	22	36
SB	101	61
EB	0	58
WB	32	0

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

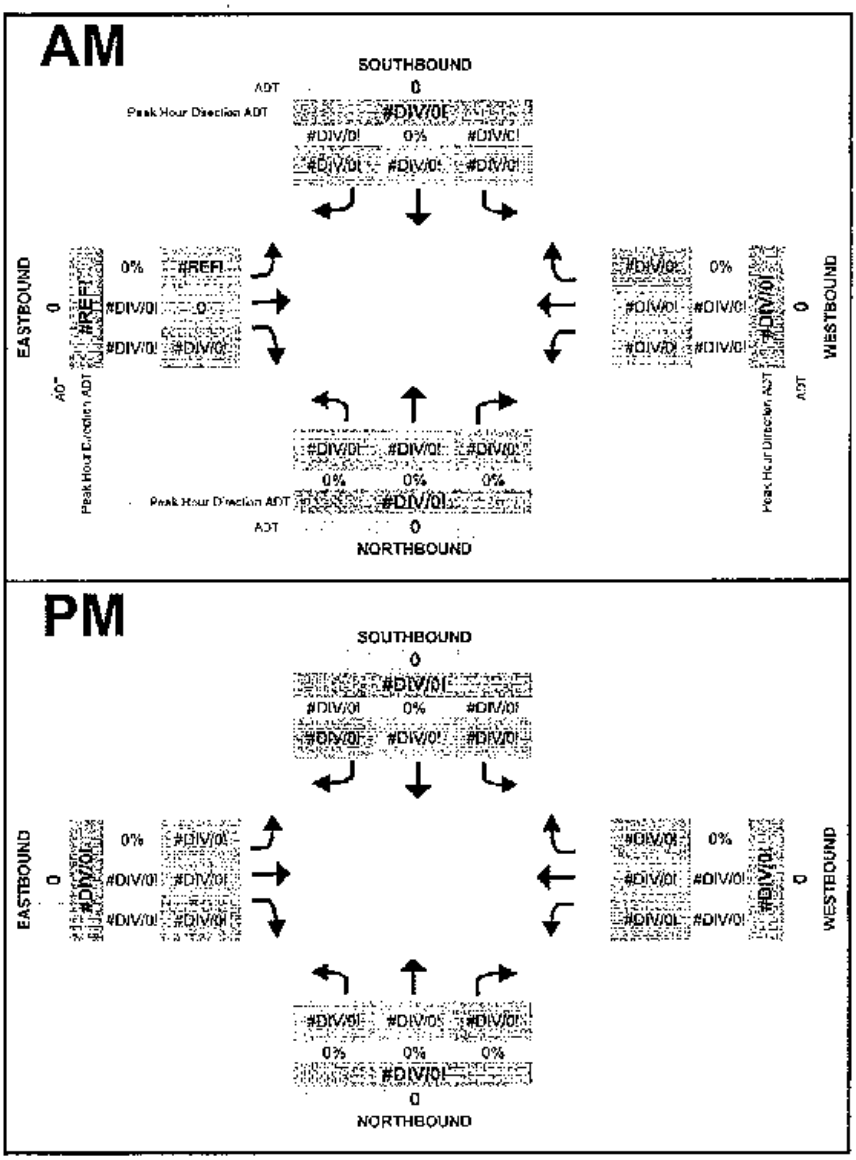
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			54.28%

PM Totals		
	Approach	Departure
NB	27	45
SB	126	77
EB	0	72
WB	41	0

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
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			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			56.33%

INTERSECTION: Main Street & SR125 Southbound Ramps **#20**



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

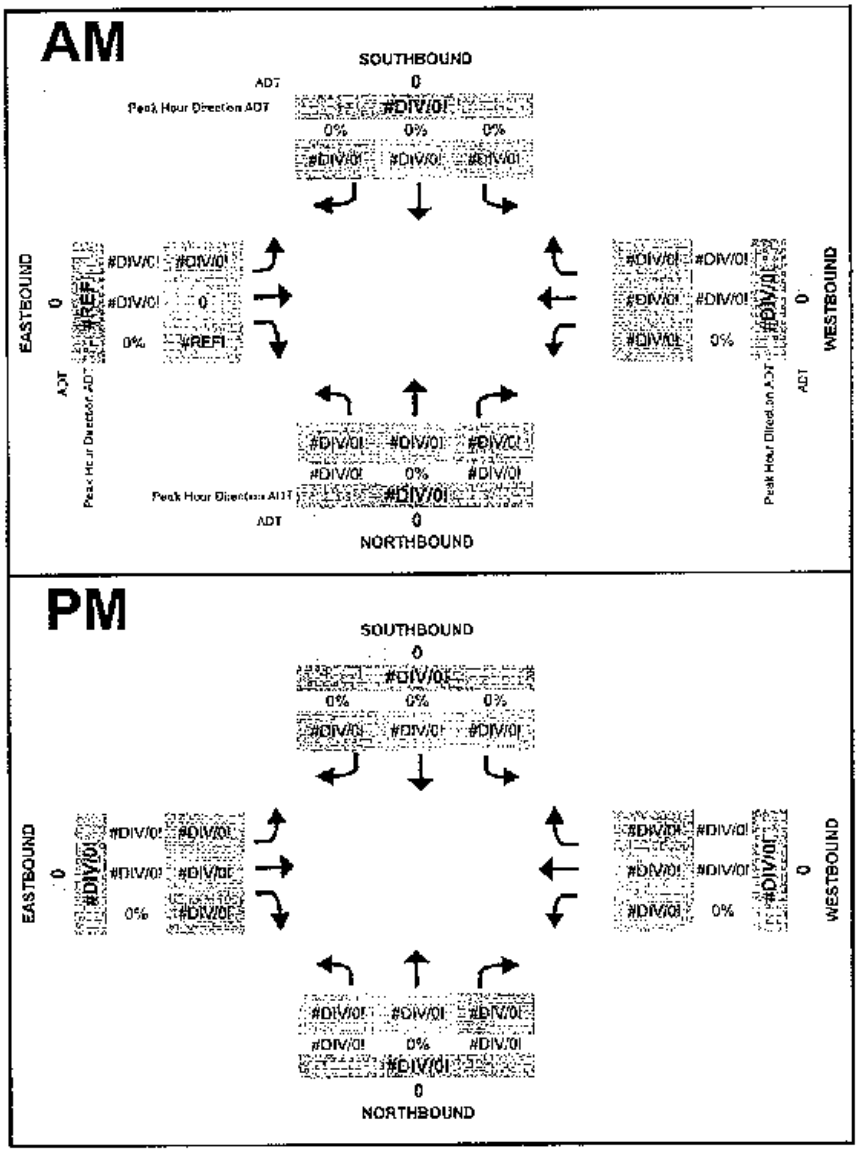
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			#DIV/0!

INTERSECTION: Main Street & SR125 Northbound Ramps **#21**



AM Totals	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

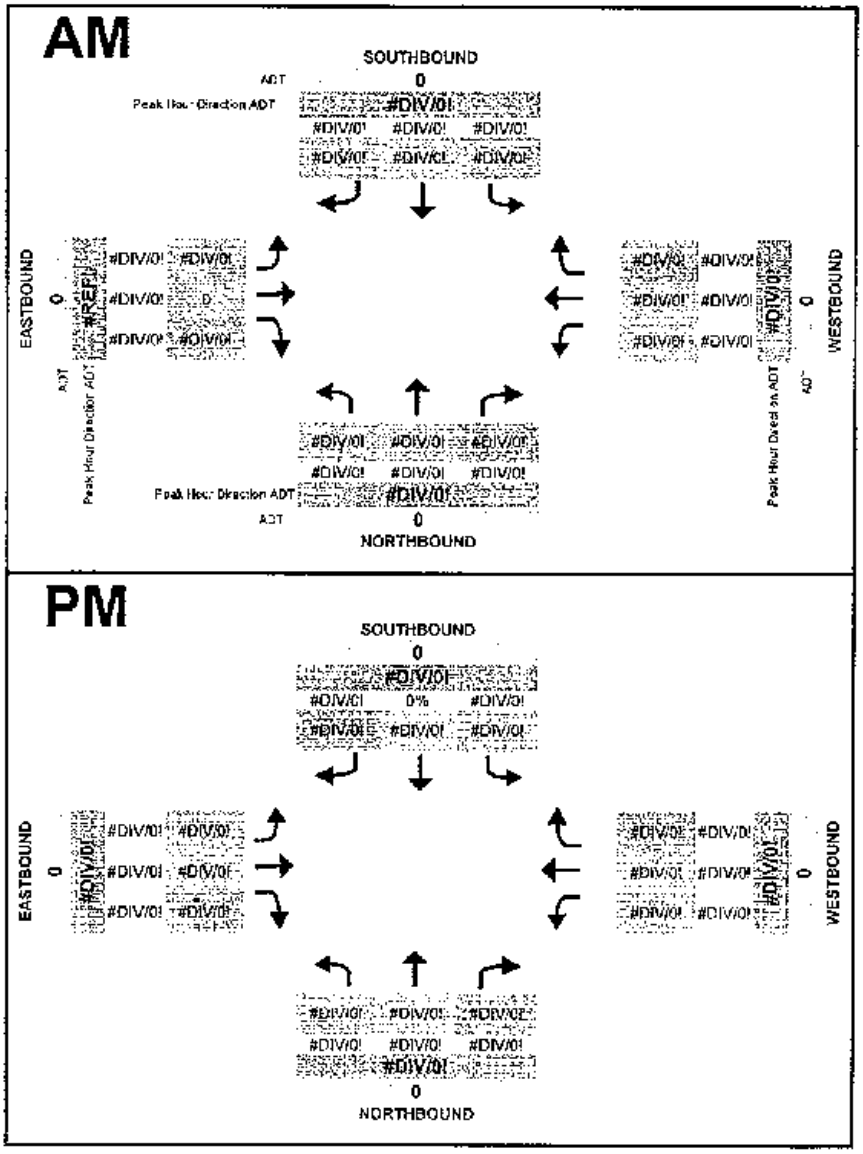
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: #DIV/0!

INTERSECTION: Main Street & Street "A" **#22**



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

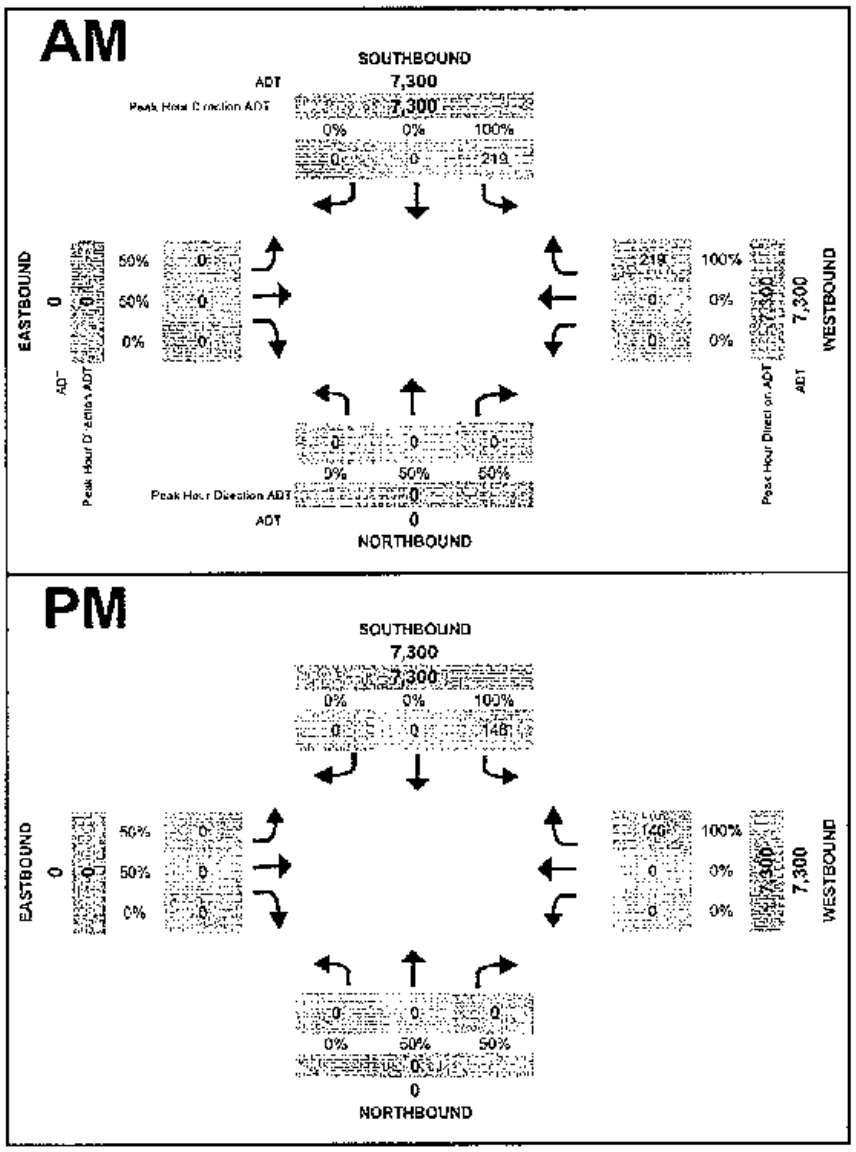
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: #DIV/0!

INTERSECTION: Main Street & Eastlake Parkway **#23**



AM Totals		
	Approach	Departure
NB	0	219
SB	219	0
EB	0	219
WB	219	0

Directional Split	
NB Split	0%
SB Split	100%
EB Split	0%
WB Split	100%

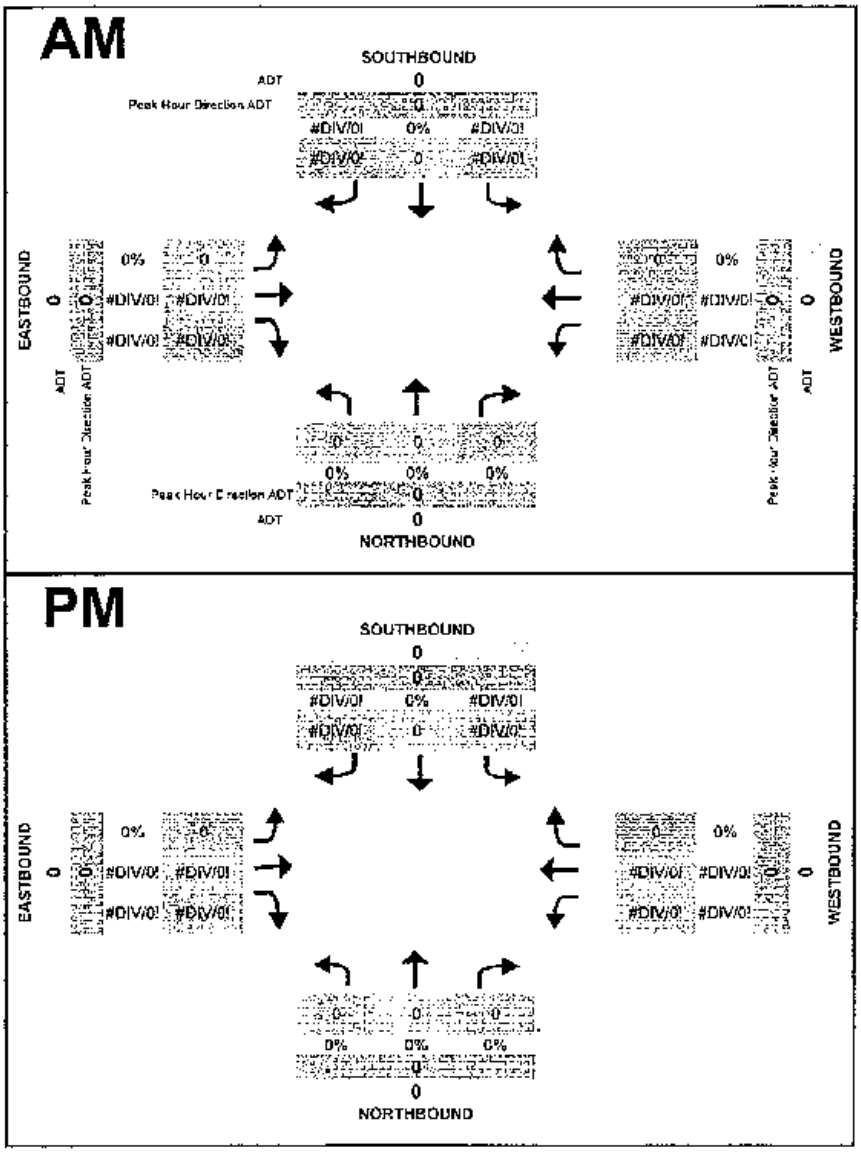
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	391	18,945	2%
Existing EB		40,418	0%
Existing WB	391	13,926	3%
AM Peak Hour			3%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	0	146
SB	146	0
EB	0	146
WB	146	0

Directional Split	
NB Split	0%
SB Split	100%
EB Split	0%
WB Split	100%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	142	18,945	1%
Existing EB		40,418	0%
Existing WB	142	13,926	1%
PM Peak Hour			2%
% Project Trips:			10.62%

INTERSECTION: Otay Valley Road & SR125 Southbound Ramps **#24**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

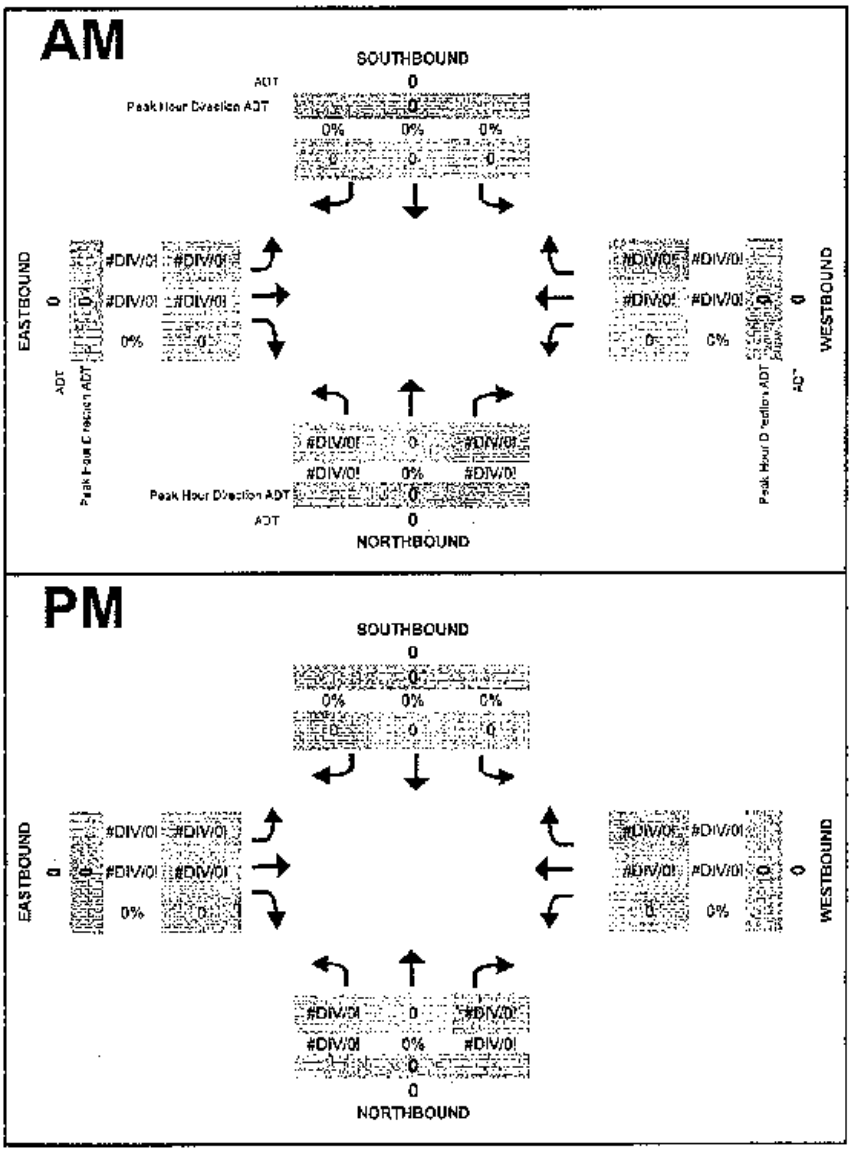
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: #DIV/0!

INTERSECTION: Otay Valley Road & SR125 Northbound Ramps #25



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	0	0
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	0	0
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

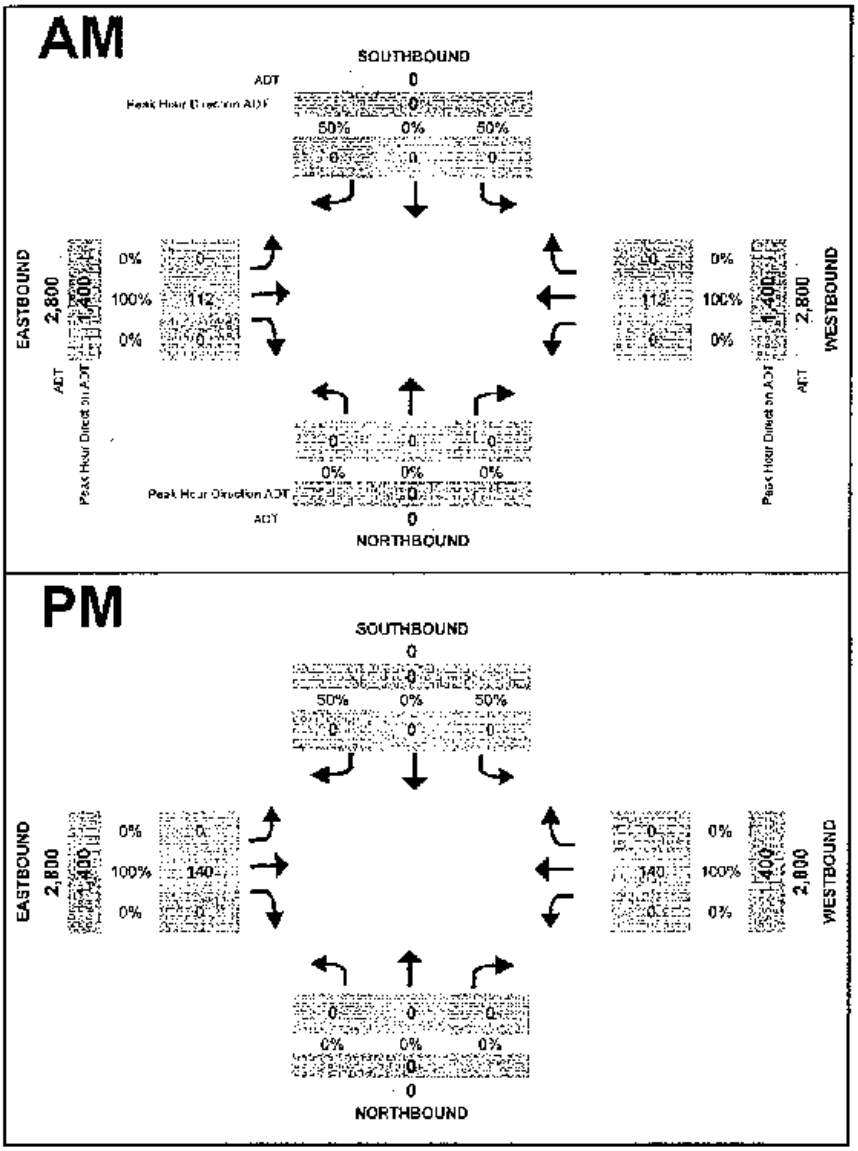
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: #DIV/0!

INTERSECTION: La Media Road & SR125 Southbound Ramps **#26**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	112	112
WB	112	112

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	140	140
WB	140	140

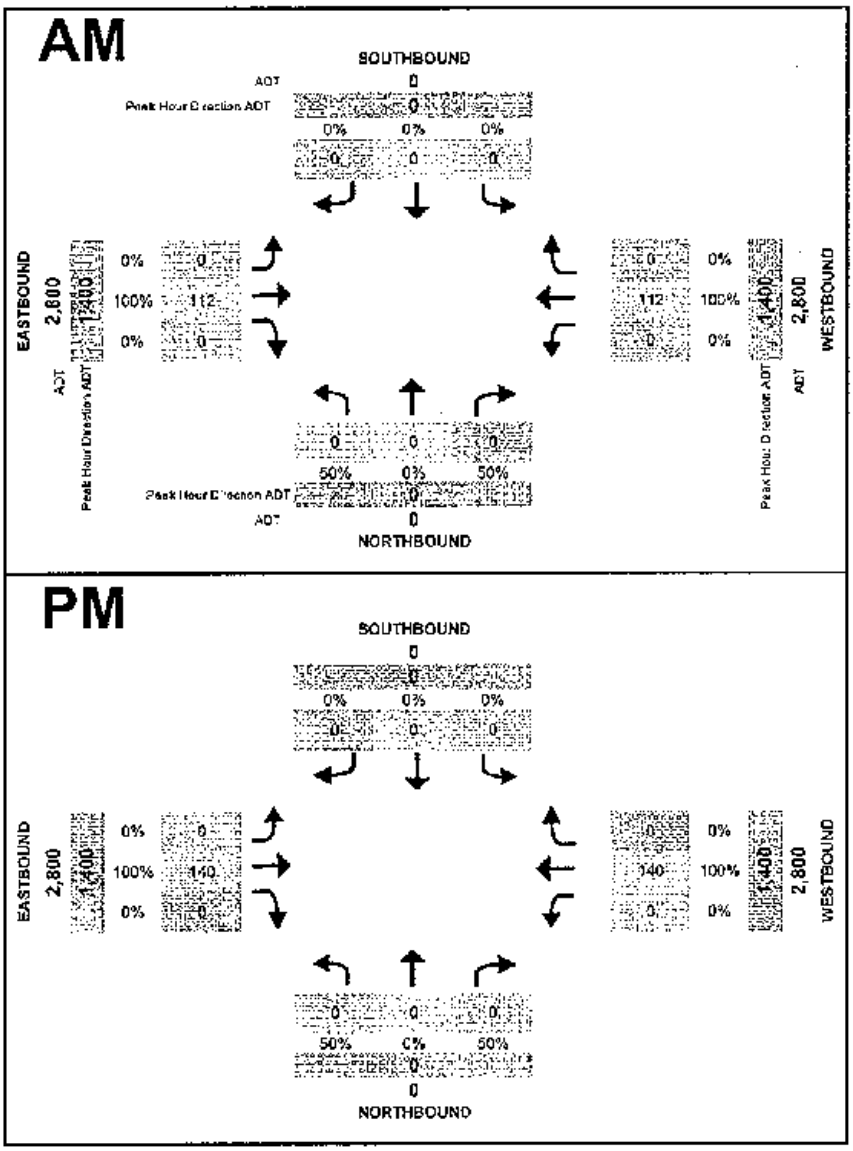
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 11.07%

INTERSECTION: La Media Road & SR125 Northbound Ramps **#27**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	112	112
WB	112	112

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

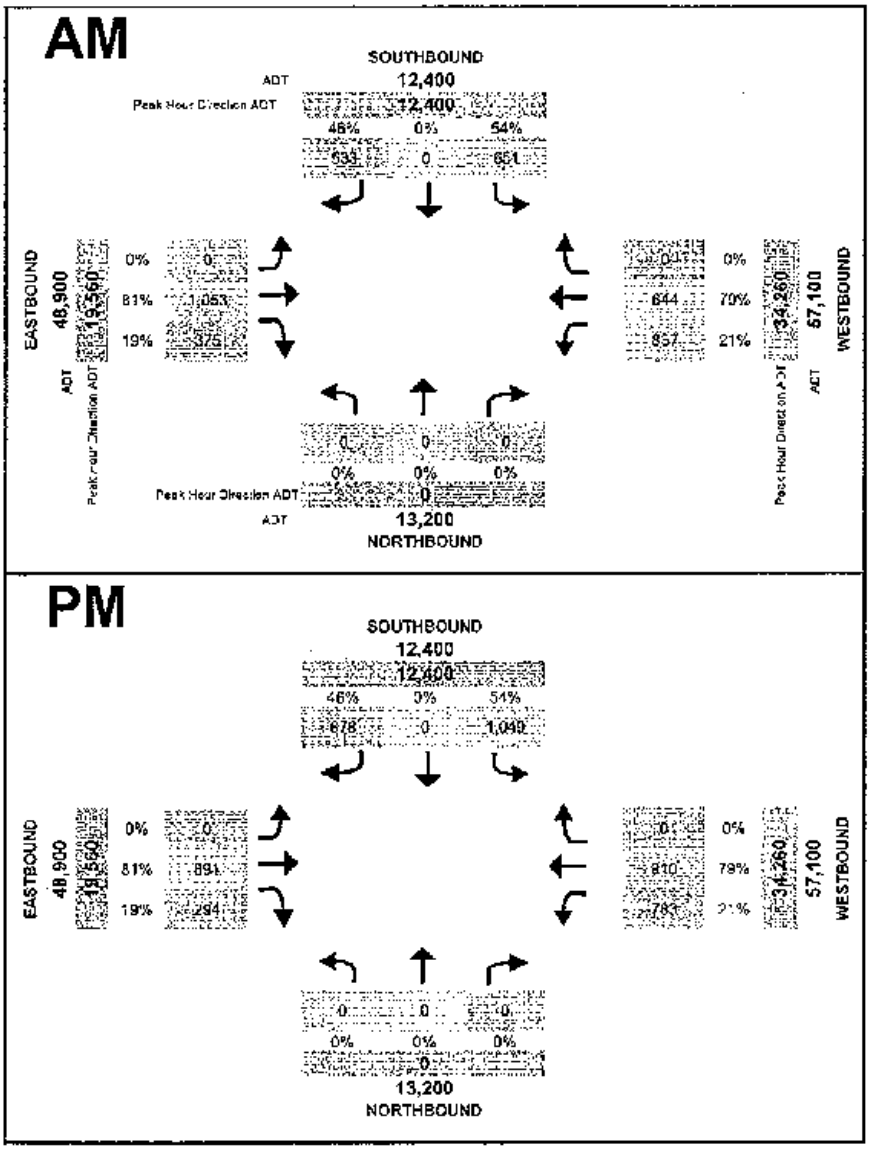
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	140	140
WB	140	140

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			11.97%

INTERSECTION: Olympic Parkway & 805 Southbound Ramps #1



AM Totals	Approach	Departure
NB	0	0
SB	1,184	1,212
EB	1,420	1,704
WB	1,481	1,177

Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1041	na	8%
Existing SB	979	na	8%
Existing EB	2155	51,000	4%
Existing WB	2619	51,000	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	0	0
SB	1,727	1,076
EB	1,185	1,940
WB	1,693	1,588

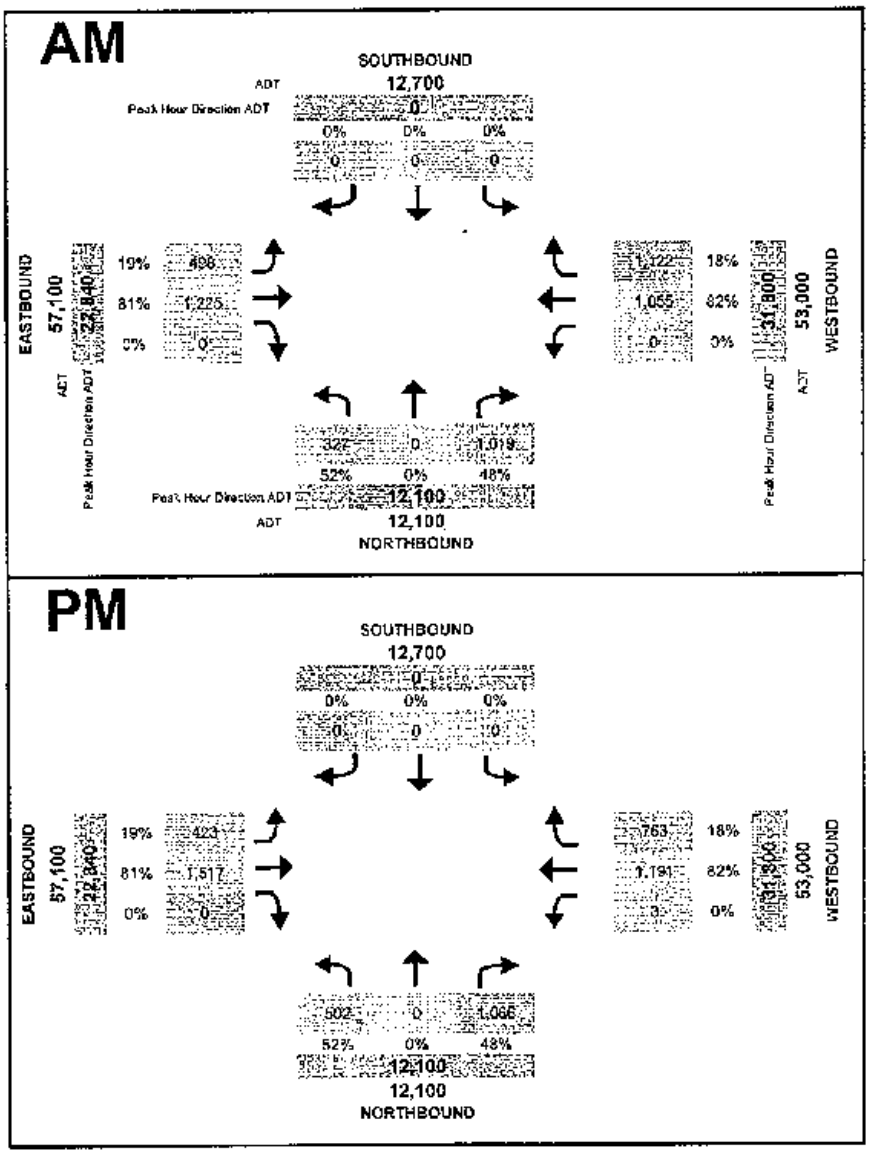
Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	926	na	7%
Existing SB	1597	na	13%
Existing EB	2223	51,000	4%
Existing WB	2886	51,000	6%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & 805 Northbound Ramps **#2**



AM Totals	Approach	Departure
NB	1,346	1,520
SB	0	0
EB	1,723	2,245
WB	2,177	1,381

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1148	na	9%
Existing SB	2186	na	17%
Existing EB	2675	51,000	5%
Existing WB	4229	51,000	8%

AM Peak Hour 6%

% Project Trips: 4.10%

PM Totals	Approach	Departure
NB	1,568	1,186
SB	0	3
EB	1,940	2,583
WB	1,957	1,693

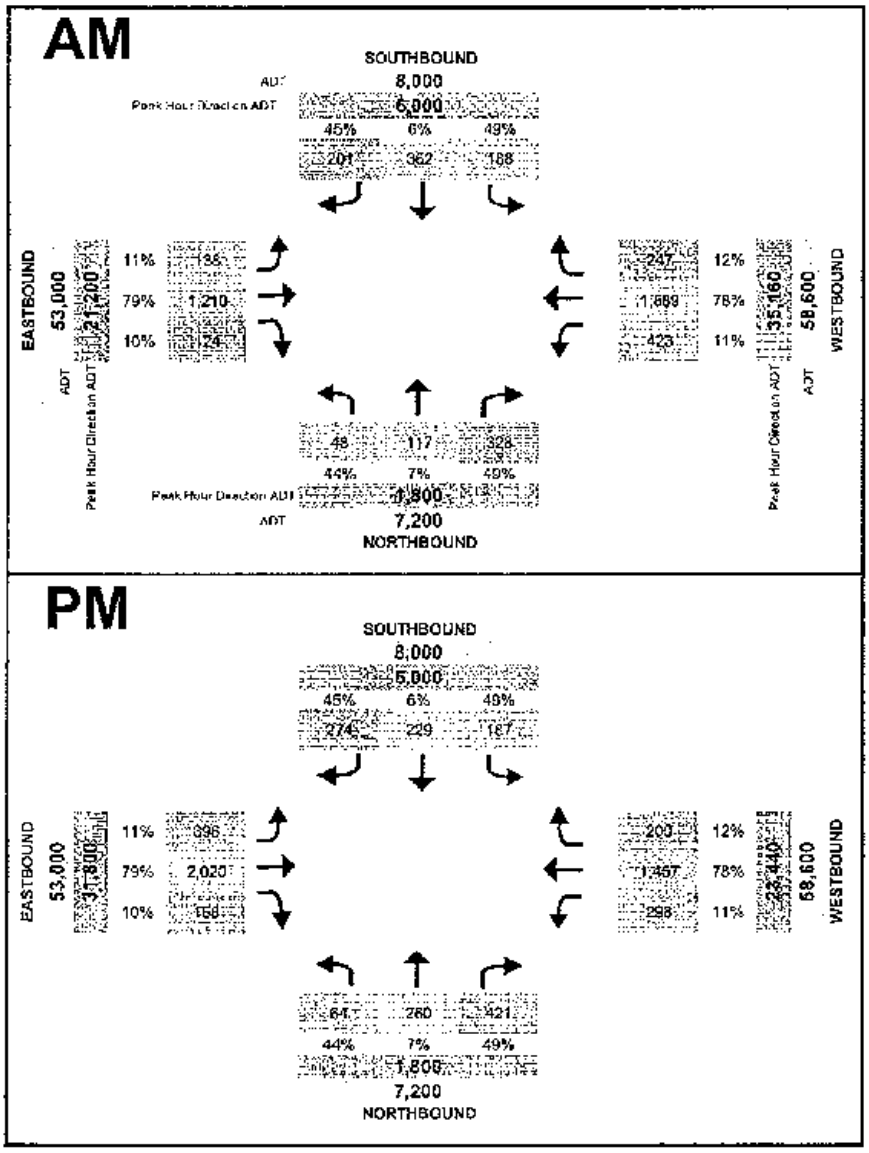
Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1260	na	10%
Existing SB	998	na	8%
Existing EB	2598	51,000	6%
Existing WB	4004	51,000	8%

PM Peak Hour 8%

% Project Trips: 5.31%

INTERSECTION: Olympic Parkway & Brandywine Ave **#3**



AM Totals	Approach	Departure
NB	493	503
SB	750	909
EB	1,472	1,726
WB	2,580	2,138

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

AM Peak Hour 6%

% Project Trips: 1.12%

PM Totals	Approach	Departure
NB	744	855
SB	690	695
EB	2,584	2,627
WB	1,955	1,795

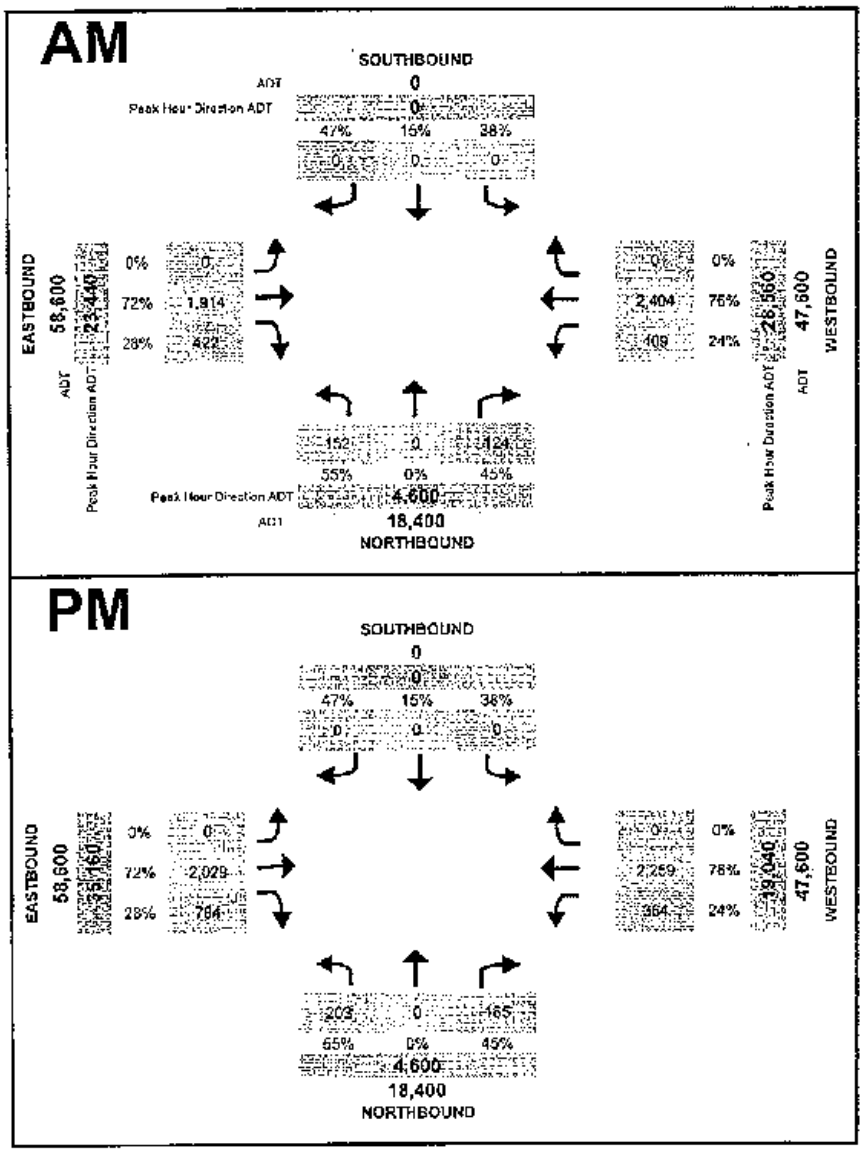
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

PM Peak Hour 8%

% Project Trips: 1.31%

INTERSECTION: Olympic Parkway & Birch Road **#4**



AM Totals	Approach	Departure
NB	276	0
SB	0	832
EB	2,336	2,038
WB	2,814	2,556

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 6%

% Project Trips: 1.09%

PM Totals	Approach	Departure
NB	368	0
SB	0	1,148
EB	2,813	2,194
WB	2,823	2,482

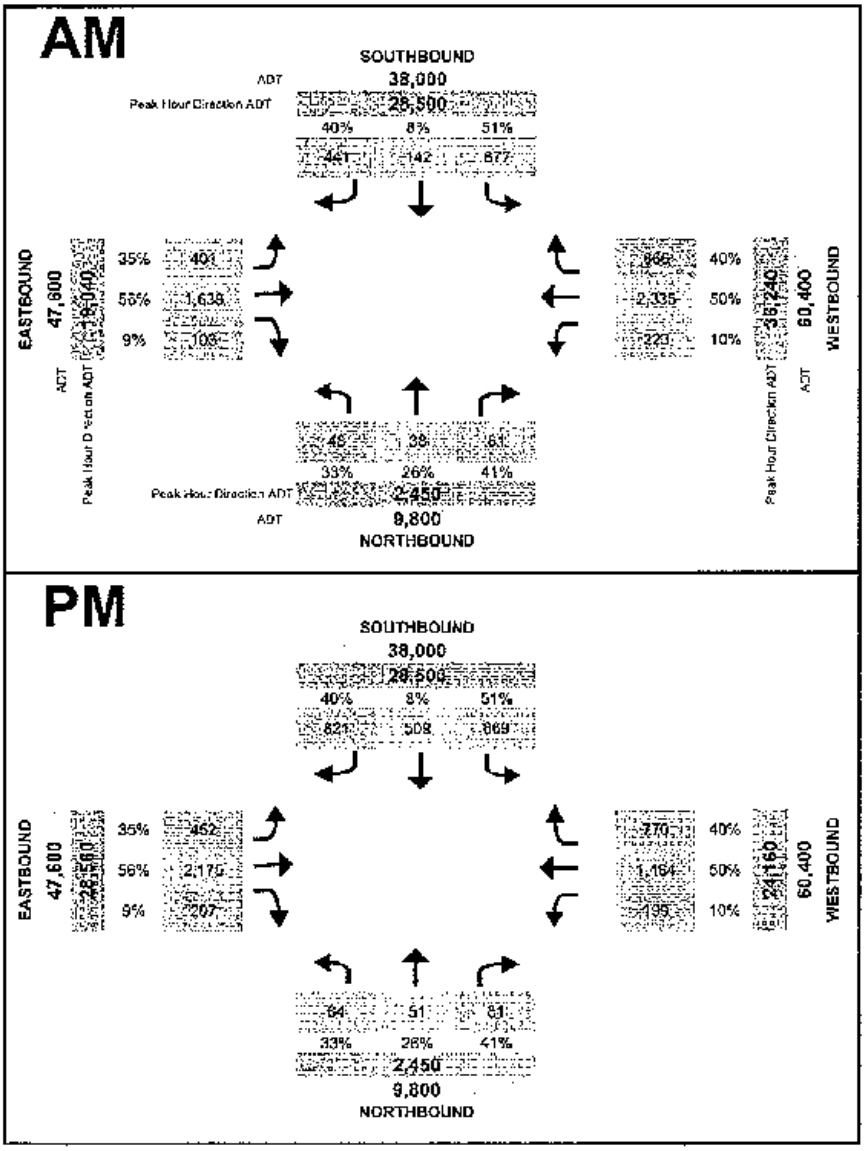
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 1.34%

INTERSECTION: Olympic Parkway & Heritage Road **#5**



AM Totals		
	Approach	Departure
NB	147	1,906
SB	1,260	469
EB	2,142	2,375
WB	3,474	2,824

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

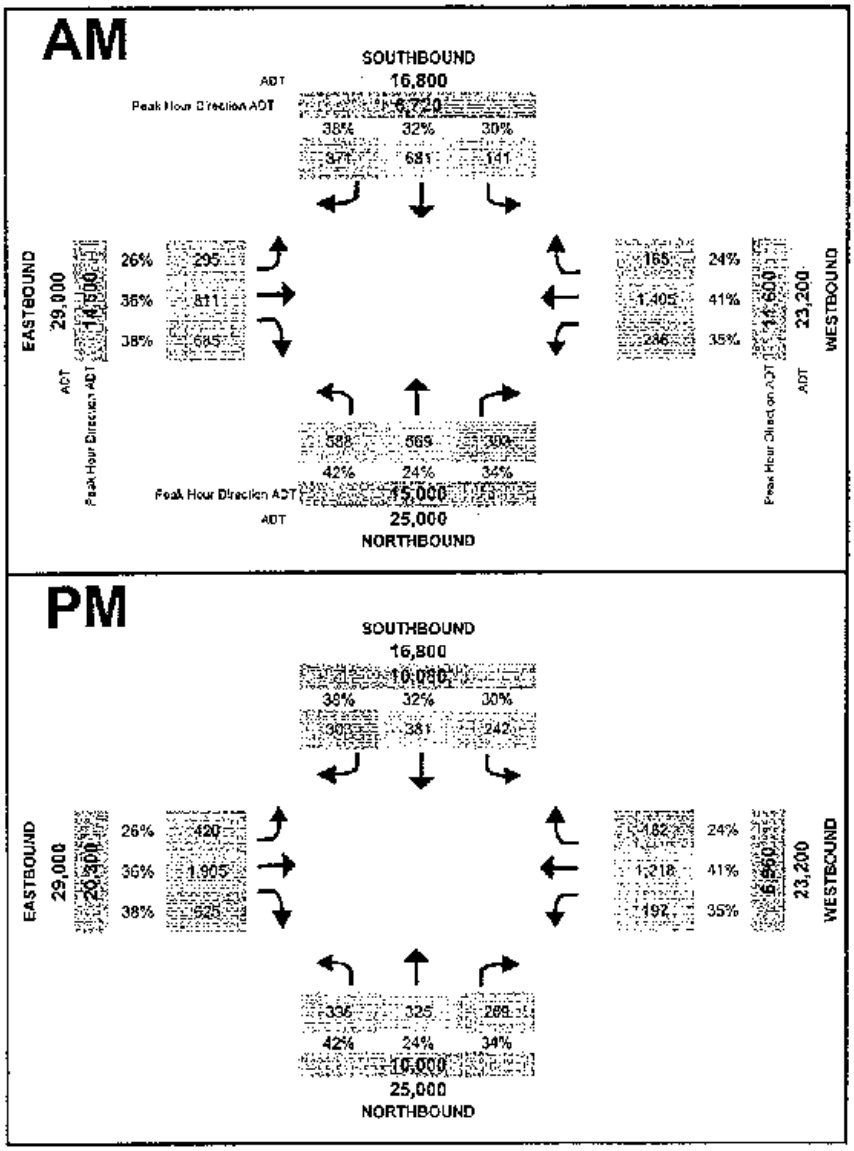
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1585	12,383	13%
Existing EB	3800	48,721	8%
Existing WB	4519	50,538	9%
	AM Peak Hour		8%
	% Project Trips:		0.00%

PM Totals		
	Approach	Departure
NB	198	1,273
SB	2,199	914
EB	2,835	3,126
WB	2,433	2,350

Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%
	PM Peak Hour		8%
	% Project Trips:		0.00%

INTERSECTION: Olympic Pkwy & La Media Rd **#6**



AM Totals		
	Approach	Departure
NB	1,460	1,029
SB	1,133	1,551
EB	1,790	1,251
WB	1,858	2,365

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

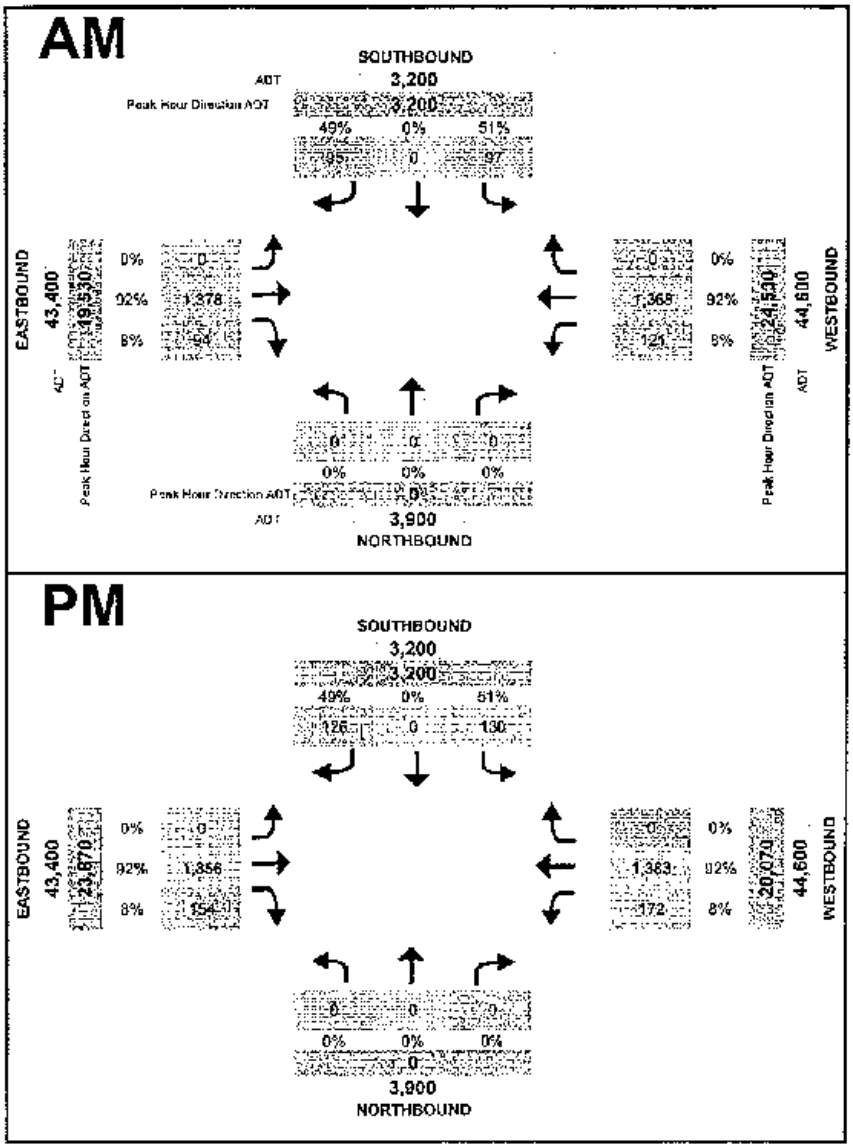
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	2086	11,037	19%
Existing SB	1627	12,658	13%
Existing EB	3619	50,538	7%
Existing WB	2179	43,563	5%
AM Peak Hour		6%	
% Project Trips:		0.00%	

PM Totals		
	Approach	Departure
NB	930	927
SB	926	1,202
EB	2,949	2,416
WB	1,597	1,857

Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1025	11,037	9%
Existing SB	1129	12,658	9%
Existing EB	3891	50,538	7%
Existing WB	2927	43,563	7%
PM Peak Hour		8%	
% Project Trips:		0.00%	

INTERSECTION: Olympic Parkway & SR125 Southbound **#7**



AM Totals		
	Approach	Departure
NB	0	0
SB	192	216
EB	1,472	1,476
WB	1,490	1,463

Directional Split	
NB Split	0%
SB Split	100%
EB Split	47%
WB Split	53%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94	n/a	3%
Existing SB	185	n/a	5%
Existing EB	2068	43,563	5%
Existing WB	2065	40,418	5%

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	256	326
EB	2,010	1,986
WB	1,558	1,599

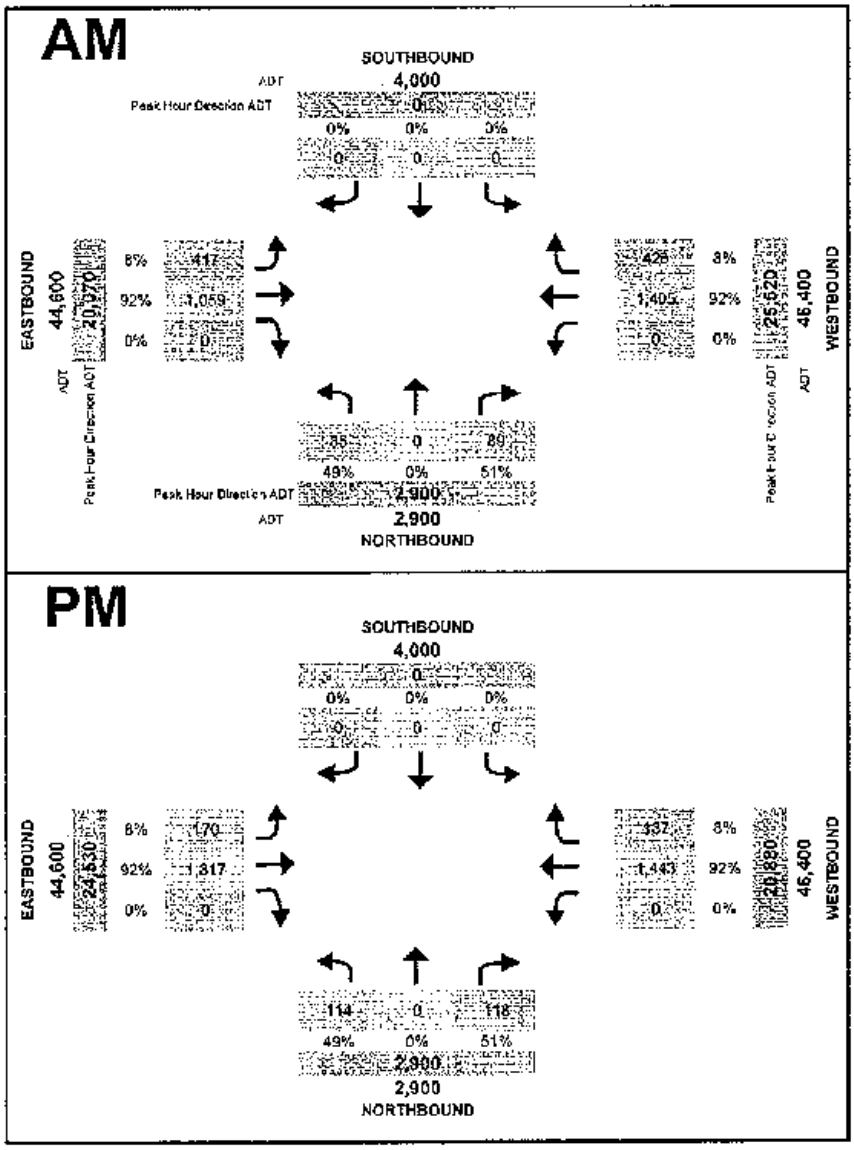
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	10	n/a	0%
Existing SB	238	n/a	6%
Existing EB	2897	43,563	6%
Existing WB	2772	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Northbound **#8**



AM Totals		
	Approach	Departure
NB	174	843
SB	0	0
EB	1,475	1,147
WB	1,831	1,490

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	246	n/a	6%
Existing SB	301	n/a	10%
Existing EB	2085	43,563	5%
Existing WB	2164	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	232	307
SB	0	0
EB	1,886	1,935
WB	1,580	1,557

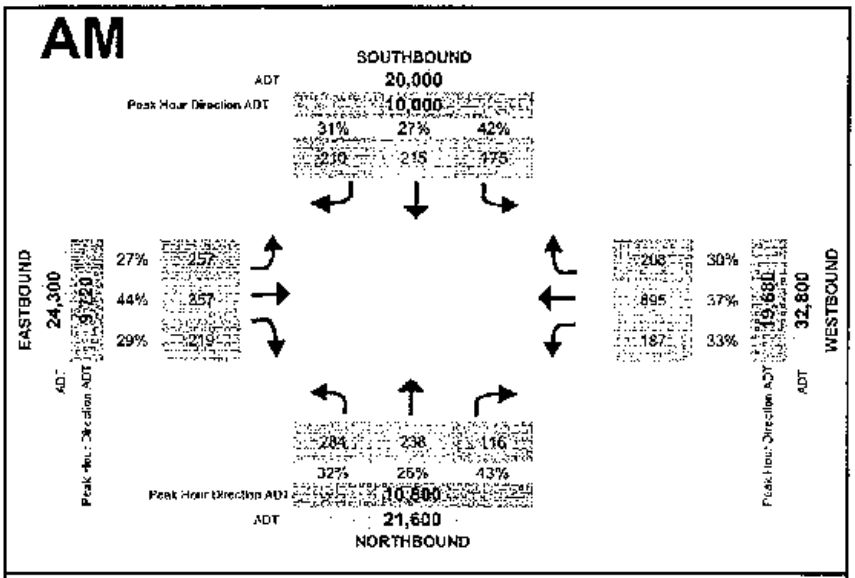
Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	119	n/a	3%
Existing SB	86	n/a	3%
Existing EB	2770	43,563	6%
Existing WB	2843	40,418	7%

PM Peak Hour 6%

% Project Trips: 0.00%

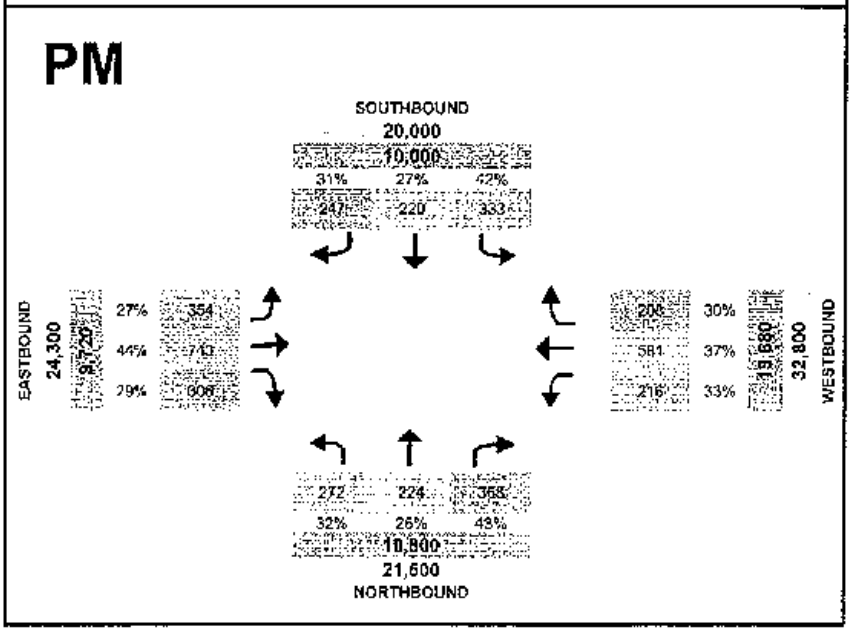
INTERSECTION: Olympic Parkway & Eastlake Parkway #9



AM Totals		
	Approach	Departure
NB	838	703
SB	600	621
EB	833	618
WB	1,291	1,380

Directional Split	
NB Split	58%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	749	9,199	8%
Existing SB	788	18,945	4%
Existing EB	1865	40,418	5%
Existing WB	1354	13,926	10%
AM Peak Hour			8%
% Project Trips:			0.00%

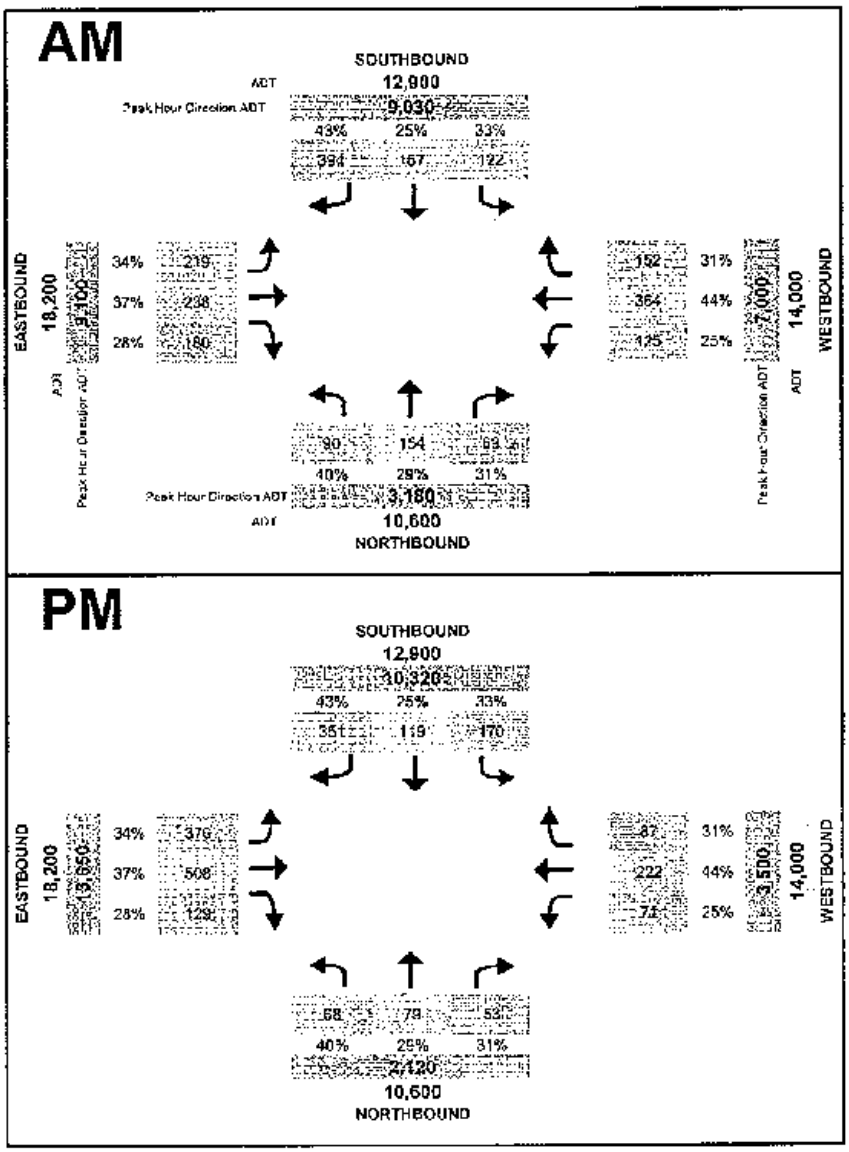


PM Totals		
	Approach	Departure
NB	864	786
SB	800	741
EB	1,403	1,444
WB	1,004	1,100

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1243	9,199	14%
Existing SB	1403	18,945	7%
Existing EB	2080	40,418	5%
Existing WB	1476	13,926	11%
PM Peak Hour			8%
% Project Trips:			0.00%

INTERSECTION: Olympic Parkway & Hunte Parkway **#10**



AM Totals	Approach	Departure
NB	313	524
SB	682	471
EB	637	429
WB	640	847

Directional Split	
NB Split	30%
SB Split	70%
EB Split	60%
WB Split	50%

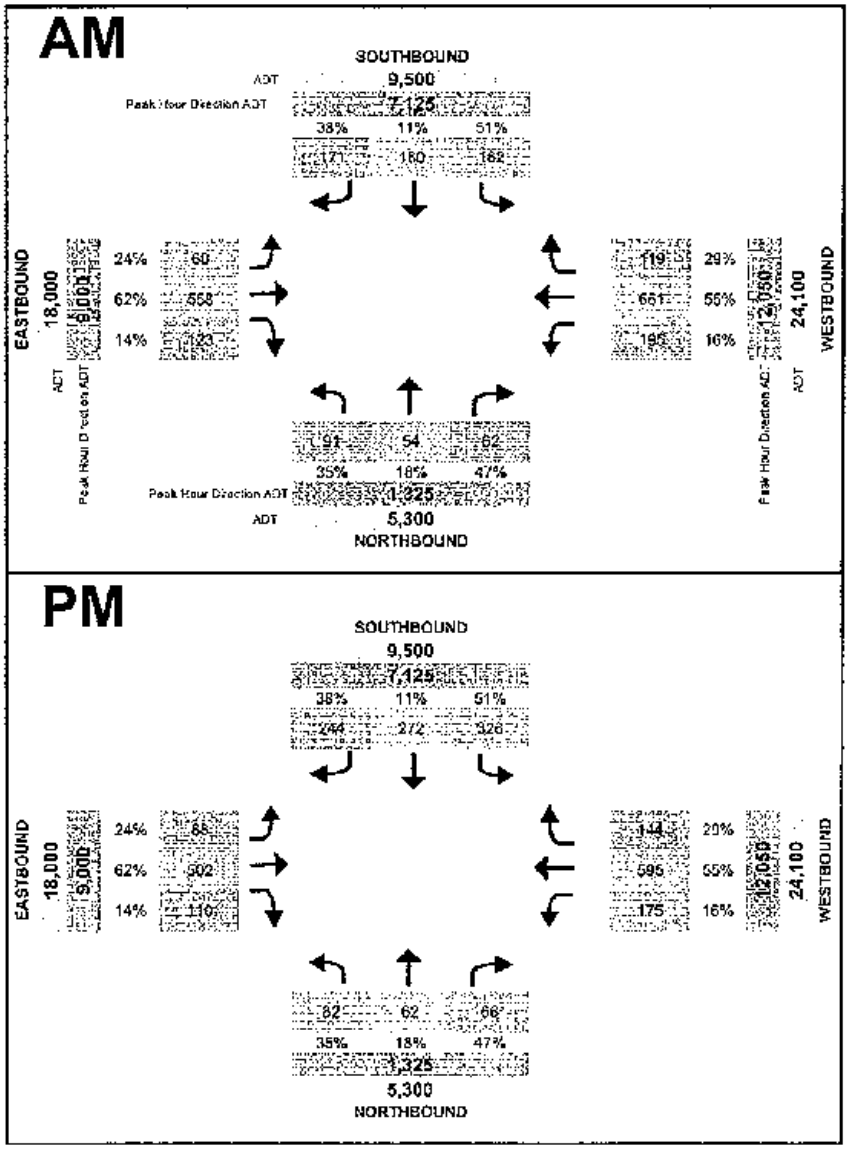
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	302	1,406	21%
Existing SB	904	9,580	9%
Existing EB	1031	13,926	7%
Existing WB	525	7,846	7%
AM Peak Hour			7%
% Project Trips:			0.00%

PM Totals	Approach	Departure
NB	200	541
SB	641	319
EB	1,012	730
WB	380	642

Directional Split	
NB Split	20%
SB Split	80%
EB Split	76%
WB Split	25%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	201	1,406	14%
Existing SB	789	9,580	8%
Existing EB	1120	13,926	8%
Existing WB	640	7,846	8%
PM Peak Hour			8%
% Project Trips:			0.00%

INTERSECTION: Birch Road & Heritage Rd **#11**



AM Totals	Approach	Departure
NB	208	233
SB	403	477
EB	740	782
WB	975	923

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

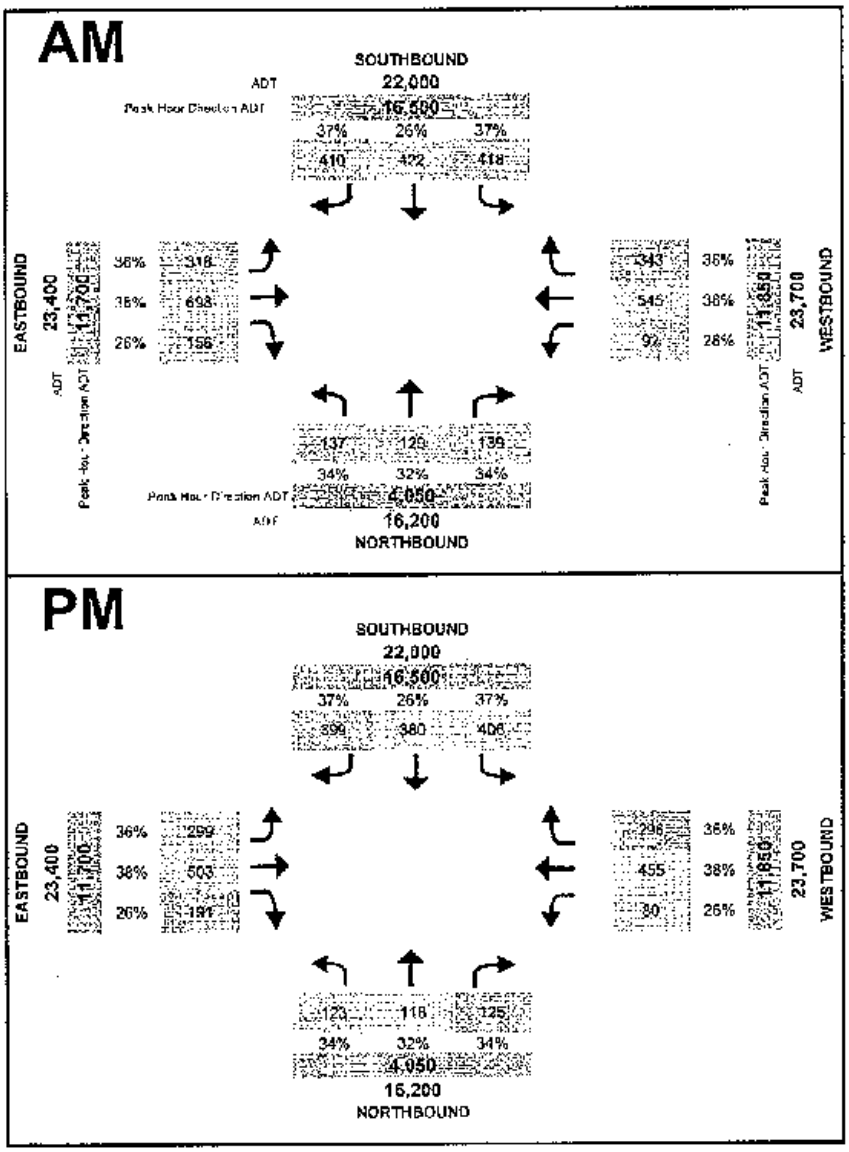
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%
	AM Peak Hour	10%	
	% Project Trips:	0.00%	

PM Totals	Approach	Departure
NB	209	294
SB	841	557
EB	700	894
WB	915	920

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%
	PM Peak Hour	9%	
	% Project Trips:	28.86%	

INTERSECTION: Birch Road & La Media Rd **#12**



AM Totals	Approach	Departure
NB	405	768
SB	1,250	670
EB	1,170	1,256
WB	930	1,092

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

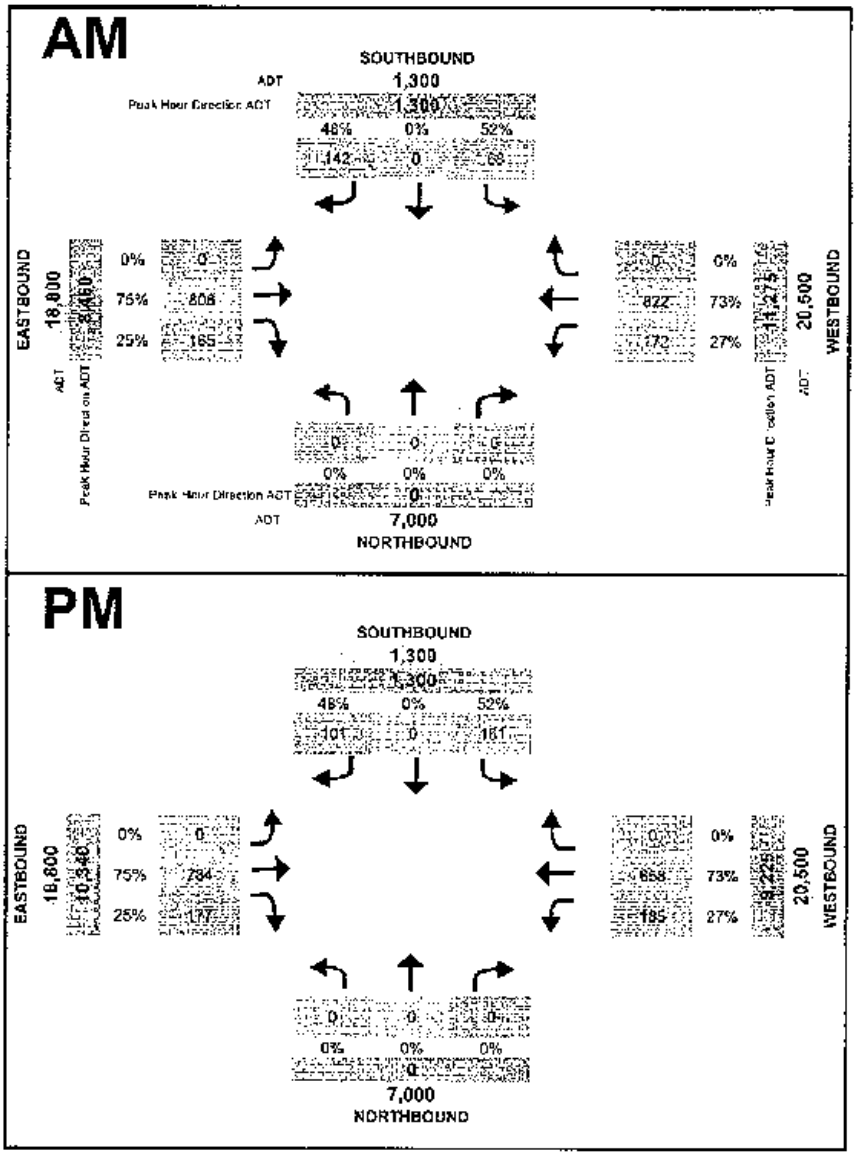
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	898	10,234	9%
	AM Peak Hour	10%	
	% Project Trips:	0.00%	

PM Totals	Approach	Departure
NB	365	711
SB	1,185	851
EB	993	1,034
WB	832	978

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%
	PM Peak Hour	9%	
	% Project Trips:	22.79%	

INTERSECTION: Birch Road & SR125 Southbound Ramps **#13**



AM Totals	Approach	Departure
NB	0	0
SB	210	337
EB	971	873
WB	994	964

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

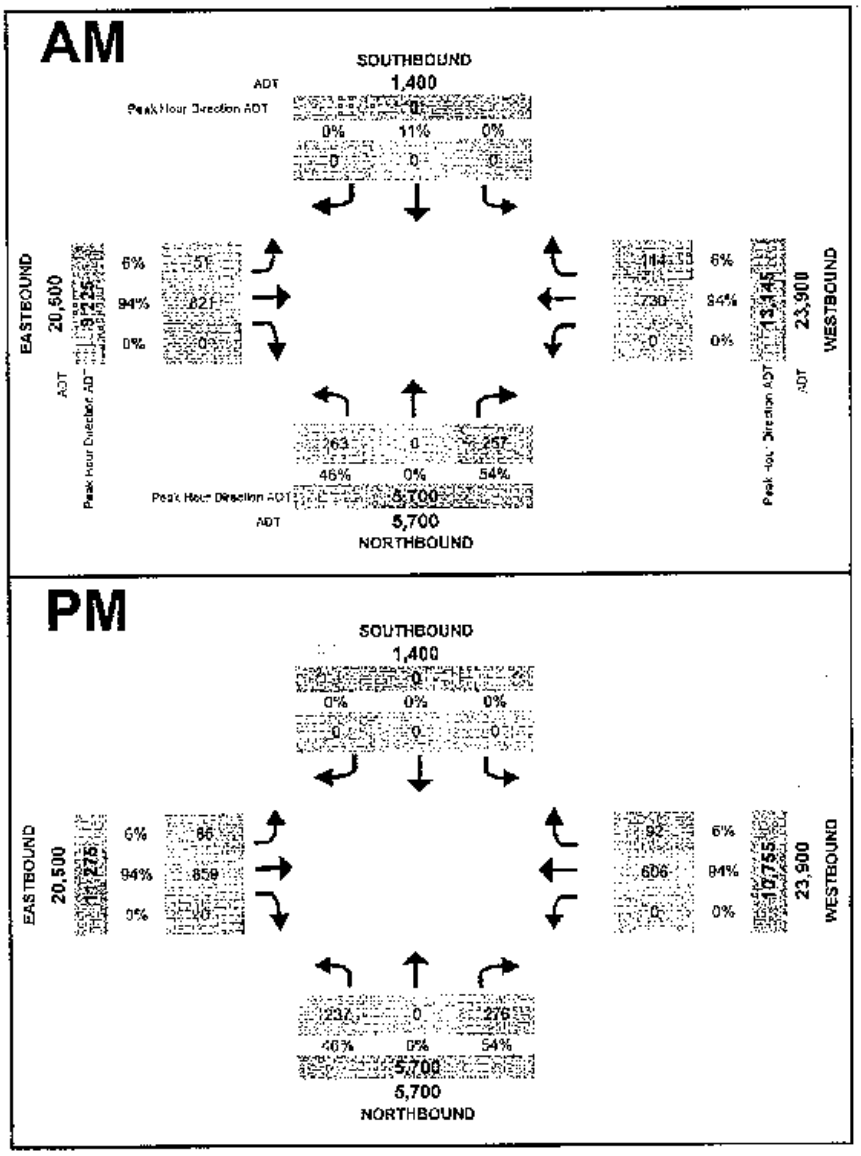
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	32		#DIV/0!
Existing SB	153		#DIV/0!
Existing EB	981	10,234	10%
Existing WB	914		#DIV/0!
AM Peak Hour			10%
% Project Trips:			0.00%

PM Totals	Approach	Departure
NB	0	0
SB	262	362
EB	961	945
WB	843	759

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	4		#DIV/0!
Existing SB	171		#DIV/0!
Existing EB	897	10,234	9%
Existing WB	952		#DIV/0!
PM Peak Hour			9%
% Project Trips:			0.00%

INTERSECTION: Birch Road & SR125 Northbound Ramps **#14**



AM Totals		
	Approach	Departure
NB	520	165
SB	0	0
EB	873	1,078
WB	845	994

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

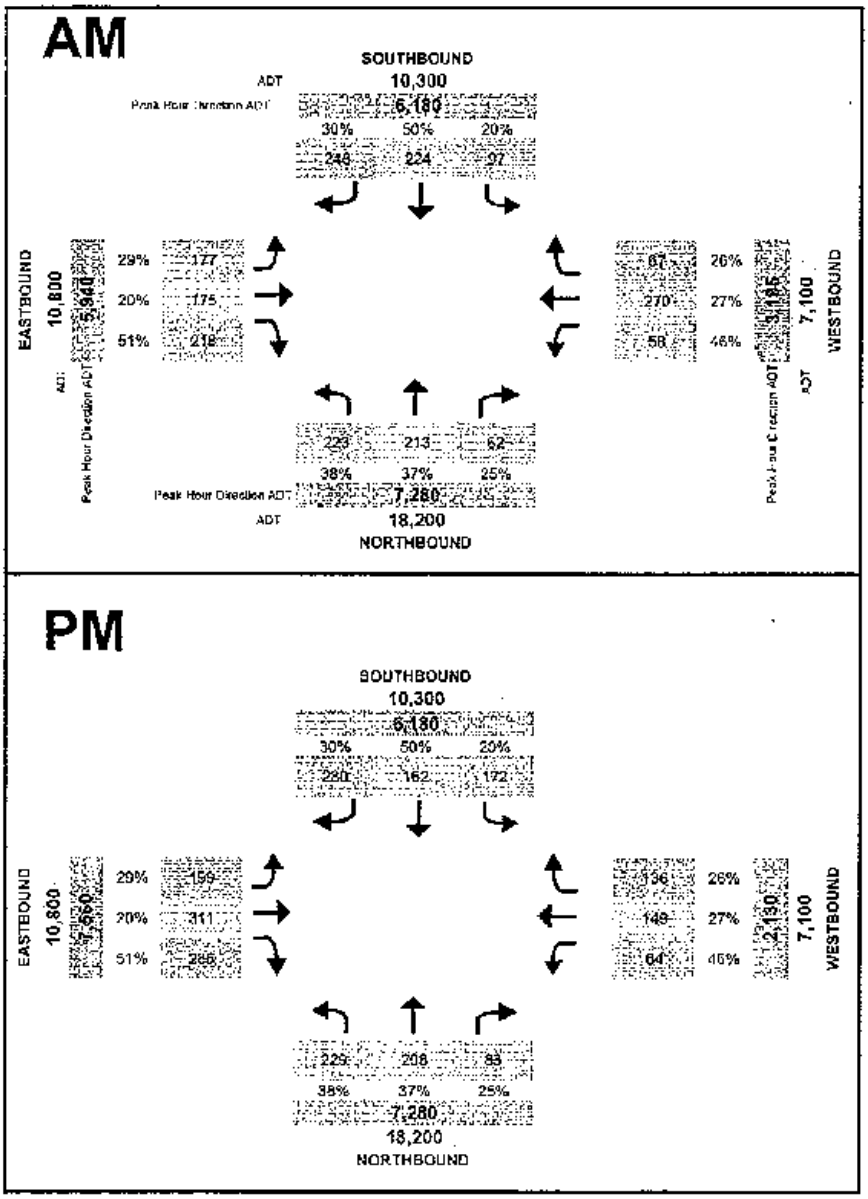
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	78		#DIV/0!
Existing SB	58		#DIV/0!
Existing EB	924	10,234	9%
Existing WB	823		#DIV/0!
AM Peak Hour	10%		
% Project Trips:	0.00%		

PM Totals		
	Approach	Departure
NB	513	178
SB	0	0
EB	945	1,135
WB	808	843

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94		#DIV/0!
Existing SB	61		#DIV/0!
Existing EB	948	10,234	9%
Existing WB	1025		#DIV/0!
PM Peak Hour	9%		
% Project Trips:	0.00%		

INTERSECTION: Eastlake Parkway & Birch Road **#15**



AM Totals		
	Approach	Departure
NB	497	457
SB	568	501
EB	570	334
WB	398	741

Directional Split	
NB Split	40%
SB Split	60%
EB Split	55%
WB Split	45%

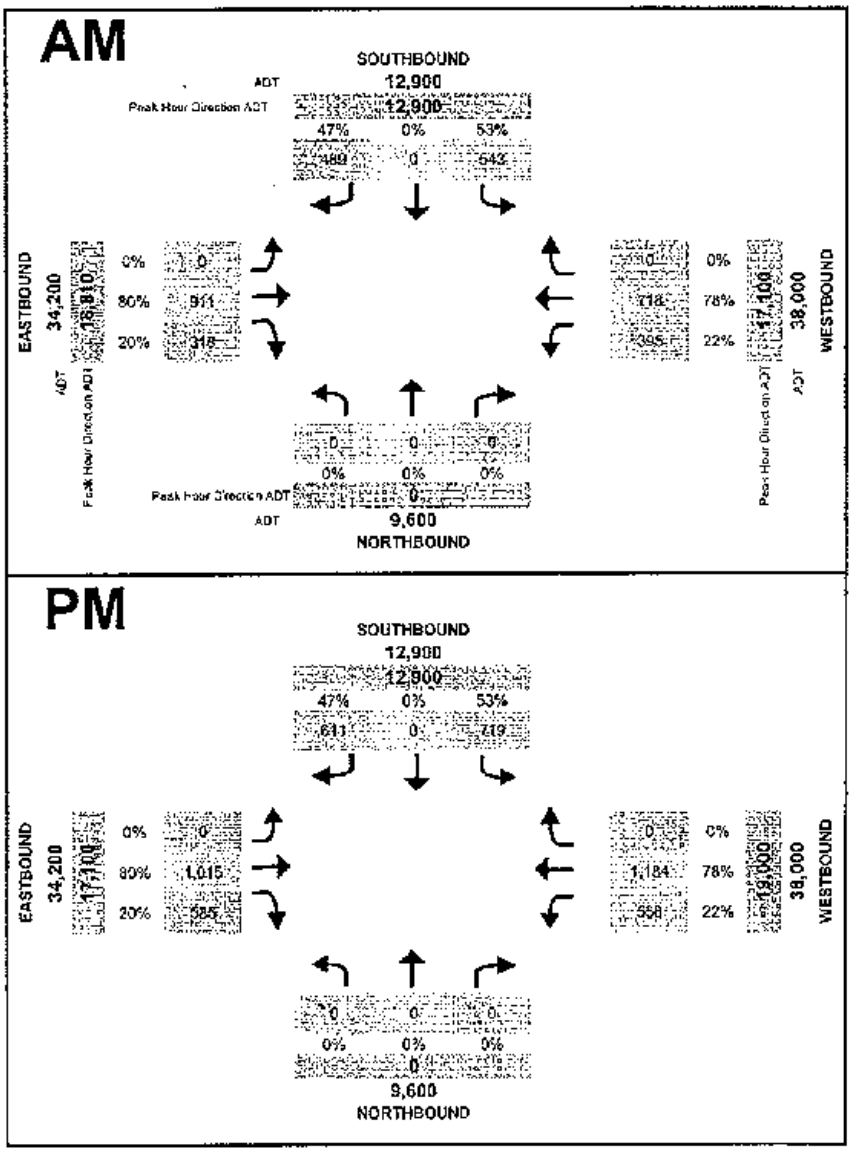
Existing Conditions		
Leg	Ins+Outs	ADT
Existing NB	502	1,310
Existing SB	669	9,199
Existing EB	909	na
Existing WB	488	na
AM Peak Hour		8%
% Project Trips:		0.00%

PM Totals		
	Approach	Departure
NB	518	540
SB	563	512
EB	796	566
WB	348	607

Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditions		
Leg	Ins+Outs	ADT
Existing NB	460	1,310
Existing SB	751	9,199
Existing EB	905	na
Existing WB	641	na
PM Peak Hour		10%
% Project Trips:		0.00%

INTERSECTION: Main Street & 805 Southbound Ramps **#16**



AM Totals	Approach	Departure
NB	0	0
SB	1,032	713
EB	1,230	1,454
WB	1,113	1,207

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

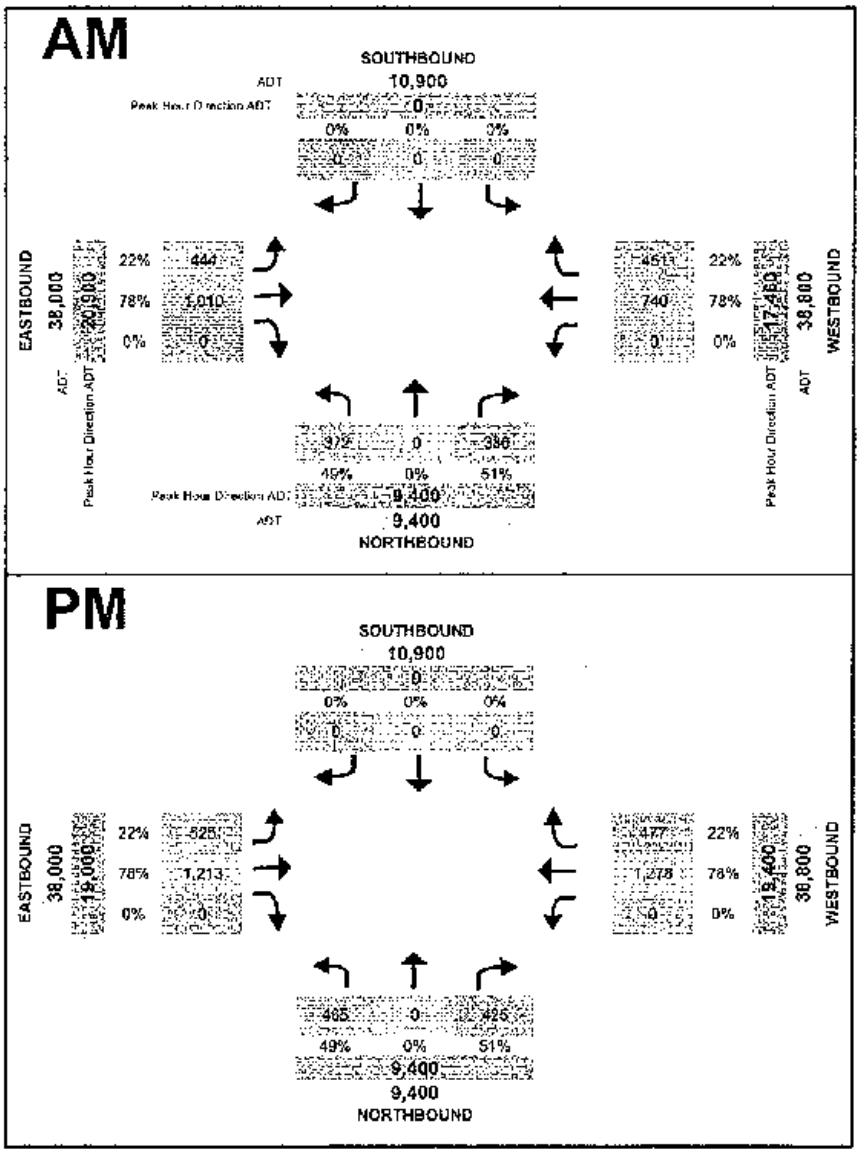
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	626		#DIV/0!
Existing SB	860		#DIV/0!
Existing EB	1850		#DIV/0!
Existing WB	1932	26,355	7%
	AM Peak Hour	8%	
	% Project Trips:	0.00%	

PM Totals	Approach	Departure
NB	0	0
SB	1,330	1,141
EB	1,600	1,734
WB	1,740	1,795

Directional Split	
NB Split	0%
SB Split	100%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	934		#DIV/0!
Existing SB	1208		#DIV/0!
Existing EB	2475		#DIV/0!
Existing WB	2831	26,355	10%
	PM Peak Hour	10%	
	% Project Trips:	0.00%	

INTERSECTION: Main Street & 805 Northbound Ramps **#17**



AM Totals	Approach	Departure
NB	752	895
SB	0	0
EB	1,454	1,390
WB	1,192	1,113

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	541		#DIV/0!
Existing SB	805		#DIV/0!
Existing EB	1921		#DIV/0!
Existing WB	1999	26,355	8%

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	890	1,002
SB	0	0
EB	1,738	1,638
WB	1,755	1,743

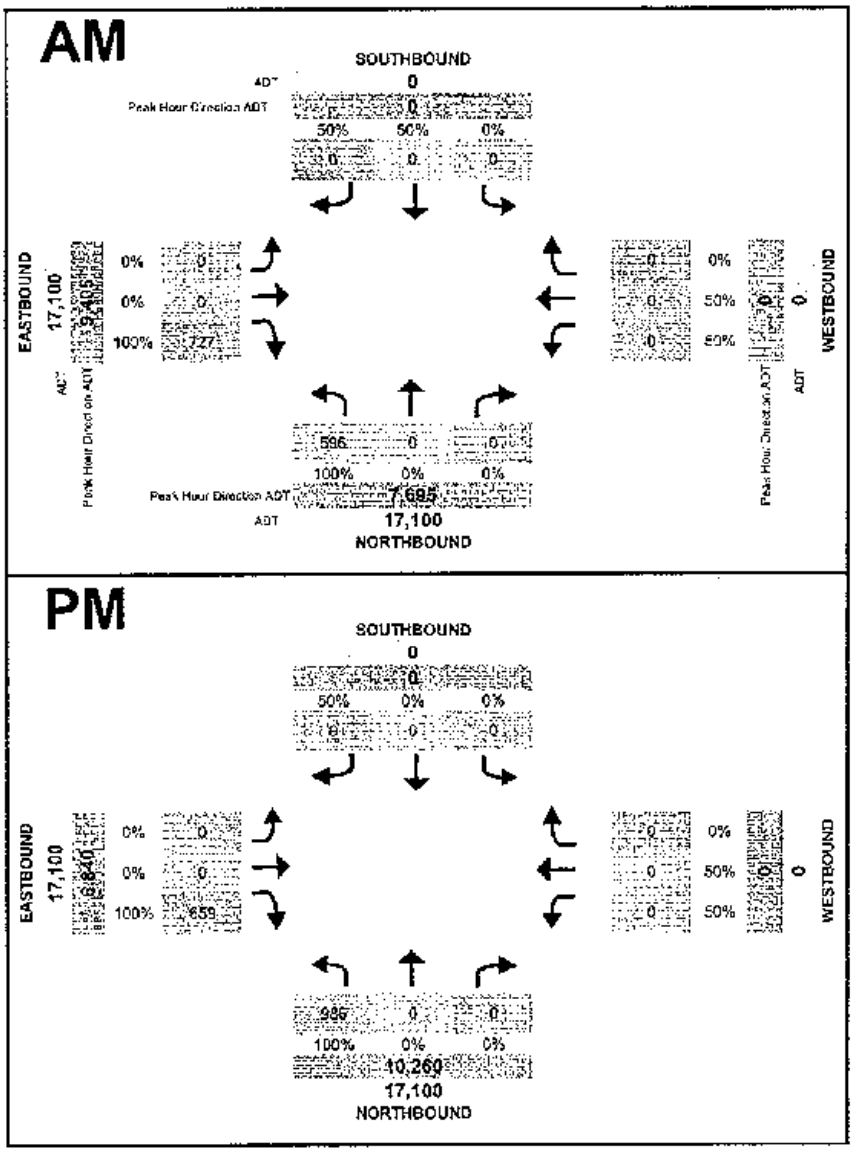
Directional Split	
NB Split	100%
SB Split	0%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	746		#DIV/0!
Existing SB	1066		#DIV/0!
Existing EB	2626		#DIV/0!
Existing WB	2910	26,355	11%

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & Heritage Rd **#18**



AM Totals		
	Approach	Departure
NB	596	0
SB	0	727
EB	727	0
WB	0	596

Directional Split	
NB Split	45%
SB Split	0%
EB Split	55%
WB Split	45%

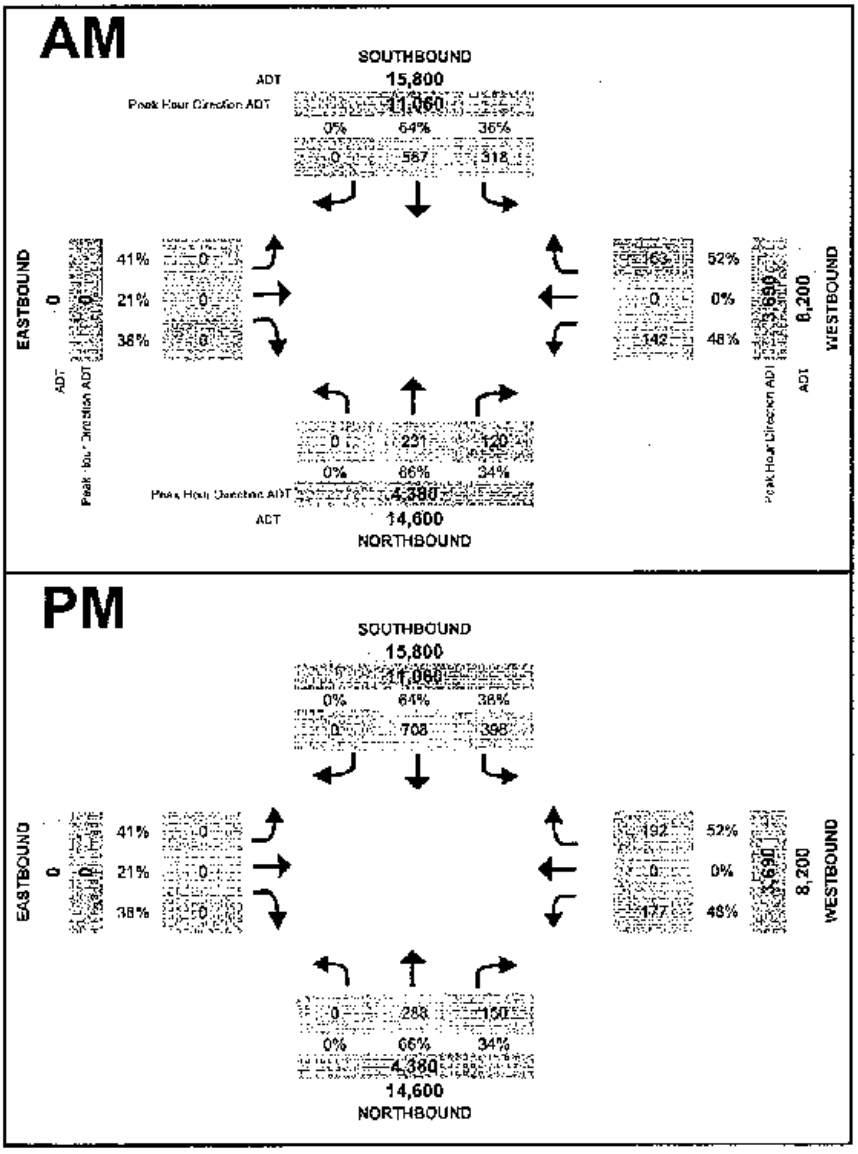
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	807	11,612	7%
Existing WB	794	10,268	8%
	AM Peak Hour	8%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	988	0
SB	0	659
EB	659	0
WB	0	986

Directional Split	
NB Split	60%
SB Split	0%
EB Split	40%
WB Split	0%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	883	11,612	8%
Existing WB	883	10,268	9%
	PM Peak Hour	10%	
	% Project Trips:	0.00%	

INTERSECTION: Main Street & La Media Rd **#19**



AM Totals		
	Approach	Departure
NB	350	384
SB	885	708
EB	0	438
WB	295	0

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	438	480
SB	1,106	885
EB	0	547
WB	369	0

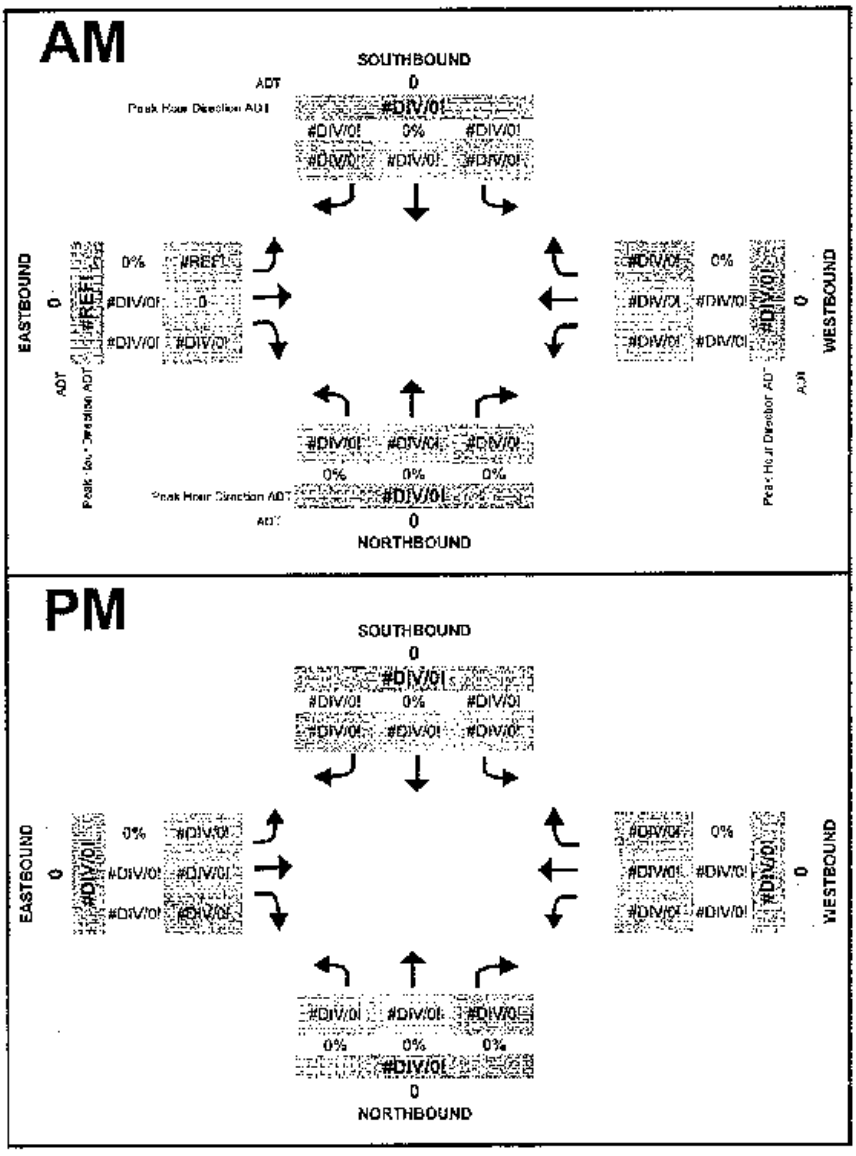
Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: **Main Street & SR125 Southbound Ramps** **#20**



AM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

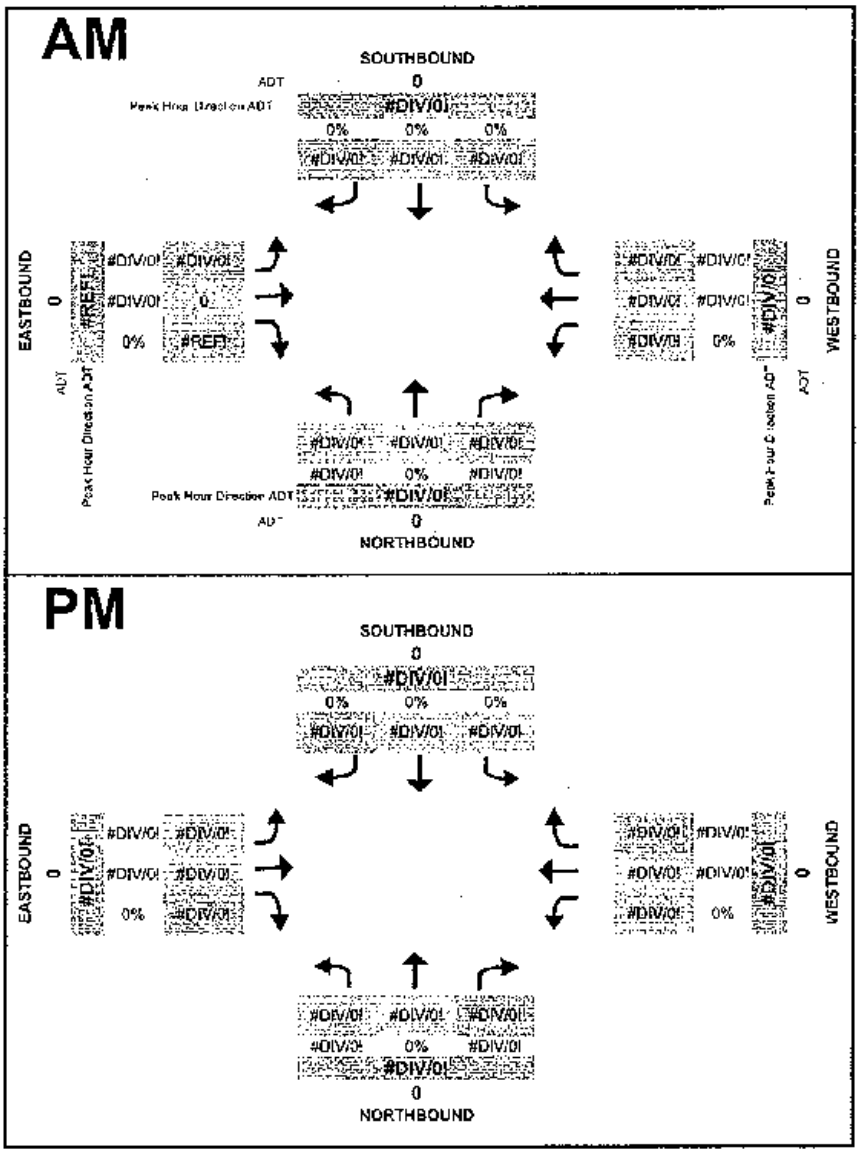
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: #DIV/0!

INTERSECTION: Main Street & SR125 Northbound Ramps **#21**



AM Totals	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#REF!
WB Split	#DIV/0!

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour

% Project Trips: #DIV/0!

PM Totals	Approach	Departure
NB	#DIV/0!	#DIV/0!
SB	#DIV/0!	#DIV/0!
EB	#DIV/0!	#DIV/0!
WB	#DIV/0!	#DIV/0!

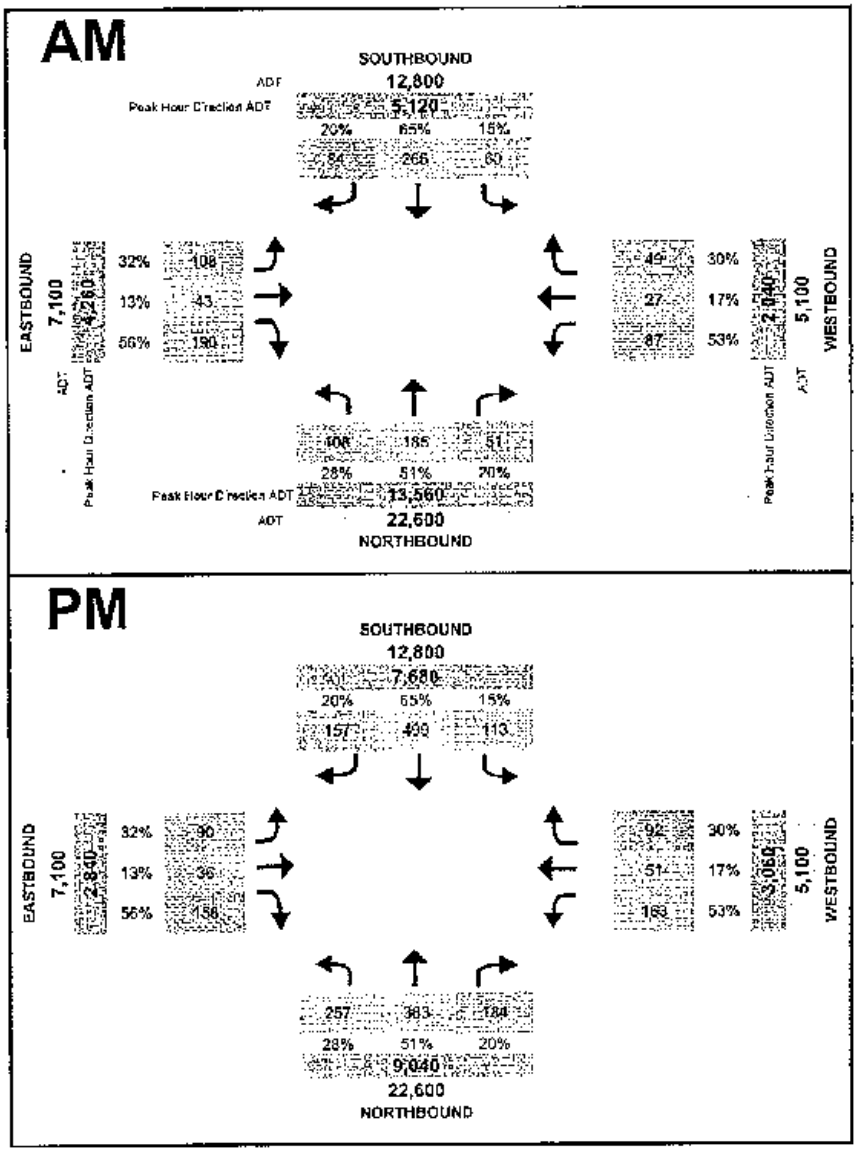
Directional Split	
NB Split	#DIV/0!
SB Split	#DIV/0!
EB Split	#DIV/0!
WB Split	#DIV/0!

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour

% Project Trips: #DIV/0!

INTERSECTION: Main Street & Street "A" **#22**



AM Totals		
	Approach	Departure
NB	345	342
SB	410	543
EB	341	154
WB	153	219

Directional Split	
NB Split	60%
SB Split	40%
EB Split	60%
WB Split	40%

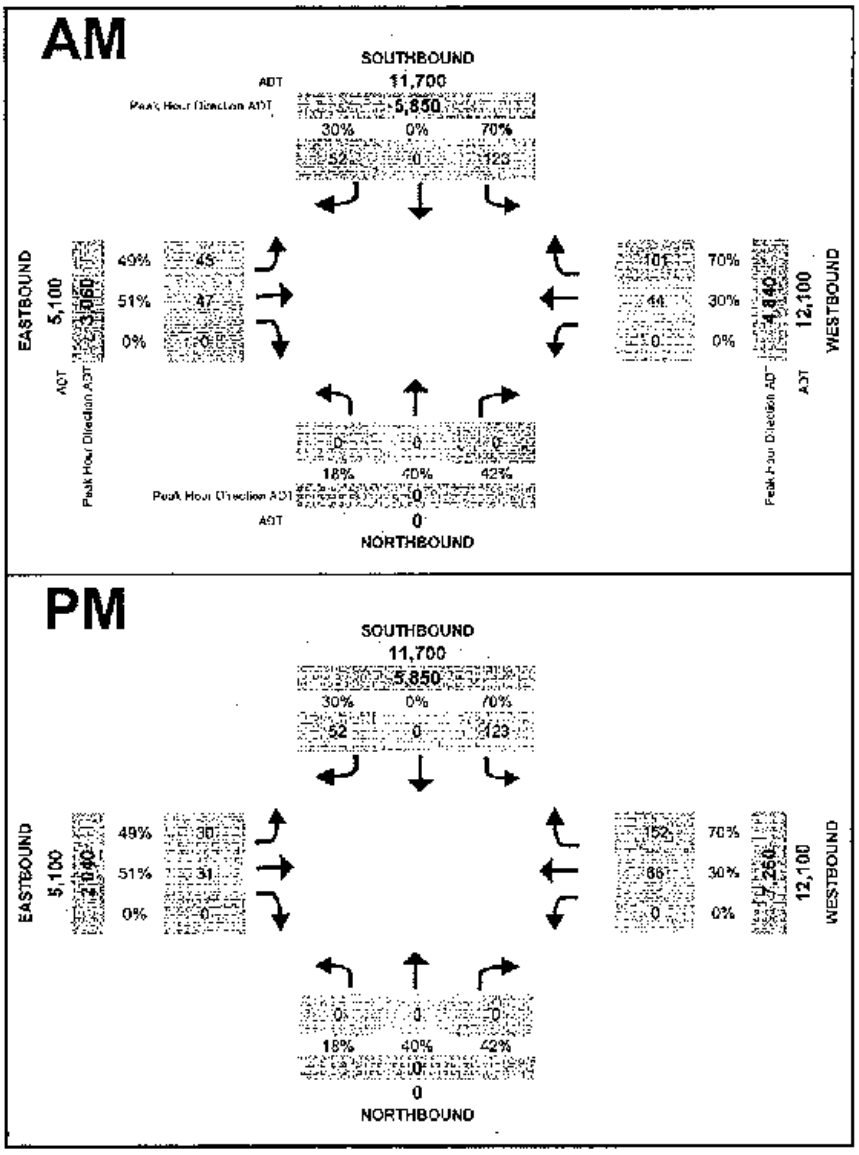
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	804	545
SB	768	820
EB	284	333
WB	305	165

Directional Split	
NB Split	40%
SB Split	60%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: Main Street & Eastlake Parkway **#23**



AM Totals	Approach	Departure
NB	0	146
SB	176	0
EB	92	170
WB	145	96

Directional Split	
NB Split	50%
SB Split	50%
EB Split	60%
WB Split	40%

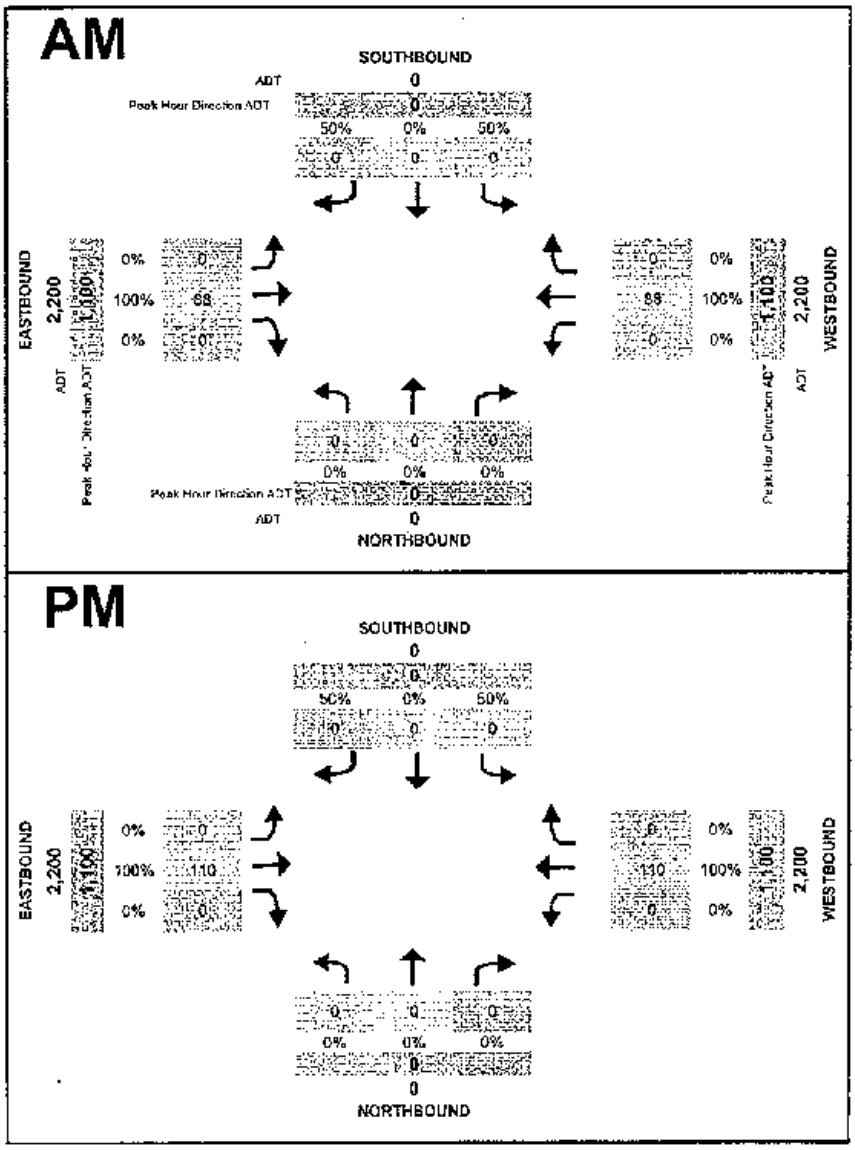
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	391	18,945	2%
Existing EB		40,418	0%
Existing WB	391	13,926	3%
AM Peak Hour			3%
% Project Trips:			0.00%

PM Totals	Approach	Departure
NB	0	182
SB	176	0
EB	61	155
WB	218	128

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	142	18,945	1%
Existing EB		40,418	0%
Existing WB	142	13,926	1%
PM Peak Hour			3%
% Project Trips:			0.00%

INTERSECTION: Otay Valley Road & SR125 Southbound Ramps #24



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

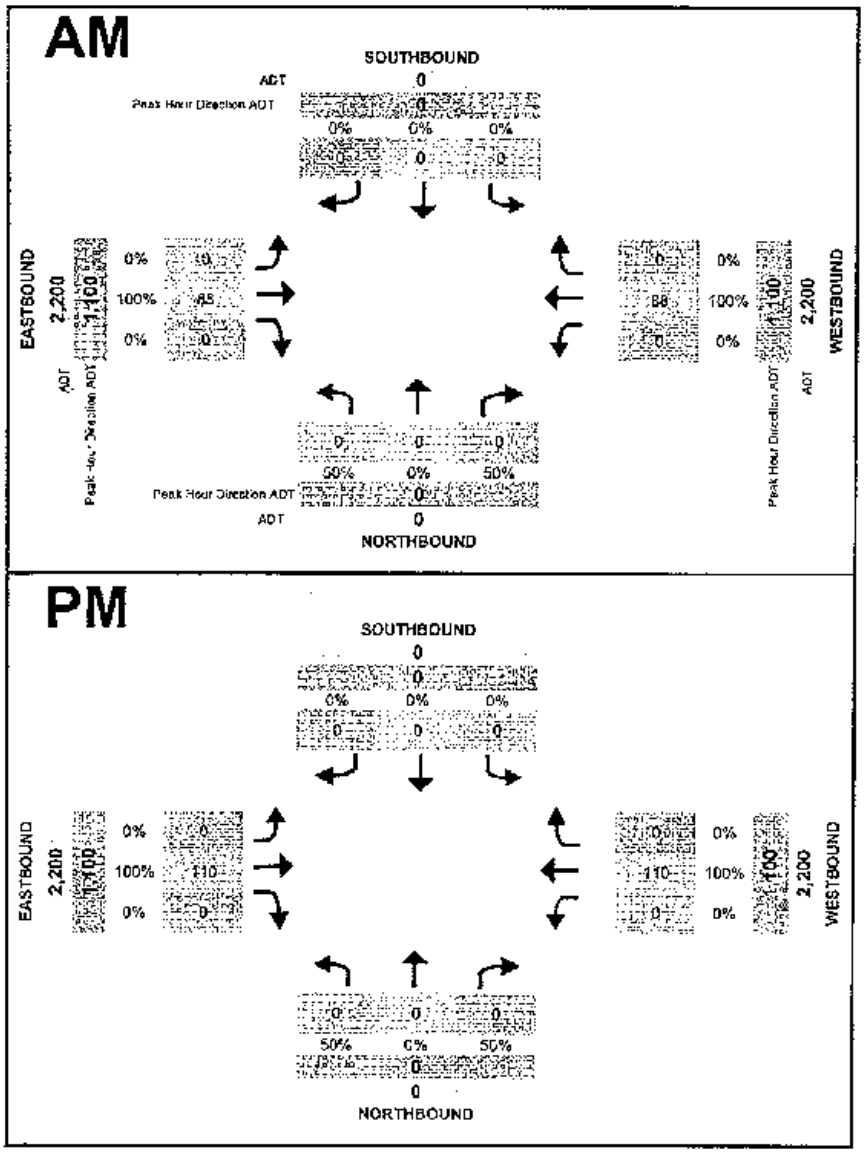
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: #DIV/0!

INTERSECTION: Otay Valley Road & SR125 Northbound Ramps #25



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	88	88
WB	88	88

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	110	110
WB	110	110

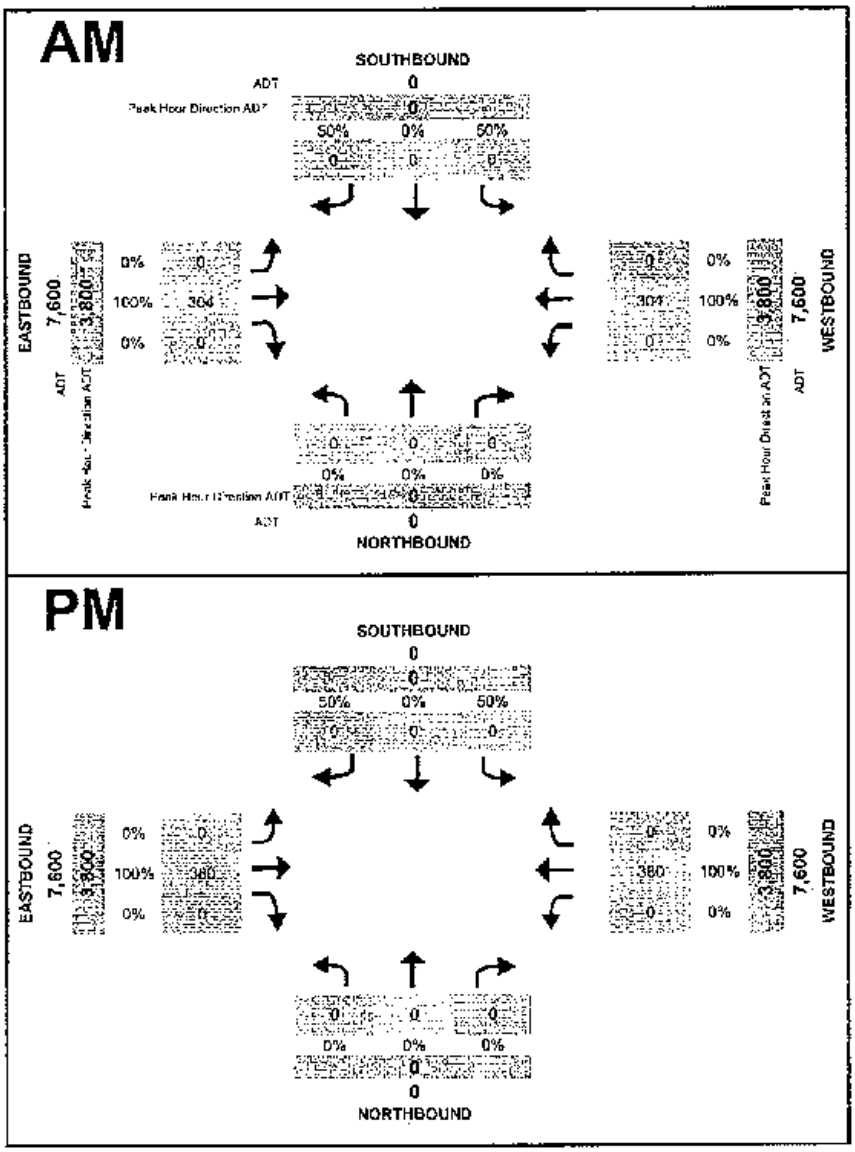
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: La Media Road & SR125 Southbound Ramps **#26**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	304	304
WB	304	304

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

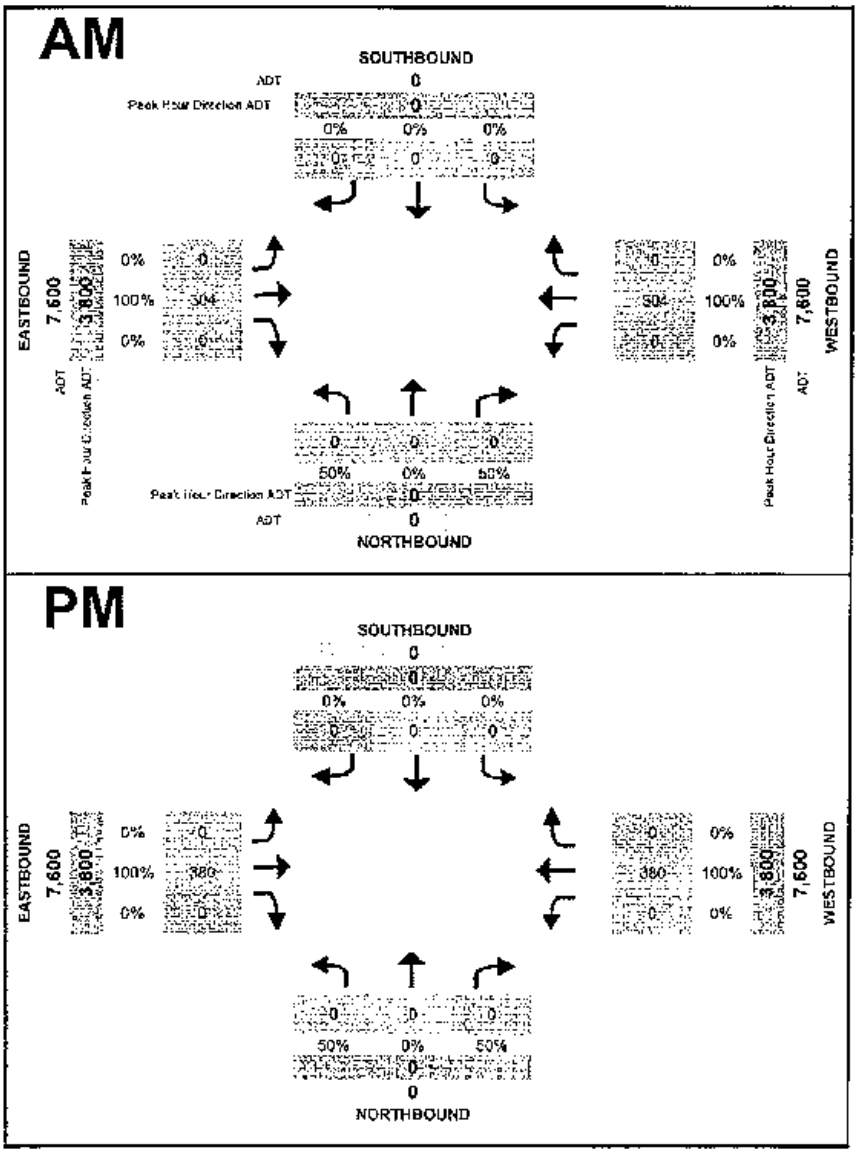
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	380	380
WB	380	380

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: La Media Road & SR125 Northbound Ramps **#27**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	304	304
WB	304	304

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	380	380
WB	380	380

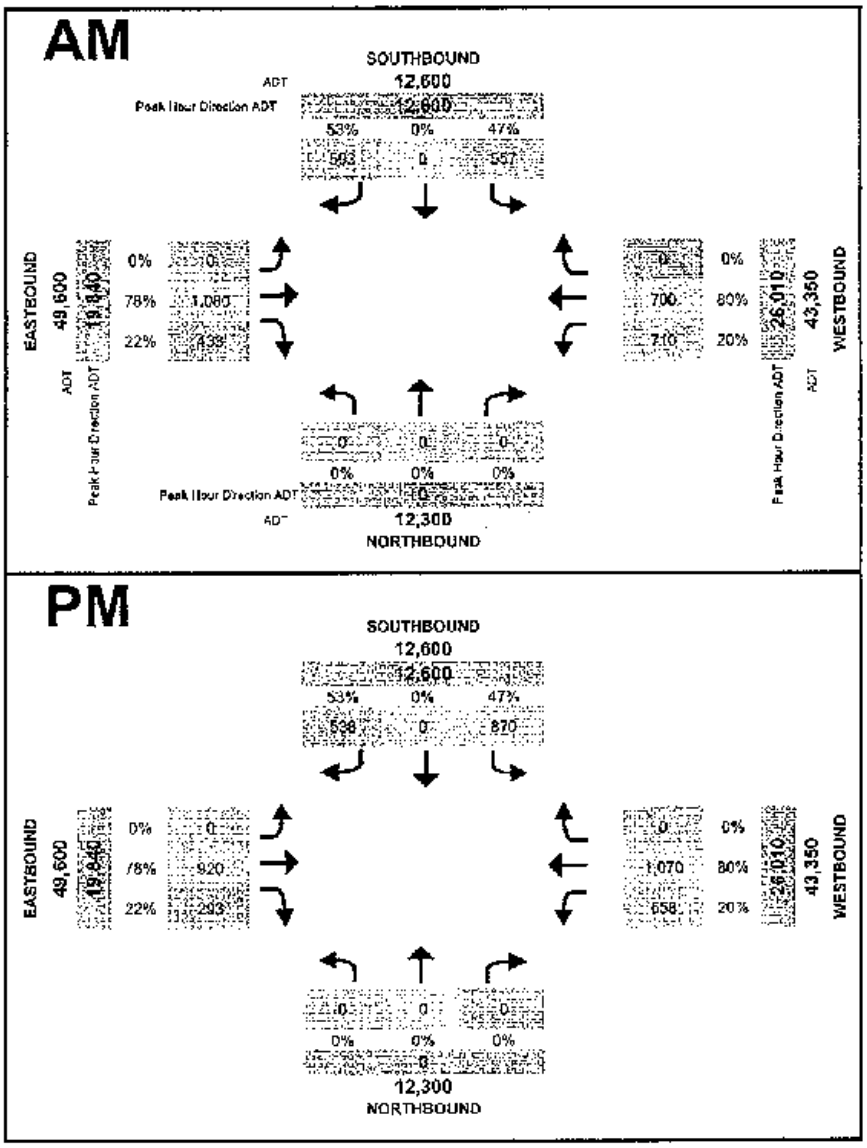
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & 805 Southbound Ramps **#1**



AM Totals		
	Approach	Departure
NB	0	0
SB	1,150	1,143
EB	1,513	1,637
WB	1,411	1,294

Directional Splits	
NB Split	0%
SB Split	100%
EB Split	48%
WB Split	52%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1041	na	8%
Existing SB	979	na	8%
Existing EB	2155	51,000	4%
Existing WB	2619	51,000	5%

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	1,408	951
EB	1,213	1,791
WB	1,729	1,606

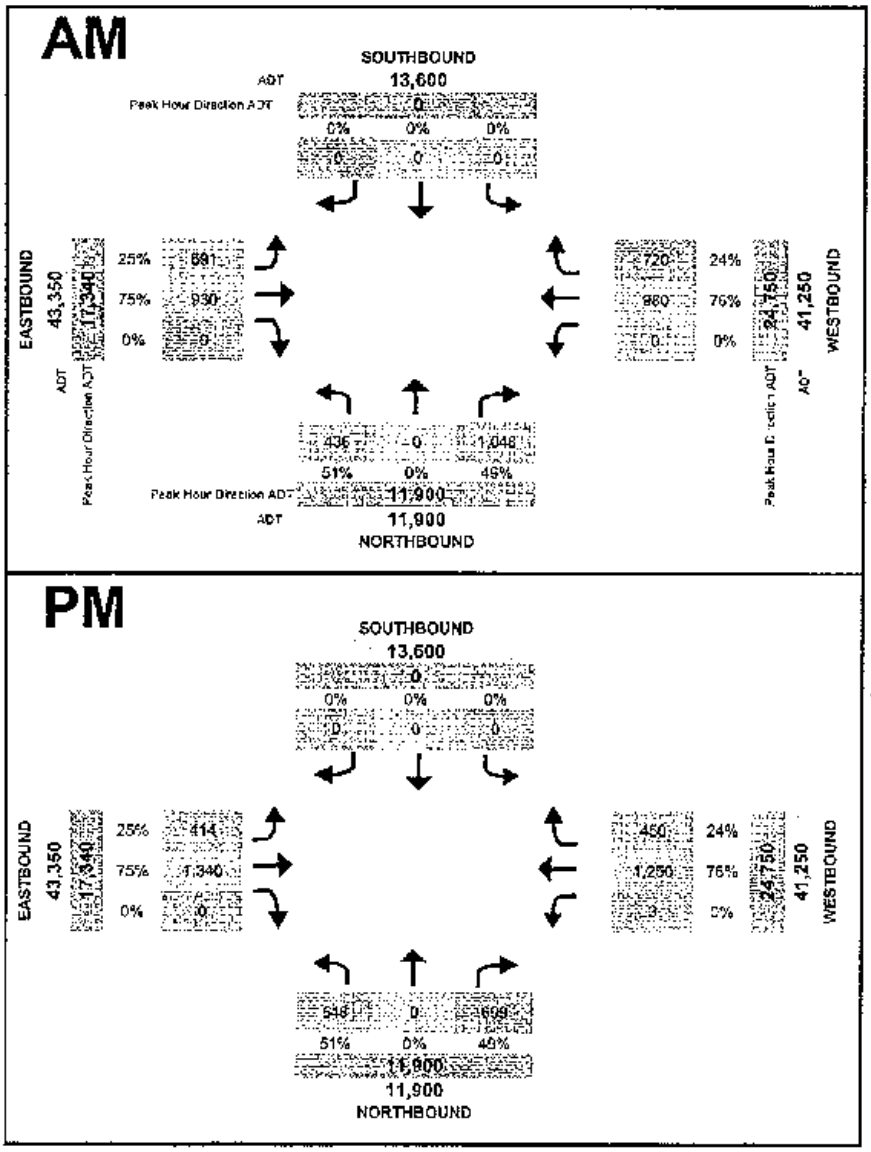
Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	926	na	8%
Existing SB	1587	na	13%
Existing EB	2223	51,000	4%
Existing WB	2986	51,000	6%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & 805 Northbound Ramps **#2**



AM Totals		
	Approach	Departure
NB	1,484	1,411
SB	0	0
EB	1,621	1,979
WB	1,700	1,416

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

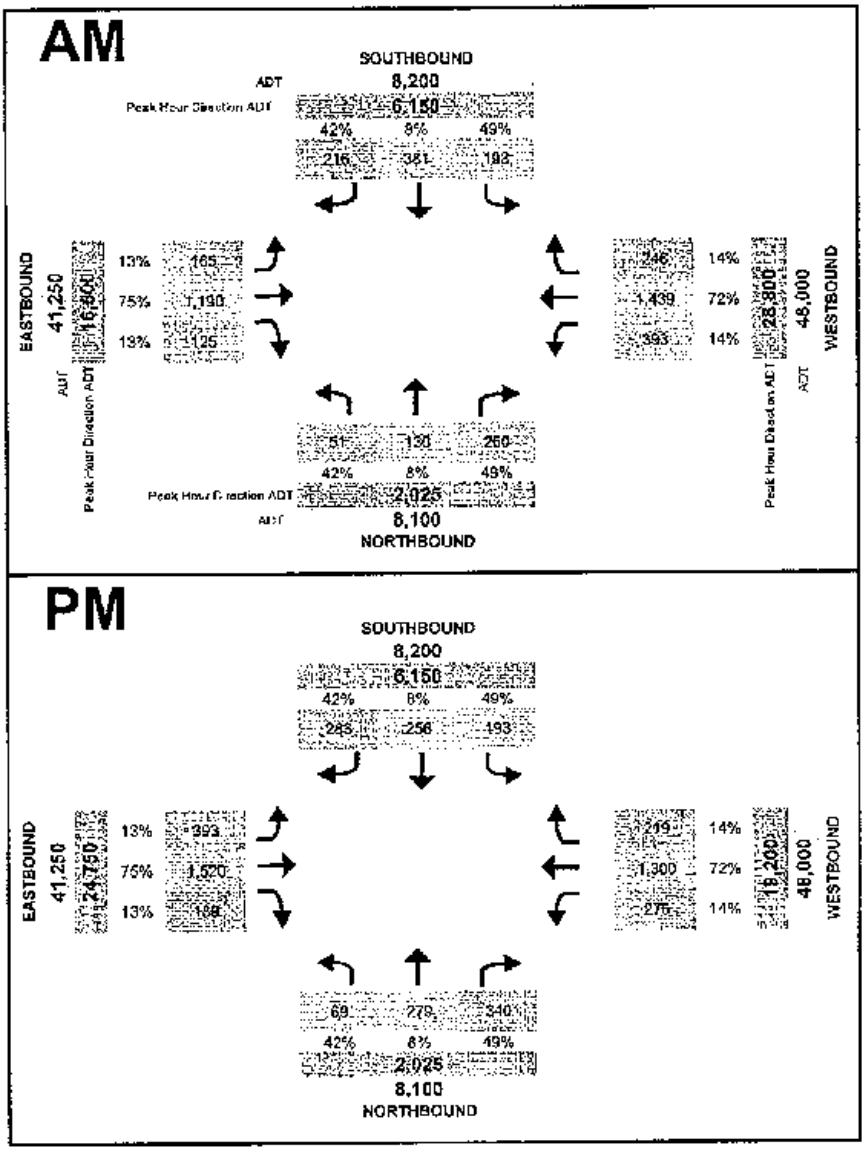
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1148	na	10%
Existing SB	2196	na	16%
Existing EB	2675	51,000	5%
Existing WB	4229	51,000	8%
AM Peak Hour			6%
% Project Trips:			4.58%

PM Totals		
	Approach	Departure
NB	1,247	864
SB	0	3
EB	1,754	2,039
WB	1,703	1,798

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1260	na	11%
Existing SB	998	na	7%
Existing EB	2008	51,000	6%
Existing WB	4004	51,000	8%
PM Peak Hour			8%
% Project Trips:			6.16%

INTERSECTION: Olympic Parkway & Brandywine Ave **#3**



AM Totals		
	Approach	Departure
NB	442	642
SB	790	899
EB	1,480	1,643
WB	2,078	1,706

Directional Split	
NB Split	25%
SB Split	75%
EB Split	48%
WB Split	52%

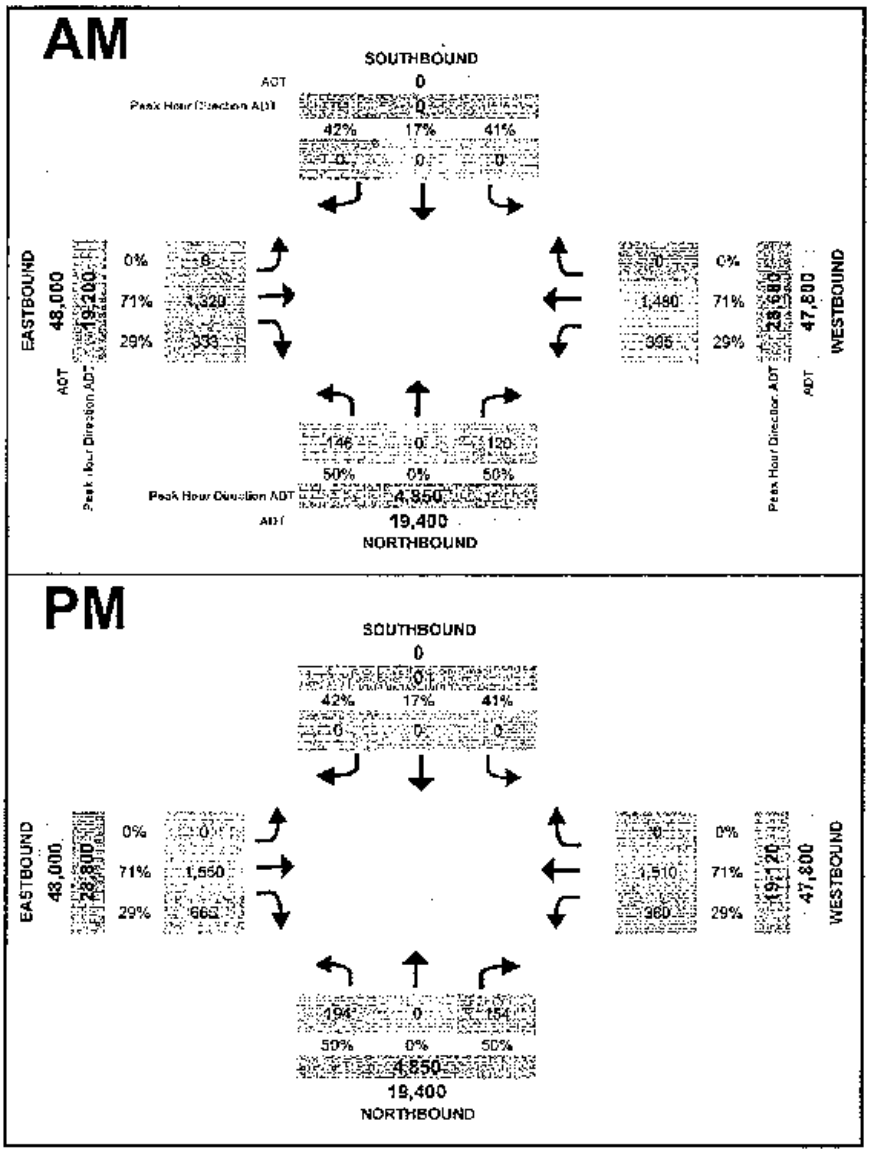
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%
	AM Peak Hour	6%	
	% Project Trips:	1.23%	

PM Totals		
	Approach	Departure
NB	687	890
SB	732	722
EB	2,102	2,052
WB	1,795	1,852

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%
	PM Peak Hour	8%	
	% Project Trips:	1.47%	

INTERSECTION: Olympic Parkway & Birch Road #4



AM Totals	Approach	Departure
NB	266	0
SB	0	728
EB	1,653	1,441
WB	1,876	1,626

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

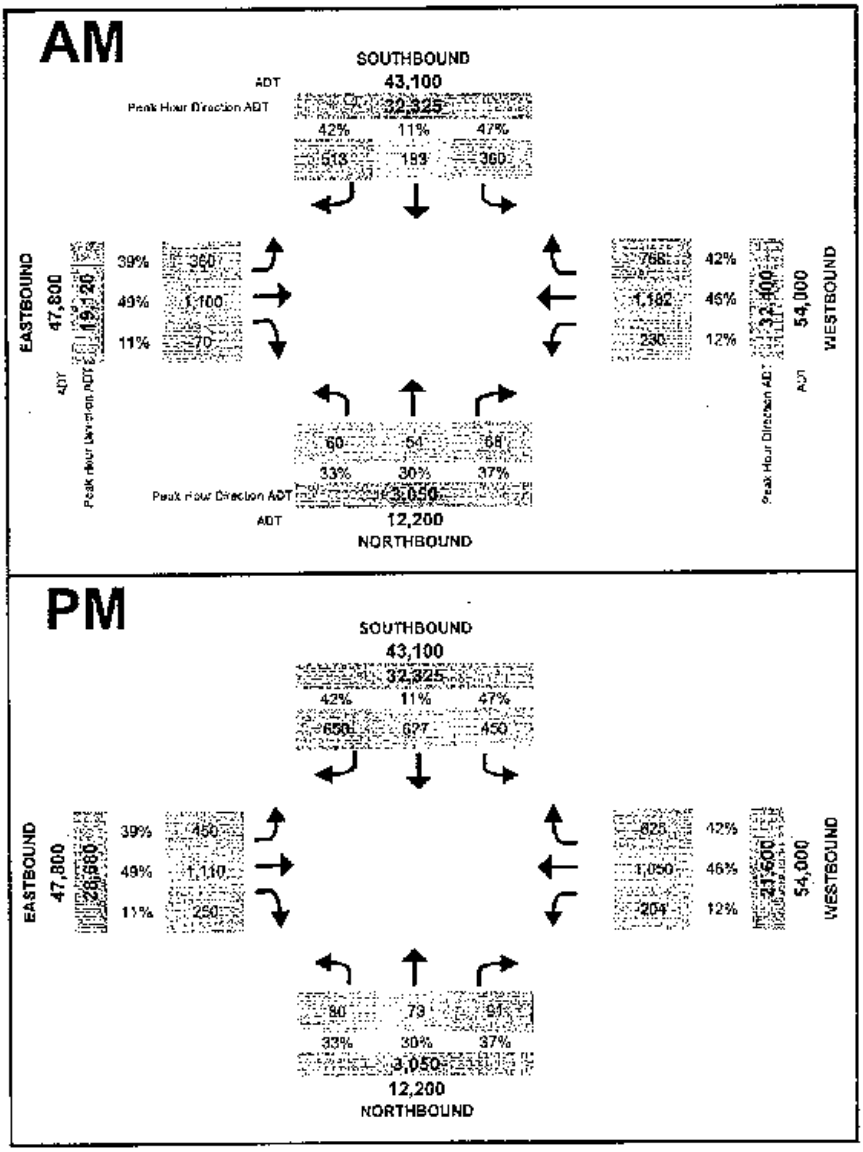
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1585	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%
AM Peak Hour			6%
% Project Trips:			1.55%

PM Totals	Approach	Departure
NB	348	0
SB	0	1,025
EB	2,215	1,703
WB	1,871	1,705

Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%
PM Peak Hour			8%
% Project Trips:			1.76%

INTERSECTION: Olympic Parkway & Heritage Road **#5**



AM Totals		
	Approach	Departure
NB	183	1,182
SB	1,056	483
EB	1,530	1,528
WB	2,180	1,756

Directional Split	
NB Split	25%
SB Split	75%
EB Split	46%
WB Split	56%

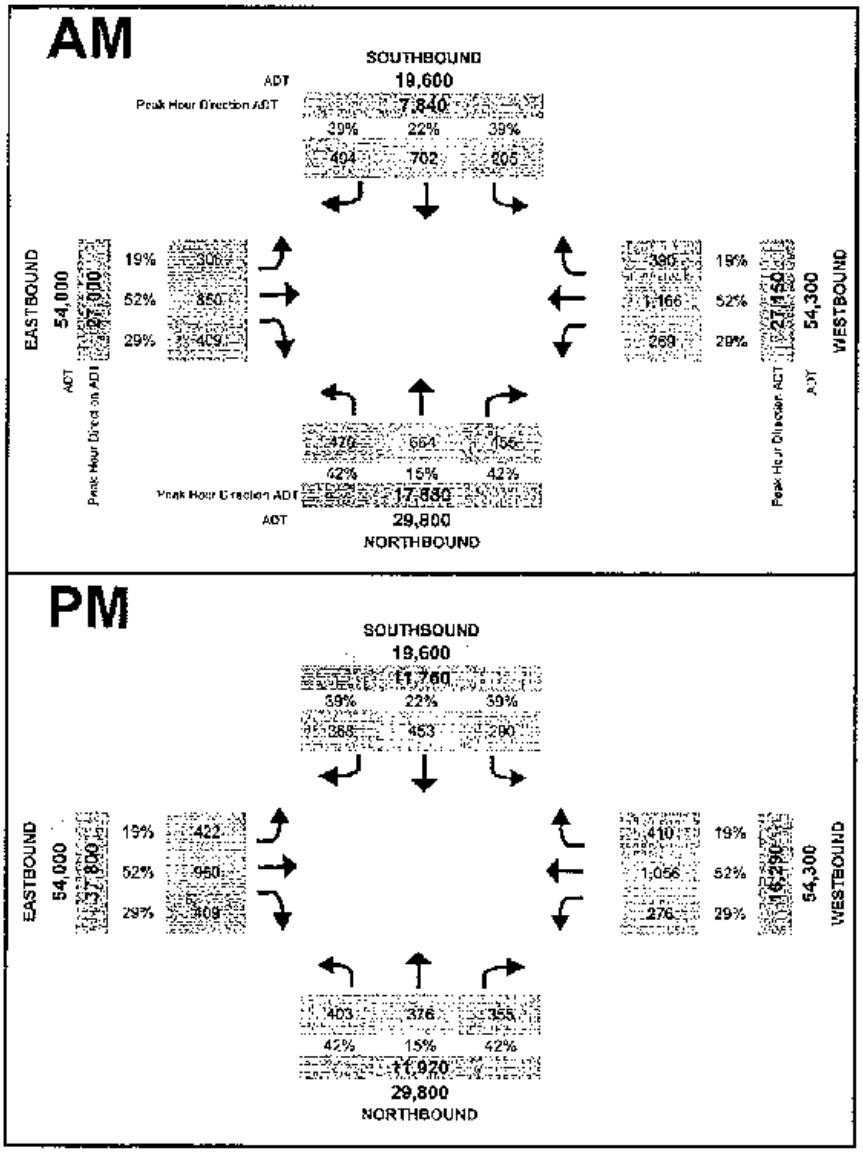
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%
	AM Peak Hour		6%
	% Project Trips:		0.00%

PM Totals		
	Approach	Departure
NB	244	1,148
SB	1,727	1,081
EB	1,809	1,650
WB	1,880	1,781

Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3887	50,538	8%
	PM Peak Hour		8%
	% Project Trips:		0.00%

INTERSECTION: Olympic Pkwy & La Media Rd **#6**



AM Totals		
	Approach	Departure
NB	1,590	1,360
SB	1,310	1,380
EB	1,565	1,511
WB	1,825	2,040

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	2096	11,037	19%
Existing SB	1622	12,658	13%
Existing EB	3619	50,538	7%
Existing WB	2179	43,563	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	1,134	1,208
SB	1,111	1,108
EB	1,791	1,805
WB	1,741	1,626

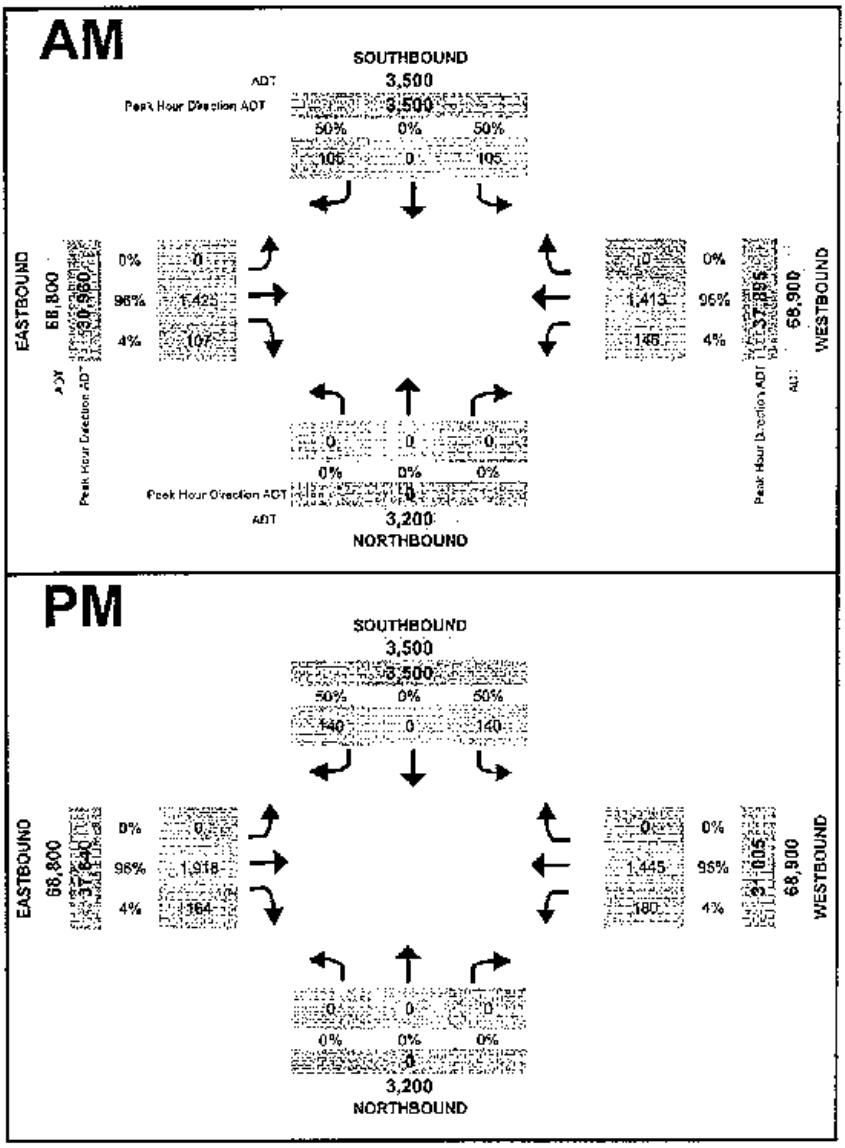
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1025	11,037	9%
Existing SB	1129	12,658	9%
Existing EB	3691	50,538	7%
Existing WB	2927	43,563	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Southbound **#7**



AM Totals		
	Approach	Departure
NB	0	0
SB	210	253
EB	1,533	1,530
WB	1,559	1,518

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

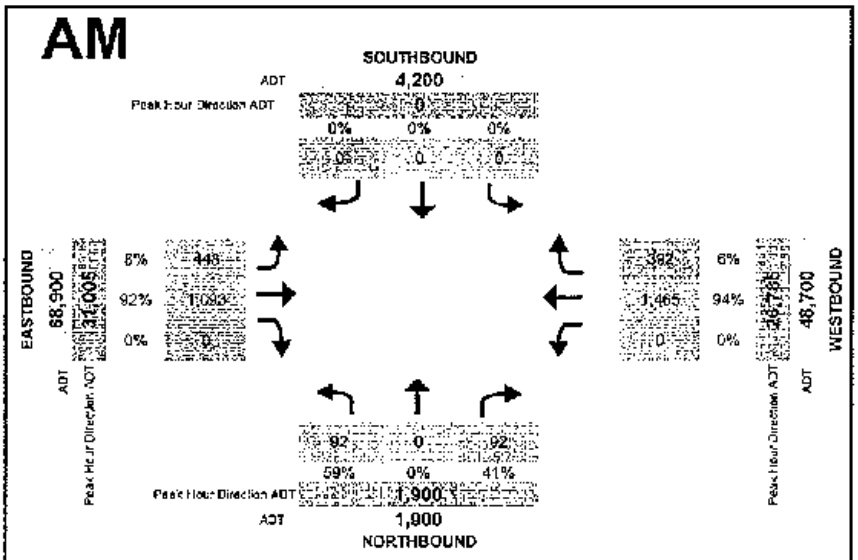
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94	n/a	3%
Existing SB	185	n/a	6%
Existing EB	2088	43,563	5%
Existing WB	2065	40,418	5%
	AM Peak Hour	5%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	0	0
SB	280	345
EB	2,082	2,058
WB	1,625	1,585

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	10	n/a	0%
Existing SB	239	n/a	7%
Existing EB	2697	43,563	6%
Existing WB	2772	40,418	7%
	PM Peak Hour	8%	
	% Project Trips:	0.00%	

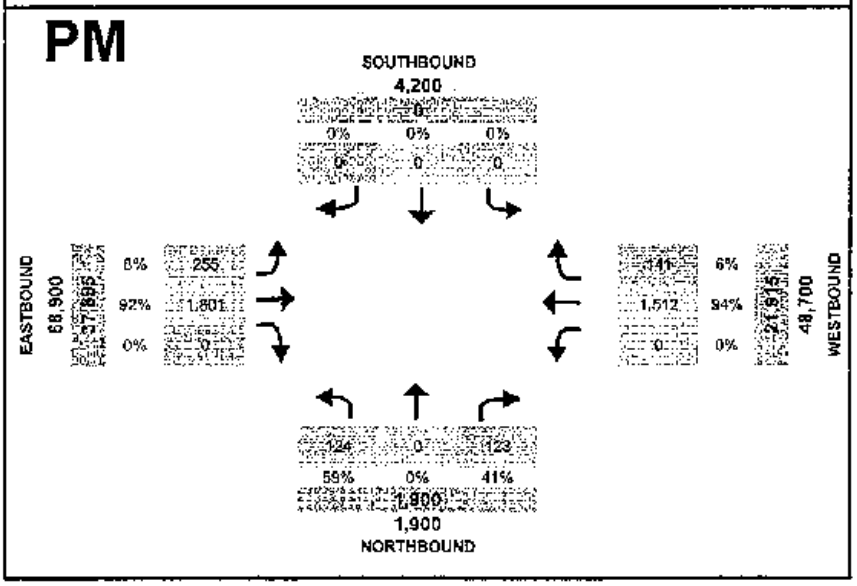
INTERSECTION: Olympic Parkway & SR125 Northbound **#8**



AM Totals	Approach	Departure
NB	184	840
SB	0	0
EB	1,540	1,185
WB	1,857	1,557

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	248	n/a	6%
Existing SB	301	n/a	16%
Existing EB	2085	43,563	5%
Existing WB	2154	40,418	5%
AM Peak Hour			6%
% Project Trips:			0.00%

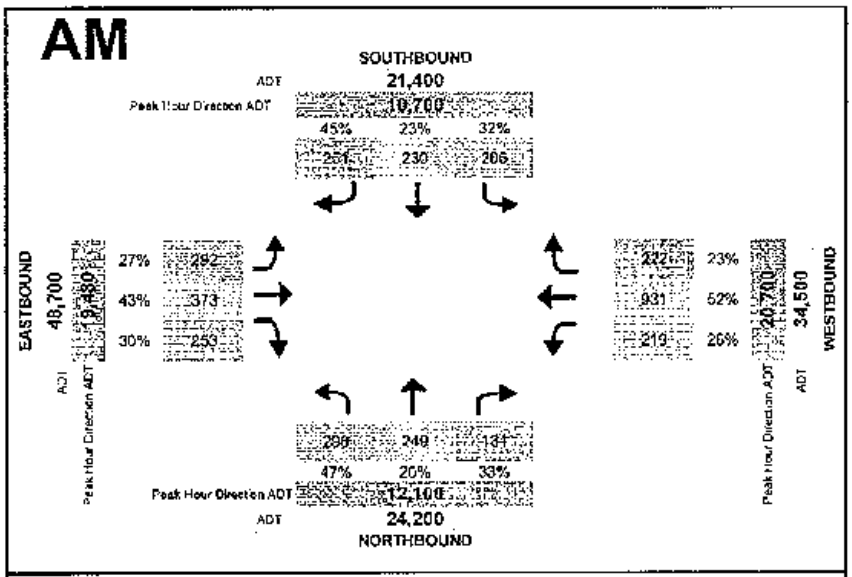


PM Totals	Approach	Departure
NB	247	395
SB	0	0
EB	2,056	1,924
WB	1,653	1,837

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	119	n/a	3%
Existing SB	86	n/a	5%
Existing EB	2770	43,563	6%
Existing WB	2843	40,418	7%
PM Peak Hour			8%
% Project Trips:			0.00%

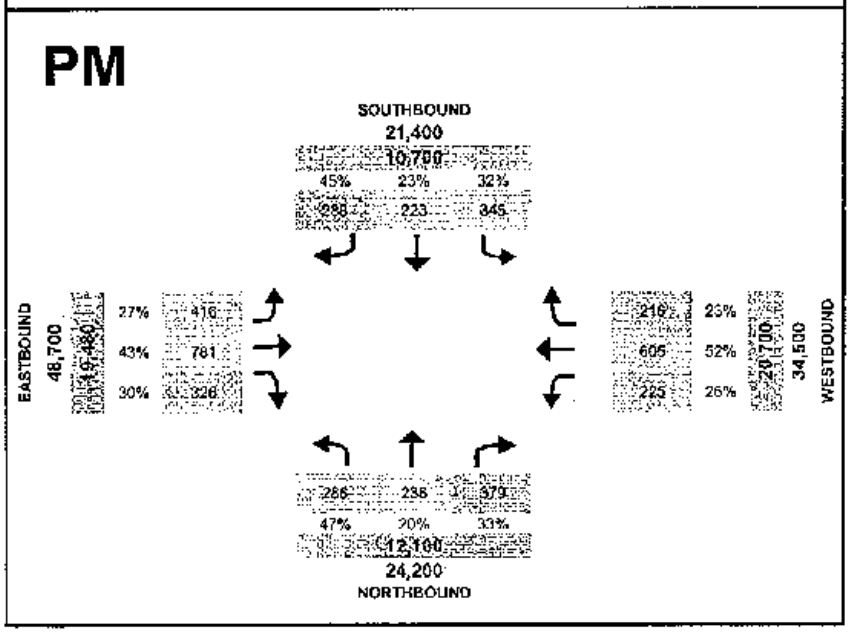
INTERSECTION: Olympic Parkway & Eastlake Parkway **#9**



AM Totals		
	Approach	Departure
NB	681	763
SB	687	702
EB	919	714
WB	1,372	1,481

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	749	9,199	8%
Existing SB	788	18,945	4%
Existing EB	1865	40,418	5%
Existing WB	1354	13,926	10%
AM Peak Hour			6%
% Project Trips:			0.00%

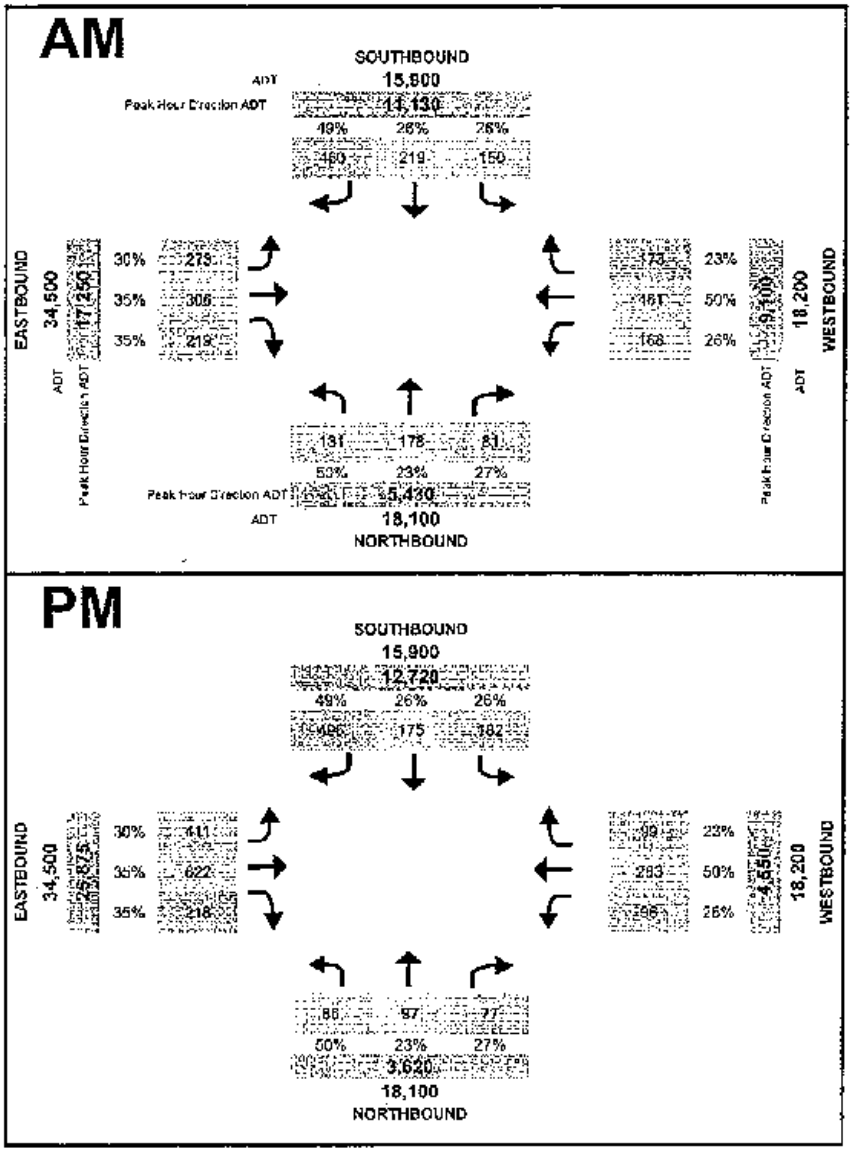


PM Totals		
	Approach	Departure
NB	903	870
SB	856	774
EB	1,523	1,505
WB	1,046	1,179

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1243	9,158	14%
Existing SB	1403	18,945	7%
Existing EB	2060	40,418	5%
Existing WB	1476	13,926	11%
PM Peak Hour			8%
% Project Trips:			0.00%

INTERSECTION: Olympic Parkway & Hunte Parkway **#10**



AM Totals		
	Approach	Departure
NB	390	624
SB	829	606
EB	798	637
WB	802	1,052

Directional Split	
NB Split	30%
SB Split	70%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	302	1,406	21%
Existing SB	904	9,580	9%
Existing EB	1031	13,926	7%
Existing WB	525	7,846	7%

AM Peak Hour 7%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	260	607
SB	853	469
EB	1,250	880
WB	479	265

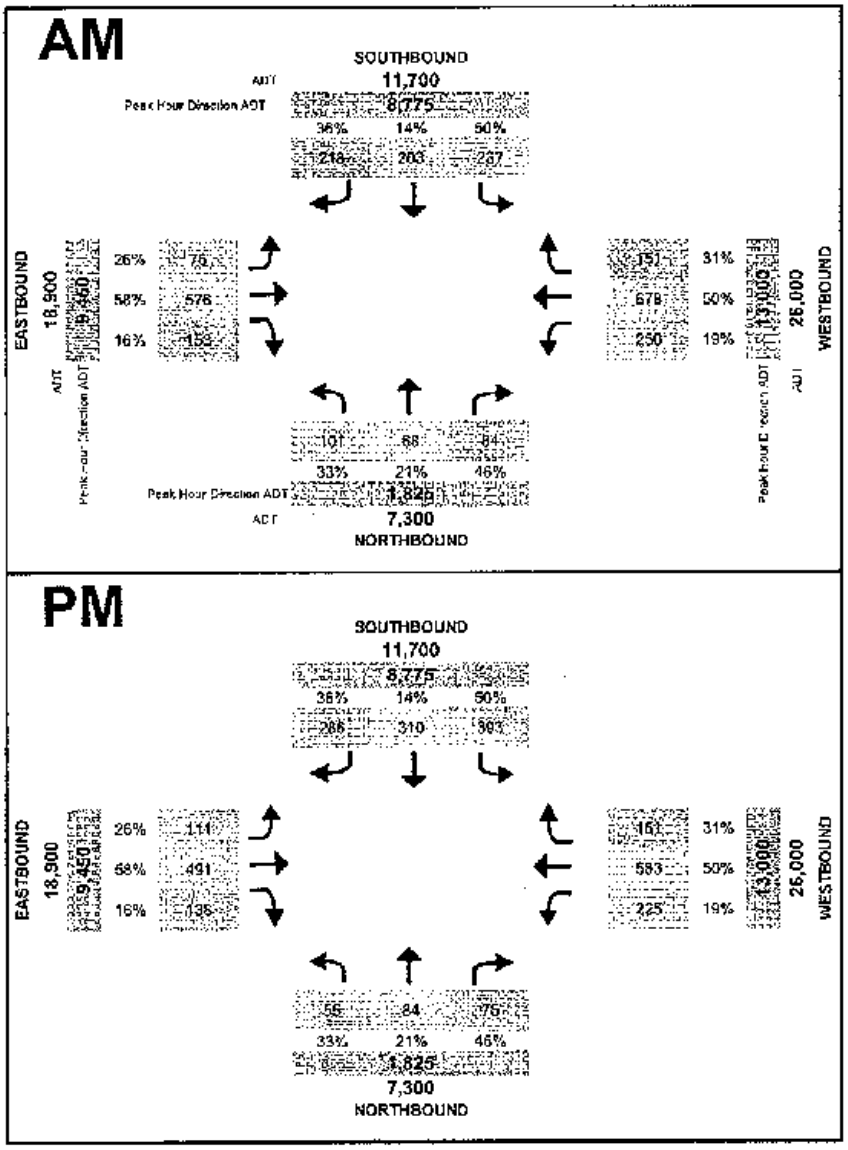
Directional Split	
NB Split	20%
SB Split	80%
EB Split	75%
WB Split	25%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	201	1,406	14%
Existing SB	789	9,580	8%
Existing EB	1120	13,926	8%
Existing WB	640	7,846	8%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Birch Road & Heritage Rd **#11**



AM Totals		
	Approach	Departure
NB	253	295
SB	658	606
EB	805	897
WB	1,080	997

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

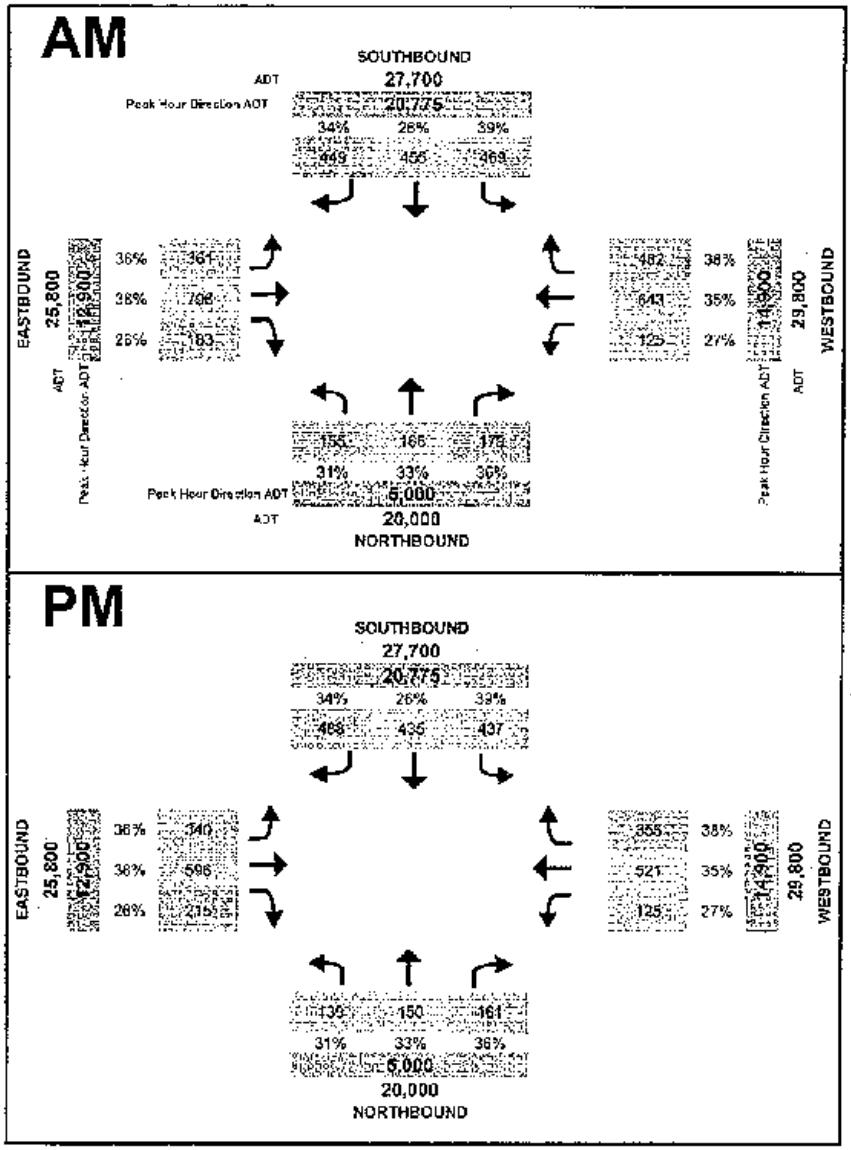
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%
AM Peak Hour			10%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	214	356
SB	990	674
EB	741	980
WB	970	924

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%
PM Peak Hour			9%
% Project Trips:			26.39%

INTERSECTION: Birch Road & La Media Rd **#12**



AM Totals		
	Approach	Departure
NB	500	1,009
SB	1,373	783
EB	1,340	1,444
WB	1,250	1,247

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

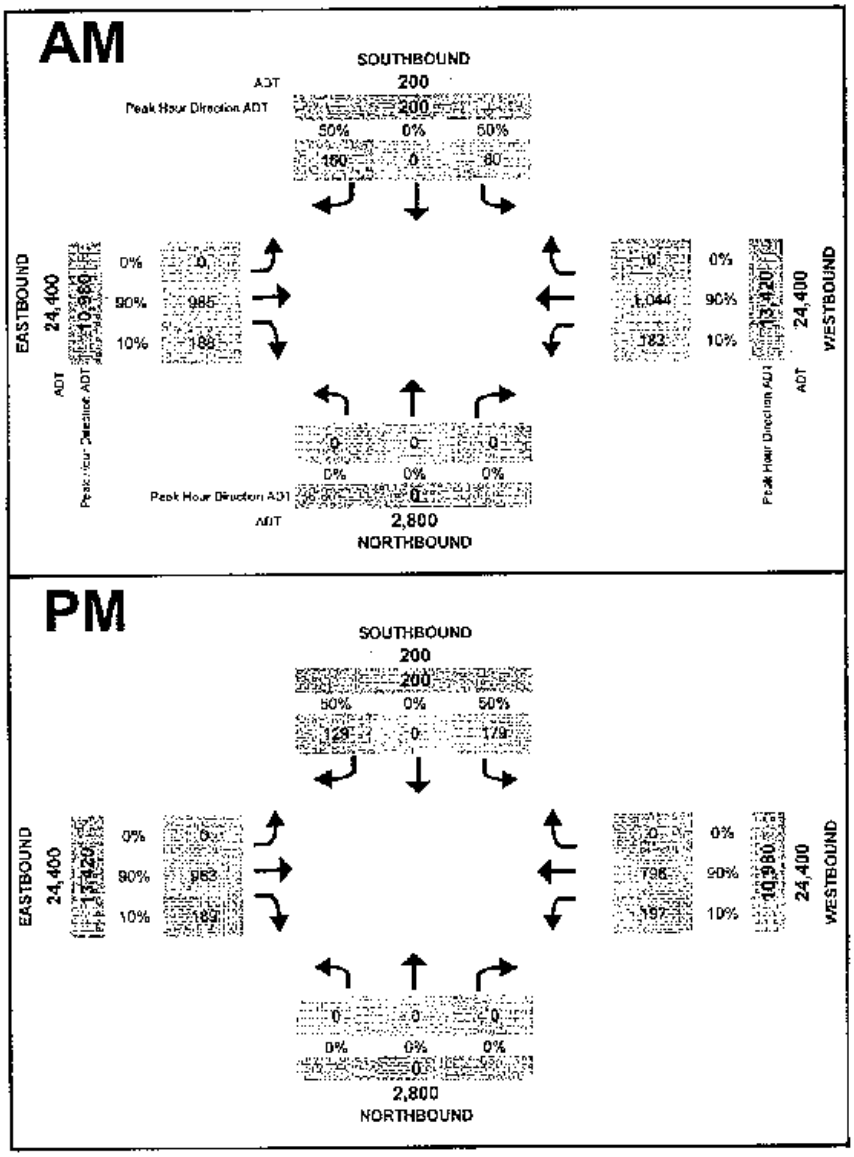
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%
	AM Peak Hour	10%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	450	845
SB	1,360	774
SB	1,151	1,194
WB	1,001	1,148

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%
	PM Peak Hour	8%	
	% Project Trips:	19.41%	

INTERSECTION: Birch Road & SR125 Southbound Ramps **#13**



AM Totals		
	Approach	Departure
NB	0	0
SB	240	371
EB	1,173	1,065
WB	1,227	1,204

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	32		#DIV/0!
Existing SB	153		#DIV/0!
Existing EB	991	10,234	10%
Existing WB	914		#DIV/0!

AM Peak Hour 10%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	308	386
EB	1,153	1,142
WB	993	925

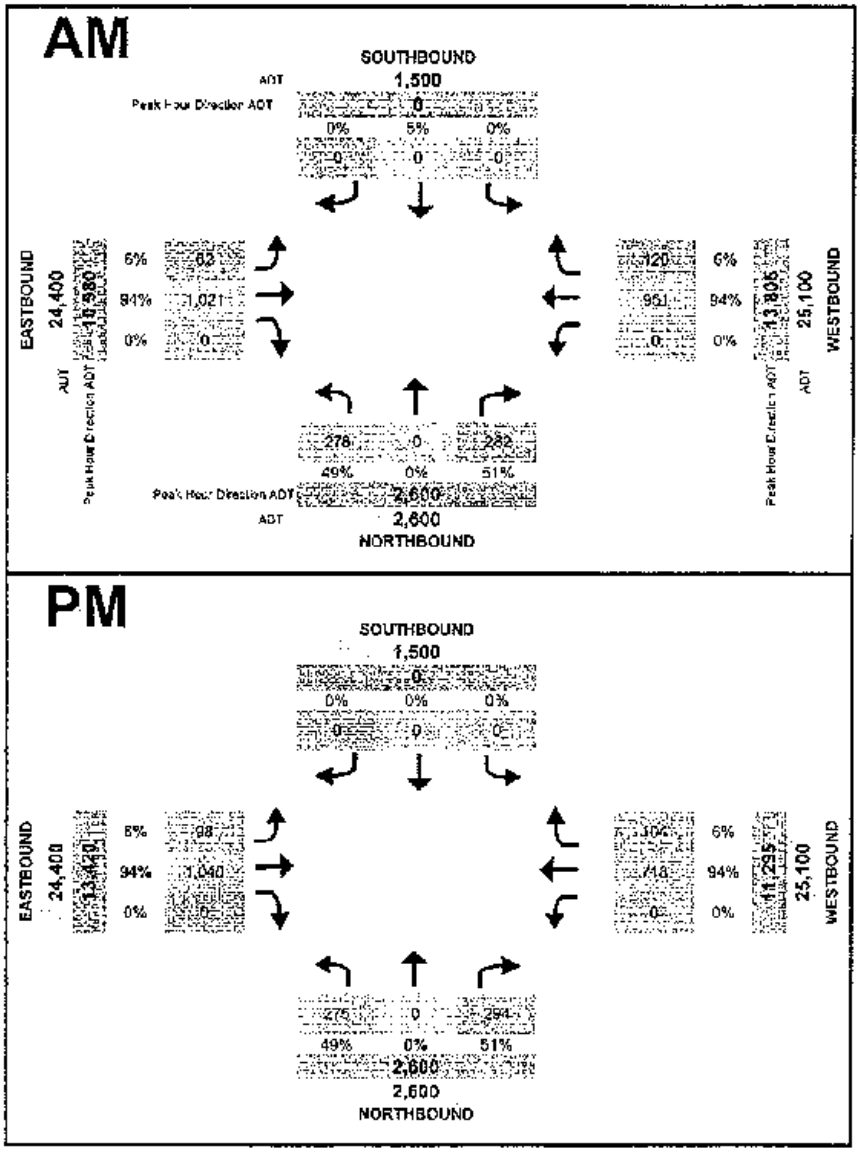
Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	4		#DIV/0!
Existing SB	171		#DIV/0!
Existing EB	897	10,234	9%
Existing WB	952		#DIV/0!

PM Peak Hour 9%

% Project Trips: 0.00%

INTERSECTION: Birch Road & SR125 Northbound Ramps **#14**



AM Totals		
	Approach	Departure
NB	580	182
SB	0	0
EB	1,083	1,303
WB	1,071	1,229

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

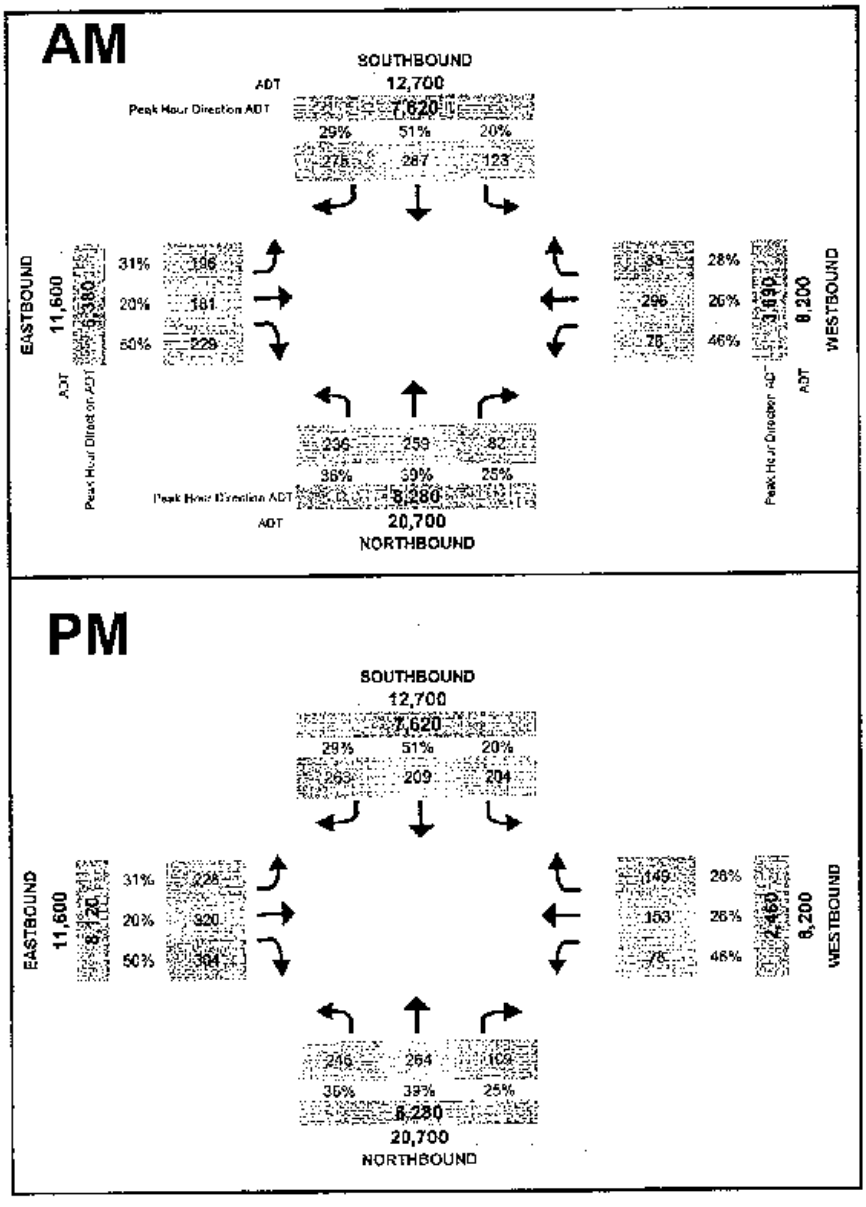
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	78		#DIV/0!
Existing SB	68		#DIV/0!
Existing EB	924	10,234	9%
Existing WB	923		#DIV/0!
AM Peak Hour	10%		
% Project Trips:	0.00%		

PM Totals		
	Approach	Departure
NB	569	202
SB	0	0
EB	1,138	1,333
WB	822	993

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94		#DIV/0!
Existing SB	61		#DIV/0!
Existing EB	948	10,234	9%
Existing WB	1025		#DIV/0!
PM Peak Hour	9%		
% Project Trips:	0.00%		

INTERSECTION: **Eastlake Parkway & Birch Road** **#15**



AM Totals		
	Approach	Departure
NB	577	538
SB	686	591
EB	605	386
WB	455	807

Directional Split	
NB Split	40%
SB Split	60%
EB Split	55%
WB Split	45%

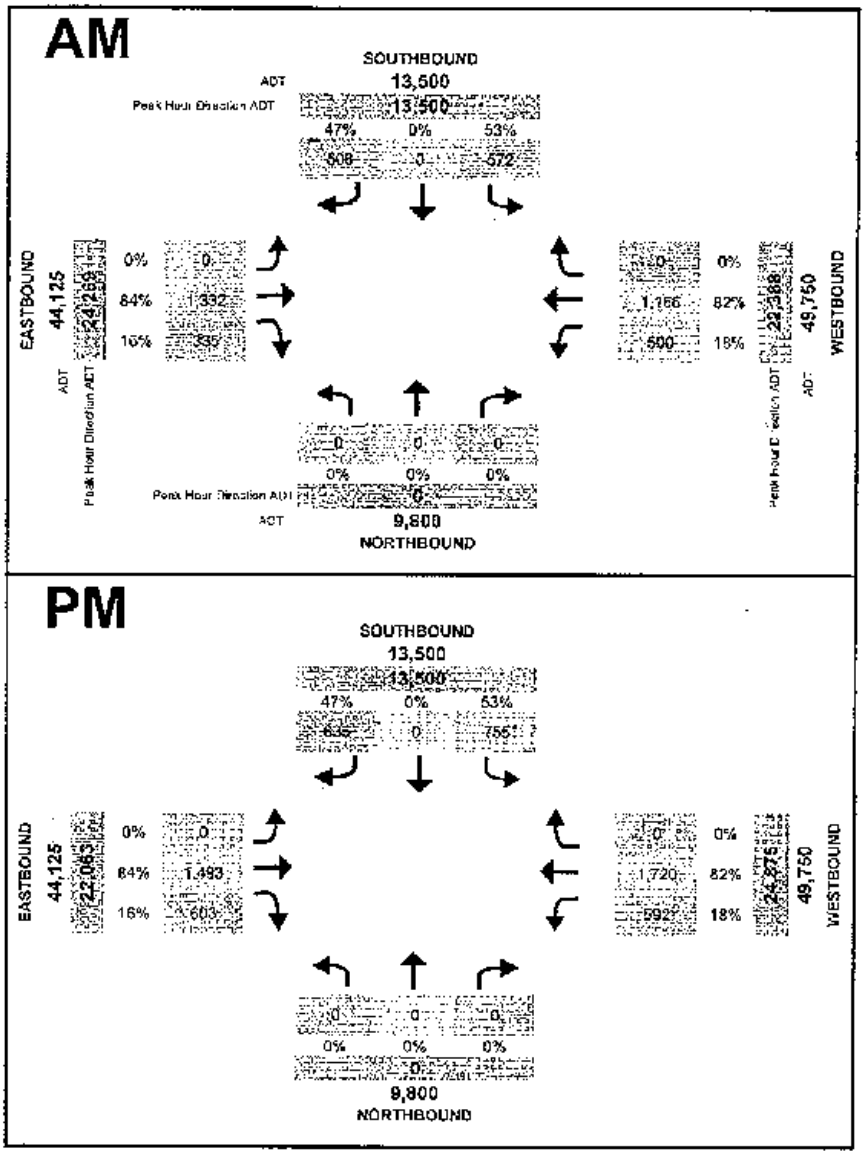
Existing Conditions		
Leg	Ins+Outs	ADT
Existing NB	502	1,310
Existing SB	669	9,199
Existing EB	909	na
Existing WB	466	na
AM Peak Hour		8%
% Project Trips:		0.00%

PM Totals		
	Approach	Departure
NB	618	641
SB	677	592
EB	852	633
WB	381	602

Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditions		
Leg	Ins+Outs	ADT
Existing NB	460	1,310
Existing SB	751	9,199
Existing EB	908	na
Existing WB	641	na
PM Peak Hour		10%
% Project Trips:		0.00%

INTERSECTION: Main Street & 805 Southbound Ramps **#16**



AM Totals		
	Approach	Departure
NB	0	0
SB	1,080	835
EB	1,667	1,904
WB	1,666	1,673

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

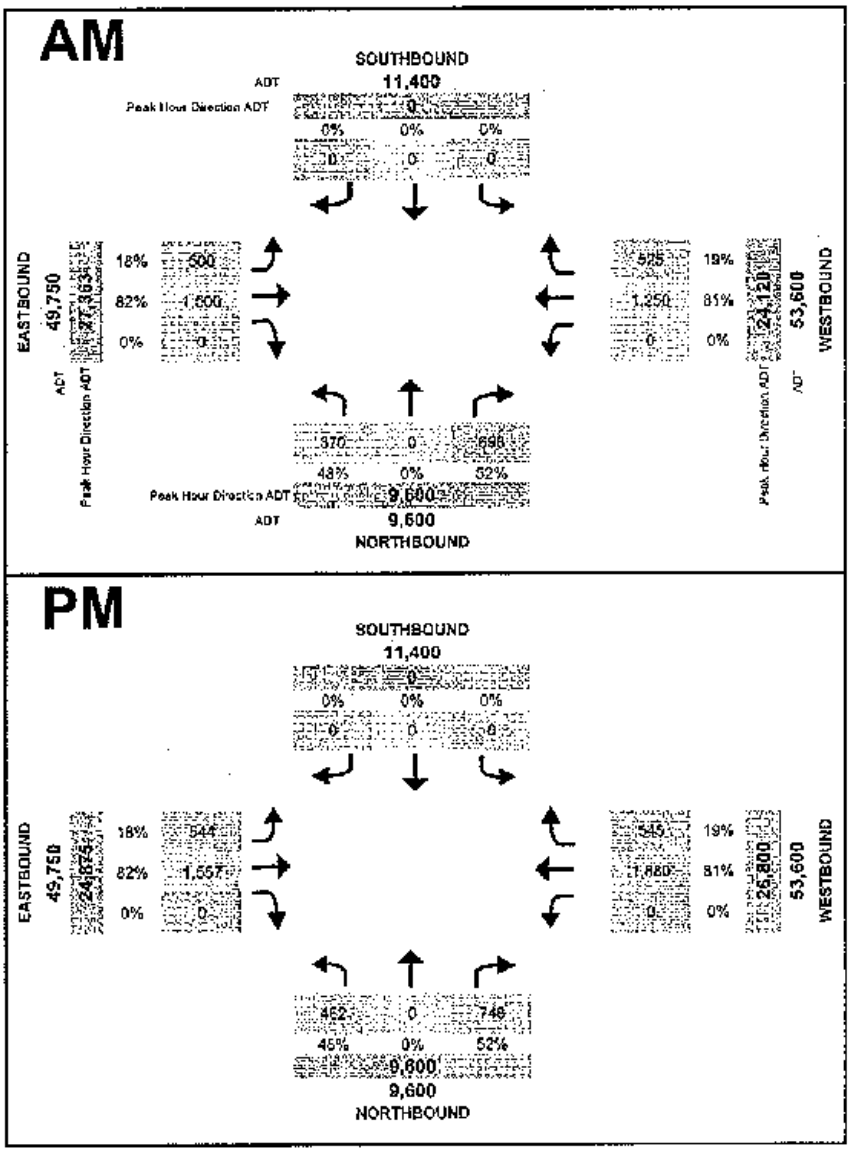
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	826		#DIV/0!
Existing SB	860		#DIV/0!
Existing EB	1850		#DIV/0!
Existing WB	1932	26,355	7%
	AM Peak Hour	8%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	0	0
SB	1,390	1,195
EB	2,099	2,249
WB	2,313	2,355

Directional Split	
NB Split	0%
SB Split	100%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	934		#DIV/0!
Existing SB	1208		#DIV/0!
Existing EB	2475		#DIV/0!
Existing WB	2631	26,355	10%
	PM Peak Hour	10%	
	% Project Trips:	0.00%	

INTERSECTION: Main Street & 805 Northbound Ramps **#17**



AM Totals	Approach	Departure
NB	1,068	1,025
SB	0	0
EB	2,000	2,198
WB	1,775	1,620

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

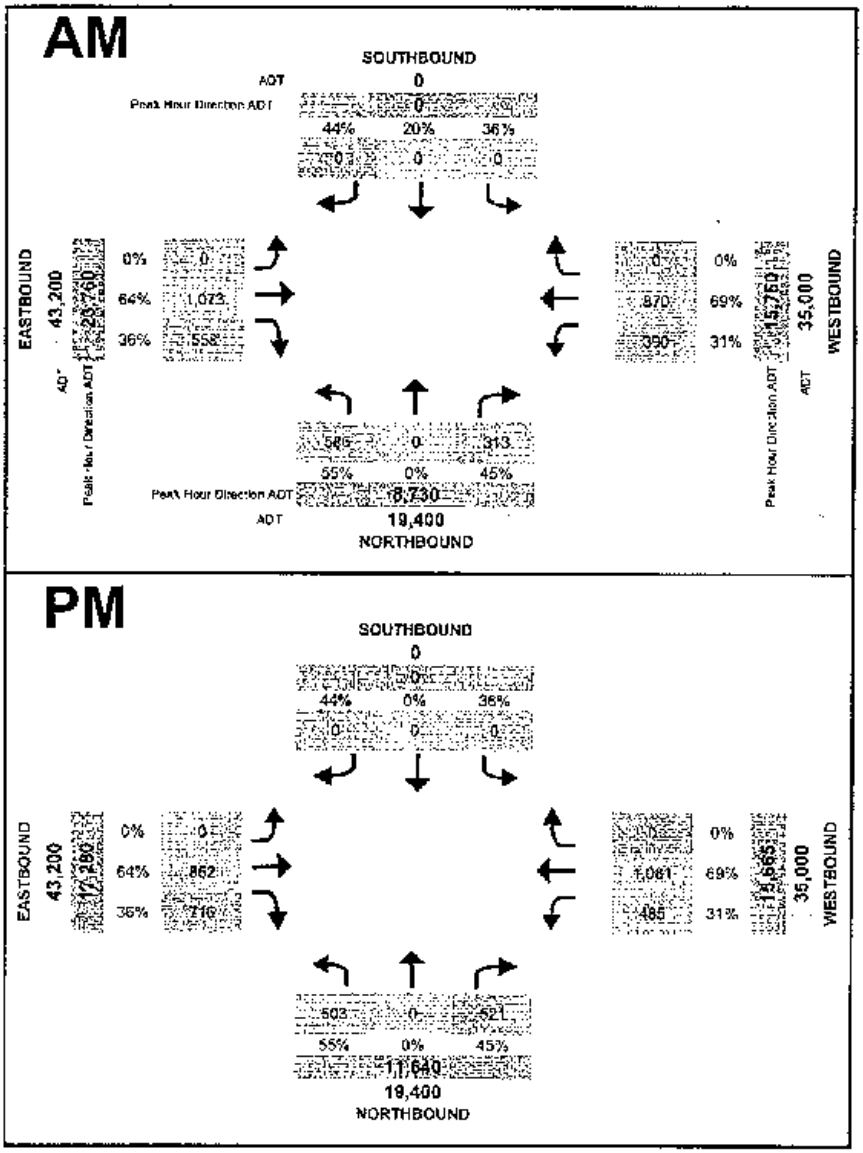
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	541		#DIV/0!
Existing SB	805		#DIV/0!
Existing EB	1921		#DIV/0!
Existing WB	1989	26,355	8%
	AM Peak Hour	8%	
	% Project Trips:	0.00%	

PM Totals	Approach	Departure
NB	1,210	1,089
SB	0	0
EB	2,102	2,305
WB	2,425	2,342

Directional Split	
NB Split	100%
SB Split	0%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	746		#DIV/0!
Existing SB	1066		#DIV/0!
Existing EB	2626		#DIV/0!
Existing WB	2910	26,355	11%
	PM Peak Hour	10%	
	% Project Trips:	0.00%	

INTERSECTION: Main Street & Heritage Rd **#18**



AM Totals		
	Approach	Departure
NB	898	0
SB	0	948
EB	1,831	1,336
WB	1,260	1,455

Directional Split	
NB Split	45%
SB Split	0%
EB Split	55%
WB Split	45%

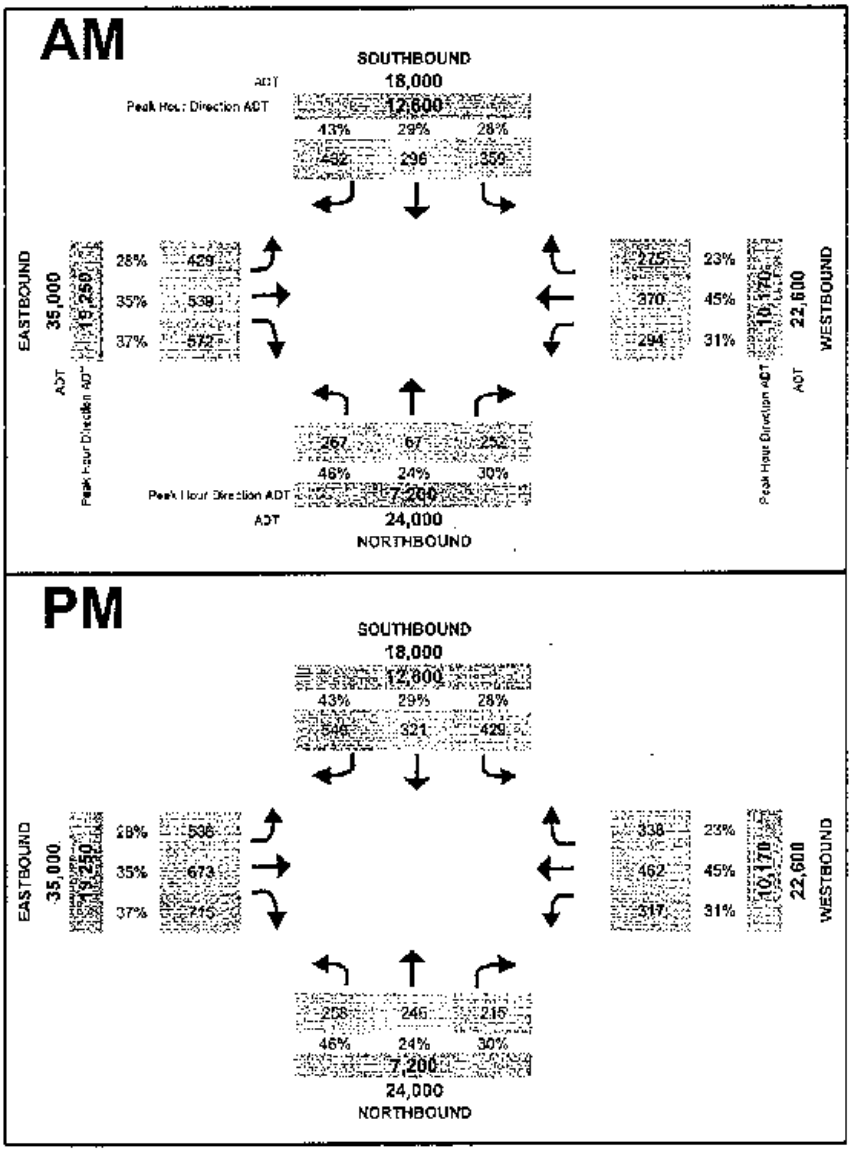
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	807	11,612	7%
Existing WB	794	10,268	8%
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	1,024	0
SB	0	1,202
EB	1,578	1,383
WB	1,566	1,584

Directional Split	
NB Split	60%
SB Split	0%
EB Split	40%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	883	11,612	8%
Existing WB	883	10,268	9%
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: Main Street & La Media Rd **#19**



AM Totals		
	Approach	Departure
NB	586	771
SB	1,088	1,182
EB	1,540	1,150
WB	939	1,069

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	720	1,121
SB	1,280	1,353
EB	1,925	1,318
WB	1,117	1,261

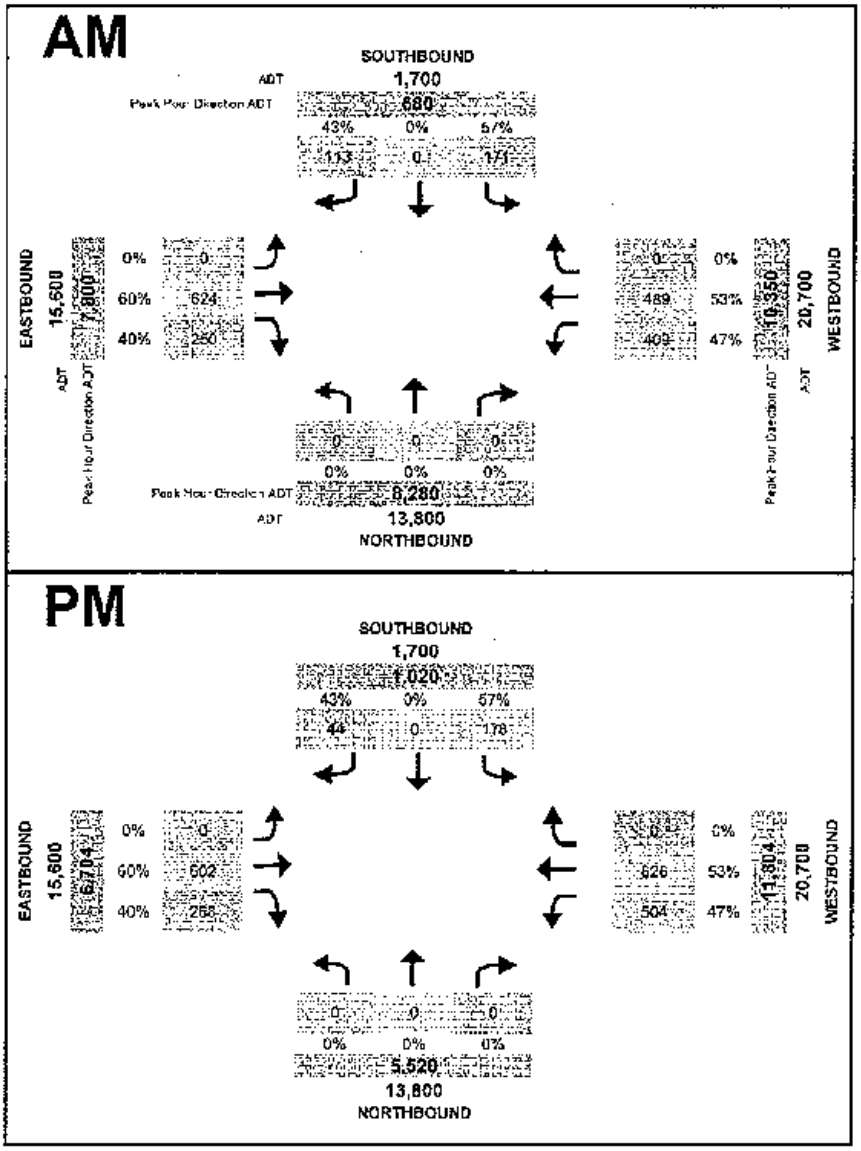
Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & SR125 Southbound Ramps **#20**



AM Totals		
	Approach	Departure
NB	0	0
SB	284	658
EB	874	795
WB	698	603

Directional Split	
NB Split	60%
SB Split	40%
EB Split	58%
WB Split	56%

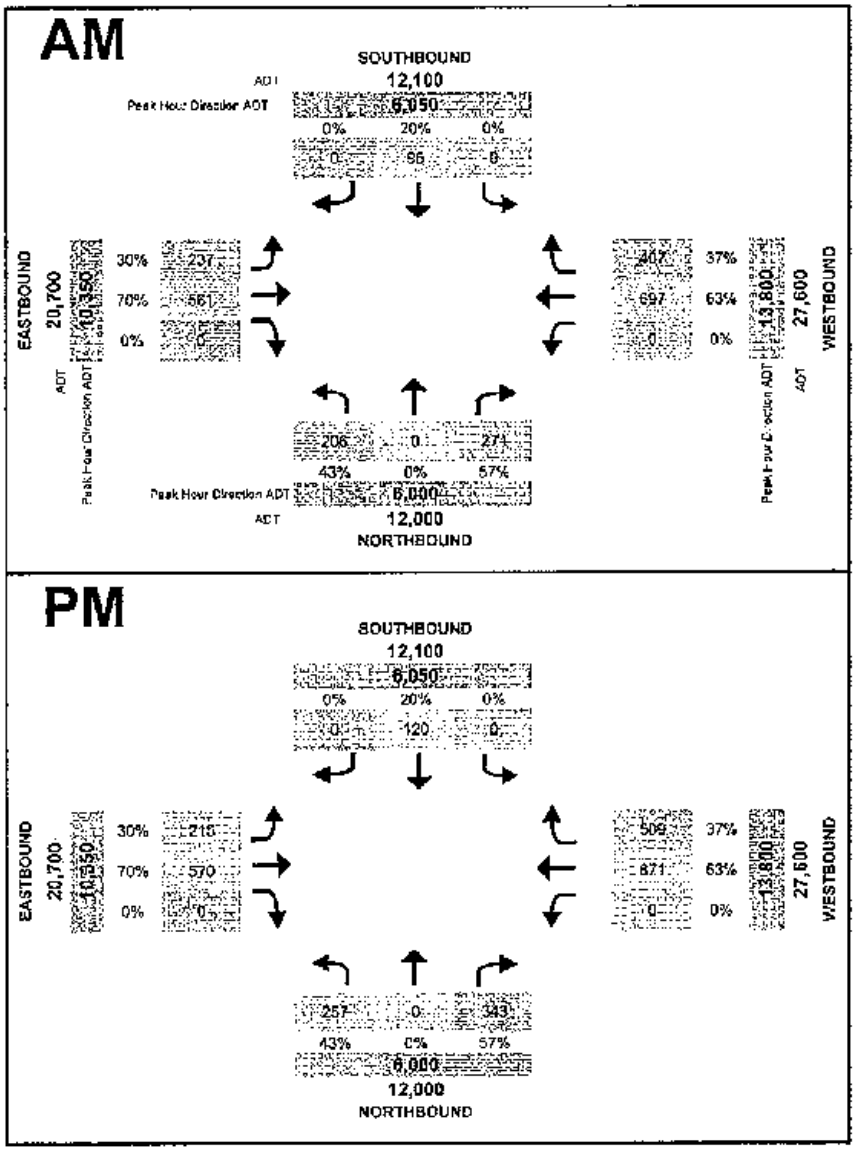
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	222	772
EB	870	780
WB	1,130	670

Directional Split	
NB Split	40%
SB Split	60%
EB Split	43%
WB Split	57%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: **Main Street & SR125 Northbound Ramps** **#21**



AM Totals		
	Approach	Departure
NB	480	645
SB	96	96
EB	798	835
WB	1,104	802

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	600	725
SB	120	120
EB	785	912
WB	1,380	1,128

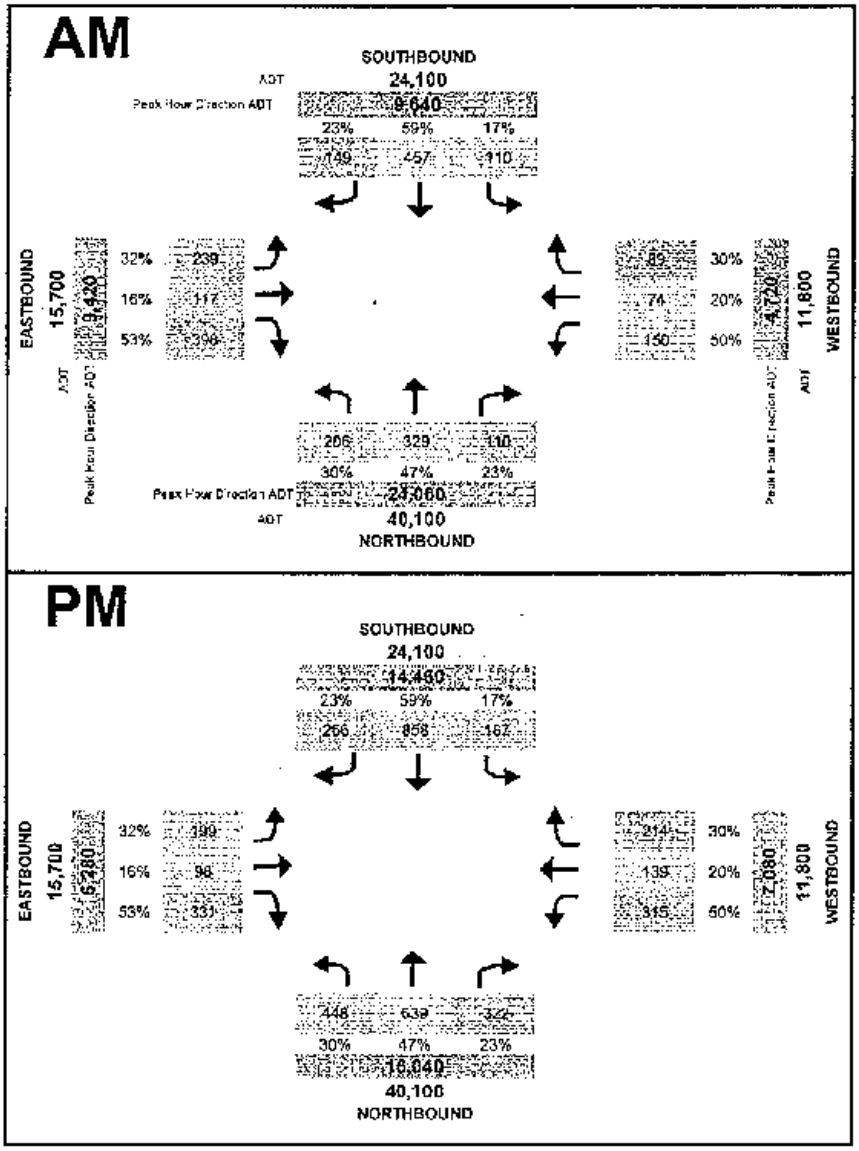
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & Street "A" **#22**



AM Totals		
	Approach	Departure
NB	645	657
SB	716	1,005
EB	754	337
WB	313	429

Directional Split	
NB Split	60%
SB Split	40%
EB Split	60%
WB Split	40%

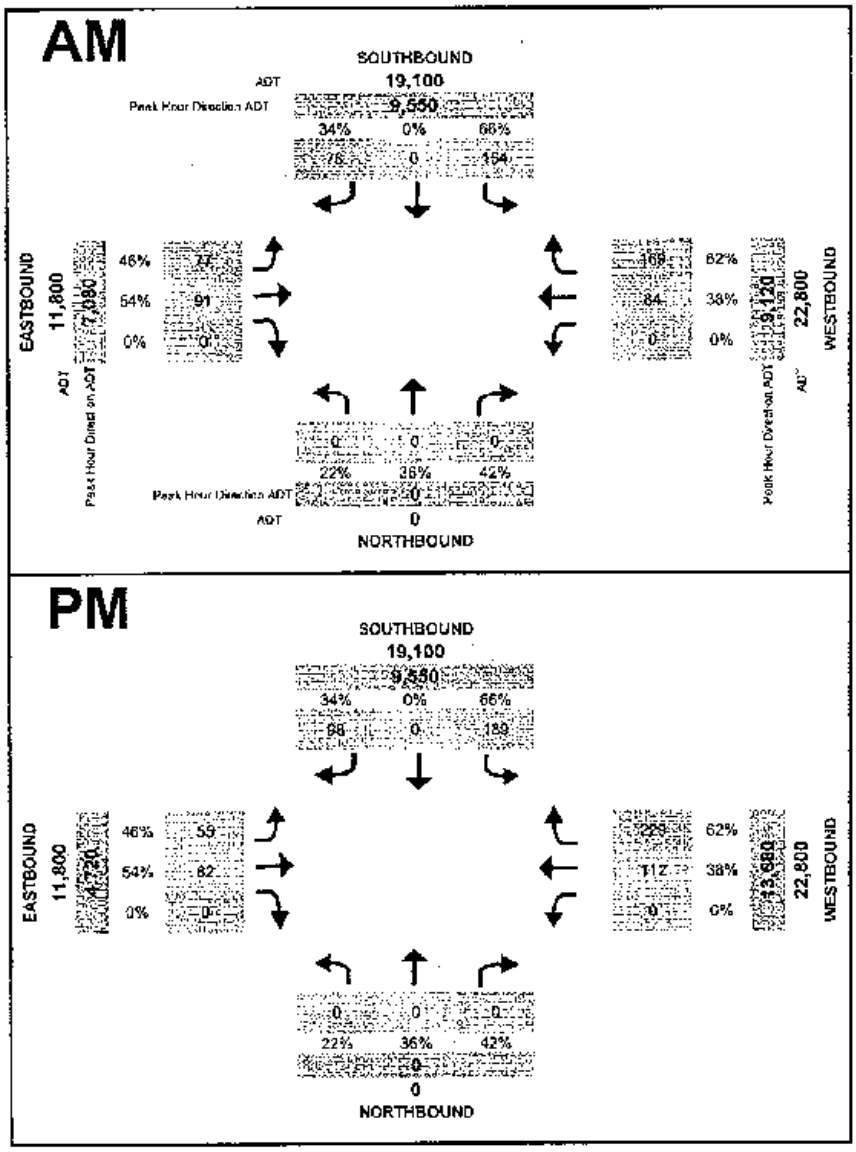
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	1,409	1,052
SB	1,311	1,504
EB	828	807
WB	668	853

Directional Split	
NB Split	40%
SB Split	60%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: Main Street & Eastlake Parkway **#23**



AM Totals		
	Approach	Departure
NB	0	246
SB	232	0
EB	187	244
WB	254	162

Directional Split	
NB Split	50%
SB Split	50%
EB Split	60%
WB Split	40%

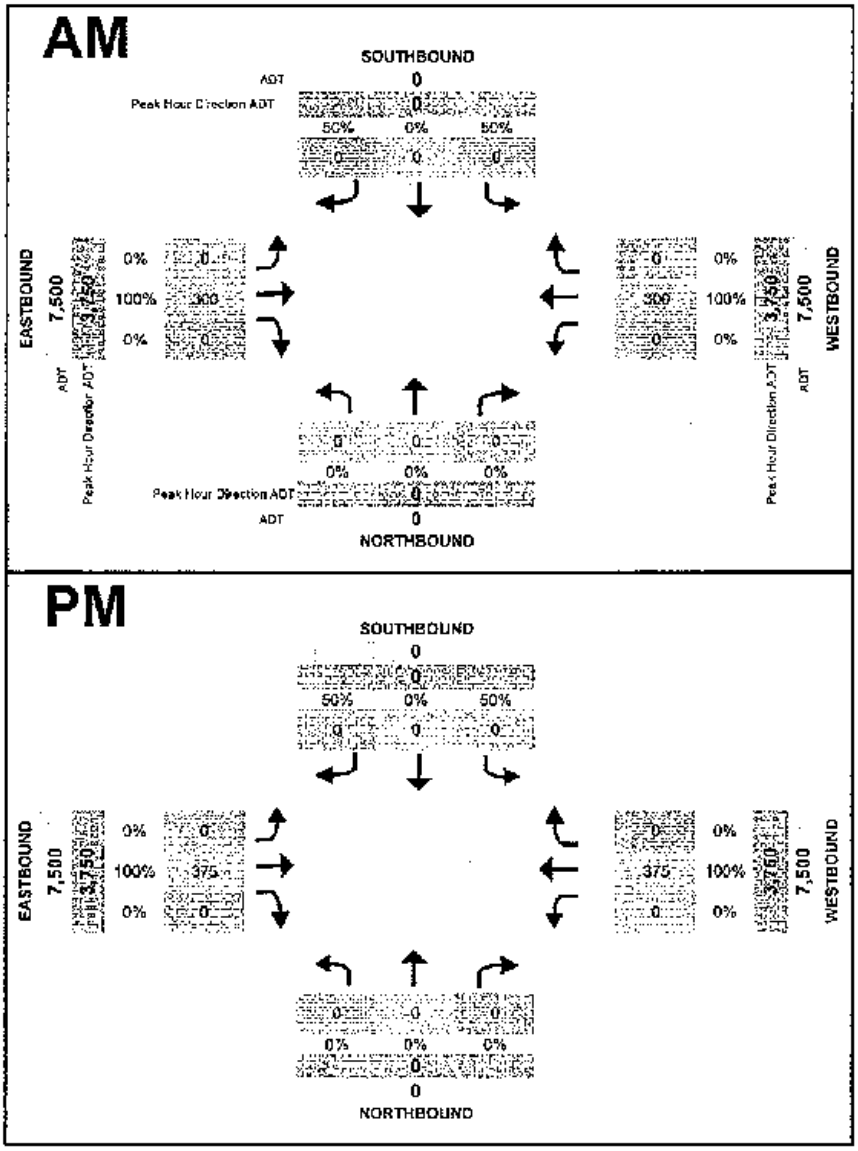
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	391	18,945	2%
Existing EB		40,418	0%
Existing WB	391	13,926	3%
	AM Peak Hour	3%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	0	283
SB	287	0
EB	117	251
WB	340	209

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	142	18,945	1%
Existing EB		40,418	0%
Existing WB	142	13,926	1%
	PM Peak Hour	3%	
	% Project Trips:	0.00%	

INTERSECTION: Otay Valley Road & SR125 Southbound Ramps #24



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

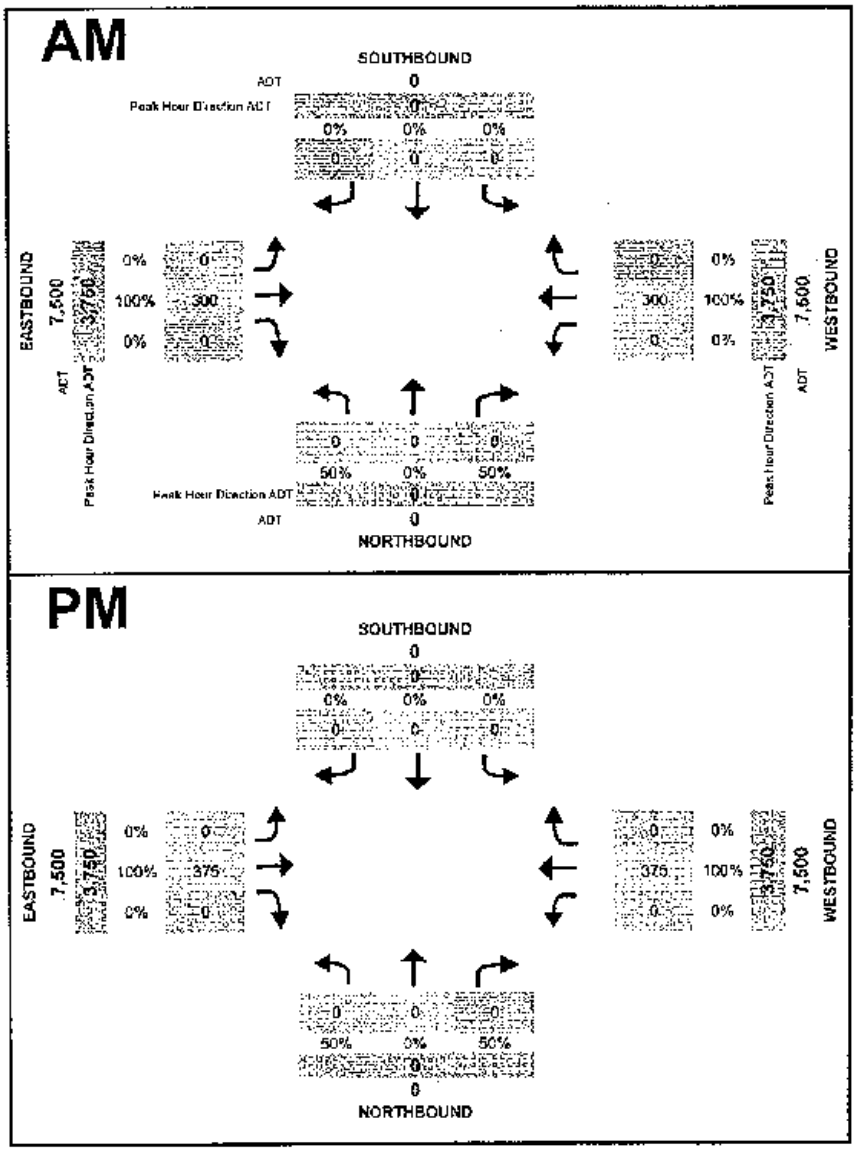
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: #DIV/0!

INTERSECTION: Otay Valley Road & SR125 Northbound Ramps #25



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	300	300
WB	300	300

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	375	375
WB	375	375

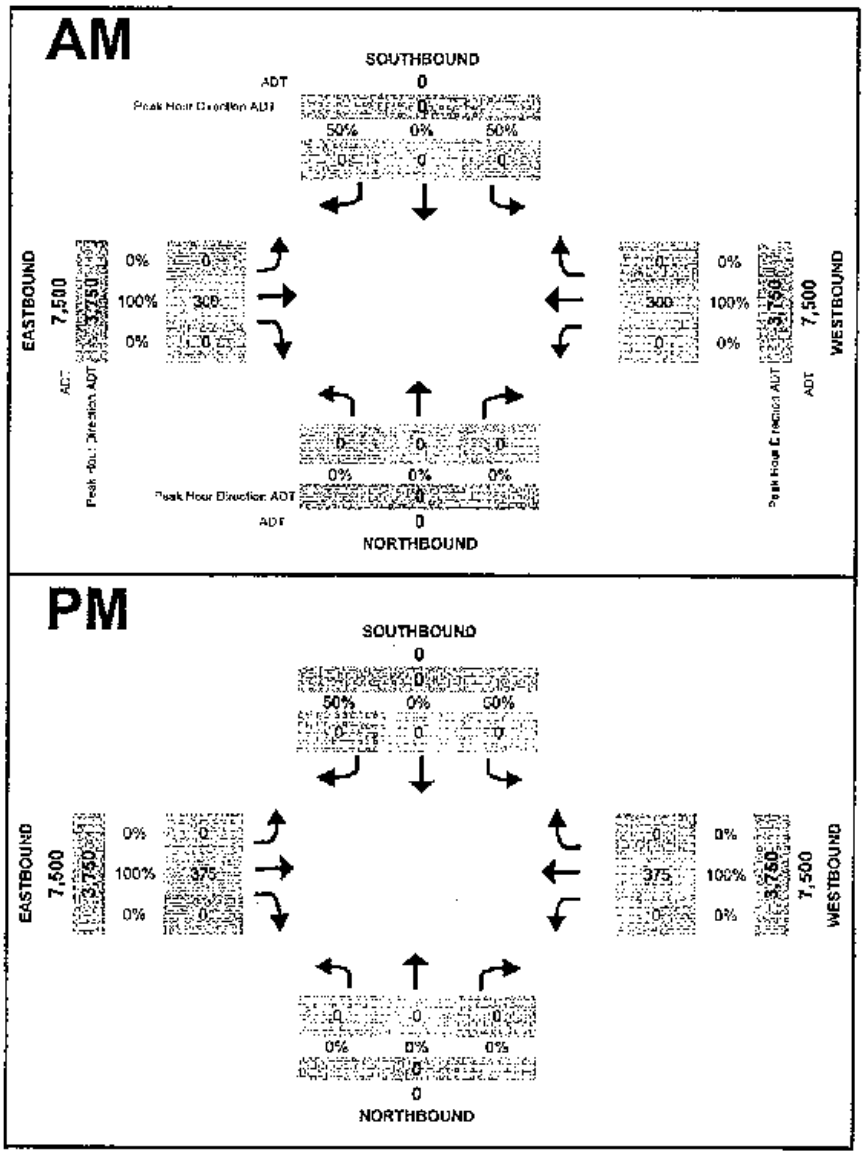
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: La Media Road & SR125 Southbound Ramps #26



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	300	300
WB	300	300

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

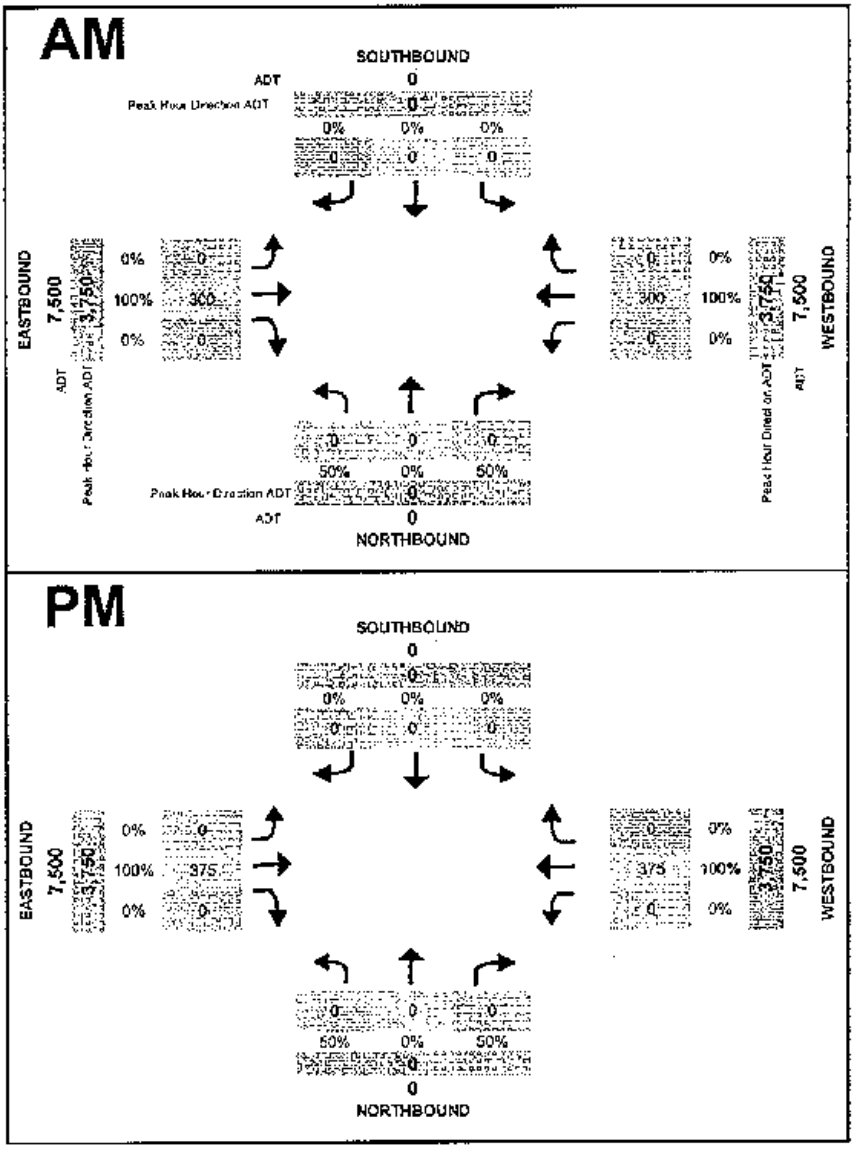
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	375	375
WB	375	375

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: La Media Road & SR125 Northbound Ramps #27



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	300	300
WB	300	300

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

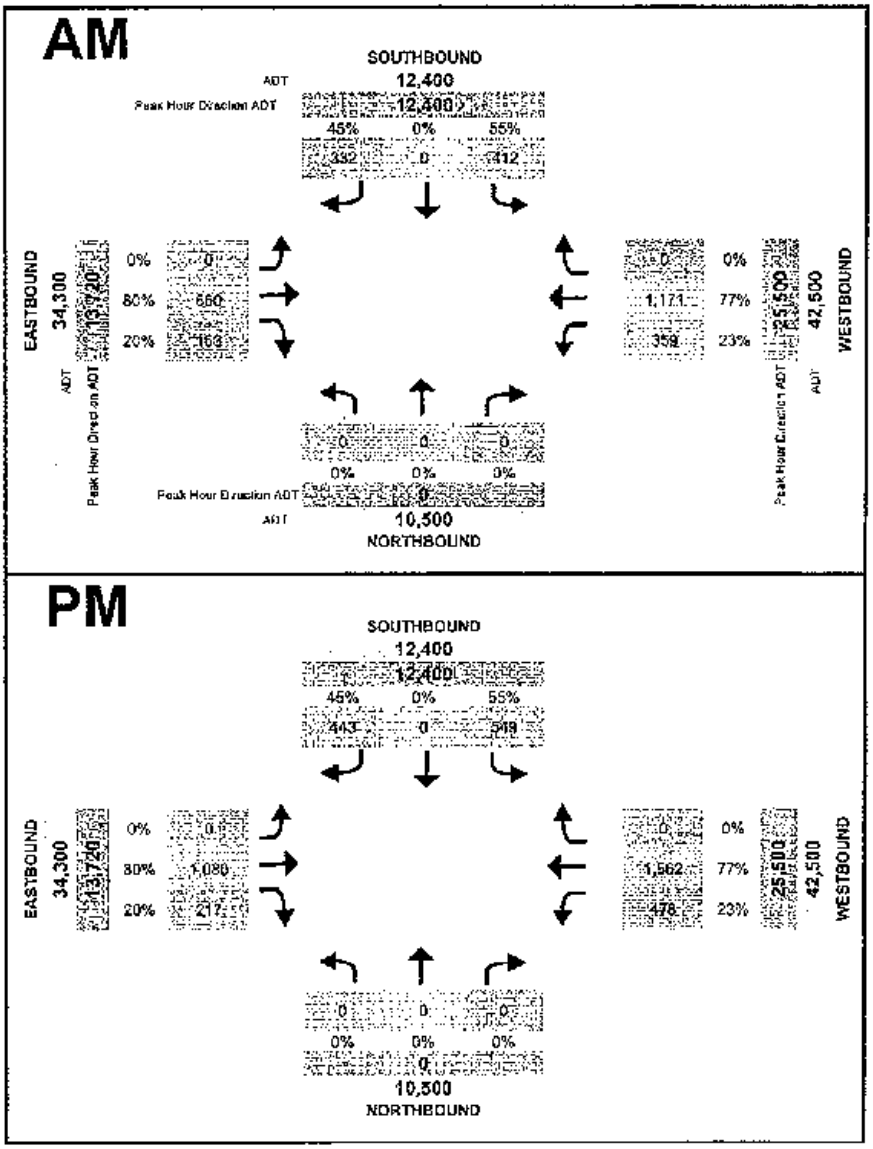
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	375	375
WB	375	375

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: Olympic Parkway & 805 Southbound Ramps #1



AM Totals		
	Approach	Departure
NB	0	0
SB	744	522
EB	823	1,072
WB	1,530	1,594

Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1041	na	10%
Existing SB	979	na	9%
Existing EB	2155	51,000	4%
Existing WB	2619	51,000	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	992	686
EB	1,298	1,629
WB	2,040	2,005

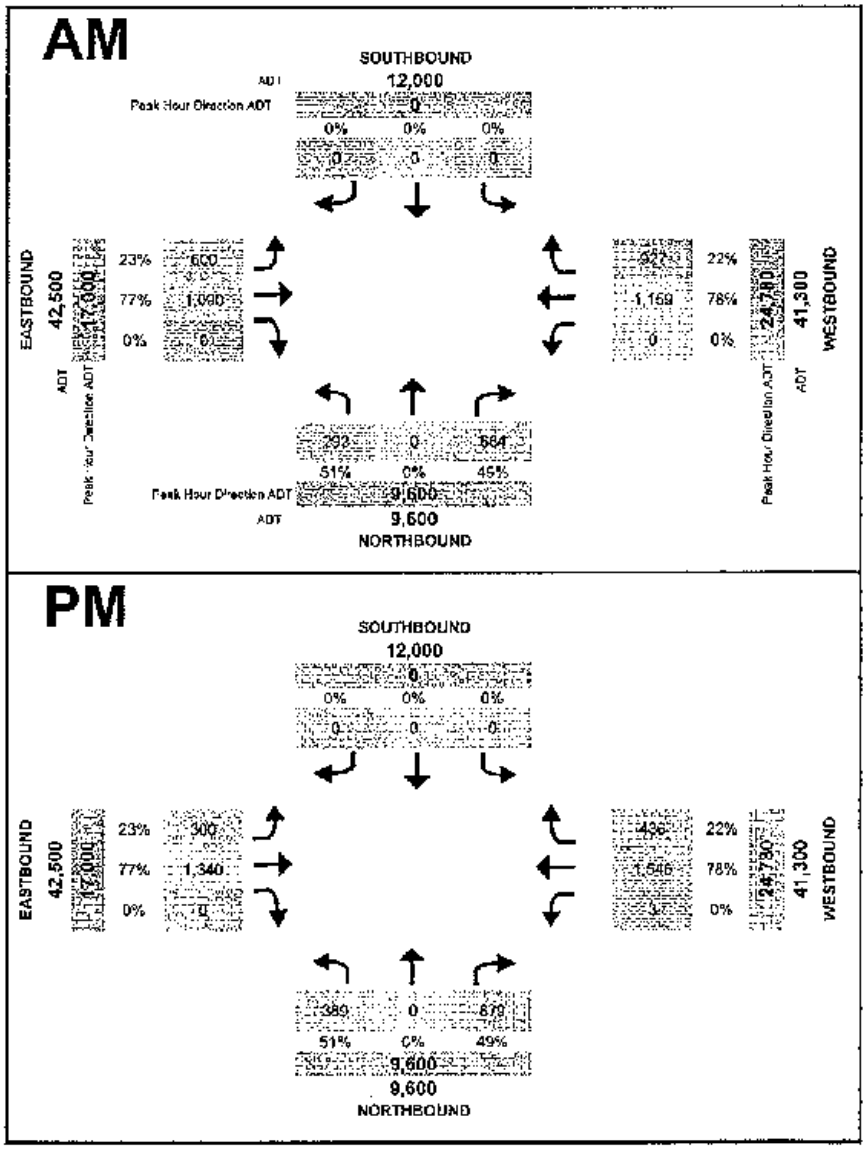
Directional Splits	
NB Split	0%
SB Split	100%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	926	na	9%
Existing SB	1597	na	13%
Existing EB	2223	51,000	4%
Existing WB	2986	51,000	6%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & 805 Northbound Ramps **#2**



AM Totals		
	Approach	Departure
NB	976	1,527
SB	0	0
EB	1,690	1,774
WB	2,087	1,452

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

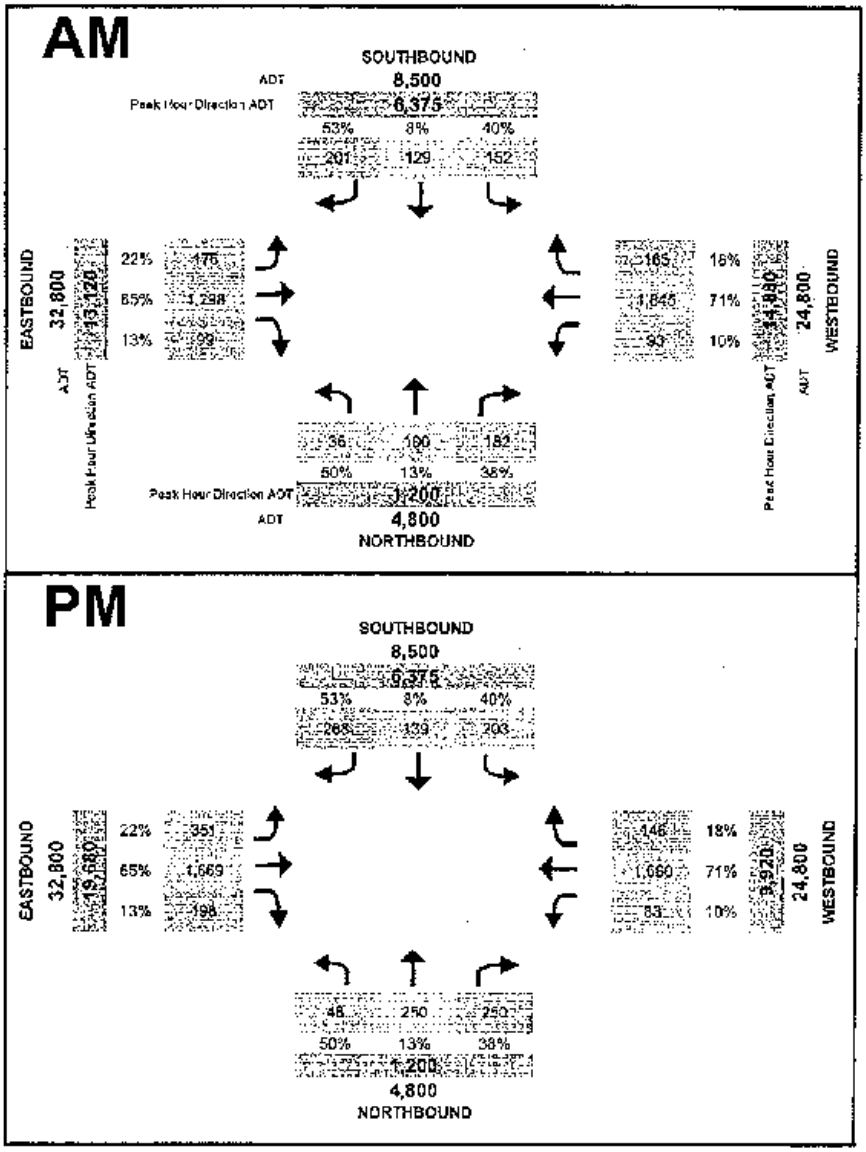
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1148	na	12%
Existing SB	2196	na	18%
Existing EB	2675	51,000	5%
Existing WB	4229	51,000	8%
AM Peak Hour			8%
% Project Trips:			4.63%

PM Totals		
	Approach	Departure
NB	1,268	737
SB	0	3
EB	1,640	2,218
WB	1,985	1,935

Directional Split	
NB Split	100%
SB Split	0%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1260	na	13%
Existing SB	998	na	8%
Existing EB	2998	51,000	6%
Existing WB	4004	51,000	8%
PM Peak Hour			8%
% Project Trips:			5.93%

INTERSECTION: Olympic Parkway & Brandywine Ave **#3**



AM Totals	Approach	Departure
NB	318	440
SB	483	322
EB	1,573	1,632
WB	2,103	2,082

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	ONE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

AM Peak Hour 6%

% Project Trips: 1.32%

PM Totals	Approach	Departure
NB	548	748
SB	610	420
EB	2,218	2,122
WB	1,889	1,975

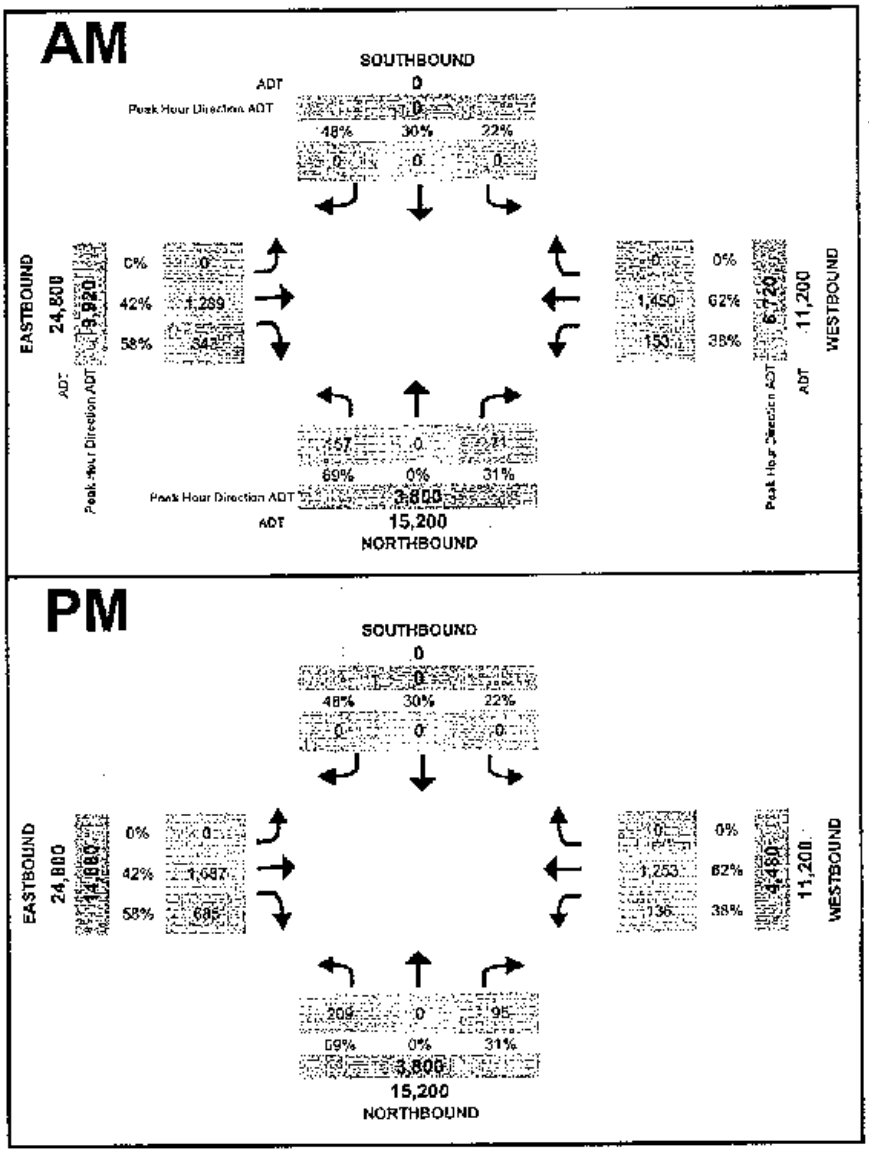
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	ONE	#VALUE!
Existing SB		12,383	0%
Existing EB		48,721	0%
Existing WB		50,538	0%

PM Peak Hour 8%

% Project Trips: 1.48%

INTERSECTION: Olympic Parkway & Birch Road **#4**



AM Totals	Approach	Departure
NB	228	0
SB	0	498
EB	1,831	1,359
WB	1,603	1,607

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%

AM Peak Hour 8%

% Project Trips: 1.70%

PM Totals	Approach	Departure
NB	304	0
SB	0	822
EB	2,372	1,782
WB	1,339	1,463

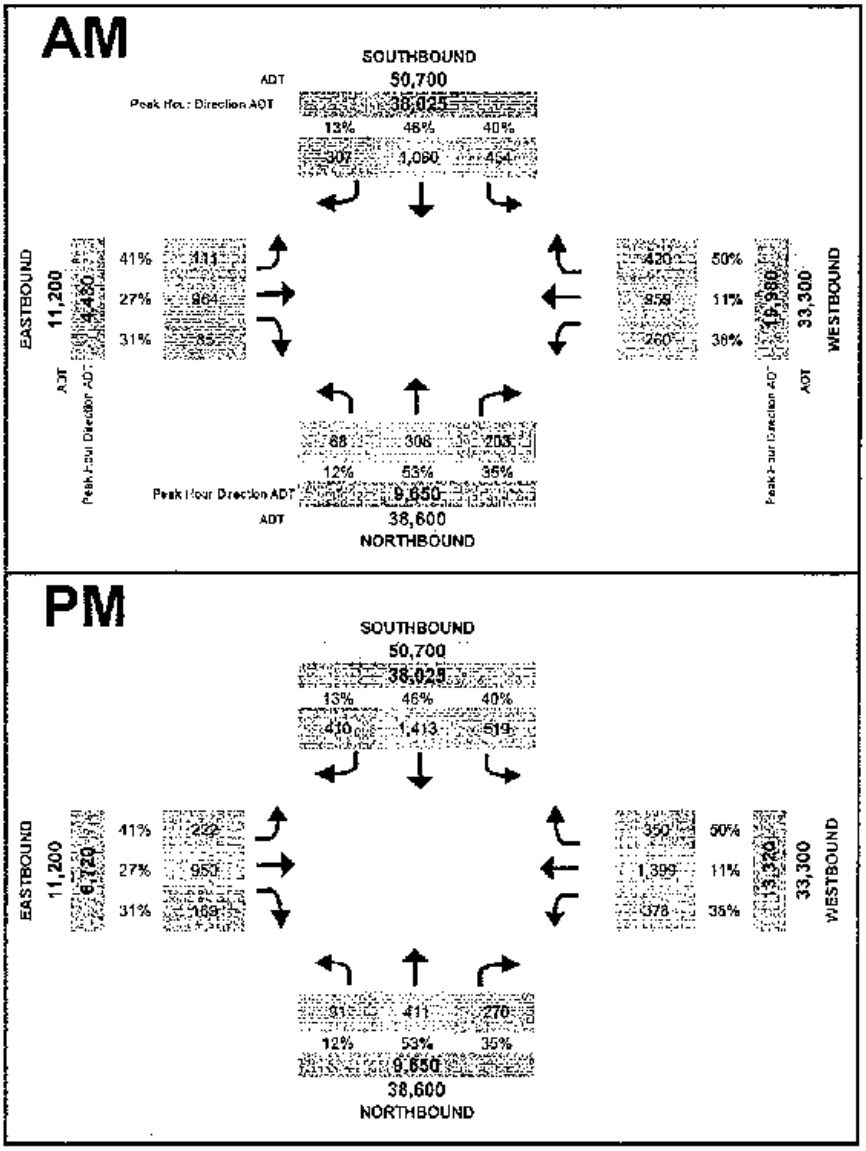
Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	DNE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%

PM Peak Hour 8%

% Project Trips: 1.92%

INTERSECTION: Olympic Parkway & Heritage Road **#5**



AM Totals	Approach	Departure
NB	579	839
SB	1,822	1,405
EB	1,160	1,621
WB	1,639	1,334

Directional Split	
NB Split	25%
SB Split	75%
EB Split	40%
WB Split	60%

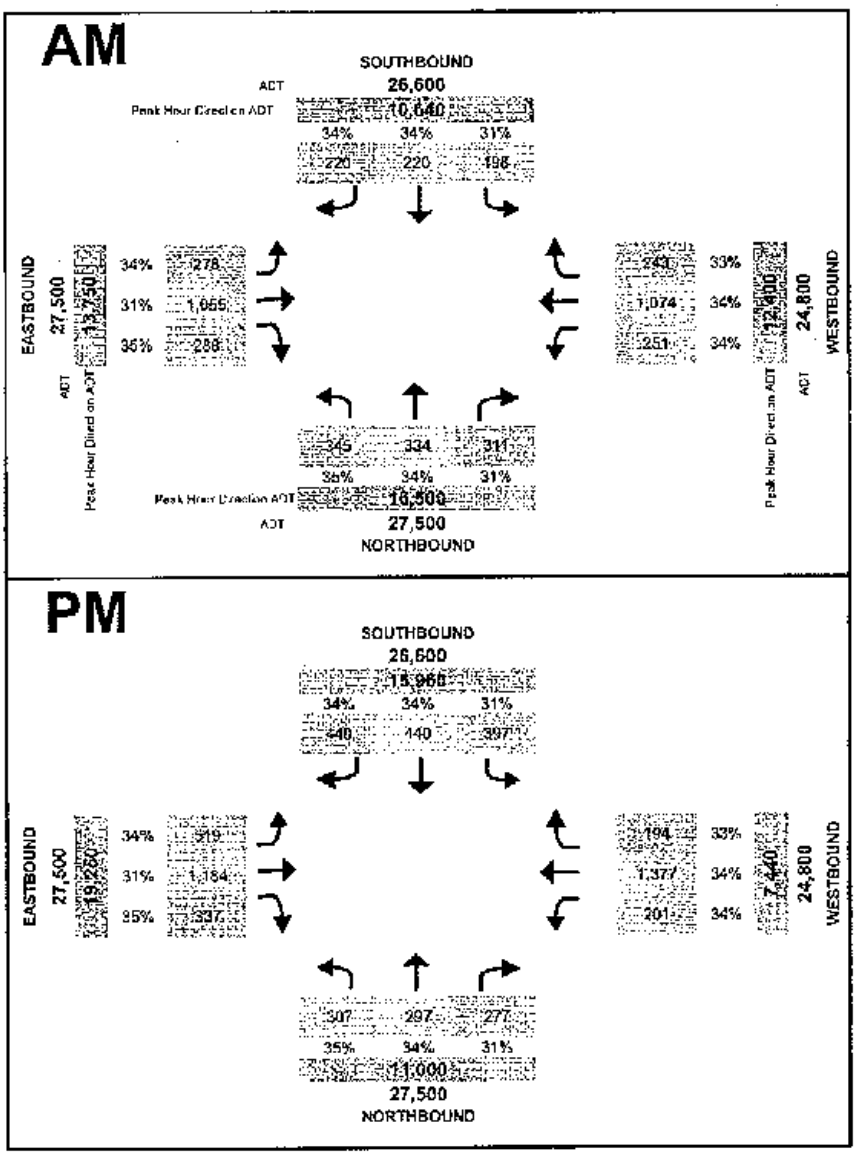
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	ONE	#VALUE!
Existing SB	1565	12,383	13%
Existing EB	3900	48,721	8%
Existing WB	4519	50,538	9%
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals	Approach	Departure
NB	772	983
SB	2,342	1,861
EB	1,342	1,739
WB	2,127	1,930

Directional Split	
NB Split	25%
SB Split	75%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	0	ONE	#VALUE!
Existing SB	1177	12,383	10%
Existing EB	3856	48,721	8%
Existing WB	3897	50,538	8%
PM Peak Hour			8%
% Project Trips:			0.00%

INTERSECTION: Olympic Pkwy & La Media Rd **#6**



AM Totals		
	Approach	Departure
NB	990	854
SB	638	758
EB	1,621	1,566
WB	1,567	1,639

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	2096	11,037	19%
Existing SB	1622	12,658	13%
Existing EB	3619	50,538	7%
Existing WB	2179	43,563	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	880	1,010
SB	1,277	977
EB	2,040	1,857
WB	1,771	2,123

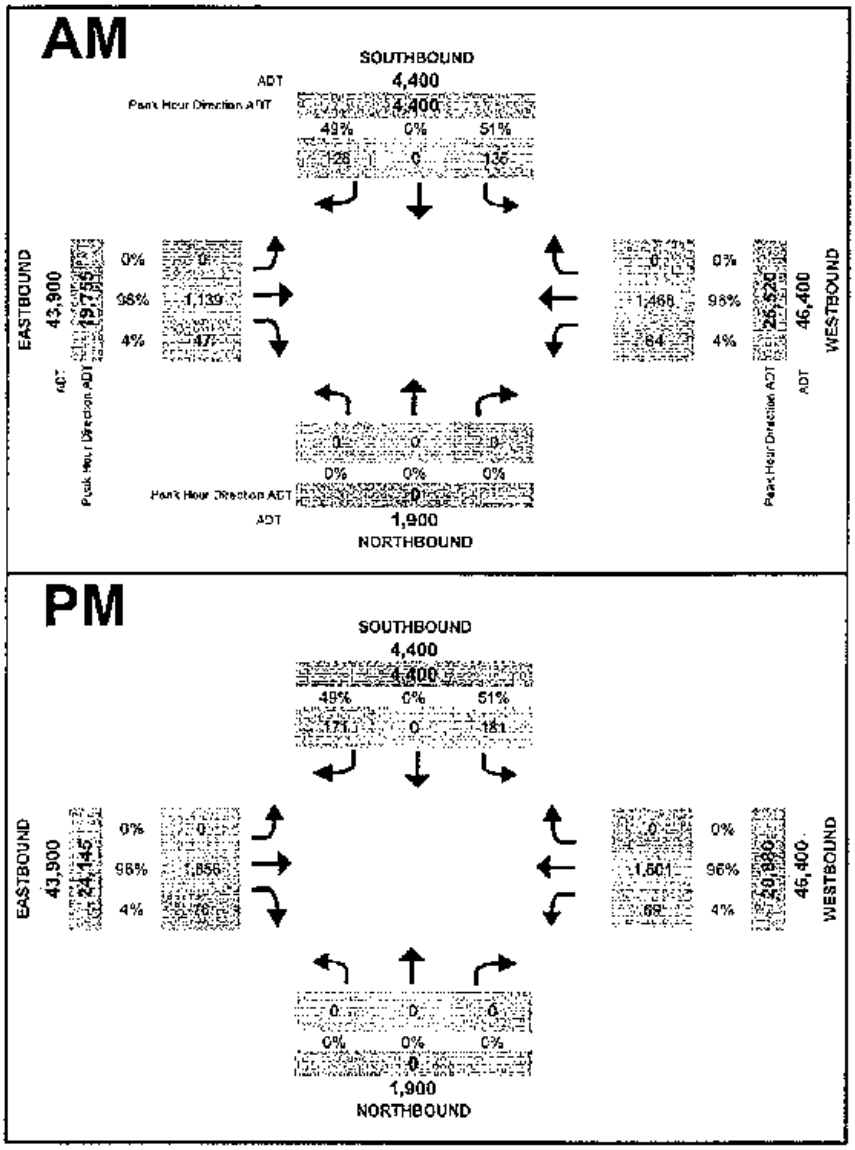
Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1025	11,037	9%
Existing SB	1129	12,658	9%
Existing EB	3691	50,538	7%
Existing WB	2927	43,563	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Southbound **#7**



AM Totals		
	Approach	Departure
NB	0	0
SB	264	110
EB	1,185	1,274
WB	1,531	1,596

Directional Split	
NB Split	0%
SB Split	100%
EB Split	45%
WB Split	55%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94	n/a	2%
Existing SB	185	n/a	10%
Existing EB	2088	43,563	5%
Existing WB	2065	40,418	5%

AM Peak Hour 6%

% Project Trips: 0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	352	148
EB	1,932	2,036
WB	1,670	1,772

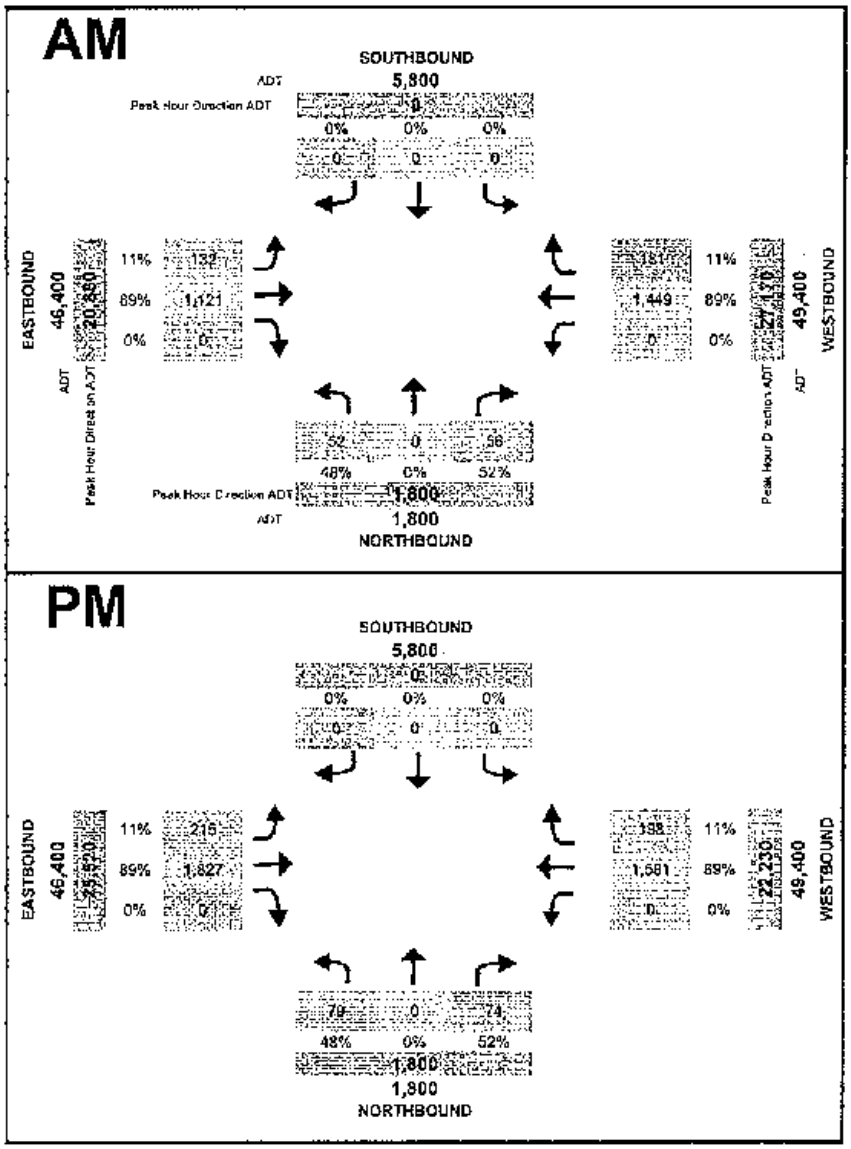
Directional Split	
NB Split	0%
SB Split	100%
EB Split	56%
WB Split	44%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	10	n/a	0%
Existing SB	239	n/a	13%
Existing EB	2697	43,563	6%
Existing WB	2772	40,418	7%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & SR125 Northbound **#8**



AM Totals		
	Approach	Departure
NB	108	313
SB	0	0
EB	1,253	1,177
WB	1,630	1,501

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

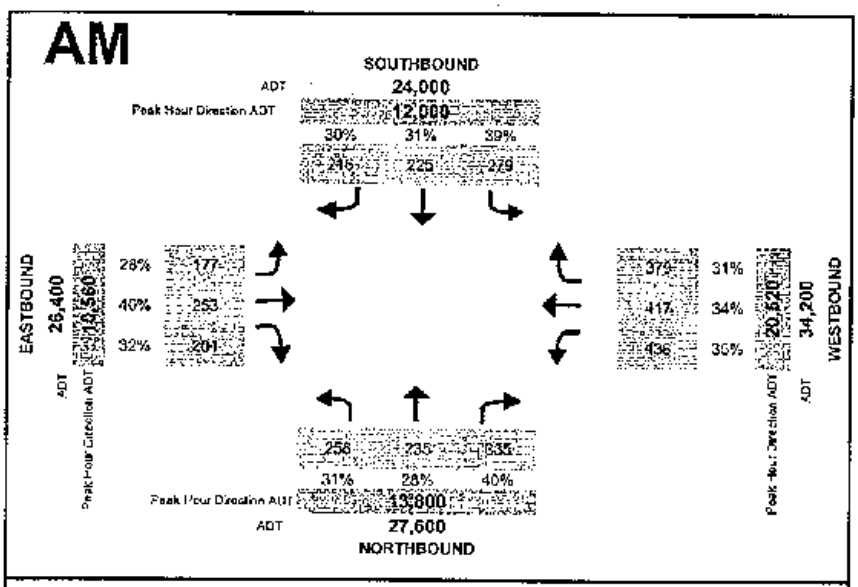
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	248	n/a	4%
Existing SB	301	n/a	17%
Existing EB	2085	43,563	5%
Existing WB	2154	40,418	5%
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	144	412
SB	0	0
EB	2,042	1,901
WB	1,778	1,651

Directional Split	
NB Split	100%
SB Split	0%
EB Split	53%
WB Split	47%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	119	n/a	2%
Existing SB	86	n/a	5%
Existing EB	2770	43,563	6%
Existing WB	2843	40,418	7%
PM Peak Hour			8%
% Project Trips:			0.00%

INTERSECTION: Olympic Parkway & Eastlake Parkway **#9**



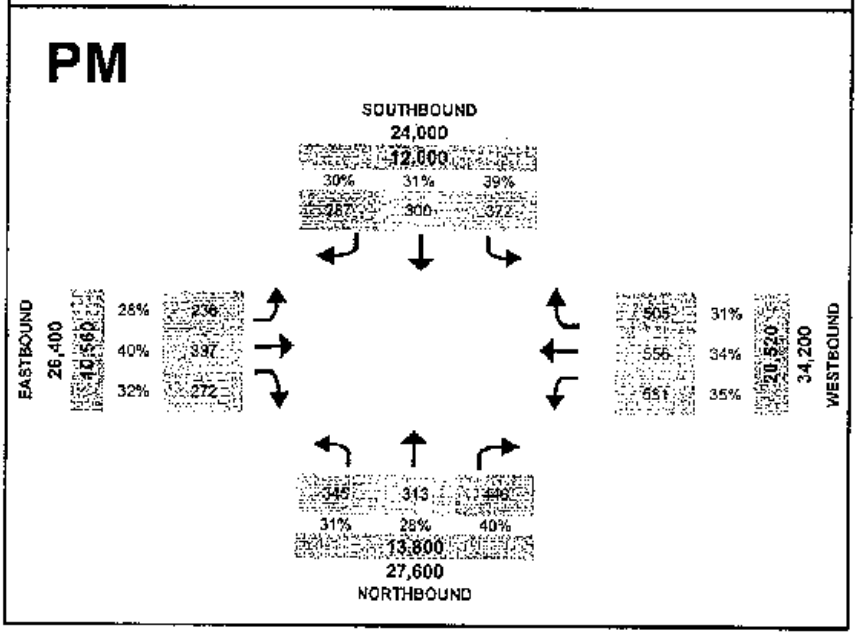
AM Totals		
	Approach	Departure
NB	828	791
SB	720	865
EB	634	866
WB	1,231	891

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	749	9,199	8%
Existing SB	788	18,945	4%
Existing EB	1865	40,418	5%
Existing WB	1354	13,926	10%

AM Peak Hour 6%

% Project Trips: 0.00%



PM Totals		
	Approach	Departure
NB	1,104	1,055
SB	960	1,153
EB	845	1,155
WB	1,642	1,187

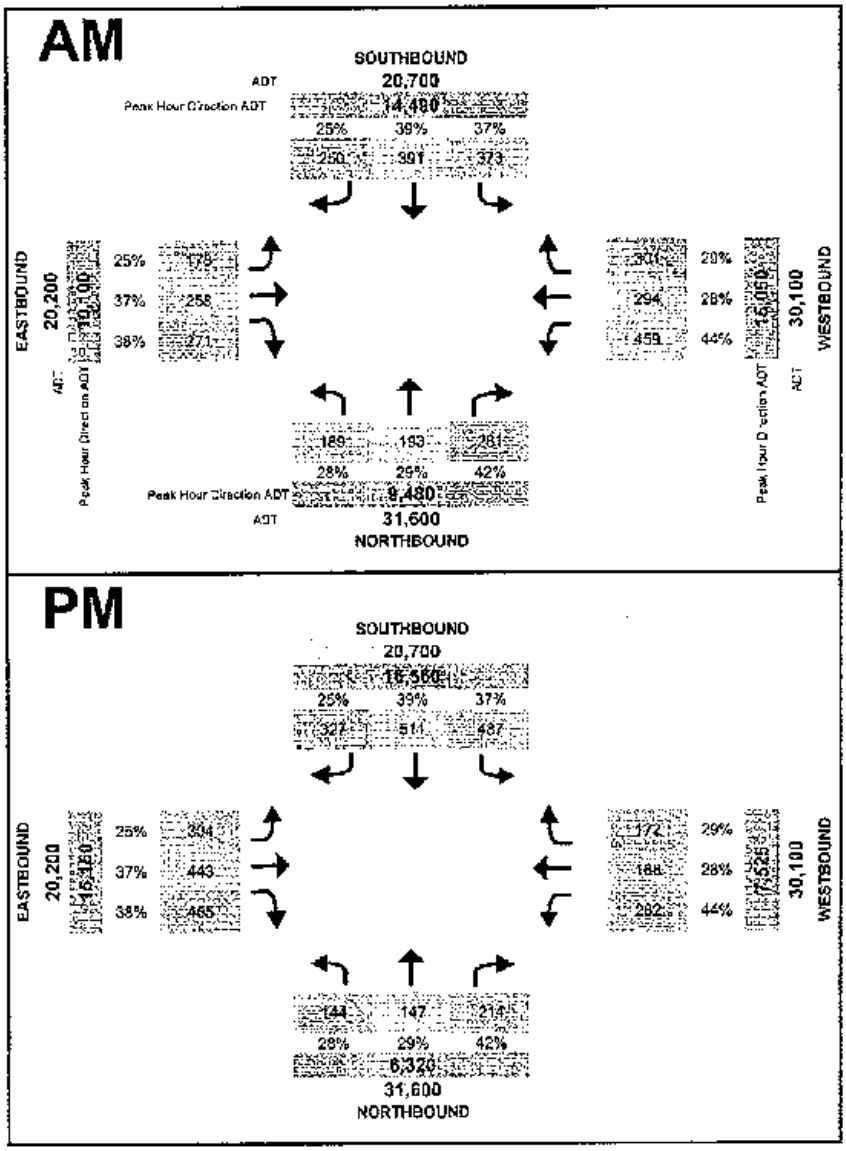
Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	1243	9,199	14%
Existing SB	1403	18,945	7%
Existing EB	2080	40,418	5%
Existing WB	1476	13,926	11%

PM Peak Hour 8%

% Project Trips: 0.00%

INTERSECTION: Olympic Parkway & Hunte Parkway **#10**



AM Totals		
	Approach	Departure
NB	664	672
SB	1,014	1,122
EB	707	912
WB	1,054	732

Directional Split	
NB Split	30%
SB Split	70%
EB Split	50%
WB Split	50%

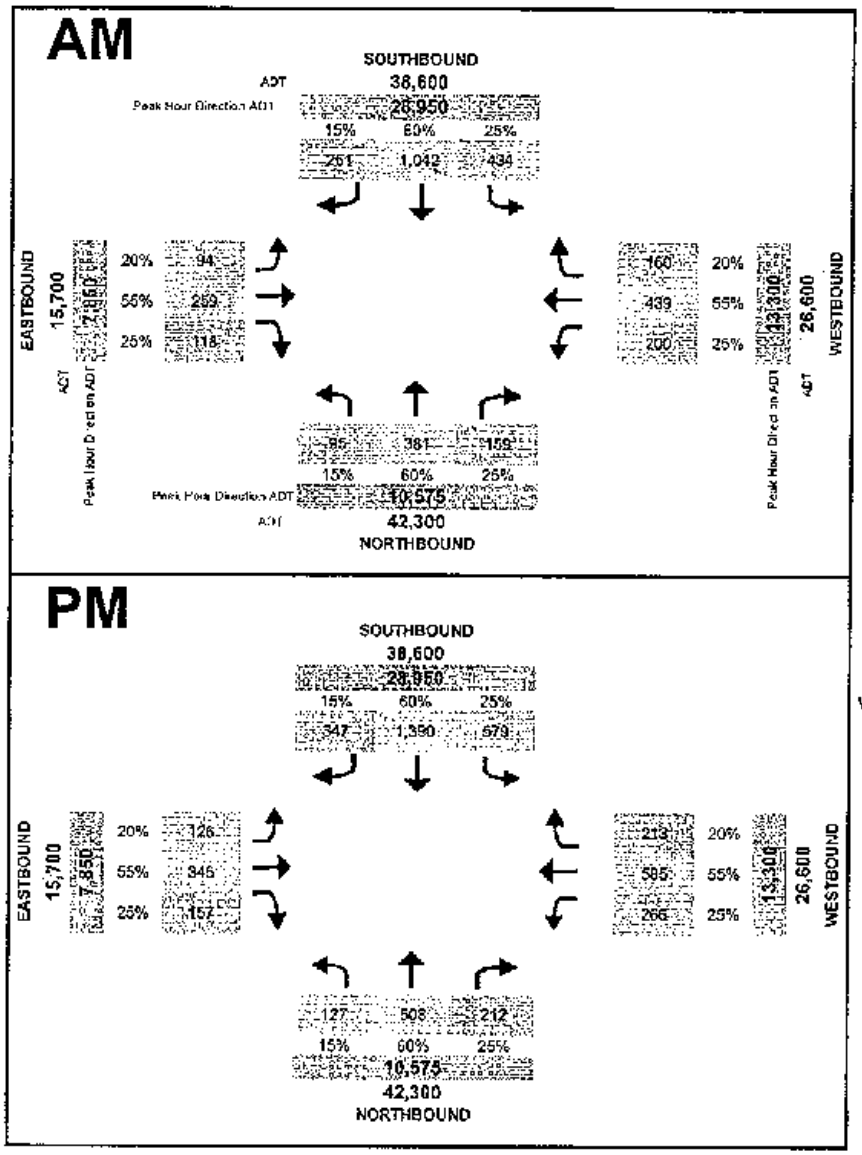
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	302	1,406	21%
Existing SB	904	9,580	9%
Existing EB	1031	13,926	7%
Existing WB	525	7,846	7%
AM Peak Hour			7%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	506	624
SB	1,325	1,238
EB	1,212	1,144
WB	802	638

Directional Split	
NB Split	20%
SB Split	80%
EB Split	75%
WB Split	25%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	201	1,406	14%
Existing SB	789	9,580	8%
Existing EB	1120	13,926	8%
Existing WB	640	7,846	8%
PM Peak Hour			8%
% Project Trips:			0.00%

INTERSECTION: Birch Road & Heritage Rd **#11**



AM Totals	Approach	Departure
NB	635	635
SB	1,737	1,359
EB	471	852
WB	798	795

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

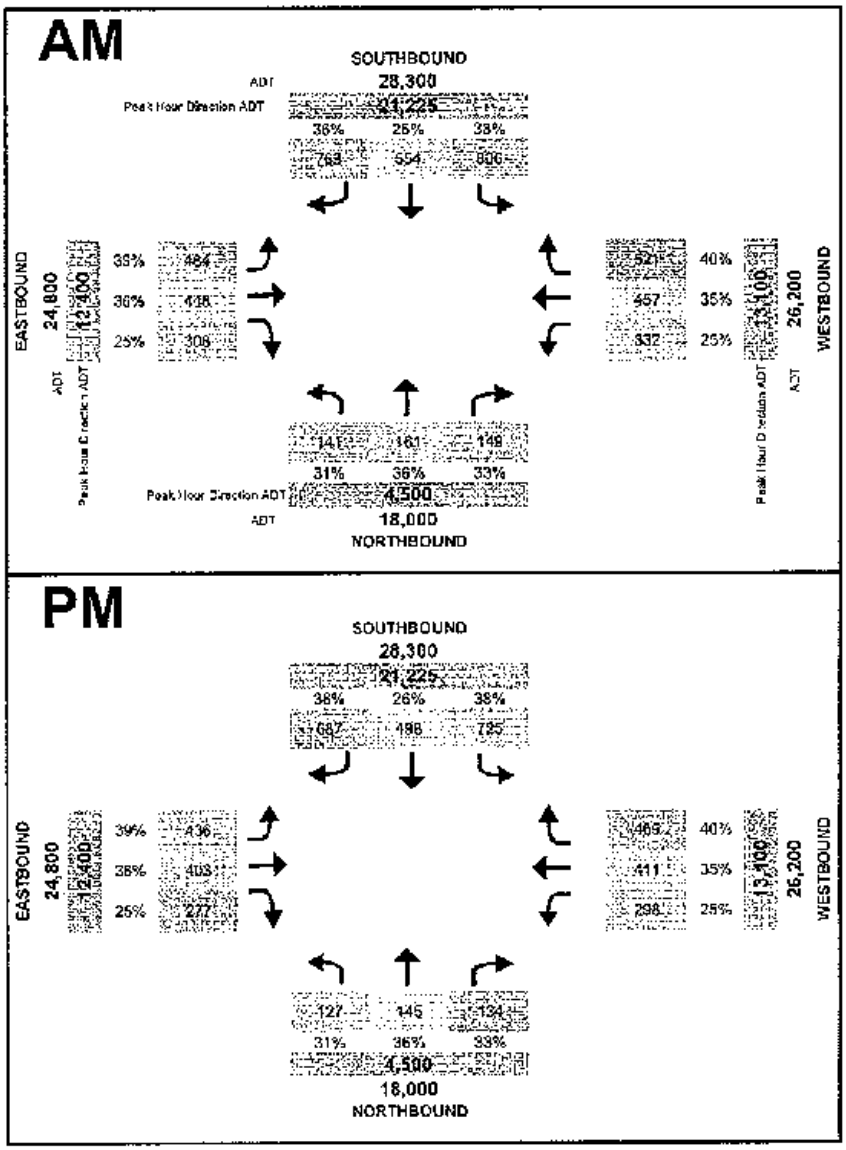
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	685		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%
AM Peak Hour			6%
% Project Trips:			0.00%

PM Totals	Approach	Departure
NB	846	846
SB	2,316	1,813
EB	626	1,136
WB	1,064	1,069

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	650	10,234	6%
PM Peak Hour			8%
% Project Trips:			15.84%

INTERSECTION: Birch Road & La Media Rd **#12**



AM Totals		
	Approach	Departure
NB	450	1,166
SB	2,123	1,199
EB	1,240	1,403
WB	1,310	1,361

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

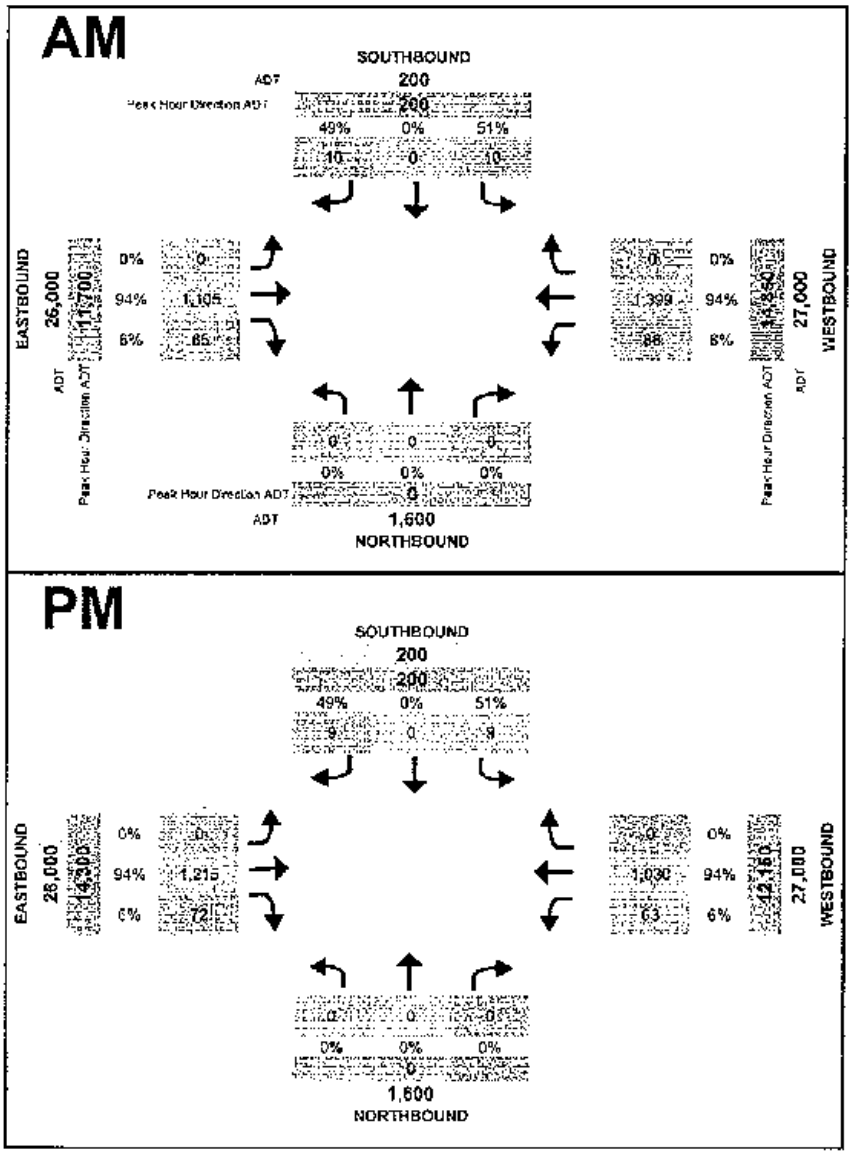
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	585		#DIV/0!
Existing SB	1553	11,037	14%
Existing EB	0		#DIV/0!
Existing WB	896	10,234	9%
	AM Peak Hour	10%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	405	1,049
SB	1,910	1,074
EB	1,116	1,262
WB	1,179	1,224

Directional Split	
NB Split	25%
SB Split	75%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	111		#DIV/0!
Existing SB	751	11,037	7%
Existing EB	0		#DIV/0!
Existing WB	660	10,234	6%
	PM Peak Hour	9%	
	% Project Trips:	16.68%	

INTERSECTION: Birch Road & SR125 Southbound Ramps **#13**



AM Totals	Approach	Departure
NB	0	0
SB	20	152
EB	1,170	1,115
WB	1,485	1,409

Directional Split	
NB Split	0%
SB Split	100%
EB Split	49%
WB Split	51%

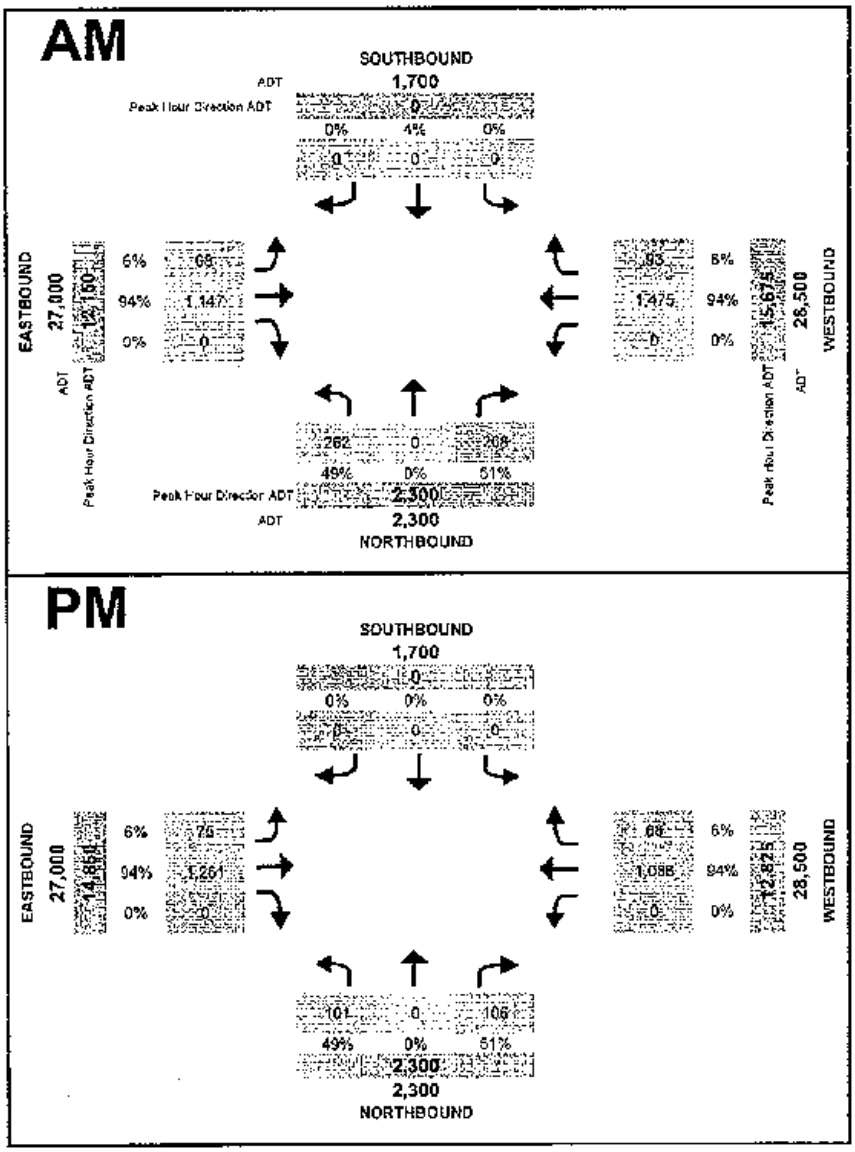
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	32		#DIV/0!
Existing SB	153		#DIV/0!
Existing EB	981	10,234	10%
Existing WB	914		#DIV/0!
AM Peak Hour	10%		
% Project Trips:	0.00%		

PM Totals	Approach	Departure
NB	0	0
SB	18	135
EB	1,287	1,224
WB	1,004	1,039

Directional Split	
NB Split	0%
SB Split	100%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	4		#DIV/0!
Existing SB	171		#DIV/0!
Existing EB	897	10,234	9%
Existing WB	952		#DIV/0!
PM Peak Hour	9%		
% Project Trips:	0.00%		

INTERSECTION: Birch Road & SR125 Northbound Ramps **#14**



AM Totals	Approach	Departure
NB	530	161
SB	0	0
EB	1,215	1,415
WB	1,568	1,737

Directional Split	
NB Split	100%
SB Split	0%
EB Split	45%
WB Split	55%

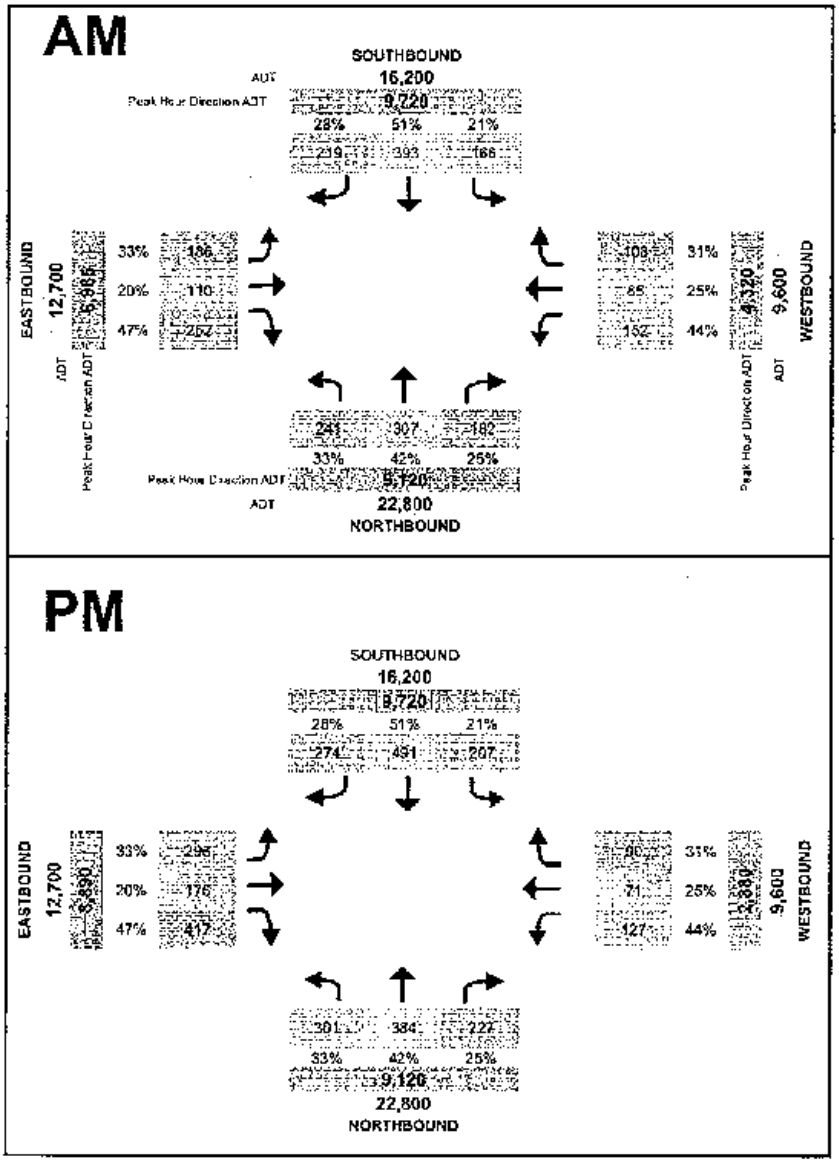
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	78		#DIV/0!
Existing SB	68		#DIV/0!
Existing EB	924	10,234	9%
Existing WB	923		#DIV/0!
	AM Peak Hour	10%	
	% Project Trips:	0.00%	

PM Totals	Approach	Departure
NB	207	144
SB	0	0
EB	1,337	1,368
WB	1,154	1,187

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	94		#DIV/0!
Existing SB	61		#DIV/0!
Existing EB	948	10,234	9%
Existing WB	1025		#DIV/0!
	PM Peak Hour	9%	
	% Project Trips:	0.00%	

INTERSECTION: Eastlake Parkway & Birch Road **#15**



AM Totals		
	Approach	Departure
NB	730	602
SB	778	809
EB	559	458
WB	346	545

Directional Split	
NB Split	40%
SB Split	60%
EB Split	55%
WB Split	45%

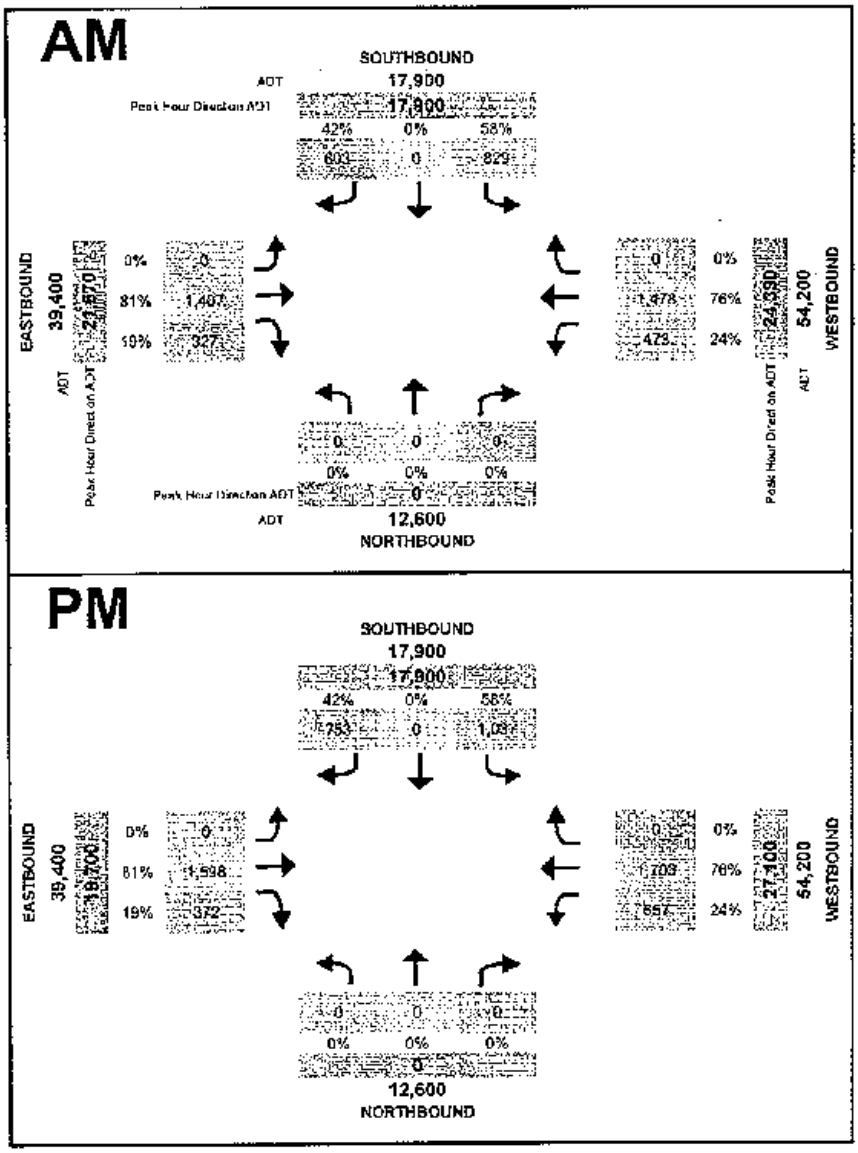
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	502	1,310	38%
Existing SB	669	9,199	7%
Existing EB	909	na	7%
Existing WB	466	na	5%
	AM Peak Hour	8%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	912	770
SB	972	1,035
EB	889	610
WB	288	645

Directional Split	
NB Split	40%
SB Split	60%
EB Split	70%
WB Split	30%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	460	1,310	35%
Existing SB	751	9,199	8%
Existing EB	906	na	7%
Existing WB	641	na	7%
	PM Peak Hour	10%	
	% Project Trips:	0.00%	

INTERSECTION: Main Street & 805 Southbound Ramps **#16**



AM Totals		
	Approach	Departure
NB	0	0
SB	1,432	800
EB	1,734	2,236
WB	1,551	2,081

Directional Split	
NB Split	0%
SB Split	100%
EB Split	56%
WB Split	44%

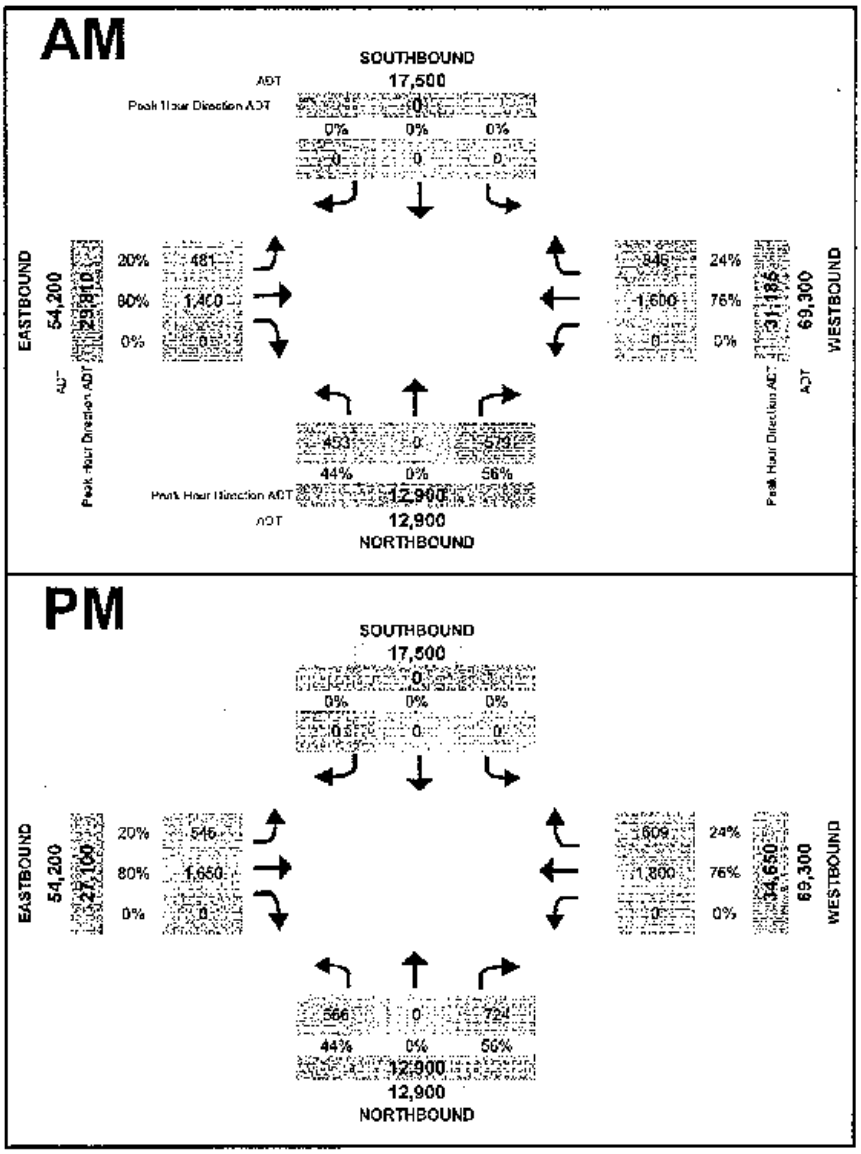
Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	626		#DIV/0!
Existing SB	860		#DIV/0!
Existing EB	1850		#DIV/0!
Existing WB	1932	26,355	7%
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	0	0
SB	1,790	1,028
EB	1,970	2,635
WB	2,360	2,457

Directional Split	
NB Split	0%
SB Split	100%
EB Split	50%
WB Split	50%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
Existing NB	934		#DIV/0!
Existing SB	1268		#DIV/0!
Existing EB	2475		#DIV/0!
Existing WB	2631	26,355	10%
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: Main Street & 805 Northbound Ramps **#17**



AM Totals		
	Approach	Departure
NB	1,032	1,327
SB	0	0
EB	1,881	1,979
WB	2,446	2,053

Directional Split	
NB Split	100%
SB Split	0%
EB Split	55%
WB Split	45%

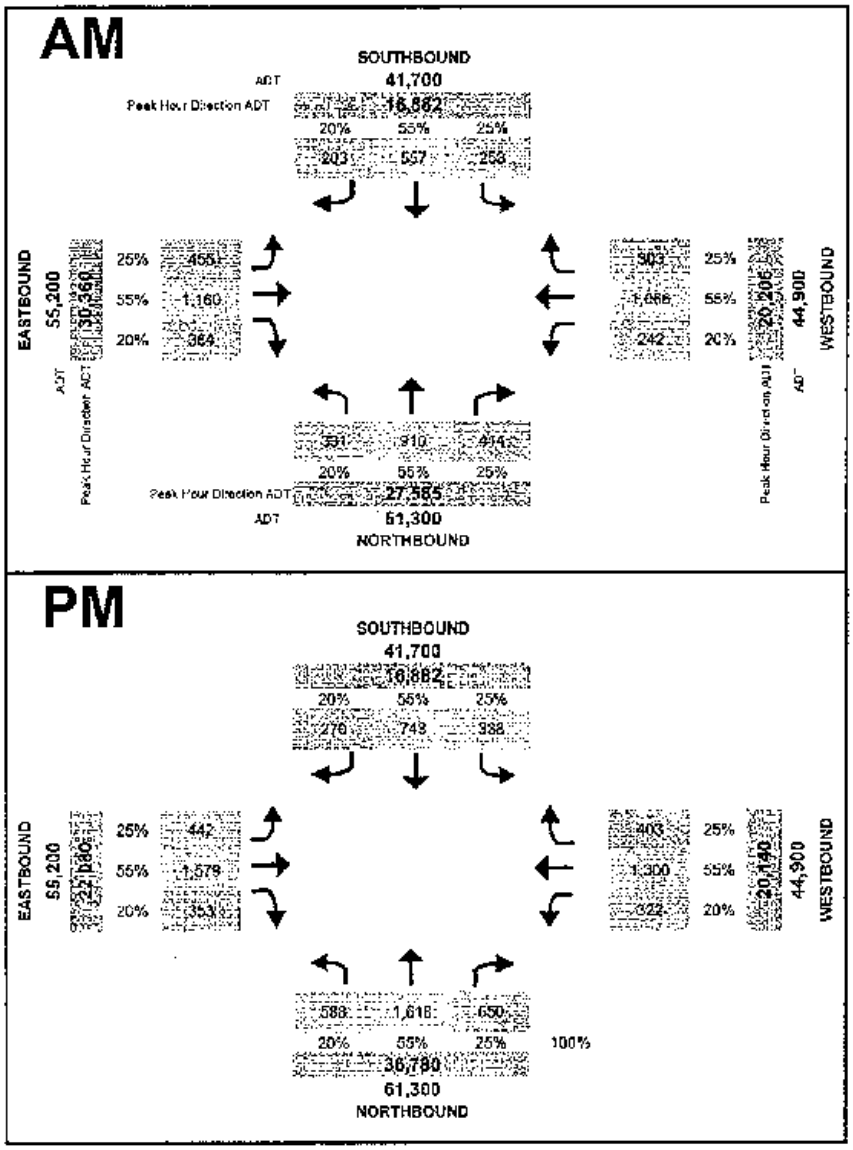
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	541		#DIV/0!
Existing SB	805		#DIV/0!
Existing EB	1921		#DIV/0!
Existing WB	1899	26,355	8%
	AM Peak Hour	8%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	1,290	1,155
SB	0	0
EB	2,196	2,373
WB	2,409	2,366

Directional Split	
NB Split	100%
SB Split	0%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB	746		#DIV/0!
Existing SB	1088		#DIV/0!
Existing EB	2828		#DIV/0!
Existing WB	2910	28,355	11%
	PM Peak Hour	10%	
	% Project Trips:	0.00%	

INTERSECTION: Main Street & Heritage Rd **#18**



AM Totals		
	Approach	Departure
NB	1,655	1,669
SB	1,013	1,164
EB	1,980	1,827
WB	1,611	1,599

Directional Split	
NB Split	45%
SB Split	40%
EB Split	55%
WB Split	45%

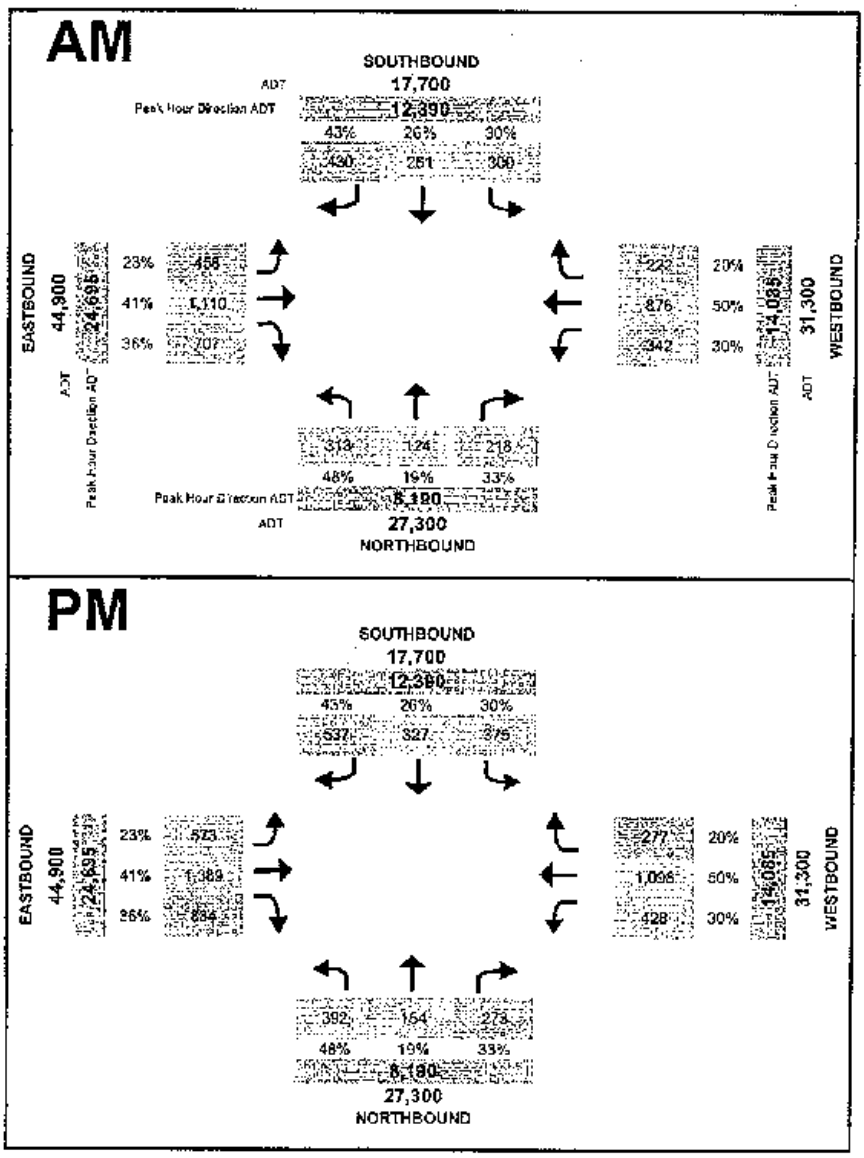
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Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	807	11,612	7%
Existing WB	794	10,268	8%
	AM Peak Hour	6%	
	% Project Trips:	0.00%	

PM Totals		
	Approach	Departure
NB	2,556	2,463
SB	1,351	1,418
EB	2,373	2,566
WB	2,025	2,159

Directional Split	
NB Split	60%
SB Split	40%
EB Split	40%
WB Split	45%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB			#DIV/0!
Existing SB			#DIV/0!
Existing EB	883	11,612	8%
Existing WB	883	10,268	9%
	PM Peak Hour	8%	
	% Project Trips:	0.00%	

INTERSECTION: Main Street & La Media Rd **#19**



AM Totals	Approach	Departure
NB	655	804
SB	991	1,310
EB	2,275	1,628
WB	1,440	1,619

Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	819	1,005
SB	1,239	1,638
EB	2,845	2,037
WB	1,803	2,027

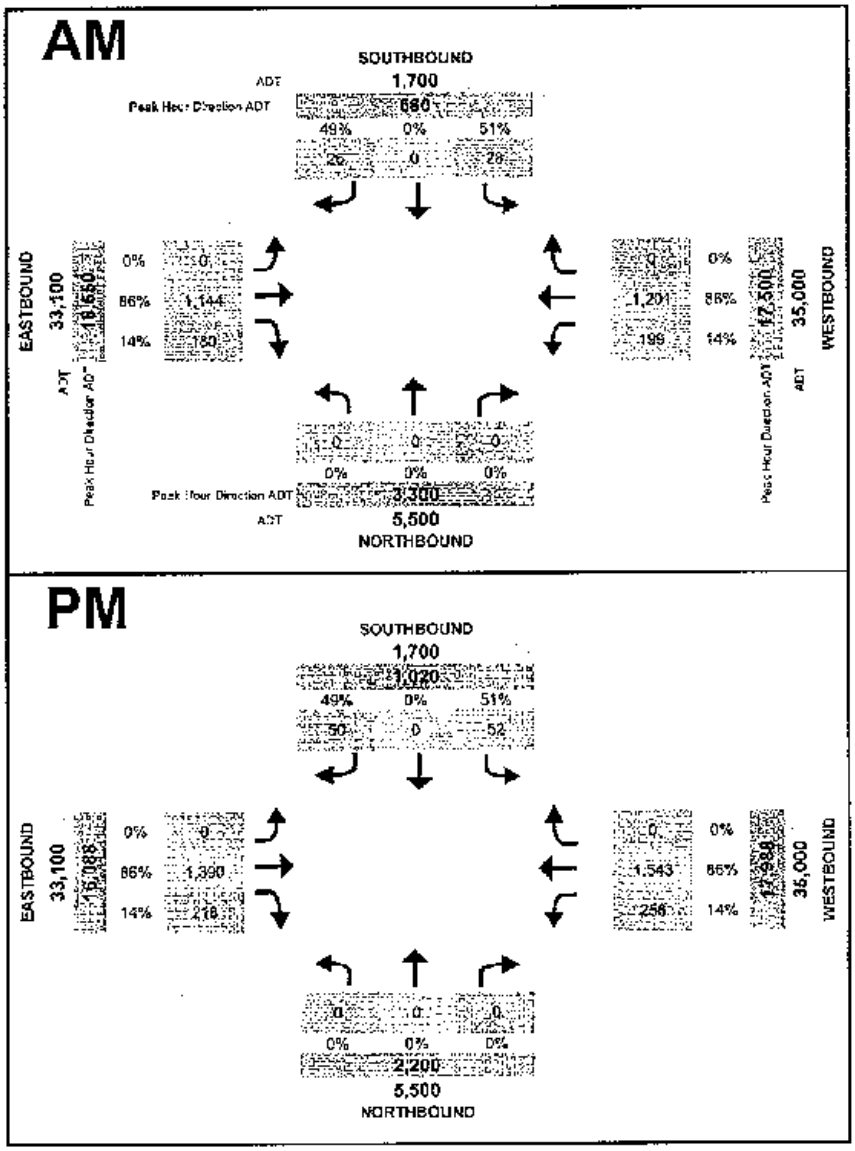
Directional Split	
NB Split	30%
SB Split	70%
EB Split	55%
WB Split	45%

Existing Conditons			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & SR125 Southbound Ramps **#20**



AM Totals	Approach	Departure
NB	0	0
SB	54	379
EB	1,324	1,172
WB	1,400	1,227

Directional Split	
NB Split	60%
SB Split	40%
EB Split	50%
WB Split	50%

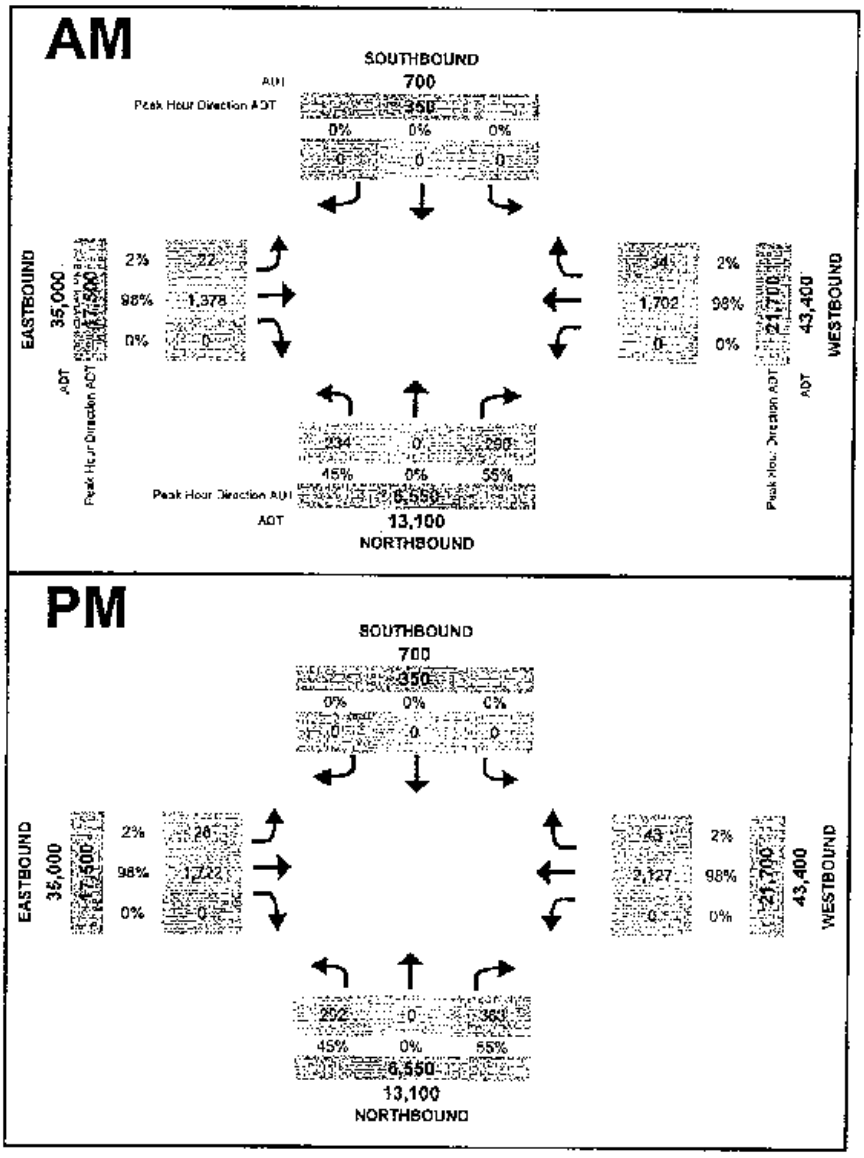
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals	Approach	Departure
NB	0	0
SB	102	475
EB	1,609	1,443
WB	1,799	1,592

Directional Split	
NB Split	49%
SB Split	60%
EB Split	47%
WB Split	51%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: Main Street & SR125 Northbound Ramps #21



AM Totals		
	Approach	Departure
NB	524	56
SB	0	0
EB	1,400	1,668
WB	1,736	1,936

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

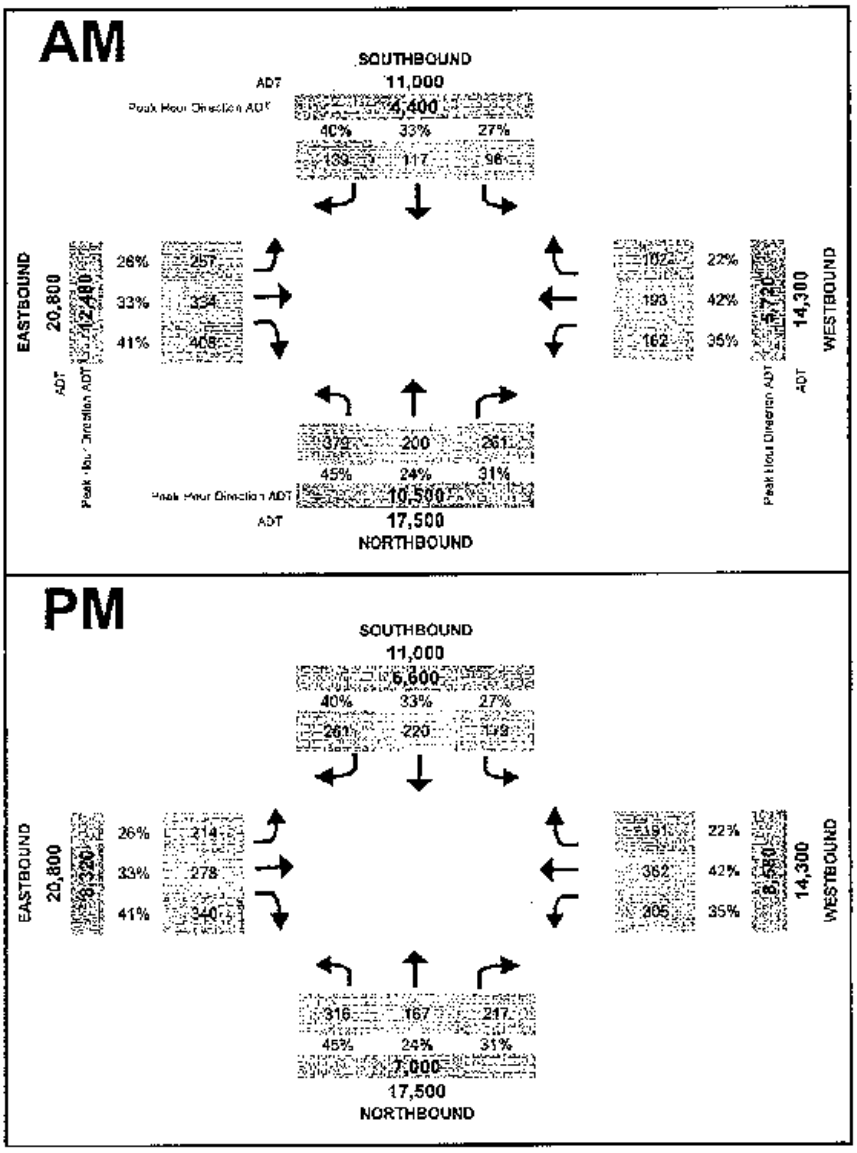
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	655	70
SB	0	0
EB	1,750	2,085
WB	2,170	2,420

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

INTERSECTION: Main Street & Street "A" **#22**



AM Totals	Approach	Departure
NB	840	559
SB	352	688
EB	998	680
WB	458	711

Directional Split	
NB Split	60%
SB Split	40%
EB Split	60%
WB Split	40%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: 0.00%

PM Totals	Approach	Departure
NB	700	572
SB	660	864
EB	832	876
WB	858	939

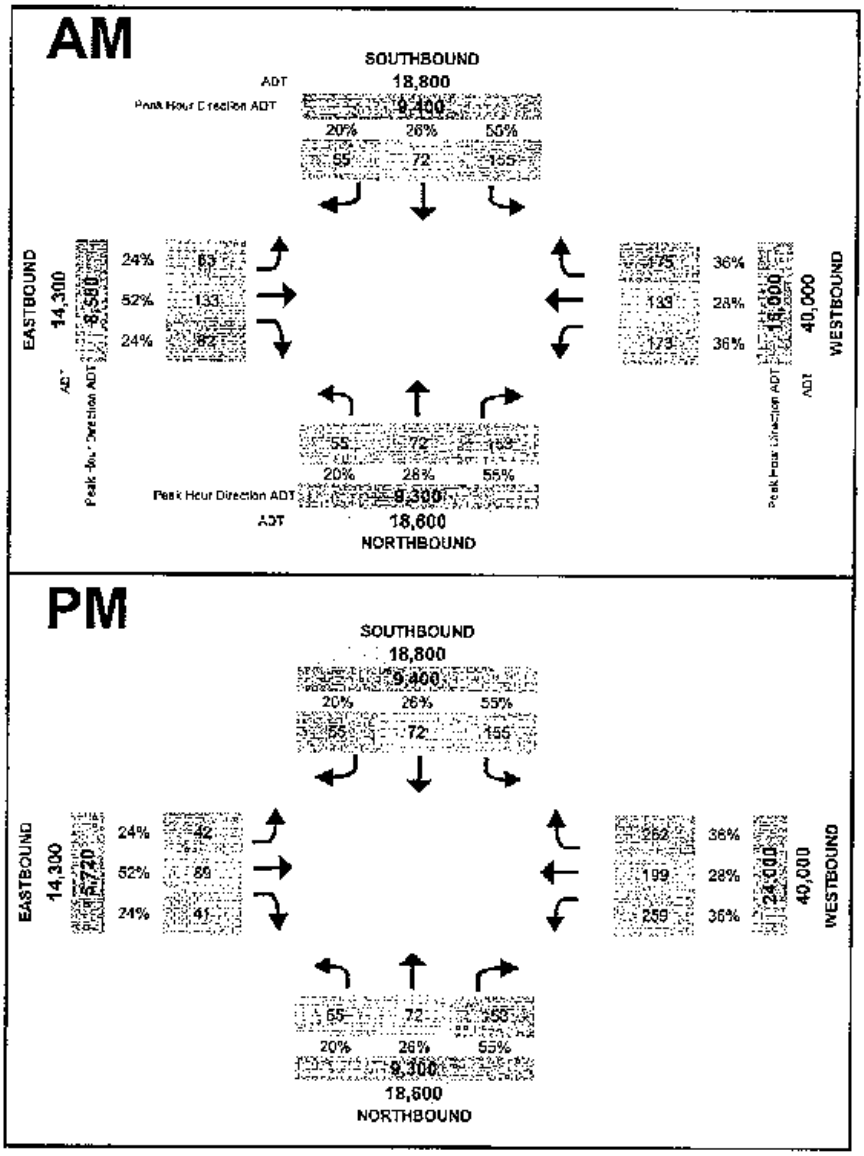
Directional Split	
NB Split	40%
SB Split	60%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: 0.00%

INTERSECTION: Main Street & Eastlake Parkway **#23**



AM Totals	Approach	Departure
NB	279	309
SB	282	306
EB	257	440
WB	480	243

Directional Split	
NB Split	50%
SB Split	50%
EB Split	60%
WB Split	40%

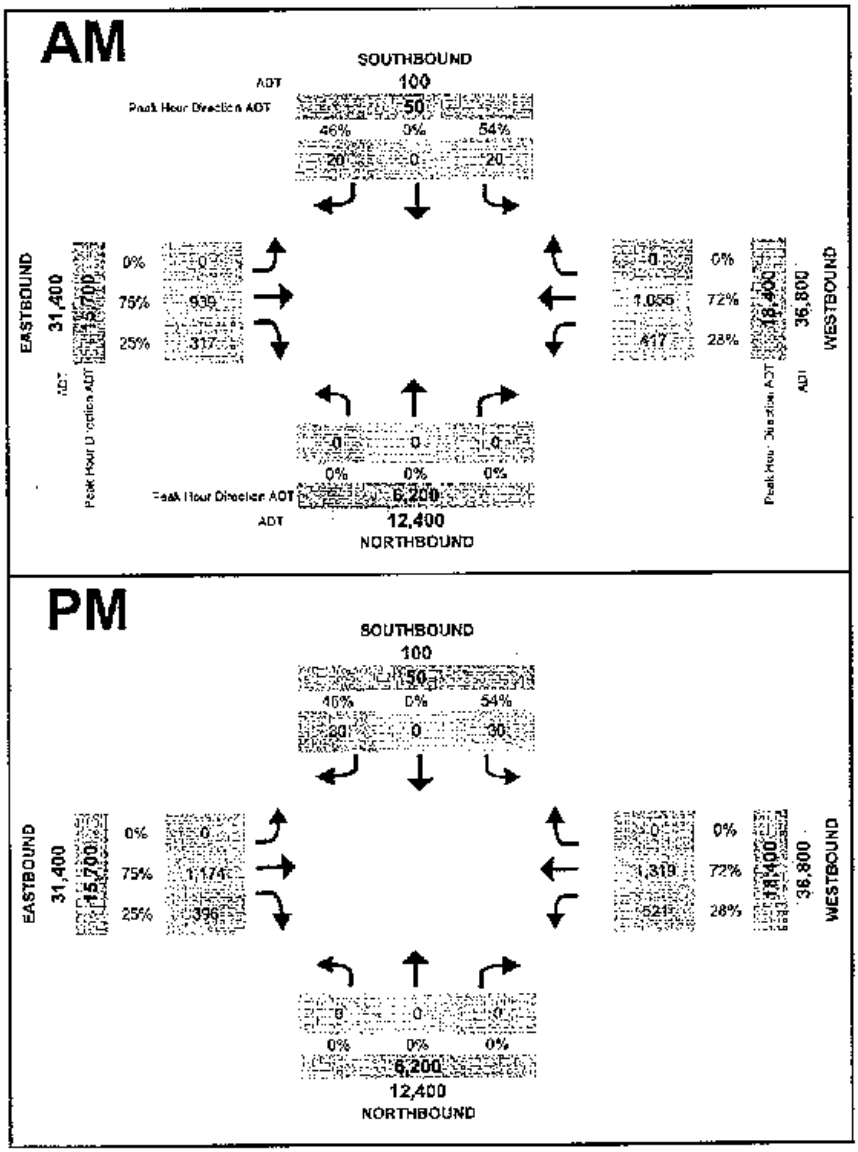
Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	391	18,945	2%
Existing EB		40,418	0%
Existing WB	391	13,926	3%
AM Peak Hour			3%
% Project Trips:			0.00%

PM Totals	Approach	Departure
NB	279	375
SB	282	372
EB	172	396
WB	720	309

Directional Split	
NB Split	50%
SB Split	50%
EB Split	40%
WB Split	60%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
Existing NB		9,199	0%
Existing SB	142	18,945	1%
Existing EB		40,418	0%
Existing WB	142	13,926	1%
PM Peak Hour			3%
% Project Trips:			0.00%

INTERSECTION: Otay Valley Road & SR125 Southbound Ramps **#24**



AM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

AM Peak Hour 8%

% Project Trips: #DIV/0!

PM Totals		
	Approach	Departure
NB	0	0
SB	0	0
EB	0	0
WB	0	0

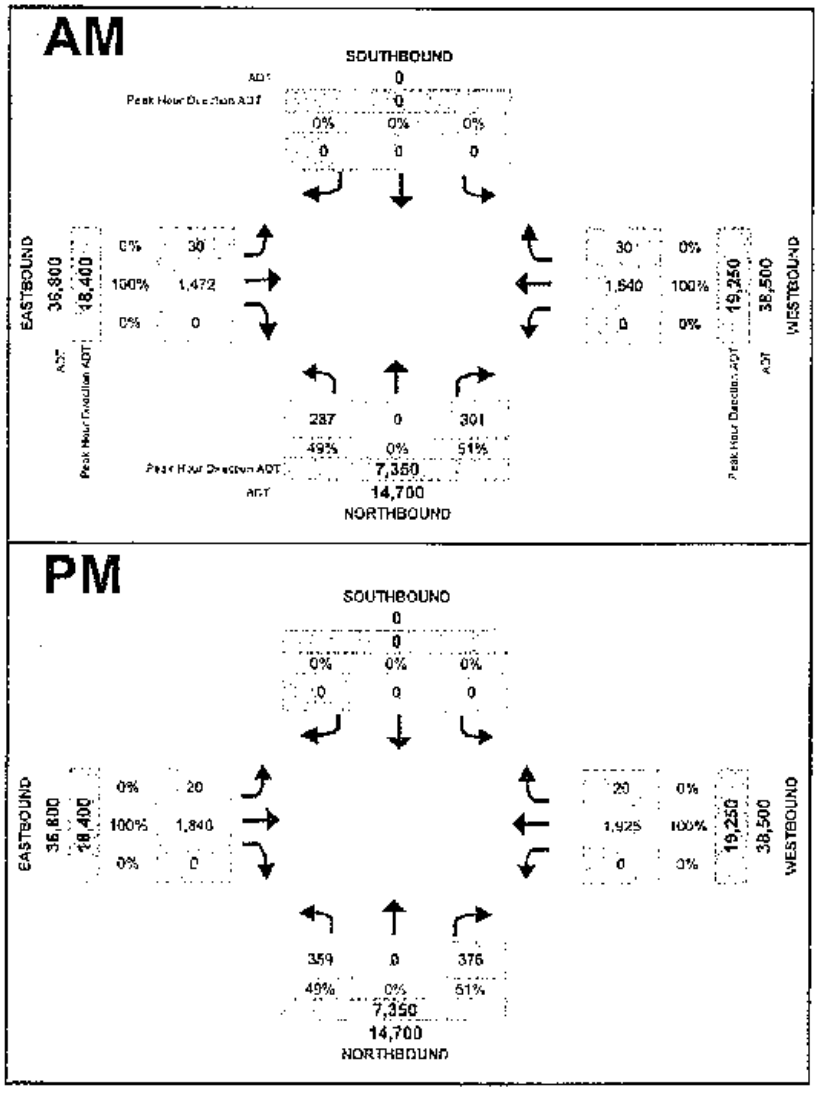
Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!

PM Peak Hour 10%

% Project Trips: #DIV/0!

INTERSECTION: Otay Valley Road & SR125 Northbound Ramps #25



AM Totals		
	Approach	Departure
NB	538	60
SB	0	0
EB	1,502	1,773
WB	1,570	1,827

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
AM Peak Hour			8%
% Project Trips:			0.00%

PM Totals		
	Approach	Departure
NB	735	49
SB	0	0
EB	1,860	2,216
WB	1,945	2,284

Directional Split	
NB Split	50%
SB Split	50%
EB Split	50%
WB Split	50%

Existing Conditions			
Leg	Ins+Outs	ADT	K Factor
			#DIV/0!
			#DIV/0!
			#DIV/0!
			#DIV/0!
PM Peak Hour			10%
% Project Trips:			0.00%

RBF CONSULTING

May 7, 2013
Project No: 55-100809.001
Invoice No: 12030278

Pardee Homes
6025 Edgewood Bend Court
San Diego, CA 92130

Payment Remit Address:
RBF Consulting
P.O. Box 57057
Irvine, CA 92619-7057
Attn: Accounts Receivable

Project 131129 Pacific Highlands Ranch/Const Site Sppt
PROJECT NO. 70168017

Project Manager: Scott Taylor 760-603-6242

Professional consulting services rendered pursuant to the Agreement dated May 19, 2011 relative to the Pacific Highlands Ranch Project located in the State of California.

Current Billing Explanation:
Review implications of new Perm. + Ironstone, Assistance to Lot Area 33 on Gonzales Canyon, design scope for geotechnical engineer.
Professional Services: April 1, 2013 to April 30, 2013
$ 3431

Billing Limits	**Current**	**Prior**	**To-Date**
Fees	$ 3431	14,455.28	17,886.28
Limit			20,000.00
Remaining			$ 2,113.72
		Total this Invoice	$ 3431

Pardee Homes®

Application For Payment

12/19/11

Contractor	125731	RBF CONSULTING	Invoice Number
Contract	56218	OC 70000	
Project No.	70168017	SDLD PHR UNIT 21A/B	Invoice Date

Original Contract/ Change Order	Change Order No.	Job Number	Cost Code	Cost Type	Description of Work	Contract Amount	Billing Amount
Original	000	70168017	320510	1520	55-100768 construction water q	$20,000.00	
					Total Contract Amount	$20,000.00	
					Lien Releases Attached: Yes No:	Total Amount Due	

CERTIFICATE OF THE SUBCONTRACTOR

I hereby certify that the work performed and the materials supplied to date as shown on the above represent the actual value of accomplishment under the terms of the Contract (and all authorized changes thereto) between the undersigned and Pardee Homes of California, relating to the above referenced project. I also certify that payments, less applicable retention, have been made through the period covered by previous payments received from the contractor, to (1) all my subcontractors (sub-contractors) and (2) for all materials and labor used in or in connection with the performance of this Contract. I further certify I have complied with Federal, State and local tax laws, including Social Security laws and Unemployment Compensation laws and Workmen's Compensation laws insofar as applicable to the performance of this Contract

I further certify that I have complied with the Federal, State and local tax laws, including Social Security laws and Unemployment Compensation laws and Workmen's Compensation laws insofar as applicable to the performance of this Contract

Contract 56218 OC 70000
Project No. 70168017 SDLD PHR UNIT 21A/B

RBF CONSULTING
(SUBCONTRACTOR)

By: _____
(Authorized Signature)

Title: _____
(Corporate Title)

PardeeHomes

WORK ORDER

Pardee Contract No.
This Section for Pardee Use Only

Consultant Information:	
Name	RBF Consulting
Address	5050 Avenida Encinas
	Carlsbad CA 92008
Attention	Scott Taylor
Telephone	760 603 6242
Email	staylor@rbf.com
Consultant Ref. No.	55-100768

Pardee Information:	
Master Planned Community	Pacific Highlands Ranch
Project Name	Unit 21
Project No.	70188017
Cost Code No.	320510

This Work Order is a (check one):

☒ New Contract

☐ Change Order to Existing Pardee Contract No.:

Part 1 – Agreement

This Work Order is entered into pursuant to the terms of the Master Services Agreement (MSA) by and between **RBF Consulting**, ("Consultant") and Pardee Homes of California, a California corporation ("Pardee") dated the **17th day of August, 2009**. This Work Order is subject to the terms and conditions of the MSA, all of which are incorporated herein by reference. To the extent this Work Order conflicts with the terms of the MSA, the terms of the MSA shall control, unless this Work Order specifically states that it is intended to supersede the MSA.

Part 2 - Scope of Services

TASK 1: This work order is to assist Pardee in as-needed consulting assistance relative to compliance with the State General Construction Permit. RBF will provide consultation, site inspection, hydrology, hydraulics, erosion and sediment control design and other services as requested by the Pardee project manager on a time and materials basis.

PardeeHomes

Part 3 - Fee Summary

Task Description	Amount	Type (FF or T&M)
1. Consulting Services for Construction Water Quality As Requested	$20,000	T&M
Total:	$20,000	

Part 4 - Authorization

PARDEE HOMES OF CALIFORNIA		RBF CONSULTING	
Allen Kashani, Land Development Mgr.	Date 11/4/11	Scott Taylor, Senior Vice President	Date 12/9/11
John Arvin, Sr. Vice President	Date 12/9/11		Date

Part 5 - Billing Information

Bills for the above-described work must include:

1. A copy of this signed Work Order
2. A copy of the Pardee-issued Application For Payment (AFP)
3. A billing summary that provides at a minimum: Task Description, Current Billing, Current Billing Explanation, Contract Amount, Total Billed, Total Percent Billed
4. Lien releases as appropriate

RBF CONSULTING
A Baker Company

Invoice Date May 7, 2013
Project No.: 132568
Invoice No.: 841322

Attn: Andrew Lemer
National Academy of Sciences
Transportation Research
Cooperative Research Programs
500 Fifth Street, NW, KECK-427
Washington, D.C. 20001

RBF Consulting, a company of
Michael Baker Corporation
5050 Avenida Encinas, Suite 260
Carlsbad, CA 92008-4386

PROJECT No. - 132568 NCHRP 25-42 Bridge Stormwater Runoff

Purchase Order No: SUB0000129

Project Manager - Scott Taylor (760) 603-6242

Professional consulting services rendered pursuant to the Agreement dated October 18, 2012 relative to the NCHRP 25-42 Bridge Stormwaer Runoff Project. Progress bill No. 3 – Completion of Task 3

Professional Services through January 31, 2013

Task	Fee	Percent Complete	Billed to Date	Current	
1. Documentation of Teleconference	$8,660.00	100.00%	$8,660.00	$0.00	
2. Final TM1, Literature Review	$13,760.00	100.00%	$13,760.00	$13,760.00	
3. Draft TM 2, meet with panel	$13,400.00	0.00%	$0.00	$0.00	
4. Final TM2, Stategies and BMP's	$124,740.00	~~0.00%~~ 100	~~$0.00~~	~~$0.00~~ $124,740	124,740
5. Final TM 3, Guide propectus	$34,328.00	0.00%	$0.00	$0.00	
6. Draft guide	$79,810.00	0.00%	$0.00	$0.00	
7. Revised Final Guide	$24,860.00	0.00%	$0.00	$0.00	
Total Fee	**$299,558.00**		147,160	$124,740	
		Previous Fee Billing	22,420		
		Total This Invoice		$124,740	

124,740

Payment Remit Address:
RBF Consulting, DEPT LA 24031, Pasadena, CA 91185-4031

THE NATIONAL ACADEMIES
Advisers to the Nation on Science, Engineering, and Medicine
The National Academy of Sciences
Transportation Research Board - Cooperative Research Programs
500 5th Street, NW - KECK 427
Washington, DC 20001

BUSINESS SERVICES
Fixed-Price Contract
Form Last Revised by CRP 02/23/2011

INVOICE VOUCHER

Mark Check Payable to: (Limit 30 Characters) First 5 characters will appear on MRT	Vendor Name	Vendor No.	Date Voucher Submitted
	RBF Consulting		

☐ Mail Check to (Address)		Date Received in TRB	NAS Purchase Order No.
	RBF Consulting DEPT LA 24031 Pasadena, CA 91185-4031		Purchase Order Status: First ☐ Last ☐ Rush ☐

Mailing Instructions: Please send to above address

PLEASE INDICATE WHO WE SHOULD CONTACT IN CASE OF BILLING QUESTIONS

Vendor Billing Contact Information	Printed Name	Email Address	Phone Number
	Scott Taylor	staylor@rbf.com	760-603-6242

Description for MRT	P.O. Line Item No.	Quantity	Unit Price	Amount $$$
Request for Payment on ACRP / HMCRP / NCFRP / NCHRP / TCRP Project 132569				$ 13,400.00
Payment No. 2 for Task(s) 2 performed in accordance with the attached *Schedule of Payments*				
Completed in performance of the above referenced project during the period from 12/1/2013 to 1/31/2013				
ENTRIES BELOW WILL APPEAR ON CHECK STUB			Total	$ 13,400.00

124,740

124,740

Invoice/Proforma Information (Limit 15 Characters)	Invoice No. (Limit 15 Characters)	Description for the Check Stub (limit 75 Characters)
	841322	NCHRP 25-42 Bridge Stormwater Runoff

CERTIFICATE OF VENDOR/CLAIMANT: I CERTIFY THAT THE ABOVE CLAIM IS CORRECT & PROPER AND THAT PAYMENT THEREFORE HAS NOT BEEN RECEIVED

Scott Taylor — Printed Name of Vendor/Claimant
BY _____ — Vendor/Claimant Signature
02/25/13 — Date

VENDOR/CLAIMANT: NOT TO WRITE BELOW THIS LINE

APPROVAL: I CERTIFY THAT THE ABOVE EXPENDITURE WAS DULY AUTHORIZED AND I APPROVE CLAIM FOR PAYMENT

Name of Office Submitting Voucher:	Phone No/Extension:
Transportation Research Board - Cooperative Research Programs (Keck 427)	(202) 334-1456

Print Name (Financial Officer/Authorized Signer)	Date	Print Name (Senior Program Officer)	Date
Signature		Signature	

ENTRIES BELOW WILL APPEAR ON MRT

Audited Date	Received Date	Partial Payment	Project No.	Activity	BAC with WD No.	Trip Sec Ref #	P.O. Line Item No.	RS	Amount
0-Jan-00					565-01				
DO NOT WRITE IN THIS SPACE									
								Total	$ -

Audited	Date	FOR OCFO OFFICE USE ONLY

SEND COMPLETED FORM TO OFFICE OF PAYMENTS & REIMBURSEMENTS (OPR) – TER 401

Revised 11/4/10

APPENDIX E
Internal Capture Rates and Transit Reduction Calculations

RBF CONSULTING

Revised: April 2011 JN 55-100535.001

Mr. Dave Kaplan
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Subject: Trip Reduction and Internal Capture Summary for Otay Land Company SPA (Village 8/Village 9)

Dear Mr. Kaplan:

This letter summarizes the internal capture and transit trip reduction methodology applied to the traffic analysis for the proposed Otay Land Company (OLC) Sectional Planning Area (SPA) Plan traffic impact analysis. The OLC proposed project includes development of Village 8 West (Parcel B) and Village 9 (Parcel C) and portions of the Eastern Urban Center (EUC) of the Otay Ranch General Development Plan (GDP) in the City of Chula Vista.

PROPOSED PROJECT

The proposed land uses for Village 8 West, Village 9, and the EUC are focused around creating a village of mixed uses and a vibrant urban center to promote walkable neighborhoods and minimize vehicular trips. The project encompasses design features and amenities to promote the pedestrian experience and discourage multiple vehicle trips within the same area, as providing a variety of services and activities within a shorter distance allows patrons to walk from one use to the next instead of driving to segregated locations. The OLC vision for this project supports the updated Land Use and Transportation Element of the Chula Vista General Plan, which provides a Mixed Use category that encourages complementary land uses and providing a range of activities and services. Table 1 summarizes the proposed land uses for Village 8 and 9.

Table 1
Village 8 West and Village 9 Proposed Land Use

Land Use	Village 8 West Size/Unit	Village 9 Size/Unit	TOTAL Size/Unit
Active Park	17.4 Acres	-	17.4 Acres
Urban/Neighborhood Park	10.6 Acres	25.9 Acres	36.5 Acres
Single Family Residential	621 Dwelling Units	266 Dwelling Units	887 Dwelling Units
Multi-Family Residential	1,429 Dwelling Units	-	1,429 Dwelling Units
High-Density Residential	-	3,734 Dwelling Units	3,734 Dwelling Units
Elementary School	11.4 Acres	22.0 Acres	33.4 Acres
Middle School	21.0 Acres	-	21.0 Acres
Office	50,000 Square Feet	1,200,000 Square Feet	1,250,000 Square Feet
Commercial Retail	250,000 Square Feet	300,000 Square Feet	550,000 Square Feet
Community Facility	5.8 Acres	5.0 Acres	10.8 Acres

As shown in Table 1, the mix of land uses proposed for Village 8 West and Village 9/EUC include a variety of non-residential and residential uses to encourage interaction of people, community diversity, and the use of transit and walking. The land plan for Village 8 West incorporates a lower density character than Village 9/EUC. A mix of retail, service, and higher density residential uses are proposed in the Town Center within Village 8 West. The land plans for Village 9/EUC incorporates higher densities and aim to create an Urban Village. The Village core land uses within Village 9/EUC are organized to create a series of focal points that emulate a traditional downtown, with a system of blocks and design patterns with a grid system of connections, including access within walking distance to the University that will be adjacent to Village 9. The land use plans for the proposed project emphasize direct connections between land uses while promoting transit use and pedestrian circulation.

SANDAG TRIP GENERATION RATES

The City of Chula Vista traffic study guidelines require the application of trip generation rates provided in the SANDAG *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) to forecast project trips. Typical developments in the County of San Diego and within the City of Chula Vista are predominantly suburban in character. Therefore, the basic premise behind the SANDAG trip generation rates utilized for most traffic impact analyses represent data and trip generation rates for single-use, free standing projects.

Table 2 summarizes the project trip generation rates and forecasted trip generation based on the SANDAG trip rates, where each land use is analyzed as a single-use, free standing project. Internal capture rates or trip reductions have not been applied in Table 2.

Table 2
Trip Generation Rates and Forecasted Project-Generated Trips
Without Internal Capture

Land Use	Units		Trip Rate[1]	ADT	AM Peak					PM Peak				
					%	Trips	(In/Out)	In	Out	%	Trips	(In/Out)	In	Out
Village 8 West														
Active Park	17.4	acres	50 / acre	870	4	35	5 : 5	17	17	8	70	5 : 5	35	35
Urban & Neighborhood Park	10.6	acres	5 / acre	53	4	2	5 : 5	1	1	8	4	5 : 5	2	2
Single Family Residential	621	DU	10 / DU	6,210	8	497	3 : 7	149	348	10	621	7 : 3	435	186
Multi-Family Residential	1,429	DU	8 / DU	11,432	8	915	2 : 8	183	732	10	1,143	7 : 3	800	343
Elementary School	11.4	acres	100 / acre	1,140	32	365	6 : 4	219	146	9	103	4 : 6	41	62
Jr. High/Middle School	21	acres	105 / acre	2,205	32	706	6 : 4	423	282	9	198	4 : 6	79	119
Office (< 100 KSF)	50	KSF	20 / KSF	1,000	14	140	9 : 1	126	14	13	130	2 : 8	26	104
Commercial Retail	250	KSF	80 / KSF	20,000	4	800	6 : 4	480	320	10	2,000	5 : 5	1,000	1,000
Community Facility	5.8	acres	30 / acre	174	5	9	6 : 4	5	3	8	14	5 : 5	7	7
			Subtotal	**43,084**		**3,467**		**1,604**	**1,864**		**4,283**		**2,425**	**1,858**
Village 9														
Urban / Neighborhood Park	25.9	acres	5 / acre	130	4	5	5 : 5	3	3	8	10	5 : 5	5	5
Single Family Residential	266	DU	10 / DU	2,660	8	213	3 : 7	64	149	10	266	7 : 3	186	80
High Density MF Residential	3,734	DU	6 / DU	22,404	8	1,792	2 : 8	358	1,434	9	2,016	7 : 3	1,411	605
Elementary School	22.0	acres	90 / acre	1,980	32	634	6 : 4	380	253	9	178	4 : 6	71	107
Office Park (> 400 KSF)	1,200	KSF	12 / KSF	14,400	13	1,872	9 : 1	1,685	187	13	1,872	2 : 8	374	1,498
Commercial Retail	300	KSF	40 / KSF	12,000	4	480	6 : 4	288	192	10	1,200	5 : 5	600	600
Community Facility	5	acres	30 / acre	150	5	8	6 : 4	5	3	8	12	5 : 5	6	6
			Subtotal	**53,724**		**5,003**		**2,782**	**2,221**		**5,555**		**2,655**	**2,900**
TOTAL				**96,808**		**8,470**		**4,386**	**4,085**		**9,838**		**5,080**	**4,758**

[1]SANDAG (Not So) Brief Guide to Vehicular Traffic Generation Rates (2002)

As shown in Table 2, the project would be forecast to generate 96,808 daily trips if the project were analyzed as single-use, free standing projects. However, the intended development plans for the Otay Ranch Villages 8 West and 9/EUC focus on creating a walkable environment with higher densities and a greater variety of uses than typical developments in San Diego County that would allow multiple activities to occur within one vehicle trip.

Hence, applying the SANDAG trip generation rates for each proposed land use as single-use, free standing projects overestimates the forecasted project traffic. Internal capture rates were calculated for the project traffic analysis to more accurately model future traffic volumes for the proposed project.

TRIP REDUCTION METHODOLOGY

The 2002 SANDAG *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* does not include trip generation rates for mixed-use projects, as obtaining similar and accurate traffic data is difficult where few local examples exist. In June 2004, the Institute of Transportation Engineers (ITE) published the second edition of the *Trip Generation Handbook*, which includes methodology for forecasting traffic of multi-use developments. As defined in the ITE handbook, a "multi-use development" is

> "...typically a single-real-estate project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system. Because of the nature of these land uses, the trip-making characteristics are interrelated, and some trips are made among the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable, stand-along sites)." Source: *ITE Trip Generation Handbook, 2004*

As outlined in the ITE Trip Generation Handbook, the methodology for estimating trip generation at multi-use sites includes the following steps:

Step 1: **Document Characteristics of Multi-Use Development**
Document land uses, ITE land use codes, sizes of each land use, location, and other factors of the proposed project into a worksheet. Such characteristics for the proposed OLC project were defined previously in Table 1.

Step 2: **Select Time Period for Analysis**
Select time period for which the analysis is being conducted, including peak periods for the proposed land use that will reflect the highest traffic volumes and patterns. The peak periods for the OLC project are weekdays from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m.

Step 3: Compute Baseline Trip Generation for Individual Land Uses

Calculate the number of generated trips based on the given independent variable. For this project, the baseline is the forecasted trip generation based on rates from the SANDAG *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region*, as previously shown in Table 2.

Step 4: Estimate Anticipated Internal Capture Rate Between Each Pair of Land Uses

Estimate the interaction between each pair of land uses for the selected time period. Local data should be utilized if available to reflect more accurate projections. Table 3 summarizes the internal capture rates between each pair of uses for the proposed OLC project based on rates provided in the *ITE Trip Generation Handbook* (June 2004).

Table 3
Internal Capture Rates Between Land Uses by Time Period

AM Peak Period					AM Peak Period				
Trip Capture Rates for Trip Destinations (Inbound Trips) *(Based on ITE Trip Generation Handbook)*					Trip Capture Rates for Trip Origins (Outbound Trips) *(Based on ITE Trip Generation Handbook)*				
	Retail	Office	Residential	Recreational		Retail	Office	Residential	Recreational
Retail	31%	4%	5%	0%	Retail	29%	3%	7%	0%
Office	38%	6%	0%	60%	Office	20%	2%	0%	5%
Residential	37%	0%	0%	30%	Residential	34%	0%	0%	3%
Recreational	0%	5%	3%	0%	Recreational	0%	60%	30%	0%
PM Peak Period					**PM Peak Period**				
Trip Capture Rates for Trip Destinations (Inbound Trips) *(Based on ITE Trip Generation Handbook)*					Trip Capture Rates for Trip Origins (Outbound Trips) *(Based on ITE Trip Generation Handbook)*				
	Retail	Office	Residential	Recreational		Retail	Office	Residential	Recreational
Retail	20%	2%	9%	0%	Retail	20%	3%	12%	0%
Office	31%	6%	0%	60%	Office	23%	1%	2%	5%
Residential	31%	2%	0%	30%	Residential	53%	0%	0%	5%
Recreational	0%	5%	5%	0%	Recreational	0%	60%	30%	0%
DAILY					**DAILY**				
Trip Capture Rates for Trip Destinations (Inbound Trips) *(Based on ITE Trip Generation Handbook)*					Trip Capture Rates for Trip Origins (Outbound Trips) *(Based on ITE Trip Generation Handbook)*				
	Retail	Office	Residential	Recreational		Retail	Office	Residential	Recreational
Retail	28%	4%	9%	0%	Retail	30%	3%	11%	0%
Office	15%	2%	0%	60%	Office	22%	2%	2%	5%
Residential	33%	3%	0%	30%	Residential	38%	0%	0%	5%
Recreational	0%	5%	5%	0%	Recreational	0%	60%	30%	0%

Source: ITE Trip Generation Handbook (June 2004)

Step 5: **Estimate "Unconstrained Demand" Volume by Direction**
Apply the internal capture percentages by the appropriate directional trip generation value. Compute a directional value for each pair of land uses as necessary. Inbound and outbound trip capture volumes were calculated for each land use pairing and tabulated for the peak period and daily conditions.

Step 6: **Estimate "Balanced Demand" Volume by Direction**
Compare the two values in each direction for each land use pairing. The lower of the two internal trip capture volumes for each pair was selected.

Step 7: **Estimate Total Internal Trips to/from Multi-Use Development Land Uses**
Sum the internal trips to each other land use for each use. Sum the internal trips from each land use. Compute the internal percentages for each land use.

Step 8: **Estimate the Total External Trips for Each Land Use**
Subtract the estimated internal trips from the total trips of each land use to obtain the number of external trips by direction.

Step 9: **Calculate Internal Capture Rate and Total External Trip Generation for Multi-Use Site**
Sum the external volumes for each of the land uses to compute the net external trip generation. To compute the overall internal capture rate, divide the net external trip generation estimate by the original total trip generation estimate; subtract the quotient from 100 percent.

Tables 4 and 5 summarize the trip generation for Villages 8 West and 9/EUC with the applied internal capture rates for each study scenario (2015, 2020, 2025, 2030), as the proposed project will be developed in several phases.

The traffic impact analysis includes study scenarios for 2015, 2020, 2025, and 2030 based on the phased construction plans, internal capture rates, and transit trip reductions, as described below:

By **2015**, 105 single family and 246 multi-family residential dwelling units are proposed to be constructed in Village 8 West and no construction will occur in Village 9. Since the development in 2015 is limited to residential dwelling units and no construction of retail, office, or recreational uses, no internal capture rates or transit trip reductions were applied.

By **2020**, construction will occur in both villages. In Village 8 West, 354 single family residential dwelling units, 824 multi-family residential dwelling units, 5.5 acres of park, 50,000 square feet of office, and 40,000 square feet of commercial retail are proposed to be constructed. In Village 9, 114 single family residential dwelling units, 1,634 high density multi-family residential dwelling units, and 100,000 square feet of office are proposed to be constructed. The volume of trips shown in the tables reflects the cumulative number of units that are planned to be constructed at that time. Internal capture rates from the ITE Trip Generation Handbook and a 5% transit trip reduction was applied to account for local transit service based on SANDAG transit trip reduction rates.

By **2025**, construction will continue to occur in both villages. In Village 8 West, 162 single family residential dwelling units, 359 multi-family residential dwelling units, 13.1 acres of park, 150,000 square feet of commercial retail, and an elementary school are proposed for construction. In Village 9/EUC, 131 single family residential dwelling units, 1,877 multi-family residential dwelling units, 15 acres of park, 300,000 square feet of commercial retail, 475,000 additional square feet of office park, and an elementary school are proposed for construction. The volume of trips shown in the tables reflects the cumulative number of units that are planned to be constructed at that time. Internal capture rates from the ITE Trip Generation Handbook and a 5% transit trip reduction was applied to account for local transit service based on SANDAG transit trip reduction rates.

By **2030**, construction will continue to occur in both villages. In Village 8 West, 9.4 acres of park, 60,000 square feet of commercial retail, 5.8 acres of community facilities, and a middle school are proposed for construction. In Village 9, 10.9 acres of park, 21 single family residential dwelling units, 223 high density multi-family residential dwelling units, 625,000 additional square feet of office, and 5.0 acres of community purpose facilities are proposed to be constructed. The volume of trips shown in the tables reflects buildout of the project, as all construction is planned to be completed in 2030. Internal capture rates from the ITE Trip Generation Handbook and a 15% transit trip reduction were applied to account for local transit service, rapid bus service, and Bus Rapid Transit (BRT) based on SANDAG transit trip reduction rates.

Table 4
Village 8 West Trip Generation with Internal Capture and Transit Reduction

	2015					2020					2025					2030				
		AM PEAK		PM PEAK			AM PEAK		PM PEAK			AM PEAK		PM PEAK			AM PEAK		PM PEAK	
Land Use	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT
Retail	0	0	0	0	0	3,200	77	51	160	160	15,200	365	243	760	760	20,000	480	320	1,000	1,000
Office	0	0	0	0	0	1,000	126	14	26	104	1,000	126	14	26	104	1,000	126	14	26	104
Residential	3,018	57	185	211	91	13,150	247	805	921	395	17,642	332	1,079	1,235	529	17,642	332	1,079	1,235	529
Recreational	0	0	0	0	0	28	1	1	1	1	453	9	9	18	18	1,097	24	22	44	44
Other	0	0	0	0	0	0	0	0	0	0	1,140	219	146	41	62	3,345	642	428	120	181
Total	**3,018**	**57**	**185**	**211**	**91**	**17,378**	**450**	**871**	**1,108**	**660**	**35,435**	**1,051**	**1,492**	**2,080**	**1,473**	**43,084**	**1,604**	**1,864**	**2,425**	**1,858**
Internal Capture						**Internal Capture**					**Internal Capture**					**Internal Capture**				
Retail	0	0	0	0	0	1,288	46	20	106	52	5,884	208	92	412	244	7,228	273	114	504	312
Office	0	0	0	0	0	257	2	3	2	26	240	11	4	3	30	290	12	4	3	30
Residential	0	0	0	0	0	1,064	4	29	20	50	5,152	19	138	97	241	6,929	23	185	124	294
Recreational	0	0	0	0	0	25	0	0	1	1	50	3	8	11	7	379	8	13	18	14
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transit Reduction (0%) - SANDAG						**Transit Reduction (5%) - SANDAG**					**Transit Reduction (5%) - SANDAG**					**Transit Reduction (15%) - SANDAG**				
Retail	0	0	0	0	0	160	4	3	8	8	760	18	12	38	38	1,000	24	16	50	50
Office	0	0	0	0	0	50	6	1	1	5	50	6	1	1	5	50	6	1	1	5
Residential	0	0	0	0	0	658	12	40	46	20	882	17	54	62	26	882	17	54	62	26
Recreational	0	0	0	0	0	1	0	0	0	0	23	0	0	1	1	55	1	1	2	2
Other	0	0	0	0	0	0	0	0	0	0	57	11	7	2	3	167	32	21	6	9
Final External Trip Generation						**Final External Trip Generation**					**Final External Trip Generation**					**Final External Trip Generation**				
Retail	0	0	0	0	0	1,752	27	29	46	100	8,556	138	139	310	478	11,772	183	190	446	638
Office	0	0	0	0	0	694	118	10	22	73	710	109	10	22	69	660	108	10	22	69
Residential	3,018	57	185	211	91	11,428	231	736	855	325	11,608	296	888	1,077	262	9,831	292	841	1,049	209
Recreational	0	0	0	0	0	1	0	0	0	0	380	5	0	7	10	663	15	8	23	27
Other	0	0	0	0	0	0	0	0	0	0	1,083	208	139	39	58	3,178	610	407	114	172
Total	**3,018**	**57**	**185**	**211**	**91**	**13,875**	**375**	**775**	**924**	**498**	**22,338**	**756**	**1,175**	**1,454**	**878**	**26,104**	**1,208**	**1,455**	**1,654**	**1,115**

JN: 55-100535.001

Table 5
Village 9/EUC Trip Generation with Internal Capture and Transit Reduction

	2015					2020					2025					2030				
		AM PEAK		PM PEAK			AM PEAK		PM PEAK			AM PEAK		PM PEAK			AM PEAK		PM PEAK	
Land Use	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT
Retail	0	0	0	0	0	0	0	0	0	0	12000	288	192	600	600	12000	288	192	600	600
Office	0	0	0	0	0	1200	140	16	31	125	6900	807	90	179	718	14400	1,685	187	374	1,498
Residential	0	0	0	0	0	10944	184	691	697	299	23516	396	1,485	1,499	642	25064	422	1,583	1,598	685
Recreational	0	0	0	0	0	0					75	2	2	3	3	280	7	6	11	11
Other	0	0	0	0	0	0					1053	202	135	38	57	1980	380	253	71	107
Total	**0**	**0**	**0**	**0**	**0**	**12144**	**325**	**707**	**729**	**424**	**43544**	**1695**	**1903**	**2319**	**2020**	**53724**	**2782**	**2221**	**2655**	**2900**
Internal Capture						**Internal Capture**					**Internal Capture**					**Internal Capture**				
Retail	0	0	0	0	0	0	0	0	0	0	4956	180	75	471	196	5040	200	75	492	199
Office	0	0	0	0	0	24	0	0	1	1	1701	8	21	13	174	2256	13	45	29	208
Residential	0	0	0	0	0	0	0	0	0	0	3983	14	107	73	187	4044	15	109	75	189
Recreational	0	0	0	0	0	0	0	0	0	0	68	1	1	3	3	252	6	5	10	10
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transit Reduction (0%) - SANDAG						**Transit Reduction (5%) - SANDAG**					**Transit Reduction (5%) - SANDAG**					**Transit Reduction (15%) - SANDAG**				
Retail	0	0	0	0	0	0	0	0	0	0	600	14	10	30	30	1800	43	29	90	90
Office	0	0	0	0	0	60	7	1	2	6	345	40	4	9	36	2160	253	28	56	225
Residential	0	0	0	0	0	547	9	35	35	15	1176	20	74	75	32	3760	63	237	240	103
Recreational	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	28	1	1	1	1
Other	0	0	0	0	0	0	0	0	0	0	53	10	7	2	3	297	57	38	11	16
Final External Trip Generation						**Final External Trip Generation**					**Final External Trip Generation**					**Final External Trip Generation**				
Retail	0	0	0	0	0	0	0	0	0	0	6444	93	108	99	374	5160	45	88	18	311
Office	0	0	0	0	0	1116	133	15	28	117	4854	758	65	158	508	9984	1419	114	289	1065
Residential	0	0	0	0	0	10397	175	657	663	284	18358	362	1304	1351	423	17261	344	1237	1283	393
Recreational	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	1000	192	128	36	54	1683	323	215	61	91
Total	**0**	**0**	**0**	**0**	**0**	**11,513**	**308**	**671**	**691**	**401**	**30,660**	**1,406**	**1,604**	**1,644**	**1,360**	**34,088**	**2,131**	**1,654**	**1,650**	**1,859**

As shown in Tables 4 and 5, the total forecasted trip generations for buildout of Villages 8 West and 9/EUC with the internal capture and transit trip reductions are 26,104 and 34,088 daily trips, respectively. The sum of the forecasted project trips for both Villages 8 West and 9/EUC is 60,192 daily trips. Based on the SANDAG, single-trip per land use rates and without the application of internal capture and transit trip rates, the total forecasted trip generation for the project was 96,808, a difference of 36,616 additional daily trips (38% reduction).

The vision for the proposed project is to develop a mixed-use, walkable village that will minimize the number of vehicular trips and encourage walking and the use of transit. The existing SANDAG trip generation rates forecast single-use trips for free-standing projects and do not factor internal capture for mixed use developments. The unavailability of trip rates for shared trips between adjacent, complementary uses within walking distance significantly overestimates the volume of project traffic and may lead to roads that are too wide or unnecessary mitigation measures that compromise the walkability of the project. Therefore, internal capture and transit trip reductions were applied to prevent the overestimation of forecasted project trips.

CONCLUSION

This letter summarized the methodology and approach to applying trip reduction factors to the proposed OLC project. The OLC proposed project includes development of Village 8 West and Village 9 and portions of the EUC of the Otay Ranch General Development Plan (GDP) in the City of Chula Vista. The proposed project includes a mix of retail, office, residential, community facilities, and recreational uses with higher densities to create a mixed use, walkable urban village.

Existing standards for forecasting project trips in the City of Chula Vista are based on SANDAG's *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* (April 2002), which primarily assumes single-trip, free standing projects and does not include trip generation factors for mixed-use developments. Overestimating traffic may lead to overdevelopment of roads or unnecessary mitigation measures that would compromise the walkable village vision of the proposed project. Therefore, internal capture rates and transit trip reductions were calculated and applied to the project to better reflect the trips to be generated by the project.

If you have any questions or concerns regarding this letter, please give me a call at (760) 603-6246.

Sincerely,

Dawn Wilson, P.E., T.E.
Senior Associate
Transportation Services



2015

Parcel B Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	0	0	0	0	0
Office	0	0	0	0	0
Residential	3018	57	185	211	91
Recreational	0	0	0	0	0
Other	0	0	0	0	0
Total	**3018**	**57**	**185**	**211**	**91**

Internal Capture

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	0	0	0	0	0
Office	0	0	0	0	0
Residential	0	0	0	0	0
Recreational	0	0	0	0	0
Other	0	0	0	0	0

Transit Reduction (5%) - per SANDAG

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	0	0	0	0	0
Office	0	0	0	0	0
Residential	0	0	0	0	0
Recreational	0	0	0	0	0
Other	0	0	0	0	0

Final External Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	0	0	0	0	0
Office	0	0	0	0	0
Residential	3018	57	185	211	91
Recreational	0	0	0	0	0
Other	0	0	0	0	0
Total	**3018**	**57**	**185**	**211**	**91**

NOTE: No internal capture or transit reduction - residential only

2020

Parcel B Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	3200	77	51	160	160
Office	1000	126	14	26	104
Residential	13150	247	805	921	395
Recreational	27.5	1	1	1	1
Other	0	0	0	0	0
Total	**17378**	**450**	**871**	**1108**	**660**

Internal Capture

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	1288	46	20	106	52
Office	257	2	3	2	26
Residential	1064	4	29	20	50
Recreational	25	0	0	1	1
Other	0	0	0	0	0

Transit Reduction (5%) - per SANDAG

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	160	4	3	8	8
Office	50	6	1	1	5
Residential	658	12	40	46	20
Recreational	1	0	0	0	0
Other	0	0	0	0	0

Final External Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	1752	27	29	46	100
Office	694	118	10	22	73
Residential	11428	231	736	855	325
Recreational	1	0	0	0	0
Other	0	0	0	0	0
Total	**13875**	**375**	**775**	**924**	**498**
	20%	17%	11%	17%	24%

2025

Parcel B Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	15200	365	243	760	760
Office	1000	126	14	26	104
Residential	17642	332	1,079	1,235	529
Recreational	453	9	9	18	18
Other	1140	219	146	41	62
Total	**35435**	**1051**	**1492**	**2080**	**1473**

Internal Capture

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	5884	208	92	412	244
Office	240	11	4	3	30
Residential	5152	19	138	97	241
Recreational	50	3	8	11	7
Other	0	0	0	0	0

Transit Reduction (5%) - per SANDAG

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	760	18	12	38	38
Office	50	6	1	1	5
Residential	882	17	54	62	26
Recreational	23	0	0	1	1
Other	57	11	7	2	3

Final External Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	8556	138	139	310	478
Office	710	109	10	22	69
Residential	11608	296	888	1077	262
Recreational	380	5	0	7	10
Other	1083	208	139	39	58
Total	**22338**	**756**	**1175**	**1454**	**878**
	37%	28%	21%	30%	40%

2030

Parcel B Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	20000	480	320	1,000	1,000
Office	1000	126	14	26	104
Residential	17642	332	1,079	1,235	529
Recreational	1097	24	22	44	44
Other	3345	642	428	120	181
Total	**43084**	**1604**	**1864**	**2425**	**1858**

Internal Capture

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	7228	273	114	504	312
Office	290	12	4	3	30
Residential	6929	23	185	124	294
Recreational	379	8	13	18	14
Other	0	0	0	0	0

Transit Reduction (5%) - per SANDAG

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	1000	24	16	50	50
Office	50	6	1	1	5
Residential	882	17	54	62	26
Recreational	55	1	1	2	2
Other	167	32	21	6	9

Final External Trip Generation

	DAILY	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
Retail	11772	183	190	446	638
Office	660	108	10	22	69
Residential	9831	292	841	1049	209
Recreational	663	15	8	23	27
Other	3178	610	407	114	172
Total	**26104**	**1208**	**1455**	**1654**	**1115**
	39%	25%	22%	32%	40%

SANDAG
Series 11
Southbay2
2015
ADT Volume



Functional Classifications

- Freeway
- Ramp
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

- Traffic Analysis Zones
- Unadjusted ADT (x1000)
- Adjusted ADT (x1000)

N

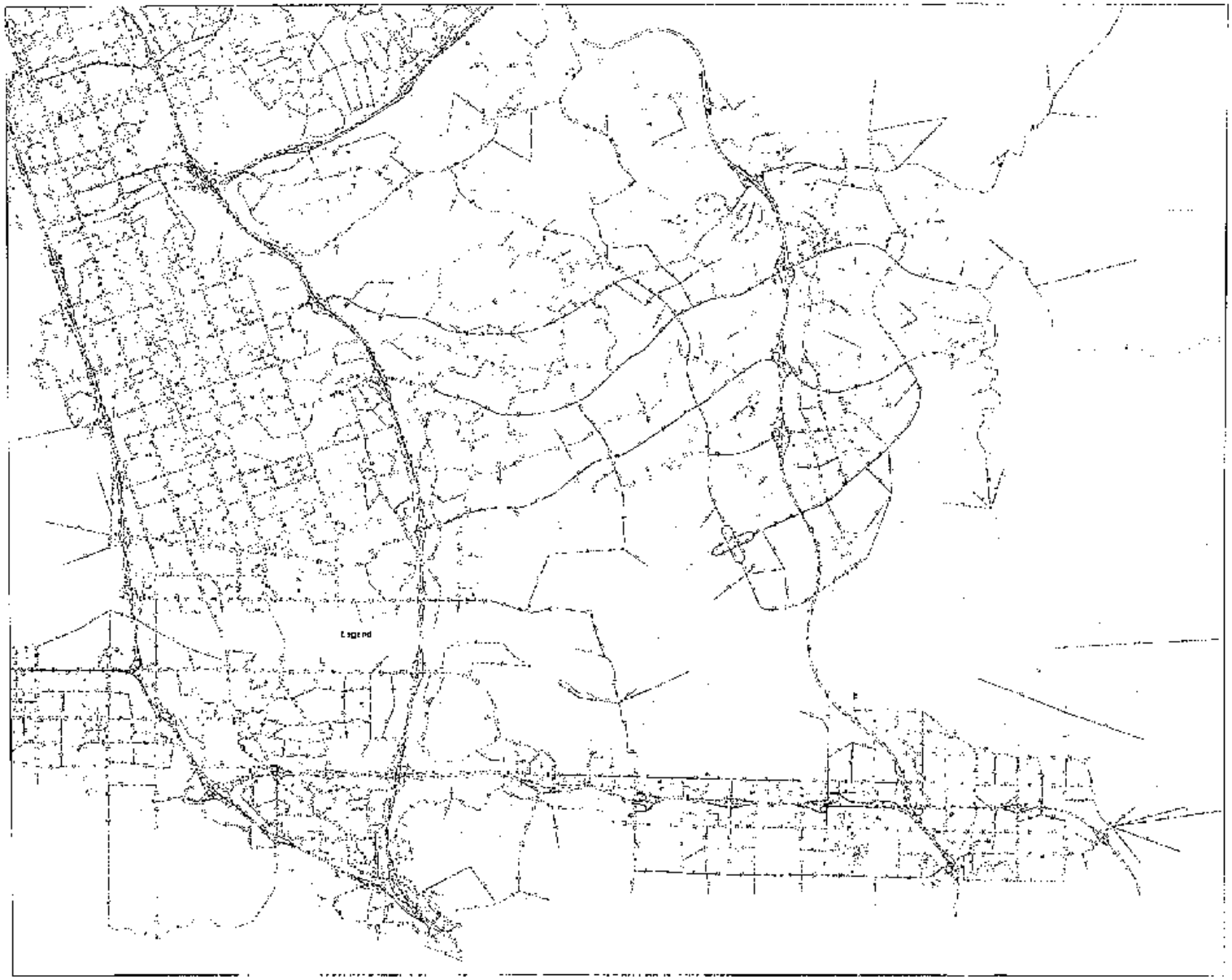
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SANDAG

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June 19, 2019

SANDAG
Series 11
Southbay2
2020
ADT Volume



Functional Classifications
- Freeway
- Ramp
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

Unadjusted ADT(x1,000)

Adjusted ADT(x1,000)

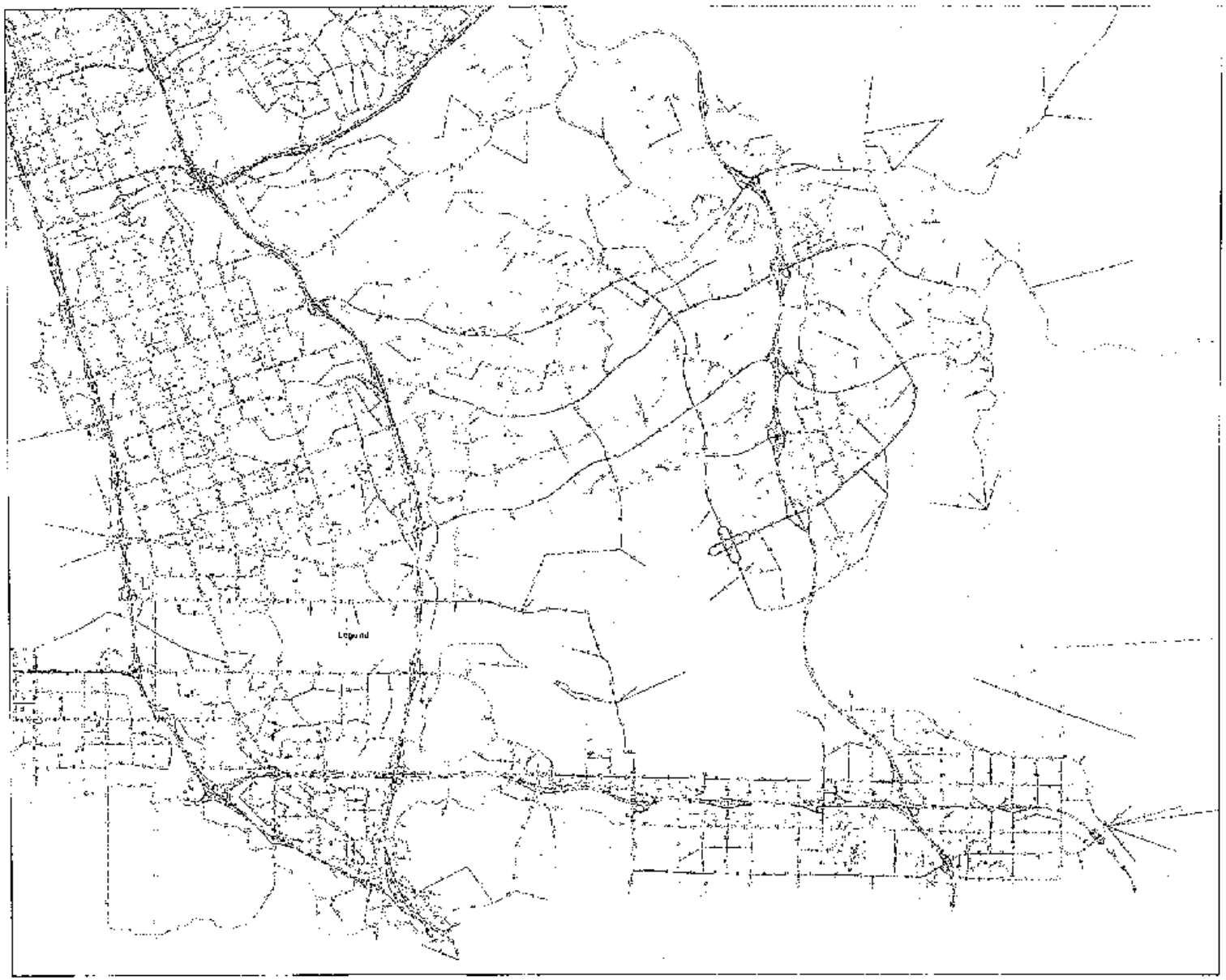
N

0 .2 .4 .8
Miles

SANDAG

serviceBureau

SANDAG
Series 11
Southbay2
2025
ADT Volume



Functional Classifications
- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

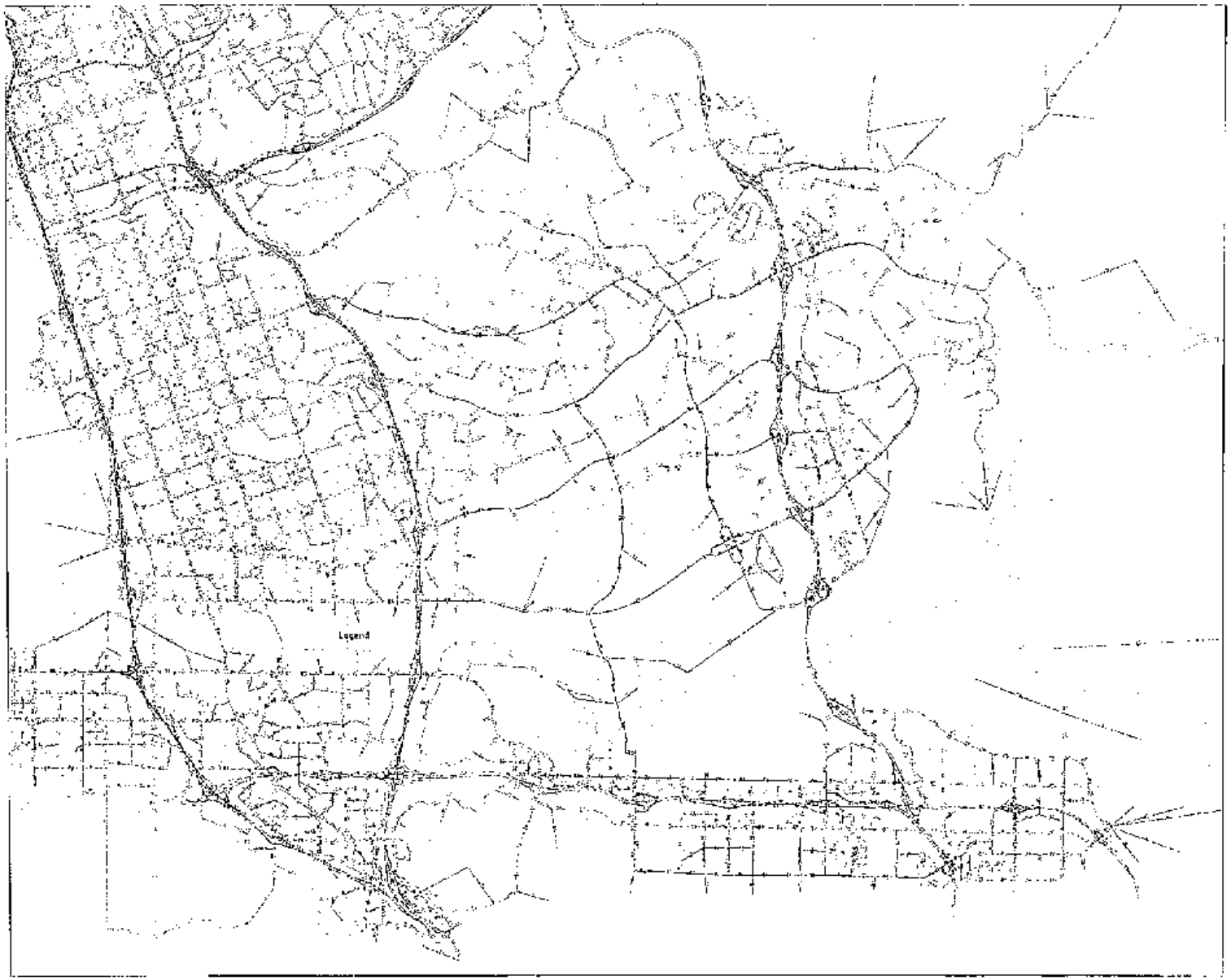
Traffic Analysis Zones

Adjusted ADT (x1000)

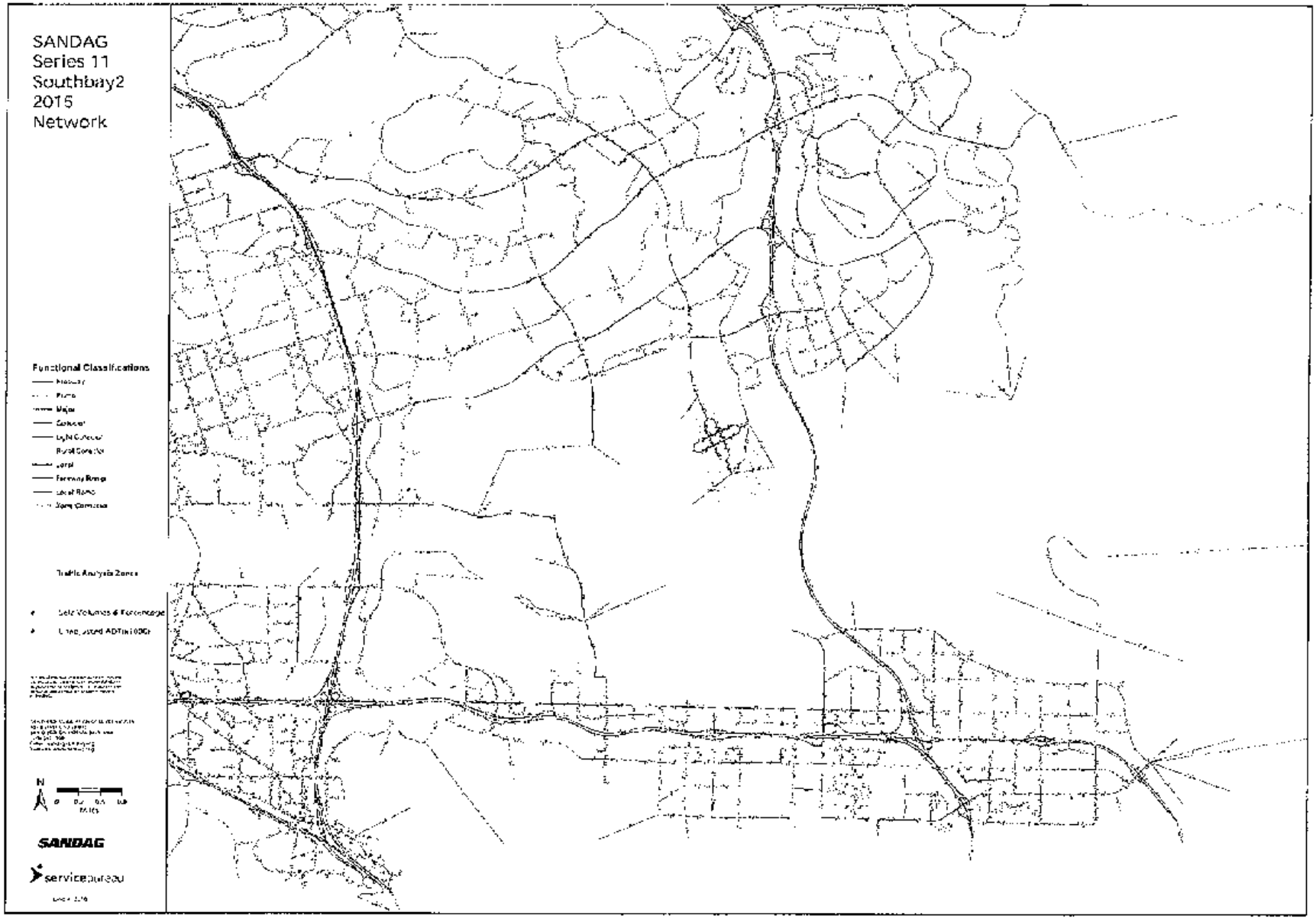
SANDAG

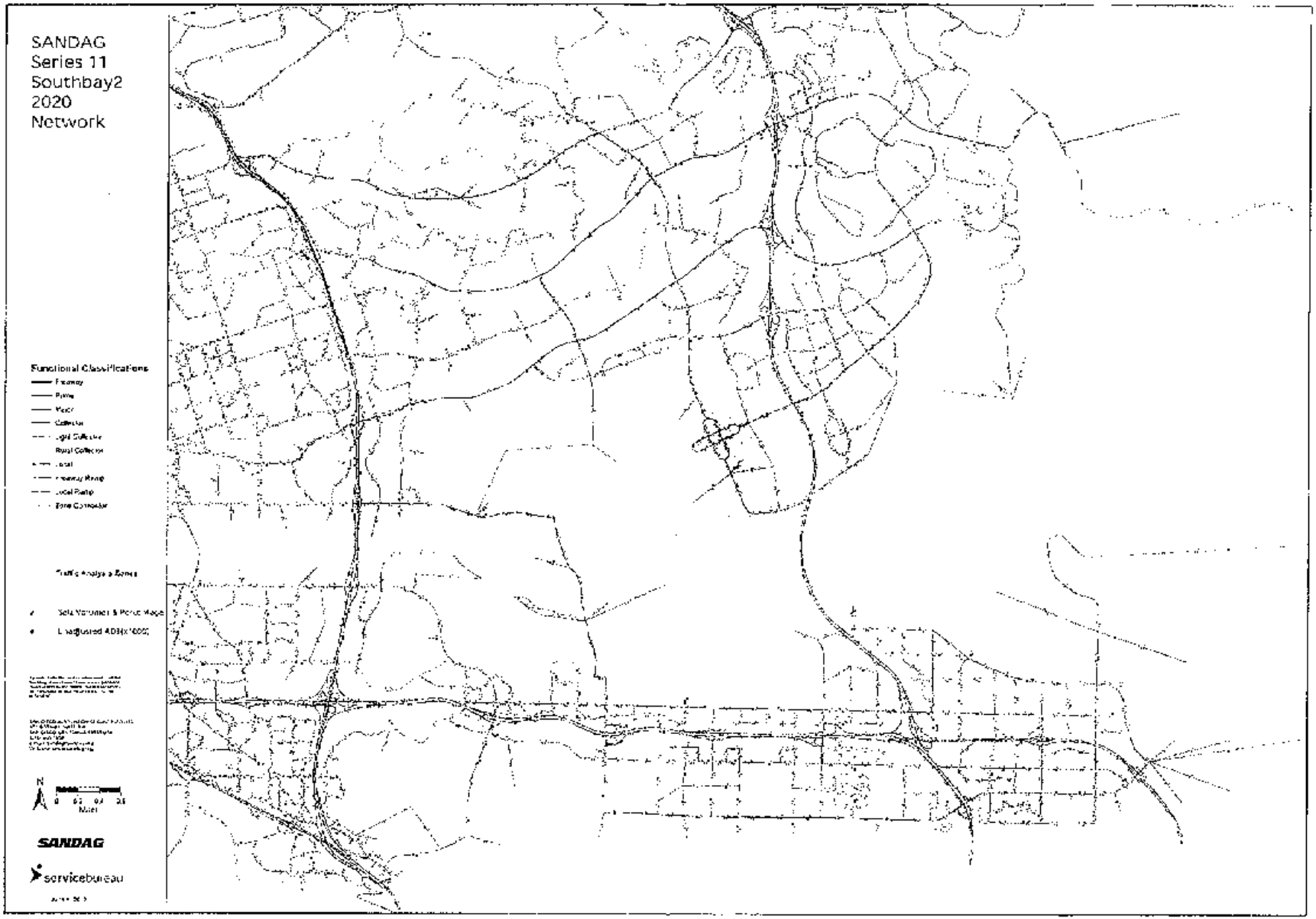
servicebureau

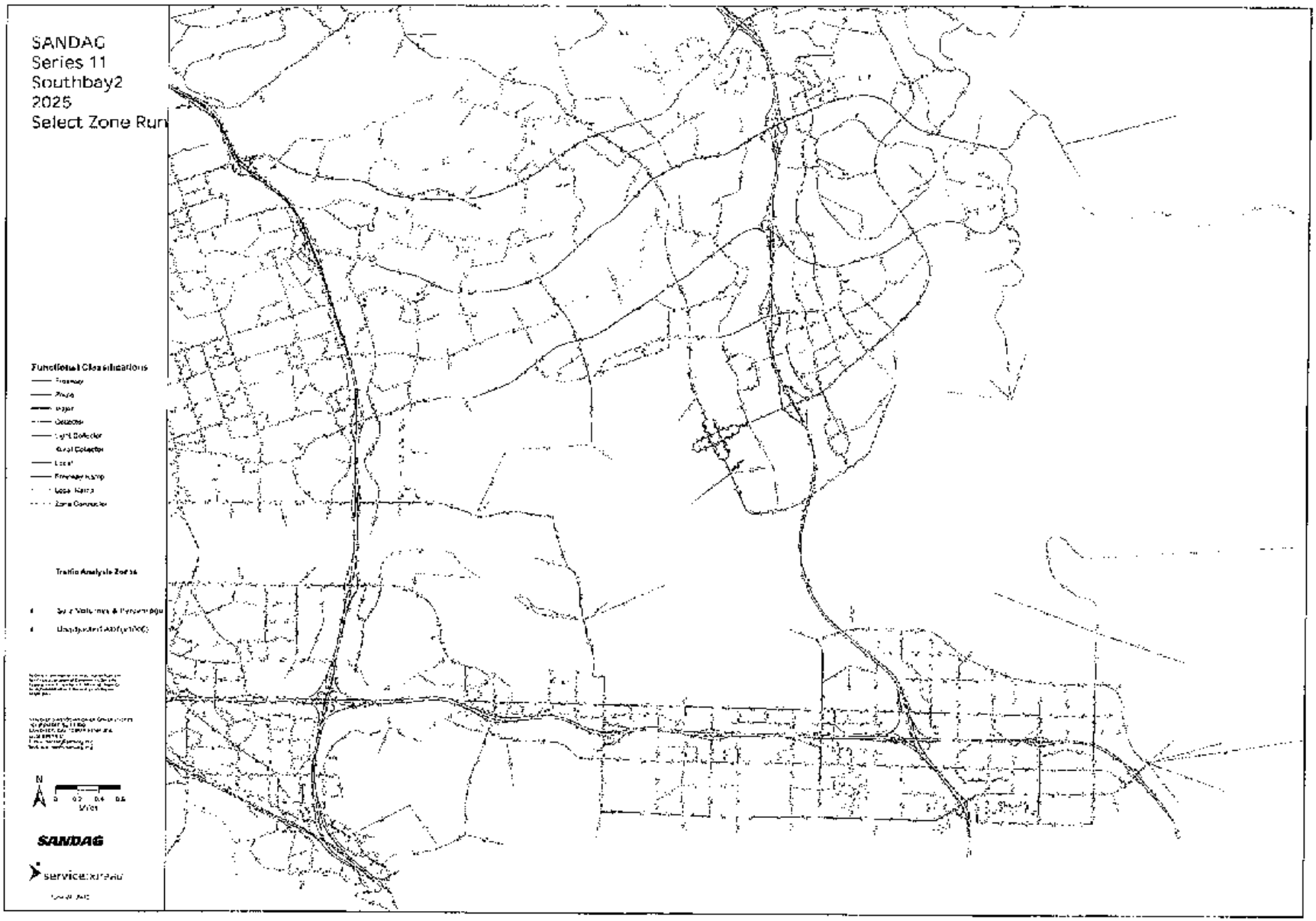
SANDAG
Series 11
Southbay2
2030 Alt7
ADT Volume Plot

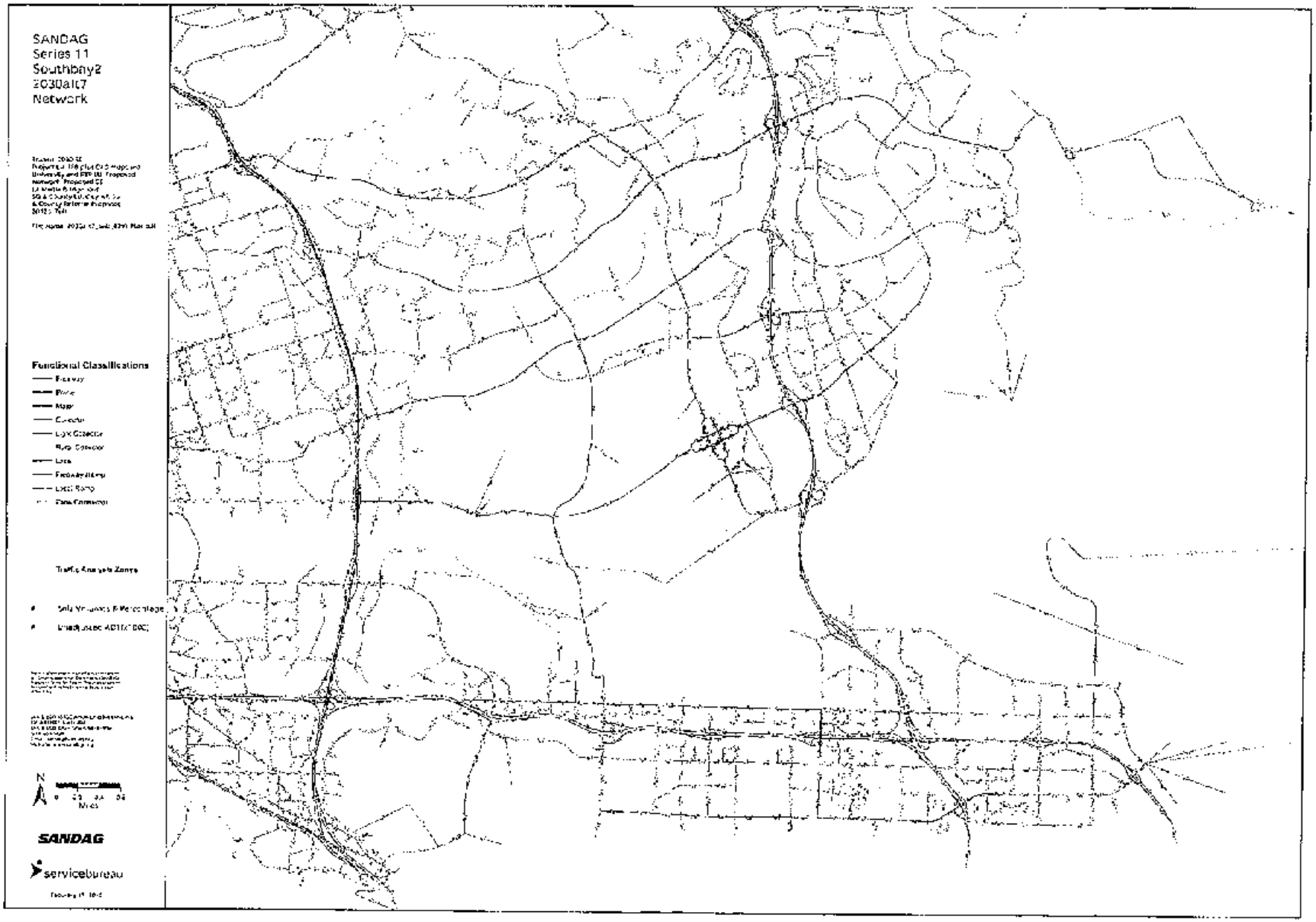


APPENDIX F
SANDAG Select Zone Model Plots


SANDAG
Series 11
Southbay2
2015
Network
Functional Classifications
Traffic Analysis Zones
SANDAG
servicebureau


SANDAG
Series 11
Southbay2
2020
Network
Functional Classifications
Freeway
Ramp
Major
Collector
Light Collector
Rural Collector
Local
Freeway Ramp
Local Ramp
Zone Connector
Traffic Analysis Zones
Sea Ventures & Point Loma
Unadjusted 4.0Mx1000
N
0 0.2 0.4 0.8
Miles
SANDAG
servicebureau


SANDAG
Series 11
Southbay2
2025
Select Zone Run
Functional Classifications
Freeway
Major
Collector
Local
Zone Connector
Traffic Analysis Zones
SANDAG
service:bureau


SANDAG
Series 11
Southbay2
2030alt7
Network
Functional Classifications
Traffic Analysis Zones
SANDAG
servicebureau

APPENDIX G
Existing Plus Project Conditions HCM Worksheets

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Village 9 TIA
Existing + Project
AM Peak Hour

Scenario Report

Scenario:	ex + pr am
Command:	ex + pr am
Volume:	ex am
Geometry:	existing plus project
Impact Fee:	Default Impact Fee
Trip Generation:	project AM
Trip Distribution:	Ex+Project
Paths:	Existing - No Main No Bridges
Routes:	Default Route
Configuration:	ex + pr am

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Village 9 TIA
Existing + Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	39.1	0.764	D	41.0	0.822	+ 1.908 D/V
# 2 Olympic Pkwy/805 NBR	F	86.2	1.116	F	120.6	1.227	+34.375 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	28.0	0.736	D	51.3	1.050	+23.301 D/V
# 5 Olympic Pkwy/Heritage Rd	B	17.4	0.712	C	28.4	0.953	+11.045 D/V
# 6 Olympic Pkwy/La Media Rd	D	36.5	0.683	E	76.5	1.104	+39.986 D/V
# 7 Olympic Pkwy/125 SB	A	2.8	0.236	A	2.6	0.289	-0.240 D/V
# 8 Olympic Pwky/125 NB	A	1.3	0.251	A	1.3	0.299	+ 0.030 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	29.1	0.343	C	31.4	0.545	+ 2.283 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	33.0	0.431	C	29.7	0.431	-3.257 D/V
# 12 Birch Rd/La Media Rd	C	26.4	0.520	F	220.7	1.420	+194.353 D/V
# 13 Birch Rd/125SB	A	7.4	0.133	A	4.5	0.409	-2.894 D/V
# 14 Birch Rd/125NB	A	1.6	0.105	A	5.4	0.487	+ 3.786 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.1	0.322	F	356.7	1.936	+321.550 D/V
# 16 Main / 805 SBR	C	27.9	0.585	C	27.6	0.615	-0.310 D/V
# 17 Main / 805 NBR	C	27.0	0.548	C	26.7	0.548	-0.332 D/V
# 18 Main / Heritage S	A	2.8	0.219	A	2.8	0.219	+ 0.000 D/V
# 23 Main-Hunte/Eastlake Pkwy	B	13.6	0.135	F	815.0	3.007	+801.432 D/V

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Village 9 TIA
Existing + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.0
Optimal Cycle:	52	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:	>> Count Date: 4 May 2010 <<											
Base Vol:	0	0	0	529	0	450	0	877	328	713	500	0
Growth 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
Initial Bse:	0	0	0	529	0	450	0	877	328	713	500	0
Added Vol:	0	0	0	139	0	0	0	83	0	111	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	668	0	450	0	960	328	824	567	0
User 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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	689	0	464	0	990	338	849	585	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	689	0	464	0	990	338	849	585	0
PCE 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
MLF 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
FinalVolume:	0	0	0	689	0	464	0	990	338	849	585	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.29	0.00	0.27	0.21	0.24	0.16	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.33	0.33	0.30	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.82	0.00	0.82	0.63	0.82	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	37.1	0.0	50.9	0.0	47.5	41.7	51.3	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.1	0.0	50.9	0.0	47.5	41.7	51.3	11.6	0.0
LOS by Move:	A	A	A	D	A	D	A	D	D	D	B	A
HCM2kAvgQ:	0	0	0	12	0	20	0	22	13	19	6	0

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	1.227
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	120.6
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	230	0	917	0	0	0	664	817	0	0	964	1531
Growth 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
Initial Bse:	230	0	917	0	0	0	664	817	0	0	964	1531
Added Vol:	0	0	139	0	0	0	0	223	0	0	178	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	1056	0	0	0	664	1040	0	0	1142	1642
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	250	0	1148	0	0	0	722	1130	0	0	1241	1785
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	1148	0	0	0	722	1130	0	0	1241	1785
PCE 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
MLF 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
FinalVolume:	250	0	1148	0	0	0	722	1130	0	0	1241	1785
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.87	0.87
Lanes:	1.18	0.00	1.82	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.23	1.77
Final Sat.:	1947	0	3007	0	0	0	3502	3610	0	0	2026	2913
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.38	0.00	0.00	0.00	0.21	0.31	0.00	0.00	0.61	0.61
Crit Moves:			****				****				****	
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.17	0.67	0.00	0.00	0.50	0.50
Volume/Cap:	0.41	0.00	1.23	0.00	0.00	0.00	1.23	0.47	0.00	0.00	1.23	1.23
Delay/Veh:	38.2	0.0	158.2	0.0	0.0	0.0	174.8	11.4	0.0	0.0	141	140.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	0.0	158.2	0.0	0.0	0.0	174.8	11.4	0.0	0.0	141	140.9
LOS by Move:	D	A	F	A	A	A	F	B	A	A	F	F
HCM2kAvgQ:	7	0	43	0	0	0	27	12	0	0	70	70

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.050
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 51.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	31	97	282	100	327	180	130	1052	20	380	1785	179
Growth 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
Initial Bse:	31	97	282	100	327	180	130	1052	20	380	1785	179
Added Vol:	0	0	195	0	0	0	0	362	0	155	289	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	97	477	100	327	180	130	1414	20	535	2074	179
User 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
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	35	110	542	114	372	205	148	1607	23	608	2357	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	110	542	114	372	205	148	1607	23	608	2357	203
PCE 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
MLF 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
FinalVolume:	35	110	542	114	372	205	148	1607	23	608	2357	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.91	0.91	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	5104	72	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.34	0.06	0.20	0.13	0.08	0.31	0.31	0.34	0.45	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.32	0.32	0.06	0.35	0.35	0.09	0.30	0.30	0.32	0.53	0.53
Volume/Cap:	0.57	0.19	1.05	1.05	0.57	0.37	0.86	1.05	1.05	1.05	0.86	0.24
Delay/Veh:	59.2	24.7	87.5	147.7	27.8	25.0	78.4	72.3	72.3	85.2	23.7	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	24.7	87.5	147.7	27.8	25.0	78.4	72.3	72.3	85.2	23.7	13.0
LOS by Move:	E	C	F	F	C	C	E	E	E	F	C	B
HCM2kAvgQ:	2	2	25	7	10	5	7	27	27	26	26	3

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.4
Optimal Cycle: 140 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1!	0	0	2	0	1	0	2	2	0	3	0	1	2	0	3	0	2
Volume Module:												
Base Vol:	0	0	0	546	0	267	206	1410	0	0	2010	546
Growth 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
Initial Bse:	0	0	0	546	0	267	206	1410	0	0	2010	546
Added Vol:	0	0	0	417	0	0	0	556	0	0	444	333
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	963	0	267	206	1966	0	0	2454	879
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	1047	0	290	224	2137	0	0	2667	955
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1047	0	290	224	2137	0	0	2667	955
PCE 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
MLF 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
FinalVolume:	0	0	0	1047	0	290	224	2137	0	0	2667	955
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	0.92	0.91	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	1.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	1900	2842	3502	5187	1900	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.10	0.06	0.41	0.00	0.00	0.51	0.34
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.07	0.61	0.00	0.00	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.33	0.91	0.68	0.00	0.00	0.96	0.63
Delay/Veh:	0.0	0.0	0.0	51.4	0.0	26.5	81.3	13.7	0.0	0.0	31.1	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	51.4	0.0	26.5	81.3	13.7	0.0	0.0	31.1	16.9
LOS by Move:	A	A	A	D	A	C	F	B	A	A	C	B
HCM2kAvgQ:	0	0	0	22	0	4	6	17	0	0	34	12

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.104
Lost Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	76.5
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	549	384	52	69	489	319	276	677	562	60	1236	85								
Growth 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								
Initial Bse:	549	384	52	69	489	319	276	677	562	60	1236	85								
Added Vol:	606	173	0	61	217	0	0	214	759	0	171	49								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	1155	557	52	130	706	319	276	891	1321	60	1407	134								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	1255	605	57	141	767	347	300	968	1436	65	1529	146								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	1255	605	57	141	767	347	300	968	1436	65	1529	146								
PCE 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								
MLF 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								
FinalVolume:	1255	605	57	141	767	347	300	968	1436	65	1529	146								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85								
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00								
Final Sat.:	3502	5187	1615	3502	5187	2642	3502	5187	2842	3502	5187	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.36	0.12	0.03	0.04	0.15	0.13	0.09	0.19	0.51	0.02	0.29	0.09								
Crit Moves:	****				****				****	****										
Green/Cycle:	0.31	0.29	0.29	0.15	0.13	0.13	0.11	0.44	0.44	0.06	0.38	0.38								
Volume/Cap:	1.16	0.40	0.12	0.28	1.16	0.95	0.77	0.43	1.16	0.32	0.77	0.24								
Delay/Veh:	122.3	34.2	31.3	45.9	139	87.0	60.8	23.5	113.5	55.1	34.2	25.2								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	122.3	34.2	31.3	45.9	139	87.0	60.8	23.5	113.5	55.1	34.2	25.2								
LOS by Move:	F	C	C	D	F	F	E	C	F	E	C	C								
HCM2kAvgQ:	38	7	2	3	18	11	7	9	46	2	19	4								

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289
Lost Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.6
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	1	0	1!	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:																			
Base Vol:	0	0	0	38	0	57	0	953	94	0	984	90							
Growth 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							
Initial Bse:	0	0	0	38	0	57	0	953	94	0	984	90							
Added Vol:	0	0	0	0	0	0	0	275	0	0	220	0							
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0							
Initial Fut:	0	0	0	38	0	57	0	1228	94	0	1204	90							
User 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							
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92							
PHF Volume:	0	0	0	41	0	62	0	1335	102	0	1309	98							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
Reduced Vol:	0	0	0	41	0	62	0	1335	102	0	1309	98							
PCE 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							
MLF 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							
FinalVolume:	0	0	0	41	0	62	0	1335	102	0	1309	98							
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900							
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85							
Lanes:	0.00	0.00	0.00	1.40	0.00	1.60	0.00	3.00	1.00	0.00	3.00	1.00							
Final Sat.:	0	0	0	2372	0	2711	0	5187	1615	0	5187	1615							
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.26	0.06	0.00	0.25	0.06							
Crit Moves:						****		****			****								
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87							
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.23	0.00	0.30	0.07	0.00	0.29	0.07							
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	41.7	0.0	1.2	0.9	0.0	1.2	0.9							
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	41.7	0.0	1.2	0.9	0.0	1.2	0.9							
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A							
HCM2kAvgQ:	0	0	0	1	0	1	0	3	0	0	3	0							

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0	0	0	0	3	0	1	0	0	3	0	2
Volume Module:												
Base Vol:	4	0	7	0	0	0	0	765	235	0	1141	301
Growth 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
Initial Bse:	4	0	7	0	0	0	0	765	235	0	1141	301
Added Vol:	0	0	0	0	0	0	0	275	0	0	220	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	7	0	0	0	0	980	235	0	1361	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	4	0	8	0	0	0	0	1065	255	0	1479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	8	0	0	0	0	1065	255	0	1479	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	0	8	0	0	0	0	1065	255	0	1479	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.16	0.00	0.29	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.00
Volume/Cap:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.24	0.18	0.00	0.33	0.00
Delay/Veh:	40.6	0.0	40.8	0.0	0.0	0.0	0.0	1.1	1.1	0.0	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	40.8	0.0	0.0	0.0	0.0	1.1	1.1	0.0	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	1	0	3	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	193	140	31	52	141	186	197	314	167	77	808	72
Growth 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
Initial Bse:	193	140	31	52	141	186	197	314	167	77	808	72
Added Vol:	220	111	0	0	139	0	0	0	275	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	251	31	52	280	186	197	314	442	77	808	72
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	449	273	34	57	304	202	214	341	480	84	878	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	273	34	57	304	202	214	341	480	84	878	78
PCE 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
MLF 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
FinalVolume:	449	273	34	57	304	202	214	341	480	84	878	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.02	0.02	0.06	0.07	0.06	0.07	0.30	0.02	0.17	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.23	0.20	0.26	0.14	0.11	0.26	0.16	0.54	0.54	0.06	0.44	0.44
Volume/Cap:	0.55	0.26	0.08	0.12	0.55	0.27	0.39	0.12	0.55	0.41	0.39	0.11
Delay/Veh:	41.5	40.8	33.9	45.3	52.2	35.2	45.8	13.8	19.1	55.8	22.9	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	40.8	33.9	45.3	52.2	35.2	45.8	13.8	19.1	55.8	22.9	20.0
LOS by Move:	D	D	C	D	D	D	D	B	B	E	C	C
HCM2kAvgQ:	8	3	1	1	5	3	4	2	12	2	8	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.7
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	1	0	2	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	32	108	12	28	120	350	231	121	15	15	282	67								
Growth 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								
Initial Bse:	32	108	12	28	120	350	231	121	15	15	282	67								
Added Vol:	0	333	155	0	417	0	0	0	0	195	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	32	441	167	28	537	350	231	121	15	210	282	67								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	35	479	182	30	584	380	251	132	16	228	307	73								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	35	479	182	30	584	380	251	132	16	228	307	73								
PCE 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								
MLF 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								
FinalVolume:	35	479	182	30	584	380	251	132	16	228	307	73								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.90	0.90	0.92	0.95	0.85								
Lanes:	2.00	2.18	0.82	2.00	2.00	1.00	2.00	2.67	0.33	2.00	2.00	1.00								
Final Sat.:	3502	3608	1366	3502	3610	1615	3502	4541	563	3502	3610	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.13	0.13	0.01	0.16	0.24	0.07	0.03	0.03	0.07	0.08	0.05								
Crit Moves:	****					****	****				****									
Green/Cycle:	0.06	0.41	0.41	0.18	0.53	0.53	0.16	0.20	0.20	0.15	0.19	0.19								
Volume/Cap:	0.17	0.33	0.33	0.05	0.31	0.45	0.45	0.15	0.15	0.43	0.45	0.24								
Delay/Veh:	54.1	24.5	24.5	40.9	16.2	18.0	46.2	40.0	40.0	46.6	43.5	41.7								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	54.1	24.5	24.5	40.9	16.2	18.0	46.2	40.0	40.0	46.6	43.5	41.7								
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D								
HCM2kAvgQ:	1	6	6	0	6	9	5	2	2	4	6	2								

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.420
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	220.7
Optimal Cycle:	160	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	286	9	482	385	0	0	0	0	0	0	400								
Growth 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								
Initial Bse:	0	286	9	482	385	0	0	0	0	0	0	400								
Added Vol:	0	0	0	976	0	0	0	0	0	0	0	780								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	286	9	1458	385	0	0	0	0	0	0	1180								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	0	311	10	1585	418	0	0	0	0	0	0	1283								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	311	10	1585	418	0	0	0	0	0	0	1283								
PCE 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								
MLF 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								
FinalVolume:	0	311	10	1585	418	0	0	0	0	0	0	1283								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.85								
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00								
Final Sat.:	1900	5187	1615	3502	5187	1900	0	0	0	3686	0	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.06	0.01	0.45	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.79								
Crit Moves:		****		****								****								
Green/Cycle:	0.00	0.10	0.10	0.30	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.52								
Volume/Cap:	0.00	0.60	0.06	1.52	0.20	0.00	0.00	0.00	0.00	0.00	0.00	1.52								
Delay/Veh:	0.0	45.0	40.9	274.3	19.8	0.0	0.0	0.0	0.0	0.0	0.0	264.2								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	45.0	40.9	274.3	19.8	0.0	0.0	0.0	0.0	0.0	0.0	264.2								
LOS by Move:	A	D	D	F	B	A	A	A	A	A	A	F								
HCM2kAvgQ:	0	4	0	60	3	0	0	0	0	0	0	93								

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125EB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.5
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	0	0	28	0	94	0	403	32	0	452	31
Growth 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
Initial Bse:	0	0	0	28	0	94	0	403	32	0	452	31
Added Vol:	0	0	0	139	0	0	0	1283	0	0	1024	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	167	0	94	0	1686	32	0	1476	142
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	182	0	102	0	1833	35	0	1604	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	182	0	102	0	1833	35	0	1604	154
PCE 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
MLF 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
FinalVolume:	0	0	0	182	0	102	0	1833	35	0	1604	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.64	0.00	1.36	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2856	0	2369	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.35	0.02	0.00	0.31	0.10
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.86	0.86	0.00	0.86	0.86
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.41	0.00	0.41	0.02	0.00	0.36	0.11
Delay/Veh:	0.0	0.0	0.0	44.9	0.0	42.2	0.0	1.5	0.9	0.0	1.4	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.9	0.0	42.2	0.0	1.5	0.9	0.0	1.4	1.1
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	3	0	5	0	0	4	1

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.4
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	12	0	4	0	0	0	0	375	62	0	475	69
Growth 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
Initial Bse:	12	0	4	0	0	0	0	375	62	0	475	69
Added Vol:	0	0	139	0	0	0	0	1422	0	0	1135	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	143	0	0	0	0	1797	62	0	1610	180
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	13	0	155	0	0	0	0	1953	67	0	1750	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	155	0	0	0	0	1953	67	0	1750	196
PCE 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
MLF 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
FinalVolume:	13	0	155	0	0	0	0	1953	67	0	1750	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.10	0.00	0.00	0.00	0.00	0.38	0.04	0.00	0.34	0.12
Crit Moves:			****					****			****	
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.77	0.77	0.00	0.77	0.77
Volume/Cap:	0.04	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.05	0.00	0.44	0.16
Delay/Veh:	32.5	0.0	36.8	0.0	0.0	0.0	0.0	4.2	2.7	0.0	4.0	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	0.0	36.8	0.0	0.0	0.0	0.0	4.2	2.7	0.0	4.0	3.0
LOS by Move:	C	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	5	0	0	0	0	8	1	0	7	2

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.936
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	356.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	1	0	1	0	3	0	1	2	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	142	120	0	57	109	183	124	103	129	2	228	76								
Growth 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								
Initial Bse:	142	120	0	57	109	183	124	103	129	2	228	76								
Added Vol:	1246	331	89	0	415	0	0	0	1561	111	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	1388	451	89	57	524	183	124	103	1690	113	228	76								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	1509	490	97	62	570	199	135	112	1837	123	248	83								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	1509	490	97	62	570	199	135	112	1837	123	248	83								
PCE 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								
MLF 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								
FinalVolume:	1509	490	97	62	570	199	135	112	1837	123	248	83								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.82	0.82	0.95	0.91	0.91								
Lanes:	2.00	2.51	0.49	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.50	0.50								
Final Sat.:	3502	4224	834	1805	5187	1615	3502	1550	1550	1805	2607	869								
Capacity Analysis Module:																				
Vol/Sat:	0.43	0.12	0.12	0.03	0.11	0.12	0.04	0.07	1.18	0.07	0.10	0.10								
Crit Moves:	****					****			****	****										
Green/Cycle:	0.21	0.20	0.20	0.10	0.08	0.08	0.24	0.58	0.58	0.06	0.40	0.40								
Volume/Cap:	2.04	0.59	0.59	0.35	1.32	1.48	0.16	0.12	2.04	1.17	0.24	0.24								
Delay/Veh:	520.4	44.8	44.8	52.7	214	305.6	35.8	11.4	497.2	195.8	24.3	24.3								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	520.4	44.8	44.8	52.7	214	305.6	35.8	11.4	497.2	195.8	24.3	24.3								
LOS by Move:	F	D	D	D	F	F	D	B	F	F	C	C								
HCM2kAvgQ:	77	8	8	2	16	17	2	2	190	9	4	4								

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	30	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	0	1	1	0	0	1	0	0	2	1	0	2	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0	469	0	391	0	638	311	315	510	0								
Growth 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								
Initial Bse:	0	0	0	469	0	391	0	638	311	315	510	0								
Added Vol:	0	0	0	0	0	0	0	139	0	0	111	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	469	0	391	0	777	311	315	621	0								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	0	0	0	510	0	425	0	845	338	342	675	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	510	0	425	0	845	338	342	675	0								
PCE 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								
MLF 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								
FinalVolume:	0	0	0	510	0	425	0	845	338	342	675	0								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00								
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.14	0.86	2.00	2.00	0.00								
Final Sat.:	0	0	0	3618	0	1615	0	3545	1419	3502	3610	0								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.26	0.00	0.24	0.24	0.10	0.19	0.00								
Crit Moves:						****		****		****										
Green/Cycle:	0.00	0.00	0.00	0.43	0.00	0.43	0.00	0.39	0.39	0.16	0.55	0.00								
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.61	0.00	0.61	0.61	0.61	0.34	0.00								
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	28.3	0.0	30.1	30.1	49.1	15.3	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	28.3	0.0	30.1	30.1	49.1	15.3	0.0								
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A								
HCM2kAvgQ:	0	0	0	6	0	13	0	13	13	7	7	0								

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.7
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	0	0	2	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	0	2
Volume Module:																							
Base Vol:	229		0	312		0	0		0	405		719	0		0	568		400					
Growth 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					
Initial Bse:	229		0	312		0	0		0	405		719	0		0	568		400					
Added Vol:	0		0	0		0	0		0	0		139	0		0	111		0					
PasserByVol:	0		0	0		0	0		0	0		0	0		0	0		0					
Initial Fut:	229		0	312		0	0		0	405		858	0		0	679		400					
User 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					
PHF Adj:	0.92		0.92	0.92		0.92	0.92		0.92	0.92		0.92	0.92		0.92	0.92		0.92					
PHF Volume:	249		0	339		0	0		0	440		933	0		0	738		435					
Reduct Vol:	0		0	0		0	0		0	0		0	0		0	0		0					
Reduced Vol:	249		0	339		0	0		0	440		933	0		0	738		435					
PCE 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					
MLF 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					
FinalVolume:	249		0	339		0	0		0	440		933	0		0	738		435					
Saturation Flow Module:																							
Sat/Lane:	1900		1900	1900		1900	1900		1900	1900		1900	1900		1900	1900		1900					
Adjustment:	0.95		1.00	0.75		1.00	1.00		1.00	0.95		0.95	1.00		1.00	0.91		0.75					
Lanes:	1.00		0.00	2.00		0.00	0.00		0.00	1.00		2.00	0.00		0.00	3.00		2.00					
Final Sat.:	1809		0	2842		0	0		0	1803		3610	0		0	5187		2842					
Capacity Analysis Module:																							
Vol/Sat:	0.14		0.00	0.12		0.00	0.00		0.00	0.24		0.26	0.00		0.00	0.14		0.15					
Crit Moves:	****									****								****					
Green/Cycle:	0.25		0.00	0.25		0.00	0.00		0.00	0.44		0.72	0.00		0.00	0.28		0.28					
Volume/Cap:	0.55		0.00	0.48		0.00	0.00		0.00	0.55		0.36	0.00		0.00	0.51		0.55					
Delay/Veh:	40.4		0.0	38.7		0.0	0.0		0.0	25.3		6.2	0.0		0.0	36.7		37.6					
User DelAdj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00					
AdjDel/Veh:	40.4		0.0	38.7		0.0	0.0		0.0	25.3		6.2	0.0		0.0	36.7		37.6					
LOS by Move:	D		A	D		A	A		A	C		A	A		A	D		D					
HCM2kAvgQ:	6		0	6		0	0		0	12		7	0		0	9		8					

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.219
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.8
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	356		0	7		0	0		0	0		20	431		0	0		0		
Growth 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		
Initial Bse:	356		0	7		0	0		0	0		20	431		0	0		0		
Added Vol:	0		0	0		0	0		0	0		0	0		0	0		0		
PasserByVol:	0		0	0		0	0		0	0		0	0		0	0		0		
Initial Fut:	356		0	7		0	0		0	0		20	431		0	0		0		
User Adj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00		1.00		
PHF Adj:	0.92		0.92	0.92		0.92	0.92		0.92	0.92		0.92	0.00		0.92	0.92		0.92		
PHF Volume:	387		0	8		0	0		0	0		22	0		0	0		0		
Reduct Vol:	0		0	0		0	0		0	0		0	0		0	0		0		
Reduced Vol:	387		0	8		0	0		0	0		22	0		0	0		0		
PCE Adj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00		1.00		
MLF Adj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00	1.00		1.00		
FinalVolume:	387		0	8		0	0		0	0		22	0		0	0		0		
Saturation Flow Module:																				
Sat/Lane:	1900		1900	1900		1900	1900		1900	1900		1900	1900		1900	1900		1900		
Adjustment:	0.95		1.00	0.85		1.00	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00		
Lanes:	1.00		0.00	1.00		0.00	0.00		0.00	0.00		0.00	3.00		1.00	0.00		0.00		
Final Sat.:	1805		0	1615		0	0		0	0		5187	1900		0	0		0		
Capacity Analysis Module:																				
Vol/Sat:	0.21		0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00		
Crit Moves:	****											****								
Green/Cycle:	0.90		0.00	0.90		0.00	0.00		0.00	0.00		0.10	0.00		0.00	0.00		0.00		
Volume/Cap:	0.24		0.00	0.01		0.00	0.00		0.00	0.00		0.04	0.00		0.00	0.00		0.00		
Delay/Veh:	0.7		0.0	0.5		0.0	0.0		0.0	0.0		40.7	0.0		0.0	0.0		0.0		
User DelAdj:	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		
AdjDel/Veh:	0.7		0.0	0.5		0.0	0.0		0.0	0.0		40.7	0.0		0.0	0.0		0.0		
LOS by Move:	A		A	A		A	A		A	A		D	A		A	A		A		
ECM2kAvgQ:	2		0	0		0	0		0	0		0	0		0	0		0		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Village 9 TIA
Existing + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #23 Main-Hunte/Eastlake Pkwy

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	815.0
Optimal Cycle:	180	Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	2 0	0	2 0	2 1	0	0 1	0 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	204	0	0	0	0	0	0	0	187
Growth 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
Initial Bse:	0	0	0	204	0	0	0	0	0	0	0	187
Added Vol:	0	0	0	0	0	2067	1666	555	0	0	696	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	204	0	2067	1666	555	0	0	696	187
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	222	0	2268	1811	603	0	0	757	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	222	0	2268	1811	603	0	0	757	203
PCE 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
MLF 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
FinalVolume:	0	0	0	222	0	2268	1811	603	0	0	757	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.91	0.77	0.96	0.96	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	2.00	1.00	0.75	0.25	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	3502	3458	1470	1374	458	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	1.54	1.32	1.32	0.00	0.00	0.15	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.49	0.41	0.51	0.00	0.00	0.10	0.10
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	3.18	3.18	2.56	0.00	0.00	1.46	0.72
Delay/Veh:	0.0	0.0	0.0	14.2	0.0	1010	1014	730	0.0	0.0	262	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	0.0	1010	1014	730	0.0	0.0	262	52.0
LOS by Move:	A	A	A	B	A	F	F	F	A	A	F	D
HCM2kAvgQ:	0	0	0	2	0	284	275	253	0	0	21	5

****

Note: Queue reported is the number of cars per lane.

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Traffix 7.9.0418 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Scenario Report

Scenario:	ex + pr pm
Command:	ex + pr pm
Volume:	ex pm
Geometry:	existing plus project
Impact Fee:	Default Impact Fee
Trip Generation:	project PM
Trip Distribution:	Ex+Project
Paths:	Existing - No Main No Bridges
Routes:	Default Route
Configuration:	ex + pr pm

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	41.6	0.860	D	47.2	0.929	+ 5.598 D/V
# 2 Olympic Pkwy/805 NBR	D	37.8	0.856	D	46.3	0.977	+ 8.482 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	31.6	0.801	E	70.0	1.118	+38.398 D/V
# 5 Olympic Pkwy/Heritage Rd	B	15.6	0.552	C	22.7	0.805	+ 7.086 D/V
# 6 Olympic Pkwy/La Media Rd	C	25.4	0.627	D	43.2	0.882	+17.798 D/V
# 7 Olympic Pkwy/125 SB	A	4.7	0.377	A	4.2	0.433	-0.449 D/V
# 8 Olympic Pkwy/125 NB	A	2.4	0.401	A	2.4	0.458	-0.079 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.5	0.373	C	34.7	0.688	+ 3.156 D/V
# 10 Olympic Pkwy/Hunte Pkwy	C	34.2	0.348	C	32.3	0.361	-1.887 D/V
# 12 Birch Rd/La Media Rd	C	22.6	0.326	F	267.3	1.385	+244.709 D/V
# 13 Birch Rd/125SB	A	7.6	0.126	A	5.1	0.396	-2.446 D/V
# 14 Birch Rd/125NB	A	5.7	0.154	A	7.2	0.539	+ 1.470 D/V
# 15 Birch Rd/Eastlake Pkwy	C	32.7	0.256	F	357.1	1.962	+324.441 D/V
# 16 Main / 805 SBR	C	31.9	0.526	C	32.0	0.824	+ 0.080 D/V
# 17 Main / 805 NBR	C	28.9	0.714	C	28.9	0.714	-0.012 D/V
# 18 Main / Heritage S	A	0.9	0.292	A	0.9	0.292	+ 0.000 D/V
# 23 Main-Hunte/Eastlake Pkwy	B	12.9	0.045	F	890.8	3.066	+877.971 D/V

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	3 (Y+R 4.0 sec)	Average Delay (sec/veh):	47.2
Optimal Cycle:	113	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	1	0	0	0	2	0	1	2	0	2	0	0
Volume Module:																
Base Vol:	0	0	0	961	0	636	0	732	244	682	611	0
Growth 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
Initial Bse:	0	0	0	961	0	636	0	732	244	682	611	0
Added Vol:	0	0	0	133	0	0	0	80	0	145	87	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1094	0	636	0	812	244	827	698	0
User 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
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	1164	0	677	0	864	260	880	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1164	0	677	0	864	260	880	743	0
PCE 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
MLF 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
FinalVolume:	0	0	0	1164	0	677	0	864	260	880	743	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.42	0.00	0.24	0.16	0.25	0.21	0.00
Crit Moves:						****			****		****					
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.26	0.26	0.27	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.93	0.00	0.93	0.62	0.93	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	32.7	0.0	54.7	0.0	66.0	48.9	64.8	19.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.7	0.0	54.7	0.0	66.0	48.9	64.8	19.8	0.0
LOS by Move:	A	A	A	C	A	D	A	E	D	E	B	A
HCM2kAvgQ:	0	0	0	21	0	31	0	23	10	23	10	0

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.3
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	3	1	1	1
Volume Module:																
Base Vol:	286	1	972	0	0	0	338	1364	0	0	1919	658
Growth 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
Initial Bse:	286	1	972	0	0	0	338	1364	0	0	1919	658
Added Vol:	0	0	133	0	0	0	0	212	0	0	232	145
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1	1105	0	0	0	338	1576	0	0	1242	803
User 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
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	295	1	1139	0	0	0	348	1625	0	0	1280	828
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	1	1139	0	0	0	348	1625	0	0	1280	828
PCE 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
MLF 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
FinalVolume:	295	1	1139	0	0	0	348	1625	0	0	1280	828
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.20	0.01	1.79	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.82	1.18
Final Sat.:	1955	2	2909	0	0	0	3502	3610	0	0	3095	2001
Capacity Analysis Module:																
Vol/Sat:	0.15	0.44	0.39	0.00	0.00	0.00	0.10	0.45	0.00	0.00	0.41	0.41
Crit Moves:		****					****				****	
Green/Cycle:	0.45	0.45	0.45	0.00	0.00	0.00	0.10	0.53	0.00	0.00	0.42	0.42
Volume/Cap:	0.33	0.98	0.86	0.00	0.00	0.00	0.98	0.86	0.00	0.00	0.98	0.98
Delay/Veh:	24.7	55.7	39.4	0.0	0.0	0.0	104.0	32.8	0.0	0.0	54.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	55.7	39.4	0.0	0.0	0.0	104.0	32.8	0.0	0.0	54.0	54.0
LOS by Move:	C	E	D	A	A	A	F	C	A	A	D	D
HCM2kAvgQ:	7	36	27	0	0	0	11	33	0	0	37	37

Note: Queue reported is the number of cars per lane.

TrafFix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):		1.128
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):		90.0
Optimal Cycle:	180	Level Of Service:		F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	42	234	381	85	181	230	364	1709	52	219	1130	101
Growth 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
Initial Bse:	42	234	381	85	181	230	364	1709	52	219	1130	101
Added Vol:	0	0	186	0	0	0	0	345	0	203	377	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	234	567	85	181	230	364	2054	52	422	1507	101
User 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
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	45	252	610	91	195	247	391	2209	56	454	1620	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	252	610	91	195	247	391	2209	56	454	1620	109
PCE 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
MLF 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
FinalVolume:	45	252	610	91	195	247	391	2209	56	454	1620	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.91	0.91	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	5039	128	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.38	0.05	0.10	0.15	0.22	0.44	0.44	0.25	0.31	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.34	0.34	0.05	0.33	0.33	0.25	0.39	0.39	0.22	0.36	0.36
Volume/Cap:	0.47	0.39	1.12	1.12	0.31	0.47	0.86	1.12	1.12	1.12	0.86	0.18
Delay/Veh:	49.4	25.7	108.3	182.8	25.4	27.2	50.6	90.8	90.8	119.4	33.6	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	25.7	108.3	182.8	25.4	27.2	50.6	90.8	90.8	119.4	33.6	21.8
LOS by Move:	D	C	F	F	C	C	D	F	F	F	C	C
HCM2kAvgQ:	2	6	31	7	4	6	14	40	40	24	20	2

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	100	Critical Vol./Cap.(X):		0.805
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):		22.7
Optimal Cycle:	65	Level Of Service:		C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	7	10	10	7	10	10	7	10	10		7	10	10	
Lanes:	0	0 1! 0	0	2	0 1	0 2	2	0 3	0 1		2	0 3	0 2	
Volume Module:														
Base Vol:	0	0	0	330	0	215	353	1934	0		0	1354	279	
Growth 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	
Initial Bse:	0	0	0	330	0	215	353	1934	0		0	1354	279	
Added Vol:	0	0	0	398	0	0	0	531	0		0	580	435	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	728	0	215	353	2465	0		0	1934	714	
User 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	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0	791	0	234	384	2679	0		0	2102	776	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	0	0	791	0	234	384	2679	0		0	2102	776	
PCE 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	
MLF 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	
FinalVolume:	0	0	0	791	0	234	384	2675	0		0	2102	776	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	0.92	0.91	1.00		0.97	0.91	0.75	
Lanes:	0.00	1.00	0.00	2.00	1.00	2.00	2.00	3.00	1.00		2.00	3.00	2.00	
Final Sat.:	0	1900	0	3502	1900	2842	3502	5187	1900		3686	5187	2842	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.08	0.11	0.52	0.00		0.00	0.41	0.27	
Crit Moves:				****			****					****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.14	0.64	0.00		0.00	0.50	0.50	
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.29	0.81	0.81	0.00		0.00	0.81	0.54	
Delay/Veh:	0.0	0.0	0.0	38.4	0.0	28.4	51.6	15.0	0.0		0.0	22.7	17.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	38.4	0.0	28.4	51.6	15.0	0.0		0.0	22.7	17.4	
LOS by Move:	A	A	A	D	A	C	D	B	A		A	C	B	
HCM2kAvgQ:	0	0	0	14	0	3	0	24	0		0	21	10	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.2
Optimal Cycle:	97	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	221	175	29	163	230	200	282	1625	351	19	1012	80
Growth 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
Initial Bse:	221	175	29	163	230	200	282	1625	351	19	1012	80
Added Vol:	792	226	3	58	207	0	0	204	725	0	223	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1013	401	29	221	437	200	282	1829	1076	19	1235	144
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1101	436	32	240	475	217	307	1988	1170	21	1342	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1101	436	32	240	475	217	307	1988	1170	21	1342	157
PCE 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
MLF 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
FinalVolume:	1101	436	32	240	475	217	307	1988	1170	21	1342	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.08	0.02	0.07	0.09	0.08	0.09	0.38	0.41	0.01	0.26	0.10
Crit Moves:	****				****					****	****	
Green/Cycle:	0.34	0.24	0.24	0.20	0.20	0.20	0.13	0.44	0.44	0.06	0.37	0.37
Volume/Cap:	0.93	0.35	0.08	0.35	0.93	0.78	0.69	0.87	0.93	0.10	0.69	0.26
Delay/Veh:	51.9	38.1	35.5	42.0	78.3	66.1	55.0	34.4	44.7	53.7	33.0	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	38.1	35.5	42.0	78.3	66.1	55.0	34.4	44.7	53.7	33.0	26.4
LOS by Move:	D	D	D	D	E	E	D	C	D	D	C	C
HCM2kAvgQ:	25	5	1	4	10	6	9	27	28	0	16	4

Note: Queue reported is the number of cars per lane.

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Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	153	0	77	0	1572	10	0	1038	9
Growth 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
Initial Bse:	0	0	0	153	0	77	0	1572	10	0	1038	9
Added Vol:	0	0	0	0	0	0	0	263	0	0	287	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	153	0	77	0	1835	10	0	1325	9
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	166	0	84	0	1995	11	0	1440	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	84	0	1995	11	0	1440	10
PCE 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
MLF 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
FinalVolume:	0	0	0	166	0	84	0	1995	11	0	1440	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.67	0.00	1.33	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2910	0	2332	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.38	0.01	0.00	0.28	0.01
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.36	0.00	0.44	0.01	0.00	0.32	0.01
Delay/Veh:	0.0	0.0	0.0	44.8	0.0	42.3	0.0	1.4	0.9	0.0	1.2	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.8	0.0	42.3	0.0	1.4	0.9	0.0	1.2	0.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	5	0	0	3	0

Note: Queue reported is the number of cars per lane.

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Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.4
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0 1	0	0	0 0	0	0	3 0 1	0	0	3 0 2
Volume Module:												
Base Vol:	28	0	53	0	0	0	0	1685	38	0	1019	86
Growth 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
Initial Bse:	28	0	53	0	0	0	0	1685	38	0	1019	86
Added Vol:	0	0	0	0	0	0	0	263	0	0	287	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	53	0	0	0	0	1948	38	0	1306	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	30	0	58	0	0	0	0	2117	41	0	1420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	58	0	0	0	0	2117	41	0	1420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	0	58	0	0	0	0	2117	41	0	1420	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.41	0.03	0.00	0.27	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.87	0.00
Volume/Cap:	0.09	0.00	0.36	0.00	0.00	0.00	0.00	0.47	0.03	0.00	0.31	0.00
Delay/Veh:	41.6	0.0	43.4	0.0	0.0	0.0	0.0	1.5	0.9	0.0	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	43.4	0.0	0.0	0.0	0.0	1.5	0.9	0.0	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	6	0	0	3	0

Note: Queue reported is the number of cars per lane.

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Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.7
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3 0 1	2	0	3 0 2	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	214	266	58	180	347	231	293	641	272	84	429	84
Growth 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
Initial Bse:	214	266	58	180	347	231	293	641	272	84	429	84
Added Vol:	287	145	0	0	133	0	0	0	263	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	413	58	180	480	231	293	641	535	84	429	84
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	545	449	63	196	522	251	318	697	582	91	466	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	449	63	196	522	251	318	697	582	91	466	91
PCE 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
MLF 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
FinalVolume:	545	449	63	196	522	251	318	697	582	91	466	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.04	0.06	0.10	0.09	0.09	0.13	0.36	0.03	0.09	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.22	0.22	0.28	0.15	0.14	0.43	0.29	0.51	0.51	0.06	0.28	0.28
Volume/Cap:	0.70	0.40	0.14	0.38	0.70	0.21	0.32	0.26	0.70	0.45	0.32	0.20
Delay/Veh:	46.1	40.5	32.9	46.8	52.1	21.5	33.8	16.6	25.2	56.2	34.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	40.5	32.9	46.8	52.1	21.5	33.8	16.6	25.2	56.2	34.0	32.9
LOS by Move:	D	D	C	D	D	C	C	B	C	E	C	C
HCM2kAvgQ:	11	5	2	4	8	3	5	5	17	2	5	3

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.3
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	1	0	2	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	23	46	24	69	69	235	338	318	24	15	182	32
Growth 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
Initial Bse:	23	46	24	69	69	235	338	318	24	15	182	32
Added Vol:	0	435	203	0	398	0	0	0	0	186	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	481	227	69	467	235	338	318	24	201	182	32
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	25	523	247	75	508	255	367	346	26	218	198	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	523	247	75	508	255	367	346	26	218	198	35
PCE 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
MLF 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
FinalVolume:	25	523	247	75	508	255	367	346	26	218	198	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.90	0.90	0.92	0.95	0.85
Lanes:	2.00	3.04	0.96	2.00	2.00	1.00	2.00	2.79	0.21	2.00	2.00	1.00
Final Sat.:	3502	3355	1583	3502	3610	1615	3502	4775	360	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.02	0.14	0.16	0.10	0.07	0.07	0.06	0.05	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.43	0.43	0.06	0.36	0.36	0.29	0.25	0.25	0.19	0.15	0.15
Volume/Cap:	0.05	0.36	0.36	0.36	0.39	0.44	0.36	0.29	0.29	0.33	0.36	0.14
Delay/Veh:	45.5	23.1	23.1	55.3	28.9	29.9	34.0	36.2	36.2	42.3	46.1	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	23.1	23.1	55.3	28.9	29.9	34.0	36.2	36.2	42.3	46.1	44.4
LOS by Move:	D	C	C	E	C	C	C	D	D	D	D	D
HCM2kAvgQ:	0	7	7	2	7	7	6	4	4	4	4	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.385
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	267.3
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	0	0	0	2	0	0	0	1
Volume Module:												
Base Vol:	0	61	2	406	45	0	0	0	0	3	0	239
Growth 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
Initial Bse:	0	61	2	406	45	0	0	0	0	3	0	239
Added Vol:	0	0	0	932	0	0	0	0	0	0	0	1018
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	61	2	1338	45	0	0	0	0	3	0	1257
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	66	2	1454	49	0	0	0	0	3	0	1366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	2	1454	49	0	0	0	0	3	0	1366
PCE 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
MLF 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
FinalVolume:	0	66	2	1454	49	0	0	0	0	3	0	1366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	0.92	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1900	5187	1615	3502	5187	1900	0	0	0	3502	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.42	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.85
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.10	0.10	0.27	0.37	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Volume/Cap:	0.00	0.13	0.01	1.54	0.03	0.00	0.00	0.00	0.00	0.00	0.00	1.54
Delay/Veh:	0.0	41.1	40.6	284.0	20.0	0.0	0.0	0.0	0.0	10.1	0.0	270.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.1	40.6	284.0	20.0	0.0	0.0	0.0	0.0	10.1	0.0	270.4
LOS by Move:	A	D	D	F	C	A	A	A	A	B	A	F
HCM2kAvgQ:	0	1	0	56	0	0	0	0	0	0	0	100

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.1
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	0	1! 0 1	0	0	3 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	100	0	56	0	468	4	0	369	15
Growth 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
Initial Bse:	0	0	0	100	0	56	0	468	4	0	369	15
Added Vol:	0	0	0	133	0	0	0	1224	0	0	1337	145
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	56	0	1692	4	0	1706	160
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	253	0	61	0	1839	4	0	1854	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	253	0	61	0	1839	4	0	1854	174
PCE 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
MLF 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
FinalVolume:	0	0	0	253	0	61	0	1839	4	0	1854	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.81	0.00	1.19	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3202	0	2116	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.00	0.35	0.00	0.00	0.36	0.11
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.87	0.87	0.00	0.87	0.87
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.29	0.00	0.41	0.00	0.00	0.41	0.12
Delay/Veh:	0.0	0.0	0.0	54.3	0.0	41.8	0.0	1.4	0.8	0.0	1.4	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.3	0.0	41.8	0.0	1.4	0.8	0.0	1.4	1.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	2	0	4	0	0	5	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 0	1	0	0 0	0	0	3 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	14	0	55	0	0	0	0	535	25	0	374	61
Growth 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
Initial Bse:	14	0	55	0	0	0	0	535	25	0	374	61
Added Vol:	0	0	153	0	0	0	0	1357	0	0	1482	145
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	188	0	0	0	0	1892	25	0	1856	206
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	0	204	0	0	0	0	2057	27	0	2017	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	204	0	0	0	0	2057	27	0	2017	224
PCE 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
MLF 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
FinalVolume:	15	0	204	0	0	0	0	2057	27	0	2017	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.13	0.00	0.00	0.00	0.00	0.40	0.02	0.00	0.39	0.14
Crit Moves:			****					****			****	
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.74	0.74	0.00	0.74	0.74
Volume/Cap:	0.04	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.02	0.00	0.53	0.19
Delay/Veh:	29.6	0.0	35.1	0.0	0.0	0.0	0.0	6.0	3.6	0.0	5.9	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	0.0	35.1	0.0	0.0	0.0	0.0	6.0	3.6	0.0	5.9	4.1
LOS by Move:	C	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	6	0	0	0	0	10	0	0	10	2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120		Critical Vol./Cap.(X):		1.962
Loss Time (sec):	8	(Y+R=4.0 sec)	Average Delay (sec/veh):		357.1
Optimal Cycle:	180		Level Of Service:		F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	116	130	3	146	81	159	124	257	128	2	122	111
Growth 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
Initial Bse:	116	130	3	146	81	159	124	257	128	2	122	111
Added Vol:	1627	432	116	0	396	0	0	0	1489	106	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1743	562	119	146	477	159	124	257	1617	108	122	111
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1895	611	129	159	518	173	135	279	1758	117	133	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1895	611	129	159	518	173	135	279	1758	117	133	121
PCE 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
MLF 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
FinalVolume:	1895	611	129	159	518	173	135	279	1758	117	133	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.83	0.83	0.95	0.88	0.88
Lanes:	2.00	2.48	0.52	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.05	0.95
Final Sat.:	3532	4169	883	1805	5187	1615	3502	1572	1572	1805	1756	1598
Capacity Analysis Module:												
Vol/Sat:	0.54	0.15	0.15	0.09	0.10	0.11	0.04	0.18	1.12	0.07	0.08	0.08
Crit Moves:	****					****			****	****		
Green/Cycle:	0.26	0.21	0.21	0.13	0.08	0.08	0.24	0.53	0.53	0.06	0.35	0.35
Volume/Cap:	2.10	0.69	0.69	0.69	1.20	1.28	0.16	0.33	2.10	1.11	0.22	0.22
Delay/Veh:	541.3	45.4	45.4	58.4	165	227.6	35.8	15.9	524.5	178.5	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	541.3	45.4	45.4	58.4	165	227.6	35.8	15.9	524.5	178.5	27.7	27.7
LOS by Move:	F	D	D	E	F	F	D	B	F	F	C	C
HCM2kAvgQ:	98	10	10	7	14	13	2	6	184	9	3	3

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120		Critical Vol./Cap.(X):		0.824
Loss Time (sec):	3	(Y+R=4.0 sec)	Average Delay (sec/veh):		32.0
Optimal Cycle:	52		Level Of Service:		C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	701	0	507	0	757	486	448	725	0
Growth 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
Initial Bse:	0	0	0	701	0	507	0	757	486	448	725	0
Added Vol:	0	0	0	0	0	0	0	133	0	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	701	0	507	0	890	486	448	870	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	762	0	551	0	967	528	487	946	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	762	0	551	0	967	528	487	946	0
PCE 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
MLF 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
FinalVolume:	0	0	0	762	0	551	0	967	528	487	946	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3275	1637	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.34	0.00	0.30	0.32	0.14	0.26	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.82	0.00	0.75	0.82	0.82	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	39.4	0.0	33.2	36.0	57.3	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	39.4	0.0	33.2	36.0	57.3	15.9	0.0
LOS by Move:	A	A	A	C	A	D	A	C	D	E	B	A
HCM2kAvgQ:	0	0	0	10	0	20	0	18	21	11	11	0

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	34	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	0	0	2	0	0	0	0	0	1	0	2	0	0	2	0	3	0	2
Volume Module:																				
Base Vol:	317		0	428		0	0		0	446	1009	0	0	854	619					
Growth 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	1.00	1.00	1.00					
Initial Bse:	317		0	428		0	0		0	446	1009	0	0	854	619					
Added Vol:	0		0	0		0	0		0	0	133	0	0	145	0					
PasserByVol:	0		0	0		0	0		0	0	0	0	0	0	0					
Initial Fut:	317		0	428		0	0		0	446	1142	0	0	999	619					
User 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	1.00	1.00	1.00					
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92					
PHF Volume:	345		0	465		0	0		0	485	1241	0	0	1086	673					
Reduct Vol:	0		0	0		0	0		0	0	0	0	0	0	0					
Reduced Vol:	345		0	465		0	0		0	485	1241	0	0	1086	673					
PCE 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	1.00	1.00	1.00					
MLF 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	1.00	1.00	1.00					
FinalVolume:	345		0	465		0	0		0	485	1241	0	0	1086	673					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.93	0.75							
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00								
Final Sat.:	1809		0	2842		0	0		0	1805	3610	0	0	5187	2842					
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.00	0.16	0.00	0.00	0.00	0.27	0.34	0.00	0.00	0.21	0.24								
Crit Moves:	****						****					****								
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.38	0.71	0.00	0.00	0.33	0.33								
Volume/Cap:	0.71	0.00	0.61	0.00	0.00	0.00	0.71	0.49	0.00	0.00	0.63	0.71								
Delay/Veh:	44.8	0.0	40.0	0.0	0.0	0.0	35.5	7.9	0.0	0.0	34.7	37.7								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	44.8	0.0	40.0	0.0	0.0	0.0	35.5	7.9	0.0	0.0	34.7	37.7								
LOS by Move:	D	A	D	A	A	A	D	A	A	A	C	D								
HCM2kAvgQ:	13	0	9	0	0	0	16	11	0	0	13	13								

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.9
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	526		0	1		0	0		0	0	1	356	0	0	0					
Growth 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	1.00	1.00	1.00					
Initial Bse:	526		0	1		0	0		0	0	1	356	0	0	0					
Added Vol:	0		0	0		0	0		0	0	0	0	0	0	0					
PasserByVol:	0		0	0		0	0		0	0	0	0	0	0	0					
Initial Fut:	526		0	1		0	0		0	0	1	356	0	0	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	526		0	1		0	0		0	0	1	0	0	0	0					
Reduct Vol:	0		0	0		0	0		0	0	0	0	0	0	0					
Reduced Vol:	526		0	1		0	0		0	0	1	0	0	0	0					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	526		0	1		0	0		0	0	1	0	0	0	0					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00							
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00								
Final Sat.:	1805		0	1615		0	0		0	0	5187	1900	0	0	0					
Capacity Analysis Module:																				
Vol/Sat:	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00								
Crit Moves:	****								****											
Green/Cycle:	0.90	0.00	0.90	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00								
Volume/Cap:	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00								
Delay/Veh:	0.8	0.0	0.5	0.0	0.0	0.0	0.0	40.5	0.0	0.0	0.0	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.8	0.0	0.5	0.0	0.0	0.0	0.0	40.5	0.0	0.0	0.0	0.0								
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A								
HCM2kAvgQ:	3	0	0	0	0	0	0	0	0	0	0	0								

Note: Queue reported is the number of cars per lane.

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Village 9 TIA
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main-Eucte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	3.066
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	890.8
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2	0 2	1 0	0	1 0	0 0	0	2 0	3 0 2
Volume Module:												
Base Vol:	0	0	0	76	0	0	0	0	0	0	0	66
Growth 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
Initial Bse:	0	0	0	76	0	0	0	0	0	0	0	66
Added Vol:	0	0	0	0	0	1991	2175	725	0	0	664	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	76	0	1991	2175	725	0	0	664	66
User 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
PHF 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
PHF Volume:	0	0	0	76	0	1991	2175	725	0	0	664	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	1991	2175	725	0	0	664	66
PCE 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
MLF 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
FinalVolume:	0	0	0	76	0	1991	2175	725	0	0	664	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.91	0.77	0.96	0.96	1.00	0.97	0.91	0.75
Lanes:	0.00	0.00	0.00	2.00	2.00	1.00	0.75	0.25	0.00	2.00	3.00	2.00
Final Sat.:	0	0	0	2502	3458	1478	1374	458	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	1.35	1.58	1.58	0.00	0.00	0.13	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.49	0.59	0.00	0.00	0.10	0.10
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	3.26	3.26	2.71	0.00	0.00	1.28	0.23
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	1053	1048	791	0.0	0.0	185	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	0.0	1053	1048	791	0.0	0.0	185	41.9
LOS by Move:	A	A	A	B	A	F	F	F	A	A	F	D
HCM2kAvgQ:	0	0	0	1	0	252	333	321	0	0	17	2

Note: Queue reported is the number of cars per lane.

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APPENDIX H
2020 Conditions HCM Worksheets

OLC Village 9 TIA
2020 Conditions
AM Peak Hour

Scenario Report

Scenario:	2020 am - No Bridges
Command:	2020 am (Baseline - No Bridges)
Volume:	2020 am NB
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	-2020 am
Trip Distribution:	2020
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2020 nb + pr am

OLC Village 9 TIA
2020 Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	48.9	0.937	D	51.9	0.961	+ 3.040 D/V
# 2 Olympic Pkwy/805 NBR	F	202.9	1.185	F	217.7	1.232	+14.721 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	39.3	0.915	D	42.9	0.957	+ 3.602 D/V
# 5 Olympic Pkwy/Heritage Rd	D	38.2	0.903	D	46.7	0.973	+ 8.561 D/V
# 6 Olympic Pkwy/La Media Rd	D	37.1	0.702	D	40.0	0.807	+ 2.919 D/V
# 7 Olympic Pkwy/125 SB	A	5.6	0.345	A	5.3	0.372	0.261 D/V
# 8 Olympic Pwky/125 NB	A	4.6	0.363	A	4.3	0.391	-0.296 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.8	0.419	C	33.5	0.470	+ 1.721 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	35.6	0.504	D	35.4	0.507	-0.208 D/V
# 12 Birch Rd/La Media Rd	C	33.2	0.749	D	45.9	0.958	+12.694 D/V
# 13 Birch Rd/125SB	A	7.0	0.213	A	5.1	0.324	-1.903 D/V
# 14 Birch Rd/125NB	B	15.2	0.321	B	13.4	0.447	-2.801 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.7	0.408	D	40.4	0.806	+ 4.732 D/V
# 16 Main / 805 SBR	C	30.6	0.738	C	30.6	0.738	-0.009 D/V
# 17 Main / 805 NBR	C	29.8	0.680	C	29.8	0.680	+ 0.036 D/V
# 18 Main / Heritage S	A	4.0	0.398	A	4.0	0.401	-0.003 D/V
# 19 Main St/La Media	B	10.0	0.313	B	11.6	0.592	+ 1.561 D/V
# 20 Main St/Magdalena	B	19.8	0.078	C	22.5	0.520	+ 2.710 D/V
# 23 Main-Hunte/Eastlake Pkwy	B	15.6	0.083	C	22.5	0.368	+ 6.858 D/V

OLC Village 9 TIA
2020 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	3 (Y=R=4.0 sec)	Average Delay (sec/veh):	51.9
Optimal Cycle:	172	Level Of Service:	D

Street Name:	805 SBR									Olympic Ave								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Split Phase			Split Phase			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10						
Lanes:	0	0	0	0	0	1	1	0	0	1	0	0	2	0	1	2	0	2	0	0
Volume Module:																		
Base Vol:	0	0	0	622	0	533	0	1044	375	785	627	0						
Growth 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						
Initial Bse:	0	0	0	622	0	533	0	1044	375	785	627	0						
Added Vol:	0	0	0	35	0	0	0	11	0	67	22	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	0	0	0	657	0	533	0	1055	375	852	649	0						
User 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						
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
PHF Volume:	0	0	0	714	0	579	0	1147	408	926	705	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	714	0	579	0	1147	408	926	705	0						
PCE 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						
MLF 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						
FinalVolume:	0	0	0	714	0	579	0	1147	408	926	705	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00						
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00						
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.36	0.00	0.32	0.25	0.26	0.20	0.00						
Crit Moves:						****		****		****								
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.33	0.33	0.28	0.61	0.00						
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.96	0.00	0.96	0.76	0.95	0.32	0.00						
Delay/Veh:	0.0	0.0	0.0	34.7	0.0	70.1	0.0	63.6	45.5	70.2	13.6	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.0	0.0	0.0	34.7	0.0	70.1	0.0	63.6	45.5	70.2	13.6	0.0						
LOS by Move:	A	A	A	C	A	E	A	E	D	E	B	A						
HCM2kAvgQ:	0	0	0	12	0	29	0	30	17	25	8	0						

Note: Queue reported is the number of cars per lane.

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Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	1.232
Loss Time (sec):	3 (Y=R=4.0 sec)	Average Delay (sec/veh):	117.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Split Phase			Split Phase			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10						
Lanes:	1	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	1	1	1
Volume Module:																		
Base Vol:	327	0	993	0	0	0	698	1188	0	0	986	1603						
Growth 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						
Initial Bse:	327	0	993	0	0	0	698	1188	0	0	986	1603						
Added Vol:	0	0	32	0	0	0	0	45	0	0	89	73						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	327	0	1025	0	0	0	698	1233	0	0	1075	1676						
User 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						
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
PHF Volume:	355	0	1114	0	0	0	759	1340	0	0	1168	1822						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	355	0	1114	0	0	0	759	1340	0	0	1168	1822						
PCE 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						
MLF 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						
FinalVolume:	355	0	1114	0	0	0	759	1340	0	0	1168	1822						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.86	0.86						
Lanes:	1.24	0.00	1.76	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.17	1.83						
Final Sat.:	2065	0	2924	0	0	0	3502	3610	0	0	1923	2999						
Capacity Analysis Module:																		
Vol/Sat:	0.17	0.00	0.38	0.00	0.00	0.00	0.22	0.37	0.00	0.00	0.61	0.61						
Crit Moves:			****					****			****							
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.18	0.67	0.00	0.00	0.49	0.49						
Volume/Cap:	0.56	0.00	1.23	0.00	0.00	0.00	1.23	0.55	0.00	0.00	1.23	1.23						
Delay/Veh:	40.6	0.0	160.0	0.0	0.0	0.0	175.6	12.5	0.0	0.0	143	143.5						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	40.6	0.0	160.0	0.0	0.0	0.0	175.6	12.5	0.0	0.0	143	143.5						
LOS by Move:	D	A	F	A	A	A	F	B	A	A	F	F						
HCM2kAvgQ:	10	0	44	0	0	0	28	16	0	0	70	70						

Note: Queue reported is the number of cars per lane.

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Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.9
Optimal Cycle:	144	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	48	117	319	188	362	201	138	1142	124	406	1751	247
Growth 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
Initial Bse:	48	117	319	188	362	201	138	1142	124	406	1751	247
Added Vol:	0	0	11	0	0	0	0	85	0	22	176	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	117	330	188	362	201	138	1227	124	428	1929	247
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	52	127	359	204	393	218	150	1334	135	465	2097	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	127	359	204	393	218	150	1334	135	465	2097	268
PCE 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
MLF 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
FinalVolume:	52	127	359	204	393	218	150	1334	135	465	2097	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4645	469	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.22	0.11	0.21	0.14	0.08	0.29	0.29	0.26	0.40	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.23	0.23	0.12	0.26	0.26	0.10	0.30	0.30	0.27	0.47	0.47
Volume/Cap:	0.35	0.29	0.96	0.96	0.79	0.52	0.86	0.96	0.96	0.96	0.86	0.35
Delay/Veh:	44.0	32.0	73.1	93.0	42.7	32.6	76.0	48.4	48.4	65.9	26.6	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	32.0	73.1	93.0	42.7	32.6	76.0	48.4	48.4	65.9	26.6	17.0
LOS by Move:	D	C	E	F	D	C	E	D	D	E	C	B
ECM2kAvgQ:	2	3	16	10	13	6	7	21	21	19	24	5

Note: Queue reported is the number of cars per lane.

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Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.7
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 2	0 2	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	51	0	59	608	106	486	447	1649	115	211	2270	759
Growth 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
Initial Bse:	51	0	59	608	106	486	447	1649	115	211	2270	759
Added Vol:	0	0	0	74	0	0	0	95	0	0	200	155
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	0	59	682	106	486	447	1744	115	211	2470	914
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	55	0	64	741	115	528	486	1896	125	229	2685	993
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	64	741	115	528	486	1896	125	229	2685	993
PCE 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
MLF 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
FinalVolume:	55	0	64	741	115	528	486	1896	125	229	2685	993
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	0.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	0	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.21	0.03	0.19	0.14	0.37	0.04	0.07	0.52	0.35
Crit Moves:			****	****			****				****	
Green/Cycle:	0.07	0.00	0.08	0.21	0.22	0.22	0.14	0.55	0.55	0.10	0.51	0.51
Volume/Cap:	0.23	0.00	0.48	1.02	0.14	0.84	1.02	0.67	0.08	0.67	1.02	0.69
Delay/Veh:	58.3	0.0	55.2	86.4	37.7	54.6	98.6	20.2	13.0	57.4	52.7	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	0.0	55.2	86.4	37.7	54.6	98.6	20.2	13.0	57.4	52.7	23.9
LOS by Move:	E	A	E	F	D	D	F	C	B	E	D	C
HCM2kAvgQ:	1	0	3	20	2	13	14	19	1	5	45	16

Note: Queue reported is the number of cars per lane.

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Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.0
Optimal Cycle:	70	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1
Volume Module:												
Base Vol:	427	456	303	141	525	371	295	800	606	286	1382	165
Growth 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
Initial Bse:	427	456	303	141	525	371	295	800	606	286	1382	165
Added Vol:	202	133	0	8	64	0	0	72	98	0	154	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	589	303	149	589	371	295	872	704	286	1536	182
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	684	640	329	162	749	403	321	948	765	311	1670	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	640	329	162	749	403	321	948	765	311	1670	198
PCE 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
MLF 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
FinalVolume:	684	640	329	162	749	403	321	948	765	311	1670	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.20	0.05	0.14	0.14	0.09	0.18	0.27	0.09	0.32	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.33	0.33	0.09	0.18	0.18	0.11	0.39	0.39	0.13	0.40	0.40
Volume/Cap:	0.81	0.38	0.62	0.49	0.81	0.79	0.81	0.47	0.70	0.70	0.81	0.31
Delay/Veh:	48.6	31.1	36.4	52.9	52.6	55.5	63.4	27.9	33.0	55.0	34.4	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	31.1	36.4	52.9	52.6	55.5	63.4	27.9	33.0	55.0	34.4	25.0
LOS by Move:	D	C	D	D	D	E	E	C	C	E	C	C
HCM2kAvgQ:	14	7	11	4	12	10	8	10	14	7	22	5

Note: Queue reported is the number of cars per lane.

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Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.3
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	197	0	105	0	1364	94	0	1356	121
Growth 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
Initial Bse:	0	0	0	197	0	105	0	1364	94	0	1356	121
Added Vol:	0	0	0	0	0	0	0	76	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	105	0	1440	94	0	1489	121
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	214	0	114	0	1565	102	0	1618	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	0	114	0	1565	102	0	1618	132
PCE 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
MLF 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
FinalVolume:	0	0	0	214	0	114	0	1565	102	0	1618	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2881	0	2350	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.00	0.30	0.06	0.00	0.31	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.37	0.00	0.36	0.08	0.00	0.37	0.10
Delay/Veh:	0.0	0.0	0.0	42.2	0.0	40.0	0.0	1.9	1.4	0.0	1.9	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.2	0.0	40.0	0.0	1.9	1.4	0.0	1.9	1.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	3	0	4	1	0	4	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pkwy/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.3
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0	1	0	0	0	0	0	0	3	0	1	0	0	3	0	2
Volume Module:																			
Base Vol:	85	0	89	0	0	0	0	1045	417	0	1393	426
Growth 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
Initial Bse:	85	0	89	0	0	0	0	1045	417	0	1393	426
Added Vol:	0	0	0	0	0	0	0	76	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	0	89	0	0	0	0	1121	417	0	1526	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	92	0	97	0	0	0	0	1218	453	0	1659	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	97	0	0	0	0	1218	453	0	1659	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	92	0	97	0	0	0	0	1218	453	0	1659	0
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:																			
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.28	0.00	0.32	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.82	0.00
Volume/Cap:	0.17	0.00	0.39	0.00	0.00	0.00	0.00	0.29	0.34	0.00	0.39	0.00
Delay/Veh:	37.0	0.0	39.2	0.0	0.0	0.0	0.0	2.2	2.5	0.0	2.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	39.2	0.0	0.0	0.0	0.0	2.2	2.5	0.0	2.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	3	4	0	5	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.5
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:																			
Base Vol:	277	198	116	175	197	205	246	357	215	187	895	208
Growth 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
Initial Bse:	277	198	116	175	197	205	246	357	215	187	895	208
Added Vol:	124	40	20	0	18	8	16	3	57	10	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	238	136	175	215	213	262	360	273	197	897	208
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	436	259	148	190	234	232	285	391	297	214	975	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	259	148	190	234	232	285	391	297	214	975	226
PCE 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
MLF 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
FinalVolume:	436	259	148	190	234	232	285	391	297	214	975	226
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:																			
Vol/Sat:	0.12	0.05	0.09	0.05	0.05	0.08	0.08	0.08	0.18	0.06	0.19	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.21	0.35	0.15	0.10	0.27	0.17	0.43	0.43	0.14	0.40	0.40
Volume/Cap:	0.47	0.24	0.26	0.37	0.47	0.30	0.47	0.18	0.43	0.43	0.47	0.35
Delay/Veh:	37.4	39.3	27.7	46.4	52.1	35.1	45.3	21.1	24.3	47.5	26.8	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	39.3	27.7	46.4	52.1	35.1	45.3	21.1	24.3	47.5	26.8	25.5
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	3	4	4	4	4	5	3	8	4	10	6

Note: Queue reported is the number of cars per lane.

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Intersection #13 Birch Rd/12SSB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.1
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	0	1 0	0	2	3 0	1	0	3 0 2
Volume Module:												
Base Vol:	0	0	0	59	0	137	0	719	133	0	736	172
Growth 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
Initial Bse:	0	0	0	59	0	137	0	719	133	0	736	172
Added Vol:	0	0	0	9	0	8	0	169	47	0	178	40
NB Volume A:	0	0	0	0	0	0	0	346	0	0	216	0
Initial Fut:	0	0	0	68	0	145	0	1234	180	0	1130	212
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	74	0	158	0	1341	196	0	1228	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	158	0	1341	196	0	1228	230
PCE 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
MLF 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
FinalVolume:	0	0	0	74	0	158	0	1341	196	0	1228	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.88	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.32	0.00	1.68	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2218	0	2822	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.00	0.26	0.12	0.00	0.24	0.14
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.80	0.80	0.00	0.80	0.80
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.32	0.00	0.32	0.15	0.00	0.30	0.18
Delay/Veh:	0.0	0.0	0.0	35.5	0.0	36.5	0.0	2.8	2.4	0.0	2.7	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.5	0.0	36.5	0.0	2.8	2.4	0.0	2.7	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	0	4	1	0	4	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/12SNB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 0	1	0	0 0	0	2	3 0	1	0	3 0 1
Volume Module:												
Base Vol:	247	0	239	0	0	0	0	735	151	0	720	114
Growth 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
Initial Bse:	247	0	239	0	0	0	0	735	151	0	720	114
Added Vol:	23	0	18	0	0	0	0	162	16	0	195	20
NB Volume A:	0	0	0	0	0	0	0	346	0	0	216	0
Initial Fut:	270	0	257	0	0	0	0	1243	167	0	1131	134
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	293	0	279	0	0	0	0	1351	182	0	1229	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	279	0	0	0	0	1351	182	0	1229	146
PCE 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
MLF 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
FinalVolume:	293	0	279	0	0	0	0	1351	182	0	1229	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.17	0.00	0.00	0.00	0.00	0.26	0.11	0.00	0.24	0.09
Crit Moves:			****					****		****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.58	0.58
Volume/Cap:	0.42	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.19	0.00	0.41	0.15
Delay/Veh:	22.6	0.0	23.2	0.0	0.0	0.0	0.0	11.9	9.9	0.0	11.5	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	0.0	23.2	0.0	0.0	0.0	0.0	11.9	9.9	0.0	11.5	9.6
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	7	0	7	0	0	0	0	9	3	0	8	2

Note: Queue reported is the number of cars per lane.

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Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):		0.507
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):		35.4
Optimal Cycle:	42	Level Of Service:		D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2 1	0 2	0	2 0	1	2 0	2 1	0	2 0	2 0 1
Volume Module:												
Base Vol:	90	120	45	122	152	394	219	238	180	113	364	152
Growth 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
Initial Bse:	90	120	45	122	152	394	219	238	180	113	364	152
Added Vol:	0	34	13	0	15	0	0	16	0	6	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	154	58	122	167	394	219	254	180	119	372	152
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	98	167	63	133	182	428	238	276	196	129	404	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	167	63	133	182	428	238	276	196	129	404	165
PCE 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
MLF 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
FinalVolume:	98	167	63	133	182	428	238	276	196	129	404	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.85	0.85	0.92	0.95	0.85
Lanes:	2.00	2.18	0.82	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3613	1361	3502	3610	1615	3502	3244	1622	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.04	0.05	0.27	0.07	0.09	0.12	0.04	0.11	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.34	0.34	0.24	0.52	0.52	0.13	0.24	0.24	0.12	0.22	0.22
Volume/Cap:	0.48	0.14	0.14	0.16	0.10	0.51	0.51	0.36	0.51	0.32	0.51	0.46
Delay/Veh:	56.5	27.4	27.4	36.2	14.5	19.2	49.3	38.2	40.0	49.2	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	27.4	27.4	36.2	14.5	19.2	49.3	38.2	40.0	49.2	41.6	41.6
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	2	2	2	2	10	5	5	7	3	7	6

Note: Queue reported is the number of cars per lane.

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Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):		0.958
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):		45.9
Optimal Cycle:	145	Level Of Service:		D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	3 0 1	2	0	3 0 1	1	0	1 1 0	2	0	2 0 1
Volume Module:												
Base Vol:	69	0	102	396	309	410	316	683	122	70	513	270
Growth 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
Initial Bse:	69	0	102	396	309	410	316	683	122	70	513	270
Added Vol:	0	225	77	53	109	0	0	3	0	68	7	110
NB Volume A:	-40	-27	164	100	-109	0	0	70	-70	84	60	51
Initial Fut:	29	198	343	549	318	419	316	756	52	222	580	431
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	32	215	373	597	346	446	343	822	57	241	630	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	215	373	597	346	446	343	822	57	241	630	468
PCE 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
MLF 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
FinalVolume:	32	215	373	597	346	446	343	822	57	241	630	468
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.94	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	3344	230	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.23	0.17	0.07	0.28	0.19	0.25	0.25	0.07	0.17	0.29
Crit Moves:			****	****			****					****
Green/Cycle:	0.08	0.24	0.24	0.18	0.33	0.33	0.20	0.39	0.39	0.11	0.30	0.30
Volume/Cap:	0.21	0.17	0.96	0.96	0.20	0.83	0.96	0.63	0.63	0.62	0.58	0.96
Delay/Veh:	43.3	30.1	72.2	66.7	23.8	40.8	76.2	25.6	25.6	45.5	30.2	64.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	30.1	72.2	66.7	23.8	40.8	76.2	25.6	25.6	45.5	30.2	64.5
LOS by Move:	D	C	E	E	C	D	E	C	C	D	C	E
HCM2kAvgQ:	1	2	16	14	3	15	15	12	12	5	9	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2 1	0	1	0 3 0 1	2	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	179	166	2	97	202	248	177	170	148	30	267	67
Growth 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
Initial Bse:	179	166	2	97	202	248	177	170	148	30	267	67
Added Vol:	202	164	60	0	75	10	20	8	153	28	4	0
NB Volume A:	93	0	0	0	-19	19	0	30	266	0	50	0
Initial Fut:	474	330	62	97	258	277	197	208	567	58	321	67
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	515	359	67	105	280	301	214	226	616	63	349	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	359	67	105	280	301	214	226	616	63	349	73
PCE 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
MLF 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
FinalVolume:	515	359	67	105	280	301	214	226	616	63	349	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.85	0.85	0.95	0.93	0.93
Lanes:	2.00	2.53	0.47	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	3502	4262	801	1805	5187	1615	3502	1606	1606	1805	2909	607
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.08	0.06	0.05	0.19	0.06	0.14	0.38	0.03	0.12	0.12
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.24	0.24	0.17	0.23	0.23	0.18	0.47	0.47	0.06	0.35	0.35
Volume/Cap:	0.82	0.35	0.35	0.35	0.24	0.82	0.34	0.30	0.82	0.60	0.34	0.34
Delay/Veh:	55.8	38.0	38.0	45.0	38.0	57.6	43.5	19.8	32.9	64.3	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	38.0	38.0	45.0	38.0	57.6	43.5	19.8	32.9	64.3	29.1	29.1
LOS by Move:	E	D	D	D	D	E	D	B	C	E	C	C
HCM2kAvgQ:	12	5	5	4	3	13	4	5	22	3	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / BUS SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	36	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0 0	1	1	0 0 1	0	0	2 1 0	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	543	0	489	0	908	318	395	713	0
Growth 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
Initial Bse:	0	0	0	543	0	489	0	908	318	395	713	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	543	0	489	0	912	318	395	721	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	590	0	532	0	991	346	429	784	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	590	0	532	0	991	346	429	784	0
PCE 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
MLF 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
FinalVolume:	0	0	0	590	0	532	0	991	346	429	784	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.22	0.78	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3696	1289	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.33	0.00	0.27	0.27	0.12	0.22	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.00	0.36	0.36	0.17	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.74	0.00	0.74	0.74	0.74	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	31.5	0.0	34.9	34.9	52.5	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	31.5	0.0	34.9	34.9	52.5	17.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	7	0	17	0	17	17	9	9	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	30	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1 0	0 2	0	0 0	0 0	1	0 2	0 0	0	0 3	0 2
Volume Module:												
Base Vol:	372	0	380	0	0	0	444	1007	0	0	735	451
Growth 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
Initial Bse:	372	0	380	0	0	0	444	1007	0	0	735	451
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	0	380	0	0	0	444	1011	0	0	743	451
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	404	0	413	0	0	0	483	1099	0	0	808	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	0	413	0	0	0	483	1099	0	0	808	490
PCE 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
MLF 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
FinalVolume:	404	0	413	0	0	0	483	1099	0	0	808	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.00	0.00	0.00	0.27	0.30	0.00	0.00	0.16	0.17
Crit Moves:	****						****					****
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.39	0.65	0.00	0.00	0.25	0.25
Volume/Cap:	0.68	0.00	0.44	0.00	0.00	0.00	0.68	0.47	0.00	0.00	0.61	0.68
Delay/Veh:	38.0	0.0	32.0	0.0	0.0	0.0	32.9	10.9	0.0	0.0	40.5	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	0.0	32.0	0.0	0.0	0.0	32.9	10.9	0.0	0.0	40.5	43.1
LOS by Move:	D	A	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	14	0	7	0	0	0	15	11	0	0	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	593	0	10	0	0	0	0	30	710	0	0	0
Growth 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
Initial Bse:	593	0	10	0	0	0	0	30	710	0	0	0
Added Vol:	4	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	597	0	10	0	0	0	0	30	718	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	649	0	11	0	0	0	0	33	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	0	11	0	0	0	0	33	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	649	0	11	0	0	0	0	33	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1900	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.01	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green/Cycle:	0.86	0.00	0.04	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Volume/Cap:	0.43	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Delay/Veh:	2.2	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	E	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 1	0	1	0 1	0	0	0 0	0	1	0 1
Volume Module:												
Base Vol:	0	34	109	267	449	0	0	0	0	139	0	74
Growth 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
Initial Bse:	0	34	109	267	449	0	0	0	0	139	0	74
Added Vol:	0	270	16	9	168	0	0	0	0	0	0	31
NB Volume A:	0	164	-100	160	84	0	0	0	0	-84	0	-67
Initial Fut:	0	468	25	436	701	0	0	0	0	55	0	38
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	509	27	474	762	0	0	0	0	60	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	509	27	474	762	0	0	0	0	60	0	41
PCE 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
MLF 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
FinalVolume:	0	509	27	474	762	0	0	0	0	60	0	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	1789	96	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.26	0.40	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.42	0.42	0.39	0.80	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.65	0.68	0.68	0.50	0.00	0.00	0.00	0.00	0.20	0.00	0.16
Delay/Veh:	0.0	16.9	16.9	18.4	2.2	0.0	0.0	0.0	0.0	22.4	0.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	16.9	18.4	2.2	0.0	0.0	0.0	0.0	22.4	0.0	22.2
LOS by Move:	A	B	B	B	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	9	9	5	0	0	0	0	1	0	1

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2020 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	0	1	0 1	1	0	1 0	0	0	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	50	53	0	0	0	0	10
Growth 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
Initial Bse:	0	0	0	10	0	50	53	0	0	0	0	10
Added Vol:	0	0	0	0	0	212	438	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	262	491	0	0	0	0	10
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	11	0	285	534	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	285	534	0	0	0	0	11
PCE 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
MLF 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
FinalVolume:	0	0	0	11	0	285	534	0	0	0	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.18	0.30	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.51	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.58	0.58	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	24.2	0.0	30.9	17.7	0.0	0.0	0.0	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.2	0.0	30.9	17.7	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	C	A	C	B	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	8	12	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1 0	0	1	0 1	1	2 0	2	0	2	0 1	0	2
Volume Module:												
Base Vol:	0	0	0	107	0	6	126	198	0	0	171	93
Growth 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
Initial Bse:	0	0	0	107	0	6	126	198	0	0	171	93
Added Vol:	0	26	0	23	54	179	389	114	0	0	52	11
NB Volume A:	0	0	0	101	0	146	20	-131	0	0	-100	73
Initial Fut:	0	26	0	231	54	331	535	181	0	0	123	177
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	28	0	251	59	360	582	197	0	0	134	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	28	0	251	59	360	582	197	0	0	134	192
PCE 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
MLF 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
FinalVolume:	0	28	0	251	59	360	582	197	0	0	134	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	1.62	0.38	2.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	2641	617	3258	3562	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.10	0.10	0.11	0.17	0.05	0.00	0.00	0.03	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.11	0.00	0.24	0.35	0.35	0.42	0.58	0.00	0.00	0.17	0.17
Volume/Cap:	0.00	0.13	0.00	0.40	0.27	0.32	0.40	0.09	0.00	0.00	0.15	0.40
Delay/Veh:	0.0	36.4	0.0	29.1	21.1	21.5	18.6	8.2	0.0	0.0	32.3	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.4	0.0	29.1	21.1	21.5	18.6	8.2	0.0	0.0	32.3	33.9
LOS by Move:	A	D	A	C	C	C	B	A	A	A	C	C
HCM2kAvgQ:	0	1	0	4	3	4	6	1	0	0	1	3

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2020 Conditions
PM Peak Hour

Scenario Report

Scenario:	2020 pm - No Bridges
Command:	2020 pm (Baseline - No Bridges)
Volume:	2020 pm NB
Geometry:	No Main - No Bridges (2015, 2020)
Impact Fee:	Default Impact Fee
Trip Generation:	+2020 pm
Trip Distribution:	2020
Paths:	NO Main NO Bridges
Routes:	Default Route
Configuration:	2020 nb - pr pm

OLC Village 9 TIA
2020 Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	D	51.0	0.972	D	54.0	0.993	+ 2.983 D/V
# 2 Olympic Pkwy/805 NBR	D	43.5	0.941	D	50.5	0.990	+ 6.993 D/V
# 3 Olympic Pkwy/Brandywine Ave	E	64.5	1.073	F	80.4	1.147	+15.983 D/V
# 5 Olympic Pkwy/Heritage Rd	D	44.1	0.911	D	54.6	0.950	+10.465 D/V
# 6 Olympic Pkwy/La Media Rd	C	34.0	0.762	D	35.1	0.805	+ 1.109 D/V
# 7 Olympic Pkwy/125 SB	A	5.7	0.468	A	5.6	0.488	-0.154 D/V
# 8 Olympic Pwky/125 NB	A	5.2	0.471	A	5.0	0.502	0.239 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	31.7	0.416	C	32.6	0.481	+ 0.972 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.2	0.472	D	35.9	0.478	-0.298 D/V
# 12 Birch Rd/La Media Rd	C	33.7	0.722	D	51.1	0.965	+17.358 D/V
# 13 Birch Rd/125SB	A	6.9	0.197	A	5.2	0.329	1.725 D/V
# 14 Birch Rd/125NB	B	15.8	0.344	B	14.3	0.493	-1.537 D/V
# 15 Birch Rd/Eastlake Pkwy	C	34.7	0.421	D	47.3	0.898	+12.625 D/V
# 16 Main / 805 SBR	D	43.5	0.998	D	43.6	0.998	+ 0.071 D/V
# 17 Main / 805 NBR	D	35.7	0.885	D	35.7	0.856	- 0.010 D/V
# 18 Main / Heritage S	A	5.7	0.646	A	5.8	0.652	- 0.100 D/V
# 19 Main St/La Media	B	12.9	0.592	B	10.7	0.647	-2.245 D/V
# 20 Main St/Magdalena	C	21.3	0.034	C	24.3	0.630	+ 2.976 D/V
# 23 Main-Hunte/Eastlake Pkwy	B	16.8	0.119	C	24.1	0.389	+ 7.341 D/V

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2020 pm - No Bridges Wed Oct 12, 2011 13:46:36 Page 3-1

OLC Village 9 TIA
2020 Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.993
Lost Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	1	0 0	1	0	0 2	0 1	2	0 2 0 0
Volume Module:												
Base Vol:	0	0	0	984	0	678	0	872	294	749	899	0
Growth 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
Initial Bse:	0	0	0	984	0	678	0	872	294	749	899	0
Added Vol:	0	0	0	83	0	0	0	25	0	42	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1067	0	678	0	897	294	791	913	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	1160	0	737	0	975	320	860	992	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1160	0	737	0	975	320	860	992	0
PCE 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
MLF 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
FinalVolume:	0	0	0	1160	0	737	0	975	320	860	992	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.46	0.00	0.27	0.20	0.25	0.27	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.27	0.27	0.25	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.99	0.00	0.99	0.73	0.99	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	68.9	0.0	77.5	52.3	81.4	22.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	68.9	0.0	77.5	52.3	81.4	22.6	0.0
LOS by Move:	A	A	A	C	A	E	A	E	D	F	C	A
HCM2kAvgQ:	0	0	0	20	0	38	0	28	14	24	15	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2020 Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.990
Lost Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1 1 0	1	0	0 0	0	0	0	2	0 2	0 0	0	0	1	1	1
Volume Module:												
Base Vol:	502	0	1008	0	0	0	423	1433	0	0	1146	725
Growth 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
Initial Bse:	502	0	1008	0	0	0	423	1433	0	0	1146	725
Added Vol:	0	0	76	0	0	0	0	108	0	0	56	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	502	0	1084	0	0	0	423	1541	0	0	1202	771
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	546	0	1178	0	0	0	460	1675	0	0	1307	838
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	0	1178	0	0	0	460	1675	0	0	1307	838
PCE 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
MLF 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
FinalVolume:	546	0	1178	0	0	0	460	1675	0	0	1307	838
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.32	0.00	1.68	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.83	1.17
Final Sat.:	2210	0	2826	0	0	0	3502	3610	0	0	3104	1991
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.42	0.00	0.00	0.00	0.13	0.46	0.00	0.00	0.42	0.42
Crit Moves:			****				****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.13	0.56	0.00	0.00	0.43	0.43
Volume/Cap:	0.59	0.00	0.99	0.00	0.00	0.00	0.99	0.83	0.00	0.00	0.99	0.99
Delay/Veh:	31.5	0.0	59.5	0.0	0.0	0.0	99.7	28.7	0.0	0.0	57.0	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	0.0	59.5	0.0	0.0	0.0	99.7	28.7	0.0	0.0	57.0	57.0
LOS by Move:	C	A	E	A	A	A	F	C	A	A	E	E
HCM2kAvgQ:	14	0	36	0	0	0	15	32	0	0	38	38

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.147
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	80.4
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	64	260	402	187	229	274	396	1866	166	287	1366	200
Growth 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
Initial Bse:	64	260	402	187	229	274	396	1866	166	287	1366	200
Added Vol:	0	0	25	0	0	0	0	203	0	14	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	260	427	187	229	274	396	2069	166	301	1478	200
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	70	283	464	203	249	298	430	2249	183	327	1607	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	283	464	203	249	298	430	2249	183	327	1607	217
PCE 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
MLF 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
FinalVolume:	70	283	464	203	249	298	430	2249	183	327	1607	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4745	385	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.29	0.11	0.13	0.18	0.24	0.47	0.47	0.18	0.31	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.25	0.25	0.10	0.25	0.25	0.25	0.41	0.41	0.16	0.32	0.32
Volume/Cap:	0.40	0.59	1.15	1.15	0.52	0.73	0.96	1.15	1.15	1.15	0.96	0.42
Delay/Veh:	44.0	35.0	128.8	157.8	33.1	40.8	69.3	102	101.6	141.1	46.9	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	35.0	128.8	157.8	33.1	40.8	69.3	102	101.6	141.1	46.9	27.0
LOS by Move:	D	D	F	F	C	D	E	F	F	F	D	C
HCM2kAvgQ:	2	8	25	13	7	10	18	45	45	19	23	5

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.6
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 2	0 2	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	69	9	78	813	432	818	543	2182	230	168	1435	689
Growth 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
Initial Bse:	69	9	78	813	432	818	543	2182	230	168	1435	689
Added Vol:	0	0	0	178	0	0	0	229	0	0	126	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	9	78	991	432	818	543	2411	230	168	1561	787
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	75	10	85	1077	470	889	590	2621	250	204	1697	855
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	10	85	1077	470	889	590	2621	250	204	1697	855
PCE 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
MLF 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
FinalVolume:	75	10	85	1077	470	889	590	2621	250	204	1697	855
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	2.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	3610	2842	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.31	0.13	0.31	0.17	0.51	0.09	0.06	0.33	0.30
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.08	0.08	0.30	0.32	0.32	0.19	0.49	0.49	0.06	0.36	0.36
Volume/Cap:	0.36	0.02	0.63	1.03	0.40	0.97	0.90	1.03	0.18	1.00	0.90	0.83
Delay/Veh:	55.2	50.5	52.4	76.8	31.9	62.5	63.2	55.5	17.9	119.5	42.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	50.5	52.4	76.8	31.9	62.5	63.2	55.5	17.9	119.5	42.5	40.5
LOS by Move:	E	D	E	E	C	E	E	E	B	F	D	D
HCM2kAvgQ:	2	0	4	28	7	24	14	45	3	7	25	18

Note: Queue reported is the number of cars per lane.

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Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	69	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1
Volume Module:															
Base Vol:	230	250	269	242	254	303	420	1880	445	197	1203	182
Growth 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
Initial Bse:	230	250	269	242	254	303	420	1880	445	197	1203	182
Added Vol:	129	85	0	17	156	0	0	166	240	0	94	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	335	269	259	410	303	420	2046	685	197	1297	192
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	390	364	292	282	446	329	457	2224	745	214	1410	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	364	292	282	446	329	457	2224	745	214	1410	209
PCE 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
MLF 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
FinalVolume:	390	364	292	282	446	329	457	2224	745	214	1410	209
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:															
Vol/Sat:	0.11	0.07	0.18	0.08	0.09	0.12	0.13	0.43	0.26	0.06	0.27	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.22	0.22	0.10	0.17	0.17	0.20	0.53	0.53	0.08	0.41	0.41
Volume/Cap:	0.70	0.31	0.81	0.81	0.52	0.70	0.66	0.81	0.49	0.81	0.66	0.31
Delay/Veh:	51.7	38.9	55.4	65.6	46.3	51.9	46.8	24.8	18.0	70.8	29.3	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	38.9	55.4	65.6	46.3	51.9	46.8	24.8	18.0	70.8	29.3	24.2
LOS by Move:	D	D	E	E	D	D	D	C	B	E	C	C
HCM2kAvgQ:	8	4	12	7	6	8	9	26	10	6	16	5

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.6
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	0	1	0	1!	0	1	0	0	2	0	1	0	0	3	0	1
Volume Module:															
Base Vol:	0	0	0	230	0	126	0	1842	154	0	1367	172
Growth 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
Initial Bse:	0	0	0	230	0	126	0	1842	154	0	1367	172
Added Vol:	0	0	0	0	0	0	0	140	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	126	0	1982	154	0	1463	172
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	250	0	137	0	2154	167	0	1590	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	137	0	2154	167	0	1590	187
PCE 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
MLF 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
FinalVolume:	0	0	0	250	0	137	0	2154	167	0	1590	187
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2879	0	2361	0	5187	1615	0	5187	1615
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.42	0.10	0.00	0.31	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.85	0.85	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.49	0.00	0.49	0.12	0.00	0.36	0.14
Delay/Veh:	0.0	0.0	0.0	47.8	0.0	41.7	0.0	2.0	1.3	0.0	1.6	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.8	0.0	41.7	0.0	2.0	1.3	0.0	1.6	1.3
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	7	1	0	4	1

Note: Queue reported is the number of cars per lane.

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Intersection #8 Olympic Pkwy/135 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0
Optima. Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	3	0	1	0	0	3	0	2
Volume Module:																								
Base Vol:	114	0	118	0	0	0	0	1803	170	0	1427	137												
Growth 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												
Initial Bse:	114	0	118	0	0	0	0	1803	170	0	1427	137												
Added Vol:	0	0	0	0	0	0	0	140	0	0	96	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	114	0	118	0	0	0	0	1943	170	0	1523	137												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00												
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00												
PHF Volume:	124	0	128	0	0	0	0	2112	185	0	1655	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	124	0	128	0	0	0	0	2112	185	0	1655	0												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00												
FinalVolume:	124	0	128	0	0	0	0	2112	185	0	1655	0												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88												
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00												
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344												
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.00	0.08	0.00	0.00	0.00	0.00	0.41	0.11	0.00	0.32	0.00												
Crit Moves:			****					****			****												
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.81	0.00												
Volume/Cap:	0.22	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.14	0.00	0.39	0.00												
Delay/Veh:	36.9	0.0	40.0	0.0	0.0	0.0	0.0	3.1	2.1	0.0	2.7	0.0												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	36.9	0.0	40.0	0.0	0.0	0.0	0.0	3.1	2.1	0.0	2.7	0.0												
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A												
HCM2kAvgQ:	2	0	4	0	0	0	0	8	1	0	5	0												

Note: Queue reported is the number of cars per lane.

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Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.6
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	280	214	116	175	174	198	250	357	212	187	895	208								
Growth 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								
Initial Bse:	280	214	116	175	174	198	250	357	212	187	895	208								
Added Vol:	74	24	13	0	41	18	10	2	128	24	4	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	354	238	129	175	215	216	260	359	340	211	899	208								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	385	259	140	190	234	235	283	390	370	229	977	226								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	385	259	140	190	234	235	283	390	370	229	977	226								
PCE 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								
MLF 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								
FinalVolume:	385	259	140	190	234	235	283	390	370	229	977	226								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85								
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00								
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.05	0.09	0.05	0.05	0.08	0.08	0.08	0.23	0.07	0.19	0.14								
Crit Moves:	****				****				****	****										
Green/Cycle:	0.23	0.19	0.33	0.13	0.09	0.28	0.28	0.48	0.48	0.14	0.43	0.43								
Volume/Cap:	0.48	0.26	0.27	0.41	0.48	0.30	0.44	0.16	0.48	0.48	0.44	0.33								
Delay/Veh:	40.6	41.6	30.2	48.3	52.4	34.4	44.0	17.9	21.9	48.7	24.3	23.1								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	40.6	41.6	30.2	48.3	52.4	34.4	44.0	17.9	21.9	48.7	24.3	23.1								
LOS by Move:	D	D	C	D	D	C	D	B	C	D	C	C								
HCM2kAvgQ:	7	3	4	4	4	4	5	3	9	5	9	5								

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.9
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	68	59	38	170	84	351	376	508	129	45	222	87
Growth 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
Initial Bse:	68	59	38	170	84	351	376	508	129	45	222	87
Added Vol:	0	20	8	0	35	0	0	10	0	14	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	79	46	170	119	351	376	518	129	59	240	87
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	74	86	50	185	129	382	409	563	140	64	261	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	86	50	185	129	382	409	563	140	64	261	95
PCE 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
MLF 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
FinalVolume:	74	86	50	185	129	382	409	563	140	64	261	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.95	0.85	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.40	0.60	2.00	2.00	1.00
Final Sat.:	3502	3268	1634	3502	3610	1615	3502	4028	1003	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.05	0.04	0.24	0.12	0.14	0.14	0.02	0.07	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.32	0.32	0.22	0.49	0.49	0.24	0.27	0.27	0.11	0.15	0.15
Volume/Cap:	0.36	0.08	0.10	0.24	0.07	0.49	0.49	0.51	0.51	0.16	0.49	0.39
Delay/Veh:	55.4	28.5	28.6	38.3	16.5	21.2	39.7	37.0	37.0	48.1	47.6	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	28.5	28.6	38.3	16.5	21.2	39.7	37.0	37.0	48.1	47.6	47.3
LOS by Move:	E	C	C	D	B	C	D	D	D	D	D	D
HCM2kAvgQ:	2	1	1	3	1	9	7	8	8	1	5	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.1
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	75	0	125	356	122	399	299	469	115	74	435	251
Growth 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
Initial Bse:	75	0	125	356	122	399	299	469	115	74	435	251
Added Vol:	0	144	79	128	266	0	0	7	0	93	4	70
NB Volume A:	-73	-100	185	100	-100	0	0	60	-60	261	73	100
Initial Fut:	5	44	389	584	290	399	299	536	55	428	512	421
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	5	48	423	635	315	434	325	583	60	465	557	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	48	423	635	315	434	325	583	60	465	557	458
PCE 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
MLF 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
FinalVolume:	5	48	423	635	315	434	325	583	60	465	557	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.94	0.94	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	3228	331	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.26	0.18	0.06	0.27	0.18	0.18	0.18	0.13	0.15	0.28
Crit Moves:			****	****			****					****
Green/Cycle:	0.09	0.27	0.27	0.18	0.36	0.36	0.18	0.27	0.27	0.20	0.29	0.29
Volume/Cap:	0.03	0.03	0.99	0.99	0.17	0.75	0.99	0.67	0.67	0.67	0.54	0.99
Delay/Veh:	41.3	27.2	76.0	72.3	22.1	33.9	86.1	34.2	34.2	39.4	30.6	73.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	27.2	76.0	72.3	22.1	33.9	86.1	34.2	34.2	39.4	30.6	73.2
LOS by Move:	D	C	E	E	C	C	F	C	C	D	C	E
HCM2kAvgQ:	0	0	19	15	2	13	15	10	10	8	8	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/12SSB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	1	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	140	0	89	0	720	155	0	572	185
Growth 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
Initial Bse:	0	0	0	140	0	89	0	720	155	0	572	185
Added Vol:	0	0	0	21	0	18	0	185	30	0	243	24
NB Volume A:	0	0	0	0	0	0	0	361	0	0	481	0
Initial Fut:	0	0	0	161	0	107	0	1266	185	0	1296	209
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	175	0	116	0	1376	201	0	1409	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	116	0	1376	201	0	1409	227
PCE 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
MLF 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
FinalVolume:	0	0	0	175	0	116	0	1376	201	0	1409	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.60	0.00	1.40	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2776	0	2429	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.00	0.27	0.12	0.00	0.27	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.82	0.82	0.00	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.33	0.00	0.32	0.15	0.00	0.33	0.17
Delay/Veh:	0.0	0.0	0.0	39.4	0.0	38.6	0.0	2.1	1.8	0.0	2.2	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.4	0.0	38.6	0.0	2.1	1.8	0.0	2.2	1.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	3	0	4	1	0	4	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/12SNB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	0	3	0	1
Volume Module:												
Base Vol:	200	0	253	0	0	0	0	782	86	0	550	85
Growth 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
Initial Bse:	200	0	253	0	0	0	0	782	86	0	550	85
Added Vol:	55	0	41	0	0	0	0	196	10	0	212	12
NB Vol Adj.:	0	0	0	0	0	0	0	361	0	0	481	0
Initial Fut:	255	0	294	0	0	0	0	1339	96	0	1243	97
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	277	0	320	0	0	0	0	1455	104	0	1351	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	320	0	0	0	0	1455	104	0	1351	105
PCE 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
MLF 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
FinalVolume:	277	0	320	0	0	0	0	1455	104	0	1351	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.20	0.00	0.00	0.00	0.00	0.28	0.06	0.00	0.26	0.07
Crit Moves:			****					****			****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.57	0.57
Volume/Cap:	0.38	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.11	0.00	0.46	0.11
Delay/Veh:	21.5	0.0	22.9	0.0	0.0	0.0	0.0	13.1	10.0	0.0	12.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	22.9	0.0	0.0	0.0	0.0	13.1	10.0	0.0	12.7	10.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	8	0	0	0	0	10	1	0	5	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	47.3
Optimal Cycle:	106	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	200	178	47	172	114	230	199	307	237	2	143	136
Growth 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
Initial Bse:	200	178	47	172	114	230	199	307	237	2	143	136
Added Vol:	191	98	36	0	169	24	13	5	219	62	9	0
NB Volume A:	131	0	-25	0	-45	45	0	25	231	-40	40	0
Initial Fut:	522	276	58	172	238	299	212	337	687	24	192	136
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	567	300	63	187	259	325	230	366	747	26	209	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	300	63	187	259	325	230	366	747	26	209	148
PCE 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
MLF 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
FinalVolume:	567	300	63	187	259	325	230	366	747	26	209	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.92	0.85	0.85	0.95	0.89	0.89
Lanes:	2.00	2.48	0.52	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.17	0.83
Final Sat.:	3502	4175	877	1805	5187	1615	3502	1623	1623	1805	1982	1404
Capacity Analysis Module:												
Vol/Sat:	0.16	0.07	0.07	0.10	0.05	0.20	0.07	0.23	0.46	0.01	0.11	0.11
Crit Moves:	****					****			****	****		
Green/Cycle:	0.17	0.17	0.17	0.21	0.21	0.21	0.21	0.49	0.49	0.06	0.34	0.34
Volume/Cap:	0.94	0.42	0.42	0.48	0.23	0.94	0.31	0.46	0.94	0.25	0.31	0.31
Delay/Veh:	72.2	44.6	44.6	42.3	39.1	79.8	40.3	20.4	43.3	55.2	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	44.6	44.6	42.3	39.1	79.8	40.3	20.4	43.3	55.2	29.7	29.7
LOS by Move:	E	D	D	D	D	E	D	C	D	E	C	C
HCM2kAvgQ:	15	5	5	5	3	16	4	9	32	1	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.6
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	719	0	611	0	1009	585	556	1180	0
Growth 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
Initial Bse:	0	0	0	719	0	611	0	1009	585	556	1180	0
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	719	0	611	0	1018	585	556	1185	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	782	0	664	0	1107	636	604	1288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	782	0	664	0	1107	636	604	1288	0
PCE 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
MLF 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
FinalVolume:	0	0	0	782	0	664	0	1107	636	604	1288	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3268	1634	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.41	0.00	0.34	0.39	0.17	0.36	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.39	0.39	0.17	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	1.00	0.00	0.87	1.00	1.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	69.6	0.0	38.1	57.6	85.6	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	69.6	0.0	38.1	57.6	85.6	18.5	0.0
LOS by Move:	A	A	A	C	A	E	A	D	E	F	B	A
HCM2kAvgQ:	0	0	0	11	0	31	0	23	33	17	17	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	3 (Y+R 4.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	95	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0	0 2	0	0 0	0 0	1	0 2	0 0	0	0 3	0 2
Volume Module:												
Base Vol:	465	0	425	0	0	0	525	1207	0	0	1274	477
Growth 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
Initial Bse:	465	0	425	0	0	0	525	1207	0	0	1274	477
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	0	425	0	0	0	525	1216	0	0	1279	477
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	505	0	462	0	0	0	571	1322	0	0	1390	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	462	0	0	0	571	1322	0	0	1390	518
PCE 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
MLF 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
FinalVolume:	505	0	462	0	0	0	571	1322	0	0	1390	518
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.16	0.00	0.00	0.00	0.32	0.37	0.00	0.00	0.27	0.18
Crit Moves:	****						****				****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.36	0.66	0.00	0.00	0.30	0.30
Volume/Cap:	0.89	0.00	0.52	0.00	0.00	0.00	0.89	0.56	0.00	0.00	0.89	0.60
Delay/Veh:	54.4	0.0	34.1	0.0	0.0	0.0	50.2	11.3	0.0	0.0	46.3	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	0.0	34.1	0.0	0.0	0.0	50.2	11.3	0.0	0.0	46.3	36.9
LOS by Move:	D	A	C	A	A	A	D	B	A	A	D	D
HCM2kAvgQ:	21	0	8	0	0	0	23	14	0	0	21	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.8
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	980	0	10	0	0	0	0	30	0	0	0	0
Growth 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
Initial Bse:	980	0	10	0	0	0	0	30	0	0	0	0
Added Vol:	9	0	0	0	0	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	989	0	10	0	0	0	0	30	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	1075	0	11	0	0	0	0	33	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1075	0	11	0	0	0	0	33	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1075	0	11	0	0	0	0	33	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1900	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.60	0.00	0.01	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green/Cycle:	0.84	0.00	0.84	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Volume/Cap:	0.71	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Delay/Veh:	4.7	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	0.0	1.3	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	14	0	0	0	0	0	0	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St/La Media

Cycle (sec):	61	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 1	0	1	0 1	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	158	143	284	482	0	0	0	0	177	0	192
Growth 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
Initial Bse:	0	158	143	284	482	0	0	0	0	177	0	192
Added Vol:	0	203	10	23	338	0	0	0	0	0	0	20
NB Volume A:	0	185	-130	33	228	0	0	0	0	-150	0	-193
Initial Fut:	0	546	23	340	1048	0	0	0	0	27	0	39
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	593	25	370	1139	0	0	0	0	29	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	593	25	370	1139	0	0	0	0	29	0	42
PCE 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
MLF 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
FinalVolume:	0	593	25	370	1139	0	0	0	0	29	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	1812	76	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.20	0.60	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.49	0.49	0.31	0.80	0.00	0.00	0.00	0.00	0.05	0.00	0.16
Volume/Cap:	0.00	0.66	0.66	0.66	0.75	0.00	0.00	0.00	0.00	0.10	0.00	0.16
Delay/Veh:	0.0	13.4	13.4	21.3	5.0	0.0	0.0	0.0	0.0	21.8	0.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	13.4	21.3	5.0	0.0	0.0	0.0	0.0	21.8	0.0	22.2
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	10	7	12	0	0	0	0	1	0	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	0	1	0 1	1	0	1 0	0	0	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	23	16	0	0	0	0	10
Growth 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
Initial Bse:	0	0	0	10	0	23	16	0	0	0	0	10
Added Vol:	0	0	0	0	0	522	281	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	545	297	0	0	0	0	10
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	11	0	592	323	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	592	323	0	0	0	0	11
PCE 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
MLF 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
FinalVolume:	0	0	0	11	0	592	323	0	0	0	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.37	0.18	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.55	0.00	0.55	0.27	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.67	0.67	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	10.1	0.0	17.8	36.1	0.0	0.0	0.0	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.1	0.0	17.8	36.1	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	B	A	B	D	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	14	10	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	6 (Y=R=4.0 sec)	Average Delay (sec/veh):	24.1
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1 0	0	1 1	0 1	1	2 0	2 0	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	112	0	51	146	212	0	0	183	120
Growth 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
Initial Bse:	0	0	0	112	0	51	146	212	0	0	183	120
Added Vol:	0	65	0	15	35	401	233	66	0	0	117	28
NB Volume A:	0	0	0	170	0	32	6	-170	0	0	-100	100
Initial Fut:	0	65	0	297	35	484	385	110	0	0	200	248
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	71	0	323	38	526	418	120	0	0	217	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	71	0	323	38	526	418	120	0	0	217	270
PCE 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
MLF 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
FinalVolume:	0	71	0	323	38	526	418	120	0	0	217	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.85	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	1.79	0.21	2.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	2889	340	3230	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.11	0.11	0.16	0.12	0.03	0.00	0.00	0.04	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.11	0.00	0.28	0.39	0.39	0.30	0.54	0.00	0.00	0.24	0.24
Volume/Cap:	0.00	0.33	0.00	0.40	0.28	0.41	0.40	0.06	0.00	0.00	0.18	0.40
Delay/Veh:	0.0	37.9	0.0	26.3	18.7	19.9	25.2	9.8	0.0	0.0	27.3	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.9	0.0	26.3	18.7	19.9	25.2	9.8	0.0	0.0	27.3	29.2
LOS by Move:	A	D	A	C	B	B	C	A	A	A	C	C
HCM2kAvgQ:	0	2	0	4	4	6	5	1	0	0	2	4

Note: Queue reported is the number of cars per lane.

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APPENDIX I
2025 Conditions HCM Worksheets

2025 am - NO BRIDGES Wed Oct 12, 2011 16:29:30 Page 1-1

OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Scenario Report

Scenario:	2025 am - NO BRIDGES
Command:	2025 am - NO BRIDGES
Volume:	2025 AM BASELINE
Geometry:	No Main - No Bridges (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2025 am
Trip Distribution:	2025
Paths:	NO Main - NO Bridges
Routes:	Default Route
Configuration:	2025 AM - NO BRIDGES

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2025 am - NO BRIDGES Wed Oct 12, 2011 16:29:31 Page 2-1

OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	42.9	0.876	D	43.3	0.888	+ 0.356 D/V
# 2 Olympic Pkwy/805 NBR	D	41.0	0.858	D	43.5	0.933	+ 2.483 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	29.8	0.649	C	30.0	0.688	+ 0.224 D/V
# 4 Olympic/Santa Victoria	C	20.4	0.855	C	26.6	0.934	+ 6.157 D/V
# 5 Olympic Pkwy/Heritage Rd	D	36.7	0.797	D	37.8	0.838	+ 1.140 D/V
# 6 Olympic Pkwy/La Media Rd	D	42.8	0.856	D	45.7	0.903	- 2.849 D/V
# 7 Olympic Pkwy/125 SB	A	5.8	0.354	A	5.4	0.402	-0.468 D/V
# 8 Olympic Pwky/125 NB	A	4.5	0.378	A	4.1	0.423	-0.439 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	32.6	0.449	C	34.9	0.591	+ 2.249 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.9	0.604	D	36.9	0.627	+ 0.006 D/V
# 11 Heritage/Santa Victoria	C	33.1	0.622	D	37.5	0.766	+ 4.426 D/V
# 12 Birch Rd/La Media Rd	E	61.4	1.082	F	234.6	1.848	+173.376 D/V
# 13 Birch Rd/125SB	B	10.2	0.533	B	10.6	0.752	+ 0.398 D/V
# 14 Birch Rd/125NB	C	20.3	0.702	D	46.7	1.036	+26.399 D/V
# 15 Birch Rd/Eastlake Pkwy	D	40.1	0.762	F	443.0	2.283	+402.687 D/V
# 16 Main / 805 SBR	C	32.2	0.830	C	32.6	0.841	+ 0.460 D/V
# 17 Main / 805 NBR	D	38.5	0.937	D	39.0	0.943	+ 0.487 D/V
# 18 Main / Heritage S	C	20.7	0.705	C	21.2	0.721	+ 0.472 D/V
# 20 Main SL/Magdalena	B	18.4	0.122	C	26.2	0.583	+ 7.795 D/V
# 26 Main-Hunte/Eastlake Pkwy	C	21.9	0.397	F	274.4	1.727	+252.533 D/V

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CLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	78	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	474	0	539	0	1044	379	580	610	0
Growth 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
Initial Bse:	0	0	0	474	0	539	0	1044	379	580	610	0
Added Vol:	0	0	0	101	0	0	0	22	0	16	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	575	0	539	0	1066	379	596	638	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	625	0	586	0	1159	412	648	693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	625	0	586	0	1159	412	648	693	0
PCE 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
MLF 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
FinalVolume:	0	0	0	625	0	586	0	1159	412	648	693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3610	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.36	0.00	0.32	0.26	0.19	0.19	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.36	0.36	0.21	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.89	0.00	0.89	0.71	0.89	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	29.8	0.0	52.3	0.0	49.8	42.2	65.6	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.8	0.0	52.3	0.0	49.8	42.2	65.6	16.1	0.0
LOS by Move:	A	A	A	C	A	D	A	D	D	E	B	A
HCM2kAvgQ:	0	0	0	9	0	26	0	27	16	17	8	0

Note: Queue reported is the number of cars per lane.

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CLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.5
Optimal Cycle:	117	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	436	0	691	0	0	0	708	873	0	0	983	760
Growth 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
Initial Bse:	436	0	691	0	0	0	708	873	0	0	983	760
Added Vol:	0	0	14	0	0	0	0	122	0	0	44	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	0	705	0	0	0	708	995	0	0	1027	887
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	474	0	766	0	0	0	770	1082	0	0	1116	964
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	0	766	0	0	0	770	1082	0	0	1116	964
PCE 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
MLF 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
FinalVolume:	474	0	766	0	0	0	770	1082	0	0	1116	964
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.88	0.88
Lanes:	1.38	0.00	1.62	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.61	1.39
Final Sat.:	2537	0	2735	0	0	0	3502	3610	0	0	2705	2336
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.28	0.00	0.00	0.00	0.22	0.30	0.00	0.00	0.41	0.41
Crit Moves:			****				****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.24	0.68	0.00	0.00	0.44	0.44
Volume/Cap:	0.68	0.00	0.93	0.00	0.00	0.00	0.93	0.44	0.00	0.00	0.93	0.93
Delay/Veh:	44.0	0.0	59.6	0.0	0.0	0.0	69.6	10.5	0.0	0.0	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	0.0	59.6	0.0	0.0	0.0	69.6	10.5	0.0	0.0	44.9	44.9
LOS by Move:	D	A	E	A	A	A	E	B	A	A	D	D
HCM2kAvgQ:	14	0	24	0	0	0	21	11	0	0	34	34

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.0
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	53	125	140	206	374	220	150	741	133	160	1247	180
Growth 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
Initial Bse:	53	125	140	206	374	220	150	741	133	160	1247	180
Added Vol:	0	0	14	15	0	0	0	136	0	16	171	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	125	154	221	374	220	150	877	133	176	1418	204
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	58	139	167	240	407	239	163	953	145	191	1541	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	139	167	240	407	239	163	953	145	191	1541	222
PCE 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
MLF 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
FinalVolume:	58	139	167	240	407	239	163	953	145	191	1541	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	3.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4414	669	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.10	0.13	0.21	0.15	0.09	0.22	0.22	0.11	0.30	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.16	0.16	0.21	0.30	0.30	0.13	0.37	0.37	0.18	0.42	0.42
Volume/Cap:	0.46	0.45	0.64	0.64	0.71	0.49	0.71	0.59	0.59	0.59	0.71	0.33
Delay/Veh:	47.3	38.8	44.1	39.6	35.0	29.3	51.5	26.0	26.0	40.4	25.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	38.8	44.1	39.6	35.0	29.3	51.5	26.0	26.0	40.4	25.0	19.8
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	B
HCM2kAvgQ:	2	4	6	8	12	6	6	10	10	6	15	5

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.6
Optimal Cycle:	127	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	179	0	132	0	0	0	0	2170	420	414	2699	0
Growth 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
Initial Bse:	179	0	132	0	0	0	0	2170	420	414	2699	0
Added Vol:	92	0	0	0	0	0	0	94	71	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	0	132	0	0	0	0	2264	491	414	2817	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	295	0	143	0	0	0	0	2461	534	450	3062	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	0	143	0	0	0	0	2461	534	450	3062	0
PCE 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
MLF 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
FinalVolume:	295	0	143	0	0	0	0	2461	534	450	3062	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.09	0.00	0.00	0.00	0.00	0.47	0.33	0.25	0.59	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.51	0.51	0.27	0.78	0.00
Volume/Cap:	0.93	0.00	0.51	0.00	0.00	0.00	0.00	0.93	0.65	0.93	0.76	0.00
Delay/Veh:	82.5	0.0	46.4	0.0	0.0	0.0	0.0	34.6	23.5	68.3	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	0.0	46.4	0.0	0.0	0.0	0.0	34.6	23.5	68.3	8.3	0.0
LOS by Move:	F	A	D	A	A	A	A	C	C	E	A	A
HCM2kAvgQ:	15	0	5	0	0	0	0	35	15	20	24	0

Note: Queue reported is the number of cars per lane.

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2025 am - NO BRIDGES Wed Oct 12, 2011 16:29:31 Page 7-1

OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	8 (Y=R.4.0 sec)	Average Delay (sec/veh):	37.8
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	150	1020	165	95	1450	150	250	987	180	350	1507	397
Growth 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
Initial Bse:	150	1020	165	95	1450	150	250	987	180	350	1507	397
Added Vol:	0	83	0	80	65	0	0	94	0	0	118	107
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1103	165	175	1515	150	250	1081	180	350	1625	504
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
PCE 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
MLF 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
FinalVolume:	163	1199	179	190	1647	163	272	1175	196	380	1766	548
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.11	0.05	0.32	0.10	0.08	0.23	0.07	0.11	0.34	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.35	0.35	0.06	0.38	0.38	0.09	0.34	0.34	0.16	0.41	0.41
Volume/Cap:	0.80	0.66	0.32	0.62	0.84	0.27	0.84	0.67	0.20	0.67	0.84	0.48
Delay/Veh:	75.2	34.1	29.0	56.6	37.5	26.1	71.2	35.2	28.5	50.6	35.4	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	34.1	29.0	56.6	37.5	26.1	71.2	35.2	28.5	50.6	35.4	26.6
LOS by Move:	E	C	C	E	D	C	E	D	C	D	D	C
HCM2kAvgQ:	5	14	5	5	22	4	7	14	3	8	24	9

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	45.7
Optimal Cycle:	110	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	614	527	478	217	631	409	328	890	682	333	1470	191
Growth 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
Initial Bse:	614	527	478	217	631	409	328	890	682	333	1470	191
Added Vol:	76	231	0	42	140	0	0	125	45	0	149	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	690	758	478	259	771	409	328	1015	731	333	1619	239
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	750	791	520	282	838	445	357	1103	795	362	1760	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	791	520	282	838	445	357	1103	795	362	1760	260
PCE 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
MLF 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
FinalVolume:	750	791	520	282	838	445	357	1103	795	362	1760	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.32	0.08	0.16	0.16	0.10	0.21	0.28	0.10	0.34	0.16
Crit Moves:			****	****			****				****	
Green/Cycle:	0.25	0.36	0.36	0.09	0.19	0.19	0.11	0.36	0.36	0.13	0.38	0.38
Volume/Cap:	0.84	0.43	0.90	0.90	0.84	0.82	0.90	0.60	0.78	0.78	0.90	0.43
Delay/Veh:	50.0	29.5	54.3	82.0	53.5	55.9	76.0	32.1	38.6	59.0	41.8	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	29.5	54.3	82.0	53.5	55.9	76.0	32.1	38.6	59.0	41.8	28.4
LOS by Move:	D	C	D	F	D	E	E	C	D	E	D	C
HCM2kAvgQ:	16	8	22	8	13	11	10	12	16	9	26	7

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.4
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	0	1! 0	1	0	0 3	0	1	0 0 3 0 1
Volume Module:												
Base Vol:	0	0	0	205	0	115	0	1406	99	0	1387	146
Growth 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
Initial Bse:	0	0	0	205	0	115	0	1406	99	0	1387	146
Added Vol:	0	0	0	0	0	0	0	204	0	0	206	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	205	0	115	0	1610	99	0	1593	146
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	223	0	125	0	1750	108	0	1732	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	125	0	1750	108	0	1732	159
PCE 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
MLF 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
FinalVolume:	0	0	0	223	0	125	0	1750	108	0	1732	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.64	0.00	1.36	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2857	0	2368	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.00	0.34	0.07	0.00	0.33	0.10
Crit Moves:						****			****			****
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.40	0.00	0.40	0.08	0.00	0.40	0.12
Delay/Veh:	0.0	0.0	0.0	42.6	0.0	40.1	0.0	2.0	1.4	0.0	2.0	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.6	0.0	40.1	0.0	2.0	1.4	0.0	2.0	1.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	3	0	5	1	0	5	1

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	3 (Y=R.4.0 sec)	Average Delay (sec/veh):	4.1
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0 0	1	0	0 0 0	0	0	3 0	1	0	0 3 0 2
Volume Module:												
Base Vol:	75	0	92	0	0	0	0	1074	448	0	1456	492
Growth 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
Initial Bse:	75	0	92	0	0	0	0	1074	448	0	1456	492
Added Vol:	0	0	0	0	0	0	0	204	0	0	206	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	0	92	0	0	0	0	1278	448	0	1662	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	82	0	100	0	0	0	0	1389	487	0	1807	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	100	0	0	0	0	1389	487	0	1807	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	82	0	100	0	0	0	0	1389	487	0	1807	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.27	0.30	0.00	0.35	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.82	0.00
Volume/Cap:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.33	0.37	0.00	0.42	0.00
Delay/Veh:	37.4	0.0	40.1	0.0	0.0	0.0	0.0	2.2	2.4	0.0	2.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	0.0	40.1	0.0	0.0	0.0	0.0	2.2	2.4	0.0	2.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	4	4	0	6	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.9
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	298	215	126	206	215	246	281	365	253	215	927	222
Growth 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
Initial Bse:	298	215	126	206	215	246	281	365	253	215	927	222
Added Vol:	173	80	31	0	70	23	35	16	152	20	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	295	157	206	285	269	316	381	405	235	938	222
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	512	321	171	224	310	292	343	414	440	255	1020	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	321	171	224	310	292	343	414	440	255	1020	241
PCE 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
MLF 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
FinalVolume:	512	321	171	224	310	292	343	414	440	255	1020	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2642	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.11	0.06	0.06	0.11	0.10	0.08	0.27	0.07	0.20	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.20	0.32	0.15	0.10	0.30	0.19	0.46	0.46	0.12	0.39	0.39
Volume/Cap:	0.59	0.31	0.33	0.42	0.59	0.35	0.50	0.17	0.59	0.59	0.50	0.38
Delay/Veh:	40.9	41.4	31.3	46.7	53.4	33.4	43.7	19.0	25.2	51.9	28.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	41.4	31.3	46.7	53.4	33.4	43.7	19.0	25.2	51.9	28.0	26.6
LOS by Move:	D	D	C	D	D	C	D	B	C	D	C	C
HCM2kAvgQ:	9	4	5	4	5	5	6	3	12	5	10	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.9
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	1	0	2	0	2	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	131	151	62	150	207	452	257	306	219	159	461	173
Growth 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
Initial Bse:	131	151	62	150	207	452	257	306	219	159	461	173
Added Vol:	0	64	32	0	56	15	24	24	0	28	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	215	94	150	263	467	281	330	219	187	476	173
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	142	234	102	163	286	508	305	359	238	203	517	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	234	102	163	286	508	305	359	238	203	517	188
PCE 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
MLF 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
FinalVolume:	142	234	102	163	286	508	305	359	238	203	517	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.95	0.85	0.92	0.86	0.86	0.92	0.95	0.85
Lanes:	2.00	2.09	0.91	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3443	1505	3502	3610	1615	3502	3251	1625	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.05	0.08	0.31	0.09	0.11	0.15	0.06	0.14	0.12
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.33	0.33	0.23	0.50	0.50	0.14	0.26	0.26	0.10	0.23	0.23
Volume/Cap:	0.63	0.20	0.20	0.20	0.16	0.63	0.63	0.42	0.56	0.55	0.63	0.51
Delay/Veh:	60.2	28.7	28.7	37.1	16.3	23.4	51.3	36.9	38.9	52.9	43.2	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	28.7	28.7	37.1	16.3	23.4	51.3	36.9	38.9	52.9	43.2	41.6
LOS by Move:	E	C	C	D	B	C	D	D	D	D	D	D
HCM2kAvgQ:	4	3	3	3	3	14	6	6	9	4	10	6

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.5
Optimal Cycle:	60	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	107	83	84	231	245	10	76	528	153	250	588	19
Growth 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
Initial Bse:	107	83	84	231	245	10	76	528	153	250	588	19
Added Vol:	0	0	45	65	0	0	0	71	0	71	92	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	83	129	296	245	10	76	599	153	321	680	93
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	116	90	140	322	266	0	83	651	166	349	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	90	140	322	266	0	83	651	166	349	739	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	116	90	140	322	266	0	83	651	166	349	739	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	3800	1615	1805	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.09	0.09	0.05	0.00	0.05	0.34	0.10	0.19	0.39	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.11	0.11	0.12	0.14	0.00	0.09	0.45	0.45	0.25	0.61	0.00
Volume/Cap:	0.35	0.15	0.77	0.77	0.37	0.00	0.50	0.77	0.23	0.77	0.64	0.00
Delay/Veh:	51.3	48.1	69.1	69.4	47.4	0.0	54.3	32.1	20.6	49.2	16.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	48.1	69.1	69.4	47.4	0.0	54.3	32.1	20.6	49.2	16.2	0.0
LOS by Move:	D	D	E	E	D	A	D	C	C	D	B	A
HCV2kAvgQ:	2	1	7	8	4	0	4	21	4	13	17	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.848
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	234.8
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	82	255	405	504	339	449	361	915	93	365	629	519
Growth 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
Initial Bse:	82	255	405	504	339	449	361	915	93	365	629	519
Added Vol:	135	206	191	67	132	0	0	109	87	186	127	72
NB Vol Adj:	-82	-165	320	206	-206	0	298	-198	0	150	82	165
Initial Fut:	135	306	916	767	265	449	659	826	180	701	838	756
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	147	333	996	834	288	488	608	898	196	762	911	822
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	333	996	834	288	488	608	898	196	762	911	822
PCE 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
MLF 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
FinalVolume:	147	333	996	834	288	488	608	898	196	762	911	822
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.92	0.92	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.64	0.36	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2884	628	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.62	0.24	0.06	0.30	0.34	0.31	0.31	0.22	0.25	0.51
Crit Moves:			****	****			****					****
Green/Cycle:	0.10	0.33	0.33	0.13	0.36	0.36	0.18	0.27	0.27	0.19	0.28	0.28
Volume/Cap:	0.83	0.19	1.85	1.85	0.15	0.83	1.85	1.16	1.16	1.16	0.92	1.85
Delay/Veh:	70.9	23.8	422.0	433.6	21.4	38.5	434.0	119	118.8	127.2	47.9	426.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	23.8	422.0	433.6	21.4	38.5	434.0	119	118.8	127.2	47.9	426.4
LOS by Move:	E	C	F	F	C	D	F	F	F	F	D	F
HCV2kAvgQ:	7	3	87	39	2	16	54	31	31	22	18	72

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	0	1	0 1	0	0	3 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	234	0	366	0	1252	401	0	1324	550
Growth 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
Initial Bse:	0	0	0	234	0	366	0	1252	401	0	1324	550
Added Vol:	0	0	0	42	0	53	0	700	82	0	620	176
NB Vol Adj:	0	0	0	0	0	0	0	724	0	0	597	0
Initial Fut:	0	0	0	276	0	421	0	2676	483	0	2541	726
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	300	0	458	0	2909	525	0	2762	789
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	458	0	2909	525	0	2762	789
PCE 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
MLF 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
FinalVolume:	0	0	0	300	0	458	0	2909	525	0	2762	789
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.40	0.00	1.60	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2365	0	2718	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.17	0.00	0.56	0.33	0.00	0.53	0.49
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.75	0.75	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.75	0.00	0.75	0.44	0.00	0.71	0.65
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	39.4	0.0	8.2	5.0	0.0	7.5	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.1	0.0	39.4	0.0	8.2	5.0	0.0	7.5	7.6
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	10	0	20	6	0	18	13

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.036
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.7
Optimal Cycle:	150	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 0	1	0	0 0	0	0	3 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	565	0	522	0	0	0	0	1225	276	0	1279	490
Growth 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
Initial Bse:	565	0	522	0	0	0	0	1225	276	0	1279	490
Added Vol:	53	0	155	0	0	0	0	660	82	0	743	48
NB Vol Adj:	0	0	0	0	0	0	0	724	0	0	597	0
Initial Fut:	618	0	677	0	0	0	0	2609	358	0	2619	538
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	672	0	736	0	0	0	0	2836	389	0	2847	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	0	736	0	0	0	0	2836	389	0	2847	585
PCE 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
MLF 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
FinalVolume:	672	0	736	0	0	0	0	2836	389	0	2847	585
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.46	0.00	0.00	0.00	0.00	0.55	0.24	0.00	0.55	0.36
Crit Moves:			****					****			****	
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.53	0.53	0.00	0.53	0.53
Volume/Cap:	0.85	0.00	1.04	0.00	0.00	0.00	0.00	1.03	0.45	0.00	1.04	0.68
Delay/Veh:	33.3	0.0	71.3	0.0	0.0	0.0	0.0	49.4	14.9	0.0	50.7	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	0.0	71.3	0.0	0.0	0.0	0.0	49.4	14.9	0.0	50.7	19.6
LOS by Move:	C	A	E	A	A	A	A	D	B	A	D	B
HCM2kAvgQ:	21	0	32	0	0	0	0	42	8	0	43	14

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	2.283
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	443.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0 2	1	0	1	0 3	0	1	2	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	606	225	38		123	272	271		188	181	469		40	381	83	
Growth 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	
Initial Bse:	606	225	38		123	272	271		188	181	469		40	381	83	
Added Vol:	764	253	80		0	222	20		31	12	772		70	8	0	
NB Vol Adj:	432	-51	0		0	-50	50		0	51	598		0	0	0	
Initial Fut:	1802	427	118		123	444	341		219	244	1839		110	389	83	
User 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	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	1959	464	128		134	483	371		238	265	1999		120	423	90	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1959	464	128		134	483	371		238	265	1999		120	423	90	
PCE 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	
MLF 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	
FinalVolume:	1959	464	128		134	483	371		238	265	1999		120	423	90	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1500		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.88	0.88		0.95	0.91	0.85		0.92	0.82	0.82		0.95	0.93	0.93	
Lanes:	2.00	2.35	0.65		1.00	3.00	1.00		2.00	1.00	1.00		1.00	1.65	0.35	
Final Sat.:	3502	3930	1086		1805	5187	1615		3502	1567	1567		1805	2898	618	
Capacity Analysis Module:																
Vol/Sat:	0.56	0.12	0.12		0.07	0.09	0.23		0.07	0.17	1.28		0.07	0.15	0.15	
Crit Moves:	****						****				****		****			
Green/Cycle:	0.24	0.21	0.21		0.13	0.10	0.10		0.19	0.54	0.54		0.06	0.41	0.41	
Volume/Cap:	2.36	0.57	0.57		0.57	0.96	2.36		0.36	0.31	2.36		1.14	0.36	0.36	
Delay/Veh:	661.4	43.7	43.7		52.7	83.2	685.3		42.5	15.3	642.6		185.3	24.7	24.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	661.4	43.7	43.7		52.7	83.2	685.3		42.5	15.3	642.6		185.3	24.7	24.7	
LOS by Move:	F	D	D		D	F	F		D	B	F		F	C	C	
HCM2kAvgQ:	108	8	8		5	10	41		4	6	223		9	7	7	

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 835 SBR

Cycle (sec):	110	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.6
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0	0 0	0	0	1	1 0	0	1	0	0 2	1	0	2	0 2	0	0
Volume Module:																
Base Vol:	0	0	0		600	0	508		0	945	322		610	747	0	
Growth 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	
Initial Bse:	0	0	0		600	0	508		0	945	322		610	747	0	
Added Vol:	0	0	0		0	0	0		0	15	0		24	24	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		600	0	508		0	960	322		634	771	0	
User 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	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		652	0	552		0	1043	350		689	838	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		652	0	552		0	1043	350		689	838	0	
PCE 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	
MLF 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	
FinalVolume:	0	0	0		652	0	552		0	1043	350		689	838	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.95	1.00	0.85		1.00	0.88	0.88		0.92	0.95	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		0.00	2.25	0.75		2.00	2.00	0.00	
Final Sat.:	0	0	0		3618	0	1615		0	3797	1253		3502	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.18	0.00	0.34		0.00	0.28	0.28		0.20	0.23	0.00	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.41	0.00	0.41		0.00	0.33	0.33		0.23	0.57	0.00	
Volume/Cap:	0.00	0.00	0.00		0.44	0.00	0.84		0.00	0.84	0.84		0.84	0.41	0.00	
Delay/Veh:	0.0	0.0	0.0		23.8	0.0	39.0		0.0	38.1	38.1		48.0	13.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		23.8	0.0	39.0		0.0	38.1	38.1		48.0	13.6	0.0	
LOS by Move:	A	A	A		C	A	D		A	D	D		D	B	A	
HCM2kAvgQ:	0	0	0		8	0	19		0	16	16		14	8	0	

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.0
Optimal Cycle:	127	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0	0 2	0	0 0	0 0	1	0 2	0 0	0	0 3	0 2
Volume Module:												
Base Vol:	378	0	710	0	0	0	457	1048	0	0	978	960
Growth 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
Initial Bse:	378	0	710	0	0	0	457	1048	0	0	978	960
Added Vol:	0	0	15	0	0	0	0	15	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	0	725	0	0	0	457	1063	0	0	1025	960
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	411	0	788	0	0	0	497	1155	0	0	1114	1043
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	0	788	0	0	0	497	1155	0	0	1114	1043
PCE 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
MLF 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
FinalVolume:	411	0	788	0	0	0	497	1155	0	0	1114	1043
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.28	0.00	0.00	0.00	0.28	0.32	0.00	0.00	0.21	0.37
Crit Moves:			****				****					****
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.29	0.68	0.00	0.00	0.39	0.39
Volume/Cap:	0.77	0.00	0.94	0.00	0.00	0.00	0.94	0.47	0.00	0.00	0.55	0.94
Delay/Veh:	45.6	0.0	60.1	0.0	0.0	0.0	67.2	9.1	0.0	0.0	26.8	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	0.0	60.1	0.0	0.0	0.0	67.2	9.1	0.0	0.0	26.8	50.7
LOS by Move:	D	A	E	A	A	A	E	A	A	A	C	D
HCM2kAvgQ:	15	0	21	0	0	0	22	10	0	0	12	26

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	402	1135	0	0	1680	300	600	0	518	0	0	0
Growth 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
Initial Bse:	402	1135	0	0	1680	300	600	0	518	0	0	0
Added Vol:	0	15	0	0	24	47	30	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	1150	0	0	1704	347	630	0	518	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	437	1250	0	0	1852	377	685	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1250	0	0	1852	377	685	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	437	1250	0	0	1852	377	685	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.88	0.97	0.91	0.85	0.92	0.91	0.85	0.97	0.91	1.00
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	3344	3686	5187	1615	3502	5187	3344	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.00	0.00	0.36	0.23	0.20	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.67	0.00	0.00	0.50	0.50	0.27	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.72	0.36	0.00	0.00	0.72	0.47	0.72	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	43.3	7.3	0.0	0.0	20.8	17.0	35.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	7.3	0.0	0.0	20.8	17.0	35.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	B	D	A	A	A	A	A
HCM2kAvgQ:	8	6	0	0	17	8	11	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	1	0	0	1	2	0	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	10	0	121	79	0	0	0	0	10
Growth 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
Initial Bse:	0	0	0	10	0	121	79	0	0	0	0	10
Added Vol:	0	0	0	0	0	367	570	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	488	649	0	0	0	0	10
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	11	0	530	705	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	530	705	0	0	0	0	11
PCE 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
MLF 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
FinalVolume:	0	0	0	11	0	530	705	0	0	0	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	3502	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.33	0.20	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.51	0.00	0.51	0.31	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.65	0.65	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	19.8	31.0	0.0	0.0	0.0	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	0.0	19.8	31.0	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	B	A	B	C	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	13	10	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	1.727
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	274.4
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1	0	0	2	0	2	0	1	2	0	2	0	0	2	0	3	0	2
Volume Module:												
Base Vol:	0	0	0	394	0	157	196	51	0	0	30	489
Growth 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
Initial Bse:	0	0	0	394	0	157	196	51	0	0	30	489
Added Vol:	0	38	0	176	59	830	946	337	0	0	295	113
NB Vol Adj:	0	0	0	200	0	348	231	-200	0	0	-150	150
Initial Fut:	0	38	0	770	59	1335	1373	188	0	0	175	752
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	41	0	837	64	1451	1492	204	0	0	190	817
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	41	0	837	64	1451	1492	204	0	0	190	817
PCE 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
MLF 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
FinalVolume:	0	41	0	837	64	1451	1492	204	0	0	190	817
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.95	0.85	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.24	0.02	0.90	0.43	0.06	0.00	0.00	0.04	0.29
Crit Moves:	****					****	****					****
Green/Cycle:	0.00	0.17	0.00	0.36	0.52	0.52	0.25	0.41	0.00	0.00	0.17	0.17
Volume/Cap:	0.00	0.13	0.00	0.67	0.03	1.73	1.73	0.14	0.00	0.00	0.22	1.73
Delay/Veh:	0.0	32.3	0.0	26.1	10.6	353.9	366.1	16.5	0.0	0.0	32.6	373.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.3	0.0	26.1	10.6	353.9	366.1	16.5	0.0	0.0	32.6	373.6
LOS by Move:	A	C	A	C	B	F	F	B	A	A	C	F
HCM2kAvgQ:	0	1	0	11	0	115	62	2	0	0	2	38

Note: Queue reported is the number of cars per lane.

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2025 pm - NO BRIDGES Wed Oct 12, 2011 16:30:17 Page 1-1

CLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Scenario Report

Scenario: 2025 pm - NO BRIDGES

Command: 2025 PM - NO BRIDGES
Volume: 2025 PM BASELINE
Geometry: No Main - No Bridges (2025)
Impact Fee: Default Impact Fee
Trip Generation: +2025 pm
Trip Distribution: 2025
Paths: NO Main - NO Bridges
Routes: Default Route
Configuration: 2025 PM NO BRIDGES

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2025 pm - NO BRIDGES Wed Oct 12, 2011 16:30:18 Page 2-1

CLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Olympic Ave/805 SBR	D	45.6	0.910	D	46.2	0.924	+ 0.594 D/V
# 2 Olympic Pkwy/805 NBR	C	34.0	0.787	C	34.3	0.807	+ 0.247 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	35.1	0.774	D	36.5	0.825	+ 1.629 D/V
# 4 Olympic/Santa Victoria	C	29.8	0.955	D	37.8	1.057	+ 7.964 D/V
# 5 Olympic Pkwy/Heritage Rd	D	43.2	0.981	D	52.5	0.966	+ 7.267 D/V
# 6 Olympic Pkwy/La Media Rd	D	43.9	0.929	D	47.9	0.981	+ 4.002 D/V
# 7 Olympic Pkwy/125 SB	A	5.1	0.474	A	5.8	0.520	0.276 D/V
# 8 Olympic Pwky/125 NB	A	5.2	0.468	A	4.9	0.514	-0.363 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	D	35.5	0.514	D	36.8	0.759	+ 0.321 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	36.4	0.567	D	36.6	0.603	+ 0.252 D/V
# 11 Heritage/Santa Victoria	D	36.8	0.485	D	39.5	0.635	+ 2.694 D/V
# 12 Birch Rd/La Media Rd	E	68.2	1.100	F	190.5	1.596	+122.296 D/V
# 13 Birch Rd/125SB	B	10.2	0.526	B	11.4	0.805	+ 1.187 D/V
# 14 Birch Rd/125NB	B	18.3	0.702	D	46.1	1.076	+27.774 D/V
# 15 Birch Rd/Eastlake Pkwy	D	39.4	0.762	F	454.3	2.253	+415.022 D/V
# 16 Main / 805 SBR	D	51.2	1.066	D	53.0	1.071	+ 1.794 D/V
# 17 Main / 805 NBR	D	46.3	0.970	D	48.3	0.978	+ 2.002 D/V
# 18 Main / Heritage S	B	15.5	0.703	B	16.5	0.753	+ 1.023 D/V
# 20 Main St/Magdalena	B	19.3	0.174	D	41.4	0.834	+22.010 D/V
# 23 Main-Hunte/Eastlake Pkwy	C	25.8	0.240	F	242.8	1.636	+216.083 D/V

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OLC Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.2
Optimal Cycle:	107	Level Of Service:	D

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1	1 0	0 1	0	0 2	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	691	0	586	0	827	293	580	610	0
Growth 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
Initial Bse:	0	0	0	691	0	586	0	827	293	580	610	0
Added Vol:	0	0	0	140	0	0	0	31	0	14	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	831	0	586	0	858	293	594	632	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	903	0	746	0	933	318	646	687	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	903	0	746	0	933	318	646	687	0
PCE 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
MLF 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
FinalVolume:	0	0	0	903	0	746	0	933	318	646	687	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.46	0.00	0.26	0.20	0.18	0.19	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.28	0.28	0.20	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.92	0.00	0.92	0.71	0.92	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	23.6	0.0	48.8	0.0	52.6	50.3	73.1	23.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.6	0.0	48.8	0.0	52.6	50.3	73.1	23.6	0.0
LOS by Move:	A	A	A	C	A	D	A	E	D	E	C	A
HCM2kAvgQ:	0	0	0	13	0	34	0	24	13	18	10	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	1	0	0 0	0 0	2	0 2	0 0	0	0 1	1 1
Volume Module:												
Base Vol:	538	0	704	0	0	0	437	1091	0	0	1113	339
Growth 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
Initial Bse:	538	0	704	0	0	0	437	1091	0	0	1113	339
Added Vol:	0	0	16	0	0	0	0	171	0	0	36	103
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	538	0	720	0	0	0	437	1262	0	0	1149	442
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	585	0	783	0	0	0	475	1372	0	0	1249	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	0	783	0	0	0	475	1372	0	0	1249	480
PCE 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
MLF 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
FinalVolume:	585	0	783	0	0	0	475	1372	0	0	1249	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2427	0	2673	0	0	0	3502	3610	0	0	3458	1729
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.29	0.00	0.00	0.00	0.14	0.38	0.00	0.00	0.36	0.28
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.17	0.62	0.00	0.00	0.45	0.45
Volume/Cap:	0.66	0.00	0.81	0.00	0.00	0.00	0.81	0.62	0.00	0.00	0.81	0.62
Delay/Veh:	36.3	0.0	43.1	0.0	0.0	0.0	64.1	17.2	0.0	0.0	35.8	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	0.0	43.1	0.0	0.0	0.0	64.1	17.2	0.0	0.0	35.8	30.0
LOS by Move:	D	A	D	A	A	A	E	B	A	A	D	C
HCM2kAvgQ:	15	0	21	0	0	0	12	19	0	0	26	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.8
Optimal Cycle:	71	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	70	275	150	298	246	288	310	960	206	100	900	160
Growth 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
Initial Bse:	70	275	150	298	246	288	310	960	206	100	900	160
Added Vol:	0	0	16	29	0	0	0	188	0	14	139	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	275	166	327	246	288	310	1148	206	114	1039	178
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	76	299	180	355	267	313	337	1248	224	124	1129	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	299	180	355	267	313	337	1248	224	124	1129	193
PCE 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
MLF 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
FinalVolume:	76	299	180	355	267	313	337	1248	224	124	1129	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.54	0.46	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4297	771	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.11	0.20	0.14	0.19	0.19	0.29	0.29	0.07	0.22	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.19	0.19	0.24	0.32	0.32	0.23	0.40	0.40	0.10	0.26	0.26
Volume/Cap:	0.37	0.82	0.59	0.82	0.45	0.61	0.82	0.73	0.72	0.72	0.82	0.45
Delay/Veh:	42.1	53.1	39.8	48.3	27.8	31.3	49.6	27.2	27.2	57.8	38.8	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	53.1	39.8	48.3	27.8	31.3	49.6	27.2	27.2	57.8	38.8	31.5
LOS by Move:	D	D	D	D	C	C	D	C	C	E	D	C
HCM2kAvgQ:	3	11	6	13	7	9	12	15	15	5	14	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.8
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	0 1	1	0 3	0 0
Volume Module:												
Base Vol:	263	0	262	0	0	0	0	2276	755	372	2491	0
Growth 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
Initial Bse:	263	0	262	0	0	0	0	2276	755	372	2491	0
Added Vol:	74	0	0	0	0	0	0	130	103	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	0	262	0	0	0	0	2406	858	372	2587	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	366	0	285	0	0	0	0	2615	933	404	2812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	0	285	0	0	0	0	2615	933	404	2812	0
PCE 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
MLF 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
FinalVolume:	366	0	285	0	0	0	0	2615	933	404	2812	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.18	0.00	0.00	0.00	0.00	0.50	0.58	0.22	0.54	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.55	0.55	0.21	0.76	0.00
Volume/Cap:	1.06	0.00	0.92	0.00	0.00	0.00	0.00	0.92	1.06	1.06	0.72	0.00
Delay/Veh:	112.7	0.0	76.5	0.0	0.0	0.0	0.0	30.7	73.8	109.2	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.7	0.0	76.5	0.0	0.0	0.0	0.0	30.7	73.8	109.2	8.3	0.0
LOS by Move:	F	A	E	A	A	A	A	C	E	F	A	A
HCM2kAvgQ:	20	0	14	0	0	0	0	36	45	22	21	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.5
Optimal Cycle:	175	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	280	1800	290	285	1600	250	400	1170	300	360	1068	197
Growth 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
Initial Bse:	280	1800	290	285	1600	250	400	1170	300	360	1068	197
Added Vol:	0	67	0	122	93	0	0	130	0	0	96	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1867	290	407	1693	250	400	1300	300	360	1164	282
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
PCE 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
MLF 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
FinalVolume:	304	2029	315	442	1840	272	435	1413	326	391	1265	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.20	0.13	0.35	0.17	0.12	0.27	0.11	0.11	0.24	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.40	0.40	0.13	0.43	0.43	0.13	0.28	0.28	0.12	0.26	0.26
Volume/Cap:	0.82	0.97	0.48	0.97	0.82	0.39	0.93	0.97	0.41	0.97	0.93	0.41
Delay/Veh:	66.6	47.5	27.0	85.2	32.8	23.8	75.7	58.7	35.3	88.6	53.9	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	47.5	27.0	85.2	32.8	23.8	75.7	58.7	35.3	88.6	53.9	36.8
LOS by Move:	E	D	C	F	C	C	E	E	D	F	D	D
HCM2kAvgQ:	8	32	9	12	24	7	12	24	6	11	21	5

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	47.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	310	155	375	313	132	377	463	1988	533	326	1272	210
Growth 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
Initial Bse:	310	155	375	313	132	377	463	1988	533	326	1272	210
Added Vol:	57	155	0	49	238	0	0	157	95	0	124	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	310	375	362	370	377	463	2145	628	326	1396	251
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	399	337	408	393	402	410	503	2332	683	354	1517	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	337	408	393	402	410	503	2332	683	354	1517	273
PCE 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
MLF 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
FinalVolume:	399	337	408	393	402	410	503	2332	683	354	1517	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.25	0.11	0.08	0.14	0.14	0.45	0.24	0.10	0.29	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.26	0.26	0.11	0.21	0.21	0.38	0.46	0.46	0.10	0.38	0.38
Volume/Cap:	0.69	0.25	0.98	0.98	0.37	0.69	0.78	0.98	0.52	0.98	0.78	0.45
Delay/Veh:	51.0	35.5	83.2	92.7	41.0	47.6	52.5	46.2	23.6	95.7	35.0	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	35.5	83.2	92.7	41.0	47.6	52.5	46.2	23.6	95.7	35.0	28.6
LOS by Move:	D	D	F	F	D	D	D	D	C	F	D	C
HCM2kAvgQ:	8	4	20	12	5	9	11	37	10	11	19	6

Note: Queue reported is the number of cars per lane.

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CLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.8
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	2 0 0	1	0	1! 0 1	0	0	3 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	240	0	140	0	1887	123	0	1360	180
Growth 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
Initial Bse:	0	0	0	240	0	140	0	1887	123	0	1360	180
Added Vol:	0	0	0	0	0	0	0	216	0	0	211	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	240	0	140	0	2103	123	0	1571	180
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	261	0	152	0	2286	134	0	1708	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	152	0	2286	134	0	1708	196
PCE 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
MLF 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
FinalVolume:	0	0	0	261	0	152	0	2286	134	0	1708	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.63	0.00	1.37	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2839	0	2381	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.44	0.08	0.00	0.33	0.12
Crit Moves:						****			****		****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.85	0.85	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.52	0.00	0.52	0.10	0.00	0.39	0.14
Delay/Veh:	0.0	0.0	0.0	48.0	0.0	41.7	0.0	2.2	1.3	0.0	1.8	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.0	0.0	41.7	0.0	2.2	1.3	0.0	1.8	1.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	4	0	7	1	0	5	1

Note: Queue reported is the number of cars per lane.

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CLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.9
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0 0 1	0	0	0 0 0	0	0	3 0 1	0	0	3 0 2
Volume Module:												
Base Vol:	90	0	123	0	0	0	0	1770	255	0	1461	241
Growth 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
Initial Bse:	90	0	123	0	0	0	0	1770	255	0	1461	241
Added Vol:	0	0	0	0	0	0	0	216	0	0	211	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	123	0	0	0	0	1986	255	0	1672	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	98	0	134	0	0	0	0	2159	277	0	1817	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	134	0	0	0	0	2159	277	0	1817	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	98	0	134	0	0	0	0	2159	277	0	1817	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.42	0.17	0.00	0.35	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.81	0.81	0.00	0.81	0.00
Volume/Cap:	0.17	0.00	0.51	0.00	0.00	0.00	0.00	0.51	0.21	0.00	0.43	0.00
Delay/Veh:	36.4	0.0	40.1	0.0	0.0	0.0	0.0	3.2	2.3	0.0	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	40.1	0.0	0.0	0.0	0.0	3.2	2.3	0.0	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	8	2	0	6	0

Note: Queue reported is the number of cars per lane.

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CLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.8
Optimal Cycle:	59	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	286	170	366	345	141	259	398	768	326	203	583	216
Growth 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
Initial Bse:	286	170	366	345	141	259	398	768	326	203	583	216
Added Vol:	147	68	23	0	82	44	26	12	178	38	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	238	389	345	223	303	424	780	504	241	603	216
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	471	259	423	375	242	329	461	848	548	262	655	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	259	423	375	242	329	461	848	548	262	655	235
PCE 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
MLF 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
FinalVolume:	471	259	423	375	242	329	461	848	548	262	655	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.26	0.11	0.05	0.12	0.13	0.16	0.34	0.07	0.13	0.15
Crit Moves:			****	****					****	****		
Green/Cycle:	0.24	0.25	0.36	0.14	0.15	0.41	0.26	0.45	0.45	0.10	0.29	0.29
Volume/Cap:	0.55	0.20	0.76	0.76	0.31	0.28	0.51	0.37	0.76	0.76	0.44	0.51
Delay/Veh:	41.3	35.9	40.9	56.3	45.9	23.9	38.4	22.0	32.4	62.1	35.2	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	35.9	40.9	56.3	45.9	23.9	38.4	22.0	32.4	62.1	35.2	36.7
LOS by Move:	D	D	D	E	D	C	D	C	C	E	D	D
HCM2kAvgQ:	8	3	15	9	3	5	8	7	18	7	7	8

Note: Queue reported is the number of cars per lane.

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CLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	86	43	41	182	109	452	385	622	218	49	283	99
Growth 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
Initial Bse:	86	43	41	182	109	452	385	622	218	49	283	99
Added Vol:	0	54	27	0	66	29	18	18	0	33	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	97	68	182	175	481	403	640	218	82	312	99
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	93	105	74	198	190	523	438	696	237	89	339	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	105	74	198	190	523	438	696	237	89	339	108
PCE 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
MLF 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
FinalVolume:	93	105	74	198	190	523	438	696	237	89	339	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.92	0.95	0.85	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3502	3244	1622	3502	3610	1615	3502	3722	1260	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.06	0.05	0.32	0.13	0.19	0.19	0.03	0.09	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.34	0.34	0.24	0.52	0.52	0.20	0.39	0.39	0.06	0.15	0.15
Volume/Cap:	0.46	0.10	0.13	0.24	0.10	0.63	0.61	0.63	0.63	0.44	0.61	0.43
Delay/Veh:	56.3	27.1	27.5	37.2	14.8	22.1	45.0	37.1	37.1	56.1	49.5	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	27.1	27.5	37.2	14.8	22.1	45.0	37.1	37.1	56.1	49.5	47.3
LOS by Move:	E	C	C	D	B	C	D	D	D	E	D	D
HCM2kAvgQ:	2	1	2	3	2	14	8	11	11	2	7	4

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.5
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	59	101	75	307	375	10	111	233	138	225	420	10
Growth 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
Initial Bse:	59	101	75	307	375	10	111	233	138	225	420	10
Added Vol:	0	0	87	93	0	0	0	103	0	53	74	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	101	162	400	375	10	111	336	138	278	494	77
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	64	110	176	435	408	0	121	365	150	302	537	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	110	176	435	408	0	121	365	150	302	537	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	110	176	435	408	0	121	365	150	302	537	0
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.02	0.11	0.12	0.08	0.00	0.07	0.19	0.09	0.17	0.28	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.17	0.17	0.20	0.22	0.00	0.11	0.30	0.30	0.26	0.46	0.00
Volume/Cap:	0.12	0.12	0.64	0.64	0.36	0.00	0.62	0.64	0.31	0.64	0.62	0.00
Delay/Veh:	44.1	42.1	51.0	46.3	40.2	0.0	57.0	38.5	32.5	41.9	25.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	42.1	51.0	46.3	40.2	0.0	57.0	38.5	32.5	41.9	25.9	0.0
LOS by Move:	D	D	D	D	D	A	E	D	C	D	C	A
HCM2kAvgQ:	1	1	7	8	5	0	5	12	4	11	15	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.596
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	190.5
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	3	0	1	2	0	3	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	317	107	311	359	82	488	414	428	179	409	399	362
Growth Adj:	1.00	1.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	107	311	359	82	488	414	428	179	409	399	362
Added Vol:	101	154	196	98	254	0	0	133	167	202	107	58
NB Vol Adj:	-317	-320	313	150	-150	0	0	243	-179	250	370	300
Initial Fut:	101	-39	820	587	186	488	414	804	167	852	676	720
User Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	110	0	891	638	202	530	450	874	182	926	952	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	891	638	202	530	450	874	182	926	952	783
PCE Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	0	891	638	202	530	450	874	182	926	952	783
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.93	0.93	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.66	0.34	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2911	605	3502	3610	1615
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.00	0.55	0.18	0.04	0.33	0.25	0.30	0.30	0.26	0.26	0.48
Crit Moves:			****	****			****					****
Green/Cycle:	0.08	0.00	0.35	0.11	0.38	0.38	0.16	0.24	0.24	0.22	0.30	0.30
Volume/Cap:	0.75	0.00	1.60	1.60	0.10	0.87	1.60	1.23	1.23	1.23	0.87	1.60
Delay/Veh:	64.6	0.0	309.1	323.9	20.1	41.1	326.4	150	150.5	153.2	40.5	312.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	0.0	309.1	323.9	20.1	41.1	326.4	150	150.5	153.2	40.5	312.4
LOS by Move:	E	A	F	F	C	D	F	F	F	F	D	F
HCM2kAvgQ:	5	0	69	27	1	18	36	32	32	28	18	61

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	0	1!	0	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	267	0	344	0	1139	396	0	1022	550
Growth 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
Initial Bse:	0	0	0	267	0	344	0	1139	396	0	1022	550
Added Vol:	0	0	0	49	0	102	0	667	61	0	774	150
NB Vol Adj:	0	0	0	0	0	0	0	806	0	0	1070	0
Initial Fut:	0	0	0	316	0	446	0	2612	457	0	2866	700
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	343	0	485	0	2839	497	0	3115	761
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	343	0	485	0	2839	497	0	3115	761
PCE 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
MLF 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
FinalVolume:	0	0	0	343	0	485	0	2839	497	0	3115	761
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.41	0.00	1.59	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2402	0	2692	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.00	0.55	0.31	0.00	0.60	0.47
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.75	0.75	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.80	0.00	0.73	0.41	0.00	0.80	0.63
Delay/Veh:	0.0	0.0	0.0	36.2	0.0	41.5	0.0	7.9	4.9	0.0	9.4	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.2	0.0	41.5	0.0	7.9	4.9	0.0	9.4	7.2
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	11	0	19	6	0	24	12

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.076
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.1
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	530	0	456	0	0	0	0	1107	360	0	1043	538
Growth 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
Initial Bse:	530	0	456	0	0	0	0	1107	360	0	1043	538
Added Vol:	102	0	181	0	0	0	0	654	61	0	822	41
NB Vol Adj:	0	0	0	0	0	0	0	806	0	0	1070	0
Initial Fut:	632	0	637	0	0	0	0	2567	401	0	2935	579
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	687	0	692	0	0	0	0	2790	436	0	3190	629
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	0	692	0	0	0	0	2790	436	0	3190	629
PCE 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
MLF 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
FinalVolume:	687	0	692	0	0	0	0	2790	436	0	3190	629
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.43	0.00	0.00	0.00	0.00	0.54	0.27	0.00	0.62	0.39
Crit Moves:			****					****			****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.57	0.57	0.00	0.57	0.57
Volume/Cap:	0.96	0.00	1.08	0.00	0.00	0.00	0.00	0.94	0.47	0.00	1.08	0.68
Delay/Veh:	52.3	0.0	87.8	0.0	0.0	0.0	0.0	26.8	13.0	0.0	62.8	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	0.0	87.8	0.0	0.0	0.0	0.0	26.8	13.0	0.0	62.8	17.1
LOS by Move:	D	A	F	A	A	A	A	C	B	A	E	B
HCM2kAvgQ:	26	0	32	0	0	0	0	34	8	0	51	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	2.253
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	454.5
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	490	196	55	204	0	375	215	320	464	0	323	149
Growth 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
Initial Bse:	490	196	55	204	0	375	215	320	464	0	323	149
Added Vol:	810	215	68	0	260	38	23	9	804	82	15	0
NB Vol Adj:	820	-150	-123	0	0	0	150	123	413	-50	50	0
Initial Fut:	2120	261	0	204	260	413	388	452	1681	32	388	149
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	2304	284	0	222	283	449	422	491	1827	35	422	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2304	284	0	222	283	449	422	491	1827	35	422	162
PCE 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
MLF 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
FinalVolume:	2304	284	0	222	283	449	422	491	1827	35	422	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.91	0.85	0.92	0.84	0.84	0.95	0.91	0.91
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	3502	5187	0	1805	5187	1615	3502	1592	1592	1805	2499	960
Capacity Analysis Module:												
Vol/Sat:	0.66	0.05	0.00	0.12	0.05	0.28	0.12	0.31	1.15	0.02	0.17	0.17
Crit Moves:	****					****			****	****		
Green/Cycle:	0.26	0.16	0.00	0.23	0.12	0.12	0.22	0.48	0.48	0.06	0.32	0.32
Volume/Cap:	2.38	0.34	0.00	0.52	0.47	2.38	0.54	0.64	2.38	0.33	0.54	0.54
Delay/Veh:	668.3	45.2	0.0	41.3	50.1	690.7	41.7	23.7	655.9	56.1	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	668.3	45.2	0.0	41.3	50.1	690.7	41.7	23.7	655.9	56.1	34.4	34.4
LOS by Move:	F	D	A	D	D	F	D	C	F	E	C	C
HCM2kAvgQ:	127	4	0	8	4	49	7	15	205	2	10	10

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
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PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.0
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	1 0	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	750	0	635	0	1036	589	702	1220	0
Growth 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
Initial Bse:	0	0	0	750	0	635	0	1036	589	702	1220	0
Added Vol:	0	0	0	0	0	0	0	29	0	18	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	750	0	635	0	1065	589	720	1238	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	815	0	690	0	1158	640	783	1346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	815	0	690	0	1158	640	783	1346	0
PCE 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
MLF 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
FinalVolume:	0	0	0	815	0	690	0	1158	640	783	1346	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.86	0.86	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3610	0	1615	0	3275	1637	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.43	0.00	0.35	0.39	0.22	0.37	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.00	0.37	0.37	0.21	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	1.07	0.00	0.97	1.07	1.07	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	26.2	0.0	89.1	0.0	48.4	78.7	97.5	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.2	0.0	89.1	0.0	48.4	78.7	97.5	16.7	0.0
LOS by Move:	A	A	A	C	A	F	A	D	E	F	B	A
HCM2kAvgQ:	0	0	0	11	0	34	0	27	34	21	16	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.3
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0	0 2	0 0	0	0 0	1 0	2	0 0	0 0	3	0 2
Volume Module:												
Base Vol:	513	0	750	0	0	0	540	1238	0	0	1491	650
Growth 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
Initial Bse:	513	0	780	0	0	0	540	1238	0	0	1491	650
Added Vol:	0	0	25	0	0	0	0	29	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	513	0	805	0	0	0	540	1267	0	0	1526	650
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	558	0	879	0	0	0	587	1377	0	0	1659	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	0	879	0	0	0	587	1377	0	0	1659	707
PCE 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
MLF 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
FinalVolume:	558	0	879	0	0	0	587	1377	0	0	1659	707
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1808	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.33	0.38	0.00	0.00	0.32	0.25
Crit Moves:	****						****				****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.33	0.66	0.00	0.00	0.33	0.33
Volume/Cap:	0.98	0.00	0.98	0.00	0.00	0.00	0.98	0.58	0.00	0.00	0.98	0.76
Delay/Veh:	72.6	0.0	66.1	0.0	0.0	0.0	70.6	11.6	0.0	0.0	56.7	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.6	0.0	66.1	0.0	0.0	0.0	70.6	11.6	0.0	0.0	56.7	39.9
LOS by Move:	E	A	E	A	A	A	E	B	A	A	E	D
HCM2kAvgQ:	26	0	24	0	0	0	27	15	0	0	28	15

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2025 pm - NO BRIDGES Wed Oct 12, 2011 16:30:19 Page 20-1

OLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.5
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3	0 2	2 0	3	0 1	2 0	3	0 2	2 0	3	0 1
Volume Module:												
Base Vol:	535	2060	0	0	1900	600	310	0	661	0	0	0
Growth 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
Initial Bse:	535	2060	0	0	1900	600	310	0	661	0	0	0
Added Vol:	0	29	0	0	18	35	58	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	535	2089	0	0	1918	635	368	0	661	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	582	2271	0	0	2085	690	400	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	2271	0	0	2085	690	400	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	582	2271	0	0	2085	690	400	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.88	0.97	0.91	0.85	0.92	0.91	0.88	0.97	0.91	1.00
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	3344	3686	5187	1615	3502	5187	3344	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.44	0.00	0.00	0.40	0.43	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.22	0.79	0.00	0.00	0.57	0.57	0.15	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.75	0.56	0.00	0.00	0.71	0.75	0.75	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	40.6	4.2	0.0	0.0	16.4	19.9	46.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	4.2	0.0	0.0	16.4	19.9	46.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	A	A	A	A
HCM2kAvgQ:	10	10	0	0	18	17	8	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.4
Optimal Cycle:	74	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 0	0 1	2	0 1	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	169	129	0	0	0	0	10
Growth 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
Initial Bse:	0	0	0	10	0	169	129	0	0	0	0	10
Added Vol:	0	0	0	0	0	705	426	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	874	555	0	0	0	0	10
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	11	0	950	603	0	0	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	11	0	950	603	0	0	0	0	11
PCE 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
MLF 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
FinalVolume:	0	0	0	11	0	950	603	0	0	0	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1805	0	1615	3502	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.59	0.17	0.00	0.00	0.00	0.00	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.63	0.00	0.63	0.19	0.00	0.00	0.00	0.00	0.10
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.93	0.93	0.00	0.00	0.00	0.00	0.07
Delay/Veh:	0.0	0.0	0.0	6.7	0.0	30.2	59.6	0.0	0.0	0.0	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.7	0.0	30.2	59.6	0.0	0.0	0.0	0.0	40.9
LOS by Move:	A	A	A	A	A	C	E	A	A	A	A	D
HCM2kAvgQ:	0	0	0	0	0	31	13	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2025 Conditions
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	1.536
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	242.8
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 1	0 0	2	0 2	0 1	2	0 2	0 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	329	0	3	284	215	0	0	109	349
Growth 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
Initial Bse:	0	0	0	329	0	3	284	215	0	0	109	349
Added Vol:	0	73	0	132	44	970	892	286	0	0	345	218
NB Vol Adj:	0	0	0	175	0	188	247	-175	0	0	-300	300
Initial Fut:	0	73	0	636	44	1161	1333	326	0	0	154	867
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	79	0	691	48	1262	1449	354	0	0	167	942
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	79	0	691	48	1262	1449	354	0	0	167	942
PCE 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
MLF 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
FinalVolume:	0	79	0	691	48	1262	1449	354	0	0	167	942
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.95	0.85	0.92	0.95	1.00	0.97	0.91	0.75
Lanes:	0.00	1.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	0	1900	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.20	0.01	0.78	0.41	0.10	0.00	0.00	0.03	0.33
Crit Moves:	****					****	****					****
Green/Cycle:	0.00	0.17	0.00	0.31	0.48	0.48	0.25	0.46	0.00	0.00	0.20	0.20
Volume/Cap:	0.00	0.24	0.00	0.65	0.03	1.64	1.64	0.22	0.00	0.00	0.16	1.64
Delay/Veh:	0.0	32.6	0.0	28.4	12.4	315.5	324.9	14.9	0.0	0.0	29.6	329.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.6	0.0	28.4	12.4	315.5	324.9	14.9	0.0	0.0	29.6	329.8
LOS by Move:	A	C	A	C	B	F	F	B	A	A	C	F
HCM2kAvgQ:	0	2	0	9	0	95	57	3	0	0	1	42

Note: Queue reported is the number of cars per lane.

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2025 am - no bridge Fri Oct 14, 2011 16:06:24 Page 1-1

couplet
2025 am
no bridges

Scenario Report

Scenario:	2025 am no bridge
Command:	2025 am - no bridge
Volume:	2025 am no bridge
Geometry:	2015
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2025 am no bridge

2025 am - no bridge Fri Oct 14, 2011 16:06:25 Page 2-1

couplet
2025 am
no bridges

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 WB Main/SB La Media	B	10.4	0.391	B	10.4	0.391	+ 0.000 D/V
# 2 WB Main/NB La Media	B	18.7	0.606	B	18.7	0.606	+ 0.000 D/V
# 3 EB Main/SB La Media	A	0.1	0.289	A	0.1	0.289	+ 0.000 D/V
# 4 EB Main/NB La Media	A	9.5	0.454	A	9.5	0.454	+ 0.000 D/V

2025 am - no bridge Fri Oct 14, 2011 16:06:25 Page 3-1

couplet
2025 am
no bridges

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 WB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	19	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	898	0	0	0	0	179	0	0
Growth 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
Initial Bse:	0	0	0	0	898	0	0	0	0	179	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	898	0	0	0	0	179	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	976	0	0	0	0	195	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	976	0	0	0	0	195	0	0
PCE 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
MLF 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
FinalVolume:	0	0	0	0	976	0	0	0	0	195	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	3610	0	0	0	0	1718	1805	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.29	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	29.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	29.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	7	0	0	0	0	5	0	0

Note: Queue reported is the number of cars per lane.

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2025 am - no bridge Fri Oct 14, 2011 16:05:25 Page 4-1

couplet
2025 am
no bridges

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 WB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.7
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	955	0	0	0	0	0	0	0	0	179	441
Growth 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
Initial Bse:	0	985	0	0	0	0	0	0	0	0	179	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	985	0	0	0	0	0	0	0	0	179	441
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1071	0	0	0	0	0	0	0	0	195	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1071	0	0	0	0	0	0	0	0	195	479
PCE 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
MLF 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
FinalVolume:	0	1071	0	0	0	0	0	0	0	0	195	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85
Lanes:	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	3610	0	0	0	0	0	0	0	0	1612	1612
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.30
Crit Moves:		****										****
Green/Cycle:	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.61
Delay/Veh:	9.9	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	19.4
LOS by Move:	A	B	A	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	9	13	0	0	0	0	0	0	0	0	4	12

Note: Queue reported is the number of cars per lane.

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couplet
2025 am
no bridges

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 EB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269		
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1		
Optimal Cycle:	12	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	1	1	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	267	631	0	0	0	0	0	0	0
Growth 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
Initial Bse:	0	0	0	267	631	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	267	631	0	0	0	0	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	290	686	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	290	686	0	0	0	0	0	0	0
PCE 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
MLF 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
FinalVolume:	0	0	0	290	686	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	1.41	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1025	2422	0	0	3610	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****								
Green/Cycle:	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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couplet
2025 am
no bridges

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 EB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454		
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.5		
Optimal Cycle:	22	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1	1	0	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	985	154	0	0	0	0	267	0	0	0	0
Growth 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
Initial Bse:	0	985	154	0	0	0	0	267	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	985	154	0	0	0	0	267	0	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1071	211	0	0	0	0	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1071	211	0	0	0	0	290	0	0	0	0
PCE 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
MLF 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
FinalVolume:	0	1071	211	0	0	0	0	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	1.67	0.33	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2941	579	0	0	0	0	3610	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.80	0.80	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.2	3.2	0.0	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.2	3.2	0.0	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	0	7	7	0	0	0	0	5	0	0	0	0

Note: Queue reported is the number of cars per lane.

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couplet
2025 pm
no bridges

Scenario Report

Scenario:	2025 pm - no bridge
Command:	2025 pm - no bridge
Volume:	2025 pm - no bridge
Geometry:	2015
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2025 pm - no bridge

couplet
2025 pm
no bridges

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 1 WB Main/SB La Media	B	12.3	0.386	B	12.3	0.386	+ 0.000 D/V
# 2 WB Main/NB La Media	B	17.3	0.488	B	17.3	0.488	+ 0.000 D/V
# 3 NB Main/SB La Media	A	0.1	0.269	A	0.1	0.269	+ 0.000 D/V
# 4 NB Main/NB La Media	B	14.2	0.358	B	14.2	0.358	+ 0.000 D/V

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couplet
2025 pm
no bridges

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 NB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	19	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	0	1	1	0	0	0	0	1	1
Volume Module:												
Base Vol:	0	0	0	0	811	0	0	0	0	212	0	0
Growth 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
Initial Bse:	0	0	0	0	811	0	0	0	0	212	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	811	0	0	0	0	212	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	882	0	0	0	0	230	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	882	0	0	0	0	230	0	0
PCE 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
MLF 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
FinalVolume:	0	0	0	0	882	0	0	0	0	230	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	0	3610	0	0	0	0	1718	1805	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.35	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	7	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

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couplet
2025 pm
no bridges

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 WB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	1	0	0	0	0	0	0	0	1	1
Volume Module:												
Base Vol:	0	660	0	0	0	0	0	0	0	0	212	418
Growth 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
Initial Bse:	0	660	0	0	0	0	0	0	0	0	212	418
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	660	0	0	0	0	0	0	0	0	212	418
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	717	0	0	0	0	0	0	0	0	230	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	717	0	0	0	0	0	0	0	0	230	454
PCE 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
MLF 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
FinalVolume:	0	717	0	0	0	0	0	0	0	0	230	454
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86
Lanes:	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	3610	0	0	0	0	0	0	0	0	1626	1626
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.28
Crit Moves:		****										****
Green/Cycle:	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.57
Volume/Cap:	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.49
Delay/Veh:	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	12.9
LOS by Move:	A	C	A	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	0	9	0	0	0	0	0	0	0	0	4	9

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2025 pm - no bridge Fri Oct 14, 2011 16:06:32 Page 5-1

couplet
2025 pm
no bridges

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 EB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	12	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	0	1	1 0	0	1	1 0	0	0	0 0
Volume Module:												
Base Vol:	0	0	0	399	412	0	0	0	0	0	0	0
Growth 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
Initial Bse:	0	0	0	399	412	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	399	412	0	0	0	0	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	434	448	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	434	448	0	0	0	0	0	0	0
PCE 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
MLF 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
FinalVolume:	0	0	0	434	448	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.98	1.02	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1645	1698	0	0	3610	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****								
Green/Cycle:	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2025 pm - no bridge Fri Oct 14, 2011 16:06:32 Page 6-1

couplet
2025 pm
no bridges

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 EB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	1 1	0	0	0 0	0	1	1 0	0	0	0 0
Volume Module:												
Base Vol:	0	660	91	0	0	0	0	399	0	0	0	0
Growth 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
Initial Bse:	0	660	91	0	0	0	0	399	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	660	91	0	0	0	0	399	0	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	717	99	0	0	0	0	434	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	717	99	0	0	0	0	434	0	0	0	0
PCE 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
MLF 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
FinalVolume:	0	717	99	0	0	0	0	434	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	1.76	0.24	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3115	430	0	0	0	0	3610	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.64	0.64	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.36	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.3	8.3	0.0	0.0	0.0	0.0	25.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	8.3	0.0	0.0	0.0	0.0	25.2	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	0	6	6	0	0	0	0	5	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

APPENDIX J

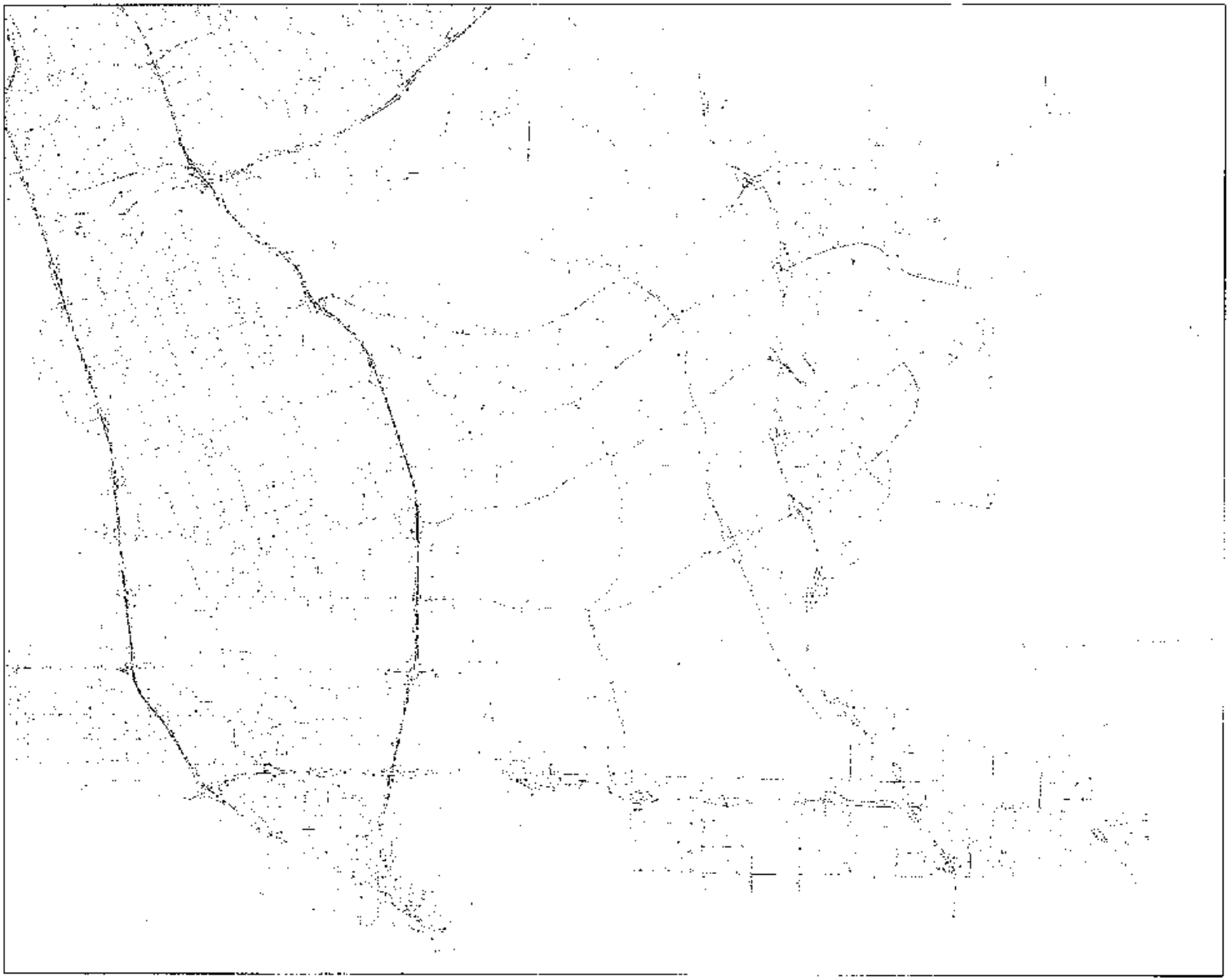
2025 Volume Analysis and Mitigated HCM Worksheets

Year 2030 Average Daily Traffic Volumes

JURISDICTION		STREET SEGMENT	Alternative 1 (Baseline)	Alternative 2	Alternative 4	Alternative 5	Alternative 6	Alternative 8	Alternative 9
			Adopted RP CP & TTI Adopted City of SD LU In EMR Bridge Toll SR-125	Proposed CE & OLC LU Adopted City of SD LU In EMR Bridge Toll SR-125	Proposed CE & OLC LU Proposed City of SD LU In EMR Bridge Toll SR-125	Proposed CE & OLC LU Proposed City of SD LU Out EMR Bridge Toll SR-125	Proposed CE & IEE LU & OLC LU Proposed City of SD LU In EMR Bridge Toll SR-125	Proposed CE & IEE LU & OLC LU Proposed City of SD LU Out EMR Bridge Free SR-125	Proposed IEE & IEE LU & OLC LU Proposed City of SD LU In EMR Bridge Free SR-125
Chula Vista		**Telegraph Canyon Road**							
Chula Vista	1	I-805 to Oleander Ave	60,000	59,800	59,400	59,500	59,100	47,300	47,100
Chula Vista	2	Heritage Road to La Media	46,300	47,300	40,400	46,800	46,400	37,400	36,600
		Olympic Parkway							
Chula Vista	3	I-805 to Brandywine Ave	50,700	53,300	51,300	51,300	51,100	43,600	43,400
Chula Vista	4	Brandywine Ave to Heritage Rd/Paseo Ranchero	33,900	33,700	35,000	35,200	34,700	28,200	28,000
Chula Vista	5	Heritage Rd/Paseo Ranchero to La Media	31,000	32,000	33,200	34,000	32,300	24,700	24,000
Chula Vista	6	La Media Rd to SR-125	42,200	43,100	45,300	44,500	44,000	43,400	41,400
Chula Vista	7	SR-125 to Eastlake Pkwy	50,400	49,800	52,300	51,300	49,600	54,200	54,100
Chula Vista	8	Eastlake Pkwy to Hunte Pkwy	34,100	34,200	34,300	34,300	34,200	35,300	35,100
Chula Vista	9	Hunte Pkwy to Wueste Rd	27,000	25,400	31,400	30,900	30,900	25,700	20,600
		Birch Road							
Chula Vista	10	La Media Rd to SR-125	22,600	23,600	28,600	27,400	24,500	28,900	25,900
Chula Vista	11	SR-125 to Eastlake Pkwy	24,700	26,500	28,600	28,900	27,200	38,100	37,100
		Main Street							
Chula Vista	12	I-805 to Brandywine Ave	54,800	52,000	60,200	56,800	58,600	51,400	51,600
Chula Vista	13	Brandywine Ave to Maxwell St	45,600	45,400	51,800	52,900	50,200	41,000	42,000
Chula Vista	14	Maxwell St to Heritage Rd	43,000	39,600	45,100	46,100	45,100	36,300	37,400
		Rock Mountain Road (Main Street)							
Chula Vista	15	Heritage Rd to Main St/La Media Rd Couplet	45,000	40,300	42,900	44,800	42,600	41,100	36,000
Chula Vista	16	Main St/La Media Rd Couplet	45,000	40,400	42,900	44,800	42,600	41,200	36,800
Chula Vista	17	Main St/La Media Rd Couplet to SR-125	38,800	32,500	34,200	33,300	33,800	32,600	32,500
Chula Vista	18	SR-125 to Eastlake Pkwy	50,300	39,000	42,800	42,600	42,800	42,500	41,300
		Hunte Parkway							
Chula Vista	19	Eastlake Parkway to Exploration Falls Dr	35,400	34,700	43,600	40,400	43,600	36,700	38,600
Chula Vista	20	Exploration Falls Dr to Olympic Pkwy	25,700	28,700	35,700	33,500	33,900	23,900	25,700
		Otay Valley Road							
Chula Vista	21	La Media Rd to SR-125	15,700	21,900	26,600	29,000	26,900	26,100	25,700
Chula Vista	22	SR-125 to "Street A"	29,300	39,800	41,600	38,700	42,900	35,800	38,600
Chula Vista	23	"Street A" to Eastlake Pkwy	17,000	20,000	24,200	21,000	25,900	16,300	20,300
		Heritage Road							
Chula Vista	24	Olympic Pkwy to Main St/Rock Mountain Rd	30,300	32,000	38,800	43,300	38,600	39,800	35,700
Chula Vista	25	Main St to City Boundary	33,700	35,300	50,400	60,300	51,100	59,400	47,000
		La Media Road							
Chula Vista	26	Olympic Pkwy to Birch Rd	31,300	30,700	35,800	30,000	34,100	21,700	27,200
Chula Vista	27	Birch Rd to Main St/La Media Rd Couplet	25,900	21,900	29,300	19,100	28,500	12,300	21,600
Chula Vista	28	Main St/La Media Rd Couplet	32,100	30,800	43,100	27,400	43,100	23,600	33,100
Chula Vista	29	Main St/La Media Rd Couplet to Otay Valley Rd "	32,100	30,600	41,100	27,400	44,100	21,500	33,100
Chula Vista	30	Otay Valley Rd to Lancaster Rd	44,800	40,900	62,400	DNE	65,500	DNE	56,000
		Eastlake Parkway							
Chula Vista	31	Olympic Pkwy to Birch Rd	28,800	27,700	30,200	29,000	28,800	24,000	24,800
Chula Vista	32	Birch Rd to Hunte Pkwy	22,900	23,100	25,200	24,000	24,200	22,600	22,200
Chula Vista	33	Hunte Pkwy to Otay Valley Rd	13,900	17,700	25,300	26,400	26,600	12,100	17,500

JURISDICTION		STREET SEGMENT	Alternative 1 (Baseline)	Alternative 2	Alternative 4	Alternative 5	Alternative 6	Alternative 8	Alternative 9
			Adopted City of SD LU In EMIR Bridge Toll SR-125	Proposed CE & OLC LU Adopted City of SD LU In EMIR Bridge Toll SR-125	Proposed CE & OLC LU Proposed City of SD LU In EMIR Bridge Toll SR-125	Proposed CE & OLC LU Proposed City of SD LU Out EMIR Bridge Toll SR-125	Proposed CE & JPD LU & Mesa... Proposed City of SD LU In EMIR Bridge Toll SR-125	Proposed CE & JPD LU & Otay Mi... Proposed City of SD LU Out EMIR Bridge Free SR-125	Proposed CE & JPD LU & Otay Mi... Proposed City of SD LU In EMIR Bridge Free SR-125
City of San Diego									
		Heritage Road							
San Diego	34	City Boundary to Avenida de las Vistas	31,500	33,100	48,000	58,700	48,700	58,500	44,600
San Diego	35	Avenida de las Vistas to Datsun St/Otay Valley Rd	18,000	19,300	36,400	46,900	37,200	46,700	33,700
San Diego	36	Datsun St/Otay Valley Rd to Otay Mesa Rd	24,600	25,300	41,500	52,600	43,600	52,300	40,300
San Diego	37	Otay Mesa Rd to SR-905	9,100	9,300	19,100	20,400	19,200	18,400	18,800
		La Media Road							
San Diego	38	Lonestar Rd to Otay Mesa Rd	32,500	30,900	43,300	16,100	45,400	18,900	48,000
San Diego	39	Otay Mesa Rd to SR-905	25,000	24,500	46,000	38,100	45,400	39,200	46,300
		Otay Mesa Road							
San Diego	40	Otay Mesa Rd to Corporate Center Dr	32,900	32,700	49,000	50,300	47,600	46,500	45,400
San Diego	41	Corporate Center Dr to Heritage Rd	20,200	20,900	32,800	35,000	31,600	29,200	28,900
San Diego	42	Heritage Rd to Britannia Blvd	23,000	23,900	39,300	45,800	38,100	43,200	35,300
San Diego	43	Britannia Blvd to La Media Rd	22,800	22,100	43,800	48,000	42,300	44,500	40,100
San Diego	44	La Media Rd to Piper Ranch Rd	13,500	13,500	34,700	50,300	34,400	47,400	52,500
San Diego	45	Piper Ranch Rd to SR-125	12,000	11,900	31,400	32,500	31,700	35,700	33,700
City/County 1	46	SR-125 to Harvest Rd	14,500	14,800	33,000	38,600	35,200	42,600	43,000
		Airway Road							
San Diego	47	Cactus Rd to Britannia Blvd	4,600	4,600	23,600	25,400	23,600	24,400	22,500
San Diego	48	Britannia Blvd to La Media Rd	12,200	12,100	28,600	31,200	26,600	31,200	29,800
		Siempre Viva Road							
San Diego	49	Cactus Rd to Britannia Blvd	6,900	7,000	37,900	40,300	38,200	36,000	32,700
San Diego	50	Britannia Blvd to La Media Rd	4,600	4,600	51,700	54,300	51,400	52,000	49,600
San Diego	51	La Media Rd to Avenida de la Fuente	6,400	6,400	26,100	26,400	25,900	27,800	26,600
San Diego	52	Avenida de la Fuente to SR-905	21,500	21,500	49,500	48,900	46,700	52,200	52,500
		Piper Ranch Road							
City/County 1	53	Lonestar Rd to Otay Mesa Road	2,900	3,000	3,800	6,100	3,900	5,300	4,600
County of San Diego									
		Bonita Road							
County	54	Central Ave to San Miguel Rd	15,700	15,800	16,200	16,300	16,100	15,200	15,100
		Sweetwater Road							
County	55	Bonita Rd to Park Dr	25,000	24,400	26,800	26,700	25,100	23,800	21,200

SANDAG
Series 11
Southbay2
2030 Alt9
ADT Volume Plot



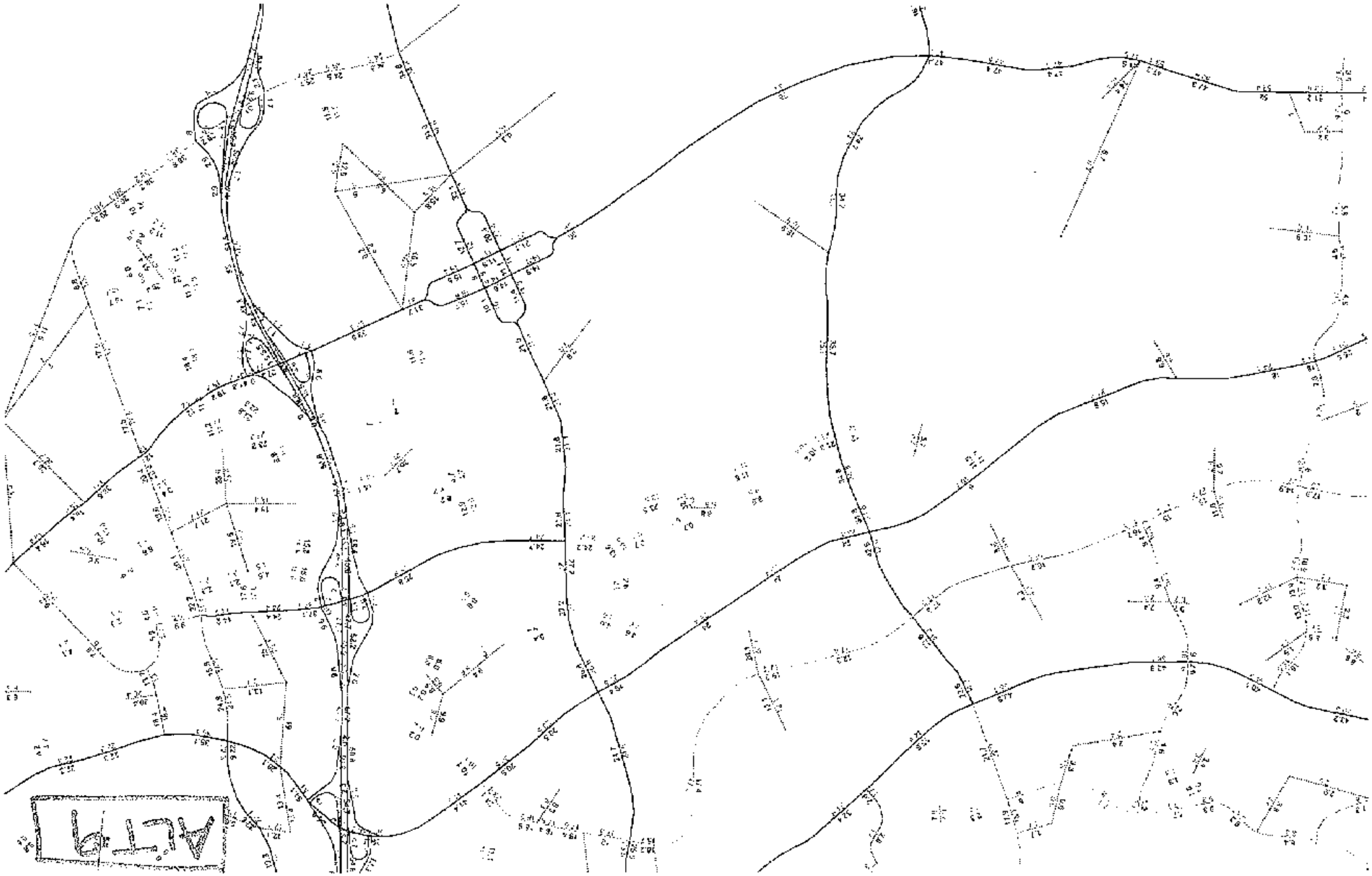
Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

Traffic Analysis Zones

SANDAG

service bureau


A17

ALT #7

SANDAG
Series 11
Southbay2
2030 Alt7
ADT Volume Plot

Functional Classifications

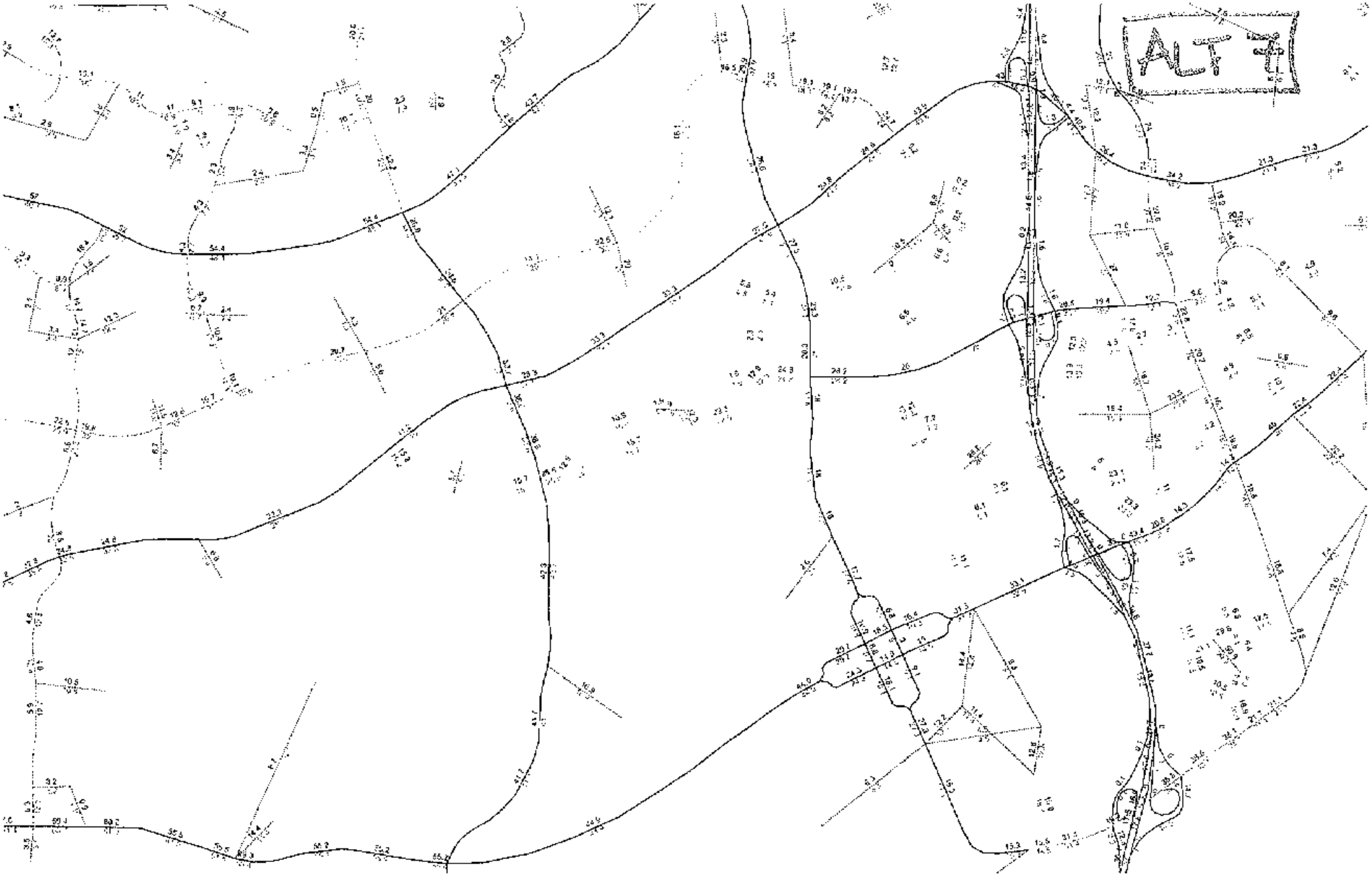
Freeway
Ramp
Major
Collector
Light Collector
Rural Collector
Local
Freeway Ramp
Local Ramp
Zone Connector

Traffic Analysis Zones

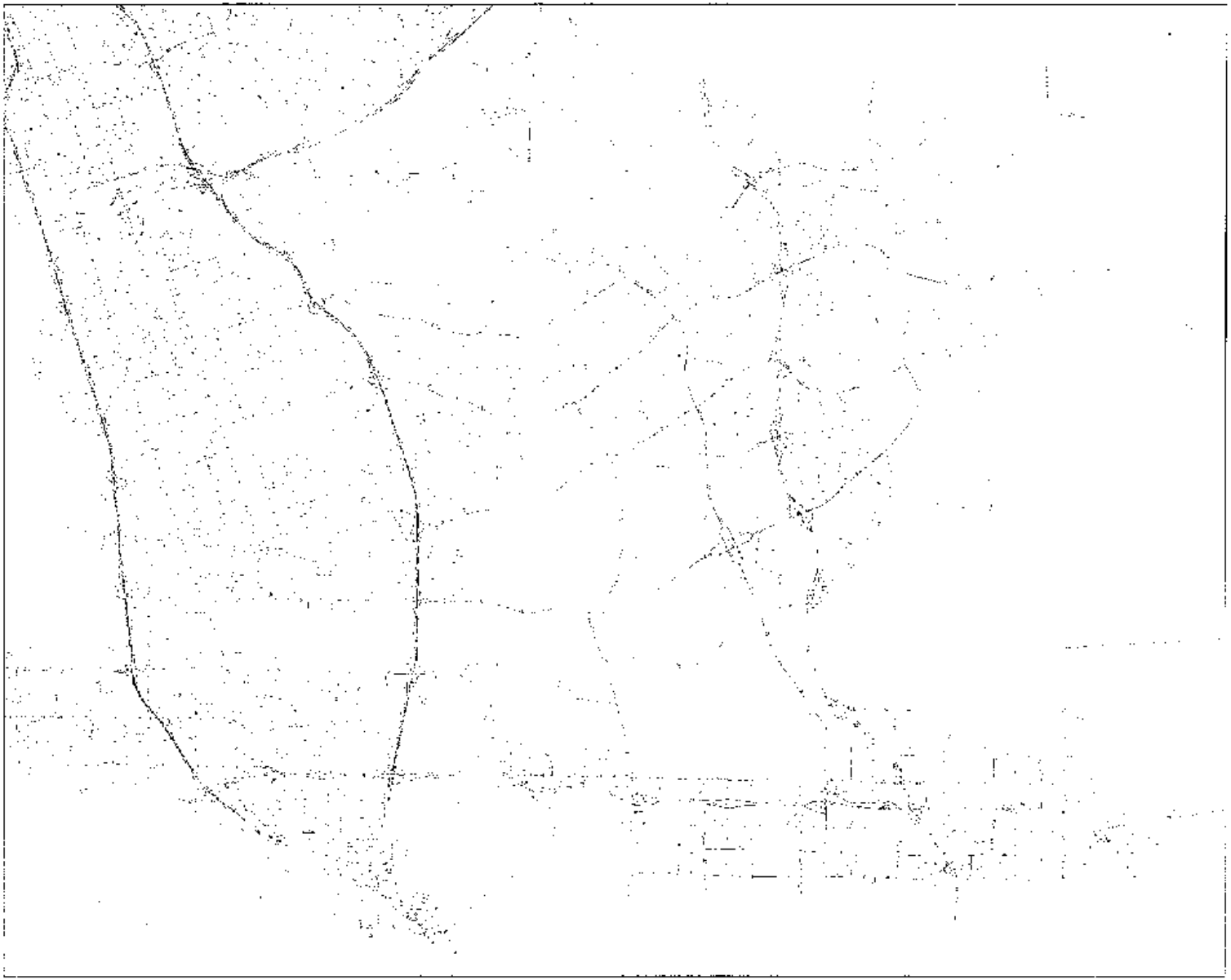
Legend

SANDAG

servicebureau


ALT 5

SANDAG
Series 11
Southbay2
2030 Alt9
ADT Volume Plot



Functional Classifications

- Freeway
- Ramp
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- Zone Connector

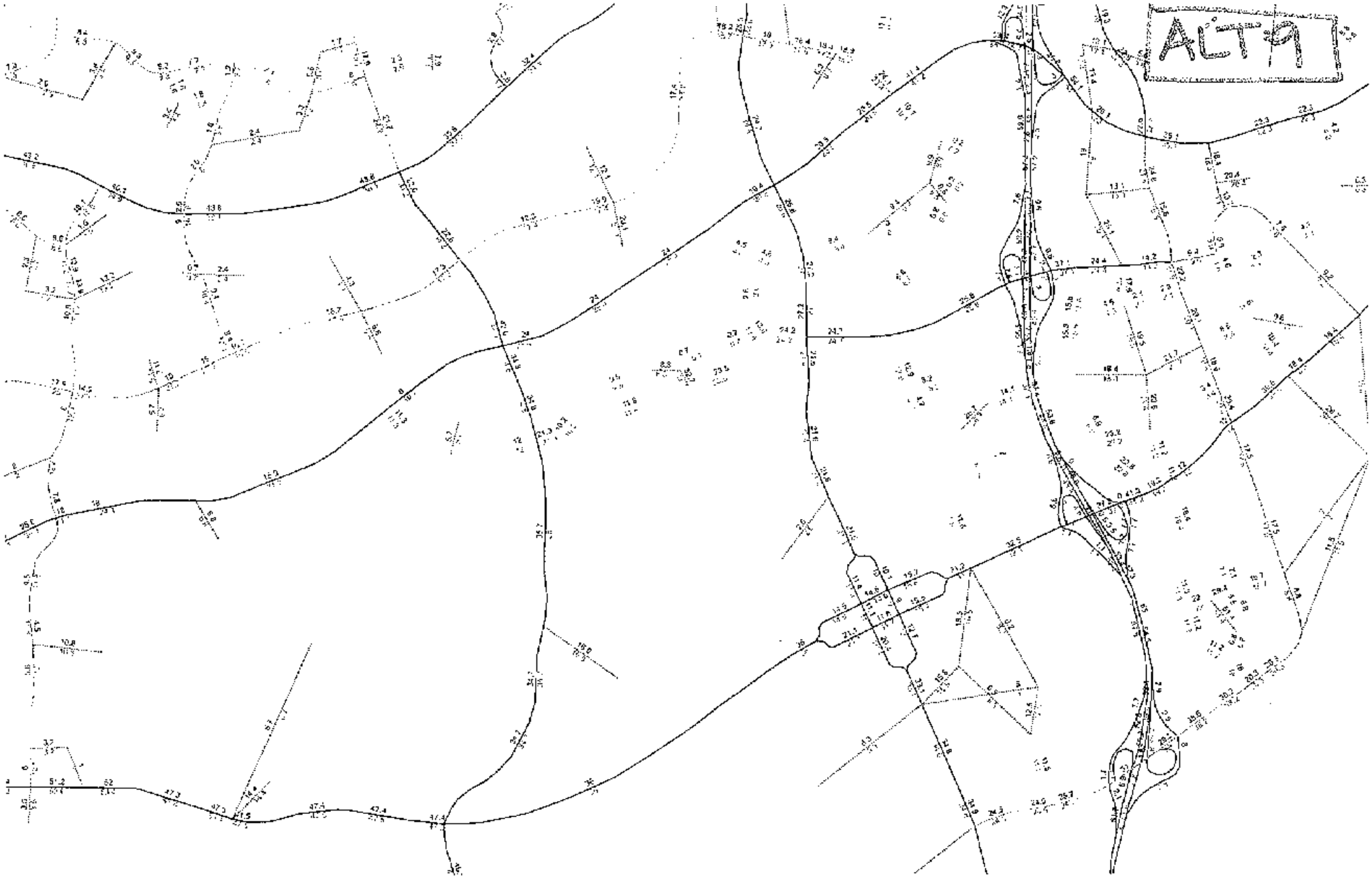
Traffic Analysis Zones

- Adjusted ADT (x1000)

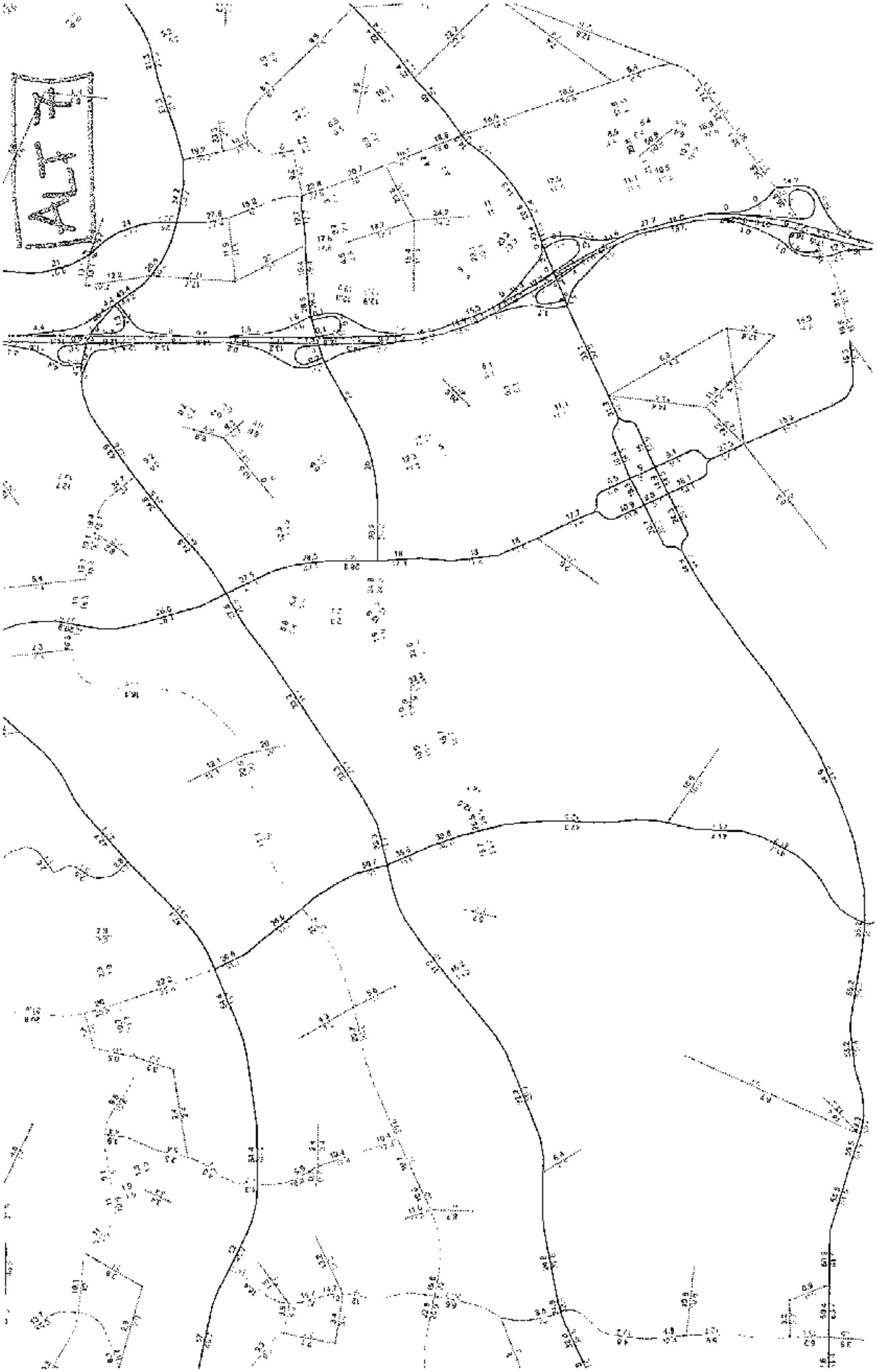
0 0.2 0.4 0.8 Miles

SANDAG

servicebureau


АСТРЯ


SANDAG
Series 11
Southbay2
2030 Alt7
ADT Volume Plot
Functional Classifications
Freeway
Major
Collector
Local
Local Ramp
Traffic Analysis Zones
Legend
SANDAG
ALT #7



OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #12 Birch Rd/La Media Rd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9
Optimal Cycle: 73 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 3	0 1		2 0 3	0 1		1 0 1	1 0		2 0 2	0 1	
Volume Module:												
Base Vol:	131	465	205	205	639	250	261	915	193	365	629	319
Growth 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
Initial Bse:	131	465	205	205	639	250	261	915	193	365	629	319
Added Vol:	40	361	0	56	236	0	0	0	52	8	0	74
NB Vol Adj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	826	205	261	875	250	261	915	245	373	629	393
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	186	898	223	284	951	272	284	995	266	405	684	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	898	223	284	951	272	284	995	266	405	684	427
PCE 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
MLF 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
FinalVolume:	186	898	223	284	951	272	284	995	266	405	684	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.92	0.92	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.58	0.42	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2756	738	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.14	0.08	0.18	0.17	0.16	0.36	0.36	0.12	0.19	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.24	0.24	0.11	0.22	0.22	0.21	0.44	0.44	0.14	0.36	0.36
Volume/Cap:	0.83	0.74	0.59	0.74	0.83	0.76	0.73	0.83	0.83	0.83	0.53	0.73
Delay/Veh:	64.8	37.7	36.3	50.3	42.3	45.7	43.7	28.9	28.9	53.2	25.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	37.7	36.3	50.3	42.3	45.7	43.7	28.9	28.9	53.2	25.6	32.6
LOS by Move:	E	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	11	7	6	13	10	10	20	20	9	9	13

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #15 Birch Rd/Eastlake Pkwy

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.0
Optimal Cycle: 51 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	206	255	38	123	372	271	188	281	189	40	381	83
Growth 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
Initial Bse:	206	255	38	123	372	271	188	281	189	40	381	83
Added Vol:	257	80	80	0	70	0	0	24	225	70	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	463	335	118	123	442	271	188	305	414	110	396	83
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	503	364	128	134	480	295	204	332	450	120	430	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	364	128	134	480	295	204	332	450	120	430	90
PCE 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
MLF 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
FinalVolume:	503	364	128	134	480	295	204	332	450	120	430	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.93	0.93
Lanes:	2.00	2.22	0.78	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	3502	3686	1298	1805	5187	1615	3502	1650	1650	1805	2907	609
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.07	0.09	0.18	0.06	0.20	0.27	0.07	0.15	0.15
Crit Moves:	****					****			****	****		
Green/Cycle:	0.20	0.26	0.26	0.20	0.26	0.26	0.13	0.38	0.38	0.09	0.34	0.34
Volume/Cap:	0.71	0.38	0.38	0.38	0.36	0.71	0.43	0.53	0.71	0.71	0.43	0.43
Delay/Veh:	48.1	36.5	36.5	42.6	36.8	46.4	48.4	29.0	33.7	66.3	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	36.5	36.5	42.6	36.8	46.4	48.4	29.0	33.7	66.3	30.8	30.8
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	10	6	6	4	5	11	4	10	16	6	8	8

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Villages 8W and 9
2025 MITIGATION WITH MAIN ST & MAIN BRIDGE
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	2 0	2 0	1	2 0	1 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	394	0	157	196	51	0	0	30	489
Growth 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
Initial Bse:	0	0	0	394	0	157	196	51	0	0	30	489
Added Vol:	15	0	0	0	0	366	417	574	24	0	437	0
PasserByVol:	-15	0	0	0	0	0	0	0	-24	0	0	0
Initial Fut:	0	0	0	394	0	523	613	625	0	0	467	489
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	428	0	568	666	679	0	0	508	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	428	0	568	666	679	0	0	508	532
PCE 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
MLF 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
FinalVolume:	0	0	0	428	0	568	666	679	0	0	508	532
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.95	0.85	0.92	0.95	0.95	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	1900	0	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.35	0.19	0.19	0.00	0.00	0.10	0.19
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.45	0.24	0.48	0.00	0.00	0.24	0.24
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.78	0.78	0.39	0.00	0.00	0.41	0.78
Delay/Veh:	0.0	0.0	0.0	11.5	0.0	26.4	36.5	15.0	0.0	0.0	29.1	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.5	0.0	26.4	36.5	15.0	0.0	0.0	29.1	37.9
LOS by Move:	A	A	A	B	A	C	D	B	A	A	C	D
HCM2kAvgQ:	0	0	0	3	0	15	11	6	0	0	5	10

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	2 0	3 0	1	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	117	507	311	259	482	288	315	428	270	352	499	262
Growth 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
Initial Bse:	117	507	311	259	482	288	315	428	270	352	499	262
Added Vol:	31	281	0	83	378	0	0	0	89	15	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	788	311	342	860	288	315	428	359	367	499	321
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	161	857	338	372	935	313	342	465	390	399	542	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	857	338	372	935	313	342	465	390	399	542	349
PCE 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
MLF 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
FinalVolume:	161	857	338	372	935	313	342	465	390	399	542	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.89	0.89	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.09	0.91	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	1830	1535	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.21	0.11	0.18	0.19	0.19	0.25	0.25	0.11	0.15	0.22
Crit Moves:			****	****			****					****
Green/Cycle:	0.13	0.27	0.27	0.14	0.28	0.28	0.24	0.36	0.36	0.16	0.28	0.28
Volume/Cap:	0.70	0.62	0.78	0.78	0.65	0.70	0.78	0.71	0.71	0.71	0.55	0.78
Delay/Veh:	51.3	33.0	43.1	50.2	33.1	37.6	44.5	29.7	29.7	44.1	31.5	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	33.0	43.1	50.2	33.1	37.6	44.5	29.7	29.7	44.1	31.5	42.3
LOS by Move:	D	C	D	D	C	D	D	C	C	D	C	D
HCM2kAvgQ:	6	9	12	8	10	10	12	13	13	7	8	12

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	58	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 1	0	1 0	3 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	290	396	55	204	500	308	215	320	164	10	323	162
Growth 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
Initial Bse:	290	396	55	204	500	308	215	320	164	10	323	162
Added Vol:	218	68	68	0	82	0	0	18	263	82	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	508	464	123	204	582	308	215	338	427	92	352	162
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	552	504	134	222	633	335	234	367	464	100	383	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	504	134	222	633	335	234	367	464	100	383	176
PCE 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
MLF 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
FinalVolume:	552	504	134	222	633	335	234	367	464	100	383	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.92	0.87	0.87	0.95	0.91	0.91
Lanes:	2.00	2.37	0.63	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.37	0.63
Final Sat.:	3502	3973	1053	1805	5187	1615	3502	1653	1653	1805	2356	1084
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.12	0.12	0.21	0.07	0.22	0.28	0.06	0.16	0.16
Crit Moves:	****					****			****	****		
Green/Cycle:	0.21	0.25	0.25	0.24	0.28	0.28	0.13	0.37	0.37	0.07	0.32	0.32
Volume/Cap:	0.75	0.51	0.51	0.51	0.44	0.75	0.51	0.59	0.75	0.75	0.51	0.51
Delay/Veh:	48.8	39.3	39.3	40.7	36.0	46.7	49.6	31.0	35.6	75.5	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	39.3	39.3	40.7	36.0	46.7	49.6	31.0	35.6	75.5	33.8	33.8
LOS by Move:	D	D	D	D	D	D	D	C	D	E	C	C
HCM2kAvgQ:	11	8	8	7	7	13	5	12	17	5	9	9

Note: Queue reported is the number of cars per lane.

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2025 BASELINE - with Mitigation
pm peak
With Heritage, Main Street, Main Bridge

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.2
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0 0	0	2 0	2 0	1	2 0	1 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	0	0	0	329	0	3	284	215	0	0	109	349
Growth 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
Initial Bse:	0	0	0	329	0	3	284	215	0	0	109	349
Added Vol:	29	0	0	0	0	427	354	458	18	0	648	0
PasserByVol:	-29	0	0	0	0	0	0	0	-18	0	0	0
Initial Fut:	0	0	0	329	0	430	638	673	0	0	757	349
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	358	0	467	693	732	0	0	823	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	358	0	467	693	732	0	0	823	379
PCE 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
MLF 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
FinalVolume:	0	0	0	358	0	467	693	732	0	0	823	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.95	0.85	0.92	0.95	0.95	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	2.00	1.00	2.00	2.00	0.00	2.00	3.00	2.00
Final Sat.:	1900	0	0	3502	3610	1615	3502	3610	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.29	0.20	0.20	0.00	0.00	0.16	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.42	0.29	0.52	0.00	0.00	0.23	0.23
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.69	0.69	0.39	0.00	0.00	0.69	0.58
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	24.5	30.7	13.4	0.0	0.0	33.6	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	24.5	30.7	13.4	0.0	0.0	33.6	32.2
LOS by Move:	A	A	A	B	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	3	0	12	10	6	0	0	9	6

Note: Queue reported is the number of cars per lane.

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APPENDIX K
2030 Conditions HCM Worksheets

2030 am - Main Connection Fri Oct 14, 2011 15:59:08 Page 1-1

OLC Village 9 TIA
2030 Conditions
AM Peak Hour

Scenario Report

Scenario:	2030 am - Main Connection
Command:	2030 nb + pr am
Volume:	2030 am NB
Geometry:	With Main - Main Interchange Only (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2030 am
Trip Distribution:	2030
Paths:	With Main - Main Bridge Only
Routes:	Default Route
Configuration:	2030 nb + pr am

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2030 am - Main Connection Fri Oct 14, 2011 15:59:09 Page 2-1

OLC Village 9 TIA
2030 Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	C	29.2	0.583	C	29.1	0.589	-0.066 D/V
# 2 Olympic Pkwy/805 NBR	C	23.5	0.929	C	23.7	0.931	+ 0.158 D/V
# 3 Olympic Pkwy/Brandywine Ave	C	25.7	0.582	C	27.9	0.648	+ 2.174 D/V
# 4 Olympic/Santa Victoria	B	13.0	0.457	B	12.7	0.470	-0.317 D/V
# 5 Olympic Pkwy/Heritage Rd	D	36.9	0.731	D	37.4	0.758	+ 0.558 D/V
# 6 Olympic Pkwy/La Media Rd	D	36.8	0.621	D	37.6	0.666	+ 0.858 D/V
# 7 Olympic Pkwy/125 SB	A	6.7	0.374	A	6.6	0.380	-0.090 D/V
# 8 Olympic Pwky/125 NB	A	2.6	0.351	A	2.6	0.357	-0.044 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	C	33.0	0.619	C	33.8	0.624	+ 0.799 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	38.3	0.631	D	38.9	0.682	+ 0.573 D/V
# 11 Heritage/Santa Victoria	D	37.0	0.569	D	37.0	0.572	+ 0.029 D/V
# 12 Birch Rd/La Media Rd	D	37.0	0.825	F	91.0	1.221	+54.005 D/V
# 13 Birch Rd/125SB	A	4.4	0.332	A	7.8	0.767	+ 3.379 D/V
# 14 Birch Rd/125NB	B	12.5	0.513	F	112.4	1.302	+99.880 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.2	0.503	F	117.2	1.305	+82.025 D/V
# 16 Main / 805 SBR	C	34.2	0.873	D	46.2	0.992	+11.979 D/V
# 17 Main / 805 NBR	D	36.3	0.870	D	39.6	0.920	+ 3.294 D/V
# 18 Main / Heritage S	C	31.8	0.622	C	32.2	0.666	+ 0.376 D/V
# 20 Main St/Magdalena	B	12.1	0.466	F	131.3	1.367	+119.264 D/V
# 23 Main-Hunte/Eastlake Pkwy	C	23.1	0.577	F	141.9	1.390	+118.848 D/V
# 24 Lone Star/Dessau	C	20.7	0.576	C	23.1	0.620	+ 2.454 D/V
# 27 Bone Star/125 NBR	B	13.3	0.690	C	20.3	0.749	+ 7.069 D/V

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	8 (Y=R=4.0 sec)	Average Delay (sec/veh):	29.1
Optimal Cycle:	30	Level Of Service:	C

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	1	0	0	1	0	0	2	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	383	0	332	0	639	163	359	1154	0
Growth 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
Initial Bse:	0	0	0	383	0	332	0	639	163	359	1154	0
Added Vol:	0	0	0	0	0	0	0	11	11	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	383	0	332	0	650	174	359	1171	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	416	0	361	0	707	189	390	1273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	416	0	361	0	707	189	390	1273	0
PCE 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
MLF 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
FinalVolume:	0	0	0	416	0	361	0	707	189	390	1273	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3610	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.22	0.00	0.20	0.12	0.11	0.35	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.38	0.38	0.22	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.59	0.00	0.51	0.31	0.51	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	30.6	0.0	36.2	0.0	33.6	30.6	48.9	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.6	0.0	36.2	0.0	33.6	30.6	48.9	17.6	0.0
LOS by Move:	A	A	A	C	A	D	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	6	0	13	0	12	6	8	18	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	65	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.7
Optimal Cycle:	91	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1	0	1	0	0	0	0	2	0	2	0	0	0	1	1
Volume Module:												
Base Vol:	292	0	684	0	0	0	600	1040	0	0	1142	899
Growth 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
Initial Bse:	292	0	684	0	0	0	600	1040	0	0	1142	899
Added Vol:	8	0	0	0	0	0	0	11	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	684	0	0	0	600	1051	0	0	1150	899
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	326	0	743	0	0	0	652	1142	0	0	1250	977
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	0	743	0	0	0	652	1142	0	0	1250	977
PCE 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
MLF 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
FinalVolume:	326	0	743	0	0	0	652	1142	0	0	1250	977
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.85	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.89	0.89
Lanes:	1.00	0.00	1.70	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.68	1.32
Final Sat.:	2188	0	2842	0	0	0	3502	3610	0	0	2839	2219
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.26	0.00	0.00	0.00	0.19	0.32	0.00	0.00	0.44	0.44
Crit Moves:			****				****				****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.20	0.67	0.00	0.00	0.47	0.47
Volume/Cap:	0.53	0.00	0.93	0.00	0.00	0.00	0.93	0.47	0.00	0.00	0.93	0.93
Delay/Veh:	20.0	0.0	36.0	0.0	0.0	0.0	44.7	5.2	0.0	0.0	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	0.0	36.0	0.0	0.0	0.0	44.7	5.2	0.0	0.0	23.5	23.5
LOS by Move:	C	A	D	A	A	A	D	A	A	A	C	C
HCM2kAvgQ:	5	0	13	0	0	0	11	6	0	0	20	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	2	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	36	100	161	152	129	201	176	1269	99	76	817	165
Growth 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
Initial Bse:	36	100	161	152	129	201	176	1269	99	76	817	165
Added Vol:	0	0	45	0	0	0	0	11	0	46	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	100	206	152	129	201	176	1280	99	122	825	165
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	39	109	224	165	140	218	191	1391	108	133	897	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	109	224	165	140	218	191	1391	108	133	897	179
PCE 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
MLF 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
FinalVolume:	39	109	224	165	140	218	191	1391	108	133	897	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4762	366	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.14	0.09	0.07	0.14	0.11	0.29	0.29	0.07	0.17	0.11
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.21	0.21	0.14	0.31	0.31	0.21	0.45	0.45	0.11	0.35	0.35
Volume/Cap:	0.44	0.27	0.65	0.65	0.24	0.44	0.49	0.65	0.65	0.65	0.49	0.32
Delay/Veh:	49.7	33.1	40.1	46.3	26.2	28.5	35.5	21.9	21.9	49.5	25.8	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	33.1	40.1	46.3	26.2	28.5	35.5	21.9	21.9	49.5	25.8	24.1
LOS by Move:	D	C	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	3	7	6	3	6	6	14	14	5	8	6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Olympic/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	126	0	71	0	0	0	0	1272	310	153	1437	0
Growth 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
Initial Bse:	126	0	71	0	0	0	0	1272	310	153	1437	0
Added Vol:	0	0	0	0	0	0	0	56	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	0	71	0	0	0	0	1328	310	153	1491	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	137	0	77	0	0	0	0	1443	337	166	1621	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	77	0	0	0	0	1443	337	166	1621	0
PCE 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
MLF 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
FinalVolume:	137	0	77	0	0	0	0	1443	337	166	1621	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.21	0.09	0.31	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.59	0.20	0.79	0.00
Volume/Cap:	0.47	0.00	0.30	0.00	0.00	0.00	0.00	0.47	0.35	0.47	0.40	0.00
Delay/Veh:	46.8	0.0	44.9	0.0	0.0	0.0	0.0	13.9	12.8	43.7	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	44.9	0.0	0.0	0.0	0.0	13.9	12.8	43.7	4.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	11	6	6	7	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.4
Optimal Cycle:	59	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	2	2	0	3	0	2
Volume Module:																				
Base Vol:	168	1269	203	443	1016	307	111	947	185	260	946	412
Growth 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
Initial Bse:	168	1269	203	443	1016	307	111	947	185	260	946	412
Added Vol:	0	24	0	27	27	0	0	56	0	0	54	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	1293	203	470	1043	307	111	1003	185	260	1000	436
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	183	1405	221	511	1134	334	121	1090	201	283	1087	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1405	221	511	1134	334	121	1090	201	283	1087	474
PCE 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
MLF 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
FinalVolume:	183	1405	221	511	1134	334	121	1090	201	283	1087	474
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.27	0.14	0.15	0.22	0.21	0.03	0.21	0.07	0.08	0.21	0.17
Crit Moves:		****			****			****			****									
Green/Cycle:	0.12	0.36	0.36	0.19	0.43	0.43	0.08	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.45	0.76	0.38	0.76	0.50	0.48	0.41	0.76	0.26	0.76	0.70	0.56
Delay/Veh:	50.2	35.9	29.1	50.8	24.8	24.7	53.1	42.1	33.9	60.8	38.6	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	35.9	29.1	50.8	24.8	24.7	53.1	42.1	33.9	60.8	38.6	36.1
LOS by Move:	D	D	C	D	C	C	D	D	C	E	D	D
HCM2kAvgQ:	4	18	6	11	11	9	3	15	3	7	14	9

Note: Queue reported is the number of cars per lane.

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Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	45	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	0	1	2	0	3	0	2	2	0	3	0	2	2	0	3	0	1
Volume Module:																				
Base Vol:	337	197	311	198	749	220	278	1038	277	251	1061	243
Growth 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
Initial Bse:	337	197	311	198	749	220	278	1038	277	251	1061	243
Added Vol:	61	137	0	0	136	0	0	21	62	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	334	311	198	885	220	278	1059	339	251	1078	243
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	433	363	338	215	962	239	302	1151	368	273	1172	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	363	338	215	962	239	302	1151	368	273	1172	264
PCE 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
MLF 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
FinalVolume:	433	363	338	215	962	239	302	1151	368	273	1172	264
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.07	0.21	0.06	0.19	0.08	0.09	0.22	0.13	0.08	0.23	0.16
Crit Moves:	****				****			****				****								
Green/Cycle:	0.19	0.36	0.36	0.11	0.28	0.28	0.13	0.35	0.35	0.12	0.34	0.34
Volume/Cap:	0.67	0.20	0.58	0.58	0.67	0.30	0.67	0.64	0.37	0.64	0.67	0.48
Delay/Veh:	48.0	26.6	32.7	53.5	39.5	34.3	53.5	33.6	29.6	53.4	34.8	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	26.6	32.7	53.5	39.5	34.3	53.5	33.6	29.6	53.4	34.8	32.0
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	9	3	10	5	12	4	7	13	6	6	14	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.6
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	236	0	128	0	1132	30	0	1449	164
Growth 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
Initial Bse:	0	0	0	236	0	128	0	1132	30	0	1449	164
Added Vol:	0	0	0	0	0	0	0	36	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	236	0	128	0	1168	30	0	1478	164
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	257	0	139	0	1270	33	0	1607	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	257	0	139	0	1270	33	0	1607	178
PCE 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
MLF 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
FinalVolume:	0	0	0	257	0	139	0	1270	33	0	1607	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.65	0.00	1.35	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2874	0	2357	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.00	0.24	0.02	0.00	0.31	0.11
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.81	0.81	0.00	0.81	0.81
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.38	0.00	0.30	0.02	0.00	0.38	0.14
Delay/Veh:	0.0	0.0	0.0	40.4	0.0	38.1	0.0	2.3	1.8	0.0	2.5	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.4	0.0	38.1	0.0	2.3	1.8	0.0	2.5	2.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	3	0	4	0	0	5	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.6
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	2
Volume Module:												
Base Vol:	39	0	56	0	0	0	0	1114	432	0	1443	181
Growth 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
Initial Bse:	39	0	56	0	0	0	0	1114	432	0	1443	181
Added Vol:	0	0	0	0	0	0	0	36	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	0	56	0	0	0	0	1150	432	0	1472	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	42	0	61	0	0	0	0	1250	470	0	1600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	61	0	0	0	0	1250	470	0	1600	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	42	0	61	0	0	0	0	1250	470	0	1600	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.86
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.24	0.29	0.00	0.31	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.86	0.00
Volume/Cap:	0.11	0.00	0.36	0.00	0.00	0.00	0.00	0.28	0.34	0.00	0.36	0.00
Delay/Veh:	40.6	0.0	42.8	0.0	0.0	0.0	0.0	1.2	1.4	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	0.0	42.8	0.0	0.0	0.0	0.0	1.2	1.4	0.0	1.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	3	3	0	4	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.8
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	258	178	335	279	155	210	170	253	204	436	417	379
Growth 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
Initial Bse:	258	178	335	279	155	210	170	253	204	436	417	379
Added Vol:	17	50	0	0	64	12	15	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	228	335	279	219	222	185	253	225	436	417	379
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	299	248	364	303	238	241	201	275	245	474	453	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	248	364	303	238	241	201	275	245	474	453	412
PCE 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
MLF 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
FinalVolume:	299	248	364	303	238	241	201	275	245	474	453	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5167	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.23	0.09	0.05	0.08	0.06	0.05	0.15	0.14	0.09	0.26
Crit Moves:			****	****			****					****
Green/Cycle:	0.17	0.17	0.45	0.17	0.17	0.28	0.11	0.31	0.31	0.28	0.49	0.49
Volume/Cap:	0.50	0.28	0.50	0.52	0.28	0.31	0.52	0.17	0.48	0.48	0.18	0.52
Delay/Veh:	45.8	43.4	23.7	46.7	43.9	34.6	51.8	29.8	33.9	36.2	17.4	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	43.4	23.7	46.7	43.9	34.6	51.8	29.8	33.9	36.2	17.4	21.9
LOS by Move:	D	D	C	D	D	C	D	C	C	D	B	C
HCM2kAvgQ:	6	3	10	6	3	4	4	3	7	8	3	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	8 (Y=R 4.0 sec)	Average Delay (sec/veh):	38.9
Optimal Cycle:	47	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	2	0 2	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	189	112	233	373	294	250	178	258	271	404	294	361
Growth 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
Initial Bse:	189	112	233	373	294	250	178	258	271	404	294	361
Added Vol:	0	81	48	0	97	0	0	0	0	55	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	193	281	373	391	250	178	258	271	459	294	361
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	205	210	305	405	425	272	193	280	295	499	320	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	210	305	405	425	272	193	280	295	499	320	327
PCE 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
MLF 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
FinalVolume:	205	210	305	405	425	272	193	280	295	499	320	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.83	0.83	0.92	0.95	0.85	0.92	0.84	0.84	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3150	1575	3502	3610	1615	3502	3192	1596	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.19	0.12	0.12	0.17	0.06	0.09	0.18	0.14	0.09	0.20
Crit Moves:			****	****					****	****		
Green/Cycle:	0.12	0.28	0.28	0.17	0.34	0.34	0.11	0.27	0.27	0.21	0.37	0.37
Volume/Cap:	0.50	0.23	0.68	0.68	0.35	0.50	0.52	0.32	0.68	0.68	0.24	0.54
Delay/Veh:	50.6	33.0	40.7	50.0	30.1	32.5	51.9	35.1	41.5	46.5	26.0	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	33.0	40.7	50.0	30.1	32.5	51.9	35.1	41.5	46.5	26.0	30.7
LOS by Move:	D	C	D	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	4	3	12	8	6	8	4	5	12	10	4	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	95	352	159	424	1008	10	94	226	118	200	408	10
Growth 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
Initial Bse:	95	352	159	424	1008	10	94	226	118	200	408	10
Added Vol:	0	16	0	11	17	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	368	159	435	1025	10	94	226	118	200	408	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	103	400	173	473	1114	0	102	246	128	217	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	400	173	473	1114	0	102	246	128	217	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	103	400	173	473	1114	0	102	246	128	217	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.11	0.14	0.21	0.00	0.06	0.13	0.08	0.12	0.23	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.19	0.19	0.24	0.37	0.00	0.10	0.26	0.26	0.24	0.40	0.00
Volume/Cap:	0.51	0.41	0.56	0.56	0.58	0.00	0.58	0.50	0.31	0.50	0.58	0.00
Delay/Veh:	56.9	42.9	46.4	40.9	30.5	0.0	56.4	38.5	36.1	40.0	28.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	42.9	46.4	40.9	30.5	0.0	56.4	38.5	36.1	40.0	28.8	0.0
LOS by Move:	E	D	D	D	C	A	E	D	D	D	C	A
HCM2kAvgQ:	3	5	6	8	12	0	4	8	4	7	13	0

Note: Queue reported is the number of cars per lane.

OLC Village 9 TIA
2030 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	91.0
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	186	565	249	242	471	360	281	415	247	332	679	350
Growth 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
Initial Bse:	186	565	249	242	471	360	281	415	247	332	679	350
Added Vol:	17	183	0	19	179	0	0	59	21	66	66	15
PasserByVol:	0	0	493	50	50	0	0	0	0	541	0	0
Initial Fut:	203	748	742	311	600	360	281	474	268	939	745	365
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	221	813	807	338	652	391	305	515	291	1021	810	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	813	807	338	652	391	305	515	291	1021	810	397
PCE 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
MLF 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
FinalVolume:	221	813	807	338	652	391	305	515	291	1021	810	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2182	1233	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.50	0.10	0.13	0.24	0.17	0.24	0.24	0.29	0.22	0.25
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.41	0.41	0.08	0.32	0.32	0.18	0.19	0.19	0.24	0.26	0.26
Volume/Cap:	0.75	0.38	1.22	1.22	0.39	0.75	0.96	1.22	1.22	1.22	0.88	0.96
Delay/Veh:	49.9	20.8	142.4	173.6	26.3	36.0	80.6	153	153.2	148.4	45.2	70.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	20.8	142.4	173.6	26.3	36.0	80.6	153	153.2	148.4	45.2	70.7
LOS by Move:	D	C	F	F	C	D	F	F	F	F	D	E
HCM2kAvgQ:	8	6	45	12	6	12	14	25	25	31	16	17

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2030 Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/125SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	0	1	0	0	3	0	2	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	60	0	120	0	997	65	0	1315	86
Growth 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
Initial Bse:	0	0	0	60	0	120	0	997	65	0	1315	86
Added Vol:	0	0	0	192	0	153	0	290	160	0	206	232
PasserByVol:	0	0	0	20	0	20	0	30	513	0	521	616
Initial Fut:	0	0	0	272	0	293	0	1277	738	0	2042	934
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	296	0	297	0	1388	802	0	2220	1015
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	296	0	297	0	1388	802	0	2220	1015
PCE 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
MLF 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
FinalVolume:	0	0	0	296	0	297	0	1388	802	0	2220	1015
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.50	0.00	1.50	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2571	0	2575	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.12	0.00	0.27	0.50	0.00	0.43	0.63
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.82	0.82	0.00	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.77	0.00	0.33	0.61	0.00	0.52	0.77
Delay/Veh:	0.0	0.0	0.0	45.4	0.0	45.5	0.0	2.3	4.0	0.0	3.0	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.4	0.0	45.5	0.0	2.3	4.0	0.0	3.0	7.1
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	8	0	8	0	4	9	0	8	17

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	1.302
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	112.4
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	0	3	0	2	0	0	3	0	1
Volume Module:												
Base Vol:	262	0	268	0	0	0	0	1039	68	0	1391	471
Growth 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
Initial Bse:	262	0	268	0	0	0	0	1039	68	0	1391	471
Added Vol:	133	0	298	0	0	0	0	282	160	0	305	145
PasserByVol:	521	0	591	0	0	0	0	0	0	0	616	30
Initial Fut:	916	0	1157	0	0	0	0	1321	228	0	2312	650
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	996	0	1258	0	0	0	0	1436	248	0	2513	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	996	0	1258	0	0	0	0	1436	248	0	2513	707
PCE 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
MLF 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
FinalVolume:	996	0	1258	0	0	0	0	1436	248	0	2513	707
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.55	0.00	0.78	0.00	0.00	0.00	0.00	0.28	0.15	0.00	0.48	0.44
Crit Moves:			****				****				****	
Green/Cycle:	0.60	0.00	0.60	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.37	0.37
Volume/Cap:	0.92	0.00	1.30	0.00	0.00	0.00	0.00	0.74	0.41	0.00	1.30	1.18
Delay/Veh:	30.8	0.0	163.7	0.0	0.0	0.0	0.0	25.9	23.8	0.0	171	127.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	0.0	163.7	0.0	0.0	0.0	0.0	25.9	23.8	0.0	171	127.1
LOS by Move:	C	A	F	A	A	A	A	C	C	A	F	F
HCM2kAvgQ:	32	0	75	0	0	0	0	15	6	0	56	38

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.305
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	117.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	216	250	105	166	423	290	186	306	230	58	382	106
Growth 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
Initial Bse:	216	250	105	166	423	290	186	306	230	58	382	106
Added Vol:	61	66	66	0	85	0	0	15	118	85	12	0
PasserByVol:	646	0	0	0	0	0	0	0	611	0	0	0
Initial Fut:	923	316	171	166	508	290	186	321	959	143	394	106
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1003	343	186	180	552	315	202	349	1042	155	428	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1003	343	186	180	552	315	202	349	1042	155	428	117
PCE 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
MLF 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
FinalVolume:	1003	343	186	180	552	315	202	349	1042	155	428	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.85	0.92	0.84	0.84	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.57	0.43
Final Sat.:	3502	3275	1637	1805	5187	1615	3502	1603	1603	1005	2743	752
Capacity Analysis Module:												
Vol/Sat:	0.29	0.10	0.11	0.10	0.11	0.20	0.06	0.22	0.65	0.09	0.16	0.16
Crit Moves:	****					****			****	****		
Green/Cycle:	0.22	0.20	0.20	0.17	0.15	0.15	0.15	0.50	0.50	0.07	0.41	0.41
Volume/Cap:	1.31	0.53	0.58	0.58	0.73	1.31	0.38	0.44	1.31	1.31	0.38	0.38
Delay/Veh:	193.5	43.9	44.7	48.3	51.7	215.0	46.1	19.4	174.3	241.3	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	193.5	43.9	44.7	48.3	51.7	215.0	46.1	19.4	174.3	241.3	24.9	24.9
LOS by Move:	F	D	D	D	D	F	D	B	F	F	C	C
HCM2kAvgQ:	36	7	7	7	8	23	4	9	72	12	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / 805 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.2
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0 0	1	0 1!	0 1	0	0 2	1 0	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	725	0	603	0	1273	327	673	1354	0
Growth 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
Initial Bse:	0	0	0	725	0	603	0	1273	327	673	1354	0
Added Vol:	0	0	0	144	0	0	0	134	0	135	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	869	0	603	0	1407	327	808	1478	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	945	0	655	0	1529	355	878	1607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	945	0	655	0	1529	355	878	1607	0
PCE 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
MLF 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
FinalVolume:	0	0	0	945	0	655	0	1529	355	878	1607	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.59	0.00	1.41	0.00	2.43	0.57	2.00	2.00	0.00
Final Sat.:	0	0	0	2755	0	2442	0	4091	951	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.27	0.00	0.37	0.37	0.25	0.45	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.38	0.38	0.25	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.99	0.00	0.78	0.00	0.99	0.99	0.99	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	59.6	0.0	37.1	0.0	56.0	56.0	73.0	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	59.6	0.0	37.1	0.0	56.0	56.0	73.0	15.9	0.0
LOS by Move:	A	A	A	E	A	D	A	E	E	E	B	A
HCM2kAvgQ:	0	0	0	28	0	17	0	32	32	22	21	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	8 (Y=R=4.0 sec)	Average Delay (sec/veh):	35.6
Optimal Cycle:	99	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	0	0	2	0	0	0	0	1	0	2	0	0	1	0	2	0	0	3	0	2
Volume Module:																						
Base Vol:	453	0	502	0	0	0	481	1162	0	0	1341	749
Growth 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
Initial Bse:	453	0	502	0	0	0	481	1162	0	0	1341	749
Added Vol:	0	0	127	0	0	0	0	278	0	0	259	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	0	629	0	0	0	481	1440	0	0	1600	882
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	492	0	684	0	0	0	523	1565	0	0	1739	959
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	0	684	0	0	0	523	1565	0	0	1739	959
PCE 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
MLF 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
FinalVolume:	492	0	684	0	0	0	523	1565	0	0	1739	959
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.24	0.00	0.00	0.00	0.29	0.43	0.00	0.00	0.34	0.34
Crit Moves:	****						****				****	
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.31	0.68	0.00	0.00	0.36	0.36
Volume/Cap:	0.92	0.00	0.81	0.00	0.00	0.00	0.92	0.64	0.00	0.00	0.92	0.93
Delay/Veh:	62.1	0.0	45.3	0.0	0.0	0.0	60.0	11.5	0.0	0.0	44.3	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	0.0	45.3	0.0	0.0	0.0	60.0	11.5	0.0	0.0	44.3	50.1
LOS by Move:	E	A	D	A	A	A	E	B	A	A	D	D
HCM2kAvgQ:	21	0	15	0	0	0	23	17	0	0	26	23

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 am - Main Connection Fri Oct 14, 2011 15:59:10 Page 20-1

OLC Village 9 TIA
2030 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	2	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1
Volume Module:																						
Base Vol:	331	910	299	219	557	203	455	749	360	122	664	274
Growth 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
Initial Bse:	331	910	299	219	557	203	455	749	360	122	664	274
Added Vol:	0	0	115	17	0	0	0	405	0	120	392	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	910	414	236	557	203	455	1154	360	242	1056	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	360	989	450	257	605	221	495	1254	0	263	1148	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	989	450	257	605	221	495	1254	0	263	1148	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	360	989	450	257	605	221	495	1254	0	263	1148	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.16	0.07	0.12	0.14	0.14	0.24	0.00	0.08	0.22	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.29	0.29	0.11	0.23	0.23	0.21	0.42	0.00	0.13	0.33	0.33
Volume/Cap:	0.60	0.67	0.55	0.67	0.52	0.60	0.67	0.58	0.00	0.58	0.67	0.59
Delay/Veh:	40.2	32.7	31.1	47.2	34.3	37.6	38.5	23.0	0.0	43.0	29.7	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	32.7	31.1	47.2	34.3	37.6	38.5	23.0	0.0	43.0	29.7	29.4
LOS by Move:	D	C	C	D	C	D	D	C	A	D	C	C
HCM2kAvgQ:	6	11	7	5	6	7	8	11	0	5	12	9

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
2030 Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	1.397
Loss Time (sec):	0 (Y=R=4.0 sec)	Average Delay (sec/veh):	131.3
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	0	1	1	3	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	120	0	230	50	1200	0	0	1260	65
Growth 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
Initial Bse:	0	0	0	120	0	230	50	1200	0	0	1260	65
Added Vol:	0	0	0	62	0	405	567	829	0	0	657	48
PasserByVol:	0	0	0	0	0	0	0	704	0	0	809	0
Initial Fut:	0	0	0	182	0	635	617	2733	0	0	2726	113
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	198	0	690	671	2971	0	0	2963	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	198	0	690	671	2971	0	0	2963	123
PCE 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
MLF 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
FinalVolume:	0	0	0	198	0	690	671	2971	0	0	2963	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.98	0.91	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.88	0.12
Final Sat.:	0	0	0	1805	0	1615	1805	5187	0	0	4951	205
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.43	0.37	0.57	0.00	0.00	0.60	0.60
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.27	0.69	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	1.40	1.40	0.83	0.00	0.00	1.40	1.40
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	225.6	227.9	12.6	0.0	0.0	210	210.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.5	0.0	225.6	227.9	12.6	0.0	0.0	210	210.3
LOS by Move:	A	A	A	C	A	F	F	B	A	A	F	F
HCM2kAvgQ:	0	0	0	5	0	47	46	26	0	0	75	75

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.390
Loss Time (sec):	6 (Y=R 4.0 sec)	Average Delay (sec/veh):	141.9
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	0	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	390	0	360	210	915	0	0	930	190
Growth 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
Initial Bse:	0	0	0	390	0	360	210	915	0	0	930	190
Added Vol:	48	0	0	44	0	245	157	358	58	0	441	36
PasserByVol:	0	0	0	571	0	0	447	310	-58	0	544	446
Initial Fut:	48	0	0	1005	0	605	814	1583	0	0	1915	672
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	52	0	0	1092	0	658	885	1721	0	0	1973	739
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	0	1092	0	658	885	1721	0	0	1973	739
PCE 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
MLF 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
FinalVolume:	52	0	0	1092	0	658	885	1721	0	0	1973	739
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.92	0.91	0.85	0.95	0.91	0.91	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	3.00	1.00	1.00	3.00	0.00	2.00	3.00	2.00
Final Sat.:	1805	0	0	3502	5187	1615	1805	5187	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.31	0.00	0.41	0.49	0.33	0.00	0.00	0.38	0.26
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.35	0.00	0.28	0.33	0.59	0.00	0.00	0.26	0.26
Volume/Cap:	0.41	0.00	0.00	0.90	0.00	1.47	1.47	0.56	0.00	0.00	1.47	0.99
Delay/Veh:	46.7	0.0	0.0	40.1	0.0	258.9	253.2	12.6	0.0	0.0	252	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	0.0	0.0	40.1	0.0	258.9	253.2	12.6	0.0	0.0	252	68.1
LOS by Move:	D	A	A	D	A	F	F	B	A	A	F	E
HCM2kAvgQ:	2	0	0	20	0	47	68	12	0	0	62	19

Note: Queue reported is the number of cars per lane.

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Main Street/La Media Couplet
2030 AM Peak Hour
Unmitigated Condition

Scenario Report

Scenario:	2030 am
Command:	2030 am
Volume:	2030 am
Geometry:	2030
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2030 am

Main Street/La Media Couplet
2030 AM Peak Hour
Unmitigated Condition

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 WB Main / SB La Media	C	28.8	0.884	C	28.8	0.884	+ 0.000 D/V
# 2 WB Main/NB La Media	F	103.2	1.157	F	103.2	1.157	+ 0.000 D/V
# 3 EB Main/SB La Media	F	140.3	1.244	F	140.3	1.244	+ 0.000 D/V
# 4 EB Main/NB La Media	F	80.9	1.107	F	80.9	1.107	+ 0.000 D/V

2030 am Mon Oct 17, 2011 09:11:05 Page 3-1

Main Street/La Media Couplet
2030 AM Peak Hour
Unmitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 WB Main / SB La Media

Cycle (sec):	100			Critical Vol./Cap.(X):			0.884										
Loss Time (sec):	2 (Y+R=4.0 sec)			Average Delay (sec/veh):			28.8										
Optimal Cycle:	66			Level Of Service:			C										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10					
Lanes:	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	
Volume Module:																	
Base Vol:	0	0	2	0	960	570	0	0	0	319	1137	0					
Growth 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					
Initial Bse:	0	0	0	0	960	570	0	0	0	319	1137	0					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	0	0	0	0	960	570	0	0	0	319	1137	0					
User 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					
PHF 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					
PHF Volume:	0	0	0	0	960	570	0	0	0	319	1137	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	0	0	0	0	960	570	0	0	0	319	1137	0					
PCE 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					
MLF 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					
FinalVolume:	0	0	0	0	960	570	0	0	0	319	1137	0					
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Adjustment:	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.92	0.92	1.00					
Lanes:	0.00	0.00	0.00	0.00	1.25	0.75	0.00	0.00	0.00	0.44	1.56	0.00					
Final Sat.:	0	0	0	0	2138	1270	0	0	0	765	2726	0					
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.42	0.42	0.00					
Crit Moves:					****						****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.47	0.47	0.00					
Volume/Cap:	0.00	0.00	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.88	0.88	0.00					
Delay/Veh:	0.0	0.0	0.0	0.0	27.8	27.8	0.0	0.0	0.0	30.0	30.0	0.0					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	0.0	0.0	0.0	0.0	27.8	27.8	0.0	0.0	0.0	30.0	30.0	0.0					
LOS by Move:	A	A	A	A	C	C	A	A	A	C	C	A					
HCM2kAvgQ:	0	0	0	0	25	25	0	0	0	25	25	0					

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 AM Peak Hour
Unmitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 WB Main/NB La Media

Cycle (sec):	100			Critical Vol./Cap.(X):			1.157										
Loss Time (sec):	2 (Y+R=4.0 sec)			Average Delay (sec/veh):			103.2										
Optimal Cycle:	180			Level Of Service:			F										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10					
Lanes:	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	
Volume Module:																	
Base Vol:	496	1220	0	0	0	0	0	0	0	0	0	0					
Growth 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					
Initial Bse:	496	1220	0	0	0	0	0	0	0	0	0	0					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	496	1220	0	0	0	0	0	0	0	0	0	0					
User 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					
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92					
PHF Volume:	539	1326	0	0	0	0	0	0	0	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	539	1326	0	0	0	0	0	0	0	0	0	0					
PCE 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					
MLF 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					
FinalVolume:	539	1326	0	0	0	0	0	0	0	0	0	0					
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	0.58	1.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Final Sat.:	999	2456	0	0	0	0	0	0	0	0	0	0					
Capacity Analysis Module:																	
Vol/Sat:	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Crit Moves:		****													****		
Green/Cycle:	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Volume/Cap:	1.16	1.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Delay/Veh:	104.8	105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	104.8	105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
LOS by Move:	F	F	A	A	A	A	A	A	A	A	A	A					
HCM2kAvgQ:	49	49	0	0	0	0	0	0	0	0	0	0					

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 am Mon Oct 17, 2011 09:11:05 Page 5-1

Main Street/La Media Couplet
2030 AM Peak Hour
Unmitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 EB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	1.244
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	140.3
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	0	0	1	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	545	1279	0	0	1634	436	0	0	0
Growth 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
Initial Bse:	0	0	0	545	1279	0	0	1634	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	545	1279	0	0	1634	436	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	592	1390	0	0	1776	474	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	592	1390	0	0	1776	474	0	0	0
PCE 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
MLF 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
FinalVolume:	0	0	0	592	1390	0	0	1776	474	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.92	0.92	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.69	1.40	0.00	0.00	1.58	0.42	0.00	0.00	0.00
Final Sat.:	0	0	0	1030	2417	0	0	2758	736	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.64	0.64	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.52	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	1.24	1.24	0.00	0.00	1.24	1.24	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	142.1	142	0.0	0.0	139	138.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	142.1	142	0.0	0.0	139	138.7	0.0	0.0	0.0
LOS by Move:	A	A	A	F	F	A	A	F	F	A	A	A
HCM2kAvgQ:	0	0	0	59	59	0	0	66	66	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 AM Peak Hour
Unmitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 EB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	1.107
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	80.9
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	831	390	0	0	0	885	1294	0	0	0	0
Growth 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
Initial Bse:	0	831	390	0	0	0	885	1294	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	831	390	0	0	0	885	1294	0	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	903	424	0	0	0	962	1407	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	903	424	0	0	0	962	1407	0	0	0	0
PCE 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
MLF 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
FinalVolume:	0	903	424	0	0	0	962	1407	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	1.00	1.00	0.89	0.89	1.00	1.00	1.00	1.00
Lanes:	0.00	1.36	0.64	0.00	0.00	0.00	0.81	1.19	0.00	0.00	0.00	0.00
Final Sat.:	0	2339	1098	0	0	0	1377	2013	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.35	0.35	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	1.11	1.11	0.00	0.00	0.00	1.11	1.11	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	93.1	93.1	0.0	0.0	0.0	74.1	74.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.1	93.1	0.0	0.0	0.0	74.1	74.1	0.0	0.0	0.0	0.0
LOS by Move:	A	F	F	A	A	A	E	E	A	A	A	A
HCM2kAvgQ:	0	34	34	0	0	0	57	57	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Oct 14, 2011 15:59:30 Page 1-1

OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Scenario Report

Scenario: 2030 pm - Main Connection

Command: 2030 nb +pr pm
Volume: 2030 pm NB
Geometry: With Main - Main Interchange Only (2025)
Impact Fee: Default Impact Fee
Trip Generation: +2030 pm
Trip Distribution: 2030
Paths: With Main - Main Bridge Only
Routes: Default Route
Configuration: 2030 nb + pr pm

2030 pm - Main Connection Fri Oct 14, 2011 15:59:31 Page 2-1

OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Olympic Ave/805 SBR	C	34.8	0.783	C	34.8	0.786	+ 0.003 D/V
# 2 Olympic Pkwy/805 NBR	C	22.8	0.948	C	23.2	0.952	+ 0.321 D/V
# 3 Olympic Pkwy/Brandywine Ave	D	35.1	0.905	D	39.2	0.946	+ 4.180 D/V
# 4 Olympic/Santa Victoria	B	13.3	0.662	B	13.3	0.662	-0.040 D/V
# 5 Olympic Pkwy/Heritage Rd	D	50.7	0.690	D	54.4	1.015	+ 3.726 D/V
# 6 Olympic Pkwy/La Media Rd	D	38.5	0.777	D	39.2	0.781	+ 0.688 D/V
# 7 Olympic Pkwy/125 SB	A	7.8	0.511	A	7.8	0.517	-0.061 D/V
# 8 Olympic Pwky/125 NB	A	3.0	0.445	A	3.0	0.451	-0.032 D/V
# 9 Olympic Pkwy/Eastlake Pkwy	D	35.8	0.693	D	36.5	0.695	+ 0.684 D/V
# 10 Olympic Pkwy/Hunte Pkwy	D	37.7	0.694	D	39.2	0.747	+ 1.514 D/V
# 11 Heritage/Santa Victoria	D	42.2	0.769	D	42.3	0.773	+ 0.091 D/V
# 12 Birch Rd/La Media Rd	D	39.6	0.862	F	116.2	1.309	+76.580 D/V
# 13 Birch Rd/125SB	A	1.5	0.249	A	6.1	0.693	+ 4.607 D/V
# 14 Birch Rd/125NB	A	5.4	0.389	C	31.8	0.962	+26.329 D/V
# 15 Birch Rd/Eastlake Pkwy	D	37.0	0.650	E	65.8	1.064	+28.079 D/V
# 16 Main / 805 SBR	D	38.5	0.935	E	55.9	1.047	+17.458 D/V
# 17 Main / 805 NBR	D	50.0	1.023	E	57.8	1.073	+ 7.776 D/V
# 18 Main / Heritage S	D	36.9	0.875	D	42.0	0.924	+ 5.218 D/V
# 20 Main St/Magdalena	A	9.3	0.354	F	143.8	1.398	+134.457 D/V
# 23 Main-Hunte/Eastlake Pkwy	C	21.2	0.381	D	52.1	1.071	+30.980 D/V
~~# 24 Olympic Pkwy/125SBR~~	~~C~~	~~22.8~~	~~0.669~~	~~C~~	~~26.3~~	~~0.940~~	~~+ 3.503 D/V~~
~~# 27 Hunte Pkwy/125 NBR~~	~~C~~	~~26.2~~	~~0.887~~	~~C~~	~~31.0~~	~~0.939~~	~~+ 5.049 D/V~~

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Oct 14, 2011 15:59:31 Page 3-1

OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Olympic Ave/805 SBR

Cycle (sec):	140	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.8
Optimal Cycle:	44	Level Of Service:	C

Street Name:	805 SBR						Olympic Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	1	0 0 1	0	0	2 0 1	2	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	519	0	443	0	1063	217	478	1543	0
Growth 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
Initial Bse:	0	0	0	519	0	443	0	1063	217	478	1543	0
Added Vol:	0	0	0	0	0	0	0	8	8	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	519	0	443	0	1071	225	478	1562	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	564	0	482	0	1164	245	520	1698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	564	0	482	0	1164	245	520	1698	0
PCE 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
MLF 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
FinalVolume:	0	0	0	564	0	482	0	1164	245	520	1698	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.30	0.00	0.32	0.15	0.15	0.47	0.00
Crit Moves:						****			****		****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.41	0.41	0.19	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.79	0.00	0.79	0.37	0.79	0.79	0.00
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	65.1	0.0	38.8	29.0	60.3	23.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.1	0.0	65.1	0.0	38.8	29.0	60.3	23.2	0.0
LOS by Move:	A	A	A	C	A	D	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	9	0	20	0	24	7	13	30	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Oct 14, 2011 15:59:31 Page 4-1

OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Olympic Pkwy/805 NBR

Cycle (sec):	55	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle:	111	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1! 0	1	0	0 0 0	2	0	2 0 0	0	0	1 1 1
Volume Module:												
Base Vol:	389	0	879	0	0	0	300	1294	0	0	1527	419
Growth 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
Initial Bse:	389	0	879	0	0	0	300	1294	0	0	1527	419
Added Vol:	9	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	0	879	0	0	0	300	1302	0	0	1536	419
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	433	0	955	0	0	0	326	1415	0	0	1670	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	0	955	0	0	0	326	1415	0	0	1670	446
PCE 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
MLF 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
FinalVolume:	433	0	955	0	0	0	326	1415	0	0	1670	446
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.92	0.92
Lanes:	1.31	0.00	1.69	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2202	0	2834	0	0	0	3502	3610	0	0	3494	1747
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.34	0.00	0.00	0.00	0.09	0.39	0.00	0.00	0.48	0.26
Crit Moves:			****				****				****	
Green/Cycle:	0.35	0.00	0.95	0.00	0.00	0.00	0.11	0.69	0.00	0.00	0.50	0.50
Volume/Cap:	0.56	0.00	0.96	0.00	0.00	0.00	0.86	0.65	0.00	0.00	0.96	0.51
Delay/Veh:	17.4	0.0	36.4	0.0	0.0	0.0	46.9	9.1	0.0	0.0	27.6	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	0.0	36.4	0.0	0.0	0.0	46.9	9.1	0.0	0.0	27.6	11.2
LOS by Move:	B	A	D	A	A	A	D	A	A	A	C	B
HCM2kAvgQ:	6	0	17	0	0	0	6	11	0	0	24	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Olympic Pkwy/Brandywine Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 8 (Y+R 4.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 131 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	2	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	48	250	233	203	139	268	351	1639	198	64	1634	146
Growth 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
Initial Bse:	48	250	233	203	139	268	351	1639	198	64	1634	146
Added Vol:	0	0	50	0	0	0	0	8	0	41	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	250	283	203	139	268	351	1647	198	105	1643	146
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	52	272	308	221	151	291	382	1790	215	114	1786	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	272	308	221	151	291	382	1790	215	114	1786	159
PCE 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
MLF 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
FinalVolume:	52	272	308	221	151	291	382	1790	215	114	1786	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.90	0.90	0.95	0.91	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.68	0.32	1.00	3.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	4556	548	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.19	0.12	0.08	0.18	0.21	0.39	0.39	0.06	0.34	0.10
Crit Moves:			****	****			****				****	
Green/Cycle:	0.05	0.20	0.20	0.13	0.29	0.29	0.22	0.51	0.51	0.08	0.36	0.36
Volume/Cap:	0.63	0.71	0.94	0.94	0.28	0.63	0.94	0.77	0.77	0.77	0.94	0.27
Delay/Veh:	61.7	43.2	74.6	86.5	28.0	34.0	68.9	21.5	21.5	67.3	41.1	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	43.2	74.6	86.5	28.0	34.0	68.9	21.5	21.5	67.3	41.1	22.6
LOS by Move:	E	D	E	F	C	C	E	C	C	E	D	C
HCM2kAvgQ:	3	9	14	11	4	9	16	20	20	5	25	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Olympic/Santa Victoria

Cycle (sec): 120 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	2	0	0	3	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	179	0	95	0	0	0	0	1674	652	136	1238	0
Growth 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
Initial Bse:	179	0	95	0	0	0	0	1674	652	136	1238	0
Added Vol:	0	0	0	0	0	0	0	58	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	0	95	0	0	0	0	1732	652	136	1288	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	195	0	103	0	0	0	0	1883	709	148	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	103	0	0	0	0	1883	709	148	1400	0
PCE 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
MLF 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
FinalVolume:	195	0	103	0	0	0	0	1883	709	148	1400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	0.95	0.91	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.06	0.00	0.00	0.00	0.00	0.36	0.44	0.08	0.27	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.66	0.66	0.12	0.79	0.00
Volume/Cap:	0.66	0.00	0.39	0.00	0.00	0.00	0.00	0.55	0.66	0.66	0.34	0.00
Delay/Veh:	52.6	0.0	45.9	0.0	0.0	0.0	0.0	10.9	13.7	57.4	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	0.0	45.9	0.0	0.0	0.0	0.0	10.9	13.7	57.4	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	8	0	4	0	0	0	0	13	16	6	6	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Olympic Pkwy/Heritage Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.015
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.4
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2
Volume Module:												
Base Vol:	251	1940	270	511	1372	410	222	937	289	375	1384	341
Growth 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
Initial Bse:	251	1940	270	511	1372	410	222	937	289	375	1384	341
Added Vol:	0	24	0	25	25	0	0	58	0	0	50	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	1964	270	536	1397	410	222	995	289	375	1434	365
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	273	2135	293	583	1518	446	241	1082	314	408	1559	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2135	293	583	1518	446	241	1082	314	408	1559	397
PCE 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
MLF 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
FinalVolume:	273	2135	293	583	1518	446	241	1082	314	408	1559	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	2842	3502	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.18	0.17	0.29	0.28	0.07	0.21	0.11	0.12	0.30	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.41	0.41	0.16	0.45	0.45	0.07	0.23	0.23	0.13	0.30	0.30
Volume/Cap:	0.65	1.02	0.45	1.02	0.65	0.61	1.02	0.89	0.47	0.89	1.02	0.47
Delay/Veh:	54.0	59.1	26.4	91.5	26.4	26.7	118.2	53.2	40.2	70.7	69.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	59.1	26.4	91.5	26.4	26.7	118.2	53.2	40.2	70.7	69.0	35.0
LOS by Move:	D	E	C	F	C	C	F	D	D	E	E	C
HCM2kAvgQ:	6	37	8	15	16	13	8	17	6	11	28	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Olympic Pkwy/La Media Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	63	Level Of Service:	D

Street Name:	La Media						Olympic Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 3	0 1	2	0 3	0 2	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	298	174	277	397	601	440	419	1171	329	201	1362	194
Growth 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
Initial Bse:	298	174	277	397	601	440	419	1171	329	201	1362	194
Added Vol:	56	123	0	0	149	0	0	17	66	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	297	277	397	750	440	419	1188	395	201	1381	194
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	385	323	301	432	815	478	455	1291	429	218	1501	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	323	301	432	815	478	455	1291	429	218	1501	211
PCE 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
MLF 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
FinalVolume:	385	323	301	432	815	478	455	1291	429	218	1501	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.75	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	2842	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.19	0.12	0.16	0.17	0.13	0.25	0.15	0.06	0.29	0.13
Crit Moves:			****	****			****				****	
Green/Cycle:	0.16	0.24	0.24	0.16	0.24	0.24	0.17	0.43	0.43	0.11	0.37	0.37
Volume/Cap:	0.70	0.26	0.78	0.78	0.66	0.70	0.78	0.58	0.35	0.58	0.78	0.35
Delay/Veh:	52.0	37.2	52.7	55.6	42.4	45.0	54.7	26.4	23.2	53.2	35.6	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	37.2	52.7	55.6	42.4	45.0	54.7	26.4	23.2	53.2	35.6	27.7
LOS by Move:	D	D	D	E	D	D	D	C	C	D	D	C
HCM2kAvgQ:	8	4	12	10	11	10	10	13	6	5	19	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Olympic Pkwy/125 SB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	3 (Y=R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0	1	0	1!	0	0	3	0	1	0	1!	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	281	0	171	0	1850	263	0	1578	69
Growth 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
Initial Bse:	0	0	0	281	0	171	0	1850	263	0	1578	69
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	281	0	171	0	1878	263	0	1613	69
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	305	0	186	0	2041	286	0	1753	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	186	0	2041	286	0	1753	75
PCE 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
MLF 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
FinalVolume:	0	0	0	305	0	186	0	2041	286	0	1753	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.62	0.00	1.38	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2818	0	2395	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.08	0.00	0.39	0.18	0.00	0.34	0.05
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.76	0.76	0.00	0.76	0.76
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.37	0.00	0.52	0.23	0.00	0.44	0.06
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	34.1	0.0	4.8	3.6	0.0	4.4	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	34.1	0.0	4.8	3.6	0.0	4.4	3.0
LOS by Move:	A	A	A	D	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	4	0	5	3	0	7	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Olympic Pwky/125 NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	3 (Y=R=4.0 sec)	Average Delay (sec/veh):	3.0
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	0	0	1	0	0	0	0	0	3	0	1	0	0	3	0	2
Volume Module:												
Base Vol:	55	0	74	0	0	0	0	1821	215	0	1573	208
Growth 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
Initial Bse:	55	0	74	0	0	0	0	1821	215	0	1573	208
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	74	0	0	0	0	1849	215	0	1608	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	60	0	80	0	0	0	0	2010	234	0	1748	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	80	0	0	0	0	2010	234	0	1748	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	0	80	0	0	0	0	2010	234	0	1748	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.88
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3502	0	1615	0	0	0	0	5187	1615	0	5187	3344
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.39	0.14	0.00	0.34	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.86	0.86	0.00	0.86	0.00
Volume/Cap:	0.15	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.17	0.00	0.39	0.00
Delay/Veh:	40.4	0.0	43.4	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	0.0	43.4	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	6	1	0	4	0

Note: Queue reported is the number of cars per lane.

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OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Olympic Pkwy/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	49	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	2	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	345	252	446	372	242	279	230	337	272	581	556	505
Growth 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
Initial Bse:	345	252	446	372	242	279	230	337	272	581	556	505
Added Vol:	19	56	0	0	50	17	11	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	308	446	372	292	296	241	337	289	581	556	505
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	396	335	485	404	317	322	262	366	314	632	604	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	335	485	404	317	322	262	366	314	632	604	549
PCE 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
MLF 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
FinalVolume:	396	335	485	404	317	322	262	366	314	632	604	549
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	2842	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.30	0.12	0.06	0.11	0.07	0.07	0.19	0.18	0.12	0.34
Crit Moves:			****	****			****					****
Green/Cycle:	0.19	0.17	0.46	0.17	0.14	0.25	0.11	0.31	0.31	0.29	0.49	0.49
Volume/Cap:	0.58	0.36	0.65	0.70	0.43	0.45	0.70	0.23	0.63	0.63	0.24	0.70
Delay/Veh:	45.2	44.2	27.3	50.9	47.3	38.4	57.3	30.9	38.1	38.6	17.8	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	44.2	27.3	50.9	47.3	38.4	57.3	30.9	38.1	38.6	17.8	26.6
LOS by Move:	D	D	C	D	D	D	E	C	D	D	B	C
HCMZkAvgQ:	7	4	14	9	6	6	6	4	11	11	5	16

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Olympic Pkwy/Hunte Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	57	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	144	61	166	487	428	327	304	443	465	212	168	172
Growth 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
Initial Bse:	144	61	166	487	428	327	304	443	465	212	168	172
Added Vol:	0	86	48	0	83	0	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	147	214	487	511	327	304	443	465	262	168	172
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	157	160	233	529	555	355	330	482	505	285	183	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	160	233	529	555	355	330	482	505	285	183	187
PCE 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
MLF 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
FinalVolume:	157	160	233	529	555	355	330	482	505	285	183	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.95	0.85	0.92	0.84	0.84	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3150	1575	3502	3610	1615	3502	3192	1596	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.15	0.15	0.15	0.22	0.09	0.15	0.32	0.08	0.05	0.12
Crit Moves:			****	****					****	****		
Green/Cycle:	0.08	0.20	0.20	0.20	0.32	0.32	0.24	0.42	0.42	0.21	0.29	0.29
Volume/Cap:	0.53	0.26	0.75	0.75	0.49	0.70	0.39	0.36	0.75	0.75	0.17	0.39
Delay/Veh:	54.6	40.8	51.1	49.3	33.5	40.1	38.6	23.5	31.5	59.7	31.6	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	40.8	51.1	49.3	33.5	40.1	38.6	23.5	31.5	59.7	31.6	34.4
LOS by Move:	D	D	D	D	C	D	D	C	C	E	C	C
HCM2kAvgQ:	4	3	10	11	9	12	5	7	10	7	3	6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
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PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Heritage/Santa Victoria

Cycle (sec):	120	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.3
Optimal Cycle:	82	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	127	478	212	567	1360	10	126	312	157	266	555	10								
Growth 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								
Initial Bse:	127	478	212	567	1360	10	126	312	157	266	555	10								
Added Vol:	0	15	0	8	17	0	0	0	0	0	0	9								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	127	493	212	575	1377	10	126	312	157	266	555	19								
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.00								
PHF Volume:	138	536	230	625	1497	0	137	339	171	289	603	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	138	536	230	625	1497	0	137	339	171	289	603	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
FinalVolume:	138	536	230	625	1497	0	137	339	171	289	603	0								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.95	1.00	0.85	0.95	1.00	1.00								
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Sat.:	3502	5187	1615	3502	5187	1900	1805	1900	1615	1805	1900	1900								
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.10	0.14	0.18	0.29	0.00	0.08	0.18	0.11	0.16	0.32	0.00								
Crit Moves:	****				****		****				****									
Green/Cycle:	0.06	0.19	0.19	0.24	0.37	0.00	0.10	0.27	0.27	0.24	0.41	0.00								
Volume/Cap:	0.68	0.54	0.75	0.75	0.78	0.00	0.78	0.67	0.40	0.67	0.78	0.00								
Delay/Veh:	64.1	44.5	55.7	46.2	35.6	0.0	72.6	42.8	36.7	45.5	36.0	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	64.1	44.5	55.7	46.2	35.6	0.0	72.6	42.8	36.7	45.5	36.0	0.0								
LOS by Move:	E	D	E	D	D	A	E	D	D	D	D	A								
ICM2kAvgQ:	4	7	10	12	19	0	7	12	5	11	21	0								

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.309
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	116.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	173	569	234	375	691	287	361	617	219	298	644	413								
Growth 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								
Initial Bse:	173	569	234	375	691	287	361	617	219	298	644	413								
Added Vol:	19	162	0	15	200	0	0	74	17	91	54	17								
PasserByVol:	0	0	535	0	0	0	0	0	0	499	0	0								
Initial Fut:	192	731	769	390	891	287	361	691	236	888	698	430								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	209	795	836	424	968	312	392	751	257	965	759	467								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	209	795	836	424	968	312	392	751	257	965	759	467								
PCE 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								
MLF 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								
FinalVolume:	209	795	836	424	968	312	392	751	257	965	759	467								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.91	0.92	0.95	0.85								
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.49	0.51	2.00	2.00	1.00								
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2589	884	3502	3610	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.15	0.52	0.12	0.19	0.19	0.22	0.29	0.29	0.28	0.21	0.29								
Crit Moves:			****	****				****		****										
Green/Cycle:	0.18	0.40	0.40	0.09	0.31	0.31	0.19	0.22	0.22	0.21	0.25	0.25								
Volume/Cap:	0.63	0.39	1.31	1.31	0.61	0.63	1.17	1.31	1.31	1.31	0.85	1.17								
Delay/Veh:	41.7	21.7	180.4	205.0	30.4	32.6	145.5	187	187.3	188.3	43.8	138.9								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	41.7	21.7	180.4	205.0	30.4	32.6	145.5	187	187.3	188.3	43.8	138.9								
LOS by Move:	D	C	F	F	C	C	F	F	F	F	D	F								
ICM2kAvgQ:	7	6	52	15	10	9	22	34	34	32	15	26								

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Birch Rd/12SSB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.1
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	1	0	1! 0	1	0	0 3	0 1	0	0 3 0 1
Volume Module:												
Base Vol:	0	0	0	10	0	10	0	1131	78	0	935	63
Growth 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
Initial Bse:	0	0	0	10	0	10	0	1131	78	0	935	63
Added Vol:	0	0	0	149	0	182	0	192	123	0	276	260
PasserByVol:	0	0	0	30	0	30	0	20	515	0	469	540
Initial Fut:	0	0	0	189	0	222	0	1343	716	0	1680	863
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	205	0	241	0	1460	778	0	1826	938
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	241	0	1460	778	0	1826	938
PCE 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
MLF 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
FinalVolume:	0	0	0	205	0	241	0	1460	778	0	1826	938
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.46	0.00	1.54	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2493	0	2530	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.00	0.28	0.48	0.00	0.35	0.58
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.84	0.84	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.69	0.00	0.34	0.58	0.00	0.42	0.69
Delay/Veh:	0.0	0.0	0.0	42.7	0.0	44.7	0.0	1.5	3.2	0.0	2.1	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.7	0.0	44.7	0.0	1.5	3.2	0.0	2.1	4.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	6	0	4	8	0	5	12

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/12SNB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	153	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0 0	1	0	0 0	0	3	0 1	0	0	3 0 1
Volume Module:												
Base Vol:	101	0	105	0	0	0	0	1177	75	0	991	455
Growth 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
Initial Bse:	101	0	105	0	0	0	0	1177	75	0	991	455
Added Vol:	182	0	231	0	0	0	0	218	123	0	354	157
PasserByVol:	469	0	408	0	0	0	0	30	20	0	540	20
Initial Fut:	752	0	745	0	0	0	0	1425	218	0	1885	642
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	817	0	810	0	0	0	0	1549	237	0	2049	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	0	810	0	0	0	0	1549	237	0	2049	698
PCE 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
MLF 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
FinalVolume:	817	0	810	0	0	0	0	1549	237	0	2049	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.45	0.00	0.50	0.00	0.00	0.00	0.00	0.30	0.15	0.00	0.40	0.43
Crit Moves:			****				****					****
Green/Cycle:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.45	0.45
Volume/Cap:	0.87	0.00	0.96	0.00	0.00	0.00	0.00	0.67	0.33	0.00	0.88	0.96
Delay/Veh:	29.7	0.0	45.2	0.0	0.0	0.0	0.0	22.4	18.1	0.0	29.3	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	0.0	45.2	0.0	0.0	0.0	0.0	22.4	18.1	0.0	29.3	51.2
LOS by Move:	C	A	D	A	A	A	A	C	B	A	C	D
HCM2kAvgQ:	25	0	39	0	0	0	0	14	5	0	24	27

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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CLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.064
Lose Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	65.8
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2 1	0	1	0 3	0 1	2	0 1	1 0	1	0 1 1 0
Volume Module:												
Base Vol:	273	323	144	207	433	274	296	373	292	49	397	90
Growth 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
Initial Bse:	273	323	144	207	433	274	296	373	292	49	397	90
Added Vol:	78	74	74	0	66	0	0	11	91	66	17	0
PasserByVol:	256	364	0	0	0	0	0	0	438	0	0	0
Initial Fut:	607	761	218	207	499	274	296	384	821	115	414	90
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	660	762	237	225	542	298	322	417	892	125	450	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	762	237	225	542	298	322	417	892	125	450	98
PCE 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
MLF 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
FinalVolume:	660	762	237	225	542	298	322	417	892	125	450	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.92	0.65	0.85	0.95	0.92	0.92
Lanes:	2.00	2.29	0.71	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.64	0.36
Final Sat.:	3502	3814	1186	1805	5187	1615	3592	1621	1621	1805	2885	627
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.20	0.12	0.10	0.18	0.09	0.26	0.55	0.07	0.16	0.16
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.22	0.22	0.13	0.17	0.17	0.22	0.52	0.52	0.07	0.37	0.37
Volume/Cap:	1.06	0.93	0.93	0.93	0.60	1.06	0.43	0.50	1.06	1.06	0.43	0.43
Delay/Veh:	103.6	59.2	59.2	89.3	46.9	121.2	41.0	18.9	73.3	157.2	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.6	59.2	59.2	89.3	46.9	121.2	41.0	18.9	73.3	157.2	28.7	28.7
LOS by Move:	F	E	E	F	D	F	D	B	E	F	C	C
HCM2kAvgQ:	19	17	17	12	8	17	5	10	46	9	8	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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CLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main / SR5 SBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.047
Lose Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	55.9
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0	0 0	0	1	0 1! 0	1	0	0 2	1	0	2 0 2 0 0
Volume Module:												
Base Vol:	0	0	0	835	0	753	0	1456	372	542	1584	0
Growth 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
Initial Bse:	0	0	0	835	0	753	0	1456	372	542	1584	0
Added Vol:	0	0	0	140	0	0	0	132	0	115	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	975	0	753	0	1588	372	657	1703	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	1060	0	818	0	1737	404	714	1851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1060	0	818	0	1737	404	714	1851	0
PCE 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
MLF 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
FinalVolume:	0	0	0	1060	0	818	0	1737	404	714	1851	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.43	0.57	2.00	2.00	0.00
Final Sat.:	0	0	0	2704	0	2482	0	4090	952	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.00	0.33	0.00	0.42	0.42	0.20	0.51	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.41	0.41	0.19	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	1.05	0.00	0.88	0.00	1.05	1.05	1.05	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	72.2	0.0	39.7	0.0	69.1	69.1	95.6	23.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	72.2	0.0	39.7	0.0	69.1	69.1	95.6	23.2	0.0
LOS by Move:	A	A	A	E	A	D	A	E	E	F	C	A
HCM2kAvgQ:	0	0	0	34	0	23	0	36	36	20	31	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Main / 805 NBR

Cycle (sec):	120	Critical Vol./Cap.(X):	1.073
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	57.8
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	1	0 0	2	0	0	0	0	1	0	2 0	0	0	0	2
Volume Module:												
Base Vol:	566	0	575	0	0	0	546	1415	0	0	1566	516
Growth 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
Initial Bse:	566	0	575	0	0	0	546	1415	0	0	1566	516
Added Vol:	0	0	149	0	0	0	0	273	0	0	234	128
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	724	0	0	0	546	1688	0	0	1800	644
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	615	0	787	0	0	0	593	1835	0	0	1957	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	0	787	0	0	0	593	1835	0	0	1957	700
PCE 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
MLF 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
FinalVolume:	615	0	787	0	0	0	593	1835	0	0	1957	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.75
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	2.00
Final Sat.:	1809	0	2842	0	0	0	1805	3610	0	0	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.28	0.00	0.00	0.00	0.33	0.51	0.00	0.00	0.38	0.25
Crit Moves:	****						****				****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.31	0.66	0.00	0.00	0.35	0.35
Volume/Cap:	1.07	0.00	0.87	0.00	0.00	0.00	1.07	0.77	0.00	0.00	1.07	0.70
Delay/Veh:	99.6	0.0	48.1	0.0	0.0	0.0	100.9	15.9	0.0	0.0	82.6	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.6	0.0	48.1	0.0	0.0	0.0	100.9	15.9	0.0	0.0	82.6	35.7
LOS by Move:	F	A	D	A	A	A	F	B	A	A	F	D
HCM2kAvgQ:	32	0	19	0	0	0	31	26	0	0	37	14

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Oct 14, 2011 15:59:32 Page 20-1

OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.0
Optimal Cycle:	109	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3 0	2	0	3	0	1	2	0	3 0	2	2	0	3	0	1
Volume Module:												
Base Vol:	588	1618	504	308	743	270	442	1146	350	218	932	373
Growth 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
Initial Bse:	588	1618	504	308	743	270	442	1146	350	218	932	373
Added Vol:	0	0	132	17	0	0	0	421	0	104	362	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	1618	736	325	743	270	442	1567	350	322	1294	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	639	1759	800	353	808	293	480	1703	0	350	1407	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	639	1759	800	353	808	293	480	1703	0	350	1407	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	639	1759	800	353	808	293	480	1703	0	350	1407	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.92	0.85	0.92	0.91	0.58	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.28	0.10	0.16	0.18	0.14	0.33	0.00	0.10	0.27	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.37	0.37	0.11	0.24	0.24	0.16	0.36	0.00	0.11	0.31	0.31
Volume/Cap:	0.76	0.92	0.77	0.92	0.66	0.76	0.88	0.92	0.00	0.92	0.88	0.85
Delay/Veh:	39.7	38.4	31.4	71.8	35.7	44.4	56.6	39.3	0.0	72.0	38.9	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	38.4	31.4	71.8	35.7	44.4	56.6	39.3	0.0	72.0	38.9	45.3
LOS by Move:	D	D	C	E	D	D	E	D	A	E	D	D
HCM2kAvgQ:	11	23	14	9	9	10	11	23	0	9	18	15

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

2030 pm - Main Connection Fri Oct 14, 2011 15:59:32 Page 21-1

OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	1.398
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	143.8
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0	0 0	0	1	0 0	1	1	0 3	0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	110	0	140	50	1250	0	0	1025	60
Growth 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
Initial Bse:	0	0	0	110	0	140	50	1250	0	0	1025	60
Added Vol:	0	0	0	48	0	554	435	640	0	0	792	54
PasserByVol:	0	0	0	0	0	0	0	1581	0	0	1100	0
Initial Fut:	0	0	0	158	0	694	485	3471	0	0	2917	114
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	172	0	754	527	3773	0	0	3171	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	0	754	527	3773	0	0	3171	124
PCE 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
MLF 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
FinalVolume:	0	0	0	172	0	754	527	3773	0	0	3171	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.91	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	0	0	0	1805	0	1615	1805	5187	0	0	4962	194
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.47	0.29	0.73	0.00	0.00	0.64	0.64
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.21	0.67	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	1.40	1.40	1.09	0.00	0.00	1.40	1.40
Delay/Veh:	0.0	0.0	0.0	24.8	0.0	223.5	234.2	63.7	0.0	0.0	209	209.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.8	0.0	223.5	234.2	63.7	0.0	0.0	209	209.0
LOS by Move:	A	A	A	C	A	F	F	E	A	A	F	F
HCM2kAvgQ:	0	0	0	4	0	51	36	61	0	0	80	80

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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OLC Village 9 TIA
2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	52.1
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0	2	0 3	0 1	1	0 2	1 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	455	0	175	200	1051	0	0	459	262
Growth 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
Initial Bse:	0	0	0	455	0	175	200	1051	0	0	459	262
Added Vol:	66	0	0	23	0	190	177	387	45	0	363	50
PasserByVol:	-70	0	0	263	0	175	304	518	-45	0	291	256
Initial Fut:	-4	0	0	741	0	540	681	1956	0	0	1113	568
User 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
PHF Adj:	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	816	0	587	740	2126	0	0	1210	617
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	816	0	587	740	2126	0	0	1210	617
PCE Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	816	0	587	740	2126	0	0	1210	617
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.91	0.85	0.95	0.91	0.91	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	3.00	1.00	1.00	3.00	0.00	2.00	3.00	2.00
Final Sat.:	1900	0	0	3502	5187	1615	1805	5187	0	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.36	0.41	0.41	0.00	0.00	0.23	0.22
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.34	0.38	0.60	0.00	0.00	0.22	0.22
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	1.07	1.07	0.68	0.00	0.00	1.07	1.00
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	91.9	85.7	14.1	0.0	0.0	87.1	74.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	0.0	91.9	85.7	14.1	0.0	0.0	87.1	74.6
LOS by Move:	A	A	A	C	A	F	F	B	A	A	F	E
HCM2kAvgQ:	0	0	0	10	0	28	34	17	0	0	22	16

Note: Queue reported is the number of cars per lane.

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Main Street/La Media Couplet
2030 PM Peak Hour
Unmitigated Condition

Scenario Report

Scenario:	2030 pm
Command:	2030 pm
Volume:	2030 pm
Geometry:	2030
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2030 pm

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Main Street/La Media Couplet
2030 PM Peak Hour
Unmitigated Condition

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 WB Main / SB La Media	C	24.6	0.817	C	24.6	0.817	+ 0.000 D/V
# 2 WB Main/NB La Media	D	48.0	1.004	D	48.0	1.004	+ 0.000 D/V
# 3 EB Main/SB La Media	F	95.2	1.138	F	95.2	1.138	+ 0.000 D/V
# 4 EB Main/NB La Media	D	42.5	0.996	D	42.5	0.996	+ 0.000 D/V

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Main Street/La Media Couplet
2030 PM Peak Hour
Unmitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 WB Main / SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.6
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	956	459	0	0	0	128	1022	0
Growth 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
Initial Bse:	0	0	0	0	956	459	0	0	0	128	1022	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	956	459	0	0	0	128	1022	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	1039	499	0	0	0	139	1111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1039	499	0	0	0	139	1111	0
PCE 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
MLF 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
FinalVolume:	0	0	0	0	1039	499	0	0	0	139	1111	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	0.00	1.35	0.65	0.00	0.00	0.00	0.22	1.78	0.00
Final Sat.:	0	0	0	0	2319	1114	0	0	0	395	3154	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.35	0.35	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.43	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.82	0.82	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	21.4	21.4	0.0	0.0	0.0	28.5	28.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	21.4	21.4	0.0	0.0	0.0	28.5	28.5	0.0
LOS by Move:	A	A	A	A	C	C	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	22	22	0	0	0	20	20	0

Note: Queue reported is the number of cars per lane.

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Main Street/La Media Couplet
2030 PM Peak Hour
Unmitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 WB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.0
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Lanes:	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	335	1071	0	0	0	0	0	0	0	0	1315	428
Growth 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
Initial Bse:	335	1071	0	0	0	0	0	0	0	0	1315	428
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1071	0	0	0	0	0	0	0	0	1315	428
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	364	1164	0	0	0	0	0	0	0	0	1429	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1164	0	0	0	0	0	0	0	0	1429	465
PCE 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
MLF 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
FinalVolume:	364	1164	0	0	0	0	0	0	0	0	1429	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Lanes:	0.48	1.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61	0.49
Final Sat.:	829	2651	0	0	0	0	0	0	0	0	2623	854
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54
Crit Moves:		****									****	
Green/Cycle:	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54
Volume/Cap:	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Delay/Veh:	52.2	52.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	52.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.6	44.6
LOS by Move:	D	D	A	A	A	A	A	A	A	A	D	D
HCM2kAvgQ:	33	33	0	0	0	0	0	0	0	0	39	39

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 PM Peak Hour
Unmitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 EB Main/SB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	95.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	0	0	1	1	0	0	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	525	1084	0	0	1587	369	0	0	0
Growth 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
Initial Bse:	0	0	0	525	1084	0	0	1587	369	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	525	1084	0	0	1587	369	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	571	1178	0	0	1725	401	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	571	1178	0	0	1725	401	0	0	0
PCE 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
MLF 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
FinalVolume:	0	0	0	571	1178	0	0	1725	401	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	0.90	1.00	1.00	0.92	0.92	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.65	1.35	0.00	0.00	1.62	0.38	0.00	0.00	0.00
Final Sat.:	0	0	0	1120	2313	0	0	2847	662	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.61	0.61	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.53	0.53	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	1.14	1.14	0.00	0.00	1.14	1.14	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	98.3	98.3	0.0	0.0	92.6	92.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	98.3	98.3	0.0	0.0	92.6	92.6	0.0	0.0	0.0
LOS by Move:	A	A	A	F	F	A	A	F	F	A	A	A
HCM2kAvgQ:	0	0	0	45	45	0	0	54	54	0	0	0

Note: Queue reported is the number of cars per lane.

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Main Street/La Media Couplet
2030 PM Peak Hour
Unmitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 EB Main/NB La Media

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	1	1	0	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	659	310	0	0	0	705	1407	0	0	0	0
Growth 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
Initial Bse:	0	659	310	0	0	0	705	1407	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	659	310	0	0	0	705	1407	0	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	716	337	0	0	0	766	1529	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	716	337	0	0	0	766	1529	0	0	0	0
PCE 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
MLF 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
FinalVolume:	0	716	337	0	0	0	766	1529	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	1.00
Lanes:	0.00	1.36	0.64	0.00	0.00	0.00	0.67	1.33	0.00	0.00	0.00	0.00
Final Sat.:	0	2337	1099	0	0	0	1165	2285	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.31	0.31	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	61.1	61.1	0.0	0.0	0.0	34.0	34.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	61.1	61.1	0.0	0.0	0.0	34.0	34.0	0.0	0.0	0.0	0.0
LOS by Move:	A	E	E	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	24	24	0	0	0	45	45	0	0	0	0

Note: Queue reported is the number of cars per lane.

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APPENDIX L
2030 Conditions Mitigated HCM Worksheets

2030 am - Mitigation 2 (MaiThu Nov 17, 2011 17:16:52 Page 1-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Scenario Report

Scenario:	2030 am - Mitigation 2 (Main Int + OVR)
Command:	2030 nb + pr am
Volume:	2030 am - with OVR bridge & Main Street (int)
Geometry:	With Main - Main Interchange Only (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2030 am
Trip Distribution:	2030
Paths:	With Main - Both Bridges
Routes:	Default Route
Configuration:	2030 nb + pr am

2030 am - Mitigation 2 (MaiThu Nov 17, 2011 17:16:52 Page 2-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 12 Birch Rd/La Media Rd	D	37.0	0.825	D	37.6	0.836	+ 0.668 D/V
# 14 Birch Rd/125NB	B	13.1	0.486	B	13.0	0.494	-0.167 D/V
# 15 Birch Rd/Eastlake Pkwy	D	35.2	0.503	D	37.2	0.583	+ 1.989 D/V
# 18 Main / Heritage S	C	31.8	0.622	C	32.2	0.666	+ 0.376 D/V
# 20 Main St/Magdalena	B	15.6	0.402	C	32.1	0.908	+16.238 D/V
# 24 Main-Hunte/Eastlake Pkwy	C	23.1	0.577	D	52.5	0.998	+29.366 D/V

2030 am - Mitigation 2 (MaiThu Nov 17, 2011 17:16:52 Page 3-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 3	0 1	2	0 3	0 1	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	186	565	249	242	471	360	281	415	247	332	679	350
Growth 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
Initial Bse:	186	565	249	242	471	360	281	415	247	332	679	350
Added Vol:	17	206	0	0	209	0	0	48	21	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	771	249	242	680	360	281	463	268	332	737	350
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	221	838	271	263	739	391	305	503	291	361	801	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	838	271	263	739	391	305	503	291	361	801	380
PCE 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
MLF 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
FinalVolume:	221	838	271	263	739	391	305	503	291	361	801	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.27	0.73	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2161	1251	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.17	0.08	0.14	0.24	0.17	0.23	0.23	0.10	0.22	0.24
Crit Moves:	****					****	****					****
Green/Cycle:	0.15	0.30	0.30	0.13	0.29	0.29	0.29	0.34	0.34	0.15	0.28	0.28
Volume/Cap:	0.84	0.54	0.56	0.56	0.49	0.84	0.84	0.69	0.69	0.69	0.79	0.84
Delay/Veh:	61.7	29.5	30.8	41.9	29.7	45.7	53.7	30.6	30.6	44.5	37.3	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	29.5	30.8	41.9	29.7	45.7	53.7	30.6	30.6	44.5	37.3	46.5
LOS by Move:	E	C	C	D	C	D	D	C	C	D	D	D
HCM2kAvgQ:	9	8	8	5	7	14	12	12	12	7	14	14

Note: Queue reported is the number of cars per lane.

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2030 am - Mitigation 2 (MaiThu Nov 17, 2011 17:16:52 Page 4-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	3 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.0
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	1 0	0	0 3	0 1
Volume Module:												
Base Vol:	262	0	268	0	0	0	0	1039	68	0	1391	93
Growth 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
Initial Bse:	262	0	268	0	0	0	0	1039	68	0	1391	93
Added Vol:	0	0	0	0	0	0	0	47	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	268	0	0	0	0	1086	68	0	1428	93
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	285	0	291	0	0	0	0	1180	74	0	1552	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	291	0	0	0	0	1180	74	0	1552	101
PCE 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
MLF 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
FinalVolume:	285	0	291	0	0	0	0	1180	74	0	1552	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.18	0.00	0.00	0.00	0.00	0.23	0.05	0.00	0.30	0.06
Crit Moves:			****				****				****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.61	0.61	0.00	0.61	0.61
Volume/Cap:	0.43	0.00	0.49	0.00	0.00	0.00	0.00	0.38	0.08	0.00	0.49	0.10
Delay/Veh:	24.4	0.0	25.3	0.0	0.0	0.0	0.0	10.2	8.2	0.0	11.2	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	0.0	25.3	0.0	0.0	0.0	0.0	10.2	8.2	0.0	11.2	8.4
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	7	0	7	0	0	0	0	7	1	0	10	1

Note: Queue reported is the number of cars per lane.

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2030 am - Mitigation 2 (MaiThu Nov 17, 2011 17:16:52 Page 5-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	6 (Y=R=4.0 sec)	Average Delay (sec/veh):	37.2
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0 2	1 0	1	0 3	0 1	2	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	216	250	105	166	423	290	186	306	230	58	382	108
Growth 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
Initial Bse:	216	250	105	166	423	290	186	306	230	58	382	108
Added Vol:	25	66	66	0	85	0	0	15	32	85	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	316	171	166	508	290	186	321	262	143	394	108
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	262	343	186	180	552	315	202	349	285	155	428	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	343	186	180	552	315	202	349	285	155	428	117
PCE 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
MLF 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
FinalVolume:	262	343	186	180	552	315	202	349	285	155	428	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.85	0.92	0.89	0.89	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	2.00	1.10	0.90	1.00	1.57	0.43
Final Sat.:	3502	3275	1637	1805	5187	1615	3502	1854	1514	1805	2743	752
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.11	0.10	0.11	0.20	0.06	0.19	0.19	0.09	0.16	0.16
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.25	0.25	0.22	0.33	0.33	0.13	0.32	0.32	0.15	0.34	0.34
Volume/Cap:	0.58	0.43	0.46	0.46	0.32	0.58	0.45	0.58	0.58	0.58	0.46	0.46
Delay/Veh:	51.2	38.3	38.8	41.8	29.8	34.6	49.2	34.7	34.7	51.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	38.3	38.8	41.8	29.8	34.6	49.2	34.7	34.7	51.0	31.0	31.0
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	6	7	6	5	10	4	11	11	6	8	8

Note: Queue reported is the number of cars per lane.

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2030 am - Mitigation 2 (MaiThu Nov 17, 2011 17:16:52 Page 6-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	30	7	10	10	7	10	10
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 3	0 2	2	0 3	0 1
Volume Module:												
Base Vol:	331	910	299	219	557	203	455	749	0	122	664	274
Growth 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
Initial Bse:	331	910	299	219	557	203	455	749	0	122	664	274
Added Vol:	0	0	115	17	0	0	0	405	0	120	392	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	910	414	236	557	203	455	1154	0	242	1056	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	360	989	450	257	605	221	495	1254	0	263	1148	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	989	450	257	605	221	495	1254	0	263	1148	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	360	989	450	257	605	221	495	1254	0	263	1148	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3544	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.16	0.07	0.12	0.14	0.14	0.24	0.00	0.08	0.22	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.29	0.29	0.11	0.23	0.23	0.21	0.42	0.00	0.13	0.33	0.33
Volume/Cap:	0.60	0.67	0.55	0.67	0.52	0.60	0.67	0.58	0.00	0.58	0.67	0.59
Delay/Veh:	40.2	32.7	31.1	47.2	34.3	37.6	38.5	23.0	0.0	43.0	29.7	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	32.7	31.1	47.2	34.3	37.6	38.5	23.0	0.0	43.0	29.7	29.4
LOS by Move:	D	C	C	D	C	D	D	C	A	D	C	C
HCM2kAvgQ:	6	11	7	5	6	7	9	11	0	5	12	9

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.1
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	40	100	25	120	190	40	50	1200	120	60	1200	65
Growth 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
Initial Bse:	40	100	25	120	190	40	50	1200	120	60	1200	65
Added Vol:	36	204	567	32	169	0	0	308	30	471	239	25
PasserByVol:	0	0	0	0	0	0	0	317	0	0	307	0
Initial Fut:	76	304	592	152	359	40	50	1825	150	531	1746	90
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	83	330	643	165	390	43	54	1984	163	577	1898	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	330	643	165	390	43	54	1984	163	577	1898	98
PCE 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
MLF 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
FinalVolume:	83	330	643	165	390	43	54	1984	163	577	1898	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.90	0.90	0.92	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.77	0.23	2.00	2.85	0.15
Final Sat.:	1805	3610	1615	1805	3199	356	1805	4740	390	3502	4896	252
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.40	0.09	0.12	0.12	0.03	0.42	0.42	0.16	0.39	0.39
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.26	0.44	0.10	0.23	0.23	0.10	0.46	0.46	0.18	0.54	0.54
Volume/Cap:	0.35	0.36	0.91	0.91	0.54	0.54	0.31	0.91	0.91	0.91	0.71	0.71
Delay/Veh:	40.5	30.6	41.8	86.2	34.7	34.7	42.9	30.7	30.7	57.1	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	30.6	41.8	86.2	34.7	34.7	42.9	30.7	30.7	57.1	17.9	17.9
LOS by Move:	D	C	D	F	C	C	D	C	C	E	B	B
ECM2kAvgQ:	3	4	22	8	7	7	2	26	26	13	17	17

Note: Queue reported is the number of cars per lane.

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2030 am - Mitigation 2 (MaiThu Nov 17, 2011 17:16:52 Page 8-1

OLC Parcels B & C
2030 Mitigation 2 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	52.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 0	2	0 3	0 1	1	0 2	1 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	390	0	350	210	915	0	0	830	190
Growth 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
Initial Bse:	0	0	0	390	0	350	210	915	0	0	830	190
Added Vol:	24	0	0	0	0	202	157	389	29	0	459	0
PasserByVol:	0	0	0	0	0	0	0	321	0	0	257	0
Initial Fut:	24	0	0	390	0	552	367	1616	29	0	1546	190
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	26	0	0	424	0	611	399	1757	32	0	1680	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	0	424	0	611	399	1757	32	0	1680	207
PCE 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
MLF 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
FinalVolume:	26	0	0	424	0	611	399	1757	32	0	1680	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.92	0.92	0.85	0.95	0.91	0.91	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	3.00	1.00	1.00	2.95	0.05	2.00	3.00	2.00
Final Sat.:	1805	0	0	3502	5187	1615	1805	5080	91	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.12	0.00	0.38	0.22	0.35	0.35	0.00	0.32	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.43	0.00	0.36	0.21	0.51	0.51	0.00	0.31	0.31
Volume/Cap:	0.21	0.00	0.00	0.28	0.00	1.06	1.06	0.67	0.67	0.00	1.06	0.24
Delay/Veh:	44.7	0.0	0.0	18.8	0.0	87.0	103.1	18.8	18.8	0.0	75.6	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	0.0	0.0	18.8	0.0	87.0	103.1	18.8	18.8	0.0	75.6	26.2
LOS by Move:	D	A	A	B	A	F	F	B	B	A	E	C
ECM2kAvgQ:	1	0	0	4	0	28	20	15	15	0	28	3

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Scenario Report

Scenario:	2030 pm - Mitigation 2 (Main Int +OVR)
Command:	2030 nb +pr pm
Volume:	2030 pm - with OVR bridge & Main Street (int)
Geometry:	With Main - Main Interchange Only (2025)
Impact Fee:	Default Impact Fee
Trip Generation:	+2030 pm
Trip Distribution:	2030
Paths:	With Main - Both Bridges
Routes:	Default Route
Configuration:	2030 nb + pr pm

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 12 Birch Rd/La Media Rd	D	39.6	0.862	D	41.9	0.872	+ 2.293 D/V
# 14 Birch Rd/125NB	A	6.4	0.328	A	6.2	0.336	-0.146 D/V
# 15 Birch Rd/Eastlake Pkwy	D	37.0	0.550	D	38.7	0.615	+ 1.794 D/V
# 18 Main / Heritage S	D	36.8	0.875	D	42.0	0.924	+ 5.218 D/V
# 20 Main St/Magdalena	B	15.5	0.379	D	35.7	0.924	+20.192 D/V
# 24 Main-Hunte/Eastlake Pkwy	C	21.2	0.381	C	27.2	0.811	+ 6.091 D/V

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Birch Rd/La Media Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.9
Optimal Cycle:	87	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	3	0	1	2	0	3	0	1	1	0	1	1	0	2	0	2	0	1
Volume Module:																				
Base Vol:	173	569	234	375	691	267	361	617	219	298	644	413								
Growth 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								
Initial Bse:	173	569	234	375	691	287	361	617	219	298	644	413								
Added Vol:	19	188	0	0	223	0	0	66	17	0	45	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	192	757	234	375	914	287	361	683	236	298	689	413								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	209	823	254	408	993	312	392	742	257	324	749	449								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	209	823	254	408	993	312	392	742	257	324	749	449								
PCE 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								
MLF 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								
FinalVolume:	209	823	254	408	993	312	392	742	257	324	749	449								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.91	0.92	0.95	0.85								
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.49	0.51	2.00	2.00	1.00								
Final Sat.:	1805	5187	1615	3502	5187	1615	1805	2578	891	3502	3610	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.16	0.16	0.12	0.19	0.19	0.22	0.29	0.29	0.09	0.21	0.28								
Crit Moves:	****				****		****					****								
Green/Cycle:	0.13	0.20	0.20	0.15	0.22	0.22	0.25	0.43	0.43	0.14	0.32	0.32								
Volume/Cap:	0.87	0.78	0.78	0.78	0.87	0.88	0.87	0.67	0.67	0.67	0.65	0.87								
Delay/Veh:	70.2	41.6	48.7	48.5	45.3	59.2	52.8	24.0	24.0	44.6	30.6	47.2								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	70.2	41.6	48.7	48.5	45.3	59.2	52.8	24.0	24.0	44.6	30.6	47.2								
LOS by Move:	E	D	D	D	D	E	D	C	C	D	C	D								
HCM2kAvgQ:	9	11	9	9	14	13	15	14	14	6	11	16								

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Birch Rd/125NB

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.2
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:																				
Base Vol:	101	0	106	0	0	0	0	1177	75	0	991	68								
Growth 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								
Initial Bse:	101	0	106	0	0	0	0	1177	75	0	991	68								
Added Vol:	0	0	0	0	0	0	0	36	0	0	44	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	101	0	106	0	0	0	0	1213	75	0	1035	68								
User 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								
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
PHF Volume:	110	0	115	0	0	0	0	1318	82	0	1125	74								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	110	0	115	0	0	0	0	1318	82	0	1125	74								
PCE 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								
MLF 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								
FinalVolume:	110	0	115	0	0	0	0	1318	82	0	1125	74								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.85	1.00	0.91	0.85								
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00								
Final Sat.:	1805	0	1615	0	0	0	0	5187	1615	0	5187	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.25	0.05	0.00	0.22	0.05								
Crit Moves:			****					****			****									
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.76	0.76	0.00	0.76	0.76								
Volume/Cap:	0.29	0.00	0.34	0.00	0.00	0.00	0.00	0.34	0.07	0.00	0.29	0.06								
Delay/Veh:	33.4	0.0	34.0	0.0	0.0	0.0	0.0	4.0	3.1	0.0	3.8	3.1								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	33.4	0.0	34.0	0.0	0.0	0.0	0.0	4.0	3.1	0.0	3.8	3.1								
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A								
HCM2kAvgQ:	3	0	3	0	0	0	0	5	1	0	4	1								

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiThu Nov 17, 2011 17:17:04 Page 5-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Birch Rd/Eastlake Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	2	1	0	3	0	1	2	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	273	323	144	207	433	274	296	373	292	49	397	90
Growth 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
Initial Bse:	273	323	144	207	433	274	296	373	292	49	397	90
Added Vol:	28	74	74	0	66	0	0	11	25	66	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	397	218	207	499	274	296	384	317	115	414	90
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	327	432	237	225	542	298	322	417	345	125	450	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	432	237	225	542	298	322	417	345	125	450	98
PCE 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
MLF 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
FinalVolume:	327	432	237	225	542	298	322	417	345	125	450	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.85	0.92	0.89	0.89	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	2.00	1.10	0.90	1.00	1.64	0.36
Final Sat.:	3502	3275	1637	1805	5187	1615	3502	1843	1521	1805	2885	627
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.14	0.12	0.10	0.18	0.09	0.23	0.23	0.07	0.16	0.16
Crit Moves:	****					****		****		****		
Green/Cycle:	0.15	0.24	0.24	0.23	0.30	0.30	0.18	0.37	0.37	0.11	0.30	0.30
Volume/Cap:	0.61	0.54	0.60	0.60	0.35	0.61	0.52	0.61	0.61	0.61	0.52	0.52
Delay/Veh:	49.7	40.1	41.1	45.4	33.0	38.4	45.3	31.9	31.9	56.3	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	40.1	41.1	45.4	33.0	38.4	45.3	31.9	31.9	56.3	35.0	35.0
LOS by Move:	D	D	D	D	C	D	D	C	C	E	C	C
HCM2kAvgQ:	7	8	9	8	6	10	6	12	12	5	9	9

Note: Queue reported is the number of cars per lane.

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2030 pm - Mitigation 2 (MaiThu Nov 17, 2011 17:17:05 Page 6-1

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Main / Heritage S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.0
Optimal Cycle:	109	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2	0	3	0	2	2	0	3	0	1	2	0	3	0	2	2	0	3	0	1
Volume Module:												
Base Vol:	588	1618	604	308	743	270	442	1146	0	218	932	373
Growth 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
Initial Bse:	588	1618	604	308	743	270	442	1146	0	218	932	373
Added Vol:	0	0	132	17	0	0	0	421	0	104	362	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	1618	736	325	743	270	442	1567	0	322	1294	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92
PHF Volume:	639	1759	800	353	808	293	480	1703	0	350	1407	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	639	1759	800	353	808	293	480	1703	0	350	1407	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	639	1759	800	353	808	293	480	1703	0	350	1407	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.91	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	5187	3344	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.28	0.10	0.16	0.18	0.14	0.33	0.00	0.10	0.27	0.26
Crit Moves:		****		****				****			****	
Green/Cycle:	0.24	0.37	0.37	0.11	0.24	0.24	0.16	0.36	0.00	0.11	0.31	0.31
Volume/Cap:	0.76	0.92	0.77	0.92	0.66	0.76	0.88	0.92	0.00	0.92	0.88	0.85
Delay/Veh:	39.7	38.4	31.4	71.8	35.7	44.4	56.6	39.3	0.0	72.0	38.9	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	38.4	31.4	71.8	35.7	44.4	56.6	39.3	0.0	72.0	38.9	45.3
LOS by Move:	D	D	C	E	D	D	E	D	A	E	D	D
HCM2kAvgQ:	11	23	14	9	9	10	11	23	0	9	18	15

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main St/Magdalena

Cycle (sec):	100	Critical Vol./Cap.(X):		0.924
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):		35.7
Optimal Cycle:	180	Level Of Service:		D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	50	75	25	110	105	35	50	1250	20	75	950	60
Growth 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
Initial Bse:	50	75	25	110	105	35	50	1250	20	75	950	60
Added Vol:	26	156	435	25	232	0	0	238	41	645	270	28
PasserByVol:	0	0	300	0	0	0	0	20	0	0	30	0
Initial Fut:	76	231	760	135	337	35	50	1508	61	720	1250	88
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	251	826	147	366	38	54	1639	66	783	1359	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	251	826	147	366	38	54	1639	66	783	1359	96
PCE 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
MLF 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
FinalVolume:	85	251	826	147	366	38	54	1639	66	783	1359	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.54	0.54	0.55	0.90	0.90	0.92	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.88	0.12	2.00	2.80	0.20
Final Sat.:	1805	3610	1615	1805	3225	335	1805	4955	200	3502	4797	338
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.51	0.08	0.11	0.11	0.03	0.33	0.33	0.22	0.28	0.28
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.31	0.55	0.09	0.25	0.25	0.12	0.36	0.36	0.24	0.48	0.48
Volume/Cap:	0.31	0.22	0.92	0.92	0.46	0.46	0.25	0.92	0.92	0.92	0.59	0.59
Delay/Veh:	38.3	25.5	35.3	94.6	32.3	32.3	40.6	39.1	39.1	52.5	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	25.5	35.3	94.6	32.3	32.3	40.6	39.1	39.1	52.5	19.2	19.2
LOS by Move:	D	C	D	F	C	C	D	D	D	D	B	B
HCM2kAvgQ:	3	3	28	8	5	5	2	23	23	16	12	12

Note: Queue reported is the number of cars per lane.

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OLC Parcels B & C
2030 Mitigation 1 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Main-Hunte/Eastlake Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):		0.811
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):		29.2
Optimal Cycle:	61	Level Of Service:		C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0 0	0 0	2	0 3	0 1	1	0 2	1 0	2	0 3	0 2
Volume Module:												
Base Vol:	0	0	0	455	0	175	200	1051	0	0	459	262
Growth 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
Initial Bse:	0	0	0	455	0	175	200	1051	0	0	459	262
Added Vol:	33	0	0	0	0	157	177	403	22	0	388	0
PasserByVol:	0	0	0	0	0	0	0	781	0	0	547	0
Initial Fut:	33	0	0	455	0	332	377	2235	22	0	1394	262
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	36	0	0	495	0	361	410	2429	24	0	1515	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	0	495	0	361	410	2429	24	0	1515	285
PCE 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
MLF 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
FinalVolume:	36	0	0	495	0	361	410	2429	24	0	1515	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.92	0.91	0.85	0.95	0.91	0.91	0.97	0.91	0.75
Lanes:	1.00	0.00	0.00	2.00	3.00	1.00	1.00	2.97	0.03	2.00	3.00	2.00
Final Sat.:	1805	0	0	3502	5187	1615	1805	5131	51	3686	5187	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.14	0.00	0.22	0.23	0.47	0.47	0.00	0.29	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.33	0.00	0.26	0.27	0.61	0.61	0.00	0.34	0.34
Volume/Cap:	0.28	0.00	0.00	0.43	0.00	0.85	0.85	0.78	0.78	0.00	0.85	0.29
Delay/Veh:	45.4	0.0	0.0	26.2	0.0	50.5	48.7	15.9	15.9	0.0	34.8	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	0.0	0.0	26.2	0.0	50.5	48.7	15.9	15.9	0.0	34.8	24.2
LOS by Move:	D	A	A	C	A	D	D	B	B	A	C	C
HCM2kAvgQ:	1	0	0	6	0	13	15	22	22	0	19	4

Note: Queue reported is the number of cars per lane.

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Main Street/La Media Couplet
2030 AM Peak Hour
Mitigated Condition

Scenario Report

Scenario:	2030 am
Command:	2030 am
Volume:	2030 am
Geometry:	2030
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2030 am

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Main Street/La Media Couplet
2030 AM Peak Hour
Mitigated Condition

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 WB Main / SB La Media	C	31.4	0.983	C	31.4	0.983	+ 0.000 D/V
# 2 WB Main/NB La Media	D	47.8	1.037	D	47.8	1.037	+ 0.000 D/V
# 3 EB Main/SB La Media	D	49.0	1.042	D	49.0	1.042	+ 0.000 D/V
# 4 EB Main/NB La Media	C	28.1	0.966	C	28.1	0.966	+ 0.000 D/V

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Main Street/La Media Couplet
2030 AM Peak Hour
Mitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 WB Main / SB La Media

Cycle (sec): 60 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	0	0	1	1	0	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	1030	141	0	0	0	405	1769	0
Growth 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
Initial Bse:	0	0	0	0	1030	141	0	0	0	405	1769	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1030	141	0	0	0	405	1769	0
User 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
PHF 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
PHF Volume:	0	0	0	0	1030	141	0	0	0	405	1769	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1030	141	0	0	0	405	1769	0
PCE 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
MLF 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
FinalVolume:	0	0	0	0	1030	141	0	0	0	405	1769	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	1.00	0.92	0.92	1.00
Lanes:	0.00	0.00	0.00	0.00	1.76	0.24	0.00	0.00	0.00	0.37	1.63	0.00
Final Sat.:	0	0	0	0	3118	427	0	0	0	654	2855	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.62	0.62	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.63	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.00	0.98	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	41.6	41.6	0.0	0.0	0.0	26.0	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	41.6	41.6	0.0	0.0	0.0	26.0	26.0	0.0
LOS by Move:	A	A	A	A	D	D	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	18	18	0	0	0	29	29	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 AM Peak Hour
Mitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 WB Main/NB La Media

Cycle (sec): 60 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 2 (Y+R=4.0 sec) Average Delay (sec/veh): 47.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	1	1	0	0	0	0	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	545	904	0	0	0	0	0	0	0	0	1390	352
Growth 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
Initial Bse:	545	904	0	0	0	0	0	0	0	0	1390	352
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	545	904	0	0	0	0	0	0	0	0	1390	352
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	592	983	0	0	0	0	0	0	0	0	1511	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	983	0	0	0	0	0	0	0	0	1511	383
PCE 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
MLF 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
FinalVolume:	592	983	0	0	0	0	0	0	0	0	1511	383
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92
Lanes:	0.75	1.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.60	0.40
Final Sat.:	1282	2126	0	0	0	0	0	0	0	0	2794	708
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.54
Crit Moves:		****									****	
Green/Cycle:	0.45	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52
Volume/Cap:	1.04	1.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.04	1.04
Delay/Veh:	50.1	50.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.9	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	50.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.9	45.9
LOS by Move:	D	D	A	A	A	A	A	A	A	A	D	D
HCM2kAvgQ:	26	26	0	0	0	0	0	0	0	0	30	30

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 AM Peak Hour
Mitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 EB Main/SB La Media

Cycle (sec):	60	Critical Vol./Cap.(X):	1.042
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.0
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	0	0	0	0	0	1	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	391	944	0	0	1452	432	0	0	0
Growth 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
Initial Bse:	0	0	0	391	944	0	0	1452	432	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	391	944	0	0	1452	432	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	425	1026	0	0	1578	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	425	1026	0	0	1578	470	0	0	0
PCE 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
MLF 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
FinalVolume:	0	0	0	425	1026	0	0	1578	470	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.92	0.92	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	1.41	0.00	0.00	1.54	0.46	0.00	0.00	0.00
Final Sat.:	0	0	0	1011	2442	0	0	2688	800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.59	0.59	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.56	0.56	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	1.04	1.04	0.00	0.00	1.04	1.04	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	53.9	53.9	0.0	0.0	45.5	45.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.9	53.9	0.0	0.0	45.5	45.5	0.0	0.0	0.0
LOS by Move:	A	A	A	D	D	A	A	D	D	A	A	A
HCM2kAvgQ:	0	0	0	25	25	0	0	33	33	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 AM Peak Hour
Mitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 EB Main/NB La Media

Cycle (sec):	60	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	132	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	2	0	1	0	0	0	0	0	1	1
Volume Module:												
Base Vol:	0	1216	452	0	0	0	272	1571	0	0	0	0
Growth 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
Initial Bse:	0	1216	452	0	0	0	272	1571	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1216	452	0	0	0	272	1571	0	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1322	491	0	0	0	296	1708	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1322	491	0	0	0	296	1708	0	0	0	0
PCE 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
MLF 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
FinalVolume:	0	1322	491	0	0	0	296	1708	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	1.00	1.00	0.93	0.93	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	0.00	0.00	0.30	1.70	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	0	0	521	3010	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.30	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.38	0.38	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.80	0.00	0.00	0.00	0.97	0.97	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.0	24.1	0.0	0.0	0.0	24.5	24.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	24.1	0.0	0.0	0.0	24.5	24.5	0.0	0.0	0.0	0.0
LOS by Move:	A	D	C	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	19	11	0	0	0	26	26	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 PM Peak Hour
Mitigated Condition

Scenario Report

Scenario:	2030 pm
Command:	2030 pm
Volume:	2030 pm
Geometry:	2030
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2030 pm

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Main Street/La Media Couplet
2030 PM Peak Hour
Mitigated Condition

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 WB Main / SB La Media	D	54.1	1.059	D	54.1	1.059	+ 0.000 D/V
# 2 WB Main/NB La Media	D	37.1	0.999	D	37.1	0.999	+ 0.000 D/V
# 3 EB Main/SB La Media	C	34.5	0.990	C	34.5	0.990	+ 0.000 D/V
# 4 EB Main/NB La Media	C	25.3	0.941	C	25.3	0.941	+ 0.000 D/V

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 PM Peak Hour
Mitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 WB Main / SB La Media

Cycle (sec):	60	Critical Vol./Cap.(X):	1.059
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.1
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	1030	290	0	0	0	285	1706	0
Growth 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
Initial Bse:	0	0	0	0	1030	290	0	0	0	285	1706	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1030	290	0	0	0	285	1706	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	1120	315	0	0	0	310	1854	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1120	315	0	0	0	310	1854	0
PCE 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
MLF 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
FinalVolume:	0	0	0	0	1120	315	0	0	0	310	1854	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	0.00	1.56	0.44	0.00	0.00	0.00	0.29	1.71	0.00
Final Sat.:	0	0	0	0	2724	767	0	0	0	506	3028	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.61	0.61	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.58	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	1.06	1.06	0.00	0.00	0.00	1.06	1.06	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	60.0	60.0	0.0	0.0	0.0	50.2	50.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	60.0	60.0	0.0	0.0	0.0	50.2	50.2	0.0
LOS by Move:	A	A	A	A	E	E	A	A	A	D	D	A
HCM2kAvgQ:	0	0	0	0	25	25	0	0	0	35	35	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 PM Peak Hour
Mitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 WB Main/NB La Media

Cycle (sec):	60	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	1	1	0	0	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	626	817	0	0	0	0	0	0	0	0	1365	258
Growth 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
Initial Bse:	626	817	0	0	0	0	0	0	0	0	1365	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	626	817	0	0	0	0	0	0	0	0	1365	258
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	680	888	0	0	0	0	0	0	0	0	1484	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	888	0	0	0	0	0	0	0	0	1484	280
PCE 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
MLF 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
FinalVolume:	680	888	0	0	0	0	0	0	0	0	1484	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93
Lanes:	0.87	1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.68	0.32
Final Sat.:	1464	1911	0	0	0	0	0	0	0	0	2563	560
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.50
Crit Moves:		****									****	
Green/Cycle:	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Volume/Cap:	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Delay/Veh:	38.4	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	36.0
LOS by Move:	D	D	A	A	A	A	A	A	A	A	D	D
HCM2kAvgQ:	24	24	0	0	0	0	0	0	0	0	26	26

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 PM Peak Hour
Mitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 EB Main/SB La Media

Cycle (sec):	60	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	160	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	0	0	1	1	0	0	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	241	1074	0	0	1290	464	0	0	0
Growth 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
Initial Bse:	0	0	0	241	1074	0	0	1290	464	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	1074	0	0	1290	464	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	262	1167	0	0	1402	504	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	1167	0	0	1402	504	0	0	0
PCE 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
MLF 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
FinalVolume:	0	0	0	262	1167	0	0	1402	504	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.37	1.63	0.00	0.00	1.47	0.53	0.00	0.00	0.00
Final Sat.:	0	0	0	644	2859	0	0	2549	917	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.55	0.55	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.56	0.56	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.99	0.99	0.00	0.00	0.99	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	38.8	38.8	0.0	0.0	31.3	31.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.8	38.8	0.0	0.0	31.3	31.3	0.0	0.0	0.0
LOS by Move:	A	A	A	D	D	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	22	22	0	0	27	27	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

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Main Street/La Media Couplet
2030 PM Peak Hour
Mitigated Condition

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 EB Main/NB La Media

Cycle (sec):	60	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	2 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	98	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	0	2	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	1346	543	0	0	0	297	1334	0	0	0	0
Growth 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
Initial Bse:	0	1346	543	0	0	0	297	1334	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1346	543	0	0	0	297	1334	0	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1463	590	0	0	0	323	1450	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1463	590	0	0	0	323	1450	0	0	0	0
PCE 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
MLF 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
FinalVolume:	0	1463	590	0	0	0	323	1450	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	1.00	1.00	0.92	0.92	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	0.00	0.00	0.36	1.64	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	0	0	640	2878	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.37	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.43	0.43	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.94	0.85	0.00	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.0	25.0	0.0	0.0	0.0	23.1	23.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.0	25.0	0.0	0.0	0.0	23.1	23.1	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	20	13	0	0	0	22	22	0	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to RBF PHOENIX, AZ

APPENDIX M
HCS Freeway Mainline Calculations

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Olympic to Telegraph Cyn
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	7738	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2036	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1662	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1662	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.7	mi/h
Number of lanes, N	5	
Density, D	25.7	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9544	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2512	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2049	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2049	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.6	mi/h
Number of lanes, N	5	
Density, D	33.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBP
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Olympic to Telegraph Cyn
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	10020	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2637	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2152	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2152	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	58.3	mi/h
Number of lanes, N	5	
Density, D	36.9	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9261	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2437	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1989	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1989	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.6	mi/h
Number of lanes, N	5	
Density, D	32.3	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9261	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2437	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1989	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1989	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.6	mi/h
Number of lanes, N	5	
Density, D	32.3	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Main to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	7810	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2055	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1677	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1677	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.6	mi/h
Number of lanes, N	5	
Density, D	25.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Olympic to Main
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9633	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2535	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2069	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2069	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.2	mi/h
Number of lanes, N	5	
Density, D	34.4	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Main to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	10113	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2661	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2172	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2172	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.8	mi/h
Number of lanes, N	5	
Density, D	37.6	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Olympic to Main
Jurisdiction:	Chula Vista
Analysis Year:	2030
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9347	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2460	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2007	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2007	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.3	mi/h
Number of lanes, N	5	
Density, D	32.7	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Main to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	7886	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2075	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1693	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1693	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.6	mi/h
Number of lanes, N	5	
Density, D	26.2	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Olympic to Telegraph Cyn
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	7839	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2063	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	1683	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	1683	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	64.6	mi/h
Number of lanes, N	5	
Density, D	26.0+	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Main to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	10172	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2677	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2184	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2184	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.5	mi/h
Number of lanes, N	5	
Density, D	38.0	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / NB
From/To:	Olympic to Telegraph Cyn
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	10099	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2658	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2169	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2169	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	57.9	mi/h
Number of lanes, N	5	
Density, D	37.5	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9628	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2534	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2067	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2067	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	60.2	mi/h
Number of lanes, N	5	
Density, D	34.3	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Olympic to Main
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9696	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2552	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2082	pc/h/in

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2082	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	59.9	mi/h
Number of lanes, N	5	
Density, D	34.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Telegraph Cyn to Olympic
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9377	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2468	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2014	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2014	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.2	mi/h
Number of lanes, N	5	
Density, D	32.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS+: Basic Freeway Segments Release 5.21

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SC
Agency or Company:	RBF
Date Performed:	08-25-10
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	I-805 / SB
From/To:	Olympic to Main
Jurisdiction:	Chula Vista
Analysis Year:	2030 With Project
Description:	OLC Village 8 West

Flow Inputs and Adjustments

Volume, V	9434	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	2483	v
Trucks and buses	4	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.980	
Driver population factor, fp	1.00	
Flow rate, vp	2026	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	5	
Free-flow speed:	Measured	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	0.0	mi/h
Free-flow speed, FFS	65.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	2026	pc/h/ln
Free-flow speed, FFS	65.0	mi/h
Average passenger-car speed, S	61.0	mi/h
Number of lanes, N	5	
Density, D	33.2	pc/mi/ln
Level of service, LOS	D	

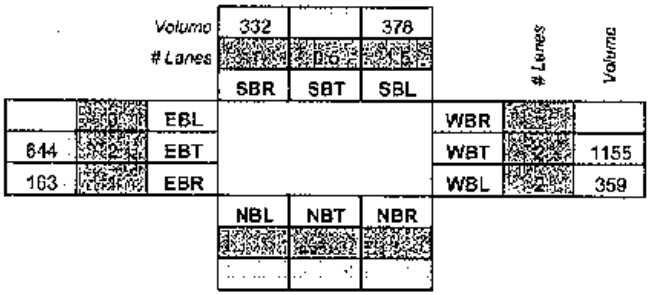
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APPENDIX N
ILV Worksheets

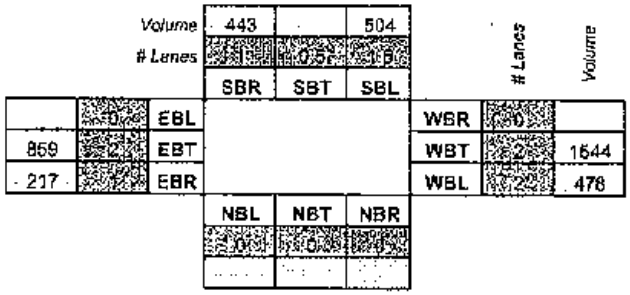
N/S Street I-805 SB Ramps
E/W Street Olympic Parkway

Scenario 2030 WITHOUT PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	0	EBT	322	NBL	0	NBT	0
WBL	180	WBT	578	SBL	252	SBT	0
greater value:	180		578		252		0

SUBTOTAL 180 + 578 + 252 + 0

AM TOTAL 1009

AM OPERATING CONDITION: **Stable**

PM Phasing

EBL	0	EBT	430	NBL	0	NBT	0
WBL	239	WBT	772	SBL	336	SBT	0
greater value:	239		772		336		0

SUBTOTAL 239 + 772 + 336 + 0

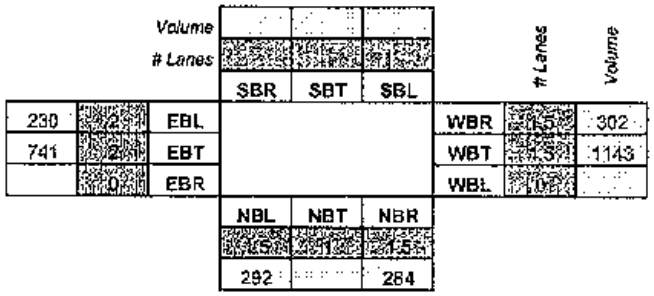
PM TOTAL 1347

PM OPERATING CONDITION: **Unstable**

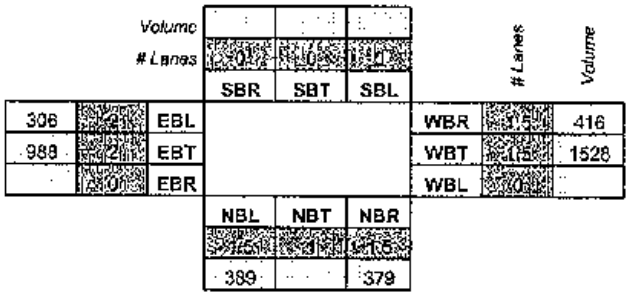
N/S Street I-805 NB Ramps
E/W Street Olympic Parkway

Scenario 2030 WITHOUT PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	*115*	EBT	*371*	NBL	*195*	NBT	*0*
WBL	*0*	WBT	*762*	SBL	*0*	SBT	*0*
greater value:	*115*		*762*		*195*		*0*

SUBTOTAL 115 + 762 + 195 + 0

AM TOTAL 1072

AM OPERATING CONDITION: **Stable**

PM Phasing

EBL	*153*	EBT	*494*	NBL	*259*	NBT	*0*
WBL	*0*	WBT	*1019*	SBL	*0*	SBT	*0*
greater value:	*153*		*1019*		*259*		*0*

SUBTOTAL 153 + 1019 + 259.3 + 0

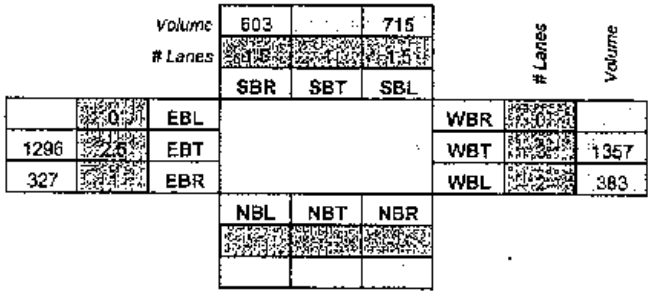
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PM OPERATING CONDITION: **Unstable**

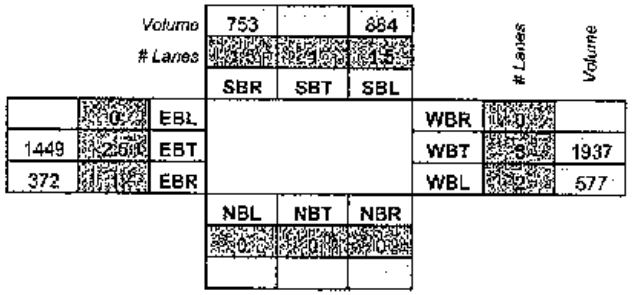
N/S Street I-805 SB Ramps
E/W Street Main Street

Scenario 2030 WITHOUT PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	0	EBT	518	NBL	0	NBT	0
WBL	192	WBT	452	SBL	477	SBT	0
greater value:	192		518		477		0
SUBTOTAL	192	+	518	+	477	+	0

AM TOTAL 1187

AM OPERATING CONDITION: **Stable**

PM Phasing

EBL	0	EBT	580	NBL	0	NBT	0
WBL	289	WBT	646	SBL	589	SBT	0
greater value:	289		646		589		0
SUBTOTAL	289	+	646	+	589.3	+	0

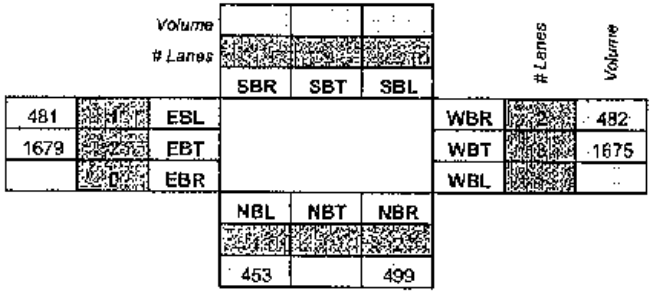
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PM OPERATING CONDITION: **Capacity**

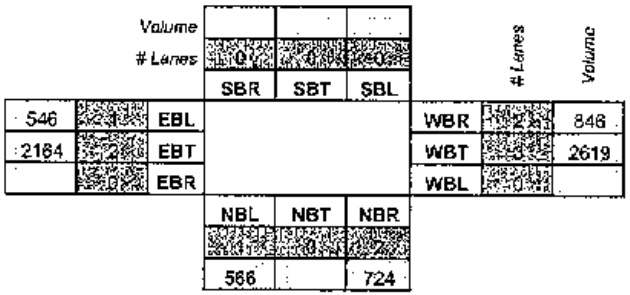
N/S Street I-805 NB Ramps
E/W Street Main Street

Scenario 2030 WITHOUT PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	*481*	EBT	*840*	NBL	*453*	NBT	*0*
WBL	*0*	WBT	*558*	SBL	*0*	SBT	*0*
greater value:	*481*		*840*		*453*		*0*

SUBTOTAL 481 + 840 + 453 + 0

AM TOTAL **1774**

AM OPERATING CONDITION: **Capacity**

PM Phasing

EBL	*546*	EBT	*1082*	NBL	*566*	NBT	*0*
WBL	*0*	WBT	*873*	SBL	*0*	SBT	*0*
greater value:	*546*		*1082*		*566*		*0*

SUBTOTAL 546 + 1082 + 566 + 0

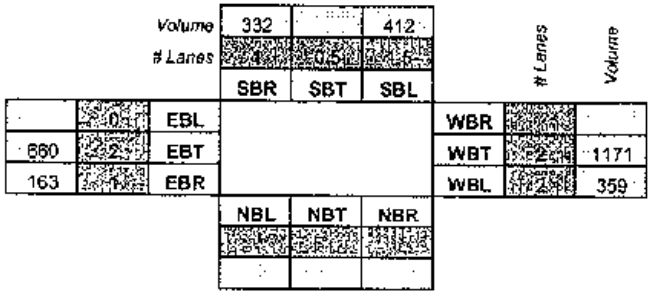
PM TOTAL **2194**

PM OPERATING CONDITION: **Capacity**

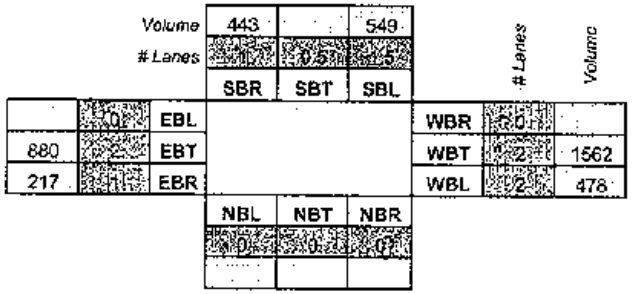
N/S Street I-805 SB Ramps
E/W Street Olympic Parkway

Scenario 2030 WITH PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	0	EBT	330	NBL	0	NBT	0
WBL	180	WBT	586	SBL	275	SBT	0
greater value:	180		586		275		0
SUBTOTAL	180	+	586	+	275	+	0

AM TOTAL 1040

AM OPERATING CONDITION: Stable

PM Phasing

EBL	0	EBT	440	NBL	0	NBT	0
WBL	239	WBT	781	SBL	366	SBT	0
greater value:	239		781		366		0
SUBTOTAL	239	+	781	+	366	+	0

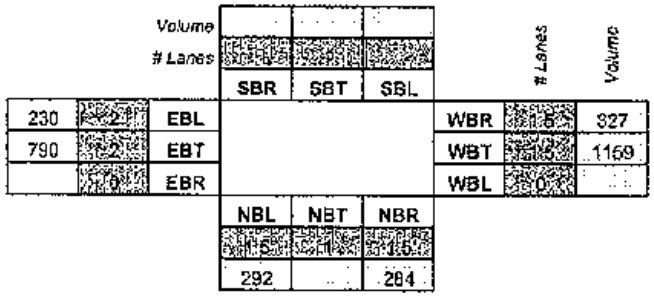
PM TOTAL 1386

PM OPERATING CONDITION: Unstable

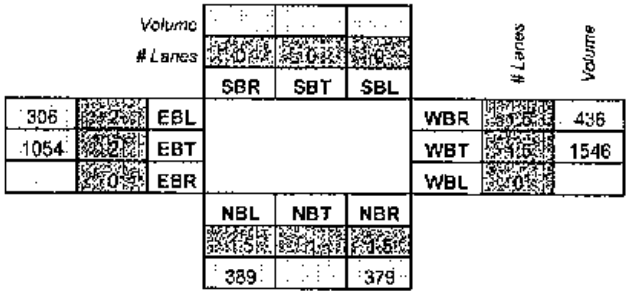
N/S Street I-805 NB Ramps
E/W Street Olympic Parkway

Scenario 2030 WITH PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	115	EBT	395	NBL	195	NBT	0
WBL	0	WBT	773	SBL	0	SBT	0
greater value:	115		773		195		0

SUBTOTAL 115 + 773 + 195 + 0

AM TOTAL 1082

AM OPERATING CONDITION: Stable

PM Phasing

EBL	153	EBT	527	NBL	259	NBT	0
WBL	0	WBT	1031	SBL	0	SBT	0
greater value:	153		1031		259		0

SUBTOTAL 153 + 1031 + 259.3 + 0

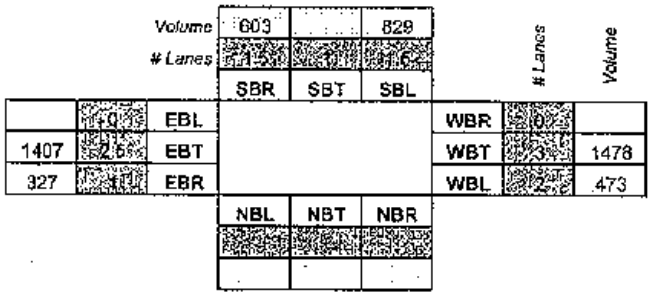
PM TOTAL 1443

PM OPERATING CONDITION: Unstable

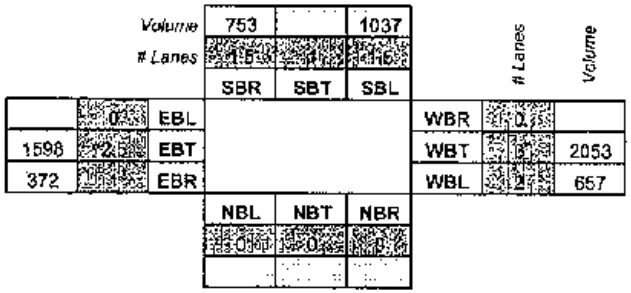
N/S Street I-805 SB Ramps
E/W Street Main Street

Scenario 2030 WITH PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	0	EBT	563	NBL	0	NBT	0
WBL	237	WBT	493	SBL	553	SBT	0
greater value:	237		563		553		0

SUBTOTAL 237 + 563 + 553 + 0

AM TOTAL 1352

AM OPERATING CONDITION: **Unstable**

PM Phasing

EBL	0	EBT	639	NBL	0	NBT	0
WBL	329	WBT	684	SBL	691	SBT	0
greater value:	329		684		691		0

SUBTOTAL 329 + 684 + 691.3 + 0

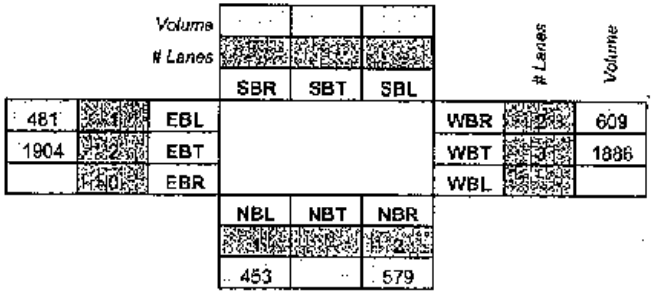
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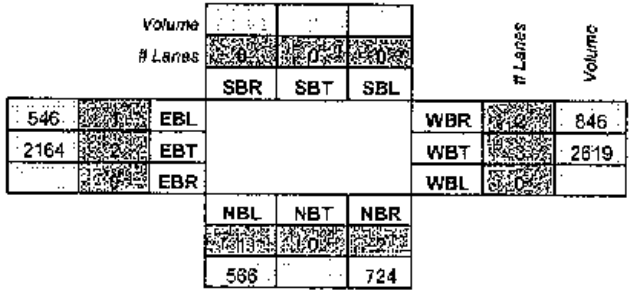
N/S Street I-805 NB Ramps
E/W Street Main Street

Scenario 2030 WITH PROJECT CONDITIONS

AM



PM



AM Phasing

EBL	481	EBT	952	NBL	453	NBT	0
WBL	0	WBT	629	SBL	0	SBT	0
greater value:	481		952		453		0
SUBTOTAL	481	+	952	+	453	+	0

AM TOTAL 1886

AM OPERATING CONDITION: Capacity

PM Phasing

EBL	546	EBT	1082	NBL	566	NBT	0
WBL	0	WBT	873	SBL	0	SBT	0
greater value:	546		1082		566		0
SUBTOTAL	546	+	1082	+	566	+	0

PM TOTAL 2194

PM OPERATING CONDITION: Capacity

APPENDIX C1

Air Quality Technical Report

Otay Ranch Village 9 Sectional Planning Area Project

Final Air Quality Technical Report

May 2013

Prepared for:

CITY OF CHULA VISTA

276 Fourth Avenue
Chula Vista, California 91910

Prepared by:

ATKINS

3570 Carmel Mountain Road, Suite 300
San Diego, California 92130

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This air quality technical report assesses the potential for air quality impacts to occur in conjunction with the type and scale of development associated with the proposed Otay Ranch Village 9 Sectional Planning Area (SPA) plan, herein referred to as the "project." The project consists of approximately 273 acres of land in Otay Ranch known as Village 9, located entirely within the City of Chula Vista, California, near the southeasterly edge of the City's limits. This report is intended to satisfy the City of Chula Vista's requirement for an air quality impact analysis by examining the impacts of the proposed project and identifying mitigation measures where applicable to address significant air quality impacts. The analysis of potential health risks associated with the emission of toxic air contaminants is analyzed in the Health Risk Assessment prepared for Village 9 by Atkins (2013) under separate cover.

1.0 Summary

The proposed project would result in emissions during construction and operation that would exceed significance thresholds. Mitigation measures that require construction best management practices (BMPs) would reduce impacts, but not to a less than significant level. The proposed project would also result in a significant and unavoidable conflict with applicable air quality plans because of the significant air emissions and because the growth proposed in Village 9 exceeds the growth projections in the applicable air quality plans. Impacts would also be cumulatively considerable and unavoidable.

The proposed project would not result in emissions that would result in a carbon monoxide hot spot or a source of substantial odors.

The analysis in this air quality report has been incorporated into the Village 9 Air Quality Improvement Plan (AQIP) as part of the final SPA plan.

2.0 Project Description

Figure 1, Project Vicinity, and Figure 2, Existing and Planned Land Uses in the Project Vicinity, illustrate the project's location and surrounding uses. Village 9 is one of the designated fourteen villages within the Otay Ranch General Development Plan (GDP) area. As prescribed in the Otay Ranch GDP, Village 9 is an Urban Village with an emphasis on compatibility with the adjacent Eastern Urban Center (EUC). The GDP states that "Urban Villages are adjacent to existing urban development and are planned for transit oriented development with higher densities and mixed uses in the village cores." Figure 3, Site Utilization Plan, illustrates the land use plan for the SPA. The GDP and the Site Utilization Plan recognize that a portion of the land use within Village 9 will be designated for future use as a University and a Regional Technology Park (RTP), and that the remainder of the village will contain single- and multi-family residential units, and a village core or town center containing mixed-use, community purpose facilities, a transit stop, an elementary school, a town square/village green/Main Street, and affordable housing. The future university/RTP is not part of the proposed SPA Plan. No land uses are proposed in the Village 9 SPA Plan for Planning Area JJ and development in this area would not be subject to the Village 9 SPA Plan. Planning Area JJ will be addressed in a future SPA Plan prepared for the University/RTP. The proposed land uses for Village 9 are provided in Table 1.

Table 1 Village 9 SPA Land Uses

Land Use	Area (Acres)	Residential (Dwelling Units)	Commercial (Square Feet)
Proposed Development			
Mixed-Use EUC (28-60 du/ac)	48.3	1,912	1,190,000
Mixed-Use (10-45 du/ac) and Town Center (18-45 du/ac)	44.3	1,030	278,000
Mixed Use Residential (10-27 du/ac)	49.2	792	32,000
Medium Density Residential (6-11 du/ac)	15.2	161	--
Low Medium Density Residential Village (3-6 du/ac)	28.1	105	--
Schools	19.8	--	--
Community Purpose Facility	5.0	--	--
Parks	27.5	--	--
Open Space	9.6	--	--
Arterial Roadway Rights-of-Way & SR-125	26.1	--	--
Subtotal (Proposed Village 9 SPA Plan Land Uses)	***273.1***	***4,000***	***1,500,000***
University/Regional Technology Park (RTP)[(1)]	50.0	--	--
Total	**323.1**	**4,000**	**1,500,000**

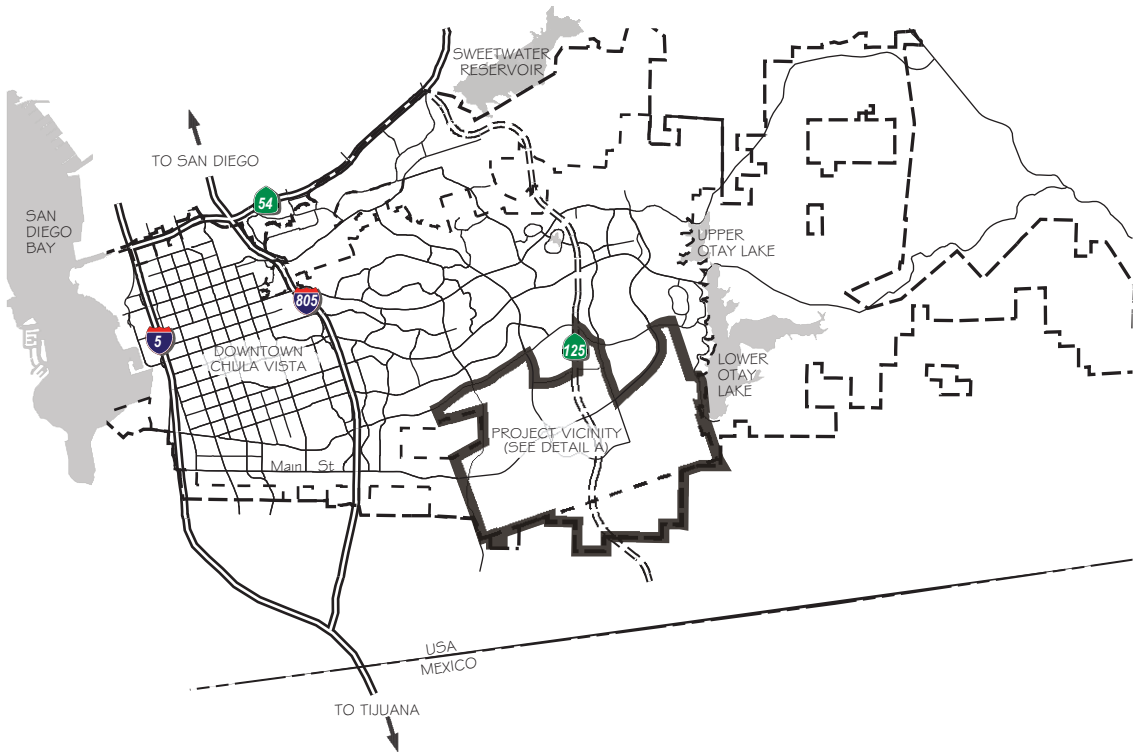
Note: du/ac = dwelling units/acre

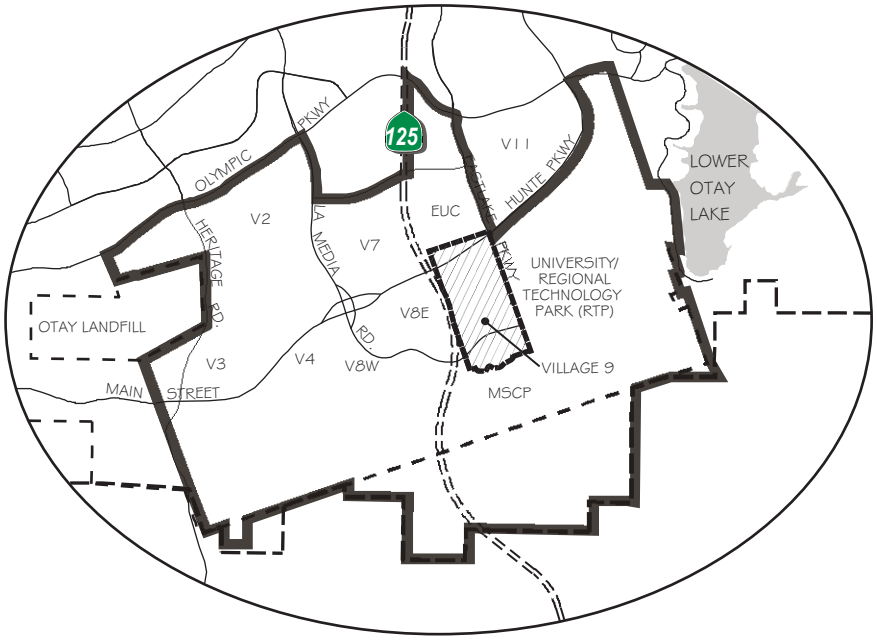
(1) The University/RTP site (Planning Area JJ) is located within the Village 9 SPA, but is not part of the project. No land uses are proposed in the Village 9 SPA Plan for Planning Area JJ and development in this area would not be subject to the Village 9 SPA Plan. Planning Area JJ will be addressed in a future SPA Plan for the University/RTP.

Project Features

The Village 9 SPA Plan incorporates several additional features into the site design that promote alternative transportation use, reduce traffic congestion, encourage energy efficiency, and reduce area source pollutants. These measures are listed in Appendix B of the Village 9 SPA Plan, Air Quality Improvement Plan, and include the following measures:

1. Provide shower and locker facilities at offices with more than ten occupants to encourage bicycle use.
2. Design parking lots to promote use of mass transit and car pools.
3. Synchronize the traffic lights included as part of an individual development project with previously installed traffic lights in order to reduce traffic congestion.
4. Utilize solar heating technology as practical. Generally, solar panels can be cost-effectively used to heat water for domestic use and for swimming pools. Advances in solar technology in the future may make other applications appropriate.
5. Enhance energy efficiency in building designs and landscaping plans.
6. Identify an environmental coordinator to be responsible for education and disseminating information on ridesharing and/or mass transit opportunities, recycling, energy conservation programs, etc.
7. Install only electric or natural gas fireplaces in new development. No wood burning fireplaces are permitted.





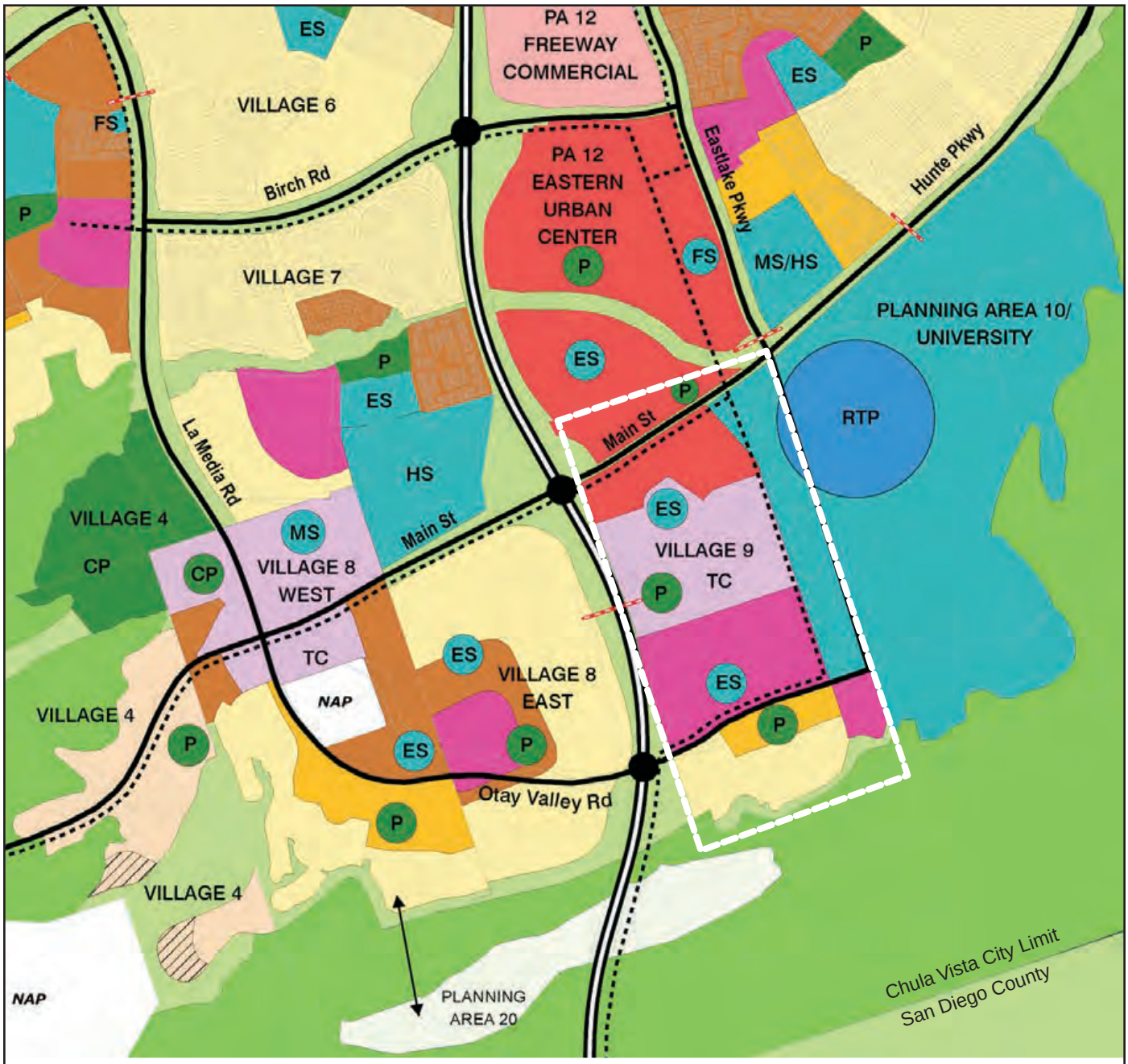
DETAIL A

Source: William Hezmalhalch Architects, Inc. 2013

Not to Scale

N

PROJECT VICINITY
FIGURE 1



Source: William Hezmalhalch Architects, Inc. 2012

Not to Scale

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EXISTING AND PLANNED LAND USES IN THE PROJECT VICINITY
FIGURE 2



Land Use

- Eastern Urban Center (EUC) - 28-60 du/ac
- Town Center (TC) - 18-45 du/ac
- Mixed Use (MU) - 10-45 du/ac
- Mixed Use (MU) - 10-27 du/ac
- Medium Density Residential (M)
- Low Medium Density Residential Village (LMV)
- Open Space (OS)
- Open Space (Preserve)
- Park (P)
- University/RTP (U)
- School
- Boundary of Mixed Use Districts (Master Precise Plan Required, see Section 9.3.7)

* See Tentative Maps for Lotting

Note: SR-125 ramp locations and designs as shown are conceptual. Final location and design to be determined by Caltrans.

Commercial and Residential

Eastern Urban Center (EUC) – 28-60 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]	C'ml Sq.Ft. (K)[2,3]
A	9.5	T-5: UC	380	235
B-1	4.6	T-5: UC	183	115
B-2	3.9	T-5: UC	136	101
D	11.2	T-5: UC	448	278
E-1	4.6	T-5: UC	183	115
E-2	4.2	T-5: UC	168	101
H-1	4.7	T-5: UC	188	115
H-2	5.6	T-5: UC	226	130
Subtotal	**48.3**		**1,912**	**1,190**

Town Center (TC) – 18-45 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]	C'ml Sq.Ft. (K)[2]
K-1	3.7	T-4: TC	148	0
K-2	3.8	T-4: TC	152	0
M	3.6	T-4: TC	80	29
N	3.5	T-4: TC	57	52
O-1	3.6	T-4: TC	80	29
O-2	3.6	T-4: TC	80	29
P	3.6	T-4: TC	80	29
Q	3.5	T-4: TC	57	52
R-1	3.6	T-4: TC	80	29
R-2	3.6	T-4: TC	80	29
Subtotal	**36.1**		**894**	**278**

Mixed Use (MU) – 10-45 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]	C'ml Sq.Ft. (K)[2]
F	8.2	T-4: UN	136	0
G[2]	--	T-4: UN	0	0
Subtotal	**8.2**		**136**	0

Mixed Use (MU) – 10-27 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]	C'ml Sq.Ft. (K)[2]
S-1	6.3	T-3: NC	104	0
S-2	3.5	T-3: NC	58	0
T	3.4	T-3: NC	34	0-32
U-1	3.5	T-3: NC	58	0
U-2	3.5	T-3: NC	58	0
V	8.6	T-3: NC	142	0
W[2]	--	T-3: NC	0	0
Y-1	3.3	T-3: NC	54	0
Y-2	3.0	T-3: NC	50	0
Z-1	3.7	T-3: NC	61	0
Z-2	2.7	T-3: NC	45	0
CC	7.7	T-3: NC	128	0
Subtotal	**49.2**		**792**	**32**

Mixed Density Residential (M) – 6-11 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]
AA	6.8	T-2: NG	72
BB	8.4	T-2: NG	89
Subtotal	**15.2**		**161**

Low Medium Density Residential Village (LMV) – 3-6 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]
DD	12.2	T-2: NE	47
EE	7.1	T-2: NE	26
FF	8.8	T-2: NE	32
Subtotal	**28.1**		**105**
TOTAL	**185.1 acres**		**4,000**	**1,500K[3]**

Public, Quasi Public, and Other

Community Purpose Facility (CPF)[4]

Planning Area	Land Use	Gross Acres	Transect[1]	Description
J	TC	2.3	SD: CPF	CPF
X	MU	2.7	SD: CPF	CPF
Subtotal		**5.0**		

Potential School (S) Sites[5]

Planning Area	Land Use	Gross Acres	Transect[1]	Description
G	MU	7.9	T-4: UN	Elementary
W	MU	11.9	T-3: NC	Elementary
Subtotal		**19.8**		

Parks (P)

Planning Area	Land Use	Gross Acres	Transect[1]	Description
C	P	3.6	SD: P	Town Square
I	TC	1.5	SD: P	Town Square
L	P	14.8	SD: P	Neighborhood
GG	P	2.9	SD: P	Pedestrian
HH	P	1.3	SD: P	Pedestrian
II	OS	3.4	SD: P	Pedestrian
Subtotal		**27.5**		

Open Space (OS)

Planning Area	Land Use	Gross Acres	Transect[1]	Description
OS-1	OS	2.8	T-1: OS	Open Space
OS-2	CVOSP[6]	3.3	T-1: OP	Preserve
OS-3	OS	2.8	T-1: OS	Open Space
OS-4	CVOSP[6]	0.7	T-1: OP	Preserve
Subtotal		**9.6**		

Other

Planning Area	Land Use	Gross Acres	Transect[1]	Description
JJ	U	50.0	SD: U	University/RTP
Arterials		17.9		Right-of-Way
SR-125		8.2		Right-of-Way
Subtotal		**76.1**		
TOTAL		**138.0 acres**		

SPA Total Area: 323.1 Gross Acres

Footnotes:

(1) Transects are defined in Chapter 3 of the SPA

(2) Subject to intensity transfers and minimum retail/commercial square footage requirements

(3) 1,200,000 square feet of office and 300,000 square feet retail; excludes live/work

(4) As defined by CVMC Chapter 19.48

(5) School sites will revert to mixed use if not accepted by the school district

(6) Chula Vista Open Space Preserve

Source: William Hezmalhalch Architects, Inc. 2013

0 400 800
Feet

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SITE UTILIZATION PLAN
FIGURE 3

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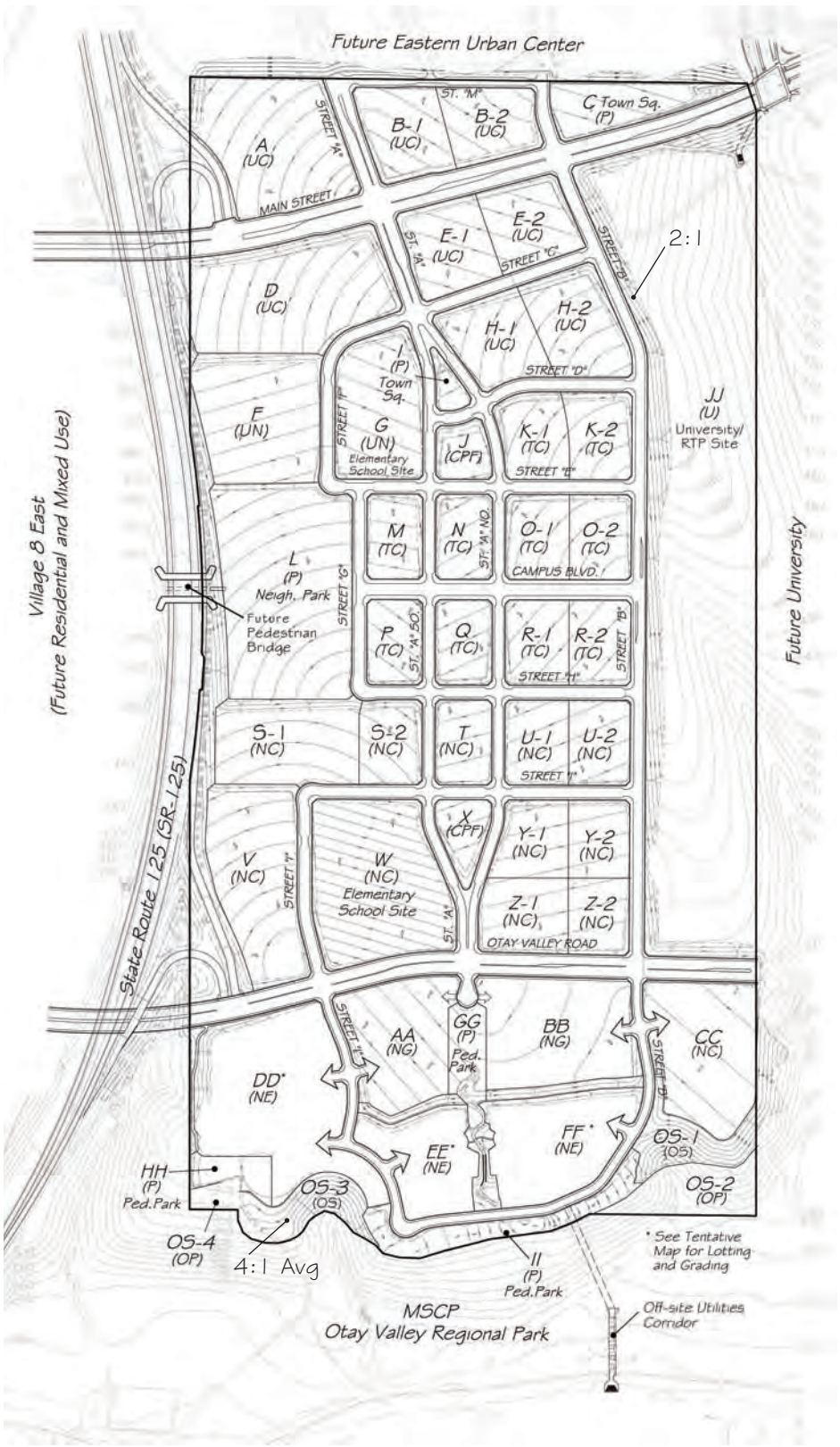
Additionally, Appendix B of the Village 9 SPA Plan requires development proposed under the SPA Plan to use the recommendations set forth in Table 1-1 of the CARB's Land Use and Air Quality Handbook (CARB 2005) as a guideline for siting sensitive land uses. Implementation of these recommendations would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of toxic air contaminants (TACs). Specifically, new sensitive uses would not be located within 50 feet of any typical-sized gas station (assumed to have a throughput of less than 3.6 million gallons per year). Additionally, due to physical size constraints, large gas stations (throughput of 3.6 million gallons per year or more) would not be permitted within Village 9.

The Village 9 SPA Plan includes the extension of a utility corridor off-site to the south of the SPA to extend sewer facilities to connect to existing facilities, and connect the storm drain to Otay River. A 15-foot paved trail would be included within the 30-foot corridor to provide access to the offsite utilities. Offsite grading would also be required in four locations, as shown in Figure 4. One area is located on the eastern boundary of the project site, in the portion of Village 9 identified for University and University-related uses. The second area is located adjacent to SR-125 toll road, near the southwest corner of the project site. The third area is located near the southeast corner of the site, and the fourth area is located along the northern boundary of the site.

The Village 9 site ranges in elevation from 324 above mean sea level (AMSL) in the southern portion of the site to approximately 621 AMSL in the northern portion of the site. The project site is located adjacent to State Route 125 (SR-125) and is surrounded on three sides by undeveloped land. The future University site is contiguous to the eastern portion of Village 9. Otay Valley Regional Park and the Otay River Valley form the southerly boundary; the westerly boundary is SR-125; and the northerly boundary is the Eastern Urban Center (currently undeveloped). Eastlake Parkway and Hunte Parkway, which currently terminate at the northeasterly boundary of the project site, provide access to the site.

This air quality technical report is being prepared in support of the Environmental Impact Report (EIR) being prepared for the Village 9 SPA project. The EIR for Village 9 is a Second Tier EIR. Pursuant to CEQA Section 21093, the Village 9 EIR tiers from the Supplemental EIR (SEIR 09-01) to the General Plan Update EIR (EIR 05-01; SCH #2004081066). The SEIR addresses the General Plan/General Development Plan Amendments (GPA/GDPA) that redefine boundaries for Villages 4, 7, and 8 to provide a clear definition of the proposed SPA. A program-level air quality technical report has been prepared for the GPA/GDPA (Recon 2011). This technical report tiers from the analysis in the GPA/GDPA air quality technical report and provides more project-specific analysis. The analysis and conclusions of the GPA/GDPA air quality technical report are incorporated into the impact analysis sections for the proposed project.

The results of this air quality report have been incorporated into the AQIP, which is included in the final SPA for Village 9. The AQIP has been prepared in accordance with the City of Chula Vista Growth Management Ordinance, Municipal Code Section 19.09.050B, which requires an AQIP to be submitted with all SPA Plans. The AQIP demonstrates how the final SPA plan for Village 9 reduces vehicle trips, maintains or improves traffic flow, and reduces vehicle miles traveled.



Source: William Hezmalhalch Architects, Inc. 2013

0 400 800

Feet

N

CONCEPTUAL GRADING PLAN
FIGURE 4

3.0 Regulatory Framework

3.1 Federal

3.1.1 Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that greenhouse gases, including carbon dioxide, are air pollutants covered by the CAA; however, no NAAQS have been established for greenhouse gases.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Current NAAQS are listed in Table 2. Areas that meet the ambient air quality standards are classified as "attainment" areas while areas that do not meet these standards are classified as "non-attainment" areas.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

3.2 State

3.2.1 California Clean Air Act

The federal Clean Air Act allows states to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California EPA (CalEPA) is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the California ambient air quality standards (CAAQS). CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs.

Table 2 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]	Federal Standards [2]	
		Concentration[3]	Primary [3, 4]	Secondary [3, 5]
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	--	Same as Primary Standards
	8-hour	0.070 ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3)	
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	150 µg/m^3	Same as Primary Standards
	Annual Arithmetic Mean	20 µg/m	--	
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No Separate State Standard	35 µg/m^3	Same as Primary Standards
	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	8-hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	None
	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	53 ppm (100 µg/m^3)[6]	Same as Primary Standard
	1-hour	0.18 ppm (470 mg/m^3)	100 ppb (188 µg/m^3)[6]	None
Sulfur Dioxide (SO_2)	24 Hour	0.04 ppm (105 µg/m^3)	--	--
	3 Hour	--	--	0.5 ppm (1300 µg/m^3)[7]
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)[7]	--
Lead[8]	30 Day Average	1.5 µg/m^3	--	--
	Calendar Quarter	--	1.5 µg/m^3	Same as Primary Standard
	Rolling 3-Month Average[9]	--	0.15 µg/m^3	
Visibility Reducing Particles	8-hour	Extinction coefficient of 0.23 per kilometer - visibility of 10 miles or more due to particles.	No Federal Standards	
Sulfates	24 Hour	25 µg/m^3	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m^3)	No Federal Standards	
Vinyl Chloride[8]	24 Hour	0.01 ppm (26 µg/m^3)	No Federal Standards	

[1] California standards for ozone, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride standards are not to be equaled or exceeded.

[2] National standards, other than 1-hour ozone, 8-hour ozone, 24-hour PM_{10}, 24-hour $PM_{2.5}$, and those based on annual averages, are not to be exceeded more than once a year. The 1-hour ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the annual fourth-highest daily maximum 8-hour concentrations is below 0.08 ppm. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile 24-hour concentrations is below 150 µg/m^3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of the 98th percentile 24-hour concentrations is below 65 µg/m^3.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based on a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar). All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury; parts per million (ppm) in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[5] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[6] To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that the EPA standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.

[7] On June 2, 2010, the U.S. EPA established a new 1-hour SO2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. EPA also proposed a new automated Federal Reference Method (FRM) using ultraviolet technology, but will retain the older pararosaniline methods until the new FRM have adequately permeated State monitoring networks. The EPA also revoked both the existing 24-hour SO2 standard of 0.14 ppm and the annual primary SO2 standard of 0.030 ppm, effective August 23, 2010. The secondary SO2 standard was not revised at that time; however, the secondary standard is undergoing a separate review by EPA. Note that the new standard is in units of parts per billion (ppb). California standards are in units of ppm. To directly compare the new primary national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[8] The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[9] National lead standard, rolling 3-month average: final rule signed October 15, 2008.

Source: ARB 2010a.

The CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. The CARB also has primary responsibility for the development of California's SIP, for which it works closely with the federal government and the local air districts.

In addition to standards set for the six criteria pollutants, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles (see Table 2); however, these are not pollutants of concern for the Village 9 SPA Plan because construction and operation of the proposed land uses would not result in emissions of these pollutants. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Further, in addition to primary and secondary CAAQS, the state has established a set of episode criteria for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulate matter. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health.

3.2.2 Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (AB 1807: Health and Safety Code Sections 39650-39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process. Further discussion of toxic air contaminants with respect to the proposed project can be found in the Otay Ranch Village 9 Sectional Planning Area Project Health Risk Assessment.

3.2.3 California Health and Safety Code Sections 41700

This section of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This regulation applies to sources of objectionable odors.

3.2.4 California Building Standards Code Title 24, Part 6

Title 24, Part 6 of the California Building Standards Code regulates energy uses including space heating and cooling, hot water heating, and ventilation. The energy code allows new buildings to meet a performance standard that allows a builder to choose the most cost effective energy saving measures to meet the standard from a variety of measures including added insulation, improved HVAC systems, and more efficient water heating and lighting systems. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. The Code is updated periodically to incorporate and consider new energy efficiency

technologies and methodologies as they become available. The most recent amendments to the Code, known as Title 24 2008, or the 2008 Energy Code, became effective January 1, 2010. At a minimum, residential buildings must achieve a 15 percent reduction in their combined space heating, cooling and water heating energy compared to the Title 24 2005 standards.

3.3 Local

3.3.1 San Diego County Regional Air Quality Strategy and State Implementation Plan

The San Diego Air Pollution Control District (SDAPCD) is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County. The SDAPCD regulates most air pollutant sources, except for motor vehicles, marine vessels, aircrafts, and agricultural equipment, which are regulated by the CARB or the EPA. State and local government projects, as well as projects proposed by the private sector, are subject to SDAPCD requirements if the sources are regulated by the SDAPCD. Additionally, the SDAPCD, along with the CARB, maintains and operates ambient air quality monitoring stations at numerous locations throughout San Diego County. These stations are used to measure and monitor criteria and toxic air pollutant levels in the ambient air.

The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was updated in 1995, 1998, 2001, 2004, and most recently in April 2009. The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed the SDAB's input to the SIP, which is required under the Federal CAA for pollutants that are designated as being in non-attainment of national air quality standards for the basin.

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the county, to project future emissions and then establish the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County of San Diego as part of the development of the County's General Plan. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development which is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the general plan and SANDAG's growth projections, the project might be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality.

The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The SIP also includes rules and regulations that have been adopted by the SDAPCD to control emissions from stationary sources. These SIP-approved rules may be used as a guideline to determine whether a

project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the NAAQS for ozone.

3.3.2 City of Chula Vista General Plan and Growth Management Ordinance

The City has included a Growth Management Element in its General Plan. Air quality is identified as an important part of the quality of life in Chula Vista and one of the stated policies of the element (Policy GM 4.4) adapts City regulations to meet federal and state air quality standards. In addition, the City's Growth Management Ordinance (Municipal Code Section 19.09.050B) requires an AQIP be prepared for all major development projects (50 dwelling units or greater) as part of the SPA plan process. The AQIP for the project must comply with the City's AQIP Guidelines. Copies of AQIP Guidelines are available at the City's Planning and Building Department. As discussed in Section 2.0, Project Description, an AQIP has been prepared for Village 9 and is based on this air quality technical report.

3.3.3 City of Chula Vista General Plan

Objective E 6 of the City's General Plan contains multiple policies focused on the improvement of air quality:

Objective E-6

Improve local air quality by minimizing the production and emission of air pollutants and TACs, and limit the exposure of people to such pollutants.

Policies

E 6.1: Encourage compact development featuring a mix of uses that locate residential areas within reasonable walking distance to jobs, services, and transit.

E 6.2: Promote and facilitate transit system improvements in order to increase transit use and reduce dependency on the automobile.

E 6.3: Ensure that operational procedures of the City promote clean air by maximizing the use of low- and zero-emissions equipment and vehicles.

E 6.4: Avoid siting new or re-powered energy-generation facilities and other major toxic air emitters within 1,000 feet of a sensitive receiver or placing a sensitive receiver within 1,000 feet of a major toxic emitter.

E 6.5: Ensure that plans developed to meet the City's energy demand use the least polluting strategies, wherever practical. Conservation, clean renewables, and clean distributed generation should be considered as part of the City's energy plan, along with larger natural gas-fired plants.

E 6.6: Explore incentives to promote voluntary air pollutant reductions, including incentives for developers who go above and beyond applicable requirements and for facilities and operations that are not otherwise regulated.

E 6.7: Encourage innovative energy conservation practices and air quality improvements in new development and redevelopment projects consistent with the City's AQIP Guidelines or its equivalent, pursuant to the City's Growth Management Program.

E 6.8: Support the use of alternative fuel transit, City fleet, and private vehicles in Chula Vista.

E 6.9: Discourage the use of landscaping equipment powered by two-stroke gasoline engines within the City and promote less polluting alternatives to their use.

E 6.10: The siting of new sensitive receivers within 500 feet of highways resulting from development or redevelopment projects shall require the preparation of a HRA as part of the CEQA review of the project. Attendant health risks identified in the HRA shall be feasibly mitigated to the maximum extent practicable, in accordance with CEQA, in order to help ensure that applicable federal and state standards are not exceeded.

E 6.11: Develop strategies to minimize carbon monoxide hot spots that address all modes of transportation.

E 6.12: Promote clean fuel sources that help reduce the exposure of sensitive uses to pollutants.

E 6.13: Encourage programs and infrastructure to increase the availability and usage of energy-efficient vehicles, such as hybrid electric vehicles, electric vehicles, or those that run on alternative fuels.

E 6.14: The City will implement a clean vehicle/alternative fuel program for City vehicles (except safety vehicles and equipment, when not feasible) and promote the development of infrastructure to support their use.

E 6.15: Site industries in a way that minimizes the potential impacts of poor air quality on homes, schools, hospitals, and other land uses where people congregate.

3.3.4 City of Chula Vista Green Building Ordinance

The City of Chula Vista has adopted Green Building Standards (CVMC Chapter 15.12) and Energy Efficiency standards (CVMC Section 15.26.030) that require increased energy efficiency of 15 percent beyond the 2008 Title 24, Part 6 energy requirements. No building permit shall be issued for any project subject to the City's requirements until the Building Official has determined that the plans and specifications submitted for the building permit are in compliance with the Green Building Standard and Energy Efficiency requirements.

3.3.5 Otay Ranch General Development Plan

Part II, Chapter 6, Section C of the GDP establishes goals to minimize the adverse impacts of development on air quality including creating a safe and efficient multi-modal transportation network which minimizes the number and length of single passenger vehicle trips.

Objective:

Minimize the number and length of single passenger vehicle trips to and from employment and commercial centers to achieve an average of 1.5 persons per passenger vehicle during weekday commute hours.

Policies:

- Encourage, as appropriate, alternative transportation incentives offered to employees, alternative work hour programs, alternative transportation promotional materials, information on car pool and van pool matching services, transit pass information, space for car-pool and van-pool-riders-wanted advertisements, information about transit and rail service, as well as information about bicycle facilities, routes, storage, and location of nearby shower and locker facilities.
- Promote telecommuting and teleconferencing programs and policies in employment centers.
- Establish or participate in education-based commute programs, which minimize the number and length of single passenger vehicle trips.
- Provide on-site amenities in commercial and employment centers to include childcare facilities, post offices, banking services, cafeterias/delis/restaurants, etc.

3.3.6 SDAPCD Particulate Matter Reduction Measures

In addition to the RAQS and SIP, the SDAPCD adopted the "Measures to Reduce Particulate Matter in San Diego County" report in December 2005. This report is based on particulate matter reduction measures adopted by CARB. The SDAPCD evaluated CARB's list of measures and found that the majority were already being implemented in San Diego County. As a result of the evaluation, SDAPCD proposed measures for further evaluation to reduce particulate emissions from residential wood combustion and from fugitive dust from construction sites and unpaved roads. The SDAPCD requires that construction activities implement the measures listed in Rule 55 to minimize fugitive dust emissions. Rule 55 requires the following:

1. No person shall engage in construction or demolition activity in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60 minute period; and

2. Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall be minimized by the use of any of the equally effective trackout/carry-out and erosion control measures listed in Rule 55 that apply to the project or operation. These measures include track-out grates or gravel beds at each egress point; wheel-washing at each egress during muddy conditions; soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; watering for dust control; and using secured tarps or cargo covering, watering, or treating of transported material for outbound transport trucks. Visible roadway dust must be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations.

3.3.7 Other APCD Rules and Regulations

The SDAPCD adopted Rule 67, Architectural Coatings, in December 2001, which establishes volatile organic compounds content limits for architectural coatings. Additionally, APCD Rule 1210 implements the public notification and risk reduction requirements of the State Air Toxics "Hot Spots" Act, and requires facilities to reduce risks to acceptable levels within five years. Rule 51 also prohibits nuisances, including objectionable odors.

4.0 Existing Conditions

4.1 Climate

Regional climate and local meteorological conditions influence ambient air quality. The Village 9 SPA area is located in the SDAB. The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. It also drives the dominant onshore circulation and helps create two types of temperature inversions, subsidence and radiation, that contribute to local air quality degradation.

Subsidence inversions occur during warmer months, as descending air associated with the Pacific high-pressure cell comes into contact with cool marine air. The boundary between the two layers of air represents a temperature inversion that traps pollutants below it. Radiation inversions typically develop on winter nights with low wind speeds, when air near the ground cools by radiation, and the air aloft remains warm. A shallow inversion layer that can trap pollutants is formed between the two layers.

In the vicinity of the project area, the nearest climatological monitoring station is located at the lower Otay Reservoir, approximately 1.5 miles east of the project site. Climatological monitoring stations generally collect temperature and precipitation data; however, only precipitation data is available from the lower Otay Reservoir station. The normal precipitation in the lower Otay Reservoir area is 11 inches annually, occurring primarily from December through March (WRCC 2011a). Temperature is recorded at the monitoring station located in the community of Bonita, north of the Otay Ranch area. The normal daily maximum temperature in Bonita is 81 degrees Fahrenheit (°F) in August, and the normal daily minimum temperature is 40 °F in December and January, according to the Western Regional Climate Center (WRCC 2011b).

4.2 Health Effects Related to Air Pollutants

Federal and state laws regulate the air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as "criteria air pollutants" and are categorized as primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide, volatile organic compounds (VOCs), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and most fine particulate matter including lead and fugitive dust (PM_{10} and $PM_{2.5}$) are primary air pollutants. Of these, carbon monoxide, SO_2, PM_{10}, $PM_{2.5}$, and lead are criteria pollutants. VOCs and NO_x are criteria pollutant precursors that go on to form secondary criteria pollutants through chemical and

photochemical reactions in the atmosphere. Ozone and NO_2 are the principal secondary pollutants. Diesel particulate matter is a mixture of particles and is a component of diesel exhaust. The EPA lists diesel exhaust as a mobile source air toxic due to the cancer and non-cancer health effects associated with exposure to whole diesel exhaust.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects.

Carbon Monoxide is an odorless, colorless, and toxic gas. Because it is impossible to see, taste, or smell the toxic fumes, carbon monoxide can kill people before they are aware that it is in their homes. At lower levels of exposure, carbon monoxide causes mild effects that are often mistaken for the flu. These symptoms include headaches, dizziness, disorientation, nausea, and fatigue. The effects of carbon monoxide exposure can vary greatly from person to person depending on age, overall health, and the concentration and length of exposure (EPA 2010). The major sources of carbon monoxide in the SDAB are on-road vehicles, aircraft, and off-road vehicles and equipment.

Volatile Organic Compounds (VOCs) are defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. VOCs consist of non-methane hydrocarbons and oxygenated hydrocarbons. Hydrocarbons are organic compounds that contain only hydrogen and carbon atoms. Non-methane hydrocarbons are hydrocarbons that do not contain the un-reactive hydrocarbon, methane. Oxygenated hydrocarbons are hydrocarbons with oxygenated functional groups attached.

It should be noted that there are no CAAQS or NAAQS for VOCs because they are not classified as criteria pollutants. They are regulated, however, because a reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} levels and lower visibility. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, higher concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, kidneys, and central nervous system (EPA 1999).

The major sources of VOCs in the SDAB are on-road motor vehicles and solvent evaporation. Benzene, a VOC and known carcinogen, is emitted into the air from gasoline service stations (fuel evaporation), motor vehicle exhaust, tobacco smoke, and from burning oil and coal. Benzene is also sometimes used as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts. It is also used in the manufacture of detergents, explosives, dyestuffs, and pharmaceuticals. Short-term (acute) exposure of high doses of benzene from inhalation may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation. At higher levels, unconsciousness can occur. Long-term (chronic) occupational exposure of high doses by inhalation has caused blood disorders, including aplastic anemia and lower levels of red blood cells (EPA 1999).

Nitrogen Oxides are a byproduct of fuel combustion and serve as integral components in the process of photochemical smog production. The two major forms of NO_x are nitric oxide and nitrogen dioxide (NO_2). Nitric oxide is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when

combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown, irritating gas formed by the combination of nitric oxide and oxygen. NO_x acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens. NO_x is also an ozone precursor. A precursor is a directly emitted air contaminant that, when released into the atmosphere, forms, causes to be formed, or contributes to the formation of a secondary air contaminant for which a NAAQS has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more NAAQS. When NO_x and VOCs are released in the atmosphere, they chemically react with one another in the presence of sunlight to form ozone.

Ozone is one of a number of substances called photochemical oxidants that are formed when VOCs and NO_x (both byproducts of the internal combustion engine) react with sunlight. Ozone is present in relatively high concentrations in the SDAB, and the damaging effects of photochemical smog are generally related to ozone concentrations. Ozone may pose a health threat to those who already suffer from respiratory diseases as well as healthy people. Additionally, ozone has been tied to crop damage, typically in the form of stunted growth and pre-mature death. Ozone can also act as a corrosive, resulting in property damage such as the embitterment of rubber products.

Lead (Pb) is a solid heavy metal that can exist in air pollution as an aerosol particle component. An aerosol is a collection of solid, liquid, or mixed-phase particles suspended in the air. Lead was first regulated as an air pollutant in 1976. Leaded gasoline was first marketed in 1923 and was used in motor vehicles until around 1970. The exclusion of lead from gasoline helped to decrease emissions of lead in the United States from 219,000 to 4,000 tons per year between 1970 and 1997. Even though leaded gasoline has been phased out in most countries, some, such as Egypt and Iraq, still use at least some leaded gasoline (United Nations Environment Programme 2010). Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and physical weathering of surfaces containing lead. The mechanisms by which lead can be removed from the atmosphere (sinks) include deposition to soils, ice caps, oceans, and inhalation.

Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. The more serious effects of lead poisoning include behavioral disorders, mental retardation, and neurological impairment. Low levels of lead in fetuses and young children can result in nervous system damage, which can cause learning deficiencies and low intelligence quotients. Lead may also contribute to high blood pressure and heart disease. Lead concentrations once exceeded the state and national air quality standards by a wide margin but have not exceeded these standards at any regular monitoring station since 1982. Lead is no longer an additive to normal gasoline, which is the main reason that concentration of lead in the air is now much lower. The proposed project would not emit lead; therefore, lead has been eliminated from further review in this analysis.

Sulfur Dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfuric acid is formed from SO_2 and is an aerosol particle component that may lead to acid deposition. Acid deposition into water, vegetation, soil, or other materials can harm natural resources and materials. Sulfur oxides include SO_2 and sulfur trioxide. Although SO_2 concentrations have been reduced to levels well below state and national standards, further reductions are desirable because SO_2 is a precursor to sulfates. Sulfates are a particulate formed through the photochemical

oxidation of SO_2. Long-term exposure to high levels of SO_2 can cause irritation of existing cardiovascular disease, respiratory illness, and changes in the defenses in the lungs. When people with asthma are exposed to high levels of SO_2 for short periods of time during moderate activity, effects may include wheezing, chest tightness, or shortness of breath.

Particulate Matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulate, also known as fugitive dust, are now recognized. Course particles (PM_{10}) include that portion of the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Fine particles ($PM_{2.5}$) have an aerodynamic diameter of 2.5 microns, that is 2.5 one-millionths of a meter or 0.0001 inch or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities; however, wind action on the arid landscape also contributes substantially to the local particulate loading. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems.

Fugitive dust poses primarily two public health and safety concerns. The first concern is that of respiratory problems attributable to the suspended particulates in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive material agent (similar to sandblasting activities). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles.

Diesel particulate matter is a mixture of many exhaust particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust are carcinogenic, including 16 that are classified as possibly carcinogenic by the International Agency for Research on Cancer. Diesel particulate matter includes the particle-phase constituents in diesel exhaust. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation and exposure can cause coughs, headaches, light-headedness, and nausea. Diesel exhaust is a major source of ambient fugitive dust pollution as well, and numerous studies have linked elevated fugitive dust levels in the air to increased hospital admission, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems (OEHHA 2001) diesel particulate matter in the SDAB poses the greatest cancer risk of all the toxic air pollutants.

4.3 Ambient Air Pollutant Levels

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of air pollutants and determine whether the ambient air quality meets the NAAQS and the CAAQS. The closest ambient monitoring station to the project site is the Otay Mesa Station, approximately three miles from the project site. However, this site is located in a heavy industrial area that does not accurately reflect the existing conditions in the project area. The next closest station is the Chula Vista station, located approximately five miles from the project site, which better represents the development in areas surrounding the project site. Table 3 presents a summary of the ambient pollutant concentrations monitored at the Chula Vista station during the last three years (2009 through 2011).

Table 3 Air Quality Monitoring Data

Pollutant	Monitoring Station	2009	2010	2011
Carbon Monoxide (CO)				
Maximum 8-hour concentration (ppm)	Chula Vista	1.43	1.56	--[(1)]
Days above state or federal standard (>9.0 ppm)		0	0	--[(1)]
Nitrogen Dioxide (NO_2)				
Peak 1-hour concentration (ppm)	Chula Vista	0.065	0.050	0.057
Days above state 1-hour standard (0.18 ppm)		0	0	0
Ozone (O_3)				
Maximum 1-hour concentration (ppm)	Chula Vista	0.098	0.107	0.083
Days above 1-hour state standard (>0.09 ppm)		1	1	0
Maximum 8-hour concentration (ppm)		0.075	0.083	0.057
Days above 8-hour state standard (>0.07 ppm)		3	3	0
Days above 8-hour federal standard (>0.075 ppm)		0	2	0
Sulfur Dioxide (SO_2)				
Maximum 24-hour concentration (ppm)	Chula Vista	0.003	0.002	0.002
Days above 24-hour state standard (>0.04 ppm)		0	0	0
Days above 24-hour federal standard (>0.14 ppm)		0	0	0
Respirable Particulate Matter (PM_{10})				
Peak 24-hour concentration ($\mu g/m^3$)	Chula Vista	58	45	46
Days above state standard (>50 $\mu g/m^3$)		2	0	0
Days above federal standard (>150 $\mu g/m^3$)		0	0	0
Fine Particulate Matter ($PM_{2.5}$)				
Peak 24-hour concentration ($\mu g/m^3$)	Chula Vista	43.7	22.7	27.9
Days above federal standard (>35 $\mu g/m^3$)		1	0	0

[(1)] Insufficient data was available to CARB to determine the value.
ppm = parts per million, $\mu g/m^3$ = micrograms per cubic meter
Source: CARB 2011

As shown in Table 3, the 1-hour ozone concentration exceeded the state standard once per year in 2009 and 2010, and was not exceed in 2011. The 8-hour ozone concentration exceeded the state standard in 2009 and 2010, and the federal standard in 2010. The daily PM_{10} concentration exceeded the state standard in 2009, but not in 2010 or 2011. The federal standard was not exceeded during this period. The federal 24-hour $PM_{2.5}$ standard was violated once in 2009 but not in 2010 or 2011.

Neither the state nor federal standards for carbon monoxide, NO_2, or SO_2 were exceeded at any time during the years 2009 through 2011. The federal annual average NO_2 standard has not been exceeded since 1978 and the California 1-hour standard has not been exceeded since 1988 (SDAPCD 2007a). With one exception during October 2003, the SDAB has not violated the state or federal standards for carbon monoxide since 1990 (SDAPCD 2007a).

4.4 Attainment Status

The classifications for ozone non-attainment range in magnitude from marginal, moderate, serious, severe, and extreme. A pollutant is designated unclassified if the data are incomplete and do not

support a designation of attainment or non-attainment. The SDAB federal and state attainment status is shown in Table 4. The SDAB is currently designated as a nonattainment area for the state standard for PM_{10}, $PM_{2.5}$, 1-Hour and 8-Hour ozone, and the Federal 8-Hour Standard for ozone.

Table 4 Attainment Status for the San Diego Air Basin

Pollutant	State Status	Federal Status
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Ozone (1-hour)	Serious Non-attainment	--(1)
Ozone (8-hour)	Serious Non-Attainment	Non-attainment
Lead (Pb)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Respirable Particulate Matter (PM_{10})	Non-attainment	Unclassified
Fine Particulate Matter ($PM_{2.5}$)	Non-attainment	Attainment\Unclassified
(1) The federal 1-hour ozone standard was revoked in 2005 and is no longer in effect for California. Source: CARB 2011, EPA 2011		

4.5 Sensitive Receptors and Locations

CARB defines sensitive receptors as residences, schools, day care centers, playgrounds, and medical facilities, or other facilities that may house individuals with health conditions that would be adversely affected by changes in air quality. The project site is currently undeveloped and no sensitive receptors are located onsite. The sensitive receptors closest to the project area include the following:

1. Olympian High School, approximately 0.2 mile (1,056 feet) west of the northwest corner of the project site;
2. Wolf Canyon Elementary school, approximately 0.25 mile (1,320 feet) northwest of the project site;
3. Residences located approximately 0.3 mile (1,584 feet) northeast of the project site near Discovery Falls Drive; and
4. Residences located 0.6 mile (3,168 feet) north of the project site off of Birch Road.

5.0 Methodology and Significance Criteria

5.1 Methodology

5.1.1 Construction

Regional impacts for construction are assessed using the Urban Emissions Model (URBEMIS 2007, version 9.2.4) distributed by the CARB. The URBEMIS 2007 model uses EMFAC 2007 emission factors for vehicle traffic and Off-Road 2007 for construction equipment. The construction analysis included modeling of the projected construction equipment that would be used during each construction activity, quantities of earth and debris to be moved, and worker vehicle trips. The analysis assessed maximum daily emissions from individual construction activities, including site grading, paving, and building

construction, as well as simultaneous construction phases. Construction activities, scheduling, grading quantities, and the construction equipment list (including size of equipment engines and load factor) were provided by the project applicant. Project development would be constructed in sequential phases starting in 2013, and to be conservative, the most intensive development phase was used for the worst-case daily construction emissions. The traffic impact analysis prepared for Village 9 determined that a maximum of 420 daily worker vehicle trips would be generated during the construction of Village 9 (RBF 2013). A complete listing of the assumptions used in the analysis and model output is provided in Appendix A of this report.

5.1.2 Operation

Operational impacts are also assessed using the URBEMIS 2007 model. The model estimates daily regional emissions from vehicle and stationary sources of pollutants that would result from implementation of the project at full buildout. Mobile sources emissions were calculated using an average daily trip (ADT) estimate of 34,067 trips provided by the project's traffic consultant and the estimated vehicle trip length for Village 9 of 5.08 miles that was determined in conjunction with SANDAG (RBF 2013). Area sources of air emissions include natural gas, landscape equipment, consumer products, and architectural coatings. All emission calculation worksheets and air quality modeling output files are provided in Appendix A of this report.

5.1.3 Impacts to Sensitive Receptors

Localized carbon monoxide concentrations are evaluated by using the California Line Source (CALINE 4) microscale dispersion model, in accordance with the Caltrans Transportation Project-Level Carbon Monoxide Protocol, in combination with EMFAC2007 emission factors. Carbon monoxide concentrations were estimated for the Existing + Project scenario, as well as two interim scenarios (2020 and 2025) and full project buildout (2030), based on intersection analysis found in the project traffic report (RBF 2013). CALINE 4 modeling output files are provided in Appendix A of this report.

5.1.4 Odor Impacts

Potential odor impacts are evaluated by conducting a qualitative screening-level analysis, consisting of reviewing the proposed project's site plan and project description to identify any new or modified odor sources. If the project introduces a new odor source, or modifies an existing odor source, then downwind sensitive receptor locations are identified and odor control measures recommended if necessary to minimize potential impacts.

5.2 Significance Criteria

Based on Appendix G of the CEQA Guidelines, an impact would be considered significant if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. The City of Chula Vista has not established specific numeric thresholds related to criteria air pollutants. The City relies on the significance thresholds established by the South Coast Air Quality Management District (SCAQMD). For this analysis, the calculated emissions of the project are compared to the SCAQMD thresholds of significance for criteria pollutants for individual projects,

provided in Table 5. If the thresholds are exceeded by a proposed project, then the impact is considered significant.

Table 5 SCAQMD Thresholds of Significance

Pollutant	Construction Emissions (pounds/day)	Operation Emissions (pounds/day)
Carbon Monoxide (CO)	550	550
Reactive organic gases (ROG)[(1)]	75	55
Nitrogen Oxides (NO_x)	100	55
Sulfur Oxides (SO_x)	150	150
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Reactive organic gases are also sometimes referred to as volatile organic compounds. Source: SCAQMD 2010		

Based on Appendix G of the CEQA Guidelines and the City of Chula Vista, a project would result in a potentially significant impact if it would expose sensitive receptors to substantial pollutant concentrations. The discussion of impacts with respect to TACs to and from the proposed project including risk criteria, are discussed in the project specific health risk assessment (Atkins 2013).

Based on Appendix G of the CEQA Guidelines, a project would result in a potentially significant impact if it would create objectionable odors affecting a substantial number of people.

Based on Appendix G of the CEQA Guidelines, an impact related to consistency with applicable air quality plans would be considered significant if implementation of the proposed project would result in a conflict with, or obstruct implementation of, the RAQS or SIP.

6.0 Impact Analysis and Mitigation Measures

6.1 Issue 1: Conformance to Federal and State Ambient Air Quality Standards

6.1.1 Impact Analysis

This section addresses the potential for the project to generate air pollutant emissions that exceed ambient air quality standards. Construction and operational criteria air pollutant emissions that would be generated by implementation of the project are discussed below.

Construction

The air quality technical report prepared for the 2013 GPA/GDPA determined that potential impacts related to construction under the GPA/GDPA would be less than significant because development would be required to comply with standard dust minimizing practices. However, construction emissions and estimated emission reductions from the BMPs were not quantified because the timing of future

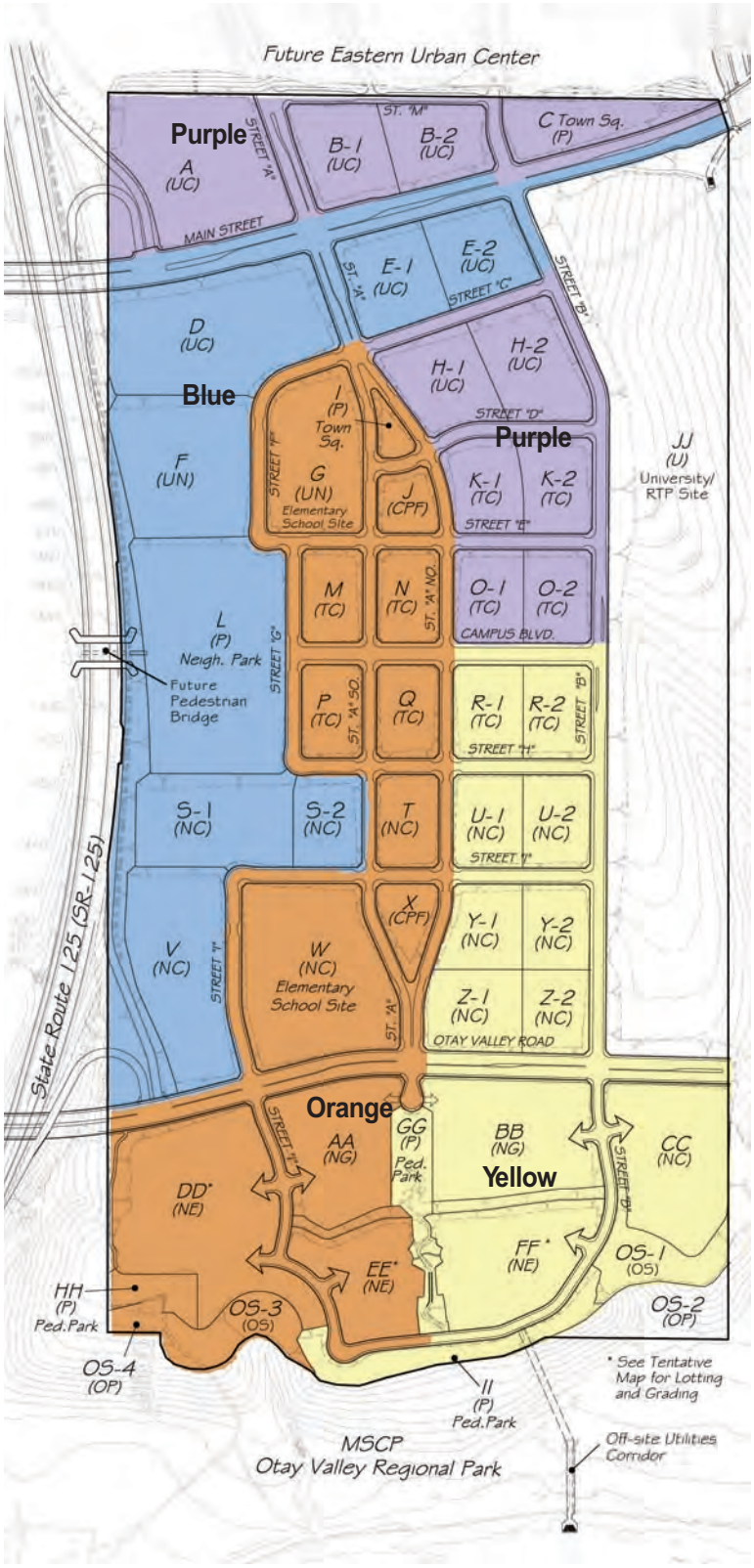
development and the specific construction details could not have been known at the programmatic level. For these reasons, the 2013 GPA/GDPA air quality report does not quantify the potential impacts of construction of the Village 9 project. Additionally, the report does not provide the construction assumptions used to determine the potential impacts of construction of the Village 9 SPA project. Therefore, this project-specific analysis is required to estimate the criteria pollutant emissions that would result from construction of the proposed project.

Air pollutant emission sources during project construction would include exhaust and particulate emissions generated from construction equipment; fugitive dust from soil disturbance during site preparation, grading, and excavation activities; and volatile compounds that evaporate during site paving and painting of the structures. Village 9 is approximately 323 acres, including 50 acres of the University Site that is not part of the project. A total of 270.2 acres would be disturbed for construction of Village 9, including 263.5 acres of the site, 1.1 acres off-site for the construction of the sewer and storm drain corridor and access road, and 5.6 acres for grading required due to topography, fuel modification, and drainage requirements.

Development on the project site would include single family residences, multi-family residences, mixed-use commercial development, a community purpose facility, two elementary schools, and parks. Construction would occur in sequential development phases, and take a minimum of eight years to complete, although full buildout of the project is not expected until 2030. For the purposes of modeling the worst-case daily construction scenario for one phase, the analysis years used for construction were 2013-2015. This is conservative because increasingly stringent air quality regulations on construction equipment would result in fewer emissions in later years. As shown in Figure 5, Village 9 would be constructed in four development phases:

- The **Orange** phase would develop a maximum of 308 multi-family residential units, 145 single-family units, a town square, two CPFs, two elementary schools, a pedestrian park and a portion of a second pedestrian park, and 194,000 SF of commercial space in primarily the central and southwest portion of the project site.
- The **Blue** phase would develop a maximum of 1,239 multi-family residential units, 494,000 SF of commercial space, and a neighborhood park in the northwestern area of the project site.
- The **Yellow** phase would include a maximum of 614 multi-family units, 121 single-family units, the remaining portion of the second pedestrian park, and 58,000 SF of commercial land use in the southeastern portion of the project site.
- The **Purple** phase would develop a maximum of 1,573 multi-family residential units, a town square, and 754,000 SF of commercial space in the northeast portion of the project site.

Each phase of project development would include the following construction activities: mass grading, trenching for utilities and underground improvements, paving and surface improvement, building construction, and exterior architectural coating, as shown in Table 6. The offsite utility corridor would also require grading, trenching, and paving. No blasting would be needed for construction within Village 9. For the purpose of isolating emissions from each type of construction activity, it is assumed that the construction activities within one development phase would occur consecutively, with no overlap. However, approximately nine months prior to completion of one development phase, grading could potentially begin for the next phase. Any of the construction activities in subsequent development phases would have the potential to overlap with the building construction of the previous phase.



Plan Area	MF Units	SF Units	C'ml Sq. Ft (K)
Orange			
G	0	0	0
I	0	0	0
J	0	0	0
M	80	0	29
N	57	0	52
P	80	0	29
Q	57	0	52
T	34	0	32
W	0	0	0
X	0	0	0
AA	0	72	0
DD	0	47	0
EE	0	26	0
HH	0	0	0
OS-3	0	0	0
OS-4	0	26	0
Subtotal	**308**	**145**	**194**
Blue			
D	448	0	278
E-1	183	0	115
E-2	168	0	101
F	136	0	0
L	0	0	0
S-1	104	0	0
S-2	58	0	0
V	142	0	0
Subtotal	**1,239**	**0**	**494**
Yellow			
CC	128	0	0
R-1	80	0	29
R-2	80	0	29
U-1	58	0	0
U-2	58	0	0
Y-1	54	0	0
Y-2	50	0	0
Z-1	61	0	0
Z-2	45	0	0
BB	0	89	0
FF	0	32	0
GG	0	0	0
II	0	0	0
OS-1	0	0	0
Subtotal	**614**	**121**	**58**
Purple			
A	380	0	235
B-1	183	0	115
B-2	136	0	101
C	0	0	0
H-1	188	0	115
H-2	226	0	130
K-1	148	0	0
K-2	152	0	0
O-1	80	0	29
O-2	80	0	29
Subtotal	**1,573**	**0**	**754**
TOTAL	**3,734**	**266**	**1500 K**

Note: Village 9 is generally planned to develop from north to south; however, the sequencing of development phases would be determined by market conditions and the PFFP.

Source: William Hezmalhalch Architects, Inc. 2013

0 400 800
Feet

N

DEVELOPMENT PHASES
FIGURE 5

Table 6 Approximate Duration of Project Construction Activities Per Phase

Construction Phase	Duration
Mass Grading	3 months
Trenching	2 months
Paving	2 months
Building Construction and Coating	2 years

Grading in each phase would occur over a three month period. The phases are generally similar in area; therefore, it assumed than the same amount of grading would occur in each phase. This analysis assumes that a limit of 20 acres per day would be disturbed and/or graded. A total of 6.7 million cubic yards would be graded as a result of the proposed project and replaced within the disturbance area, or 1.68 million cubic yards in each phase. It is assumed that a maximum of 35,000 cubic yards of material would be graded each day. All cut material would be used on site and no hauling of material off site would be required. Typical grading equipment that would be used for grading would include tractors, excavators, graders, and water trucks.

Approximately two months would be required for installation of the utilities in each phase. The most intensive utility installation activity that would require heavy equipment is trenching. Trenching activities would typically require excavators, dump trucks, dozers, backhoes, and water trucks. Paving and surface improvements would be required for approximately 12 percent of the site (32 acres). Approximately eight acres would be paved during each phase and would be accomplished in approximately two months. Paving would be required for a portion of the offsite improvements during one phase of development for the off-site access road. For the purposes of this analysis it is conservatively assumed that the entire access road, approximately 1.1 acres, would be paved. A maximum of approximately 9.1 acres would be paved during one phase. Typical construction equipment required for paving would include graders, pavers, and rollers. Because building construction on the project site would be completed by multiple developers, more than one area of the site may be under construction at one time. Building construction activities are estimated to last a minimum of approximately two years and would typically require dump trucks, concrete trucks, excavators, backhoes, and water trucks. It is assumed that the architectural coating phase would occur concurrently with the building construction activities; therefore, the coating activities would also last approximately two years.

The Purple Phase is projected to require the most development, including the highest number of residential units and half of the proposed commercial development. Therefore, the land uses proposed in the Purple Phase were used to determine maximum daily emissions from architectural coating and building construction. Construction of the offsite improvements and offsite grading is also included in the worst-case construction scenario. The URBEMIS 2007 model does not take into account the additional construction standards adopted by the CARB after 2007. For example, beginning in 2008, heavy-duty diesel engines were required to be shut down when idling more than five minutes at any location within California. Therefore, actual project emissions may be less than calculated by the URBEMIS 2007 model.

Table 7 summarizes the maximum daily emissions of grading (assuming a maximum of 20 acres per day), trenching, paving, construction, and coating in comparison with the thresholds of significance (as mentioned earlier, the Purple Phase was chosen as the basis for the worst case daily emissions). As shown in Table 7, when considering the typical scenario of each construction phase occurring consecutively with no overlap, project related emissions would be below the significance thresholds during the underground utility (trenching) and building construction and coating activities. Construction of the proposed project would exceed the significant thresholds for NO_x, PM_{10}, and $PM_{2.5}$ during grading, and the NOx threshold during surface improvements (paving). Impacts to air quality resulting from grading and surface improvements activities during each development phase would be potentially significant.

Table 7 Maximum Daily Emissions Per Construction Activity

Construction Activity	Pollutant Emissions (pounds/day)					
	CO	**VOC**	**NO_X**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mass Grading[(1)]	162	41	**353**	0	**4,344**	**917**
Trenching[(2)]	16	5	41	0	2	1
Surface Improvements (paving)[(3)]	52	15	**121**	0	5	4
Building Construction and Coating Phases[(4)]	192	37	96	0	5	4
Combined Daily Total for all Construction Activities	422	**98**	**611**	0	**4,356**	**926**
Significance Threshold	550	75	100	150	150	55
Significant Impact?	No	**Yes**	**Yes**	No	**Yes**	**Yes**

Bold = Exceeds significance threshold

CO = carbon monoxide; NO_x = nitrogen oxides; VOC = volatile organic compound; SO_x = sulfur oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter

Modeling assumptions: Emissions are based on assumptions for the Purple development phase. Worst-case construction activities for the Purple development phase were assumed to occur during 2013-2015. No blasting for construction would be required.

(1) Assumes a three-month period and a maximum land disturbance of 20 acres per day. A total of approximately 274.3 acres would be disturbed over four development phases. A total of 6.7 million cubic yards would be graded and replaced within the disturbance area, or 1.68 million cubic yards in each phase. All cut material would be used on site and no hauling of material off site would be required. Equipment list for grading includes an excavator, two graders, four heavy duty trucks, five dozers, 12 scrapers, and two water trucks.

(2) Assumes a two-month period. Equipment list includes two excavators, two dump trucks, a dozer, two backhoes, and a water truck.

(3) Assumes a two-month period. Paving and surface improvements would be required for approximately 12 percent of the SPA area (32 acres), or eight acres per phase. Assumes an additional 1.1 acres for offsite improvements. Equipment list includes a grader, a paver, a roller, and 27 dump trucks and concrete trucks.

(4) Assumes a two year period and architectural coating activities would occur simultaneously with the building construction activities. Assumes building construction would require a total of 11 dump trucks and concrete trucks, an excavator, a backhoe, and a water truck. Calculations are based on the Purple phase, which includes development of 1,573 multi-family units, 3.6-acre park, and 754,000 SF of commercial land use. Assumes model defaults for low VOC coating emissions (250 grams of VOC per liter or less).

Source: URBEMIS 2007. See Appendix A for data sheets.

Additionally, any of the construction activities of a subsequent development phase would have the potential to overlap with building construction activities in the previous development phase. For example, if the Blue phase is constructed after the Orange phase, the earlier construction activities, such as grading, in the Blue phase would potentially overlap with the later construction activities, such as building construction and architectural coating in the Orange phase. Although it is unlikely, it is possible

that all four categories of construction activities could occur simultaneously on the site within different development phases. To estimate this worst-case scenario, Table 7 provides the total amount of emissions that would occur if all types of construction activities occur concurrently on one day. Since other development phases would be less intensive than the Purple phase, the total emissions shown in Table 7 represent a conservative estimate.

As indicated by the maximum combined daily emissions provided in Table 7, simultaneous construction activities would combine to exceed the significance thresholds for VOCs, and increase the NO_x, PM_{10}, and $PM_{2.5}$ emissions. Therefore, concurrent construction activities between development phases would potentially worsen significant impacts during construction.

Dust from construction activities would also have the potential to impact sensitive biological resources in the Multiple Species Conservation Program (MSCP) Preserve area to the south of the project site. Dust has the potential to disrupt plant vitality in the short-term. Potential impacts to the MSCP Preserve would primarily result from construction of the offsite improvements and the single-family residences near the southern area of the project site. Impacts would cease once construction is complete. The Biological Resources Report prepared for the Village 9 SPA (URS 2012) determined that potential indirect impacts to biological resources, including dust from construction, would be potentially significant.

Operation

To estimate the most conservative estimate for operational air quality emissions, the project assumptions for the full buildout year (2030) were used in the analysis. The full buildout condition represents the greatest amount of vehicle trips and land use development. The major source of long-term operational air quality impacts from the proposed project would be emissions produced from project-generated vehicle trips. Vehicle trip generation is based on the project traffic study, which was prepared by RBF Consulting (2013). The projected ADT rate for the proposed project is 34,067 trips. The vehicle trip emissions account for internal capture from mixed-use development and the reduction in vehicle trips compared to similar developments that do not provide access to transit. Potential bus stops are proposed in Village 9 in the Town Center and along Otay Valley Road. The projected ADT and vehicle trip length also take into account the Transportation Demand Management (TDM) program included in the Village 9 SPA Plan. The TDM includes strategies to reduce vehicle trips and miles traveled and to design a multi-modal transportation system, and establishes a Transportation Management Association to provide transportation services in a particular area to reduce vehicle miles and implement other TDM strategies. Pollutant emissions from vehicles were calculated using the EMFAC 2007 emission factors that are used in URBEMIS 2007.

In addition to vehicle trips, the proposed project would emit pollutants from on-site area sources, such as burning natural gas for space and water heating, including fireplaces; landscape maintenance equipment; consumer products; and periodic repainting of interior and exterior surfaces (architectural coatings). The area source assumptions include a 15 percent increased efficiency beyond the URBEMIS default Title 24 standards (2005) to reflect the 2008 Title 24 standards. This assumption is conservative because required compliance with the Chula Vista Green Building Standards (CVMC Chapter 15.12) and Energy Efficiency Standards (CVMC Section 15.26.030) would improve energy efficiency beyond the 2008 Title 24 standards.

The vehicular and area source emissions associated with operation of the proposed project are summarized in Table 8. As shown in this table, the proposed project would exceed the daily regional thresholds for carbon monoxide, VOCs, NO_x, PM_{10}, and $PM_{2.5}$ during operation of development in Village 9. Emissions are attributable primarily to vehicular trips, which would exceed the thresholds for VOCs, PM_{10}, and $PM_{2.5}$. However, area sources would also result in significant emissions of VOCs from consumer products and combine with vehicular emissions to exceed the thresholds for NO_x and carbon monoxide. Therefore, a significant impact would occur. The air quality technical report for the 2013 GPA/GDPA estimated emissions that would result from the increase in building potential accommodated by the GPA/GDPA compared to the previous GDP, including the increase in building potential in Village 9. The findings in this report are consistent with the 2013 GPA/GDPA conclusion that significant impacts would occur.

Table 8 Operation Maximum Daily Emissions

Emissions Source	Pollutant Emissions (pounds/ day)					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Vehicular Sources [(1)]	**537**	**59**	43	2	**285**	**56**
Area Sources						
Natural Gas[(2)]	31	4	54	0	0	0
Hearth[(3)]	1	0	3	0	0	0
Landscape	23	3	0	0	0	0
Consumer Products	0	**205**	0	0	0	0
Architectural Coatings[(4)]	0	20	0	0	0	0
Total Emissions	**592**	**291**	**100**	2	**285**	**56**
Significance Thresholds	550	55	55	150	150	55
Significant Impact?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**

Bold = Exceeds significance threshold

CO = carbon monoxide; NO_x = nitrogen oxides; VOC = volatile organic compounds; SO_x = sulfur oxides

PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter

Source: URBEMIS 2007. See Appendix A for data sheets.

Modeling assumptions: Calculations assume the full development of project at buildout (2030). Output is for summer emissions, with the exception of hearth emissions, where winter emissions were added to the daily emissions for a worst-case condition.

(1) Based on an ADT of 34,067 trips and an estimated vehicle trip length of 5.08 miles, which accounts for internal capture from mixed-use development, the reduction in vehicle trips compared to similar developments that do not provide access to transit, and the TDM program in the SPA Plan. A four percent vehicular emission reduction for VOC, NOx, CO, and PM_{10} emissions was applied for traffic light synchronization based on the SCAQMD CEQA Air Quality Handbook (1993).

(2) Assumes buildings comply with 15% above 2005 Title 24 standards.

(3) Assumes 15 percent of homes would have fireplaces, consistent with assumptions of the GPA/GDPA. No wood burning fireplaces would be allowed.

(4) Includes the use of model defaults for low VOC coatings emissions (250 grams of VOC per liter or less).

6.1.2 Mitigation Measures

Construction

Mitigation measure Air-1 below is from the Otay Ranch GDP Final Program EIR (EIR 90-01) (Ogden 1992), and measure Air-2 is from the 2013 GPA/GDPA SEIR (SEIR 09-01). These measures and project-specific

measure Air-3 would reduce impacts related to emissions of NO_x, PM_{10}, and $PM_{2.5}$ during construction. Mitigation measure Air-1 lists the BMPs recommended in the Otay Ranch GDP Final Program EIR to reduce construction emissions. Mitigation measure Air-2 lists the BMPs recommended in the 2005 General Plan Update EIR and the 2013 GPA/GDPA SEIR for reducing fugitive dust emissions during grading. Mitigation measure Air-3 includes additional project-specific measures to reduce NO_x, PM_{10}, and $PM_{2.5}$ emissions during all construction activities. These measures would also minimize potential indirect impacts to sensitive biological resources from dust. Future construction activities would also be required to comply with SDAPCD Rule 55 requirements for grading and use low VOC coatings (VOC content of 250 grams or less per liter).

Air-1 **Short-term Air Quality Violations Reduction Measures.** The following techniques to reduce construction emissions shall be implemented during all construction activities:

1. Minimize simultaneous operation of multiple construction equipment units (i.e., phase construction to minimize impacts)
2. Use low pollutant-emitting construction equipment
3. Use electrical construction equipment as practical
4. Use catalytic reduction for gasoline-powered equipment
5. Use injection timing retard for diesel-powered equipment
6. Water the construction area twice daily to minimize fugitive dust
7. Stabilize (for example hydroseed) graded areas as quickly as possible to minimize fugitive dust
8. Pave permanent roads as quickly as possible to minimize dust

Air-2 **Dust Control Measures.** Mitigation of PM_{10} impacts requires active dust control during construction. As a matter of standard practice, the City shall require the following standard construction measures be included on all grading plans to the satisfaction of the City Engineer, and shall be implemented during construction to the extent applicable:

1. All unpaved construction areas shall be sprinkled with water or other acceptable San Diego Air Pollution Control District dust control agents twice daily during dust-generating activities to reduce dust emissions. Additional watering or acceptable Air Pollution Control District dust control agents shall be applied during dry weather or windy days until dust emissions are not visible.
2. Trucks hauling dirt and debris shall be properly covered to reduce windblown dust and spills.
3. A 20-mile-per-hour speed limit on unpaved surfaces shall be enforced.
4. On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce re-suspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
5. On-site stockpiles of excavated material shall be covered or watered.

6. Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the City and/or Air Pollution Control District to reduce dust generation.
7. To the maximum extent feasible:
    i. Heavy-duty construction equipment with modified combustion/fuel injection systems for emissions control shall be utilized during grading and construction activities.
    ii. Catalytic reduction for gasoline-powered equipment shall be used.
8. Equip construction equipment with pre-chamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxides, to the extent available and feasible.
9. Electrical construction equipment shall be used to the extent feasible.
10. The simultaneous operations of multiple construction equipment units shall be minimized (i.e., phase construction to minimize impacts).

Air-3 **Construction Best Management Practices**. During all construction activities for the proposed project, the project applicant shall ensure implementation of the following best management practices to reduce the emissions of nitrogen oxides and fugitive dust (PM_{10} and $PM_{2.5}$). Prior to issuance of a grading permit, the following best management practices shall be included on all grading plans to the satisfaction of the City Engineer and shall be implemented during construction to the extent applicable.

1. All construction equipment shall be outfitted with best available control technology devices certified by California Air Resources Board. A copy of each unit's best available control technology documentation shall be provided at the time of mobilization of each applicable unit of equipment.
2. Approach routes to the site shall be cleaned daily of construction-related dirt.
3. Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry.
4. Install wheel washers adjacent to a paved apron prior to any vehicle entry on public roads.
5. Remove any visible track-out into traveled public streets within 30 minutes of occurrence.
6. Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred.
7. Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads.
8. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues should turn their engines off when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and shall be discontinued during second stage smog alerts.

9. During construction, site grading activities within 500 feet of a school in operation shall be discontinued or all exposed surfaces shall be watered to minimize dust transport off-site to the maximum degree feasible, when the wind velocity is greater than 15 miles per hour in the direction of the school.

Operation

The Otay Ranch GDP Final Program EIR includes land use policies, siting/design policies, and transportation-related management actions to mitigate operational emissions (Ogden 1992). All applicable measures have already been incorporated into the SPA plan, such as provision of bike lanes, providing services near residences, and providing transit support facilities such as bus stops, as listed in the Project Description.

6.1.3 Significance after Mitigation

Construction

The GPA/GDPA EIR determined that construction emissions from implementation of the GPA/GDPA would be reduced to a less than significant level with implementation of the measures listed in mitigation measures Air-1 and Air-2. However, construction emissions and emissions reductions were not quantified because no specific construction details were available at the programmatic level of analysis. Additionally, the GPA/GDPA mitigation measures only addressed fugitive dust emissions (PM_{10} and $PM_{2.5}$). Construction of the proposed project would also result in significant emissions of NO_x during grading, and additional significant emissions of NO_x and VOCs would result from simultaneous construction activities.

The Otay Ranch GDP Final Program EIR and GPA/GDPA SEIR do not quantify the emissions reductions associated with the recommended BMPs. However, the URBEMIS 2007 provides emissions reductions for some of the BMPs required in the mitigation measures. Table 9 summarizes the construction related emissions for a single phase of the proposed project with implementation of mitigation measures Air-1 through Air-3. Implementation of these mitigation measures would reduce significant emissions of NO_x, PM_{10}, and $PM_{2.5}$ during grading and surface improvements, but not to a less than significant level, as shown in Table 9. Additionally, simultaneous construction activities would still have the potential to result in exceedances of the significance thresholds for VOCs, NO_x, PM_{10}, and $PM_{2.5}$. Additional available mitigation measures to reduce emissions would require the use of electric powered earth movers or aqueous diesel fuel. Use of electric power earth movers is not feasible because a large enough power source that would be needed to supply energy to such large equipment is not available on the site. A commitment to use aqueous diesel fuel is currently not feasible because this fuel is not widely used or available. However, the project would incorporate electrically-powered tools and smaller equipment that would be served by hard wired temporary power sources until more permanent power sources are available. If a reliable source of diesel aqueous fuel becomes available, it would be used during project construction. Use of an alternative fuel type of such as natural gas or propane instead of electricity is not a feasible alternative because these fuels would increase NO_x and VOC emissions. Therefore, construction emissions would remain significant and unavoidable.

Table 9 Mitigated Construction Daily Maximum Emissions (pounds/day)

Construction Activity	Pollutant Emissions (pounds/day)					
	CO	VOC	NOx	SO_X	PM_{10}	$PM_{2.5}$
Unmitigated Emissions						
Mass Grading[1]	162	41	**353**	0	**4,344**	**917**
Trenching[2]	16	5	41	0	2	1
Surface Improvements (paving)[3]	52	15	**121**	0	5	4
Building Construction and Coating Phases[4]	192	37	96	0	5	4
Combined Daily Total for all Construction Activities (unmitigated)	422	**98**	**611**	0	**4,356**	**926**
Mitigated Emissions[5]						
Mass Grading Total Emissions [1]	162	41	**300**	0	**2,453**	**515**
Trenching[2]	18	5	35	0	1	1
Surface Improvements (paving) [3]	52	15	**103**	0	1	1
Building Construction and Coating Phases[4]	192	37	87	0	5	4
Combined Daily Total for all Construction Activities (mitigated)	424	**98**	**525**	0	**2,460**	**521**
Significance Threshold	550	75	100	150	150	55
Significant Impact?	No	**Yes**	**Yes**	No	**Yes**	**Yes**

Bold = Exceeds significance threshold

CO = carbon monoxide; VOC = reactive organic gases; NO_x = nitrogen oxides; SO_x = sulfur oxides;
PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter

Modeling assumptions: Emissions are based on assumptions for the Purple development phase. Worst-case construction activities for the Purple development phase were assumed to occur during 2013-2015. No blasting for construction would be required.

(1) Assumes a three-month period and a maximum land disturbance of 20 acres per day. A total of approximately 270.2 acres would be disturbed over four development phases. A total of 6.7 million cubic yards would be graded and replaced within the disturbance area, or 1.68 million cubic yards in each phase. All cut material would be used on site and no hauling of material off site would be required. Equipment list for grading includes an excavator, two graders, four heavy duty trucks, five dozers, 12 scrapers, and two water trucks.

(2) Assumes a two-month period. Equipment list includes two excavators, two dump trucks, a dozer, two backhoes, and a water truck.

(3) Assumes a two-month period. Paving and surface improvements would be required for approximately 12 percent of the SPA area (32 acres), or eight acres per phase. Assumes an additional 1.1 acres for offsite improvements. Equipment list includes a grader, a paver, a roller, and 27 dump trucks and concrete trucks.

(4) Assumes a two-year period and architectural coating activities would occur simultaneously with the building construction activities. Assumes building construction would require a total of 11 dump trucks and concrete trucks, an excavator, a backhoe, and a water truck. Calculations are based on the Purple phase, which includes development of 1,573 multi-family units, a town square, and 754,000 SF of commercial land use. Assumes the model defaults low VOC coating emissions (250 grams of VOC per liter or less).

(5) Assumes use of diesel particulate filters and diesel oxidation catalysts for all equipment. Due to a calculation error in the URBEMIS 2007 model, the total reduction in PM_{10} and $PM_{2.5}$ emissions that would occur as result of watering exposed surfaces, applying chemical stabilizers, and replacing ground cover cannot be calculated because the URBEMIS 2007 model overestimates the reduction in emissions. SCAQMD recommends application of the single highest control measure. Watering twice daily was applied for the proposed project. Additionally, emission reductions estimates are not available for all of the BMPs. Emissions would likely be reduced compared to these estimates, but not to a less than significant level.

Source: URBEMIS 2007. See Appendix A for data sheets.

Operation

The applicable measures of the Otay GDP Final Program EIR mitigation measures have already been incorporated into the SPA plan, such as provision of bike lanes, providing services near residences, and providing transit support facilities such as bus stops. There are no other feasible mitigation measures available at the project level to reduce vehicular emissions other than reducing vehicle trips. The project trip generation rates account for the approximately 40 percent reduction in vehicle trips that would occur as a result of the mixed-use areas, transit use, and availability of pedestrian and bicycle facilities proposed as part of the project. In addition, future vehicular emissions may be lower than estimated due to increasingly stringent California fuel efficiency requirements. Some measures cannot be implemented at the SPA level, such as providing video-conference facilities in work places or requiring flexible work schedules. Additionally, there are no feasible mitigation measures currently available to reduce area sources of emissions without regulating the purchases of individual consumers. Operational emissions of VOCs, NO_x, carbon monoxide, PM_{10}, and $PM_{2.5}$ would be significant and unavoidable.

6.2 Issue 2: Impacts to Sensitive Receptors

CARB defines sensitive receptors as residences, schools, day care centers, playgrounds, and medical facilities, or other facilities that may house individuals with health conditions that would be adversely affected by changes in air quality. The two primary emissions of concern regarding health effects for sensitive receptors are carbon monoxide and diesel particulates. The analysis of health risk effects from diesel particulates is analyzed separately in the Health Risk Assessment prepared for Village 9 (Atkins 2013). An analysis of the project's potential to expose sensitive receptors to substantial pollutant concentrations of carbon monoxide is provided below.

6.2.1 Impact Analysis

Carbon Monoxide Hot Spots

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of carbon monoxide, known as carbon monoxide hot spots. An air quality impact is considered significant if carbon monoxide emissions create a hot spot where either the California 1-hour standard of 20 ppm or the federal and State eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse).

The air quality technical report for the 2013 GPA/GDPA determined that carbon monoxide hot spots would not occur as a result of development under the GPA/GDPA because the SDAB is in attainment of both the federal and state carbon monoxide standards, background carbon monoxide concentrations are well below federal and state limits, and all studied intersections in the traffic report prepared for the GPA/GDPA are projected to operate at LOS D or better.

The traffic study prepared for the Village 9 SPA Plan (RBF 2013) used project-level trip generation analysis and distribution to evaluate the intersections in the project vicinity that would carry the majority of project traffic. The traffic study analyzed the Existing + Project scenario, as well as two interim scenarios (2020 and 2025) and full project buildout (2030). The traffic study concluded that

within each analysis scenario, some intersections would operate at LOS E or F. Intersections that operate at an LOS E or F have the potential to generate carbon monoxide hot spots. In some locations, the interim scenario resulted in a more congested intersection than the full buildout scenario, due to differences in project trip distribution as roadway improvements are implemented. To estimate the most conservative conditions for the hot spot analysis, carbon monoxide concentrations were analyzed at the most congested intersection for each analysis scenario that would experience the longest delays:

- **Existing (2010) + Full Project Buildout**: Main Street/Eastlake Parkway – LOS F (PM Peak Hour), 891 second delay
- **2020 + Phased Project Buildout**: Olympic Boulevard/I-805 northbound on-ramp – LOS F (AM peak hour), 117 second delay
- **2025 + Phased Project Buildout**: Birch Road/Eastlake Parkway – LOS F (PM peak hour), 454 second delay
- **2030 + Full Project Buildout**: Main Street/Magdalena Avenue – LOS F (PM Peak Hour), 144 second delay

The CALINE 4 model was used to estimate the potential carbon monoxide impact at the above intersections during the most congested peak hour. Receptor locations were set 30 feet from the roadway centerline at the intersection, although actual receptor locations are generally at a greater distance. Carbon monoxide emission factors were generated using the EMFAC 2007 model, using the carbon monoxide emission factor associated with the appropriate analysis year for the total vehicle mix during conditions in January at a temperature of 40 degrees Fahrenheit and 50 percent relative humidity. The assumed vehicle speed is 5 miles per hour. An ambient 1-hour carbon monoxide concentration of 2.0 ppm was used to reflect ambient conditions, based on the data reported at the Chula Vista air quality monitoring station. This concentration estimate is conservative for future years, since carbon monoxide ambient concentrations have been showing a generally downward trend based on historical data. Table 10 displays the estimated carbon monoxide concentrations at the nearest receptor from the affected intersections.

The highest estimated 1-hour carbon monoxide concentration would be 3.1 ppm at the Main Street/Eastlake Parkway intersection during the Existing + Full Project Buildout scenario, and at the Olympic Parkway/I-805 northbound on-ramp intersection during the 2020 + Phased Project Buildout scenario. This would not exceed the California 1-hour standard of 20 ppm or the federal 1-hour standard of 35 ppm. Based on an urban persistence factor of 0.7 (for an urban area), the maximum cumulative 8-hour carbon monoxide concentration at the intersection would be 2.2 ppm, which is below the 9 ppm California and federal 8-hour standard. The carbon monoxide concentrations at all of the remaining intersections under each scenario are also below the state and federal standards. Therefore, potential carbon monoxide impacts are less than significant.

6.2.2 Mitigation Measures

No mitigation is required.

Table 10 Estimated Carbon Monoxide Concentrations

Analysis Scenario	Intersection	1-Hour CO Concentration (ppm)	8-Hour CO Concentration (ppm)	Impact?
Existing + Full Project Buildout	Main Street/Eastlake Parkway	3.1	2.2	No
2020 + Phased Project Buildout	Olympic Parkway/I-805 northbound on-ramp	3.1	2.2	No
2025 + Phased Project Buildout	Birch Road/Eastlake Parkway	3.0	2.1	No
2030 + Full Project Buildout	Main Street/Magdalena Avenue	2.9	2.1	No
	Significance Threshold	20.0 (State) / 35.0 (Federal)	9.0 (State and Federal)	

CO = carbon monoxide
See Appendix A for model output sheets.
Modeling assumptions: One-hour carbon monoxide concentrations were calculated using the worst-case wind angle scenario in the CALINE 4 model. Receptor locations were set 30 feet from the roadway centerline. Carbon monoxide emission factors were generated using the EMFAC 2007 model, using the carbon monoxide emission factor associated with the appropriate analysis year for the total vehicle mix during conditions in January at a temperature of 40 degrees Fahrenheit and 50 percent relative humidity. The assumed vehicle speed is 5 miles per hour. An ambient 1-hour carbon monoxide concentration of 2.0 ppm was used to reflect ambient conditions. The 8-Hour carbon monoxide concentration is based on a persistence factor of 0.7 for urban uses (Caltrans 1997).
Source: CALINE 4 using EMFAC 2007 emission factors.

6.3 Issue 3: Objectionable Odors

6.3.1 Impact Analysis

Offensive odors can present a nuisance to the general public, but seldom result in permanent physical damage. Offensive odors may cause agitation, anger, and concern to the public, especially in residential neighborhoods located near major sources of odor.

Construction associated with implementation of the proposed project could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. However, construction equipment would be operating at various locations throughout the project site and construction would not take place all at once. The use of architectural coatings and solvents may also emit odors from the evaporation of volatile organic compounds. SDAPCD Rule 67 limits the amount of volatile organic compounds from coatings and solvents, and the project would incorporate the use of low-VOC coatings. In addition, construction near existing sensitive receptors would be temporary. Therefore, consistent with the findings of the air quality technical report for the GPA/GDPA, impacts associated with nuisance odors during project construction would not be significant.

The CARB's *Air Quality and Land Use Handbook* identifies a list of the most common sources of odor complaints received by local air districts. Typical sources of odor complaints include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. The project proposes the development of residential, commercial, school, and park land uses on the project site. Residential development does not typically result in a source of nuisance odors associated with operation. The project does not propose any specific new sources of odor that could affect sensitive receptors. The mixed-use Town Center would potentially result in residences located near commercial land uses with the potential to generate some odors, such as refuse containers or kitchen

exhaust vents for restaurants. However, these odor sources would be required to comply with SDAPCD Rule 51, which prohibits nuisance odors.

The Otay Landfill, located approximately three miles west of the project site, is considered to be a major odor-generating facility in Chula Vista. This facility has the potential to produce odors that can be detected outside of the landfill boundary. Odor control practices are in place at all landfills, and odor control is under the purview of the SDAPCD. Landfill odor control practices include application of odor absorbing materials or collecting and treating gases from the landfill before they are released into the surrounding community.

The 2005 General Plan EIR included a summary of the health risk assessment that was conducted for the Otay Landfill as part of the environmental review process for the proposed expansion of the landfill. As part of the proposed expansion, the landfill was upgraded to include control odor facilities, such as installing flares to dispose of excess landfill gases. This assessment also included an evaluation of nuisance odor issues (County of San Diego 2000). The analysis indicated that a buffer of 1,000 feet should be used as a screening threshold for health risk and nuisance odor impacts. The EIR included mitigation measure 5.11-2 that requires that no residential use be permitted within 1,000 feet of the Otay Landfill while the landfill was open and operating, unless a project-specific analysis is completed demonstrating that odor effects are below the odor thresholds for common compounds emitted by the landfill. One such compound is hydrogen sulfide, which has an odor threshold of 0.0045 ppm.

The distance between the landfill and the proposed residences within Village 9 (three miles) is beyond the screening distance (1,000 feet) established by the General Plan EIR as resulting in a significant impact. However, even at a distance of three miles, it is possible that odors from the Otay Landfill may be detected occasionally (depending on wind direction or other meteorological factors) by the proposed residents of Village 9. Facilities that cause nuisance odors are subject to enforcement action by the SDAPCD. Regarding odor impacts, the California Health and Safety Code Section 41700 and SDAPCD Rule 51 prohibit emissions from any source whatsoever in such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The SDAPCD responds to odor complaints by investigating the complaint determining whether the odor violates SDAPCD Rule 51. The inspector takes enforcement action if the source is not in compliance with the SDAPCD rules and regulations (SDAPCD 2010). In the event of enforcement action, odor-causing impacts must be mitigated by appropriate means to reduce the impacts to sensitive receptors to less than significant. Such means include shutdown of odor sources or requirements to control odors using add-on equipment.

Therefore, consistent with the air quality technical report for the GPA/GDPA, the project would not create or result in objectionable odors that may affect a substantial number of people, and odor impacts are less than significant.

6.3.2 Mitigation Measures

No mitigation is required.

6.4 Issue 4: Consistency with Regional Plans

6.4.1 Impact Analysis

The air quality plans relevant to this discussion are the SIP and RAQS. As discussed above, the SIP includes strategies and tactics to be used to attain and maintain acceptable air quality in the SDAB based on the NAAQS; while the RAQS includes strategies for the Basin to meet the CAAQS. Consistency with the RAQS is typically determined by two standards. The first standard is whether the proposed project would exceed growth assumptions contained in the RAQS. If the proposed project would exceed the RAQS growth assumptions, the second standard is whether the proposed project would increase the frequency or severity of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as specified in the RAQS.

The RAQS rely on information from the CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County of San Diego, to forecast future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emissions projections and the SANDAG growth projections are based on population and vehicle use trends and land use plans developed by the cities and the County as part of the development of the County's and cities' general plans. As such, projects that propose development consistent with, or less than, the growth projections anticipated by a general plan would be consistent with the RAQS. The growth projections in the RAQS, most recently updated in 2009, are based on the 2030 Regional Transportation Plan prepared by SANDAG (2003). However, the General Plan was amended in 2013. The amendment increased the number of units in Village 9 by 396 units. This project is consistent with the General Plan as amended but since the RAQS have not yet been updated to be consistent with the General Plan, this project is inconsistent with the RAQS.

Because the proposed project would conflict with the growth assumptions of the RAQS, it is subject to the second criterion for determining consistency with the RAQS: whether the proposed project would increase the frequency or severity of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as specified in the RAQS.

As shown in Table 3, in the City has experienced violations of the state and federal ozone, state PM_{10}, and state and federal $PM_{2.5}$ ambient air quality standards between 2008 and 2010. The SDAB is currently designated as a nonattainment area for the state standard for PM_{10}, $PM_{2.5}$, 1-Hour and 8-Hour ozone, and the Federal 8-Hour standard for ozone. The proposed project would allow residential, mixed use, school, and park uses. It is not anticipated that development constructed as a result of the project would result in significant stationary sources that would result in any air quality violations. As shown in Table 8, PM_{10} and $PM_{2.5}$ unmitigated emissions from area sources are less than significant; however emissions of VOCs, an ozone precursor, would be significant.

Additionally, the proposed project would have the potential to result in air pollutant emissions from increased traffic on area roadways that may lead to air quality violations, consistent with the conclusion in the GPA/GDPA SEIR air quality technical report. As shown in Table 8, pollutant emissions from vehicular emissions would exceed the thresholds for VOCs, PM_{10} and $PM_{2.5}$. Additionally, as shown in Table 7, construction of the proposed project would result in temporary significant emissions of VOCs,

NO_x, PM_{10}, and $PM_{2.5}$. Operational and construction emissions would be significant and unavoidable, even with implementation of BMPs and other mitigation in measures Air-1 through Air-3. Therefore, consistent with the conclusion of the GPA/GDPA SEIR air quality technical report, emissions from the proposed project may lead to air quality violations. The project would be consistent with all applicable transportation and area source control measures proposed in the RAQS to reduce emissions in the region, as shown in Table 11. However, implementation of the project would exceed the growth projections in the RAQS and SIP and would exceed the significant thresholds for ozone precursors and particulate matter during construction and operation. Therefore, this impact would be potentially significant.

Table 11 Project Consistency with RAQS Control Measures

RAQS Control Measure	Project Consistency
Transit Improvements	Village 9 would be transit ready for future extension of transit service into the area. Transit service would consist of bus service, including Rapid Bus Service. The bus system would provide local connections between residential, employment, and major activity centers within Village 9 and Otay Ranch, as well as regional connections. Additionally, Rapid Bus Service has a higher level of service with more frequent headways and is designed to be faster and easier for riders to use than traditional bus service. Two potential transit stop locations are proposed in the SPA in the Town Center.
Park-and-Ride Facilities	The Village 9 SPA does not specifically propose park and ride facilities; however, the SPA plan is designed to provide transit service in easily accessible areas and provide bicycle and pedestrian connections to the transit stop so the transit riders would not need to drive to transit stops.
Bicycle Facilities	Main vehicular thoroughfares and all internal Town Center streets, except Streets B and M, include dedicated, striped, on-street Class II bike lanes. Local streets would not provide dedicated lanes for bicycles; however, the traffic volumes on parkway residential streets would be low enough to accommodate bicycles as well as vehicles. A Village Pathway would be provided along the south side of Campus Boulevard and would provide a multi-use trail. A Regional Trail would also provide a Class I bike path along the southerly side of Otay Valley Road.
Smart Growth Development	SANDAG'S Smart Growth Concept Map identifies Village 9 as a Town Center to provide a pedestrian-oriented Town Center with mixed-use and higher residential densities strongly tied to the planned university campus. The Village 9 SPA plan is consistent with this concept. The proposed project promotes smart growth principles such as mixed-use development, high-density residential development, walkability, proximity to employment centers, environmentally sensitive design, providing adequate infrastructure, and by providing a variety of transportation choices. The Village 9 SPA land use plan is oriented toward the planned university site directly east of Village 9.
Pedestrian Facilities	The pedestrian circulation network includes an interconnected system of a village pathways, sidewalks, pedestrian paseos, and trails. All streets in the SPA would include a sidewalk. Multiple pathways would be provided through parks, the Town Center, and multi-family neighborhoods to provide direct pedestrian connections between the various transects in Village 9 and to adjacent villages.
Traffic Calming Practices	The Village 9 SPA would implement several traffic calming measures including an urban couplet; intersection bulb-outs; narrow, multi-modal streets; on-street parking; and a circulation pattern design with multiple connections to more evenly distribute traffic.
Support Bus Rapid Transit	Bus Rapid Transit is the highest level of transit service being considered for the Otay Ranch area. Village 9 supports extension of the transit system by providing at least one accessible transit stop and accommodating reserved transit lanes on project roadways.
Source: SDAPCD 2009a	

6.4.2 Mitigation Measures

As discussed under Issue 1, mitigation measures Air-1 through Air-3 would reduce construction emissions of VOC, NO_x, PM_{10}, and $PM_{2.5}$. However, even with implementation of all feasible mitigation measures, construction and operational impacts would exceed the significance thresholds and contribute to potential air quality violations. Therefore, impacts related to consistency with applicable air quality plans would also be significant and unavoidable, consistent with the conclusion of the GPA/GDPA air quality analysis.

6.5 Cumulative Impacts

6.5.1 Consistency with Air Quality Standards and Cumulatively Considerable Net Increase in Emissions

The geographic context for the analysis of cumulative impacts relative to criteria air pollutants is the SDAB. San Diego County is presently designated as being a non-attainment area for the NAAQS ozone standard. The County is also a non-attainment area for the CAAQS standards for ozone, $PM_{10,}$ and $PM_{2.5}$. Therefore, a significant cumulative impact to air quality for ozone precursors (VOCs and NO_x), PM_{10}, and $PM_{2.5}$ currently exists. Consequently, the greatest concern involving criteria pollutants is whether a project would result in a cumulatively considerable net increase of PM_{10}, $PM_{2.5}$, or exceed screening-level criteria thresholds of ozone precursors (VOCs and NO_X).

A localized pollutant concentration analysis is applicable to the analysis of the cumulative impacts of construction emissions because construction emissions would be temporary. Pollutant emissions would disperse or settle out following construction and would not contribute to long-term concentrations of emissions in the SDAB. Long-term regional impacts associated with operation of Village 9 are discussed below. Short-term emissions from construction would present a localized health concern if multiple construction projects would take place at the same time and would exceed the significance thresholds. Therefore, construction projects that do not take place at the same time do not contribute to the same short-term cumulative impact.

The City has not adopted specific emission thresholds by which to evaluate the significance of air quality impacts of projects within its jurisdiction. Additionally, the SDAPCD has not established screening thresholds for localized impacts. In lieu of any set quantitative air quality significance thresholds for localized impacts, the Localized Significance Thresholds established by the SCAQMD (SCAQMD 2009) are used to determine potential cumulative impacts. Based on the thresholds, NO_x emissions decrease approximately 95 percent beyond approximately 4,270 feet. Therefore, cumulative projects 4,270 feet from project site are excluded from the cumulative NO_x analysis. According to the Localized Significance Thresholds, PM_{10} decreases approximately 95 percent by 1,300 feet, and $PM_{2.5}$ by 1,430 feet. SCAQMD has not established a threshold for VOCs. However, VOCs diffuse quickly outdoors (California Indoor Air Quality 2011). Being of a gaseous nature similar to NO_x, it is assumed for the purposes of this analysis that VOC pollutant concentrations would disperse by 95 percent beyond 4,270 feet, similar to NO_x. Therefore, cumulative projects 1,300 feet from the project site are excluded from the cumulative PM_{10}

analysis, projects 1,430 feet from the site are excluded from the $PM_{2.5}$, and projects 4,270 feet from the site are excluded from the cumulative VOC analysis.

The closest cumulative projects to the project site with the potential to generate cumulative construction emissions are the EUC, adjacent to the northern edge of the project site, and the planned university and Regional Technology Park site, adjacent to the eastern edge of the project site. These projects are within the screening distances for NO_x, PM_{10}, $PM_{2.5}$, and VOC emissions. Village 8 East is located approximately 400 feet west of Village 9 and would potentially be under construction the same time as Village 9. Village 8 East is within the screening distances for NO_x, PM_{10}, $PM_{2.5}$, and VOC emissions. Construction of Village 8 West is anticipated to begin at the same time as Village 9 and would have a similar timeframe. Village 8 West is located approximately 2,000 feet from Village 9 and is within the screening distance for NO_x and VOC emissions, but not for PM_{10} or $PM_{2.5}$. Similar to the proposed project, these planning areas would be completed in several development phases. Construction would not occur across the entire project site at once. It is unlikely that development of Village 9 and an adjacent planning would occur concurrently along the shared edge of the project site. The EUC, RTP, University, Village 8 East, and Village 8 West are assumed to require typical construction equipment, with a similar construction schedule and equipment list as development in Village 9. Due to the length of construction period for the proposed project and adjacent projects, it is possible that concurrent construction would take place within the cumulative impact screening distances. The GPA/GDPA air quality analysis determined that implementation of BMPs for construction would reduce impacts to a less than significant level; however, construction emissions and emissions reductions from BMPs were not quantified. Therefore, additional analysis was required for the project construction emissions due to the programmatic level of analysis. The project would result in potentially significant NO_x, PM_{10}, and $PM_{2.5}$ emissions during construction and potentially significant VOC emissions if construction phases occur simultaneously. Therefore, the proposed project would result in a cumulatively considerable contribution to a significant impact. Mitigation measures Air-1 through Air-3 would reduce impacts, but not to below the significance thresholds. Impacts would be cumulatively considerable and unavoidable.

Operation of the project would emit VOCs, NO_X, PM_{10}, and $PM_{2.5}$. Neither the City of Chula Vista nor the SCAQMD has established thresholds for determining cumulative air quality impacts. The SCAQMD cumulative methodology is based on performance standards and emission reduction targets to comply the air quality plans for the South Coast Air Basin. These plans are not applicable to the SDAB; therefore, this methodology does not apply to the proposed project. According to the County of San Diego significance threshold, which does apply to projects in the SDAB, a project would result in a significant cumulatively considerable contribution to an air quality impact if the project does not conform to the RAQS or if the project has a significant direct impact to air quality. Most of the cumulative projects that would occur in the project area are planned growth consistent with the Otay Ranch GDP and City General Plan, consistent with the 2005 General Plan growth projections that are accounted for in the RAQS. However, the proposed project would exceed the growth projections of the RAQS and would potentially conflict with the RAQS, as discussed in Issue 4. Additionally, as shown in Table 8, the proposed project would result in significant emissions of VOCs, NO_x, carbon monoxide, PM_{10}, and $PM_{2.5}$ during operation. Impacts would be significant and unavoidable. Therefore, the proposed project would result in a cumulatively considerable and unavoidable contribution to a significant cumulative impact, consistent with the conclusion of the GPA/GDPA air quality analysis.

6.5.2 Sensitive Receptors

The geographic context for the analysis of cumulative impacts relative to sensitive receptors is the SDAB. Cumulative impacts related to carbon monoxide are discussed below.

Carbon Monoxide

The traffic study prepared for the project evaluated the intersections in the project vicinity that would carry the majority of project traffic. The traffic study analyzed the Existing + Project scenario, as well as two interim scenarios (2020 and 2025) and full project buildout (2030). The traffic impact analysis for the project analyzed potential traffic impacts from buildout of the proposed project and cumulative growth in the region under each phase of development. Table 10 shows the maximum carbon monoxide concentration that would result from the most congested intersections in the study area during interim development phases and full project buildout in 2030. As shown in this table, a carbon monoxide hot spot would not occur at the most congested intersections that would operate at LOS F with implementation of the proposed project in combination with cumulative growth. The cumulative impact related to carbon monoxide hot spots would be less than significant.

6.5.3 Objectionable Odors

Impacts relative to objectionable odors are generally limited to the area in close vicinity to the odor source and are not cumulative in nature because the air emissions that cause odors disperse beyond the sources of the odor. As the emissions disperse, the odor becomes less and less detectable. Further, nuisance odor issues are regulated by the SDAPCD through Rule 51. Similar to the proposed project, none of the adjacent villages propose development that is a typical source of odor complaints. Therefore, a cumulatively significant impact associated with objectionable odors would not occur.

6.5.4 Consistency with Applicable Air Quality Plans

The geographic context for the analysis of cumulative impacts relative to consistency with air quality plans is the SDAB. The RAQS and SIP are intended to address cumulative impacts in the SDAB based on future growth predicted in the 2030 Regional Growth Forecast Update. As discussed above, the SDAB is currently a nonattainment area for state and federal standards for ozone, and state standards for PM_{10}, and $PM_{2.5}$. Development consistent with the applicable general plan would be generally consistent with the growth projections in the air quality plans. However, a project that conflicts with these growth projections would conflict with the RAQS and SIP and result in a cumulative impact. Cumulative development generally would not be expected to result in a significant impact in terms of conflicting with RAQS because the cumulative projects would be required to demonstrate that the proposed development is consistent with local planning documents, such as the Otay Ranch GDP and City General Plan. However, as discussed in Issue 4, the proposed project would exceed the growth projections accounted for in the RAQS and SIP, and would potentially contribute to a regional exceedance of air quality violations. Operational emissions of VOCs, carbon monoxide, NO_x, PM_{10}, and $PM_{2.5}$ would significant and unavoidable. Therefore, the proposed project would result in a cumulatively considerable and unavoidable contribution to a potentially significant cumulative impact.

6.6 Conclusion

Construction of the project would have the potential to exceed the significance thresholds for NO_x, PM_{10}, and $PM_{2.5}$, and VOCs if construction phases would occur simultaneously. Mitigation measures Air-1 through Air-3 would reduce VOC, NO_x, PM_{10}, and $PM_{2.5}$ emissions from construction, but not to a less than significant level. Operation of the proposed project would have the potential result in significant emissions of VOC, NO_x, carbon monoxide, PM_{10}, and $PM_{2.5}$. Impacts would remain significant and unavoidable. Criteria pollutant emissions during construction and operations would result in significant and unavoidable direct and cumulative impacts. No carbon monoxide hot spots would occur as a result of the project. No direct or cumulative impacts related to objectionable odors would occur; therefore, no mitigation measures are required. The proposed project would exceed the growth projections in the RAQS and contribute to potential air quality violations. Mitigation measures Air-1 through Air-3 would reduce impacts, but not to a less than significant level. Direct and cumulative impacts would be significant and unavoidable. The results of this air quality report have been incorporated into the project's AQIP, which is included in the SPA for Village 9.

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Air Quality Data

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: H:\Environmental\Projects - Current\100019662 Otay Villages 8W & 9 Technical Studies\Village 9 Air Quality Report\Technical Data\Village 9 Construction 02 29 12.urb924

Project Name: Village 9 Construction

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5	PM2.5	CO2
2013 TOTALS (lbs/day unmitigated)	40.96	352.82	162.24	0.01	4,330.04	13.98	4,344.01	904.29	12.86	917.15	41,030.97
2013 TOTALS (lbs/day mitigated)	40.96	299.94	162.24	0.01	2,448.65	4.29	2,452.94	511.38	3.95	515.33	41,030.97
2014 TOTALS (lbs/day unmitigated)	65.71	94.77	191.55	0.32	1.38	3.99	5.37	0.49	3.61	4.10	41,013.24
2014 TOTALS (lbs/day mitigated)	37.40	86.54	191.55	0.32	1.38	3.48	4.86	0.49	3.14	3.64	41,013.24
2015 TOTALS (lbs/day unmitigated)	64.50	84.00	179.03	0.32	1.38	3.56	4.94	0.49	3.21	3.71	41,011.73
2015 TOTALS (lbs/day mitigated)	36.28	76.68	179.03	0.32	1.38	3.12	4.50	0.49	2.81	3.30	41,011.73

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 6/3/2013-8/30/2013 Active Days: 65	40.96	**352.82**	162.24	0.01	**4,330.04**	**13.98**	**4,344.01**	**904.29**	**12.86**	**917.15**	**41,030.97**
Mass Grading 06/03/2013-08/30/2013	40.96	352.82	162.24	0.01	4,330.04	13.98	4,344.01	904.29	12.86	917.15	41,030.97
Mass Grading Dust	0.00	0.00	0.00	0.00	4,330.00	0.00	4,330.00	904.28	0.00	904.28	0.00
Mass Grading Off Road Diesel	40.80	352.51	156.75	0.00	0.00	13.95	13.95	0.00	12.84	12.84	40,222.81
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Mass Grading Worker Trips	0.16	0.31	5.48	0.01	0.04	0.02	0.06	0.01	0.02	0.03	808.15
Time Slice 9/2/2013-10/31/2013 Active Days: 44	4.90	41.12	18.11	0.00	0.01	1.52	1.53	0.00	1.39	1.40	5,830.50
Trenching 09/02/2013-10/31/2013	4.90	41.12	18.11	0.00	0.01	1.52	1.53	0.00	1.39	1.40	5,830.50
Trenching Off Road Diesel	4.85	41.02	16.43	0.00	0.00	1.51	1.51	0.00	1.39	1.39	5,581.84
Trenching Worker Trips	0.05	0.09	1.69	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.66
Time Slice 11/1/2013-12/31/2013 Active Days: 43	15.45	120.76	52.12	0.01	0.05	4.74	4.80	0.02	4.36	4.38	18,828.50
Asphalt 11/01/2013-12/31/2013	15.45	120.76	52.12	0.01	0.05	4.74	4.80	0.02	4.36	4.38	18,828.50
Paving Off-Gas	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	14.57	118.74	45.15	0.00	0.00	4.65	4.65	0.00	4.28	4.28	17,574.03
Paving On Road Diesel	0.14	1.67	0.65	0.00	0.01	0.06	0.08	0.00	0.06	0.06	321.98
Paving Worker Trips	0.19	0.35	6.33	0.01	0.04	0.03	0.07	0.02	0.02	0.04	932.48
Time Slice 1/2/2014-12/31/2014 Active Days: 260	**65.71**	94.77	**191.55**	**0.32**	1.38	3.99	5.37	0.49	3.61	4.10	41,013.24
Building 01/02/2014-12/31/2015	14.29	94.72	190.53	0.32	1.38	3.98	5.36	0.49	3.60	4.09	40,851.82
Building Off Road Diesel	7.15	54.89	22.07	0.00	0.00	2.03	2.03	0.00	1.86	1.86	9,265.11
Building Vendor Trips	3.10	32.11	29.13	0.09	0.33	1.30	1.63	0.11	1.19	1.30	9,543.17
Building Worker Trips	4.03	7.71	139.32	0.23	1.04	0.66	1.70	0.38	0.55	0.93	22,043.53
Coating 01/02/2014-12/31/2015	51.42	0.06	1.02	0.00	0.01	0.00	0.01	0.00	0.00	0.01	161.42
Architectural Coating	51.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.06	1.02	0.00	0.01	0.00	0.01	0.00	0.00	0.01	161.42
Time Slice 1/1/2015-12/31/2015 Active Days: 261	64.50	84.00	179.03	**0.32**	1.38	3.56	4.94	0.49	3.21	3.71	41,011.73
Building 01/02/2014-12/31/2015	13.08	83.94	178.08	0.32	1.38	3.55	4.93	0.49	3.21	3.70	40,850.32
Building Off Road Diesel	6.60	48.77	21.54	0.00	0.00	1.76	1.76	0.00	1.62	1.62	9,265.11
Building Vendor Trips	2.80	28.10	26.81	0.09	0.33	1.13	1.47	0.11	1.04	1.15	9,543.55
Building Worker Trips	3.68	7.07	129.72	0.23	1.04	0.66	1.70	0.38	0.55	0.93	22,041.65
Coating 01/02/2014-12/31/2015	51.42	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.01	161.40

Architectural Coating	51.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.01	161.40

Phase Assumptions

Phase: Mass Grading 6/3/2013 - 8/30/2013 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 82.98

Maximum Daily Acreage Disturbed: 20

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 35000 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Excavators (400 hp) operating at a 0.5 load factor for 8 hours per day

2 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

4 Off Highway Trucks (300 hp) operating at a 0.2 load factor for 8 hours per day

5 Rubber Tired Dozers (370 hp) operating at a 0.5 load factor for 8 hours per day

12 Scrapers (450 hp) operating at a 0.75 load factor for 8 hours per day

2 Water Trucks (300 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 9/2/2013 - 10/31/2013 - Default Trenching Description

Off-Road Equipment:

2 Excavators (400 hp) operating at a 0.5 load factor for 8 hours per day

2 Off Highway Trucks (300 hp) operating at a 0.45 load factor for 8 hours per day

1 Rubber Tired Dozers (400 hp) operating at a 0.5 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (150 hp) operating at a 0.5 load factor for 0 hours per day

1 Water Trucks (200 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 11/1/2013 - 12/31/2013 - Default Paving Description

Acres to be Paved: 9.1

Off-Road Equipment:

1 Graders (150 hp) operating at a 0.61 load factor for 8 hours per day

27 Off Highway Trucks (281 hp) operating at a 0.38 load factor for 8 hours per day

1 Pavers (150 hp) operating at a 0.35 load factor for 7 hours per day

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1 Rollers (150 hp) operating at a 0.35 load factor for 7 hours per day

Phase: Building Construction 1/2/2014 - 12/31/2015 - Default Building Construction Description

Off-Road Equipment:

1 Excavators (400 hp) operating at a 0.5 load factor for 8 hours per day

11 Off Highway Trucks (286 hp) operating at a 0.4 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (150 hp) operating at a 0.5 load factor for 7 hours per day

1 Water Trucks (200 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Architectural Coating 1/2/2014 - 12/31/2015 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 6/3/2013-8/30/2013 Active Days: 65	40.96	299.94	162.24	0.01	2,448.65	4.29	2,452.94	511.38	3.95	515.33	**41,030.97**
Mass Grading 06/03/2013-08/30/2013	40.96	299.94	162.24	0.01	2,448.65	4.29	2,452.94	511.38	3.95	515.33	41,030.97
Mass Grading Dust	0.00	0.00	0.00	0.00	2,448.62	0.00	2,448.62	511.37	0.00	511.37	0.00
Mass Grading Off Road Diesel	40.80	299.64	156.75	0.00	0.00	4.27	4.27	0.00	3.93	3.93	40,222.81
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.16	0.31	5.48	0.01	0.04	0.02	0.06	0.01	0.02	0.03	808.15
Time Slice 9/2/2013-10/31/2013 Active Days: 44	4.90	34.96	18.11	0.00	0.01	1.14	1.15	0.00	1.05	1.05	5,830.50
Trenching 09/02/2013-10/31/2013	4.90	34.96	18.11	0.00	0.01	1.14	1.15	0.00	1.05	1.05	5,830.50

Trenching Off Road Diesel	4.85	34.87	16.43	0.00	0.00	1.13	1.13	0.00	1.04	1.04	5,581.84
Trenching Worker Trips	0.05	0.09	1.69	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.66
Time Slice 11/1/2013-12/31/2013 Active Days: 43	15.45	102.95	52.12	0.01	0.05	0.97	1.02	0.02	0.89	0.91	18,828.50
Asphalt 11/01/2013-12/31/2013	15.45	102.95	52.12	0.01	0.05	0.97	1.02	0.02	0.89	0.91	18,828.50
Paving Off-Gas	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	14.57	100.93	45.15	0.00	0.00	0.88	0.88	0.00	0.81	0.81	17,574.03
Paving On Road Diesel	0.14	1.67	0.65	0.00	0.01	0.06	0.08	0.00	0.06	0.06	321.98
Paving Worker Trips	0.19	0.35	6.33	0.01	0.04	0.03	0.07	0.02	0.02	0.04	932.48
Time Slice 1/2/2014-12/31/2014 Active Days: 260	37.40	86.54	**191.55**	**0.32**	1.38	3.48	4.86	0.49	3.14	3.64	41,013.24
Building 01/02/2014-12/31/2015	14.29	86.48	190.53	0.32	1.38	3.47	4.85	0.49	3.14	3.63	40,851.82
Building Off Road Diesel	7.15	46.66	22.07	0.00	0.00	1.52	1.52	0.00	1.40	1.40	9,265.11
Building Vendor Trips	3.10	32.11	29.13	0.09	0.33	1.30	1.63	0.11	1.19	1.30	9,543.17
Building Worker Trips	4.03	7.71	139.32	0.23	1.04	0.66	1.70	0.38	0.55	0.93	22,043.53
Coating 01/02/2014-12/31/2015	23.11	0.06	1.02	0.00	0.01	0.00	0.01	0.00	0.00	0.01	161.42
Architectural Coating	23.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.06	1.02	0.00	0.01	0.00	0.01	0.00	0.00	0.01	161.42
Time Slice 1/1/2015-12/31/2015 Active Days: 261	36.28	76.68	179.03	**0.32**	1.38	3.12	4.50	0.49	2.81	3.30	41,011.73
Building 01/02/2014-12/31/2015	13.08	76.63	178.08	0.32	1.38	3.11	4.49	0.49	2.80	3.29	40,850.32
Building Off Road Diesel	6.60	41.45	21.54	0.00	0.00	1.32	1.32	0.00	1.22	1.22	9,265.11
Building Vendor Trips	2.80	28.10	26.81	0.09	0.33	1.13	1.47	0.11	1.04	1.15	9,543.55
Building Worker Trips	3.68	7.07	129.72	0.23	1.04	0.66	1.70	0.38	0.55	0.93	22,041.65
Coating 01/02/2014-12/31/2015	23.20	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.01	161.40
Architectural Coating	23.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.01	161.40

Construction Related Mitigation Measures

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The following mitigation measures apply to Phase: Mass Grading 6/3/2013 - 8/30/2013 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Graders, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Graders, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Rubber Tired Dozers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Rubber Tired Dozers, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Water Trucks, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Water Trucks, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Excavators, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Excavators, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Scrapers, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

For Scrapers, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Off Highway Trucks, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

For Off Highway Trucks, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

The following mitigation measures apply to Phase: Trenching 9/2/2013 - 10/31/2013 - Default Trenching Description

For Excavators, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Excavators, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Off Highway Trucks, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Off Highway Trucks, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Rubber Tired Dozers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Rubber Tired Dozers, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Water Trucks, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Water Trucks, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

The following mitigation measures apply to Phase: Paving 11/1/2013 - 12/31/2013 - Default Paving Description

For Pavers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Pavers, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Rollers, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Rollers, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Off Highway Trucks, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

For Off Highway Trucks, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Graders, the Diesel Particulate Filter (DPF) 1st Tier mitigation reduces emissions by:

PM10: 85% PM25: 85%

For Graders, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

The following mitigation measures apply to Phase: Building Construction 1/2/2014 - 12/31/2015 - Default Building Construction Description

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For Tractors/Loaders/Backhoes, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Off Highway Trucks, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Off Highway Trucks, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Excavators, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Excavators, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

For Water Trucks, the Diesel Particulate Filter (DPF) 3rd Tier mitigation reduces emissions by:

PM10: 25% PM25: 25%

For Water Trucks, the Diesel Oxidation Catalyst 15% mitigation reduces emissions by:

NOX: 15%

The following mitigation measures apply to Phase: Architectural Coating 1/2/2014 - 12/31/2015 - Default Architectural Coating Description

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: H:\Environmental\Projects - Current\100019662 Otay Villages 8W & 9 Technical Studies\Village 9 Air Quality Report\Technical Data\Village 9 Operation 02 29 12.urb924
Project Name: Village 9 Operation

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	234.83	64.06	59.30	0.00	0.19	0.19	79,709.32
TOTALS (lbs/day, mitigated)	231.93	54.49	53.80	0.00	0.17	0.17	67,758.74
Percent Reduction	1.23	14.94	9.27	#######	10.53	10.53	14.99

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	60.60	44.77	536.86	1.63	296.51	55.70	158,422.41

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	295.43	108.83	596.16	1.63	296.70	55.89	238,131.73

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.82	63.78	36.61	0.00	0.12	0.12	79,670.59
Hearth - No Summer Emissions							
Landscape	3.01	0.28	22.69	0.00	0.07	0.07	38.73
Consumer Products	205.20						
Architectural Coatings	21.80						
TOTALS (lbs/day, unmitigated)	234.83	64.06	59.30	0.00	0.19	0.19	79,709.32

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.10	54.21	31.11	0.00	0.10	0.10	67,720.01
Hearth - No Summer Emissions							
Landscape	3.01	0.28	22.69	0.00	0.07	0.07	38.73
Consumer Products	205.20						
Architectural Coatings	19.62						
TOTALS (lbs/day, mitigated)	231.93	54.49	53.80	0.00	0.17	0.17	67,758.74

Area Source Mitigation Measures Selected

Mitigation Description	Percent
Residential Increase Energy Efficiency Beyond Title 24	15.00
Commercial Increase Energy Efficiency Beyond Title 24	15.00
Industrial Increase Energy Efficiency Beyond Title 24	15.00

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 10%

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	3.70	2.96	36.71	0.11	19.50	3.67	10,513.70
Apartments low rise	9.79	7.33	90.93	0.27	48.30	9.09	26,044.52
Apartments mid rise	7.00	4.71	58.40	0.17	31.02	5.84	16,726.87
Apartments high rise	13.66	8.81	109.28	0.32	58.06	10.92	31,302.06
Elementary school	3.18	1.13	13.36	0.04	7.53	1.41	4,002.57
City park	0.15	0.09	1.04	0.00	0.60	0.11	317.36
Strip mall	23.01	19.64	226.01	0.72	130.85	24.54	69,169.48
Community Purpose Facility	0.11	0.10	1.13	0.00	0.65	0.12	345.85
TOTALS (lbs/day, unmitigated)	60.60	44.77	536.86	1.63	296.51	55.70	158,422.41

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2030 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	43.30	8.45	dwelling units	266.00	2,247.70	11,389.32
Apartments low rise	57.40	6.00	dwelling units	928.00	5,568.00	28,213.61
Apartments mid rise	36.10	4.00	dwelling units	894.00	3,576.00	18,119.95
Apartments high rise	48.30	3.50	dwelling units	1,912.00	6,692.00	33,909.03
Elementary school		1.00	1000 sq ft	862.49	862.49	4,398.70
City park		2.50	acres	27.50	68.75	350.62
Strip mall		10.00	1000 sq ft	1,500.00	15,000.00	76,500.00
Community Purpose Facility		15.00	acres	5.00	75.00	382.50
					34,089.94	173,263.73

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	90.9	0.0	100.0	0.0
Light Truck < 3750 lbs	1.0	0.0	100.0	0.0
Light Truck 3751-5750 lbs	1.0	0.0	100.0	0.0
Med Truck 5751-8500 lbs	1.0	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.5	0.0	83.3	16.7
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.5	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.7	33.3	66.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.1	0.0	90.9	9.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	5.0	5.1	5.1	5.1	5.1	5.1
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
City park				5.0	2.5	92.5
Strip mall				2.0	1.0	97.0
Community Purpose Facility				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: H:\Environmental\Projects - Current\100019662 Otay Villages 8W & 9 Technical Studies\Village 9 Air Quality Report\Technical Data\V9 Winter no wood 02 29 12.urb924

Project Name: Village 9 Operation

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	232.02	67.21	38.07	0.02	0.40	0.39	84,046.71
TOTALS (lbs/day, mitigated)	229.12	57.64	32.57	0.02	0.38	0.37	72,096.13
Percent Reduction	1.25	14.24	14.45	0.00	5.00	5.13	14.22

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	57.55	53.71	522.01	1.28	296.51	55.70	142,860.96

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	289.57	120.92	560.08	1.30	296.91	56.09	226,907.67

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.82	63.78	36.61	0.00	0.12	0.12	79,670.59
Hearth	0.20	3.43	1.46	0.02	0.28	0.27	4,376.12
Landscaping - No Winter Emissions							
Consumer Products	205.20						
Architectural Coatings	21.80						
TOTALS (lbs/day, unmitigated)	232.02	67.21	38.07	0.02	0.40	0.39	84,046.71

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	4.10	54.21	31.11	0.00	0.10	0.10	67,720.01
Hearth	0.20	3.43	1.46	0.02	0.28	0.27	4,376.12
Landscaping - No Winter Emissions							
Consumer Products	205.20						
Architectural Coatings	19.62						
TOTALS (lbs/day, mitigated)	229.12	57.64	32.57	0.02	0.38	0.37	72,096.13

Area Source Mitigation Measures Selected

Mitigation Description	Percent Reduction
Residential Increase Energy Efficiency Beyond Title 24	15.00
Commercial Increase Energy Efficiency Beyond Title 24	15.00
Industrial Increase Energy Efficiency Beyond Title 24	15.00

Area Source Changes to Defaults

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Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 15%

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	3.66	3.55	35.64	0.09	19.50	3.67	9,490.78
Apartments low rise	9.41	8.79	88.28	0.21	48.30	9.09	23,510.55
Apartments mid rise	6.42	5.65	56.70	0.14	31.02	5.84	15,099.45
Apartments high rise	12.31	10.57	106.11	0.25	58.06	10.92	28,256.57
Elementary school	2.33	1.36	12.98	0.03	7.53	1.41	3,607.50
City park	0.13	0.11	1.01	0.00	0.60	0.11	285.87
Strip mall	23.18	23.56	220.19	0.56	130.85	24.54	62,298.75
Community Purpose Facility	0.11	0.12	1.10	0.00	0.65	0.12	311.49
TOTALS (lbs/day, unmitigated)	57.55	53.71	522.01	1.28	296.51	55.70	142,860.96

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2030 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	43.30	8.45	dwelling units	266.00	2,247.70	11,389.32
Apartments low rise	57.40	6.00	dwelling units	928.00	5,568.00	28,213.61
Apartments mid rise	36.10	4.00	dwelling units	894.00	3,576.00	18,119.95
Apartments high rise	48.30	3.50	dwelling units	1,912.00	6,692.00	33,909.03

Elementary school	1.00	1000 sq ft	862.49	862.49	4,398.70
City park	2.50	acres	27.50	68.75	350.62
Strip mall	10.00	1000 sq ft	1,500.00	15,000.00	76,500.00
Community Purpose Facility	15.00	acres	5.00	75.00	382.50
				34,089.94	173,263.73

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	90.9	0.0	100.0	0.0
Light Truck < 3750 lbs	1.0	0.0	100.0	0.0
Light Truck 3751-5750 lbs	1.0	0.0	100.0	0.0
Med Truck 5751-8500 lbs	1.0	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.5	0.0	83.3	16.7
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.5	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.7	33.3	66.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.1	0.0	90.9	9.1

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	5.0	5.1	5.1	5.1	5.1	5.1
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
City park				5.0	2.5	92.5
Strip mall				2.0	1.0	97.0
Community Purpose Facility				2.0	1.0	97.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Main Street/Eastlake Pkwy 2010 PM
RUN: Hour 1
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	.0 DEGREES	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	10. M	AMB=	2.0 PPM		
SIGTH=	25. DEGREES	TEMP=	4.4 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. W. Main Stre	-150	0	0	0	AG	5555	7.0	.0	9.8
B. E. Main Stre	0	0	150	0	AG	1389	7.0	.0	9.8
C. N. Eastlake	0	150	0	0	AG	4166	7.0	.0	9.8

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NW	-9	9	1.5
2. NE	9	9	1.5
3. Recpt 3	9	9	1.5

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C
1. NW	3.1	.0	.0	1.1
2. NE	3.1	.0	.0	1.1
3. Recpt 3	3.1	.0	.0	1.1

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CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Olympic Pkwy-805 NB ramp 2020 AM
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	10. M	AMB=	2.0 PPM		
SIGTH=	25. DEGREES	TEMP=	4.4 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Olympic-west	-150	0	0	0	AG	3333	3.2	.0	13.2
B. Olympic-east	0	0	150	0	AG	5009	3.2	.0	13.2
C. 805NB-N	0	150	0	0	AG	2374	3.2	.0	13.2
D. 805NB-S	0	0	0	-150	AG	1352	3.2	.0	13.2

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. SE Recep	9	-9	1.5
2. NW Recep	-9	9	1.5
3. NE Recep	9	9	1.5
4. SW Recep	-9	-9	1.5

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D
1. SE Recep	347.	2.9	.0	.5	.4	.0
2. NW Recep	104.	3.1	.0	.7	.2	.0
3. NE Recep	251.	2.9	.5	.2	.2	.0
4. SW Recep	76.	3.0	.0	.7	.0	.1

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

              JOB: Birch Rd-East Lake PM 2025
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   1.0 M/S            Z0= 100. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=   .0 CM/S
      CLAS=     7 (G)            VS=   .0 CM/S
      MIXH=   10. M              AMB=  2.0 PPM
     SIGTH=   25. DEGREES       TEMP=  4.4 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*--------------------------*-------------------------------
A. Birch-west   *  -150     0     0     0 *  AG   5442   2.4     .0  13.2
B. Birch-east   *     0     0   150     0 *  AG   1225   2.4     .0  13.2
C. Eastlake-N   *     0   150     0     0 *  AG   1675   2.4     .0  13.2
D. Eastlake-S   *     0     0     0  -150 *  AG   4354   2.4     .0  13.2


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. SE Recep *      9     -9   1.5
2. NW Recep *     -9      9   1.5
3. NE Recep *      9      9   1.5
4. SW Recep *     -9     -9   1.5


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *      CONC/LINK
            *  BRG  * CONC  *        (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D
------------*-------*-------*--------------------
1. SE Recep *  282. *   3.0 *   .6   .0   .0   .3
2. NW Recep *  168. *   3.0 *   .4   .0   .0   .5
3. NE Recep *  257. *   2.8 *   .6   .0   .1   .0
4. SW Recep *   22. *   2.7 *   .4   .0   .2   .1
```

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```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Main St-Magdalena PM 2030
               RUN: Hour 1           (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
       U=   1.0 M/S            Z0= 100. CM           ALT=     0. (M)
     BRG= WORST CASE           VD=   .0 CM/S
    CLAS=     7 (G)            VS=   .0 CM/S
    MIXH=   10. M              AMB=  2.0 PPM
   SIGTH=   25. DEGREES       TEMP=  4.4 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Main-west	*	-150	0	0	0	* AG	7567	2.1	.0	13.2
B. Main-east	*	0	0	150	0	* AG	6660	2.1	.0	13.2
C. Magdalena-N	*	0	150	0	0	* AG	1451	2.1	.0	13.2
D. Magdalena-S	*	0	0	0	-150	* AG	0	2.1	.0	13.2

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE Recep	*	9	-9	1.5
2. NW Recep	*	-9	9	1.5
3. NE Recep	*	9	9	1.5
4. SW Recep	*	-9	-9	1.5

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC/LINK (PPM) A	B	C	D
1. SE Recep	287.	2.9	.7	.1	.0	.0
2. NW Recep	107.	2.9	.1	.6	.0	.0
3. NE Recep	256.	2.9	.7	.1	.1	.0
4. SW Recep	287.	2.9	.9	.0	.0	.0

APPENDIX C2

Health Risk Assessment

Otay Ranch Village 9 Sectional Planning Area Project

Final Health Risk Assessment

May 2013

Prepared for:

CITY OF CHULA VISTA

276 Fourth Avenue
Chula Vista, California 91910

Prepared by:

ATKINS

3570 Carmel Mountain Road, Suite 300
San Diego, California 92130

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1.0 Executive Summary

1.1 Introduction

This Health Risk Assessment (HRA) was prepared in accordance with the requirements of the City of Chula Vista and the San Diego Air Pollution Control District (SDAPCD) to determine if substantial health risks are likely to occur in conjunction with the type and scale of development associated with the proposed Otay Ranch Village 9 Sectional Planning Area (SPA) plan, herein referred to as the project. The project site consists of approximately 273 acres of land in Otay Ranch known as Village 9, located entirely within the city of Chula Vista, California, near the southeasterly edge of the city limits. Chula Vista is located in San Diego County, approximately two miles south of downtown San Diego, and approximately two miles north of the U.S./Mexico International Border. This report is intended to satisfy Chula Vista's requirement for an HRA by examining the potential health risks associated with the proposed project on sensitive receptors within and nearby the project site.

1.2 Findings

The on-site operational activities associated with the proposed project would produce Toxic Air Contaminants (TAC) or expose occupants to TACs from off-site sources. TACs can result in cancer risk as well as both acute (short-term) non-cancer effects and chronic (long-term) effects. Because of the limited on-site activity that would result in TACs from the project site, the operation of the land uses within Village 9 does not warrant a quantitative health risk assessment, and is analyzed qualitatively.

The California Air Resources Board (ARB) identifies the most notable sources of TAC emissions are from dry cleaners, auto body repair services, gasoline dispensing stations, manufacturing, distribution centers, rail yards, chrome platers, ports, petroleum refineries, and freeways or major roadways. The project is a predominantly residential community with two potential school sites and neighborhood commercial uses. Based on the proposed allowable land uses within Village 9, the predominant on-site source of TAC emissions would be diesel particulate matter (DPM) from delivery trucks, buses, and emergency back-up generators, as well as emissions from the potential retail development or gasoline fueling stations. Dry cleaning establishments, which are also emitters of TACs, would also be an allowed use within Village 9. However, conditional use permits for dry cleaning establishments within Village 9 preclude the use of perchloroethlyene and therefore dry cleaning establishments would not result in a health risk for sensitive receptors.

Development proposed within Village 9 would comply with the recommendations set forth in Table 1-1 of the CARB's Land Use and Air Quality Handbook[1] as a guideline for siting sensitive land uses. This requirement has been included as part of Appendix B, the Air Quality Improvement Plan, of the Village 9 SPA. Implementation of these recommendations would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs. Specifically, new sensitive uses may not be located within 50 feet of any gas dispensing facility with a throughput of less than 3.6 million gallons per year. Further, it is recommended that all TAC emission sources within Village 9 be required to demonstrate to the satisfaction of the City of Chula Vista Development Services Director that the use complies established

[1] California Air Resources Board. *Air Quality and Land Use Handbook—A Community Health Perspective*. April 2005.

criteria, such as SDPACD Rule 1200. Through state, City, and SPA requirements, the potential risks from on-site sources would be minimized.

With the exception of State Route 125 (SR-125), the project would not be located within 1,000 feet of any existing off-site TAC sources as identified by the ARB.[2] However, the project would locate sensitive receptors within 500 feet of SR-125; therefore, in accordance with General Plan Policy E 6.10, the preparation of a HRA is required. Because the only existing TAC source within 1,000 feet of the project site is the SR-125, the health risk analysis was limited to a quantitative evaluation of risk with respect to locating proposed sensitive receptors adjacent to SR-125 and the anticipated DPM emissions from truck traffic.

There is no officially approved methodology to study TACs from highway related air contaminants, and there are no Federal or State TAC emissions thresholds for determining significance under CEQA. Furthermore, the City of Chula Vista has not adopted an air toxic emissions threshold by which to determine significance under CEQA. The SCAQMD and Office of Environmental Health Hazard Assessment (OEHHA) refer to a maximum incremental cancer risk of greater than or equal to 10 in a million. However, this criterion is not specifically applied to health risks associated with locating sensitive receptors near a freeway. Due to the lack of any adopted CEQA threshold, this HRA compares the findings of the AERMOD dispersion model for Village 9 to OEHHA and SCAQMD's cancer risk criterion of greater than or equal to 10 in a million and a non-cancer risk criterion of 1.

Based on the results of the AERMOD dispersion model, the highest concentration from DPM observed within the project vicinity was 0.04375 $\mu g/m^3$. This DPM concentration exposure results in a maximum increase in cancer risk of 13.882 per million which exceeds the cancer risk criterion of 10 per million. The resulting maximum increase in non-cancer risk of 0.0872 is below the non-cancer risk criterion of 1.

Dispersion modeling indicates that risk levels from the project's proximity to SR-125 are below the cancer risk criterion for the 9 year exposure duration. However, risk levels exceed the criterion for the 70-year exposure duration for the receptors located closest to SR-125. Health risk in the identified areas can be reduced through the implementation of a sealed HVAC system utilizing a MERVE 7 or higher rated filter for all residential land uses. With the implementation of this measure the maximum DPM concentration exposure would be reduced to a cancer risk level of 9.25 per million which is below the criterion of 10 per million. Further, the implementation of tiered vegetation between the SR-125 and the receptor areas would further reduce DPM concentrations and its associated cancer risk at the receptors; however, this reduction cannot be quantified at this time.

2.0 Background Information

2.1 Project Description

Village 9 is one of the designated fourteen villages within the Otay Ranch General Development Plan (GDP) area. As prescribed in the Otay Ranch GDP, Village 9 is an Urban Village with an emphasis on compatibility with the adjacent Eastern Urban Center (EUC). The GDP states that "Urban Villages are

[2] California Air Resources Board. *Air Quality and Land Use Handbook—A Community Health Perspective*. April 2005. Note that the 1,000 foot buffer is a generalization of the buffer zones provided in the ARB document and is used to provide a zone of influence within which the existing conditions with respect to toxic air contaminant sources and/or sensitive receptors can be determined.

adjacent to existing urban development and are planned for transit oriented development with higher densities and mixed uses in the village cores." The GDP recognizes that a portion of the land use within Village 9 would be designated as University and that the remainder of the village would contain single- and multi-family residential units, and a village core or town center containing mixed-use, community purpose facilities, a transit stop, an elementary school, a town square/village green/Main Street, and affordable housing. The portion of Village 9 area within the University (U) Zone consists of land dedicated to the City of Chula Vista as part of the land use agreement for the development of a future University. This area is a part of the SPA Plan but would not be subject to the Village 9 development standards because it would be subject to future standards that would be specifically devoted to the development of the larger University site. Figure 1, Project Vicinity, illustrates the land use plan for the SPA.

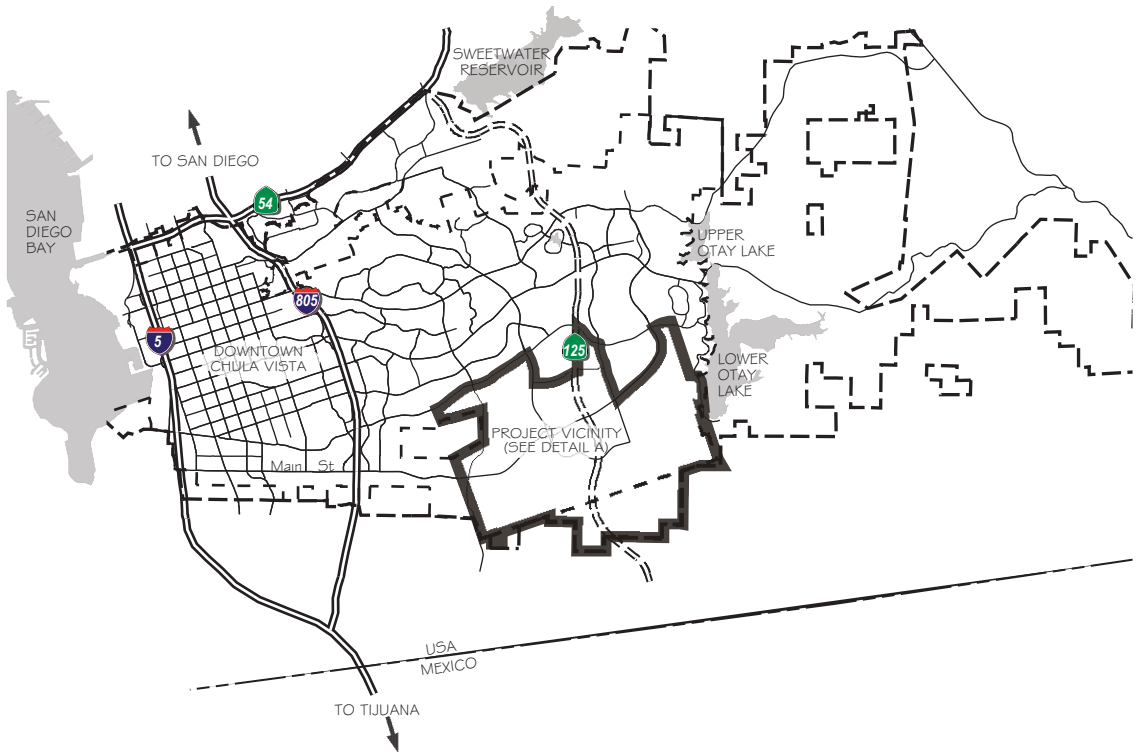
The Village 9 site ranges in elevation from 324 above mean sea level (AMSL) in the southerly portion of the site to approximately 621 AMSL in the northerly portion of the site. The project site is located adjacent to SR-125 and is surrounded on three sides by undeveloped land. The future University property is contiguous to the eastern portion of the Village 9 site. Otay Valley Regional Park and the Otay River Valley form the southerly boundary; the westerly boundary of the project site is adjacent to SR-125; and the northerly boundary is the EUC (currently undeveloped). Eastlake Parkway and Hunte Parkway, which currently terminate at the northeasterly boundary of the project site, provide access to the site.

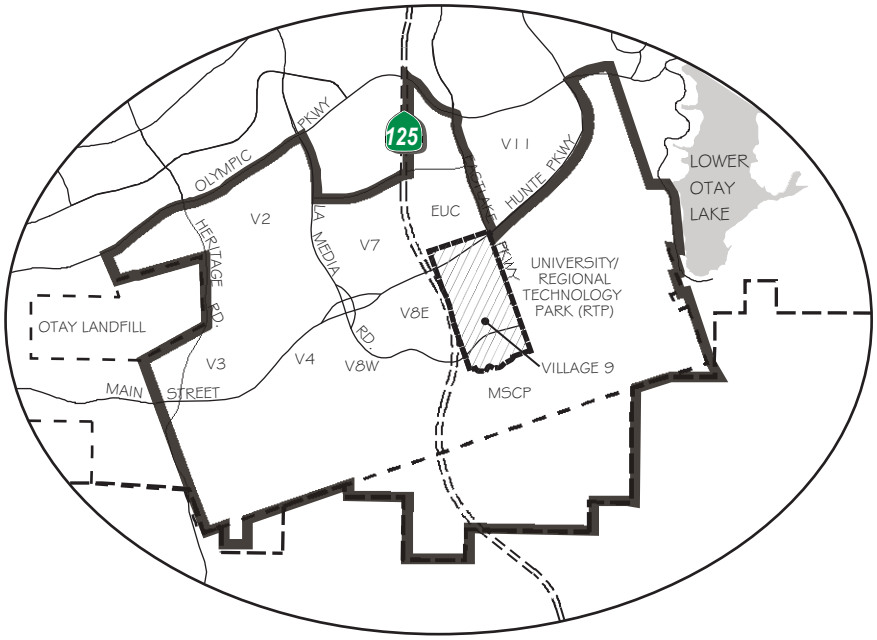
Appendix B of the Village 9 SPA Plan (the Air Quality Improvement Plan) requires development proposed under the SPA Plan to use the recommendations set forth in Table 1-1 of the CARB's Land Use and Air Quality Handbook (CARB 2005) as a guideline for siting sensitive land uses. Implementation of these recommendations would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs. Specifically, new sensitive uses would not be located within 50 feet of any typical-sized gas station (assumed to have a throughput of less than 3.6 million gallons per year). Additionally, due to physical size constraints, large gas stations (throughput of 3.6 million gallons per year or more) would not be permitted within Village 9.

2.2 Health Risk Assessment Overview

An HRA provides an assessment of the potential health risk posed to individuals that may be affected by exposure to a pollutant. The HRA translates a given rate of emissions from a particular source to a dose that an individual is exposed based on various factors such as pathway (inhalation, ingestion, etc.), distance between the source and the individual, and length of exposure. The dose, depending on level and pollutant, has the potential to cause adverse health effects in the exposed individual. For TACs, the pathway having the greatest significance is atmospheric dispersion that leads to exposure through inhalation. Therefore this assessment is focused on health risks from DPM through inhalation.

Adverse health risks are discussed in terms of non-cancer and cancer risks. Non-cancer health risks can be measured quantitatively with the risk designated as a hazard quotient. The hazard quotient is the ratio of the calculated concentration to a threshold concentration which has been identified as having some level of adverse health affect.





DETAIL A

Source: William Hezmalhalch Architects, Inc. 2013

Not to Scale

N

PROJECT VICINITY
FIGURE 1

Cancer risks have no set thresholds, as carcinogens are considered to be non-threshold pollutants. This means that for any non-zero concentration of a carcinogen, there is an increased risk of developing cancer. Therefore, significance of exposure to a carcinogen is evaluated based on the increase in risk.

The increased risk is determined by multiplying a calculated dose with the cancer potency factor and then by one million to express risk in the common term of the risk per million people. The HRA evaluates the increased cancer risk from the continuous exposure to a pollutant over a lifetime. Specifically, the lifetime exposure means that the analysis assumes that a person is exposed to 100 percent of the emissions (i.e. they are standing outside or a window is open and therefore air is not filtered) for 24 hours per day, 365 days a year for either 9 or 70 years for a residential/park receptor. Receptors at schools were assumed to have an exposure of 24 hours per day (conservative estimate of exposure), 260 days per year for 9 years of the estimated lifetime.

2.3 Climate/Meteorology

Regional climate and local meteorological conditions influence exposure to TACs. The Village 9 SPA area is located in the San Diego Air Basin (SDAB). The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year.

In the vicinity of the proposed project area, the nearest climatological monitoring station is located at the lower Otay Reservoir. Climatological monitoring stations generally collect temperature and precipitation data; however, only precipitation data is available from the lower Otay Reservoir station. The normal precipitation in the lower Otay Reservoir area is 11 inches annually, occurring primarily from December through March.[3] Temperature is recorded at the monitoring station located in the community of Bonita, north of the Otay Ranch area. The normal daily maximum temperature in Bonita is 81 degrees Fahrenheit (°F) in August, and the normal daily minimum temperature is 40 °F in December and January, according to the Western Regional Climate Center.[4]

2.4 Toxic Air Contaminants

The public's exposure to TACs is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Act (42 USC Sec. 7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency, acting through the California ARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

[3] Western Regional Climate Center. 2011. Lower Otay Reservoir, California (045162), Period of Record Monthly Climate Summary. Accessed February 3, 2011, available at http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca5162

[4] Western Regional Climate Center. 2011. Bonita, California (040968), Period of Record Monthly Climate Summary. Accessed February 3, 2011, available at http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca0968

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for ARB to designate substances as TACs. Once a TAC is identified, ARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology (T-BACT) to minimize emissions.

To date the ARB has designated nearly 200 compounds as TACs. Additionally, the ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively small number of compounds, the most prevalent being particulate matter from diesel-fueled engines.

The ARB indicates that one of the highest public health priorities is the reduction of DPM generated by vehicles on California's highways. Other potential TAC generators within the SDAB are associated with specific types of facilities such as dry cleaners, gas stations, distribution centers, and ports, and are the focus of ARB's control efforts.

Following the identification of diesel-exhaust particulate matter emissions as a TAC in 1998, the CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel Fueled Engines and Vehicles.[5] A stated goal of the plan is to reduce the cancer risk statewide arising from exposure to DPM by 85 percent by 2020. A number of programs and strategies to reduce DPM that have been or are in the process of being developed include:

The Carl Moyer Program: This program, administered by the CARB, was initially approved in February 1999 and is regularly updated. The most recent program guidelines are the 2011 Carl Moyer Program Guidelines, approved in April 2011 and released in January 2012. It provides grants to private companies, public agencies, or individuals operating heavy-duty diesel engines to cover an incremental portion of the cost of cleaner on-road, off-road, marine, locomotive, and agricultural irrigation pump engines.

California Diesel Fuel Regulations: The California diesel Fuel Regulations (13 CCR 2281-2285 and 17 CCR 93114) set limits on the aromatic hydrocarbon and sulfur content for diesel fuel marketed in California. Under these rules, starting in June 2006 in accordance with the phase-in schedule, vehicular diesel fuel must not have a sulfur content that exceeds 15 parts per million (ppm) by weight. The regulations also specify that on or after October 1, 1993, the aromatic hydrocarbon content of vehicular diesel fuel must not exceed 10 percent by volume.

On-Road Heavy-Duty Diesel New Engine Program: This program develops strategies and regulations to reduce diesel emissions from new on-road diesel-powered equipment. Emission control regulations have been coordinated with the EPA and require that new engines manufactured in and subsequent to 2004 meet new emissions requirements for particulates and other pollutants.

[5] California Air Resources Board (CARB). 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. October.

Heavy-Duty Diesel In-Use Strategies Program: The goal of this program is to develop and implement strategies for reducing diesel emissions from existing on and off-road diesel engines. The Retrofit Assessment section is responsible for the development and implementation of procedures for assessing, recommending, and approving emission control devices. The Retrofit Implementation section is responsible for developing plans for retrofitting on- and off-road engines with emission reducing technologies. To date, plans being developed or implemented have targeted solid waste collection vehicles, on-road heavy-duty public fleet vehicles, and fuel delivery trucks. Generally these plans require that a percentage of the fleet, based on age of the vehicles, be retrofitted on a predetermined schedule.

Other programs include:

Off-Road Mobile Sources Emission Reduction Program: The goal of this program is to develop regulations to control emissions from diesel, gasoline, and alternative-fueled off-road mobile engines. These sources include a range of equipment from lawn mowers to construction equipment to locomotives.

Heavy-Duty Vehicle Inspection and Periodic Smoke Inspection Program: This program provides periodic inspections to ensure that truck and bus fleets do not emit excessive amounts of smoke.

Lower-Emission School Bus Program: Under this program, and in coordination with the California Energy Commission, the CARB is developing guidelines to provide criteria for the purchase of new school buses and the retrofit of existing school buses to reduce particulate matter emissions.

As an ongoing process, the CARB continues to establish new programs and regulations for the control of diesel particulate emissions as appropriate. The continued· development and implementation of these programs and policies ensures that public exposure to diesel particulate matter will continue to decline.

2.5 Trends in Background TAC Levels

Trends in background concentrations of various TACs are published annually by ARB in the California Almanac of Emissions and Air Quality. At present, the estimated risk from DPM is greater than the risk of all other TACs combined and poses the most significant risk to California's population. ARB estimates that, of the known cancer risk in California, 79 percent of the top 10 outdoor air toxics are attributable to DPM.

The Diesel Risk Reduction Plan, which recommends various control measures to reduce risk associated with DPM, was adopted by ARB in September of 2000. The recommended control measures were developed to achieve a reduction in DPM of 85 percent by 2020. The Plan elements include retrofitting existing engines with emission control devices, adopting more stringent standards for new engines, lowering the sulfur content of fuel, and implementing advanced technology emission control devices on diesel engines. Without implementing the control measures within the Plan, it is estimated that DPM emissions from diesel use would only drop from 2000 levels by 33 percent in 2020.

In the context of a well-planned mixed-use urban area, it is important to note reductions in TACs. Land uses within California are being developed with an increased emphasis on reduction in vehicle miles traveled along with energy and water consumption. In particular, with the passage of Assembly Bill 32

and its associated greenhouse gas reduction goal of meeting 1990 levels by 2020, the implementation of these principals are increasingly important with respect to land use planning. This type of planning reduces regional criteria air pollutant and greenhouse gas emissions effectively due to design; however, it can also result in receptors being placed in closer proximity to localized sources of pollution. Therefore, the TAC reductions recommended as part of the Diesel Risk Reduction Plan are essential to minimize potential risks associated with future DPM exposure.

2.6 Diesel Particulate Matter

DPM is a mixture of exhaust particles and gases produced when an engine burns diesel fuel. DPM consists of small particles with an aerodynamic diameter that is less than or equal to 10 microns (1/7 of the diameter of a single human hair). Many compounds found in diesel exhaust are carcinogenic, including 16 that are classified as possibly carcinogenic by the International Agency for Research on Cancer. The size of the particles allows them to reach and become lodged in the air sacs deep in the lungs resulting in adverse health effects. Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, and can cause coughs, headaches, light-headedness, and nausea. Long term (chronic) effects include aggravation of existing respiratory and cardiovascular disease, alteration in the body's defense systems against foreign materials, damage to lung tissue, reduced lung function, carcinogenesis, premature birth rates, and premature death. Pregnant women, children, the ill, and the elderly are more susceptible to adverse health effects from DPM exposure. The following list of potential non-cancer health risks related to exposure to DPM emissions[6]:

- Prenatal exposure to car, bus, and truck exhaust is linked with lower childhood IQ scores.
- Infants living within 50 meters of a major highway had 6 percent higher risk of requiring medical attention from the development of bronchiolitis.
- Prolonged exposure to motor vehicle exhaust increased the probability of severe pneumonia in adults over 65 years of age.
- Children living near a freeway have a substantial deficit in lung formation compared with children living farther away.
- Postmenopausal women living in communities with high levels of fine particulate matter had a 150 percent greater risk of dying from heart disease and stroke than women living in less polluted areas.
- Exposure results in increased effects on lung function including lung and airway inflammation in adults with asthma that are exposed to 2 hours of walking near heavy diesel traffic corridors.
- Disruption of normal cell function can occur when ultrafine particles from incomplete combustion bypass the body's defense mechanism and enter cells and tissues.
- Risk of low birth weight and premature birth increases with exposure to traffic-related air pollution.

2.7 Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved, and the length of time these uses are occupied. Sensitive population

[6] SMAQMD 2010. *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways.* January 2010

groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Schools are also considered sensitive as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution because exercise places a high demand on respiratory functions, which can be impaired by air pollution. Parks are proposed as part of Village 9, and while there is potential risk associated with activities within the park, those risks are lower than what would be anticipated at residential properties. Activity within the park by any one person would be limited to a few hours per day at most, while the risk for the residential properties is estimated over a 24 hour period and assumes, as a worst case scenario, that the person is either outside or the window is open during the entire time. Therefore, exposure to air toxics and the associated risk for a receptor at a residential property represents a more conservative risk scenario than the duration a receptor would be exposed to at a park. To ensure that the most conservative exposure scenario was used for land uses within Village 9, the receptors that were located within the park were assumed to incur a risk exposure scenario that is equivalent to a residential receptor.

Because the project proposes residential land uses within 500 feet of an existing major roadway, General Plan Policy E 6.10 requires the preparation of a HRA. Although the residential units are the primary sensitive receptors of concern for this analysis, the project also includes schools and parks. The closest planning areas within Village 9 that include residential uses are between approximately 50 to 590 feet from the edge of SR-125. The ARB recommends a screening distance of 500 feet for an assessment of "typical" health risks from major roadways. However, certain factors such as substantial traffic volumes, climatology, or site topography may contribute to an increased health risk beyond 500 feet[7]. Although under a typical scenario DPM concentrations will drop by approximately 70 percent at a distance of 500 feet from the roadway edge, if any portion of a project falls within the 500 feet of a major roadway, the entire project site should be analyzed to ensure that the risk criteria is not exceeded at any location on the site.

The siting of schools within Chula Vista is governed by Title 5, California Code of Regulations*, Education Code* (Section 17213(b), and the *Public Resources Code* (Section 21141.8(a)(2). Accordingly, schools shall not be sited within a quarter mile (1,320 feet) of a proposed TAC source unless it can be demonstrated that the risks "do not or will not constitute an actual or potential endangerment of public health at the site or that corrective measures will be taken that will result in emission mitigation to levels that will not constitute endangerment."[8] Although these documents do not set TAC threshold levels, this analysis uses established risk criteria to analyze the potential endangerment of public health at the proposed school sites within Village 9. The closest proposed school site in Village 9 is located at a distance of 590 feet from the edge of SR-125. Figure 2 depicts the receptor locations used for the analysis. Residential/park receptor locations are labeled with the prefix "R," and school receptor locations are denoted with the prefix "S." For the purposes of this analysis, receptors within park sites in Village 9 are treated as if they were exposed to the same risk as a residential/park receptor, and are denoted with an "R."

[7] California Air Resources Board. *Air Quality and Land Use Handbook—A Community Health Perspective*. April 2005.
[8] California Department of Education. *Education Code.* Section 17213. Accessed http://www.cde.ca.gov/ls/fa/sf/edcoderef.asp. May 2012.



Source: Bing, 2012; Atkins, 2012

0 250 500 750 1,000 Feet

N

RECEPTOR LOCATIONS
FIGURE 2

3.0 Methodology

This HRA was prepared in accordance with the requirements of the SDAPCD and the California Environmental Quality Act (CEQA) to determine the health risk exists in conjunction with the construction and operation of the development of Village 9. Health risks are evaluated with respect to construction activities, on-site development of TAC sources, and the proximity of the proposed Village 9 land uses to off-site TAC sources.

3.1 Construction

The emission of DPM associated with the operation of heavy equipment during grading and excavation represent the greatest potential for TAC emissions and therefore the greatest health risk to both on-site and off-site sensitive receptors. The project would be developed as market demands with grading activities associated with each phase typically lasting less than a year. DPM emissions during building construction phases of development account for a small percentage of total emissions, and would be intermittent throughout the construction phase. Since construction emissions are temporary by nature, risks are considered minimal in terms of long-term cancer risk. Therefore, project-related effects with respect to construction are not discussed further in this HRA.

3.2 On-site TAC Sources

TAC generators located within the SDAB are associated with diesel fueled vehicles and specific types of facilities such as dry cleaners, gas stations, distribution centers, and ports. ARB has made specific recommendations with respect to considering existing sensitive uses when siting new TAC-emitting facilities or with respect to TAC-emitting sources when siting sensitive receptors.[9] ARB recommends that following buffer distances be observed when locating TAC emitters or sensitive land uses:

- Freeways or major roadways: 500 feet
- Dry cleaners: 500 feet
- Auto body repair services: 500 feet
- Gasoline dispensing stations with an annual throughput of less than 3.6 million gallons: 50 feet
- Gasoline dispensing stations with an annual throughput at or above 3.6 million gallons: 300 feet
- Other TAC sources including furniture manufacturing and repair services that use methylene chloride or other solvents identified as a TAC: 300 feet
- Distribution centers with more than 100 trucks per day; more than 40 trucks with operating transport refrigeration units per day; or where transport refrigeration unit operations exceed 300 hours per week: 1,000 feet
- Rail yards for major service and maintenance operations: 1,000 feet
- Chrome platers: 1,000 feet
- Port developments should not site the heavily impacted areas immediately upwind of sensitive land uses

[9] California Air Resources Board. *Air Quality and Land Use Handbook—A Community Health Perspective*. April 2005.

- Petroleum refineries should not site the heavily impacted areas immediately upwind of sensitive land uses

Site-specific HRAs are recommended to accurately document potential cancer risk when siting new TAC sources within the above buffer zones. Village 9 is a predominantly residential development with some mixed-use and resident-serving commercial development. Non-residential uses may include as the development of dry cleaners and gasoline fueling stations, as well as the onsite use of diesel fueled delivery trucks and buses. Dry cleaners operated within Village 9 would be subject to a conditional use permit that precludes on-site processing. Perchloroethlyene, the chemical used for cleaning and the TAC of concern with dry cleaning establishments, would not be on permitted to be used on the site. Therefore, no health risks are would result from dry cleaners operating within the SPA.

While gasoline stations are permitted within the site, the physical size constraints of commercial development preclude the development of gasoline stations with an annual throughput of 3.6 million gallons or more. Regardless, the development of a typical-sized gas station within Village 9 is possible and could potentially be located within 50 feet of a sensitive receptor. However, as the specific type and location of these potential TAC sources and receptors within the proposed development is unknown at this time, the potential risk to sensitive receptors cannot be quantitatively calculated. The City of Chula Vista and the SDAPCD have various policies and regulations in place to limit exposure of sensitive receptors to these sources of TAC emissions. Because of the regulatory restrictions placed on the development of TAC sources and the lack of project specific data necessary to quantify risk, the potential for the health risk from the operation of these uses within Village 9 is discussed qualitatively in this report.

3.3 Off-site TAC Sources

As discussed in Section 3.2, the ARB has made specific recommendations with respect to considering existing TAC-emitting sources when siting sensitive receptors. The ARB's role is advisory and the recommendations for the above buffer zones do not establish regulatory standards or thresholds of significance.

The project is not situated within the ARB specified buffer zones of any of off-site TAC emitting facilities as identified in Section 3.2; however, it has the potential to expose future onsite residents to emissions of DPM generated from SR-125. General Plan Policy E 6.10 specifies that the development of new sensitive receptors within 500 feet of a major roadway requires the preparation of an HRA. Since the boundary of proposed project is within 50 feet from the edge of SR-125, this HRA addresses the potential exposure of carcinogenic and non-carcinogenic emissions on future residents of Village 9 from mobile sources on the freeway. Consistent with SDAPCD, the OEHHA methodology[10] was used in determining the potential health risks associated with diesel emissions from SR-125. Concentrations of DPM were estimated using the AERMOD Dispersion Model. AERMOD requires meteorological, traffic, and vehicle emissions data. Meteorological data was obtained for the Chula Vista monitoring station for 2001, 2002, and 2003.

[10] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.* October 2003.

Risk calculations are based on both 9 and 70 year exposure durations for residential land uses and a nine year exposure duration for school sites for a total of four exposure year scenarios. The 9 year exposure is typical for elementary school receptors and is a reasonable assumption of the average length of residency at a particular location. The risk calculations conservatively assume a person would be exposed to TAC concentrations for twenty-four hours per day over the exposure frequency and duration. The ARB, SCAQMD, and OEHHA assume an average 70 year life span and hence use a 70 year exposure duration to calculate lifetime risk from the source, although current trends indicate that the average duration at a residence is much lower (i.e. 9 years). The 70-year lifetime exposure duration is used throughout California by Air Districts, ARB, and OEHHA alike in determining significant risk to sensitive receptors from TAC emitters. The ARB document *Air Quality and Land Use Handbook: a Community Health Perspective* cites a 70 year lifetime exposure duration. Further, the OEHHA explicitly states the following regarding the use of a 70-year exposure duration:[11]

1. In Section 8.2.1, the first sentence says "A 70-year inhalation cancer risk evaluation is required for all carcinogenic risk assessments."

2. Further, Section 8.2.2(A) states "OEHHA recommends the 70-year exposure duration used for determining residential cancer risks … Exposure durations of 9-years and 30-years may also be evaluated as supplemental information to show the range of cancer risk based on residency periods. Lifetime or 70-year exposure is the historical benchmark for comparing facility impacts on receptors and for evaluating the effectiveness of air pollution control measures. Although it is not likely that most people will reside at a single residence for 70 years, it is common that people will spend their entire lives in a major urban area. While residing in urban areas it is very possible to be exposed to the emissions of another facility at the next residence. In order to help ensure that people do not accumulate an excess unacceptable cancer risk from cumulative exposure to stationary facilities at multiple residences, OEHHA recommends the 70-year exposure duration for risk management decisions."

The risk scenarios used in this analysis differ by exposure duration, breathing rate, and annual days of exposure as shown in Table 1 (Risk scenarios).

Table 1 Risk Scenarios

Scenario Title	Exposure Duration (years)	Breathing rate (L/Kg bw-day)	Exposure Frequency (days)
School Receptor	9	581	260
9yr Residential/Park Child	9	581	350
9yr Residential/Park Adult	9	302	350
70yr Residential/Park Adult	70	302	350

Project buildout and interim conditions were based on the four analysis scenarios included in the project traffic study (RBF 2013): existing plus project, interim year 2020, interim year 2025, and the full buildout scenario (2030). Average 70-year DPM emission factors from diesel vehicles between the existing

[11] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.* October 2003.

condition and 2099[12] were used for the 70 year exposure duration. For the 9 year exposure duration, emission factors were determined for the respective nine-year period prior to and including 2038 for each analyzed scenario. All emission factors were determined from EMFAC 2011. Buildout of the project is not anticipated until 2030; however, the first occupation of the site may be as early as 2020. Therefore, as a conservative risk estimate, this analysis uses the average 70- and 9-year emission factors for 2020 through 2089 and average annual daily traffic anticipated between 2020 and 2089 as the assumptions for the 2020 scenario. Respective analysis assumptions are used for the 2025 and 2030 scenarios for emissions. The existing plus project analysis uses the average emission factor over the 9- and 70-year exposure duration. EMFAC 2011 only reports emissions through 2035, and while emissions past 2035 may continue to decrease, as a conservative estimate emissions between 2036 and 2099 were assumed to be equal to the 2035 rate.

Annual emissions are based on the average daily traffic along SR-125. As part of the analysis conducted as part of the project specific traffic study13, average daily traffic for SR-125 is estimated at 25,353 and 46,300 vehicles, respectively, for the existing plus project and the buildout (2030) scenarios. For the interim years, a straight line growth increase was used that assumes the same average increase every year between existing and 2030. The SR-125 was modeled as a toll facility. Future toll removal may increase traffic levels; however, future toll removal scenario was not modeled because such forecasting would be speculative due to the uncertainty of ultimate traffic volumes should the toll be removed, and the uncertainty of the timing of future toll removal.

Concentrations of DPM were determined from the AERMOD model using a default emission factor of 1 gram per second. The resulting concentrations for the discrete receptors were then multiplied by the scenario specific emission factor to determine the estimated project specific DPM concentrations at each location. Modeling inputs and assumptions used in the analysis are included in Appendix A. Emission factors used for determining project specific concentrations are specified in Table 2 in grams per second.

Table 2 Emission Factors

Scenario or Year	9-year Exposure Duration (g/s)	70-year Exposure Duration (g/s)
Existing plus Project	$1.38e^{-3}$	$5.98e^{-4}$
2020	$8.07e^{-4}$	$8.45e^{-4}$
2025	$8.41e^{-4}$	$8.48e^{-4}$
2030	$8.67e^{-4}$	$8.64e^{-4}$
g/s = gram per second		

Concentrations of DPM within the project area were determined for specific locations (discrete receptors) as well as throughout the project area as a whole (receptor grid analysis). Two types of discrete receptors were analyzed, the first type were school receptors, which represent the north western and south western corners of the two proposed school sites within the Village 9 development

[12] For example using the initial occupation year (assumed to be 2020), emission factors used the EMFAC data for years 2020 through 2089, and for buildout year 2030 emission factors used the EMFAC data for 2030 through2099.
[13] RBF. Personal Communication with David Mizell. 4/2/2012

area, for a total of four school receptor locations. The second type is residential/park receptors. These residential/park receptors were placed along the western boundary as well as the northeastern corner, southeastern corner, and at the southernmost point of the Village 9 project site. A total of eleven residential/park receptors were used. Some discrete receptors were placed along the planning areas along the west side of the site that would allow a mix of commercial and multi-family residential uses. These areas were analyzed to assess the more conservative risk based on the residential use.

As stated previously, the maximum potential cancer risk is evaluated for the 9 year and 70 year exposure duration scenarios as a potential worst case analysis. The project is predominantly made up of sensitive receptors, and therefore a Uniform Cartesian receptor grid was also used to depict the DPM concentrations throughout the Village 9 development area. The receptor grid estimates ranges of DPM concentrations through modeling several distinct points. The receptor grid used for this project is 1,600 meters (approximately 5,249 feet) by 2,200 meters (approximately 7,218 feet) with 391 distinct receptors spaced 100 meters (approximately 328 feet) apart. The length and width of the receptor grid were determined based on project area where as the 100 meter grid spacing was based on SCAQMD methodology.[14]

3.3.1 Cancer Risk Calculations

The cancer risk from DPM exposure through inhalation is calculated from the annual average DPM concentrations. The following equation was used to determine the associated cancer risk[15]:

$$\text{Cancer Risk} = \text{Inhalation Dose (mg/kg-day)} * \text{Cancer Potency (kg-day/mg)} * (1 \times 10^{6})$$

The Cancer Potency is the potential risk of developing cancer per unit of average daily dose over a 70-year residential lifetime. Cancer Potency for DPM is 1.1 kg-day/mg. The 1×10^{6} is used to express the risk per million people. The inhalation dose for DPM was determined by the following equation:

$$\text{Dose} = (C * DBR * A * EF * ED * 10^{-6}) / AT$$

Where:

Dose	=	Dose through inhalation (mg/kg/day)
10^{-6}	=	Micrograms to milligram conversion and liters to cubic meters conversion.
C	=	Concentration in air ($\mu g/m^3$) (from AERMOD dispersion model)
DBR	=	Daily Breathing Rate (L/kg bodyweight – day) (302 adult residential, 581 child residential; 581 student – high end exposure as worst case scenario)
A	=	Inhalation absorption factor (1)
EF	=	Exposure frequency (350 days per year residential, 260 days per year student)
ED	=	Exposure duration (years) (70 or 9 for residential, 9 years student (elementary or k-6).
AT	=	Averaging time period over which exposure is averaged (days) (25,550 days)

[14] South Coast Air Quality Management District *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis.* August 2003.

[15] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.* October 2003.

3.3.2 Non-Cancer Risk Calculations

The non-cancer risk (or Hazard Quotient) from DPM exposure through inhalation is calculated from the annual average DPM concentrations. The following equation is used to determine the associated Hazard Quotient[16]:

HQ = C / REL

Where:

HQ = Hazard Quotient: an expression of the potential for non-cancer health effects associated with the substance being evaluated

C = Concentration in air ($\mu g/m^3$) (from AERMOD dispersion model)

REL = Reference exposure level; the concentration at which no adverse health effects are anticipated (5 $\mu g/m^3$ for DPM)

3.4 Risk Criteria

There is no officially approved methodology to study TAC from highway related air contaminants. There are no Federal or State TAC emissions thresholds for determining significance under CEQA. Furthermore, the City of Chula Vista has not adopted an air toxic emissions threshold by which to determine significance under CEQA. The SCAQMD and OEHHA refer to a maximum incremental cancer risk of greater than or equal to 10 in a million. However, this criterion is not specifically applied to health risks associated with locating sensitive receptors near a freeway. Due to the lack of any adopted CEQA threshold, this HRA compares the findings of the AERMOD dispersion model for Village 9 to OEHHA and SCAQMD's cancer risk criteria of greater than or equal to 10 in a million and a non-cancer risk criteria of 1.

The analysis includes the health risk for the discrete receptors, maximum concentration modeled (a worst case scenario), and shows emission contours to visualize the risk levels throughout the development area. This analysis uses the criteria levels indicated above in determining when measures should be implemented to reduce health risk levels. The analysis compares the risk to the risk criteria and identifies measures that would reduce the risk level.

4.0 Risk Assessment

The operational activities associated with the project would produce TACs and expose occupants to TACs from on- and off-site sources. TACs can result in cancer risk as well as both acute (short-term) non-cancer effects and chronic (long-term) effects. The following analysis discusses the potential risks related to the commercial, residential, park, and school uses within the Village 9 site.

[16] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.* October 2003.

4.1 Potential Risk from On-site Sources

The following discussion provides an evaluation of the impacts to adjacent properties that could result from the operation of the project. The project is a predominantly residential community with two potential school sites and neighborhood commercial uses. Based on the proposed land uses, the predominant source of TAC emissions would be DPM from delivery trucks, buses, and emergency back-up generators, as well as emissions from the potential retail development of dry cleaners or gasoline fueling stations.

The ARB recommends that the health risk to receptors be evaluated from the exposure of existing receptors to increased levels of DPM from on-road vehicles. DPM would be emitted by delivery trucks that access the project site. However, the ARB uses 100 trucks per day or more than 300 hours operation of transport refrigeration units per week as a screening level above which there is a potential health impact from DPM exposure. This level of truck activity is typically associated with distribution centers and not with neighborhood commercial land uses. In addition, the Airborne Toxic Control Measure adopted by the ARB in 2004, limits heavy duty trucks to 5 minutes or less of idling at any one time, thereby reducing emissions of DPM (see Section 2485(f) of the measure). This may be enforced by either the Chula Vista Police Department or the SDAPCD.

Bus operation throughout the proposed project is anticipated. However, the majority of buses within Chula Vista are compressed natural gas fueled and therefore will not emit DPM. Also, any diesel buses would be required to comply with the ATCM and would therefore limit idling of these buses to 5 minutes or less at any given time.

While the exact nature or location of potential retail establishments is unknown at this time there is the proposed project may include the operation of a dry cleaner or gasoline refueling station. The ARB recommends an HRA be conducted if sensitive receptors are placed within 300 feet of a large gas station (throughput of 3.6 million gallons per year or more); 50 feet of a typical gas station, and 500 feet of a dry cleaning facility using perchloroethylene. Dry cleaners operating within Village 9 would be subject to a conditional use permit that precludes on-site processing. Therefore, perchloroethlyene would not be used on the site and no health risks are would result from dry cleaners operating within Village 9.

The physical size constraints of commercial development preclude the development of gasoline stations with an annual throughput of 3.6 million gallons or more. The development of a typical-sized gas station within Village 9 is possible. However it would be subject to the CARB siting recommendations and therefore could not be located within 50 feet of a sensitive receptor. New gasoline stations would require a permit to construct and operate from the SDAPCD. As part of the permit conditions, these sources must comply with the established criteria of SDAPCD's Rule 1200, which requires the demonstration that risk is below all established thresholds and that sources are constructed and operated with appropriate emission controls. Prior to the approval of the building permit for any uses that are regulated for TAC emissions by the SDAPCD, the project applicant will need to demonstrate to the satisfaction of the Development Services Director that the use complies with Rule 1200 and any other established criteria.

In addition, as part of the siting requirements that are included within Appendix B, the Air Quality Improvement Plan, of the Village 9 SPA, will comply development with the recommendations set forth

in Table 1-1 of the CARB's Land Use and Air Quality Handbook[17] as a guideline for siting sensitive land uses. Implementation of these recommendations would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs. Specifically, new sensitive uses shall not be located within 50 feet of any gas dispensing facility with a throughput of less than 3.6 million gallons per year.

Through state, City, and SPA requirements, the potential cancer risks from on-site sources would be minimized to the extent feasible.

4.2 Potential Risk from Off-Site Sources

The following discussion provides an evaluation of the health risks to sensitive receptors developed as a part of the proposed project from existing off-site sources of TACs. As identified by the ARB the most notable sources of TAC emissions are from perchloroethylene operated dry cleaners, auto body repair services, gasoline dispensing stations, manufacturing, distribution centers, rail yards, chrome platers, ports, petroleum refineries, and freeways or major roadways. With the exception of SR-125, the proposed project would not be located within 1,000 feet of any existing off-site TAC sources as identified by the ARB.[18] Therefore, the following discussion of cancer and non-cancer risk evaluates the potential effects from the location of sensitive receptors (homes, schools, and parks[19]) in close proximity to SR-125. The potential cancer risk from the existing plus project scenario is included for informational purposes. The analysis examines the risks at the three interim project buildout years consistent with the project traffic study: 2020, 2025, and full buildout at 2030 (RBF 2013).

4.2.1 Cancer Risk

The cancer risk for DPM is determined, as detailed in Section 3.3.1 above, by the dose multiplied by the cancer potency factor and then converted to risk per million people. The concentration results based on the AERMOD dispersion modeling were converted to dosage before a final cancer risk was determined. Based on the modeling output, the highest concentration of DPM observed within the project vicinity was 0.04358 $\mu g/m^3$.

Table 3 (Cancer Risk) shows the potential cancer risk associated with proximity to SR-125 for all 15 discrete on-site receptor locations evaluated as well as the maximum risk potential calculated with respect to each scenario and exposure duration. The existing plus project scenario is used for information only. Because the site is not currently occupied, the risks represented by the existing plus project scenario are not representative of risk to future occupants. The maximum school and residential/park cancer risk levels listed in Table 3 represent the absolute maximum potential for exposure calculated at any point within the site boundary, regardless of whether a discrete receptor has been associated with that location.

[17] California Air Resources Board. *Air Quality and Land Use Handbook—A Community Health Perspective*. April 2005.
[18] California Air Resources Board. *Air Quality and Land Use Handbook—A Community Health Perspective*. April 2005. Note that the 1,000 foot buffer is a generalization of the buffer zones provided in the ARB document and is used to provide a zone of influence within which the existing conditions with respect to air contamination sources and/or sensitive receptors can be determined.
[19] In this analysis, as described in Section 2.7, parks are analyzed as if they were a residential receptor to approximate a worst case risk scenario.

Table 3 Cancer Risk

Receptor #	Cancer Risk (per million)			
	Existing Plus Project	2020	2025	2030
School Receptors : 9 year Exposure Duration				
S_1	1.042	0.611	0.636	0.656
S_2	1.215	0.712	0.742	0.765
S_3	1.522	0.892	0.930	0.959
S_4	1.106	0.648	0.676	0.696
Max School(1)	4.067	2.383	2.484	2.561
Residential/Park Receptor: 9-year Exposure Duration (child)				
R_5	1.987	1.164	1.214	1.251
R_6	2.575	1.509	1.573	1.622
R_7	3.717	2.178	2.270	2.340
R_8	3.236	1.896	1.977	2.038
R_9	3.318	1.944	2.027	2.089
R_10	3.459	2.027	2.113	2.178
R_11	2.160	1.266	1.320	1.360
R_12	1.375	0.806	0.840	0.866
R_13	0.391	0.229	0.239	0.246
R_14	0.444	0.260	0.271	0.280
R_15	0.731	0.428	0.446	0.460
Max Residential/Park(1)	5.474	3.208	3.344	3.447
Residential/Park Receptor: 9-year Exposure Duration (Adult)				
R_5	1.390	0.815	0.849	0.875
R_6	1.802	1.056	1.101	1.135
R_7	2.601	1.524	1.589	1.638
R_8	2.264	1.327	1.383	1.426
R_9	2.322	1.360	1.418	1.462
R_10	2.420	1.418	1.478	1.524
R_11	1.512	0.886	0.923	0.952
R_12	0.962	0.564	0.588	0.606
R_13	0.274	0.160	0.167	0.172
R_14	0.311	0.182	0.190	0.196
R_15	0.511	0.300	0.312	0.322
Max Residential/Park(1)	2.845	1.667	1.738	1.792
Residential/Park Receptor: 70-year Exposure Duration				
R_5	4.692	6.634	6.661	6.783
R_6	6.081	8.598	8.632	8.791
R_7	8.777	***12.409***	***12.458***	***12.687***
R_8	7.642	***10.804***	***10.847***	***11.046***
R_9	7.836	***11.078***	***11.122***	***11.326***
R_10	8.168	***11.548***	***11.593***	***11.806***
R_11	5.102	7.213	7.242	7.375
R_12	3.248	4.592	4.610	4.695
R_13	0.923	1.305	1.311	1.335
R_14	1.049	1.483	1.489	1.517
R_15	1.726	2.440	2.450	2.495
Max Residential/Park(1)	9.604	***13.578***	***13.632***	***13.882***

Note: Text in ***bold italic*** font represents cancer risks that exceed the criteria of 10 in a million.

(1) The maximum school and residential/park cancer risk levels represent the absolute maximum potential for exposure calculated at any point within the site boundary, regardless of whether a discrete receptor has been associated with that location.

As shown, the potential cancer risks from DPM associated with SR-125 ranges from 0.160 to 12.687 for the discrete residential/park receptors, and the maximum residential/park exposure for the site is 13.882 per million. For schools, the potential cancer risk ranges from 0.611 to 0.959 for the discrete school receptors and the maximum potential school exposure is 2.561. This identified risk is a conservative estimate based on exposure at the specific location for 24-hours per day, 350 days per year over a 9 or 70 year exposure duration for residential/park exposure, and 24-hours per day, 260 days per year, over 9 years student exposure duration. Exposure over the 9 year period for all school and residential/park receptors would be below the risk criteria of 10 in a million. The 70-year exposure duration would result in four discrete receptors exceeding the criteria of 10 in a million.

The distance from the edge of the roadway to where risk falls below the 10 in a million criteria varies by year and location along the western project border. Because of the area topography and meteorological conditions, concentrations at any given point along the western site border can vary from near maximum risk to below the 10 in a million standard. The maximum distance from the edge of the SR-125 where the project risk would reach 10 in a million standard are 207 feet, 225 feet, and 235 feet for the 70 year exposure duration of the 2020, 2025, and 2030 scenarios respectively. Figure 2 shows the receptor locations while Figures 3 through 5 show the isopleths depicting potential cancer risk for the criteria. These isopleths show where the exceedences are with respect to the project boundaries. Cancer risk calculations for all scenarios are included as Appendix A and modeling output is included as Appendix B.

4.2.2 Non-Cancer Risk

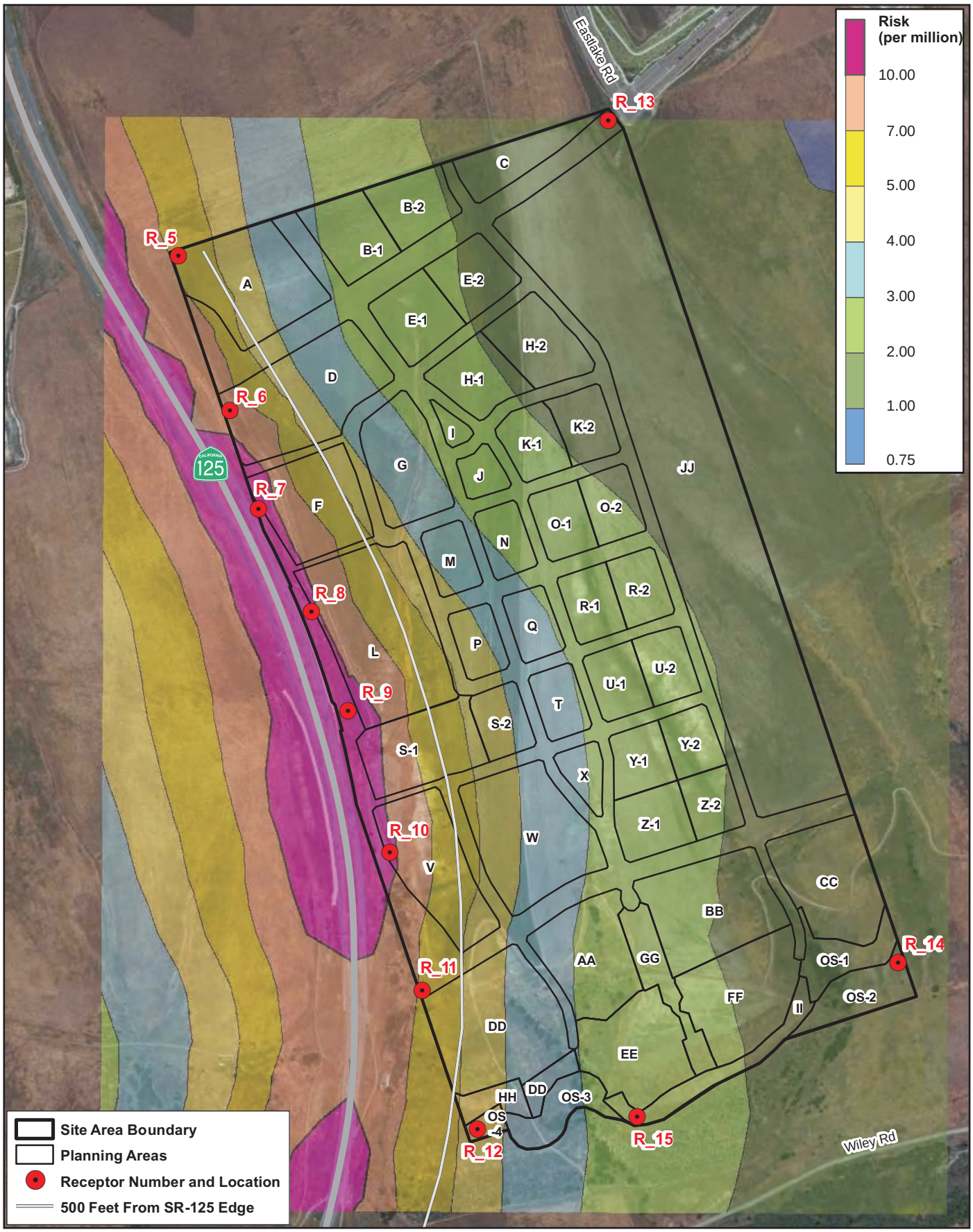
The hazard quotient for DPM is determined, as detailed in Section 3.3.2 above, by dividing the concentration in $\mu g/m^3$ by the reference exposure level for the air toxic of concern. Based on the modeling output, the highest concentration of DPM observed within the project vicinity was 0.04358 $\mu g/m^3$.

Table 4 (Non-Cancer Risk) shows the potential non-cancer risk associated with proximity to SR-125 for all 15 discrete receptor locations evaluated as well as the maximum emission concentrations with respect to each scenario and exposure duration. Figure 2 shows the receptor locations. Non-cancer risk calculations are included as Appendix A. The existing plus project scenario is used for information only. Because the site is not currently occupied, the risks represented by the existing plus project scenario are not representative of risk to future occupants. As shown, the maximum potential non-cancer risks from DPM associated with SR-125 is 0.0095 for both residential/park and school receptors. As discussed under cancer risk above, this maximum identified risk is a conservative estimate based on exposure at the specific locations. Even with the conservative exposure estimates presented, the maximum increase in non-cancer risk of 0.0095 is below the criterion of 1.

Table 4 Non-Cancer Risk

Receptor #	Non-Cancer Risk			
	Existing Plus Project	2020	2025	2030
School Receptors : 9 year Exposure Duration				
S_1	0.00356	0.00209	0.00217	0.00224
S_2	0.00415	0.00243	0.00254	0.00261
S_3	0.00520	0.00305	0.00318	0.00328
S_4	0.00378	0.00221	0.00231	0.00238
Max School[(1)]	0.01390	0.00814	0.00849	0.00875
Residential/Park Receptor: 9-year Exposure Duration (child)				
R_5	0.00679	0.00398	0.00415	0.00428
R_6	0.00880	0.00516	0.00538	0.00554
R_7	0.01270	0.00744	0.00776	0.00800
R_8	0.01106	0.00648	0.00675	0.00696
R_9	0.01134	0.00664	0.00693	0.00714
R_10	0.01182	0.00693	0.00722	0.00744
R_11	0.00738	0.00433	0.00451	0.00465
R_12	0.00470	0.00275	0.00287	0.00296
R_13	0.00134	0.00078	0.00082	0.00084
R_14	0.00152	0.00089	0.00093	0.00096
R_15	0.00250	0.00146	0.00153	0.00157
Max Residential/Park[(1)]	0.01390	0.00814	0.00849	0.00875
Residential/Park Receptor: 9-year Exposure Duration (Adult)				
R_5	0.00679	0.00398	0.00415	0.00428
R_6	0.00880	0.00516	0.00538	0.00554
R_7	0.01270	0.00744	0.00776	0.00800
R_8	0.01106	0.00648	0.00675	0.00696
R_9	0.01134	0.00664	0.00693	0.00714
R_10	0.01182	0.00693	0.00722	0.00744
R_11	0.00738	0.00433	0.00451	0.00465
R_12	0.00470	0.00275	0.00287	0.00296
R_13	0.00134	0.00078	0.00082	0.00084
R_14	0.00152	0.00089	0.00093	0.00096
R_15	0.00250	0.00146	0.00153	0.00157
Max Residential/Park[(1)]	0.01390	0.00814	0.00849	0.00875
Residential/Park Receptor: 70-year Exposure Duration				
R_5	0.00295	0.00417	0.00418	0.00426
R_6	0.00382	0.00540	0.00542	0.00552
R_7	0.00551	0.00779	0.00782	0.00797
R_8	0.00480	0.00678	0.00681	0.00694
R_9	0.00492	0.00696	0.00698	0.00711
R_10	0.00513	0.00725	0.00728	0.00741
R_11	0.00320	0.00453	0.00455	0.00463
R_12	0.00204	0.00288	0.00289	0.00295
R_13	0.00058	0.00082	0.00082	0.00084
R_14	0.00066	0.00093	0.00093	0.00095
R_15	0.00108	0.00153	0.00154	0.00157
Max Residential/Park[(1)]	0.00603	0.00852	0.00856	0.00872

(1) The maximum school and residential/park cancer risk levels represent the absolute maximum potential for exposure calculated at any point within the site boundary, regardless of whether a discrete receptor has been associated with that location.

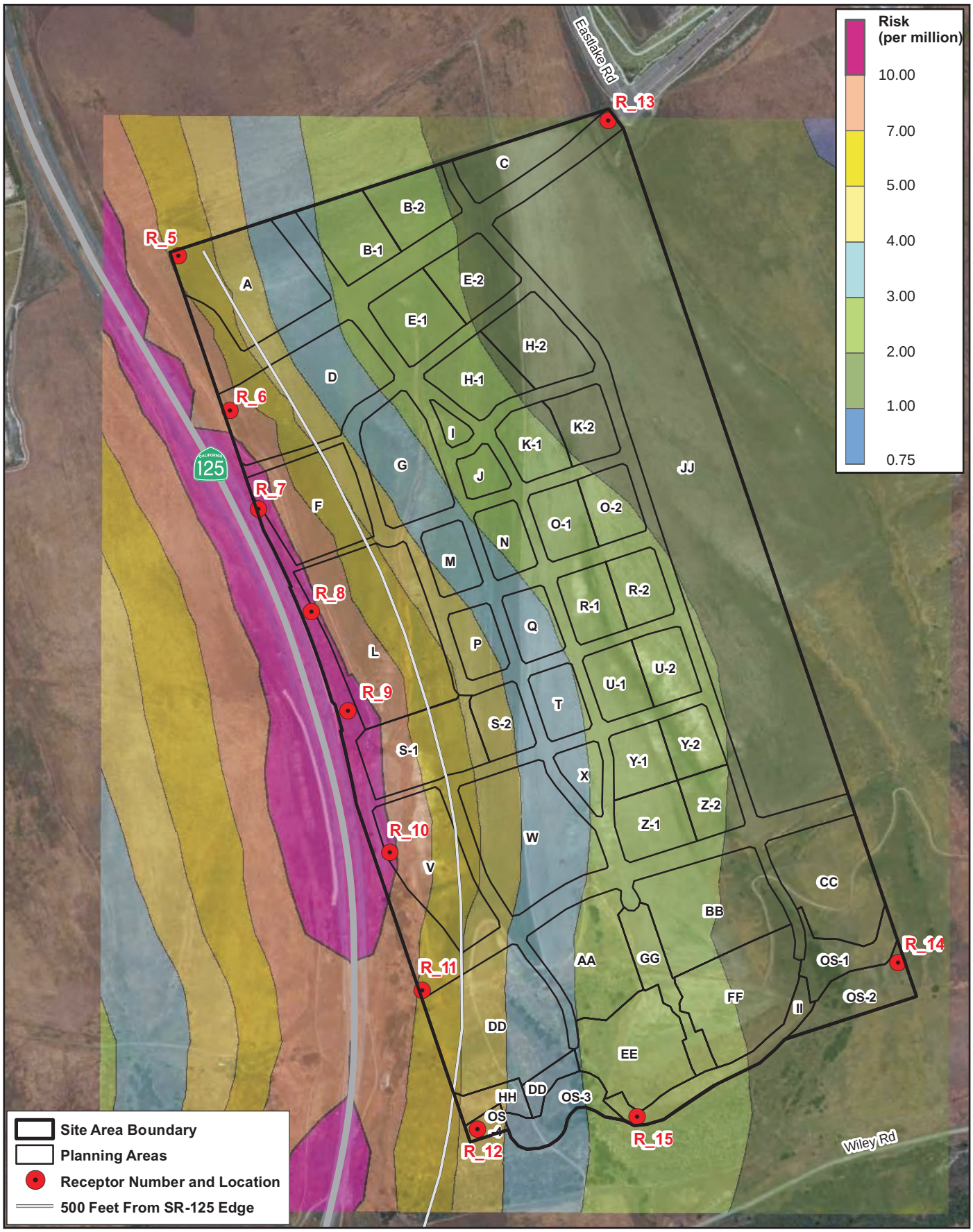


Source: Bing, 2012; Atkins, 2012

0 250 500 750 1,000 Feet

N

2020 CANCER RISK
UNDER A 70-YEAR DURATION
FIGURE 3

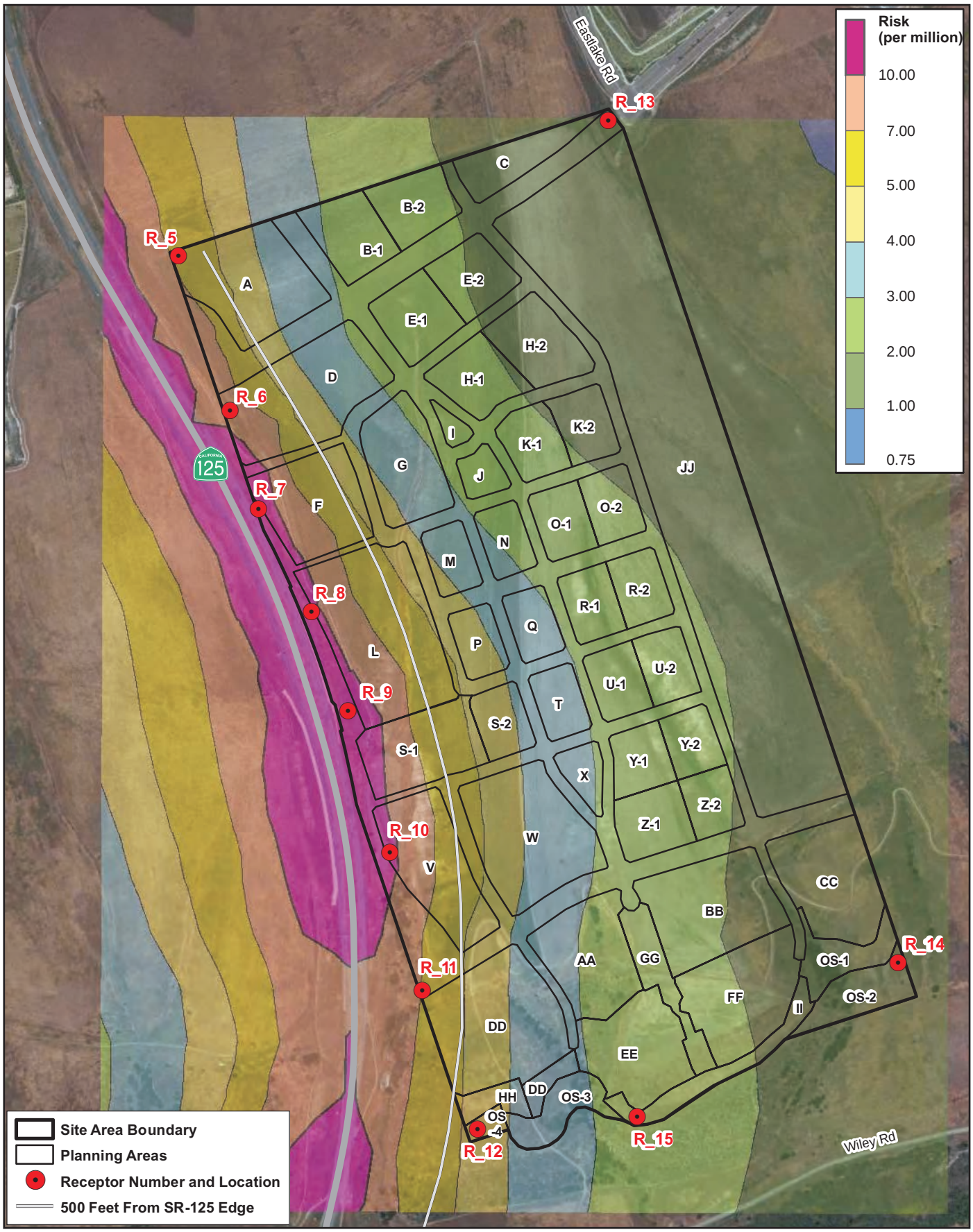


Source: Bing, 2012; Atkins, 2012

0 250 500 750 1,000 Feet

N

2025 CANCER RISK
UNDER A 70-YEAR DURATION
FIGURE 4



Source: Bing, 2012; Atkins, 2012

0 250 500 750 1,000 Feet

N

2030 (BUILDOUT) CANCER RISK UNDER A 70-YEAR DURATION
FIGURE 5

4.2.3 Reduction Measures

Implementation of the project would not result in a substantial health risk associated with exposure of sensitive receptors to on-site sources of TACs. However, to assure compliance with established criteria, the following measure is recommended:

- Prior to the approval of the building permit for any uses that are regulated for TAC emissions by the SDAPCD, the project applicant will demonstrate to the satisfaction of the Development Services Director (or their designee) that the use complies with established criteria (such as those established by SDAPCD Rule 1200).

Further, for potential risks associated with SR-125, Table 3 (Cancer Risk) indicates that with the 70-year exposure duration implemented for the lifetime cancer risk, up to four discrete receptors along with the maximum potential exposure, would exceed the risk criterion of 10 in a million. Specifically, risk from maximum potential exposure and at receptor locations R_7, R_8, R_9, and R_10 exceed the criteria for 2020, 2025, and 2030. Figures 3 through 5 show the areas where the proposed project would exceed the risk criteria. Implementation of the following measures should be considered within the affected areas either as part of the project design or as part of conditions of approval to reduce the risk to the exposed sensitive receptors.

- Incorporate the use of tiered planting of vegetation into the landscape areas adjacent to the freeway in order to reduce toxic exposure. Vegetation provides natural filtering and adsorption of pollutants on foliage surfaces. Tiered planting is defined as the planting of several (i.e., at least two) rows of trees in offset pattern, similar to a chessboard.[20] Trees planted such that provide a wind break, will maximize the effectiveness of the tiered vegetation. Evergreens are preferred over deciduous, as they provide better protection. Tree selection should match the tree's water requirements with the irrigation anticipated for the area. Several tree species that may be applicable for the project area include Incense Cedar, cajeput tree, New Zealand Christmas Tree, and Canary Island and Torrey pines.[21]
- Install a sealed HVAC system in conjunction with MERVE 7 or higher rated filters for all residential development within the identified areas. The sealed air system will be designed so that all ambient air introduced into the interior living space would be filtered through MERVE 7 or higher rated filters to remove DPM and other particulate matter. The MERVE 7 or higher rated filter is designed to remove between 50 percent and 70 percent of particulates of 3 microns or larger in size from the ambient air that is introduced to the system.[22] As a conservative estimate of reductions, it is assumed that the filters would operate at a 50 percent efficiency rate and residents are indoors up to two thirds of the time.[23] Therefore, a reduction of 33.3 percent of particulate matter is anticipated with respect to this project design feature.

[20] DuBose, Rachel, Air Quality Planner/Analyst, Sacramento Metropolitan Air Quality Management District, personal communication, September 16, 2010

[21] Western Center for Urban Forest Research and Education USDA Forest Service, Pacific Southwest Research Station. *Tree Guidelines for Coastal Southern California Communities.* January 2000.

[22] National Air Filtration Association. *User Guide for ANSI/ASHRAE Standard 52.2 – 1999 Method of Testing General Ventilation Air-Cleaning Devices for Removal Efficiency by Particle Size.* Retrieved from http://www.filtera-b2b.com/businessfilters/PDFfiles/NAFA_Filter_Guide.pdf, Accessed July 15, 2010.

[23] U.S. Department of Labor, Bureau of Labor Statistics. *American Time Use Survey – 2009 Results,* USLD-10-0855. Released June 22, 2010.

The use of tiered vegetation would provide a reduction in exposure to DPM and would reduce the potential non-cancer effects. The vegetation species and maturity, the amount of coverage, and climate will cause variations in the effectiveness of this method in reducing pollutants. Because of incomplete statistical data with respect to the reduction of DPM from vegetation, and the lack of project specific information relating to potential vegetation use, no reduction quantification from this measure is provided. Based on the risk, residential units developed within the 10 in a million boundary as depicted on Figure 5 (maximum of 230 feet from the edge of the SR-125 freeway) would benefit from the use of MERVE 7 or higher rated filters. Table 5 (Reduced Cancer Risk) shows the reduced cancer risk for the four discrete receptors and maximum potential risk with the incorporation of the sealed HVAC system equipped with the MERVE 7 rated filter. As shown, the implementation of this reduction measure reduces all risk to below the risk criterion. Implementation of a tiered vegetative buffer between residential units in this area and the SR-125 would provide further, although un-quantified, reductions to risk at these receptor locations.

Table 5 Reduced Cancer Risk

Receptor #	Reduced Cancer Risk (per million)		
	2020	2025	2030
Residential/Park Receptor: 70-year Exposure Duration			
R_7	8.273	8.305	8.458
R_8	7.203	7.231	7.364
R_9	7.386	7.415	7.551
R_10	7.698	7.729	7.551
Max Residential/Park	9.052	9.052	9.255

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APPENDIX A

Health Risk Assumptions and Calculations

Otay Village 9

Emission Factors for Health Risk Assessment

2/8/2012

	# Vehicles[1]	g/s/ vehicle	g/s	speed (mph)	length of line segment (miles)	total sec/line segment	total grams /day	# line sources	emission Factor (g/s/line source)
Existing Plus Project									
Total	42,900								
% Dsl[2]	10.00%								
Total Dsl 70 yr	4,290	0.000151	0.64758987	45	2.581	206.48	133.71	2	7.74E-04
Total Dsl 7 yr	4,290	0.000230	0.98583342	45	2.581	206.48	203.55	2	1.18E-03
Buildout[3]									
Total	46,300								
% Dsl	10.00%								
Total Dsl 70 yr	4,630	0.000136	0.63183706	45	2.581	206.48	130.46	2	7.55E-04
2024 Year of Occupation[3]									
Total	46,300								
% Dsl	10.00%								
Total Dsl 70 yr	4,630	0.000138	0.63829488	45	2.581	206.48	131.80	2	7.63E-04
2019 Year of Occupation[3]									
Total	46,300								
% Dsl	10.00%								
Total Dsl 70 yr	4,630	0.000140	0.64883902	45	2.581	206.48	133.97	2	7.75E-04
2014 Year of Occupation[3]									
Total	46,300								
% Dsl	10.00%								
Total Dsl 70 yr	4,630	0.000145	0.66929682	45	2.581	206.48	138.20	2	8.00E-04
Total Dsl 7 yr	4,630	0.000191	0.88301842	45	2.581	206.48	182.33	2	1.06E-03

[1] Vehicle counts along SR-125 were provided by the traffic consultant (RBF). While RBF provided multiple counts depending on the section of SR-125, the HRA assumed the highest vehicle count for all segments as a conservative estimate of traffic adjacent to the project site.

2 While diesel truck percentages along the segment of SR-125 adjacent to the project site is not specifically provided, CalTrans for 2009 shows diesel trucks ranging from of 1.9% to 6.4% of vehicles traveling on the freeways around the toll road within the vicinity. 4.4% was used as a conservative estimate of diesel vehicles for the project area because that was the highest percentage along the SR 125 which would better represent the residential character of the project area. The 6.4% truck route represents traffic to and from Mexico which is routed towards the 805 and the 5 rather than through the toll roads adjacent to the site. (source: CalTrans 2009. *Annual Average Daily Truck Traffic for 2009* . accessed http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm 7/7/2011.). Because the volume of truck traffic within the area can be up to 6.4% for heavy duty trucks, and both medium duty and some light duty trucks, buses, and automobiles will also operate on diesel, a conservative estimate of 10% diesel vehicle operations was used in the analysis.

[3] To determine the emission factor for the 70 year period over which the health risk is calculated, the individual emission factors for those years were averaged. Because EMFAC2007 does not provide emission factors past 2040, the 2040 emission factors were maintained for 2041 through 2083. Because the NOP was published prior to the release of EMFAC2011 and the emission factors for EMFAC2007 are more conservative. EMFAC2007 values were used in the analysis. Because occupation of the site is anticipated to begin in 2014 with full buildout in 2030, four emission factors were calculated throughout that period to determine the highest (most conservative) emission factor. The trend shows a decreasing emission factor between 2014 and 2030, so 2014 was used as the first year in the 70 year average for the buildout scenario. Traffic for the buildout scenario maintained constant regardless of the year of occupation.

Otay Village 9

EMFAC Composite

2/8/2012

Determination of 70 year composite emission factor based on 2010 Existing , 2014 initial year of occupation, 2019 year of occupation, 2024 year of occupation, and 2030 Buildout.

Ex #	BO #	Year	total Dsl (tons/day)	Dsl (g/day)	Total (g/sec)	Vehicles	g/s/ vehicle
		2009	1.66	1505926.7	17.43	61,206	0.0002848
1		2010	1.55	1406136.3	16.27	60,290	0.0002699
2		2011	1.44	1306346	15.12	59,763	0.0002530
3		2012	1.35	1224699.4	14.17	59,323	0.0002389
4		2013	1.28	1161196.5	13.44	58,917	0.0002281
5		2014	1.22	1106765.4	12.81	58,572	0.0002187
6		2015	1.14	1034190.6	11.97	58,218	0.0002056
7		2016	1.07	970687.67	11.23	57,825	0.0001943
8		2017	1.02	925328.43	10.71	57,448	0.0001864
9		2018	0.99	898112.89	10.39	57,100	0.0001820
10		2019	0.96	870897.35	10.08	56,820	0.0001774
11		2020	0.92	834609.96	9.66	56,639	0.0001706
12		2021	0.9	816466.27	9.45	56,394	0.0001676
13		2022	0.87	789250.72	9.13	56,227	0.0001625
14		2023	0.85	771107.03	8.92	56,060	0.0001592
15		2024	0.84	762035.18	8.82	55,911	0.0001577
16		2025	0.81	734819.64	8.50	55,752	0.0001525
17		2026	0.8	725747.79	8.40	55,650	0.0001509
18		2027	0.8	725747.79	8.40	55,544	0.0001512
19		2028	0.79	716675.94	8.29	55,532	0.0001494
20		2029	0.79	716675.94	8.29	55,625	0.0001491
21	1	2030	0.79	716675.94	8.29	55,819	0.0001486
22	2	2031	0.79	716675.94	8.29	55,979	0.0001482
23	3	2032	0.78	707604.1	8.19	56,151	0.0001459
24	4	2033	0.78	707604.1	8.19	56,325	0.0001454
25	5	2034	0.76	689460.4	7.98	56,531	0.0001412
26	6	2035	0.76	689460.4	7.98	56,746	0.0001406
27	7	2036	0.75	680388.56	7.87	56,932	0.0001383
28	8	2037	0.75	680388.56	7.87	57,182	0.0001377
29	9	2038	0.75	680388.56	7.87	57,429	0.0001371
30	10	2039	0.75	680388.56	7.87	57,735	0.0001364
31	11	2040	0.75	680388.56	7.87	58,094	0.0001356
32	12	2041	*EMFAC does not calculate emissions past 2040, therefore as guidance states the 2040 emission factors are carried through for the remainder of the 70 years.*				0.0001356
33	13	2042					0.0001356
34	14	2043					0.0001356
35	15	2044					0.0001356
36	16	2045					0.0001356
37	17	2046					0.0001356
38	18	2047					0.0001356
39	19	2048					0.0001356

Ex #	BO #	Year	g/s/ vehicle
40	20	2049	0.0001356
41	21	2050	0.0001356
42	22	2051	0.0001356
43	23	2052	0.0001356
44	24	2053	0.0001356
45	25	2054	0.0001356
46	26	2055	0.0001356
47	27	2056	0.0001356
48	28	2057	0.0001356
49	29	2058	0.0001356
50	30	2059	0.0001356
51	31	2060	0.0001356
52	32	2061	0.0001356
53	33	2062	0.0001356
54	34	2063	0.0001356
55	35	2064	0.0001356
56	36	2065	0.0001356
57	37	2066	0.0001356
58	38	2067	0.0001356
59	39	2068	0.0001356
60	40	2069	0.0001356
61	41	2070	0.0001356
62	42	2071	0.0001356
63	43	2072	0.0001356
64	44	2073	0.0001356
65	45	2074	0.0001356
66	46	2075	0.0001356
67	47	2076	0.0001356
68	48	2077	0.0001356
69	49	2078	0.0001356
70	50	2079	0.0001356
	51	2080	0.0001356
	52	2081	0.0001356
	53	2082	0.0001356
	54	2083	0.0001356
	55	2084	0.0001356
	56	2085	0.0001356
	57	2086	0.0001356
	58	2087	0.0001356
	59	2088	0.0001356

BO #	Year	g/s/ vehicle
60	2089	0.0001356
61	2090	0.0001356
62	2091	0.0001356
63	2092	0.0001356
64	2093	0.0001356
65	2094	0.0001356
66	2095	0.0001356
67	2096	0.0001356
68	2097	0.0001356
69	2098	0.0001356
70	2099	0.0001356

Existing Ave:	***0.000151***
2014 Ave:	***0.000145***
2019 Ave:	***0.000140***
2024 Ave:	***0.000138***
Buildout Ave:	***0.000136***

Otay Village 9
Health Risk Assessment Calculations
Build-out

	#	Modeled DPM ($\mu g/m^3$)	Emission Factor	Annual DPM ($\mu g/m^3$)	Daily breathing rate (DBR) (L/kg bw-day)	Inhalation absorption factor	Exposure frequency (EF) (days/year)	Exposure Duration (ED) (years)	Conversion factor ($1x10^{-6}$)
Max: Residential		21.109	8.00E-04	0.01688	393	1	350	70	0.000001
Max: School		21.109	1.06E-03	0.02227	581	1	200	7	0.000001
S_1: school	S_1	1.904	1.06E-03	0.00201	581	1	200	7	0.000001
S_2: school	S_2	1.648	1.06E-03	0.00174	581	1	200	7	0.000001
S_3: school	S_3	3.861	1.06E-03	0.00407	581	1	200	7	0.000001
S_4: school	S_4	3.012	1.06E-03	0.00318	581	1	200	7	0.000001
R_5: residential	R_5	5.402	8.00E-04	0.00432	393	1	350	70	0.000001
R_6: residential	R_6	10.802	8.00E-04	0.00864	393	1	350	70	0.000001
R_7: residential	R_7	17.644	8.00E-04	0.01411	393	1	350	70	0.000001
R_8: residential	R_8	15.125	8.00E-04	0.01210	393	1	350	70	0.000001
R_9: residential	R_9	15.371	8.00E-04	0.01229	393	1	350	70	0.000001
R_10: residential	R_10	13.637	8.00E-04	0.01091	393	1	350	70	0.000001
R_11: residential	R_11	7.946	8.00E-04	0.00635	393	1	350	70	0.000001
R_12: residential	R_12	3.656	8.00E-04	0.00292	393	1	350	70	0.000001
R_13: residential	R_13	0.820	8.00E-04	0.00066	393	1	350	70	0.000001
R_14: residential	R_14	0.897	8.00E-04	0.00072	393	1	350	70	0.000001
R_15: residential	R_15	1.608	8.00E-04	0.00129	393	1	350	70	0.000001

Otay Village 9
Health Risk Assessment Calculations
Build-out

	#	Averaging period (AT) (days)	Dose	Cancer Potency Value	Cancer Risk	Significant?	Reference Level	Non-Cancer Risk	Significant?
Max: Residential		25550	6.36E-06	1.1	7.00	No	5	0.00338	No
Max: School		25550	7.09E-07	1.1	0.78	No	5	0.00445	No
S_1: school	S_1	25550	6.40E-08	1.1	0.07	No	5	0.00040	No
S_2: school	S_2	25550	5.54E-08	1.1	0.06	No	5	0.00035	No
S_3: school	S_3	25550	1.30E-07	1.1	0.14	No	5	0.00081	No
S_4: school	S_4	25550	1.01E-07	1.1	0.11	No	5	0.00064	No
R_5: residential	R_5	25550	1.63E-06	1.1	1.79	No	5	0.00086	No
R_6: residential	R_6	25550	3.26E-06	1.1	3.58	No	5	0.00173	No
R_7: residential	R_7	25550	5.32E-06	1.1	5.85	No	5	0.00282	No
R_8: residential	R_8	25550	4.56E-06	1.1	5.01	No	5	0.00242	No
R_9: residential	R_9	25550	4.63E-06	1.1	5.10	No	5	0.00246	No
R_10: residential	R_10	25550	4.11E-06	1.1	4.52	No	5	0.00218	No
R_11: residential	R_11	25550	2.39E-06	1.1	2.63	No	5	0.00127	No
R_12: residential	R_12	25550	1.10E-06	1.1	1.21	No	5	0.00058	No
R_13: residential	R_13	25550	2.47E-07	1.1	0.27	No	5	0.00013	No
R_14: residential	R_14	25550	2.70E-07	1.1	0.30	No	5	0.00014	No
R_15: residential	R_15	25550	4.85E-07	1.1	0.53	No	5	0.00026	No

Otay Village 9
Health Risk Assessment Calculations
Existing plus project (2009)

	Receptor #	Modeled DPM ($\mu g/m^3$)	Emission Factor	Annual DPM ($\mu g/m^3$)	Daily breathing rate (DBR) (L/kg bw-day)	Inhalation absorption factor	Exposure frequency (EF) (days/year)	Exposure Duration (ED) (years)
Max: Residential		21.109	7.74E-04	0.01633	393	1	350	70
Max: School		21.109	1.18E-03	0.02487	581	1	200	7
S_1: school	S_1	1.904	1.18E-03	0.00224	581	1	200	7
S_2: school	S_2	1.648	1.18E-03	0.00194	581	1	200	7
S_3: school	S_3	3.861	1.18E-03	0.00455	581	1	200	7
S_4: school	S_4	3.012	1.18E-03	0.00355	581	1	200	7
R_5: residential	R_5	5.402	7.74E-04	0.00418	393	1	350	70
R_6: residential	R_6	10.802	7.74E-04	0.00836	393	1	350	70
R_7: residential	R_7	17.644	7.74E-04	0.01365	393	1	350	70
R_8: residential	R_8	15.125	7.74E-04	0.01170	393	1	350	70
R_9: residential	R_9	15.371	7.74E-04	0.01189	393	1	350	70
R_10: residential	R_10	13.637	7.74E-04	0.01055	393	1	350	70
R_11: residential	R_11	7.946	7.74E-04	0.00615	393	1	350	70
R_12: residential	R_12	3.656	7.74E-04	0.00283	393	1	350	70
R_13: residential	R_13	0.820	7.74E-04	0.00063	393	1	350	70
R_14: residential	R_14	0.897	7.74E-04	0.00069	393	1	350	70
R_15: residential	R_15	1.608	7.74E-04	0.00124	393	1	350	70

Otay Village 9
Health Risk Assessment Calculations
Existing plus project (2009)

	Receptor #	Conversion factor ($1x10^{-6}$)	Averaging period (AT) (days)	Dose	Cancer Potency Value	Cancer Risk	Reference Level	Non-Cancer Risk
Max: Residential		0.000001	25550	6.16E-06	1.1	6.771	5	0.00327
Max: School		0.000001	25550	7.92E-07	1.1	0.871	5	0.00497
S_1: school	S_1	0.000001	25550	7.14E-08	1.1	0.079	5	0.00045
S_2: school	S_2	0.000001	25550	6.18E-08	1.1	0.068	5	0.00039
S_3: school	S_3	0.000001	25550	1.45E-07	1.1	0.159	5	0.00091
S_4: school	S_4	0.000001	25550	1.13E-07	1.1	0.124	5	0.00071
R_5: residential	R_5	0.000001	25550	1.58E-06	1.1	1.733	5	0.00084
R_6: residential	R_6	0.000001	25550	3.15E-06	1.1	3.465	5	0.00167
R_7: residential	R_7	0.000001	25550	5.15E-06	1.1	5.660	5	0.00273
R_8: residential	R_8	0.000001	25550	4.41E-06	1.1	4.852	5	0.00234
R_9: residential	R_9	0.000001	25550	4.48E-06	1.1	4.931	5	0.00238
R_10: residential	R_10	0.000001	25550	3.98E-06	1.1	4.374	5	0.00211
R_11: residential	R_11	0.000001	25550	2.32E-06	1.1	2.549	5	0.00123
R_12: residential	R_12	0.000001	25550	1.07E-06	1.1	1.173	5	0.00057
R_13: residential	R_13	0.000001	25550	2.39E-07	1.1	0.263	5	0.00013
R_14: residential	R_14	0.000001	25550	2.62E-07	1.1	0.288	5	0.00014
R_15: residential	R_15	0.000001	25550	4.69E-07	1.1	0.516	5	0.00025

APPENDIX B
AERMOD Modeling Output

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 7.1.0
** Lakes Environmental Software Inc.
** Date: 2/2/2012
** File: C:\AERMOD\Otay Village\Remodeling 2-1-2012\OtayFR2m\OtayFR2m.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE C:\AERMOD Projects\Otay Village\Otay9 Future Revison\Otay70yr.isc
   TITLETWO Diesel Particulate Matter
   MODELOPT DFAULT CONC NODRYDPLT NOWETDPLT
   AVERTIME ANNUAL
   POLLUTID DPM
   FLAGPOLE 2.00
   RUNORNOT RUN
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** Line Source represented by Separated Volume Sources
** ----------------------------------------------------------------------
** LINE Source ID = NB
** DESCRSRC SR 125
** Length of Side = 13.00
** Emission Rate = 1.0
** Vertical Dimension = 5.49
** SZINIT = 2.55
** Nodes = 27
** 502711.26, 3609648.34, 184.00, 0.00, 12.05
** 502708.23, 3609266.81, 183.00, 0.00, 12.05
** 502703.16, 3609073.55, 183.00, 0.00, 12.05
** 502706.62, 3608923.94, 183.00, 0.00, 12.05
** 502714.24, 3608808.65, 183.00, 0.00, 12.05
** 502739.32, 3608672.22, 182.00, 0.00, 12.05
** 502773.68, 3608513.14, 181.00, 0.00, 12.05
** 502819.12, 3608376.67, 181.00, 0.00, 12.05
** 502874.52, 3608265.16, 182.00, 0.00, 12.05
** 502955.82, 3608136.22, 183.00, 0.00, 12.05
** 503057.80, 3607963.01, 174.00, 0.00, 12.05
** 503152.58, 3607761.55, 154.00, 0.00, 12.05
** 503239.44, 3607580.07, 143.00, 0.00, 12.05
** 503294.29, 3607444.28, 136.00, 0.00, 12.05
** 503341.78, 3607311.36, 127.00, 0.00, 12.05
** 503352.27, 3607240.99, 126.00, 0.00, 12.05
** 503375.78, 3607091.73, 124.00, 0.00, 12.05
** 503382.07, 3606934.89, 123.00, 0.00, 12.05
** 503391.64, 3606812.79, 119.00, 0.00, 12.05
** 503362.05, 3606655.95, 105.00, 0.00, 12.05
** 503346.82, 3606562.07, 96.00, 0.00, 12.05
** 503256.17, 3606159.00, 67.00, 0.00, 12.05
** 503244.84, 3606094.25, 65.00, 0.00, 12.05
** 503225.22, 3605973.71, 65.00, 0.00, 12.05
** 503218.64, 3605887.05, 62.00, 0.00, 12.05
** 503216.17, 3605783.45, 61.00, 0.00, 12.05
** 503219.70, 3605647.48, 83.00, 0.00, 12.05
** ----------------------------------------------------------------------
   LOCATION L0015897     VOLUME   502711.212 3609641.838 183.13
   LOCATION L0015898     VOLUME   502711.006 3609615.928 183.00
   LOCATION L0015899     VOLUME   502710.801 3609590.018 183.00
   LOCATION L0015900     VOLUME   502710.595 3609564.108 183.00
   LOCATION L0015901     VOLUME   502710.389 3609538.199 183.00
   LOCATION L0015902     VOLUME   502710.184 3609512.289 183.00
   LOCATION L0015903     VOLUME   502709.978 3609486.379 183.00
   LOCATION L0015904     VOLUME   502709.772 3609460.469 183.00
   LOCATION L0015905     VOLUME   502709.567 3609434.559 183.00
   LOCATION L0015906     VOLUME   502709.361 3609408.650 183.00
   LOCATION L0015907     VOLUME   502709.155 3609382.740 183.00
   LOCATION L0015908     VOLUME   502708.950 3609356.830 183.00
   LOCATION L0015909     VOLUME   502708.744 3609330.920 183.00
   LOCATION L0015910     VOLUME   502708.538 3609305.010 183.00
   LOCATION L0015911     VOLUME   502708.332 3609279.101 183.00
   LOCATION L0015912     VOLUME   502707.878 3609253.195 183.00
   LOCATION L0015913     VOLUME   502707.198 3609227.293 183.00
   LOCATION L0015914     VOLUME   502706.518 3609201.392 183.00
   LOCATION L0015915     VOLUME   502705.839 3609175.490 183.00
   LOCATION L0015916     VOLUME   502705.159 3609149.588 183.00
   LOCATION L0015917     VOLUME   502704.479 3609123.687 183.00
   LOCATION L0015918     VOLUME   502703.800 3609097.785 183.00
   LOCATION L0015919     VOLUME   502703.202 3609071.883 183.00
   LOCATION L0015920     VOLUME   502703.800 3609045.979 183.00
   LOCATION L0015921     VOLUME   502704.398 3609020.076 183.00
   LOCATION L0015922     VOLUME   502704.997 3608994.172 183.00
   LOCATION L0015923     VOLUME   502705.595 3608968.268 183.00
   LOCATION L0015924     VOLUME   502706.193 3608942.365 183.00
   LOCATION L0015925     VOLUME   502707.111 3608916.475 183.00
   LOCATION L0015926     VOLUME   502708.820 3608890.621 183.00
   LOCATION L0015927     VOLUME   502710.529 3608864.767 183.00
   LOCATION L0015928     VOLUME   502712.238 3608838.913 183.00
   LOCATION L0015929     VOLUME   502713.947 3608813.058 183.00
   LOCATION L0015930     VOLUME   502718.124 3608787.512 182.95
   LOCATION L0015931     VOLUME   502722.809 3608762.028 182.67
   LOCATION L0015932     VOLUME   502727.495 3608736.545 182.40
   LOCATION L0015933     VOLUME   502732.180 3608711.061 182.12
   LOCATION L0015934     VOLUME   502736.865 3608685.578 181.85
   LOCATION L0015935     VOLUME   502741.924 3608660.169 181.60
   LOCATION L0015936     VOLUME   502747.394 3608634.842 181.40
   LOCATION L0015937     VOLUME   502752.864 3608609.516 181.23
   LOCATION L0015938     VOLUME   502758.334 3608584.189 181.03
   LOCATION L0015939     VOLUME   502763.804 3608558.862 180.82
   LOCATION L0015940     VOLUME   502769.274 3608533.536 180.62
   LOCATION L0015941     VOLUME   502775.273 3608508.354 180.46
   LOCATION L0015942     VOLUME   502783.458 3608483.770 180.47
   LOCATION L0015943     VOLUME   502791.643 3608459.186 180.53
   LOCATION L0015944     VOLUME   502799.828 3608434.602 180.65
   LOCATION L0015945     VOLUME   502808.013 3608410.019 180.57
   LOCATION L0015946     VOLUME   502816.198 3608385.435 180.23
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   LOCATION L0015947     VOLUME   502826.536 3608361.739 180.03
   LOCATION L0015948     VOLUME   502838.065 3608338.535 180.02
   LOCATION L0015949     VOLUME   502849.594 3608315.331 179.92
   LOCATION L0015950     VOLUME   502861.123 3608292.126 179.79
   LOCATION L0015951     VOLUME   502872.653 3608268.922 179.72
   LOCATION L0015952     VOLUME   502886.101 3608246.796 179.85
   LOCATION L0015953     VOLUME   502899.921 3608224.879 179.32
   LOCATION L0015954     VOLUME   502913.740 3608202.961 178.55
   LOCATION L0015955     VOLUME   502927.560 3608181.043 178.11
   LOCATION L0015956     VOLUME   502941.379 3608159.126 178.00
   LOCATION L0015957     VOLUME   502955.199 3608137.208 177.50
   LOCATION L0015958     VOLUME   502968.376 3608114.899 175.77
   LOCATION L0015959     VOLUME   502981.522 3608092.571 173.73
   LOCATION L0015960     VOLUME   502994.668 3608070.243 171.84
   LOCATION L0015961     VOLUME   503007.815 3608047.915 170.29
   LOCATION L0015962     VOLUME   503020.961 3608025.588 169.04
   LOCATION L0015963     VOLUME   503034.107 3608003.260 167.62
   LOCATION L0015964     VOLUME   503047.254 3607980.932 166.05
   LOCATION L0015965     VOLUME   503059.982 3607958.383 164.24
   LOCATION L0015966     VOLUME   503071.012 3607934.937 163.06
   LOCATION L0015967     VOLUME   503082.041 3607911.491 161.82
   LOCATION L0015968     VOLUME   503093.070 3607888.046 160.50
   LOCATION L0015969     VOLUME   503104.100 3607864.600 159.14
   LOCATION L0015970     VOLUME   503115.129 3607841.154 157.90
   LOCATION L0015971     VOLUME   503126.159 3607817.708 156.66
   LOCATION L0015972     VOLUME   503137.188 3607794.262 155.20
   LOCATION L0015973     VOLUME   503148.218 3607770.816 153.71
   LOCATION L0015974     VOLUME   503159.342 3607747.415 152.44
   LOCATION L0015975     VOLUME   503170.528 3607724.043 151.18
   LOCATION L0015976     VOLUME   503181.714 3607700.672 149.91
   LOCATION L0015977     VOLUME   503192.900 3607677.300 148.57
   LOCATION L0015978     VOLUME   503204.086 3607653.929 147.06
   LOCATION L0015979     VOLUME   503215.272 3607630.557 145.42
   LOCATION L0015980     VOLUME   503226.458 3607607.185 143.76
   LOCATION L0015981     VOLUME   503237.644 3607583.814 142.09
   LOCATION L0015982     VOLUME   503247.586 3607559.894 140.41
   LOCATION L0015983     VOLUME   503257.291 3607535.869 138.73
   LOCATION L0015984     VOLUME   503266.996 3607511.845 137.04
   LOCATION L0015985     VOLUME   503276.701 3607487.820 135.24
   LOCATION L0015986     VOLUME   503286.406 3607463.796 133.28
   LOCATION L0015987     VOLUME   503295.925 3607439.701 131.25
   LOCATION L0015988     VOLUME   503304.644 3607415.301 129.15
   LOCATION L0015989     VOLUME   503313.362 3607390.902 127.74
   LOCATION L0015990     VOLUME   503322.081 3607366.502 126.72
   LOCATION L0015991     VOLUME   503330.799 3607342.102 125.71
   LOCATION L0015992     VOLUME   503339.518 3607317.702 124.69
   LOCATION L0015993     VOLUME   503344.610 3607292.394 124.40
   LOCATION L0015994     VOLUME   503348.428 3607266.766 124.26
   LOCATION L0015995     VOLUME   503352.247 3607241.138 124.16
   LOCATION L0015996     VOLUME   503356.277 3607215.543 124.07
   LOCATION L0015997     VOLUME   503360.308 3607189.948 124.02
   LOCATION L0015998     VOLUME   503364.339 3607164.353 123.95
   LOCATION L0015999     VOLUME   503368.370 3607138.758 123.85
   LOCATION L0016000     VOLUME   503372.401 3607113.163 123.59
   LOCATION L0016001     VOLUME   503375.946 3607087.520 123.28
   LOCATION L0016002     VOLUME   503376.985 3607061.630 123.03
   LOCATION L0016003     VOLUME   503378.023 3607035.740 122.79
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** Line Source represented by Separated Volume Sources
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** Emission Rate = 1.0
** Vertical Dimension = 5.49
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**
ME STARTING
   SURFFILE "..\..\Met and Maps\Met Data\Met.SFC"
   PROFFILE "..\..\Met and Maps\Met Data\Met.PFL"
   SURFDATA 23188 1990 SAN_DIEGO/LINDBERGH_FIELD
   UAIRDATA 3190 1990
   PROFBASE 33.0 FEET
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE ANNUAL ALL OTAYFR2M.AD\AN00GALL.PLT
   SUMMFILE OtayFR2m.sum
OU FINISHED


  *** Message Summary For AERMOD Model Setup ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            1 Warning Message(s)
 A Total of            0 Informational Message(s)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 ME W396     780 MEOPEN:Met data from outdated version of AERMET, version:        06341

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                  NODRYDPLT NOWETDPLT

                                        ***   MODEL SETUP OPTIONS SUMMARY   ***
- -

**Model Is Setup For Calculation of Average CONCentration Values.

  -- DEPOSITION LOGIC --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION. DRYDPLT = F
**Model Uses NO WET DEPLETION. WETDPLT = F

**Model Uses RURAL Dispersion Only.

**Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.

**Model Accepts FLAGPOLE Receptor Heights.

**Model Calculates ANNUAL Averages Only

**This Run Includes: 322 Source(s);   1 Source Group(s); and   435 Receptor(s)

**The Model Assumes A Pollutant Type of: DPM

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
         Model Outputs Tables of ANNUAL Averages by Receptor
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) =   10.06 ; Decay Coef. =   0.000   ; Rot. Angle =   0.0
                 Emission Units = GRAMS/SEC   ; Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =   3.7 MB of RAM.

**File for Summary of Results: OtayFR2m.sum

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0015897	0	0.62112E-02	502711.2	3609641.8	183.1	0.00	12.05	2.55	NO	
L0015898	0	0.62112E-02	502711.0	3609615.9	183.0	0.00	12.05	2.55	NO	
L0015899	0	0.62112E-02	502710.8	3609590.0	183.0	0.00	12.05	2.55	NO	
L0015900	0	0.62112E-02	502710.6	3609564.1	183.0	0.00	12.05	2.55	NO	
L0015901	0	0.62112E-02	502710.4	3609538.2	183.0	0.00	12.05	2.55	NO	
L0015902	0	0.62112E-02	502710.2	3609512.3	183.0	0.00	12.05	2.55	NO	
L0015903	0	0.62112E-02	502710.0	3609486.4	183.0	0.00	12.05	2.55	NO	
L0015904	0	0.62112E-02	502709.8	3609460.5	183.0	0.00	12.05	2.55	NO	
L0015905	0	0.62112E-02	502709.6	3609434.6	183.0	0.00	12.05	2.55	NO	
L0015906	0	0.62112E-02	502709.4	3609408.6	183.0	0.00	12.05	2.55	NO	
L0015907	0	0.62112E-02	502709.2	3609382.7	183.0	0.00	12.05	2.55	NO	
L0015908	0	0.62112E-02	502709.0	3609356.8	183.0	0.00	12.05	2.55	NO	
L0015909	0	0.62112E-02	502708.7	3609330.9	183.0	0.00	12.05	2.55	NO	
L0015910	0	0.62112E-02	502708.5	3609305.0	183.0	0.00	12.05	2.55	NO	
L0015911	0	0.62112E-02	502708.3	3609279.1	183.0	0.00	12.05	2.55	NO	
L0015912	0	0.62112E-02	502707.9	3609253.2	183.0	0.00	12.05	2.55	NO	
L0015913	0	0.62112E-02	502707.2	3609227.3	183.0	0.00	12.05	2.55	NO	
L0015914	0	0.62112E-02	502706.5	3609201.4	183.0	0.00	12.05	2.55	NO	
L0015915	0	0.62112E-02	502705.8	3609175.5	183.0	0.00	12.05	2.55	NO	
L0015916	0	0.62112E-02	502705.2	3609149.6	183.0	0.00	12.05	2.55	NO	
L0015917	0	0.62112E-02	502704.5	3609123.7	183.0	0.00	12.05	2.55	NO	
L0015918	0	0.62112E-02	502703.8	3609097.8	183.0	0.00	12.05	2.55	NO	
L0015919	0	0.62112E-02	502703.2	3609071.9	183.0	0.00	12.05	2.55	NO	
L0015920	0	0.62112E-02	502703.8	3609046.0	183.0	0.00	12.05	2.55	NO	
L0015921	0	0.62112E-02	502704.4	3609020.1	183.0	0.00	12.05	2.55	NO	
L0015922	0	0.62112E-02	502705.0	3608994.2	183.0	0.00	12.05	2.55	NO	
L0015923	0	0.62112E-02	502705.6	3608968.3	183.0	0.00	12.05	2.55	NO	
L0015924	0	0.62112E-02	502706.2	3608942.4	183.0	0.00	12.05	2.55	NO	
L0015925	0	0.62112E-02	502707.1	3608916.5	183.0	0.00	12.05	2.55	NO	
L0015926	0	0.62112E-02	502708.8	3608890.6	183.0	0.00	12.05	2.55	NO	
L0015927	0	0.62112E-02	502710.5	3608864.8	183.0	0.00	12.05	2.55	NO	
L0015928	0	0.62112E-02	502712.2	3608838.9	183.0	0.00	12.05	2.55	NO	
L0015929	0	0.62112E-02	502713.9	3608813.1	183.0	0.00	12.05	2.55	NO	
L0015930	0	0.62112E-02	502718.1	3608787.5	183.0	0.00	12.05	2.55	NO	
L0015931	0	0.62112E-02	502722.8	3608762.0	182.7	0.00	12.05	2.55	NO	
L0015932	0	0.62112E-02	502727.5	3608736.5	182.4	0.00	12.05	2.55	NO	
L0015933	0	0.62112E-02	502732.2	3608711.1	182.1	0.00	12.05	2.55	NO	
L0015934	0	0.62112E-02	502736.9	3608685.6	181.9	0.00	12.05	2.55	NO	
L0015935	0	0.62112E-02	502741.9	3608660.2	181.6	0.00	12.05	2.55	NO	
L0015936	0	0.62112E-02	502747.4	3608634.8	181.4	0.00	12.05	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0015937	0	0.62112E-02	502752.9	3608609.5	181.2	0.00	12.05	2.55	NO	
L0015938	0	0.62112E-02	502758.3	3608584.2	181.0	0.00	12.05	2.55	NO	
L0015939	0	0.62112E-02	502763.8	3608558.9	180.8	0.00	12.05	2.55	NO	
L0015940	0	0.62112E-02	502769.3	3608533.5	180.6	0.00	12.05	2.55	NO	
L0015941	0	0.62112E-02	502775.3	3608508.4	180.5	0.00	12.05	2.55	NO	
L0015942	0	0.62112E-02	502783.5	3608483.8	180.5	0.00	12.05	2.55	NO	
L0015943	0	0.62112E-02	502791.6	3608459.2	180.5	0.00	12.05	2.55	NO	
L0015944	0	0.62112E-02	502799.8	3608434.6	180.7	0.00	12.05	2.55	NO	
L0015945	0	0.62112E-02	502808.0	3608410.0	180.6	0.00	12.05	2.55	NO	
L0015946	0	0.62112E-02	502816.2	3608385.4	180.2	0.00	12.05	2.55	NO	
L0015947	0	0.62112E-02	502826.5	3608361.7	180.0	0.00	12.05	2.55	NO	
L0015948	0	0.62112E-02	502838.1	3608338.5	180.0	0.00	12.05	2.55	NO	
L0015949	0	0.62112E-02	502849.6	3608315.3	179.9	0.00	12.05	2.55	NO	
L0015950	0	0.62112E-02	502861.1	3608292.1	179.8	0.00	12.05	2.55	NO	
L0015951	0	0.62112E-02	502872.7	3608268.9	179.7	0.00	12.05	2.55	NO	
L0015952	0	0.62112E-02	502886.1	3608246.8	179.9	0.00	12.05	2.55	NO	
L0015953	0	0.62112E-02	502899.9	3608224.9	179.3	0.00	12.05	2.55	NO	
L0015954	0	0.62112E-02	502913.7	3608203.0	178.6	0.00	12.05	2.55	NO	
L0015955	0	0.62112E-02	502927.6	3608181.0	178.1	0.00	12.05	2.55	NO	
L0015956	0	0.62112E-02	502941.4	3608159.1	178.0	0.00	12.05	2.55	NO	
L0015957	0	0.62112E-02	502955.2	3608137.2	177.5	0.00	12.05	2.55	NO	
L0015958	0	0.62112E-02	502968.4	3608114.9	175.8	0.00	12.05	2.55	NO	
L0015959	0	0.62112E-02	502981.5	3608092.6	173.7	0.00	12.05	2.55	NO	
L0015960	0	0.62112E-02	502994.7	3608070.2	171.8	0.00	12.05	2.55	NO	
L0015961	0	0.62112E-02	503007.8	3608047.9	170.3	0.00	12.05	2.55	NO	
L0015962	0	0.62112E-02	503021.0	3608025.6	169.0	0.00	12.05	2.55	NO	
L0015963	0	0.62112E-02	503034.1	3608003.3	167.6	0.00	12.05	2.55	NO	
L0015964	0	0.62112E-02	503047.3	3607980.9	166.1	0.00	12.05	2.55	NO	
L0015965	0	0.62112E-02	503060.0	3607958.4	164.2	0.00	12.05	2.55	NO	
L0015966	0	0.62112E-02	503071.0	3607934.9	163.1	0.00	12.05	2.55	NO	
L0015967	0	0.62112E-02	503082.0	3607911.5	161.8	0.00	12.05	2.55	NO	
L0015968	0	0.62112E-02	503093.1	3607888.0	160.5	0.00	12.05	2.55	NO	
L0015969	0	0.62112E-02	503104.1	3607864.6	159.1	0.00	12.05	2.55	NO	
L0015970	0	0.62112E-02	503115.1	3607841.2	157.9	0.00	12.05	2.55	NO	
L0015971	0	0.62112E-02	503126.2	3607817.7	156.7	0.00	12.05	2.55	NO	
L0015972	0	0.62112E-02	503137.2	3607794.3	155.2	0.00	12.05	2.55	NO	
L0015973	0	0.62112E-02	503148.2	3607770.8	153.7	0.00	12.05	2.55	NO	
L0015974	0	0.62112E-02	503159.3	3607747.4	152.4	0.00	12.05	2.55	NO	
L0015975	0	0.62112E-02	503170.5	3607724.0	151.2	0.00	12.05	2.55	NO	
L0015976	0	0.62112E-02	503181.7	3607700.7	149.9	0.00	12.05	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0015977	0	0.62112E-02	503192.9	3607677.3	148.6	0.00	12.05	2.55	NO	
L0015978	0	0.62112E-02	503204.1	3607653.9	147.1	0.00	12.05	2.55	NO	
L0015979	0	0.62112E-02	503215.3	3607630.6	145.4	0.00	12.05	2.55	NO	
L0015980	0	0.62112E-02	503226.5	3607607.2	143.8	0.00	12.05	2.55	NO	
L0015981	0	0.62112E-02	503237.6	3607583.8	142.1	0.00	12.05	2.55	NO	
L0015982	0	0.62112E-02	503247.6	3607559.9	140.4	0.00	12.05	2.55	NO	
L0015983	0	0.62112E-02	503257.3	3607535.9	138.7	0.00	12.05	2.55	NO	
L0015984	0	0.62112E-02	503267.0	3607511.8	137.0	0.00	12.05	2.55	NO	
L0015985	0	0.62112E-02	503276.7	3607487.8	135.2	0.00	12.05	2.55	NO	
L0015986	0	0.62112E-02	503286.4	3607463.8	133.3	0.00	12.05	2.55	NO	
L0015987	0	0.62112E-02	503295.9	3607439.7	131.2	0.00	12.05	2.55	NO	
L0015988	0	0.62112E-02	503304.6	3607415.3	129.2	0.00	12.05	2.55	NO	
L0015989	0	0.62112E-02	503313.4	3607390.9	127.7	0.00	12.05	2.55	NO	
L0015990	0	0.62112E-02	503322.1	3607366.5	126.7	0.00	12.05	2.55	NO	
L0015991	0	0.62112E-02	503330.8	3607342.1	125.7	0.00	12.05	2.55	NO	
L0015992	0	0.62112E-02	503339.5	3607317.7	124.7	0.00	12.05	2.55	NO	
L0015993	0	0.62112E-02	503344.6	3607292.4	124.4	0.00	12.05	2.55	NO	
L0015994	0	0.62112E-02	503348.4	3607266.8	124.3	0.00	12.05	2.55	NO	
L0015995	0	0.62112E-02	503352.2	3607241.1	124.2	0.00	12.05	2.55	NO	
L0015996	0	0.62112E-02	503356.3	3607215.5	124.1	0.00	12.05	2.55	NO	
L0015997	0	0.62112E-02	503360.3	3607189.9	124.0	0.00	12.05	2.55	NO	
L0015998	0	0.62112E-02	503364.3	3607164.4	124.0	0.00	12.05	2.55	NO	
L0015999	0	0.62112E-02	503368.4	3607138.8	123.8	0.00	12.05	2.55	NO	
L0016000	0	0.62112E-02	503372.4	3607113.2	123.6	0.00	12.05	2.55	NO	
L0016001	0	0.62112E-02	503375.9	3607087.5	123.3	0.00	12.05	2.55	NO	
L0016002	0	0.62112E-02	503377.0	3607061.6	123.0	0.00	12.05	2.55	NO	
L0016003	0	0.62112E-02	503378.0	3607035.7	122.8	0.00	12.05	2.55	NO	
L0016004	0	0.62112E-02	503379.1	3607009.8	122.5	0.00	12.05	2.55	NO	
L0016005	0	0.62112E-02	503380.1	3606984.0	122.2	0.00	12.05	2.55	NO	
L0016006	0	0.62112E-02	503381.1	3606958.1	121.9	0.00	12.05	2.55	NO	
L0016007	0	0.62112E-02	503382.3	3606932.2	121.1	0.00	12.05	2.55	NO	
L0016008	0	0.62112E-02	503384.3	3606906.4	119.8	0.00	12.05	2.55	NO	
L0016009	0	0.62112E-02	503386.3	3606880.5	118.5	0.00	12.05	2.55	NO	
L0016010	0	0.62112E-02	503388.4	3606854.7	117.1	0.00	12.05	2.55	NO	
L0016011	0	0.62112E-02	503390.4	3606828.9	114.9	0.00	12.05	2.55	NO	
L0016012	0	0.62112E-02	503389.8	3606803.2	112.8	0.00	12.05	2.55	NO	
L0016013	0	0.62112E-02	503385.0	3606777.7	111.0	0.00	12.05	2.55	NO	
L0016014	0	0.62112E-02	503380.2	3606752.2	109.1	0.00	12.05	2.55	NO	
L0016015	0	0.62112E-02	503375.4	3606726.8	107.0	0.00	12.05	2.55	NO	
L0016016	0	0.62112E-02	503370.6	3606701.3	104.8	0.00	12.05	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0016017	0	0.62112E-02	503365.8	3606675.9	102.6	0.00	12.05	2.55	NO	
L0016018	0	0.62112E-02	503361.1	3606650.4	100.5	0.00	12.05	2.55	NO	
L0016019	0	0.62112E-02	503357.0	3606624.8	98.5	0.00	12.05	2.55	NO	
L0016020	0	0.62112E-02	503352.9	3606599.2	96.3	0.00	12.05	2.55	NO	
L0016021	0	0.62112E-02	503348.7	3606573.6	94.2	0.00	12.05	2.55	NO	
L0016022	0	0.62112E-02	503343.7	3606548.2	91.7	0.00	12.05	2.55	NO	
L0016023	0	0.62112E-02	503338.0	3606523.0	89.3	0.00	12.05	2.55	NO	
L0016024	0	0.62112E-02	503332.3	3606497.7	87.0	0.00	12.05	2.55	NO	
L0016025	0	0.62112E-02	503326.7	3606472.4	84.9	0.00	12.05	2.55	NO	
L0016026	0	0.62112E-02	503321.0	3606447.1	83.0	0.00	12.05	2.55	NO	
L0016027	0	0.62112E-02	503315.3	3606421.8	81.0	0.00	12.05	2.55	NO	
L0016028	0	0.62112E-02	503309.6	3606396.6	78.9	0.00	12.05	2.55	NO	
L0016029	0	0.62112E-02	503303.9	3606371.3	77.0	0.00	12.05	2.55	NO	
L0016030	0	0.62112E-02	503298.2	3606346.0	75.3	0.00	12.05	2.55	NO	
L0016031	0	0.62112E-02	503292.5	3606320.7	73.5	0.00	12.05	2.55	NO	
L0016032	0	0.62112E-02	503286.9	3606295.4	71.8	0.00	12.05	2.55	NO	
L0016033	0	0.62112E-02	503281.2	3606270.2	70.2	0.00	12.05	2.55	NO	
L0016034	0	0.62112E-02	503275.5	3606244.9	68.6	0.00	12.05	2.55	NO	
L0016035	0	0.62112E-02	503269.8	3606219.6	67.1	0.00	12.05	2.55	NO	
L0016036	0	0.62112E-02	503264.1	3606194.3	66.0	0.00	12.05	2.55	NO	
L0016037	0	0.62112E-02	503258.4	3606169.0	65.5	0.00	12.05	2.55	NO	
L0016038	0	0.62112E-02	503253.5	3606143.6	64.9	0.00	12.05	2.55	NO	
L0016039	0	0.62112E-02	503249.0	3606118.1	64.2	0.00	12.05	2.55	NO	
L0016040	0	0.62112E-02	503244.6	3606092.6	64.0	0.00	12.05	2.55	NO	
L0016041	0	0.62112E-02	503240.4	3606067.0	63.9	0.00	12.05	2.55	NO	
L0016042	0	0.62112E-02	503236.2	3606041.4	63.8	0.00	12.05	2.55	NO	
L0016043	0	0.62112E-02	503232.1	3606015.8	63.6	0.00	12.05	2.55	NO	
L0016044	0	0.62112E-02	503227.9	3605990.3	63.3	0.00	12.05	2.55	NO	
L0016045	0	0.62112E-02	503224.5	3605964.6	63.0	0.00	12.05	2.55	NO	
L0016046	0	0.62112E-02	503222.6	3605938.8	62.7	0.00	12.05	2.55	NO	
L0016047	0	0.62112E-02	503220.6	3605912.9	62.3	0.00	12.05	2.55	NO	
L0016048	0	0.62112E-02	503218.6	3605887.1	61.8	0.00	12.05	2.55	NO	
L0016049	0	0.62112E-02	503218.0	3605861.2	61.4	0.00	12.05	2.55	NO	
L0016050	0	0.62112E-02	503217.4	3605835.3	61.0	0.00	12.05	2.55	NO	
L0016051	0	0.62112E-02	503216.8	3605809.4	61.0	0.00	12.05	2.55	NO	
L0016052	0	0.62112E-02	503216.2	3605783.5	61.1	0.00	12.05	2.55	NO	
L0016053	0	0.62112E-02	503216.8	3605757.6	61.1	0.00	12.05	2.55	NO	
L0016054	0	0.62112E-02	503217.5	3605731.7	61.8	0.00	12.05	2.55	NO	
L0016055	0	0.62112E-02	503218.2	3605705.8	63.3	0.00	12.05	2.55	NO	
L0016056	0	0.62112E-02	503218.9	3605679.9	64.8	0.00	12.05	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0016057	0	0.62112E-02	503219.5	3605654.0	66.4	0.00	12.05	2.55	NO	
L0017507	0	0.62112E-02	502670.7	3609641.8	183.0	0.00	12.03	2.55	NO	
L0017508	0	0.62112E-02	502670.8	3609616.0	183.0	0.00	12.03	2.55	NO	
L0017509	0	0.62112E-02	502671.0	3609590.1	183.0	0.00	12.03	2.55	NO	
L0017510	0	0.62112E-02	502671.1	3609564.3	183.0	0.00	12.03	2.55	NO	
L0017511	0	0.62112E-02	502671.3	3609538.4	183.0	0.00	12.03	2.55	NO	
L0017512	0	0.62112E-02	502671.4	3609512.6	183.0	0.00	12.03	2.55	NO	
L0017513	0	0.62112E-02	502671.6	3609486.7	183.0	0.00	12.03	2.55	NO	
L0017514	0	0.62112E-02	502671.7	3609460.8	183.0	0.00	12.03	2.55	NO	
L0017515	0	0.62112E-02	502671.9	3609435.0	183.0	0.00	12.03	2.55	NO	
L0017516	0	0.62112E-02	502672.0	3609409.1	183.0	0.00	12.03	2.55	NO	
L0017517	0	0.62112E-02	502672.1	3609383.3	183.0	0.00	12.03	2.55	NO	
L0017518	0	0.62112E-02	502672.3	3609357.4	183.0	0.00	12.03	2.55	NO	
L0017519	0	0.62112E-02	502672.4	3609331.6	183.0	0.00	12.03	2.55	NO	
L0017520	0	0.62112E-02	502672.6	3609305.7	183.0	0.00	12.03	2.55	NO	
L0017521	0	0.62112E-02	502672.7	3609279.8	183.0	0.00	12.03	2.55	NO	
L0017522	0	0.62112E-02	502672.9	3609254.0	183.0	0.00	12.03	2.55	NO	
L0017523	0	0.62112E-02	502673.0	3609228.1	183.0	0.00	12.03	2.55	NO	
L0017524	0	0.62112E-02	502673.1	3609202.3	183.0	0.00	12.03	2.55	NO	
L0017525	0	0.62112E-02	502673.2	3609176.4	183.0	0.00	12.03	2.55	NO	
L0017526	0	0.62112E-02	502673.4	3609150.6	183.0	0.00	12.03	2.55	NO	
L0017527	0	0.62112E-02	502673.5	3609124.7	183.0	0.00	12.03	2.55	NO	
L0017528	0	0.62112E-02	502673.6	3609098.8	183.0	0.00	12.03	2.55	NO	
L0017529	0	0.62112E-02	502673.8	3609073.0	183.0	0.00	12.03	2.55	NO	
L0017530	0	0.62112E-02	502673.9	3609047.1	183.0	0.00	12.03	2.55	NO	
L0017531	0	0.62112E-02	502674.1	3609021.3	183.0	0.00	12.03	2.55	NO	
L0017532	0	0.62112E-02	502674.2	3608995.4	183.0	0.00	12.03	2.55	NO	
L0017533	0	0.62112E-02	502674.4	3608969.6	183.0	0.00	12.03	2.55	NO	
L0017534	0	0.62112E-02	502674.5	3608943.7	183.0	0.00	12.03	2.55	NO	
L0017535	0	0.62112E-02	502675.0	3608917.9	183.0	0.00	12.03	2.55	NO	
L0017536	0	0.62112E-02	502676.5	3608892.0	183.0	0.00	12.03	2.55	NO	
L0017537	0	0.62112E-02	502678.1	3608866.2	183.0	0.00	12.03	2.55	NO	
L0017538	0	0.62112E-02	502679.6	3608840.4	183.0	0.00	12.03	2.55	NO	
L0017539	0	0.62112E-02	502681.1	3608814.6	183.0	0.00	12.03	2.55	NO	
L0017540	0	0.62112E-02	502684.9	3608789.0	183.0	0.00	12.03	2.55	NO	
L0017541	0	0.62112E-02	502689.0	3608763.5	182.7	0.00	12.03	2.55	NO	
L0017542	0	0.62112E-02	502693.2	3608738.0	182.4	0.00	12.03	2.55	NO	
L0017543	0	0.62112E-02	502697.3	3608712.5	182.1	0.00	12.03	2.55	NO	
L0017544	0	0.62112E-02	502701.5	3608687.0	181.9	0.00	12.03	2.55	NO	
L0017545	0	0.62112E-02	502706.5	3608661.6	181.6	0.00	12.03	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0017546	0	0.62112E-02	502712.7	3608636.5	181.3	0.00	12.03	2.55	NO	
L0017547	0	0.62112E-02	502718.8	3608611.4	181.0	0.00	12.03	2.55	NO	
L0017548	0	0.62112E-02	502725.0	3608586.3	180.8	0.00	12.03	2.55	NO	
L0017549	0	0.62112E-02	502731.2	3608561.2	180.5	0.00	12.03	2.55	NO	
L0017550	0	0.62112E-02	502737.4	3608536.1	180.2	0.00	12.03	2.55	NO	
L0017551	0	0.62112E-02	502743.5	3608511.0	180.1	0.00	12.03	2.55	NO	
L0017552	0	0.62112E-02	502750.3	3608486.0	179.9	0.00	12.03	2.55	NO	
L0017553	0	0.62112E-02	502758.4	3608461.5	179.9	0.00	12.03	2.55	NO	
L0017554	0	0.62112E-02	502766.5	3608436.9	179.9	0.00	12.03	2.55	NO	
L0017555	0	0.62112E-02	502774.5	3608412.3	179.8	0.00	12.03	2.55	NO	
L0017556	0	0.62112E-02	502782.6	3608387.8	179.6	0.00	12.03	2.55	NO	
L0017557	0	0.62112E-02	502791.6	3608363.6	179.3	0.00	12.03	2.55	NO	
L0017558	0	0.62112E-02	502801.5	3608339.6	179.0	0.00	12.03	2.55	NO	
L0017559	0	0.62112E-02	502811.3	3608315.7	178.5	0.00	12.03	2.55	NO	
L0017560	0	0.62112E-02	502821.1	3608291.8	178.0	0.00	12.03	2.55	NO	
L0017561	0	0.62112E-02	502830.9	3608267.9	177.7	0.00	12.03	2.55	NO	
L0017562	0	0.62112E-02	502842.7	3608244.9	177.6	0.00	12.03	2.55	NO	
L0017563	0	0.62112E-02	502855.0	3608222.1	177.0	0.00	12.03	2.55	NO	
L0017564	0	0.62112E-02	502867.3	3608199.4	176.0	0.00	12.03	2.55	NO	
L0017565	0	0.62112E-02	502879.6	3608176.6	174.9	0.00	12.03	2.55	NO	
L0017566	0	0.62112E-02	502891.9	3608153.9	173.6	0.00	12.03	2.55	NO	
L0017567	0	0.62112E-02	502904.2	3608131.2	172.3	0.00	12.03	2.55	NO	
L0017568	0	0.62112E-02	502916.9	3608108.6	170.6	0.00	12.03	2.55	NO	
L0017569	0	0.62112E-02	502929.8	3608086.2	168.9	0.00	12.03	2.55	NO	
L0017570	0	0.62112E-02	502942.7	3608063.8	167.2	0.00	12.03	2.55	NO	
L0017571	0	0.62112E-02	502955.6	3608041.4	165.8	0.00	12.03	2.55	NO	
L0017572	0	0.62112E-02	502968.5	3608019.0	164.9	0.00	12.03	2.55	NO	
L0017573	0	0.62112E-02	502981.4	3607996.6	163.7	0.00	12.03	2.55	NO	
L0017574	0	0.62112E-02	502994.3	3607974.2	162.4	0.00	12.03	2.55	NO	
L0017575	0	0.62112E-02	503007.3	3607951.8	161.3	0.00	12.03	2.55	NO	
L0017576	0	0.62112E-02	503020.4	3607929.5	160.6	0.00	12.03	2.55	NO	
L0017577	0	0.62112E-02	503033.5	3607907.3	159.8	0.00	12.03	2.55	NO	
L0017578	0	0.62112E-02	503046.7	3607885.0	159.0	0.00	12.03	2.55	NO	
L0017579	0	0.62112E-02	503059.8	3607862.7	157.9	0.00	12.03	2.55	NO	
L0017580	0	0.62112E-02	503072.9	3607840.5	156.8	0.00	12.03	2.55	NO	
L0017581	0	0.62112E-02	503086.1	3607818.2	155.7	0.00	12.03	2.55	NO	
L0017582	0	0.62112E-02	503099.2	3607795.9	154.6	0.00	12.03	2.55	NO	
L0017583	0	0.62112E-02	503112.4	3607773.6	153.5	0.00	12.03	2.55	NO	
L0017584	0	0.62112E-02	503123.6	3607750.4	152.5	0.00	12.03	2.55	NO	
L0017585	0	0.62112E-02	503133.4	3607726.5	151.3	0.00	12.03	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0017586	0	0.62112E-02	503143.2	3607702.6	150.0	0.00	12.03	2.55	NO	
L0017587	0	0.62112E-02	503153.1	3607678.7	148.7	0.00	12.03	2.55	NO	
L0017588	0	0.62112E-02	503162.9	3607654.7	147.1	0.00	12.03	2.55	NO	
L0017589	0	0.62112E-02	503172.7	3607630.8	145.6	0.00	12.03	2.55	NO	
L0017590	0	0.62112E-02	503183.5	3607607.3	144.0	0.00	12.03	2.55	NO	
L0017591	0	0.62112E-02	503194.5	3607583.9	142.5	0.00	12.03	2.55	NO	
L0017592	0	0.62112E-02	503205.5	3607560.5	141.0	0.00	12.03	2.55	NO	
L0017593	0	0.62112E-02	503216.5	3607537.2	139.3	0.00	12.03	2.55	NO	
L0017594	0	0.62112E-02	503226.1	3607513.1	137.7	0.00	12.03	2.55	NO	
L0017595	0	0.62112E-02	503235.1	3607488.9	135.9	0.00	12.03	2.55	NO	
L0017596	0	0.62112E-02	503244.2	3607464.7	133.9	0.00	12.03	2.55	NO	
L0017597	0	0.62112E-02	503253.2	3607440.5	132.0	0.00	12.03	2.55	NO	
L0017598	0	0.62112E-02	503261.3	3607415.9	130.0	0.00	12.03	2.55	NO	
L0017599	0	0.62112E-02	503267.6	3607390.9	128.7	0.00	12.03	2.55	NO	
L0017600	0	0.62112E-02	503273.8	3607365.8	127.8	0.00	12.03	2.55	NO	
L0017601	0	0.62112E-02	503280.1	3607340.7	126.9	0.00	12.03	2.55	NO	
L0017602	0	0.62112E-02	503286.4	3607315.6	126.0	0.00	12.03	2.55	NO	
L0017603	0	0.62112E-02	503291.5	3607290.3	125.6	0.00	12.03	2.55	NO	
L0017604	0	0.62112E-02	503295.7	3607264.8	125.2	0.00	12.03	2.55	NO	
L0017605	0	0.62112E-02	503299.8	3607239.2	125.0	0.00	12.03	2.55	NO	
L0017606	0	0.62112E-02	503303.9	3607213.7	124.7	0.00	12.03	2.55	NO	
L0017607	0	0.62112E-02	503308.1	3607188.2	124.4	0.00	12.03	2.55	NO	
L0017608	0	0.62112E-02	503312.2	3607162.7	124.2	0.00	12.03	2.55	NO	
L0017609	0	0.62112E-02	503316.3	3607137.1	124.0	0.00	12.03	2.55	NO	
L0017610	0	0.62112E-02	503320.3	3607111.6	123.9	0.00	12.03	2.55	NO	
L0017611	0	0.62112E-02	503323.5	3607085.9	123.8	0.00	12.03	2.55	NO	
L0017612	0	0.62112E-02	503326.8	3607060.3	123.6	0.00	12.03	2.55	NO	
L0017613	0	0.62112E-02	503330.0	3607034.6	123.4	0.00	12.03	2.55	NO	
L0017614	0	0.62112E-02	503333.2	3607009.0	123.3	0.00	12.03	2.55	NO	
L0017615	0	0.62112E-02	503336.4	3606983.3	123.1	0.00	12.03	2.55	NO	
L0017616	0	0.62112E-02	503339.6	3606957.7	123.0	0.00	12.03	2.55	NO	
L0017617	0	0.62112E-02	503342.2	3606931.9	122.5	0.00	12.03	2.55	NO	
L0017618	0	0.62112E-02	503344.8	3606906.2	121.6	0.00	12.03	2.55	NO	
L0017619	0	0.62112E-02	503347.3	3606880.5	120.6	0.00	12.03	2.55	NO	
L0017620	0	0.62112E-02	503349.9	3606854.7	119.6	0.00	12.03	2.55	NO	
L0017621	0	0.62112E-02	503352.4	3606829.0	117.3	0.00	12.03	2.55	NO	
L0017622	0	0.62112E-02	503353.4	3606803.2	115.1	0.00	12.03	2.55	NO	
L0017623	0	0.62112E-02	503352.8	3606777.4	112.9	0.00	12.03	2.55	NO	
L0017624	0	0.62112E-02	503352.1	3606751.5	110.6	0.00	12.03	2.55	NO	
L0017625	0	0.62112E-02	503351.5	3606725.7	108.1	0.00	12.03	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0017626	0	0.62112E-02	503350.9	3606699.8	105.6	0.00	12.03	2.55	NO	
L0017627	0	0.62112E-02	503350.3	3606674.0	103.1	0.00	12.03	2.55	NO	
L0017628	0	0.62112E-02	503348.9	3606648.2	100.8	0.00	12.03	2.55	NO	
L0017629	0	0.62112E-02	503344.9	3606622.6	98.7	0.00	12.03	2.55	NO	
L0017630	0	0.62112E-02	503341.0	3606597.1	96.5	0.00	12.03	2.55	NO	
L0017631	0	0.62112E-02	503337.0	3606571.5	94.3	0.00	12.03	2.55	NO	
L0017632	0	0.62112E-02	503332.8	3606546.0	91.8	0.00	12.03	2.55	NO	
L0017633	0	0.62112E-02	503327.2	3606520.8	89.5	0.00	12.03	2.55	NO	
L0017634	0	0.62112E-02	503321.6	3606495.6	87.3	0.00	12.03	2.55	NO	
L0017635	0	0.62112E-02	503315.9	3606470.3	85.3	0.00	12.03	2.55	NO	
L0017636	0	0.62112E-02	503310.3	3606445.1	83.2	0.00	12.03	2.55	NO	
L0017637	0	0.62112E-02	503304.7	3606419.8	81.2	0.00	12.03	2.55	NO	
L0017638	0	0.62112E-02	503299.0	3606394.6	79.0	0.00	12.03	2.55	NO	
L0017639	0	0.62112E-02	503293.4	3606369.4	77.2	0.00	12.03	2.55	NO	
L0017640	0	0.62112E-02	503287.8	3606344.1	75.4	0.00	12.03	2.55	NO	
L0017641	0	0.62112E-02	503282.1	3606318.9	73.6	0.00	12.03	2.55	NO	
L0017642	0	0.62112E-02	503276.5	3606293.7	71.8	0.00	12.03	2.55	NO	
L0017643	0	0.62112E-02	503270.9	3606268.4	70.2	0.00	12.03	2.55	NO	
L0017644	0	0.62112E-02	503265.2	3606243.2	68.7	0.00	12.03	2.55	NO	
L0017645	0	0.62112E-02	503259.6	3606218.0	67.1	0.00	12.03	2.55	NO	
L0017646	0	0.62112E-02	503254.0	3606192.7	66.1	0.00	12.03	2.55	NO	
L0017647	0	0.62112E-02	503248.3	3606167.5	65.5	0.00	12.03	2.55	NO	
L0017648	0	0.62112E-02	503242.7	3606142.2	64.7	0.00	12.03	2.55	NO	
L0017649	0	0.62112E-02	503237.1	3606117.0	63.9	0.00	12.03	2.55	NO	
L0017650	0	0.62112E-02	503232.5	3606091.6	63.7	0.00	12.03	2.55	NO	
L0017651	0	0.62112E-02	503229.5	3606065.9	63.6	0.00	12.03	2.55	NO	
L0017652	0	0.62112E-02	503226.5	3606040.2	63.5	0.00	12.03	2.55	NO	
L0017653	0	0.62112E-02	503223.5	3606014.5	63.4	0.00	12.03	2.55	NO	
L0017654	0	0.62112E-02	503220.8	3605988.8	63.1	0.00	12.03	2.55	NO	
L0017655	0	0.62112E-02	503218.5	3605963.1	62.8	0.00	12.03	2.55	NO	
L0017656	0	0.62112E-02	503216.3	3605937.3	62.5	0.00	12.03	2.55	NO	
L0017657	0	0.62112E-02	503214.0	3605911.6	62.0	0.00	12.03	2.55	NO	
L0017658	0	0.62112E-02	503211.8	3605885.8	61.6	0.00	12.03	2.55	NO	
L0017659	0	0.62112E-02	503211.4	3605859.9	61.3	0.00	12.03	2.55	NO	
L0017660	0	0.62112E-02	503211.2	3605834.1	61.0	0.00	12.03	2.55	NO	
L0017661	0	0.62112E-02	503211.0	3605808.2	61.0	0.00	12.03	2.55	NO	
L0017662	0	0.62112E-02	503210.8	3605782.4	61.0	0.00	12.03	2.55	NO	
L0017663	0	0.62112E-02	503211.3	3605756.5	61.0	0.00	12.03	2.55	NO	
L0017664	0	0.62112E-02	503211.8	3605730.7	61.7	0.00	12.03	2.55	NO	
L0017665	0	0.62112E-02	503212.3	3605704.8	63.0	0.00	12.03	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                  NODRYDPLT NOWETDPLT

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0017666	0	0.62112E-02	503212.8	3605679.0	64.4	0.00	12.03	2.55	NO	
L0017667	0	0.62112E-02	503213.3	3605653.1	65.7	0.00	12.03	2.55	NO	

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID   SOURCE IDs

ALL   L0015897   , L0015898   , L0015899   , L0015900   , L0015901   , L0015902   , L0015903   , L0015904   ,
          L0015905   , L0015906   , L0015907   , L0015908   , L0015909   , L0015910   , L0015911   , L0015912   ,
          L0015913   , L0015914   , L0015915   , L0015916   , L0015917   , L0015918   , L0015919   , L0015920   ,
          L0015921   , L0015922   , L0015923   , L0015924   , L0015925   , L0015926   , L0015927   , L0015928   ,
          L0015929   , L0015930   , L0015931   , L0015932   , L0015933   , L0015934   , L0015935   , L0015936   ,
          L0015937   , L0015938   , L0015939   , L0015940   , L0015941   , L0015942   , L0015943   , L0015944   ,
          L0015945   , L0015946   , L0015947   , L0015948   , L0015949   , L0015950   , L0015951   , L0015952   ,
          L0015953   , L0015954   , L0015955   , L0015956   , L0015957   , L0015958   , L0015959   , L0015960   ,
          L0015961   , L0015962   , L0015963   , L0015964   , L0015965   , L0015966   , L0015967   , L0015968   ,
          L0015969   , L0015970   , L0015971   , L0015972   , L0015973   , L0015974   , L0015975   , L0015976   ,
          L0015977   , L0015978   , L0015979   , L0015980   , L0015981   , L0015982   , L0015983   , L0015984   ,
          L0015985   , L0015986   , L0015987   , L0015988   , L0015989   , L0015990   , L0015991   , L0015992   ,
          L0015993   , L0015994   , L0015995   , L0015996   , L0015997   , L0015998   , L0015999   , L0016000   ,
          L0016001   , L0016002   , L0016003   , L0016004   , L0016005   , L0016006   , L0016007   , L0016008   ,
          L0016009   , L0016010   , L0016011   , L0016012   , L0016013   , L0016014   , L0016015   , L0016016   ,
          L0016017   , L0016018   , L0016019   , L0016020   , L0016021   , L0016022   , L0016023   , L0016024   ,
          L0016025   , L0016026   , L0016027   , L0016028   , L0016029   , L0016030   , L0016031   , L0016032   ,
          L0016033   , L0016034   , L0016035   , L0016036   , L0016037   , L0016038   , L0016039   , L0016040   ,
          L0016041   , L0016042   , L0016043   , L0016044   , L0016045   , L0016046   , L0016047   , L0016048   ,
          L0016049   , L0016050   , L0016051   , L0016052   , L0016053   , L0016054   , L0016055   , L0016056   ,

**MODELOPTs: RegDFAULT CONC ELEV FLGPOL
NODRYDPLT NOWETDPLT

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0016057 , L0017507 , L0017508 , L0017509 , L0017510 , L0017511 , L0017512 , L0017513 ,
L0017514 , L0017515 , L0017516 , L0017517 , L0017518 , L0017519 , L0017520 , L0017521 ,
L0017522 , L0017523 , L0017524 , L0017525 , L0017526 , L0017527 , L0017528 , L0017529 ,
L0017530 , L0017531 , L0017532 , L0017533 , L0017534 , L0017535 , L0017536 , L0017537 ,
L0017538 , L0017539 , L0017540 , L0017541 , L0017542 , L0017543 , L0017544 , L0017545 ,
L0017546 , L0017547 , L0017548 , L0017549 , L0017550 , L0017551 , L0017552 , L0017553 ,
L0017554 , L0017555 , L0017556 , L0017557 , L0017558 , L0017559 , L0017560 , L0017561 ,
L0017562 , L0017563 , L0017564 , L0017565 , L0017566 , L0017567 , L0017568 , L0017569 ,
L0017570 , L0017571 , L0017572 , L0017573 , L0017574 , L0017575 , L0017576 , L0017577 ,
L0017578 , L0017579 , L0017580 , L0017581 , L0017582 , L0017583 , L0017584 , L0017585 ,
L0017586 , L0017587 , L0017588 , L0017589 , L0017590 , L0017591 , L0017592 , L0017593 ,
L0017594 , L0017595 , L0017596 , L0017597 , L0017598 , L0017599 , L0017600 , L0017601 ,
L0017602 , L0017603 , L0017604 , L0017605 , L0017606 , L0017607 , L0017608 , L0017609 ,
L0017610 , L0017611 , L0017612 , L0017613 , L0017614 , L0017615 , L0017616 , L0017617 ,
L0017618 , L0017619 , L0017620 , L0017621 , L0017622 , L0017623 , L0017624 , L0017625 ,
L0017626 , L0017627 , L0017628 , L0017629 , L0017630 , L0017631 , L0017632 , L0017633 ,
L0017634 , L0017635 , L0017636 , L0017637 , L0017638 , L0017639 , L0017640 , L0017641 ,
L0017642 , L0017643 , L0017644 , L0017645 , L0017646 , L0017647 , L0017648 , L0017649 ,
L0017650 , L0017651 , L0017652 , L0017653 , L0017654 , L0017655 , L0017656 , L0017657 ,
L0017658 , L0017659 , L0017660 , L0017661 , L0017662 , L0017663 , L0017664 , L0017665 ,

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                  NODRYDPLT NOWETDPLT

                                        *** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID   SOURCE IDs

          L0017666   , L0017667   ,

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                    NODRYDPLT NOWETDPLT

                                        *** GRIDDED RECEPTOR NETWORK SUMMARY ***

                                    *** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

                                           *** X-COORDINATES OF GRID ***
                                                     (METERS)

      502871.3, 502971.3, 503071.3, 503171.3, 503271.3, 503371.3, 503471.3, 503571.3, 503671.3, 503771.3,
      503871.3, 503971.3, 504071.3, 504171.3, 504271.3, 504371.3, 504471.3,

                                           *** Y-COORDINATES OF GRID ***
                                                     (METERS)

     3606318.6, 3606418.6, 3606518.6, 3606618.6, 3606718.6, 3606818.6, 3606918.6, 3607018.6, 3607118.6, 3607218.6,
     3607318.6, 3607418.6, 3607518.6, 3607618.6, 3607718.6, 3607818.6, 3607918.6, 3608018.6, 3608118.6, 3608218.6,
     3608318.6, 3608418.6, 3608518.6,

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

                                *** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

                                            * ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	502871.35	502971.35	503071.35	503171.35	503271.35	503371.35	503471.35	503571.35	503671.35
3608518.58	181.70	183.00	183.00	183.50	184.00	185.10	185.60	185.00	185.00
3608418.58	181.70	183.00	183.00	183.00	183.80	184.10	185.00	184.30	184.00
3608318.58	180.90	183.00	183.00	183.00	183.00	183.90	183.60	183.60	182.70
3608218.58	177.50	182.40	183.00	183.00	182.80	182.00	180.00	179.30	178.50
3608118.58	169.30	176.50	180.70	181.40	180.10	176.90	173.80	172.60	171.30
3608018.58	159.60	165.00	171.30	173.70	172.20	170.00	167.30	166.10	164.80
3607918.58	154.20	157.70	162.00	164.30	163.90	162.50	160.60	159.60	158.30
3607818.58	149.80	152.30	155.30	157.00	156.80	155.50	153.70	153.10	151.80
3607718.58	145.50	147.50	149.40	150.90	150.40	149.00	147.20	146.60	145.30
3607618.58	140.70	142.50	143.80	144.80	143.90	142.50	140.20	138.70	136.70
3607518.58	135.90	136.30	137.50	138.30	137.40	135.90	131.40	129.20	130.00
3607418.58	130.00	129.80	130.80	130.90	130.10	127.70	124.00	123.90	126.30
3607318.58	126.40	126.10	126.50	127.10	126.30	123.90	122.10	122.70	124.00
3607218.58	123.50	123.00	124.20	124.90	125.00	123.80	122.00	122.70	124.00
3607118.58	122.50	122.00	122.90	123.40	124.00	123.70	122.00	122.70	123.80
3607018.58	122.30	121.80	121.90	122.60	123.70	122.80	120.90	121.80	122.00
3606918.58	122.00	120.40	120.60	122.40	122.80	121.30	115.30	115.70	115.50
3606818.58	119.60	116.40	115.60	118.70	119.20	115.40	109.00	106.50	105.70
3606718.58	113.90	109.30	107.60	109.10	110.00	106.40	101.20	98.70	96.50
3606618.58	106.90	102.80	101.00	100.50	100.30	97.30	92.60	89.30	86.80
3606518.58	99.60	95.70	93.40	92.70	91.40	87.50	83.30	80.30	78.40
3606418.58	92.00	88.10	85.70	84.40	82.20	78.90	75.60	73.60	72.60
3606318.58	82.30	78.20	75.90	75.00	73.80	71.40	69.80	69.90	71.00

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                        NODRYDPLT NOWETDPLT

                                    *** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

                                                * ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)							
	503771.35	503871.35	503971.35	504071.35	504171.35	504271.35	504371.35	504471.35
3608518.58	184.00	184.00	183.20	182.70	176.60	167.70	157.80	150.00
3608418.58	184.00	183.50	183.00	182.10	170.90	160.60	152.20	144.80
3608318.58	182.40	182.30	182.00	176.10	163.70	153.60	145.70	139.40
3608218.58	177.30	176.30	173.70	166.20	154.50	145.60	139.10	134.20
3608118.58	169.90	167.90	164.50	156.00	145.90	137.90	133.10	129.60
3608018.58	163.20	160.10	157.80	147.40	137.60	130.80	128.60	126.90
3607918.58	155.70	150.60	148.20	138.80	129.90	124.30	125.00	125.00
3607818.58	147.60	142.50	138.40	133.50	126.20	122.00	122.80	123.50
3607718.58	140.70	137.70	134.60	131.50	126.30	122.50	122.00	123.00
3607618.58	135.20	133.50	131.30	129.40	125.40	122.50	122.00	123.00
3607518.58	130.00	129.70	128.70	126.50	123.60	122.10	122.00	122.20
3607418.58	127.30	126.80	125.60	124.20	122.70	122.00	122.00	122.00
3607318.58	125.10	124.60	122.50	122.10	122.70	121.40	119.30	119.60
3607218.58	124.70	124.00	122.40	121.80	121.80	118.60	111.30	108.80
3607118.58	123.80	123.40	122.20	117.40	116.20	111.60	103.30	99.10
3607018.58	120.50	120.70	120.20	111.90	106.40	99.50	93.20	89.70
3606918.58	112.20	110.90	108.90	101.60	96.40	90.90	86.80	85.80
3606818.58	103.20	101.00	96.70	90.80	86.70	84.50	83.10	84.90
3606718.58	92.90	90.20	87.00	83.10	81.00	81.50	82.90	84.70
3606618.58	83.60	80.80	79.10	78.40	79.50	81.40	82.90	85.20
3606518.58	76.80	75.30	75.90	77.70	80.10	81.60	83.50	86.00
3606418.58	73.10	74.40	76.30	78.10	80.80	83.50	86.50	89.30
3606318.58	73.10	74.50	77.80	81.30	84.70	87.90	91.60	94.50

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

                                *** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

                                            * HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	502871.35	502971.35	503071.35	503171.35	503271.35	503371.35	503471.35	503571.35	503671.35
3608518.58	181.70	183.00	183.00	183.50	184.00	185.10	185.60	185.00	185.00
3608418.58	181.70	183.00	183.00	183.00	183.80	184.10	185.00	184.30	184.00
3608318.58	180.90	183.00	183.00	183.00	183.00	183.90	183.60	183.60	182.70
3608218.58	177.50	182.40	183.00	183.00	182.80	182.00	180.00	179.30	178.50
3608118.58	180.00	180.00	180.70	181.40	180.10	176.90	173.80	172.60	171.30
3608018.58	183.00	183.00	178.00	173.70	172.20	170.00	167.30	166.10	164.80
3607918.58	180.00	183.00	178.00	164.30	163.90	162.50	160.60	159.60	158.30
3607818.58	149.80	152.30	155.30	157.00	156.80	155.50	153.70	153.10	151.80
3607718.58	145.50	147.50	149.40	150.90	150.40	149.00	147.20	146.60	145.30
3607618.58	140.70	142.50	143.80	144.80	143.90	142.50	140.20	138.70	136.70
3607518.58	135.90	136.30	137.50	138.30	137.40	135.90	131.40	129.20	130.00
3607418.58	130.00	129.80	130.80	130.90	130.10	127.70	124.00	123.90	126.30
3607318.58	126.40	126.10	126.50	127.10	126.30	123.90	122.10	122.70	124.00
3607218.58	123.50	123.00	124.20	124.90	125.00	123.80	122.00	122.70	124.00
3607118.58	122.50	122.00	122.90	123.40	124.00	123.70	122.00	122.70	123.80
3607018.58	122.30	121.80	121.90	122.60	123.70	122.80	120.90	121.80	122.00
3606918.58	122.00	120.40	120.60	122.40	122.80	121.30	115.30	120.00	115.50
3606818.58	119.60	116.40	115.60	118.70	119.20	119.00	109.00	120.00	105.70
3606718.58	121.00	109.30	107.60	123.00	110.00	111.00	119.00	98.70	96.50
3606618.58	106.90	102.80	101.00	100.50	100.30	114.00	119.00	89.30	92.00
3606518.58	99.60	95.70	93.40	92.70	91.40	122.00	122.00	80.30	78.40
3606418.58	92.00	88.10	85.70	84.40	82.20	78.90	75.60	73.60	72.60
3606318.58	92.00	89.00	84.00	75.00	73.80	71.40	69.80	69.90	71.00

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                    NODRYDPLT NOWETDPLT

                                  *** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

                                              * HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)							
	503771.35	503871.35	503971.35	504071.35	504171.35	504271.35	504371.35	504471.35
3608518.58	184.00	184.00	183.20	182.70	176.60	167.70	165.00	150.00
3608418.58	184.00	183.50	183.00	183.00	183.00	183.00	183.00	179.00
3608318.58	182.40	182.30	182.00	178.00	183.00	183.00	183.00	183.00
3608218.58	177.30	176.30	173.70	183.00	183.00	183.00	183.00	183.00
3608118.58	169.90	167.90	164.50	183.00	183.00	183.00	183.00	183.00
3608018.58	163.20	160.10	157.80	183.00	183.00	183.00	183.00	126.90
3607918.58	155.70	157.00	155.00	183.00	183.00	183.00	183.00	125.00
3607818.58	153.00	142.50	155.00	159.00	183.00	183.00	122.80	123.50
3607718.58	140.70	137.70	134.60	131.50	126.30	122.50	122.00	123.00
3607618.58	135.20	133.50	131.30	129.40	125.40	122.50	122.00	123.00
3607518.58	130.00	129.70	128.70	126.50	123.60	122.10	122.00	122.20
3607418.58	127.30	126.80	125.60	124.20	122.70	122.00	122.00	122.00
3607318.58	125.10	124.60	122.50	122.10	122.70	121.40	119.30	119.60
3607218.58	124.70	124.00	122.40	121.80	121.80	118.60	111.30	122.00
3607118.58	123.80	123.40	122.20	117.40	116.20	118.00	122.00	122.00
3607018.58	120.50	120.70	120.20	122.00	110.00	122.00	122.00	122.00
3606918.58	112.20	110.90	123.00	123.00	122.00	122.00	122.00	85.80
3606818.58	103.20	101.00	123.00	123.00	123.00	122.00	118.00	84.90
3606718.58	118.00	123.00	123.00	123.00	123.00	81.50	82.90	84.70
3606618.58	118.00	123.00	123.00	122.00	79.50	81.40	82.90	85.20
3606518.58	76.80	75.30	75.90	77.70	80.10	81.60	83.50	86.00
3606418.58	73.10	74.40	76.30	78.10	80.80	83.50	86.50	89.30
3606318.58	73.10	74.50	77.80	81.30	84.70	87.90	91.60	94.50

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

                                *** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

                                        * RECEPTOR FLAGPOLE HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	502871.35	502971.35	503071.35	503171.35	503271.35	503371.35	503471.35	503571.35	503671.35
3608518.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608418.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608318.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608218.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608118.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608018.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607918.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607818.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607718.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607618.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607518.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607418.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607318.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607218.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607118.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607018.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606918.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606818.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606718.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606618.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606518.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606418.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606318.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                NODRYDPLT NOWETDPLT

                                *** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

                                        * RECEPTOR FLAGPOLE HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 503771.35	503871.35	503971.35	504071.35	504171.35	504271.35	504371.35	504471.35
3608518.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608418.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608318.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608218.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608118.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3608018.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607918.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607818.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607718.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607618.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607518.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607418.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607318.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607218.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607118.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3607018.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606918.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606818.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606718.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606618.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606518.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606418.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
3606318.58	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

**MODELOPTs: RegDFAULT CONC ELEV FLGPOL
NODRYDPLT NOWETDPLT

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(503513.3,	3607971.6,	163.8,	163.8,	2.0);	(503629.6,	3607883.3,	156.5,	156.5,	2.0);
(503581.5,	3607149.1,	122.8,	122.8,	2.0);	(503665.7,	3606928.4,	116.6,	116.6,	2.0);
(503043.8,	3608220.3,	183.0,	183.0,	2.0);	(503123.0,	3607941.2,	165.3,	178.0,	2.0);
(503189.5,	3607745.4,	152.3,	152.3,	2.0);	(503283.5,	3607541.9,	138.8,	138.8,	2.0);
(503346.1,	3607342.2,	125.3,	125.3,	2.0);	(503420.5,	3607068.2,	122.3,	122.3,	2.0);
(503475.3,	3606805.9,	107.9,	107.9,	2.0);	(503577.1,	3606488.8,	77.7,	77.7,	2.0);
(503827.6,	3608454.0,	184.0,	184.0,	2.0);	(504320.9,	3606802.0,	83.3,	118.0,	2.0);
(503909.9,	3606520.1,	75.8,	75.8,	2.0);	(503825.8,	3608462.6,	184.0,	184.0,	2.0);
(503042.3,	3608219.7,	183.0,	183.0,	2.0);	(503196.2,	3607710.0,	150.4,	150.4,	2.0);
(503339.9,	3607340.5,	125.4,	125.4,	2.0);	(503404.9,	3607039.4,	122.5,	122.5,	2.0);
(503576.0,	3606488.6,	77.7,	77.7,	2.0);	(503630.7,	3606502.2,	77.9,	77.9,	2.0);
(503651.3,	3606481.7,	76.2,	76.2,	2.0);	(503675.2,	3606468.0,	75.2,	75.2,	2.0);
(503706.0,	3606471.5,	75.1,	75.1,	2.0);	(503733.4,	3606481.7,	75.2,	75.2,	2.0);
(503750.5,	3606505.7,	76.5,	76.5,	2.0);	(503764.2,	3606533.0,	77.9,	77.9,	2.0);
(503781.3,	3606550.1,	78.4,	78.4,	2.0);	(503805.2,	3606543.3,	77.1,	77.1,	2.0);
(503825.8,	3606533.0,	75.9,	75.9,	2.0);	(503860.0,	3606515.9,	75.1,	75.1,	2.0);
(503904.4,	3606505.7,	75.4,	75.4,	2.0);	(503948.9,	3606522.8,	75.9,	75.9,	2.0);
(503986.5,	3606550.1,	76.0,	76.0,	2.0);	(504027.6,	3606570.7,	76.5,	76.5,	2.0);
(504068.7,	3606594.6,	77.7,	77.7,	2.0);	(504120.0,	3606618.6,	78.8,	78.8,	2.0);
(504161.0,	3606649.4,	79.2,	122.0,	2.0);	(504174.7,	3606669.9,	79.4,	122.0,	2.0);
(504215.8,	3606700.7,	80.4,	122.0,	2.0);	(504232.9,	3606738.3,	80.9,	122.0,	2.0);
(504256.8,	3606775.9,	82.3,	122.0,	2.0);	(504335.5,	3606803.3,	83.2,	118.0,	2.0);

**MODELOPTs: RegDFAULT CONC ELEV FLGPOL
NODRYDPLT NOWETDPLT

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS)	YR (METERS)	DISTANCE (METERS)
L0015949	502871.3	3608318.6	-3.91
L0015957	502971.3	3608118.6	-1.25
L0015958	502971.3	3608118.6	-21.18
L0015966	503071.3	3607918.6	-9.55
L0015967	503071.3	3607918.6	-13.08
L0015975	503171.3	3607718.6	-20.38
L0015976	503171.3	3607718.6	-5.22
L0015976	503196.2	3607710.0	-8.67
L0015983	503271.3	3607518.6	-3.62
L0015983	503283.5	3607541.9	0.97
L0015984	503271.3	3607518.6	-17.89
L0015991	503346.1	3607342.2	-10.58
L0015991	503339.9	3607340.5	-16.63
L0015992	503346.1	3607342.2	-0.52
L0015992	503339.9	3607340.5	-3.15
L0015996	503371.3	3607218.6	-10.53
L0015999	503371.3	3607118.6	-5.51
L0016000	503371.3	3607118.6	-20.39
L0016003	503371.3	3607018.6	-7.50
L0016004	503371.3	3607018.6	-14.26
L0016007	503371.3	3606918.6	-8.45
L0016008	503371.3	3606918.6	-8.10
L0016011	503371.3	3606818.6	-4.28
L0016012	503371.3	3606818.6	-1.85
L0016015	503371.3	3606718.6	-16.75
L0016016	503371.3	3606718.6	-8.64
L0016019	503371.3	3606618.6	-10.27
L0016020	503371.3	3606618.6	0.87
L0016031	503271.3	3606318.6	-4.60
L0017563	502871.3	3608218.6	-9.13
L0017564	502871.3	3608218.6	-6.25
L0017572	502971.3	3608018.6	-23.02
L0017573	502971.3	3608018.6	-1.69
L0017580	503071.3	3607818.6	-3.94
L0017581	503071.3	3607818.6	-11.12
L0017589	503171.3	3607618.6	-13.54
L0017590	503171.3	3607618.6	-9.33
L0017598	503271.3	3607418.6	-15.43
L0017601	503271.3	3607318.6	-2.06
L0017602	503271.3	3607318.6	-10.49

**MODELOPTs: RegDFAULT CONC ELEV FLGPOL
NODRYDPLT NOWETDPLT

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS)	YR (METERS)	DISTANCE (METERS)
L0017621	503371.3	3606818.6	-4.26
L0017622	503371.3	3606818.6	-2.23
L0017625	503371.3	3606718.6	-4.81
L0017629	503371.3	3606618.6	0.86
L0017641	503271.3	3606318.6	-15.08
L0017642	503271.3	3606318.6	-0.43

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
NODRYDPLT NOWETDPLT

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

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1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1
```

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54,   3.09,   5.14,   8.23, 10.80,

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                    NODRYDPLT NOWETDPLT

                                     *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

  Surface file: ..\..\Met and Maps\Met Data\Met.SFC   Met Version: 06341
  Profile file: ..\..\Met and Maps\Met Data\Met.PFL
  Surface format: FREE
  Profile format: FREE
  Surface station no.:   23188   Upper air station no.:   3190
                Name: SAN_DIEGO/LINDBERGH_FIELD   Name: UNKNOWN
                Year: 1990   Year: 1990

First 24 hours of scalar data
YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
90	01	01	1	01	-28.1	0.274	-9.000	-9.000	-999.	330.	66.6	1.00	1.62	0.62	2.10	331.	10.1	283.1	2.0
90	01	01	1	02	-11.6	0.130	-9.000	-9.000	-999.	121.	17.2	1.00	1.62	1.00	1.50	328.	10.1	282.0	2.0
90	01	01	1	03	-29.4	0.259	-9.000	-9.000	-999.	303.	53.5	1.00	1.62	1.00	2.10	344.	10.1	282.5	2.0
90	01	01	1	04	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.62	1.00	0.00	0.	10.1	280.9	2.0
90	01	01	1	05	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.62	1.00	0.00	0.	10.1	281.4	2.0
90	01	01	1	06	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.62	1.00	0.00	0.	10.1	281.4	2.0
90	01	01	1	07	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.62	1.00	0.00	0.	10.1	280.9	2.0
90	01	01	1	08	-29.4	0.260	-9.000	-9.000	-999.	305.	54.4	1.00	1.62	1.00	2.10	3.	10.1	283.1	2.0
90	01	01	1	09	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.62	1.00	0.00	0.	10.1	286.4	2.0
90	01	01	1	10	-42.4	0.380	-9.000	-9.000	-999.	540.	118.1	1.00	1.62	1.00	2.60	171.	10.1	288.1	2.0
90	01	01	1	11	-42.2	0.381	-9.000	-9.000	-999.	540.	118.7	1.00	1.62	1.00	2.60	184.	10.1	289.2	2.0
90	01	01	1	12	-61.3	0.580	-9.000	-9.000	-999.	1016.	289.3	1.00	1.62	1.00	3.60	216.	10.1	289.9	2.0
90	01	01	1	13	-64.0	0.771	-9.000	-9.000	-999.	1555.	650.0	1.00	1.62	1.00	4.60	203.	10.1	289.9	2.0
90	01	01	1	14	-64.0	0.771	-9.000	-9.000	-999.	1558.	650.0	1.00	1.62	1.00	4.60	229.	10.1	289.9	2.0
90	01	01	1	15	-61.6	0.678	-9.000	-9.000	-999.	1297.	459.7	1.00	1.62	1.00	4.10	232.	10.1	289.2	2.0
90	01	01	1	16	-23.5	0.609	-9.000	-9.000	-999.	1099.	869.1	1.00	1.62	0.52	3.60	264.	10.1	288.8	2.0
90	01	01	1	17	48.0	0.560	-9.000	-9.000	-999.	968.	-331.9	1.00	1.62	0.32	3.10	201.	10.1	288.1	2.0
90	01	01	1	18	50.2	0.643	-9.000	-9.000	-999.	1183.	-478.6	1.00	1.62	0.26	3.60	227.	10.1	288.1	2.0
90	01	01	1	19	142.8	0.512	-9.000	-9.000	-999.	858.	-85.2	1.00	1.62	0.24	2.60	224.	10.1	287.5	2.0
90	01	01	1	20	160.1	0.516	-9.000	-9.000	-999.	854.	-77.9	1.00	1.62	0.23	2.60	217.	10.1	287.5	2.0
90	01	01	1	21	158.4	0.593	-9.000	-9.000	-999.	1048.	-119.1	1.00	1.62	0.23	3.10	220.	10.1	287.5	2.0
90	01	01	1	22	122.9	0.663	-9.000	-9.000	-999.	1240.	-215.0	1.00	1.62	0.24	3.60	222.	10.1	287.5	2.0
90	01	01	1	23	43.4	0.640	-9.000	-9.000	-999.	1180.	-547.9	1.00	1.62	0.27	3.60	190.	10.1	287.5	2.0
90	01	01	1	24	2.5	0.711	-9.000	-9.000	-999.	1377.	-8888.0	1.00	1.62	0.36	4.10	230.	10.1	287.5	2.0

First hour of profile data
YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
90	01	01	01	10.1	1	331.	2.10	283.2	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

**MODELOPTs: RegDFAULT CONC ELEV FLGPOL
NODRYDPLT NOWETDPLT

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015897 , L0015898 , L0015899 , L0015900 , L0015901 ,
L0015902 , L0015903 , L0015904 , L0015905 , L0015906 , L0015907 , L0015908 , L0015909 ,
L0015910 , L0015911 , L0015912 , L0015913 , L0015914 , L0015915 , L0015916 , L0015917 ,
L0015918 , L0015919 , L0015920 , L0015921 , L0015922 , L0015923 , L0015924 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	502871.35	502971.35	503071.35	503171.35	503271.35	503371.35	503471.35	503571.35	503671.35
3608518.58	7.98000	4.49208	3.14644	2.40113	1.92109	1.57063	1.31275	1.12745	0.97075
3608418.58	10.71385	5.18327	3.47307	2.60172	2.04971	1.67218	1.38458	1.18391	1.01984
3608318.58	16.67903	6.43093	3.95050	2.84610	2.21133	1.77388	1.46920	1.24156	1.07113
3608218.58	18.88005	9.51082	4.69302	3.16637	2.39076	1.91298	1.58854	1.33632	1.14524
3608118.58	13.04553	13.50671	6.11679	3.65503	2.67600	2.13790	1.75996	1.46498	1.24863
3608018.58	6.65150	16.05325	11.65838	4.85797	3.26163	2.46695	1.97211	1.61156	1.35875
3607918.58	4.64907	10.52502	16.68541	7.40273	4.14510	2.91343	2.23364	1.78190	1.48184
3607818.58	3.61192	6.14572	14.40901	13.40178	5.43018	3.48482	2.55485	1.98058	1.61996
3607718.58	2.98515	4.47777	9.32672	19.33266	7.56311	4.23630	2.94104	2.21220	1.77793
3607618.58	2.57588	3.59185	6.07358	15.14010	12.47146	5.31597	3.43544	2.50205	1.97176
3607518.58	2.29130	3.06225	4.61658	10.46847	16.10488	7.00151	4.07391	2.83870	2.16974
3607418.58	2.10269	2.73863	3.89641	6.99775	21.10868	10.00774	4.80453	3.16876	2.37063
3607318.58	1.95678	2.50604	3.47168	5.68281	13.06216	15.94838	5.65783	3.51276	2.55156
3607218.58	1.82082	2.30660	3.13667	4.91006	13.38657	17.91973	6.52097	3.84251	2.70752
3607118.58	1.69925	2.13710	2.87447	4.38386	10.16836	16.21505	7.27950	4.09701	2.82554
3607018.58	1.58727	1.98128	2.64498	3.96534	8.38090	17.62525	7.86095	4.26251	2.90458
3606918.58	1.48056	1.84542	2.43568	3.55701	7.08794	19.24740	8.17255	4.36368	2.96168
3606818.58	1.39590	1.74608	2.30097	3.26641	6.11221	14.26529	8.27568	4.32623	2.95862
3606718.58	1.34685	1.69812	2.25265	3.26675	6.23995	16.99876	7.72472	4.20588	2.90621
3606618.58	1.32291	1.67167	2.23742	3.37087	7.06712	17.31620	6.96092	4.01012	2.82634
3606518.58	1.32369	1.68278	2.30106	3.60239	8.87977	19.37225	6.22468	3.80041	2.73207
3606418.58	1.35295	1.74599	2.45135	4.10591	13.78592	13.32213	5.58404	3.58570	2.62819
3606318.58	1.46348	1.94470	2.82547	5.12432	14.40205	10.22795	5.05242	3.38359	2.52174

**MODELOPTs: RegDFAULT CONC ELEV FLGPOL
NODRYDPLT NOWETDPLT

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015897 , L0015898 , L0015899 , L0015900 , L0015901 ,
L0015902 , L0015903 , L0015904 , L0015905 , L0015906 , L0015907 , L0015908 , L0015909 ,
L0015910 , L0015911 , L0015912 , L0015913 , L0015914 , L0015915 , L0015916 , L0015917 ,
L0015918 , L0015919 , L0015920 , L0015921 , L0015922 , L0015923 , L0015924 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS) 503771.35	503871.35	503971.35	504071.35	504171.35	504271.35	504371.35	504471.35
3608518.58	0.85759	0.75624	0.67323	0.60402	0.56008	0.52371	0.48969	0.45490
3608418.58	0.89369	0.78873	0.70010	0.62888	0.59447	0.55609	0.51576	0.47729
3608318.58	0.93848	0.82372	0.72989	0.67113	0.63308	0.58798	0.54227	0.49938
3608218.58	1.00312	0.88177	0.78942	0.72600	0.67589	0.62099	0.56815	0.52090
3608118.58	1.08500	0.95356	0.85325	0.78132	0.71655	0.65215	0.59337	0.54225
3608018.58	1.16935	1.02647	0.90869	0.83150	0.75457	0.68245	0.61874	0.56328
3607918.58	1.26595	1.11126	0.97668	0.88027	0.79119	0.71320	0.64315	0.58349
3607818.58	1.37637	1.19638	1.04529	0.92293	0.82727	0.73992	0.66590	0.60381
3607718.58	1.49424	1.27356	1.09908	0.96436	0.85931	0.76630	0.68908	0.62418
3607618.58	1.61407	1.35173	1.15747	1.00813	0.89214	0.79357	0.71238	0.64370
3607518.58	1.74051	1.43607	1.21929	1.05689	0.92622	0.82120	0.73470	0.66123
3607418.58	1.86234	1.52374	1.28225	1.10032	0.95985	0.84721	0.75446	0.67659
3607318.58	1.97387	1.59928	1.33677	1.14110	0.98932	0.87018	0.77382	0.69169
3607218.58	2.06938	1.66539	1.38360	1.17488	1.01469	0.89182	0.79341	0.70949
3607118.58	2.14474	1.71502	1.41839	1.20674	1.04098	0.91292	0.80966	0.72438
3607018.58	2.19719	1.74810	1.44294	1.23222	1.06448	0.93112	0.82428	0.73692
3606918.58	2.23237	1.77841	1.47123	1.25110	1.07931	0.94438	0.83600	0.74629
3606818.58	2.22971	1.78111	1.47866	1.25806	1.08778	0.95326	0.84346	0.75250
3606718.58	2.20488	1.77036	1.47510	1.25668	1.08952	0.95599	0.84671	0.75569
3606618.58	2.17358	1.75582	1.46215	1.24840	1.08453	0.95359	0.84564	0.75538
3606518.58	2.12913	1.72790	1.44355	1.23428	1.07372	0.94546	0.84049	0.75321
3606418.58	2.06780	1.69147	1.41928	1.21496	1.05700	0.93169	0.82901	0.74252
3606318.58	1.99747	1.64584	1.38543	1.18411	1.02864	0.90690	0.80776	0.72645

**MODELOPTs: RegDFAULT CONC ELEV FLGPOL
NODRYDPLT NOWETDPLT

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0015897 , L0015898 , L0015899 , L0015900 , L0015901 ,
L0015902 , L0015903 , L0015904 , L0015905 , L0015906 , L0015907 , L0015908 , L0015909 ,
L0015910 , L0015911 , L0015912 , L0015913 , L0015914 , L0015915 , L0015916 , L0015917 ,
L0015918 , L0015919 , L0015920 , L0015921 , L0015922 , L0015923 , L0015924 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
503513.27	3607971.59	1.90445	503629.62	3607883.32	1.64805
503581.47	3607149.08	3.86080	503665.73	3606928.40	3.01196
503043.83	3608220.35	5.40165	503122.98	3607941.18	10.80182
503189.53	3607745.43	17.64416	503283.49	3607541.86	15.12505
503346.13	3607342.21	15.37097	503420.51	3607068.17	13.63705
503475.32	3606805.88	7.94586	503577.10	3606488.78	3.65558
503827.65	3608454.02	0.81997	504320.92	3606801.96	0.89696
503909.86	3606520.10	1.60783	503825.75	3608462.64	0.81919
503042.28	3608219.73	5.45818	503196.24	3607709.96	17.67873
503339.93	3607340.46	16.39590	503404.94	3607039.39	17.88842
503576.00	3606488.56	3.67017	503630.74	3606502.25	3.06252
503651.27	3606481.72	2.85246	503675.22	3606468.03	2.65222
503706.01	3606471.46	2.45074	503733.38	3606481.72	2.29987
503750.49	3606505.67	2.22550	503764.17	3606533.04	2.17199
503781.28	3606550.15	2.09787	503805.23	3606543.30	1.98736
503825.75	3606533.04	1.89852	503859.97	3606515.93	1.76568
503904.44	3606505.67	1.61981	503948.92	3606522.78	1.50063
503986.55	3606550.15	1.41366	504027.61	3606570.67	1.32720
504068.66	3606594.62	1.25033	504119.98	3606618.57	1.16376
504161.04	3606649.36	1.10195	504174.72	3606669.89	1.08289
504215.78	3606700.68	1.02648	504232.89	3606738.32	1.00403
504256.84	3606775.95	0.97288	504335.53	3606803.32	0.88110

**MODELOPTs: RegDFAULT CONC ELEV FLGPOL
NODRYDPLT NOWETDPLT

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 1 YEARS ***

** CONC OF DPM IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	21.10868 AT	(503271.35,	3607418.58,	130.10,	130.10,	2.00)	GC UCART1
	2ND HIGHEST VALUE IS	19.37225 AT	(503371.35,	3606518.58,	87.50,	122.00,	2.00)	GC UCART1
	3RD HIGHEST VALUE IS	19.33266 AT	(503171.35,	3607718.58,	150.90,	150.90,	2.00)	GC UCART1
	4TH HIGHEST VALUE IS	19.24740 AT	(503371.35,	3606918.58,	121.30,	121.30,	2.00)	GC UCART1
	5TH HIGHEST VALUE IS	18.88005 AT	(502871.35,	3608218.58,	177.50,	177.50,	2.00)	GC UCART1
	6TH HIGHEST VALUE IS	17.91973 AT	(503371.35,	3607218.58,	123.80,	123.80,	2.00)	GC UCART1
	7TH HIGHEST VALUE IS	17.88842 AT	(503404.94,	3607039.39,	122.47,	122.47,	2.00)	DC
	8TH HIGHEST VALUE IS	17.67873 AT	(503196.24,	3607709.96,	150.41,	150.41,	2.00)	DC
	9TH HIGHEST VALUE IS	17.64416 AT	(503189.53,	3607745.43,	152.33,	152.33,	2.00)	DC
	10TH HIGHEST VALUE IS	17.62525 AT	(503371.35,	3607018.58,	122.80,	122.80,	2.00)	GC UCART1

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

**MODELOPTs: RegDFAULT CONC   ELEV   FLGPOL
                                                  NODRYDPLT NOWETDPLT

*** Message Summary : AERMOD Model Execution ***

 --------- Summary of Total Messages --------

A Total of   0 Fatal Error Message(s)
A Total of   1 Warning Message(s)
A Total of   4150 Informational Message(s)

A Total of   8760 Hours Were Processed

A Total of   616 Calm Hours Identified

A Total of   3534 Missing Hours Identified (40.34 Percent)

CAUTION!: Number of Missing Hours Exceeds 10 Percent of Total!
           Data May Not Be Acceptable for Regulatory Applications.
           See Section 5.3.2 of "Meteorological Monitoring Guidance
           for Regulatory Modeling Applications" (EPA-454/R-99-005).

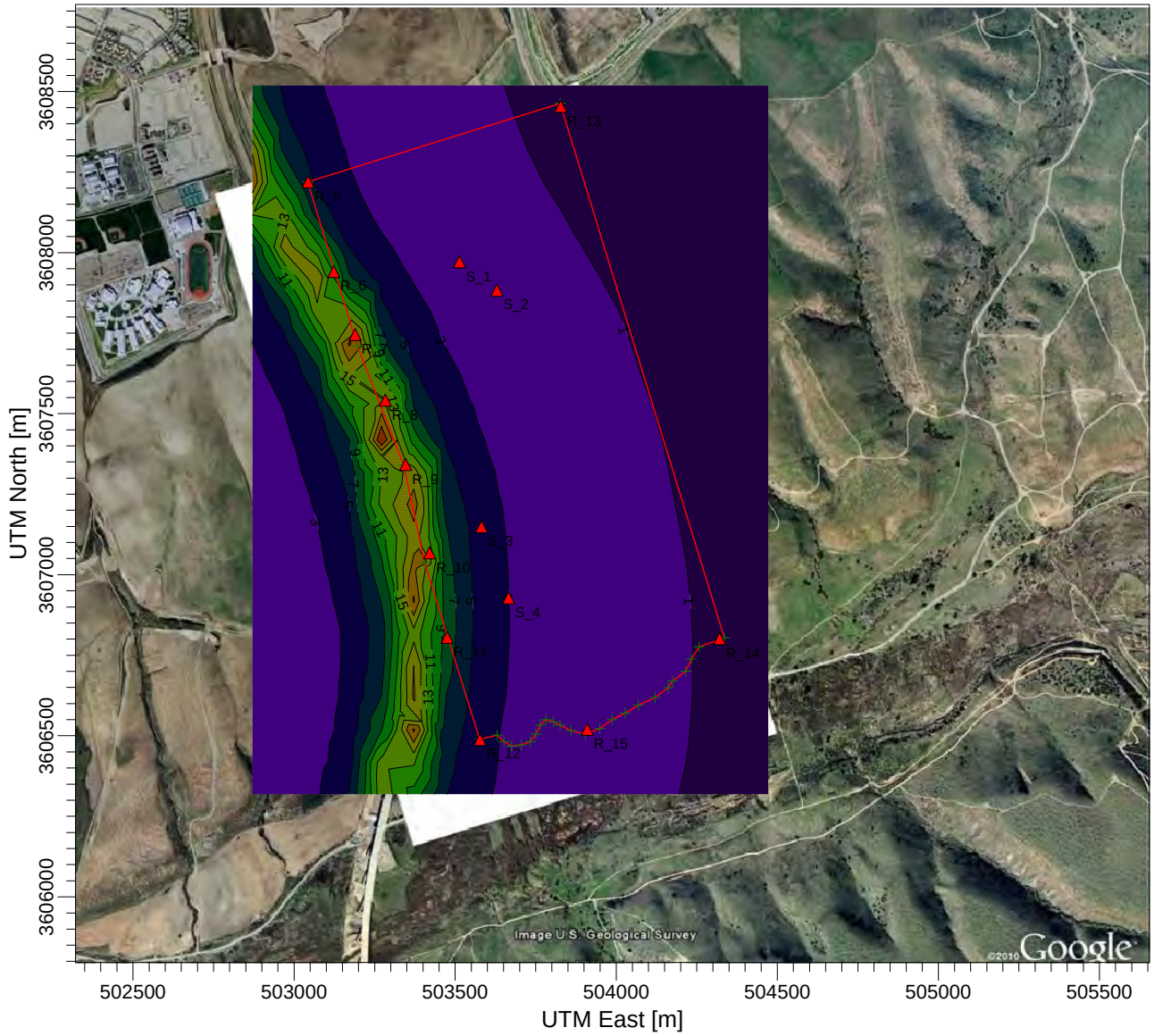
   ******** FATAL ERROR MESSAGES ********
              *** NONE ***

   ********   WARNING MESSAGES   ********
ME W396   780 MEOPEN:Met data from outdated version of AERMET, version: 06341

   ****
   *** AERMOD Finishes Successfully ***
   ****

PROJECT TITLE:

Otay Village 9
DPM Concentrations



PLOT FILE OF ANNUAL VALUES FOR SOURCE GROUP: ALL ug/m^3

0.000 1.000 3.000 5.000 7.000 9.000 11.000 13.000 15.000 17.000 19.000 21.110

COMMENTS: The emission factor used was 1 gram per second. This was revised in the post model calculations to achieve the actual emission factor based on year.	SOURCES: **2**	COMPANY NAME:	
	RECEPTORS: **435**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:20,951 0 0.5 km	
	MAX: **21.10868 ug/m^3**	DATE: **2/2/2012**	PROJECT NO.: **100019662**

APPENDIX D

Noise Impact Study

Otay Ranch Village 9 Sectional Planning Area Project
Final Noise Technical Report

May 2013

Prepared for

CITY OF CHULA VISTA

276 Fourth Avenue
Chula Vista, California 91910

Prepared by

ATKINS

3570 Carmel Mountain Road, Suite 300
San Diego, California 92130

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1.0 Summary

This report assesses potential noise and vibration impacts associated with the implementation of the Otay Ranch Village 9 Sectional Planning Area (SPA) plan and Tentative Map (TM), herein referred to as the project. The project consists of approximately 273 acres of land in Otay Ranch known as Village 9, located entirely within the City of Chula Vista, California, near the southeasterly edge of the City's limits. Chula Vista is located in San Diego County, approximately two miles south of the City of San Diego, and approximately two miles north of the U.S./Mexico International Border. This report is intended to satisfy the City's requirement for a noise impact analysis by examining the impacts of the proposed project on noise-sensitive uses in the area and proposing mitigation measures where feasible to address significant noise impacts.

Construction of the proposed Village 9 project would not result in construction noise or groundborne vibration that would result in a significant direct or cumulative impact with implementation of the mitigation measures required in the Biological Resource Report prepared for the proposed project. Buildout of the project would have the potential to expose noise-sensitive land uses (NSLU) and new office development to significant traffic noise along Main Street, Otay Valley Road, Street A, Street B, and SR-125. Mitigation measures Noi-1 through Noi-5 would reduce direct and cumulative impacts to a less than significant level. Short-term increases in traffic noise off-site on Birch Road, Main Street, Hunte Parkway, La Media Road, and Eastlake Parkway would be significant and unavoidable until the proposed roadway circulation system is complete. Completion of the proposed roadway circulation system is required in the traffic study prepared for the project. Long-term traffic noise impacts would be less than significant with implementation of the circulation system. Operation of the proposed project would have the potential to result in excessive noise levels related to HVAC equipment, commercial use operations, and recreational facilities. Mitigation measures Noi-2 through Noi-4 and Noi-6 through Noi-8 would reduce direct and cumulative impacts to a less than significant level.

2.0 Introduction

2.1 Purpose

The objectives of this noise study are to:

1. Describe the existing noise environment and regulatory requirements;
2. Provide an assessment of the potential noise impacts that would result from implementation of the project related to construction, traffic, and operational noise sources.
3. Compare the changes in estimated noise levels due to the implementation of the project to applicable guidelines contained in local and state planning documents to determine significance.
4. Provide a general discussion of the potential impacts from groundborne vibration that would result from implementation of the proposed project.
5. Provide mitigation measures where necessary to avoid or reduce significant noise impacts to the degree feasible in order to meet applicable noise regulations and standards.

2.2 Project Description

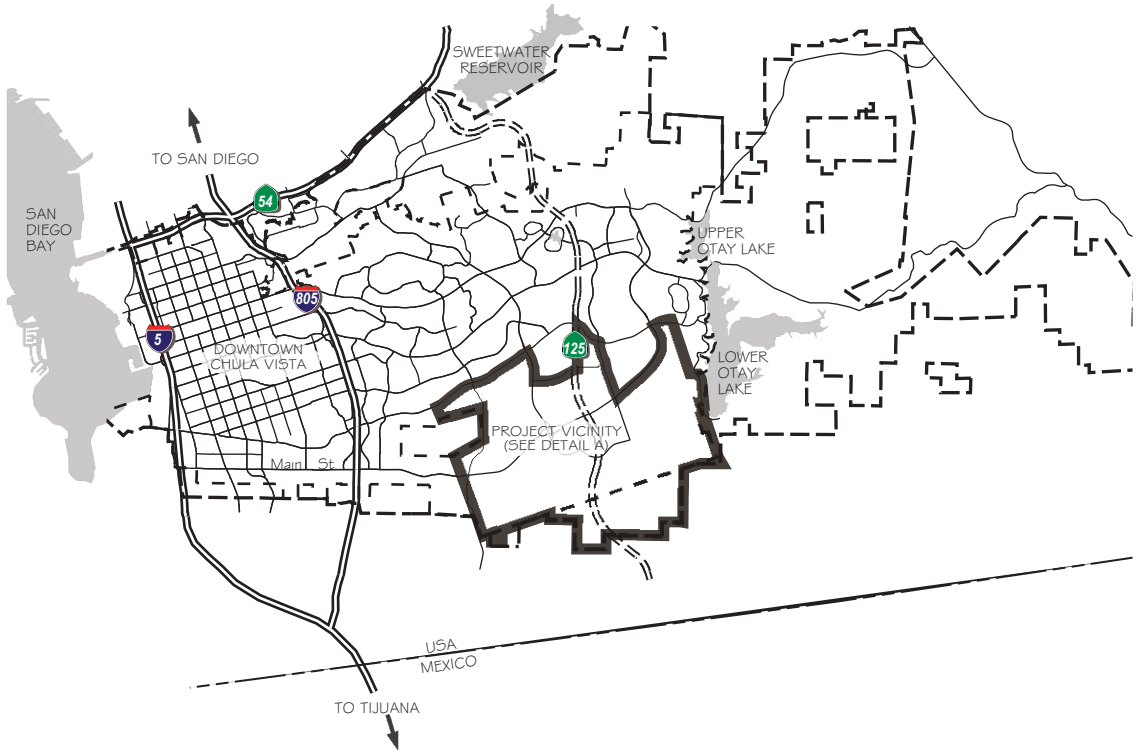
Figure 1, Project Vicinity, and Figure 2, Existing and Planned Land Uses in the Project Vicinity, illustrate the project's location and surrounding uses. Village 9 is one of the designated fourteen villages within the Otay Ranch General Development Plan (GDP) area. As prescribed in the Otay Ranch GDP, Village 9 is an Urban Village with an emphasis on compatibility with the adjacent Eastern Urban Center (EUC). The GDP states that "Urban Villages are adjacent to existing urban development and are planned for transit oriented development with higher densities and mixed uses in the village cores." Figure 3, Site Utilization Plan, illustrates the land use plan for the project. The GDP and the site utilization plan recognize that a portion of the land within Village 9 will be designated for future use as a University and a Regional Technology Park (RTP), and that the remainder of the village will contain single- and multi-family residential units, and a village core or town center containing mixed-use, community purpose facilities, a transit stop, an elementary school, a town square/village green/Main Street, and affordable housing. The future University/RTP is not part of the proposed SPA Plan. No land uses are proposed in the Village 9 SPA Plan for Planning Area JJ and development in this area would not be subject to the Village 9 SPA Plan. Planning Area JJ will be addressed in a future SPA Plan prepared for the University/RTP. The proposed land uses for Village 9 are provided in Table 1.

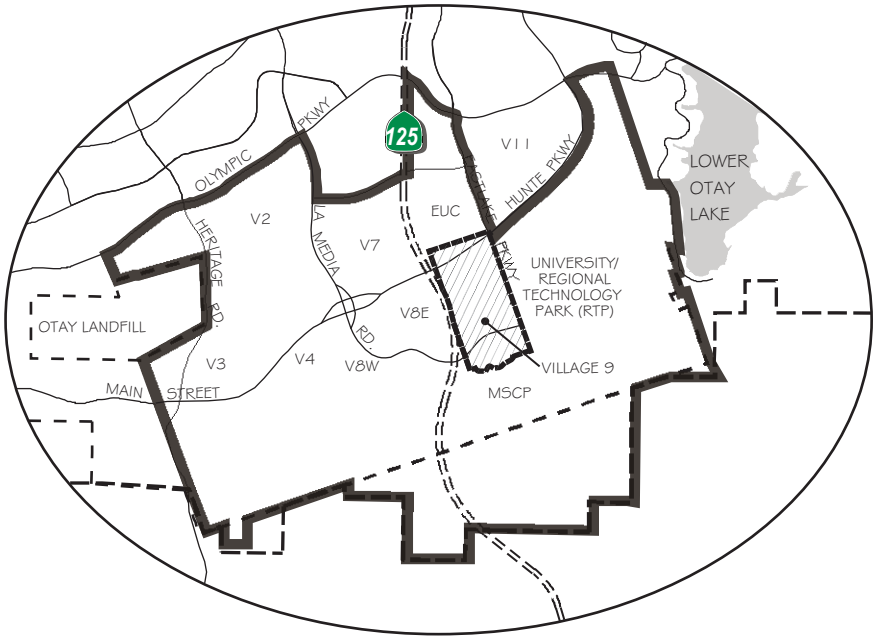
Table 1 Village 9 SPA Land Uses

Land Use	Area (Acres)	Residential (Units)	Commercial (Square feet)
Proposed Development			
Mixed-Use EUC	48.3	1,912	1,190,000
Mixed-Use Town Center	44.3	1,030	278,000
Mixed Use Residential	49.2	792	32,000
Cluster Single-Family/Town homes	15.2	161	--
Single-Family	28.1	105	--
Schools[(1)]	19.8	--	--
Community Purpose Facility	5.0	--	--
Parks	27.5	--	--
Open Space	9.6	--	--
Arterial Roadway Rights-of-Way & SR-125	26.1	--	--
Subtotal (Proposed Village 9 SPA Plan Land Uses)	***273.1***	***4,000***	***1,500,000***
University/Regional Technology Park (RTP)[(2)]	50.0	--	--
Total	**323.1**	**4,000**	**1,500,000**

(1) If the proposed school sites are ultimately not chosen to be used by the school district, the sites would be developed with multi-family residential uses. Maximum residential development for the site would remain the same; densities in adjacent planning areas would be reduced to accommodate the additional residential planning area(s).

(2) The University/RTP site (Planning Area JJ) is located within the Village 9 site, but is not part of the project. No land uses are proposed in the Village 9 SPA Plan for Planning Area JJ and development in this area would not be subject to the Village 9 SPA Plan. Planning Area JJ will be addressed in a future SPA Plan for the University/RTP.





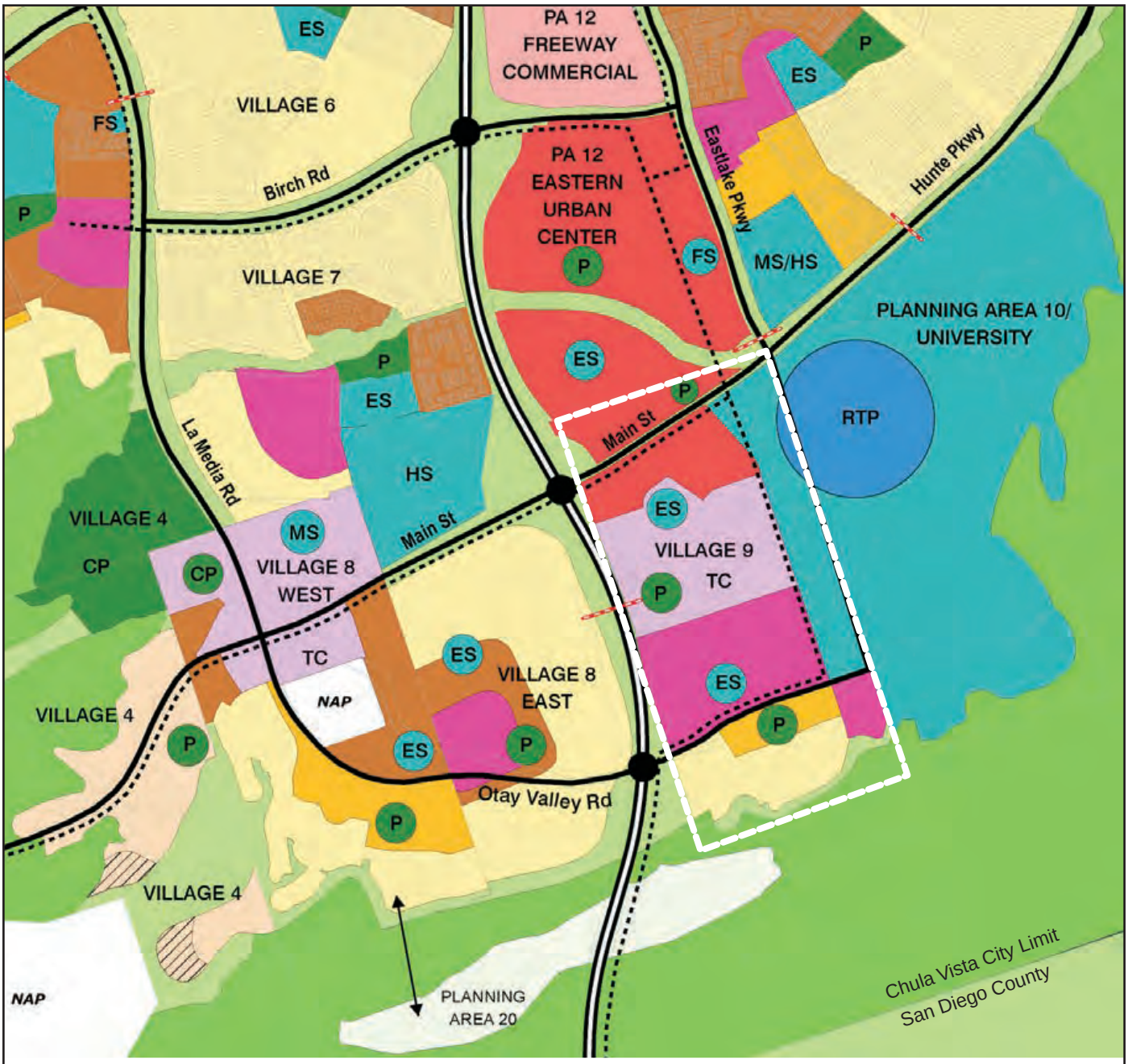
DETAIL A

Source: William Hezmalhalch Architects, Inc. 2013

Not to Scale

N

PROJECT VICINITY
FIGURE 1



Source: William Hezmalhalch Architects, Inc. 2012

Not to Scale

N

EXISTING AND PLANNED LAND USES IN THE PROJECT VICINITY
FIGURE 2



Land Use

- Eastern Urban Center (EUC) - 28-60 du/ac
- Town Center (TC) - 18-45 du/ac
- Mixed Use (MU) - 10-45 du/ac
- Mixed Use (MU) - 10-27 du/ac
- Medium Density Residential (M)
- Low Medium Density Residential Village (LMV)
- Open Space (OS)
- Open Space (Preserve)
- Park (P)
- University/RTP (U)
- School
- Boundary of Mixed Use Districts (Master Precise Plan Required, see Section 9.3.7)

* See Tentative Maps for Lotting

Note: SR-125 ramp locations and designs as shown are conceptual. Final location and design to be determined by Caltrans.

Commercial and Residential

Eastern Urban Center (EUC) – 28-60 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]	C'ml Sq.Ft. (K)[2,3]
A	9.5	T-5: UC	380	235
B-1	4.6	T-5: UC	183	115
B-2	3.9	T-5: UC	136	101
D	11.2	T-5: UC	448	278
E-1	4.6	T-5: UC	183	115
E-2	4.2	T-5: UC	168	101
H-1	4.7	T-5: UC	188	115
H-2	5.6	T-5: UC	226	130
Subtotal	**48.3**		**1,912**	**1,190**

Town Center (TC) – 18-45 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]	C'ml Sq.Ft. (K)[2]
K-1	3.7	T-4: TC	148	0
K-2	3.8	T-4: TC	152	0
M	3.6	T-4: TC	80	29
N	3.5	T-4: TC	57	52
O-1	3.6	T-4: TC	80	29
O-2	3.6	T-4: TC	80	29
P	3.6	T-4: TC	80	29
Q	3.5	T-4: TC	57	52
R-1	3.6	T-4: TC	80	29
R-2	3.6	T-4: TC	80	29
Subtotal	**36.1**		**894**	**278**

Mixed Use (MU) – 10-45 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]	C'ml Sq.Ft. (K)[2]
F	8.2	T-4: UN	136	0
G[2]	--	T-4: UN	0	0
Subtotal	**8.2**		**136**	0

Mixed Use (MU) – 10-27 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]	C'ml Sq.Ft. (K)[2]
S-1	6.3	T-3: NC	104	0
S-2	3.5	T-3: NC	58	0
T	3.4	T-3: NC	34	0-32
U-1	3.5	T-3: NC	58	0
U-2	3.5	T-3: NC	58	0
V	8.6	T-3: NC	142	0
W[2]	--	T-3: NC	0	0
Y-1	3.3	T-3: NC	54	0
Y-2	3.0	T-3: NC	50	0
Z-1	3.7	T-3: NC	61	0
Z-2	2.7	T-3: NC	45	0
CC	7.7	T-3: NC	128	0
Subtotal	**49.2**		**792**	**32**

Mixed Density Residential (M) – 6-11 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]
AA	6.8	T-2: NG	72
BB	8.4	T-2: NG	89
Subtotal	**15.2**		**161**

Low Medium Density Residential Village (LMV) – 3-6 du/ac

Planning Area	Gross Acres	Transect[1]	Target DU[2]
DD	12.2	T-2: NE	47
EE	7.1	T-2: NE	26
FF	8.8	T-2: NE	32
Subtotal	**28.1**		**105**
TOTAL	**185.1 acres**		**4,000**	**1,500K[3]**

Public, Quasi Public, and Other

Community Purpose Facility (CPF)[4]

Planning Area	Land Use	Gross Acres	Transect[1]	Description
J	TC	2.3	SD: CPF	CPF
X	MU	2.7	SD: CPF	CPF
Subtotal		**5.0**		

Potential School (S) Sites[5]

Planning Area	Land Use	Gross Acres	Transect[1]	Description
G	MU	7.9	T-4: UN	Elementary
W	MU	11.9	T-3: NC	Elementary
Subtotal		**19.8**		

Parks (P)

Planning Area	Land Use	Gross Acres	Transect[1]	Description
C	P	3.6	SD: P	Town Square
I	TC	1.5	SD: P	Town Square
L	P	14.8	SD: P	Neighborhood
GG	P	2.9	SD: P	Pedestrian
HH	P	1.3	SD: P	Pedestrian
II	OS	3.4	SD: P	Pedestrian
Subtotal		**27.5**		

Open Space (OS)

Planning Area	Land Use	Gross Acres	Transect[1]	Description
OS-1	OS	2.8	T-1: OS	Open Space
OS-2	CVOSP[6]	3.3	T-1: OP	Preserve
OS-3	OS	2.8	T-1: OS	Open Space
OS-4	CVOSP[6]	0.7	T-1: OP	Preserve
Subtotal		**9.6**		

Other

Planning Area	Land Use	Gross Acres	Transect[1]	Description
JJ	U	50.0	SD: U	University/RTP
Arterials		17.9		Right-of-Way
SR-125		8.2		Right-of-Way
Subtotal		**76.1**		
TOTAL		**138.0 acres**		

SPA Total Area: 323.1 Gross Acres

Footnotes:

(1) Transects are defined in Chapter 3 of the SPA

(2) Subject to intensity transfers and minimum retail/commercial square footage requirements

(3) 1,200,000 square feet of office and 300,000 square feet retail; excludes live/work

(4) As defined by CVMC Chapter 19.48

(5) School sites will revert to mixed use if not accepted by the school district

(6) Chula Vista Open Space Preserve

Source: William Hezmalhalch Architects, Inc. 2013

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SITE UTILIZATION PLAN
FIGURE 3

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The Village 9 SPA Plan includes the extension of a utility easement off-site to the south of the site to extend sewer facilities to connect to existing facilities, and connect the storm drain to Otay River. A 15-foot paved trail would be included within the 30-foot easement to provide access to the off-site utilities. Off-site grading would also be required in four locations. One area is located on the eastern boundary of the project site, in the portion of Village 9 identified for university and university-related uses. The second area is located adjacent to the State Route 125 (SR-125) toll road, near the southwest corner of the project site. The third area is located near the southeast corner of the site, and the fourth area is located along the northern boundary of the site.

The Village 9 circulation system would provide a system of roadway and trail corridors to support both vehicular and non-vehicular modes of transportation. This system includes the extension of existing and planned roads, trails, and transit from adjacent villages as well as internal systems to serve the site. Community streets are designed as "complete" streets, considering all modes of transportation by providing vehicular travel lanes, bike lanes or bike routes, sidewalks, and transit lanes where appropriate. The Village 9 circulation system would organize traffic into a hierarchy of roadways, arranged according to anticipated volumes and modes of travel. This organization is consistent with the roadway classifications established by the Otay Ranch GDP. The proposed roadway circulation system is shown on Figure 4.

Both Main Street and Otay Valley Road would serve as the primary gateways for Village 9 and adjoining villages by providing access from SR-125 via two future freeway access ramps. The proposed Street A would serve as the primary north-south connection through the site. North and south of the Town Center, Street A would be a Town Center Collector roadway with four travel lanes. Within the Town Center, Street A forms the urban couplet that carries four lanes of arterial traffic through the Town Center. An urban couplet is an arterial roadway that splits into a pair of one-way roadways. Campus Boulevard would serve as the plaza of the Town Center. This street would be a two-lane plaza roadway that includes a special section that allows the street to be closed to traffic and serve as a public space for community events. The remaining streets in the Town Center, Urban Center, and Urban Neighborhood include a grid pattern of Town Center Streets that feed into the couplet and Campus Boulevard. The remaining roadway system in Village 9 would be comprised of Parkway Residential Streets. Residential streets consist of two travel lanes.

The traffic study prepared for Village 9 (RBF 2013) analyzes the potential traffic impacts of the project under four scenarios:

1. **Existing Plus Project** includes build-out project-generated trips. The project-generated trips were added to the existing roadway network.
2. **Year 2020** includes project-generated trips associated with the construction of 114 single-family and 1,634 high density multi-family residential dwelling units, 250,000 square feet of commercial office and 14.8 acres of park space within Village 9.
3. **Year 2025** includes development assumed in 2020, plus project-generated trips associated with the construction of 131 single-family dwelling units, 1,877 high density multi-family dwelling units, an elementary school, an additional 325,000 square feet of office space, 300,000 square feet of square feet of commercial retail and 12.7 acres of park space.

4. **Year 2030** includes development assumed in 2025 plus project-generated trips associated with the construction of 21 single family residential units, 223 high density multi-family units, an elementary school, an additional 625,000 square feet of office space, and 5 acres for a Community Purpose Facility use.

In addition, the traffic study identifies mitigation measures to address potential long-term impacts to the circulation system as a result of the proposed project and cumulative development under each scenario. The traffic scenario that considers full buildout of the project and cumulative development through the Year 2030 with implementation of the proposed traffic mitigation measures is referred to as the Year 2030 Mitigated scenario. As described in the traffic study prepared for Village 9 (RBF 2013), the 2030 buildout traffic scenario includes future roads that are proposed as part of the development plans for other villages. According to the traffic report, if the equivalent dwelling unit assumption for the buildout study year (2030) is reached prior to implementation of these roadways being open to traffic, then one of the following steps shall be taken as determined by, and to the satisfaction of, the City Engineer to mitigate potential traffic impacts:

1. Development in Village 9 will stop until those assumed future roadways are constructed by others; or
2. The City and Otay Land Company shall meet to determine the need for the incomplete roadway segments. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or
3. The developer shall construct the missing roadway links and receive Transportation Development Impact Fee (TDIF) credit for those improvements as applicable.

The measures listed above have been established in the traffic study to ensure that this circulation system would be implemented concurrently with Village 9. This plan is required as mitigation in the traffic study for the project's potential traffic impacts and will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project.

The Village 9 site ranges in elevation from 324 feet above mean sea level (AMSL) in the southerly portion of the site to approximately 621 feet AMSL in the northerly portion of the site. The site is located adjacent to SR-125 and is surrounded on three sides by undeveloped land. The future university property is contiguous to the eastern portion of Village 9. Otay Valley Regional Park and the Otay River Valley form the southern boundary; the western boundary is SR-125; and the northern boundary is the Eastern Urban Center (currently undeveloped). Eastlake Parkway and Hunte Parkway, which currently terminate at the northeastern boundary of the project site, provide access to the site.



SPA Roadway Designations

- Main Street
- Otay Valley Road
- Street A, 2-Way
- Street A, 1-Way
- Campus Boulevard
- Street B
- Town Center Streets
- Residential Street[1]
- Planned Transit Station[2]
- Potential Transit Stop[2]

[1] See Tentative Map for actual alignment of residential streets.
[2] See Figure 3-8 for transit routes.

Note: SR-125 ramp locations and designs as shown are conceptual. Final location and design to be determined by Caltrans.

Source: William Hezmalhalch Architects, Inc. 2013

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ROADWAY CIRCULATION SYSTEM AND TRANSIT STOP
FIGURE 4

This noise technical report is being prepared in support of the Environmental Impact Report (EIR) being prepared for the Village 9 SPA project. The EIR for Village 9 is a Second Tier EIR. Pursuant to CEQA Section 21093, the Village 9 EIR tiers from the Supplemental EIR (SEIR 09-01) to the General Plan Update EIR (EIR 05-01; SCH #2004081066). The SEIR addresses the General Plan/General Development Plan Amendments (GPA/GDPA) that redefine boundaries for Villages 4, 7, and 8 to provide a clear definition of the proposed SPA. A program-level noise technical report has been prepared for the GPA/GDPA (City of Chula Vista 2013). This technical report tiers from the analysis in the GPA/GDPA noise technical report and provides more project-specific analysis. The analysis and conclusions of the GPA/GDPA noise technical report are incorporated into the impact analysis sections for the proposed project where appropriate. The noise technical report for the GPA/GDPA SEIR concluded that implementation of the GPA/GDPA, including Village 9, would result in direct and cumulative impacts related to increases in traffic noise. The report also concluded that implementation of the GPA/GDPA would not result in exposure of NSLU to excessive noise from the Brown Field airport and that operational noise sources would be less than significant with conformance to General Plan and GDP Policies, and the City's noise ordinance.

3.0 Environmental Setting

3.1 Noise Basics

3.1.1 Quantification of Noise

Noise is commonly defined as unwanted sound. Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). Sound pressures in the environment have a wide range of values and the sound pressure level was developed as a convenience in describing this range as a logarithm of the sound pressure. The sound pressure level is the logarithm of the ratio of the unknown sound pressure to a reference quantity of the same kind. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with an A-weighting scheme based on frequency that is stated in units of decibels (dBA). Typical A-weighted noise levels are listed in Table 2.

A given level of noise may be more or less tolerable depending on the sound level, duration of exposure, character of the noise sources, the time of day during which the noise is experienced, and the activity affected by the noise. For example, noise that occurs at night tends to be more disturbing than that which occurs during the day because sleep may be disturbed. Additionally, rest at night is a critical requirement in the recovery from exposure to high noise levels during the day. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of the effects anticipated from these activities. For example, some indices consider the 24-hour noise environment of a location by using a weighted average to estimate its habitability on a long term basis. Other measures consider portions of the day and evaluate the nearby activities affected by it as well as the noise sources.

Table 2 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	**— 70 —**	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	**— 60 —**	
		Large business office
Quiet urban daytime	**— 50 —**	Dishwasher next room
Quiet urban nighttime	**— 40 —**	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	**— 0 —**	Lowest threshold of human hearing

Source: Caltrans 1998.

The most commonly used indices for measuring community noise levels are the Equivalent Energy Level (Leq), and the Community Noise Equivalent Level (CNEL).

Leq, the Equivalent Energy Level, is the average acoustical or sound energy content of noise, measured during a prescribed period, such as 1 minute, 15 minutes, 1 hour, or 8 hours. It is the decibel sound level that contains an equal amount of energy as a fluctuating sound level over a given period of time.

CNEL, Community Noise Equivalent Level, is the average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during evening and nighttime hours to compensate for the increased disturbance response of people at those times. CNEL is the equivalent sound level for a 24-hour period with a +5 dBA weighting applied to all sound occurring between 7:00 p.m. and 10:00 p.m. and a +10 dBA weighting applied to all sound occurring between 10:00 p.m. and 7:00 a.m. Similar to the CNEL, Ldn, the day-night average noise level, is a 24-hour average Leq with a +10 dBA weighting applied to noise during the hours of 10:00 p.m. to 7:00 a.m. Ldn and CNEL are typically within one dBA of each other and, for most intents and purposes, are interchangeable.

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a single point source such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. Sound that originates from a linear, or "line" source such as a heavily traveled traffic corridor, attenuates by approximately 3 dBA per doubling of distance, provided that the surrounding site conditions lack ground effects or obstacles that either scatter or reflect noise. Noise from roadways in environments with major ground effects due to vegetation and loose soils may either absorb or scatter the sound yielding attenuation rates as high as 4.5 dBA for each doubling of distance. Other contributing factors that affect sound reception include meteorological conditions and the presence of manmade obstacles such as buildings and sound barriers.

3.1.2 Noise Effects

Noise has a significant effect on the quality of life. An individual's reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 5 dBA change in community noise levels is clearly noticeable, and a 3 dBA change is the smallest increment that is perceivable by most receivers. Generally, 1 to 2 dBA changes are not detectable. Although the reaction to noise may vary, it is clear that noise is a significant component of the environment, and excessively noisy conditions can affect an individual's health and well-being. The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on a community can be organized into six broad categories: sleep disturbance; permanent hearing loss; human performance and behavior; social interaction or communication; extra-auditory health effects; and general annoyance.

3.2 Environmental Vibration Basics

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Vibration consists of waves transmitted through solid material. There are several types of wave motion in solids, unlike in air, including compressional, shear, torsional, and bending. The solid medium can be excited by forces, moments, or pressure fields. This leads to the terminology of "structure-borne/ground-borne" vibration.

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves or the motion of building surfaces. The vibration of building surfaces can also be radiated as sound and heard as a low-frequency rumbling noise, known as groundborne noise.

Ambient and source vibration information for this study are expressed in terms of the peak particle velocity (PPV) in inches per second (in/sec) that correlates best with human perception. The particle velocity is the velocity of the soil particles resulting from a disturbance. Agencies such as California

Department of Transportation (Caltrans) use the PPV descriptor because it correlates well with damage or complaints. Caltrans estimates that the threshold of perception is approximately 0.006 in/sec PPV and the level at which continuous vibrations begins to annoy people is approximately 0.010 in/sec PPV.

3.3 Regulatory Framework

3.3.1 Federal

Federal Aviation Administration Standards

Enforced by the Federal Aviation Administration (FAA), Code of Federal Regulations (CFR) Title 14, Part 150 prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. The FAA has determined that interior sound levels up to 45 dBA Ldn (or CNEL) are acceptable within residential buildings. The FAA also considers residential land uses to be compatible with exterior noise levels at or less than 65 dBA Ldn (or CNEL).

Federal Highway Administration Standards

CFR Title 23, Part 772 sets procedures for the abatement of highway traffic noise and construction noise. Title 23 is implemented by the Department of Transportation Federal Highway Administration Standards (FHWA). The purpose of this regulation is to provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways. All highway projects which are developed in conformance with this regulation shall be deemed to be in conformance with the Department of Transportation (DOT) FHWA Noise Standards. Title 23 establishes 67 dBA as the worst-case hourly average noise level standard for impacts of federal highway projects to land uses including residences, recreational uses, hotels, hospitals, and libraries [23 CFR Chapter 1, Part 772, Section 772.19].

Federal Transit Administration Standards and Federal Railroad Administration Standards

Although the Federal Transit Administration (FTA) standards are intended for federally funded mass transit projects, the impact assessment procedures and criteria included in the FTA Transit Noise and Vibration Impact Assessment Manual (May 2006) are routinely used for projects proposed by local jurisdictions. The FTA and Federal Railroad Administration (FRA) have published guidelines for assessing the impacts of groundborne vibration associated with rail projects, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for conventional sensitive structures from groundborne vibration is 0.2 inches/second PPV.

3.3.2 State

California Noise Control Act of 1973

Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, finds that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage.

It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards (CCR Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for hotels, motels, dormitories, and multi-family residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a multi-family residential building or structure may be exposed to exterior noise levels of 60 dBA CNEL (or Ldn) or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or Ldn) of a maximum noise level of 45 dBA [California's Title 24 Noise Standards, Chap. 2-35].

2010 California Green Building Standards Code

Section 5.507 of the California Green Building Standards Code (CalGreen) establishes requirements for acoustical control in non-residential buildings. The standards require that wall and roof-ceiling assemblies making up the building envelope shall have a Sound Transmission Class (STC) value of at least 50, and exterior windows shall have a minimum STC of 30 for any of the following building locations: 1) within 1,000 ft (300 m) of right of ways of freeways, 2) within 5 miles (8 km) of airports serving more than 10,000 commercial jets per year, and 3) where sound levels at the property line regularly exceed 65 dBA, other than occasional sound due to church bells, train horns, emergency vehicles and public warning systems. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC of at least 40. Additionally, Section A5.507.5 requires that classrooms have a maximum interior background noise level of no more than 45 dBA Leq.

3.3.3 Local

City of Chula Vista General Plan

The Environmental Element of the Chula Vista General Plan contains goals and policies related to environmental noise in Section 3.5, Noise. The General Plan defines noise sensitive land uses (NSLU) as residences, schools, hospitals, libraries, parks, and places of worship. To establish the compatibility of various land uses with exterior noise levels, the City uses CNEL in its planning guidelines. Table 3 illustrates Chula Vista's exterior land use-noise compatibility guidelines. Shading in this table represents the maximum noise level considered compatible for each land use category. These guidelines reflect the levels of noise exposure that are generally considered to be compatible with various types of land uses. The City states that these guidelines are to be used at the land use planning stage, for noise impact assessments, and to determine mitigation requirements for development proposals.

As stated in the General Plan, the noise control ordinance of the Chula Vista Municipal Code (CVMC), discussed below, establishes noise level limits for individual generators. The noise control ordinance limits are used in noise impact assessments to determine mitigation requirements for proposed generators of noise to ensure that they will not adversely impact surrounding land uses. Conversely, the

guidelines listed in Table 3 reflect the total noise exposure that is compatible with a particular land use, including vehicular traffic noise levels that are not regulated by the noise control ordinance.

Table 3 Exterior Land Use/Noise Compatibility Guidelines

Land Use	Annual CNEL in decibels					
	50	55	60	65	70	75
Residential						
Schools, Libraries, Daycare Facilities, Convalescent Homes, Outdoor Use Areas, and Other Similar Uses Considered Noise Sensitive						
Neighborhood Parks, Playgrounds						
Community Parks, Athletic Fields						
Offices and Professional						
Places of Worship (excluding outdoor use areas)						
Golf Courses						
Retail and Wholesale Commercial, Restaurants, Movie Theaters						
Industrial, Manufacturing						

Note: Shading represents the maximum noise level considered compatible for each land use category
Source: City of Chula Vista 2005

City of Chula Vista Multiple Species Conservation Program Subarea Plan

The City's Multiple Species Conservation Program (MSCP) Subarea Plan regulates impacts to sensitive biological resources, including noise impacts. In accordance with Section 7.5.2 of the Chula Vista Subarea Plan, Adjacency Management Issues, uses in or adjacent to the Preserve should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas and any other use that may introduce noises that could impact or interfere with wildlife utilization of the Preserve. Excessively noisy areas or activities adjacent to breeding areas, including temporary grading activities, must incorporate noise reduction measures or be curtailed during the breeding season of sensitive bird species, consistent with Table 3-5 of the MSCP Subregional Plan, included as Appendix A to the MSCP Subarea Plan. In general, the noise threshold for sensitive biological resources is an hourly average noise level of 60 dBA and no clearing, grubbing, and/or grading is permitted within the MSCP Preserve during the breeding season of the sensitive species present.

City of Chula Vista Municipal Code

CVMC Chapter 19.68, Performance Standards and Noise Control (Noise Ordinance), establishes noise criteria for Chula Vista. Section 19.68.030 defines exterior noise standards for various land uses. The noise standards are not to be exceeded at the portion of a property used for a particular land use. For nuisance noise, the noise standards cannot be exceeded at any time. Examples of nuisance noise provided in the Noise Ordinance include pets in residential neighborhoods, private parties of limited duration, sound amplifiers and musical instruments, and any activities in commercial areas other than permitted uses. For environmental noise, the Leq in any one hour cannot exceed the noise standards. These standards are shown in Table 4. The noise standards in Table 4 do not apply to construction activities.

Table 4 Exterior Noise Limits

Receiving Land Use Category	Noise Level (dBA)[1,2,3]	
	10:00 p.m. to 7:00 a.m. (Weekdays) 10:00 p.m. to 8:00 a.m. (Weekends)	7:00 a.m. to 10:00 p.m. (Weekdays) 8:00 a.m. to 10:00 p.m. (Weekends)
All residential (except multiple dwelling)	45	55
Multiple dwelling residential	50	60
Commercial	60	65
Light industry – I-R and I-L zone	70	70
Heavy Industry – I zone	80	80

(1) Environmental Noise – Leq in any hour, Nuisance Noise – not be exceeded any time
(2) According to Section 19.68.030(B)(3), if the alleged offensive noise contains a steady, audible sound such as a whine, screech or hum, or contains a repetitive impulsive noise such as hammering or riveting, the standard limits shall be reduced by 5 dB.
(3) If the measured ambient level, measured when the alleged noise violation source is not operating, exceeds the standard noise limit, the allowable noise exposure standard shall be the ambient noise level.
Source: City of Chula Vista Municipal Code Section 19.68.030

CVMC Section 19.68.050 regulates vibration from construction and operational sources. It prohibits operating or permitting the operation of any device that creates a vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property or at 150 feet from the source if on a public space or public right-of-way.

Construction noise is regulated by Section 17.24.040 of the Municipal Code. The ordinance prohibits construction and building work in residential zones that would cause noises disturbing to the peace, comfort, and quiet enjoyment of property of any person residing or working in the vicinity between the hours of 10:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 10:00 p.m. and 8:00 a.m., Saturday and Sunday.

3.4 Existing Noise Environment

Existing noise sources, including transportation, operation, and construction that affect the project site are described below.

3.4.1 Existing Noise Levels

An ambient sound level survey was conducted on March 18, 2011, to quantify the noise environment in Village 9 and surrounding vicinity. A total of four measurements were taken across the project site and one was taken in the existing residential neighborhood north of the project site in Village 7. The measurements were taken during the daytime (10:00 a.m. to 1:00 p.m.) and were 15 minutes in duration. A Larson Davis 820 ANSI (American National Standards Institute) Type I Integrating Sound Level Meter calibrated with a Larson Davis CAL200 calibrator was used to record ambient sound levels. Weather conditions during the measurements were calm with a mild temperature and partly-cloudy to clear skies. Table 5 summarizes the measured Leq and noise sources for each monitoring location, and the on-site monitoring locations are shown on Figure 5.



Source: CASIL 2011

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NOISE MEASUREMENT LOCATIONS
FIGURE 5

Table 5 Ambient Sound Level Measurements (dBA)

Site	Location	Daytime Noise Sources	Date/Time	Leq	Lmax	Lmin
1	Southwestern edge of Village 9, west of Planning Area V in the location of the future SR-125 ramps. Adjacent to the Planning Area V, a proposed site of mixed use development in the Neighborhood Center zone.	Traffic on SR-125, birds	3-18-2011 / 10:26 am	57	67	46
2	Northeast area of Planning Area FF in the southeast area of Village 9. Proposed site of medium density residential development in the Neighborhood Edge zone.	Distant construction or manufacturing noise, traffic on SR-125	3-18-2011 / 10:47 am	52	65	41
3	Eastern edge of Planning Area N in the middle of Village 9. Proposed site of mixed use development in the Town Center.	Birds, distant plane and helicopters flyovers	3-18-2011 / 11:07 am	48	61	36
4	South of Planning Area C on the eastern edge of Village 9. Planning Area C is proposed for a Town Square in the Urban Center Zone.	Birds, distant traffic, traffic on SR-125	3-18-2011 / 11:26 pm	40	57	33
5	Southeast corner of Fleishbein Street & Kincaid Avenue in the residential development northwest of Olympian High School and Wolf Canyon Elementary School in Village 7	Traffic, sanitation pickup trucks, construction	3-18-2011 / 12:25 pm	57	76	36
Source: Atkins 2013. Ambient measurements were 15 minutes in duration.						

The results of the ambient noise survey reflect noise levels that range between 40 dBA and 57 dBA Leq within the project site. This is consistent with the noise measurement taken at the northeast corner of the project site for the 2013 GPA/GDPA SEIR, which measured a noise level of 52 dBA Leq. The primary noise sources included traffic on SR-125, birds, distant planes and helicopters taking off from Brown Field, and distant traffic and construction. The measured noise level at the existing residential development north of the project site in Village 7 was 57 dBA Leq. Noise sources in this development include traffic, sanitation truck noise, and construction. As described previously, noise levels up to 65 dBA CNEL are considered compatible with residential development as specified in the Chula Vista General Plan. Based on the City of Chula Vista' noise compatibility guidelines, ambient noise levels measured within the project site and adjacent area would be compatible with the land uses proposed in the SPA Plan and TM.

3.4.2 Transportation Noise Sources

Aviation

The nearest airport to the project site is Brown Field, located approximately 1.75 miles to the southwest of Village 9. The airport is located in and operated by the City of San Diego. The airport is a general aviation airport. It accommodates propeller and jet powered aircraft and serves as a port of entry for private aircraft entering the U.S. from Mexico. It is also used by military and law enforcement agencies and is classified as a "reliever airport" by the FAA. According the Airport Land Use Compatibility Plan (ALUCP) for Brown Field, the airport has an 8,000 foot long runway. The predominant runway alignments are east-west. In 2011 the airport had 101,117 annual operations (City of San Diego 2012).

Due to distance and the east-west orientation of the runway, the Village 9 site is not located within 60 dBA CNEL noise contour for the airport, or within the airport's area of influence (SDCRAA 2010).

Roadways

No paved roadways currently exist on the project site. A few dirt roads are located on the project site for occasional vehicle trips for maintenance of infrastructure in the Otay River Valley. Vehicular traffic along roadways in the vicinity contributes to the overall noise environment on the project site. Eastlake Parkway and Hunte Parkway currently terminate at the northeast corner of the project site. Major roadways in the area surrounding Village 9 include Birch Road, located approximately 0.7 mile north of the project site, and Olympic Parkway, located approximately one mile north of the project site. Table 6 shows the existing noise levels generated by the roadways surrounding the project site. Existing noise levels were calculated using the methodology described in Section 4.1.3, Permanent Increase in Ambient Noise. As shown in Table 6, noise levels along Olympic Parkway, Birch Road, Main Street, Hunte Parkway, Heritage Road, La Media Road, and Eastlake Parkway currently exceed the Chula Vista noise compatibility standard of 65 dBA CNEL for residences, schools, and other NSLU. The SR-125 toll road right-of-way is adjacent to the western boundary of Village 9. The toll road is also an existing source of vehicular noise on the project site.

Table 6 Existing Off-Site Roadway Noise Levels

Roadway	Segment	Existing Average Daily Trips	Noise Level at 50 feet from Roadway Centerline (dBA CNEL)
Olympic Parkway	I-805 to Brandywine Avenue	47,000	75
	Brandywine Avenue to Heritage Road	48,721	75
	Heritage Road to La Media Road	50,538	75
	La Media Road to SR-125 Ramps	43,563	75
	SR-125 Ramps to Eastlake Parkway	40,478	79
	Eastlake Parkway to Hunte Parkway	13,926	70
	East of Hunte Parkway	7,846	66
Birch Road	La Media Road to SR-125	11,084	69
	SR-125 to Eastlake Parkway	10,250	68
Main Street	I-805 to Brandywine Avenue	26,896	73
	Brandywine Avenue to Heritage Road	18,729	71
Hunte Parkway	Eastlake Parkway to Olympic Parkway	1,406	60
	Olympic Parkway to Otay Lakes Road	9,580	67
Heritage Road	Palomar Street to Olympic Parkway	12,383	69
	Main Street to Entertainment Circle	10,035	65
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	9,846	65
La Media Road	East Palomar Street to Olympic Parkway	12,658	69
	Olympic Parkway to Birch Road	11,037	69
Magdalena Avenue	Birch Road to Main Street	9,122	64
Eastlake Parkway	Otay Lakes Road to Olympic Parkway	18,945	70
	Olympic Parkway to Birch Road	9,199	68
	Birch Road to Main Street	1,310	59

Source: RBF 2013 (traffic data); FHWA 2004 (noise level estimates). See appendix for noise model assumptions and output. Noise levels were calculated using the methodology described in Section 4.1.3, Permanent Increase in Ambient Noise.

Railroads

Chula Vista is served by the San Diego trolley system, which is operated by the San Diego Metropolitan Transit System. The San Diego Trolley Blue Line passes through the western part of Chula Vista, along the east side of Interstate 5, with stations at E Street, H Street, and Palomar Street. Freight trains also use the same rail line during nighttime hours. Two primary rail haulers of freight, the Burlington Northern Santa Fe (BNSF) and the San Diego and Imperial Valley (SDIV) railroads, link the San Diego County coastal region (including Chula Vista) to the larger national railway system. The SDIV operates freight service on the SANDAG-owned railway in the southwestern part of San Diego County, including Chula Vista, where it is known as the San Diego and Arizona Eastern (SD&AE) Railway. The rail line is located in the coastal area of the City near Interstate 5, approximately eight miles west of the project site. Due to distance, railway noise is not audible at the Village 9 site.

3.4.3 Operational Noise Sources

The project site and surrounding area is currently undeveloped. In accordance with the Otay Ranch GDP, development is planned to occur to the west (Otay Ranch Village 8 East), north (EUC), and east (the University Site, Otay Ranch Village Ten, and the Regional Technology Park [RTP]) of the project site. Village 8 East is anticipated to be planned using the traditional Otay Ranch village model. Future land uses planned for the EUC include destination retail, commercial, and entertainment development with higher density residential development, schools, and parks. The entire University Site and Village 10 are proposed for a university and supporting land uses, including commercial, cultural, and entertainment services. The RTP would be located within Village 10 and would consist of a large, master-planned business park, providing research and high-tech manufacturing industries, arranged in clusters. However, none of these land uses have been developed and do not contribute to the existing noise environment. Otay Valley Regional Park and the Otay River Valley form the southern boundary of the project site and are proposed to remain undeveloped. The closest development to the project site is in Village 7, located northwest of the project site on the other side of SR-125. Development begins approximately 0.2 mile from the project site and includes residences, Olympian High School, and Wolf Canyon Elementary School. High Tech High, High Tech Middle, and High Tech Elementary Chula Vista are located on one campus approximately 0.25 mile northeast of the project site on Discovery Falls Drive. Residences are also located approximately 0.3 mile to the northeast of the project site on Discovery Falls Drive.

3.4.4 Noise Sensitive Land Uses

Noise sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise. The Chula Vista General Plan defines NSLUs as residences, schools, hospitals, libraries, parks, places of worship, and outdoor use areas, including outdoor dining spaces. Industrial and commercial land uses are generally not considered sensitive to noise. There are no NSLU currently located on the project site. The nearest NSLU to the project site is Olympian High School, located approximately 0.2 mile west of the project site on the other side of SR-125. Other NSLU in the project vicinity are the High Tech High campus located approximately 0.25 mile northeast of the project site, the residences located approximately 0.3 mile northeast of the project site near Discovery Falls Drive and the residences located 0.6 mile north of the project site off of Birch Road. The City's MSCP Subarea Plan defines sensitive wildlife species as noise sensitive. MSCP Preserve area is located adjacent to the southern boundary of Village 9.

3.4.5 Vibration Sensitive Land Uses

Land uses in which groundborne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations (FTA 2006) are considered "vibration-sensitive." The degree of sensitivity depends on the specific equipment that would be affected by the groundborne vibration. Excessive levels of groundborne vibration of either a regular or an intermittent nature can result in annoyance to residential uses. The nearest vibration sensitive land use to the project site is the Sharp Chula Vista Medical Center, located approximately three miles to the northwest of the project site on Medical Center Court.

4.0 Methodology and Significance Criteria

4.1 Methodology

4.1.1 Excessive Noise Levels

Impacts related to potential exposure to excessive noise levels as a result of the project are assessed based on a comparison of the land uses proposed in the Site Utilization Plan (Figure 3) to the noise levels potentially generated by on-site land uses and existing off-site noise sources. Estimated noise levels are based on a variety of sources, including noise technical reports for similar facilities. Noise levels at a particular receptor from a stationary noise source are based on an attenuation rate of 6 dBA for every doubling of distance. Future on-site traffic noise levels are calculated for buildout (2030) traffic volumes along roadway segments using the FHWA Traffic Noise Model (TNM) Version 2.5 (2004). The modeling calculations take into account the posted vehicle speed, traffic volume, the estimated vehicle mix, and site topography. The traffic volumes are based upon data from the traffic study prepared for the project by RBF Consulting (2013). The Unmitigated Year 2030 scenario represents the worst-case condition for off-site roadway noise impacts. However, the Mitigated Year 2030 scenario included in the traffic study represents the worst-case condition for traffic that traverses the project site because of the redistribution of regional traffic that would occur as a result of the implementation of the required traffic measures. Therefore, this scenario was used for the analysis of long-term on-site traffic noise impacts on proposed NSLU. There are currently no major sources of traffic noise and no NSLU on the project site; therefore, the Existing Plus Project traffic scenario is not applicable for the on-site analysis relating to noise exposure of proposed NSLU.

4.1.2 Groundborne Vibration

Groundborne vibration impacts are assessed based on screening distances determined by the FTA and Caltrans. According to the FTA, vibration sensitive land uses within 600 feet of a railroad may be exposed to disruptive vibration (FTA 2006). According to Caltrans, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to sensitive operations (Caltrans 2002).

4.1.3 Permanent Increase in Ambient Noise

The potential for the project to permanently increase ambient noise levels as a result of increased traffic noise is assessed using standard noise modeling equations adapted from the FHWA noise prediction

model. The modeling calculations take into account the posted vehicle speed, average daily traffic volume, and the estimated vehicle mix. The noise model assumes that roadways would experience a decrease of approximately 3 dBA for every doubling of distance from the roadway. The analysis is based on the project-specific traffic study prepared for Village 9 by RBF Consulting (RBF 2013), and the Village 9 SPA Plan.

One ambient noise measurement was taken along Olympic Parkway between Heritage Road and La Media Road to verify and/or calibrate model results. The measured 15-minute Leq at 50 feet from the roadway centerline was 66 dBA and was measured during a non-peak daytime hour. The 5 minute traffic count along the segment measured 222 passenger vehicles and five medium-duty trucks, or approximately 2,724 vehicles per hour. If the 15-minute Leq is extrapolated to 24 hours, the measured Leq of 66 dBA would result in a CNEL of 73 dBA. The noise level calculated along this segment by the traffic noise model based on the ADT provided in the traffic study is 75 dBA (as shown on Table 6). Therefore, the FHWA noise prediction model is similar, but more conservative than the measured noise level. The noise model would be expected to be more conservative than measured noise levels because the model cannot account for ground effects, wind, and other factors and that may reduce actual noise level. Therefore, the modeled traffic noise levels represent a conservative analysis.

4.1.4 Temporary Increase in Ambient Noise

Impacts related to temporary increases in ambient noise levels are assessed using estimates of sound levels from typical construction equipment provided by the FHWA in the Roadway Construction Noise Model (FHWA 2008), assuming an attenuation rate of 6 dBA per doubling of distance from the source.

The construction equipment list was provided by the applicant.

4.1.5 Aircraft Noise

Impacts related to aircraft noise are assessed based on the ALUCP for Brown Field (SDCRAA 2010).

4.2 Significance Criteria

Based on Appendix G of the CEQA Guidelines and the City of Chula Vista, implementation of the project would result in a significant adverse impact if it would:

1. **Threshold 1:** Expose persons to or generate noise levels in excess of standards established in the Chula Vista General Plan or noise ordinance, or applicable standards of other agencies. This includes exposure of persons to or generation of noise levels in excess of the interior noise standard of 45 dBA CNEL in single and multi-family residences, or noise levels that violate the Chula Vista noise ordinance (Chapter 19.68 of the Municipal Code);
2. **Threshold 2:** Expose persons to or generation of excessive ground borne vibration or ground borne noise levels, which is defined as groundborne vibration equal to or in excess of 0.2 in/sec PPV. Construction activities within 200 feet and pile driving within 600 feet of a vibration sensitive use would be potentially disruptive to vibration-sensitive operations (Caltrans 1996).

3. **Threshold 3:** Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. A substantial permanent increase would occur if implementation of the proposed project results in an ambient noise level that exceeds the exterior noise limits established in the Chula Vista General Plan, including 65 dBA CNEL for schools, recreational uses, and residences; 70 dBA CNEL for offices, community parks and athletic fields; and 75 dBA CNEL for commercial uses. For transportation-related noise, a significant impact would occur if the proposed project results in a 3 dBA CNEL or greater increase in traffic noise on a roadway segment and the resultant noise level would exceed the General Plan exterior noise limits;
4. **Threshold 4:** Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Construction activity would be considered significant if it violates the limits established in CVMC Section 17.24.040. The ordinance prohibits construction and building work between the hours of 10:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 10:00 p.m. and 8:00 a.m., Saturday and Sunday;
5. **Threshold 5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise;
6. **Threshold 6:** Be inconsistent with General Plan, GDP or other objectives and policies regarding noise thereby resulting in a significant physical impact.

5.0 Impact Analysis and Mitigation Measures

5.1 Impact Analysis

Potential project-related noise impacts from construction activity, transportation sources, and operational sources are discussed below.

5.1.1 Issue 1: Excessive Noise Levels

Impact Analysis

The project would have the potential to generate noise levels in excess of established standards by developing new stationary sources of noise, by increasing human activity throughout the project site, and by constructing roadways. NSLU both on and beyond the project site may be affected by the proposed project. Proposed NSLU associated within the project site include schools, parks, and residential development. Other NSLU, including libraries and places of worship, are permitted to be developed throughout the site. Potential noise generating land uses on site include mixed-use commercial and resident-serving commercial; public or quasi-public uses including day care, schools, or parks; and two CPFs. This section addresses the potential for on-site sensitive receptors to be exposed to excessive noise levels from proposed roadways and SR-125. The permanent increase in noise levels that would occur as a result of increased traffic on roadways is addressed in Section 5.1.3, Issue 3: Substantial Permanent Increase in Noise Levels.

Operational Noise Associated with Proposed Development

The proposed project includes a range of uses that have the potential to generate noise that may affect adjacent noise-sensitive receptors. These uses include commercial development, residential development, and recreational facilities. The noise technical report prepared for the GPA/GDPA determined that operational impacts would be less than significant with conformance to Chula Vista noise ordinance; however, the analysis was at a programmatic level and did not take into account the specific land uses and their placement proposed in the Village 9 SPA Plan. The following analysis tiers from the 2013 GPA/GDPA SEIR, and determines whether the proposed land uses would have the potential to conflict with Chula Vista's noise standards.

Commercial Development and the Community Purpose Facility

Commercial development would be located throughout the Urban Center, Urban Neighborhood, Town Center, and Neighborhood Core Zones. Potential operational noise sources associated with commercial development within the project site include HVAC equipment, commercial truck deliveries, loading docks, and parking lots. Future uses in the CPF are unknown at this time. Therefore, it would speculative to analyze the potential noise generated by a specific use at the CPF location. However, it can reasonably be assumed the CPF would include a structure for community use that would involve HVAC equipment. Therefore, the CPF is included in the discussion of commercial HVAC equipment below.

Mechanical HVAC equipment located on the ground or on rooftops of new buildings would have the potential to generate noise levels which average 65 dBA at a distance of 50 feet (City of Santa Ana 2010), and may run continuously during the day and night. Depending on where it is located, HVAC equipment could exceed the City's hourly noise limit for adjacent single-family residences and NSLU (such as parks) of 55 dBA during daytime hours (45 dBA at night), the limit for adjacent multi-family residences of 60 dBA during daytime hours (50 dBA at night), or the limit for daytime-only NSLU (such as a school) of 55 dBA. For a single point source such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. Therefore, it is assumed that HVAC equipment would generate noise levels that exceed 45 dBA within 500 feet for the equipment, 50 dBA within approximately 275 feet of the equipment, and 55 dBA within 155 feet of the equipment. Consequently, residences or other NSLU located in or in close proximity to a mixed-use building or other building that requires an HVAC system could result in a potentially significant impact.

Large commercial facilities that would require HVAC systems are permitted in the Urban Center, Town Center, Urban Neighborhood, and Neighborhood Core zones. Within these mixed-use areas, residential development and commercial development would be located adjacent to or within the same building as each other. The proposed elementary school in Planning Area G and the Neighborhood Park are in the Urban Neighborhood zone and would potentially be exposed to excessive noise from a commercial HVAC unit. The elementary school in Planning Area W would be located within 155 feet of Planning Area T in the Neighborhood Core zone, which is proposed for commercial development and may expose the school to HVAC noise. The CPF in Planning Area X would also be located within 155 feet of Planning Area W and potentially include an HVAC unit. Multi-family residences in Planning Areas H-1, K-1, M, N, O-1, S-2, T, U-1, Y-1, and Z-1, and the elementary school in either Planning Area G or W would be located near a CPF site.

No commercial development is proposed for the planning areas adjacent to the lower-density Neighborhood Edge and Neighborhood General Zones and no commercial HVAC units would be located

within 500 feet of single-family residential development. No single-family residences would be exposed to excessive noise levels from commercial HVAC units. However, proposed parks within 500 feet of a commercial HVAC unit, multi-family residences within 275 feet of a commercial HVAC unit, and schools within 155 feet of a commercial HVAC unit, could be exposed to noise levels that exceed the City's noise standards. A potentially significant noise impact would occur. If Planning Areas G and W are ultimately not chosen to be school sites and instead proposed for multi-family residential development, a potentially significant impact related to HVAC noise would still occur in these planning areas.

Olympian High School, the nearest existing NSLU to the project site, is located approximately 1,000 feet (0.2 mile) west of the project site and the nearest proposed commercial land use. Schools are a daytime NSLU. As discussed above, HVAC units have the potential to generate noise levels which average 65 dBA at a distance of 50 feet, which would attenuate to 55 dBA at approximately 155 feet from the source. Therefore, HVAC noise would not exceed the most conservative daytime standard of 55 dBA more than 155 feet from the source. The High Tech High campus and the nearest off-site residences are located more than 1,000 feet northeast of the project site on Discovery Falls Drive. The proposed project would not result in a significant noise impact to existing off-site receivers related to on-site HVAC equipment.

In addition to HVAC systems, commercial land uses also have the potential to generate noise from truck deliveries, such as engines idling and beeping from backing warning signals at commercial loading docks. Truck deliveries to Village 9 would involve deliveries of supplies to commercial uses. State law currently prohibits heavy-duty diesel delivery trucks from idling more than five minutes; therefore, noise from idling would be limited to five minutes during truck deliveries (CCR Title 13, Section 2485). Truck trips would be periodic throughout the Urban Center, Town Center, Urban Neighborhood, and Neighborhood Core zones and would not be concentrated in one location. Given the intermittent and short duration of noise from truck deliveries in a given location, truck deliveries would not be a source of excessive ambient noise. Section 3.6 of the SPA Plan, Performance Standards, includes standards for parking and loading. This section requires loading activities to be located and operated so that they do not disturb neighboring residences. Therefore, impacts related to truck deliveries and loading would be less than significant.

Noise sources from parking lots include car alarms, door slams, radios, tire squeals. These sources typically range from about 30 to 66 dBA at a distance of 100 feet (Gordon Bricken & Associates 1996), and are generally short-term and intermittent. Parking lots also have the potential to generate noise levels that exceed 65 dBA depending on the location of the source; however, noise sources from the parking lot would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect noise-sensitive receptors at the same time. Therefore, noise generated from parking lots would be less than significant.

Residential Development

Residences would be developed across the project site. Multi-family residential development would be located in the northern half of the site in the Town Center, Urban Centers, Urban Neighborhoods, and Neighborhood Core Zones. Single-family development would be located in the southern area of the site in the Neighborhood General and Neighborhood Edge Zones. Noise generated from residential uses is generally described as "nuisance noise." Nuisance noise is defined as intermittent or temporary neighborhood noise from sources such as amplified music, barking dogs, and landscape maintenance equipment that may be disturbing to other residents. Nuisance noise impacts are more likely to occur in

the more densely developed areas of the project site (such as the Urban Center, Town Center, Urban Neighborhood, and Neighborhood Core) where residences would be closer together and neighbors would be more likely to hear a neighbor's dog or music. However, single-family development would also likely be exposed to occasional nuisance noise. CVMC Section 19.68, the noise ordinance, prohibits nuisance noise from exceeding the City's noise standards at any time. Compliance with the noise ordinance would limit exposure to excessive nuisance noise. The Chula Vista Police Department enforces the City's noise ordinance. Additionally, nuisance noises would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect the receptors at the same time. Therefore, nuisance noise in residential neighborhoods would not result in significant impact.

Neighborhood Park

A Neighborhood Park is proposed in the western area of the project site in Planning Area L and would accommodate uses such as athletic fields, sports courts, play equipment, community center building, and picnic areas. The neighborhood park is intended for community use. The Neighborhood Park would provide larger fields and more courts compared to other parks in Village 9 in order to accommodate games and spectators for uses such as team sports events. This park would provide lighting on the fields and sports courts to accommodate evening programs. Specific amenities and locations are not known at this time. Actual parks plans will be determined by an individual park site master plan prepared prior to park development. The actual location of the active uses is not know at this time; therefore it is conservatively assumed that active uses would be located at the edge of the park, adjacent to planning areas proposed for residential use.

The EIR for the Otay Ranch Village 2, 3, and Portion of 4 SPA Plan determined that the use of multi-purpose fields such as those proposed for the Village 9 Neighborhood Park would have the potential to generate noise levels of approximately 54 dBA at 50 feet from the field (City of Chula Vista 2006). Noise attenuates at a rate of 6 dBA for every doubling of distance (FTA 2006); therefore, noise from the active park uses could generate noise levels of 60 dBA at 25 feet from the use. Due to distance, the active park uses would generally attenuate to below the daytime noise limit of 60 dBA more than 25 feet from the use, and 55 dBA more than 45 feet from the use.

There are no single-family residences located within 45 feet of the Neighborhood Park site. Therefore, a potential daytime noise impact would not occur. A potential daytime noise impact could occur if exterior noise levels associated with park uses exceed 60 dBA at the property lines of multi-family residences or an elementary school located adjacent to the park. Because the actual layout of the park is currently unknown, it is assumed that active uses could be located at the edge of the park; therefore, the Neighborhood Park could generate noise levels that exceed 60 dBA up to 25 feet from the park boundary. The park is separated from all planning areas by more than 25 feet by Street G, with the exception of Planning Areas F, S-1, and S-2. As shown on the grading plan for Village 9 (Figure 3-16), a steep slope between the Neighborhood Park and the adjacent Planning Areas S-1 and S-2 would provide a more than 25 foot separation between the park and developable areas in Planning Areas S-1 and S-2. As such, the Neighborhood Park would not generate noise levels in excess of 60 dBA in Planning Areas S-1 and S-2 and a significant daytime impact would not occur. A steep slope would also separate Planning Area F from the Neighborhood Park; however, the southernmost developable area of Planning Area F would still be located within 25 of the Neighborhood Park, where noise levels may exceed 60 dBA during daytime hours. The exact location of future residences in Planning Area F is unknown; therefore, it is

conservatively assumed that residences may be located at the southern edge of Planning Area F and would have the potential for exposure to excessive noise from the playing fields. A potentially significant impact would occur.

According to CVMC Section 2.66.270, some parks in the city stay open as late as 10:30 p.m.; therefore, the Neighborhood Park could be subject to the stricter city nighttime one-hour noise standard of 50 dBA between 10:00 p.m. and 10:30 p.m. for multi-family residential uses, and 45 dBA for single-family residences, if noise-generating activities from sports fields are expected to operate after 10 p.m. However, it is reasonable to assume that noise levels would generally be lower than 70 dBA at 50 feet between 10:00 p.m. and 10:30 p.m. because activities would be winding down in anticipation of park closing, and few children would be generating noise levels during the late evening as high as those occurring during peak park activity hours. Therefore, noise levels from parks would not be expected to exceed nighttime noise standards between 10:00 p.m. and 10:30 p.m.

Electronic amplification equipment would not be permanently installed at the Neighborhood Park, but temporary systems may be used in conjunction with active sport activities such as skating, softball, soccer, court sports, and swimming. Public events may also occur that required amplified noise. Activities that would include amplified noise or other temporary noise generating equipment would be required to obtain a permit from the City of Chula Vista Director of Recreation. If a permit is not obtained, Section 2.66.185 of the CVMC prohibits any park or recreation center user to operate a radio, television, stereo or any similar electronic or mechanical device capable of producing or emitting sound at a volume where the sound is audible at a distance greater than 100 feet from the point of emission.

Activities that require permitted amplified noise would be limited to normal park operation hours. Additionally, amplified noise would not be a constant source of noise. Activities would occur on various dates and times, and at varied locations. Permitted uses would still be subject to the city hourly exterior noise level limits established in the municipal code. The Chula Vista Police Department enforces the nuisance noise provisions of the city municipal code and the Development Services Department enforces the remaining provisions of the noise ordinance. Therefore, nuisance noise and permitted amplified noise from events at the Neighborhood Park would not result in a significant impact.

Scheduled maintenance by maintenance crews would occur on a daily basis at the Neighborhood Park. Maintenance activities would include the use of gasoline-powered mowers, trimmers, blowers, and edgers resulting in intermittent short-term temporary noise increases. Maintenance activities are permitted uses and would be subject to the one-hour Leq noise limits of 60 dBA in multi-family neighborhoods. Additionally, maintenance equipment would not be operating at any one location for more than a few minutes, and all equipment would not be operating simultaneously. Due to the limited amount of time equipment would be operating in one location, operation of landscape equipment would generally not exceed the hourly noise level limit at a particular receptor. Therefore, landscape maintenance would result in a less than significant impact.

Town Squares

Two town squares would be located in Village 9 in Planning Areas C and I. The town squares may be used for special events. Special events may be exempt from the noise level limits in accordance with Section 19.68.060 of the City's Noise Ordinance. Such events would be required to obtain a permit issued by the City, and would be subject to any limitations established in the permit. Additionally, the town squares would not include major active use facilities. The town squares would serve as community

gathering places and would support events such as farmer's markets and art shows that would generally not result in noise levels higher than normal conservation. The town squares may also include gardens or urban spaces for quiet reflection that would encourage low noise levels. Nighttime activity in the town squares would be expected to be limited to normal conversation levels. Similar to the Neighborhood Park, use of electronic amplification equipment, if occasionally required, and maintenance activities at these facilities would be subject to City requirements and would not result in excessive noise levels. Therefore, the town squares would not result in a significant impact.

Other Recreational Facilities

Additional parks, trails, and playgrounds would be located throughout the site, including pedestrian parks in Planning Areas GG, HH, and II, and a pedestrian trail through Planning Area OS-3. These facilities would be located in close proximity to residences. Additionally, the pedestrian parks proposed in Planning Areas HH and II and trail through OS-3 would be located adjacent to or within 100 feet of the MSCP Preserve. The proposed trails would be used for walking and bicycling and would generally not support activities that generate noise levels higher than normal conservation. The amenities, facilities, and uses of the pedestrian parks that occur within the Preserve Edge, a 100-foot buffer zone adjacent to the Preserve, would be restricted to the types that are least likely to impact adjacent biological resources, such as small to medium toddler play areas (tot lots). Playgrounds and sports courts are also potential uses in pedestrian parks, but would only be allowed outside of the Preserve Edge. Therefore, these uses would be limited to the pedestrian park in Planning Area GG. The playgrounds and sports courts would be limited in size and designed to serve residences immediately surrounding the parks. These pedestrian parks would support smaller playground and sports courts compared to the Neighborhood Park to serve immediately surrounding residences. The linear shape of the parks would limit the playground and sports courts from being able to accommodate large organized sporting events or play groups because no extra space for spectators or parking would be provided. Unlike the Neighborhood Park, which would provide lighted sports amenities, the pedestrian park sports courts and neighborhood playgrounds would generally not be in use after dark because these uses would not be lighted, other than lighting required for safety. Therefore, the facilities would not generate noise levels that would interfere with wildlife, or result in excessive noise levels at nearby residences. Impacts from the trails, pedestrian parks, and small playgrounds would be less than significant.

Schools

Two elementary school sites are proposed in Village 9 in Planning Area G and Planning Area W. Schools may generate noise from amplified noise such as bells and loudspeaker announcements. Bells or other announcement devices are classified at stationary non-emergency signaling devices by the City. The noise ordinance prohibits schools from sounding these devices for more than 120 seconds continually in an hourly period, or intermittent sounding over a five-minute period in any hour. The elementary schools would comply with Chula Vista's noise standards and would not result in significant impact related to bells and loudspeaker announcements.

The elementary school would include recreational facilities such as playgrounds. Noise from the elementary school would be limited to daytime hours. The level of activity during recess and afterschool activities is assumed to be similar to active use of the multi-purpose fields at the Neighborhood Park. Therefore, the schools would have the potential to generate noise levels up to 54.3 dBA at 50 feet, which would exceed the daytime noise level limit of 55 dBA at single-family residences up to 45 feet from the schools, and the daytime noise level limit of 60 dBA up to 25 feet from the school. Impacts

from the schools would generally be limited to residences located directly adjacent to the school property. Both elementary schools sites are separated from other development on all sides by roadways and would not expose sensitive receptors to excessive noise. Similar to the Neighborhood Park, use of electronic amplification equipment and maintenance activities at the school would not result in a significant impact.

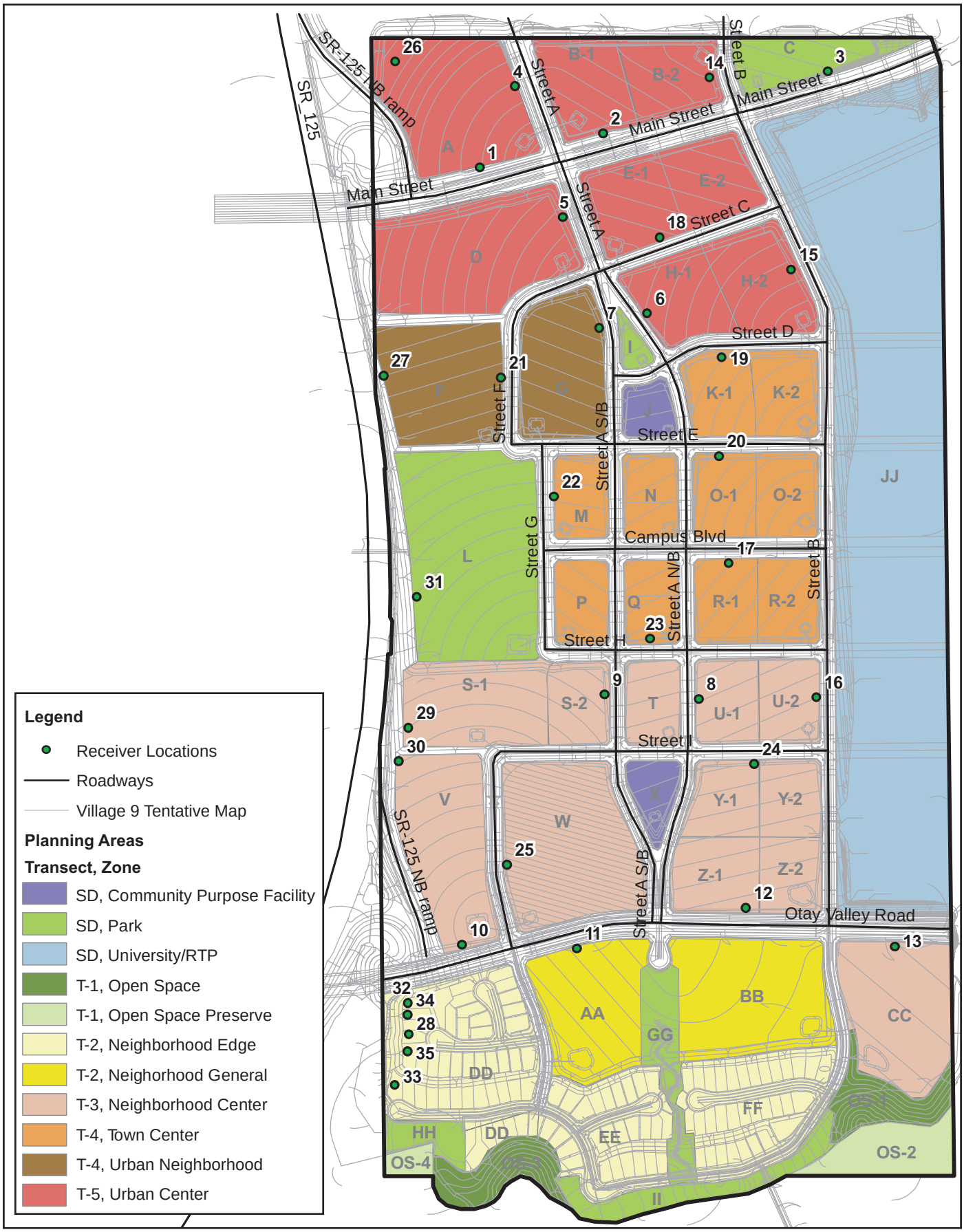
Operational Noise Associated with Infrastructure Improvements

The infrastructure improvements associated with Village 9 include pipelines and electrical lines, which are passive systems and would not generate operational noise. Inspection of these facilities would not require intensive activities that would result in excessive noise levels. Occasional maintenance (2-4 times per year) may be required that necessitates the use of large equipment; however, such activities would be infrequent, temporary, and limited to the area close to the maintenance site. Maintenance equipment would be subject to the limits on operation hours in the City's Noise Ordinance for construction and building work in residential zones. Therefore, impacts that occur from operation of these facilities would be less than significant.

Exposure to Traffic Noise

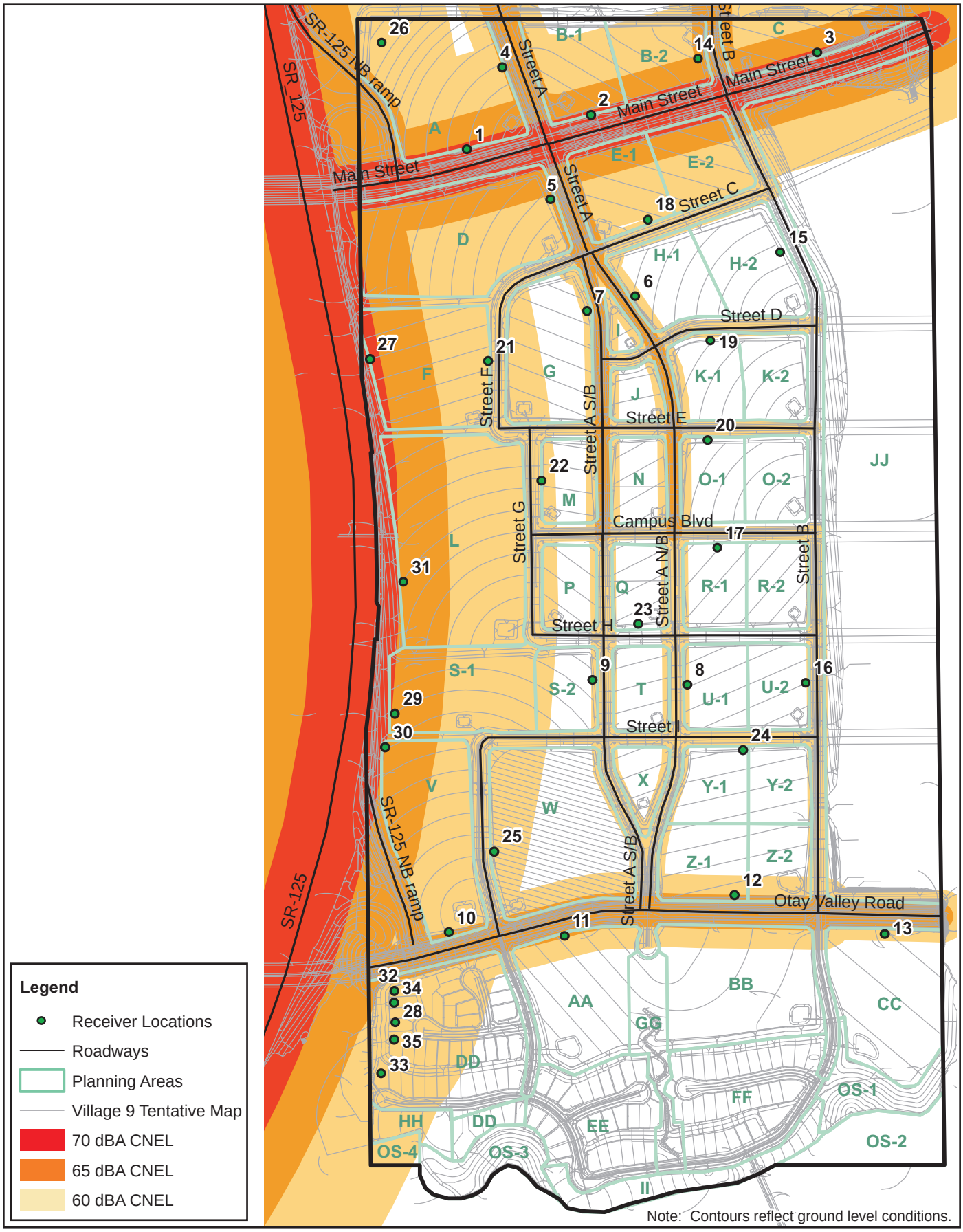
The primary way in which the project could result in the exposure of proposed NSLU to excessive noise levels is on-site vehicular traffic noise. Acoustical calculations were conducted for mitigated buildout (2030) traffic volumes along on-site roadway segments using the FHWA Traffic Noise Model (TNM) Version 2.5 (2004). Noise levels were modeled for a series of receiver locations throughout the site to determine the future traffic noise levels at locations where NSLU have been proposed according to the tentative map (TM) for Village 9 (October 2011), as shown in Figure 6. In areas where individual lots have not been planned yet, receptor locations were placed 50-75 feet from the roadway centerline, or at a location that would be most affected by roadway noise (such as along the western sides of the Planning Areas near SR-125). Noise levels were modeled for one ground level and one upper story receptor at each location. Buildings proposed within Village 9 range from two stories to 15 stories in height. On-site roadway traffic volumes at buildout of the Village 9 are shown in Table 7.

A floor height of 26 feet was used to provide a general estimate of upper story receivers, and a distance of 5 feet was added to the floor height to represent receiver ear height. The modeled noise level at each receiver location is shown in Table 8. Receivers at different heights may experience higher or lower noise levels than those provided in Table 8. Additionally, ground-level noise contours were calculated for SR-125 and the primary site roadways: Main Street, Otay Valley Road, Street A, Street B, Street C, Street D, Street E, Campus Boulevard, Street H, Street I, Street F, and Street G. These contours are shown in Figure 7, and include the effects of future grading on the property but do not take into account any noise mitigation measures or shielding provided by the proposed buildings. Traffic noise modeling data is provided in Appendix A.



Source: Atkins 2011

NOISE RECEIVER LOCATIONS
FIGURE 6



Source: Atkins 2011

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2030 BUILDOUT NOISE CONTOURS
FIGURE 7

Table 7 2030 Buildout On-site Roadway Traffic Volumes

Roadway	Segment	Speed (mph)[1]	ADT Volume[2]	Vehicle Mix		
				Autos	MDT	HDT
Main Street	SR-125 ramp to Street A	45	53,400	95%	3%	2%
Main Street	Street A to Street B	45	44,500	95%	3%	2%
Main Street	Street B to Eastlake Parkway	45	40,800	95%	3%	2%
Street A	North project boundary to Main Street	30	19,600	95%	3%	2%
Street A	Main Street to Street C	30	24,400	95%	3%	2%
Street A	Northbound, Campus Boulevard to Street C	30	7,200	95%	3%	2%
Street A	Southbound, Street C to Campus Boulevard	30	7,200	95%	3%	2%
Street A	Northbound, Otay Valley Road to Campus Boulevard	30	5,700	95%	3%	2%
Street A	Southbound, Campus Boulevard to Otay Valley Road	30	5,700	95%	3%	2%
Otay Valley Road	West project boundary to Street I	45	14,500	95%	3%	2%
Otay Valley Road	Street I to Street A	45	11,400	95%	3%	2%
Otay Valley Road	Street A to Street B	45	9,500	95%	3%	2%
Otay Valley Road	Street B to east project boundary	45	7,700	95%	3%	2%
Street B	Northern project boundary to Main Street	25	12,300	95%	3%	2%
Street B	Main Street to Campus Boulevard	25	15,800	95%	3%	2%
Street B	Campus Boulevard to Otay Valley Road	25	8,600	95%	3%	2%
Campus Boulevard	Street G to Street B	25	2,000	97%	2%	1%
Street C	Street F to Street B	25	8,000	97%	2%	1%
Street D	SB Street A to Street B	25	4,000	97%	2%	1%
Street E	Street F to Street B	25	1,500	97%	2%	1%
Street F	Street C to Street E	25	2,000	97%	2%	1%
Street G	Street E to Street H	25	1,000	97%	2%	1%
Street H	Street G to Street B	25	1,500	97%	2%	1%
Street I	WB End to Street B	25	3,700	97%	2%	1%
Street I	WB end, south to Otay Valley Road	25	3,700	97%	2%	1%
SR-125	Birch Road to Main Street	65	30,200	95%	3%	2%
SR-125	Main Street to Otay Valley Road	65	46,300	95%	3%	2%
SR-125	South of Otay Valley Road	65	46,300	95%	3%	2%
SR-125/Main Street northbound ramp	On-ramp	35	13,230	95%	3%	2%
SR-125/Otay Valley Road southbound ramp	On-ramp	35	3,820	95%	3%	2%

[1] On-site roadway speed is the posted speed limit proposed for the roadway provided in the Village 9 SPA Plan.

[2] ADT volumes are based on the peak hour intersection volumes provided in the TIA in Exhibit 38 (RBF 2013). ADT is assumed to be ten times the peak hour volume.

NB = northbound; SB = southbound; WB = westbound; EB = eastbound; MDT = medium duty trucks; HDT = heavy duty trucks

Note: Traffic volumes assume the future construction of the road improvements required in the implementation program described in the project traffic study. This condition is referred to as the 2030 Mitigated scenario in the project traffic study.

Source: RBF 2013.

Table 8 On-site 2030 Buildout Noise Levels

Receiver Location([1])	Planning Area	Receiver Type	Acceptable Noise Level[(2)]	Ground Level Traffic Noise Level (dBA CNEL)	Upper Story Traffic Noise Level (dBA CNEL)	Significant Impact?
#1	A	Multi-Family Residences and Commercial	65	**72**	**72**	**Yes**
#2	B-1	Multi-Family Residences and Commercial	65	**72**	**72**	**Yes**
#3	C	Town Square	65	**71**	**71**	**Yes**
#4	A	Multi-Family Residences and Commercial	65	**66**	**66**	**Yes**
#5	D	Multi-Family Residences and Commercial	65	65	**68**	**Yes**
#6	H-1	Multi-Family Residences and Commercial	65	63	64	No
#7	G	Elementary School	65	62	64	No
#8	U-1	Multi-Family Residences	65	62	62	No
#9	S-2	Multi-Family Residences	65	61	62	No
#10	V	Multi-Family Residences	65	65	**68**	**Yes**
#11	AA	Single-Family Residences	65	**66**	**66**	**Yes**
#12	Z-1	Multi-Family Residences	65	65	65	No
#13	CC	Multi-Family Residences	65	63	63	No
#14	B-2	Multi-Family Residences and Commercial	65	**66**	**67**	**Yes**
#15	H-2	Multi-Family Residences and Commercial	65	59	63	No
#16	U-2	Multi-Family Residences	65	60	60	No
#17	R-1	Multi-Family Residences and Commercial	65	57	59	No
#18	E-1	Multi-Family Residences and Commercial	65	60	64	No
#19	K-1	Multi-Family Residences	65	59	60	No
#20	O-1	Multi-Family Residences and Commercial	65	58	59	No
#21	F	Multi-Family Residences	65	61	65	No
#22	M	Multi-Family Residences and Commercial	65	60	62	No
#23	Q	Multi-Family Residences and Commercial	65	57	60	No
#24	Y-1	Multi-Family Residences	65	58	59	No
#25	W	Elementary School	65	61	63	No
#26	A	Multi-Family Residences and Commercial	65	63	65	No
#27	F	Multi-Family Residences	65	**72**	**73**	**Yes**
#28	DD	Single-Family Residences	65	62	**66**	**Yes**
#29	S-1	Multi-Family Residences	65	**68**	**72**	**Yes**
#30	V	Multi-Family Residences	65	**71**	**72**	**Yes**
#31	L	Neighborhood Park	65	**68**	**72**	**Yes**
#32	DD	Single-Family Residences	65	64	**67**	**Yes**
#33	DD	Single-Family Residences	65	64	65	No
#34	DD	Single-Family Residences	65	64	**66**	**Yes**
#35	DD	Single-Family Residences	65	62	65	No

(1) Receivers are located at various distances from the roadway centerline. Noise level represents the noise level at the receptor. See Figure 6 for receptor locations. Upper story receivers are assumed to be located at a floor height of 26 feet.

(2) 65 dBA CNEL is the most conservative noise level that is acceptable for the land uses associated with the receiver location. Some land uses have an acceptable noise level higher than 65 dBA CNEL, including commercial land use.

Note: Significant impacts are shown in **bold.**

Source: FHWA TNM 2.5 See appendix for noise model outputs.

Existing measured daytime ambient noise levels on the project site range from 40 dBA to 57 dBA Leq. As shown in Table 8, the increase in vehicular traffic on the project site would result in ambient noise levels as high as 73 dBA (CNEL) at the receptor closest to the centerline of a major roadway. However, there are no existing NSLU on the project site. Therefore, the increase in noise levels on the project site would not result in the exposure of any on-site existing NSLU to noise levels in excess of Chula Vista's noise compatibility guidelines. No impact related to existing on-site NSLU would occur.

As shown in Table 8 and on Figure 7, the upper story receivers in the single-family residential lots at the northwest corner of Planning Area DD closest to Otay Valley Road and SR-125 would potentially be exposed to noise levels in excess of 65 dBA CNEL, which is the City's exterior noise level limit for residences. Additionally, as shown in Table 8 and the noise contours in Figure 7, ground floor and upper story multi-family residences and outdoor use areas in Planning Areas A, D, F, S-1, and V and the portion of the neighborhood park (Planning Area L) closest to SR-125 along the western edge of the site; ground floor and upper story single-family and multi-family residences, an elementary school, and outdoor use areas in Planning Areas V, W, and AA along Otay Valley Road; ground level and upper story multi-family residences and outdoor use areas in Planning Areas A, B-1, B-2, D, E-1, and E-2 along Main Street, Street A, and Street B; and the Town Square (Planning Area C) along Main Street and Street B would potentially be exposed to noise levels in excess of Chula Vista's noise compatibility guidelines of 65 dBA CNEL for NSLU, including residences and outdoor use areas.

Finally, some office uses would be potentially located in the mixed-use areas of the site, which are compatible with noise levels up to 70 dBA CNEL. As shown in Figure 7, traffic noise would not exceed 70 dBA CNEL outside of the roadway right-of-way, except for along the western edge of the site near SR-125 in portions of Planning Areas D, and along Main Street in Planning Areas A, B-1, B-2, D, E-1, and E-2. If offices are located in these areas proposed for commercial development, they may be exposed to noise levels in excess of 70 dBA CNEL. Therefore, potentially significant impacts to residences, parks and outdoor use areas, and offices would potentially occur as a result of traffic noise that exceeds Chula Vista's noise compatibility guidelines. As shown in Figure 7, noise levels would not exceed 65 dBA CNEL at the proposed Planning Area G elementary school site. Therefore, a potentially significant impact to this school as a result of traffic noise would not occur. If this site is ultimately not chosen to be used as a school site and instead developed with multi-family residential uses, the residential development would not be exposed to noise levels in excess of 65 dBA CNEL and impacts would be less than significant.

Multi-family residences throughout the Urban Center, Urban Neighborhood, Neighborhood Center, and Neighborhood General Zones would potentially be exposed to exterior noise levels of 65 dBA CNEL or greater from traffic noise, which would exceed the City's noise compatibility guidelines, and would also trigger the Title 24 requirement for the preparation of acoustical studies for all multi-family residences potentially exposed to noise levels greater than 60 dBA CNEL. Outdoor usable areas in these zones, such as outdoor dining patios, would also potentially be exposed to noise levels in excess of 65 dBA CNEL from traffic noise. The Planning Area W elementary school along Otay Valley Road would also potentially be exposed to noise levels in excess of 65 dBA CNEL from traffic noise. If this site is ultimately not chosen as a school site and instead developed with multi-family residential uses, the residential development would potentially be exposed to noise levels in excess of 65 dBA CNEL from traffic noise. Additionally, as shown in Table 8 and Figure 7, multi-family and single-family residences along Otay Valley Road, Main Street, Street A, Street B, or SR-125 would potentially be exposed to exterior noise levels in excess of 60 dBA CNEL. Interior noise levels would also have the potential to exceed 45 dBA

CNEL in residences in the Urban Center, Urban Neighborhood, and Neighborhood Center Zones and single family residences along Otay Valley Road and SR-125; therefore, a potentially significant impact related to interior noise levels would also occur.

Also seen in Figure 7, Street C, Street D, Street E, Campus Boulevard, Street H, Street I, Street F, and Street G would not generate noise levels of 65 CNEL or greater. The noise contours in Figure 7 show that traffic noise in all of the commercial areas in the Village 9 Urban Center, Urban Neighborhood, Town Center, and Neighborhood Center are projected to be below the 75 dBA CNEL standard for commercial uses that do not include outdoor usable areas, and that the noise level for the school proposed in Planning Area G would not exceed 65 dBA CNEL. Therefore, impacts to commercial uses and the Planning Area G elementary school as a result of traffic noise would be less than significant. As discussed in the previous paragraph, commercial or retail uses that include outdoor useable space such as an outdoor dining area are compatible with noise levels up to 65 dBA CNEL and would have the potential to be exposed to traffic noise in excess of this standard.

MSCP Preserve Area

Following construction, the southernmost residences in Village 9 would be located adjacent to MSCP Preserve area. However, residences are not sources of substantial noise. As described above, Planning areas HH and II are designated as pedestrian parks in the Village 9 Site Utilization Plan. These areas are also adjacent to the Preserve but would not be expected to generate excessive noise levels.

Occasional maintenance activities would be required along the trail and edge of development, such as vegetation and sediment removal; however, these activities would not require heavy construction equipment that would generate excessive noise. As described in the Preserve Edge Plan in the Village 9 SPA Plan, a manual weeding program would be prepared for the preserve edge.

Occasional maintenance of the off-site utilities may require heavy equipment; however, such activities would be infrequent and temporary. The City's MSCP Plan states that infrastructure repairs and maintenance are allowable as needed in the MSCP Preserve. Maintenance would be subject to the MSCP requirement that, to the extent practicable, access for non-emergency routine maintenance will be limited during bird breeding seasons (April 1 through June 31) in areas where breeding and/or nesting activity may occur. Therefore, impacts would be less than significant.

Impacts from Operation of Off-site Facilities

Olympian High School is a source of non-vehicular operational noise from bells or other signaling devices and activities on the campus such as cheering and loudspeakers at football games. The football field is located on the east side of campus, approximately 0.2 mile from the project site, and is separated from the site by SR-125. Noise levels for a high school championship game have been estimated to be 71 dBA at a distance of 50 feet (RECON 2005). This estimate was used to represent the worst-case scenario for football games at Otay Ranch High School. Otay Ranch High School has a greater stadium capacity than Olympian High School, and therefore this estimate represents a conservative estimate of noise generated by Olympian High School. Based on this estimate, football games currently generate a worst-case noise level of up to 45 dBA at the Village 9 boundary when speakers are in use, which would not exceed the City's daytime or nighttime noise standard for single-family residences. Additionally, noise from the school would generally not be noticeably audible over traffic noise from SR-125. Therefore,

noise from Olympian High School would not result in a significant impact to Village 9. However, large events may occasionally be audible in the northeastern area of the site.

The closest off-site operation to the project site that would involve blasting or other loud industrial noise is the Otay Valley Rock Quarry. The Otay Valley Rock Quarry is located southwest of Village 4, approximately 1.5 miles from the project site. The project site and the quarry are separated by changes in topography and SR-125. Operation of the quarry is not audible on the project site. Therefore, operation of the quarry would not result in a significant impact to development in Village 9.

The San Diego Trolley Blue Line and SD&AE freight line pass through the western part of Chula Vista approximately eight miles west of the project site. No noise contours have been established for rail line operations in Chula Vista. According to the EIR prepared for the Downtown San Diego Community, noise levels generated by railroad activity along the streets adjacent to the railroad tracks do not exceed 65 dBA CNEL. The rail line that runs through downtown San Diego is the same line that extends to Chula Vista and serves the trolley and freight lines. Diesel train engines may produce short-term levels of 85 dBA during maneuvering events and nuisance noise from train horns and crossing bells may reach a noise level of 95 dBA at a distance of 50 feet. The EIR determined that, in cases where there are no noise obstructions, noise could be audibly intrusive in residential interiors up to 1,000 feet away (CCDC 2006). Due to distance, Village 9 would not be exposed to railroad noise. No impact would occur.

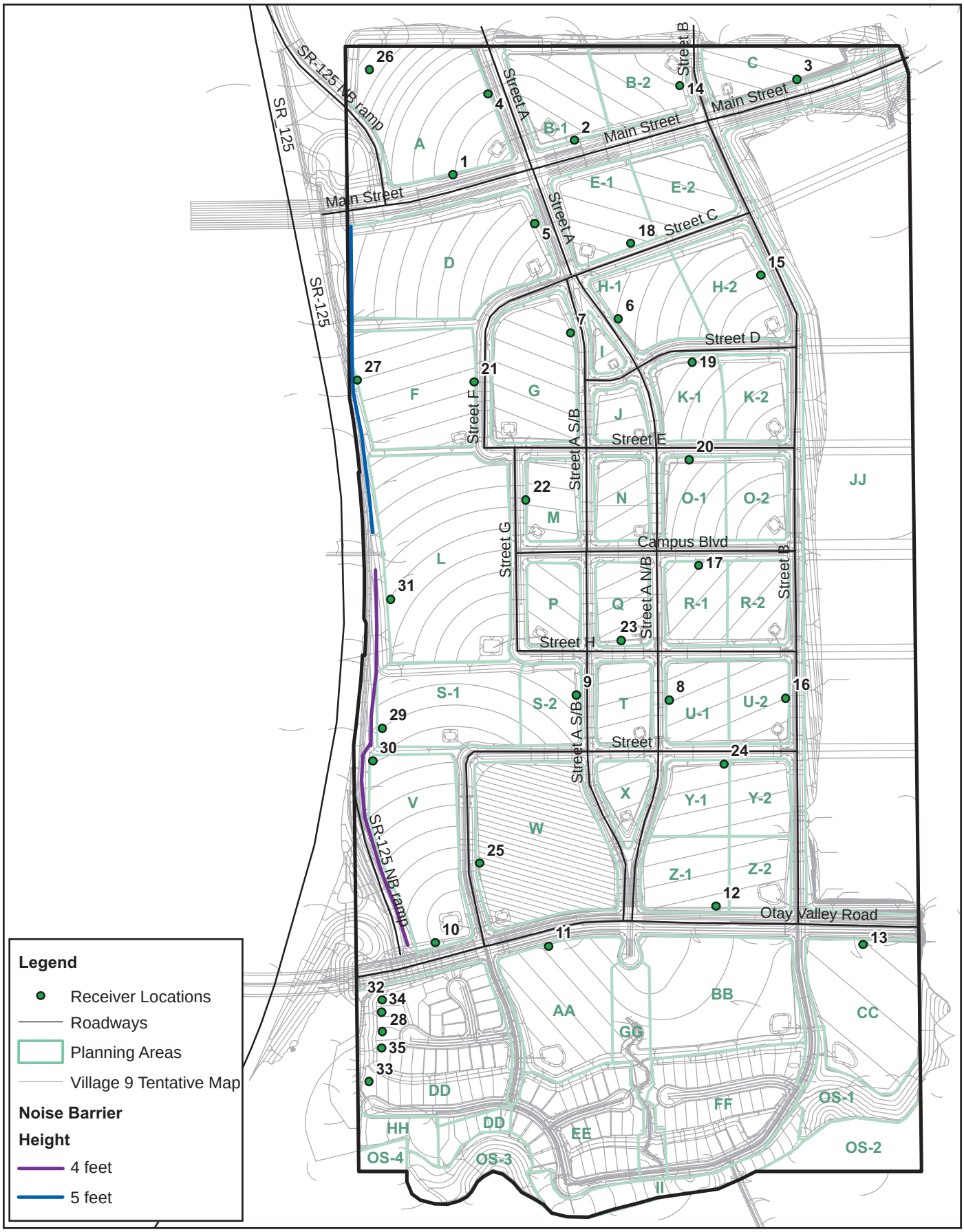
Mitigation Measures

The following mitigation measures would minimize exposure to on-site NSLU from excessive traffic noise, and minimize noise generated from operational sources including HVAC equipment, commercial equipment, and recreational facilities. The exact location of future development, such as individual residences, commercial buildings, and park amenities is currently unknown. Therefore, the location of specific setbacks, sound barriers, and other noise attenuating features cannot be determined at this time. The following mitigation measures require subsequent analysis when this information becomes available to ensure compliance with applicable noise regulations.

The following mitigation measures would minimize exposure to on-site NSLU from excessive traffic noise.

Noi-1 **Noise Attenuation in the Urban Center (Planning Area D), Urban Neighborhood (Planning Area F), and Neighborhood Center Zones (Planning Areas S-1 and V), and Neighborhood Park (Planning Area L)**. Prior to the approval of grading permits for residential or park development along the western edge of Planning Areas D, F, L, S-1, and V in the Urban Center, Urban Neighborhood Edge, Neighborhood Center, and Neighborhood Park zones (as shown in Figure 6), the applicant shall submit a site design plan and subsequent acoustical analysis demonstrating to the satisfaction of the Development Services Director (or their designee) that all outdoor useable areas are not exposed to noise levels in excess of 65 dBA CNEL. The site plan and acoustical analysis shall include, but not be limited to the following:

1. Location and height of the noise barriers in accordance with Figure 8. Heights are provided relative to final pad elevation. Required heights may be achieved through construction of walls, berms or a wall/berm combination;



Source: Atkins 2011

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APPROXIMATE NOISE BARRIER LOCATIONS
FIGURE 8

2. A detailed analysis which demonstrates that barriers and/or setbacks have been incorporated into the project design, such that noise exposure to residential receivers placed in all useable outdoor areas, including multi-family residential patios and balconies, are at or below 65 dBA CNEL; and
3. Should grading, lot configuration, and/or traffic assumptions change during the processing of any Final Maps, the barriers shall be refined to reflect those modifications.

The Applicant shall construct and/or install the required noise attenuation features that would reduce sound levels to 65 dBA CNEL at outdoor usable areas.

The following mitigation measures would minimize exposure of on-site land uses to ambient noise levels in excess of the City's noise compatibility standards, including the projected ambient traffic noise levels shown in Figure 7.

Noi-2 **Site-Specific Acoustic Analysis – Single-Family Residences**. Concurrent with Design Review and prior to the approval of building permits for single-family residential development where the exterior noise level exceeds 65 dBA CNEL (Planning Areas AA and DD), the applicant shall prepare an acoustical analysis demonstrating to the satisfaction of the Development Services Director (or their designee) that the proposed building plans ensure that interior noise levels due to exterior noise sources will be at or below 45 dBA CNEL in any habitable room. The analysis must also identify Sound Transmission Loss rates of each window. Design-level architectural plans will be available during design review and will permit the accurate calculation of transmissions loss for habitable rooms. For these lots, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, the design for these units may need to include ventilation or an air conditioning system to provide a habitable interior environment with the windows closed based on the result on the interior acoustical analysis. The Applicant shall construct and/or install the required noise attenuation features that would reduce sound levels to 45 dBA CNEL in any habitable room.

Noi-3 **Site-Specific Acoustic Analysis – Multi-Family Residences**. Concurrent with Design Review and prior to the approval of building permits for multi-family areas where first and/or upper floor exterior noise levels exceed 60 dBA CNEL and/or where required outdoor area (patios or balconies) noise levels exceed 65 dBA CNEL (Planning Areas A, B-1, B-2, D, E-1, E-2, F, H-1, K-1, M, N, O-1, P, R-1, S-1, S-2, T, U-1, V, Z-1, and Z-2), the applicant shall 1) prepare an acoustical analysis demonstrating to the satisfaction of the Development Services Director (or their designee) that the proposed building plans ensure that interior noise levels due to exterior noise sources will be at or below California's Title 24 Interior Noise Standards (i.e., 45 dBA CNEL) in any habitable room, and 2) that all outdoor useable areas are not exposed to noise levels in excess of the City's Noise Compatibility Guidelines for outdoor use areas (i.e., 65 dBA CNEL). The analysis must also identify Sound Transmission Loss rates of each window. Design-level architectural plans will be available during design review and will permit the accurate calculation of transmission loss for habitable rooms. For these areas, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, the design for buildings in these areas may need to include a ventilation or air conditioning system to provide a habitable interior environment with the

windows closed based on the result on the interior acoustical analysis. The Applicant shall construct and/or install the required noise attenuation features that would 1) reduce sound levels to 45 dBA CNEL in any habitable room, and 2) that would reduce sound levels to 65 dBA CNEL at outdoor usable areas.

Noi-4 **Site-Specific Acoustic Analysis – Non-Residential Noise Sensitive Land Uses**. Concurrent with Design Review and prior to the approval of building permits for any non-residential Noise Sensitive Land Uses (schools, neighborhood parks, outdoor use areas, some Community Purpose Facility use, etc.) area where exterior noise levels exceed 65 dBA CNEL (Planning Areas A, B-1, B-2, C, D, F, E-1, E-2, L, S-1, V, and W), the applicant shall submit a site design plan and subsequent acoustical analysis demonstrating to the satisfaction of the Development Services Director (or their designee) that all outdoor useable areas are not exposed to noise levels in excess of 65 dBA CNEL. Measures to reduce noise levels may include, but would not be limited to, setback of structures from the roadway, installing acoustic barriers, or orienting outdoor activity areas away from roadways so that surrounding structures provide noise attenuation. Roof-ceiling assemblies making up the building envelope shall have a sound transmission class value of at least 50, and exterior windows shall have a minimum sound transmission class of 30 in compliance with the California Green Building Standards Code. The Applicant shall construct and/or install the required noise attenuation features would reduce sound levels to 65 dBA CNEL at outdoor usable areas. If Planning Area W is ultimately developed with multi-family residential uses rather than a school, this planning area would be subject to mitigation measure Noi-3.

Noi-5 **Site-Specific Acoustic Analysis – Office Uses**. Concurrent with Design Review and prior to the approval of building permits for any office use within Planning Areas A, B-1, B-2, D, E-1, and E-2, the applicant shall submit a site design plan and subsequent acoustical analysis demonstrating to the satisfaction of the Development Services Director (or their designee) that exterior noise levels at the property line are at or below the City's Noise Compatibility Guidelines for office uses (i.e., 70 dBA CNEL). Measures to reduce noise levels may include, but would not be limited to, setback of structures from the roadway, installing acoustic barriers, or, in mixed-use buildings, orienting offices away from roadways so that surrounding structures provide noise attenuation. The Applicant shall construct and/or install the required noise attenuation features would reduce sound levels to 70 dBA CNEL at the property line.

Noi-6 **Shielded Private Outdoor Usable Space for Urban Center Residences**. Concurrent with Design Review and prior to the approval of building permits for any private usable outdoor space such as patios, balconies, or outdoor dining areas for new residential or commercial development along Main Street or Street B (Planning Areas A, B-1, B-2, D, E-1, and E-2), the applicant shall submit a site design plan and subsequent acoustical analysis demonstrating to the satisfaction of the Development Services Director (or their designee) that all outdoor useable areas are not exposed to noise levels in excess of 65 dBA CNEL. The Applicant shall construct and/or install the required noise attenuation features that would reduce sound levels to 65 dBA CNEL at outdoor usable areas.

The following mitigation measure would minimize noise generated from on-site HVAC equipment.

Noi-7 HVAC Mechanical Equipment Shielding. Concurrent with Design Review and prior to the approval of building permits for non-residential development, the applicant shall submit a design plan for the project demonstrating to the satisfaction of the Development Services Director (or their designee) that the noise level from operation of mechanical equipment will not cumulatively exceed the noise level limits for a designated receiving land use category as specified in Section 19.68.030 of the City of Chula Vista Noise Ordinance. Noise control measures may include, but are not limited to, the selection of quiet equipment, equipment setbacks, silencers, and/or acoustical louvers. The Applicant shall construct and/or install the required noise attenuation features that would reduce sound levels to allowable Chula Vista Noise Ordinance Standards.

The following mitigation measure would minimize exposure of on-site NSLU to noise from the Neighborhood Park in excess of the City's noise level limits.

Noi-8 Site Specific Analysis - Neighborhood Park. Concurrent with the preparation of site-specific plan(s) and prior to the approval of a precise grading plan for the Neighborhood Park or Planning Area F (whichever comes first), the project applicant shall prepare, or in the case of the City being the lead on the preparation of the site specific plan, the project applicant shall fund the preparation of an acoustical analysis to ensure that noise levels generated from any active uses at the Neighborhood Park, such as sports fields, shall not exceed the receiving land use category's exterior noise limits as identified in the Chula Vista Noise Ordinance. The project applicant shall be responsible for the preparation of the acoustical analysis and to fund the implementation of any measures recommended as a result of the analysis. Measures to reduce noise levels may include, but would not be limited to, siting of structures or buildings either at the Neighborhood Park or at the receiving land use site in order to provide setbacks between active areas of the Neighborhood Park and adjacent noise sensitive uses or construction of a wall to provide noise attenuation. Final noise attenuation design would be determined by a site-specific acoustic analysis conducted by a qualified acoustical engineer, to the satisfaction of the Development Services Director (or their designee).

Significance After Mitigation

Table 9 shows on-site ground level traffic noise levels with implementation of mitigation measure Noi-1. Table 9 applies only to the receptors that would be affected by the proposed noise wall. Walls are not feasible along Main Street, Street A, Street B or Otay Valley Road because a wall would conflict with the Village 9 SPA Plan. The SPA Plan requires frontages along Otay Valley Road and all public roads, which include Main Street, Street A, and Street B (see pages 3-22, 3-26, 3-32, 3-38, and 3-44 of the Village 9 SPA). Additionally, the SPA Plan requires that buildings be oriented toward the street (see pages 4-12, 4-13, 4-16, 4-20, 4-23, 4-25, 4-26, 4-28, 4-34, and 4-38 of the Village 9 SPA Plan). Noise walls would block building frontages and views from buildings oriented toward the roadway, which would create conflicts with the SPA Plan vision for cohesive character, pedestrian-friendly sidewalks, and quality public streetscapes within the SPA Plan.

Table 9 On-site 2030 Buildout Ground Level Traffic Noise Levels with Implementation of Mitigation Measure Noi-1

Receiver Location	Receiver Type	Ground Level Traffic Noise Level (dBA CNEL)	Ground Level Traffic Noise Level with Implementation of Noi-1 (dBA CNEL)	Significant Impact?
#27	Multi-Family Residences	72	64	No
#29	Multi-Family Residences	68	63	No
#30	Multi-Family Residences	71	65	No
#31	Neighborhood Park	68	64	No

Source: FHWA TNM 2.5. See appendix for noise model outputs.
Note: As part of measure Noi-1, the noise barrier for Planning Areas D, F, and the upper portion of L is assumed to be five feet in height, and the noise wall for Planning Areas S-1, and V and the lower portion of L is assumed to be four feet in height as shown in Figure 8. Noise levels for upper level receivers were not attenuated discernibly from the implementation of Noi-1.

Walls are not feasible for all potential traffic noise impacts in the site; therefore, measures Noi-2 through Noi-5 are included to mitigate the traffic noise impacts to the remaining receptors. With implementation of the above measures (Noi-1 through Noi-8), operational noise sources would comply with the city noise ordinance, the General Plan noise compatibility guidelines, and the 2010 California Green Building Standards Code. Operational noise impacts would be reduced to a less than significant level.

Cumulative Impacts

The implementation of cumulative development projects would have the potential to increase ambient noise from new operational noise sources (such as HVAC equipment, parking lots, and truck deliveries), by increasing traffic and human activity throughout the surrounding area. Development is proposed adjacent the project site to the west, east, and north.

Buildout of Village 9, along with future regional growth, and other projects to be developed within the project vicinity would result in increases in traffic that would cumulatively increase traffic noise. The potential noise impacts that would result from cumulative projects and regional growth are included in the Buildout (2030) scenario. As shown in the noise contours in Figure 7, noise levels at the proposed locations of residences, parks, schools, and offices would potentially exceed the Chula Vista noise compatibility standards along Main Street, Otay Valley Road, Street A, Street B, and SR-125. Therefore, a cumulative impact would occur. These NSLU and roadways would only be developed with implementation of the Village 9 SPA Plan; therefore, implementation of the proposed project would result in a cumulatively considerable contribution to a significant cumulative impact. However, implementation of mitigation measures Noi-1 through Noi-5 would require future development to implement measures that would reduce noise levels to be compatible with the Chula Vista noise compatibility guidelines. Therefore, cumulative impacts from the project would be reduced to a contribution that is less than cumulatively considerable.

The eastern boundary of Village 8 East is approximately 500 feet west of Village 9. Therefore, noise from HVAC units and recreational resources along the western edge of Village 9 would not generate significant noise at land uses in Village 8 East. Likewise, if HVAC units are installed in buildings within Village 8 East, they would not generate significant noise at in Village 9. Additionally, these sites would be

separated by SR-125, a substantial source of ambient noise. Due to distance and intervening traffic noise from SR-125, a cumulative impact would not occur along the western edge of the project site.

The EUC would be located directly north of Village 9 and is an extension of the Urban Center Zone proposed for Village 9. The EUC is proposed for high-density mixed use development. Similar to Village 9, mixed use development in the EUC would include HVAC systems and commercial uses that would have the potential to result in significant impacts to NSLU up to 500 feet away from the source. Therefore, future development of residences and NSLU along the northern edge Village 9 would have the potential to be exposed to excessive noise levels from development of the EUC. Likewise, development of commercial uses along the northern edge of the Village 9 Urban Center Zone would result in potentially significant impacts to NSLU along the southern edge of the EUC, if the EUC land uses are developed prior to construction of commercial uses in Village 9. Therefore, a potentially significant cumulative impact would occur along the northern edge of Village 9. Mitigation measures Noi-2 through Noi-5 and Noi-6 would reduce impacts related to exposure of NSLU in Village 9 to noise from the EUC to a less than cumulatively considerable level. Additionally, mitigation measure Noi-7 would reduce the potentially significant impacts of the proposed commercial buildings in Village 9 to a less than cumulatively considerable level.

Future land uses east of Village 9 are planned for a university and university-supporting land uses, which may include recreational and retail or commercial uses. Similar to the proposed project, recreational activities on the university campus would occur during the day and evening and would have the potential generate excessive noise levels at NSLU up to 650 feet from the source. Institutional or commercial buildings requiring commercial HVAC units could generate excessive noise levels at NSLU up to 500 feet from the source. Therefore, future development of residences and NSLU along the eastern edge of Village 9 and south of the University would have the potential be exposed to excessive noise levels from development of the university and supporting land uses. Development of commercial uses along the eastern edge of the Village 9 would result in potentially significant impacts to NSLU along the western edge of the University Site, if the university land uses are developed prior to construction of commercial uses in Village 9. Therefore, a potentially significant cumulative impact would occur along the eastern edge of Village 9. Mitigation measures Noi-2 through Noi-5 and Noi-6 would reduce impacts related to exposure of NSLU in Village 9 to noise from the University Site to a less than cumulatively considerable level. Additionally, mitigation measure Noi-7 would reduce the potentially significant impacts of the proposed commercial buildings in Village 9 to a less than cumulatively considerable level.

As discussed above, new projects associated with the cumulative development in the EUC and University Site would have the potential to expose development in Village 9 to excessive noise levels. Likewise, development in Village 9 would have the potential to expose NSLU in future cumulative development projects in the EUC and University Site to excessive noise levels if these projects would be developed prior to implementation of Village 9. Therefore a potentially significant cumulative impact would occur. However, implementation of mitigation measures Noi-2 through Noi-7 would reduce the proposed project's contribution to this cumulative impact to a less than cumulatively considerable level.

5.1.2 Issue 2: Groundborne Vibration

Impact Analysis

The main concern associated with groundborne vibration from this type of project is annoyance; however, vibration-sensitive instruments and operations, such as those found in hospitals and laboratories, can be disrupted at much lower levels than would typically affect other uses. In extreme cases, the vibration can cause damage to buildings, particularly those that are old or otherwise fragile. No vibration-sensitive land uses are proposed as part of the project; however, excessive levels of groundborne vibration may be an annoyance to residences. Some common sources of groundborne vibration are trains, and construction activities such as blasting, pile-driving and heavy earth-moving equipment. Vibration sensitive land uses within 600 feet of a railroad may be exposed to disruptive vibration (FTA 2006). Beyond 600 feet, vibration impacts would not occur. Since the project is located more than six miles away from the trolley and freight rail line in western Chula Vista, vibration from railroads would not be felt at the project site. Blasting and earth moving activities occur at the Otay Valley Rock Quarry. However, the quarry is located more than one mile from the project site. Vibration from quarry operations would not be felt at the project site. Therefore, the primary source of groundborne vibration occurring as part of the project is construction activity.

Vibration-sensitive instruments and operations may require special consideration during construction. Vibration criteria for sensitive equipment and operations are not defined and are often case specific. In general, the criteria must be determined based on manufacturer specifications and recommendations by the equipment user. As a guide, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to sensitive operations (Caltrans 2002). No pile driving is anticipated to be necessary as part of project construction.

The nearest existing vibration-sensitive land use to the project site is the Sharp Chula Vista Medical Center, located approximately three miles to the northwest of the project site on Medical Center Court. At three miles from the nearest construction activity, the research facility would be located outside of the vibration screening distances for major construction activity (200 feet) and pile driving (600 feet). Therefore construction activity would not affect any existing off-site vibration-sensitive land use. Because construction across the project site would be phased, new construction on the project site would have the potential to expose developed on-site residences to groundborne vibration because construction activities would likely take place within 200 feet of a residence. If blasting is required, the City Engineer and Fire Marshal will require compliance with blasting restrictions placed on grading plans.

It should be noted that ground vibrations from construction activities do not often reach the levels that can damage structures or affect activities that are not vibration-sensitive, although the vibrations may be felt by nearby persons in close proximity and result in annoyance (FTA 2006). Additionally, Village 9 development would consist of new buildings constructed in accordance with all building codes and would not be susceptible to vibration damage. Vibration impacts would be temporary and would cease following construction. Therefore, impacts related to groundborne vibration during construction would be less than significant.

Mitigation Measures

Implementation of the project would not result in a significant groundborne vibration impact; therefore, no mitigation is required.

Significance After Mitigation

Impacts related to groundborne vibration would be less than significant without mitigation.

Cumulative Impacts

As described above, major construction activity within 200 feet, and pile driving within 600 feet, may be potentially disruptive to vibration sensitive operations (Caltrans 2002). In order to result in a cumulative vibration impact, major construction activities would have to be located within 200 feet of another project, or within 600 feet for pile driving. Vibration impacts are localized and not all construction activities would occur at the same time or at the same location. It is possible that the University Site may include laboratory classrooms that contain vibration sensitive equipment. No land use plan has been proposed for the University Site; however, it is unlikely that laboratory uses would be located within 200 feet of Village 9 construction. Uses adjacent to Village 9 are anticipated to include supporting uses that transition from the university-supporting residential and commercial uses in the Village 9 Town Center. Construction within 200 feet of the University Site would be limited in duration. No land use plan has been proposed for the University Site; therefore, a site-specific analysis of potential vibration impacts on the campus is not possible. Further, uses on the University Site would need to have been constructed and operating in order to be affected by construction from Village 9. No construction schedule has been proposed for the University. Therefore, it would be speculative to assume laboratories would be developed within 200 feet of Village 9 prior to construction of the eastern area of Village 9. Therefore, a cumulative groundborne vibration impact would not occur.

5.1.3 Issue 3: Substantial Permanent Increase in Ambient Noise Levels

Impact Analysis

This section addresses the potential for implementation of the Village 9 project to permanently increase ambient noise levels as a result of increased traffic noise. The potential for other noise sources associated with project implementation to result in increases in noise levels that would expose NSLU to excessive noise levels is addressed in Section 5.1.1, Issue 1: Excessive Noise Levels.

The noise technical report prepared for the GPA/GDPA SEIR determined that potential impacts related to increases in traffic under the GPA/GDPA would be significant (City of Chula Vista 2013). However, the report was based on a programmatic traffic analysis for the GPA/GDPA area. The following analysis tiers from the GPA/GDPA SEIR, and updates the noise analysis based on the project-specific traffic study prepared for Village 9 by RBF Consulting (RBF 2013), and the Village 9 SPA Plan. The potential for the project to permanently increase traffic noise is addressed under the following scenarios: existing plus project, interim (Year 2025), and buildout (Year 2030) with and without implementation of the mitigation measures proposed in the traffic study to reduce traffic congestion. The interim Year 2020 traffic scenario was not analyzed for traffic noise because fewer trips would be generated on the study area roadways under these scenarios compared to the Year 2025 and Year 2030 scenarios (RBF 2013). In

addition, the roadways affected by the mitigation required for the Year 2025 scenario result in lower traffic volumes than the Unmitigated Year 2025 scenario (see Table 18 in the TIA, Year 2025 Levels of Service Without and With Proposed Mitigation); therefore, the Mitigated Year 2025 scenario is not included in the traffic noise analysis.

Traffic levels for each roadway are included in the appendix. Noise levels for area roadways were calculated using standard noise modeling equations adapted from the FHWA noise prediction model. The modeling calculations take into account the posted vehicle speed, average daily traffic volume, and the estimated vehicle mix. Noise levels at distances further from the source than the specific receptor would be lower due to attenuation provided by increased distance from the noise source. Generally, noise from heavily traveled roadways would experience a decrease of approximately 3 dBA for every doubling of distance from the roadway.

Existing Plus Project Scenario

Existing and future increases in traffic, with and without the proposed project, are provided in Table 10, which shows 17 of the 22 existing roadway segments currently generate noise levels that exceed 65 dBA CNEL, without implementation of the project. Project-related traffic noise increases would result in a significant noise impact on six roadway segments under the Existing Plus Project scenario:

- Birch Road, La Media Road to SR-125
- Birch Road, SR-125 to Eastlake Parkway
- Hunte Parkway, Eastlake Parkway to Olympic Parkway
- La Media Road, Olympic Parkway to Birch Road
- Eastlake Parkway, Olympic Parkway to Birch Road
- Eastlake Parkway, Birch Road to Main Street

The segments of Hunte Parkway from Eastlake Parkway to Olympic Parkway, and of Eastlake Parkway from Birch Road to Main Street currently do not exceed 65 dBA. Project-related traffic would result in a 9 dBA CNEL increase along this segment of Hunte Parkway and a 16 dBA CNEL increase along this segment of Eastlake Parkway. These increases would cause the noise level along these segments to exceed 65 dBA CNEL and a significant impact would occur. The large increase in noise level along these segments is due to the fact that these roadways currently terminate at the Village 9 boundary and do not provide a thoroughfare for existing development. Project-related traffic noise would also result in a significant increase of three decibels or more along four roadway segments that already exceed 65 dBA CNEL: Birch Road (La Media Road to SR-125 and SR-125 to Eastlake Parkway), La Media Road (Olympic Parkway to Birch Road), and Eastlake Parkway (Olympic Parkway to Birch Road).

The proposed project would result in an increase in noise levels of 1 to 2 dBA CNEL along 10 other roadway segments; however, increases of less than 3 dBA CNEL are generally not perceptible and are considered a less than significant impact.

Table 10 Existing Plus Project Traffic Noise Levels

Roadway	Segment	Existing Plus Project				
		Existing	Existing + Project	Exceeds 65 dBA CNEL?	Increase in Noise Level	Significant Impact?
Olympic Parkway	I-805 to Brandywine Avenue	75	76	Yes	+1	No
	Brandywine Avenue to Heritage Road	75	76	Yes	+1	No
	Heritage Road to La Media Road	75	77	Yes	+2	No
	La Media Road to SR-125 Ramps	75	75	Yes	0	No
	SR-125 Ramps to Eastlake Parkway	79	80	Yes	+1	No
	Eastlake Parkway to Hunte Parkway	70	71	Yes	+1	No
	East of Hunte Parkway	66	68	Yes	+2	No
Birch Road	La Media Road to SR-125	**69**	**74**	**Yes**	**+5**	**Yes**
	SR-125 to Eastlake Parkway	**68**	**74**	**Yes**	**+6**	**Yes**
Main Street	I-805 to Brandywine Avenue	73	73	Yes	0	No
	Brandywine Avenue to Heritage Road	71	71	Yes	0	No
Hunte Parkway	Eastlake Parkway to Olympic Parkway	**60**	**69**	**Yes**	**+9**	**Yes**
	Olympic Parkway to Otay Lakes Road	67	69	Yes	+2	No
Heritage Road	Palomar Street to Olympic Parkway	69	71	Yes	+2	No
	Main Street to Entertainment Circle	65	65	No	0	No
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	65	65	No	0	No
La Media Road	East Palomar Street to Olympic Parkway	69	71	Yes	+2	No
	Olympic Parkway to Birch Road	**69**	**73**	**Yes**	**+4**	**Yes**
Magdalena Avenue	Birch Road to Main Street	64	66	Yes	+2	No
Eastlake Parkway	Otay Lakes Road to Olympic Parkway	70	70	Yes	0	No
	Olympic Parkway to Birch Road	**68**	**71**	**Yes**	**+3**	**Yes**
	Birch Road to Main Street	**59**	**75**	**Yes**	**+16**	**Yes**

Note: The Existing scenario represents conditions in 2010. Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by RBF Consulting (2013). Traffic levels for each roadway are included in the appendix. Decibel levels are rounded to the nearest whole number. The bold text indicates a significant impact. See appendix for data sheets.

Unmitigated Year 2025 Scenario

The Unmitigated Year 2025 scenario includes development of 245 single-family residences; 3,511 multi-family residences; 875,000 square feet of commercial development; a school; all park and recreational facilities except one CPF in Village 9 as well as cumulative development anticipated by Year 2025. In addition to the existing street network and improvements that would be implemented through the Year 2020, this scenario assumes construction of Main Street from Street A to Eastlake Parkway, Street A from Main Street to Otay Valley Road, Otay Valley Road from Street I to Street A, Street I south of Otay Valley Road, Heritage Road from Olympic Parkway to Main Street, Main Street from La Media Road to Magdalena Avenue, and Santa Victoria Road from Heritage Road to La Media Road (see TIA Table 17, 2025 Study Roadway Segment Level of Service). This scenario also assumes installation of a traffic signal at the intersection of Main Street and Street A and widening of Heritage Road from Main Street to Avenida de las Vistas. Year 2025 traffic noise levels, with and without the proposed project, are provided

in Table 11. As shown in Table 11, 24 of the 25 roadway segments would exceed 65 dBA CNEL without project-related traffic.

The proposed project would result in an increase in noise level of 1 to 2 dBA CNEL along seven roadway segments that would exceed 65 dBA without project implementation; however, increases of less than 3 dBA CNEL are generally not perceptible and are considered a less than significant impact. Additionally, the proposed project would result in an increase in noise level of 1 to 2 dBA CNEL along two roadways that would not exceed 65 dBA CNEL without project implementation. Project-related traffic would not cause these roadways to exceed 65 dBA CNEL and the project-related increase would be less than significant. The project would not result in any significant impacts from noise increases along roadways under the Unmitigated Year 2025 scenario.

Table 11 Year 2025 Traffic Noise Levels

Roadway	Segment	Year 2025	Year 2025 + Project	Exceeds 65 dBA CNEL?	Increase in Noise Level	Significant Impact?
Olympic Parkway	I-805 to Brandywine Avenue	75	75	Yes	0	No
	Brandywine Avenue to Heritage Road	74	75	Yes	+1	No
	Heritage Road to La Media Road	76	76	Yes	0	No
	La Media Road to SR-125 Ramps	76	76	Yes	0	No
	SR-125 Ramps to Eastlake Parkway	80	80	Yes	0	No
	Eastlake Parkway to Hunte Parkway	74	74	Yes	0	No
	East of Hunte Parkway	69	70	Yes	+1	No
Birch Road	La Media Road to SR-125	74	75	Yes	+1	No
	SR-125 to Eastlake Parkway	73	75	Yes	+2	No
Main Street	I-805 to Brandywine Avenue	74	74	Yes	0	No
	Brandywine Avenue to Heritage Road	73	73	Yes	0	No
	La Media Road to Magdalena Avenue	60	61	No	+1	No
Hunte Parkway	Eastlake Parkway to Olympic Parkway	72	72	Yes	0	No
	Olympic Parkway to Otay Lakes Road	68	69	Yes	+1	No
Heritage Road	Palomar Street to Olympic Parkway	75	75	Yes	0	No
	Olympic Parkway to Main Street/ Hunte Parkway	73	73	Yes	0	No
	Main Street to Entertainment Circle	68	68	Yes	0	No
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	68	68	Yes	0	No
La Media Road	East Palomar Street to Olympic Parkway	71	71	Yes	0	No
	Olympic Parkway to Birch Road	74	74	Yes	0	No
	Birch Road to Main Street	72	73	Yes	+1	No
Magdalena Ave	Birch Road to Main Street	67	67	Yes	0	No
Eastlake Parkway	Otay Lakes Road to Olympic Parkway	70	70	Yes	0	No
	Olympic Parkway to Birch Road	72	72	Yes	0	No
	Birch Road to Main Street	74	76	Yes	+2	No

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by RBF Consulting (2013). Traffic levels for each roadway are included in the appendix. Decibel levels are rounded to the nearest whole number. The bold text indicates a significant impact. See appendix for data sheets.

Unmitigated Year 2030 Scenario

The Unmitigated Year 2030 scenario compares buildout (Year 2030) traffic volumes with and without the implementation of the proposed project, and without implementation of the mitigation measures identified in the Traffic Impact Analysis. This scenario assumes full buildout of the proposed Village 9 development and circulation network, as well as cumulative development through Year 2030, with the exception of the segment of Otay Valley Road from Main Street to Village 9. Unmitigated Year 2030 traffic noise levels, with and without the proposed project, are provided in Table 12. As shown in Table 12, 26 of the 27 roadway segments would exceed 65 dBA CNEL without project-related traffic.

Table 12 Unmitigated Year 2030 Traffic Noise Levels

Roadway	Segment	Unmitigated Year 2030	Unmitigated Year 2030 + Project	Exceeds 65 dBA CNEL?	Increase in Noise Level	Significant Impact?
Olympic Parkway	I-805 to Brandywine Avenue	75	75	Yes	0	No
	Brandywine Avenue to Heritage Road	74	74	Yes	0	No
	Heritage Road to La Media Road	73	74	Yes	+1	No
	La Media Road to SR-125 Ramps	75	75	Yes	0	No
	SR-125 Ramps to Eastlake Parkway	80	80	Yes	0	No
	Eastlake Parkway to Hunte Parkway	74	74	Yes	0	No
	East of Hunte Parkway	72	72	Yes	0	No
Birch Road	La Media Road to SR-125	76	76	Yes	0	No
	SR-125 to Eastlake Parkway	76	76	Yes	0	No
Main Street	I-805 to Brandywine Avenue	76	76	Yes	0	No
	Brandywine Avenue to Heritage Road	75	75	Yes	0	No
	Heritage Road to La Media Road	70	71	Yes	+1	No
	La Media Road to Magdalena Avenue	66	68	Yes	+2	No
	Magdalena Avenue to SR-125	67	69	Yes	+2	No
Hunte Parkway	Eastlake Parkway to Olympic Parkway	74	74	Yes	0	No
	Olympic Parkway to Otay Lakes Road	70	70	Yes	0	No
Heritage Road	Palomar Street to Olympic Parkway	75	75	Yes	0	No
	Olympic Parkway to Main Street/ Hunte Parkway	74	75	Yes	+1	No
	Main Street to Entertainment Circle	73	73	Yes	0	No
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	73	73	Yes	0	No
La Media Road	East Palomar Street to Olympic Parkway	73	73	Yes	0	No
	Olympic Parkway to Birch Road	73	73	Yes	0	No
	Birch Road to Main Street	73	73	Yes	0	No
Magdalena Ave	Birch Road to Main Street	65	65	No	0	No
Eastlake Parkway	Otay Lakes Road to Olympic Parkway	70	71	Yes	+1	No
	Olympic Parkway to Birch Road	73	73	Yes	0	No
	Birch Road to Main Street	74	74	Yes	0	No

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by RBF Consulting (2013). Traffic levels for each roadway are included in the appendix. Decibel levels are rounded to the nearest whole number. The bold text indicates a significant impact. See appendix for data sheets.

In the Unmitigated Year 2030 scenario, project-related traffic would not cause any roadway segments to exceed 65 dBA CNEL or result in an increase of three decibels or more along roadways that would exceed 65 dBA CNEL without implementation of the project.

The project would result in an increase in noise level of 1 to 2 dBA CNEL along eight roadway segments that would exceed 65 dBA without project implementation; however, increases of less than 3 dBA CNEL are generally not perceptible and are considered a less than significant impact. Additionally, the proposed project would result in an increase in noise level of 3 dBA CNEL along one roadway that would not exceed 65 dBA CNEL without project implementation. Project-related traffic would not cause this roadway to exceed 65 dBA CNEL and the project-related increase would be less than significant. The project would not result in any significant impacts from noise increases along roadways under the Unmitigated Year 2030 scenario.

Mitigated Year 2030 Scenario

The Mitigated Year 2030 scenario compares buildout (Year 2030) traffic volumes with and without the implementation of the proposed project, assuming implementation of the traffic mitigation measures identified in the Traffic Impact Analysis (RBF 2013). This scenario assumes full buildout of the proposed Village 9 development and circulation network, as well as cumulative development through Year 2030. Mitigated Year 2030 traffic noise levels, with and without the proposed project, are provided in Table 13. As shown in Table 13, 26 of the 29 roadway segments would exceed 65 dBA CNEL without project-related traffic.

In the Mitigated Year 2030 scenario, project-related traffic noise increases would not cause any roadway segments to exceed 65 dBA CNEL or result in an increase of three decibels or more along roadways that would exceed 65 dBA CNEL without implementation of the project. The project would result in an increase in noise level of 1 to 2 dBA CNEL along 10 roadway segments that would exceed 65 dBA without project implementation; however, increases of less than 3 dBA CNEL are generally not perceptible and are considered a less than significant impact. Additionally, the proposed project would result in an increase in noise level of 2 to 3 dBA CNEL along three roadways that would not exceed 65 dBA CNEL without project implementation. Project-related traffic would not cause these roadways to exceed 65 dBA CNEL and the project-related increase would be less than significant. The project would not result in any significant impacts from noise increases along roadways under the Mitigated Year 2030 scenario.

Table 13 Mitigated Year 2030 Traffic Noise Levels

Roadway	Segment	Mitigated Year 2030	Mitigated Year 2030 + Project	Exceeds 65 dBA CNEL?	Increase in Noise Level	Significant Impact?
Olympic Parkway	I-805 to Brandywine Avenue	75	75	Yes	0	No
	Brandywine Avenue to Heritage Road	74	74	Yes	0	No
	Heritage Road to La Media Road	73	74	Yes	+1	No
	La Media Road to SR-125 Ramps	75	75	Yes	0	No
	SR-125 Ramps to Eastlake Parkway	80	80	Yes	0	No
	Eastlake Parkway to Hunte Parkway	74	74	Yes	0	No
	East of Hunte Parkway	72	72	Yes	0	No
Birch Road	La Media Road to SR-125	72	72	Yes	0	No
	SR-125 to Eastlake Parkway	73	74	Yes	+1	No
Main Street	I-805 to Brandywine Avenue	76	76	Yes	0	No
	Brandywine Avenue to Heritage Road	75	75	Yes	0	No
	Heritage Road to La Media Road	70	71	Yes	+1	No
	La Media Road to Magdalena Avenue	69	70	Yes	+1	No
	Magdalena Avenue to SR-125	70	71	Yes	+1	No
Hunte Parkway	Eastlake Parkway to Olympic Parkway	74	74	Yes	0	No
	Olympic Parkway to Otay Lakes Road	70	70	Yes	0	No
Heritage Road	Palomar Street to Olympic Parkway	75	75	Yes	0	No
	Olympic Parkway to Main Street/ Hunte Parkway	74	75	Yes	+1	No
	Main Street to Entertainment Circle	73	73	Yes	0	No
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	73	73	Yes	0	No
La Media Road	East Palomar Street to Olympic Parkway	73	73	Yes	0	No
	Olympic Parkway to Birch Road	73	73	Yes	0	No
	Birch Road to Main Street	69	70	Yes	+1	No
Magdalena Avenue	Birch Road to Main Street	65	65	No	0	No
Eastlake Parkway	Otay Lakes Road to Olympic Parkway	70	71	Yes	+1	No
	Olympic Parkway to Birch Road	73	73	Yes	0	No
	Birch Road to Main Street	71	72	Yes	+1	No
Otay Valley Road	Main Street to SR-125	63	65	No	+2	No
	SR-125 to Village 9 Access	63	65	No	+2	No

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by RBF Consulting (2013). Traffic levels for each roadway are included in the appendix. Decibel levels are rounded to the nearest whole number. The bold text indicates a significant impact. See appendix for data sheets.

Mitigation Measures

Existing Plus Project Scenario

Seven roadway segments would result in a significant noise impact under the Existing Plus Project scenario: Birch Road, La Media Road to SR-125; Birch Road, SR-125 to Eastlake Parkway; Main Street, Street A to Eastlake Parkway; Hunte Parkway, Eastlake Parkway to Olympic Parkway; La Media Road, Olympic Parkway to Birch Road; Eastlake Parkway, Olympic Parkway to Birch Road; and Eastlake Parkway, Birch Road to Main Street. Traffic-related noise could be reduced either by constructing noise barriers, lowering traffic speeds, or by reducing traffic. However, implementation of the project is planned to be constructed in a series of phases over a period of up to 20 years, and over time would include the construction of new roadways that would provide new connections from the project area to the regional transportation system. These new connections would reduce long-term traffic on the roadways surrounding the project site by routing some cumulative traffic through Village 9 instead of the surrounding roadways. Additionally, these connections would direct traffic generated by Village 9 away from the existing off-site roadways and reduce associated traffic noise.

The 2030 buildout traffic scenario includes future roads that are proposed as part of the development plans for other villages. However, according to the traffic report, if the equivalent dwelling unit assumption for the buildout study year (2030) is reached prior to implementation of these roadways being open to traffic, then one of the following steps shall be taken as determined by, and to the satisfaction of, the City Engineer:

1. Development in Village 9 will stop until those assumed future roadways are constructed by others; or
2. City and Otay Land Company shall meet to determine the need for the incomplete roadway segments. A number of factors, including changes to the tolling structure at SR-125, may affect the traffic patterns in the Otay Ranch. Additional traffic analysis of the roadway network and levels of service assessment may be necessary to determine if such improvements are necessary and the scope and timing of additional circulation improvements; or
3. Developer shall construct the missing roadway links and receive Transportation Development Impact Fee (TDIF) credit for those improvements as applicable; or
4. An alternative measure is selected by the city in accordance with the city of Chula Vista Growth Management Ordinance.

The condition listed above has been established in the traffic study to ensure that the circulation system would be implemented concurrently with the phased development of Village 9. The condition will be incorporated into the Transportation/Traffic section of the Village 9 EIR as mitigation.

Year 2025 Scenario

In the Unmitigated Year 2025 scenarios, Village 9 not result in a significant traffic noise increase on any off-site roadway.

Unmitigated and Mitigated Year 2030 Scenarios

In the Unmitigated and Mitigated Year 2030 (Buildout) scenarios, Village 9 not result in a significant traffic noise increase on any roadway.

Significance After Mitigation

Existing Plus Project Scenario

Short-term increases in traffic noise off-site on Birch Road, Hunte Parkway, La Media Road, and Eastlake Parkway would be significant and unavoidable until the proposed roadway circulation system is complete. Completion of the off-site circulation system improvements, such as the extension of Otay Valley Road to SR-125, would reduce project-related traffic noise increases by redistributing project-related traffic so that it would be not concentrated on the impacted roadways. Implementation of the Village 9 circulation system would reduce project-generated traffic volumes on off-site roadways by providing new transportation routes and would reduce the project's short-term increases in noise levels during interim years on Birch Road, Hunte Parkway, La Media Road, and Eastlake Parkway to a less than significant level. Impacts would be significant and unavoidable until the proposed circulation system is complete. With implementation of the proposed circulation system, future and long-term traffic noise impact would be less than significant.

Unmitigated Year 2025 Scenario

Implementation of Village 9 would not result in a significant traffic noise increase on any roadway in the Unmitigated Year 2025 scenario without mitigation.

Unmitigated and Mitigated Year 2030 Scenarios

Implementation of Village 9 would not result in a significant traffic noise increase on any roadway in the Unmitigated Year 2030 or Mitigated Year 2030 scenarios without mitigation.

Cumulative Impacts

Buildout of Village 9, along with future regional growth, and other projects to be developed within the project vicinity would result in increases in traffic that would cumulatively increase traffic noise. The potential noise impacts that would result from cumulative projects and regional growth are included in the Mitigated Year 2030 scenario. Table 14 compares Mitigated Year 2030 traffic noise levels to existing conditions.

As shown in Table 14, 17 of the 22 existing roadway segments currently generate noise levels that exceed 65 dBA CNEL, without cumulative development. Cumulative growth, including the proposed project, would result in five new roadway segments that would exceed 65 dBA CNEL. Cumulative growth would cause four existing roadway segments to exceed 65 dBA, and would result in an increase in traffic noise of 3 dBA CNEL or more on 11 existing roadway segments that exceed 65 dBA under existing conditions. A cumulatively considerable impact would occur on a total of 20 roadway segments. The project's contribution to the cumulative noise impact is based on the increase in traffic noise attributable to the proposed project under the Year 2030 Mitigated scenario. Implementation of the proposed project would result in a 1 dBA increase on eight impacted roadways. A 1 dBA noise increase is generally not discernable, although project traffic would incrementally contribute to an already noisy environment that may exceed compatibility standards for NSLU in the vicinity. The significance threshold for traffic-related noise increases is 3 dBA CNEL; therefore, implementation of the proposed project would not result in cumulatively considerable contribution to a significant cumulative roadway noise impact.

Table 14 Cumulative Traffic Noise Impacts

Roadway	Segment	Existing	Mitigated Year 2030 + Project	Increase in Noise Level	Significant Cumulative Impact?	Increase Attributable to Proposed Project[(1)]	Cumulatively Considerable Contribution?
Olympic Parkway	I-805 to Brandywine Avenue	75	75	0	No	0	No
	Brandywine Avenue to Heritage Road	75	74	-1	No	0	No
	Heritage Road to La Media Road	75	74	-1	No	+1	No
	La Media Road to SR-125 Ramps	75	75	0	No	0	No
	SR-125 Ramps to Eastlake Parkway	79	80	+1	No	0	No
	Eastlake Parkway to Hunte Parkway	70	74	**+4**	**Yes**	0	No
	East of Hunte Parkway	66	72	**+6**	**Yes**	0	No
Birch Road	La Media Road to SR-125	69	72	**+3**	**Yes**	0	No
	SR-125 to Eastlake Parkway	68	74	**+6**	**Yes**	+1	No
Main Street	I-805 to Brandywine Avenue	73	76	**+3**	**Yes**	0	No
	Brandywine Avenue to Heritage Road	71	75	**+4**	**Yes**	0	No
	Heritage Road to La Media Road	Does Not Exist	71	**N/A**	**Yes**	+1	No
	La Media Road to Magdalena Avenue	Does Not Exist	70	**N/A**	**Yes**	+1	No
	Magdalena Avenue to SR-125	Does Not Exist	71	**N/A**	**Yes**	+1	No
Hunte Parkway	Eastlake Parkway to Olympic Parkway	60	74	**+14**	**Yes**	0	No
	Olympic Parkway to Otay Lakes Road	67	70	**+3**	**Yes**	0	No
Heritage Road	Palomar Street to Olympic Parkway	69	75	**+6**	**Yes**	0	No
	Olympic Parkway to Main Street/Hunte Parkway	Does Not Exist	75	**N/A**	**Yes**	+1	No
	Main Street to Entertainment Circle	65	73	**+8**	**Yes**	0	No
	Entertainment Circle to Avenida de Las Vistas (City of San Diego)	65	73	**+8**	**Yes**	0	No
La Media Road	East Palomar Street to Olympic Parkway	69	73	**+4**	**Yes**	0	No
	Olympic Parkway to Birch Road	69	73	**+4**	**Yes**	0	No
	Birch Road to Main Street	Does Not Exist	70	**N/A**	**Yes**	+1	No
Magdalena Avenue	Birch Road to Main Street	64	65	+1	No	0	No
Eastlake Parkway	Otay Lakes Road to Olympic Parkway	70	71	+1	No	+1	No
	Olympic Parkway to Birch Road	68	73	**+5**	**Yes**	0	No
	Birch Road to Main Street	59	72	**+13**	**Yes**	+1	No
Otay Valley Road	Main Street to SR-125	Does Not Exist	65	N/A	No	+2	No
	SR-125 to Village 9 Access	Does Not Exist	65	N/A	No	+2	No

(1) Based on the results in Table 13. The project's contribution to the cumulative noise impact is based on the increase in traffic noise attributable to the proposed project under the Year 2030 Mitigated scenario. If the project's contribution is less than three decibels, the project's contribution is not cumulatively considerable.

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by RBF Consulting (2013). Traffic levels for each roadway are included in the appendix. Decibel levels are rounded to the nearest whole number. The bold text indicates a significant impact. See appendix for data sheets.

5.1.4 Issue 4: Construction Noise

Impact Analysis

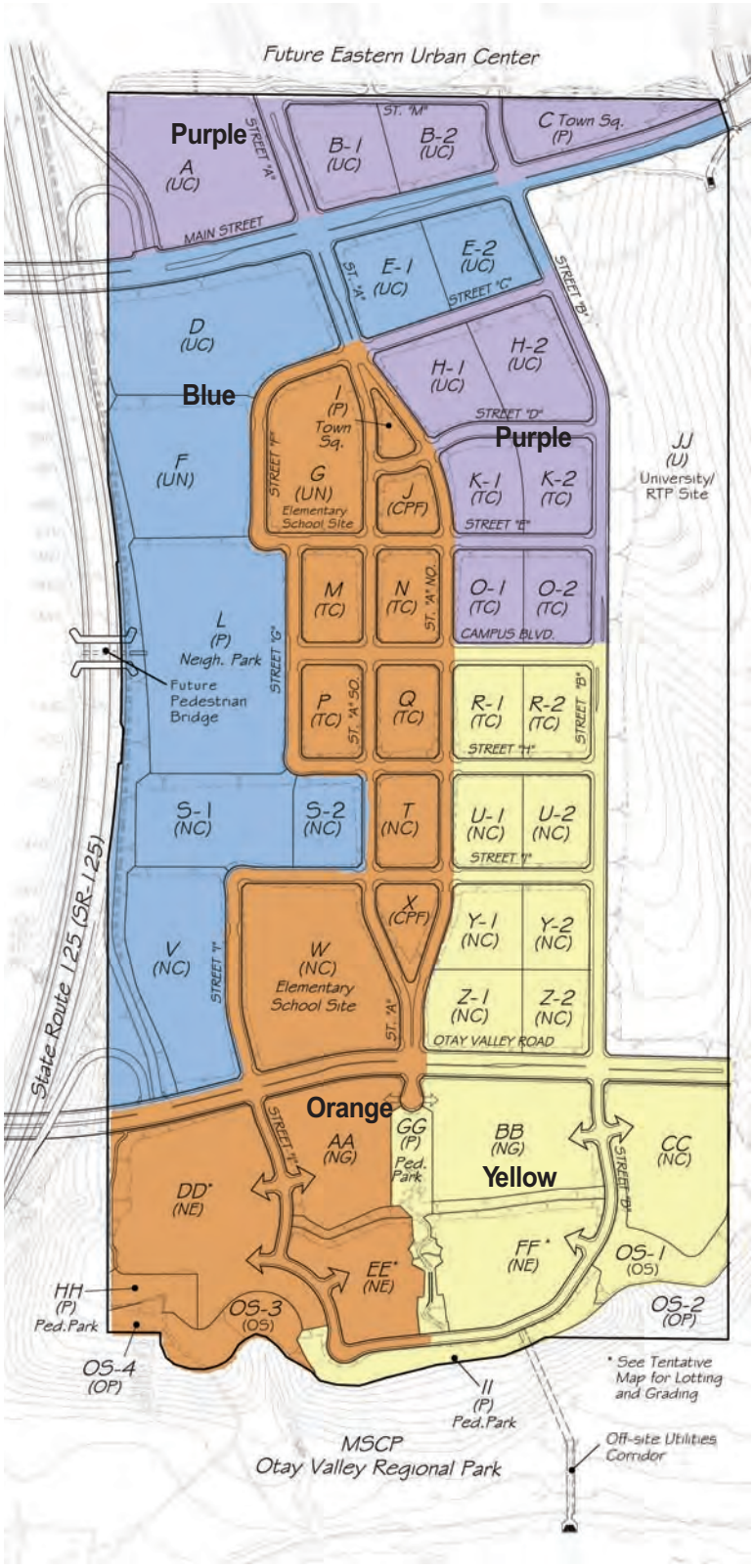
Construction of the development proposed in Village 9 would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction phase, distance between the noise source and receiver, and intervening structures. Sound levels from typical construction equipment range from 60 dBA to 90 dBA Leq at 50 feet from the source (FHWA 2008). Noise from construction equipment generally exhibits point source acoustical characteristics. Strictly speaking, a point source sound decays at a rate of 6 dBA per doubling of distance from the source. The rule applies to the propagation of sound waves with no ground interaction.

Construction of the development proposed as part of the project would be completed in four phases, as shown in Figure 9. The order of phasing has not been determined and would depend on market conditions. The Orange phase would develop a maximum of 308 multi-family residential units, 145 single-family units, a town square, two CPFs, two elementary schools, a portion of a pedestrian park, and 194,000 SF of commercial space in primarily the central and southwest portion of the project site. The Blue phase would develop a maximum of 1,239 multi-family residential units, 494,000 SF of commercial space, and a neighborhood park in the northwestern area of the project site. The Yellow phase would include a maximum of 614 multi-family units, 121 single-family units, and 58,000 SF of commercial land use in the southeastern portion of the project site. The Purple phase would develop a maximum of 1,573 single-family residential units, a town square, and 754,000 SF of commercial space in the northeast portion of the project site.

The construction timeframe for the entire buildout of the project is expected to begin in 2013 and take a minimum of eight years to complete, although full buildout of the project is not expected until 2030. All phases would involve grading and site preparation, as well as utilities installation, surface improvements including paving and landscaping, building construction, and external/internal building work. Grading for each phase would last approximately three months, utilities installation would take approximately two months, surface improvements would take approximately two months, and building construction would take place over two years. Off-site grading would also be required in four locations.

A small amount of off-site grading would be required in each phase. The grading, utility installation, and surface improvement activities of one phase would overlap with the last nine months of building construction in the previous phase. Although it is unlikely, it is possible that all four categories of construction activities could occur simultaneously on the site within different development phases.

Standard equipment, such as dozers, loaders, scrapers, and miscellaneous trucks would be used for construction of most of the project facilities. The grading, utility installation, and surface improvement activities in each phase would be completed prior to any building construction. However, building construction within each phase would not take place all at once; some areas would be completed before other structures within the phase are under construction. Therefore, building construction activities would have the potential to expose residents within developed, occupied buildings within an area to construction noise in adjacent areas.



Note: Village 9 is generally planned to develop from north to south; however, the sequencing of development phases would be determined by market conditions and the PFFP.

Plan Area	MF Units	SF Units	C'ml Sq. Ft (K)
Orange			
G	0	0	0
I	0	0	0
J	0	0	0
M	80	0	29
N	57	0	52
P	80	0	29
Q	57	0	52
T	34	0	32
W	0	0	0
X	0	0	0
AA	0	72	0
DD	0	47	0
EE	0	26	0
HH	0	0	0
OS-3	0	0	0
OS-4	0	26	0
Subtotal	**308**	**145**	**194**
Blue			
D	448	0	278
E-1	183	0	115
E-2	168	0	101
F	136	0	0
L	0	0	0
S-1	104	0	0
S-2	58	0	0
V	142	0	0
Subtotal	**1,239**	**0**	**494**
Yellow			
CC	128	0	0
R-1	80	0	29
R-2	80	0	29
U-1	58	0	0
U-2	58	0	0
Y-1	54	0	0
Y-2	50	0	0
Z-1	61	0	0
Z-2	45	0	0
BB	0	89	0
FF	0	32	0
GG	0	0	0
II	0	0	0
OS-1	0	0	0
Subtotal	**614**	**121**	**58**
Purple			
A	380	0	235
B-1	183	0	115
B-2	136	0	101
C	0	0	0
H-1	188	0	115
H-2	226	0	130
K-1	148	0	0
K-2	152	0	0
O-1	80	0	29
O-2	80	0	29
Subtotal	**1,573**	**0**	**754**
TOTAL	**3,734**	**266**	**1500 K**

Source: William Hezmalhalch Architects, Inc. 2013

0 400 800

Feet

N

DEVELOPMENT PHASES
FIGURE 9

Because the order of the development phases is unknown, the estimated noise level at a particular on-site receptor cannot be conclusively determined. However, based on the construction equipment list provided by the applicant and typical equipment noise levels determined by the Roadway Construction Noise Model (RCNM) (FHWA 2008), noise levels from simultaneous operation of the five noisiest pieces of construction equipment (excavator, roller, crane, dozer, and scraper) for each construction activity that could occur simultaneously from any development phase in the same location would have the potential to generate noise levels of up to 87 dBA at 50 feet from the construction site. These estimates are conservative because construction equipment for a single construction activity would be spread out over several acres and would not be operating all at once.

The nearest existing receptor to the project site is Olympian High School, located approximately 0.2 mile west of the project site. Construction in the northwest area of the site would generate the greatest amount of construction noise that could be heard at the school. At this distance, the worst-case construction noise level would be approximately 61 dBA during grading operations. Simultaneous construction activities are not likely to occur within the same phase; therefore, the high school would be exposed to Purple Phase construction, but would not be exposed to simultaneous construction activities from other phases. Additionally, on-site land uses would potentially be exposed to construction noise as buildings in some areas become occupied while other areas of Village 9 are under construction. Although the Chula Vista exterior noise limits do not apply to construction activity, the noise level from construction would potentially exceed the day time exterior noise standards and may be considered disruptive to residences and the high school during construction operations.

Although the on-site residences could be exposed to excessive construction noise levels, the exposure would be short-term, and would cease upon project buildout. Additionally, construction activities associated with buildout of the project would occur between the hours of 7:00 a.m. and 10:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 10:00 p.m., Saturday and Sunday, which is the limit specified in the Chula Vista construction noise ordinance. Because construction would comply with the applicable regulation for construction noise, temporary increases in noise level from construction activities at the on-site residences would be less than significant.

Noise from construction activities would also have the potential to impact sensitive wildlife species in the MSCP Preserve area to the south of the project site. The Biological Resources Report prepared for Village 9 (URS 2012) determined that construction noise exceeding an hourly average sound level of 60 dBA would potentially impact special status wildlife species by inhibiting audible communication between potential mates and between parents and offspring. Based on the worst-case construction noise level of 87 dBA at 50 feet, determined using the RCNM model, and an attenuation rate of 6 dBA for every doubling of distance, construction activities would have the potential to exceed 60 dBA up to 1,100 feet from the source. Assuming that construction noise would be emanating from a location on the project site closest to the MSCP Preserve area (Planning Areas CC, DD, EE, FF, HH, II, and OS-3), construction noise would exceed 60 dBA within the MSCP Preserve area and significant construction noise impact would occur.

The Biological Resource Report includes mitigation that will be incorporated into the Biological Resources section of the Village 9 EIR to reduce this impact to a less than significant level. The report's proposed mitigation requires pre-construction surveys and acoustical analyses to demonstrate that the average hourly 60 dBA noise level standard would not be exceeded at the location of any occupied sensitive habitat areas, and use of noise abatement methods that may include, but are not limited to,

installation of noise abatement at the source, and/or installation of noise abatement at the receiving areas. These requirements will be included in the MMRP for the proposed project. Therefore, this impact would be reduced to a less than significant level with the implementation of the proposed biological resources mitigation measures.

Mitigation Measures

With implementation of the mitigation measures required in the Biological Resources Report, the proposed project would not result in significant temporary noise impacts from construction activities. No additional mitigation is required.

Significance After Mitigation

Impacts related to temporary construction noise would be less than significant with implementation of the mitigation measures required in the Biological Resources Report.

Cumulative Impacts

Construction noise impacts are localized in nature because they are limited to the construction site where construction equipment is operating. As discussed above, sound levels from project construction would be up to 87 dBA Leq at 50 feet from the source (FHWA 2008). Construction noise decreases approximately 6 dBA with every doubling of distance. Therefore, construction noise would be reduced to less than 60 dBA approximately 0.25 mile from the construction site, assuming the loudest construction noise level of 87 dBA Leq.

Development is proposed within 0.25 mile of the project site to the west, east, and north. Proposed single-family residential development in Village 8 East would be within 0.25 mile of the western edge of Village 9. Future land uses planned for the EUC include high-density mixed use development and schools. The area directly east of Village 9 is proposed for a university and university-supporting uses. The construction schedules for these projects is unknown; however, due to the long duration of construction on the project site, it is reasonable to assume that construction within these planning areas would occur concurrently with construction in Village 9. Development along the edges of each village may be completed and occupied prior to the end of construction in an adjacent village. If development along the edge of Village 9 was completed prior to the end of construction along the boundary of an adjacent village, development in Village 9 may be exposed to substantial construction noise from a cumulative project. Likewise, if construction along the edge of Village 9 would occur following completion of development along the edge of an adjacent village, construction in Village 9 would have the potential to expose receptors proposed under the cumulative project to substantial noise. Therefore, noise impacts from cumulative development are potentially significant. However, the cumulative projects and the proposed project would be subject to the Chula Vista construction noise ordinance, which limits the hours of construction to 7:00 a.m. and 10:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 10:00 p.m., Saturday and Sunday. Compliance with the Chula Vista ordinance would reduce impacts to a less than significant level. The proposed project would comply with the Chula Vista construction limits; therefore, the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact.

5.1.5 Issue 5: Aircraft Noise

Impact Analysis

The project site is located 1.75 miles northeast of the Brown Field airport. As discussed in Section 3.4.1, the project site is currently subject to overflights from Brown Field. Flyovers of planes and helicopters taking off from Brown Field are audible on the project site. The project site is not located within the 60 dBA CNEL noise contour of Brown Field; therefore, it would not be anticipated to be exposed to excessive noise levels from the airport. However, overflights from Brown Field may be considered a nuisance to residents. In accordance with standard condition #46 in Section 5-300 of the City's Subdivision Manual, applicants are required to record an Airport Overflight Agreement against the property to the satisfaction of the Development Services Director prior to recordation of any Final Map. This condition would run with the property, and as such, potential nuisance noise from aircraft overflights would be disclosed to future residents. Therefore, implementation of the project would have a less than significant impact related to exposure of residents to aircraft noise.

Mitigation Measures

Implementation of the proposed project would not result in significant impacts from aircraft noise. No mitigation is required.

Significance After Mitigation

Impacts related to aircraft noise would be less than significant without mitigation.

Cumulative Impacts

No additional aviation uses are planned to be introduced in the immediate vicinity of the project site. In addition, the project does not propose any new air traffic. No new air traffic is proposed in the Otay Ranch GDP. No NSLU would be exposed to excessive noise levels from aviation as a result of the proposed project. Therefore, a cumulative impact related to aviation would not occur.

5.1.6 Issue 6: General Plan Policies

Impact Analysis

Table 15 evaluates the consistency of the proposed project with the applicable General Plan policies. As shown in Table 15, the project would be consistent with the General Plan policies that pertain to noise.

Mitigation Measures

Implementation of the proposed project would not conflict with any applicable General Plan policies. No mitigation is required.

Significance After Mitigation

Impacts related to General Plan policies would be less than significant without mitigation.

Cumulative Impacts

Consistency with General Plan policies is project-specific. Similar to the proposed project, the cumulative projects in Chula Vista would be required to demonstrate compliance with applicable General Plan policies prior to project approval. Therefore, a significant cumulative impact would not occur.

Table 15 Project Consistency with Applicable General Plan Noise Policies

Applicable Policies	Evaluation of Consistency
Objective E21: *Protect people from excessive noise through careful land use planning and the incorporation of appropriate mitigation techniques.* **Policy E 21.1**: Apply the exterior land use-noise compatibility guidelines listed in Table 9-2 of this Environmental Element to new development, where applicable, and in light of project-specific considerations. **Policy E 21.2**: Where applicable, the assessment and mitigation of interior noise levels shall adhere to the applicable requirements of the California Building Code with local amendments and other applicable established City standards. **Policy E 21.3**: Promote the use of available technologies in building construction to improve noise attenuation capacities. **Policy E 21.4**: Continue to implement and enforce the City's noise control ordinance.	The proposed Village 9 SPA Plan is consistent with these noise policies. This noise impact analysis utilized the land use-noise compatibility guidelines in the Environmental Element, the City's Noise Ordinance, and CCR Title 24 as thresholds for determining significance between different land uses. The City's Noise Ordinance would continue to be enforced with implementation of the Village 9 SPA Plan. As discussed under Issue 1 and Issue 3, the proposed project would have the potential to result in noise impacts that would conflict with the noise compatibility guidelines, the City's Noise Ordinance, and Title 24; however, mitigation measures Noi-1 through Noi-8, including compliance with the CalGreen Building Standards, and buildout of the proposed circulation network would reduce potential impacts to a less than significant level, consistent with State and City standards. No significant noise impacts would occur as a result of project construction.
Objective E22: *Protect the community from the effects of transportation noise.* **Policy E 22.1**: Work to stabilize traffic volumes in residential neighborhoods by limiting throughways and by facilitating the use of alternative routes around, rather than through, neighborhoods. **Policy E 22.3**: Employ traffic calming measures, where appropriate, such as narrow roadways and on-street parking, in commercial and mixed use districts. **Policy E 22.4**: Encourage walking; biking; carpooling; use of public transit; and other alternative modes of transportation to minimize vehicular use and associated traffic noise. **Policy E 22.5**: Require projects to construct appropriate mitigation measures in order to attenuate existing and projected traffic noise levels, in accordance with applicable standards, including the exterior land use/noise compatibility guidelines listed in Table 9-2 of this Environmental Element.	The proposed project is consistent with these noise policies. The Village 9 SPA Plan and TM would connect to existing arterials, Eastlake Parkway and Hunte Parkway, and would include the Main Street and Otay Valley Road arterial roadways that traverse the project site. These roadways would serve as major throughways for the site and would minimize the use of streets within the residential districts as throughways. In addition, on-site streets are intentionally narrow with on-site parking to encourage slower traffic and encourage other modes of transportation such as bus, transit, walking and bicycling. Other traffic calming measures include "bulb outs" at corner sidewalks, traffic signals and/or signs, posted speed limit signs and allowing bicycles to share the road right-of-way. A Bus Rapid Transit (BRT) route is provided through the site to encourage the use of public transit. The mixed-use nature of the project, which places residences, employment, services and entertainment in close proximity, would also result in a significant reduction of vehicle trips thereby reducing vehicular traffic volumes and noise impacts. The SPA Plan does not prohibit the use of new technologies to minimize traffic noise. As discussed under Issue 1 and Issue 3, the proposed project would have the potential result in the exposure of on-site and off-site receptors to excessive traffic noise. However, mitigation measures Noi-1 through Noi-5 and buildout of the proposed circulation network would reduce potential impacts to a less than significant level.

6.0 Conclusion

Construction of the proposed Village 9 project would not result in construction noise or groundborne vibration that would result in a significant direct or cumulative impact with implementation of the mitigation measures required in the Biological Resource Report prepared for the proposed project. Buildout of the proposed project would have the potential to expose NSLU and new office development to significant traffic noise along Main Street, Otay Valley Road, Street A, Street B, and SR-125. Mitigation measures Noi-1 through Noi-5 would reduce direct and cumulative impacts to a less than significant level. Short-term increases in traffic noise off-site on Birch Road, Main Street, Hunte Parkway, La Media Road, and Eastlake Parkway would be significant and unavoidable until the proposed roadway circulation system is complete. Completion of the proposed roadway circulation system is required in the traffic study prepared for the proposed project. Long-term traffic impacts would be less than significant with implementation of the circulation system. Operation of the proposed project would have the potential to result in excessive noise levels related to HVAC equipment, commercial land use, and recreational facilities. Mitigation measures Noi-2 through Noi-4 and Noi-6 through Noi-8 would reduce direct and cumulative impacts to a less than significant level.

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Appendix
Noise Data

C:\LARDAV\SLMUTIL\18MAR11.bin Interval Data

Site	Location	Number	Date	Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	L(5)	L(10)	L(50)	L(90)	L(90)	L(90)
1	Western edge of V9 - Near SR125, Future MU	0	18Mar 11	10:26:31	900	57	86.6	67.3	45.5	83.4	88.3	62.2	60.1	55	49.9	49.9	49.9
2	SE corner of V9 - Future SF	0	18Mar 11	10:47:06	900	52.2	81.7	64.5	40.8	81.9	90.5	57.2	54.9	45	42.8	42.8	42.8
3	Middle of V9 - Future MU	0	18Mar 11	11:07:57	900	47.8	77.3	60.9	35.6	76.8	94.3	54.9	52.2	40.8	37.3	37.3	37.3
4	NE Edge of V9 - Future Town Square	0	18Mar 11	11:26:57	900	39.6	69.2	57.2	33.1	85.3	92.3	44.8	42	36.8	34.7	34.7	34.7
5	SE Corner of Fleishbein & Kincaid - Residential Development just north of Olympian and Wolf Canyon Schools	0	18Mar 11	12:25:28	900	57.3	86.8	76.1	35.5	89.8	99.9	63.8	60.6	42.5	38.4	38.4	38.4

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 4

Project: [illegible] 9	Date: 3/18/11	Eqpt: LD820	Photos: 7 & 8
Temp: Hot Warm (Mild) Cool Cold	Wind (mph): (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	Cloud Cover: (Clear) Pt. Cld. Clouds Fog	
Location Desc.: 32°36.010 N, W116°57.750	Noise Source(s): @ 125, birds & crickets		
Rep. Info:	Ground Effects: Dirt		
Barrier Effects: None			

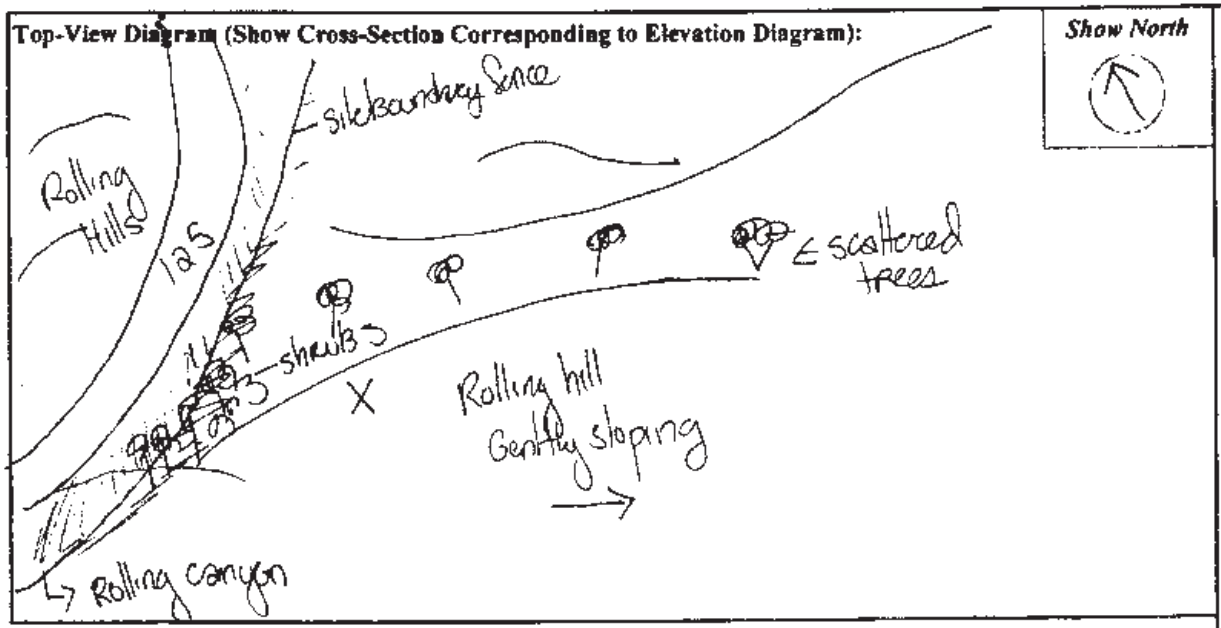
Meas. Int.:			
Roadway:			
Segment:			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:			
Roadway: 125			
Segment: 5min			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
IIII III	I	I	(NB/EB)
IIII IIII IIII	II		(SB/WB)

1 Cyclist

Cal. Δ @Int1		Cal. @		Offset
Yes	No	Int #:		41

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Elv. Diagram (vertical):

(ft) (ft)

General Comments: No barrier on freeway, grass median

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
MWBarley	4	10:25	15		52.6												

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ Recorded By: _____

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

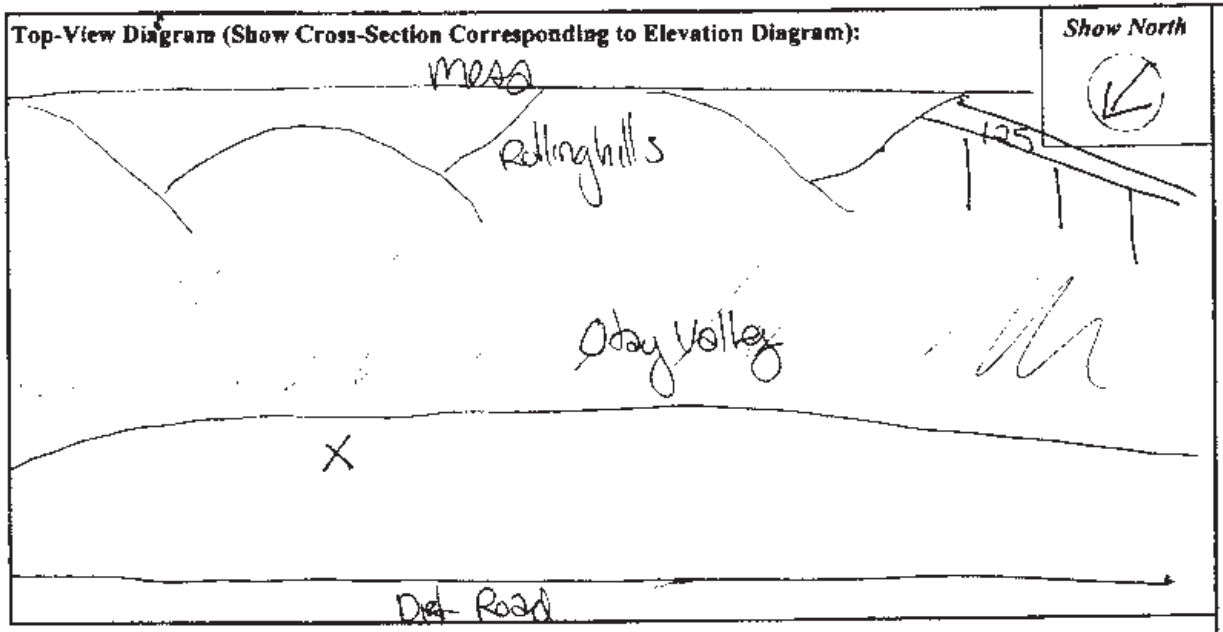
Location # 5

Project: V9	Date: 3/18/11	Eqpt: LD 820	Photos: 9 & 10
Temp: Hot Warm (Mild) Cool Cold	Wind (mph): (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	Cloud Cover: (Clear) Pt. Cld. Clouds Fog	
Location Desc.: 32°35.981N, 4116°57.49	Noise Source(s): Crickets, distant construction or manufacturing to SE, 125		
Rep. Info:	Ground Effects: Grass + dirt		
Barrier Effects: None			

Meas. Int.:			
Roadway:			
Segment:			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:			
Roadway:			
Segment:			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments: distant Brown Field flights - over Mesa, few overflys mostly
A lot of crickets - consistent over site - Crickets here mostly cover traffic noise

Cal. Δ @Int'l		Cal. √	Offset
Yes	No	Int #:	+1

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
SF in SE	5	10:45	15		52.5									10:59 - Helicopter to the east			

Data File: _____ Recorded By: _____

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 6

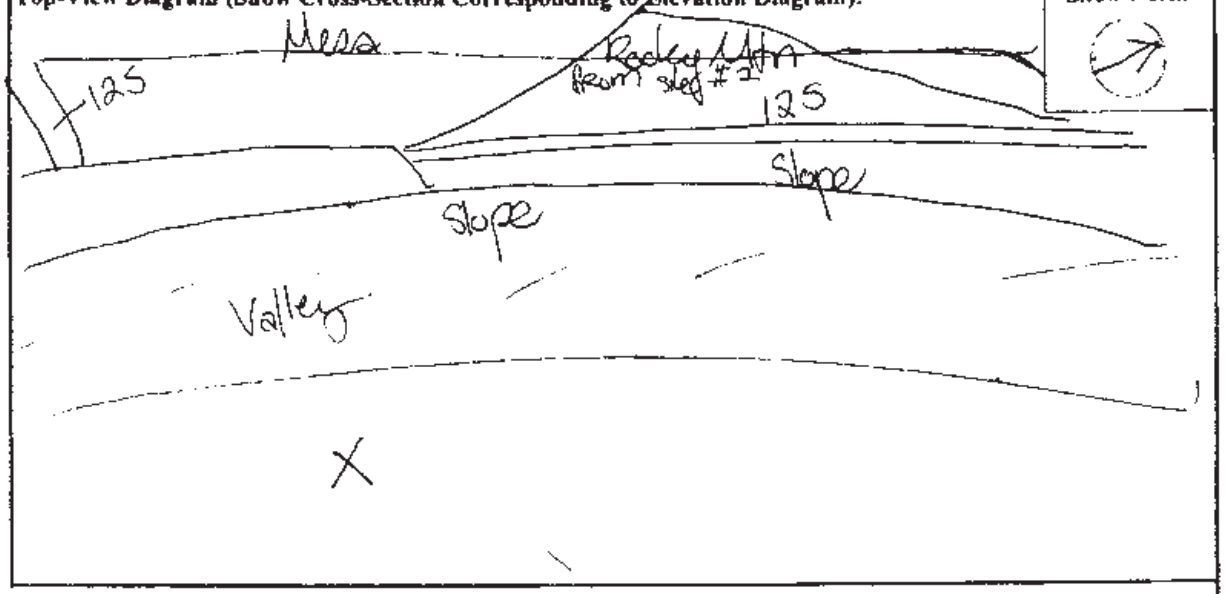
Project: 9	Date: 3/18/11	Eqpt: Type 2, LD820	Photos: 11+12
Temp: Hot Warm (Mild) Cool Cold	Wind (mph): (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	Cloud Cover: (Clear) Pt. Cld. Clouds Fog	
Location Desc.: N32°36.388, W116°57.666	Noise Source(s): Crows, crickets, distant planes/helicopters to east		
Rcp. Info:	Ground Effects: Dirt		
Barrier Effects: None			

Meas. Int.:			
Roadway:			
Segment:			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:			
Roadway:			
Segment:			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North



Elv. Diagram (vertical):

(ft) (ft)

General Comments: This area to be graded down a bit
125 audible
There's a development to the SE on the other side of Otay Valley where manufacturing sound is coming from

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	+1

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
MV center		11:05	15											11:19 - overflight jet			

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ Recorded By: _____

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 7

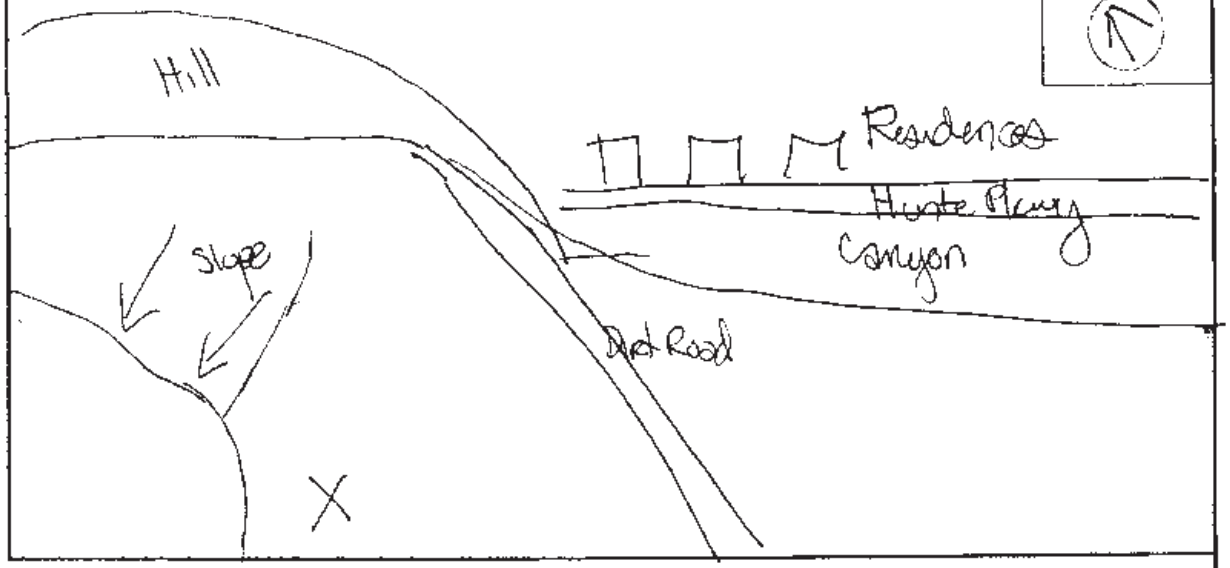
Project: 9	Date: 3/18/11	Eqpt: LD820 Type 1	Photos: 13+14
Temp: Hot Warm (Mild) Cool Cold	Wind (mph): (≤2.5) 2.5-5 5-10 ≥10 (dir): N E S W Δ	Cloud Cover: (Clear) Pt. Cld. Clouds Fog	
Location Desc.: N32°36.696, W116°57.685	Noise Source(s): Birds, crickets, distant traffic + SR125		
Rep. Info:	Ground Effects: Dirt	L & planes	
Barrier Effects: None			

Meas. Int.:			
Roadway:			
Segment:			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:			
Roadway:			
Segment:			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Intl		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
Main St	7	11:26	15		51.4												

Data File: _____ Recorded By: _____

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 9

Project: SW/9	Date: 3/18	Eqpt: LD 820			Photos: 17 + 18
Temp: Hot Warm (Mild) Cool Cold	Wind (mph): ≤2.5 (2.5-5) 5-10 ≥10 gusts	(dir): N E S W Δ	Cloud Cover: (Clear) Pt. Cld. Clouds Fog		
Location Desc.: Corner (SE) of Fleshbein + Kincaid	Noise Source(s): Traffic - accelerating				
Rep. Info:	Ground Effects: Pavement				
Barrier Effects:					

Meas. Int.:

Roadway: Fleshbein
Segment: 15m
Spd: *Post:* *Trav.:*

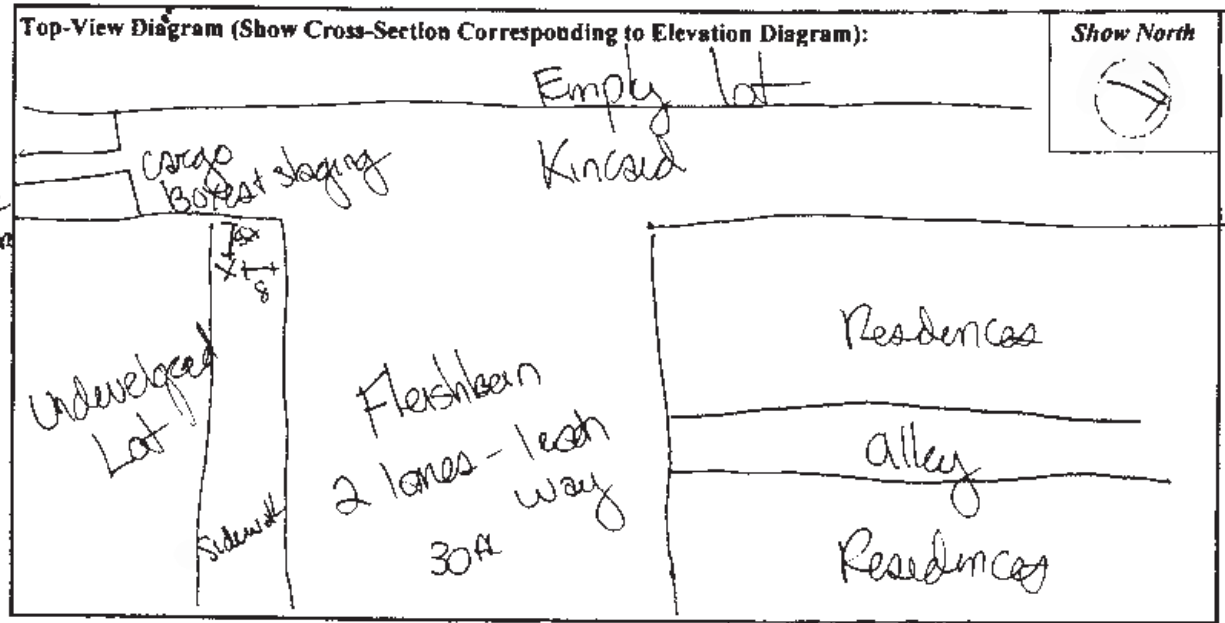
Volumes			
Auto	MT	HT	Dir.
III		II	NB/EB
			SB/WB

Meas. Int.:

Roadway: Kincaid
Segment: 15m
Spd: *Post:* *Trav.:*

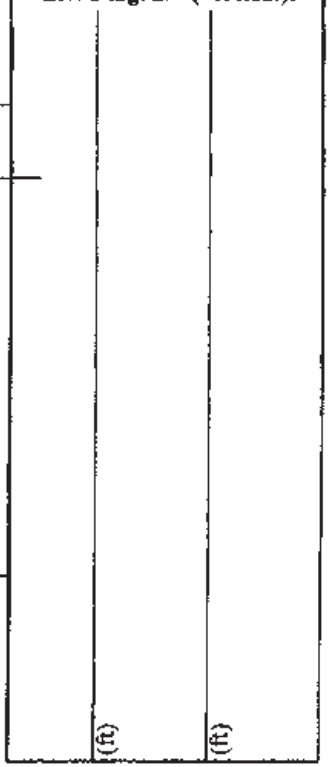
Volumes			
Auto	MT	HT	Dir.
III		I	NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):



General Comments:

Development just N of Olympian + Wolf Canyon Schools
Construction on opposite side of complex + surrounding area
Place is 11 occupied

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	+1

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
Residential	9	12:25	15											12:28 - trash pickup			
														12:40 - pickup			

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ Recorded By: _____

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 100019662
Project Name: Otay Ranch Village 9
Off-site Roadway Segments

Background Information

Model Description: FHWA Highway Noise Prediction Model
Source of Traffic Volumes: RBF 2011
Community Noise Descriptor: L_{dn}: CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77%	13%	10%
Medium-Duty Trucks	87%	5%	8%
Heavy-Duty Trucks	89%	3%	8%

"-" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

Analysis Condition	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	**CNEL at 50 Feet**	Distance from Centerline of Roadway to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Olympic Parkway												
805 to Brandywine - Existing	6	10	47,000	45	0.5	2.0%	1.0%	**75.0**	107	231	498	1,073
805 to Brandywine - Existing + Project	6	10	53,959	45	0.5	2.0%	1.0%	**75.6**	118	253	546	1,176
805 to Brandywine - 2025	6	10	42,075	45	0.5	2.0%	1.0%	**74.5**	100	215	462	996
805 to Brandywine - 2025 + Project	6	10	43,300	45	0.5	2.0%	1.0%	**74.6**	102	219	471	1,016
805 to Brandywine - 2030 (UM)	6	10	50,618	45	0.5	2.0%	1.0%	**75.3**	113	243	523	1,127
805 to Brandywine - 2030 (UM) + Project	6	10	51,300	45	0.5	2.0%	1.0%	**75.4**	114	245	528	1,137
805 to Brandywine - 2030 (M)	6	10	50,618	45	0.5	2.0%	1.0%	**75.3**	113	243	523	1,127
805 to Brandywine - 2030 (M) + Project	6	10	51,300	45	0.5	2.0%	1.0%	**75.4**	114	245	528	1,137
Olympic Parkway												
Brandywine Ave to Heritage Road - Existing	6	10	48,721	45	0.5	2.0%	1.0%	**75.1**	110	237	510	1,099
Brandywine Ave to Heritage Road - Existing + Project	6	10	59,428	45	0.5	2.0%	1.0%	**76.0**	125	270	582	1,254
Brandywine Ave to Heritage Road - 2025	6	10	40,763	45	0.5	2.0%	1.0%	**74.4**	98	210	453	975
Brandywine Ave to Heritage Road - 2025 + Project	6	10	42,600	45	0.5	2.0%	1.0%	**74.5**	100	216	466	1,005
Brandywine Ave to Heritage Road - 2030 (UM)	6	10	34,118	45	0.5	2.0%	1.0%	**73.6**	87	187	402	866
Brandywine Ave to Heritage Road - 2030 (UM) + Project	6	10	34,800	45	0.5	2.0%	1.0%	**73.7**	88	189	407	878
Brandywine Ave to Heritage Road - 2030 (M)	6	10	34,118	45	0.5	2.0%	1.0%	**73.6**	87	187	402	866
Brandywine Ave to Heritage Road - 2030 (M) + Project	6	10	34,800	45	0.5	2.0%	1.0%	**73.7**	88	189	407	878
Olympic Parkway												
Heritage Road to La Media Road - Existing	6	10	50,538	45	0.5	2.0%	1.0%	**75.3**	113	243	523	1,126
Heritage Road to La Media Road - Existing + Project	6	10	69,275	45	0.5	2.0%	1.0%	**76.7**	139	299	645	1,389
Heritage Road to La Media Road - 2025	6	10	60,756	45	0.5	2.0%	1.0%	**76.1**	127	274	591	1,273
Heritage Road to La Media Road - 2025 + Project	6	10	62,900	45	0.5	2.0%	1.0%	**76.2**	130	281	605	1,303
Heritage Road to La Media Road - 2030 (UM)	6	10	32,277	45	0.5	2.0%	1.0%	**73.3**	83	180	388	835
Heritage Road to La Media Road - 2030 (UM) + Project	6	10	33,300	45	0.5	2.0%	1.0%	**73.5**	85	184	396	852
Heritage Road to La Media Road - 2030 (M)	6	10	32,277	45	0.5	2.0%	1.0%	**73.3**	83	180	388	835
Heritage Road to La Media Road - 2030 (M) + Project	6	10	33,300	45	0.5	2.0%	1.0%	**73.5**	85	184	396	852
Olympic Parkway												
La Media Road to SR-125 Ramps - Existing	6	10	43,563	45	0.5	2.0%	1.0%	**74.6**	102	220	473	1,020
La Media Road to SR-125 Ramps - Existing + Project	6	10	48,916	45	0.5	2.0%	1.0%	**75.1**	110	237	511	1,102
La Media Road to SR-125 Ramps - 2025	6	10	55,281	45	0.5	2.0%	1.0%	**75.7**	120	257	555	1,195
La Media Road to SR-125 Ramps - 2025 + Project	6	10	56,200	45	0.5	2.0%	1.0%	**75.7**	121	260	561	1,208
La Media Road to SR-125 Ramps - 2030 (UM)	6	10	43,900	45	0.5	2.0%	1.0%	**74.7**	102	221	476	1,025
La Media Road to SR-125 Ramps - 2030 (UM) + Project	6	10	43,900	45	0.5	2.0%	1.0%	**74.7**	102	221	476	1,025
La Media Road to SR-125 Ramps - 2030 (M)	6	10	43,900	45	0.5	2.0%	1.0%	**74.7**	102	221	476	1,025
La Media Road to SR-125 Ramps - 2030 (M) + Project	6	10	43,900	45	0.5	2.0%	1.0%	**74.7**	102	221	476	1,025
Olympic Parkway												
SR-125 Ramps to Eastlake Parkway - Existing	8	10	40,478	45	0.5	2.0%	1.0%	**79.2**	204	440	947	2,040
SR-125 Ramps to Eastlake Parkway - Existing + Project	8	10	45,831	45	0.5	2.0%	1.0%	**79.7**	222	478	1,029	2,216
SR-125 Ramps to Eastlake Parkway - 2025	8	10	48,781	45	0.5	2.0%	1.0%	**80.0**	231	498	1,072	2,310
SR-125 Ramps to Eastlake Parkway - 2025 + Project	8	10	49,700	45	0.5	2.0%	1.0%	**80.1**	234	504	1,086	2,339
SR-125 Ramps to Eastlake Parkway - 2030 (UM)	8	10	49,400	45	0.5	2.0%	1.0%	**80.0**	233	502	1,081	2,330
SR-125 Ramps to Eastlake Parkway - 2030 (UM) + Project	8	10	49,400	45	0.5	2.0%	1.0%	**80.0**	233	502	1,081	2,330
SR-125 Ramps to Eastlake Parkway - 2030 (M)	8	10	49,400	45	0.5	2.0%	1.0%	**80.0**	233	502	1,081	2,330
SR-125 Ramps to Eastlake Parkway - 2030 (M) + Project	8	10	49,400	45	0.5	2.0%	1.0%	**80.0**	233	502	1,081	2,330
Olympic Parkway												
Eastlake Oarkway to Hunte Parkway - Existing	6	10	13,926	45	0.5	2.0%	1.0%	**69.7**	-	103	221	477
Eastlake Oarkway to Hunte Parkway - Existing + Project	6	10	16,603	45	0.5	2.0%	1.0%	**70.5**	-	115	249	536
Eastlake Oarkway to Hunte Parkway - 2025	6	10	34,688	45	0.5	2.0%	1.0%	**73.7**	88	189	407	876
Eastlake Oarkway to Hunte Parkway - 2025 + Project	6	10	35,300	45	0.5	2.0%	1.0%	**73.7**	89	191	411	886
Eastlake Oarkway to Hunte Parkway - 2030 (UM)	6	10	34,200	45	0.5	2.0%	1.0%	**73.6**	87	187	403	868
Eastlake Oarkway to Hunte Parkway - 2030 (UM) + Project	6	10	34,200	45	0.5	2.0%	1.0%	**73.6**	87	187	403	868
Eastlake Oarkway to Hunte Parkway - 2030 (M)	6	10	34,200	45	0.5	2.0%	1.0%	**73.6**	87	187	403	868
Eastlake Oarkway to Hunte Parkway - 2030 (M) + Project	6	10	34,200	45	0.5	2.0%	1.0%	**73.6**	87	187	403	868
Olympic Parkway												
East of Hunte Parkway - Existing	4	10	7,846	45	0.5	2.0%	1.0%	**65.8**	-	56	121	261
East of Hunte Parkway - Existing + Project	4	10	11,593	45	0.5	2.0%	1.0%	**67.5**	-	73	157	339
East of Hunte Parkway - 2025	4	10	17,341	45	0.5	2.0%	1.0%	**69.2**	-	96	206	444
East of Hunte Parkway - 2025 + Project	4	10	18,400	45	0.5	2.0%	1.0%	**69.5**	-	99	214	461
East of Hunte Parkway - 2030 (UM)	4	10	29,418	45	0.5	2.0%	1.0%	**71.5**	63	136	293	631

Analysis Condition	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 50 Feet	Distance to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
East of Hunte Parkway - 2030 (UM) + Project	4	10	30,100	45	0.5	2.0%	1.0%	**71.6**	64	138	297	641
East of Hunte Parkway - 2030 (M)	4	10	29,418	45	0.5	2.0%	1.0%	**71.5**	63	136	293	631
East of Hunte Parkway - 2030 (M) + Project	4	10	30,100	45	0.5	2.0%	1.0%	**71.6**	64	138	297	641
Birch Road												
La Media to SR-125 - Existing	6	10	11,084	45	0.5	2.0%	1.0%	**68.7**	-	88	190	409
La Media to SR-125 - Existing + Project	6	10	35,710	45	0.5	2.0%	1.0%	**73.8**	89	192	415	893
La Media to SR-125 - 2025	6	10	41,301	45	0.5	2.0%	1.0%	**74.4**	98	212	457	984
La Media to SR-125 - 2025 + Project	6	10	51,100	45	0.5	2.0%	1.0%	**75.3**	113	244	526	1,134
La Media to SR-125 - 2030 (UM)	6	10	53,518	45	0.5	2.0%	1.0%	**75.5**	117	252	543	1,170
La Media to SR-125 - 2030 (UM) + Project	6	10	54,200	45	0.5	2.0%	1.0%	**75.6**	118	254	547	1,179
La Media to SR-125 - 2030 (M)	6	10	25,518	45	0.5	2.0%	1.0%	**72.3**	71	154	331	714
La Media to SR-125 - 2030 (M) + Project	6	10	26,200	45	0.5	2.0%	1.0%	**72.4**	73	157	337	726
Birch Road												
SR-125 to Eastlake Parkway - Existing	6	10	10,250	45	0.5	2.0%	1.0%	**68.4**	-	84	180	389
SR-125 to Eastlake Parkway - Existing + Project	6	10	40,229	45	0.5	2.0%	1.0%	**74.3**	97	208	449	967
SR-125 to Eastlake Parkway - 2025	6	10	32,301	45	0.5	2.0%	1.0%	**73.3**	84	180	388	835
SR-125 to Eastlake Parkway - 2025 + Project	6	10	47,000	45	0.5	2.0%	1.0%	**75.0**	107	231	498	1,073
SR-125 to Eastlake Parkway - 2030 (UM)	6	10	57,358	45	0.5	2.0%	1.0%	**75.8**	122	264	569	1,225
SR-125 to Eastlake Parkway - 2030 (UM) + Project	6	10	65,200	45	0.5	2.0%	1.0%	**76.4**	133	287	619	1,334
SR-125 to Eastlake Parkway - 2030 (M)	6	10	29,358	45	0.5	2.0%	1.0%	**72.9**	78	169	364	784
SR-125 to Eastlake Parkway - 2030 (M) + Project	6	10	37,200	45	0.5	2.0%	1.0%	**74.0**	92	198	426	918
Main Street												
I-805 to Brandywine Avenue - Existing	6	10	26,896	45	0.5	2.0%	1.0%	**72.5**	74	159	343	739
I-805 to Brandywine Avenue - Existing + Project	6	10	29,573	45	0.5	2.0%	1.0%	**73.0**	79	170	366	788
I-805 to Brandywine Avenue - 2025	6	10	40,988	45	0.5	2.0%	1.0%	**74.4**	98	211	454	979
I-805 to Brandywine Avenue - 2025 + Project	6	10	41,600	45	0.5	2.0%	1.0%	**74.4**	99	213	459	989
I-805 to Brandywine Avenue - 2030 (UM)	6	10	58,231	45	0.5	2.0%	1.0%	**75.9**	124	267	574	1,237
I-805 to Brandywine Avenue - 2030 (UM) + Project	6	10	61,300	45	0.5	2.0%	1.0%	**76.1**	128	276	594	1,280
I-805 to Brandywine Avenue - 2030 (M)	6	10	56,231	45	0.5	2.0%	1.0%	**75.8**	121	260	561	1,209
I-805 to Brandywine Avenue - 2030 (M) + Project	6	10	59,300	45	0.5	2.0%	1.0%	**76.0**	125	270	581	1,252
Main Street												
Brandywine Ave to Heritage Road - Existing	6	10	18,729	45	0.5	2.0%	1.0%	**71.0**	-	125	270	581
Brandywine Ave to Heritage Road - Existing + Project	6	10	18,729	45	0.5	2.0%	1.0%	**71.0**	-	125	270	581
Brandywine Ave to Heritage Road - 2025	6	10	30,894	45	0.5	2.0%	1.0%	**73.1**	81	175	376	811
Brandywine Ave to Heritage Road - 2025 + Project	6	10	31,200	45	0.5	2.0%	1.0%	**73.2**	82	176	379	816
Brandywine Ave to Heritage Road - 2030 (UM)	6	10	48,108	45	0.5	2.0%	1.0%	**75.1**	109	235	506	1,089
Brandywine Ave to Heritage Road - 2030 (UM) + Project	6	10	52,200	45	0.5	2.0%	1.0%	**75.4**	115	248	534	1,150
Brandywine Ave to Heritage Road - 2030 (M)	6	10	46,108	45	0.5	2.0%	1.0%	**74.9**	106	228	492	1,059
Brandywine Ave to Heritage Road - 2030 (M) + Project	6	10	50,200	45	0.5	2.0%	1.0%	**75.3**	112	241	520	1,121
Main Street												
Heritage Road to La Media Road - Existing	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Heritage Road to La Media Road - Existing + Project	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Heritage Road to La Media Road - 2025	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Heritage Road to La Media Road - 2025 + Project	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Heritage Road to La Media Road - 2030 (UM)	4	0	38,763	35	0.5	2.0%	1.0%	**69.9**	50	107	230	495
Heritage Road to La Media Road - 2030 (UM) + Project	4	0	44,900	35	0.5	2.0%	1.0%	**70.6**	55	118	254	546
Heritage Road to La Media Road - 2030 (M)	4	0	38,763	35	0.5	2.0%	1.0%	**69.9**	50	107	230	495
Heritage Road to La Media Road - 2030 (M) + Project	4	0	44,900	35	0.5	2.0%	1.0%	**70.6**	55	118	254	546
Main Street												
La Media Road to Magdalena - Existing	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
La Media Road to Magdalena - Existing + Project	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
La Media Road to Magdalena - 2025	4	0	3,056	35	0.5	2.0%	1.0%	**58.9**	-	-	-	91
La Media Road to Magdalena - 2025 + Project	4	0	5,200	35	0.5	2.0%	1.0%	**61.2**	-	-	60	130
La Media Road to Magdalena - 2030 (UM)	4	0	16,235	35	0.5	2.0%	1.0%	**66.2**	-	60	129	277
La Media Road to Magdalena - 2030 (UM) + Project	4	0	25,100	35	0.5	2.0%	1.0%	**68.1**	-	80	172	371
La Media Road to Magdalena - 2030 (M)	4	0	31,235	35	0.5	2.0%	1.0%	**69.0**	-	92	199	429
La Media Road to Magdalena - 2030 (M) + Project	4	0	40,100	35	0.5	2.0%	1.0%	**70.1**	51	109	235	507
Main Street												
Magdalena to SR-125 - Existing	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Magdalena to SR-125 - Existing + Project	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Magdalena to SR-125 - 2025	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Magdalena to SR-125 - 2025 + Project	4	0	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Magdalena to SR-125 - 2030 (UM)	4	0	21,166	35	0.5	2.0%	1.0%	**67.3**	-	71	154	331
Magdalena to SR-125 - 2030 (UM) + Project	4	0	33,100	35	0.5	2.0%	1.0%	**69.3**	45	96	207	446
Magdalena to SR-125 - 2030 (M)	4	0	36,166	35	0.5	2.0%	1.0%	**69.6**	47	102	220	473
Magdalena to SR-125 - 2030 (M) + Project	4	0	48,100	35	0.5	2.0%	1.0%	**70.9**	57	123	266	572
Hunte Parkway												
Eastlake to Olympic Parkway - Existing	6	10	1,406	45	0.5	2.0%	1.0%	**59.7**	-	-	-	103
Eastlake to Olympic Parkway - Existing + Project	6	10	12,113	45	0.5	2.0%	1.0%	**69.1**	-	94	202	434
Eastlake to Olympic Parkway - 2025	6	10	22,350	45	0.5	2.0%	1.0%	**71.7**	65	141	303	653
Eastlake to Olympic Parkway - 2025 + Project	6	10	24,800	45	0.5	2.0%	1.0%	**72.2**	70	151	325	700
Eastlake to Olympic Parkway - 2030 (UM)	6	10	37,613	45	0.5	2.0%	1.0%	**74.0**	92	199	429	925
Eastlake to Olympic Parkway - 2030 (UM) + Project	6	10	40,000	45	0.5	2.0%	1.0%	**74.3**	96	208	447	963
Eastlake to Olympic Parkway - 2030 (M)	6	10	37,613	45	0.5	2.0%	1.0%	**74.0**	92	199	429	925
Eastlake to Olympic Parkway - 2030 (M) + Project	6	10	40,000	45	0.5	2.0%	1.0%	**74.3**	96	208	447	963
Hunte Parkway												
Olympic Parkway to Otay Lakes Road - Existing	4	10	9,580	45	0.5	2.0%	1.0%	**66.6**	-	64	139	299
Olympic Parkway to Otay Lakes Road - Existing + Project	4	10	17,610	45	0.5	2.0%	1.0%	**69.3**	-	97	208	448

Analysis Condition	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 50 Feet	Distance to Contour: 70 CNEL	Distance to Contour: 65 CNEL	Distance to Contour: 60 CNEL	Distance to Contour: 55 CNEL
Olympic Parkway to Otay Lakes Road - 2025	4	10	14,163	45	0.5	2.0%	1.0%	**68.3**	-	84	180	388
Olympic Parkway to Otay Lakes Road - 2025 + Project	4	10	16,000	45	0.5	2.0%	1.0%	**68.9**	-	91	195	420
Olympic Parkway to Otay Lakes Road - 2030 (UM)	4	10	19,336	45	0.5	2.0%	1.0%	**69.7**	-	103	221	477
Olympic Parkway to Otay Lakes Road - 2030 (UM) + Project	4	10	20,700	45	0.5	2.0%	1.0%	**70.0**	50	108	232	499
Olympic Parkway to Otay Lakes Road - 2030 (M)	4	10	19,336	45	0.5	2.0%	1.0%	**69.7**	-	103	221	477
Olympic Parkway to Otay Lakes Road - 2030 (M) + Project	4	10	20,700	45	0.5	2.0%	1.0%	**70.0**	50	108	232	499
Heritage Parkway												
Palomar Street to Olympic Parkway - Existing	6	10	12,383	45	0.5	2.0%	1.0%	**69.2**	-	95	205	441
Palomar Street to Olympic Parkway - Existing + Project	6	10	20,413	45	0.5	2.0%	1.0%	**71.3**	62	133	286	615
Palomar Street to Olympic Parkway - 2025	6	10	42,206	45	0.5	2.0%	1.0%	**74.5**	100	215	463	998
Palomar Street to Olympic Parkway - 2025 + Project	6	10	43,100	45	0.5	2.0%	1.0%	**74.6**	101	218	470	1,012
Palomar Street to Olympic Parkway - 2030 (UM)	6	10	50,018	45	0.5	2.0%	1.0%	**75.2**	112	241	519	1,118
Palomar Street to Olympic Parkway - 2030 (UM) + Project	6	10	50,700	45	0.5	2.0%	1.0%	**75.3**	113	243	524	1,128
Palomar Street to Olympic Parkway - 2030 (M)	6	10	50,018	45	0.5	2.0%	1.0%	**75.2**	112	241	519	1,118
Palomar Street to Olympic Parkway - 2030 (M) + Project	6	10	50,700	45	0.5	2.0%	1.0%	**75.3**	113	243	524	1,128
Heritage Parkway												
Olympic Parkway to Main Street/Hunte - Existing	6	10	DNE	45	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Olympic Parkway to Main Street/Hunte - Existing + Project	6	10	DNE	45	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Olympic Parkway to Main Street/Hunte - 2025	6	10	32,194	45	0.5	2.0%	1.0%	**73.3**	83	180	387	833
Olympic Parkway to Main Street/Hunte - 2025 + Project	6	10	32,500	45	0.5	2.0%	1.0%	**73.4**	84	181	389	839
Olympic Parkway to Main Street/Hunte - 2030 (UM)	6	10	40,936	45	0.5	2.0%	1.0%	**74.4**	98	211	454	978
Olympic Parkway to Main Street/Hunte - 2030 (UM) + Project	6	10	42,300	45	0.5	2.0%	1.0%	**74.5**	100	215	464	1,000
Olympic Parkway to Main Street/Hunte - 2030 (M)	6	10	40,936	45	0.5	2.0%	1.0%	**74.4**	98	211	454	978
Olympic Parkway to Main Street/Hunte - 2030 (M) + Project	6	10	42,300	45	0.5	2.0%	1.0%	**74.5**	100	215	464	1,000
Heritage Parkway												
Main Street to Entertainment Circle - Existing	4	0	10,035	40	0.5	2.0%	1.0%	**65.3**	-	53	114	245
Main Street to Entertainment Circle - Existing - Existing + Projec	4	0	10,035	40	0.5	2.0%	1.0%	**65.3**	-	53	114	245
Main Street to Entertainment Circle - Existing - 2025	4	0	19,500	40	0.5	2.0%	1.0%	**68.2**	-	82	177	381
Main Street to Entertainment Circle - Existing - 2025 + Project	4	0	19,500	40	0.5	2.0%	1.0%	**68.2**	-	82	177	381
Main Street to Entertainment Circle - Existing - 2030 (UM)	4	0	60,718	40	0.5	2.0%	1.0%	**73.2**	81	175	377	813
Main Street to Entertainment Circle - Existing - 2030 (UM) + Pro	4	0	61,400	40	0.5	2.0%	1.0%	**73.2**	82	176	380	819
Main Street to Entertainment Circle - Existing - 2030 (M)	4	0	60,718	40	0.5	2.0%	1.0%	**73.2**	81	175	377	813
Main Street to Entertainment Circle - Existing - 2030 (M) + Proje	4	0	61,400	40	0.5	2.0%	1.0%	**73.2**	82	176	380	819
Heritage Parkway												
Entertainment Circle to Avenida de Las Vistas - Existing	4	0	9,846	40	0.5	2.0%	1.0%	**65.3**	-	52	112	242
Entertainment Circle to Avenida de Las Vistas - Existing + Proje	4	0	9,846	40	0.5	2.0%	1.0%	**65.3**	-	52	112	242
Entertainment Circle to Avenida de Las Vistas - 2025	4	0	19,500	40	0.5	2.0%	1.0%	**68.2**	-	82	177	381
Entertainment Circle to Avenida de Las Vistas - 2025 + Project	4	0	19,500	40	0.5	2.0%	1.0%	**68.2**	-	82	177	381
Entertainment Circle to Avenida de Las Vistas - 2030 (UM)	4	0	51,918	40	0.5	2.0%	1.0%	**72.5**	73	158	340	732
Entertainment Circle to Avenida de Las Vistas - 2030 (UM) + Pr	4	0	52,600	40	0.5	2.0%	1.0%	**72.5**	74	159	343	739
Entertainment Circle to Avenida de Las Vistas - 2030 (M)	4	0	51,918	40	0.5	2.0%	1.0%	**72.5**	73	158	340	732
Entertainment Circle to Avenida de Las Vistas - 2030 (M) + Proj	4	0	52,600	40	0.5	2.0%	1.0%	**72.5**	74	159	343	739
La Media Road												
E. Palomar Street to Olympic Parkway - Existing	6	10	12,658	45	0.5	2.0%	1.0%	**69.3**	-	96	208	447
E. Palomar Street to Olympic Parkway - Existing + Project	6	10	18,011	45	0.5	2.0%	1.0%	**70.8**	-	122	263	566
E. Palomar Street to Olympic Parkway - 2025	6	10	18,375	45	0.5	2.0%	1.0%	**70.9**	-	124	266	573
E. Palomar Street to Olympic Parkway - 2025 + Project	6	10	19,600	45	0.5	2.0%	1.0%	**71.2**	-	129	278	599
E. Palomar Street to Olympic Parkway - 2030 (UM)	6	10	28,877	45	0.5	2.0%	1.0%	**72.9**	78	167	360	775
E. Palomar Street to Olympic Parkway - 2030 (UM) + Project	6	10	29,900	45	0.5	2.0%	1.0%	**73.0**	79	171	368	793
E. Palomar Street to Olympic Parkway - 2030 (M)	6	10	28,877	45	0.5	2.0%	1.0%	**72.9**	78	167	360	775
E. Palomar Street to Olympic Parkway - 2030 (M) + Project	6	10	29,900	45	0.5	2.0%	1.0%	**73.0**	79	171	368	793
La Media Road												
Olympic Parkway to Birch Road - Existing	6	10	11,037	45	0.5	2.0%	1.0%	**68.7**	-	88	189	408
Olympic Parkway to Birch Road - Existing + Project	6	10	29,774	45	0.5	2.0%	1.0%	**73.0**	79	170	367	791
Olympic Parkway to Birch Road - 2025	6	10	33,450	45	0.5	2.0%	1.0%	**73.5**	85	184	397	855
Olympic Parkway to Birch Road - 2025 + Project	6	10	35,900	45	0.5	2.0%	1.0%	**73.8**	90	193	416	896
Olympic Parkway to Birch Road - 2030 (UM)	6	10	27,277	45	0.5	2.0%	1.0%	**72.6**	75	161	346	746
Olympic Parkway to Birch Road - 2030 (UM) + Project	6	10	28,300	45	0.5	2.0%	1.0%	**72.8**	76	165	355	765
Olympic Parkway to Birch Road - 2030 (M)	6	10	27,277	45	0.5	2.0%	1.0%	**72.6**	75	161	346	746
Olympic Parkway to Birch Road - 2030 (M) + Project	6	10	28,300	45	0.5	2.0%	1.0%	**72.8**	76	165	355	765
La Media Road												
Birch Road to Main - Existing	6	10	DNE	40	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Birch Road to Main - Existing + Project	6	10	DNE	40	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Birch Road to Main - 2025	6	10	32,244	40	0.5	2.0%	1.0%	**72.2**	70	150	323	697
Birch Road to Main - 2025 + Project	6	10	35,000	40	0.5	2.0%	1.0%	**72.5**	74	159	342	736
Birch Road to Main - 2030 (UM)	6	10	35,954	40	0.5	2.0%	1.0%	**72.6**	75	161	348	749
Birch Road to Main - 2030 (UM) + Project	6	10	38,000	40	0.5	2.0%	1.0%	**72.9**	78	168	361	777
Birch Road to Main - 2030 (M)	6	10	15,954	40	0.5	2.0%	1.0%	**69.1**	-	94	202	436
Birch Road to Main - 2030 (M) + Project	6	10	18,000	40	0.5	2.0%	1.0%	**69.6**	-	102	219	472
Magdalena Avenue												
Birch Road to Main Street - Existing	4	10	9,122	35	0.5	2.0%	1.0%	**64.0**	-	-	92	198
Birch Road to Main Street - Existing + Project	4	10	15,011	35	0.5	2.0%	1.0%	**66.1**	-	60	128	277
Birch Road to Main Street - 2025	4	10	17,344	35	0.5	2.0%	1.0%	**66.8**	-	66	141	305
Birch Road to Main Street - 2025 + Project	4	10	20,100	35	0.5	2.0%	1.0%	**67.4**	-	72	156	336
Birch Road to Main Street - 2030 (UM)	4	10	11,343	35	0.5	2.0%	1.0%	**64.9**	-	49	107	229
Birch Road to Main Street - 2030 (UM) + Project	4	10	12,700	35	0.5	2.0%	1.0%	**65.4**	-	53	115	247
Birch Road to Main Street - 2030 (M)	4	10	10,943	35	0.5	2.0%	1.0%	**64.8**	-	-	104	224
Birch Road to Main Street - 2030 (M) + Project	4	10	12,300	35	0.5	2.0%	1.0%	**65.3**	-	52	112	242

Analysis Condition	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	**CNEL at 50 Feet**	Distance from Centerline of Roadway: Distance to Contour: 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Eastlake Parkway												
Otay Lakes Road to Olympic Parkway - Existing	4	10	18,945	45	0.5	2.0%	1.0%	**69.6**	-	101	218	471
Otay Lakes Road to Olympic Parkway - Existing + Project	4	10	21,662	45	0.5	2.0%	1.0%	**70.2**	51	111	239	515
Otay Lakes Road to Olympic Parkway - 2025	4	10	20,281	45	0.5	2.0%	1.0%	**69.9**	49	106	229	492
Otay Lakes Road to Olympic Parkway - 2025 + Project	4	10	21,200	45	0.5	2.0%	1.0%	**70.1**	51	109	235	507
Otay Lakes Road to Olympic Parkway - 2030 (UM)	4	10	22,977	45	0.5	2.0%	1.0%	**70.4**	54	115	248	535
Otay Lakes Road to Olympic Parkway - 2030 (UM) + Project	4	10	24,000	45	0.5	2.0%	1.0%	**70.6**	55	119	256	551
Otay Lakes Road to Olympic Parkway - 2030 (M)	4	10	22,977	45	0.5	2.0%	1.0%	**70.4**	54	115	248	535
Otay Lakes Road to Olympic Parkway - 2030 (M) + Project	4	10	24,000	45	0.5	2.0%	1.0%	**70.6**	55	119	256	551
Eastlake Parkway												
Olympic Parkway to Birch Road - Existing	6	10	9,199	45	0.5	2.0%	1.0%	**67.9**	-	78	168	362
Olympic Parkway to Birch Road - Existing + Project	6	10	19,906	45	0.5	2.0%	1.0%	**71.2**	-	130	281	605
Olympic Parkway to Birch Road - 2025	6	10	22,250	45	0.5	2.0%	1.0%	**71.7**	65	140	302	651
Olympic Parkway to Birch Road - 2025 + Project	6	10	24,700	45	0.5	2.0%	1.0%	**72.2**	70	150	324	698
Olympic Parkway to Birch Road - 2030 (UM)	6	10	26,577	45	0.5	2.0%	1.0%	**72.5**	73	158	340	733
Olympic Parkway to Birch Road - 2030 (UM) + Project	6	10	27,600	45	0.5	2.0%	1.0%	**72.7**	75	162	349	752
Olympic Parkway to Birch Road - 2030 (M)	6	10	26,577	45	0.5	2.0%	1.0%	**72.5**	73	158	340	733
Olympic Parkway to Birch Road - 2030 (M) + Project	6	10	27,600	45	0.5	2.0%	1.0%	**72.7**	75	162	349	752
Eastlake Parkway												
Birch Road to Main Street - Existing	6	10	1,310	45	0.5	2.0%	1.0%	**59.4**	-	-	-	99
Birch Road to Main Street - Existing + Project	6	10	44,137	45	0.5	2.0%	1.0%	**74.7**	103	222	477	1,029
Birch Road to Main Street - 2025	6	10	36,839	45	0.5	2.0%	1.0%	**73.9**	91	196	423	912
Birch Road to Main Street - 2025 + Project	6	10	54,600	45	0.5	2.0%	1.0%	**75.6**	119	255	550	1,185
Birch Road to Main Street - 2030 (UM)	6	10	35,163	45	0.5	2.0%	1.0%	**73.7**	88	190	410	884
Birch Road to Main Street - 2030 (UM) + Project	6	10	41,300	45	0.5	2.0%	1.0%	**74.4**	98	212	457	984
Birch Road to Main Street - 2030 (M)	6	10	16,663	45	0.5	2.0%	1.0%	**70.5**	-	116	249	537
Birch Road to Main Street - 2030 (M) + Project	6	10	22,800	45	0.5	2.0%	1.0%	**71.8**	66	143	307	662
Otay Valley Road												
Main Street to SR-125 - Existing	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Main Street to SR-125 - Existing + Project	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Main Street to SR-125 - 2025	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Main Street to SR-125 - 2025 + Project	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Main Street to SR-125 - 2030 (UM)	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Main Street to SR-125 - 2030 (UM) + Project	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
Main Street to SR-125 - 2030 (M)	4	14	6,626	35	0.5	2.0%	1.0%	**62.8**	-	-	76	164
Main Street to SR-125 - 2030 (M) + Project	4	14	11,400	35	0.5	2.0%	1.0%	**65.1**	-	-	110	236
Otay Valley Road												
SR-125 to Village 9 Access - Existing	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
SR-125 to Village 9 Access - Existing + Project	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
SR-125 to Village 9 Access - 2025	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
SR-125 to Village 9 Access - 2025 + Project	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
SR-125 to Village 9 Access - 2030 (UM)	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
SR-125 to Village 9 Access - 2030 (UM) + Project	4	14	DNE	35	0.5	2.0%	1.0%	**#VALUE!**	#VALUE!	#VALUE!	#VALUE!	#VALUE!
SR-125 to Village 9 Access - 2030 (M)	4	14	6,626	35	0.5	2.0%	1.0%	**62.8**	-	-	76	164
SR-125 to Village 9 Access - 2030 (M) + Project	4	14	11,400	35	0.5	2.0%	1.0%	**65.1**	-	-	110	236

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 100019662
Project Name: Otay Village 9
On-site roadway segments (2030 w/traffic mitigation)

Model Description: FHWA Highway 2.5 Noise Prediction Model
Source of Traffic Volumes: RBF, 2012
Community Noise Descriptor: L_{dn}: CNEL: X

"-" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

						Posted		Vehicle Mix		**Distance from Centerline of Roadway**					
	2030 With Project with Traffic Mitigation			Median	ADT	Speed	Alpha	Medium	Heavy	**CNEL at**	Distance to Contour				Calc
#	Roadway	Segment	Lanes	Width*	Volume	(mph)	Factor	Trucks	Trucks	**Receptor**	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Dist
1	Main Street	SR-125 ramp to Street A	6	0	53,400	45	0.5	3%	2%	**72**	108	234	503	1,084	75
2	Main Street	Street A to Street B	6	0	44,500	45	0.5	3%	2%	**72**	97	210	452	974	75
3	Main Street	Street B to Eastlake Parkway	6	0	40,800	45	0.5	3%	2%	**71**	90	194	419	902	75
4	Street A	North project boundary to Main Street	4	0	19,600	30	0.5	3%	2%	**66**	-	81	174	376	75
5	Street A	Main Street to Street C	4	0	24,400	30	0.5	3%	2%	**65**	-	80	172	370	75
6	Street A	Northbound, Campus Blvd. to Street C	2	0	7,200	30	0.5	3%	2%	**63**	-	36	78	168	50
7	Street A	Southbound, Street C to Campus Blvd.	2	0	7,200	30	0.5	3%	2%	**63**	-	36	78	168	50
8	Street A	Northbound, Otay Valley Road to Campus	2	0	5,700	30	0.5	3%	2%	**62**	-	-	63	136	50
9	Street A	Southbound, Campus Blvd. to Otay Valley	2	0	5,700	30	0.5	3%	2%	**61**	-	-	59	128	50
10	Otay Valley Road	West project boundary to Street I	4	0	14,500	45	0.5	3%	2%	**65**	-	80	172	370	75
11	Otay Valley Road	Street I to Street A	4	0	11,400	45	0.5	3%	2%	**66**	-	82	177	382	75
12	Otay Valley Road	Street A to Street B	4	0	9,500	45	0.5	3%	2%	**65**	-	79	169	365	75
13	Otay Valley Road	Street B to east project boundary	4	0	7,700	45	0.5	3%	2%	**63**	-	56	121	260	75
14	Street B	Northern project boundary to Main Street	4	0	12,300	25	0.5	3%	2%	**66**	-	93	200	432	75
15	Street B	Main Street to Campus Blvd.	4	0	15,800	25	0.5	3%	2%	**59**	-	-	-	92	50
16	Street B	Campus Blvd. to Otay Valley Road	4	0	8,600	25	0.5	3%	2%	**60**	-	-	48	104	50
17	Campus Boulevard	Street G to Street B	2	0	2,000	25	0.5	2%	1%	**57**	-	-	33	71	50
18	Street C	Street F to Street B	2	0	8,000	25	0.5	2%	1%	**60**	-	-	50	108	50
19	Street D	Street A SB to Street B	2	0	4,000	25	0.5	2%	1%	**59**	-	-	40	87	50
20	Street E	Street F to Street B	2	0	1,500	25	0.5	2%	1%	**58**	-	-	34	73	50
21	Street F	Street C to Street E	2	0	2,000	25	0.5	2%	1%	**59**	-	-	43	92	50
22	Street G	Street E to Street H	2	0	1,000	25	0.5	2%	1%	**57**	-	-	-	65	50
23	Street H	Street G to Street B	2	0	1,500	25	0.5	2%	1%	**57**	-	-	-	65	50
24	Street I	WB End to Street B	2	0	3,700	25	0.5	2%	1%	**58**	-	-	36	77	50
25	Street I	WB end, south to Otay Valley Road	2	0	3,700	25	0.5	2%	1%	**61**	-	-	60	130	50
26	SR-125	Birch Road to Main Street	5	0	30,200	65	0.5	3%	2%	**63**	176	379	817	1,761	500
27	SR-125	Main Street to Otay Valley Road	4	0	46,300	65	0.5	3%	2%	**72**	201	433	932	2,008	150
28	SR-125	s/o Otay Valley Road	4	0	46,300	65	0.5	3%	2%	**62**	161	347	748	1,611	550
46	SR-125/Main NB ramp	on-ramp	4	0	13,230	35	0.5	3%	2%	**68**	-	73	158	341	50
48	SR-125/OVR SB ramp	on-ramp	4	0	3820	35	0.5	3%	2%	**67**	-	68	146	315	50
	* Lane and median width was taken from TM plan.														

Otay Village 9 TNM 2.5 Noise Results **Ground Floor**

6/27/2012

Receiver	TNM #	Site #	Pk Hr Leq	W/Barrier	Reduction	CNEL*	CNEL w/barrier	Reduction
Receiver1 - 75ft Main St - left	1	1	73.9	73.9	0	**72.4**	**72.4**	0
Receiver2 - 75ft Main St - center	2	2	73.2	73.2	0	**71.7**	**71.7**	0
Receiver3 - 75ft Main St - right	4	3	72.7	72.7	0	**71.2**	**71.2**	0
Receiver4 - 75ft St A - upper	6	4	67	67	0	**65.5**	**65.5**	0
Receiver5 - 75ft St A - upper mid	8	5	66.9	66.9	0	**65.4**	**65.4**	0
Receiver6 - 50ft St A - NB1	10	6	64.4	64.3	0.1	**62.9**	**62.8**	0.1
Receiver7 - 50ft St A - SB1	11	7	63.5	63.3	0.2	**62**	**61.8**	0.2
Receiver8 - 50ft St A - NB2	12	8	63	63	0	**61.5**	**61.5**	0
Receiver9 - 50ft St A - SB2	14	9	62.5	62.2	0.3	**61**	**60.7**	0.3
Receiver10 - 75ft Otay Vly Rd 1	15	10	66.7	66.4	0.3	**65.2**	**64.9**	0.3
Receiver11 - 75ft Otay Vly Rd 2	16	11	67	67	0	**65.5**	**65.5**	0
Receiver12 - 75ft Otay Vly Rd 3	17	12	66.8	66.8	0	**65.3**	**65.3**	0
Receiver13 - 75ft Otay Vly Rd 4	18	13	64.6	64.6	0	**63.1**	**63.1**	0
Receiver14 - 75ft St B - upper	19	14	67.9	67.9	0	**66.4**	**66.4**	0
Receiver15 - 75ft St B - mid	20	15	60.5	60.5	0	**59**	**59**	0
Receiver16 - 50ft St B - lower	21	16	61.3	61.3	0	**59.8**	**59.8**	0
Receiver17 - 50ft Campus Blvd	22	17	58.8	58.7	0.1	**57.3**	**57.2**	0.1
Receiver18 - 50ft St C	25	18	61.5	61.5	0	**60**	**60**	0
Receiver19 - 50ft St D	23	19	60.1	60.1	0	**58.6**	**58.6**	0
Receiver20 - 50ft St E	24	20	59	59	0	**57.5**	**57.5**	0
Receiver21 - PA F	27	21	62.6	61.5	1.1	**61.1**	**60**	1.1
Receiver22 - PA M	32	22	61.5	60.7	0.8	**60**	**59.2**	0.8
Receiver23 - 50ft St H	34	23	58.1	58.1	0	**56.6**	**56.6**	0
Receiver24 - 50 ft St I	50	24	59.3	59.3	0	**57.8**	**57.8**	0
Receiver25 - 50ft St I	36	25	62.3	61.2	1.1	**60.8**	**59.7**	1.1
Receiver26 - 500ft SR-125	28	26	64.7	64.7	0	**63.2**	**63.2**	0
Receiver27 - 150ft SR-125	30	27	73.4	65.4	8	**71.9**	**63.9**	8
Receiver28 - 550 ft SR-125	40	28	63.9	63.9	0	**62.4**	**62.4**	0
Receiver29 - 200ft SR-125	35	29	69.2	64.3	4.9	**67.7**	**62.8**	4.9
Receiver30 - 200ft SR-125	44	30	72.3	66.5	5.8	**70.8**	**65**	5.8
Receiver31 - 200ft SR-125	33	31	69.9	65.6	4.3	**68.4**	**64.1**	4.3
Receiver32 - Parcel DD14	38	32	65.7	65.7	0	**64.2**	**64.2**	0
Receiver33 - Parcel DD40	42	33	65.3	65.3	0	**63.8**	**63.8**	0
Receiver34 - Parcel DD15	39	34	65.3	65.3	0	**63.8**	**63.8**	0
Receiver35 - Parcel DD18	41	35	63.1	63.1	0	**61.6**	**61.6**	0

** CNEL is assumed to be 1.5 dBA less than the Leq for the Peak Hour, in accordance with FTA guidance (FTA 2006).*

Otay Village 9 TNM 2.5 Noise Results **Upper Floor (26 feet)**

6/27/2012

Receiver	TNM #	Site #	Pk Hr Leq	W/Barrier	Reduction	CNEL*	CNEL w/barrier	Reduction
Receiver1 - 75ft Main St - left	1	1	73.6	73.6	0	**72.1**	**72.1**	0
Receiver2 - 75ft Main St - center	2	2	72.7	72.7	0	**71.2**	**71.2**	0
Receiver3 - 75ft Main St - right	4	3	72.1	72.1	0	**70.6**	**70.6**	0
Receiver4 - 75ft St A - upper	6	4	67.8	67.8	0	**66.3**	**66.3**	0
Receiver5 - 75ft St A - upper mid	8	5	69.4	69.4	0	**67.9**	**67.9**	0
Receiver6 - 50ft St A - NB1	10	6	65.3	65.2	0.1	**63.8**	**63.7**	0.1
Receiver7 - 50ft St A - SB1	11	7	65.2	65	0.2	**63.7**	**63.5**	0.2
Receiver8 - 50ft St A - NB2	12	8	63.5	63.4	0.1	**62**	**61.9**	0.1
Receiver9 - 50ft St A - SB2	14	9	63.4	63.1	0.3	**61.9**	**61.6**	0.3
Receiver10 - 75ft Otay Vly Rd 1	15	10	69	68.9	0.1	**67.5**	**67.4**	0.1
Receiver11 - 75ft Otay Vly Rd 2	16	11	67.2	67.2	0	**65.7**	**65.7**	0
Receiver12 - 75ft Otay Vly Rd 3	17	12	66.4	66.3	0.1	**64.9**	**64.8**	0.1
Receiver13 - 75ft Otay Vly Rd 4	18	13	64.4	64.4	0	**62.9**	**62.9**	0
Receiver14 - 75ft St B - upper	19	14	68.6	68.6	0	**67.1**	**67.1**	0
Receiver15 - 75ft St B - mid	20	15	64.1	64.1	0	**62.6**	**62.6**	0
Receiver16 - 50ft St B - lower	21	16	61.9	61.8	0.1	**60.4**	**60.3**	0.1
Receiver17 - 50ft Campus Blvd	22	17	60.2	60.1	0.1	**58.7**	**58.6**	0.1
Receiver18 - 50ft St C	25	18	65.4	65.4	0	**63.9**	**63.9**	0
Receiver19 - 50ft St D	23	19	61.7	61.6	0.1	**60.2**	**60.1**	0.1
Receiver20 - 50ft St E	24	20	60.9	60.8	0.1	**59.4**	**59.3**	0.1
Receiver21 - PA F	27	21	66.1	64.8	1.3	**64.6**	**63.3**	1.3
Receiver22 - PA M	32	22	63.3	62.1	1.2	**61.8**	**60.6**	1.2
Receiver23 - 50ft St H	34	23	61.7	61.5	0.2	**60.2**	**60**	0.2
Receiver24 - 50 ft St I	50	24	60.5	60.4	0.1	**59**	**58.9**	0.1
Receiver25 - 50ft St I	36	25	64.6	64.2	0.4	**63.1**	**62.7**	0.4
Receiver26 - 500ft SR-125	28	26	66.8	66.8	0	**65.3**	**65.3**	0
Receiver27 - 150ft SR-125	30	27	74.3	74.3	0	**72.8**	**72.8**	0
Receiver28 - 550 ft SR-125	40	28	67.2	67.2	0	**65.7**	**65.7**	0
Receiver29 - 200ft SR-125	35	29	73.3	73.3	0	**71.8**	**71.8**	0
Receiver30 - 200ft SR-125	44	30	73.3	73.3	0	**71.8**	**71.8**	0
Receiver31 - 200ft SR-125	33	31	73	73	0	**71.5**	**71.5**	0
Receiver32 - Parcel DD14	38	32	68.1	68.1	0	**66.6**	**66.6**	0
Receiver33 - Parcel DD40	42	33	66.3	66.3	0	**64.8**	**64.8**	0
Receiver34 - Parcel DD15	39	34	67.9	67.9	0	**66.4**	**66.4**	0
Receiver35 - Parcel DD18	41	35	66.7	66.7	0	**65.2**	**65.2**	0

** CNEL is assumed to be 1.5 dBA less than the Leq for the Peak Hour, in accordance with FTA guidance (FTA 2006).*

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 04/06/2012
Case Description: Village 9 Construction

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Onsite Adjacent Use	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40	85.0		50.0	0.0
Roller	No	20	85.0		50.0	0.0
Crane	No	16	85.0		50.0	0.0
Dozer	No	40	85.0		50.0	0.0
Scraper	No	40	85.0		50.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	85.0	78.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	85.0	77.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.0	86.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A