Saber Hotel and Gas Station Project

Traffic Analysis

Prepared for:
Arrow Plaza, LLC
18497 Valley Boulevard
Bloomington, CA 92316

Prepared by:
Marc Mizuta, PE, TE, PTOE

MIZUTA TRAFFIC CONSULTING
5694 Mission Center Road, #602-121
San Diego, CA 92108

June 2022

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1 INTRODUCTION

This traffic analysis evaluates the traffic conditions associated with the proposed Saber Hotel and Gas Station project (herein referred to as "the Project") located at 18497 Valley Boulevard (APN 0252-161-43,45) in Bloomington, CA in the County of San Bernardino. **Figure 1-1** shows the location of the project site within the study area. The traffic analyses have been prepared in accordance with the *Congestion Management Program for San Bernardino County, San Bernardino County Transportation Impact Study Guidelines, July 9, 2019 (County Guidelines)* and consistent with the countywide goals contained in the San Bernardino Countywide Plan.

1.1 Project Description

The proposed Project is located on the southwest corner of the Linden Avenue & Valley Boulevard intersection. The site is currently zoned as Valley Corridor Commercial District (VC/COM). The Project proposes to construct a 5-story, 87-room hotel, a gas station with a 2,400 square-foot (sf) convenience store, and a 2,500 sf fast-food with drive-through lane.

Access is being proposed through new driveways off Valley Avenue and Linden Avenue. A total of 135 surface parking spaces would be provided on-site, which include 5 handicap accessible spaces, 6 clean air/vanpool/EV spaces, and 10 EV charging spaces. The Project is estimated to be in operation in 2023. **Figure 1-2** illustrates the Project site plan.

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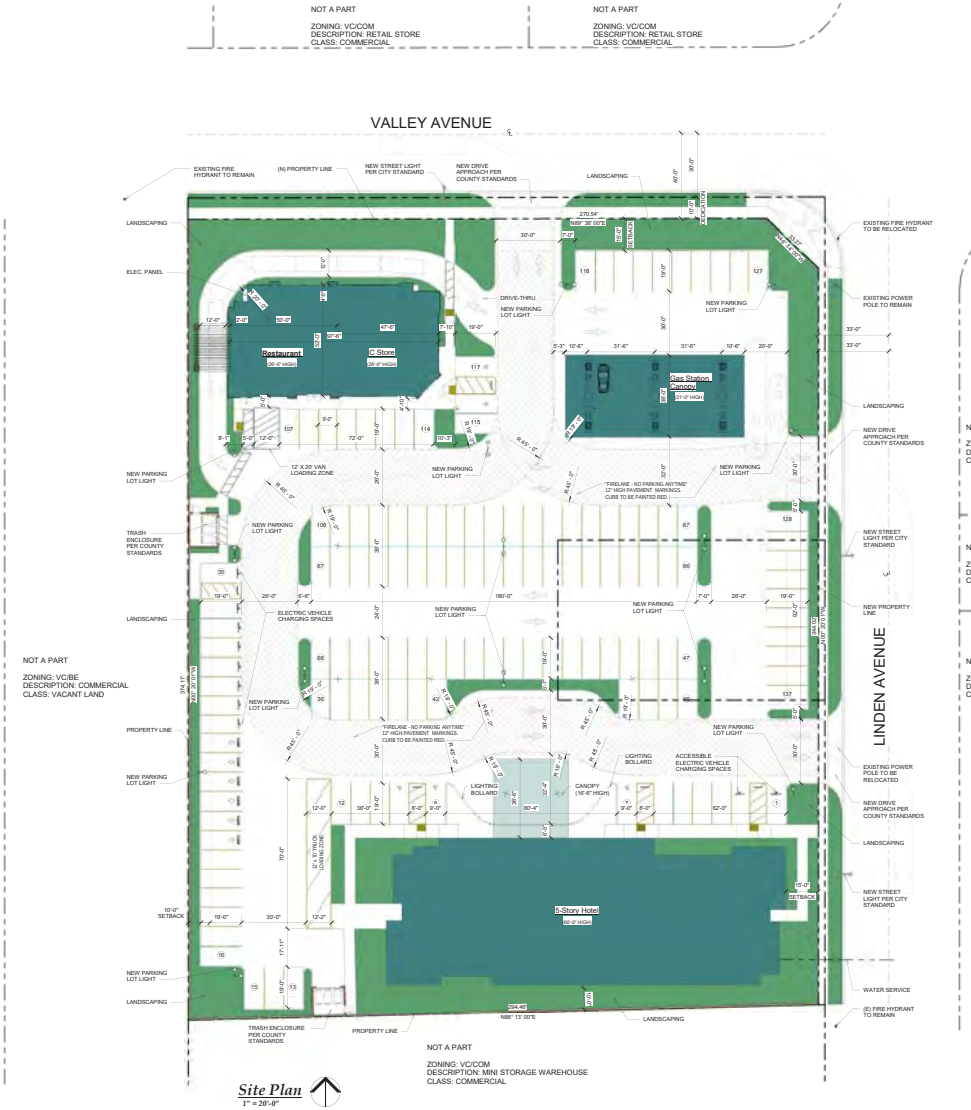
Figure 1-1
Project Vicinity Map

Proposed Hotel and Gas Station For:

Arrow Plaza LLC

18497 Valley Blvd, Bloomington, CA 92316

Vicinity Map



Site Plan
1" = 20'-0"

OWNER: CONTACT:	ARROW PLAZA LLC SABER AWAD saberawad3346@gmail.com (909)519-3346
PROJECT ADDRESS:	18497 VALLEY BLVD, BLOOMINGTON, CA 92316
ARCHITECT:	ANDRESEN ARCHITECTURE INC. 17087 ORANGE WAY FONTANA, CA 92335 (909) 355-6688
CONTACT:	doug.andresen@aa9rm.com
CIVIL:	HP ENGINEERING, INC. 1465 CRESTVIEW ROAD REDLANDS, CA 92374
CONTACT:	HENRY POQUIZ (909)335-8239 hcpoquiz@aol.com
LANDSCAPING:	RICHARD POPE AND ASSOCIATES 1585 SOUTH 'D' STREET, SUITE 103 SAN BERNARDINO, CA 92408
CONTACT:	RICHARD POPE (909)888-5568 rpa.la@verizon.net

APN:	0252-161-43,45
ZONING:	VALLEY CORRIDOR COMMERCIAL DISTRICT (VC/COM)
OCCUPANCY:	HOTEL- A-2, R-1 RESTAURANT- A-2
CONSTRUCTION:	TYPE V-A
FIRE SPRINKLERS:	REQUIRED
PROJECT DESCRIPTION:	CONSTRUCT 5-STORY HOTEL INCLUDING 80 ROOMS AND 7 SUITES, FAST FOOD RESTAURANT WITH DRIVE-THRU, C-STORE AND GAS STATION ON VACANT LOT

TOTAL LOT AREA:	
APN: 0252-161-43	9,583.2 SQ. FT. (0.22 AC)
APN: 0252-161-45	111,933.9 SQ. FT. (2.56 AC)
GROSS LOT AREA (BEFORE DEDICATION)	121,996.8 SQ. FT. (2.79 AC)
GROSS LOT AREA (AFTER DEDICATION)	116,742.96 SQ. FT. (2.68 AC)
HOTEL FOOTPRINT AREA:	11,877 SQ. FT.
C-STORE FOOTPRINT AREA:	2,400 SQ. FT.
RESTAURANT FOOTPRINT AREA:	2,500 SQ. FT.
TOTAL FOOTPRINT AREA:	16,777 SQ. FT
LOT COVERAGE:	14.4%
FLOOR AREA RATIO: (2,400+2,500+52,783+57,683 SQ. FT.)	0.49
NET LOT AREA	99,965.96 SQ. FT. (100%)
LANDSCAPE AREA	17,322.75 SQ. FT. (17.3%)
HARDSCAPE AREA	82,643.21 SQ. FT. (82.7%)
BUILDING HEIGHT:	60 FEET / 5 STORIES MAXIMUM
BUILDING AREAS:	
HOTEL GROSS FLOOR AREA	52,783 SQ. FT. (87 GUEST ROOMS)
FIRST FLOOR:	11,877 SQ. FT. (5 ROOMS)
SECOND FLOOR:	10,516 SQ. FT. (25 ROOMS)
THIRD FLOOR:	10,516 SQ. FT. (25 ROOMS)
FOURTH FLOOR:	10,516 SQ. FT. (25 ROOMS)
FIFTH FLOOR:	9,358 SQ. FT. (7 SUITES)
HOTEL AREA:	52,783 SQ. FT.
RESTAURANT AREA:	2,500 SQ. FT.
C-STORE AREA:	2,400 SQ. FT.
TOTAL CONDITIONED AREA:	57,684 SQ. FT.
FUEL-PUMP CANOPY AREA:	3,192 SQ. FT.
HOTEL ENTRANCE CANOPY AREA:	1,271 SQ. FT.
RESTAURANT DRIVE-THRU CANOPY AREA:	280 SQ. FT.
TOTAL CANOPY AREA:	4,853 SQ. FT.
PARKING REQUIRED:	
HOTEL (87 ROOMS X 1)	87 STALLS
EMPLOYEES (100)	15 STALLS
TOTAL HOTEL PARKING	102 STALLS
RESTAURANT (2,500/100)	25 STALLS
C-STORE (2,400/250)	10 STALLS
TOTAL REQUIRED	137 STALLS
TOTAL PARKING PROVIDED INCLUDING:	137 STALLS 5 HANDICAP ACCESSIBLE SPACES 6 CLEAN AIR / VANPOOL / EV SPACES

EXISTING LAND USE ZONING FOR ADJACENT PROPERTY:

- NORTH OF PROPERTY- ZONING: VC/ COM; DESCRIPTION: RETAIL STORE; CLASS: COMMERCIAL (ACROSS VALLEY BLVD.)
- WEST OF PROPERTY- ZONING: VC/BE; DESCRIPTION: VACANT LAND; CLASS: COMMERCIAL
- EAST OF PROPERTY- ZONING: VC/COM; DESCRIPTION: VACANT LAND; CLASS: COMMERCIAL
- SOUTH OF PREBERTY - ZONING: VC/COM; DESCRIPTION: MINI STORAGE WAREHOUSE; CLASS: COMMERCIAL

Sequence of Drawings - DR

Number	*Description*
PL1	Site Plan
PL2	Proposed Res. & C-Store
PL3	Proposed Gas Station Canopy
PL4	Proposed Hotel Plans
PL5	Proposed Hotel Elevations
C-1	Preliminary Grading Plan
LC1	Conceptual Landscaping Plan

Proposed Hotel and Gas Station For:
Arrow Plaza LLC
18497 Valley Blvd, Bloomington, CA 92316

11 Apr. 2022	
21-4377	
Site Plan	***PL1***

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Figure 1-2
Site Plan

2 ANALYSIS APPROACH AND METHODOLOGY

This section summarizes the analysis approach and methodology used to evaluate the study intersection associated with the Project. It should be noted that the approach was based on the guidelines outlined in the *County Guidelines.*

2.1 Study Area

This traffic analysis addresses potential operational impacts that could result from the addition of the Project traffic to the local circulation system. According to the *County Guidelines*, the study area should include any intersection where the project would add 50 or more peak-hour trips.

The following intersections (including the project driveways) are included as part of the study area:

Intersections

1. Linden Avenue & Valley Boulevard
2. Project Driveway & Valley Boulevard (constructed as part of project)
3. Linden Avenue & North Project Driveway (constructed as part of project)
4. Linden Avenue & South Project Driveway (constructed as part of project)

A copy of the approved project scoping form is contained in **Appendix A**.

2.2 Analysis Scenarios

The following scenarios were evaluated as part of the project:

- Existing Conditions: This scenario reflects the existing street network within the study area in the Year 2022.
- Opening Year 2023 Conditions: This scenario represents the conditions on the anticipated year of opening for the Project, which is assumed to occur in 2023 and includes background growth from other approved projects in the area.
- Opening Year 2023 Plus Project: This scenario represents the conditions on the anticipated year of opening for the Project with the Project traffic.
- Horizon Year 2040 Conditions: This scenario represents the conditions on the Horizon Year.
- Horizon Year 2040 Plus Project: This scenario represents the conditions on the Horizon Year with the Project traffic.

The traditional weekday peak-hour coinciding with the highest volume of traffic between 7:00 and 9:00 AM and between 4:00 and 6:00 PM was evaluated for each analysis scenario.

2.3 Analysis Assumptions

The following list contains the assumptions used for the analyses:

- Peak-hour factor (PHF): Measured in field PHF used for all scenarios
- Base Saturation Flow Rate (pc/hr/ln): 1,800 for exclusive through and right-turn lanes and 1,700 for exclusive left-turn lanes
- Cycle length: Varies between 60 and 120 seconds

2.4 Methodology

2.4.1 Intersection Level of Service Analysis

Signalized and unsignalized intersection operations were analyzed with Synchro 11 software (Trafficware), using the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM6)*. The HCM methodology calculates delay, which corresponds to a particular LOS, to describe the overall operation of an intersection. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time.

The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turns from the minor street approach. The criteria for the LOS grade designations are provided in **Table 2-1**.

The San Bernardino County General Plan states that the County will maintain the minimum acceptable operation at an intersection at LOS D for development proposals located within the Valley or Mountain regions. The LOS requirement is to achieve General Plan consistency.

Table 2-1
LOS Criteria for Intersections

LOS	LOS Criteria (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤10	≤10	EXCELLENT. Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	VERY GOOD. Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	GOOD. Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	FAIR. Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	POOR. Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	FAILURE. Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: *Highway Capacity Manual 6th Edition*

2.5 Improvement Criteria

Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). Automobile delay resulting in a level of service (LOS) is no longer considered a significant impact under CEQA. However, this transportation analysis will continue to require the LOS analysis to maintain consistency with policies contained in the County General Plan and require improvements to the circulation system outside of CEQA.

Based on the County General Plan, the LOS goal for intersections and roadway segments is to operate at LOS D or better. As a result, if an intersection or roadway segment degrades from LOS D or better to LOS E or worse with the addition of project traffic, operational improvements would be required.

3 EXISTING CONDITIONS

This section describes the existing roadway network, peak hour traffic volumes, and operations at the study area intersections.

3.1 Roadway Network

Valley Boulevard is an east-west roadway with two lanes of travel provided in each direction with a raised center median. According to the County's Circulation Plan, Valley Boulevard is classified as a Major Highway. Parking is prohibited on both sides of the roadway. The posted speed limit is 40 miles per hour (mph).

Figure 3-1 illustrates the existing geometrics at the study area intersections.

3.2 Alternate Modes of Travel

In addition to the vehicular roadway network, the alternative modes of travel within the study area are described in more detail below.

3.2.1 Bicycle Facilities

There are no existing bicycle facilities in the immediate study area along Valley Boulevard. According to the *San Bernardino County Non-Motorized Transportation Plan, Revised June 2018*, there are no planned improvements to construct a Class II bicycle lane along Valley Boulevard in the immediate vicinity of the project site.

3.2.2 Transit Facilities

OmniTrans provides service to the study area with Route 329. Route 329 provides weekday and Saturday hourly service between Fontana and Bloomington via Cedar Avenue and Valley Boulevard. The nearest transit stop to the Project is located on the north side of Valley Boulevard just west of Linden Avenue.

Appendix B contains a copy of the transit routes.

3.2.3 Pedestrian Facilities

There are no sidewalks along the project's frontage of Valley Boulevard or Linden Avenue. As part of the Project, sidewalks will be constructed and tied into the existing sidewalks to the west along Valley Boulevard and to the south along Linden Avenue. Pedestrians can cross Valley Boulevard in the marked crosswalks of the Linden Avenue & Valley Boulevard intersection.

3.3 Traffic Volumes

Traffic volumes at the study area intersections were obtained on Tuesday, February 1, 2022. **Figure 3-2** illustrates the study area traffic volumes.

Appendix C contains a copy of the existing traffic volume data sheets.

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Figure 3-1
Existing Intersection Geometrics

xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

xx,xxx ADT

Linden Ave & Valley Ave	Proj Dwy & Valley Ave	Linden Ave & N Proj Dwy	Linden Ave & S Proj Dwy
35 / 28 · 14 / 11 · 208 / 109 · 95 / 137 · 427 / 459 · 93 / 66 · 1 · 59 / 208 · 403 / 832 · 8 / 31 · 9 / 38 · 4 / 38 · 8 / 16	Intersection does not exist	Intersection does not exist	Intersection does not exist

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Existing Conditions Traffic Volumes

Figure 3-2

3.4 Intersection Analysis

Table 3-2 summarizes the LOS analysis results for the study area intersections under Existing Conditions. As shown in the table, the Linden Avenue & Valley Boulevard intersection operates at LOS B or better during the weekday peak-hours.

Appendix D contains the intersection LOS worksheets.

Table 3-1
Existing Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay[1]	LOS[2]
1	Linden Ave & Valley Blvd	Signal	AM	14.2	B
			PM	14.6	B
2	Proj Dwy & Valley Blvd	OWSC	AM	DNE	
			PM		
3	Linden Ave & N Proj Dwy	OWSC	AM	DNE	
			PM		
4	Linden Ave & S Proj Dwy	OWSC	AM	DNE	
			PM		

Notes:
DNE: Does not exist, will be constructed as part of project
OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.

4 PROJECT TRAFFIC

This section describes the estimated trip generation, trip distribution, and assignment of trips to the adjacent roadway network.

4.1 Trip Generation

Trip generation rates for the project were developed utilizing the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.* Trip credits such as passby trips were applied to the proposed use based on standard rates published in the *ITE Trip Generation Handbook, 3rd Edition*. Passby trips are trips that are already on the road network and "passing by" the project site.

The *National Cooperative Highway Research Program (NCHRP) Report 684, Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* was referenced to estimate the internal capture for the project. Internal trip capture rates for the retail, restaurant, and hotel land uses were used for the project. Internal trips would be generated between land uses within the development, but would not be added to the external street network. **Appendix E** contains the internal capture worksheets.

Table 4-1 summarizes the weekday trip generation rates and calculations. As shown in the table, the Project is estimated to generate 2,873 daily trips with 249 AM peak-hour trips and 190 PM peak-hour trips at the project driveways. After applying the passby trip credits, the project is forecasted to generate a net total of 1,356 daily trips with 116 AM peak-hour trips and 83 PM peak-hour trips.

Table 4-1
Project Trip Generation

TRIP GENERATION RATES[1]							
Land Use	ITE Code	Weekday Daily	AM PEAK Rate	AM PEAK In:Out Ratio	PM PEAK Rate	PM PEAK In:Out Ratio
Hotel	310	7.99 trips / rm	0.46	0.56 : 0.44	0.59	0.51 : 0.49
Fast-Food Restaurant w/Drive-Through Window	934	467.48 trips / ksf	44.61	0.51 : 0.49	33.03	0.52 : 0.48
Convenience Store/Gas Station	945	700.43 trips / ksf	56.52	0.50 : 0.50	54.52	0.50 : 0.50

TRIP GENERATION CALCULATIONS								
			AM PEAK			PM PEAK		
Land Use	Amount	ADT	In	Out	Total	In	Out	Total
Proposed Use								
Hotel	87 rm	696	23	18	41	27	25	52
Internal Capture Trip Reduction[3]		*-132*	*-1*	*-5*	*-6*	*-6*	*-3*	*-9*
Fast-Food Restaurant w/Drive-Through Window	2.500 ksf	1,169	58	54	112	44	39	83
Internal Capture Trip Reduction[3]		*-224*	*-13*	*-222*	*-11*	*-6*	*-17*	*-15*
Passby Reduction (50%)[2]		*-474*	*-24*	*-24*	*-48*	*-15*	*-10*	*-25*
Gas Station w/Convenience Market	2.400 ksf	1,682	68	68	136	66	65	131
Internal Capture Trip Reduction[3]		*-320*	*-8*	*-9*	*-17*	*-17*	*-16*	*-33*
Passby Reduction (62%)[2]		*-1,043*	*-43*	*-42*	*-85*	*-41*	*-41*	*-82*
Total Internal Capture Trip Reduction[3]		*-674*	*-20*	*-20*	*-40*	*-38*	*-38*	*-76*
Total Driveway Trips		**2,873**	**129**	**120**	**249**	**99**	**91**	**190**
Total Passby Reduction		*-1,517*	*-67*	*-66*	*-133*	*-56*	*-51*	*-107*
Net New Traffic		**1,356**	**62**	**54**	**116**	**43**	**40**	**83**

Notes:

1. The trip rates for the project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.*
2. The passby trip rates are based on the average data published in the *ITE Trip Generation Handbook, 3rd Edition.*
3. The internal capture trips are estimated based on the methodologies contained in the NCHRP Report 684. The daily percentage of 19% was based on the average of the AM and PM peak period internal capture percentages.

4.2 Trip Distribution and Assignment

The Project trip distribution was estimated based on existing travel patterns and/or on logical routes to regional facilities. The following list summarizes the proposed trip distribution:

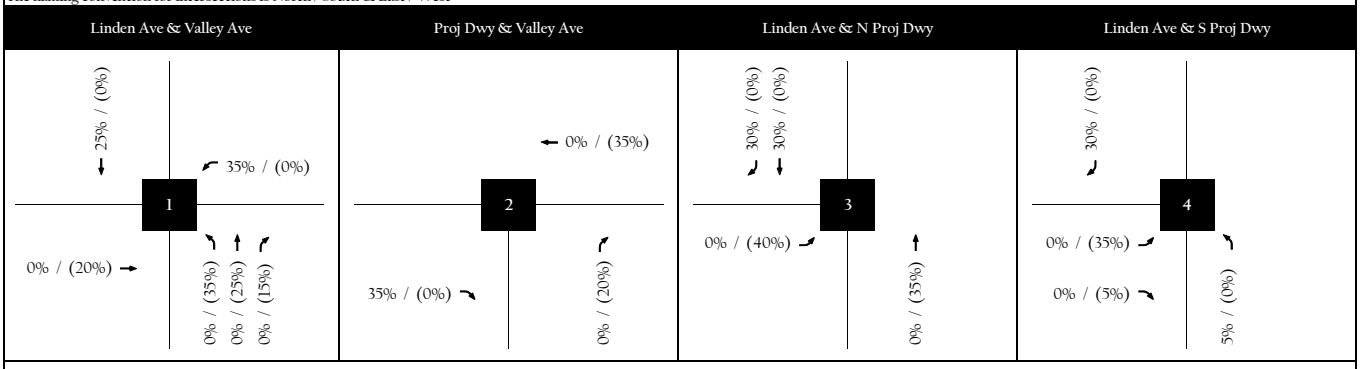
- 25 percent to/from the north along Linden Avenue
- 5 percent to/from the south along Linden Avenue
- 35 percent to/from the east along Valley Boulevard
- 35 percent to/from the west along Valley Boulevard

Figure 4-1 displays the assumed Project trip distribution through the study intersections and project driveways. At the project driveways, all entering traffic from the east would be distributed to the driveway off Linden Avenue and all entering traffic from the west would be distributed to the driveway off of Valley Boulevard. For exiting traffic, it was assumed that all traffic heading west would exit onto Linden Avenue and make a left-turn onto Valley Boulevard.

Based on the Project trip generation and distribution, the Project trips were assigned to the study area. **Figure 4-2** illustrates the net Project trip assignment and **Figure 4-3** illustrates the passby trip assignment. **Figure 4-4** illustrates the total Project trip assignment, which is the sum of Figures 4-2 and 4-3. It should be noted that several movements show a negative value, which correlates to a reduction in the through volumes due to passby traffic.

xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

xx% Trip Distribution Percentage



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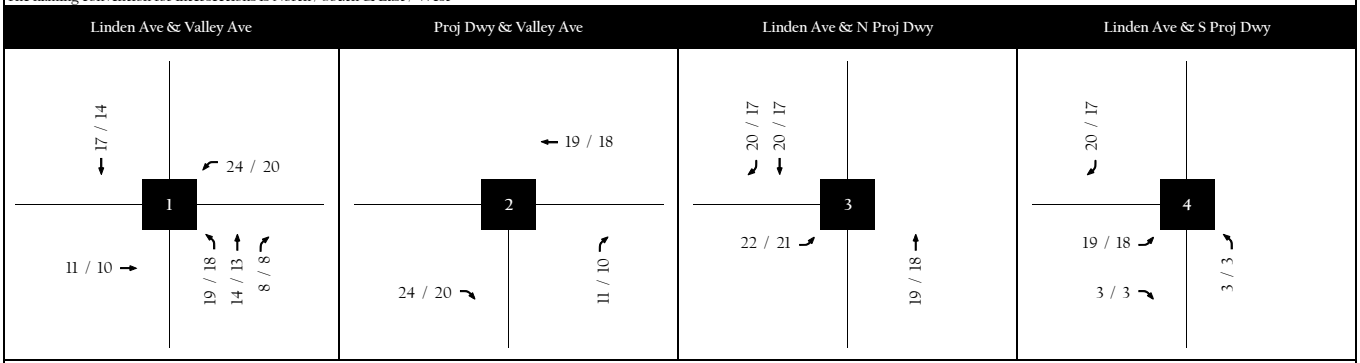
Project Trip Distribution

Figure 4-1

xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



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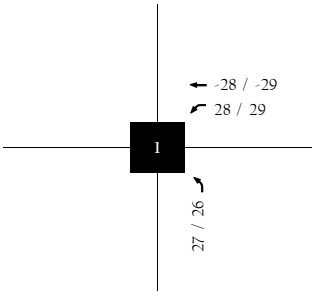
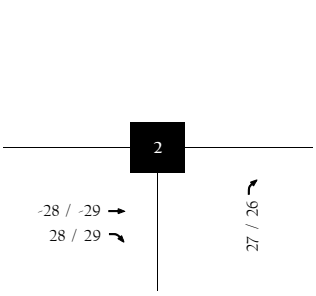
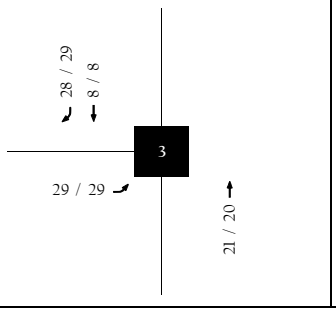
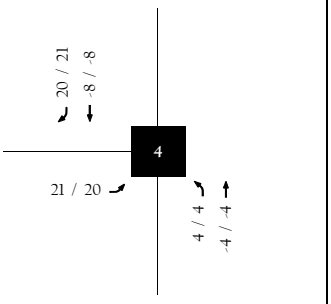
Net Project Trip Assignment

Figure 4-2

xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Linden Ave & Valley Ave	Proj Dwy & Valley Ave	Linden Ave & N Proj Dwy	Linden Ave & S Proj Dwy
			

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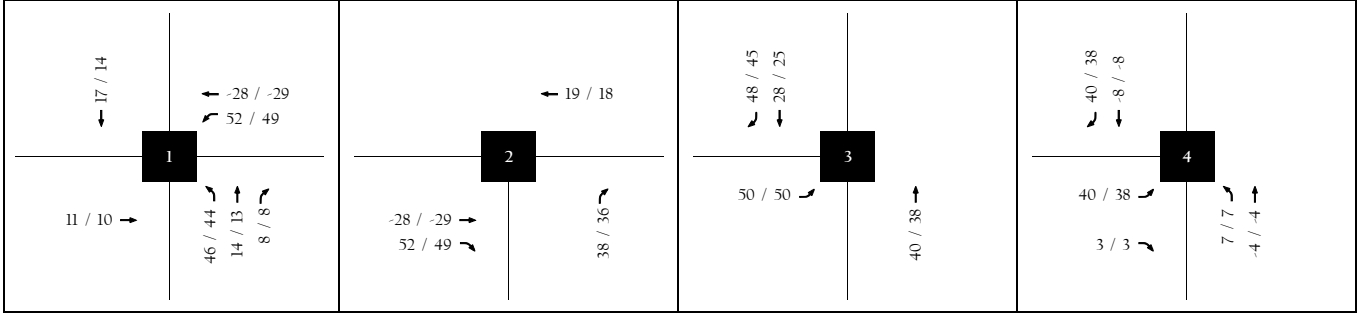
Passby Project Trip Assignment

Figure 4-3

xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

xx,xxx ADT



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Total Project Trip Assignment

Figure 4-4

5 OPENING YEAR 2023

This section summarizes the operations at the study area intersection and project driveways with the addition of the Project traffic in the anticipated year of opening in 2023.

5.1 Roadway Network

No changes to the existing roadway network are proposed under this condition except at the project driveways along Valley Boulevard and Linden Avenue.

Figure 5-1 illustrates the intersection geometrics with the addition of the Project traffic.

5.2 Cumulative Projects

Eleven cumulative projects were identified from a list of projects that the City's planning department provided that could contribute traffic to the study area network. These approved projects are located within a 2-mile radius from the project site. It should be noted that majority of these projects are located outside of the immediate study area and would only contribute a small percentage of traffic to the study area intersection and roadway segment. The following list summarizes the cumulative projects along with the City's project number and location:

1) ***PROJ-2020-00036/17906 Valley Blvd*** – 98-unit multi-family development
2) *PROJ-2020-00209/10380 Alder Ave* – 174,780 sf warehousing development
3) ***PRAA-2020-00001/18762 Valley Blvd*** – 500 sf car wash development
4) *PROJ-2020-00138/18653 Slover Ave* – 5,812 sf convenience store with gas station development
5) *PROJ-2020-00035/10746 Cedar Ave* – 321 space truck storage yard development
6) *PROJ-2020-00003/SW Corner of Cedar Ave & Santa Ana Ave*– 5,200 sf convenience store with gas station and a 1,477 sf car wash development
7) *PROJ-2019-00079/SE Corner of Cedar Ave & Santa Ana Ave*– 9,900 sf convenience store with gas station and a 5,800 sf fast-food restaurant with drive-through window development
8) *PROJ-2020-00041/NE Corner of Cedar Ave & Jurupa Ave*– 5,000 sf convenience store with gas station, 2,634 sf car wash, 2,550 sf fast-food restaurant with drive-through window, and 2,244 sf storage development
9) *PROJ-2020-00122/11362 Cedar Ave*– 1,625 sf fast-food restaurant with drive-through window development
10) *PRAA-2020-00014/11342 Spruce Ave*– 2,540 sf church expansion
11) *PROJ-2020-00148/SE Corner of Cactus Ave & Jurupa Ave*– 9.95-acre truck terminal development.

It should be noted that only two cumulative projects would contribute traffic to the study area. These projects are shown in **bold** in the list above.

Table 5-1 summarizes the trip generation of each cumulative project.

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Figure 5-1
Opening Year 2023 Intersection Geometrics

Table 5-1
Cumulative Trip Generation Summary

TRIP GENERATION CALCULATIONS[1]											
	Project Number/Location[2]	Land Use	Amount		ADT	AM PEAK			PM PEAK		
						In	Out	Total	In	Out	Total
1	PROJ-2020-00036/17906 Valley Blvd	Multifamily Housing (Low-Rise)	98	du	661	10	30	40	32	18	50
2	PROJ-2020-00209/10380 Alder Ave	Warehousing	174.780	ksf	299	24	6	30	9	23	32
3	PRAA-2020-00001/18762 Valley Blvd	Automated Car Wash	0.500	ksf	388	0	0	0	25	14	39
4	PROJ-2020-00138/18653 Slover Ave	Gas Station w/Convenience Store	5.812	ksf	4,869	242	242	484	202	201	403
5	PROJ-2020-00035/10746 Cedar Ave	Truck Storage Yard	321	sp	58	3	1	4	3	3	6
6	PROJ-2020-00003/SW Corner of Cedar Ave & Santa Ana Ave	Convenience Store w/Gas Station	5.200	ksf	4,356	217	216	433	181	180	361
		Car Wash	1.477	ksf	1,145	0	0	0	58	57	115
7	PROJ-2019-00079/SE Corner of Cedar Ave & Santa Ana Ave	Convenience Store w/Gas Station	9.900	ksf	8,293	412	412	824	343	343	686
		Fast-Food Restaurant w/Drive-Through Window	5.800	ksf	2,712	133	126	259	100	92	192
8	PROJ-2020-00041/NE Corner of Cedar Ave & Jurupa Ave	Convenience Store w/Gas Station	5.000	ksf	4,188	208	208	416	174	173	347
		Car Wash	2.634	ksf	2,042	0	0	0	103	102	205
		Fast-Food Restaurant w/Drive-Through Window	2.550	ksf	1,193	59	55	114	45	40	85
		Storage	2.244	ksf	4	1	0	1	1	0	1
9	PROJ-2020-00122/11362 Cedar Ave	Fast-Food Restaurant w/o Drive-Through Window	1.625	ksf	733	42	29	71	27	27	54
10	PRAA-2020-00014/11342 Spruce Ave	Church	2.540	ksf	20	1	0	1	1	1	2
11	PROJ-2020-00148/SE Corner of Cactus Ave & Jurupa Ave	Truck Terminal	9.95	ac	815	30	43	73	29	37	66
CUMULATIVE TOTAL					**31,776**	**1,382**	**1,368**	**2,750**	**1,333**	**1,311**	**2,644**

Notes:
du: dwelling unit, ksf: 1,000 square feet, sp: spaces, st: students, ac: acre
1. The trip rates for each respective project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.*
2. The cumulative projects were provided by the County and only include approved projects.

As shown in the table, the total trip generation for the cumulative projects results in approximately 31,776 daily trips with 2,750 AM peak-hour trips and 2,644 PM peak-hour trips. However, approximately three percent of the total cumulative project traffic volumes were assigned to the study area.

Figure 5-2 illustrates the traffic volumes of the cumulative projects in the study area. **Appendix F** contains additional details on the cumulative projects.

5.3 Traffic Volumes

The Opening Year 2023 traffic volumes were developed by adding the cumulative traffic volumes to the existing traffic volumes and includes one year of growth assuming an annual growth rate of two percent. **Figure 5-3** illustrates the Opening Year 2023 baseline traffic volumes.

The Opening Year 2023 With Project traffic volumes were developed by adding the project trips to the Opening Year 2023 Baseline traffic volumes. **Figure 5-4** illustrates the Opening Year 2023 with Project traffic volumes.

5.4 Intersection Analysis

Table 5-2 displays the LOS analysis results for the study intersection under Opening Year 2023 conditions. As shown in the table, all intersections and project driveways would continue to operate at LOS B or better during the weekday peak-hours. As a result, no additional intersection improvements are required and/or recommended.

Appendix D contains the intersection LOS worksheets.

Table 5-2
Opening Year 2023 Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Opening Year 2023		Opening Year 2023 w/Proj		Δ in Delay	Improvement?
				Delay[1]	LOS[2]	Delay[1]	LOS[2]		
1	Linden Ave & Valley Blvd	Signal	AM	14.4	B	15.4	B	1.0	No
			PM	15.1	B	16.8	B	1.7	No
2	Proj Dwy & Valley Blvd	OWSC	AM	DNE		10.3	B	10.3	No
			PM			14.1	B	14.1	No
3	Linden Ave & N Proj Dwy	OWSC	AM	DNE		10.3	B	10.3	No
			PM			10.8	B	10.8	No
4	Linden Ave & S Proj Dwy	OWSC	AM	DNE		9.7	A	9.7	No
			PM			10.1	B	10.1	No

Notes:
DNE: Does not exist, will be constructed as part of project
OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.

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Cumulative Traffic Volumes

Figure 5-2

xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

xx,xxx ADT

Linden Ave & Valley Ave	Proj Dwy & Valley Ave	Linden Ave & N Proj Dwy	Linden Ave & S Proj Dwy
36 / 29 14 / 11 212 / 111 97 / 140 441 / 497 95 / 67 1 60 / 212 426 / 865 8 / 32 9 / 39 4 / 39 8 / 16	Intersection does not exist	Intersection does not exist	Intersection does not exist

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Opening Year 2023 Baseline Traffic Volumes

Figure 5-3

xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

xx,xxx ADT

Linden Ave & Valley Ave	Proj Dwy & Valley Ave	Linden Ave & N Proj Dwy	Linden Ave & S Proj Dwy
36 / 29 31 / 25 212 / 111 97 / 140 413 / 468 147 / 116 1 60 / 212 437 / 875 8 / 32 55 / 83 18 / 52 16 / 24	504 / 583 2 466 / 1079 52 / 49 38 / 36	48 / 45 145 / 135 3 50 / 50 61 / 132	40 / 38 109 / 102 4 40 / 38 3 / 3 7 / 7 17 / 90

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Opening Year 2023 With Project Traffic Volumes

Figure 5-4

6 HORIZON YEAR 2040

This section summarizes the operations at the study area intersection and project driveways with the addition of the Project traffic in the Horizon Year 2040 scenario.

6.1 Roadway Network

No changes to the existing roadway network are proposed under this scenario. As a result, the Figures 3-1 and 5-1 illustrate the intersection geometrics of the without and with project scenarios, respectively.

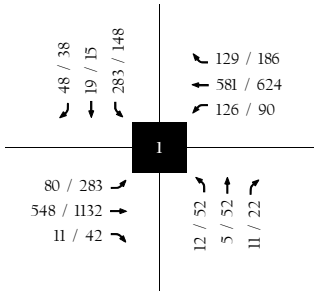
6.2 Traffic Volumes

The Horizon Year traffic volumes were developed to account for future traffic growth in the study area. An ambient growth factor of two percent per year was applied to the existing traffic volumes. This ambient growth factor is consistent with other projects approved by the San Bernardino County, Department of Public Works, Traffic Division.

Figure 6-1 illustrates the Horizon Year 2040 baseline traffic volumes. **Figure 6-2** illustrates the Horizon Year 2040 with Project traffic volumes.

xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

xx,xxx ADT

Linden Ave & Valley Ave	Proj Dwy & Valley Ave	Linden Ave & N Proj Dwy	Linden Ave & S Proj Dwy
	Intersection does not exist	Intersection does not exist	Intersection does not exist

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Horizon Year 2040 Traffic Volumes

Figure 6-1

xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

xx,xxx ADT

Linden Ave & Valley Ave	Proj Dwy & Valley Ave	Linden Ave & N Proj Dwy	Linden Ave & S Proj Dwy
48 / 38 36 / 29 283 / 148 129 / 186 553 / 595 178 / 139 1 80 / 283 559 / 1142 11 / 42 58 / 96 19 / 65 19 / 30	660 / 732 2 611 / 1428 52 / 49 38 / 36	48 / 45 184 / 172 3 50 / 50 69 / 163	40 / 38 148 / 139 4 40 / 38 3 / 3 7 / 7 25 / 121

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Horizon Year 2040 With Project Traffic Volumes

Figure 6-2

6.3 Intersection Analysis

Table 6-1 displays the LOS analysis results for the study intersection under Horizon Year 2040 conditions. As shown in the table, all intersections and project driveways would continue to operate at LOS C or better during the weekday peak-hours. As a result, no additional intersection improvements are required and/or recommended.

Appendix D contains the intersection LOS worksheets.

Table 6-1
Horizon Year 2040 Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Horizon Year 2040		Horizon Year 2040 w/Proj		Δ in Delay	Improvement?
				Delay[1]	LOS[2]	Delay[1]	LOS[2]		
1	Linden Ave & Valley Blvd	Signal	AM	19.0	B	21.0	C	2.0	No
			PM	28.0	C	34.7	C	6.7	No
2	Proj Dwy & Valley Blvd	OWSC	AM	DNE		11.1	B	11.1	No
			PM			17.5	C	17.5	No
3	Linden Ave & N Proj Dwy	OWSC	AM	DNE		10.7	B	10.7	No
			PM			11.4	B	11.4	No
4	Linden Ave & S Proj Dwy	OWSC	AM	DNE		10.0	A	10.0	No
			PM			10.7	B	10.7	No

Notes:
DNE: Does not exist, will be constructed as part of project
OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.

7 VMT Analysis

Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based LOS. The VMT assessment is required to satisfy CEQA guidelines that utilizes VMT as the required metric to determine transportation impacts. The VMT assessment was based on the criteria outlined in the *County Guidelines*.

7.1 VMT Assessment

According to the *County Guidelines*, there are several screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The purpose is to screen out projects that are presumed to have a non-significant transportation impact based on facts of a project and to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. The following lists the screening criteria:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

If the project meets any of the screening criteria above, they are presumed to not have a significant impact and are screened out from completing additional VMT analysis.

7.1.1 TPA Screening

As described in the *County Guidelines*, projects located within a TPA (i.e., within 0.5 miles of an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool was used for this screening. The Project site is not located within 0.5 miles of an existing major transit stop or along a high-quality transit corridor.

As a result, the TPA screening threshold <u>is not met</u>.

7.1.2 Low VMT Area Screening

As described in the *County Guidelines*, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A low VMT area is defined as an individual traffic analysis zone (TAZ) where the total daily VMT per person/employee is greater than four percent below the existing VMT per person/employee baseline level for the unincorporated County.

The SBCTA VMT Screening Tool was used for this screening. The project is located in TAZ 53744601. The County's VMT per service population is 34.6. The Project's TAZ VMT per service population is 22.2, which is 35.78 percent lower than the baseline.

As a result, the Low VMT Area screening threshold is met.

7.1.3 Project Type Screening

As described in the *County Guidelines*, hotel projects generating less than 110 daily vehicle trips may be presumed to have a less than significant impact as their uses are often local serving in nature. For a hotel project, the threshold is less than 12 hotel rooms. The Project contains 87 hotel rooms, which exceeds the threshold.

As a result, the Project Type screening threshold is not met.

Based on the review of the applicable VMT screening thresholds, the Project satisfies the Low VMT Area screening and is presumed to result in a less than a significant VMT impact. As such, no additional VMT analysis is required or recommended.

Appendix G contains additional information on the Project's VMT.

8 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following list summarizes the key findings for the Project:

- The Project consists of a 5-story, 87-room hotel, a gas station with a 2,400 square-foot sf convenience store, and a 2,500 sf fast-food with drive-through lane.
- The Project is forecasted to generate a net total of 1,356 daily trips with 116 AM peak-hour trips and 83 PM peak-hour trips.
- All intersections and project driveways in the study area are expected to operate at an acceptable LOS C or better under all scenarios.
- The Project satisfies the Low VMT Area screening and is presumed to result in a less than a significant VMT impact.

This traffic study has been prepared in accordance with the *Congestion Management Program for San Bernardino County* and *San Bernardino County Transportation Impact Study Guidelines, July 9, 2019.* The proposed Project will not result in any deficient facilities in the study area and no improvements are required or recommended of the proposed Project.

Appendix A

Project Scoping Form

SCOPE FOR TRAFFIC STUDY

Project Name:	Saber Hotel & Gas Station (TRSTY-2022-00009)

This Scope for Traffic Study acknowledges San Bernardino County Department of Public Works, Traffic Division requirements of traffic impact analysis for the project and is subject to change:
Available on the Department of Public Works Website:
http://cms.sbcounty.gov/dpw/Transportation/Traffic.aspx

Project Address/APN	18497 Valley Blvd (APN 0252-161-43,45)		
Project Description	Construct a 5-story hotel including 87 rooms, 2,500 sf fast food restaurant with drive-thru, and a 2,400 sf convenience store with a gas station on a vacant lot. See Figure 1-2 for proposed site plan.		
City	Bloomington		
Project Horizon Year	2040	**Project Opening Year**	2023
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name	Linden Ave		
Xtn E/W Street Name	Valley Blvd		
County Supervisorial District		**Ambient Growth Rate per Year Valley 2%, Desert 1%**	2%

	Traffic Engineer	**Owner/Developer**
Company	Mizuta Traffic Consulting	Arrow Plaza, LLC
Name	Marc Mizuta	Saber Awad
Address	5694 Mission Center Rd #602-121	18497 Valley Blvd
City, State, Zip Code	San Diego, CA 92108	Bloomington, CA 92316
Phone #	858-752-8212	909-519-3346
Email address	mizutatrafficconsulting@gmail.com	Saberawad3346@gmail.com

Prepared By: Marc Mizuta

Print Name: Marc Mizuta **05/23/22**

Owner/Engineer **Date**

SCOPE FOR TRAFFIC STUDY

Project Name:	Saber Hotel & Gas Station (TRSTY-2022-00009)

1. Traffic Distribution: Please insert or attach Figure(s) illustrating project trip distribution in percentages and volumes at the study intersections analyzed.

See attached Figure 4-1 for the project trip distribution.

2. Trip Credit: Exact amount of credit subject to approval by Traffic Division.

Transportation Demand Management (TDM)	Yes/no	
Existing Active Land Use	Yes/no	
Previous Land Use	Yes/no	
Internal Trip Reduction	Yes/no	674 ADT, 40 AM, 76 PM
Pass-by Trip Reduction	Yes/no	1517 ADT, 133 AM, 107 PM

3. Related Projects: Consultant should check with Planning in the San Bernardino County Department of Land Use Services and planning departments of adjoining Cities. Documentation of the consultation from these agencies shall be included in the traffic study. Related projects list shall be submitted to Traffic Division for our review and approval before being incorporated in the study.

4. Freeway Analysis: The potential traffic impact on the following Freeway(s) must be considered.

n/a

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020) and can be obtained from https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using HCM procedures. Appendix A of the San Bernardino County Transportation Authority CMP outlines allowable modifications to these procedures. The San Bernardino County Transportation Authority CMP can be viewed online at: https://www.gosbcta.com/planning-sustainability/?term=249

SCOPE FOR TRAFFIC STUDY

Project Name:	Saber Hotel & Gas Station (TRSTY-2022-00009)

5. Trip Generation – See attached Table 1 for additional details on the trip generation

Trip Generation Rate(s) Source: ITE Trip Generation		I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:		Edition:	11th	

Land Use Code	Land Use	Rate Based on	QTY	AVTE Units*	Daily Trips	Weekday A.M. Peak			Weekday P.M. Peak			Weekend peak hour		
						In	Out	Total	In	Out	Total	In	Out	Total
310	Hotel	I	87 rooms		696	23	18	41	27	25	52	--	--	--
934	Fast-Food Restaurant w/Drive-Through Window	I	2,500 sf		1169	58	54	112	44	39	83	--	--	--
945	Convenience Store/Gas Station	I	2,400 sf		1682	68	68	136	66	65	131	--	--	--

* - Average Vehicle Trip Ends.
For ITE Land Uses provide number and name of Land Use. e.g. LU 814 - Variety Store. Units include ksf, employee, GLA, etc.

SCOPE FOR TRAFFIC STUDY

Project Name:	Saber Hotel & Gas Station (TRSTY-2022-00009)

6. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study.

Xtn #	% County	% City	N-S/E-W Street Name	City Name/Caltrans	Signalized	CMP
1	100%	0%	Linden Ave/Valley Blvd	SB County	Yes/no	Yes/no
2					Yes/no	Yes/no
3					Yes/no	Yes/no
4					Yes/no	Yes/no
5					Yes/no	Yes/no
6					Yes/no	Yes/no
7					Yes/no	Yes/no
8					Yes/no	Yes/no
9					Yes/no	Yes/no
10					Yes/no	Yes/no

Cities/agencies to be consulted: See attached Figure 1-1 Vicinity Map

SCOPE FOR TRAFFIC STUDY

Project Name:	Saber Hotel & Gas Station (TRSTY-2022-00009)

7. Other:

Traffic counts may be conducted immediately per the following:
• Must be taken on Tuesdays, Wednesdays or Thursdays. • Certain projects may need to collect traffic counts on Friday or Sunday
• Must exclude holidays, and the first weekdays before and after the holiday.
• Must be taken on days when local schools or colleges are in session.
• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
• Traffic counts used for other traffic studies in the area shall **NOT** be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
• For all proposed mitigation measures, a conceptual plan for the improvements shall be submitted to our Traffic Studies section for review and approval prior to the approval of the Traffic Impact Analysis. All proposed improvements shall be within the right-of-way.
• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.
• Raw traffic counts data must be included with traffic analysis study
• Traffic Counts must not be older than 1 year prior to submittal unless approved by County Traffic.
• Based on discussions with County staff, the opening year scenario will include projects in the immediate area that will be provided by the Planning Dept. The Horizon Year 2040 traffic volumes will be estimated by applying the annual growth rate of 2%.

This analysis must follow the most current Traffic Impact Study Guidelines for the County as stated in the County's Road Planning and Design Standards.

8. Fees

The County charges on an actual cost basis for review of traffic studies. An initial deposit of $1,802 is required at the time that a land use application is filed with the Department of Land Use Services If the review costs exceed the initial deposit, the applicant will be expected to provide additional funds and the review will be suspended until the additional funds are deposited.

Project Name:	Saber Hotel & Gas Station (TRSTY-2022-00009, APN 0252-161-43,45)

9. Contact Information:

Please submit a signed copy of this scope for approval by the Traffic Division. Draft scopes may be sent electronically. Final scope with signature should be submitted in person or by US Mail to:

County of San Bernardino
Dept. of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

Phone: 909-387-8186
Fax: 909-387-7809
Email: Osvaldo.Roque@dpw.sbcounty.gov or Shawn.Johnson@dpw.sbcounty.gov

Proposed Hotel and Gas Station For:

Arrow Plaza LLC

18497 Valley Blvd, Bloomington, CA 92316

Vicinity Map

Site Plan
1" = 20'-0"

ANDRESEN ARCHITECTURE INC
17087 ORANGE WAY, FONTANA, CA 92335 (909) 355-6688

OWNER: CONTACT:	ARROW PLAZA LLC SABER AWAD saberawad3346@gmail.com (909)519-3346
PROJECT ADDRESS:	18497 VALLEY BLVD, BLOOMINGTON, CA 92316
ARCHITECT:	ANDRESEN ARCHITECTURE INC. 17087 ORANGE WAY FONTANA, CA 92335
CONTACT:	(909) 355-6688 doug.andresen@aa9rm.com
CIVIL:	HP ENGINEERING, INC. 1465 CRESTVIEW ROAD REDLANDS, CA 92374
CONTACT:	HENRY POQUIZ (909)335-8239 hcpoquiz@aol.com
LANDSCAPING:	RICHARD POPE AND ASSOCIATES 1585 SOUTH 'D' STREET, SUITE 103 SAN BERNARDINO, CA 92408
CONTACT:	RICHARD POPE (909)888-5568 rpa.la@verizon.net

APN:	0252-161-43,45
ZONING:	VALLEY CORRIDOR COMMERCIAL DISTRICT (VC/COM)
OCCUPANCY:	HOTEL- A-2, R-1 RESTAURANT- A-2
CONSTRUCTION:	TYPE V-A
FIRE SPRINKLERS:	REQUIRED
PROJECT DESCRIPTION:	CONSTRUCT 5-STORY HOTEL INCLUDING 80 ROOMS AND 7 SUITES, FAST FOOD RESTAURANT WITH DRIVE-THRU, C-STORE AND GAS STATION ON VACANT LOT

TOTAL LOT AREA:	
APN: 0252-161-43	9,583.2 SQ. FT. (0.22 AC)
APN: 0252-161-45	111,933.9 SQ. FT. (2.56 AC)
GROSS LOT AREA (BEFORE DEDICATION)	121,996.8 SQ. FT. (2.79 AC)
GROSS LOT AREA (AFTER DEDICATION)	116,742.96 SQ. FT. (2.68 AC)
HOTEL FOOTPRINT AREA:	11,877 SQ. FT.
C-STORE FOOTPRINT AREA:	2,400 SQ. FT.
RESTAURANT FOOTPRINT AREA:	2,500 SQ. FT.
TOTAL FOOTPRINT AREA:	16,777 SQ. FT
LOT COVERAGE:	14.4%
FLOOR AREA RATIO: (2,400+2,500+52,783+57,683 SQ. FT.)	0.49
NET LOT AREA	99,965.96 SQ. FT. (100%)
LANDSCAPE AREA	17,322.75 SQ. FT. (17.3%)
HARDSCAPE AREA	82,643.21 SQ. FT. (82.7%)
BUILDING HEIGHT:	69 FEET / 5 STORIES MAXIMUM
BUILDING AREAS:	
HOTEL GROSS FLOOR AREA	52,783 SQ. FT. (87 GUEST ROOMS)
FIRST FLOOR:	11,877 SQ. FT. (5 ROOMS)
SECOND FLOOR:	10,516 SQ. FT. (25 ROOMS)
THIRD FLOOR:	10,516 SQ. FT. (25 ROOMS)
FOURTH FLOOR:	10,516 SQ. FT. (25 ROOMS)
FIFTH FLOOR:	9,358 SQ. FT. (7 SUITES)
HOTEL AREA:	52,783 SQ. FT.
RESTAURANT AREA:	2,500 SQ. FT.
C-STORE AREA:	2,400 SQ. FT.
TOTAL CONDITIONED AREA:	57,684 SQ. FT.
FUEL-PUMP CANOPY AREA:	3,192 SQ. FT.
HOTEL ENTRANCE CANOPY AREA:	1,271 SQ. FT.
RESTAURANT DRIVE-THRU CANOPY AREA:	220 SQ. FT.
TOTAL CANOPY AREA:	4,683 SQ. FT.

PARKING REQUIRED:	
HOTEL (87 ROOMS X 1)	87 STALLS
EMPLOYEES (10/1)	15 STALLS
TOTAL HOTEL PARKING	102 STALLS
RESTAURANT (2,500/100)	25 STALLS
C-STORE (2,400/250)	10 STALLS
TOTAL REQUIRED	137 STALLS
TOTAL PARKING PROVIDED INCLUDING:	137 STALLS 5 HANDICAP ACCESSIBLE SPACES 6 CLEAN AIR / VANPOOL / EV SPACES

EXISTING LAND USE ZONING FOR ADJACENT PROPERTY:

- NORTH OF PROPERTY- ZONING: VC/ COM; DESCRIPTION: RETAIL STORE; CLASS: COMMERCIAL (ACROSS VALLEY BLVD.)
- WEST OF PROPERTY- ZONING: VC/BE; DESCRIPTION: VACANT LAND; CLASS: COMMERCIAL
- EAST OF PROPERTY- ZONING: VC/COM; DESCRIPTION: VACANT LAND; CLASS: COMMERCIAL
- SOUTH OF PREBERTY - ZONING: VC/COM; DESCRIPTION: MINI STORAGE WAREHOUSE; CLASS: COMMERCIAL

Sequence of Drawings - DR

Number	*Description*
PL1	Site Plan
PL2	Proposed Res. & C-Store
PL3	Proposed Gas Station Canopy
PL4	Proposed Hotel Plans
PL5	Proposed Hotel Elevations
C-1	Preliminary Grading Plan
LC1	Conceptual Landscaping Plan

Proposed Hotel and Gas Station For:
Arrow Plaza LLC
18497 Valley Blvd, Bloomington, CA 92316

11 Apr. 2022	
21-4377	

Site Plan | ***PL1***

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Saber Hotel and Gas Station

Figure 1-2
Site Plan

xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

xx% Trip Distribution Percentage

Linden Ave & Valley Ave	Proj Dwy & Valley Ave	Linden Ave & N Proj Dwy	Linden Ave & S Proj Dwy
25% / (0%)	0% / (35%)	30% / (0%)	30% / (0%)
35% / (0%)		30% / (0%)	
1	2	3	4
0% / (20%)	35% / (0%)	0% / (40%)	0% / (35%)
0% / (35%) / 0% / (25%) / 0% / (15%)	0% / (20%)	0% / (35%)	0% / (5%)
			5% / (0%)

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Saber Hotel & Gas Station

Project Trip Distribution

Figure 4-1

Table 1

TRIP GENERATION RATES[1]						
Land Use	ITE Code	Weekday Daily	AM PEAK		PM PEAK	
			Rate	In:Out Ratio	Rate	In:Out Ratio
Hotel	310	7.99 trips / rm	0.46	0.56 : 0.44	0.59	0.51 : 0.49
Fast-Food Restaurant w/Drive-Through Window	934	467.48 trips / ksf	44.61	0.51 : 0.49	33.03	0.52 : 0.48
Convenience Store/Gas Station	945	700.43 trips / ksf	56.52	0.50 : 0.50	54.52	0.50 : 0.50

TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Hotel	87 rm	696	23	18	41	27	25	52
Internal Capture Trip Reduction [3]		*-132*	*-1*	*-5*	*-6*	*-6*	*-3*	*-9*
Fast-Food Restaurant w/Drive-Through Window	2.500 ksf	1,169	58	54	112	44	39	83
Internal Capture Trip Reduction [3]		*-222*	*-11*	*-6*	*-17*	*-15*	*-19*	*-34*
Passby Reduction (50%) [2]		*-474*	*-24*	*-24*	*-48*	*-15*	*-10*	*-25*
Convenience Store/Gas Station	2.400 ksf	1,682	68	68	136	66	65	131
Internal Capture Trip Reduction [3]		*-320*	*-8*	*-9*	*-17*	*-17*	*-16*	*-33*
Passby Reduction (62%) [2]		*-1,043*	*-43*	*-42*	*-85*	*-41*	*-41*	*-82*
Total Internal Capture Trip Reduction [3]		*-674*	*-20*	*-20*	*-40*	*-38*	*-38*	*-76*
Total Driveway Trips		**2,873**	**129**	**120**	**249**	**99**	**91**	**190**
Total Passby Reduction		*-1,517*	*-67*	*-66*	*-133*	*-56*	*-51*	*-107*
Net New Traffic		**1,356**	**62**	**54**	**116**	**43**	**40**	**83**

Notes:

1. The trip rates for the project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.*
2. The passby trip rate is based on the average rates published in the *ITE Trip Generation Handbook, 3rd Edition* .
3. The internal capture trips are estimated based on the methodologies contained in the *NCHRP Report 684* . The daily percentage of 19% was based on the average of the AM and PM peak period internal capture percentages.

MIZUTA TRAFFIC CONSULTING

Saber Hotel and Gas Station

Figure 1-1
Project Vicinity Map

Appendix B

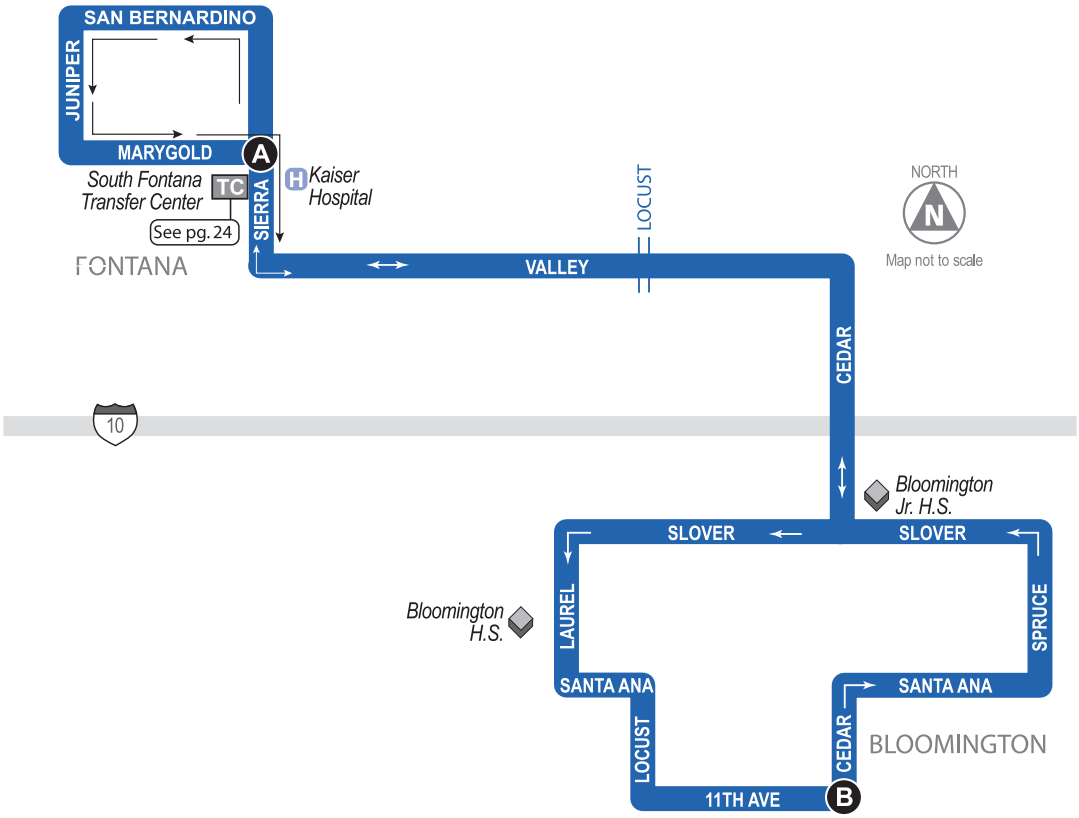
Transit Schedules and Routes

329 BLOOMINGTON - VALLEY BLVD. - KAISER

Bus Route
Tripper Service
A Timepoint - Look for the matching symbol in the timetable section.
Metrolink Station
P Park-and-Ride
Point of interest
H Medical Center
T Transfer Point
1,2 Connection Route(s)
TC Transit/Transfer Center

FREQUENCY

M-F	SAT	SUN
60	60	N/A



ROUTE 329: MONDAY - FRIDAY

Marygold & Sierra	11th & Cedar	Marygold & Sierra
A	B	A
SOUTHBOUND		**NORTHBOUND**
6:45	7:10	7:37
7:45	8:10	8:37
8:45	9:10	9:37
9:45	10:10	10:37
10:45	11:10	11:37
11:45	**12:10**	**12:37**
12:45	**1:10**	**1:37**
1:45	**2:10**	**2:37**
2:45	**3:10**	**3:37**
3:45	**4:10**	**4:37**
4:45	**5:10**	**5:37**
5:45	**6:10**	**6:37**

ROUTE 329: SATURDAY

A	B	A
SOUTHBOUND		**NORTHBOUND**
7:45	8:10	8:37
8:45	9:10	9:37
9:45	10:10	10:37
10:45	11:10	11:37
11:45	**12:10**	**12:37**
12:45	**13:10**	**13:37**
1:45	**2:10**	**2:37**
2:45	**3:10**	**3:37**
3:45	**4:10**	**4:37**
4:45	**5:10**	**5:37**
5:45	**6:10**	**6:37**

Mini-Buses, Mega Service

Omnitrans mini-buses will serve

Routes 305, 312, 319 and 329

Omnitrans mini-buses have some of the same amenities as our large buses, and can carry 12 passengers, 2 mobility devices and 2 bicycles.

Appendix C

Existing Traffic Volume Data

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of San Bernardino
N/S: Linden Avenue
E/W: Valley Boulevard
Weather: Clear

File Name : CSB_Linden_Valley AM
Site Code : 23522077
Start Date : 2/1/2022
Page No : 1

Groups Printed- Total Volume

	Linden Avenue Southbound				Valley Boulevard Westbound				Linden Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	56	2	10	68	8	68	21	97	1	0	2	3	7	79	0	86	254
07:15 AM	42	1	8	51	8	92	21	121	1	0	2	3	9	89	0	98	273
07:30 AM	67	0	10	77	18	99	34	151	1	0	2	3	15	85	2	102	333
07:45 AM	48	5	7	60	34	123	22	179	2	0	0	2	9	104	3	116	357
Total	213	8	35	256	68	382	98	548	5	0	6	11	40	357	5	402	1217
08:00 AM	49	5	8	62	22	105	25	152	3	3	4	10	13	95	2	110	334
08:15 AM	44	4	10	58	19	100	14	133	3	1	2	6	22	119	1	142	339
08:30 AM	40	4	10	54	18	95	13	126	1	3	2	6	15	98	0	113	299
08:45 AM	31	4	17	52	24	93	12	129	3	2	3	8	21	92	1	114	303
Total	164	17	45	226	83	393	64	540	10	9	11	30	71	404	4	479	1275
Grand Total	377	25	80	482	151	775	162	1088	15	9	17	41	111	761	9	881	2492
Apprch %	78.2	5.2	16.6		13.9	71.2	14.9		36.6	22	41.5		12.6	86.4	1		
Total %	15.1	1	3.2	19.3	6.1	31.1	6.5	43.7	0.6	0.4	0.7	1.6	4.5	30.5	0.4	35.4	

	Linden Avenue Southbound				Valley Boulevard Westbound				Linden Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**67**	0	**10**	**77**	18	99	**34**	151	1	0	2	3	15	85	2	102	333
07:45 AM	48	**5**	7	60	**34**	**123**	22	**179**	2	0	0	2	9	104	**3**	116	**357**
08:00 AM	49	5	8	62	22	105	25	152	**3**	**3**	**4**	**10**	13	95	2	110	334
08:15 AM	44	4	10	58	19	100	14	133	3	1	2	6	**22**	**119**	1	**142**	339
Total Volume	208	14	35	257	93	427	95	615	9	4	8	21	59	403	8	470	1363
% App. Total	80.9	5.4	13.6		15.1	69.4	15.4		42.9	19	38.1		12.6	85.7	1.7		
PHF	.776	.700	.875	.834	.684	.868	.699	.859	.750	.333	.500	.525	.670	.847	.667	.827	.954

Counts Unlimited, Inc.
PO Box 1178
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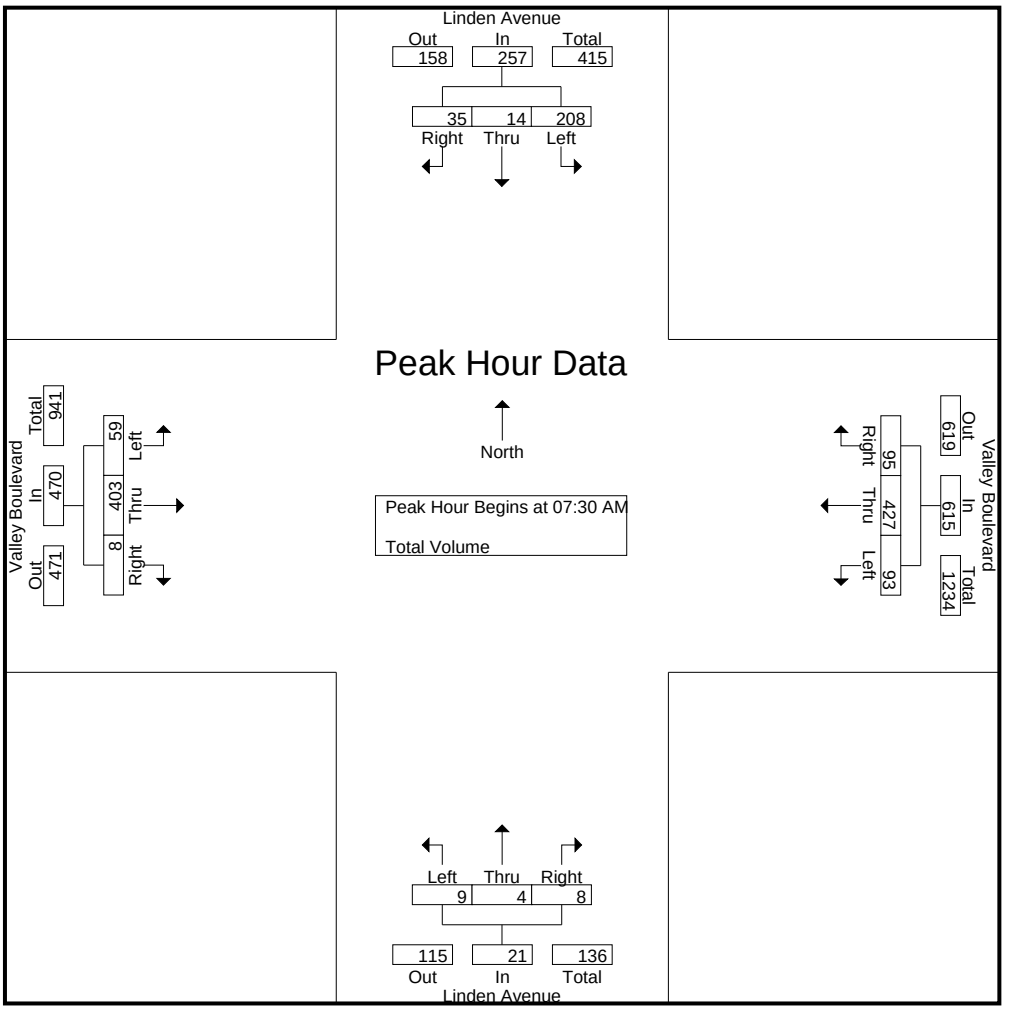
County of San Bernardino
N/S: Linden Avenue
E/W: Valley Boulevard
Weather: Clear

File Name : CSB_Linden_Valley AM
Site Code : 23522077
Start Date : 2/1/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	**67**	0	**10**	**77**	18	99	**34**	151	**3**	**3**	**4**	**10**	9	104	**3**	116
+15 mins.	48	**5**	7	60	**34**	**123**	22	**179**	3	1	2	6	13	95	2	110
+30 mins.	49	5	8	62	22	105	25	152	1	3	2	6	**22**	**119**	1	**142**
+45 mins.	44	4	10	58	19	100	14	133	3	2	3	8	15	98	0	113
Total Volume	208	14	35	257	93	427	95	615	10	9	11	30	59	416	6	481
% App. Total	80.9	5.4	13.6		15.1	69.4	15.4		33.3	30	36.7		12.3	86.5	1.2	
PHF	.776	.700	.875	.834	.684	.868	.699	.859	.833	.750	.688	.750	.670	.874	.500	.847

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of San Bernardino
N/S: Linden Avenue
E/W: Valley Boulevard
Weather: Clear

File Name : CSB_Linden_Valley PM
Site Code : 23522077
Start Date : 2/1/2022
Page No : 1

Groups Printed- Total Volume

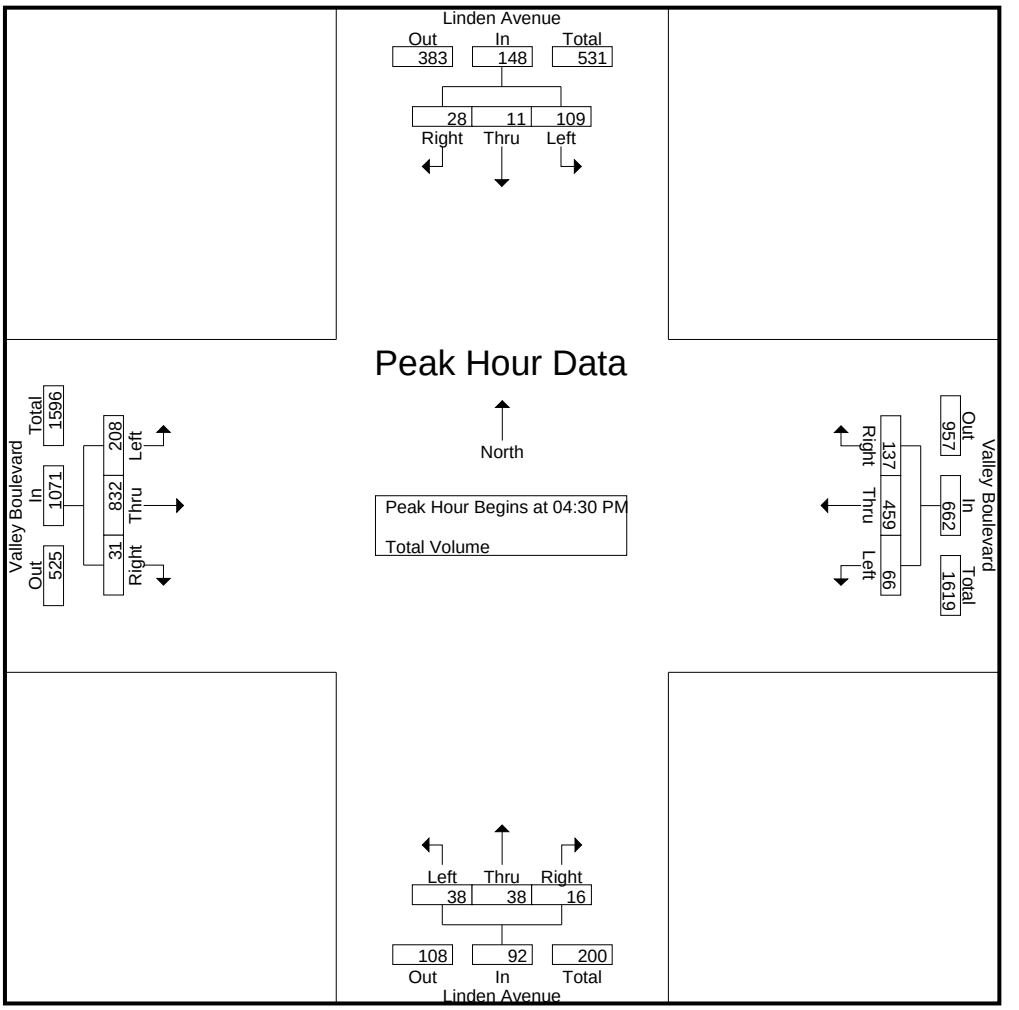
	Linden Avenue Southbound				Valley Boulevard Westbound				Linden Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	4	7	37	24	98	29	151	8	12	6	26	40	195	7	242	456
04:15 PM	20	6	17	43	10	94	34	138	7	9	4	20	47	216	9	272	473
04:30 PM	32	2	6	40	16	92	19	127	7	7	2	16	52	216	11	279	462
04:45 PM	25	4	9	38	21	126	36	183	10	11	5	26	57	212	7	276	523
Total	103	16	39	158	71	410	118	599	32	39	17	88	196	839	34	1069	1914
05:00 PM	31	1	7	39	13	113	43	169	14	13	4	31	49	213	10	272	511
05:15 PM	21	4	6	31	16	128	39	183	7	7	5	19	50	191	3	244	477
05:30 PM	30	2	20	52	12	92	30	134	6	3	2	11	48	186	1	235	432
05:45 PM	29	0	13	42	11	107	25	143	1	6	2	9	42	182	2	226	420
Total	111	7	46	164	52	440	137	629	28	29	13	70	189	772	16	977	1840
Grand Total	214	23	85	322	123	850	255	1228	60	68	30	158	385	1611	50	2046	3754
Apprch %	66.5	7.1	26.4		10	69.2	20.8		38	43	19		18.8	78.7	2.4		
Total %	5.7	0.6	2.3	8.6	3.3	22.6	6.8	32.7	1.6	1.8	0.8	4.2	10.3	42.9	1.3	54.5	

	Linden Avenue Southbound				Valley Boulevard Westbound				Linden Avenue Northbound				Valley Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**32**	2	6	**40**	16	92	19	127	7	7	2	16	52	**216**	**11**	**279**	462
04:45 PM	25	**4**	**9**	38	**21**	126	36	**183**	10	11	**5**	26	**57**	212	7	276	**523**
05:00 PM	31	1	7	39	13	113	**43**	169	**14**	**13**	4	**31**	49	213	10	272	511
05:15 PM	21	4	6	31	16	**128**	39	183	7	7	5	19	50	191	3	244	477
Total Volume	109	11	28	148	66	459	137	662	38	38	16	92	208	832	31	1071	1973
% App. Total	73.6	7.4	18.9		10	69.3	20.7		41.3	41.3	17.4		19.4	77.7	2.9		
PHF	.852	.688	.778	.925	.786	.896	.797	.904	.679	.731	.800	.742	.912	.963	.705	.960	.943

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of San Bernardino
N/S: Linden Avenue
E/W: Valley Boulevard
Weather: Clear

File Name : CSB_Linden_Valley PM
Site Code : 23522077
Start Date : 2/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:15 PM				04:15 PM			
+0 mins.	**31**	1	7	39	**21**	126	36	**183**	7	9	4	20	47	**216**	9	272
+15 mins.	21	**4**	6	31	13	113	**43**	169	7	7	2	16	52	216	**11**	**279**
+30 mins.	30	2	**20**	**52**	16	**128**	39	183	10	11	**5**	26	**57**	212	7	276
+45 mins.	29	0	13	42	12	92	30	134	**14**	**13**	4	**31**	49	213	10	272
Total Volume	111	7	46	164	62	459	148	669	38	40	15	93	205	857	37	1099
% App. Total	67.7	4.3	28		9.3	68.6	22.1		40.9	43	16.1		18.7	78	3.4	
PHF	.895	.438	.575	.788	.738	.896	.860	.914	.679	.769	.750	.750	.899	.992	.841	.985

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Bernardino
Linden Avenue
S/ Valley Boulevard
24 Hour Directional Volume Count

CSB002
Site Code: 235-22077

Start Time	01-Feb-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	26			1	37				
12:15		0	16			1	31				
12:30		0	16			1	37				
12:45		0	17	0	75	0	**42**	3	147	3	222
01:00		0	15			0	**54**				
01:15		0	24			2	**38**				
01:30		0	20			1	**50**				
01:45		0	16	0	75	1	30	4	172	4	247
02:00		0	23			0	41				
02:15		0	16			0	33				
02:30		0	**32**			2	47				
02:45		0	**12**	0	83	1	31	3	152	3	235
03:00		0	**29**			0	42				
03:15		0	**24**			0	38				
03:30		0	14			0	30				
03:45		0	20	0	87	3	40	3	150	3	237
04:00		0	26			3	35				
04:15		2	20			3	25				
04:30		0	16			2	29				
04:45		1	26	3	88	1	32	9	121	12	209
05:00		0	31			4	24				
05:15		0	19			4	23				
05:30		0	11			6	15				
05:45		1	9	1	70	8	13	22	75	23	145
06:00		1	8			7	9				
06:15		1	1			9	9				
06:30		1	2			5	7				
06:45		2	10	5	21	8	14	29	39	34	60
07:00		3	4			10	11				
07:15		3	4			9	13				
07:30		3	6			20	7				
07:45		2	6	11	20	42	7	81	38	92	58
08:00		10	2			29	8				
08:15		6	0			24	7				
08:30		6	0			22	8				
08:45		8	0	30	2	29	3	104	26	134	28
09:00		12	3			30	4				
09:15		17	1			33	9				
09:30		14	1			27	5				
09:45		19	0	62	5	45	3	135	21	197	26
10:00		18	1			35	1				
10:15		**22**	0			27	2				
10:30		**15**	0			46	2				
10:45		**27**	1	82	2	33	3	141	8	223	10
11:00		**26**	0			**38**	1				
11:15		15	0			**41**	1				
11:30		20	0			**48**	0				
11:45		29	0	90	0	**39**	5	166	7	256	7
Total		284	528	284	528	700	956	700	956	984	1484
Combined Total		812		812		1656		1656		2468	
AM Peak	-	10:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	90	-	-	-	166	-	-	-	-	-
P.H.F.		0.833				0.865					
PM Peak	-	-	02:30	-	-	-	00:45	-	-	-	-
Vol.	-	-	97	-	-	-	184	-	-	-	-
P.H.F.			0.758				0.852				
Percentage		35.0%	65.0%			42.3%	57.7%				
ADT/AADT		ADT 2,468		AADT 2,468							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

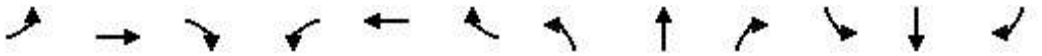
County of San Bernardino
Valley Boulevard
W/ Linden Avenue
24 Hour Directional Volume Count

CSB001
Site Code: 235-22077

Start Time	01-Feb-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		14	171			13	132				
12:15		19	191			7	133				
12:30		7	147			10	123				
12:45		13	167	53	676	6	166	36	554	89	1230
01:00		14	173			8	137				
01:15		9	150			12	123				
01:30		6	180			9	130				
01:45		10	147	39	650	6	125	35	515	74	1165
02:00		9	166			2	114				
02:15		5	192			7	146				
02:30		9	217			7	**142**				
02:45		14	203	37	778	15	**154**	31	556	68	1334
03:00		11	240			8	**153**				
03:15		9	238			15	**151**				
03:30		14	249			8	131				
03:45		19	254	53	981	9	160	40	595	93	1576
04:00		20	242			18	113				
04:15		28	**272**			8	118				
04:30		41	**279**			26	105				
04:45		44	**276**	133	1069	24	145	76	481	209	1550
05:00		38	**272**			25	134				
05:15		39	244			24	141				
05:30		57	235			42	118				
05:45		47	226	181	977	52	121	143	514	324	1491
06:00		52	179			34	108				
06:15		45	160			55	120				
06:30		66	164			79	93				
06:45		61	141	224	644	96	85	264	406	488	1050
07:00		86	116			79	71				
07:15		98	98			101	71				
07:30		102	89			110	66				
07:45		116	92	402	395	132	50	422	258	824	653
08:00		110	61			116	62				
08:15		142	68			113	54				
08:30		113	52			106	43				
08:45		114	39	479	220	113	48	448	207	927	427
09:00		137	47			117	47				
09:15		120	57			133	35				
09:30		118	45			106	33				
09:45		114	34	489	183	121	24	477	139	966	322
10:00		114	44			118	33				
10:15		126	18			145	21				
10:30		**160**	22			120	30				
10:45		**161**	25	561	109	129	21	512	105	1073	214
11:00		**155**	31			**112**	17				
11:15		**159**	25			**124**	14				
11:30		148	25			**137**	13				
11:45		152	12	614	93	**141**	17	514	61	1128	154
Total		3265	6775	3265	6775	2998	4391	2998	4391	6263	11166
Combined Total		10040		10040		7389		7389		17429	
AM Peak	-	10:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	635	-	-	-	514	-	-	-	-	-
P.H.F.		0.986				0.886					
PM Peak	-	-	04:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	1099	-	-	-	600	-	-	-	-
P.H.F.			0.985				0.974				
Percentage		32.5%	67.5%			40.6%	59.4%				
ADT/AADT		ADT 17,429		AADT 17,429							

Appendix D

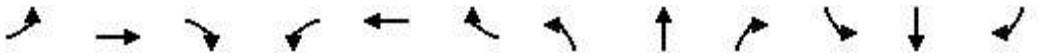
Intersection LOS Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	403	8	93	427	95	9	4	8	208	14	35
Future Volume (veh/h)	59	403	8	93	427	95	9	4	8	208	14	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	62	424	8	98	449	100	9	4	8	219	15	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	835	16	137	737	163	273	129	162	457	32	50
Arrive On Green	0.06	0.25	0.25	0.09	0.27	0.27	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1594	3380	64	1594	2740	606	512	490	617	1071	122	189
Grp Volume(v), veh/h	62	211	221	98	275	274	21	0	0	271	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1760	1594	1683	1663	1620	0	0	1382	0	0
Q Serve(g_s), s	1.4	4.0	4.0	2.2	5.3	5.4	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	1.4	4.0	4.0	2.2	5.3	5.4	0.4	0.0	0.0	6.6	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.36	0.43		0.38	0.81		0.14
Lane Grp Cap(c), veh/h	101	416	435	137	453	447	564	0	0	539	0	0
V/C Ratio(X)	0.61	0.51	0.51	0.72	0.61	0.61	0.04	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	301	863	902	301	863	852	924	0	0	881	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	12.0	12.0	16.5	11.8	11.9	10.2	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	5.8	1.0	0.9	6.9	1.3	1.4	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	1.3	0.9	1.7	1.7	0.1	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	13.0	12.9	23.4	13.1	13.2	10.2	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		494			647			21			271	
Approach Delay, s/veh		14.2			14.7			10.2			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	14.2		14.7	7.4	15.0		14.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	19.0		19.0	7.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s	4.2	6.0		8.6	3.4	7.4		2.4				
Green Ext Time (p_c), s	0.0	2.1		1.1	0.0	2.6		0.0				

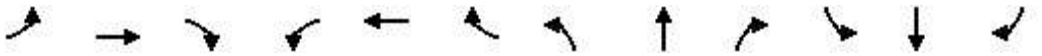
Intersection Summary			
HCM 6th Ctrl Delay		14.2	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	832	31	66	459	137	38	38	16	109	11	28
Future Volume (veh/h)	208	832	31	66	459	137	38	38	16	109	11	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	221	885	33	70	488	146	40	40	17	116	12	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	1293	48	108	737	219	205	142	46	320	29	45
Arrive On Green	0.17	0.39	0.39	0.07	0.29	0.29	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1594	3310	123	1594	2558	761	470	877	286	998	181	276
Grp Volume(v), veh/h	221	450	468	70	320	314	97	0	0	158	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1750	1594	1683	1635	1633	0	0	1456	0	0
Q Serve(g_s), s	5.3	8.8	8.8	1.7	6.6	6.7	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	5.3	8.8	8.8	1.7	6.6	6.7	2.0	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.47	0.41		0.18	0.73		0.19
Lane Grp Cap(c), veh/h	272	658	684	108	485	471	394	0	0	394	0	0
V/C Ratio(X)	0.81	0.68	0.68	0.65	0.66	0.67	0.25	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	362	936	972	201	765	743	831	0	0	787	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	10.0	10.0	18.0	12.4	12.4	14.7	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	10.0	1.3	1.2	6.4	1.5	1.6	0.3	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.6	2.7	0.7	2.2	2.1	0.7	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	11.3	11.2	24.3	13.9	14.0	15.0	0.0	0.0	16.0	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1139			704			97			158	
Approach Delay, s/veh		14.1			15.0			15.0			16.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	20.5		11.4	11.7	16.4		11.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	9.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	3.7	10.8		5.8	7.3	8.7		4.0				
Green Ext Time (p_c), s	0.0	4.5		0.6	0.1	2.7		0.3				

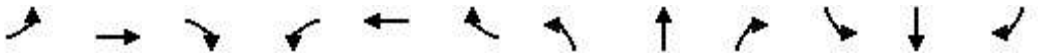
Intersection Summary			
HCM 6th Ctrl Delay		14.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	426	8	95	441	97	9	4	8	212	14	36
Future Volume (veh/h)	60	426	8	95	441	97	9	4	8	212	14	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	63	448	8	100	464	102	9	4	8	223	15	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	849	15	137	750	164	273	129	163	457	31	50
Arrive On Green	0.06	0.25	0.25	0.09	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1594	3384	60	1594	2747	600	515	486	616	1073	118	190
Grp Volume(v), veh/h	63	223	233	100	283	283	21	0	0	276	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1761	1594	1683	1664	1616	0	0	1381	0	0
Q Serve(g_s), s	1.5	4.3	4.3	2.3	5.5	5.6	0.0	0.0	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	1.5	4.3	4.3	2.3	5.5	5.6	0.4	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.36	0.43		0.38	0.81		0.14
Lane Grp Cap(c), veh/h	102	422	442	137	459	454	565	0	0	539	0	0
V/C Ratio(X)	0.62	0.53	0.53	0.73	0.62	0.62	0.04	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	296	848	888	296	848	839	908	0	0	866	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.2	12.2	12.2	16.8	12.0	12.0	10.3	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	5.9	1.0	1.0	7.2	1.3	1.4	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.4	1.5	1.0	1.8	1.8	0.1	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	13.2	13.2	24.0	13.3	13.4	10.3	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		519			666			21			276	
Approach Delay, s/veh		14.4			15.0			10.3			13.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	14.5		15.0	7.4	15.3		15.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	19.0		19.0	7.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s	4.3	6.3		8.9	3.5	7.6		2.4				
Green Ext Time (p_c), s	0.0	2.2		1.1	0.0	2.7		0.0				

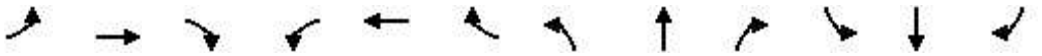
Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	865	32	67	497	140	39	39	16	111	11	29
Future Volume (veh/h)	212	865	32	67	497	140	39	39	16	111	11	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	226	920	34	71	529	149	41	41	17	118	12	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	1335	49	108	772	217	201	143	46	315	29	46
Arrive On Green	0.17	0.40	0.40	0.07	0.30	0.30	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1594	3311	122	1594	2596	728	473	882	281	999	177	281
Grp Volume(v), veh/h	226	468	486	71	342	336	99	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1750	1594	1683	1641	1636	0	0	1457	0	0
Q Serve(g_s), s	5.6	9.4	9.4	1.8	7.3	7.4	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	5.6	9.4	9.4	1.8	7.3	7.4	2.1	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.44	0.41		0.17	0.73		0.19
Lane Grp Cap(c), veh/h	276	679	706	108	501	488	390	0	0	389	0	0
V/C Ratio(X)	0.82	0.69	0.69	0.66	0.68	0.69	0.25	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	351	905	941	195	740	722	805	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.3	10.1	10.1	18.6	12.7	12.7	15.2	0.0	0.0	15.9	0.0	0.0
Incr Delay (d2), s/veh	11.4	1.4	1.4	6.7	1.7	1.7	0.3	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.8	2.9	0.8	2.4	2.4	0.7	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	11.5	11.4	25.3	14.3	14.4	15.6	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1180			749			99			161	
Approach Delay, s/veh		14.6			15.4			15.6			16.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	21.5		11.7	12.1	17.2		11.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	9.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	3.8	11.4		6.0	7.6	9.4		4.1				
Green Ext Time (p_c), s	0.0	4.5		0.6	0.1	2.8		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		15.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	437	8	147	413	97	55	18	16	212	31	36
Future Volume (veh/h)	60	437	8	147	413	97	55	18	16	212	31	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	63	460	8	155	435	102	58	19	17	223	33	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	774	13	191	773	180	369	117	74	439	54	49
Arrive On Green	0.06	0.23	0.23	0.12	0.29	0.29	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1594	3386	59	1594	2711	631	822	435	278	1035	202	184
Grp Volume(v), veh/h	63	229	239	155	269	268	94	0	0	294	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1761	1594	1683	1658	1534	0	0	1421	0	0
Q Serve(g_s), s	1.5	4.7	4.8	3.7	5.3	5.4	0.0	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear(g_c), s	1.5	4.7	4.8	3.7	5.3	5.4	1.7	0.0	0.0	7.3	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.38	0.62		0.18	0.76		0.13
Lane Grp Cap(c), veh/h	101	385	403	191	480	473	560	0	0	543	0	0
V/C Ratio(X)	0.62	0.59	0.59	0.81	0.56	0.57	0.17	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	285	817	855	285	817	805	860	0	0	839	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	13.5	13.5	16.8	11.9	11.9	11.1	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	6.2	1.5	1.4	10.3	1.0	1.1	0.1	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.6	1.7	1.7	1.7	1.7	0.5	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	14.9	14.9	27.1	12.9	13.0	11.2	0.0	0.0	13.8	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		531			692			94			294	
Approach Delay, s/veh		16.0			16.1			11.2			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	13.9		15.5	7.5	16.2		15.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	19.0		19.0	7.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s	5.7	6.8		9.3	3.5	7.4		3.7				
Green Ext Time (p_c), s	0.0	2.2		1.2	0.0	2.5		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	466	52	0	504	0	38
Future Vol, veh/h	466	52	0	504	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	507	57	0	548	0	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	282
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	715
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	715
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	715	-	-	-
HCM Lane V/C Ratio	0.058	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	0	0	61	145	48
Future Vol, veh/h	50	0	0	61	145	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	0	66	158	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	250	184	210	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	739	858	1361	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	739	858	1361	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1361	-	739	-	-
HCM Lane V/C Ratio	-	-	0.074	-	-
HCM Control Delay (s)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

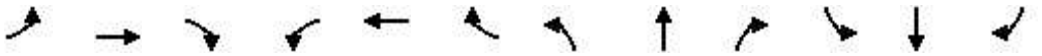
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	3	7	17	109	40
Future Vol, veh/h	40	3	7	17	109	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	3	8	18	118	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	174	140	161	0	-	0
Stage 1	140	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	816	908	1418	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	811	908	1418	-	-	-
Mov Cap-2 Maneuver	811	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	817	-	-
HCM Lane V/C Ratio	0.005	-	0.057	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	875	32	116	468	140	83	52	24	111	25	29
Future Volume (veh/h)	212	875	32	116	468	140	83	52	24	111	25	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	226	931	34	123	498	149	88	55	26	118	27	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	1290	47	150	794	236	247	103	40	301	49	44
Arrive On Green	0.17	0.39	0.39	0.09	0.31	0.31	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1594	3312	121	1594	2557	761	729	635	248	979	302	274
Grp Volume(v), veh/h	226	473	492	123	327	320	169	0	0	176	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1750	1594	1683	1635	1612	0	0	1555	0	0
Q Serve(g_s), s	5.8	10.1	10.1	3.2	7.0	7.1	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	5.8	10.1	10.1	3.2	7.0	7.1	3.8	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.47	0.52		0.15	0.67		0.18
Lane Grp Cap(c), veh/h	276	655	682	150	523	508	390	0	0	394	0	0
V/C Ratio(X)	0.82	0.72	0.72	0.82	0.63	0.63	0.43	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	339	876	911	189	717	696	771	0	0	750	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.8	11.0	11.0	18.8	12.5	12.5	16.5	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	12.3	2.0	1.9	20.0	1.2	1.3	0.8	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.2	3.3	1.9	2.3	2.3	1.4	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	12.9	12.8	38.8	13.7	13.8	17.2	0.0	0.0	17.3	0.0	0.0
LnGrp LOS	C	B	B	D	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1191			770			169			176	
Approach Delay, s/veh		16.0			17.7			17.2			17.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	21.5		11.8	12.3	18.1		11.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	9.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	5.2	12.1		6.1	7.8	9.1		5.8				
Green Ext Time (p_c), s	0.0	4.4		0.7	0.1	2.7		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		16.8	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1079	49	0	583	0	36
Future Vol, veh/h	1079	49	0	583	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1173	53	0	634	0	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	613
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	435
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	435
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	435	-	-	-
HCM Lane V/C Ratio	0.09	-	-	-
HCM Control Delay (s)	14.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	0	0	132	135	45
Future Vol, veh/h	50	0	0	132	135	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	0	143	147	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	315	172	196	0	-	0
Stage 1	172	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	678	872	1377	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	678	872	1377	-	-	-
Mov Cap-2 Maneuver	678	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1377	-	678	-	-
HCM Lane V/C Ratio	-	-	0.08	-	-
HCM Control Delay (s)	0	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

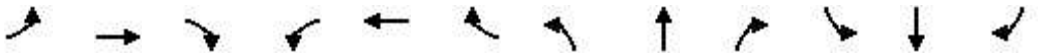
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	3	7	90	102	38
Future Vol, veh/h	38	3	7	90	102	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	3	8	98	111	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	246	132	152	0	-	0
Stage 1	132	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	742	917	1429	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	738	917	1429	-	-	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.5	0
HCM LOS	B		

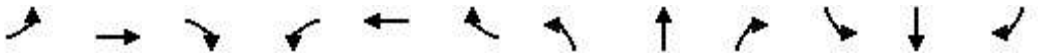
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1429	-	749	-	-
HCM Lane V/C Ratio	0.005	-	0.059	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	548	11	126	581	129	12	5	11	283	19	48
Future Volume (veh/h)	80	548	11	126	581	129	12	5	11	283	19	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	84	577	12	133	612	136	13	5	12	298	20	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	908	19	164	826	183	284	121	198	485	23	60
Arrive On Green	0.07	0.27	0.27	0.10	0.30	0.30	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1594	3373	70	1594	2739	607	563	388	633	1112	75	190
Grp Volume(v), veh/h	84	288	301	133	376	372	30	0	0	369	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1759	1594	1683	1663	1584	0	0	1377	0	0
Q Serve(g_s), s	2.5	7.2	7.2	3.9	9.6	9.6	0.0	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear(g_c), s	2.5	7.2	7.2	3.9	9.6	9.6	0.6	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.37	0.43		0.40	0.81		0.14
Lane Grp Cap(c), veh/h	112	453	474	164	508	502	604	0	0	568	0	0
V/C Ratio(X)	0.75	0.64	0.64	0.81	0.74	0.74	0.05	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	234	671	701	234	671	663	725	0	0	684	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.7	15.4	15.4	20.9	15.0	15.0	11.4	0.0	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	9.5	1.5	1.4	13.1	3.0	3.1	0.0	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.5	2.7	1.9	3.5	3.5	0.2	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	16.8	16.8	34.1	18.0	18.1	11.5	0.0	0.0	16.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		673			881			30			369	
Approach Delay, s/veh		18.6			20.5			11.5			16.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	17.8		19.9	8.4	19.4		19.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	19.0		19.0	7.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s	5.9	9.2		13.9	4.5	11.6		2.6				
Green Ext Time (p_c), s	0.0	2.5		1.0	0.0	2.8		0.1				

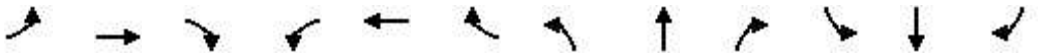
Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	1132	42	90	624	186	52	52	22	148	15	38
Future Volume (veh/h)	283	1132	42	90	624	186	52	52	22	148	15	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	301	1204	45	96	664	198	55	55	23	157	16	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	1427	53	118	823	245	197	166	54	323	29	52
Arrive On Green	0.18	0.43	0.43	0.07	0.32	0.32	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1594	3309	124	1594	2556	762	491	878	286	1034	153	274
Grp Volume(v), veh/h	301	612	637	96	437	425	133	0	0	213	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1750	1594	1683	1635	1656	0	0	1461	0	0
Q Serve(g_s), s	9.0	16.0	16.0	2.9	11.7	11.7	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	9.0	16.0	16.0	2.9	11.7	11.7	3.3	0.0	0.0	6.5	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.47	0.41		0.17	0.74		0.19
Lane Grp Cap(c), veh/h	292	726	754	118	542	527	417	0	0	404	0	0
V/C Ratio(X)	1.03	0.84	0.84	0.81	0.81	0.81	0.32	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	292	754	784	162	617	599	681	0	0	638	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.0	12.5	12.5	22.4	15.2	15.2	17.5	0.0	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	60.7	8.4	8.2	19.1	6.9	7.2	0.4	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	6.4	6.6	1.6	4.8	4.7	1.2	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.7	20.9	20.7	41.4	22.2	22.4	17.9	0.0	0.0	19.6	0.0	0.0
LnGrp LOS	F	C	C	D	C	C	B	A	A	B	A	A
Approach Vol, veh/h		1550			958			133			213	
Approach Delay, s/veh		32.4			24.2			17.9			19.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	26.2		14.3	14.0	20.8		14.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	9.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	4.9	18.0		8.5	11.0	13.7		5.3				
Green Ext Time (p_c), s	0.0	2.7		0.8	0.0	2.1		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		28.0	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	559	11	178	553	129	58	19	19	283	36	48
Future Volume (veh/h)	80	559	11	178	553	129	58	19	19	283	36	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	84	588	12	187	582	136	61	20	20	298	38	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	835	17	222	862	201	373	121	94	468	43	58
Arrive On Green	0.07	0.25	0.25	0.14	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1594	3374	69	1594	2710	632	821	383	297	1083	138	185
Grp Volume(v), veh/h	84	293	307	187	361	357	101	0	0	387	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1760	1594	1683	1658	1501	0	0	1406	0	0
Q Serve(g_s), s	2.6	8.0	8.0	5.8	9.4	9.4	0.0	0.0	0.0	10.7	0.0	0.0
Cycle Q Clear(g_c), s	2.6	8.0	8.0	5.8	9.4	9.4	2.3	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.38	0.60		0.20	0.77		0.13
Lane Grp Cap(c), veh/h	109	417	435	222	535	527	587	0	0	570	0	0
V/C Ratio(X)	0.77	0.70	0.70	0.84	0.67	0.68	0.17	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	222	636	665	222	636	627	674	0	0	655	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.0	17.2	17.2	21.1	14.9	14.9	12.6	0.0	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	10.6	2.2	2.1	24.3	2.2	2.3	0.1	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.0	3.1	3.4	3.4	3.4	0.7	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	19.4	19.3	45.4	17.1	17.2	12.7	0.0	0.0	18.4	0.0	0.0
LnGrp LOS	C	B	B	D	B	B	B	A	A	B	A	A
Approach Vol, veh/h		684			905			101			387	
Approach Delay, s/veh		21.1			23.0			12.7			18.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	17.4		20.8	8.5	21.0		20.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	19.0		19.0	7.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s	7.8	10.0		14.9	4.6	11.4		4.3				
Green Ext Time (p_c), s	0.0	2.4		0.9	0.0	2.7		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	611	52	0	660	0	38
Future Vol, veh/h	611	52	0	660	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	664	57	0	717	0	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	361
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	636
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	636
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	636	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	0	0	69	184	48
Future Vol, veh/h	50	0	0	69	184	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	0	75	200	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	301	226	252	0	-	0
Stage 1	226	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	691	813	1313	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	691	813	1313	-	-	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1313	-	691	-	-
HCM Lane V/C Ratio	-	-	0.079	-	-
HCM Control Delay (s)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

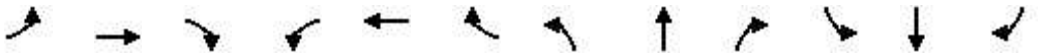
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	3	7	25	148	40
Future Vol, veh/h	40	3	7	25	148	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	3	8	27	161	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	226	183	204	0	-	0
Stage 1	183	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	762	859	1368	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	757	859	1368	-	-	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1368	-	763	-	-
HCM Lane V/C Ratio	0.006	-	0.061	-	-
HCM Control Delay (s)	7.6	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	1142	42	139	595	186	96	65	30	148	29	38
Future Volume (veh/h)	283	1142	42	139	595	186	96	65	30	148	29	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	301	1215	45	148	633	198	102	69	32	157	31	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	277	1363	50	154	845	264	237	132	50	304	50	50
Arrive On Green	0.17	0.41	0.41	0.10	0.33	0.33	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1594	3311	123	1594	2525	789	657	654	245	920	249	249
Grp Volume(v), veh/h	301	617	643	148	422	409	203	0	0	228	0	0
Grp Sat Flow(s),veh/h/ln	1594	1683	1750	1594	1683	1630	1556	0	0	1417	0	0
Q Serve(g_s), s	9.0	17.7	17.7	4.8	11.5	11.6	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	9.0	17.7	17.7	4.8	11.5	11.6	6.0	0.0	0.0	7.7	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.48	0.50		0.16	0.69		0.18
Lane Grp Cap(c), veh/h	277	693	720	154	563	545	420	0	0	404	0	0
V/C Ratio(X)	1.09	0.89	0.89	0.96	0.75	0.75	0.48	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	277	714	742	154	584	566	627	0	0	596	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.4	14.2	14.2	23.3	15.3	15.3	18.8	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	79.7	13.2	12.9	61.4	5.1	5.4	0.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	8.0	8.3	4.3	4.6	4.5	2.1	0.0	0.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	27.3	27.0	84.7	20.5	20.7	19.7	0.0	0.0	20.7	0.0	0.0
LnGrp LOS	F	C	C	F	C	C	B	A	A	C	A	A
Approach Vol, veh/h		1561			979			203			228	
Approach Delay, s/veh		41.5			30.3			19.7			20.7	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	26.4		15.5	14.0	22.4		15.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	9.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	6.8	19.7		9.7	11.0	13.6		8.0				
Green Ext Time (p_c), s	0.0	1.6		0.8	0.0	2.1		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		34.7	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1428	49	0	732	0	36
Future Vol, veh/h	1428	49	0	732	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1552	53	0	796	0	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	803
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	326
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	326
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	326	-	-	-
HCM Lane V/C Ratio	0.12	-	-	-
HCM Control Delay (s)	17.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	0	0	163	172	45
Future Vol, veh/h	50	0	0	163	172	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	0	177	187	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	389	212	236	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	615	828	1331	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	615	828	1331	-	-	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	615	-	-
HCM Lane V/C Ratio	-	-	0.088	-	-
HCM Control Delay (s)	0	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	3	7	121	139	38
Future Vol, veh/h	38	3	7	121	139	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	3	8	132	151	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	320	172	192	0	-	0
Stage 1	172	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	673	872	1381	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	669	872	1381	-	-	-
Mov Cap-2 Maneuver	669	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1381	-	681	-	-
HCM Lane V/C Ratio	0.006	-	0.065	-	-
HCM Control Delay (s)	7.6	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Appendix E

Internal Capture Worksheets

Project Name:	Saber Hotel and Gas Station
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	68	68	1.00	68	68
Restaurant	1.00	58	58	1.00	54	54
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	23	23	1.00	18	18

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	20		9	0	10	0
Restaurant	17	8		0	2	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	14	3	2	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		22	13	0	0	0
Retail	0		29	0	0	0
Restaurant	0	5		0	0	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	12	12	0		0
Hotel	0	3	3	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	8	60	68	60	0	0
Restaurant	11	47	58	47	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	1	22	23	22	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	9	59	68	59	0	0
Restaurant	6	48	54	48	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	5	13	18	13	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Saber Hotel and Gas Station	**Organization:**	Mizuta Traffic
Project Location:	Bloomington, CA	**Performed By:**	MTC
Scenario Description:	n/a	**Date:**	19-May
Analysis Year:	n/a	**Checked By:**	MTC
Analysis Period:	**PM Street Peak Hour**	**Date:**	19-May

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				131	66	65
Restaurant				83	44	39
Cinema/Entertainment				0		
Residential				0		
Hotel				52	27	25
All Other Land Uses[2]				0		
				266	137	129

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		13	0	0	3
Restaurant	0	16		0	0	3
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	1	2	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	266	137	129
Internal Capture Percentage	29%	28%	29%
External Vehicle-Trips[5]	190	99	91
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	26%	25%
Restaurant	34%	49%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	22%	12%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Saber Hotel and Gas Station
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	66	66	1.00	65	65
Restaurant	1.00	44	44	1.00	39	39
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	27	27	1.00	25	25

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		19	3	17	3
Restaurant	1	16		3	7	3
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	4	17	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	1	0	0	0
Retail	0		13	0	0	5
Restaurant	0	33		0	0	19
Cinema/Entertainment	0	3	1		0	0
Residential	0	7	6	0		3
Hotel	0	1	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	17	49	66	49	0	0
Restaurant	15	29	44	29	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	6	21	27	21	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	16	49	65	49	0	0
Restaurant	19	20	39	20	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	3	22	25	22	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Appendix F

Cumulative Project Excerpts


W Rialto Ave
E Rialto Ave
Merrill Ave
Merrill Ave
W Mill St
Palmetto Ave
Alder Ave
Locust Ave
S Cactus Ave
S Sycamore Ave
S Willow Ave
Sierra Ave
Citrus Ave
Cedar Ave
2020-00036 (APN 025205176/17906 Valley Blvd)
Project Site
PRAA-2020-00001 (18762 Valley Boulevard)
10
ROJ-2020-00209 (10380 ALDER AVENUE)
PROJ-2020-00138 (18653 Slover Avenue)
Slover Ave
PROJ-2020-00035 (10746 Cedar Ave)
PROJ-2019-00079 (SE Corner of Cedar Ave & Santa Ana Ave)
PROJ-2020-00003 (SW Corner of Cedar Ave & Santa Ana Ave)
Citrus Ave
PROJ-2020-00041 (NE Corner of Cedar Ave & Jurupa Ave)
Agua Mansa Rd
PROJ-2020-00122 (11362 Cedar Ave)
PROJ-2020-00148 (SE Corner of Cactus Ave & Jur
Jurupa Ave
Sierra Ave
PRAA-2020-00014 (11342 Spruce Ave)
Agua Mansa Rd
Google Earth

APN	RECORD ID	STATUS	DESCRIPTION
025215120	PROJ-2020-00160	Accepted	MINOR USE PERMIT TO ESTABLISH A MAJOR AUTOMOTIVE REPAIR AND SERVICE BUSINESS TO INCLUDE TRUCK MAINTENANCE ON 0.42 ACRES
25205176	PROJ-2020-00036	Approved	Multi-family Housing Project - Bloomington Housing III.
025213150	PROJ-2020-00209	Approved	A CONDITIONAL USE PERMIT TO CONSTRUCT AND OPERATE A 174,780 SQUARE FOOT LOGISTICS WAREHOUSE AND OFFICE WITH ASSOCIATED PARKING, IN C A 14'3" FRONT YARD SETACK (INSTEAD OF 25' FEET) ON FIVE SEPARATE LOTS AT 10380 ALDER AVENUE IN THE BLOOMINGTON, REGIONAL INDUSTRIAL (BL/IR
025307232	PRAA-2020-00001	Approved	Revision to an Approved Action to add a self service automated car wash and a five hundred (500) square foot enclosed utility room to an existing gas statior Boulevard, within the VC/COM (Valley Corridor Specific Plan/Commercial) zoning district; Assessor Parcel Number: 0253-072-32. Project Number: PRAA-2020
025701312	PROJ-2020-00138	Approved	Minor Use Permit (MUP) to construct a Chevron Service Fueling Station and 5,812 square foot convenience store with a quick service restaurant on the north Avenue in Bloomington on property zoned Bloomington Community Plan/General Commercial/Sign Control Primary; BL/CG)-SCP; APN# 0257-013-12. and Mi
025703112	PROJ-2020-00035	Approved	CF- GENERAL PLAN AMENDMENT TO CHANGE THE ZONING FORM CG TO CS - CONDITIONAL USE PERMIT FOR 321 TRUCK STORAGE YARD WITH 2400 SQ. FT.
025708101	PROJ-2020-00003	Approved	MINOR USE PERMIT - TO CONSTRUCT A 5,200-SQUARE FOOT CONVENIENCE STORE WITH 10 FUEL PUMPS AND A 1,477-SQURAE FOOT CAR WASH, ON A 2.03
25710101	PRAA-2021-00041	Approved	Minor Revision to make minor adjustments to the approved site plan (PROJ-2019-00079). Includes two options: Option A - reduce number of truck parking sp underground/expand landscape buffer on east side of property to 20 feet/increase CMU wall on east property line to 8 feet. Option B - Same as Option A wit
025710101	PROJ-2019-00079	Approved	A CONDITIONAL USE PERMIT (CUP) AND TENTATIVE PARCEL MAP (TPM) FOR A COMMERCIAL/RETAIL CENTER TO INCLUDE A 7 PUMP TRUCK FUELING CANOP CONVENIENCE STORE, A 3,000 SQUARE FOOT QUICK SERVICE DRIVE-THRU RESTAURANT AND A 2,800 SQUARE FOOT QUICK SERVICE DRIVE THRU RESTAURAI TENTATIVE PARCEL MAP IS INCLUDED TO SUBDIVIDE THE CURRENT 8.9 ACRE PARCEL INTO 4 PARCELS. APN: 0257-101-01; PROJECT NUMBER: PROJ-2019-000
025710109	PROJ-2020-00041	Approved	CONDITIONAL USE PERMIT FOR A PROPOSED 5,000 SQUARE-FOOT CONVENIENCE STORE AND SERVICE STATION WITH FOUR FUELING ISLANDS AND A 4,370 S 2,550 SQUARE FOOT DRIVE-THROUGH RESTAURANT AND A 2,244 SQUARE FOOT STORAGE BUILDING, IN CONJUNCTION WITH A GENERAL PLAN AMENDMEN
025901322	PROJ-2020-00122	Approved	BLOOMINGTON/SINGLE RESIDENTIAL, ONE ACRE, ADDITIONAL AGRICULTURE (BL/RS-1-AA) TO BLOOMINGTON GENERAL COMMERCIAL (BL/CG) IN THE COMI
025916137	PRAA-2020-00014	Approved	MINOR USE PERMIT FOR THE CONSTRUCTION OF A 1,625-SQUARE FOOT FOOD TAKE-AWAY FACILITY ON CEDAR AVENUE IN THE BLOOMINGTON PLANNING A
26001101	PROJ-2020-00148	Approved	A REVISION TO AN APPROVED ACTION TO ALLOW A 2,540 SQUARE FOOT EXPANSION OF THE SAINT CHARLES BOROMEO CHURCH SOCIAL HALL AT 11342 SPR
025307232	PRAA-2021-00048	Decision Pending	CF: Conditional Use Permit: Proposed truck terminal that will include an office building, fencing, and landscaped areas around the property.
025603115	PRAA-2020-00011	Decision Rendered	MINOR REVISION TO AN APPROVED ACTION TO REPLACE THREE (3) EXISTING PARALLEL PARKING SPACES WITH SIX (6) PERPENDICULAR PARKING SPACES SPE AN APPROVED AUTOMATED CAR WASH (PRAA-2020-00001) AT AN EXISTING GAS STATION/MINI-MART ON A .96 ACRE PARCEL LOCATED AT 18762 VALLEY B(
025721101	PROJ-2021-00026	Decision Rendered	MAJOR REVISION TO APPROVED ACTION - PROPOSED TO CONVERT AN EXISTING 2630 SQ. FT. CARETAKER QUARTERS INTO A 2,523 SQ. FT. RESTAURANT AND
025721101	PROJ-2020-00166	Decision Rendered	Tentative Parcel Map subdividing 3.62 acres into 5 parcels, to accommodate a gas station with a convenience store, and 4 restaurants with a drive-thru. See
025721102	PROJ-2021-00026	Decision Rendered	CONDITIONAL USE PERMIT - PROPOSED CONVENIENCE STORE WITH 12-PUMP GAS SERVICE STATION, DRIVE THRU CAR-WASH AND FOUR(4) OTHER DRIVE TH
025721102	PROJ-2020-00166	Decision Rendered	Tentative Parcel Map subdividing 3.62 acres into 5 parcels, to accommodate a gas station with a convenience store, and 4 restaurants with a drive-thru. See
025721103	PROJ-2020-00166	Decision Rendered	CONDITIONAL USE PERMIT - PROPOSED CONVENIENCE STORE WITH 12-PUMP GAS SERVICE STATION, DRIVE THRU CAR-WASH AND FOUR(4) OTHER DRIVE TH
025721103	PROJ-2021-00026	Decision Rendered	CONDITIONAL USE PERMIT - PROPOSED CONVENIENCE STORE WITH 12-PUMP GAS SERVICE STATION, DRIVE THRU CAR-WASH AND FOUR(4) OTHER DRIVE TH
025722101	PROJ-2021-00026	Decision Rendered	Tentative Parcel Map subdividing 3.62 acres into 5 parcels, to accommodate a gas station with a convenience store, and 4 restaurants with a drive-thru. See
025722101	PROJ-2020-00166	Decision Rendered	Tentative Parcel Map subdividing 3.62 acres into 5 parcels, to accommodate a gas station with a convenience store, and 4 restaurants with a drive-thru. See
024915130	PROJ-2022-00031	Filed	CONDITIONAL USE PERMIT - PROPOSED CONVENIENCE STORE WITH 12-PUMP GAS SERVICE STATION, DRIVE THRU CAR-WASH AND FOUR(4) OTHER DRIVE TH PROJ-2022-00031- MINOR USE PERMIT (MUP) TO CONSTRUCT A NEW WIRELESS TELECOMMUNICATIONS FACILITY CONSISTING OF A 68 FOOT HIGH FAUX M(WITHIN AN APPROXIMATELY 730 SQUARE FOOT, 10'8" FOOT-HIGH LEASE ENCLOSURE SPACE, WITHIN THE BLOOMINGTON COMMUNITY, SINGLE RESIDENTIA
025204138	PROJ-2021-00175	Filed	MINOR USE PERMIT -LOT MERGER AND MAJOR REASONABLE ACCOMODATION - Renovation of an existing 98-bed assisted living and 18-bed congregate hou care facility and 36 affordable housing units for senior and disabled residents. Adult day care with capacity of 200. (CONCURRENT FILING PMRG-2022-00001 RESIDENTIAL CARE FACILITY, 18 BED CONGREGATE HOUSING FACILITY, ADULT DAY HEALTH CARE CENTER (CAPACITY OF 220 PERSONS) ON FOUR (4) PARCELS AVENUE; WITHIN THE COUNTYWIDE PLAN DESIGNATION MEDIUM DENSITY RESIDENTIAL AND LOW DENSITY RESIDENTIAL (MDR/LDR), SINGLE RESIDENTIAL Z
025213144	PROJ-2020-00179	Filed	A MINOR USE PERMIT TO ESTABLISH A TRUCK TERMINAL BUSINESS, LOCATED AT 17680 SLOVER AVE, BLOOMINGTON, CA; BLOOMINGTON COMMUNITY PLA SUPERVISORIAL DISTRICT; APN(S): 0252-131-44 AND 0252-131-09; PROJECT NUMBER: P201900232
025214205	PROJ-2022-00051	Filed	New 8 Units Commercial Retail Center, approximately 54,880 sq. ft. building on 2 parcels
025214206	PROJ-2022-00051	Filed	New 8 Units Commercial Retail Center, approximately 54,880 sq. ft. building on 2 parcels
025214248	PROJ-2021-00071	Filed	CONDITIONAL USE PERMIT - TRUCK REPAIR - PREA-2019-00041
025312341	PROJ-2021-00028	Filed	P201800312/ CUP - Pacheco Used Car Lot - PERMITS PLUS
025709105	PRAA-2022-00018	Filed	MAJOR REVISION TO AN APPROVED ACTION FOR THE CONSTRUCTION OF A 12,129 SQUARE FOOT FELLOWSHIP HALL AND CLASSROOMS TO AN EXISTING CHI ACRE PARCEL; LOCATED AT 11100 CEDAR AVENUE, BLOOMINGTON; WITHIN THE COUNTYWIDE PLAN DESIGNATION MEDIUM DENSITY RESIDENTIAL/SINGLE AGRICULTURE OVERLAY ZONING DISTRICT (MDR/RS-1-AA) WITHIN THE CITY OF RIALTO SPHERE OF INFLUENCE AREA; APN: 0257-091-05; PROJECT NO.: PRAA
025710101	PRAA-2021-00039	Filed	A Revision to an Approved Action (PROJ-2019-00079) to add a 5,000 sf restaurant building to the site

025904301	PROJ-2022-00058	Filed	CONDITIONAL USE PERMIT - A proposal for a distribution / Warehouse Building located on the Northeast corner of Ninth and Cedar in Bloomington, in the C square feet of operable space. Current zoning is General Commercial (CG-SCp). The Site is 4.1-acre and is currently vacant. Ninety-Six (96) parking stalls are r
026001125	PROJ-2021-00021	Filed	CF- MINOR USE PERMIT AND GENERAL PLAN AMENDMENT - PROPOSED TRUCKING FACILITY.
025210136	PROJ-2021-00113	In Review	RDS Logistics Group ("Applicant") recently acquired an approximately 5.89-acre parcel that is located at 18434 Valley Boulevard, approximately 300 feet wes of San Bernardino, community of Bloomington ("Site"). The Applicant wishes to develop the Site with a 32,400 square foot building that will consist of apprc and a total of 4,800 square feet of office situated on the first and second floors of the warehouse building ("Project"). The purpose of this application is to o
025214178	PRAA-2020-00034	In Review	MAJOR REVISION TO APPROVED ACTION
025216143	PROJ-2022-00014	In Review	CONDTIONAL USE PERMIT - Proposal includes 1) an 11,877 sf., 5-story hote/80-room, 2) a gas station with a 2,400 sf. convenience store and a 3,192 sf. canop
025216145	PROJ-2022-00014	In Review	CONDTIONAL USE PERMIT - Proposal includes 1) an 11,877 sf., 5-story hote/80-room, 2) a gas station with a 2,400 sf. convenience store and a 3,192 sf. canop
025312121	PROJ-2020-00214	In Review	MINOR USE PERMIT TO ESTABLISH AN OFFICE RETAIL USE ON 0.22 ACRE, IN THE COMMUNITY OF BLOOMINGTON; FIFTH SUPERVISORIAL DISTRICT; APN: 025
025312141	PROJ-2020-00214	In Review	MINOR USE PERMIT TO ESTABLISH AN OFFICE RETAIL USE ON 0.22 ACRE, IN THE COMMUNITY OF BLOOMINGTON; FIFTH SUPERVISORIAL DISTRICT; APN: 025
025320118	PROJ-2021-00112	In Review	A MINOR USE PERMIT TO CONSTRUCT A 2,200 SQUARE-FOOT CONVENEINCE STORE WITH A 3,258.5 SQUARE-FOOT CANOPY WITH SIX (6) FUEL DISPENSERS C
025324107	PRAA-2021-00028	In Review	MAJOR REVISION TO APPROVED ACTION
025603107	PROJ-2021-00081	In Review	CONDITIONAL USE PERMIT TO CONSTRUCT A 259,367-SQUARE FOOT HIGH-CUBE WAREHOUSE BUILDING WITH 5,000 SQ.FT. OFFICE SPACE, LOCATED AT THE ON 13.23 ACRES, IN THE LIMITED INDUSTRIAL (LI) LAND USE CATEGORY, AND COMMUNITY INDUSTRIAL (BL/IC) ZONING DISTRICT, 5TH SUPERVISORIAL DISTR
025603108	PROJ-2021-00081	In Review	CONDITIONAL USE PERMIT TO CONSTRUCT A 259,367-SQUARE FOOT HIGH-CUBE WAREHOUSE BUILDING WITH 5,000 SQ.FT. OFFICE SPACE, LOCATED AT THE ON 13.23 ACRES, IN THE LIMITED INDUSTRIAL (LI) LAND USE CATEGORY, AND COMMUNITY INDUSTRIAL (BL/IC) ZONING DISTRICT, 5TH SUPERVISORIAL DISTR
025603109	PROJ-2021-00081	In Review	CONDITIONAL USE PERMIT TO CONSTRUCT A 259,367-SQUARE FOOT HIGH-CUBE WAREHOUSE BUILDING WITH 5,000 SQ.FT. OFFICE SPACE, LOCATED AT THE ON 13.23 ACRES, IN THE LIMITED INDUSTRIAL (LI) LAND USE CATEGORY, AND COMMUNITY INDUSTRIAL (BL/IC) ZONING DISTRICT, 5TH SUPERVISORIAL DISTR
025603110	PROJ-2021-00081	In Review	CONDITIONAL USE PERMIT TO CONSTRUCT A 259,367-SQUARE FOOT HIGH-CUBE WAREHOUSE BUILDING WITH 5,000 SQ.FT. OFFICE SPACE, LOCATED AT THE ON 13.23 ACRES, IN THE LIMITED INDUSTRIAL (LI) LAND USE CATEGORY, AND COMMUNITY INDUSTRIAL (BL/IC) ZONING DISTRICT, 5TH SUPERVISORIAL DISTR
025603117	PROJ-2021-00081	In Review	CONDITIONAL USE PERMIT TO CONSTRUCT A 259,367-SQUARE FOOT HIGH-CUBE WAREHOUSE BUILDING WITH 5,000 SQ.FT. OFFICE SPACE, LOCATED AT THE ON 13.23 ACRES, IN THE LIMITED INDUSTRIAL (LI) LAND USE CATEGORY, AND COMMUNITY INDUSTRIAL (BL/IC) ZONING DISTRICT, 5TH SUPERVISORIAL DISTR
025603118	PROJ-2021-00081	In Review	CONDITIONAL USE PERMIT TO CONSTRUCT A 259,367-SQUARE FOOT HIGH-CUBE WAREHOUSE BUILDING WITH 5,000 SQ.FT. OFFICE SPACE, LOCATED AT THE ON 13.23 ACRES, IN THE LIMITED INDUSTRIAL (LI) LAND USE CATEGORY, AND COMMUNITY INDUSTRIAL (BL/IC) ZONING DISTRICT, 5TH SUPERVISORIAL DISTR
025603119	PROJ-2021-00081	In Review	CONDITIONAL USE PERMIT TO CONSTRUCT A 259,367-SQUARE FOOT HIGH-CUBE WAREHOUSE BUILDING WITH 5,000 SQ.FT. OFFICE SPACE, LOCATED AT THE ON 13.23 ACRES, IN THE LIMITED INDUSTRIAL (LI) LAND USE CATEGORY, AND COMMUNITY INDUSTRIAL (BL/IC) ZONING DISTRICT, 5TH SUPERVISORIAL DISTR
025609107	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025609107	PROJ-2020-00242	In Review	CONDITIONAL USE PERMIT - ADDITIONAL PARKING - NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site a 00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610102	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610102	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2C
025610103	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610103	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2C
025610104	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610105	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610106	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610110	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610110	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2C

025610111	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610111	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610112	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610112	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610114	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610114	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610115	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610115	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610134	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610134	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610135	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610135	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610136	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610136	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610137	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610138	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610145	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610145	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610148	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610148	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610149	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610149	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610157	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610157	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610158	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.

025610158	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025610159	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610160	PROJ-2021-00004	In Review	This is a "VESTING" TENTATIVE PARCEL MAP. NOTE: Please see PROJ-2020-00204/Specific Plan for a comprehensive overall development at this site and relat PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2021-0004/TPM, & 4) PROJ-2020-00242/CUP.
025610160	PROJ-2020-00241	In Review	CONDITIONAL USE PERMIT - HIGH CUBE WAREHOUSE AT 477,000 SQ. FT. WITH OFFICE AND APPROX. 61 DOCKS. NOTE: Please see PROJ-2020-00204/Specific related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-2020-00241/CUP & PROJ-2(
025611102	PROJ-2020-00034	In Review	CF - CONDITIONAL USE PERMIT (CUP) - for the construction of a 1.3-million square foot warehouse with 20,000 square fee of office space. NOTE: Please see development at this site & related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM, 3) PROJ-
025611102	PROJ-2020-00204	In Review	SPECIFIC PLAN NOTE: Please see related projects: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-2020-00246/TPM,
025611102	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611103	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611104	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611105	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611106	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611107	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611108	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611109	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611110	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611111	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611118	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611119	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611126	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611129	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611140	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611141	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611142	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611143	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611144	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an

025611145	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611148	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611149	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611150	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611151	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611152	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611153	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611155	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611156	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611158	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611159	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
025611160	PROJ-2020-00246	In Review	This is a "Vesting" TENTATIVE PARCEL MAP, consolidating 32 parcels into one large parcel of approx. 58.58 acres, to accommodate a 1.25-million sq.ft. high-c Plan for a comprehensive overall development at this site and related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP an
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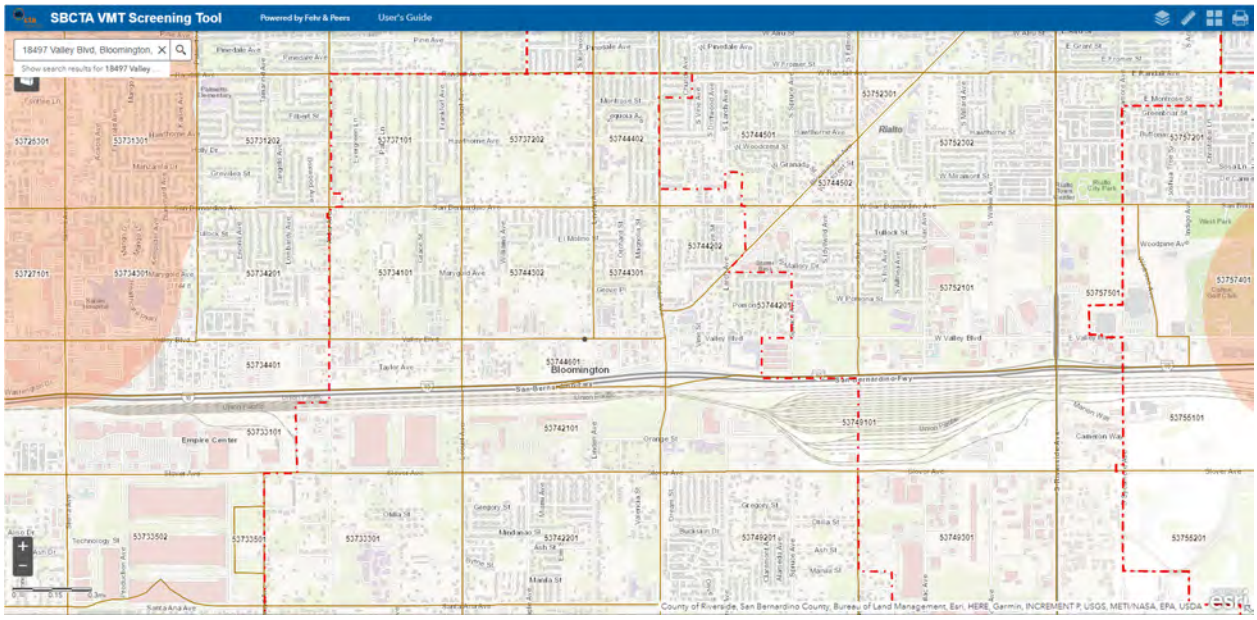
025612137	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612138	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612139	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612140	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612141	PROJ-2020-00238	In Review	PROPOSED 386,000 SQ. FT. HIGH CUBE FACILITY WITH 10,000 SQ. FT. OFFICE SPACE AND APPROX. 62 DOCK DOORS. (CONCURENT FILING WITH PROJ-2020-0(comprehensive overall development at this site & related sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/TPM, 2) PROJ-2020-00034/CUP and PROJ-202(
025612141	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612142	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612143	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612144	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612145	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612146	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025612147	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(

025612148	PROJ-2020-00245	In Review	This is a "VESTING" TENTATIVE PARCEL MAP, consolidating 12 parcels into one large parcel of approx. 18.49 acres, to accommodate a 386,000-sq.ft. high-cub for a comprehensive overall development at this site, and related project cases/sites: 1) PROJ-2020-00238/CUP & PROJ-2020-00245/VTPM, 2) PROJ-2020-00(
025703135	PROJ-2022-00037	In Review	CONCURRENT FILING - CONDITIONAL USE PERMIT, ZONING AMENDMENT, AND TENTATIVE TRACT MAP/CONDO MAP - 154 -unit condominium project on tw Bloomington located on Linden and south Orchard Street. General Plan Amendment/Zone Change/CUP and Tentative Tract Map. The County of San Bernard from R-20,000 to MDR. The project will have 2 points of ingress and egress. The project will be gated and maintained by an HOA. The proposed amenities wil
025707103	PROJ-2020-00127	In Review	General Plan Amendment & Zoning Amendment, amending Very Low Density Residential (VLDR) to Limited Industrial (LI) and Zoning Amendment, amending
025707104	PROJ-2020-00127	In Review	General Plan Amendment & Zoning Amendment, amending Very Low Density Residential (VLDR) to Limited Industrial (LI) and Zoning Amendment, amending
025707139	PROJ-2020-00127	In Review	General Plan Amendment & Zoning Amendment, amending Very Low Density Residential (VLDR) to Limited Industrial (LI) and Zoning Amendment, amending
025901101	PROJ-2020-00105	In Review	MINOR USE PERMIT TO ESTABLISH A USED TIRE SHOP WITH A CARETAKER RESIDENCE, LEGALIZE UNPERMITTED STRUCTURES AND INSTALL A 192-SQUARE FC
025901127	PROJ-2020-00105	In Review	MINOR USE PERMIT TO ESTABLISH A USED TIRE SHOP WITH A CARETAKER RESIDENCE, LEGALIZE UNPERMITTED STRUCTURES AND INSTALL A 192-SQUARE FC
025916145	PROJ-2021-00131	In Review	A ZONING AMENDMENT FROM SINGLE RESIDENTIAL (BL/RS-20M) TO SINGLE RESIDENTIAL (BL/RS-14M), AS AN UPZONE SITE, PURSUANT TO SB-330 – THE HC FOOT INDUSTRIAL WAREHOUSE BUILDING (PROJECT NUMBER: PROJ-2020-00127/CUP/GPA), LOCATED AT THE SOUTHWEST CORNER OF SLOVER AVENUE AN
025010176	PROJ-2022-00073	Submitted	Conditional Use Permit and Zone Amendment applications for parcel / APN 025-101-76, Pre-App Meeting PREA-2021-00127. Proposing a 5,200 square-foot automated car wash, a fuel canopy with 10 fuel pumps (20 fueling positions) on the western 1.68 acres and a 4,400 square foot drive-thru restaurant and 8,(
025902401	PROJ-2022-00059	Submitted	WIRELESS TELECOMMUNICATIONS TOWER

Appendix G

Project VMT



Completely within a TPA?	No (Fail)
Within a low VMT generating TAZ?	Yes (Pass)
Note	Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.

Assessor Parcel Number (APN)	025216145
Traffic Analysis Zone (TAZ)	53744601
TAZ VMT	22.2
Jurisdiction VMT	34.6
% Difference	-35.78%
VMT Metric	PA VMT Per Service Population
Threshold	34.6