

AGENDA

GARDEN GROVE PLANNING COMMISSION

REGULAR MEETING

OCTOBER 18, 2018

COMMUNITY MEETING CENTER 11300 STANFORD AVENUE

REGULAR SESSION - 7:00 P.M. - COUNCIL CHAMBER

ROLL CALL: CHAIR BRIETIGAM, VICE CHAIR TRUONG

COMMISSIONERS KANZLER, LAZENBY, LEHMAN, NGUYEN,

SALAZAR

Members of the public desiring to speak on any item of public interest, including any item on the agenda except public hearings, must do so during Oral Communications at the beginning of the meeting. Each speaker shall fill out a card stating name and address, to be presented to the Recording Secretary, and shall be limited to five (5) minutes. Members of the public wishing to address public hearing items shall do so at the time of the public hearing.

Any person requiring auxiliary aids and services due to a disability should contact the City Clerk's office at (714) 741-5035 to arrange for special accommodations. (Government Code §5494.3.2).

All revised or additional documents and writings related to any items on the agenda, which are distributed to all or a majority of the Planning Commissioners within 72 hours of a meeting, shall be available for public inspection (1) at the Planning Services Division during normal business hours; and (2) at the City Community Meeting Center Council Chamber at the time of the meeting.

Agenda item descriptions are intended to give a brief, general description of the item to advise the public of the item's general nature. The Planning Commission may take legislative action it deems appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the agenda.

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

- A. ORAL COMMUNICATIONS PUBLIC
- B. APPROVAL OF MINUTES: September 20, 2018
- C. <u>PUBLIC HEARING(S)</u> (Authorization for the Chair to execute Resolution shall be included in the motion.)
 - C.1. PLANNED UNIT DEVELOPMENT NO. PUD-104-73 (REV. 2018)
 SITE PLAN NO. SP-057-2018
 CONDITIONAL USE PERMIT NO. CUP-140-2018
 LOT LINE ADJUSTMENT NO. LLA-019-2018

APPLICANT: CINEMAS MANAGEMENT, INC. (DAN AKARAKIAN)

LOCATION: WEST SIDE OF VALLEY VIEW STREET, SOUTH OF CHAPMAN AVENUE AT 12101-12111 VALLEY VIEW STREET

REQUEST:

A request to redevelop a 2.71-acre site, comprised of two parcels currently improved with the Starlight Cinema and a vacant 6,040 square foot restaurant, with a new automatic car wash, a new pad drivethru restaurant, a new sit-down restaurant, and an expansion of the existing movie theater. The existina vacant restaurant building demolished to accommodate the proposed project. As part of the project, the Planning Commission will consider recommending that the City Council approve a text amendment to Planned Unit Development No. PUD-104-73 to include an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant as permitted uses on the subject project site, and to modify the sign requirements of the PUD to allow for multiple-tenant cabinets on the existing pole signs, to allow a vertical sign on a new tower building element of the movie theater, and to allow non-LED/non-digital movie poster board graphics to be displayed on the exterior marquee and wall display boards of the movie theater. The Planning Commission will also consider approval of a Lot Line Adjustment to modify existing lot lines to consolidate the two subject parcels into one; a Site Plan to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2.700 square foot sit-down restaurant, a 2,846 square foot movie theater expansion, and related site improvements; and a Conditional Use Permit to allow the operation of the automatic car wash. The site is in the PUD-104-73 (Planned Unit Development) zone.

STAFF RECOMMENDATION: Recommend approval of Planned Unit Development No. PUD-104-73 (REV. 2018) to City Council and approve Site Plan No. SP-057-2018, Conditional Use Permit No. CUP-140-2018, and Lot Line Adjustment No. LLA-019-2018, subject to the recommended Conditions of Approval. In conjunction, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 – New Construction or Conversion of Small Structures and Section 15301 – Existing Facilities – of the State CEQA Guidelines.

- D. <u>MATTERS FROM COMMISSIONERS</u>
- E. MATTERS FROM STAFF
- F. <u>ADJOURNMENT</u>

GARDEN GROVE PLANNING COMMISSION Council Chamber, Community Meeting Center 11300 Stanford Avenue, Garden Grove, CA 92840

Meeting Minutes Thursday, September 20, 2018

CALL TO ORDER: 7:00 p.m.

ROLL CALL:

Chair Brietigam
Vice Chair Truong
Commissioner Kanzler
Commissioner Lazenby
Commissioner Lehman
Commissioner Nguyen
Commissioner Salazar

Absent: Brietigam

PLEDGE OF ALLEGIANCE: Led by Commissioner Kanzler.

ORAL COMMUNICATIONS - PUBLIC - None.

September 6, 2018 MINUTES:

Action: Received and filed with one correction.

Motion: Lazenby Second: Lehman

Ayes: (5) Lazenby, Lehman, Nguyen, Salazar, Truong

Noes: (0) None Abstain: (1) Kanzler Absent: (1) Brietigam

PUBLIC HEARING - SITE PLAN NO. SP-037-2017TE1 (TIME EXTENSION), VARIANCE NO. V-015-2017TE1 (TIME EXTENSION), AND CONDITIONAL USE PERMIT NO. CUP-106-2017TE1 (TIME EXTENSION). NORTH SIDE OF GARDEN GROVE BOULEVARD, WEST OF KNOTT STREET AT 7051 GARDEN GROVE BOULEVARD.

Applicant: ROSA ESTELLA BERMEO Date: September 20, 2018

Request: One-year time extension for the approved entitlements

under Site Plan No. SP-037-2017, Variance No. V-015-2017, and Conditional Use Permit No. CUP-106-2017, for (i) the construction of a new service

(gas) station, with a new drive-thru convenience store, on a vacant lot located at 7051 Garden Grove Boulevard, (ii) Variance approval to deviate from the minimum rear setback requirement in order to construct a trash enclosure within the rear ten-foot setback, along the northerly property line (adjacent to the SR-22 Freeway), and (iii) Conditional Use Permit approval to allow the new convenience store to operate with a new original State Alcoholic Beverage Control (ABC) Type 20 (Off-Sale, Beer and Wine) License. The site is in the C-2 (Community Commercial) zone. The City of Garden Grove recognizes that this project was previously categorically exempt from the California Environmental Quality Act (CEQA).

Action: Public Hearing held. Speaker(s): None.

Action: Resolution No. 5935-18 was approved.

Motion: Lazenby Second: Salazar

Ayes: (6) Kanzler, Lazenby, Lehman, Nguyen, Salazar, Truong

Noes: (0) None Absent: (1) Brietigam

PUBLIC HEARING - SITE PLAN NO. SP-058-2018 AND TENTATIVE PARCEL MAP NO. PM-2018-147. WEST SIDE OF GROVE AVENUE, BETWEEN ACACIA PARKWAY AND GARDEN GROVE BOULEVARD AT 10801 GARDEN GROVE BOULEVARD.

Applicant: FRANCIS CHU (FOUNTAINHEAD SHRUGGED, LLC)

Date: September 20, 2018

Request: Site Plan approval to construct a new 2,485 square foot Taco Bell

restaurant pad building, with a drive-thru, on the easterly portion of the existing Home Depot parking lot, along with site improvements that include reconfiguring existing parking spaces and new landscaping. Also, Tentative Parcel Map approval to subdivide the existing 10.7-acre Home Depot property into two (2) lots (10.25-acre Home Depot property and 0.45-acre Taco Bell property) in order to facilitate the development of the Taco Bell site. The site is in the CCSP-CCT63 (Community Center Specific Plan – Community Center Transit District, Area 63) zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15303 – New Construction or Conversion of Small Structures.

Action: Public Hearing held. Speaker(s): Francis Chu and Dan

Osran. One letter of concerns was submitted by Lorraine

Kengla, who also spoke regarding her concerns.

Action: Resolution No. 5936-18 was approved.

Motion: Lehman Second: Kanzler

Ayes: (5) Kanzler, Lehman, Nguyen, Salazar, Truong

Noes: (1) Lazenby Absent: (1) Brietigam

<u>PUBLIC HEARING - GENERAL PLAN AMENDMENT NO. GPA-003-2018. CITY OF GARDEN GROVE, CITYWIDE.</u>

Applicant: CITY OF GARDEN GROVE

Date: September 20, 2018

Request: A General Plan Amendment to adopt a bicycle and pedestrian plan

(Garden Grove Active Streets Master Plan) into the Circulation Element by replacing Exhibit CIR-7, Master Plan of Bikeway Facilities, adding Active Transportation goals, policies, and implementations and adopting the Garden Grove Active Streets Master Plan as an appendix. The Amendment includes adoption of a revised Master Plan of Arterial Highways (MPAH) as approved by OCTA. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15304 – Minor Alterations to

Land.

Action: Public Hearing held. Speaker(s): None. The Final Draft of

the Garden Grove Active Streets Plan was handed out.

Action: Resolution No. 5937-18 was approved with amendments

to two exhibits.

Motion: Kanzler Second: Lehman

Ayes: (6) Kanzler, Lazenby, Lehman, Nguyen, Salazar, Truong

Noes: (0) None

Absent: (1) Brietigam

MATTERS FROM COMMISSIONERS: Commissioner Lehman mentioned the heavy traffic flow during the peak hours of 4:00 to 7:00 p.m. at the intersection of Chapman Avenue and Brookhurst Street, especially the northbound traffic from Garden Grove Boulevard to Brookhurst Street. Staff responded that the area would be monitored and that successive street projects added to the traffic delays.

On behalf of Chair Brietigam, Vice Chair Truong challenged the City to increase the Police force by 200 sworn officers by the year 2020.

MATTERS FROM STAFF: Staff noted that the October 4th meeting would be cancelled and gave a brief description of the item for the October 18th meeting. Staff then mentioned the all-day Planning Officials Forum to be presented by the Planning Directors Association of Orange County (PDAOC) on November 1st and if any Commissioners were interested in attending to contact staff by October 5th, keeping in mind that the November 1st Planning Commission would also be that night. Staff then mentioned that Senior Planner Erin Webb would be retiring the following week.

<u>ADJOURNMENT:</u> At 8:10 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, October 4, 2018, at 7:00 p.m. in the Council Chamber of the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

Motion: Lazenby Second: Lehman

Ayes: (6) Kanzler, Lazenby, Lehman, Nguyen, Salazar, Truong

Noes: (0) None Absent: (1) Brietigam

Judith Moore Recording Secretary

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1.	SITE LOCATION: West side of Valley View Street, south of Chapman Avenue at 12101 and 12111 Valley View Street	
HEARING DATE: October 18, 2018	GENERAL PLAN: Residential/Commercial Mixed Use 2	
CASE NO.: Planned Unit Development No. PUD-104-73 (Rev. 2018), Site Plan No. SP-057-2018, Conditional Use Permit No. CUP-140-2018, and Lot Line Adjustment No. LLA-019-2018	ZONE: Planned Unit Development No. PUD-104-73	
APPLICANT: Dan Akarakian for Cinemas Management, Inc.	APN NO.: 224-202-16 and 224-202-15	
PROPERTY OWNER: Valley View Cinema Center, LLC	CEQA DETERMINATION: Exempt	

REQUEST:

The applicant is requesting approval to redevelop a 2.71-acre site, comprised of two parcels currently improved with the Starlight 4 Star Cinema and a vacant 6,040 square foot restaurant, with a new automatic car wash, a new pad drive-thru restaurant, a new sit-down restaurant, and an expansion of the existing movie theater. The existing vacant restaurant building will be demolished to accommodate the proposed project. The Planning Commision will consider the following: (i) a recommendation that the City Council determine that the Project is categorically exempt from the California Environmental Quality Act (CEQA); (ii) a recommendation that the City Council approve a text amendment to Planned Unit Development No. PUD-104-73 to modify the permitted uses on the Site and the sign requirements of the PUD to facilitate the Project (iii) approval of a Lot Line Adjustment to modify existing lot lines to consolidate the two (2) subject parcels into one (1) parcel; (iv) approval of a Site Plan to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, and a 2,846 square foot expansion to the existing movie theater, along with related site improvements; and (v) approval of a Conditional Use Permit to allow the operation of the automatic car wash.

PROJECT STATISTICS:

	Provided	PUD Requirement
Lot Size:	2.71-aces (117,955 S.F.)	N/A
Building Heights:		N/A
Movie Theater		• • • •
New Addition	33′-8″	
New Tower Element	40'-0"	
In-line Tenant Restaurant	32′-0″	
Automatic Car Wash	24′-3″	
Drive-thru Restaurant	23'-2"	
Building Setbacks:		
North (side) to Car Wash	30′-7″	0′-0″
East (front) to Car Wash	66'-10"	0′-0″
to Drive-thru Restaurant	55′-8″	
South (side) to Drive-thru Restaurant	96'-0"	0'-0"
West (rear) to Movie Theater	67'-9"	0'-0"
to Car Wash	89'-9"	5 5
Landscaping1:	13,268 S.F. (14%)	11,795 S.F. (10%)
Parking ² :		
_	159 parking stalls	179
	20 drive-thru queuing	
	179 spaces	
	,	

The Municipal Code requires 10% of total site landscaping. The existing site landscaping is 1,647 square feet, which is currently 1.47% of the total site. The proposed project will increase the total on-site landscaping to 13,268 square feet, which is 14% of the total site.

Half the vehicle queuing length of the drive-thru lane is counted toward the required parking, including four (4) queuing spaces for the drive-thru restaurant and sixteen (16) queuing spaces for the automatic car wash.

BACKGROUND:

The subject properties are located on the west side of Valley View Street, south of Chapman Avenue. The properties have a General Plan Land Use designation of Residential/Commercial Mixed Use 2, and are zoned Planned Unit Development (PUD) No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium (currently known as Stonegate), a 32 lane bowling alley (12141 Valley View Street), a 900 seat movie theater (12111 Valley View Street), a 7,500 square foot restaurant (12101 Valley View Street), a 3,600 square foot drive-thru restaurant (12051 Valley View Street), and a 41,850 square foot aged facility for 120 people (5900 Chapman Avenue).

The commercial portion of PUD-104-73 includes a total of 5 (five) commercial properties: a bowling alley, formerly occupied by AMF Bowling Alley (12141 Valley View Street), the Starlight 4 Star Cinema (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The applicant has represented to the City that the subject properties have shared reciprocal access between the bowling alley, McDonald's, and the senior living facility properties, however, but that shared parking is only between the subject properties and the bowling alley. The reciprocal access points to these properties will not change as a result of this project. The applicant has represented that all the required parking for the proposed project will be contained within the subject site. The existing parking spaces for the bowling alley property will not change with this project.

The applicant is the property owner of the two subject properties, and also owns and operates the movie theater. The property owner purchased both properties in 2016, and now intends to redevelop the movie theater and the vacant restaurant properties in order to revitalize the subject site and the commercial center. The proposed project includes the construction of an automatic car wash, a pad drive-thru restaurant, and a sit-down, in-line tenant restaurant. The project also includes the expansion and remodeling of the existing movie theater to accommodate additional auditoriums. Both properties will be consolidated through a lot line adjustment to facilitate the proposed project.

History of Entitlements for the PUD

On November 2, 1971, the City Council adopted Resolution No. 4162-71 to adopt Planned Unit Development No. PUD-107-71 to rezone 17.67 acres of land from C-2 (General Commercial Zone) to PUD (Planned Unit Development) to permit the construction of a 140-unit residential condominium, a movie theater, a restaurant, and a professional office building.

On January 3, 1973, the City Council adopted Resolution No. 4352-73 approving Planned Unit Development No. PUD-107-71 ($1^{\rm st}$ Revised) to allow a 3,240 square foot take-out restaurant (McDonald's) to replace the previously approved office building.

On October 30, 1973, the City Council adopted Resolution No. 4496-73 approving Tentative Tract No. 6740 for the subdivision of a 126-unit residential condominium, and five (5) commercial lots.

On August 21, 1973, the City Council adopted Resolution No. 4472-73 to supersede a previously approved Planned Unit Development and to allow the construction of a 126-unit residential condominium, a 32 lane bowling alley, a 900 seat movie theater, a 7,500 square foot restaurant, a 3,600 square foot drive-thru restaurant, and a 41,850 square foot senior facility.

On October 20, 2003, the former owner (JM1111998, LLC) of the subject properties, 12101 and 12111 Valley View Street, submitted a Site Plan application (Site Plan No. SP-336-03) to construct a 9,950 single-story commercial building. On April 15, 2004, the Planning Commission denied Site Plan No. SP-336-03 citing incompatibility of the proposed design with the existing development, and adopted Resolution No. 5419

denying Site Plan No. SP-336-03 on May 6, 2004. The applicant appealed the Planning Commission's decision to the City Council. On August 10, 2004, the City Council approved the appeal and overturned the Planning Commission's decision citing that the proposed commercial development was a suitable and appropriate commercial development on properties in need of revitalization. The project was never constructed due to a CC&R dispute between the subject site property owner (JM11998, LLC) and adjacent bowling alley property owner (Magini Al Elokeim 26, LLC).

On May 21, 2015, McDonald's received land use approval to demolish the existing restaurant building in order to construct a new, 3,861 square foot restaurant.

The property owner now proposes to revitalize the properties through new land use entitlements for a PUD amendment, a Site Plan, a Lot Line Adjustment, and a Conditional Use Permit that will facilitate the development of an automatic car wash, a pad drive-thru restaurant, a sit-down in-line restaurant, and an expansion of the existing movie theater.

Neighborhood Meeting

On May 14, 2018, a neighborhood meeting was held by the applicant at the Starlight 4 Star Cinema to share the project and receive input from local residents. About 60 members of the community attended the meeting, and the questions raised by those in attendance included parking, on-site security, property maintenance, and the proposed type of uses. At the conclusion of the meeting, those in attendance expressed support for the project.

DISCUSSION:

PLANNED UNIT DEVELOPMENT

The property is currently zoned Planned Unit Development (PUD) No. PUD-104-73. A Planned Unit Development is a precise plan that provides the means for the regulation of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code.

The applicant proposes an amendment to the PUD that will amend the permitted uses to allow an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant on the subject project site, and a modification to the sign requirements of the PUD. The introduction of the new uses will assist with the redevelopment of the site and the commercial center. The proposed uses are compatible with the commercial uses of the PUD, which currently include a bowling alley, a movie theater, a vacant restaurant, and a McDonald's drive-thru restaurant, as well as with the surrounding commercial uses.

The proposed amendment will also modify the sign requirements of the PUD. Currently, the PUD limits signage for each use to one wall sign, and only allows one pole sign for each of the four commercial tenants (the bowling alley, the movie theater, the vacant restaurant, and McDonald's). The proposed amendment will allow signage in the PUD to comply with the total allowable signage of the C-1 zone, as well as allow a multiple-tenant sign cabinet within the existing pole sign that serves the vacant restaurant building to advertise the car wash, the pad drive-thru restaurant, and the new sit-down in-line tenant restaurant. In addition, the movie theater building will be allowed to have new signage that includes a new tower building sign, and non-LED/non-digital movie poster board graphics to be displayed on the exterior marquee and wall display boards of the movie theater. The proposed signage for the movie theater is typical of signage for movie theaters.

The proposed amendment will also assist with the revitalization and redevelopment of the commercial center, which is consistent with the goals and policies of the General Plan that encourages the revitalization of aging, underused or deteriorated commercial centers; that encourages a mix of retail shops and services to better meet the needs of the area's present and potential clientele; that encourages the City to work with property owners to revitalize deteriorated centers; that encourages appropriate signage in commercial centers; and that encourages façade renovations, enhanced parking area landscaping, and improved lighting. The proposed amendment will allow new uses within the PUD and will update the sign requirements that will assist with the revitalization of the commercial center.

In addition, the proposed amendment will be consistent with the intent of the Planned Unit Development as the uses are diverse and compatible with the established land use designations, and will ensure that the quality of the proposed project is greater than what could be achieved through a traditional commercial zoning classification.

SITE PLAN:

The applicant proposes to redevelop the subject properties with an 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements. The proposed automatic car wash will be operated by Fast 5 Xpress Car Wash, while the proposed pad drive-thru restaurant will be operated by a Jack in the Box restaurant.

Site Design, Circulation and Parking

The proposed project includes reconfiguring the on-site circulation, drive aisles, parking, and building placement to accommodate the proposed development. Two (2) new buildings will be constructed for the automatic car wash and the drive-thru restaurant. The automatic car wash will be constructed along the north side of the property, while the

Jack in the Box restaurant will be constructed in the center, front-most portion of the lot. Both the automatic car wash and the drive-thru restaurant will be located closer to Valley View Street. The movie theater will remain in its current location, toward the rear of the property, with the new construction to the movie theater and the new in-line tenant restaurant occurring on the north side of the movie theater. The sit-down in-line tenant restaurant is oriented toward Valley View Street and will align with the movie theater storefront. The movie theater addition will be located behind (west of) the new sit-down in-line tenant restaurant. The existing vacant restaurant building will be demolished to accommodate the proposed project.

The site is currently accessed from Valley View Street via two (2) existing drive approaches. The southerly most drive approach is signalized and functions as the main driveway to access the site. Both right-turn and left-turn in and out of the project site is provided from this driveway. This driveway is also a shared driveway that serves the adjacent bowling alley property, and no change to the location of this driveway is proposed.

The drive approach located at the northerly most portion of the site will be relocated and reconstructed to the south of its current location to accommodate the building placement of the automatic car wash. The driveway will continue to function as a right-turn in and right-turn out from the project site.

The site will continue to maintain the same shared vehicular access with the adjacent properties, including the bowling alley, McDonald's, and the senior living facility, via internal two-way drive aisles. These internal shared vehicular access points will not change. All on-site drive aisles have been designed to provide an effective circulation pattern, have been designed per the City's standard, and will provide the required drive aisle width to accommodate two-way vehicular traffic, as well as trash truck and emergency vehicle access.

From the main drive approach on Valley View Street, the drive aisle circulates to the west of the project site toward the movie theater. This drive aisle provides access to the drive-thru lane entrance of the Jack in the Box restaurant, the parking areas located between the movie theater and the pad drive-thru restaurant, and to the parking area of the adjacent bowling alley property. The drive aisle continues to circulate to the north of the project site, along the front of the movie theater and proposed sit-down in-line restaurant tenant building, to connect with the drive aisle that originates from the second drive approach on Valley View Street.

From the second drive approach on Valley View Street, the drive aisle also circulates to the west of the project site, and provides access to both the drive-thru lane entrance and exit lane of the automatic car wash, as well as the drive-thru lane exit of the Jack in the Box restaurant. The drive aisle provides access to parking spaces located to the north of the Jack in the Box restaurant, as well as the car wash vacuum station parking spaces

located on the south side of the car wash building. The drive aisle circulates along the entire rear of the project site and provides access to the parking spaces at the rear of the movie theater and the car wash. This drive aisle continues to provide access to the bowling alley, the McDonald's, and the senior living facility properties without changing existing shared vehicular access points.

Drive-Thru Lane Circulation

The new car wash building will be located along the north side of the property. The entrance to the car wash tunnel is located on the west (rear) side of the building, and the exit of the tunnel is located on the east (front) side of the building, fronting Valley View Street. The car wash will have a double queuing drive-thru lane that funnels into one lane after payment for the car wash is received. The drive-thru lane originates on the east side of the car wash building, adjacent to Valley View Street, and circulates along the north and west sides of the building where access to the car wash tunnel is achieved. Fifteen (15) vacuum station parking spaces are located on the south side of the car wash building, and five (5) vacuum station parking spaces are located to the north of the building, adjacent to the McDonald's property.

The Jack in the Box restaurant will be located at the centermost, front portion of the lot. The drive-thru lane of the restaurant originates along the east side of the building, adjacent to Valley View Street, and circulates along the north side of the building to the pick-up window.

A Traffic Study was prepared for the project that reviewed the project's site access and circulation pattern, including the queuing for the drive-thru restaurant and the automatic car wash, and determined that the site design was adequate, and that vehicle queuing for both the automatic car wash and the drive-thru restaurant will be contained within the proposed drive-thru lanes.

Parking

The project has been designed to comply with the parking requirements based on the proposed uses. The required parking for the project will be provided completely on the subject project site. A total of 179 parking spaces are required for the project based on the proposed uses. When drive-thru facilities are proposed, the City allows for half of the vehicle queuing of the drive-thru lane to be counted toward the required parking. The parking for the project will be provided in the form of 159 parking stalls and twenty (20) vehicle queuing spaces within the drive-thru lanes of the automatic car wash and the drive-thru restaurant for a total of 179 parking spaces. The distribution of the 159 parking stalls include 96 standard parking spaces, 21 compact parking spaces, 20 vacuum parking spaces for the car wash, 6 handicap parking spaces, 6 clean air vehicle parking spaces, and 10 electric vehicle charging stations, and the drive-thru queuing spaces include 16 spaces for the automatic car wash and 4 spaces for the Jack in the Box

restaurant. When the automatic car wash is not in operation, the vacuum parking spaces will be available to serve patrons of the movie theater and the restaurants.

As previously mentioned, and as represented by the applicant, the existing parking spaces for the adjacent bowling alley will not change as a result of this project.

Building Design and Architecture:

The automatic car wash will be 4,241 square feet in size, and will consist of a car wash tunnel, equipment room, electric room, one (1) restroom, an office, and a sales office. The car wash building will be one-story and is designed with the architectural style typical of the Fast 5 Xpress Car Wash corporate image.

The car wash incorporates a modern design that includes the use of varied roof lines and building massing to articulate the building. The exterior building materials include vertical stucco panels, ribbed metal horizontal panels, and a prominent glass window system. The glass window system is located along the length of the south elevation. The front portion of the building includes an inclined roof shaped that is supported by translucent glass windows. A freestanding metal canopy, with a serpentine roof shape, will be installed in front of the building's car wash tunnel exit. The exterior building colors include a primarily gray tone color with accenting colors in blue and orange. In addition, each vacuum station will incorporate a shade canopy.

The Jack in the Box restaurant will be 1,870 square feet in size, and will consist of a dining area, counter/cashier area, two (2) restrooms, a kitchen, prep and work area, dry storage, and walk-in cooler and freezers. The restaurant will provide a 200 square foot outdoor patio dining area located on the east side of the building, fronting Valley View Street. The outdoor patio area has been included toward the required parking.

The proposed Jack in the Box restaurant building will incorporate an architectural design that reflects the restaurant's current corporate image. The building elevations incorporate varied architectural massing and rooflines to provide articulation to the building. The front building elevation includes a prominent red color, corrugated metal panel element, that wraps along the upper portion of the building, over the main entrance and the storefront windows on the east and south building elevations. This detail is used to enhance the building elevation while providing an area for wall signage for the restaurant. The front portion of the building also includes an accenting, brown/sand beige color, porcelain tile that further provides a variety of material articulation and enhancement to the building. The rear (back of house) portion of the building, will include a sand color, cement plaster finish. Metal awnings will be installed over the pick-up window area, and over the customer entrances.

The movie theater is currently 10,795 square feet in size, and consists of four (4) movie theater auditoriums with a total of 627 seats. The applicant proposes to add a 2,846

square foot addition to the movie theater that includes exterior and interior remodeling. The construction includes reconfiguring existing auditoriums and increasing the total number of auditoriums to six (6). The remodel will include all auditoriums with stadium seating with recliner seats. The total seating for the movie theater will be reduced from 627 seats to 326 seats to accommodate the recliner seats in each auditorium. In addition, the box office will be relocated to the interior lobby.

The movie theater's front elevation will be remodeled and will incorporate new architecture detailing. A series of burgundy colored, decorative perforated metal panels will be installed along the theater's storefront to enhance and create a focal point for the movie theater. In addition, a new vertical tower element will be constructed that will allow for the placement of a new vertical theater sign. The front elevation will incorporate accent detailing that includes preset stone along the base of the building wall, and decorative steel posts that will be used to create a visual separation between the exterior poster board wall cases. A new back-lit marquee will be installed above the theater's storefront that will display non-LED/non-digital movie poster board graphics.

The new building addition will be taller in height than the existing movie theater building, and the exterior building materials for the addition will consist of concrete masonry unit block, which is consistent with the building material used along the rear of the existing movie theater. The movie theater's exterior paint colors include varied dark and lighter shades of gray tones.

The new sit-down in-line restaurant tenant space will be 2,700 square feet in size. No tenant for the space has been identified at this time. The exterior building design of the restaurant will consist of a stucco finish with storefront windows along the east and north building elevations. Shade louvers will be installed along each of the storefront windows. A steel frame cover will be installed over the front of the restaurant. At this time, the area underneath the frame structure can only be used as a customer waiting area, and not as a dining area, due to parking. The exterior building will also be painted a grayish color, which is consistent with the paint color that will be used for the movie theater.

Landscaping:

The project will provide new landscaping along Valley View Street and within the parking area. The overall landscaping for the site will increase from 1,647 square feet (1.4% of the site) to 13,268 square feet (14% of the site). The applicant is required to provide a landscape and irrigation plan to the City that complies with the landscaping and water efficiency requirements of Title 9 of the Municipal Code. Planning staff will review the type and location of all proposed plant materials. As part of the landscape plan, a variety of trees, shrubs, and flowers are required.

CONDITIONAL USE PERMIT

The PUD amendment will require a Conditional Use Permit for the operation of the car wash. The automatic car wash will be operated by Fast 5 Xpress Car Wash. Fast 5 Xpress has several car wash facilities located throughout Los Angeles, Orange, Riverside, and San Bernardino countries. The car wash will offer free vacuum cleaning as part of the car wash experience, and will provide a total of twenty (20) vacuum stations. The car wash will operate on a filtered and recycled water system, which is a requirement of the City. The car wash will operate from 7:00 a.m. to 8:00 p.m., seven days week.

Conditions of approval have been incorporated into the Conditional Use Permit to ensure that the car wash will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. Potential noise impacts are often a concern that neighbors have about an automatic car wash. At the direction of the City, the operator of the car wash prepared a Noise Study to evaluate the car wash's potential noise levels to determine if the noise levels would be consistent with the City's Noise Ordinance. The study monitored noise levels at similar express car washes, including evaluating the noise from idling vehicles, and noise from the car wash's compressed air nozzles, the dryer system and vacuum equipment. The study determined that the potential noise from the proposed car wash would not exceed the adopted noise levels. The study evaluated the noise levels to the adjacent residential condominium development and to the McDonald's restaurant drive-thru order intercom system. The study determined that the noise level would not affect the adjacent residential condominium development nor interfere with the McDonald's drive-thru intercom system.

In addition, the car wash incorporates design features that will minimize noise, especially noise generated from the vacuum producers and the dryers. The vacuum producers, which are normally located outside of the building, will be located inside of an enclosed equipment room, while the dryers will be located inside the car wash tunnel with PVC panels installed on the walls of the tunnels to reduce noise generated by the dryers.

If noise complaints are received about the car wash, the operator will be required to address and resolve the issue to the satisfaction of the Community and Economic Development Department.

All standards conditions of approval for car washes have been included in the Conditional Use Permit.

LOT LINE ADJUSTMENT

The proposed Lot Line Adjustment will consolidate the two (2) subject parcels into one lot in order to facilitate the construction of the proposed project. The movie theater property is approximately 1.103 acres, while the vacant restaurant building is approximately 1.606

acres. The Lot Line Adjustment will consolidate the two (2) parcels into one and will have a combined lot size of 2.71 acres. The purpose of the lot line adjustment is to prevent the movie theater addition and the sit-down in-line tenant restaurant from being constructed over property lines. The California Building Code does not allow buildings to be constructed over property lines. Without the lot line adjustment, the movie theater addition and the new in-line restaurant tenant will be constructed over an existing property line. The Lot Line Adjustment and all subsequent site improvements will conform to the applicable PUD zoning and building codes requirements.

CEQA:

The project is exempt pursuant to the Class 1 and Class 3 categorical exemptions of the California Environmental Quality Act. The Class 1 exemption applies to the minor alteration of existing private facilities involving negligible expansions, including additions to existing structures where the addition will not result in an increase of more than 10,000 square feet if (i) the project is in an area where all public services and facilities are available, and (ii) the project is in an area that is not environmentally sensitive. Here, the movie theater is located in an urbanized, non-environmentally sensitive area that is served by public utilities, and the proposed building addition is 2,700 square feet, which is within the exemption. The Class 3 exemption applies to the construction of new, small structures of up to 10,000 square feet in urbanized areas. The combined new building area of the automatic car wash, the drive-thru pad restaurant, and the sit-down restaurant will be 8,811 square feet, which is within this exemption. For all these reasons, the proposed project is exempt.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following actions:

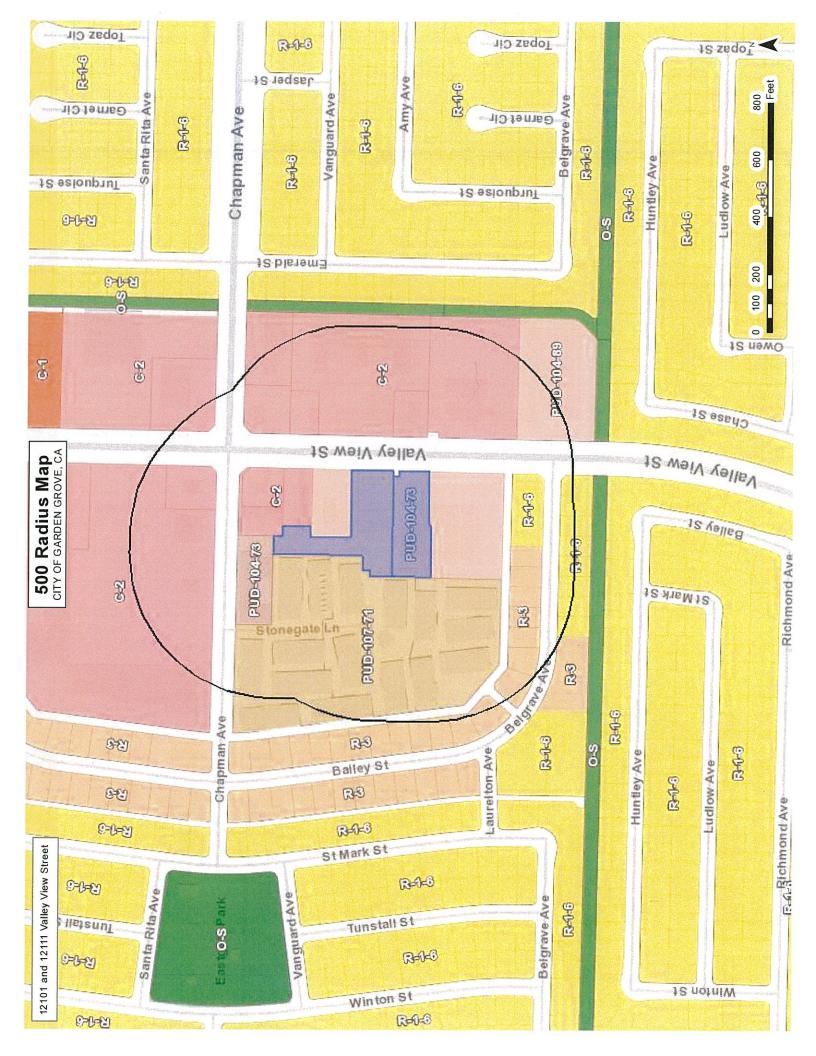
- 1. Adopt Resolution No. 5931-18 recommending that the City Council determine that the Project is exempt from CEQA and adopt an Ordinance approving Planned Unit Development No. PUD-104-73 (Rev. 2018); and,
- 2. Adopt Resolution No. 5932-18 approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018, subject to the recommended Conditions of Approval and contingent upon City Council approval of Planned Unit Development No. PUD-104-73 (Rev. 2018); and,
- 3. Adopt Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018, subject to the recommended Conditions of Approval, and contingent upon City Council approval of Planned Unit Development No. PUD-104-73 (Rev. 2018).

Lée Marino

Planning Service Manager

By: Maria Parra

Senior Planner



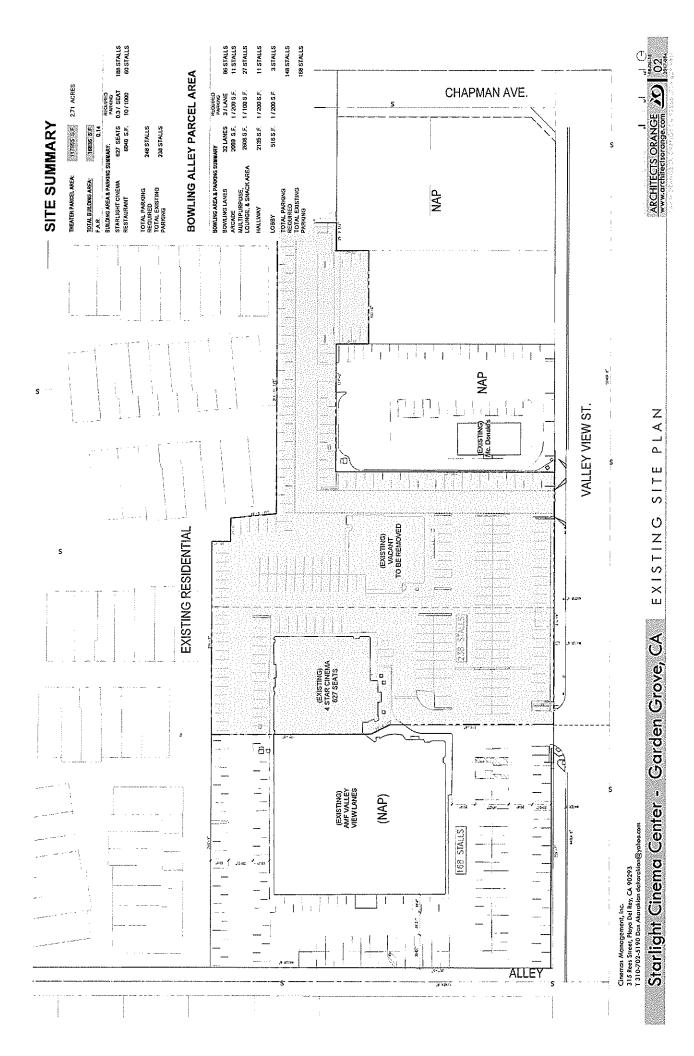


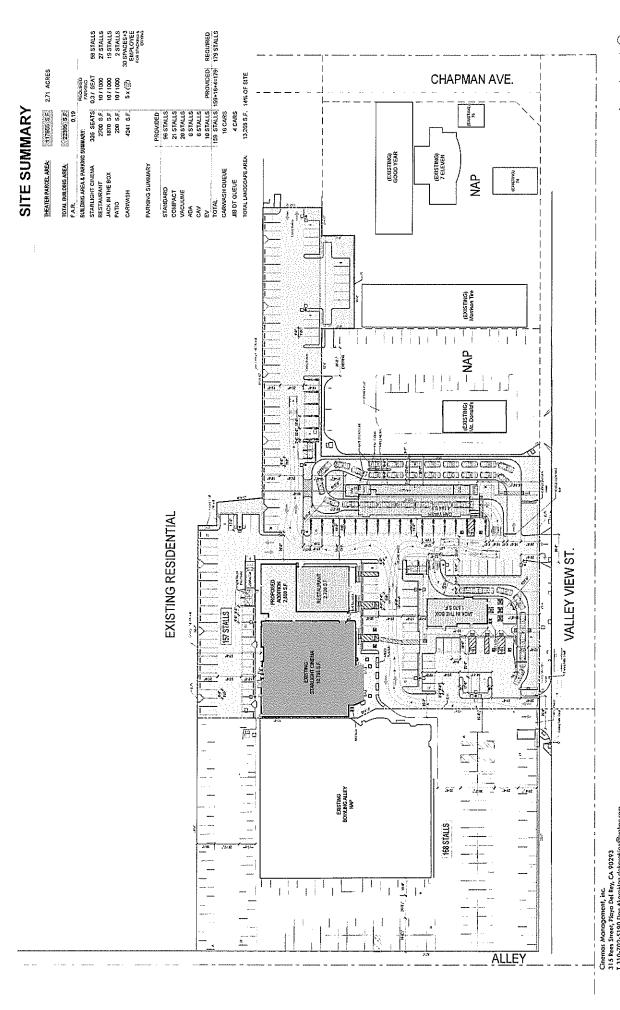
CINEMAS MANAGEMENT, INC. 315 REES ST, PLAYA DEL REY, CA 90293 T 310-702-5190 DAN AKARAKIAN dakarakian@yahoo.com

ARCHITECTS ORANGE 144 N. ORANGE ST. ORANGE, CA 92866 T 714-639-9860

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SUBMITTAL DATE: 08-06-2018





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PROPOSED VIEW

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EXISTING VIEW





FLOOR PLAN

Movie Theater Existing Floor Plan

MEZZANNE FLOOR PLAN

195 +4 ADA SEATS
27 + 2 ADA SEATS
21 + 2 ADA SEATS
22 + 2 ADA SEATS
35 + 2 ADA SEATS
65 + 4 ADA SEATS

310 + 16 ADA SEATS

10,795 S.F. 2,846 S.F. 13,641 S.F.

PLAN FLOOR THEATER

Ginemas Management, inc. 315 Rees Street, Playa Del Rey, CA 90293 T 310-702-5190 Den Akarakian dakarakian@yahoa.com

Starlight Cinema Center - Garden Grove, CA

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BUILDING SUMMARY

10,795 S.F. 2,845 S.F. 13,641 S.F.

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27 + 2 ADA SEATS
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27 + 2 ADA SEATS
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65 + 4 ADA SEATS

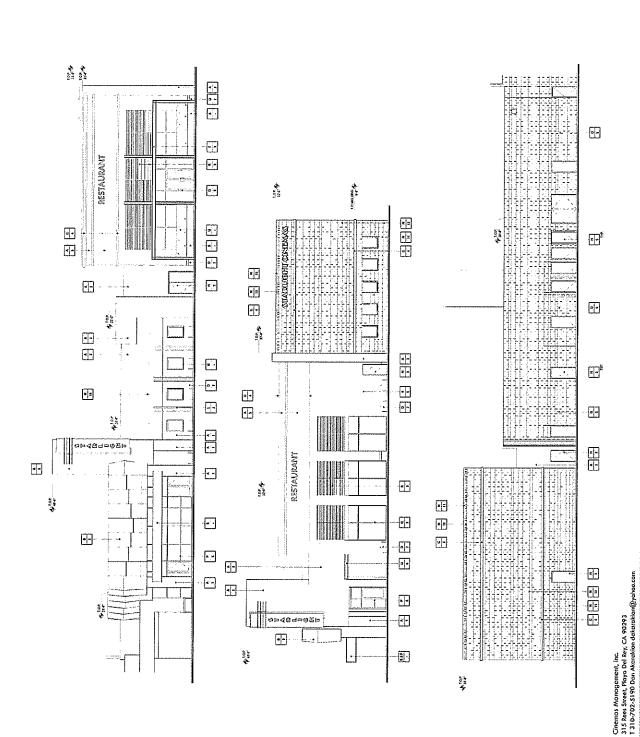
310 • 16 ADA SEATS

TOTAL NUMBER OF SEATS

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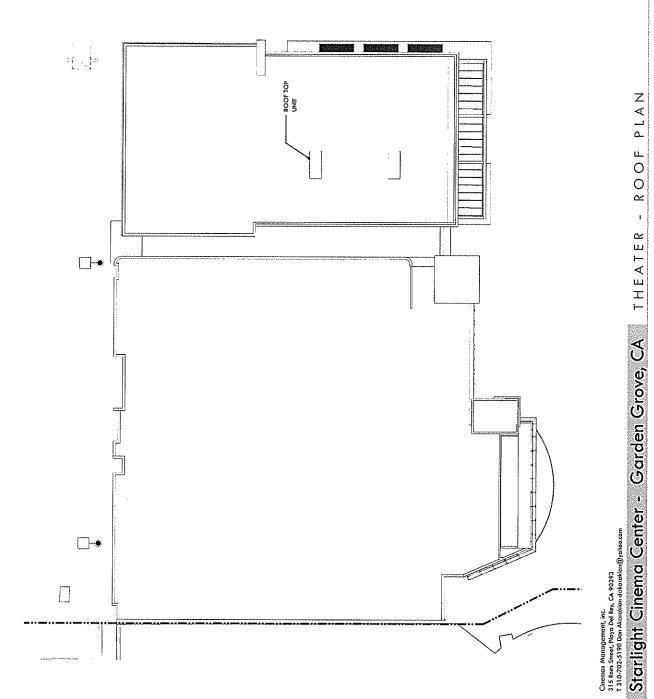
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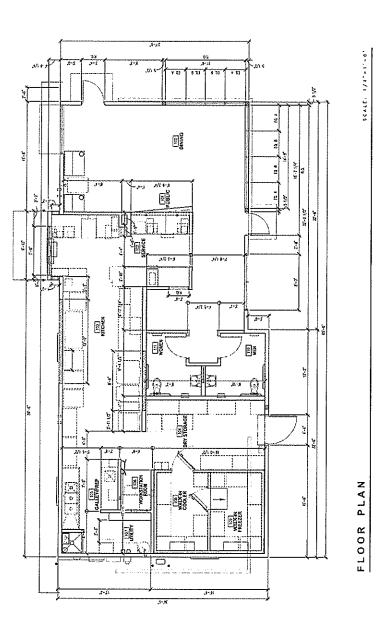




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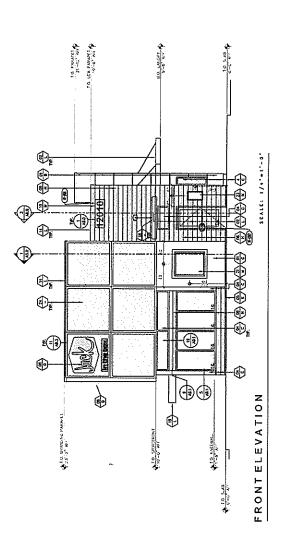
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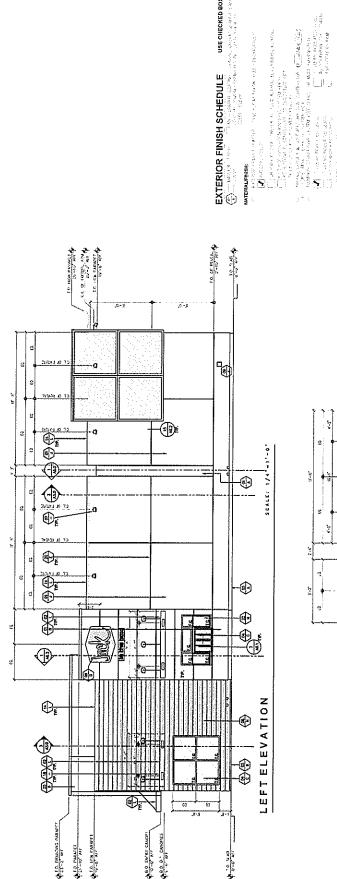
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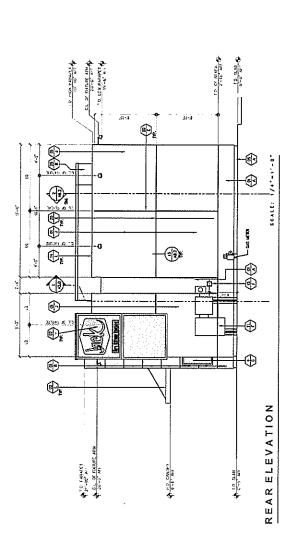
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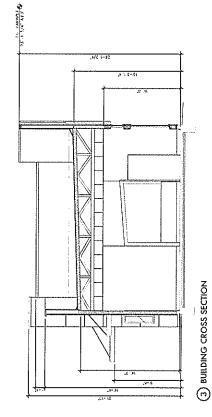
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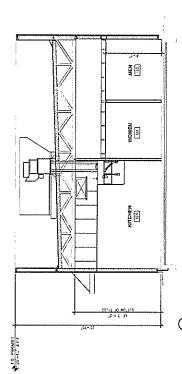
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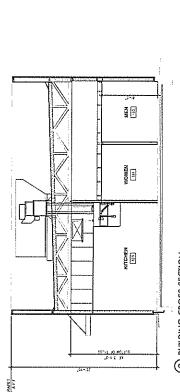
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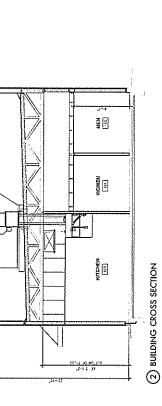
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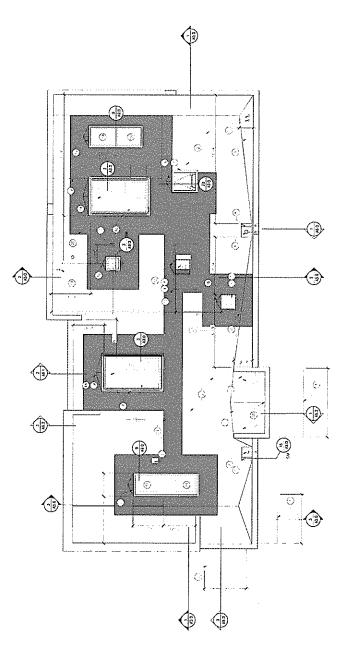
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77 KEY NOTES

GENERAL NOTES



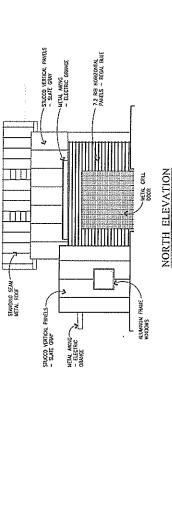
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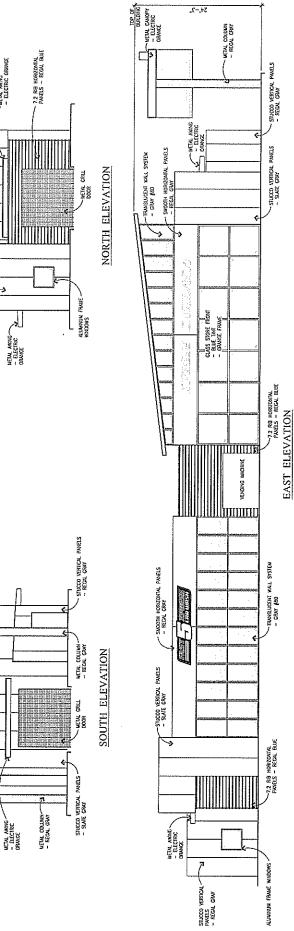


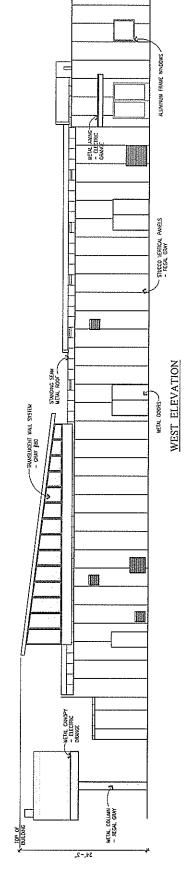
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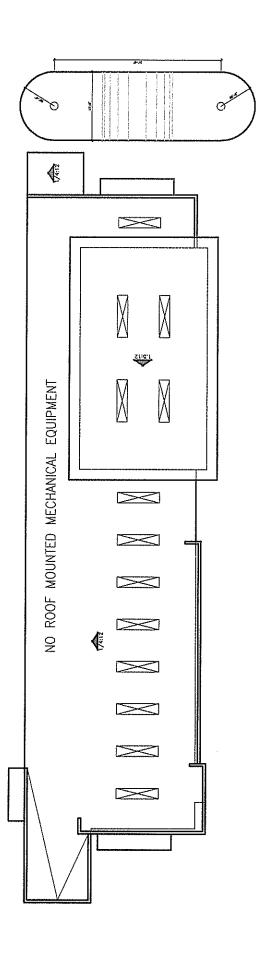
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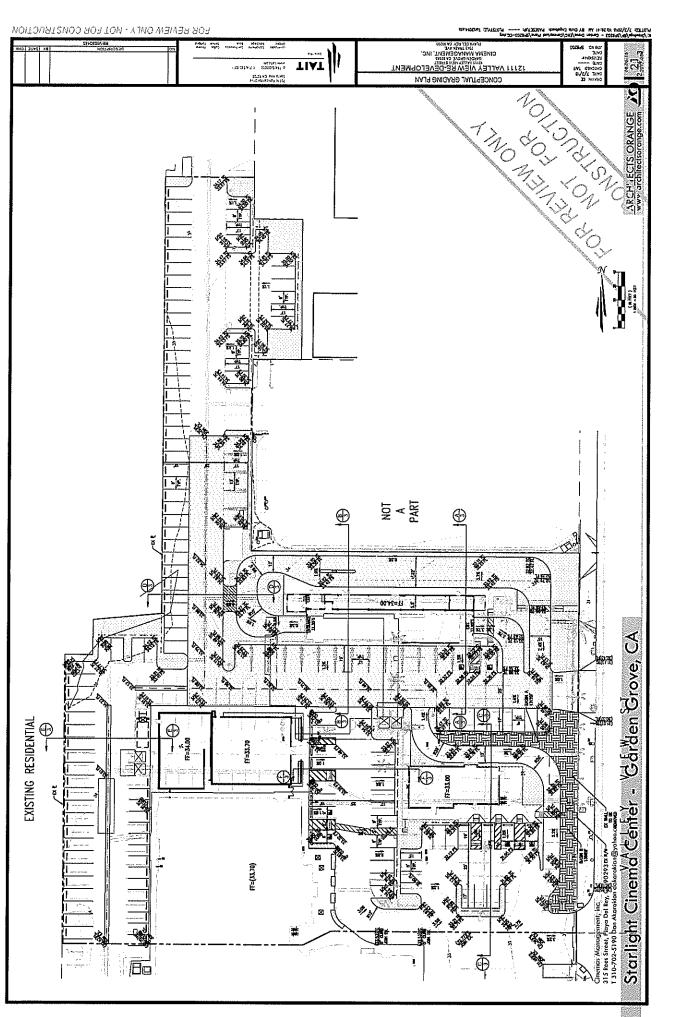
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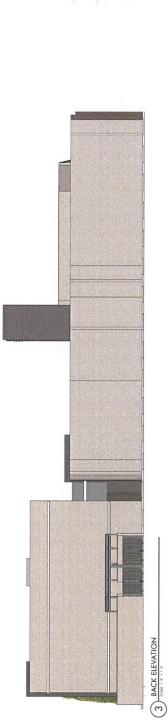
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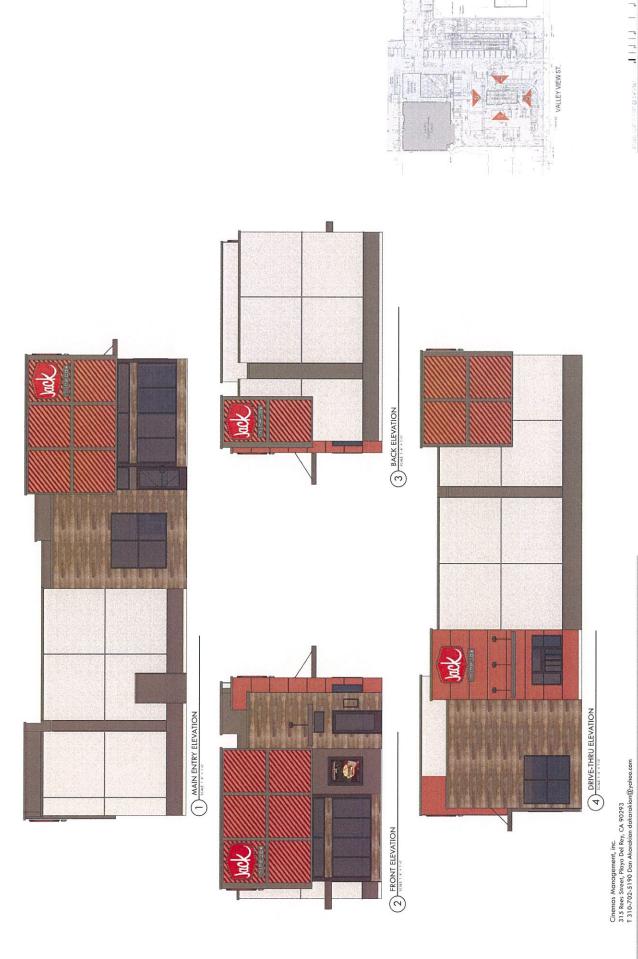
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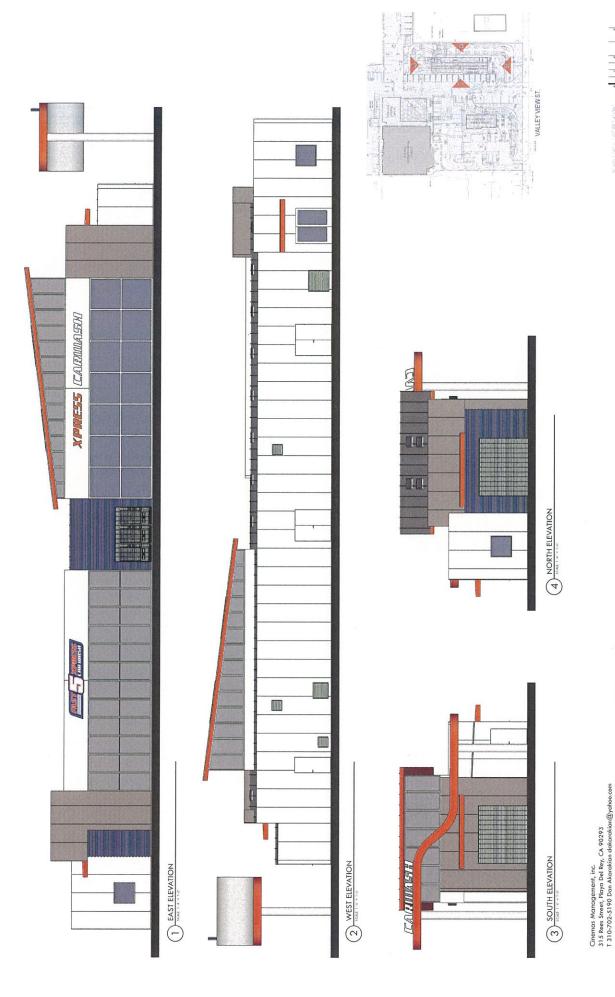
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RESOLUTION NO. 5931-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THE CITY COUNCIL APPROVE PLANNED UNIT DEVELOPMENT NO. PUD-104-73 (REV. 2018), AN AMENDMENT TO THE PUD-104-73 (PLANNED UNIT DEVELOPMENT) ZONE TO ALLOW AN AUTOMATIC CAR WASH, A DRIVE-THRU PAD RESTAURANT, AND A SIT-DOWN RESTAURANT, AND TO AMEND THE SIGN REQUIREMENTS OF THE PUD.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on October 18, 2018, does hereby recommend approval of Planned Unit Development No. PUD-104-73 (Rev. 2018), to amend the PUD-104-73 (Planned Unit Development) zone to allow redevelopment of the two lots located at 12101 and 12111 Valley Street, Assessor's Parcel Nos. 224-202-15 and 224-202-16, with an automatic car wash, an 1,870 square foot drive-thru pad restaurant, and a 2,700 square foot sit-down restaurant, and to modify the sign requirements of the PUD, including: to allow for a multiple-tenant sign cabinet on the existing pole sign, to allow a vertical sign on a new tower building element of the movie theater, and to allow non-LED/non-digital movie poster board graphics to be displayed on the exterior marquee and wall display boards of the movie theater.

BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council determine that the proposed Project is categorically exempt from the environmental review under the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), pursuant to Section 15303 (New Construction and Conversion of Small Structures) and Section 15301 (Existing Facilities) of the of the CEQA Guidelines (14 Cal. Code Regs., Sections 15301 and 15303).

BE IT FURTHER RESOLVED in the matter of Planned Unit Development No. PUD-104-73 (Rev. 2018), the Planning Commission of the City of Garden Grove does hereby report as follows:

- 1. The subject case was initiated by Dan Akarakian for Cinemas Management, Inc., with the authorization of Valley View Cinema Center, LLC, owner of the two commercial lots located at 12101 and 12111 Valley View Street containing the existing movie theater and large restaurant.
- 2. The applicant is requesting approval of an amendment to the standards and conditions of Planned Unit Development No. PUD-104-73 to facilitate the redevelopment of these two lots with the demolition of the existing large restaurant, expansion of the existing movie theatre, and the addition of an automatic car wash, a 1,870 square foot drive-thru pad restaurant, and a 2,700 square foot sit-down restaurant, and to modify the sign requirements of the PUD, including: to allow for a multiple-tenant sign cabinet on an existing pole sign, to allow a vertical sign on a new tower building element of

the movie theater, and to allow non-LED/non-digital movie poster board graphics to be displayed on the exterior marquee and wall display boards of the movie theater.

- 3. The property has a General Plan Land Use designation of Residential/ Commercial Mixed Use 2 and is zoned Planned Unit Development No. PUD-104-73. The subject site is comprised of two (2) parcels, with a total land area of 2.71-acres, that are improved with the Starlight 4 Star Cinema and a vacant 6,040 square foot restaurant. The applicant proposes to redevelop the site with an automatic car wash, a pad drive-thru restaurant, a sit-down restaurant, and the expansion of the existing movie theater through land use entitlements for Planned Unit Development No. PUD-104-73 (Rev. 2018), Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and Conditional Use Permit No. CUP-140-2018 (collectively, the "Project"). The existing vacant restaurant will be demolished to accommodate the proposed development.
- 4. The proposed Project is categorically exempt from CEQA pursuant to Section 15303 (New Construction and Conversion of Small Structures) and Section 15301 (Existing Facilities) of the OFT Georgian Georgian Section 15301 (Existing Facilities) and Section 15301 (Existing Facilities) of the OFT Georgian Georgi
- 5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
- 6. Report submitted by City staff was reviewed.
- 7. Pursuant to a legal notice, a public hearing was held on October 18, 2018, and all interested persons were given an opportunity to be heard.
- 8. Concurrently with the adoption of this Resolution, the Planning Commission adopted (a) Resolution No. 5932-18 approving Lot Line Adjustment No. LLA-019-2018 to modify existing lot lines to consolidate the two (2) subject parcels into one (1) and Site Plan No. SP-057-2018 authorizing the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive thru pad restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, and related site improvements; and (b) Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018 permitting operation of the proposed automatic car wash. The facts and findings set forth in Planning Commission Resolution Nos. 5932-18 and 5933-18 are hereby incorporated into this Resolution by reference.
- 9. The Planning Commission gave due and careful consideration to the matter during its meeting of October 18, 2018, and considered all oral and written testimony presented regarding the project.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.16.030.20, are as follows:

FACTS:

The subject properties are located on the west side of Valley View Street, south of Chapman Avenue. The properties have a General Plan Land Use designation of Residential/Commercial Mixed Use 2, and are zoned Planned Unit Development (PUD) No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium (currently known as Stonegate), a 32-lane bowling alley (12141 Valley View Street), a 900 seat movie theater (12111 Valley View Street), a 7,500 square foot restaurant (12101 Valley View Street), a 3,600 square foot drive-thru restaurant (12051 Valley View Street), and a 41,850 square foot senior facility for 120 people (5900 Chapman Avenue).

The commercial portion of PUD-104-73 includes a total five (5) commercial properties: a bowling alley, formerly AMF Bowling Alley (12141 Valley View Street), the Starlight 4 Star Cinema (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The applicant is the property owner of the movie theater and the vacant restaurant properties. The property owner intends to redevelop the movie theater and the vacant restaurant properties in an effort to revitalize the commercial center. The proposed project includes the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements, and a lot line adjustment to modify existing lot lines to consolidate the two (2) subject parcels into one (1). In order to facilitate the request and the proposed uses, an amendment to the PUD is required to amend the uses to allow the automatic car wash, the drive-thru restaurant, and the sit-down restaurant, along with an amendment to the sign requirements of the PUD.

In conjunction with the proposed amendment to the PUD-104-73 zone, the applicant is requesting approval of Site Plan No. SP-057-2018 to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, and the expansion of the existing movie theater by 2,846 square feet, along with related site improvements; Lot Line Adjustment No. LLA-019-2018 to modify existing lot lines to consolidate the two (2) subject parcels into one (1); and Conditional Use Permit No. CUP-140-2018 to allow the operation of the automatic car wash on the subject properties, 12101 and 12111 Valley View Street.

FINDINGS AND REASONS:

Planned Unit Development:

1. The location, design and proposed uses are compatible with the character of existing development in the vicinity and will be well integrated into its setting.

The proposed PUD amendment permits an automatic car wash and two smaller restaurants in place of an existing vacant large restaurant on two lots within the commercial portion of the existing PUD, as well as making changes to the signage requirements of the PUD associated with the planned redevelopment. Pursuant to the amendment, all new buildings are subject to Site Plan approval, and the automatic car wash is subject to Conditional Use Permit approval. This will ensure that the proposed new uses and the location and design of the buildings and related site improvements are compatible with the character of the existing development in the vicinity and will be well integrated into the existing setting.

The proposed Project will include the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, and related site improvements that will provide for the center's revitalization, as well as introduce new commercial uses to serve local residents. The proposed construction and site improvements will be compatible and be integrated with the existing commercial center, which can only be facilitated through the PUD amendment. The findings of the Planning Commission set forth in Resolution No. 5931-18 approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 and Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018 are hereby incorporated herein by reference.

2. The plan will produce a stable and desirable environment and will not cause undue traffic congestion on surrounding streets or access streets.

The redevelopment facilitated by the PUD amendment will revitalize an older and under-utilized commercial shopping center located along the Valley View Corridor. A Traffic Impact Study prepared for the Project concluded that the traffic associated with the new and expanded uses will not significantly impact adjacent intersections during peak AM and PM traffic times. The Traffic Impact Study concluded that the adjacent traffic intersections would operate at the same level of service with the incorporation of the proposed uses; therefore, the project would have no significant impact to the surrounding streets based on the criteria established by the City of Garden Grove. The traffic study also included a review of the Project's site access and circulation, including the queuing for the drive-thru restaurant and the automatic car wash, and

determined that the site design is adequate, and that the vehicle queuing will be contained within the proposed drive-thru lanes. The City's Engineering Division has reviewed the plan and all appropriate conditions of approval have been incorporated to minimize any adverse impacts on surrounding streets.

In addition, the project will provide sufficient on-site parking to accommodate the proposed uses and the movie theater expansion. The project will provide a total of 179 parking spaces (159 parking stalls and 20 vehicle queuing spaces along the drive-thru lane of the drive-thru restaurant and the car wash), which complies with the parking requirements of the Municipal Code. Changes to the on-site circulation will occur, and the design of the drive aisles and the parking lot comply with the City's requirement for vehicular and emergency access.

Furthermore, the project will continue to maintain two (2) access points to the site located on Valley View Street, as well as maintain the shared driveway access to the adjacent properties.

3. Provision is made for both public and private open spaces.

The Project has been designed to include new on-site landscaping. The Project will provide new landscaping along Valley View Street and within the parking area. The overall landscaping for the site will increase from 1,647 square feet (1.4% of the site) to 13,268 square feet (14% of the site). The project has been designed in accordance with the City's provisions for providing an adequate amount of landscaping as required by the Planned Unit Development standards. The Community and Economic Development Department, Planning Services Division will review and approve the type and number of plants.

4. Provision is made for the protection and maintenance of private areas reserved for common use.

Through the conditions of approval for the project, all necessary agreements for the protection and maintenance of landscaped setbacks and open spaces will be required to be adhered to for the life of the project.

 The quality of the project, achieved through the proposed Planned Unit Development zoning, is greater than could be achieved through traditional zoning.

The property is currently zoned Planned Unit Development No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium, a 32-lane bowling alley, a 900 seat movie theater, a 7,500 square foot restaurant, a 3,600 square foot drive-thru restaurant, and a 41,850 square foot aged facility. The project will continue to maintain the PUD zoning designation, but the PUD permitted uses will be amended to allow an

automatic car wash, a drive-thru restaurant, and a sit-down restaurant on the subject properties, 12101 and 12111 Valley View Street, as well as amend the sign criteria of the PUD. The proposed amendment will facilitate the redevelopment of the site in order to introduce new uses and necessary site improvements that will revitalize the center to fulfill the goals of the General Plan.

Furthermore, concurrently with the proposed PUD amendment, a Site Plan is proposed that will allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements that will assist with the redevelopment and revitalization of the project site and commercial center. The proposed amendment to the PUD will allow for a project with a superior design and use diversity than the original PUD approved in 1973.

6. The amendment to the PUD is internally consistent with the goals, objectives, and elements of the General Plan.

The subject site, located within Planned Unit Development No. PUD-104-73, has a General Plan Land Use Designation of Residential/Commercial Mixed Use 2. The Residential/ Commercial Mixed Use 2 Land Use Designation is intended to provide a mix of residential and commercial uses mostly around older underutilized, multi-tenant commercial developments. PUD-104-73 was adopted in 1973 and allowed for the construction of a 126-unit residential condominium, bowling alley, a movie theater, a sit-down restaurant, a drivethru restaurant, and an aged facility. Currently, the commercial portion of PUD-104-73 is improved with a bowling alley, a movie theater, a vacant restaurant building, a McDonald's restaurant, and a senior living facility. The proposed amendment to Planned Unit Development No. PUD-104-73 will modify the uses permitted on the subject site only to allow an automatic car wash and two smaller restaurants in place of the existing larger restaurant, as well as amending the sign criteria of the PUD. The proposed uses will be compatible with the Residential/ Commercial Mixed Use 2 land use designation, and existing uses.

The General Plan describes a Planned Unit Development as a precise plan that provide the means for the regulations of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code. The proposal complies with the spirit and intent of the General Plan that establishes that a PUD is intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan

and design, while ensuring compliance with the provisions of the Municipal Code.

In addition, the proposed amendment will also assist with the revitalization and redevelopment of the commercial center, which is consistent with the General Plan. Goal LU-6.1 of the General Plan encourages the revitalization of aging, underused or deteriorated commercial centers; Policy LU-6.2 encourages a mix of retail shops and services to better meet the needs of the area's present and potential clientele; Policy LU-6.4 encourages the City to work with property owners to revitalize deteriorated centers; Policy LU-6.6 encourages appropriate signage in commercial centers; and LU-IMP-6C encourages façade renovations, enhanced parking area landscaping, and improved lighting. The proposed amendment will allow new uses within the PUD and update the sign requirements that will assist with revitalizing the properties and the commercial center, which is consistent with goals and policies, and elements of the General Plan.

The proposed Project will include the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements that will provide for the center's revitalization as well as introduce new commercial uses to serve local residents. The proposed construction and site improvements will be compatible and be integrated with the existing commercial center, which can only be facilitated through the PUD amendment.

7. The amendment to the PUD will promote the public interest, health, and welfare.

An automatic car wash, a drive thru-pad restaurant, and a sit-down restaurant would be appropriate and compatible uses in the PUD-104-73 zone. The automatic car wash will be subject a Conditional Use Permit (CUP). The CUP process is a discretionary action that allows the City to review each proposal individually and place conditions on a proposed use to ensure it is compatible with the surrounding neighborhood. Introduction of new restaurants will provide new dining opportunities to serve the surrounding residential neighborhood, and will assist with the revitalization of the center. Adherence to the conditions of approval will ensure the public interest, health, safety, and welfare.

INCORPORATION OF FACTS AND REASONS SET FORTH IN STAFF REPORT

In addition to the foregoing the Planning Commission incorporates herein by this reference, the facts and reasons set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

- 1. Planned Unit Development No. PUD-104-73 (Rev. 2018) possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.16.030.020.F. (Planned Unit Development) and 9.32.030.D (Land Use Action Procedures).
- 2. The Planning Commission recommends that the City Council approve Planned Unit Development No. PUD-104-73 (Rev. 2018) and adopt the draft Ordinance attached hereto as Exhibit "A".

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE APPROVING PLANNED UNIT DEVELOPMENT NO. PUD-104-73 (REV. 2018) AMENDING THE USES PERMITTED ON A PORTION OF PLANNED UNIT DEVELOPMENT NO. PUD-104-73 TO FACILITATE DEVELOPMENT OF AN AUTOMATIC CAR WASH, A DRIVE-THRU PAD RESTAURANT, AND A SIT-DOWN RESTAURANT ON THE PARCELS LOCATED AT 12101 AND 12111 VALLEY VIEW STREET, AND AMENDING THE SIGN REQUIREMENTS OF THE PUD

City Attorney Summary

This Ordinance approves an amendment to Planned Unit Development No. PUD-104-73 to modify the uses permitted on the properties located on the west side of Valley View Street, south of Chapman Avenue, at 12101 and 12111 Valley View Street, to allow an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant, and to amend the sign requirements of the PUD, including: to allow multi-tenant signage within the cabinet display area of an existing pole sign, and to allow non-LED/non-digital movie poster board graphic signage on the exterior wall marquee and exterior wall display boards, and to allow a vertical sign on the new building tower element of the movie theater.

THE CITY COUNCIL OF THE CITY OF GARDEN GROVE FINDS AND DETERMINES AS FOLLOWS:

WHEREAS, on August 21, 1973, the Garden Grove City Council adopted Resolution No. 4472-73, approving Planned Unit Development No. PUD-104-73 and rezoning an approximately 17.67-acre parcel located at the southwest corner of Chapman Avenue and Valley View Street to PUD-104-73, subject to all of the conditions and provisions as set forth in Planning Commission Resolution No. 2673; and

WHEREAS, the 17.67-acre site is currently comprised of one (1) residential lot and five (5) commercial lots; and

WHEREAS, the uses and activities currently permitted on the six (6) lots within PUD-104-73, respectively, include a 126-unit townhouse condominium development, a bowling alley, a movie theater, a 7,500 square foot restaurant, a McDonald's restaurant, and an aged care facility; and

WHEREAS, the signage permitted within PUD-104-73 is set forth in condition of approval D. of Planning Commission Resolution No. 2673; and

WHEREAS, Dan Akarakian for Cinemas Management, Inc., on behalf of Valley View Cinema Center, LLC, owner of the two commercial lots located at 12101 and 12111 Valley View Street containing the movie theater and large restaurant, has requested approval of an amendment to Planned Unit Development No. PUD-104-73 to facilitate the redevelopment of these two lots with the demolition of the existing large restaurant, an expansion of the existing movie theatre, and the

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addition of an automatic car wash, a 1,870 square foot drive-thru pad restaurant, and a 2,700 square foot sit-down restaurant, and to modify the sign requirements of the PUD, including to allow for multi-tenant signage within the cabinet display area of an existing pole sign, to allow a vertical sign on a new tower building element of the movie theater, and to allow non-LED/ non-digital movie poster board graphics to be displayed on the exterior wall marquee and wall display boards of the movie theater; and

WHEREAS, the proposed amendment to Planned Unit Development No. PUD-104-73 is being processed in conjunction with (a) Site Plan No. SP-057-2018 to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru pad restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, and related site improvements on the properties located at 12101 and 12111 Valley View Street, (a) Lot Line Adjustment No. LLA-019-2018 to modify existing lot lines to consolidate the two (2) subject parcels into one (1); and (c) Conditional Use Permit No. CUP-140-2018 to allow the operation of the proposed automatic car wash; and

WHEREAS, the uses, activities, and improvements contemplated by the proposed PUD amendment, Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and Conditional Use Permit No. CUP-140-2018 are collectively referred to as the "Project"; and

WHEREAS, following a public hearing held on October 18, 2018, the Planning Commission adopted Resolution No. 5931-18 recommending City Council approval of Planned Unit Development No. PUD-104-73 (Rev. 2018);

WHEREAS, on October 18, 2018, the Planning Commission also adopted Resolution No. 5932-18 approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 and Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018, each subject to the City Council's approval of Planned Unit Development No. PUD-104-73 (Rev. 2018);

WHEREAS, pursuant to a legal notice, a Public Hearing was held by the City Council on November $__$, 2018, and all interested persons were given an opportunity to be heard; and

WHEREAS, the City Council gave due and careful consideration to the matter; and

WHEREAS, the City Council hereby determines that the proposed Project is categorically exempt from the California Environmental Quality Act ("CEQA") (Public Resources Code Section 21000 et. seq.) pursuant to Section 15303 (New Construction or Conversion of Small Structures) and Section 15301 (Existing Facilities) of the CEQA Guidelines (14 Cal. Code Regs., Sections 15301 and 15303); and

WHEREAS, the City Council hereby incorporates by reference the findings and reasons set forth in Planning Commission Resolution Nos. 5931-18, 5932-18, and

- 5933-18 and makes the following findings regarding Planned Unit Development No. PUD-104-73 (Rev. 2018):
- A. The location of the buildings, architectural design, and uses proposed pursuant to the PUD amendment are compatible with the character of existing development in the vicinity and will be well integrated into its setting.
- B. The amended plan will produce a stable and desirable environment and will not cause undue traffic congestion on surrounding streets.
 - C. Provision is made for both public and private open spaces.
- D. Provision is made for the protection and maintenance of private areas reserved for common use.
- E. The quality of the Project achieved through the proposed amendment to the existing planned unit development zoning is greater than could be achieved through traditional zoning.
- F. The amendment to the PUD is internally consistent with the goals, objectives, and elements of the General Plan.
- G. The amendment to the PUD will promote the public interest, health, and welfare.
- NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDEN GROVE DOES ORDAIN AS FOLLOWS:
- SECTION 1: The above recitals are true and correct.
- <u>SECTION 2:</u> Planned Unit Development No. PUD-104-73 (Rev. 2018) is hereby approved pursuant to the findings set forth herein and the facts and reasons stated in Planning Commission Resolution No. 5931-18, a copy of which is on file in the Office of the City Clerk, and which is incorporated herein by reference with the same force and effect as if set forth in full.
- <u>SECTION 3:</u> Planned Unit Development No. PUD-104-73 is hereby amended to modify the uses and activities permitted on the 12101 and 12111 Valley View Street parcels in PUD-104-73, as set forth in Planning Commission Resolution No. 2673, by adding new Condition of Approval "X" to read as follows
 - "X. Only the following uses shall be permitted on the 12101 and 12111 Valley View Street parcel(s):

A movie theatre, subject to Site Plan approval

An automatic car wash, subject to Site Plan and Conditional Use Permit approval

An 1,870 square foot drive-thru pad restaurant, subject to Site Plan approval

A 2,700 square foot sit-down restaurant, subject to Site Plan approval"

The 7,500 square foot restaurant described in Planning Commission Resolution No. 2673, located at 12101 Valley View Street, is being demolished and shall no longer be a permitted use within Planned Unit Development No. PUD-104-73. The uses and activities permitted on the other parcels within Planned Unit Development No. PUD-104-73 shall remain the same.

<u>SECTION 4:</u> Planned Unit Development No. PUD-104-73 is hereby amended to modify the sign requirements, as set forth in Planning Commission Resolution 2673, as follows (additions shown in **bold/italics**; deletions shown in **strikethrough**):

- D. Signing Signage in the residential portion shall be in accordance with the provisions of the R-2, Limited Multiple Residential zone. Signing Signage in the commercial area shall be as follows and shall be subject to be the square footage permitted in the C-1, Limited Neighborhood Commercial zone.
 - One pole sign shall be permitted for each of the four primary commercial uses (the bowling alley, the movie theater, the automatic car wash, and McDonald's) provided that they shall be located a minimum of 200 feet apart, and that they shall not exceed 35 feet in height. The pole sign cabinet for the automatic car wash may be designed to allow for a multi-tenant display area to accommodate signage for the drive-thru restaurant and the sit-down restaurant located on-site. The proposed display area of any new pole sign cabinet shall comply with the total sign area requirements of the C-1 zone.
 - One wall-sign, not extending above the top of any wall, for the large restaurant, the theater, and the bowling alley. Two wall signs for McDonald's as approved under PUD-107-71 (1st Revised). Wall signs shall not extend above the top of any wall, and no roof signs are permitted. Proposed wall signs for each use shall comply with the total allowable sign area requirements of the C-1 zone.
 - Permitted signage for the movie theater may also include a vertical sign on the new building tower element, and non-LED/non-digital movie poster board graphics on the exterior wall marquee and/or on the exterior wall movie poster display boards.

<u>SECTION 5.</u> <u>Severability</u>. If any section, subsection, subdivision, sentence, clause, phrase, word, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this

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Ordinance and each section, subsection, subdivision, sentence, clause, phrase, word, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, words or portions thereof be declared invalid or unconstitutional.

<u>SECTION 6</u>. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same, or the summary thereof, to be published and posted pursuant to the provisions of law and this Ordinance shall take effect thirty (30) days after adoption.

RESOLUTION NO. 5932-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-057-2018 AND LOT LINE ADJUSTMENT NO. LLA-019-2018 FOR PROPERTIES LOCATED AT 12101 AND 12111 VALLEY VIEW STREET, ASSESSOR'S PARCEL NOS. 224-202-15 AND 224-202-16.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on October 18, 2018, hereby approves Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 for properties located on the west side of Valley View Street, south of Chapman Avenue, at 12101 and 12111 Valley View Street, Assessor's Parcel Nos. 224-202-15 and 224-202-16, respectively.

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018, the Planning Commission of the City of Garden Grove does hereby report as follows:

- 1. The subject case was initiated by Dan Akarakian for Cinemas Management, Inc.
- 2. The applicant is requesting Site Plan approval to allow the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements, and approval of a Lot Line Adjustment to modify existing lot lines to consolidate the two (2) subject parcels into one (1). This request is being processed in conjunction with a request for approval of Conditional Use Permit No. CUP-140-2018 to allow the operation of the proposed automatic car wash and a request for approval of Planned Unit Development No. PUD 104-73 (Rev. 2018) to amend the existing standards and conditions for Planned Unit Development No. PUD 104-73 to facilitate the proposed redevelopment project. The uses, activities, and improvements contemplated by the proposed PUD amendment, Site Plan No. Sp-057-2018, Lot Line Adjustment No. LLA-019-2018, and Conditional Use Permit No. CUP-140-2018 are collectively referred to as the "Project".
- 3. The proposed Project is categorically exempt from review under the California Environmental Quality Act ("CEQA") pursuant to Section 15301 (Existing Facilities) and 15303 (New Construction or Conversion of Small Structures) of the CEQA Guidelines.
- 4. The property has a General Plan Land Use designation of Residential/Commercial Mixed Use 2 and is zoned Planned Unit Development No. PUD-104-73. The subject site is comprised of two parcels, with a total land area of 2.71-acres, and is currently improved with the Starlight 4 Star Cinema and vacant 6,040 square foot restaurant.

- 5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
- 6. Report submitted by the City staff was reviewed.
- 7. Pursuant to a legal notice, a public hearing was held on October 18, 2018, and all interested persons were given an opportunity to be heard.
- 8. Concurrently with the adoption of this Resolution, the Planning Commission adopted (a) Resolution No. 5931-18 recommending that the City Council determine that the Project is categorically exempt from CEQA and approve Planned Unit Development No. PUD-104-73 (Rev. 2018) to amend PUD-104-73 to facilitate the proposed Project; and (b) Resolution No. 5933-18 approving Conditional Use Permit No. CUP-140-2018 permitting operation of the proposed automatic car wash.
- 9. The Planning Commission gave due and careful consideration to the matter during its meeting on October 18, 2018.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.32.030 are as follows:

FACTS:

The subject properties are located on the west side of Valley View Street, south of Chapman Avenue. The properties have a General Plan Land Use designation of Residential/Commercial Mixed Use 2, and are zoned Planned Unit Development (PUD) No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium (currently known as Stonegate), a 32-lane bowling alley (12141 Valley View Street), a 900 seat movie theater (12111 Valley View Street), a 7,500 square foot restaurant (12101 Valley View Street), a 3,600 square foot drive-thru restaurant (12051 Valley View Street), and a 41,850 square foot senior facility for 120 people (5900 Chapman Avenue).

The commercial portion of PUD-104-73 includes a total five (5) commercial properties: a bowling alley, formerly occupied by the AMF Bowling Alley (12141 Valley View Street), the Starlight 4 Star Cinema (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The applicant is the property owner of the movie theater and the vacant restaurant building properties. The property owner intends to redevelop the movie theater and the vacant restaurant properties in an effort to revitalize the commercial center. The proposed project includes the construction of a 4,241 square foot automatic car

wash, an 1,870 square foot drive-thru pad restaurant, a 2,700 square foot sit-down, in-line restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements, and a Lot Line Adjustment to modify existing lot lines to consolidate the two (2) subject parcels into one (1).

In conjunction with the proposed Site Plan and Lot Line Adjustment, the applicant is also requesting an amendment to PUD-104-73 to modify the permitted uses for the subject site to facilitate the Project, and Conditional Use Permit No. CUP-140-2018 to allow the operation of an automatic car wash on the subject properties, 12101 and 12111 Valley View Street.

FINDINGS AND REASONS:

SITE PLAN:

 The Site Plan complies with the spirit and intent of the provisions, conditions, and requirements of the Municipal Code and other applicable ordinances.

properties have а General Plan land use designation Residential/Commercial Mixed Use 2 and are zoned Planned Unit Development No. PUD-104-73. The Residential/ Commercial Mixed Use 2 is intended to provide a mix of residential and commercial uses mostly around older underutilized, multi-tenant commercial developments. PUD-104-73 was adopted in 1973 and allowed for the construction of a 126-unit residential condominium, a bowling alley, a movie theater, a sit-down restaurant, a drive-thru restaurant, and a aged facility. Currently, the commercial portion of PUD-104-73 is improved with a bowling alley (12141 Valley View Street), the Starlight 4 Star Cinema movie theater (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drivethru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The proposed project includes the construction of a 4,241 square foot automatic car wash, an 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, and related site improvements on a 2.71-acre site. The existing restaurant building will be demolished to accommodate the request. The proposed project will assist with revitalizing the commercial center as well as introduce new commercial uses that will serve the surrounding neighborhood. The proposed construction and site improvements will be compatible and integrated with the existing commercial center.

In addition, General Plan describes a Planned Unit Development as a precise plan that provides the means for the regulations of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses,

relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code. The proposal complies with the spirit and intent of the General Plan that establishes that a PUD is intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code.

The proposed project will assist with the revitalization and redevelopment of the commercial center, which is consistent with the General Plan. Goal LU-6.1 of the General Plan encourages the revitalization of aging, underused or deteriorated commercial centers; Policy LU-6.2 encourages a mix of retail shops and services to better meet the needs of the area's present and potential clientele; Policy LU-6.4 encourages the City to work with property owners to revitalize deteriorated centers; Policy LU-6.6 encourages appropriate signage in commercial centers; and LU-IMP-6C encourages façade renovations, enhanced parking area landscaping, and improved lighting.

The project is designed to comply with the development standards of the PUD zone, and complies with the required parking, setbacks, and landscaping, as well as the intent and goals of the General Plan.

Approval of this Site Plan is contingent upon City Council approval of Planned Unit Development No. PUD-104-73 (Rev. 2018). Provided the City Council approves Planned Unit Development No. PUD-104-73 (Rev. 2018), the Site Plan will comply with the PUD provisions.

 The proposed development does not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access.

The site will continue to be accessed from two (2) drive approaches located on Valley View Street. The most northerly driveway on Valley View Street will be relocated and reconstructed to accommodate the new circulation pattern and building placement of the proposed project. The site will also continue to maintain the shared reciprocal access with the adjacent properties located at 12141 Valley View Street (bowling alley), 12051 Valley View Street (McDonald's), and 5900 Chapman Avenue (senior living facility). The project includes redesigning and reconfiguring existing on-site drive aisles and the parking areas to improve the site's circulation and to accommodate parking for the proposed uses. The code requires a total of 179 parking spaces for the proposed project. A total of 179 parking spaces will be provided in the form of 159 parking stalls and 20 combined queuing spaces along the drive-thru lane of the proposed automatic car wash and drive-thru All the required parking for the project will be provided completely on the project site. The existing parking spaces located on the adjacent bowling alley property will not change as a result of this proposed

project. A Traffic Study was also prepared that reviewed the project's site access and circulation, including the queuing for the drive-thru restaurant and the automatic car wash, and determined that the site design circulation is adequate, and that vehicle queuing will be contained within the respective drive-thru lane of the automatic car wash and the drive-thru restaurant.

The City's Traffic Engineering Division has reviewed the proposed project, and all appropriate conditions of approval have been incorporated to minimize any adverse impacts to surrounding streets.

3. The development, as proposed, will not adversely affect essential public facilities such as streets and alleys, utilities and drainage channels.

The utilities, drainage channels, and streets in the area are existing and adequate to accommodate the development, and all appropriate conditions of approval will minimize any adverse impacts to surrounding streets. The proposed development will provide landscaping and proper grading of the site, thereby, providing adequate on-site drainage.

A Traffic Impact Study prepared for the Project concluded that the traffic associated with the new and expanded uses will not significantly impact adjacent intersections during peak AM and PM traffic times. The Traffic Impact Study concluded that the adjacent traffic intersections would operate at the same level of service with the incorporation of the proposed uses; therefore, the project would have no significant impact to the surrounding streets based on the criteria established by the City of Garden Grove.

The City's Public Works Department has reviewed the proposed project, and all appropriate conditions of approval have been incorporated to minimize any adverse impacts to surrounding streets.

4. The proposed project will not adversely impact the Public Works Department ability to perform its required function.

The proposed project will not adversely impact the Public Works Department ability to perform its required function. The City's Public Works Department has reviewed the project, and has incorporated all the appropriate conditions of approval to minimize any adverse impacts.

5. The development does have a reasonable degree of physical, functional, and visual compatibility with neighboring uses and desirable neighborhood characteristics.

The project has been designed in accordance with the development standards of PUD-104-73, provided the City Council approves the proposed amendment to PUD-104-73 to allow for the proposed automatic car wash,

the drive-thru pad restaurant, and the sit-down restaurant, and the proposed sign amendment. The project is located in an older commercial shopping center located along the Valley View Corridor that is in need of revitalization. The commercial portion of the PUD that fronts onto Valley View Street includes properties improved with a bowling alley, a movie theater, a vacant restaurant, and a McDonald's drive-thru restaurant that were approved in 1973. The McDonald's restaurant was rebuilt in 2015, which was a first step to revitalizing the commercial center.

The proposed project includes the expansion of the existing movie theater, construction of an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant. The vacant restaurant building will be demolished in order to accommodate the proposed development.

The proposed development will enhance the overall site's appearance and facilitate the site's revitalization. The proposed project will compliment other improvements in the immediate vicinity, and will assist with implementation of the General Plan that encourages the revitalization of aging, underused or deteriorated commercial centers. The project will include new landscape areas and treatment along Valley View Street and the interior of the lot that will be consistent provisions of the PUD and applicable provisions of Title 9 of the Municipal Code. The project has been designed in accordance with the provisions of the PUD, and complies with the required setbacks, parking, and landscaping.

6. Through the planning and design of buildings and building placement, the provision of open space landscaping and other site amenities will attain an attractive environment for the occupants of the property.

The project will include new landscape planters along Valley View Street, within the setbacks, and within the interior of the project site that complies with the landscaping requirements of Title 9 of the Municipal Code. This includes providing trees, ground cover, and shrubs, along with providing additional landscaping within the parking lot and with the landscaped setback areas to comply with the code.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan possesses characteristics that would justify the request in accordance with Municipal Code Section No. 9.32.030.D.3 (Site Plan) and Section 9.40.190 (Lot Line Adjustment).

- 2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the attached Conditions of Approval (Exhibit "A") shall apply to Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018.
- 3. The project is exempt from CEQA pursuant to the Class 1 and Class 3 categorical exemptions.
- 4. This approval of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 shall be contingent upon the adoption and effectiveness of an Ordinance approving Planned Unit Development No. PUD-104-73 (Rev. 2018) by the Garden Grove City Council.

EXHIBIT "A"

Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018

12101 and 12111 Valley View Street

CONDITIONS OF APPROVAL

GENERAL CONDITIONS

- 1. Each owner of the property shall execute, and the applicant shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval" as prepared by the City Attorney's Office. Proof of such recordation is required prior to issuance of building permits.
- 2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to each of the following: the project applicant, Dan Akarakian for Cinemas Management, Inc., the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership. Any changes to the Conditions of Approval require approval by the Planning Commission, except as otherwise provided herein.
- 3. The Site Plan and Lot Line Adjustment only authorize the construction of a 4,241 square foot automatic car wash, a 1,870 square foot drive-thru restaurant, a 2,700 square foot sit-down, in-line tenant restaurant, and a 2,846 square foot expansion of the existing movie theater. Approval of this Site Plan and Lot Line Adjustment shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
- 4. Minor modifications to the Site Plan, Lot Line Adjustment and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
- 5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

Public Works Engineering Division

- 6. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
- 7. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and septic facilities. Any soil or groundwater contamination shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles implementations, including potential infiltration alternatives, soil compaction, saturation, permeability and groundwater levels.
- 8. Grading/street improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30' outside the boundary, and designed to preclude cross-lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan. Street improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.
- 9. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
- 10. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition.
- 11. A separate street permit is required for work performed within the public right-of-way. The City of Garden Grove completed a street rehabilitation project on Valley View Street in 2014. Valley View Street is currently under a street moratorium. Any utility trench backfilling fronting the project on Valley View Street is subject to 15 feet of asphalt resurfacing (up to 2-inches of asphalt grind and cap) from the center line of proposed utility (water, gas,

sewer, communication cables) in both directions and may extend the full width of the street as determined by the City Engineer.

- 12. All vehicular access drives to the site shall be provided in locations approved by the City Traffic Engineer.
- 13. The new drive approaches to the site shall be constructed in accordance with Garden Grove Standard B-120.
- 14. The grading/horizontal control plan shall provide an approximately 80 feet or four vehicles lengths between the service window and order board and additional 80 feet or four vehicle lengths of queuing distance behind the order board for the drive-thru restaurant in conformance with the queuing requirements of City of Garden Grove Standard Plan B-312.
- 15. All parking spaces that abut to sidewalks that are not elevated with a curb face to the stall, if any, shall have wheel stops.
- 16. No parallel curb parking shall be permitted anywhere on the site.
- 17. A recorded agreement that provides for reciprocal access between the subject site and the adjacent properties to the north and south of the subject site containing the McDonald's restaurant and the bowling alley, in a form acceptable to the City Engineer, shall be required prior to issuance of a grading permit. The applicant shall provide the City with a copy of any existing reciprocal access agreement(s) for review and approval. Should no agreement exist, or if the existing agreement(s) is(are) not acceptable to the City Engineer, the applicant shall enter into a new or amended agreement with the adjacent property owners that is acceptable to the City Engineer and record said agreement prior to the issuance of a grading permit.
- 18. Prior to issuance of a grading permit, the applicant shall design overhead street lighting within the development in a manner meeting the approval of the City Engineer. Location of lighting poles shall be shown on the precise grading plans.
- 19. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.
- 20. Prior to the issuance of any grading or building permits or prior to recordation upon subdivision of land if determined applicable by the City Building Official, the applicant shall submit to the City for review and approval a Water Quality Management Plan that:

- a. Addresses Site Design BMPs based upon the geotechnical report recommendations and findings such as infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
- b. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.
- c. Incorporates structural and Treatment Control BMPs as defined in the DAMP.
- d. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
- e. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
- f. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
- 21. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP,
 - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available on-site.
 - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.
- 22. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502 and state mandated commercial organic recycling law-AB 1826:
 - a. Paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, screened or walled to prevent off-site transport of trash.

- b. Provide solid roof or awning to prevent direct precipitation.
- c. Connection of trash area drains to the municipal storm drain system is prohibited.
- d. Potential conflicts with fire code and garbage hauling activities should be considered in implementing this source control.
- e. See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD-32 for additional information.
- f. The trash shall be located to allow pick-up and maneuvering, including turnarounds, in the area of enclosures.
- g. Pursuant to state mandated commercial organic recycling law-AB 1826, the applicant is required to coordinate storage and removal of the organics waste with local recycling/trash company.
- 23. The applicant and his contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. Applicant and his contractor shall also re-set the tie monuments where curb or curb ramps are removed and replaced or new ramps are installed. The Applicant and his contractor shall be liable for, at his expense, any resurvey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls.
- 24. Prior to issuance of a grading permit, the applicant shall submit to planning division an updated title report along with copies of the recorded instruments listed in the title report, reference maps used to prepare legal description and the plat for review and approval of the lot line adjustment application.
- 25. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one acre or more of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater

Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for City review on request.

26. Any new or required block walls and/or retaining walls shall be shown on the grading plans. Cross sections shall show vertical and horizontal relations of improvements and property line. Block walls shall be designed in accordance to City standards or designed by a professional registered engineer. In addition, the following shall apply:

The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division Prior to installation.

- 27. The applicant shall identify a temporary parking site(s) for construction crew and construction trailers office staff prior to issuance of a grading permit. No construction parking is allowed on local streets.
- 28. Prior to issuance of a street permit, the applicant submit and obtain approval of an off-site traffic control plan, satisfactory to the City Traffic Engineer.
- 29. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.
- 30. Any required lane closures should occur outside of peak travel periods.
- 31. Construction vehicles should be parked off of traveled roadways in designated parking.
- 32. Prior to issuance of a grading permit, the applicant shall provide a hydrological analysis with scaled map and calculations and hydraulic calculations to size storm drains per the Orange County RDMD standards. Parkway culverts shall be designed per Orange County standard plan 1309, Type B. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
- 33. Prior to issuance of the a building permit, the applicant shall design and construct street frontage improvements as identified below:

Valley View Street

a. The existing northerly substandard driveway approach and landscape fronting the property along Valley View Street shall be removed and curb & gutter, sidewalk shall be constructed in accordance with City Standard;

- b. New 8-inch curb and gutter shall be constructed replacing the existing northerly driveway at 50-feet from the center line of Valley View Street according to City of Garden Grove Standard Plan B-114 (Type C-8 Modified).
- c. Construct a 12-foot sidewalk adjacent to the new 8-inch curb and gutter, replacing the existing northerly driveway apron in accordance to standard B-106.
- d. The new northerly driveway approach to the site on Valley View Street shall be constructed in accordance with City of Garden Grove Standard Plan B-120 (Options #2 & #3 only). Standard Plan B-120 calls for a minimum width of 30-feet for commercial and multi-residential projects, with any deviation from the standard requiring approval by the City Traffic Engineer and be detailed on the street improvement plan showing all modifications.
- e. Remove all planter boxes and trees next to curb/gutter (Total Four) fronting the project on Valley View Street and replace the lifted sidewalk panels in accordance to City of Garden Grove Standard B-106.
- f. Remove and replace the southerly drive approach (curbs and apron section only) per City Standard Plan B-120 (Option #3).
- g. The applicant shall furnish and install a fully functioning video detection system at the project's main entrance traffic signal on Valley View to the Satisfaction of City Traffic Engineer.
- h. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk area on Valley View Street with Planning Division and Water Division.
- i. Any proposed new landscaping in public right of way shall be approved by Planning Division and maintained by the owner.

Public Work's Environmental Services

34. The applicant shall contract with Republic Waste Services for demolition and debris hauling.

Public Works Water Services Division

35. The City of Garden Grove conducted a sewer lateral dye test for the existing restaurant and determined that the sewer drains to a manhole on the 8" sewer located on the east/west alley, and the City is assuming that the bowling alley and movie theater also tie into this sewer lateral. The new inline tenant restaurant located adjacent to the movie theater can tie into this

sewer lateral as it will be smaller than the existing restaurant that will be demolished. The new car wash and the drive-thru restaurant (Jack in the Box) shall tie into a sewer main on Valley View Street.

- 36. New water service installations 2" and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire services and larger water services 3" and larger, shall be installed by developer/owner's contractor per City Standards.
- 37. Water meters shall be located within the City right-of-way or within a dedicated waterline easement. Fire services and large water services 3" and larger shall be installed by contractor with Class A or C-34 license, per City water standards, and inspected by approved Public Works inspector.
- 38. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross connection inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
- 39. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.
- 40. City shall determine if existing water services(s) is/are usable and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense.
- 41. Fire service shall have above ground backflow device with a double check valve assembly. Device shall be tested immediately after installation and once a year thereafter by a certified backflow device tester and the results to be submitted to Public Works, Water Services Division. Device shall be on private property and is the responsibility of the property owner. The above ground assembly shall be screened from public view as required by the Planning Division.
- 42. Location and number of fire hydrants shall be as required by Water Services Division and the Fire Department.
- 43. The owner shall install new sewer laterals with clean-outs at right-of-way line for the proposed carwash and drive-thru restaurant. The carwash is to use a

water recycling system to minimize the amount of discharge to the City's sewer system. The laterals in public right-of-way shall be 6" min. dia., extra strength VCP with wedgelock joints.

- 44. Commercial food use of any type shall require the installation of an approved grease interceptor prior to obtaining a business license.
- 45. A properly sized grease interceptor shall be installed on the sewer lateral and maintained by the property owner. There shall be a separate sanitary waste line that will connect to the sewer lateral downstream of the grease interceptor. All other waste lines shall be drained through the grease interceptor. Grease interceptor shall be located outside of the building and accessible for routine maintenance. Owner shall maintain comprehensive grease interceptor maintenance records and shall make them available to the City of Garden Grove upon demand.
- 46. Food grinders (garbage disposal devices) are prohibited per Ordinance 6 of the Garden Grove Sanitary District Code of Regulations. Existing units are to be removed.
- 47. Contractor shall abandon any existing unused sewer lateral(s) at street right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug and encased in concrete.

Fire Department

- 48. All on-site drive aisles and turning radius shall comply with the Fire Department turning radius standards. The applicant shall provide an AutoCAD turning radius to verify access for both fire engines and fire truck access.
- 49. The project shall comply with all applicable requirements of the California Fire Code.

Building and Safety Division

50. The project shall comply with the requirements of the California Building Code, the California Green Building Code, and all California Model Codes, including, but not limited to, providing parking for electric and clean air vehicles, accessible routes to all buildings and trash enclosures, and solar ready commercial buildings.

Community and Economic Development Department

51. The applicant shall submit detailed plans, showing the proposed location of utilities and mechanical equipment, to the Community and Economic

Development Department for review and approval prior to submitting plans into the Building and Safety Division Plan Check process. The project shall also be subject to the following:

- a. All on-site and off-site utilities pertaining to the improvements proposed under this Site Plan shall be installed or relocated underground.
- b. All above-ground utility equipment (e.g., electrical, gas, telephone, cable TV, water meters, electrical transformer) shall not be located in the street setback and shall be screened to the satisfaction of the Community and Economic Development Director.
- c. No roof-mounted mechanical equipment shall be permitted unless a method of screening complementary to the architecture of the building is approved by the Community and Economic Development Department prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.
- d. All ground or wall-mounted mechanical equipment shall be screened from view from any place on or off the site.
- e. No exterior piping, plumbing, or mechanical ductwork shall be permitted on any exterior façade and/or be visible from any public right-or-way or adjoining property. All roof access ladders shall be accessed from inside the building.
- 52. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Title Sections 8.47.040 to 8.47.060 referred to as the Noise Control Ordinance as adopted:
 - a. Monday through Saturday not before 7 a.m. and not after 8 p.m. (of the same day).
 - b. Sunday and Federal Holidays may work the same hours, but be subject to the restrictions as stipulated in Sections 8.47.040 to 8.47.060 of the Municipal Code.
- 53. The property owner(s) and all tenants shall comply with the adopted City Noise Ordinance.
- 54. All landscaping shall be consistent with the landscape requirements of Title 9 of the Municipal Code. The developer shall submit a complete landscape plan governing the entire development. The landscape irrigation plans shall include type, size, location and quantity of all plant material. The landscape plan shall include irrigation plans and staking and planting specifications. All

landscape irrigation shall comply with the City's Landscape Ordinance and associated Water Efficiency Guidelines. The landscape plan is also subject to the following:

- a. A complete, permanent, automatic remote control irrigation system shall be provided for all landscaping areas shown on the plan. The sprinklers shall be of drip or microspray system sprinkler heads for water conservation.
- b. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. These trees shall be incorporated into the landscaped frontages of all streets. Where clinging vines are considered for covering walls, drought tolerant vines shall be used.
- c. Trees planted within ten feet (10') of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages adjacent to driveways shall be of the low height variety to ensure safe sight clearance.
- c. The landscaping treatment along the Valley View Street frontage, including the area designated as public right-of-way and parking areas, shall incorporate a mixture of groundcover, flowerbeds, shrubs, and trees to enhance the appearance of the property. The Community and Economic Development Department shall review the type and location of all proposed trees and plant materials. Said landscape area shall be the responsibility of the applicant to maintain.
- d. The landscape plan shall incorporate and maintain for the life of the project those means and methods to address water run-off also identified as Low Impact Development provisions, which address water run-off. This is to also to be inclusive of any application of Water Quality Management Plans (WQMP), Drainage Area Management Plans (DAMP) and any other water conservation measures applicable to this type of development.
- e. At the time of irrigation installation, the irrigation system shall comply with all applicable provisions of the City's Water Conservation Ordinance, the City's Municipal Code landscape provisions, and all applicable state regulations.
- 52. Litter shall be removed daily from the project site, including adjacent public sidewalks and all parking areas under the control of the applicant. There areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.

- 53. The applicant shall abate all graffiti vandalism within the premises. The applicant shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
- 54. There shall be no deliveries from or to the premises before 7:00 a.m. and after 10:00 p.m., seven days a week.
- 55. All signs shall comply with the sign requirements of PUD-104-73 (Rev. 2018). All signs shall require a separate permit and shall be installed in accordance with the provisions of the sign ordinance. A sign program governing the entire site, including height, size, color, and location of all signs, shall be approved by the Community and Economic Development Department, Planning Division prior to installation. All signage shall be limited to individual channel letters. No roof signs shall be permitted.
- 56. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
- 57. Signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort.
- 58. Any expansion to the floor area of the movie theater beyond the square footage approved by this Site Plan shall require review and approval by the appropriate hearing body as specified in Condition of Approval No. 4.
- 59. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the City's Planning Services Division. Lighting adjacent to residential properties shall be restricted to low decorative type wall-mounted lights, or a ground lighting system. Any new lighting that is provided within the parking lot area shall maintain a minimum of two foot-candles of light on the parking areas during business hours. Lighting in the parking areas shall be directed, positioned, or shielded in such manner so as not to unreasonably illuminate the windows of adjacent properties.
- 60. The applicant shall submit a light plan (photometric plan) to Planning Services Division for review. All lighting shall be provided throughout the parking areas at a minimum of two-foot candle of light during the hours of

darkness when the businesses are open, and a one-foot candle of light during all other hours of darkness.

- 61. New perimeter walls, if proposed, shall be developed to City Standards or designed by a Registered Engineer, and shall be measured from the on-site finished grade, and shall be shown on the grading plan.
- 62. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, the use of electricity from power poles rather than diesel or gasoline powered generators, the use of methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible, the use of solar or low-emission water heaters, and the use of low-sodium parking lot lights, to ensure compliance with Title 24.
- 63. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community and Economic Development Department, Planning Division. No advertising material shall be placed thereon.
- 64. During construction, if paleontological or archeological resources are found, all attempts will be made to preserve in place or leave in an undisturbed state in compliance with applicable law.
- 65. The driveways from Valley View Street shall be treated with decorative stamped concrete or interlocking pavers or other enhanced treatment, excluding scored and/or colored concrete, that is similar and consistent with the pattern and color used for the McDonald's restaurant (12051 Valley View Street). The color, pattern and material shall be approved by the Community and Economic Development Department, Planning Services Division, and shall be shown on the final site plan and the grading plan.
- 66. The car wash vacuum parking spaces shall be available for use by patrons of the movie theater and restaurants during non-operating hours.
- 67. All on-site curbs, not associated with a parking space, shall be painted red.
- 68. The proposed trash enclosure shall be designed to comply with the City's B-502 trash enclosure standard, or with an alternative design approved by the Public Works Engineering Division.
- 69. The trash enclosures shall have unifying color and exterior finish that matches, and are integrated, with the proposed development. The proposed roof design of the trash enclosure shall be architecturally compatible with the design of the development. The Planning Services Division shall review and approve the design of the proposed roof and the material(s). The proposed roof and materials shall also comply with the building code requirements.

- 70. The trash bins shall be kept inside the trash enclosures, and gates closed at all times, except during disposal and pick-up. The property owner shall provide sufficient trash bins and pick-up to accommodate the site.
- 71. As part of the finalized working drawings for Planning Division, Engineering Division, and Building Plan Check, the applicant shall submit a detailed and dimensioned plot plan, floor plans, exterior elevations and landscape plans that reflect the above conditions of approval. The plans shall indicate landscape materials, wall materials, and building materials proposed for the project.
- 72. Any and all corrections notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant and all agents thereof.
- 73. The design and operation of the drive-thru speaker system, including automatic timer, volume control, and message board, is subject to Planning Services Division review and approval. In the event that complaints are received from adjacent uses concerning noise created by the new food ordering speaker system, the applicant shall provide a plan to address the issues to the satisfaction of the Community and Economic Development Department.
- 74. The drive-thru menu/order board shall be designed to match the building, shall incorporate the same color and materials.
- 75. The applicant/property owner shall submit signed letters acknowledging receipt of the decision approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018, and his/her agreement with all conditions of approval.
- 76. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the uses and development authorized by this approval of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1) year of the expiration of the appeal period and thereafter diligently advanced until completion of the project.
- 77. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action

concerning Planned Unit Development No. PUD-104-73 (Rev. 2018), Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and/or Conditional Use Permit No. CUP-140-2018. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City including but not limited to any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

RESOLUTION NO. 5933-2018

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING CONDITIONAL USE PERMIT NO. CUP-140-2018 FOR PROPERTIES LOCATED AT 12101 AND 12111 VALLEY VIEW STREET, ASSESSOR'S PARCEL NOS. 224-202-15 AND 224-202-16.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in a regular session assembled on October 18, 2018, hereby approves Conditional Use Permit No. CUP-140-2018 for properties located on the west side of Valley View Street, south of Chapman Avenue at 12101 and 12111 Valley View Street, Assessor's Parcel Nos. 224-202-15 and 224-202-16, respectively.

BE IT FURTHER RESOLVED in the matter of Conditional Use Permit No. CUP-140-2018, the Planning Commission of the City of Garden Grove does hereby report as follows:

- 1. The subject case was initiated by Dan Akarakian for Cinemas Management, LLC.
- 2. The applicant is requesting Conditional Use Permit approval to allow the operation of a 4,241 square foot automatic war cash that will be constructed in conjunction with Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018, and subject to approval of Planned Unit Development No. PUD-104-73 (Rev. 2018). The uses, activities, and improvements contemplated by the proposed PUD amendment, Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and Conditional Use Permit No. CUP-140-2018 are collectively referred to as the "Project".
- 3. The proposed Project is categorically exempt from review under the California Environmental Quality Act ("CEQA") pursuant to Section 15301 (Existing Facilities) and Section 15303 (New Construction or Conversion of Small Structures) of the CEQA Guidelines.
- 4. The properties have a General Plan Land Use designation of Residential/ Commercial Mixed Use 2 and are zoned Planned Unit Development No. PUD-104-73. The subject site is comprised of two parcels, with a total land area of 2.71 acres, and is currently improved with the Starlight 4 Star Cinema movie theater and a vacant 6,040 square foot restaurant. This request is being processed in conjunction with a request for approval of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 to allow for the demolition of the existing restaurant and the construction of an automatic car wash, a drive-thru restaurant, a sit-down restaurant, and an expansion to the existing movie theater and a request for approval of Planned Unit Development No. PUD 104-73 (Rev. 2018) to amend the existing standards and conditions for Planned Unit Development No. PUD 104-73 to

facilitate the proposed redevelopment project. A Conditional Use Permit is required for the operation of the proposed automatic car wash.

- 5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
- 6. Report submitted by the City staff was reviewed.
- 7. Pursuant to a legal notice, a public hearing was held on October 18, 2018, and all interested persons were given an opportunity to be heard.
- 8. Concurrently with the adoption of this Resolution, the Planning Commission adopted (a) Resolution No. 5931-18 recommending that the City Council determine that the Project is categorically exempt from CEQA and approve Planned Unit Development No. PUD-104-73 (Rev. 2018) to amend PUD-104-73 to facilitate the proposed Project; and (b) Resolution No. 5932-18 approving Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018.
- 9. The Planning Commission gave due and careful consideration to the matter during its meeting on October 18, 2018; and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Sections 9.32.030 are as follows:

FACTS:

The subject properties are located on the west side of Valley View Street, south of Chapman Avenue. The properties have a General Plan Land Use designation of Residential/Commercial Mixed Use 2, and are zoned Planned Unit Development (PUD) No. PUD-104-73. PUD-104-73 was adopted in 1973 to allow the construction of a 126-unit residential condominium (currently known as Stonegate), a 32-lane bowling alley (12141 Valley View Street), a 900 seat movie theater (12111 Valley View Street), a 7,500 square foot restaurant (12101 Valley View Street), a 3,600 square foot drive-thru restaurant (12051 Valley View Street), and a 41,850 square foot aged facility for 120 people (5900 Chapman Avenue).

The commercial portion of PUD-104-73 includes a total five (5) commercial properties: a bowling alley, formerly occupied by the AMF Bowling Alley (12141 Valley View Street), the Starlight 4 Star Cinema (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The applicant is the property owner of the movie theater and the vacant restaurant building properties. The property owner intends to redevelop the movie theater and the vacant restaurant properties in an effort to revitalize the commercial center. The proposed project includes the construction of a 4,241 square foot automatic car wash, a 1,870 square foot drive-thru pad restaurant, a 2,700 square foot sit-down restaurant, a 2,846 square foot expansion to the existing movie theater, along with related site improvements, and a lot line adjustment to modify existing lot lines to consolidate the two subject parcels into one.

In conjunction with the Conditional Use Permit request, the applicant is also requesting an amendment to PUD-104-73 to modify the permitted uses for the subject properties to facilitate the Project, and approval of Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018 to allow the construction of the proposed buildings and movie theater expansion, and to consolidate the subject properties into one.

The proposed amendment to PUD-104-73 will allow the proposed car wash subject to approval of a Conditional Use Permit. The applicant is requesting a Conditional Use Permit to allow the operation of the proposed automatic car wash.

The applicant has indicated that the proposed car wash will be operated by Fast 5 Xpress Car Wash. Fast 5 Xpress has existing car wash facilities located in the countries of Los Angeles, Orange, and San Bernardino. The automatic car wash is 4,241 square foot in size, and will consist of twenty (20) vacuum stations. The proposed automatic car wash will operate from 7:00 a.m. to 8:00 p.m., seven days a week.

FINDINGS AND REASONS:

1. That the proposed use will be consistent with the City's adopted General Plan and redevelopment plan.

The properties have a land use designation of Residential/Commercial Mixed Use 2 and are zoned Planned Unit Development No. PUD-104-73. The Residential/ Commercial Mixed Use 2 is intended to provide a mix of residential and commercial uses mostly around older underutilized, multitenant commercial developments. PUD-104-73 was adopted in 1973 to allow for the construction of a 126-unit residential condominium, bowling alley, a movie theater, a sit-down restaurant, a drive-thru restaurant, and an aged facility. Currently, the commercial portion of PUD-104-72 is improved with a bowling alley (12141 Valley View Street), the Starlight 4 Star Cinema movie theater (12111 Valley View Street), a vacant restaurant building (12101 Valley View Street), a McDonald's drive-thru restaurant (12051 Valley View Street), and the Brookdale Senior Living facility (5900 Chapman Avenue).

The General Plan describes a Planned Unit Development as a precise plan that provide the means for the regulations of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code. The proposal complies with the spirit and intent of the General Plan that establishes that a PUD is intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code.

Goal LU-6.1 of the General Plan encourages the revitalization of aging, underused or deteriorated commercial centers; Policy LU-6.2 encourages a mix of retail shops and services to better meet the needs of the area's present and potential clientele; Policy LU-6.4 encourages the City to work with property owners to revitalize deteriorated centers; Policy LU-6.6 encourages appropriate signage in commercial centers; and LU-IMP-6C encourages façade renovations, enhanced parking area landscaping, and improved lighting.

The proposed amendment to PUD-104-73, which is being processed with this request, will allow the proposed automatic car wash, subject to approval of a Conditional Use Permit. The proposed project will assist with revitalizing the commercial center and as well as introduce new commercial uses that will serve the surrounding neighborhood. The proposed construction and site improvements will be compatible and integrated with the existing commercial center.

2. That the requested use at the location proposed will not: adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area, or unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

The proposed automatic car wash use will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. The car wash will provide a service to local residents, and will be consistent with other car washes located in the immediate area. Currently, there are two (2) smaller car wash facilities at two (2) existing service stations located to the north of the project site, at the intersections of Valley View Street and Chapman Avenue. The proposed automatic car wash is a larger facility with vacuum stations that can serve a larger number of customers.

The operator of the proposed automatic car wash prepared a Noise Study to evaluate the car wash's potential noise levels in order to determine if the

noise levels were consistent with the City's Noise Ordinance. The study monitored noise levels as similar express car washes, including evaluating the noise from idling car wash vehicles, and noise from the car wash's compressed air nozzles, the dryer system, and the vacuum equipment. The study determined that the noise levels of the proposed car wash would not exceed the City's adopted noise levels. The study also evaluated the noise levels to the adjacent residential condominium development and to the McDonald's restaurant drive-thru order intercom system. The study determined that the hours of operation for the car wash, 7:00 a.m. to 8:00 p.m., seven days a week, would assist with maintaining the noise level below the City's adopted level and thereby not affect the adjacent residential condominium development, and the noise from the car wash would not interfere with the drive-thru intercom system.

Provided the conditions of approval are adhered to for the life of the project, the automatic car wash use will be harmonious with the persons who work and live in the area.

The automatic car wash use will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site, provided the conditions of approval are adhered to for the life of the project. The use will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site. The proposed development will be similar to the existing uses in the PUD, and also existing commercial uses in the vicinity, include two (2) existing car washes located just north of the site at two (2) existing service stations. The project has been designed to comply with the development standards for the zone. Provided that the project adheres to the conditions of approval the project will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site.

3. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title or as is otherwise required in order to integrate such use with the uses in the surrounding area.

The overall project site is 2.71-acres and is sufficient in size to accommodate the proposed car wash and site improvements. The car wash will have adequate vehicle queuing within the drive-thru lane, and will provide a total of twenty (20) vacuum stations. Other site improvements to accommodate the proposed project include new landscaping planters, reconfiguration of existing drive aisles and parking spaces.

4. That the proposed site is adequately served: by highways or streets or sufficient width and improved as necessary to carry the kind and quantity of

traffic such as to be generated, and by other public or private service facilities as required.

The site is adequately served by existing public streets. The site is also adequately served by the public service facilities required such as public utilities: gas, electric, water, and sewer facilities.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

- 1. The proposed Conditional Use Permit does possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.24.030 (Conditional Use Permits).
- 2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the following Conditions of Approval, attached as Exhibit "A", shall apply to Conditional Use Permit No. CUP-140-2018.
- 3. The car wash shall also be subject to the conditions of approval as adopted by Planning Commission Resolution No. 5932-18 for Site Plan No. SP-057-2018 and Lot Line Adjustment No. LLA-019-2018.
- 4. This approval of Conditional Use Permit No. CUP-140-2018, shall be contingent upon the adoption and effectiveness of an Ordinance approving Planned Unit Development No. PUD-104-73 (Rev. 2018) by the Garden Grove City Council.

EXHIBIT "A"

Conditional Use Permit No. CUP-140-2018

12101 and 12111 Valley View Street

CONDITIONS OF APPROVAL

General Conditions

- 1. Each owner of the property shall execute, and the applicant shall record against the property, a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval" as prepared by the City Attorney's Office. Proof of such recordation is required prior to issuance of building permits.
- 2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to the project applicant, Dan Akarakian for Cinemas Management, Inc., the owner(s) and tenant(s) of the property, and each of their respective successors and assigns, including all subsequent purchasers and/or tenants. The applicant and subsequent owner/operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Any changes of the conditions of approval require approval by the appropriate hearing body, except as otherwise provided herein.
- 3. This Conditional Use Permit only authorizes the operation of 4,241 square foot automatic car wash. Approval of this Conditional Use Permit shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
- 4. Minor modifications to the site plan, floor plan, and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community and Economic Development Director not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
- 5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.
- 6. The project shall comply with all applicable conditions of approval as specified in Exhibit "A" of Planning Commission Resolution No. 5932-18 for Site Plan No. SP-057-2018 and Lot Line Adjustment No. 019-2018.

Public Works Water Services Division

7. The car wash shall operate on a water recycling system.

Community and Economic Development Department

- 8. The approved site plan and floor plan are an integral part of the decision approving this Conditional Use Permit. There shall be no additional changes in the design of the site plan or floor plan without the approval of the Community and Economic Development Department, Planning Division. Any additional changes in the approved floor plan, which have the effect of expanding or intensifying the present use, shall require obtaining the proper entitlement (s).
- 9. No outside display of merchandise shall be permitted at any time.
- 10. A prominent, permanent sign, stating "NO LOITERING IS ALLOWED ON OR IN FRONT OF THE PREMISES," shall be posted in a place that is clearly visible to patrons of the licensee. The sign lettering shall be four (4) to six (6) inches high with black letters on a white background. The sign shall be displayed near or at the store's entrance, and shall also be visible to the public.
- 11. There shall be no deliveries to or from the premises between the hours of 10:00 p.m. and 7:00 a.m., seven days a week.
- 12. Litter shall be removed daily from the premises, including adjacent public sidewalks, and from all parking areas under the control of the applicant. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
- 13. The applicant shall abate all graffiti vandalism within the premises. The applicant shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout the life of the project, including, but not limited to, timely removal of all graffiti, the use of graffiti resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras, as necessary. Graffiti shall be removed/eliminated by the applicant as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
- 14. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community and Economic Development Department, Planning Division. No advertising material shall be placed thereon.

- 15. Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
- 16. Signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort.
- 17. All signage shall comply with the requirements of PUD-104-73 (Rev. 2018). No roof signs shall be permitted on the building or on the freestanding metal canopy structure. Any modifications to existing signs or the installation of new signs shall require approval by the Community and Economic Development Department, Planning Services Division prior to issuance of a building permit.
- 18. The applicant shall comply with the adopted City Noise Ordinance.
- 19. All lighting structures shall be placed so as to confine direct rays to the subject property. All exterior lights shall be reviewed and approved by the Planning Services Division. Lighting adjacent to residential properties shall be restricted to low, decorative type, wall-mounted lights, or ground lighting system. Lighting in the common and parking areas shall be directed, positioned or shielded in such manner so as not to unreasonably illuminate the window area of nearby residences. Parking area lighting shall be provided during the hours of darkness the establishment is open at a minimum of two-foot candles of light, and one-foot candle of light during all other hours of darkness. No pole mounted lights shall be allowed along the north and east property lines in order to minimize impacts to the abutting residential uses.
- 20. The proposed development shall comply with all applicable provisions of the Garden Grove Local Implementation Plan (LIP), including but not limited to, providing a Water Quality Management Plan (WQMP) and Section 7 addressing reducing water run-off from the site (e.g., direct roof rain gutter's downspouts to permeable areas such as landscape planters).
- 21. The hours of operation of the car wash shall be limited from 7:00 a.m. to 8:00 p.m., seven days a week. The applicant shall install an automatic, electric arm gate, or other device as approved by the Planning Services Division, at the entrance of the car wash drive-thru lane to prevent vehicles from accessing the car wash queuing lane during the non-operating hours. However, in the event problems arise where the hours of operation need to be reduced in order to minimize noise, the operator shall change the hours of operation as prescribed by the City.
- 22. During non-operating hours, the car wash vacuum station parking spaces shall be available for use by the movie theater and restaurant patrons.

- 23. The dryer unit on the car wash shall be fitted with a noise reduction package to reduce any potential noise problems.
- 24. There shall be no auto detailing or auto prep work conducted on the site at any time.
- 25. This Conditional Use Permit may be called for review by City Staff, the City Council, or the Planning Commission for any reason, including if noise or other complaints are filed and verified as valid by the Code Enforcement office or other city department concerning the violation of approved conditions, the Garden Grove Municipal Code, or any other applicable provisions of law.
- 26. A copy of the decision approving Conditional Use Permit No. CUP-140-2018 shall be kept on the premises at all times.
- 27. The permittee shall submit a signed letter acknowledging receipt of the decision approving Conditional Use Permit No. CUP-140-2018, and his/her agreement with all conditions of the approval.
- 28. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the use authorized by this approval of Conditional Use Permit No. CUP-140-2018 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1) year of the expiration of the appeal period and thereafter diligently advanced until completion of the project.
- 29. The applicant shall, as a condition of project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Planned Unit Development No. PUD-104-73 (Rev. 2018), Site Plan No. SP-057-2018, Lot Line Adjustment No. LLA-019-2018, and/or CUP-140-2018. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City, including, but not limited to, any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

OPERATIONS NOISE STUDY FOR A PROPOSED FAST5XPRESS CAR WASH IN THE CITY OF GARDEN GROVE

Revision 5

September 14, 2018

PREPARED FOR:

FAST5XPRESS 567 San Nicolas, Suite 390 Newport Beach, CA 92660

PREPARED BY:

ADVANCED ENGINEERING ACOUSTICS 663 Bristol Avenue Simi Valley, CA 93065 805-583-8207

1. Introduction

At the request of Mr. Don Vogel (Fast5Xpress), and in compliance with requirements of the city of Garden Grove (City), a noise study has been conducted by Advanced Engineering Acoustics (AEA). Fast5Xpress has plans to construct an express car wash at 12101 Valley View Street in Garden Grove, CA (see Figure 1). In order to document the level of potential noise from the new express car wash operations for this new commercial business, AEA has conducted noise monitoring at several existing express car washes, idling car wash patron vehicles, compressed air nozzle car wash noise, and obtained noise measurements of the proposed operating dryer system and vacuum equipment for the proposed car wash facility. This report gives the existing ambient noise and predicted express car wash operations noise at the nearest sensitive receivers.



Figure 1. Revised Project Site Vicinity Aerial View

2. Sound Fundamentals

Physically, sound pressure magnitude is measured and quantified in terms of the decibel (dB), which is associated with a logarithmic scale based on the ratio of a measured sound pressure to the reference sound pressure of 20 micropascal ($20 \mu Pa = 20 \times 10^{-6} \text{ N/m}^2$). However, the decibel system can be very confusing. For example, doubling or halving the number of sources of equal noise output (a 2-fold change in acoustic *energy*) changes the noise level at the receptor by only 3 dB, which is a barely perceptible sound change for humans. While doubling or halving the sound *loudness* at the receptor results in a 10 dB change and also represents a 10-fold change in the acoustic *energy*.

The human hearing system is not equally sensitive to sound at all frequencies. Because of this variability, a frequency-dependent adjustment called "A-weighting" has been devised so that

sound may be measured in a manner similar to the way the human hearing system responds. The A-weighted sound level is abbreviated "dBA". Figure 2 gives typical A-weighted sound levels for various noise sources and the typical responses of people to these levels.

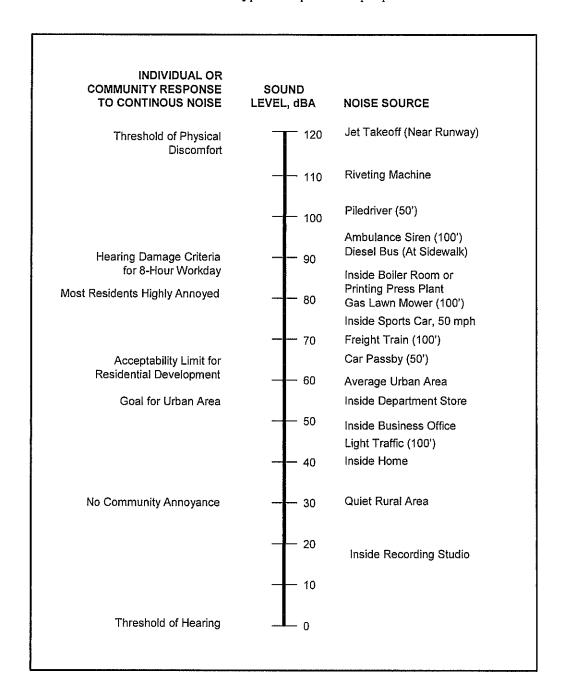


Figure 2 - Typical Sound Levels and their Effect on People

Normally, ambient sounds change with the daily cycle of human activities. To account for these changes, the time-weighted statistical sound levels have been adopted and these sound descriptors are used by the City and in this report. The time-weighted sound level limits are

defined as the continuous A-weighted sound level that is not exceeded, in the specified contiguous periods of time (1 minute, 5 minutes, 15 minutes, 30 minutes or the maximum sound level in any hour).

3. City Noise Standards

The city of Garden Grove has established stationary source noise limits to ensure that all segments of the community will be protected from excessive noise intrusion. The applicable noise standards are contained within *Chapter 8.47* of the City of Garden Grove municipal code, as follows.

8.47.040 Ambient Base Noise Levels

The ambient base noise levels contained in the following chart shall be utilized as the basis for determining noise levels in excess of those allowed by this chapter unless the actual measured ambient noise level occurring at the same time as the noise under review is being investigated exceeds the ambient base noise level contained in the chart. When the actual measured ambient noise level exceeds the ambient base noise level, the actual measured ambient noise level shall be utilized as the basis for determining whether or not the subject noise exceeds the level allowed by this section. In situations where two adjoining properties exist within two different use designations, the most restrictive ambient base noise level will apply. This section permits any noise level that does not exceed either the ambient base noise level or the actual measured ambient noise level by 5 dB(A), as measured at the property line of the noise generation property.

USE CATEGORIES	USE DESIGNATIONS	AMBIENT BASE NOISE LEVELS	TIME OF DAY
Sensitive	Residential Use	55 dB(A)	7:00 a.m.—10:00 p.m.
		50 dB(A)	10:00 p.m.—7:00 a.m.
Conditionally Sensitive	Institutional Use	65 dB(A)	Any Time
	Office-Professional Use	65 dB(A)	Any Time
	Hotels & Motels	65 dB(A)	Any Time
Non-Sensitive	Commercial Uses	70 dB(A)	Any Time
	Commercial/ Industrial Uses within	65 dB(A)	7:00 a.m.—10:00 p.m.
	150 feet of Residential	50 dB(A)	10:00 p.m.—7:00 a.m.
	Industrial Use	70 dB(A)	Any Time

(2802 § 1, 2011; 2660 § 2, 2005)

8.47.050 General Noise Regulation

- A. NOISE DISTURBANCE CRITERIA. It shall be unlawful for any person to willfully make, continue, or cause to be made or continued, any loud, unnecessary, or unusual noise that disturbs the peace or quiet of any neighborhood, or that causes discomfort or annoyance to any person of normal sensitiveness,
- B. The criteria that shall be utilized in determining whether a violation of the provisions of this section exists shall include, but not be limited to, the following:
 - 1. The level of the noise.

Proposed Garden Grove Fast5Xpress Car Wash Noise Study - Rev. 5

- 2. The frequency of occurrence of the noise.
- 3. Whether the nature of the noise is usual or unusual.
- 4. The level and intensity of the background noise, if any.
- 5. The proximity of the noise to residential sleeping facilities.
- 6. The nature and zoning of the area within which the noise emanates.
- 7. The density of the inhabitation of the area within which the noise is received.
- 8. The time of day or night the noise occurs.
- 9. The duration of the noise.
- C. DURATION OF NOISE. The following criteria shall be used whenever the noise level exceeds:
- 1. The noise standard for a cumulative period of more than 30 minutes in any hour;
- 2. The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour;
- 3. The noise standard plus 10 dB(A) for a cumulative period of more than five minutes in any hour;
- 4. The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or
- 5. The noise standard plus 20 dB(A) for any period of time.
- D. In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (2802 § 1, 2011; 2660 § 2, 2005)

8.47.060 Special Noise Sources

- C. MACHINERY, EQUIPMENT, FANS, AND AIR CONDITIONING. It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise that would cause the noise level at the property line of any property to exceed either the ambient base noise level or the actual measured ambient noise level by more than five decibels.
- D. CONSTRUCTION OF BUILDINGS AND PROJECTS. It shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness, as determined utilizing the criteria established in Section 8.47.050(B), is caused discomfort or annoyance unless such operations are of an emergency nature.

The most restrictive case of the City noise ordinance would therefore be when the actual ambient noise at any location would be equal to or less than the ambient base noise levels given in Section 8.47.040 of the noise ordinance. In this case the most restrictive maximum project noise limit would be the designated ambient base noise level plus 5 dB(A).

4. Unabated Project Noise Modeling Results

The planned hours of operation of the proposed car wash are from 7 a.m. to 8 p.m. in summer (March to October) and 7 a.m. to 7 p.m. in winter (November to February), seven (7) days a week. The revised layout of the planned car wash project is shown in Figure 3.

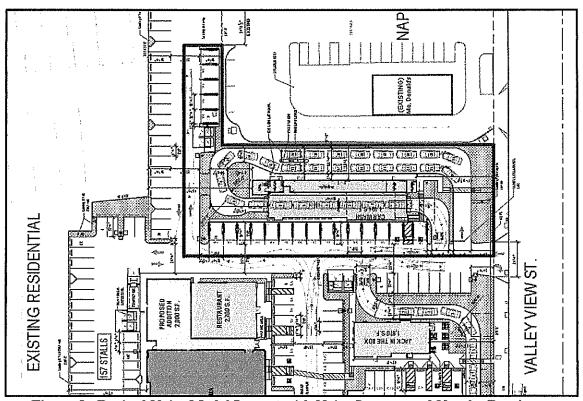


Figure 3. Revised Noise Model Layout with Noise Sources and Nearby Receivers

The project layout noise model has the most idling patron vehicles queued up to pay for a car wash at a time as sixteen (16). In addition, there are twenty (20) vacuum stations and twenty (20) air nozzles. An equipment room contains small pumps and the central vacuum tank. Computer modeling was conducted of the interior car wash equipment noise (transmitted through the car wash tunnel exit opening, entrance opening, the tunnel walls and tunnel roof) and the external vacuums and air nozzles. On-site patron vehicles have been modeled assuming a worst-case scenario of 16 queued idling vehicles, 6 vehicles in the tunnel and 19 low speed vehicle movements approaching (6) and departing (13) the tunnel. Also, it is assumed there are 20 vehicles being vacuumed and 20 air nozzles operating simultaneously. Figure 4 shows the noise model layout. Modeling was conducted using the SoundPLANTM, Version 7.4, community noise modeling software. Table 1 shows the predicted as-designed project noise near the three modeled car wash residential sites and commercial locations. It is very unlikely that the worst-case conditions would actually occur, but the results of such an occurrence are given in Table 1 and Figure 4, which shows the worst-case scenario noise contours for the car wash operations. Ambient noise is not factored into the noise model, but is included in the overall noise results. The unabated express car wash equipment noise modeling shows that all nearby receivers would be in compliance with the respective zone use noise limits.

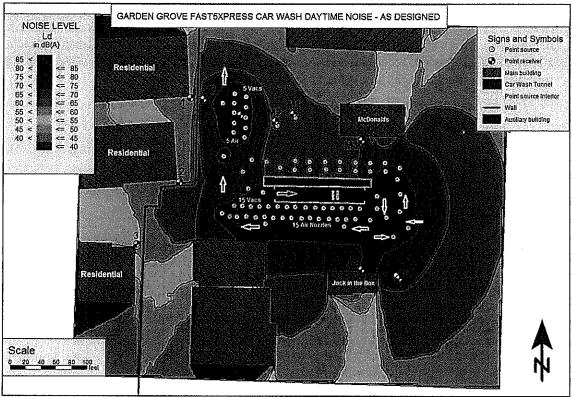


Figure 4. As-Designed Wash Worst-Case Noise Contours with Receptor Locations

Table 1. As-Designed Worst-Case Car Wash Noise* at Model Receptors

Site	L(max)	L(1min/hr)	L(5min/hr)	L(15min/hr)	L(30min/hr)
Res. Base Noise Limit >	80	75	70	65	60
Site 1	75.4	70.4	65.4	60.4	55.4
Site 2	77.2	72.2	67.2	62.2	57.1
Site 3	71.2	66.2	61.2	56.2	51.2
Comm. Base Noise Limit >	95	90	85	80	75
Site 4	81.2	76.2	71.2	66.2	61.2
Site 5	71,9	66.9	61.9	56.9	51.9
Order Box M1 Level > **	83				63.0
Vacuum site test at 3 feet	82				
Vacuum site test at M1	62				
Order Box M2 Level > **	80				64.7
Vacuum site test at 3 feet	82				
Vacuum site test at M2	63				
Take-Out Window M3			***		64.3

^{*}Neither ambient base noise nor actual ambient noise are included in the projected car wash noise.

5. Project Vacuum Site Test Noise Measurements at Drive-Thru Order Boxes

A vacuum site noise test was conducted the evening of August 2, 2018 at the two nearby Garden Grove McDonalds restaurant drive-thru order stations, we call M1 and M2. Figures 5 and 6 show the test noise at the nearest vacuum locations and at order boxes M1 and M2. The modeled as-designed car wash noise plot of Figure 4 shows noise from all vacuums and air nozzles totaling about 63-64 dBA at the ordering boxes. That is about the same noise level as our special test produced at those sites (see Figure 4 data between 20:44 and 20:48 and Figure

^{**} Order Box Level noise is actual measured noise 3 feet from speaker M1 and M2. Vacuum site test noise was measured 3 feet from the special test noise source (loud shaker box and multiple car door slams).

5 between 20:52 and 20:53 and between 20:54 and 20:55) when there was no order speaker noises. The much higher noise levels at the order boxes are caused by the box PA speakers themselves. This validates our tests and confirms the non-interference for order takers (who all wear headsets) while receiving and confirming customer drive-thru orders. No order takers raised any complaints regarding test interference with their work.

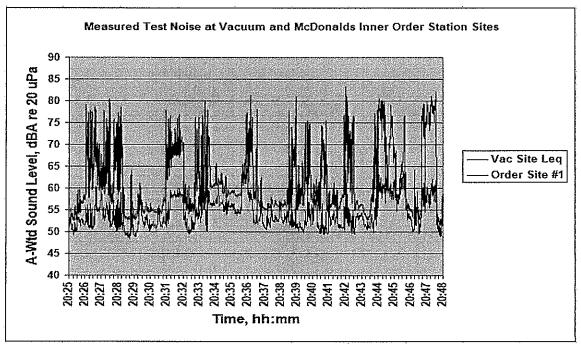


Figure 5. Test Noise at Vacuum Site and Order Site M1

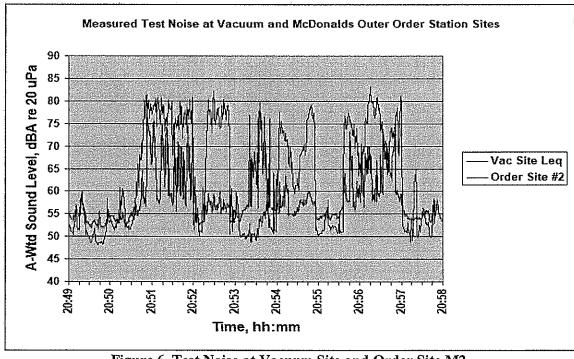


Figure 6. Test Noise at Vacuum Site and Order Site M2

6. Project Site Area Ambient Noise Measurements

Ambient noise measurements were conducted the day of September 4, 2018 at two locations west of the alley behind the McDonalds restaurant. Figure 7 shows the ambient noise for the residential side (Site 1) and alley wall side location west of the drive-thru order boxes M1 and M2. The residential site noise measurement began at 12:36 p.m. and ended at 1:22 p.m. The alley wall gave an order box speaker and distant noise sources (e.g., traffic noise) noise reduction of approximately 5.1 dB. The maximum, average, and minimum measured ambient noise at Site 1 was 58.1, 49.9 and 46.1 dBA, respectively, all below the Base Noise Limits.

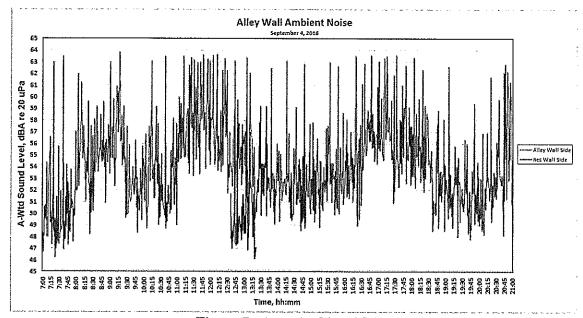


Figure 7. Area Ambient Noise

7. Project Conclusions and Recommendation

Based on our noise modeling experience and measurements at similar car washes, we have shown that the proposed car express wash revised layout will be less noisy than the daytime limits of the City noise code. Primarily this conclusion is based on the fact that the proposed car wash tunnel noise has been shown to generate less noise operating at full capacity throughout the entire daytime period. Since the proposed project is not planning to operate after 10 p.m., the proposed express car wash operations would not cause the nighttime residential noise limits to be exceeded. In addition, there would be no nearby vacuum and air nozzle noise interference for McDonalds drive-thru order takers while receiving and confirming customer drive-thru orders. Thus, the project noise study finds that no additional car wash noise abatement would be necessary. However, AEA does recommend the following noise nuisance abatement measure: (1) that patron car radios be turned off while at the car wash vacuuming stations. The only exception would be to allow Bluetooth-enabled headsets while patrons are vacuuming and using the compressed air nozzles to strip off excess water. Signage should state these conditions and request patron cooperation as a consideration for the neighbors to assure that the car wash would not introduce any intrusive nuisance noise at the adjacent residences and McDonalds restaurant.

Traffic Impact Study

for the proposed

Starlight Cinema Plaza Expansion

on

Valley View Street

Submitted to



September 2018

Submitted by





September 10, 2018

Mr. Dai Vu
Associate Engineer, Traffic Division
City of Garden Grove
11222 Acacia Parkway
Garden Grove, California 92842

RE: Traffic Impact Study for the proposed expansion of the Starlight Cinema Plaza on Valley

View Street

Dear Mr. Vu:

Albert Grover & Associates (AGA) is pleased to present to the City of Garden Grove this Traffic Impact Study (TIS) for the proposed expansion of the Starlight Cinema Plaza located within the 12000 block of Valley View Street in the City of Garden Grove. The project proposes to expand the existing cinema by one screen as well as construct a new 2,700 square-foot (sf) casual restaurant, 1,870 sf Jack in the Box restaurant with drive-through window, and 4,194 sf Fast Express Car Wash.

This TIS has been prepared in accordance with industry-standard traffic engineering practices, including ongoing collaboration with City staff and our professional evaluations of traffic factors pertinent to the study area. This study provides an assessment of the most probable traffic and transportation outcomes should the proposed project be approved, constructed, and fully occupied. In addition to traffic operations analysis, a queuing analysis has also been conducted for the proposed drive-throughs.

We trust that these analyses will be of assistance to you, the City, and others. Should you have any questions regarding this study or its conclusions, please do not hesitate to contact me or Ms. Kawai Mang at our office.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

David A. Roseman, TE

Principal Transportation Engineer

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I. Introduction

Purpose

The purpose of this traffic impact study (TIS) is to evaluate potential traffic impacts of a proposed project at the Starlight Cinemas plaza on Valley View Street in the City of Garden Grove, and to provide decision makers with a complete assessment of the most probable traffic and transportation outcomes should the proposed project be approved, constructed, and fully occupied. This study has been prepared in accordance with standard traffic engineering practices and is based on recent traffic data, information provided by the applicant and/or their representatives, discussions with City staff, field review of the study area, and pertinent reference materials.

Project Description

A project to expand the theatre facility and construct several new businesses is proposed within the Starlight Cinemas plaza on Valley View Street between Chapman Avenue and Belgrave Avenue in the City of Garden Grove (Figure 1). The proposed project site comprises approximately 2.7 acres located on the southwest corner of the intersection of Valley View Street and Chapman Avenue and currently includes Starlight Cinemas, an existing five-screen theatre, as well as a vacant building of approximately 6,000 square feet (sf) and their associated parking spaces. The proposed project would demolish the existing vacant building and construct a 2,800 sf one-screen addition to the movie theatre as well as a 2,700 sf restaurant, 1,870 sf Jack in the Box fast-food restaurant with drive-through service, and 4,194 sf drive-through Fast Express Car Wash. It is expected to be completed and open for business in 2020.

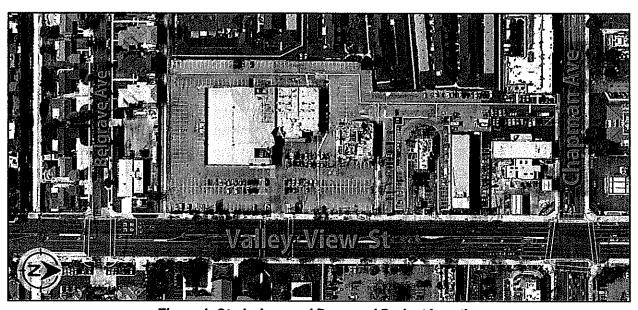


Figure 1: Study Area and Proposed Project Location

The project site is flanked by AMF Valley View Lanes, a bowling alley, to the south and a McDonald's restaurant with drive-through service to the north. The site is accessible from adjacent parking lots via

A_{lbert} Grover & Gassociates



several existing driveways serving the cinema and adjacent businesses. The proposed project site plan (**Figure 2**, details in **Appendix A**) would maintain these driveways and the adjacent parking lots in their existing configuration. This study considers the two driveways along the project frontage on Valley View Street to be the primary project access points.

Valley View Lanes (not a part) Walley View St.

EXISTING RESIDENTIAL

Figure 2: Proposed Project Site Plan

The drive-through for the proposed Jack in the Box restaurant provides storage for eight vehicles, which is generally considered adequate for typical drive-through fast-food restaurants. The drive-through for the proposed Fast Express Car Wash provides storage for up to 28 vehicles, with two storage lanes available for vehicle queues of up to 17 vehicles before the wash tunnel. It is expected that the peak drive-through queues for both the Jack-in-the-Box and the Fast Express Car Wash would be contained on-site, without impeding any driveways.

Per the applicable City of Garden Grove parking codes, the proposed project would require 179 on-site parking spaces. The proposed site plan would provide 159 parking spaces within the on-site parking lots, including 6 ADA-compliant parking spaces and 10 electric-vehicle charging spaces. Combined with the storage capacity of the drive-through lanes, the proposed project site plan provides for on-site storage of 179 vehicles without impacting driveway access or adjacent roadways.





Study Intersections

Based on a review of the proposed project, street network, and anticipated project traffic generation, the following driveways and intersections (**Figure 3**) were selected for analysis and approved by City staff:

	<u>Intersection</u>	Traffic Control
1.	Valley View Street @ Chapman Avenue	Traffic Signal
2.	Valley View Street @ Cinema Driveway	Traffic Signal
3.	Valley View Street @ Belgrave Avenue	Traffic Signal
4.	Valley View Street @ Lampson Avenue	Traffic Signal
5.	Valley View Street @ Cerulean Avenue	Traffic Signal
6.	Project driveway @ Valley View Street	One-Way Stop Control

The following turn restrictions currently exist at the study intersections:

- ◆ (No. 1) Valley View St @ Chapman Ave: U-turns prohibited on Chapman Avenue.
- (No. 6) project dwy @ Valley View St: right-turn-only ingress and egress.

Figure 3 shows the existing lane geometrics, intersection traffic control types, and turning-movement restrictions within the study area.

Intersection Analysis Methodology

This traffic study performs intersection Level-Of-Service (LOS) analyses via Synchro software for the following scenarios for both the weekday morning (AM) and afternoon (PM) peak hours:

- Existing conditions (year 2018)
 - Without project scenario
 - With project scenario
- Opening day conditions (year 2020)
 - Without project scenario
 - With project scenario

To evaluate traffic operations at the signalized study intersections, this study employs the *Intersection Capacity Utilization* (ICU) methodology, which uses lane geometrics, traffic signal timing, and traffic volumes to determine the ratios of peak-hour intersection traffic volumes to the corresponding lane capacities, known as volume-to-capacity (v/c) ratios. These v/c ratios are then used to assign intersection LOS rankings ranging from LOS A (optimal operations) to LOS F (congested conditions), in a similar fashion to educational grading systems (Table 1). Intersection operations from LOS A through LOS D are generally considered to be acceptable operational conditions, while LOS E and LOS F are typically defined as over-capacity conditions.





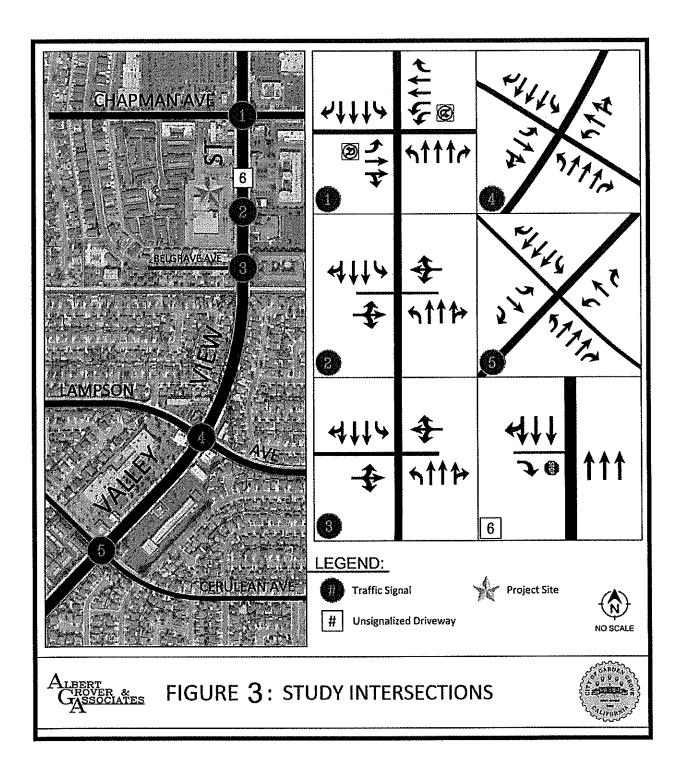






Table 1: Level of Service

Intersection Capacity Utilization (ICU) Method
Signalized Intersections

Volume/Capacity Ratio (V/C)			LOS	Description
0%	-	60%	A	The intersection has no congestion.
60%	_	70%	В	The intersection has very little congestion.
70%	-	80%	Ü	The intersection has no major congestion.
80%	-	90%	D	The intersection normally has no congestion.
90%	-	100%	E	The intersection is on the verge of congested conditions.
100%	+		F	The intersection is over capacity.

The Synchro LOS analysis for the single unsignalized, stop-controlled study intersection assesses traffic operations by determining average vehicle delay for the stopped approach based on traffic volumes traveling through the intersection (**Table 2**). Typically, traffic operations at unsignalized intersections are evaluated largely to determine the potential need and feasibility of a new traffic signal installation.

Table 2: Level of Service

Highway Capacity Manual (HCM) Method
Stop-Controlled Intersections

Averag per Vel		LOS	Description
0 -	10	Α	Usually no conflicting traffic
10 -	· 15	В	Occasionally some delay
15 -	. 25	C	Delay noticeable, but not inconveniencing
25 -	. 35	D	Delay noticeable and irritating
35 -	· 50	E	Delay approaches tolerance level
50 +		F	Delay exceeds tolerance level



Starlight Cinema Expansion Traffic Impact Study



Significant Impact Criteria

In June 1990, the passage of California Proposition 111 instituted a requirement that each urbanized area in the state with a population of 50,000 or greater adopt a Congestion Management Program (CMP). In accordance with State legislation, the 2015 Orange County CMP has established a minimum LOS of LOS E for intersections along Valley View Street within the City of Garden Grove. Therefore, this study uses a minimum acceptable LOS of E for all study intersections.

For this study, the project is considered to have a significant traffic impact under the following scenarios:

- At signalized intersections with a pre-project LOS of E or better, the addition of the proposed project traffic results in an LOS of F.
- At signalized intersections with a pre-project LOS of F, the addition of the proposed project traffic
 increases the v/c ratio by 0.01 or more.
- At unsignalized intersections, the addition of the proposed project traffic to the opening day scenario is expected to result in the need for a new traffic signal installation. Further engineering analysis may be required to determine the feasibility of the new traffic signal installation.





II. PROPOSED PROJECT TRAFFIC PROJECTIONS

Project Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* – 10th Edition (2017) uses thousands of studies across the nation to determine common trip generation characteristics by land use. Using the *Manual*, the anticipated project trip generation was determined using parameters given by the appropriate ITE land use codes (**Table 3**). It is also common to determine the trip generation for the existing land use(s) at the project site and deduct those trips from the project trips to determine the net new trips generated. In this case, however, the project is proposing all new construction to replace a parking lot area and vacant building. Therefore, the existing traffic volumes do not include activity at existing facilities and thus the analysis applies no trip reductions for the prior activity at the site. Per the ITE trip generation rates, 110 vehicle trips and 211 vehicle trips are expected to access the project in the AM and PM peak hours, respectively.

Typically, a portion of trips accessing new commercial developments may be vehicles already present on the roadway system. Such trips are referred to as "pass-by" trips; i.e., vehicles already on the roadway that will make an intermediate stop at the development before continuing on their original routes. Pass-by trip percentages can range from a few percent for some specialized retail uses to as high as 80% for fast-food and/or coffee shops with drive-through lanes. Per the ITE *Trip Generation Handbook*, generalized traffic study data for land uses similar to those within the proposed project provided average pass-by trip rates of about 50% for the restaurant uses. Per discussions with City staff, a 20% pass-by trip reduction rate is also applied to the calculated car wash trip generation, while no pass-by trip reductions are applied to the cinema trips in order to provide a conservative "worst-case" analysis. However, per standard traffic engineering practices and typical project traffic characteristics, no pass-by trip reductions are applied at the project driveways.

Additionally, businesses located within commercial centers typically experience what is referred to as "internal trip capture," where some trips are made to more than one business at the site (e.g., a pharmacy and a laundromat, or a restaurant and a cinema, etc.). In some cases, the internal trip capture can result in a total trip reduction of as much as 15-20%. The proposed project site is located within an existing commercial area, where it is likely that patrons of the proposed project would enter the adjacent parking lots once and patronize several businesses in one trip. For this study, no internal trip capture rate is applied to provide a conservative "worst-case" analysis.

After determining the appropriate project trip generation and pass-by trip reductions, it is expected that the proposed project will generate approximately 71 net new trips in the AM peak hour and 153 net new trips in the PM peak hour, with approximately equal proportions of inbound and outbound trips.

Table 3 gives the ITE land use codes and project trip generation, and trip reduction credits applied to this project for the typical weekday 24-hour, AM peak hour, and PM peak hour periods.





Table 3: Proposed Project Trip Generation

	Projec	t Trip Gen	eratio	n					
Project Portion	ITE Land Use Code *	Gross Floor Area	Daily	AM Peak Hour (one hour 7-9am)			PM Peak Hour (one hour 4-6pm)		
		(sq. ft.)		ln	Out	Total	ln	Out	Total
Starlight Cinema Expansion	444 : Movie Theater	2,800	220	0	0	0	25	21	46
Restaurant	932 : High-Tumover (Sit-Down) Restaurant	2,700	303	15	12	27	16	10	26
Jack in the Box (drive-through)	934 : Fast-Food Restaurant w. Drive-Through Window	1,870	881	38	37	75	32	29	61
Fast Express Car Wash	948: Automated Car Wash	4,194	156	5	3	8	39	39	78
Total Proj	ect Trip Generation	11,564	1,560	58	52	110	112	99	211

	Projec	t Trip (Genera	ition with I	Pass-E	3y Tr	ip Cr	edits			
Project Portion	ITE Pass-By Trip Rates *		Gross Floor Area	Daily	AM Peak Hour (one hour 7-9am)			PM Peak Hour (one hour 4-6pm)			
	Daily	AM	РМ	(sq. ft.)		in	Out	Total	În	Out	Total
Starlight Cinema Expansion		-		2,800	0	0	0	0	0	0	0
Restaurant	43%	-	43%	2,700	130	0	0	0	7	4	11
Jack in the Box (drive-through)	50%	49%	50%	1,870	436	19	18	37	16	15	31
Fast Express Car Wash		20%		4,194	31	1	1	2	8	8	16
7	otal Pass-E	By Trip Cr	edits		597	20	19	39	31	27	58
	Net New P	roject Tr	ips		963	38	33	71	81	72	153

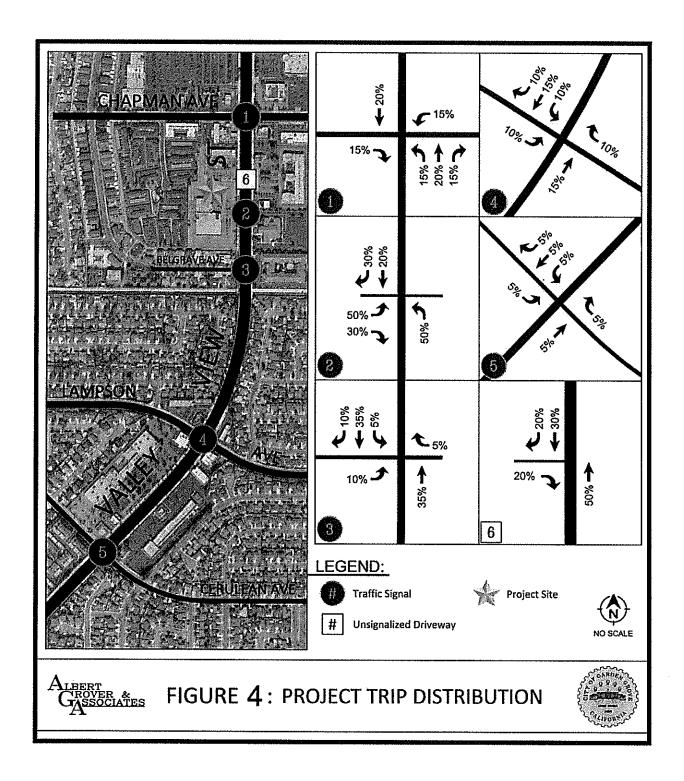
^{*} Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Ed. (2017)

Project Trip Distribution and Assignment

Once it is determined how many trips the proposed project is anticipated to generate, those vehicle trips are distributed over the nearby roadway network. Per the prevailing area traffic patterns and discussions with City staff, the project trips are assigned to the various movements at the study intersections in roughly similar proportions to the north and south of the project site. A graphical summary of the project trip distribution is given by percentage (**Figure 4**) as well as trip volumes (**Figure 5**).

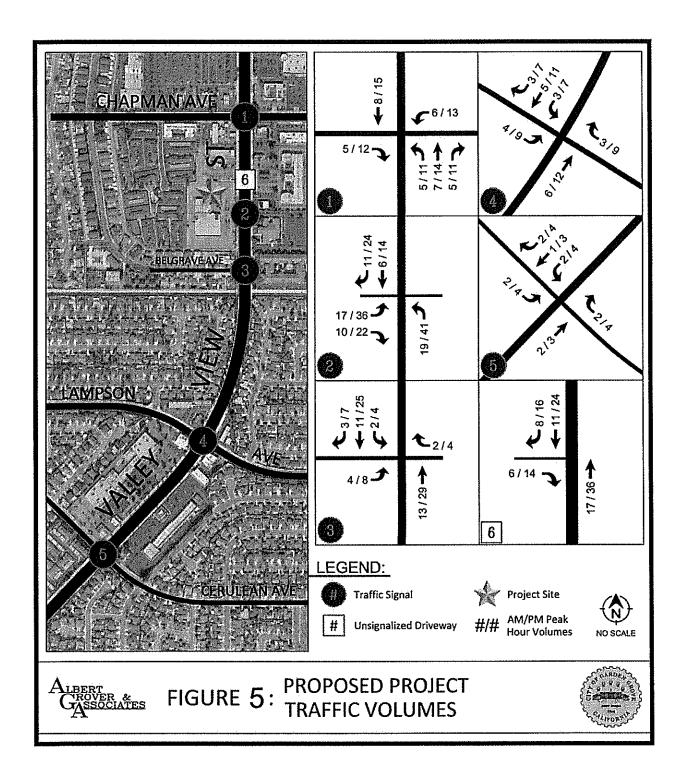
















III. EXISTING (YEAR 2018) LEVEL OF SERVICE ANALYSIS

Existing Conditions

The proposed project site is located within the existing commercial plaza on the southwest corner of the intersection of Valley View Street and Chapman Avenue. All study intersections (Figure 3) are signalized locations along Valley View Street, except the northerly project driveway (intersection no. 6) which is stop-controlled.

In the vicinity of the proposed project, Valley View Street is a six-lane, north-south roadway divided by a raised, landscaped median and designated by the City of Garden Grove General Plan as a major arterial. It provides access to the Interstate 405 (I-405) and State Route 22 (SR-22) freeways to the south of the study area. Chapman Avenue is a four-lane, east-west roadway designated as a primary arterial with a raised, landscaped median west of Valley View Street and a two-way left-turn median lane east of Valley View Street. Lampson Avenue is a four-lane, east-west roadway designated as a secondary arterial with a two-way left-turn median lane west of Valley View Street and a raised median east of Valley View Street. Both Belgrave Avenue and Cerulean Avenue are two-lane, undivided, east-west roadways providing access to residential areas and featuring on-street parking.

To establish a baseline analysis for existing conditions (year 2018), 24-hour roadway traffic counts and intersection turning movement counts—including pedestrian and bicyclist counts—were conducted within the study area (**Appendix B**). 24-hour roadway traffic volumes were collected on Tuesday, July 10, 2018, on Valley View Street both north and south of the proposed project site as well as on Chapman Avenue east of Valley View Street (**Table 4**). In the vicinity of the proposed project, Valley View Street carries approximately 50,000 vehicles daily in both directions as a major regional roadway. Chapman Avenue, also an arterial roadway, carries relatively low traffic volumes of about 12,000 daily vehicles.

Table 4: 24-hour Roadway Traffic Volumes

Roadway	Location	Orientation	24-hour Volumes			
		01101101101	NB/EB	SB/WB	Total	
	north of Chapman Avenue	venue		23,956	53,212	
Valley View Street	south of Chapman Avenue	North-South	24,699	25,374	50,073	
	south of Lampson Avenue		24,826	23,724	48,550	
Chapman Avenue	east of Valley View Street	East-West	6,044	6,342	12,386	



Starlight Cinema Expansion Traffic Impact Study



As indicated by the 24-hour roadway volume data, traffic patterns within the study area reflect the most activity along Valley View Street. Turning movement data also collected on Tuesday, July 10, 2018, at the study intersections show that a significant proportion of traffic along Valley View Street within the study area accesses the I-405 and SR-22 freeways to the south of the project site. Currently, both project driveways on Valley View Street have relatively light traffic, with less than 30 inbound and outbound vehicles at either driveway in the AM and PM peak hours.

As a precaution, since the study data was collected during the summertime, when schools are out of session, the volumes at the major intersection of Valley View Street and Chapman Avenue were also compared to previous data from older studies within the project vicinity. Based on the comparison between 2018 data and traffic volumes collected in May and December of 2014, no consistent, significant deviations were observed in prevailing traffic patterns for either the AM or PM peak hours. That is, nearby schools and regional colleges being out of session did not provide a measurable seasonal increase or decrease in traffic volumes within the study area. Therefore, no seasonal traffic factor was applied to the traffic volume data.

Figure 6 shows the existing traffic volumes during the AM and PM peak hours. The existing intersection LOS is summarized in **Table 5**, with detailed analysis worksheets provided in **Appendix C**. Under existing conditions, all study intersections operate at LOS D or better during both AM and PM peak hours.

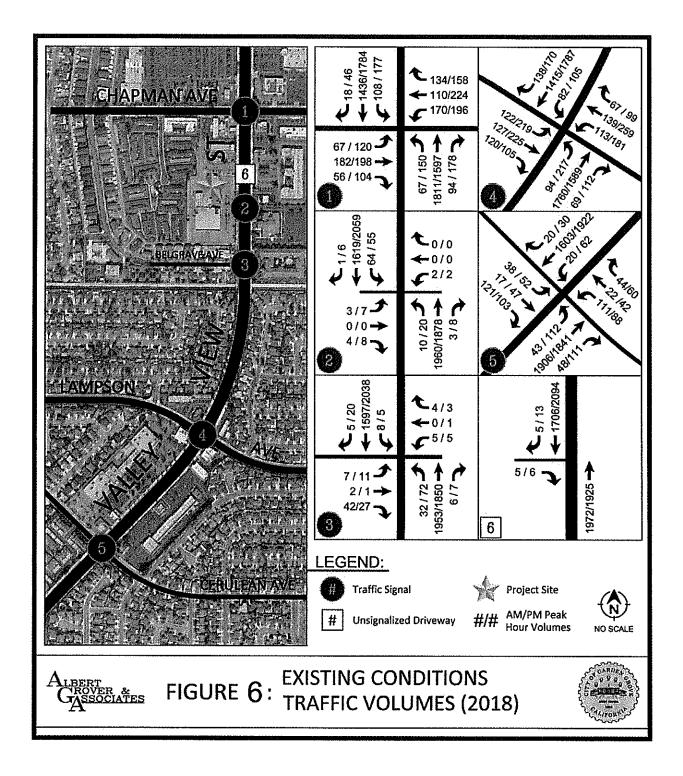
Table 5: Existing Conditions Analysis (2018)

Intersection			ak Hr	PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	LOS
1 Valley View St @ Chapman Ave		0.700	В	0.733	С
2 Valley View St @ Cinema dwy	-	0.646	В	0.607	В
3 Valley View St @ Belgrave Ave	Traffic Signal	0.583	Α	0.672	В
4 Valley View St @ Lampson Ave		0.740	C	0.843	D
5 Valley View St @ Cerulean Ave		0.635	В	0.670	В

^{*} V/C: volume-to-capacity ratio





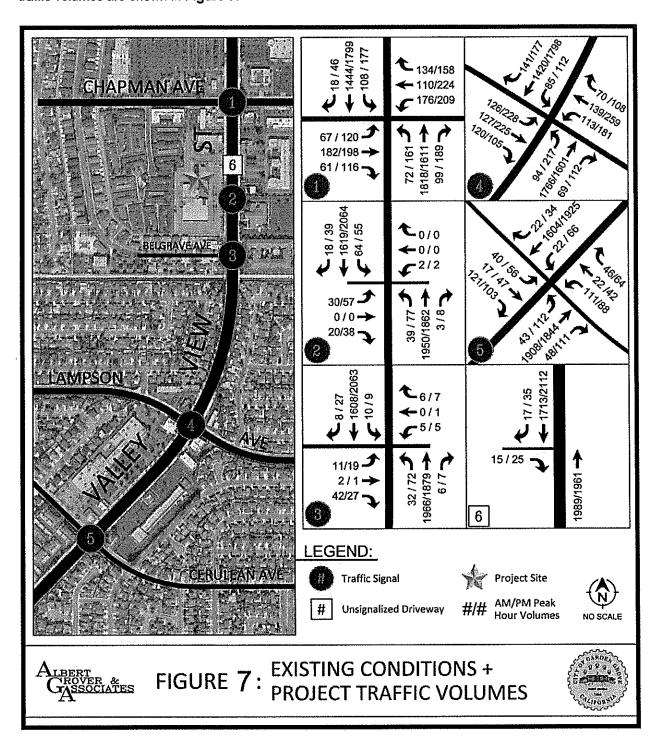






Existing Conditions + Project Traffic

To analyze the "existing conditions + project traffic" scenario, the expected project trips are added to the existing traffic volumes at the study intersections according to the anticipated project trip distribution, while the pass-by project trips are added back into the traffic volumes only at the project driveways. The resulting traffic volumes are shown in **Figure 7**.





Starlight Cinema Expansion Traffic Impact Study



The "existing conditions + project traffic" LOS analysis is summarized in **Table 6**, with detailed analysis worksheets provided in **Appendix C**.

Table 6: Existing Conditions + Project Traffic Analysis

Intersection			ak Hr	PM Peak Hr		
Name	Control Type	V/C*	LOS	V/C*	LOS	
1 Valley View St @ Chapman Ave		0.705	С	0.745	С	
2 Valley View St @ Cinema dwy		0.644	В	0.674	В	
3 Valley View St @ Belgrave Ave	Traffic Signal	0.586	A	0.678	В	
4 Valley View St @ Lampson Ave		0.741	C	0.853	D	
5 Valley View St @ Cerulean Ave		0.635	В	0.671	В	

^{*} V/C: volume-to-capacity ratio

When adding the anticipated project trips to existing traffic flows, all study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours. The addition of the anticipated project trips is expected to have a minimal effect on traffic operations within the study area.





IV. Project Opening Day (Year 2019) Level of Service Analysis

Ambient Area Growth

Should the City approve the proposed project, it is expected to open for business (i.e., construction would be completed and the project fully occupied) in 2020. To assess the future anticipated traffic conditions, the baseline opening day traffic conditions consider additional traffic volumes attributable to ambient area growth. Per discussions with City staff, near-term traffic growth rates in the study area are expected to be approximately one percent per year. Therefore, existing traffic volumes were increased by two percent to reflect the anticipated regional ambient growth from 2018 to 2020.

Related Projects Analysis

Typically, additional traffic from planned and approved projects ("related projects") within the vicinity of the proposed project site that could be completed by the project opening year are also added to the opening day traffic volumes. A list detailing planned and approved projects—including land use type, project size, and expected trip generation—obtained from City staff revealed that no development projects are planned to be completed by the project opening year within a one-half-mile radius of the proposed project site. Therefore, no additional vehicle trips are added to the opening day analysis for related projects.

Opening Day Conditions (without Project)

With the anticipated traffic from the ambient area growth added to the existing traffic volumes (**Figure 8**), all study intersections are still expected to operate at LOS D or better during both the AM and PM peak hours (**Table 7**).

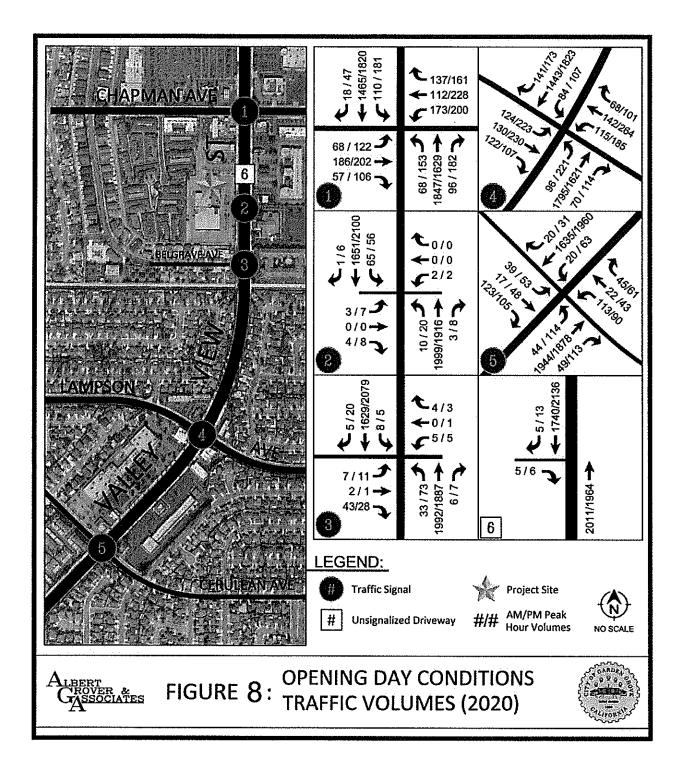
Table 7: Opening Day Conditions Analysis (2020)

Intersection			ak Hr	PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	Los
1 Valley View St @ Chapman Ave		0.709	C	0.743	С
2 Valley View St @ Cinema dwy		0.654	В	0.615	В
3 Valley View St @ Belgrave Ave	Traffic Signal	0.589	A	0.679	В
4 Valley View St @ Lampson Ave		0.747	C	0.856	D
5 Valley View St @ Cerulean Ave		0.642	В	0.679	В

^{*} V/C: volume-to-capacity ratio





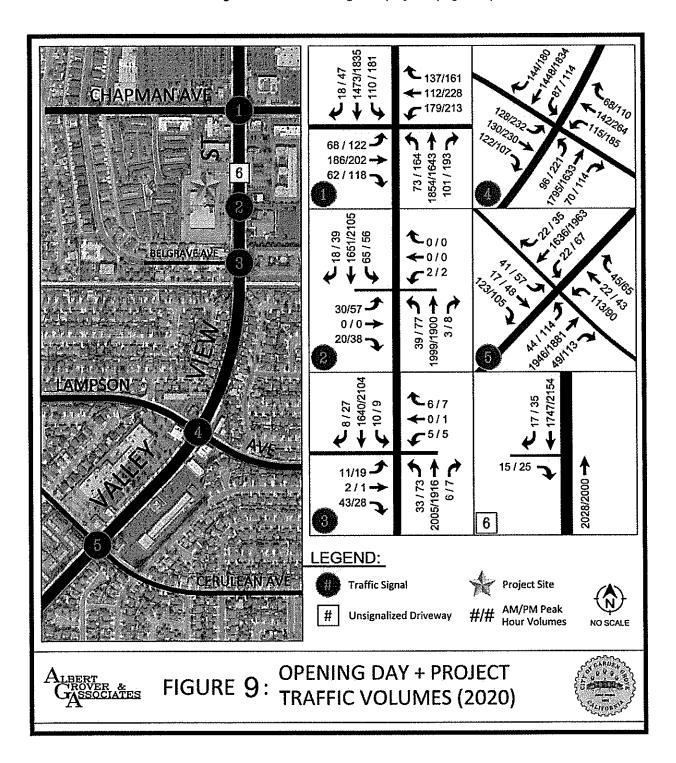






Opening Day Conditions + Project Traffic

To assess the anticipated impacts of the proposed project on its opening day (year 2020), the anticipated project trips (Figure 5) are added to the "opening day without project" analysis, which includes expected traffic volumes from ambient area growth and related regional projects (Figure 9).





Starlight Cinema Expansion Traffic Impact Study



The intersection LOS analysis for the "opening day + project traffic" scenario is summarized in **Table 8**, with detailed analysis worksheets provided in **Appendix C**.

Table 8: Opening Day + Project Traffic Analysis

Intersection	Intersection			PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	Los
1 Valley View St @ Chapman Ave		0.714	С	0.756	С
2 Valley View St @ Cinema dwy	Traffic Signal	0.654	В	0.682	В
3 Valley View St @ Belgrave Ave		0.592	A	0.686	В
4 Valley View St @ Lampson Ave		0.748	C	0.866	D
5 Valley View St @ Cerulean Ave		0.643	В	0.679	В

^{*} V/C: volume-to-capacity ratio

With the anticipated traffic from the proposed project and ambient area growth added to the existing traffic volumes, all study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours. The addition of the anticipated project trips is expected to have a minimal effect on opening day traffic operations within the study area, with at most a 0.013 increase in v/c ratio at any study location.





V. Drive-Through Queuing Analysis

Due to the proximity of the proposed Jack in the Box and Fast Express Car Wash drive-through entrances to the project site driveways, an analysis of anticipated drive-through queues was also conducted.

Proposed Jack in the Box Drive-Through

The proposed project site plan includes a fast-food restaurant drive-through service with one approach lane, providing storage capacity for up to eight vehicles from the pickup window to the back of the queue lane. In order to determine anticipated drive-through queues for the proposed Jack in the Box, a queuing analysis was conducted at the existing Jack in the Box restaurant with drive-through service located at 8971 Garden Grove Boulevard on the northwest corner of the intersection of Garden Grove Boulevard and Magnolia Street.

The Jack in the Box location on Garden Grove Boulevard was chosen as a similar site to study due to its location on an arterial roadway with freeway access: like Valley View Street, Magnolia Street provides north-south access to regional destinations as well as the SR-22 freeway. Queue lengths were observed and noted at five-minute intervals over the two-hour peak lunch period from 11:00am to 1:00pm on Wednesday, August 29, 2018, and Saturday, September 8, 2018, as well as during the two-hour evening peak period from 4:00pm to 6:00pm on the Wednesday only. The data collected shows a maximum queue length of five vehicles on the typical weekday and six vehicles on the typical Saturday. These peak queues are expected to be accommodated by the proposed eight-car storage lane; therefore, it is not anticipated that queues in the Jack in the Box drive-through would exceed the proposed storage capacity to back up into either the on-site parking lot or the project driveway(s).

Proposed Fast Express Car Wash Drive-Through

The proposed project site plan also includes a drive-through car wash service with two approach lanes, providing storage capacity for up to seventeen vehicles from the pay station to the back of the queue lanes. In order to determine anticipated drive-through queues for the proposed Fast Express Car Wash, queuing data was obtained from a study conducted at the existing Fast Express locations in Norwalk and Pico Rivera in February 2018. Queue lengths for both approach lanes were observed and noted at five-minute intervals from 11:00am to 6:00pm on Thursday, February 1, 2018, and Saturday, February 3, 2018.

Across the study, the Saturday midday period was the busiest, while the Pico Rivera site had larger queues than the Norwalk site. The data collected shows a maximum queue length of six vehicles on the typical weekday, occurring in the evening around 4:15pm and sixteen vehicles on the typical Saturday, occurring around 11:50am. These peak queues are expected to be accommodated by the proposed seventeen-car storage capacity; therefore, it is not anticipated that queues in the Fast Express drive-through would exceed the proposed storage capacity to back up into either the on-site parking lot or the project driveway(s).





Table 9: Queuing Study Data

Jack in the Box | 8971 Garden Grove Blvd

V	Vednesda	y, Aug 29,	2018		Saturday, Sep 08, 2018				
a a	Time Max Queue Average (veh) Queue				Time	Max Queue (veh)	Average Queue		
80.412.39	11:15 AM	2			11:00 AM	5			
	11:20 AM	4				11:05 AM	6*		
\$ 55.5 \$ 60.0	11:25 AM	4			11:10 AM	6*			
	11:30 AM	3	3		11:15 AM	4			
(tp)	11:35 AM	2			11:20 AM	1			
Midday (Lunch)	11:40 AM	2			11:25 AM	0	<i>3</i>		
dday	11:45 AM	2	3		11:30 AM	1	5		
Ξ	11:50 AM	1			11:35 AM	1			
	11:55 AM	0					11:40 AM	3	
	12:00 PM	2					11:45 AM	3	
	12:05 PM	3		€	11:50 AM	1			
3	12:10 PM	5*		L mnj)	11:55 AM	2			
20 /41 (g 32 /2 (g	4:00 PM	0				Midday (Lunch)	12:00 PM	2	
	4:05 PM	1			Σi	12:05 PM	2		
	4:10 PM	3					12:10 PM	2	
	4:15 PM	3			12:15 PM	2			
ner)	4:20 PM	2			12:20 PM	5			
(Dinner)	4:25 PM	2	ą		12:25 PM	4	2		
Evening (4:30 PM	2	5		12:30 PM	3	3		
Evel	4:35 PM	5 *			12:35 PM	4			
	4:40 PM	4			1 (2.15.1) (2.15.1)	12:40 PM	6*		
	4:45 PM	3				448,53	12:45 PM	5	
	4:50 PM	2					12:50 PM	2	
	4:55 PM	3			12:55 PM	2			

^{*} Maximum queue size on this day





Table 10: Queuing Study Data

Fast Express Car Wash | Saturday, February 3, 2018

	Norwalk		Pico Rivera							
Time	Max Queue (veh)	Average Hourly Queue	Time	Max Queue (veh)	Average Hourly Queue					
11:00 AM	3		1:00 PM	4						
11:05 AM	4		1:05 PM	6						
11:10 AM	7		1:10 PM	4						
11:15 AM	8		1:15 PM	6						
11:20 AM	9		1;20 PM	5						
11:25 AM	9		1:25 PM	7	8					
11:30 AM	11	9	1:30 PM	7						
11:35 AM	10		1:35 PM	7						
11:40 AM	8		1:40 PM	8						
11:45 AM	13 *		1:45 PM	15						
11:50 AM	9		1:50 PM	16 *						
11:55 AM	11		1:55 PM	15						
12:00 PM	13 *		2:00 PM	7						
12:05 PM	13 *		2:05 PM	6						
12:10 PM	11		2:10 PM	4						
12:15 PM	12		2:15 PM	7						
12:20 PM	11		2:20 PM	7						
12:25 PM	10	10	2:25 PM	10						
12:30 PM	7	10	2:30 PM	4] /					
12:35 PM	12		2:35 PM	5						
12:40 PM	10		2:40 PM	9						
12:45 PM	45 PM 9		2:45 PM	10						
12:50 PM	6	No. Committee	2:50 PM	11						
12:55 PM	6		2:55 PM	7						

^{*} Maximum queue size at this location





VI. SUMMARY AND CONCLUSIONS

A project is proposed to construct a cinema expansion, two restaurants, and a car wash within the Starlight Cinemas plaza on the west side of Valley View Street south of Chapman Avenue in the City of Garden Grove. Anticipated project trip generation and distribution are based on the ITE *Trip Generation Manual* as well as discussion with City staff and include trip credits for pass-by vehicle trips but no internal capture reductions. This results in an expected 71 net new trips in the AM peak hour and 153 net new trips in the PM peak hour on the City's roadway network.

Although Valley View Street is included in the Orange County Congestion Monitoring Program (CMP) network, this project is not expected to result in significant impact to any intersections along Valley View Street, nor to the nearest mainline freeways, Interstate 405 (I-405) and State Route 22 (SR-22). This study also includes a review of project site access and circulation, including drive-through queuing and parking. Overall, the proposed project site plan is expected to provide adequate traffic operations.

The study considers four analysis scenarios at six study intersections as outlined below:

Analysis Scenarios:

- Existing conditions (year 2018)
- Existing conditions + project traffic
- Opening day conditions (year 2020)
- Opening day conditions + project traffic

Study Intersections:

- 1. Valley View Street @ Chapman Avenue
- 2. Valley View Street @ Cinema Driveway
- 3. Valley View Street @ Belgrave Avenue
- 4. Valley View Street @ Lampson Avenue
- 5. Valley View Street @ Cerulean Avenue
- 6. Project driveway @ Valley View Street

Traffic operations analyses for the existing conditions are based on traffic volume data collected in July 2018. For the opening day scenarios, the analysis also considers expected ambient area growth. To qualify the analysis results, Synchro traffic analysis software is used to rank traffic operations at the signalized study intersections from LOS A to F based on volume-to-capacity (v/c) ratios. The analysis results for all scenarios are summarized in **Tables 11 and 12** for the AM and PM peak hours, respectively.

Under existing conditions, the study intersections operate at LOS D or better during both the AM and PM peak hours. Under the future conditions before project opening, the study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours.

Per the analysis, the project is expected to produce no significant traffic impacts at the study intersections during the peak hours. With the addition of the anticipated project traffic, all study intersections are expected to operate at acceptable LOS of D or better during both the AM and PM peak hours, with no more than a 1.3% increase in v/c ratios in the project opening day scenario. Therefore, no traffic mitigation measures are recommended for the proposed project.





Table 11: Intersection LOS Analysis Summary

AM Peak Hour

	Intersection	Exist Condi (201	tions	The state of the s	ing Co roject	nditions Traffic	Openir Condi (20:	tions	Opening Day Conditions + Project Traffic			
	Intersection	V/C*	Los	VÇ*	LOS	Significant Impact	V/C*	Los	V/C*	LOS	Significant Impact	
1	Valley View St @ Chapman Ave	0.700	В	0.705	С	NO	0.709	С	0.714	С	NO	
2	Valley View St @ Cinema dwy	0.646	В	0.644	В	NO	0.654	В	0.654	В	NO	
3	Valley View St @ Belgrave Ave	0.583	Α	0.586	А	NO	0.589	Α	0.592	А	NO	
4	Valley View St @ Lampson Ave	0.740	С	0.741	С	NO	0.747	С	0.748	С	NO	
5	Valley View St @ Cerulean Ave	0.635	В	0.635	В	NO	0.642	В	0.643	В	NO	

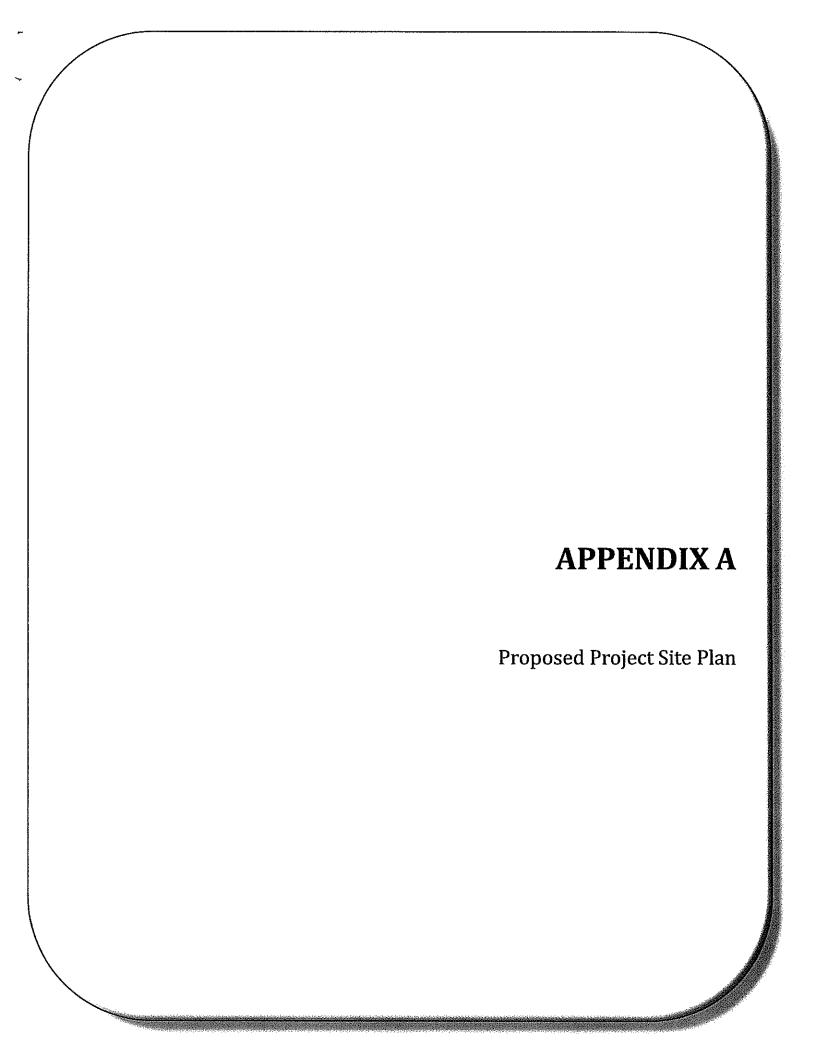
Table 12: Intersection LOS Analysis Summary

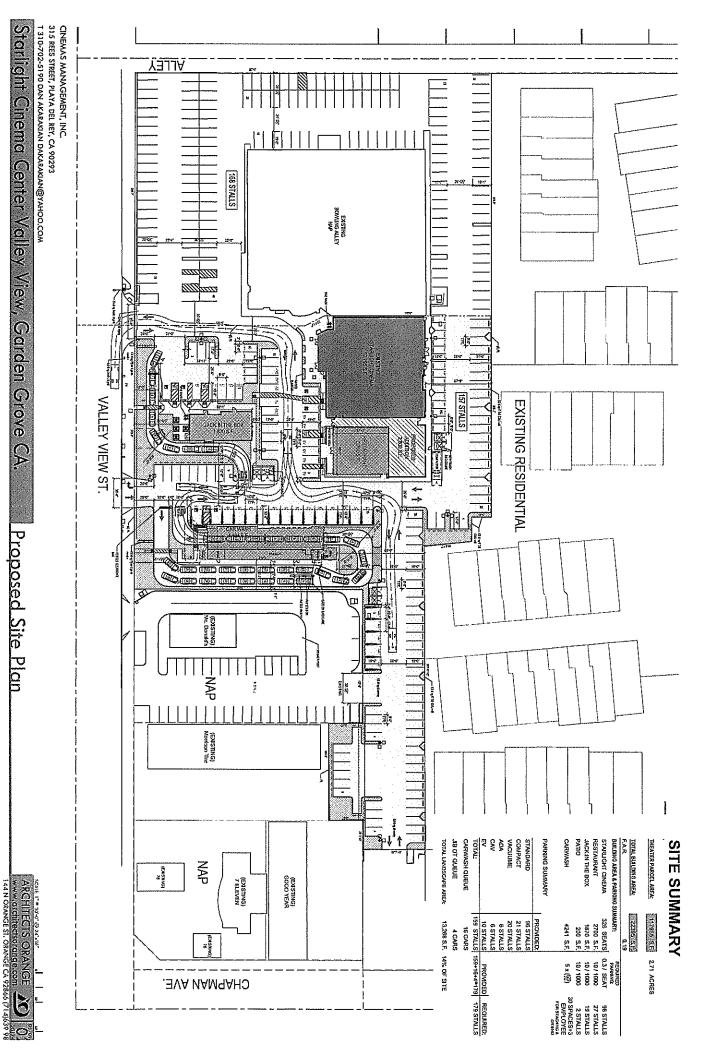
PM Peak Hour

Ī			Exist Condi (201	tions	5	ing Co roject	nditions Traffic	Openir Condi (20)	tions	Opening Day Conditions + Project Traffic			
		Intersection	V/C*	LOS	V/C*	Los	Significant Impact	V/C*	LOS	V/C*	LOS	Significant Impact	
3	1	Valley View St @ Chapman Ave	0.733	n	0.745	С	NO	0.743	C	0.756	С	NO	
	2	Valley View St @ Cinema dwy	0.607	В	0.674	В	NO	0.615	В	0.682	В	NO	
	3	Valley View St @ Belgrave Ave	0.672	В	0.678	В	NO	0.679	В	0.686	В	NO	
I	4	Valley View St @ Lampson Ave	0.843	D	0.853	D	NO	0.856	D	0.866	D	NO	
	5	Valley View St @ Cerulean Ave	0.670	В	0.671	В	NO	0.679	В	0.679	В	NO	

^{*} V/C: volume-to-capacity ratio







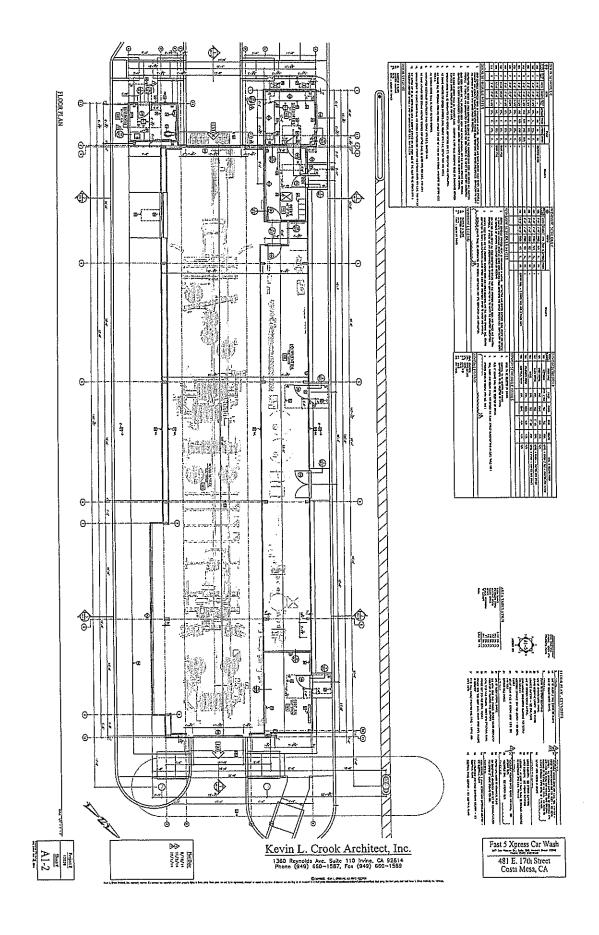
THEATER FLOOR

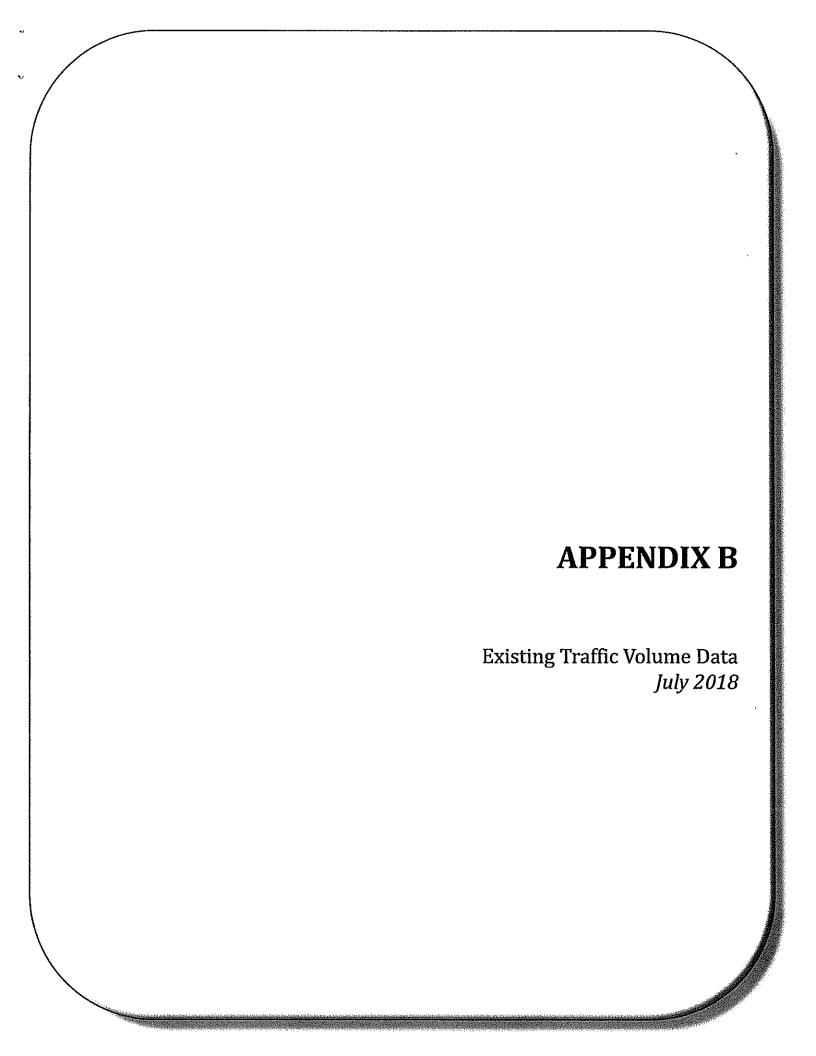
Cinemas Management, Inc. 315 Rees Street, Maya Del Rey, CA 90293 T 316-792-5190 Den Absrekten dekarokten@yahoa.com

BUILDING SUMMARY

ECETION DUILDING AREA:	10,705 B.F. 2,848 B.F. 11,841 B.F.
AUDITORIUM 1	135 *4 ADA SEATS
AUDITORIUM 2	27 • 2 ADA SEATS
ALIOTORUS 3	21 • 2 ADA SEATS
ALIDITORIUM 4	27 • 2 ADA SEATS
AUDITORNUM B	35 + 2 ADA SEATB
ALLORIGIUM 6	05 + 4 ADA BEATS

YOTAL NUMBER OF SEATH 310 + 16 AGA SEATS





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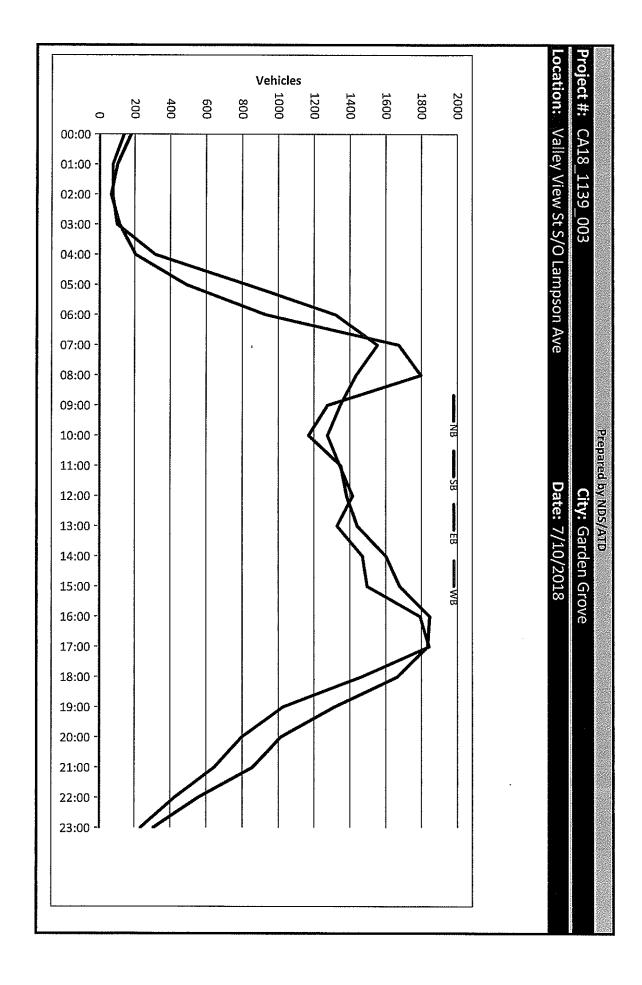
VOLUME

Valley View St S/O Lampson Ave

Day: Tuesday Date: 7/10/2018 City: Garden Grove Project #: CA18_1139_003

	DAILY TOTALS NB								EB	WB						Total		
	101	AIL I				24,826	23,724	- 1479	0		0						48,	550
AM Period	NB		SB		EB	WB	TOT	AL.	PM Period	NB		SB		EB	WE	3	TO.	ΓAL
00:00	53		49				102		12:00	313		333					646	
00:15	58		25				83		12:15	362		382					744	
00:30	36		41				77		12:30	354		327					681	
00:45	30	177	23	138				315	12:45	352	1381	372	1414				724	2795
01:00	30		21				51		13:00	305	4002	315			/····		620	
01:15	21		24				45		13:15	350		320					670	
01:30	19		18				37	200	13:30	363		356					719	
01:45	32	102	14	77				179	13:45	422	1440	337	1328				759	2768
02:00	15	104	9	/./	-		24		14:00	374		352	1320				726	2700
02:15	17		15						14:15			385						
02:30			30				32		14:30	383							768	
	17			76			47			382	4500	369	4.460				751	2000
02:45	_18	67	22	76				143	14:45	461	1600	362	1468				823	3068
03:00	25		18				43		15:00	393		362					755	
03:15	21		23				44		15:15	430		336					766	
03:30	26		25				51		15:30	385		404					789	
03:45	42	114	34	100				214	15:45	470	1678	393	1495				863	3173
04:00	22		41				63		16:00	431		423					854	
04:15	32		62				94		16:15	459		452					911	
04:30	66		89				155		16:30	451		448					899	
04:45	83	203	122	314			205	517	16:45	504	1845	468	1791				972	3636
05:00	73		119				192		17:00	446		523					969	
05:15	109		194				303		17:15	535		452					987	
05:30	154		260				414		17:30	446		461					907	
05:45	153	489	254	827				316	17:45	406	1833	405	1841				811	3674
06:00	167		271				438		18:00	454		406					860	
06:15	195		342				537		18:15	444		431					875	
06:30	252		339				591		18:30	404		325					729	
06:45	316	930	368	1320				250	18:45	362	1664	301	1463				663	3127
07:00	357	330	360	1320			717	230	19:00	379	1004	277	1403				656	3127
07:15								200	19:15								614	
	374		401				775			339		275						
07:30	408	4672	394	4553			802	60	19:30	326	4040	236	4004				562	
07:45	533	1672	397	1552				224	19:45	268	1312	236	1024				504	2336
08:00	418		359				777		20:00	254		214					468	
08:15	500		374				874		20:15	255		197					452	
08:30	400		352				752		20:30	221		208					429	
08:45	479	1797	348	1433				230	20:45	282	1012	177	796				459	1808
09:00	332		345				677		21:00	235		176					411	
09:15	337		318				655		21:15	241		154					395	
09:30	306		324				630		21:30	187		161					348	
09:45	300	1275	359	1346			659 2	621	21:45	193	856	155	646				348	1502
10:00	292		301				593		22:00	165		127					292	
10:15	291		357				648		22:15	123		106					229	
10:30	269		315				584		22:30	152		84					236	
10:45	317	1169	301	1274				443	22:45	115	555	107	424				222	979
11:00	324		308				632		23:00	87		61					148	
11:15	360		348				708		23:15	76		67					143	
11:30	300		336				636		23:30	92		51					143	
11:45		1349	351	1343				603	23:45	51	and	55	234				106	EAO
TOTALS	202	9344	221	9800				9144	TOTALS	21	306 15482	22	13924		M. S. &		TOO	540 29406
SPLIT %		48,8%		51.2%			3	9,4%	SPLIT %		52.6%		47,4%					60.6%

	DAILV TOTAL		NB	SB	EB	WB			Total
	DAILT TOTALS		24,826	23,724	0	0			48,550
AM Peak Hour	07;30 0	7;00		07:30	PM Peak Hour	16:30	16:45		16:45
AM Pk Volume	1859 1	552		3383	PM Pk Volume	1936	1904		3835
Pk Hr Factor	0,872 0	968		0.909	Pk Hr Factor	0,905	0,910		0,971
7 - 9 Volume	3469 2	985 0		ŭ 6454	4 - 6 Volume	3678	3632	0 0	7310
7 - 9 Peak Hour	07:30 0	7:00		07:30	4 - 6 Peak Hour	16:30	16;45		16:45
7 - 9 Pk Valume	1859 1	552 0		0 3383	4 - 6 Pk Volume	1936	1904	0 0	3835
Pk Hr Factor	0.872 0.	968 0,000	0.	000 0.909	Pk Hr Factor	0.905	0.910	0.000 0.00	io 0,971



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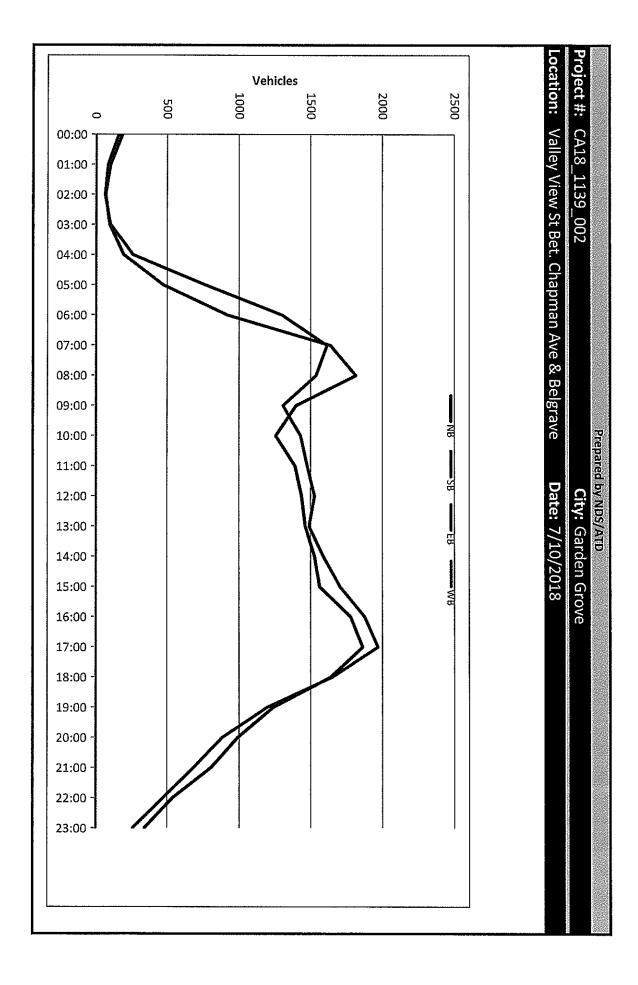
VOLUME

Valley View St Bet. Chapman Ave & Belgrave Ave

Day: Tuesday Date: 7/10/2018 City: Garden Grove Project #: CA18_1139_002

	DAILY TOTALS					NB	EB WB			WB				
	U,	- III-II	, U I F	,L)		24,699	25,374	0		0				50,073
AM Period	NB		SB		EB	WB	TOTAL	PM Period	NB		SB	EB	WB	TOTAL
00:00	60		49				109	12:00	332		376			708
00:15	55		39				94	12:15	338		419			757
00:30	35		47				82	12:30	415		328			743
00:45	35	185	24	159			59 344	12:45	351	1436	402	1525		753 2961
01:00	25		22				47	13:00	334		348			682
01:15	20		32				52	13:15	406		381			787
01:30	25		14				39	13:30	362		384			746
01:45	33	103	18	86			51 189	13:45	359	1461	374	1487		733 2948
02:00	17		15				32	14:00	365		383			748
02:15	18		11				29	14:15	333		398			731
02:30	20		18				38	14:30	408		376			784
02:45	14	69	21	65			35 134	14:45	420	1526	430	1587		850 3113
03:00	14		13				27	15:00	410	2020	395			805
03:15	24		26				50	15:15	372		407			779
03:30	26		30				56	15:30	389		463			852
03:45	33	97	33	102			66 199	15:45	390	1561	437	1702		827 3263
04:00	22		26	702			48	16:00	439	1701	413	1702		852
04:15	36		58				94	16:15	443		482			925
04:30	66		90				156	16:30	440		480			920
04:45	70	194	86	260			156 454	16:45	454	1776	500	1875		954 3651
05:00	78	134	121	200			199	17:00	478	1//0	523	10/3		1001
05:15	92		148					17:15	•					967
05:30	132		256				240	17:30	470 443		497			909
05:45	171	473	240	765			388 411 1238	17:45		1051	466	1000		952 3829
06:00		4/3	280	705			411 1238	18:00	470	1861	482	1968		929
06:15	154 177		331					18:15	453		476			917
06:30							508		468		449			
	224	017	375	4200			599	18:30	388	4607	360	4.640		748
06:45	362	917	313	1299			675 2216	18:45	328	1637	363	1648		691 3285 713
07:00	297		390				687	19:00	349		364			
07:15	364		400				764	19:15	327		311			638
07:30	473	4505	436	4546			909	19:30	279		268			547
07:45	502	1636	386	1612			888 3248	19:45	282	1237	250	1193		532 2430
08:00	458		394				852	20:00	280		238			518
08:15	448		413				861	20:15	272		239			511
08:30	464		365				829	20:30	225		198			423
08:45	443	1813	363	1535			806 3348	20:45	212	989	208	883		420 1872
09:00	401		325				726	21:00	230		205			435
09:15	315		376				691	21:15	200		182			382
09:30	371	4000	308				679	21:30	205		155			360
09:45	311	1398	295	1304			606 2702	21:45	170	805	142	684		312 1489
10:00	288		359				647	22:00	151		157			308
10:15	317		334				651	22:15	148		131			279
10:30	308		373				681	22:30	136		100			236
10:45	342	1255	362	1428			704 2683	22:45	103	538	84	472		187 1010
11:00	319		311				630	23:00	100		79			179
11:15	332		397				729	23:15	88		60			148
11:30	342		369				711	23:30	83		76			159
11:45	397	1390	397	1474			794 2864	23:45	71	342	46	261		117 603
TOTALS		9530		10089			19619	TOTALS		15169		15285		30454
SPLIT %		48.6%		51.4%			39.2%	SPLIT %		49,8%		50.2%		60,89

	DAILY TOTALS		NB	SB	EB	WB			Total
	DAILT TOTALS		24,699	25,374	0	0			50,073
AM Peak Hour	07:30 07:3	10		07:30	PM Peak Hour	17:00	16:30	- 10	16;30
AM Pk Volume	1881 162	9		3510	PM Pk Volume	1861	2000		3842
Pk Hr Factor	0,937 0,93	4		0.965	Pk Hr Factor	0.973	0.956		0,960
7 - 9 Volume	3449 314	7 0	0	6596	4 - 6 Volume	3637	3843	0 0	7480
7 - 9 Peak Hour	07:30 07:3	10		07:30	4 - 6 Peak Hour	17:00	16:30		16:30
7 - 9 Pk Volume	1881 162	9 0	0	3510	4 - 6 Pk Volume	1861	2000	0 0	3842
Pk Hr Factor	0,937 0,93	4 0.000	0.000	0.965	Pk Hr Factor	0,973	0.956	0.000 0.000	0.960



Prepared by NDS/ATO

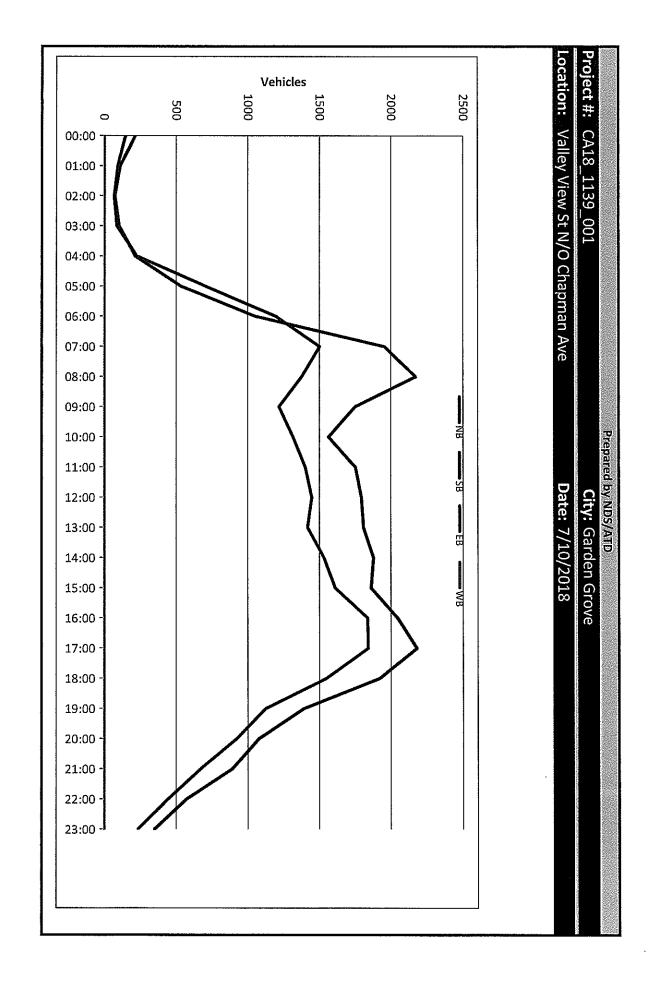
VOLUME

Valley View St N/O Chapman Ave

Day: Tuesday Date: 7/10/2018 City: Garden Grove Project #: CA18 1139 001

WB NB SB EB Total **DAILY TOTALS** 29,256 23,956 53,212 WB TOTAL PM Period EB WB **TOTAL** AM Period NB EB NB SB SB 00:00 1.00 12:00 00:15 12:15 00:30 12:30 00:45 12:45 <u>355</u> 01:00 13:00 01:15 13:15 01:30 13:30 01:45 13 13:45 14:00 02:00 02:15 14:15 14:30 02:30 02:45 14:45 03:00 15:00 03:15 15:15 03:30 15:30 15:45 03:45 16:00 04:00 04:15 16:15 16:30 04:30 <u> 165</u> 16:45 04:45 1014 233 17:00 05:00 17:15 05:15 05:30 17:30 05:45 17:45 06:00 18:00 06:15 18:15 06:30 18:30 18:45 06:45 681. 07:00 19:00 07:15 19:15 07:30 19:30 19:45 301 <u>533</u> 07:45 20:00 08:00 20:15 08:15 423 08:30 20:30 20:45 08:45 09:00 21:00 09:15 21:15 09:30 21:30 21:45 09:45 22:00 10:00 22:15 10:15 712 22:30 10:30 10:45 22:45 23:00 11:00 23:15 11:15 23:30 11:30 3<u>50</u> 11:45 23:45 TOTALS TOTALS SPLIT % 55.2% SPLIT % 45.1% 44.8% 39.1% 54.9% 60.9%

	DAILY TOT	ALC		NB	SB		EB	WB				Total
	DAILT TOT	ALS		29,256	23,956	1.5	0	0				53,212
AM Peak Hour	07:30	07:15				07:30	PM Peak Hour	17:00	16:30			16:30
AM Pk Volume	2240	1503				3706	PM Pk Volume	2178	1915			4041
Pk Hr Factor	0.952	0,930		0.56		0,961	Pk Hr Factor	0,950	0.975			0,962
7 - 9 Valume	4124	2875	ū		0	6999	4 - 6 Volume	4223	3675	0	0	7898
7 - 9 Peak Hour	07:30	07:15				07:30	4 - 6 Peak Hour	17:00	16:30			16:30
7 - 9 Pk Valume 🦠	2240	1503	ů.		0	3706	4 - 6 Pk Volume	2178	1915	0	0	4041
Pk Hr Factor	0.952	0.930	0.000		0.000	0.961	Pk Hr Factor	0.950	0,975	0.000	0.000	0.962



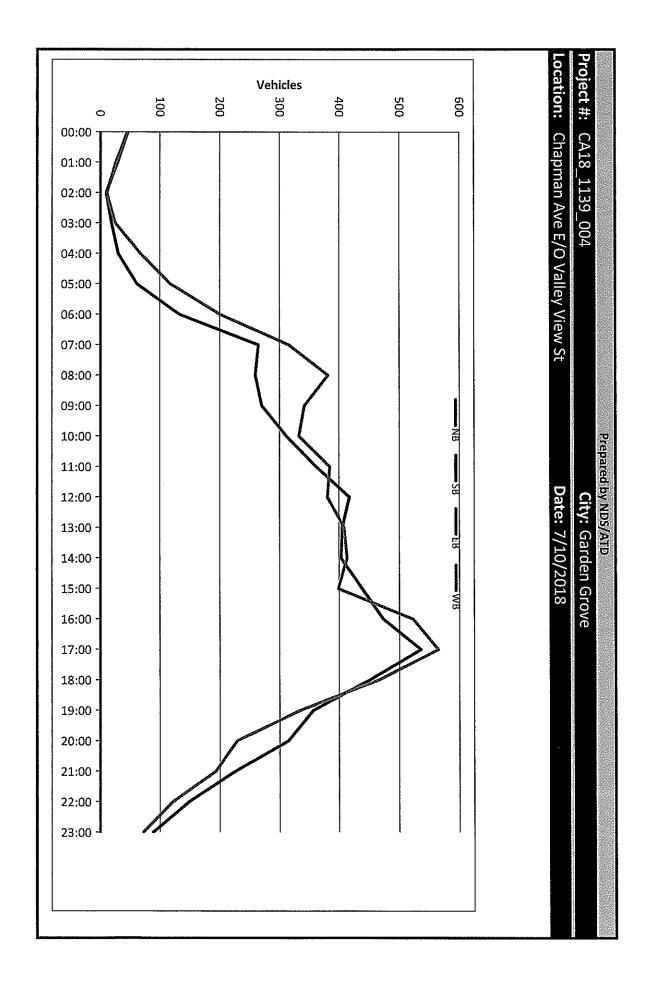
VOLUME

Chapman Ave E/O Valley View St

Day: Tuesday Date: 7/10/2018 City: Garden Grove Project #: CA18_1139_004

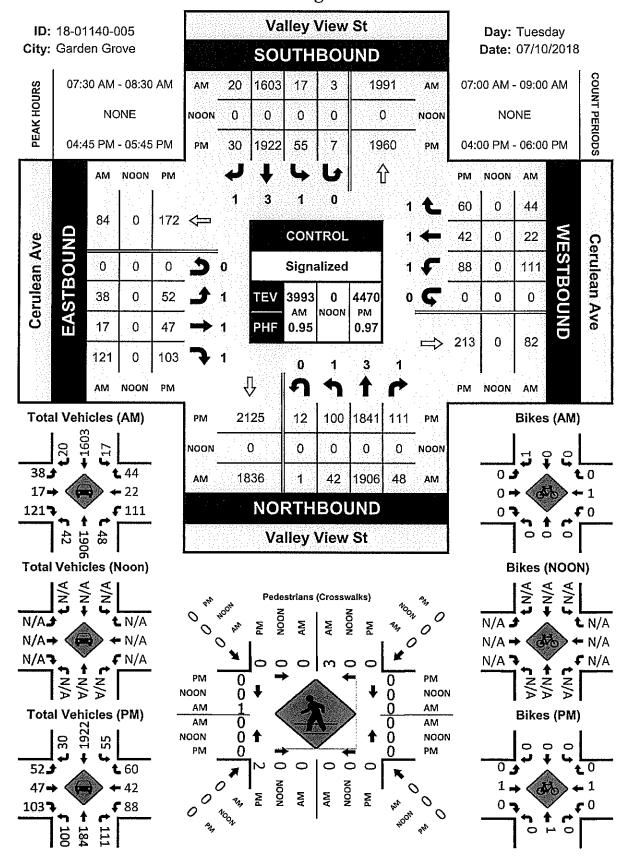
NB SB EB WB: Total **DAILY TOTALS** 6,044 6,342 12,386 TOTAL AM Period NB TOTAL SB EB WB PM Period NB SB EB WB 00:00 12:00 00:15 12:15 00:30 12:30 00:45 12:45 01:00 13;00 01:15 13:15 01:30 13:30 01:45 13:45 02:00 14:00 02:15 14:15 02:30 14:30 14:45 02:45 03:00 15:00 15:15 03:15 03:30 15:30 15 03:45 15:45 04:00 16:00 04:15 16:15 04:30 16:30 04:45 16:45 05:00 17:00 05:15 17:15 05:30 17:30 17:45 05:45 06:00 18:00 06:15 18:15 18:30 06:30 06:45 18:45 141 07:00 19:00 07:15 19:15 07:30 19:30 07:45 19:45 08:00 20:00 08:15 20:15 08:30 178 20:30 20:45 53 08:45 59 112 21:00 09:00 21:15 110 09:15 09:30 21:30 09:45 74 21:45 150 72 22:00 10:00 22:15 10:15 10:30 22:30 10:45 22:45 177 11:00 23:00 11:15 23:15 11:30 192 23:30 23:45 11:45 TOTALS TOTALS SPLIT % 44.4% 55.6% 32.6% SPLIT % 50,9% 49.1% 67.4%

DAILY TOTALS	N	В 📑 🤌 🤋	SB	EB	WB				Total	
DAILT TOTALS			0 -	6,044	6,342				12,386	
AM Peak Hour	11:45	08:15	11:45	PM Peak Hour			16:30	17:00	17:00	
AM Pk Volume	410	391	798	PM Pk Volume			543	564	1099	
Pk Hr Factor	0.958	0.905	0.911	Pk Hr Factor			0,887	0,770	0,859	
7-9 Volume 0 0	523	696	1219	4 - 6 Volume	Ö	0	1008	1086	2094	
7 - 9 Peak Hour	07:15	00:80	08:00	4 - 6 Peak Hour			16:30	17:00	17:00	
7 - 9 Pk Volume 0 0	283	381	640	4 - 6 Pk Volume	0	0	543	564	1099	
Pk Hr Factor 0.000 0.000	0.832	0.882	0.899	Pk Hr Factor	0.000	0.000	0.887	0,770	0.859	



Valley View St & Cerulean Ave

Peak Hour Turning Movement Count



Location: Valley View St & Cerulean AveIntersection Turning Movement Count
Project ID: 18-01140-005
Control: Signalized

Control: Signalized

Control: Signalized

Control: Signalized

Control: Signalized

Control: Valley View St & Cerulean AveIntersection Turning Movement Count
Project ID: 18-01140-005
Date: 7/10/2018 Total

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		PW		area esta cada cara para esta sola del	PEAK HR FACTOR:	DEAK HE VOI	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		AIW		NS/EW Streets:	_
	0.893	00T		4.86%	197	NL	20	21	25	26	28	23	26	28	몬	<u>-</u> -			0.500	47		2.15%	7;	Z P	10	12	21	7	11	ω	œ	3	N.	щ			Section of the sectio
0.977	0.979	1841	04:45 PM - 05:45 PM	89.12%	3613	TN	428	451	451	469	470	462	4 46	436	NT.	ω	NORTHBOUND	0.911	0.911	1006	02:30 AM - 08:30 AM	94.89%	3397	N	440	406	475	431	523	477	356	289	NT	ω	NORTHBOUND	Valley View St	04.25.00 to 20.00 to
77	0.793	111	05:45 PM	5.55%	225	NR	26	27	35	8	19	30	34	24	NR.	 -	BOUND		0.800	48	08:30 AM	2.93%	105	NR.	16	i C	l 5	芦	14	œ	12	6	NR	μ.	BOUND	iew St	Commence of the commence of th
	0.750	12		0.47%	19	NO	⊶	4		ω	4	2	w	}~ A	č	٥			0.250	1200	Control Control	0.03%	<u>-</u> ;	3		· c	, ,	_	0	0	0	0	€	0			September Septem
	0.917	55		2.76%	107	SL	10	14	13	15	IJ	Ħ	12	19	SE	ш			0.531	17		1.33%	Δ	JS	đ	H	4- ;	щ	8	4	បា	4	SI	-		E 63	90000000000000000000000000000000000000
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	0.765	52		27.12%	96	댇	Ħ	13	11	17	11	9	ដ	1 3	E	1			0.950	ž		22.77%	79	円	10	i E	: 15	5	10	8	14	6	Ţ.	,			1
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	0.000	0		0.00%	0	EU	0	0	0	0	0	0	0	0	2	0			0.000	<u> </u>		0.00%	0	₽	_	· c	· c	0	0	Ф	0	0	EU	0			
	0.846	88		45.17%	159	WL	22	26	26	21	15	19	74	16	×۲	,			0.895	1		64.54%	233	WL	S.C	i L	: C	ഥ	29	26	<u>4</u>	27	W.	1 -4			
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30	0.789	60		32.67%	115	WR	11	13	18	19	10	14	16	7	WR		OUND	35	0.579	4		25.48%	92	۷R	Į.	; ;	; vc	7	19	9	5	œ	¥R	٢	GND	n Ave	
	0.000	0		0.00%	0	٧U	0	0	0	0	0	0	0	0	Æ	٥		10 10 10 10 10 10 10 10 10 10 10 10 10 1	0.000	0		0.00%	0	Š	c		· -	0	0	0	0	0	W/U	C)		
896.0	3	4470	OIAL		8634	TOTAL	1051	1091	1128	1155	1096	1036	1062	1015	TOTAL				0 671	2002 -	TOTAL		7516	TOTAL	944	505	1040	910	1050	993	887	783	TOTAL				

Location: Valley View St & Cerulean AveIntersection Turning Movement Count
City: Garden Grove
Control: Signalized

Control: Signalized Bikes

TOTAL APPR PEAKH	NS/E
TOTAL VOLUMES: PEAK HR FACTOR: PEAK HR VOLUMES: PEAK HR PACTOR:	NS/EW Streets:
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3 1 NT NR NT NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Valley View St
NIT NR 0	/alley View St
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1 ST	
ST ST O O O O O O O O O O O O O O O O O	Valley View St
3 1 ST SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	View St
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0.000 0.000 0.000 0.000 0.000 0.000	
ET CO	Cerulean Ave
BOUND FR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	erulean Ave
0.00	
WL WL O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
1 WT 1 100.00% WT 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cerulean Ave
MESTBOUND WESTBOUND WESTBOUND T WR O O O O O O O O O O O O O O O O O O O	Jerulean Ave
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
TOTAL 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

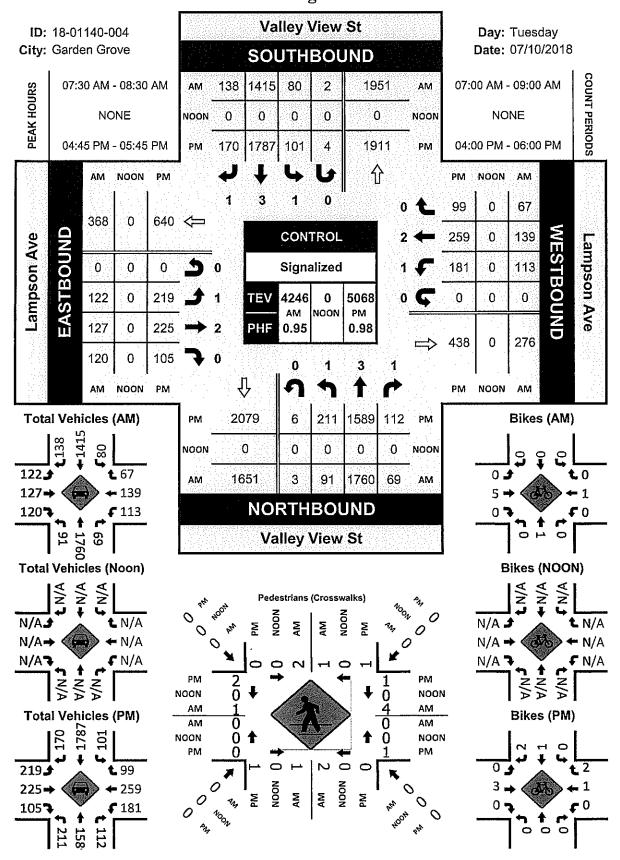
Location: Valley View St & Cerulean Ave cits in the dissection Turning Move in the Control of Pedestrians (Crosswalks)

PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		N.V.	NS/EW Streets:
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0.375 0.375	3	07:30 AM - 08:30 AM	80.00%	4	WB	0	 -4	2	0	H	0	0	0	WB	NORTH LEG	Valley View St
	0		50.00%	 	EB	0	⊢	0	0	0	0	0	0	EB	TUOS	Valley '
	0		50.00%	μ.	WB	⊢	0	0	0	0	0	0	0	WB	SOUTH LEG	Valley View St
	0			0	NB	0	0	0	0	0	0	0	0	NB	EAST LEG	Cerulean Ave
	0			0	SB	0	0	0	0	0	0	0	0	SB	LEG	an Ave
0.250	0		50.00%	2	NB	۲	0	0	0	0	0	 -	0	NB	LSEM	Cerulean Ave
0.250 !50	Ĥ		50.00%	2	SB	}	0	0	0	н	0	0	0	SB	l leg	an Ave
0.500	4	TOTAL		11	TOTAL	З	ω	2	0	2	0		0	TOTAL		

PEAN DX	PEAL		APPRO	TOTAL \											
PEAN ITR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM	<u> </u>	
	0	04:45 PM	50.00%	Н	EB	0	0	0	0	0	0	 	0	8	NORT
	0	04:45 PM - 05:45 PM	50.00%	 4	WB	0	0	0	0	0	ᆫ	0	0	WB	NORTH LEG
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50	0		0.00%	0	WB	0	0	0	0	0	0	0	0	WB	H LEG
	0			0	NB	0	0	0	0	0	0	0	0	NB	EAST
	0			0	SB	0	0	0	0	0	0	0	0	SB	EAST LEG
	0			0	NB	0	0	0	0	0	0	0	0	NB	WES
	0			0	SB	0	0	0	0	0	0	0	0	SB	TLEG
0.250	2	TOTAL		4	TOTAL	0	2	0	0	0	<u></u>	⊢	0	TOTAL	

Valley View St & Lampson Ave

Peak Hour Turning Movement Count



Intersection Turning Movement Count city: Garden Grove control: Signalized

Total

Project ID: 18-01140-004 Date: 7/10/2018

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5;45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM					PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		ç, 5 <u>21</u>	8:45 AM	MA 05-8	8:15 AM	MA 00:8	7:45 AM	7:30 AM	7:15 AM	7:00 AM				NS/EW Streets:	-
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0.977	0.978	1589	04:45 PM - 05:45 PM	83.02%	3144	TN	386	388	394	406	401	395	389	385	NT.	ω	NORTH	2.0.2	50.50	1760	07:30 AM -	91.61%	3211	TN	103	407	404	409	415	486	450	358	282	NŢ	ω	NORTH	Valley View St	
77.	0.800	112	05:45 PM	5.49%	807	NR	27	29	22	35	26	25	25	19	NR.	ω	BOUND	0.905	0.863	69	2	3.65%	128	NR	<u>!</u>	74	17	20	15	19	15	ដ	10	NR R	ц	NORTHBOUND	/iew St	
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	0.081	5068	TOTAL		9/83	TOTAL	1214	1262	1291	1286	1229	1172	1198	1131	TOTAL				0,950	4246	TOTAL		8058	TOTAL		1012	1005	1052	993	1117	1084	972	823	TOTAL				

Intersection Turning Movement Count city: Garden Grove control: Signalized

Bikes

Project ID: 18-01140-004 Date: 7/10/2018

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:			5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		PW			PEAK HR FACTOR:	DEAV UB VOI	DEAK HR.	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		A V		NS/EW Streets:	_
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	0.000	0	04;45 PM -	100.00%	_	N.		0	0	0	0	0	0	0	.	NT	ω	NORTH	0.250	0.250	SON PERMANENTAL PROPERTY.	07-30 AM - 08-30 AM	100.00%	₩ <u> </u>	Fire	0	0	0	0	, سر	0	0	0	NT	ω	NORTH	Valley View St	A CONTRACTOR OF THE PARTY OF TH
	0.000	0	05:45 PM	0.00%	0	NR		0	0	0	0	0	0	0	0	¥	,_	NORTHBOUND	50	0.000	1000 D200 0000 0000	08:30 AM	0.00%	o 🕺	5	0	0	0	0	0	0	0	0	NR	jt	NORTHBOUND	lew St	and the second second second
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(5	0.250	2		50.00%	2	SR		0	2	٥	٥	0	0	0	0	SR	 	BOUND		0.000	2		0.00%	o %	3	0	0	0	0	0	0	0	0	SR	<u>,</u>	BOUND	iew St	0.000 to 0.0
William State of	0.000	0		0.00%	0	SU		0	0	0	•	-	0	0	0	SU	0			0.000	3		0.00%	ح د		0	0	0	0	0	0	0	0	SU	0			DINES
	0.000	0		0.00%	0	Е		0	0	0	0	0	0	0	0	핃				0.000	5		0.00%	o P		0	0	0	0	0	0	0	0	E	H			g
0.750	0.750	3		100.00%	UI !	Щ		0	,	0	H	⊷	0	,	<u></u>	曰	2	EASTBOUND	0.417	0.417	n		100.00%	7 :		0	<u>,,,</u>	w	0		щ	-	0	ET	N	EASTBOUND	Lampson Ave	30.00 Section 20.00
U Sections	0.000	0		0.00%	o !	Ð		0	0	0	0	٥	0	0	0	贸	0	QUUD	7	0.000	>		0.00%	o 5	ņ	0	0	0	0	0	0	0	0	贸	0	CIND	n Aye	AND A DESCRIPTION OF STREET
	0.000	0		0.00%	0	2		0	0	0	0	0	0	0	0	Ð	0			0.000	5		0.00%	٥ و		0	0	0	0	0	0	0	0	EU	0			
	0.000	0		0.00%	0	W		0	0	0	0	0	0	0	0	WL				0.000	,		0.00%	٥	181	0	0	0	0	0	0	0	0	WL	<u> </u>			AGENT SECTION OF THE
0.250	0.250	1		50.00%	2	ş		0	0	0	0		,_ _	0	0	¥	2	WESTBOUND	0.250	0.250			100.00%	2 1	5	0	;	} 4	0	0	0	0	0	M٦	2	WESTBOUND	Lampson Ave	2477222222223
30	0.250	2		50.00%	ν.	WR		0	0	0	0	2	0	0	0	WR	0	ÕUND	<u>10</u>	0.000	-		0.00%	o \$	i dibi	0	0	0	0	0	0	0	0	¥R	0	GIND	n Ave	
	0.000	0		0.00%	0	8	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0	0	0	0	0	0	0	0	¥.	0			0.000	5		0.00%	0 है		0	0	0	0	0	0	0	0	WU	0			40.45 C 250 L 25 C 45 C
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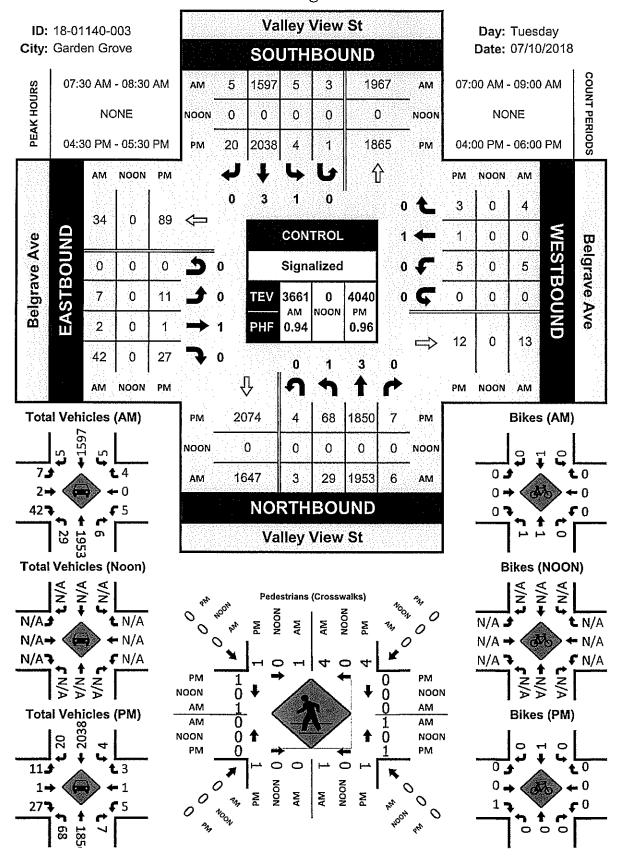
Locatio I: Meresection Turning Movement (Crosswalks) Pedestrians (Crosswalks)

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM	AIN	777	NS/EW Streets:
0.375	0.250	. 2	07:30 AM - 08:30 AM	80.00%	4	83	2	0	2	0	0	0	0	0	EB	NORTH LEG	Valley View St
75	0.250	1	08:30 AM	20.00%	۳	WB	0	0	0	↦	0	0	0	0	WB	H LEG	/iew St
0.375	0.250	1		44.44%	4	ВЭ	2	0	0	j1	0	0	0	┢┷	EB	SOUTH LEG	Valley View St
75	0.500	2		55.56%	ហ	WB	 -	2	0	₽	0	-	0	0	WB	H LEG	/iew St
0.250		0		30.00%	ω	NB	 -	2	0	0	0	0	0	0	NB	EAST LEG	Lampson Ave
50	0	4		70.00%	7	SB	 4	<u>ш</u>	4	0	0	0	₩	0	SB	LEG	on Ave
0.250		0		33.33%	2	NB	ц	0	0	0	0	0		0	NB	WEST LEG	Lampson Ave
50	0.250	۳		66.67%	4	SB	2	-	0	н	0	0	0	0	SB	. LEG	on Ave
0.700	0.458	11	TOTAL		30	TOTAL	10	6	σ	4	0	Ь	2	<u> </u>	TOTAL		

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s :	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		DM
0.3		. 0	04:45 PM	0.00%	0	BЭ	0	0	0	0	0	0	0	0	EB	NORT
0.250	0.250	1	04:45 PM - 05:45 PM	100.00%	բահ	WB	0	0	} -	0	0	0	0	0	WB	NORTH LEG
0.250	0.250	1		100.00%	4	ВЭ	 - 1	0	Н	0	0	0	0	2	ΕB	SOUTH LEG
50		0		0.00%	0	WB	0	0	0	0	0	0	0	0	WB	4 LEG
2.0	0.250	1		60,00%	ω	BN	<u>_</u>	0	μ.	0	0	0	0	₽	NB	EAST
	0.250			40.00%	2	SB	0	0	₩	0	0	0	0	 	SB	EAST LEG
2.0		0		20.00%	H	BN	0	0	0	0	0	0	0	н-	NB	WES
0.250	0.250	2		80.00%	4.	SB	0	0	0	2	0		0	,1	SB	T LEG
0.07.0	0.375	6	TOTAL		15	TOTAL	2	0	4	2	0		0	6	TOTAL	

Valley View St & Belgrave Ave

Peak Hour Turning Movement Count



Location: Valley View St & Belgrave Ave City: Garden Grove control: Signalized

Project ID: 18-01140-003 Date: 7/10/2018

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:			5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM						PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠	8:45 AM	WV UE-8	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		MV		NS/EW Streets:	
	0.944	- 68		3.56%	134	NL		14	23	18	18	18	14	<u>1</u> 1	18	2	щ			DAN	0.725	29		2.03%	74	NL	ļ	2,		.		4	סט	œ	7	N.	H			
0.951	0.956	1850	04:30 PM - 05:30 PM	95.89%	3612	NT		443 3	445	484	481	438	447	442	432	Z	ω	NORTH		0,905	0.901	1953	07:30 AM - 08:30 AM	97.59%	3556	TN	į	450	446	451	456	542	504	396	302	NT	ω	NORT	Valley View St	
51	0.438	7	05:30 PM	0.35%	H	S		0	2	2	1	0	4	2	2	F	0	NORTHBOUND		05	0.500	6	08:30 AM	0.25%	9	NR	ć	5 I	. .	0 (رد	w i	0	0	1	NR	0	NORTHBOLIND	/iew St	
	0.333	4		0.21%	ထ	2)- -4	,	ω	0	1	0	<u>, , , , , , , , , , , , , , , , , , , </u>	. <u>L</u>	2	0	ı	-		0.750	3		0.14%	5	NO	,	> +	<u>-</u> ;	<u> 1</u>	-	<u>, , , , , , , , , , , , , , , , , , , </u>	<u>-</u>	0	1	NO.	0			
	0.500	A		0.25%	10	SL	1	2	2	<u>, .</u>	1	2	0	,_	. μ	75	₩				0.625	ഗ		0.22%	7	SL	,	، د	> (2 -	1	0 1	2	<u>, , , , , , , , , , , , , , , , , , , </u>	0	SI	⊢			
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37	0.625	20		0.94%	37	Ş	1	N	o n 1	2	8	6	4.	4.	. UI	SR	0	BOUND		36	0.417	5		0.73%	23	SR	;	: .	14	NJ (μ	o :	0	0	w	SR	0	GNUORH	Ĩew St	
	0.250	<u>.</u>		0.03%	<u> </u>	S		0	0	0	. 0	0	<u> </u>	0	0	SU	0				0.375	ယ		0.10%	ω	US		5	-	<u> </u>	0	0	2	0	0	SU	0	_	100	Total
	0.550	11		23.08%	21	Р	•	ω	ω	G	1	ω	2	2	2	E	0	ı			0.438	7		15.32%	17	딘	í	лt	л.	4	_	⊢	-	0	0	면	0			<u>a</u>
0.750	0.250	1		2.20%	2	EĪ		0	0	0	0	0	_	1 —4	0	P	_	EASTBOUND		0.911	ுட	2		2.70%	ω	ET	4	>	→ ,	Φ.	-1	 -	0	0	0	П	<u>ب</u> ق	EASTBOUND	Belgrave Ave	
0	0.675	27		74.73%	68	뭐		9	1	ω	9	10	ហ	10	, <u>на</u> ј на	罗	0	GUND			0.875	42		81.98%	91	ER	į	. .	7	61	12	片	9	13	11	牙	0	OUND	e Ave	
	0.000	0		0.00%	0	Е	,	0	0	0	0	0	0	0	0	2	0	ı			0.000	0		0.00%	0	E	,	٥,	o .	0	0	0	0	0	٥	臣	0			
	0.417			58.33%	7	WL	,	0	0	0	3	1	₩	0	. 2	M	0	٠			0.625	ъ		57.14%	12	WL.	,	- 1	7	 1	2	2	0	2	2	¥Έ	0			2000 DATE OF THE STREET
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0	0.375	ω		33.33%	4	WR	•	0		_	2	0	0	0	0	¥	0	OUND		Ö	0.500	4		38.10%	8	WR	() 1	7	2 -	-		0	_		WR.	0	OUND	e Ave	
	0.000	0		0.00%	0	Æ		0	0	0	o	0	0	0	0	¥.	0				0.000	0		0.00%	0	٧	,	٥,	o (0	0	0	0	0	0	Æ	0			
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Location: Valley View St & Belgrave Ave City: Garden Grove Control: Signalized Intersection Turning Movement Count

Project ID: 18-01140-003 Date: 7/10/2018

PEAK HR FACTOR:	PEAK HR VOL :	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		₽⊠			PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		9. T. A.	0.30 AT	MA C1:0	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		ΔW		NS/EW Streets:	
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0.000	- 05:30 PM		o j	5	0	0	0	0	0	0	0	0	NR.	0	NORTHBOUND	0.500	0.000	0	7:30 AM - 08:30 AM	0.00%	0	NR	•	o c	.	, ,		0	0	0	NR	0	NORTHBOUND	/iew St	
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0.000	•	0.00%	٥ ہے	2	0	0	0	0	0	0	0	0	72				0.000	0		0.00%	0	JS	ć		- c	· c		0	0	0	JS	Ь		61	
0.250 0.2	4 (6) 4 (6)	100.00%	<u>ب</u>	1	-	- 2	0	0	٥	j- 4	0	0	SI	ω (TUOS		0.250	1		100.00%	1	ST	c	s c	.		ļ_	0	0	0	ST	ω	TUOS	Valley View St	
0.000 0.250	>	0.00%	o <u>y</u>		0	0	0	0	0	0	0	0	SR.	0	SOUTHBOUND	0.250	0.000	0		0.00%	0	SR	ć	o c	.	o c	0	0	0	0	Ş	0	CINDORHLNOS	View St	
0.000	2	0.00%	ح ي	2	0	0	0	0	0	0	0	0	S.	0			0.000	0		0.00%	0	SU	٥	> C	.			0	0	0	SU	0			<u></u>
0.000)	0.00%	o [1	0	0	0	0	0	0	0	0	四,	0			0.000	0			0	면		. c	o c) C		0	0	0	된	0			bikes
0.000	•	0.00%	o <u>"</u>		0	0	0	٥	0	0	0	0	믜 :	ا نا ا	EAST		0.000	0			0	ET	•	o c	3 C			0	0	0	Щ	,_ .	EASTI	Belgrave Ave	
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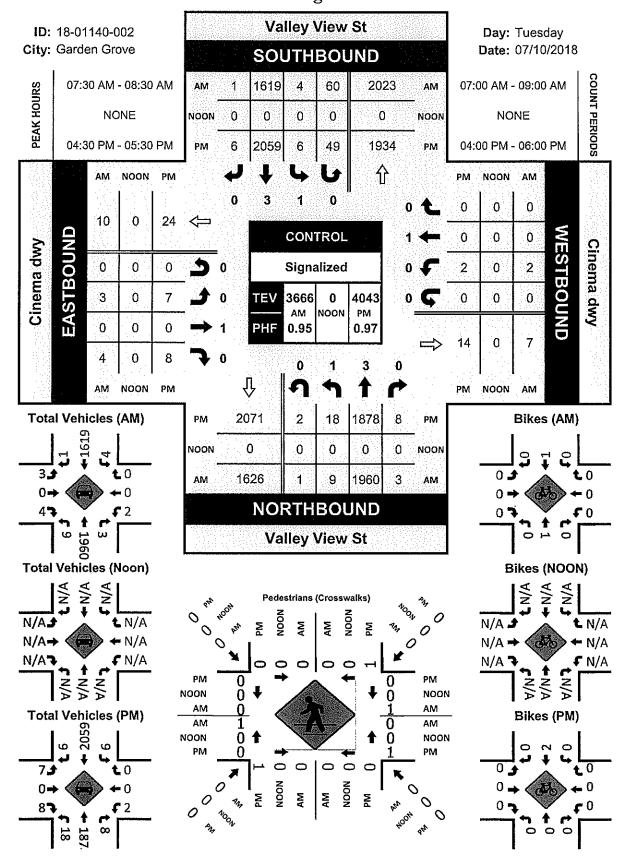
Locatio I: Meter Section Turning Moves Reconstruction of the Crosswalks) Pedestrians (Crosswalks)

PEAK HR VOL: PEAK HR FACTOR:	TOTAL VOLUMES: APPROACH %'s:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM	AIVI	N.V.	NS/EW Streets:
0.250 0.500 0.417	50.00%	EB	ω	 -	0	 - -	0	0	0	0	EB	NORT	Valley View St
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0 0.250	1 33,33%	EB	j	0	0	0	0	0	0	0	EB	SOUTH LEG	Valley View St
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1 0:250 0.250	3 50.00%	NB	 .	0	0	 	0	0	0	1	NB	EAST LEG	Belgrave Ave
0	3 50.00%	SB	2	₩	0	0	0	0	0	0	SB	. LEG	ve Ave
0 0.2 <u>50</u>	1 33.33%	NB	ш	0	0	0	0	0	0	0	NB	DEL LSEM	Belgrave Ave
1 0.250 50	66.67%	SB	0	0	0		0	0	J	0	SB	LEG	ve Ave
0,400	22 TOTAL	TOTAL	10	2	Н-	ហ	2	0	₩	H	TOTAL		

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		DW.
	0.250	1	04:30 PM	20.00%	} -	ВЭ	0	0	щ	0	0	0	0	0	EB	NORT
0.417	0.333	4	04:30 PM - 05:30 PM	80.00%	4	WB	0	0	}- -4	0	ω	0	0	0	WB	NORTH LEG
0.500	0.250	1		66.67%	2	BB	0	0	0	0	1	0	0	р ш-	8	SOUTH LEG
8	0.250	7		33.33%	<u></u>	WB	0	0	ш	0	0	0	0	0	WB	H LEG
0.250	0.250) 1		100.00%		NB	0	0	 -	0	0	0	0	0	NB	EAST LEG
50	(4) (3) (3)	0		0.00%	0	SB	0	0	0	0	0	0	0	0	SB	LEG
0.2		0		0.00%	0	NB	0	0	0	0	0	0	0	0	NB	LS∃M
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0.000	ם נ	9	TOTAL		Ħ	TOTAL	0	Ľ	4	0	4	 -	0	1	TOTAL	

Valley View St & Cinema dwy

Peak Hour Turning Movement Count



Intersection Turning Movement Count city: Garden Grove Control: Signalized

Total

Project ID: 18-01140-002 Date: 7/10/2018

		PEAK HR FACTOR:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM						PEAK HK VOL	PEAK HK.	APPROACH %'s:	TOTAL VOLUMES:		0:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		AW		NS/EW Streets:	
ent the state of the state of		0.563 81		7%	32 ?	2	þ	· L	, V	4. t	. 8	4	7	ω	NL					9 0.450	SHANNING NAME	0.56%	2	≥	۰	٠ (ļ þæ	ഗ	1	2	6	;	2	,			
0,303		656 U 878 T	04:30 PM - 05:30 PM	98.75%	3625	Z T	448	444	493	480	460	445	430	425	NT '	ω	NORTH		0.915	7150 0967	07:30 AM -	99.2/%	3553	2	704	4 2	454	466	537	503	393	296	Z	ω	NORTH	Valley View St	
UJAWA MAKAMANA	3	0.400	05:30 PM	0.30%	i ș	ND	c) ; -	٠.	, 1	2	տ)	_	NR ·	0	NORTHBOUND		15	0.750	Ę	0.11%	4	NR.	c	-	سو ،	0	<u>, .</u>	ţ-A	0	o	묽	٥	NORTHBOUND	/iew St	
Onesa di Relevoj e		0 250 2		0.08%	ω ξ	2	μ.		· ·		0	2	0	0	NO.	0				0.250		0.06%	^	2	-	· -	0	js.	0	0	0		2	0			
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0.500)))	0.550 7029		96.87%	3898	ÇŢ	469	404	525	538	516	480	486	420	ST.	ω ! !	SOUTHBOUND		0.913	558 U 6797		96.81%	3128	ST	342	3/5	407	388	374	450	416	376	হা	w	HTUOS	Valley View St	
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Location: Valley View St & Cinema dwy Control: Signalized Intersection Turning Movement Count Count

Project ID: 18-01140-002 Date: 7/10/2018

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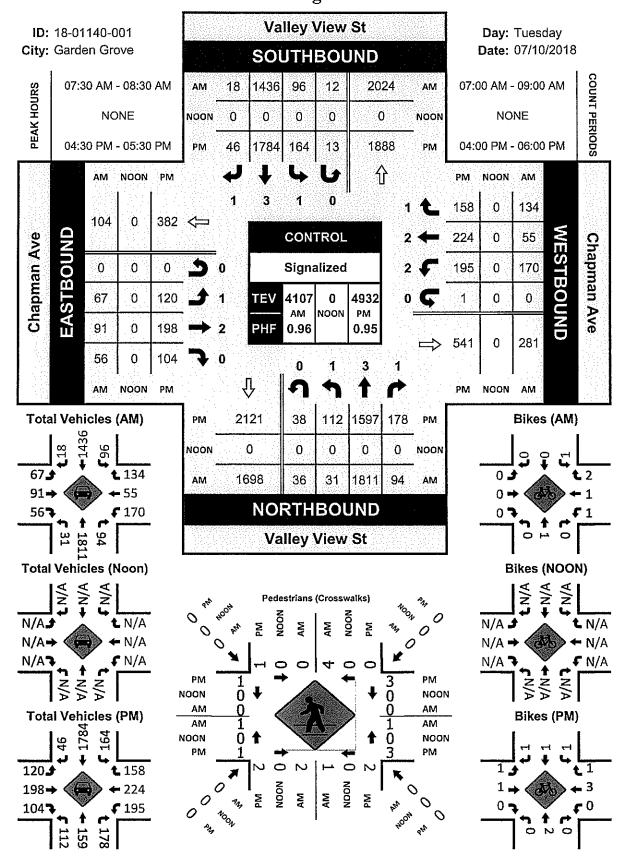
Locatio Interespection Turning Moves Pedestrians (Crosswalks)

PEAK HR VOL: PEAK HR FACTOR:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM	AIV	۸M	NS/EW Streets:
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Valley View St & Chapman Ave

Peak Hour Turning Movement Count



Intersection Turning Movement Count city: Garden Grove control: Signalized

Project ID: 18-01140-001 Date: 7/10/2018

PEAK HR: 04:30 PM - 05:30 PM 105:30 PM 105:30 PM 105:30 PM 105:30 PM 105:30 PM 106:30 PM	NL 224 5.96%	409 49 14 39 431 11 8 33 443 42 6 43 485 14 1 32 403 42 11 32 405 4 7 29 366 37 6 41 436 6 1 31	0 1 3 1 0 1 2 NU St ST SR SU EL ET 16 22 353 9 6 33 42 15 31 405 11 7 21 40 11 41 409 11 2 20 48 7 41 459 10 2 35 55	NORTHBOUND SOUTHBOUND EASTBOUND	PEAK HR VOLT: 31 1811 94 36 1436 18 12 67 91 56 0 PEAK HR FACTOR: 0.705 0.909 0.810 0.643 0.857 0.965 0.750 0.500 0.838 0.813 0.778 0.000 0.969 0.915 0.915 0.969 0.969 0.969 0.969 0.836	NL NT NR NU SL ST SR SU EL ET ER EU TOTAL VOLUMES : 78 3242 169 69 177 2792 39 18 133 169 104 0 APPROACH %'s : 2,19% 91.12% 4.75% 1.94% 5.85% 92.27% 1.29% 0.59% 32.76% 41.63% 25.62% 0.00%	9 448 22 14 22 365 6 6 11 439 15 11 19 347 2 2 10 425 21 11 19 310 8 3 18 394 22 11 22 319 7 1	313 11 9 15 356 3 1 19 16 299 21 2 25 371 3 1 8 21 426 29 4 27 372 4 0 15 28 498 28 7 28 352 6 4 19 17	NORTHBOUND EASTBOUND 1 3 1 0 1 3 1 0 1 2 NL NT NR NU SL ST SR SU EL ET	NS/EW Streets: , Valley View St Valley View St Chapman Ave	Total
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195 224 0.871 0.84	EU WL WT 0 380 417).00% 33.63% 36.90%	0 44 38 0 52 55 0 48 47 0 57 50	2 WL W 39 4 41 5 56 6	WE	170 55 0.802 0.85	EU WL WT 0 310 129 0.00% 44.29% 18.43%		0 20 11 0 42 8 0 36 13 0 44 12	WL W	Chaj	
158 1 8 0.919 0.250 0.903	WR WU 332 1 % 29.38% 0.09%	43 0 35 0 45 0 60 0	1 0 WR WU 34 0 35 0 38 0 42 1	WESTBOUND	134 0 0.779 0.000 0.816	WR WU 261 0 37.29% 0.00%	43 0 31 0 31 0 31 0	31 29 0 26 0 34 0	WESTBOUND 2 1 0 7 WR WU	Chapman Ave	
TOTAL 4932 0.947	TOTAL 9490	1231 1302 1172 1204	TOTAL 1052 1130 1181 1218		TOTAL 4107 0.960	TOTAL 7690	1046 994 952 955	829 847 997 1070	TOTAL		

Intersection Turning Movement Count City: Garden Grove Control: Signalized

Project ID: 18-01140-001 **Date:** 7/10/2018

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:			5:45 PM	5:30 PM	5:15 PM	5:00 PM	NA C#:#	2.27	4:30 PM	4:15 PM	4:00 PM		ZV			PEAK HK FACTOK:	PEAK HR VOL:	PEAK HR:	APPROACH % S:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		AM		NS/EW Streets:	_
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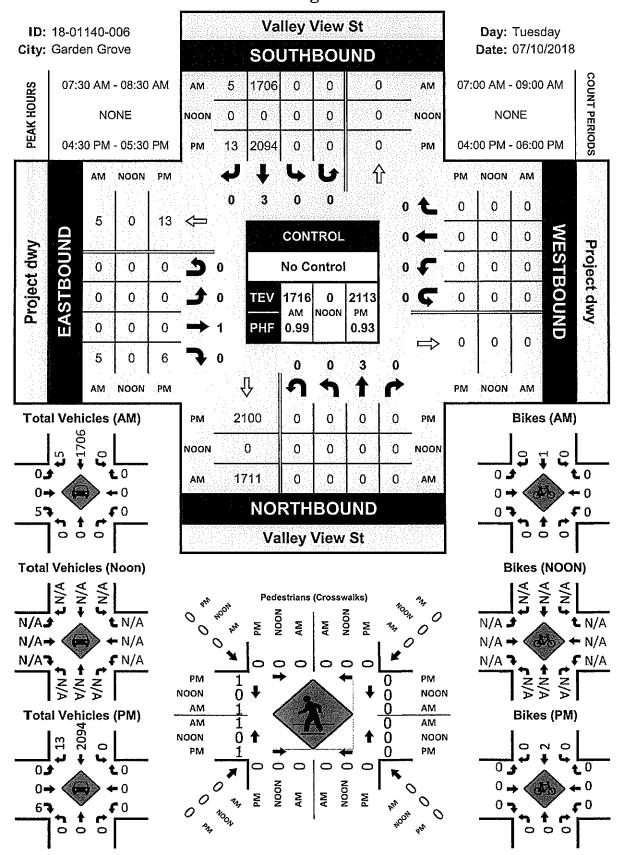
Locatio I: MITECINS CONTROL TURNING MOVES PROPERTY COUNT City: Garden Grove Pedestrians (Crosswalks)

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM	MIN	N M	NS/EW Streets:
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75	0.250	1		50.00%	4	WB	2	0	0	0	1	0	₽	0	WB	SOUTH LEG	View St
0.250	0.250	_		100.00%	6	AN	2	0	0	0	0	⊢	0	ω	NB	EAST LEG	Chapman Ave
50		0		0.00%	0	SB	0	0	0	0	0	0	0	0	SB	. LEG	an Ave
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50		0	Market Commence	50.00%	h	SB	0	 	0	0	0	0	0	0	SB	LEG	an Ave
0.000	ט בעט	9	TOTAL		22	TOTAL	4	ω	⊢	0	4	4	٢	ហ	TOTAL		

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR :	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		D (V)
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33	0.250	2		33.33%	2	WB	0	0	0	0	2	0	0	0	WB	H LEG
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Valley View St & Project dwy

Peak Hour Turning Movement Count



Location: Valley View St & Project dwy Intersection Turning Movement Count
City: Garden Grove
Control: No Control
Cont

PEAK HR FACTOR PEAK HR FACTOR APPROACH %'s APPROACH %'s NS/EW Streets: PEAK HR VOL PEAK HR VOL: PΜ AM PEAK HR 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 0.000 0.000 ooooooo≥o ٥₽ 000000020 0.000 0.000 :30 PM -:30 AM - 08:30 AM Valley View St ᇰᆿ 0 Z NORTHBOUND 05:30 PM 0.000 0.000 ᇰ o됐 0.000 0.000 o ≥ 000000020 ᇰ 0.000 0.000 0.00% 0.00% 0000120 SOUTHBOUND
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491 5
511 2
517 3 2094 0.927 ST 3996 99.43% 1706 0.983 ST 3271 99.76% 365 424 425 392 ST 382 Valley View St 0.927 13 0.650 5 0.625 SR 8 0.24% SR 23 0.57% S 0 0000 0.000 0.00% 0000120 Total 0.000 0.000 0.00% 0.00% FE ᇰᄄ 00000 0.000 0.000 EASTBOUND
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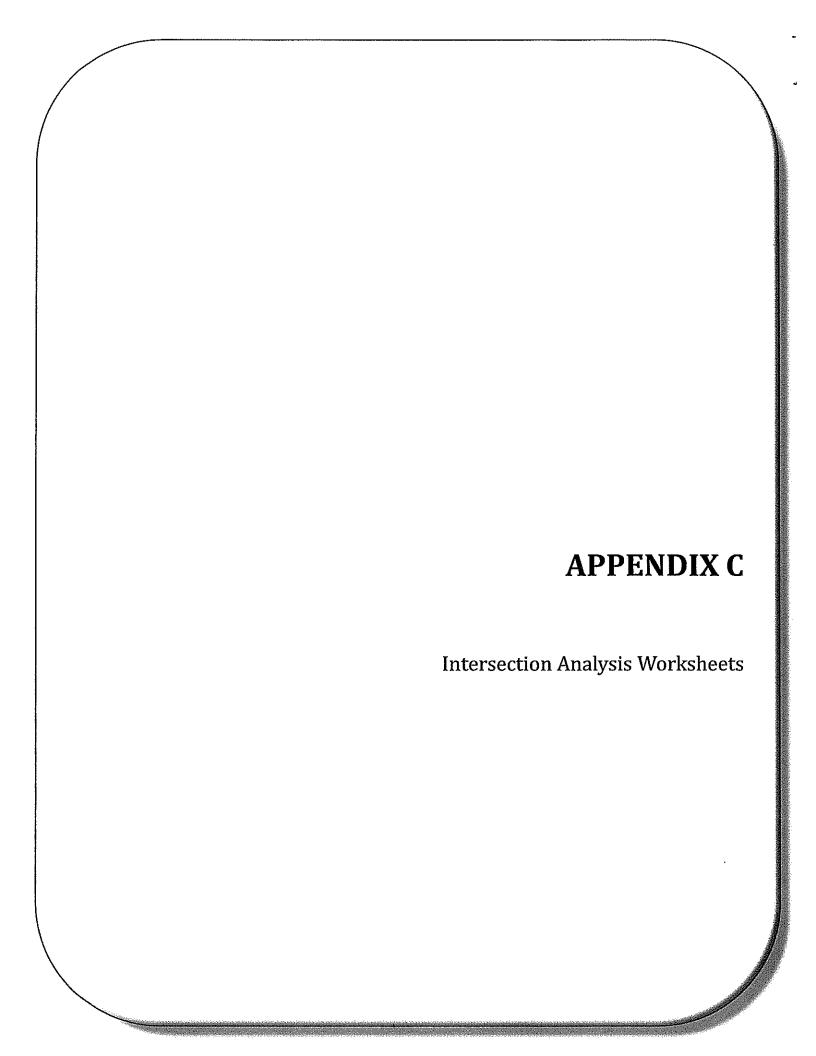
Location: Valley View St & Project dwy City: Garden Grove Control: No Control

Project ID: 18-01140-006 **Date:** 7/10/2018

Locatio I: Meres Secretion Turning Moves Pate: 1/10/2018 Pedestrians (Crosswalks)

PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	TOTAL VOLUMES:	8:30 AM 8:45 AM	8:00 AM 8:15 AM	7:30 AM 7:45 AM	7:00 AM 7:15 AM	AM	NS/EW Streets:
07:30 AM - 08:30 AM 0 0	EB 0	0	000	0 0	00	NORTH LEG	Valley View St
08:30 AM 0	WB 0	0 0	000	00	00	H LEG	iew St
0	0 EB	0 0	000	0 0	00	SOUTH LEG	Valley View St
0	WB 0	0	000	00	00	WB LEG	iew St
0	0 NB	00	000	00	00	NB EAST LEG	Project dwy
0	SB 0	0	000	00	00	SB	dwy
1 0.250 0.500	NB 3 27.27%	1	o ⊢ o	00	1	WEST LEG	Project dwy
1 0.250	SB 8 72.73%	4 ~		о н	⊬ 0	SB	: dwy
TOTAL 2 0:500	TOTAL 11	5 \	3 1 0	0	20	TOTAL	

PEAK HR VOL: PEAK HR FACTOR:	PEAK HR:	APPROACH %'s:	TOTAL VOI 1111	5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM	1 171	DIVI
0	04:30 PN	C	- H	0	0	0	0	0	0	0	0	ΕB	HON
0	04:30 PM - 05:30 PM	c	WB	0	0	0	0	0	0	0	0	WB	NORTH LEG
0		O	8	0	0	0	0	0	0	0	0	EB	nos
0		Û	ВW	0	0	0	0	0	0	0	0	WB	SOUTH LEG
0		c	NB	0	0	0	0	0	0	0	0	NB	EAS
0		c	aS	0	0	0	0	0	0	0	0	SB	EAST LEG
1 0.250 0.!		33.33%	gN	0	0	 -	0	0	0	0	0	NB	WEST
1 0.250 0.500		66.67%	gS	0	⊣	0	0	0	; -	0	0	SB	T LEG
0.500	TOTAL	J	TOTAL	0	<u> </u>	ь	0	0	-	0	0	TOTAL	



Existing Conditions 2018

	*		•	•	←	*	4	†	<i>></i>	-	Ţ	4
Lana; Grono-	EBL	EBN	EBR	Well	West	War	- N81	NBIT	MMZ	SHI	Silli	SBR
Lane Configurations	淅	†		74,74	ተተ	7	ሻ	ተተተ	7	ሻ	ተተተ	75
Volume (vph)	67	182	56	170	110	134	67	1811	94	108	1436	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170	Solding S	140	165		75	180		80
Storage Lanes	1	habara and dense as natura absorber	0	2	V0000-04-0-0000-04-0-0-0-0-0-0-0-0-0-0-0	1	1		1	1	anana a dina manana Marana d	1
Taper Length (ft)	25			25		, continue	25		100 (100 (100 (100 (100 (100 (100 (100	25		
Satd. Flow (prot)	1652	3188	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0,950		
Satd. Flow (perm)	1652	3188	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes	2333		Yes			Yes			Yes
Satd. Flow (RTOR)		30	>00%-Profest (2003)/Profestion	rojčný omni e nijené němenu bi		121	kenantasan kansan kansan k	-forest feet Committee and the self-	67	ital krania serintan Gariphan (67
Link Speed (mph)		30			30			40			40	energy specially a
Link Distance (ft)		633	-7555-7555-7555-7		640			481			417	
Travel Time (s)		14.4			14.5			8.2	525		7.1	
Lane Group Flow (vph)	67	238	0	170	110	134	67	1811	94	108	1436	18
Turn Type	Prot	ŇĀ		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	ŅĄ	pm+ov
Protected Phases	1	6	e Builde Sterringsenver	5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0	anderstatele	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	: To 25 (#Grbs 698	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.28	sodenski ber	0.40	0.12	0.18	0.32	0.95	0.12	0.43	0.71	0.02
Control Delay	60.7	34.4		55.6	35.8	5.2	57.3	52.5	6.4	57.1	36.7	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	34.4		55.6	35.8	5.2	57.3	52.5	6.4	57.1	36.7	0.1
LOS	E	C	(168/1865-1760) :	E	D	A	E	D	Α	E	D	Α
Approach Delay		40.2	1.66.01.87		34.0			50.5			37.7	1808680
Approach LOS		D			С			D			D	

ntersection Summan

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

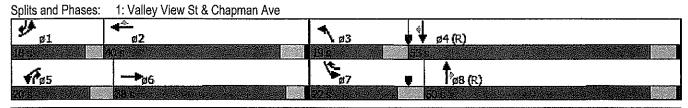
Maximum v/c Ratio: 0.95

Intersection Signal Delay: 43.4

Analysis Period (min) 15 Description: Chapman Ave.

User Entered Value

Intersection Capacity Utilization 70.0% ICU Level of Service C



Intersection LOS: D

	<i>></i>		7	*	4	4	4	†	<i>></i>	\	1	1
LEMB CHOMPA	Fill	$-\Gamma(t)$	FUR	Wille.	WB)1	- Wiste	illist.	plat	illijik	, Sill	s oilii	:)[}[(
Lane Configurations	ሻ	∱ĵ∍		أيرايي	1	7	×	ተተተ	7	¥	ተተተ	7*
Volume (vph)	120	198	104	196	224	158	150	1597	178	177	1784	46
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1	noneconago rockingo, art. con sac	0	2		1	1		1	1		1
Taper Length (ft)	25	909.5		25			25			25		
Satd. Flow (prot)	1652	3131	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3131	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes		161694	Yes
Satd. Flow (RTOR)	skytel Tekstopetterkeens, ketyme val	71		DUARNO PERIODO DA COMO		64			68			67
Link Speed (mph)	8.698.6	30	2000		30			40			40	
Link Distance (ft)	. Come estadores de compresenta de la compresenta del compresenta de la compresenta de la compresenta de la compresenta del compresenta del compresenta del compresenta de la compresenta del compresenta de la compresenta del comprese	633	nini Anders an des barr	COLUMN THE CONTRACTOR OF THE C	640	Carrier March 1945	***	485			417	
Travel Time (s)		14.4		an and a second	14.5		and a second	8.3		20 S2 S4 S	7.1	
Lane Group Flow (vph)	120	302	0	196	224	158	150	1597	178	177	1784	46
Turn Type	Prot	NA		Prot	ŇA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	užinastas vielas protestoš viendi.	5	2	7	3	8	5	7	4	1
Permitted Phases						2			8		60.00	4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4,0	4.0	4.0	4.0	4.0	4,0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.68	0.35	Separa des Asorio son	0.46	0.25	0.23	0.71	0.84	0.23	0.70	0.88	0.06
Control Delay	75.4	30.9		56.7	37.5	13.8	74.6	43.4	11.5	69.1	43.7	1.8
Queue Delay	0,0	0.0	okalo nos er ationa autom	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	30.9		56.7	37.5	13.8	74.6	43,4	11.5	69.1	43,7	1,8
LOS	E	C	256 Barrato Construi	E	D	В	E	D	В	E	D	Α
Approach Delay		43.5			37.6			42.8			45.0	
Approach LOS		D			D			D			D	

Area Type: Other Cycle Length: 130

Actuated Cycle Length: 130

Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 43.1

Intersection LOS: D

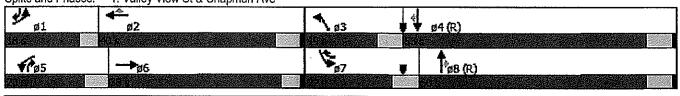
Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15 Description: Chapman Ave.

User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



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ena Group	EBL	EBT	EBR	WBI	WET	War	MIII	MEII	AIBR	SBI	SH	5BR
Lane Configurations		4			4)		ሻ	ተተኈ		ሻ	ተተኈ	
Volume (vph)	3	0	4	2	0	0	10	1960	3	64	1619	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	4.4.5	0	0		0 n	110		S 0 4	125		0
Storage Lanes	0	number Debrick of a Company of the C	0	0	N. vedením žiť nevo odděláho v násobunou	0	1	annon, fra managharita kinika an	0	1	Culti Noviko kilo resentare pitaline i res	0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1571	0	0	1652	0	1652	4746	0	1652	4746	0
Flt Permitted		0.954	4.600		0.753		0.950		(6100 co. 15	0.950		
Satd. Flow (perm)	0	1531	0		1309	0	1652	4746	0	1652	4746	0
Right Turn on Red		电动造物	Yes	0.50 5000		Yes		9.6	Yes			Yes
Satd. Flow (RTOR)		62			a constitution of the second							000001M/00000 07000004
Link Speed (mph)		30			30			40	asalan kan s		40	
Link Distance (ft)		221	u en en et 12 km milionen et		105		s. a santa a santa a manana An	422	nitaa maana madan mada		227	u. a accederace e e e e e
Travel Time (s)		5.0			2,4			7.2			3.9	9 9 9
Lane Group Flow (vph)	0	7	0		2	0	10	1963	0	64	1620	0
Turn Type	Perm	NA	18 G G G	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	SUBSTITUTE	2			2		3	8		7	4	utorestorativa
Permitted Phases	2			2			45.45					
Total Split (s)	36.0	36.0		36.0	36.0	o Marko opinio positi a com	20.0	74.0		20.0	74.0	edansene done
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)	Sala Alfréda de la color d	32.0	umumo elegengo emme	s literatur protes decembros te	32.0	e Paravina eta kodestinia.	16.0	70.0	ription and back	16.0	70.0	salasan nacc
Actuated g/C Ratio		0.25			0.25	and ka	0.12	0.54		0.12	0.54	
v/c Ratio	PERSONAL PROPERTY OF STREET	0.02	una terrupatan dan palaba	s erbonos spangensers en	0.01	no di Mandalan Ingania	0.05	0.77	STEEN DOOR OF COMMUNICATION OF	0.32	0.63	nero Assenta control
Control Delay		0.1			37.0		74.4	3.3		66.6	10.1	
Queue Delay	e-purior and dispression	0.0			0.0	v description and a name	0.0	0.0	gjentjageterschijen, g	0.0	0.0	s-hope-projets
Total Delay		0.1			37.0	6 6 6 8	74.4	3.3		66.6	10.1	
LOS	ture some americans	A		a sastana pangangan	D	unga ng paggaran	E	A		E	B	575-1000-0075-004
Approach Delay	e eren	0.1	(3) (5) (5) (6) (4)		37.0	10 to 8 0		3.7			12.2	gregory.
Approach LOS		Α			D			Α			В	

Intersection Summany

Area Type: Other
Cycle Length: 130

Actuated Cycle Length: 130

Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed Maximum v/c Ratio: 0.77

Intersection Signal Delay: 7.6

Intersection Capacity Utilization 64.6%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

	<i>,</i> *	>	\rightarrow	•	₫	*	4	†	1	1	↓	4
Lama Giroup	(in 19]	L;iji	Silve	Will	VVI)	Wisk	plitt.	(H)	i\li}k	ં કાં}ો,	s (\$1)1	o Siljk
Lane Configurations		₩			4		ሻ	∱ ∱₽		۱۳	ተተኈ	
Volume (vph)	7	Ö	8	2	0	0	20	1878	8	55	2059	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0	10000	Ō	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		60 (2) (5) (6	25			25			25		
Satd. Flow (prot)	0	1576	0	0	1652	0	1652	4742	0	1652	4746	0
Flt Permitted		0.934			0.748	65 24 33 S	0.950			0.950		
Satd. Flow (perm)	0	1507	0	0	1300	0	1652	4742	0	1652	4746	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	and congruence from the first to a congruence over	62	- Security School Security Committee					1				
Link Speed (mph)		30			30			40			40	0.000001
Link Distance (ft)	tack and tack artical transfer to describe	254			133			422			223	
Travel Time (s)		5.8			3.0			7.2			3.8	
Lane Group Flow (vph)	0	15	0	0	2	0	20	1886	0	55	2065	0
Turn Type	Perm	NĀ	(B) (B) (C) (A)	Perm	NA		Prot	ŇA		Prot	NĄ	
Protected Phases	odforbiologic villat o at care observe on	2	ensurance en la company	Accessor to the comment of the	2	wageners and red access on	3	8		7	4	
Permitted Phases	2			$\sim 2^{-3}$		848 618			0.00			2000
Total Split (s)	36.0	36.0	nine, macamatah masa usa sasa	36.0	36.0	Policia de la composición del composición de la	20.0	74.0		20.0	74.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.0	and the second control of the second	ninings or authors on the	32.0	**************	16.0	70.0	of the fact of the second of t	16.0	70.0	na car become on
Actuated g/C Ratio		0.25			0.25		0.12	0.54		0.12	0.54	
v/c Ratio	ral 6 ml/Lu (2006a) v 6 drama cilma ()	0.04	eranare a ramon, Lance de Canada		0.01	North community of the military of the community of the c	0.10	0.74	Ting of the party page has commented	0.27	0.81	entrologico esta
Control Delay		0.1			37.0		73.0	2.2		63.9	14.0	Maria I
Queue Delay		0.0	n ne halfe familia an falancia distribute	L 1999WC 18 LIE (C. AGE 2001 SE	0.0	N. MALLWOOD - III ou which was december.	0.0	0.0	nome Seminarana and an analysis	0.0	0.0	e cena las tras como con
Total Delay		0.1			37.0		73.0	2.2		63.9	14.0	
LOS	ti emponetudente ne elek	Α		umili e tumene, emiser ki ka	D	sament com en en	Е	Α	and the second control of the second	E	В	
Approach Delay		0.1			37.0			3.0			15.3	
Approach LOS		Α			D			Α			В	
Intersection Summary	lection of the second											
Area Type:	Other	SER GRADOTSI-A ORGE	ra in Ambura v Brahvel s		14 For STOR ON OTHER STORY	neo inicialización de cara	na dia mangana mangana Mangana mangana mangan	matemateur, a seria dibilikki a dibimba	in the state of the contract of the contract of	en e	overska v estavenska	TOTAL CO.

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed Maximum V/c Ratio: 0:81 Intersection Signal Delay: 9.5

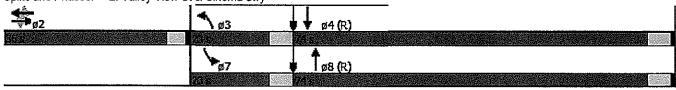
Intersection Capacity Utilization 60.7%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy



	۶	j e-	7	•	←	A.	4	†	<i>></i>	-	Ţ	4
Lane: Group	E/BI	EBİ	EBR	Well	Well	War	MEL	NBII	NBR	SH		SBR
Lane Configurations		4	7		4		ኻ	† ∱ ∱		Ŋ	ተተኈ	
Volume (vph)	7	2	42	- 5	0	4	32	1953	6	8	1597	5
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110	A STATE OF	0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1674	1478	0	1590	0	1652	4746	0	1652	4746	0
Fit Permitted		0.895	2000		0.929		0.099		9.9.23	0.055	engana se	0.49.00
Satd. Flow (perm)	0	1556	1478	0	1518	0	172	4746	0	96	4746	0
Right Turn on Red		1 A 8 3	Yes	d and	5 (8 S)	Yes	(6), (6), (5)	6646	Yes			Yes
Satd. Flow (RTOR)	96. (0.5.6) (160° a.2) (1.5.6) (15.6) (16.6)	versioner en en en eeu	62	te a contract into the area contract.	62		normal proportions and the section	1	ra elocino sersionalmino incomo		1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		575		timotos varionoja.	159		tion at the state of the state	1322			422	and a constant
Travel Time (s)		13.1			3,6	(6, 65, 50, 5	4.650 (B) (A)	22.5			7.2	
Lane Group Flow (vph)	0	9	42	0	9	0	32	1959	0	8	1602	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	5 (2 (5)
Protected Phases		2		nakoliki versiteri kom	6	dinana sina di wisa Audi	3	8		7	4	CONTRACTOR CONTRACTOR
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	orach was seen end	15.0	78.0		15.0	78.0	struimies traumo
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)	To discontinuo elemente	32.6	32.6	na arangan da salam	32.6	ethetis te Alexande	85.0	74.0	Objective Park Area	85.0	74.0	etak esemelebena.
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57	40583	0.65	0.57	
v/c Ratio		0.02	0.10		0.02	orani kalendari	0.14	0.73		0.04	0.59	20000120002002004
Control Delay		37.1	4.7		0.1		10.1	34.8		0.4	0.9	
Queue Delay	bustasasti akumpa	0.0	0.0	elektrik in de de saker.	0.0	etien manamana	0.0	0.0	ar este den alexano	0.0	0.0	resentavato.
Total Delay		37.1	4.7	6 6 6 6	0.1		10.1	34.8		0.4	0.9	
LOS		D	A		A		В	C	900-00-00-00-00-00-00-00-00-00-00-00-00-	Α	A	ng atribagit satespera
Approach Delay		10.4			0.1	8,48,40,6		34.4	6665	tija ik Se	0.9	
Approach LOS		В			A			С			Α	

intersection(Summary) Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed

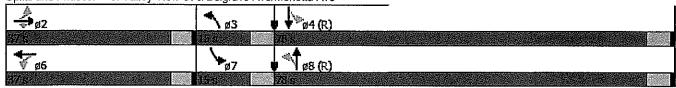
Maximum v/c Ratio: 0.73

Intersection Signal Delay: 19.2

Intersection LOS: B Intersection Capacity Utilization 58.3% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



		>	*	*	-		1	T		*	¥	4
ane Graup	Fill.	1(1)1	E Bill	VVRI	1///11	Willia.	1484,	NBIT	illelk	: [J]	801	SBR
Lane Configurations		र्स	7		4		۲۱	↑ ↑↑		'n	ተተኈ	
Volume (vph)	11	1	27	5	1	3	72	1850	7	-5	2038	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	Ō	100 (0.49)	50	0		0	130		Ö	110		Ö
Storage Lanes	0	Pilan u nëmona namana u suma	1	0		0	1		0	1		0
Taper Length (ft)	25		9 6 9 9	25		0.00	25			25		
Satd. Flow (prot)	0	1662	1478	0	1615	0	1652	4742	0	1652	4742	0
Flt Permitted		0.861			0.928		0.055			0.065		
Satd. Flow (perm)	0	1497	1478	0	1541	0	96	4742	0	113	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62	ornis ne anemaranas	3	USAS MARIO PRIMO MARIO		1	TO A CHARLEST THE STATE OF THE		2	MAA Jamatah amin'ny
Link Speed (mph)		30			30			40			40	j
Link Distance (ft)		574			188			1322			422	
Travel Time (s)		13.0	200		4.3			22.5			7.2	
Lane Group Flow (vph)	_ 0	12	27	_ 0	9	0	72	1857	0	5	2058	0
Turn Type	Perm	NA	Perm	Perm	ÑĀ		pm+pt	NA		pm+pt	NĀ	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2		2	6			. 8		e (en or e)	4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	ereserència
Total Lost Time (s)		4.4	4.4		4,4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	F45007438.104
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio	vermination for t	0.03	0.06		0.02		0.37	0.69		0.02	0.76	2725-02-29479
Control Delay		37.2	0.3		30.4		15.1	29.8		0.2	1.2	
Queue Delay		0.0 37.2	0.0	105 GE 1165	0.0		0.0	0.0		0.0	0.1	Wigging Co
Total Delay LOS		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	0.3		30.4	enver de lee	15.1	29.8		0.2	1.3	0.050765001
Approach Delay		D 11.7	Α		C 30.4		В	C 29.2		A	A	1
Approach LOS		11./ B			winds - service - services and a service of			especial property and the control of			1.3	
White and Foo		D			С			С			Α	

Intersection Summary
Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

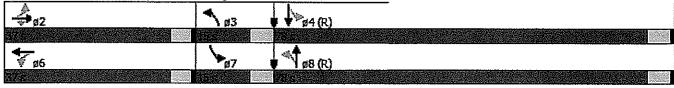
Control Type: Pretimed Maximum v/c Ratio: 0.76 Intersection Signal Delay: 14.8

Intersection Signal Delay: 14.8
Intersection Capacity Utilization 67.2%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	≠		*	•	←	Ł	4	†	<i>></i>	4		1
Lane Group	E/BIL	EBT	EBR	WBL	10/18/1	Well	NBL	Ner	NBR	SBI.	881	SER
Lane Configurations	ሻ	∱ ∱∍		ሻ	作		ኻ	ተተተ	7	*5	ተተተ	7
Volume (vph)	122	127	120	113	139	67	94	1760	69	82	1415	138
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	9.00	0	155		0	205		130	140		85
Storage Lanes	1	NEW TOUR OR STREET, STATE OF THE	0	1	Firehold browned hamal dwarf and	0	1	of the same of the	1	1	**************************************	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3062	0	1652	3141	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.471			0.385			0.950			0.950		
Satd. Flow (perm)	819	3062	0	669	3141	0	1652	4746	1478	1652	4746	1478
Right Turn on Red		das s	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	P15-01088Y988B-59651-9550	120			62		SCHIFFE CHELOPSIA PROGRAMMENTO CO	Carlo Norway (Industrial promoting a gen	114	Samehor museum species (1.2)		119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137	v 1980 1040 v 240 v 2	JANGSTON EURIS	350			1122			1322	NATA CARROLL MARKA
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	122	247	0	113	206	0	94	1760	69	82	1415	138
Turn Type	pm+pt	NĀ		pm+pt	NĄ		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	x 000000000000000000000000000000000000	5	2		3	8		7	4	0000 (60000 Vinasco)
Permitted Phases	6			2		a popular salah			8			4
Total Split (s)	16.0	39.0		16.0	39.0		20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	69 56 65 0	4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	24.9	13.6	4504554585500 2 4 22 4 2	24.7	13.5		15.2	74.1	74.1	13.1	71.7	71.7
Actuated g/C Ratio	0.19	0.10		0.19	0.10		0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.53	0.58	vinevestvonos	0.53	0.54	9 0 2230-210-2102	0.49	0.65	80.0	0.50	0.54	0.16
Control Delay	50.7	33.5		51.1	43.5		45.3	18.9	3.0	87.6	2.7	1.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	33.5		51.1	43.5		45.3	18.9	3.0	87.6	2.7	1.1
LOS	D	C	57977540778458	D	D		D	В	Α	F	A	A
Approach Delay	200500500000000	39.2	2000000	Julia Gales,	46.2	612 516	255 (2.15)	19.6	A 25 15 5	36475310	6.8	\$9.50 S
Approach LOS		D			D			В			Α	

merseotion/Summary

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 18.4

Intersection Capacity Utilization 74.0%

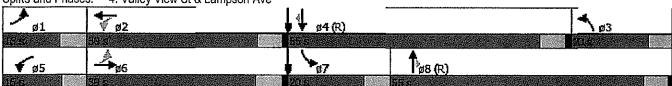
Analysis Period (min) 15

Description: Lampson Ave.

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 4: Valley View St & Lampson Ave



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suga Gro ujo	Fill	1:[1][EBR	Wall	Will	- Weir	i) Bl	a NETE	ilbk	sji}l,	811	SiBle
Lane Configurations	ሻ	∱β		ኻ	作		74	ተተተ	7	75	ተተተ	7
Volume (vph)	219	225	105	181	259	99	217	1589	112	105	1787	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		Ō	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1	ore comments and and	1
Taper Length (ft)	25		0.000	25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3168	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.300			0.340			0.950			0.950		
Satd. Flow (perm)	522	3145	0	591	3168	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes	13 14 H (1) 11		Yes			Yes
Satd. Flow (RTOR)	LPN, C. Park Joseph Differ Commence Str., vol. 15 av. 5 v. 7 d.	57	one Market World Factor	Contract our has to be seen	42				114			119
Link Speed (mph)		30	68.00		30			40			40	
Link Distance (ft)		1137	Spilotop priette tipensten, sich in de	· cercano de mora compansa.	350	remite compared and a value or	11.10 c 24.10.00 may 10.00 10.00 co.	1122	of the second control	Manual dest from the control of the control	1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	219	330	0	181	358	0	217	1589	112	105	1787	170
Turn Type	pm+pt	NA		pm+pt	ŊĄ		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1 	6	uma na wazani u na una una sansa nasa	5	2	umb weeds on our associa	3	8	Title of Australian South Audionomics as	7	4	mark barrara are
Permitted Phases	- 6			2					8		0.000	4
Total Split (s)	16.0	39.0	. Nood that to A different the Artifaction	16.0	39.0	CONTROL CONTROL OF THE STATE OF	25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.4	19.9		31.4	19.9	15.26 cuts or 201 cont	20.2	50.5	50.5	30.1	60.1	60.1
Actuated g/C Ratio	0.24	0.15		0.24	0.15		0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	0.97	0.62	ers own a stored stored	0.77	0.69	therefore we would be for the country and a seed, record to	0.85	0.86	0.17	0.27	0.82	0.23
Control Delay	94.6	47.2	900 : 00 50	60.1	52,5	2357	65.3	29.0	1.5	42.6	8.0	2.2
Queue Delay	0.0	0.0	6 all and 60% works of the least	0.0	0.0	retrote otto settento se elevis	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	47,2	9. 6. W.E	60.1	52.5		65.3	29.0	1.5	42.6	8.0	2.2
LOS	F	D	a complete valoration	E	D	LEV STOUTHUR WELDST - W	Е	С	Α	D	Α	Α
Approach Delay		66.1	05/50-64/2/65	18 (S) (S)	55.0			31.5			9.3	
Approach LOS		Ε			E			С			Α	

nieración Summuy

Area Type:

Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 28.7

Intersection Capacity Utilization 84.3%

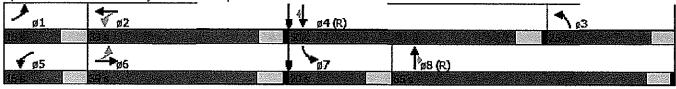
Analysis Period (min) 15

Description: Lampson Ave.

Intersection LOS: C

ICU Level of Service E

Splits and Phases: 4: Valley View St & Lampson Ave



	*		•	*	4	4	*	†	<i>></i>	4	ļ	4
Lвив Group	EBIL	[4]]	ERP	Well	- Wayı	WB)R	NBII.	NBT -	MESE	SBL	811	SBH
Lane Configurations	ሻ	↑	ř	ኻ	†	7	ሻ	ተተተ	7	ኘ	ተተተ	7
Volume (vph)	38	17	121	111	22	44	43	1906	48	20	1603	20
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75	(a (b) (b) (b)	70	115	6500	70	165		85	180		85
Storage Lanes	1		1	1		1	1	hande Code and a second commercial second	1	1	ence and name of the No. Amount for no conserve de-	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Fit Permitted	0.743		200	0.746		医乳腺素	0.950	Strate (dis. 1)		0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	変悪 有意		Yes			Yes			Yes	6.66		Yes
Satd. Flow (RTOR)	v Andrewski na state o	STEEDS VIZ. OF ONE ORGANI	121	SOM ENGLISH GREENIN		86		november and the second	80	1. A ST. 2014 ON ST. 60 ST		80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	Malaria disebatan da Geogra	687			379	(Semponency of Complete Pri	onton town town o	648			1122	anah masamananan
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	38	17	121	111	22	44	43	1906	48	20	1603	20
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	mornocanos es	5	2	standram irrodom atmatiska	3	8	venome komite oraz	7	4	utiensten egen.
Permitted Phases	6		6	2		2	1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1		8		الخفور فقيد أكارات	4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0.25	0.23	0.05	0.10	0.21	1.00	0.08	0.10	0.84	0.03
Control Delay	25.9	35.5	7.5	27.9	35.7	0.9	54.3	60.6	1.7	72.0	22.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	35.5	- 7.5	27.9	35.7	0.9	54.3	60.6	1.7	72.0	22.7	0.3
LOS	С	D	Α	С	D	Α	D	E	Α	E	C	Α
Approach Delay	16/50/9/46/	14.2			22.2	\$ 60.006		59.0	\$ 60 G		23.0	
Approach LOS		В			С			E			С	

hitarsection/Summany Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 1.00 Intersection Signal Delay: 40.6

Intersection Capacity Utilization 63.5%

Intersection LOS: D ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



	<i>,</i>		7	•	◄	•	4	Ť	1	-	↓	4
ema Group	16BI,	1:1)	Filip	WE	1//8/1	(Wi)R	j\] i }]	(1884)	1) 3 ?	: SHJI,	::i)[ا{زازه:
Lane Configurations	ሻ	↑	7	ň	1	7	۲	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	52	47	103	88	42	60	112	1841	111	62	1922	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115	0.02700150	70	165	Ť	85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25	100		25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.730			0.591			0.950			0.950		
Satd. Flow (perm)	1269	1739	1478	1027	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	3000000000		Yes		1000	Yes			Yes		10.00	Yes
Satd. Flow (RTOR)			103			86		to the second of the second	80	and the second s	and the last the second of the second of	80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	52	47	103	88	42	60	112	1841	111	62	1922	30
Turn Type	pm+pt	NĀ	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	ŇA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.0	11.1	11.1	22.9	14.4	14.4	14.6	83.7	83.7	11.6	77.8	77.8
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.22	0.32	0.47	0.38	0.22	0.25	0.61	0.60	0.11	0.42	0.68	0.03
Control Delay	45.5	61.7	17.3	49.2	58.0	7.2	68.1	15.5	4.1	74.8	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45,5	61.7	17.3	49.2	58.0	7.2	68.1	15.5	4,1	74.8	3.2	0.0
LOS	D	E	В	D	E	Α	E	В	Α	E	Α	Α
Approach Delay		34.9	0.9000		37.8		de Gregori	17.8	eres le le	30.000	5.4	
Approach LOS		С			D			В			Α	

Intersection Summerly

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

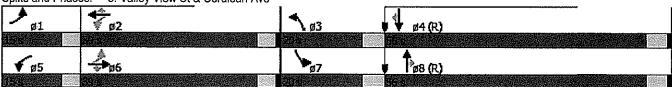
Intersection Signal Delay: 13.8

Intersection Capacity Utilization 67.0%

Intersection LOS: B
|CU Level of Service C

Analysis Period (min) 15

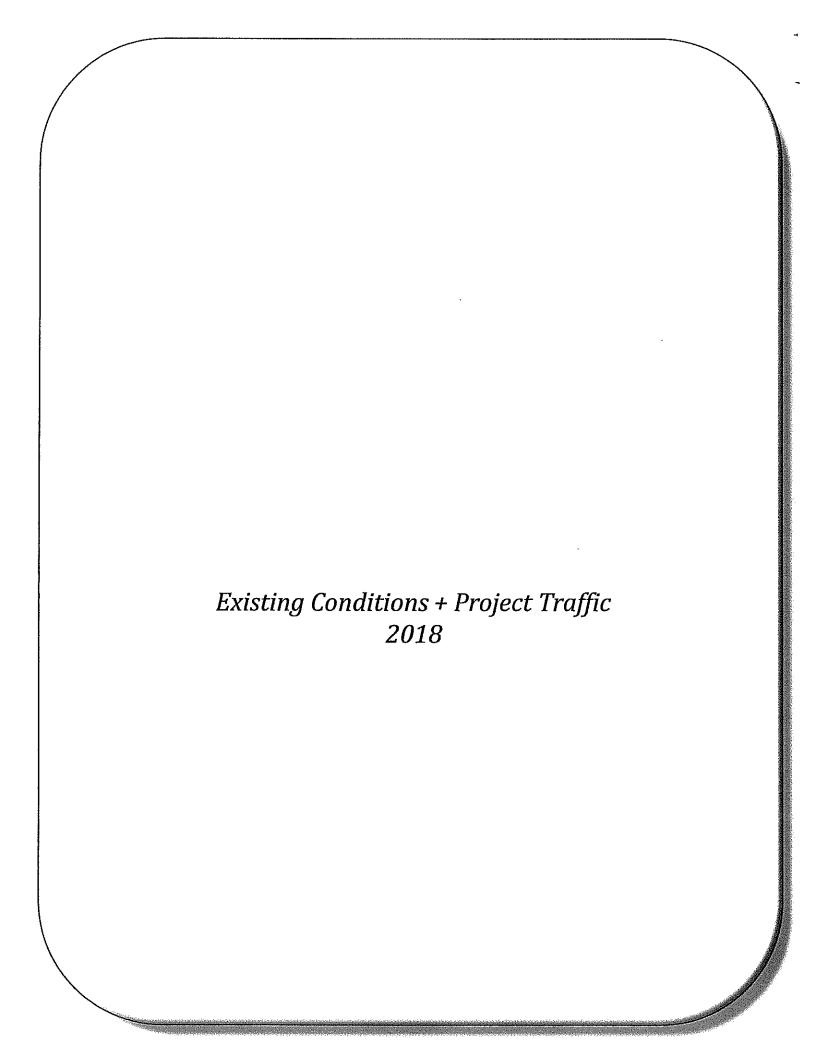
Splits and Phases: 5: Valley View St & Cerulean Ave



	*	*	1	†	+	1		
Movameni	FBI	HBR	NBL	Nen	884	SBR	the appropriate form the first and the second of the secon	
Lane Configurations		*		ተተተ	ተተኈ			
Volume (veh/h)	0	5	0	2002	1740	- 5		
Sign Control Grade	Stop 0%	e a volgeta franch franch fr		Free 0%	Free 0%			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		Beried.
Hourly flow rate (vph)	0	5	0	2002	1740	5		
Pedestrians		(A4090))(A4090)		T. C. P. T. S.			AND THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE AND THE STATE OF THE STATE OF THE STATE OF T THE STATE OF THE STATE O	1200000004
Lane Width (ft)								
Walking Speed (ft/s)					No alkacioni na seri			
Percent Blockage Right turn flare (veh)								
Median type			150 JSG 65 78	None	None			
Median storage veh)				manadari				15/4/2011
Upstream signal (ft)			de conserva	227	481			
pX, platoon unblocked	0.78	0.77	0.77	etraco etable estrato	ield wat with the above school	rannan kannanan sana	alleria koja njer izvorena a mora-kajani engrebelari za teksatora kalendrari arabana kaja akon ken kolora.	tecaracrocoro
vC, conflicting volume vC1, stage 1 conf vol	2410	582	1745	2 (SC (B. 534)				gerija)
vC1, stage 1 conf vol								SE 1752
vCu, unblocked vol	0	0	901		in an Apone			
tC, single (s)	6.8	6.9	4.1	0.000		5 8 10 K		6 10
tC, 2 stage (s)	Olympia (Such confust Consumentation	hannahara samuta sa	de se recentrate e esc	senserum a a compara				Moometure vitalis.
tF(s)	3.5	3.3	2.2					
p0 queue free % cM capacity (veh/h)	100 798	99 830	100 574			JEANGA TEURE		
enter a municipalmente en comprese de mentre en la Statistique (Noticidad de la procesa (1000 millionalità)	CONTROLLER SERVICE SER	SAST CHESTAN CARSON AND CO.	ONSET OF THE SERVICE STATES					
Direction, Lame#	EBIL	NBIT	NB/2	NBIA	3B)1	811/2	SDB construction of the page of the state of	
Volume Total Volume Left	5 0	667 0	667 0	667	696	696	353	866
Volume Right	5	0	Ô	0	0	O Õ	0 5	68768
cSH	830	1700	1700	1700	1700	1700	1700	(SCHOOL)
Volume to Capacity	0.01	0.39	0,39	0.39	0.41	0.41	0.21	
Queue Length 95th (ft)	0	0	0	0	0	0		50/00%3@0.4.
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS Approach Delay (s)	A 9.4	0.0			0.0			
Approach LOS	3.4 A	0.0	andres v	4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	U,U .			ANTA.
	**							
intersection Summany Average Delay			0.0			(0)		
Intersection Capacity Utiliz	ation		43.7%	ΙC	U Level r	f Service	A	
Analysis Period (min)	enelision in in		15					(#18182%)
		96787896						\$204958);

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10000 COMPANION (1000)	ricial production and about these) and in the colored and are a limited in	TERRORIS STATE CONTROL	nand is noticed took which is	estatullana recentari

Movement	18181	BB)R	NEAL.	NBĪ	(3B)	SBR	7 (SV 54)					
Lane Configurations Volume (veh/h)	0	7 7	0	ተተተ 1885	11 2094	13						
Sign Control Grade	Stop 0%			Free	Free							
Peak Hour Factor	1.00	1.00	1.00	0% 1.00	0% 1.00	1.00						
Hourly flow rate (vph)	0	6	0	1885	2094	13						
Pedestrians Lane Width (ft)						V TWIED GE				69.6 Y 95 Y 15 T 15		CONTRACTO
Walking Speed (ft/s)	Barata Barata	in Bousilla (e)	en en en en	16. G. G. G.	aana a	X., 25, 25, 25	. (S. 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 1	alain, 200	21.6426 76		266 65 E-10	25,000
Percent Blockage				_								\$ 12 J
Right turn flare (veh) Median type		h vingarane in a sport		A)	M. S.	Benedika dan siti						
Median storage veh)				None	None							
Upstream signal (ft)				223	485							
pX, platoon unblocked vC, conflicting volume	0.84 2729	0.69 704	0.69 2107				rii osi lii			San San San J		5502567A
vC1, stage 1 conf vol	2128	704	2107									
vC2, stage 2 conf vol	a de la companya de								Gulfa ya			
vCu, unblocked vol tC, single (s)	0 6.8	0 6.9	1017 4.1					1921/2/45/0				(TeVE74
tC, 2 stage (s)	0.0	0.5	#.1	nde oproder d			(Socialis)	461 Z. (B)				Sexase d
tF (s)	3.5	3,3	2.2					V 60 (6)				
p0 queue free % cM capacity (veh/h)	100 858	99 745	100 466									
Draetlon, Lene#	EBM	NBG	NIND	-NBG	0.00	8628	7.7					
Volume Total	6	628	628	628	838 838	838	432					
Volume Left	0	0	0	0	0	0	0	and although a	43479 - 2012 - 2 ¹ 40	\$ 0\$ 1500 \$ 0\$ 0\$		A. B.
Volume Right cSH	6 745	4700	4700	4700	4700	4700	- 13 =					
Volume to Capacity	745 0.01	1700 0.37	1700 0.37	1700 0.37	1700 0.49	1700 0.49	1700 0.25	7.1187.42				75575571
Queue Length 95th (ft)	1	0	0	0	0	0	0		•			X351 (S2./ %
Control Delay (s) Lane LOS	9,9	0.0	0.0	0.0	0.0	0.0	0.0					
Approach Delay (s)	A 9.9	0.0			0.0							6.644
Approach LOS	A			oran garyanis (pe								vest0187013
meracilian Summary												
Average Delay		5000 Sc 644	0.0 50.7%	٦٨	11102031	60.	chi co co e	42.00				
Intersection Capacity Utilizati Analysis Period (min)	UI		50.7% 15	ıu.	U Level o	ii petvice			A	year negalistika 118		
									374403/042A	350000000		



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Lama Group	Eille	E(1)	Elike	Vivest	- NVENT	Wajk	iyiyi,	(NB))li)ik	SBle	(- (3) I -	\$ (\$)
Lane Configurations	ሻ	∱ĵ∌		34.34	↑↑	7	ሻ	ተተተ	7	À	ተተተ	7
Valume (vph)	67	182	61	176	110	134	72	1818	99	108	1444	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1	-	0	2		1	1	AMP 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1	Fig. a as 12 as 12 hand? Will Parison in	1
Taper Length (ft)	25			25			25	100.00		25	110705	60.00.00.4
Satd. Flow (prot)	1652	3178	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3178	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	. N. C.	34	e deservor d'em concessore me	te des settements de montes de la		121			67			67
Link Speed (mph)	0.5000	30			30	0.00000		40			40	
Link Distance (ft)	er v provens verse verkinske viter verse provens ver	633	n andrewer det ook valdenseer va	man England of the American	640			481			417	
Travel Time (s)		14.4			14.5			8.2			7.1	
Lane Group Flow (vph)	67	243	0	176	110	134	72	1818	99	108	1444	18
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	ŊĄ	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	andanistrativ on vivo	5	2	7	3	8	5	7	4	1
Permitted Phases						2			8		0.25	4
Total Split (s)	18.0	38.0	reconstruction de	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.29	umh Marris Iv venter som	0.41	0.12	0.18	0.34	0.95	0.13	0.43	0.71	0.02
Control Delay	60.7	33.9		55.8	35.8	5.2	57.8	53.0	6.9	57.1	36.8	0.1
Queue Delay	0.0	0.0	resoveres etc. The street	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	33,9		55.8	35.8	5.2	57.8	53.0	6.9	57.1	36.8	0.1
LOS	Е	С	en e	Е	D	Α	Ε	D	A	Ε	D	Α
Approach Delay		39.7			34.4			50.9		60.00	37.8	
Approach LOS		D			С			D			D	

Intersection Summery
Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 43.7

Intersection Capacity Utilization 70:5%

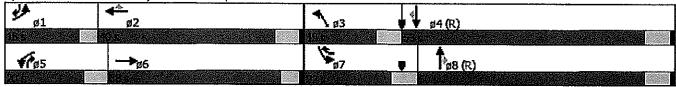
Intersection LOS: D ICU Level of Service C

Analysis Period (min) 15

Description: Chapman Ave.

* User Entered Value





	*		7	•	←	A.	4	†	1	-	ţ	4
Lane Group	EBL	EBIL	EBR	- WBL	- West	Weir	NBL.	NEXT	NBR	SBL	SPI	SBR
Lane Configurations	ነ	作		1,6	十 个	7	ሻ	ተተተ	7	ካ	ተተተ	7
Volume (vph)	120	198	116	209	224	158	161	1611	189	177	1799	46
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170	5 (A) (A) (A)	140	165		75	180		80
Storage Lanes	1	Common de Marchillo (Natharbaba a saidh a saidh	0	2		1	1	ad helman beloaming A selection of an electrical	1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3122	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Fit Permitted	0.950	0.0.8		0.950			0.950			0.950		
Satd. Flow (perm)	1652	3122	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	9000		Yes		6.46.6	Yes			Yes			Yes
Satd. Flow (RTOR)		89	stanten varatas et energia esta	alt experience and an attention		64		ender Sende Noord (Sende Orb. (Solve	72		TANYALPINENS BESTERISEN	67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			485	torraner area Alba		417	foliatura (foliationa)
Travel Time (s)		14.4			14.5			8.3			7.1	
Lane Group Flow (vph)	120	314	0	209	224	158	161	1611	189	177	1799	46
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	ΝA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2		Service Section 1	8			4,
Total Split (s)	18.0	38.0	************	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	2000 A 440 0 0 0 0 0	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.68	0.36		0.49	0.25	0.23	0.77	0.84	0.24	0.70	0.88	0.06
Control Delay	75.4	29.0	in and the	57.4	37.5	13.8	79.2	43.7	11.7	69.1	44.2	1.8
Queue Delay	0.0	0.0	1455 1455 1455 175	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	29.0		57.4	37.5	13.8	79.2	43.7	11.7	69.1	44.2	1.8
LOS	E	C		E	D	В	E	D	В	Ε	D	A
Approach Delay		41.8			38.2	989		43.6			45.4	
Approach LOS		D			D			D			D	

Intersection Summery
Area Type:

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 43.5

Intersection Capacity Utilization 74.5%

Analysis Period (min) 15

Description: Chapman Ave.

* User Entered Value

Intersection LOS: D

ICU Level of Service D

Splits and Phases: 1: Valley View St & Chapman Ave

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70 (20)	28 (1947)			

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0		0	0	1652	0	1652	4746	0	1652	4737	0
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36.0	36.0		Contraction of the second	36.0		20.0	74.0		20.0	74.0	
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A 1000 100 20 C C C C C C C C C C C C C C C C C	32.0	CONTRACTOR C PARTICIPANT	10000000 (EL 18000000)	32.0	-0.1200 W.000 / Yelgi Yuli Zilin.	16.0	70.0	NGS 1932 18 NA THE THIRD IS NOT THE	16.0	70.0	AND CARDON SANDAS
16/16/19		B 1481.5	V (\$1,500 (\$2)	0.25		0.12	0.54	600000	0.12	0.54	60000
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14 A B	C1384.C2525#VD#56#V187V17C					CHARLES WAS AND A TOP OF THE PARTY OF THE PA	287/37/74/60/65/38/60/20/23	8 (5) (4) (1)	11. 2001/14-2011/16-2011	\$450,000,000 (\$40,000) \$40,000 (\$40,000)	
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to phase	4:SBI an	a s:NBI,	Start of	ist Green							
		er e		erasa es aso	56.37559.6565.0%		89466917300385		11 S A S A S A S A S A S A S A S A S A S		\$200663780000
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The second secon	30 1900 0 25 0 0 Perm 2 36.0	30 0 1900 1900 0 0 0 0 25 0 1597 0.865 0 1423 62 30 221 5.0 0 50 Perm NA 2 2 36.0 36.0 4.0 32.0 0.25 0.13 7.3 0.0 7.3 A 7.3 A 7.3 A	30 0 20 1900 1900 1900 0 0 0 0 0 0 25 0 1597 0 0.865 0 1423 0 Yes 62 30 221 5.0 0 50 0 Perm NA 2 2 36.0 36.0 4.0 32.0 0.25 0.13 7.3 0.0 7.3 A 7.3 A her	30 0 20 2 1900 1900 1900 0 0 0 0 0 0 0 0 0 0 0 0	30 0 20 2 0 1900 1900 1900 0 0 0 0 0 0 0 0 0 0 0	30 0 20 2 0 0 0 1900 1900 1900 0 0 0 0 0 0 0 0 0	1900 1852 1852	1900	\$\frac{1}{30}\$ \$\frac{1}{0}\$ \$\frac{1}{100}\$ \$\frac{1}{1900}\$ \$\frac{1}{100}\$ \$\frac	30 0 20 2 0 0 0 39 1950 3 64 1900 1900 1900 1900 1900 1900 1900 1900	1900 1900

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Lames Gliotopi	FBU	14811	EBR	VVBI	VVBT	WBR	NBIL	MBT	NBR	SBL	SBT	SHR
Lane Configurations		₩.			4		ነ	ተተኈ		*1	ተተጮ	
Volume (vph)	57	0	38	2	0	0	77	1862	8	55	2064	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		.0	0	10.00	0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4742	0	1652	4732	0
Flt Permitted		0.839			0.689		0.950			0.950		
Satd. Flow (perm)		1380	0	0	1198	0	1652	4742	0	1652	4732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62						1	versero traverste sanoù		3	
Link Speed (mph)		30	10270 65 - 46 41571 6311055 8		30			40			40	
Link Distance (ft)	uhte etud imperansinatasina	254			133			422			223	STOCKET / LTVA
Travel Time (s)		5.8			3.0			7.2	_		3.8	
Lane Group Flow (vph)	0	95	0	0	2	0	77	1870	0	55	2103	0
Turn Type	Perm	NA		Perm	NĀ		Prot	NA .		Prot	NA	803000
Protected Phases	SEANCE CASCATOR LITTERS	2			2		3	8		7	4	ATRICK (1905)
Permitted Phases	2			2								
Total Split (s)	36.0	36.0	DA-DADES REFER	36.0	36.0		20.0	74.0	e Karants (Art Nobel	20.0	74.0	
Total Lost Time (s)		4,0			4:0		4.0	4.0		4.0	4.0	60 GH 51.
Act Effct Green (s)	a en este stanton la cotacidad de la co	32.0	eneration de la compa	SESSORE CONTRACT	32.0	n var kreek vasered	16.0	70.0	98880885858584.83 F3	16.0	70.0	1655-6655-1555-4
Actuated g/C Ratio		0.25			0.25		0.12	0.54	89.78 (S.)	0.12	0.54	
v/c Ratio		0.25	o servene en	ann an mar chinesar	0.01		0.38	0.73	entanastera en de a	0.27	0.83	Tarian sa ang ang
Control Delay		17.8			37.0		77.9	2.5		63.4	14.8	
Queue Delay		0.0	karekentis de dilake	earron (na thailtean	0.0		0.0	0.0		0.0	0.0	20230-084:
Total Delay		17.8			37.0		77.9	2.5		63.4	14.8	
LOS	gregoskovininos iliteraturan	B	ANNE SETTE TESSAS		D	: 0:25 / 15th	E	A	emenatarysteri	E	В	5000000000000
Approach Delay	N.A.Eskille	17.8	1988 (81.98)	8.46×50.82	37.0	MS-48-79-3	utu di di	5.5	um an on v	www.gomb	16.1	(E) (E) (E)
Approach LOS		В			D			Α			В	
Islanda Kilkon Quino como												

Area Type:

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Pretimed Maximum v/c Ratio: 0.83

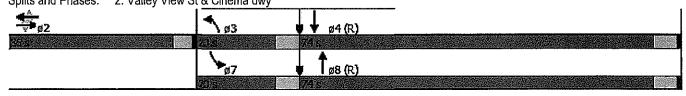
Intersection Signal Delay: 11.2 Intersection Capacity Utilization 67.4%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy



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enne Group	1(1)1	F(B)	LER	VVB)	Whi	WBR	pHNL	apleti.	NBF	(i)	881	31317
Lane Configurations		र्स	7		4		ሻ	↑ ↑↑		14	ተተኈ	
Volume (vph)	11	2	42	5	Ō	6	32	1966	6	10	1608	8
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0	-chi ches dets. Ruer sonese:	1	0		0	1	enteres en enteres en total enteres en	0	1	4 millionida Arman merkanasana basah am	0
Taper Length (ft)	25			25			25		100	25		
Satd. Flow (prot)	0	1667	1478	0	1574	0	1652	4746	0	1652	4742	0
Flt/Permitted		0.869			0.939		0.097			0.055		
Satd. Flow (perm)	0	1511	1478	0	1512	0	169	4746	0	96	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	6.25.6753.67556 5 0.6555.0		62		62	i e Vistila versen dansta	tine en terres de colo	1			1	
Link Speed (mph)	50000	30		000	30			40			40	
Link Distance (ft)		575			159		SS 7227469 DS	1322			422	
Travel Time (s)		13.1	40		3.6		30 22	22.5			7.2	
Lane Group Flow (vph)	0	13	42	0	11	0	32	1972	0	10	1616	0
Turn Type Protected Phases	Perm	NA O	Perm	Perm	NA C		pm+pt	NA		pm+pt	NĀ	
Protected Phases	2	2	- 2	6	6		3 8	8	17 k Ser (42 m 182 y	/ Ä	4	
Total Split (s)	37.0	37.0	2 37.0	37.0	37.0		15.0	78,0		4 15.0	78.0	. 8. 8. 9
Total Lost Time (s)	37.0	4,4	37.0 4.4	٥١.U	4.4		4.0	70.0 4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	i dinginal
Actuated g/C Ratio		0.25	0.25		0,25		0.65	0.57		0.65	0.57	
v/c Ratio		0.03	0.10		0.03		0.14	0.73		0.05	0.60	
Control Delay		37.3	4.7		0.03		10.1	34.9		0.03	1.1	
Queue Delay	2.00	0.0	0.0		0.0		0,0	0.0		0.0	0.0	
Total Delay		37.3	4.7		0.1		10.1	34.9		0.5	1.1	1897 847 S
LOS		D	A		A	0.082085.080	B	C		A	A	
Approach Delay		12.4		52 (Q. 16) (A)	0.1	1 4 5 5		34.5			1.1	1000
Approach LOS		В			A			C			Α	
11											- •	

Interpolation Summany
Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

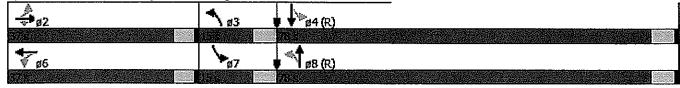
Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed Maximum v/c Ratio: 0.73 Intersection Signal Delay: 19.4

Intersection Signal Delay: 19.4 Intersection LOS: B Intersection Capacity Utilization 58.6% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	۶		7	*	←	*	*	†	<i>></i>	-	ļ	4
Lane Group	EBL	EBIT	EBR	WBIL	We'll	WBR	NBL	Nen	New	SBL	61811	SBR
Lane Configurations		व	7		4		*	ተተኈ		ሻ	ተተኈ	
Volume (vph)	19	1	27	5	1	7	72	1879	7	9	2063	27
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0	wante warmer bearing a second	1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1660	1478	0	1581	0	1652	4742	0	1652	4737	0
FIt Permitted	ALCONO DE	0.826	05 (15) 80 (6)		0.946		0.055			0.062		0.000
Satd. Flow (perm)	0	1436	1478	O	1525	0	96	4742	0	108	4737	0
Right Turn on Red	5056	60 0 16 8	Yes		8 (2 (8 g)	Yes	8.6.6		Yes			Yes
Satd. Flow (RTOR)	National State of the Company of the	ekterrerie (ka. vera vera eru er	62	erona velaesa eogonia	7	kofinnolivakumu voor vurunu akinoseu		1	ciele cumparencezano	ni kamamaran na asalah mer	2	no-manurary areas as a second
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		574			188			1322			422	
Travel Time (s)		13.0			4.3	2869		22.5			7.2	
Lane Group Flow (vph)	0	20	27	0	13	0	72	1886	0	9	2090	0
Turn Type	Perm	NA	Perm	Perm	NA	15 (5) (5) (6)	pm+pt	NA	\$1.5 O.16	pm+pt	NA	
Protected Phases		2		AND THE PROPERTY OF THE PARK	6	470694458454545454546	3	8		7	4	situal forest los box
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	ABONO E ARONDO DAS	15.0	78.0	SPERIOR STORE	15.0	78.0	ATOTTOCO VIETA
Total Lost Time (s)		4.4	4.4		4.4		4.0	4:0		4.0	4.0	
Act Effct Green (s)	Deutstande ogsåendede	32.6	32.6	HANGE & GOVERNMENT OF THE SECTION OF	32.6		85.0	74.0	väre Volken Chokestatus	85.0	74.0	nostromonora
Actuated g/C Ratio		0.25	0.25		0.25		0,65	0.57	evise of ce	0.65	0.57	
v/c Ratio	Silvetic Pocollogich	0.06	0.06	755 82 CM 54 C407808	0.03	SSTORY AFTER	0.37	0.70	NESTSTAKOS / K.S. C	0.04	0.77	ES 20 05 25 70 1
Control Delay		37.7	0.3		25.5		15.1	29.8		0.7	1.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0	ASSOCIATIONS	0.0	0.2	
Total Delay		37.7	0.3		25.5		15.1	29.8		0.7	1.9	
LOS		D	Α		C	19501400000455055	В	C		Α	A	erateoarear
Approach Delay		16.2	riis võrjas v		25.5	90.0000 S		29.3	ereteke	28.000,000	1.9	garanta a
Approach LOS		В			С			С			Α	

ntersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 15.1

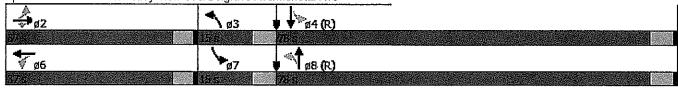
Intersection Capacity Utilization 67.8%

Intersection LOS: B

ICU Level of Service C

Analysis Period (min) 15

3: Valley View St & Belgrave Ave/Merietta Ave Splits and Phases:



Lane Configurations The co
Volume (vph) 126 127 120 113 139 70 94 1766 69 85 1420 141 Ideal Flow (vphpl) 1900
Ideal Flow (vphpl) 1900 1800 1800 1900
Storage Length (ft) 125 0 155 0 205 130 140 85 Storage Lanes 1 0 1 0 1 1 1 1 1 Taper Length (ft) 25
Storage Lanes 1 0 1 0 1 1 1 1 1 Taper Length (ft) 25
Taper Length (ft) 25 25 25 25 Satd. Flow (prot) 1652 3062 0 1652 3138 0 1652 4746 1478 1652 4746 1478 Flt Permitted 0.464 0.385 0.950 0.950 0.950 Satd. Flow (perm) 807 3062 0 669 3138 0 1652 4746 1478 1652 4746 1478 Right Turn on Red Yes Yes Yes Yes Yes Yes
Satd. Flow (prot) 1652 3062 0 1652 3138 0 1652 4746 1478 1652 4746 1478 Flt Permitted 0.464 0.385 0.950 0.950 0.950 Satd. Flow (perm) 807 3062 0 669 3138 0 1652 4746 1478 1652 4746 1478 Right Turn on Red Yes Yes Yes Yes Yes
Fit Permitted 0.464 0.385 0.950 0.950 Satd. Flow (perm) 807 3062 0 669 3138 0 1652 4746 1478 1478 Right Turn on Red Yes Yes Yes Yes Yes
Satd. Flow (perm) 807 3062 0 669 3138 0 1652 4746 1478 1652 4746 1478 Right Turn on Red Yes Yes Yes Yes Yes
Right Turn on Red Yes Yes Yes Yes
Satd. Flow (RTOR) 120 66 114 119
Link Speed (mph) 30 30 40 40
Link Distance (ft) 1137 350 1122 1322
Travel Time (s) 25.8 8.0 19,1 22.5
Lane Group Flow (vph) 126 247 0 113 209 0 94 1766 69 85 1420 141
Turn Type pm+pt NA pm+pt NA Prot NA Perm Prot NA Perm
Protected Phases 1 6 5 2 3 8 7 4
Permitted Phases 6 2 8 4
Total Split (s) 16.0 39.0 16.0 39.0 20.0 55.0 20.0 55.0 55.0
Total Lost Time (s) 4:5 4:5 4:5 4:5 4:5 4:5
Act Effct Green (s) 24.9 13.6 24.7 13.5 15.2 73.9 73.9 13.2 71.7 71.7
Actuated g/C Ratio 0.19 0.10 0.19 0.10 0.12 0.57 0.57 0.10 0.55 0.55
v/c Ratio 0.55 0.58 0.53 0.54 0.49 0.65 0.08 0.51 0.54 0.16
Control Delay 51.7 33.5 51.1 42.7 45.5 19:0 3.0 87.0 2.8 1.2
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.
Total Delay 51.7 33.5 51.1 42.7 45.5 19.0 3.0 87.0 2.8 1.2
LOS D C D D D B A F A A
Approach Delay 39.6 45.6 19.7 7.0
Approach LOS D D B A
Interpretion Summany
Area Type: Other
Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

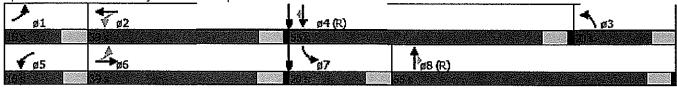
Maximum V/c Ratio: 0.65

Actuated Cycle Length: 130

Intersection Signal Delay: 18.5 Intersection Capacity Utilization 74:1% Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



	*		~	*	4-	A.	*	†	1	4	+	1
Laine Group	E8	4,07	EBR	WBI	WAIT	War	NEI	Nati	NBR	SHL	881	SHF
Lane Configurations	*	↑ 1>		ሻ	仲		ሻ	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	228	225	105	181	259	108	217	1601	112	112	1798	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155	an an an	0	205		130	140	000	85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3158	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.290			0.343	Straight and the second		0.950			0.950		
Satd. Flow (perm)	504	3145	0	596	3158	0	1652	4746	1478	1652	4746	1478
Right Turn on Red	6.9.6.6		Yes	45 St. 61		Yes	8-12-16 A		Yes			Yes
Satd. Flow (RTOR)	in the medicinary and a second se	57	Lissovet, vees non-immerial or	work over to let be expense.	48	s com regio com sta ca ca representa	- No. arms out and the most of an		114	NULESCENDE CONTRA CANAL AN WITH	ne de la companya de	119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137	um entended et en entende		350	ree or securious resta		1122			1322	Name of the Control of the Control
Travel Time (s)		25.8			8.0		50.000.000	19.1			22.5	
Lane Group Flow (vph)	228	330	0	181	367	0	217	1601	112	112	1798	177
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1 	6	, MARTINE AND CONTRACTOR LABOR	5	2	ly fathern we start of a conference of	3	8	noted and distribution	7	4	Special specia
Permitted Phases	6			2					8	Asia Maria San		4,
Total Split (s)	16.0	39.0		16.0	39.0		25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.6	20.1	rozanico e caos	31.6	20.1	List substantibilismi	20.2	50.5	50.5	29.9	59.9	59.9
Actuated g/C Ratio	0.24	0.15		0.24	0.15		0.16	0.39	0.39	0.23	0,46	0.46
v/c Ratio	1.02	0.62	over-broughts regarder with	0.76	0.69		0.85	0.87	0.17	0.30	0.82	0.24
Control Delay	106.8	46.8		59.4	51.7		65.1	29.3	1.5	42.2	8,9	2.4
Queue Delay	0.0	0.0		0.0	0.0	nderten stadenskab	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.8	46.8		59.4	51.7		65.1 -	29.3	1.5	42.2	8.9	2.4
LOS	F	D	etaataan ta an ees o	E	D	veromo inservalvom vira	e E	C	A	D	A	A
Approach Delay		71.3	1861 (SA)		54.3		18 80 SQL	31.7		45.45.25	10.1	0.161.00
Approach LOS		Ε			D			С			В	

Intersection Summany

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 29.6

Intersection Capacity Utilization 85.3%

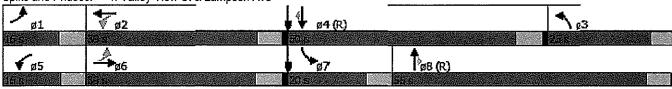
Analysis Period (min) 15

Description: Lampson Ave.

Intersection LOS: C

ICU Level of Service E

Splits and Phases: 4: Valley View St & Lampson Ave



	Þ	-	7	*	←	*	4	†	<i>></i>	-	1	4
lanje Cholip	141)	1,111	i jiji.	(i)/t/l	W/E	e Waise	p[B]	MH	111111		3111	SBR
Lane Configurations	ኻ	†	7	ሻ	↑	ř	ሻ	ተተተ	7	۲	ተተተ	7
Volume (vph)	40	17	121	111	22	46	43	1908	48	22	1604	22
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25		669,6	25			25	0.0		25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743		and the past of	0.746			0.950			0,950	and a second	
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121	r St. Crastella St. Sweet College (co. 14)	binatorio Otoliano pola	86	n nelikanski nuseskana		80			80
Link Speed (mph)	6 6 6 6	30	9 (8)		30			40			40	
Link Distance (ft)		687	Oddani (edinastoni) sa		379			648			1122	SANCESAN PROPERTY.
Travel Time (s)		15.6		(1.4 (1.4)	8.6			11.0			19.1	
Lane Group Flow (vph)	40	17	121	111	22	46	_43	1908	_ 48	_22	1604	22
Turn Type	pm+pt	NĀ	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA.	Perm
Protected Phases	1	6	ionaria de la composición dela composición de la composición dela c	5	2	63807-5892- 1 007	3	8		7	4	50000000000000000000000000000000000000
Permitted Phases	6	• • • •	6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4,0	4,0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4,0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0,35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0,25	0.23	0.05	0.10	0.21	1.01	0.08	0.11	0.85	0.03
Control Delay	25.9	35.5	7.5	27.9	35.7	1.3	54.3	60.8	1.7	70.6	22.8	0.4
Queue Delay	0.0 25.9	0.0 35.5	0.0 7.5	0.0	0.0	0.0 1.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay LOS	reconstruction and programme and the second	en-doller annament best	ANALOG TO COMPANIES AND COMPANIES	27.9	35.7	"sec. / 800/09/00/05/15/16/05/19/05/19/05/1	54.3	60.8 E	1.7	70.6	22.8	0.4
Approach Delay	С	D 14.3	Α	С	D 22.0	Α	D		Α	Е	C 23.1	A
Approach LOS		14.3 B			22.0 C			59.3			CONTRACTOR STREET, SANS STREET,	
Approach LOS		D			Ç			E			С	

hiarsedion Summary

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

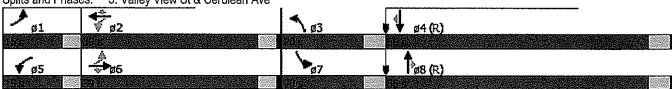
Control Type: Pretimed Maximum v/c Ratio: 1:01 Intersection Signal Delay: 40.7

Intersection Capacity Utilization 63:5%

Intersection LOS: D
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



	۶		>	*	←	*	*	†	<i>></i>	-	1	1
Lane Group	EBL	E(B) (EBR	Will	West	WHE	NBL	NBT	NBB.	SHI	SBT	SHR
Lane Configurations	ሻ	†	74	74	1	7	ነ ຖ	ተተተ	7	ነ	ተተተ	7
Volume (vph)	56	47	103	88	42	64	112	1844	111	66	1925	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.730			0.595			0,950		(S) 48 (S) (S	0.950		
Satd. Flow (perm)	1269	1739	1478	1034	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes		1651.66.62	Yes
Satd. Flow (RTOR)	- mercona di sono programa un construcción aco	MAGNIFUL ARREST STATES AND STATES	103	ef visco Londo dan Damo co co document	po March o And Street Street Commission (as on the	86			80	-2		80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	Constant and the State of the state	687	Sicret, estude supply despited to	el vol volotatelete ett ett v	379	raketakerake unkalan lakel in	- NUTS AND SECTIONS	648	namentari delementarinen bersa	en ortugen ton herotekingspoo	1122	e Set in installation of the s
Travel Time (s)		15.6			8.6	62.020.020.0	10000	11.0			19.1	
Lane Group Flow (vph)	56	47	103	88	42	64	112	1844	111	66	1925	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA :	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	To a restroconspicate attention to an	3	8		7	4	Care removaring
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.1	11.1	11.1	22.8	14.3	14.3	14.6	83.5	83.5	11.8	77.8	77.8
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.24	0.32	0.47	0.38	0.22	0.27	0.61	0.60	0.11	0.44	0.68	0.04
Control Delay	45.8	61.7	17.3	49.2	58.1	8.1	68.1	15.7	4.2	74.8	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	61.7	17.3	49,2	58.1	8.1	68.1	15.7	4.2	74.8	3.2	0.0
LOS	D	E	B	D Processor and the service of the s	E	A	E	B	A	E	A vero most testes person	A Voderation attraction
Approach Delay		35.2			37.6		rasi.	17.9	45 (\$ 45) B		5.4	
Approach LOS		D			D			В			Α	

hterseation Gummany:

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 13.9

Intersection Capacity Utilization 67.1%

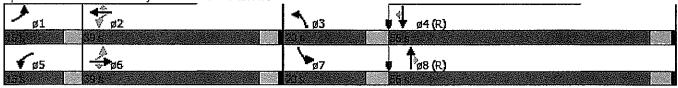
Intersection LOS: B

ICU Level of Service C

Analysis Period (min) 15

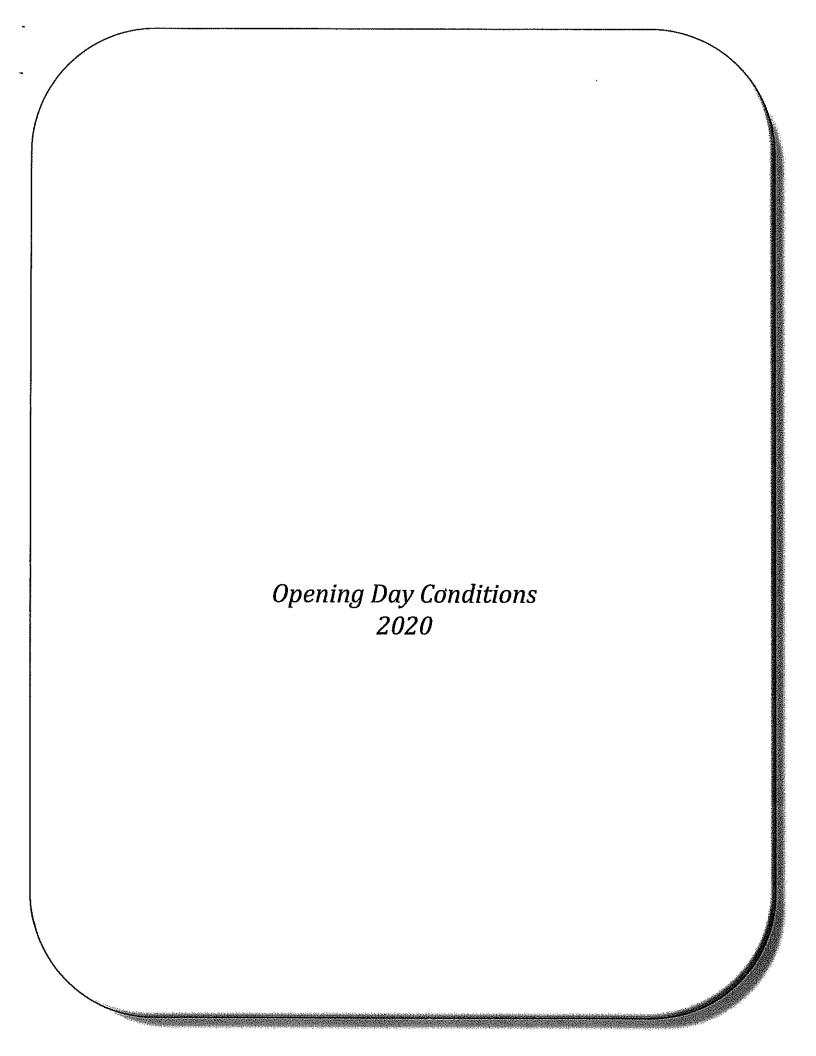
Splits and Phases: 5: Valley View St & Cerulean Ave

Other



	<u>_</u>	*	4	†	↓	4
blovement	[3]	FBR	/ NBI	Non's	Shil's	SBR
Lane Configurations			hitta Culhilli e Albumata wakata 44 undusan	ተተተ	ተተጉ	
Volume (veh/h)	0	15	0	2019	1747	17
Sign Control Grade	Stop			Free	Free	
Peak Hour Factor	0% 1.00	1.00	1.00	0% 1.00	0% 1.00	1.00
Hourly flow rate (vph)	1.00	1.00	1.00	2019	1747	1.00
Pedestrians	Ü	ļĢ	y	2010	ודוו	W.
Lane Width (ft)				8.16		
Walking Speed (ft/s)			ender Dronner and Artista	Alexandre (1997)	87.15 G C C C C C C C C C C C C C C C C C C	
Percent Blockage			6.45000.5			
Right turn flare (veh)					- regressioner	
Median type Median storage veh)				None	None	
Upstream signal (ft)				227	481	
pX, platoon unblocked	0.78	0.76	0.76	LL)	TV!	
vC, conflicting volume	2428	591	1764			
vC1, stage 1 conf vol				N 868-100 PHYS 2-1762 (1926)	e et socialis faire et a 2500 to 15	
vC2, stage 2 conf vol				50000	e ne ne	
vCu, unblocked vol	0	0	917			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s) tF (s)	3.5	3.3	2.2			i de la companya de
p0 queue free %	100	98	100			
cM capacity (veh/h)	802	828	565			
	VICE 510 FINAL STEEL SUBSTILLING	CONTROL DE LA CONTROL DE CONTROL D		NII O		
Direction, Lene <i>th</i> Volume Total	BB J	MB 1 673	NB12 673	673	699	3H2 -3H3 699 366
Volume Left	0	073 0	- 073 0	0/S	0 099	0 0
Volume Right	15	0	Ö	0	. 0	0 17
cSH	828	1700	1700	1700	1700	1700 1700
Volume to Capacity	0.02	0.40	0.40	0.40	0.41	0.41 0.22
Queue Length 95th (ft)	1	0	0	0	0	0 0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0 0.0
Lane LOS	A 9,4	0.0			0.0	
Approach Delay (s) Approach LOS	9.4 A	0.0	60, 684, 654, 668		0,0	
• •	Λ		nini ki sina wana n			
mereoritm Summary						
Average Delay			0.0	ī	îni -	F. A. A. A. B.
Intersection Capacity Utilizat Analysis Period (min)	IOI		44.1%	: elG	u Level c	of Service A
Viigiliais Leiinn (IIIIII)			15	Selection of the Select		and a second
	988 P. S. S. S. S.					

	<i>*</i>	7	4	†	Į.	1						
Movement	EBL	EBR	NBL	NBIT	SBIT	SBR						900
Lane Configurations		7	ra r - pa wygosaannan dhor 848	ተተተ	ተተኈ			and section is the section of the se				instances
Volume (veh/h)	0	25	0	1919	2112	35						
Sign Control Grade	Stop 0%			Free 0%	Free 0%					Grandon de la composición del composición de la		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00						2000 B
Hourly flow rate (vph)	0	25	Ö	1919	2112	35		100000				
Pedestrians							878550N#K218658035					980000000
Lane Width (ft)												
Walking Speed (ft/s) Percent Blockage		(in his englasted trans	organistic (Internal		900 TO 3 / 1500 IA/8	15050 1507 150 1417						
Right turn flare (veh)			2 (252 (25) 200 (4)	59/151, SEE 109/	700.761.650.66	5/06/4/2EL/6/EL/6/E						088250
Median type				None	None							
Median storage veh)				000	105							812763
Upstream signal (ft) pX, platoon unblocked	0.83	0.68	0.68	223	485							9/64 -
vC, conflicting volume	2769	722	2147									
vC1, stage 1 conf vol	1473.19905977.004.004.00	Control of the State Sta	-5 (16/5) (S2011 10 20 11 20 20 11 11 10 10 10 10 10 10 10 10 10 10 10	engaster a crav que	The six of the section of the		20190340190011103	DROIG DAMAGEN 1975		-05146-945-301940-9255-5	
vC2, stage 2 conf vol		_										54 (59) 2 (1)
vCu, unblocked vol (C, single (s)	0 6.8	0 6.9	1055 4.1						S (S)			
tC, 2 stage (s)	0:0	0.9	4.1									
tF (s)	3.5	3.3	2.2									
p0 queue free %	100	97	100									M50435.e534
cM capacity (veh/h)	852	741	448		1617.1							
Dipodop, Lane#	E8/1	NB 1	NB2	NB3	884	SB 2	SB(3)					
Volume Total	25	640	640	640	845	845	457			V 7092.00	a signifi.	(A. 183)
Volume Left Volume Right	0 25	0	0 0	0	0	0	0 35					
cSH	741	1700	1700	1700	1700	1700	1700					igerdan,
Volume to Capacity	0.03	0.38	0.38	0.38	0.50	0.50	0.27	6.6	9,45,70,48		a como de	867 B/A
Queue Length 95th (ft)	3	0	0	0	0	0	0	okaronis Eorabba			V. (* 1005 V	resultes
Control Delay (s) Lane LOS	10,0 B	0.0	0.0	0.0	0.0	0.0	0.0			a an a	AMENGRADI.	201131
Approach Delay (s)	10.0	0.0		ás kölnés nég r	0.0					\$ 8 5 5		(8) (8)
Approach LOS	В	range and residence of the second			ar en propriation (car)	2265/426(%) 869	enganzeentekse	929040969VE310		enga pagapak a tabah	224,265,567,694,0	mare opens
ntersection Summany					9							7.
Average Delay			0.1					NO ENGLISH (NEW YORK)	Santa Santa Maria	avarelli silli si		
Intersection Capacity Utilizat	tion		51.6%	IC	U Level c	of Service			Ā			15777877 Che 1570
Analysis Period (min)		oug description	15									i de la companya de
	e 199 p.St. 450 p.St.	25/20/20/20/20										27/38



	≯	-	7	•	4	4	*	†	*	-	↓	4
Lana Group	EBI.	EBII	EBR	Wal	Wali	WBR	NBIL	NB/I	NBR	SBL	SBIL	SBR
Lane Configurations	¥	ħβ		14.54	个个	7	ሻ	ተተተ	7	ኻ	ተተተ	7
Volume (vph)	68	186	-57	173	112	137	68	1847	96	110	1465	18
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1	namen Alamana and Alamana and	0	2		1	1	annua sun addresso ser successo successo	1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3188	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Fit Permitted	0.950		8.37.6	0.950			0.950			0.950		
Satd. Flow (perm)	1652	3188	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	0.00258	A Alahan A	Yes	S SERVE A		Yes		2.24.22.60	Yes		84190 (56 1478)	Yes
Satd. Flow (RTOR)		30	rofesivaren omaria			119			67	AVORTOVIČENNOSTICOV		67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	-5-0650000000000	633			640			481			417	
Travel Time (s)		14.4			14.5			8.2			7.1	
Lane Group Flow (vph)	68	243	0	173	112	137	_68	1847	96	110	1465	18
Turn Type	Prot	NĀ		Prot		pm+ov	Prot	NA	pm+ov	Prot	ŅĄ	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases	400	00.0		00.0	40.0	2	400	50 0	8	00.0	F0 0	4
Total Split (s)	18.0	38.0	urganismo erasia.	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	-4.0 	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	::::::::::::::::::::::::::::::::::::::	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/G Ratio v/c Ratio	0.11 0.38	0.26 0.29	ingan garana	0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
Control Delay	60.9	0.29 34.6	1564 (1564) 1564 (1564)	0.40	0.12	0.19	0.32	0.97	0.12	0.44	0.72	0.02
	0.0	0,0		55.7	35.8	5.7	57.4	55.5	6.6	57.3	37.1	0.1
Queue Delay	60.9	34.6		0.0	0.0	0.0 5.7	0.0	0.0 55.5	0.0	0.0	0.0	0.0
Total Delay LOS	60.9 E	ა4:ნ С		55.7 E	35.8 D	<i>ار</i> .د A	57.4 E	: ::::::::::::::::::::::::::::::::::::	6.6	57.3 E	37.1 D	0.1
Approach Delay	C V	40.3			34.2	A		53.2	A	E	38.1	A
Approach LOS	ti i dan da i da	+v.s D	. 349 /6K/: SÖK :	in e opia.	. эн.z С		0.050,000,000	აა.z D			ુ ૩૦, I D	(200 G) 1991

ntersaction/Summary

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 44.9

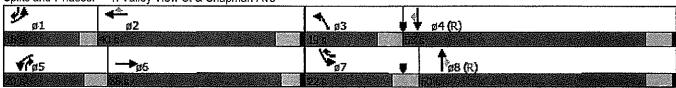
Intersection Capacity Utilization 70.9%

Intersection LOS: D ICU Level of Service C

Analysis Period (min) 15 Description: Chapman Ave.

User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



	•	-	7	*	—	*	1	†	1	1	↓	4
Lamo Grotip	1:81	1,111	FUR	\/\f\	-\/\/;\/i	≨ ijisik	a did	NED)	plBlk	SBI,	Shil	SiBIR
Lane Configurations	ኻ	∱ĵ∍		ሻሻ	个 个	7	ሻ	<u>ተተተ</u>	7	35	ተተተ	7
Volume (vph)	122	202	106	200	228	161	153	1629	182	181	1820	47.
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1	and the statement	1	1		1
Taper Length (ft)	25			25		0.50	25		8689	25	100100-000	4
Satd. Flow (prot)	1652	3131	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3131	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes		16000	Yes			Yes		14.00	Yes
Satd. Flow (RTOR)	throughous was assured to separate respective	71				62			69			67
Link Speed (mph)		30			30		0.00	40			40	
Link Distance (ft)	District Annual Control of the Control of Co	633	a constraint our months		640	The second second		485			417	
Travel Time (s)		14.4			14.5			8.3			7.1	
Lane Group Flow (vph)	122	308	0	200	228	161	153	1629	182	181	1820	47
Turn Type	Prot	NA		Prot	NA	pm+ov =	Prot	NA	pm+ov	Prot	NÀ	pm+ov
Protected Phases	1	6	Literate Autority of Linear Court	5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0	nen kilona en skenegn fungs ak	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	communication and the second	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/O Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.69	0.36	escelluseki nepara sansegudi uu	0.47	0.25	0.23	0.73	0.85	0.23	0.72	0.89	0.06
Control Delay	76.3	31.1		56,9	37.6	14.3	75.7	44.2	11.6	70.2	44,9	1.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	31.1		56.9	37.6	14.3	75.7	44.2	11.6	70.2	44.9	1.9
LOS	E	С		E	D	В	Е	D	В	Ε	D	Α
Approach Delay		43.9			37.8		10.00	43.7			46.2	
Approach LOS		D			D			D			D	

ljilaraooilojjiSiumjija	ıy
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Leng	jth: 130

Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

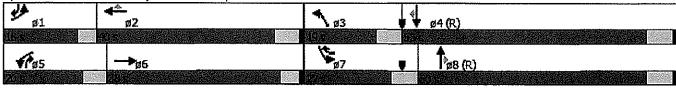
Intersection Signal Delay: 44.0 Intersection Capacity Utilization 74.3%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15 Description: Chapman Ave.

* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



	ⅉ	 .	7	•	4	*	4	†	1	4	ţ	4
Lame Group	FBI	EBT	EBR	WBL	Wha	Wine	ivel	NBIT	New	SIN.	Sil)1	3111
Lane Configurations		4			4		75	ተተኈ		7	ተ ተጮ	
Volume (vph)	3	0	4	2	Ó	0	10	1999	3	65	1651	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0,
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1571	0	0	1652	0	1652	4746	0	1652	4746	0
Flt Permitted		0.954			0.753		0,950			0.950		
Satd. Flow (perm)		1531	0	0	1309	0	1652	4746	0	1652	4746	0
Right Turn on Red			Yes	11.50 (3.6)	60 (6. 85 (8	Yes	(4.000 til) 1623	(5) (2) (6) (9)	Yes		8.00.00	Yes
Satd. Flow (RTOR)		62	um/s i saz vena Janaretra	NIGHT, MERCHANISTS AND THE	r anditae attendan, namanti da	v.menskarenskarenskeren		era describilidad il modelaco, sono po	and the statement of th	NETWO CARROLINA PEDIOS DIVIDIOS CAR		\\\\\\
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	nana di kacamatan masa	221	e organija socijanja sec ijana sej	e de l'amente d'Amente de Comme	105	n, frankli forskripter i sommer u francische Stepen (hod	Const. Austriano Aleina ben 2012 (A	422			227	Nami i minima manda
Travel Time (s)		5.0	1495 E. 1914		2.4			7.2			3.9	
Lane Group Flow (vph)	0	7	O	0	2	0	10	2002	0	65	1652	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	6.856	Prot	NA	
Protected Phases	rin Stanton una verschrei west	2	and courses or an experience of	Court of which who we will use	2		3	8		7	4	Kusimarhuminen
Permitted Phases	2			2						40.000		
Total Split (s)	36.0	36.0	-Mustives-majoropush	36.0	36.0	e enforce en un un contrato de la contrato	20.0	74.0		20.0	74.0	non more and a second
Total Lost Time (s)		4.0			4.0	10 15 m	4.0	4.0	diding.	4.0	4.0	
Act Effct Green (s)	enchia di sassa sarina di santada are	32.0	~ 45000 A) 7-8, V. v. C. J.	sant alternative of deep statement	32.0	ed with the end with dealers wheth the	16.0	70.0	nati bakan attu na aditun um	16.0	70.0	roles (MH classics New Cores,
Actuated g/C Ratio		0.25			0.25	30.00	0.12	0,54		0.12	0.54	60.00
v/c Ratio		0.02	Companya (m. ca. Jo., cambro, m.	peniu respenti i ti vieti utovito	0.01		0.05	0.78	n en	0.32	0.65	com-orangenderson-e
Control Delay		0.1			37.0		72.9	3.6		66.3	10.2	
Queue Delay	o de modern de la compactica de la compact	0,0	-NOTE AND A STEEL OF	en en marco-sensor	0.0		0.0	0.0		0.0	0.0	
Total Delay		0.1		969.958	37.0		72.9	- 3.6	SPECIAL S	66.3	10.2	
LOS	m faultimostorium armininos	A	ONSURTA MAZERZO 1000 DO 100 IN	Sentables of the control of the	D	aller orders ambalmst amb amb did	E	A cultivariation of the contraction of the contract	s in sciential transcript a history	E	B	Num Complete transcript
Approach Delay		0.1		ro sie saco	37.0	194.10.46	100,020,00	4.0		4.60 (A) (B)	12.3	io e di
Approach LOS		Α			D			Α			В	

Intersection Summany

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Pretimed Maximum v/o Ratio: 0:78

Intersection Signal Delay: 7.8

Intersection Capacity Utilization 65,4%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

	*	-	*	•	4	Ł	4	†	1	-	↓	4
Jane Gipuly	[18]	E,B)11	EBR	Well	VIII i	⊚Wikks	MEN,	a NEUE	i BK	sijl,	es sit il	SBR
Lane Configurations	Mit Of Mention in the State of Annual Court (where see well	4	2-866 st : 22862 A Northwest 226		4	NEONA KENERATA PENDENARA PAR	*	竹角	ing all the control of the control of the	ሻ	ተተኈ	The latest will write and construct on setting
Volume (vph)	7	0	8	2	0	0	20	1916	8	56	2100	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	Ó		0	110		0	125		0
Storage Lanes Taper Length (ft)	0 25		0	0 25		0	1 200		0	1		0
Satd. Flow (prot)	25 0	1576	0	25 0	1652	0	25 1652	4742	0	25 1652	4746	^
Flt Permitted	U	0.934	U		0.748	U	0.950	4142	U	0.950	4/40	0
Satd. Flow (perm)	0	1507	0	0	1300	0	1652	4742	0	1652	4746	0
Right Turn on Red	•	1001	Yes	· ·	1000	Yes	1002	7172	Yes	1002	7/40	Yes
Satd. Flow (RTOR)		62						1				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	and a separate separation of the second seco	254			133	*555.09E24556005***		422			223	\$\$\$\$\$\$2\$
Travel Time (s)		5.8			3.0			7.2			3.8	
Lane Group Flow (vph)	0	15	0	0	2	0	20	1924	0	56	2106	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	n kannakan kan pa	2	5.01500000000		2		3	8	Congr. And Martin Street, entire	7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	22T09T2T2T4T/
Total Lost Time (s) Act Effct Green (s)		4.0 32.0	Konski sa S	16 00,000	4.0	and made	4.0	4.0	Burgalah sak	4.0	4.0	
Actuated g/G Ratio		0.25	60 60 60 60		32.0 0.25		16.0 0.12	70.0 0.54		16.0 0.12	70.0 0.54	ar de ar
v/c Ratio		0.20			0.20		0.12	0.75		0.12	0.82	n. de, es.
Control Delay		0.1			37.0		72.3	2.6		63.7	15.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	-53355
Total Delay	100000000000000000000000000000000000000	0.1			37.0		72.3	2.6		63.7	15.0	
LOS	AN \$1100 NOT THE DOLL OF STREET	A	-2.00 (19509A)-2000A3-200A	21686474664114571145	D	elentine in periode properties	E	A	(606-100-2064-656-10)	E	В	
Approach Delay		0.1		165 (1801)	37.0	6 50 6		3.3	5 7 6 6		16.2	31515
Approach LOS		Α			D	**************************************	***************************************	A	and the state of t	400 miles (100 g 10) (100 miles (10) miles	В	. Service Charles (Service) &
Intersection-Summary												
Area Type:	Other	50/4m/527/4/74 ch:	province destination	NOS POR EL CONTRO SESTIONAS	ta kreje monta casa	THE STATE OF THE STATE OF THE	novikos antaro e	izna obstravel svenerale	15.5000A67875034.6270	CAS TO THE COMMENT	(80)-020 Zenevovenski	Anti-oniconference esc
Cycle Length: 130							19 (5) (5) 10 (4) (5)					
Actuated Cycle Length: 130	STOCK PUBLISHED ALVERS AND	7 ODT	i o not	6000	i i o							en som to se
Offset: 26 (20%), Reference	ed to phase	4:5Bil an	a sinbi,	Start of	ist Green							
Control Type: Pretimed Maximum v/c Ratio: 0.82			ne verience	i 1868 (1888 (1886)		£01000000000				i de la company		850×54395×0
Intersection Signal Delay: 1	n 1			ln:	tersection	I OS B				0.21.6		
Intersection Capacity Utilization				and a series of the series of the series	U Level c		D					22-450-103-1
Analysis Period (min) 15					9:599	/I GCI VIOC	J.				odous du	
Description: 4 Stars Cinem	a Driveway						(§ 165 - 64) (er evite
Splits and Phases: 2: Va	lley View St	& Cinema	a dwy									
₹ ø2	1	4		\prod	4.603							
7 T 0 Z		1 ø3	(34,03,03	♥ ▼ d	4 (R)			Syvission services	30/03/20/20/20			Section Sections and

† ø8 (R)

	*	-	7	*	←	*	4	†	/	-	Ţ	1
Lainai Giroupi	EBL	EBI	FAR	Wall	Wait	WeiR	NBI,	NBIL	NBR	SBL	SiNE	- SBR
Lane Configurations		र्स	7		₽		ሻ	ተተኈ		ሻ	ተተኈ	
Volume (vph)	7	2	43	5	0	- 4	33	1992	6	8	1629	- 5
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60 (0.00)	50	0		0	130		0	110		O,
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		and the second
Satd. Flow (prot)	0	1674	1478	0	1590	0	1652	4746	0	1652	4746	0
FIt Permitted		0.895			0.929		0.095			0.055		
Satd. Flow (perm)	0	1556	1478	0	1518	0	165	4746	0	96	4746	0
Right Turn on Red		6.9.00	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	er demonstration of state the state of the s	considerate description against	62		62			1	V-1000-1-00-V-10-0-0-0-0-0-0-0-0-0-0-0-0	record new day and description	1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	• • • • • • • • • • • • • • • • • • •	575	and protester consequent		159	nation out to be seen	el-vl. (Almen "el manelliste (minus)	1322	n, make ta kun kan waka asa w	and park inches systems (Art, 1857).	422	ONE SECURITIES
Travel Time (s)		13.1	(A) (3 A)		3.6			22.5		6 30-6 (5)	7.2	
Lane Group Flow (vph)	0	9	43	0	9	0	33	1998	0	8	1634	0
Turn Type	Perm	NĀ	Perm	Perm	NĀ		pm+pt	NA		pm+pt	NA	555
Protected Phases	en e	2	BETTE STOLLAND STOLLAND STOLLAND	rithus Shirithus Paris ett meretrum en de tro	6	- Chate (Structure) (Chate (Stru	3	8	na a arabanasa bar	7	4	Votarnatura vosta
Permitted Phases	2	6 (S) (S)	2	6			8	47 (24 (2)		4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0	sumed assumers that	15.0	78.0	ostadostrados
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)	rovers o expressed and construction	32.6	32.6	danaran a Al-Taria	32.6	Salaran orang Suras da	85.0	74.0	k dysymboly oby a professory of	85.0	74.0	orea de a estado en la compansión de la co
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	50.00.00
v/c Ratio		0.02	0.10	laco Meruda Banas	0.02	a versamenta an energy e	0.14	0.74	samen and the first teach	0.04	0.60	uzerrania del con
Control Delay		37.1	4.8		0.1		10.2	35.5	100000000000000000000000000000000000000	0.4	0.9	į
Queue Delay		0.0	0.0	4-15-15-15-15-15-15-15-15-15-15-15-15-15-	0.0	MAGNIC WINDS	0.0	0.0	pisko Setorogi	0.0	0.0	Value 10 10 10 10 10 10 10 10 10 10 10 10 10
Total Delay		⊕ 37.1 -	4.8		0.1		10.2	35.5		0.4	0.9	600000
LOS	5-01-05-000-000-000	D	A	v 75 i 2545 w roughy 85665	A	Sanaron universitaria made	B	D	s:::::::::::::::::::::::::::::::::::::	A	A	uggvorddradragrig
Approach Delay	3.00 S. 6.5	10.4			0.1	grand de		35.1	178.00% 537	28.00	0.9	
Approach LOS		В			Α			D			Α	

ntersection Summany

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 19.6

Intersection Capacity Utilization 58.9%

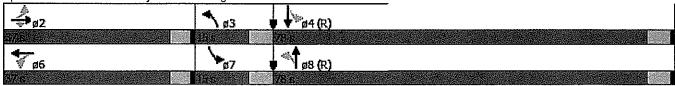
Intersection LOS: B

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave

Other



			*	*	←	•		Î	1	-	\	4
Lama Girnip	14131	1,81	e Bir	W(3)	V/684	Welt.	Ŋij	MBT)\[3](\	- SH)	311	SiB)¦k
Lane Configurations		ર્વ	7		4		* f	ተተጉ		ነኝ	↑ ↑1>	en e
Volume (vph)	11	1	28	5	1	ä	73	1887	7	5	2079	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		Ö	130		Ö	110		0
Storage Lanes	0		1	0	- 1.1 end total minimum of the PARIS	0	1	m.y.c.m.e., & *_c.te*Te*111785367.9391	0	1	94 6 F F F F F F F F F F F F F F F F F F	0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1662	1478	0	1615	0	1652	4742	0	1652	4742	0
Flt Permitted		0.861			0.928		0.055		-	0.061		
Satd. Flow (perm)	0	1497	1478	0	1541	0	96	4742	0	106	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		3		CONTRACTOR	1	THE STATES OF STATES SALVES SA	01.0 000 00 000 00 00 00 00 00 00 00 00 00	2	*(1700) - 1.010(1007) 100
Link Speed (mph)	A CONTRACTOR	30			30	(a) (b) (b) (c)	9 9 5 5	40			40	
Link Distance (ft)		574			188			1322		And the Committee of th	422	ner registration of the Control of t
Travel Time (s)		13.0			4.3			22.5			7.2	
Lane Group Flow (vph)	0	12	28	0	9	0	73	1894	0	5	2099	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8	and a second	7	4	2500-2101-00-00-00-00-00-00-00-00-00-00-00-00-
Permitted Phases	2		2	6	0.862		8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	7:100-000/00 / 00/00
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	194709 W 1947 W 194
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57	966 40 6	0.65	0.57	
v/c Ratio		0.03	0.07		0.02		0.38	0.70		0.03	0.78	N. M. WOOL CO. M. S. C.
Control Delay		37.2	-0.8		30.4		15.5	30.1		0.2	1.3	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.1	5-11-11-12-11-11-11-11-11-11-11-11-11-11-
Total Delay		37.2	0.8		30.4		15.5	30.1		0.2	1.4	
LOS		D	Α		C		В	С		Α	A	
Approach Delay		11.8			30.4			29.5			1.4	
Approach LOS		В			С		and the second s	С		man who make what they a should	Α	nero establistica de la proposición de

Intersection Summany
Area Type: Other

Cycle Length; 130 Actuated Cycle Length: 130

Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green Control Type: Pretimed

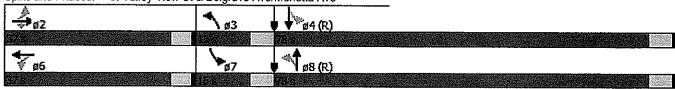
Control Type: Pretimed Maximum v/c Ratio: 0.78 Intersection Signal Delay:

Intersection Signal Delay: 15.0 Intersection Capacity Utilization 67.9%

Intersection LOS: B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	۶	-	7	•		A.	*	†	<i>></i>	4	1	4
Lame Group	EBL	1,011	FBR	WBIL	Wat	War	NBU.	NBIT	NER	SIII	SIN	SBR
Lane Configurations	*	作		7	ΛÞ		ሻ	ተተተ	7	ኘ	ተተተ	7
Volume (vph)	124	130	122	115	142	68	96	1795	70	84	1443	141
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		Ö	205		130	140		85
Storage Lanes	1		0	1		0	1	*	1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3062	0	1652	3141	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.463			0.376			0.950			0.950		
Satd, Flow (perm)	805	3062	0	654	3141	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes		a Samban	Yes			Yes
Satd. Flow (RTOR)	antonin automanian	122	200420 × 154000 (1540 † 400		60	vytarvetjen kolonia	000000000000000000000000000000000000000		114		entonnenten	119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350		550-0500-800-950 550-0500-800-800-950	1122		rozaligo irrejok irradikli	1322	
Travel Time (s)	•	25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	124	252	0	115	210	0	96	1795	70	84	1443	141
Turn Type	pm+pt	NĀ	Janes Jane	pm+pt	NA .	40.00 (0.5)	Prot	NĀ	Perm	Prot	NĄ	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					. 8			4
Total Split (s)	16.0	39.0		16.0	39.0	× 2000 20 47 90 40 95	20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	25.1	13.7		24.8	13.6		15.2	73.9	73.9	13.2	71.6	71.6
Actuated g/C Ratio	0.19	0.11	awane s	0.19	0.10	42.45.46.4	0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.54	0.58		0.55	0.55		0.50	0.67	0.08	0.50	0.55	0.16
Control Delay	51.0	33.6		51.5	44.5		45.4	19.5	3.0	87.5	2.7	1.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay LOS	51.0	33.6		51,5	44.5		45.4	19.5	3.0	87.5	2.7	1,2
	D	C		D	D محد		D	В	Α	F	A	Α
Approach Delay	no ferica de la company	39.3		2/12/15/21/25	47.0	ara ara	(4/4/35)696)	20.2	ana e 4	ale and the	6.8	and view
Approach LOS		D			D			С			A	

hteregotion/Summary.

Area Type:

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 18.7

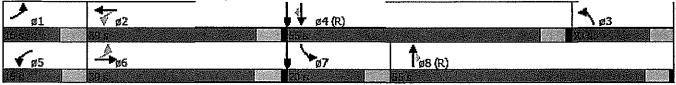
Intersection LOS: B

Intersection Capacity Utilization 74.7%

ICU Level of Service D

Analysis Period (min) 15 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



	*		\rightarrow	•	←	*	4	†	1	-	ļ	1
Lame Group	EBI,	- [{ ;}]	- F () ()	WEL,	VVBII	West	n Bl	18181	- MBR	3131,	\$11]	\$1}}?
Lane Configurations	ሻ	作		ካ	†Ъ		ሻ	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	223	230	107	185	264	101	221	1621	114	107	1823	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1	enerateronomi des a	0	1	alle one pur monte a menor de la como e se	0	1	TO AND CETTER, SOFT LINES, MAY HAVE HAVE A	1	1	N/MS NO sell a Lacraci hannolar s'i crast 4 m	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3165	0	1652	4746	1478	1652	4746	1478
Fit Permitted	0.294			0.334			0.950			0.950		
Satd. Flow (perm)	511	3145	0	581	3165	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58	ensins esemente		42		s de la companya de	souble telephone	114		salten en oar keeste op een	119
Link Speed (mph)		30			30			40			40	10.00
Link Distance (ft)		1137		0-150-2507/#50-20480-11	350			1122	500 Juliotes (1985)	P. Differ the section of the section	1322	
Travel Time (s)		25.8	<u> </u>		8,0			19.1			22.5	
Lane Group Flow (vph)	223	337	0	185	365	0	221	1621	114	107	1823	173
Turn Type	pm+pt	NA		pm+pt	ΝĀ	Security 1	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	lenist valentijskings	5	2		3	8	April 1962 (1961)	7	4	9-19-09-7-03020N
Permitted Phases	6		1824 (A. 175), 12	2			08.56.56		8			4
Total Split (s)	16.0	39.0	SERVENINE Z	16.0	39.0		25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.7	20.2		31.7	20.2		20.2	50.5	50.5	29.8	59.8	59.8
Actuated g/C Ratio	0.24	0.16		0.24	0.16		0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	0.99	0.63	NTSET COSC TUDA COT	0.78	0.69		0.86	0.88	0.18	0.28	0.84	0.23
Control Delay	99.6	47.0		61.8	52.5		66.8	29.6	1.5	42.6	9.0	2.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.6	47.0		61.8	52.5		66.8	29.6	1.5	42.6	9.0	2.3
LOS	F	D		Ε	D		E	C	Α	D	A	Α
Approach Delay		68.0			55.6			32.2			10.1	S 450 (60)
Approach LOS		E			Е			С			В	
Interesption Summary												

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

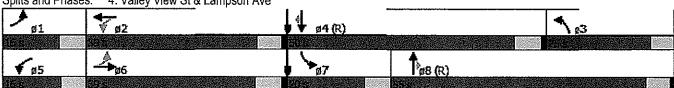
Maximum v/c Ratio: 0.99

Intersection Signal Delay: 29.6

Intersection Capacity Utilization 85.6%

Analysis Period (min) 15 Description: Lampson Ave. Intersection LOS: C ICU Level of Service E

Splits and Phases: 4: Valley View St & Lampson Ave



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Lane. Chaup	EBU	EBII	EBR	WBI	Watt	Wer	NUL	Matri	NBR	SPIL	SBI	SHP
Lane Configurations	ሻ	↑	7	7	1	7	ካ	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	39	17	123	113	22	45	44	1944	49	20	1635	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75	A. a. a. s	70	115	6.60.60	7.0	165	0.20.00	85	180		85
Storage Lanes	1		1	1	MARIE OUTENATO E ESPECIA	1	1		1	1		1
Taper Length (ft)	25			25	and Appropriate to		25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743			0.746	\$15 W		0.950			0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red		a sura	Yes			Yes		3 3 3 A	Yes			Yes
Satd. Flow (RTOR)		· 7571.067272000	123			86		terioterio (1925 gioca)	80	renembro portugat		80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687	-010-00-00-00-00-00-0		379			648			1122	
Travel Time (s)		15.6			8.6			11.0	6 (S/6) (19.1	
Lane Group Flow (vph)	39	17	123	113	22	45	44	1944	49	_20	1635	20
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NĀ	Perm	Prot	NĄ	Perm
Protected Phases	1	6	0.000000000000000000000000000000000000	5	2	7005 - 2000 ON 2 0700	3	8		7	4	essississis p
Permitted Phases	6		6	. 2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0.25	0.23	0.05	0.10	0.22	1.02	80.0	0.10	0.86	0.03
Control Delay	25.9	35.5	7.5	28.0	35.7	1.0	54.5	65.6	1.8	71.3	23.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	35.5	7.5	28.0	35.7	1.0	54.5	65.6	1.8	71.3	-23.4	0.3
LOS	C	D AAA	Α	С	D 2020	Α	D	E	Α	E	C	Α
Approach Delay	SASHEKALAN	14.2	viete en	16.70.70.7E	22.2	1944,6148.		63.8	(4),552,667,6		23.7	
Approach LOS		В			С			E			С	

ntersection: Summary

Area Type: Other Cycle Length: 130

Actuated Cycle Length: 130

Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

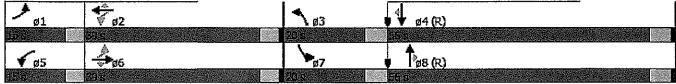
Control Type: Pretimed Maximum v/c Ratio: 1,02 Intersection Signal Delay: 43.3

Intersection Capacity Utilization 64.2%

Intersection LOS: D ICU Level of Service C

Analysis Period (min) 15

5: Valley View St & Cerulean Ave Splits and Phases:



	<i>•</i>	-	*	*	←	*	1	†	1	-	↓	4
lamo Group	F-811	E81	HBR	Vi/B)	- Willi	- \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	pHBIL	MBH	NBR	\$ 	557	\$1318
Lane Configurations	*1	1	ď	ሻ	1	7	79	ተተተ	7	7	ተተተ	74
Volume (vph)	53	48	105	90	43	61	114	1878	113	63	1960	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1	a tarangan da mata yang dan gan d	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.729			0.590			0.950			0.950		
Satd. Flow (perm)	1267	1739	1478	1026	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes		60.90.80	Yes			Yes			Yes
Satd. Flow (RTOR)			105			86			80		10 to 240 10 to 2000, 10 to 200 10 to 10	80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	24 - 1- 19 - 19 - 19 - 19 - 19 - 19 - 19
Travel Time (s)		15.6	8 8 8 8		8.6			11.0			19.1	
Lane Group Flow (vph)	53	48	105	90	43	61	114	1878	113	63	1960	31
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NÂ	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6	3	6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.1	11.2	11.2	22.9	14.4	14.4	14.8	83.6	83.6	11.7	77.6	77.6
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.23	0.32	0.47	0.39	0.22	0.25	0.61	0.62	0.12	0.43	0.69	0.03
Control Delay	45.5	61.7	17.3	49.3	58.0	7.5	68.1	15.9	4.3	74.3	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	61.7	17.3	49.3	58.0	7.5	68.1	15.9	4.3	74,3	3.2	0.0
LOS	D	Ε	В	D	E	Α	E	В	Α	E	Α	Α
Approach Delay		34.9	200 12 10		38.1	0.000		18.1			5.4	0.02500.50
Approach LOS		С			D			В			Α	• •

Intersection Summary
Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

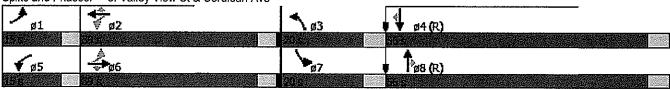
Intersection Signal Delay: 14.0

Intersection Capacity Utilization 67.9%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



	۶	\	4	†	ļ	1					
Vlovament.	EBL	EBR	NBL	NBT	880	SBR					
Lane Configurations		7"		ተተተ	ተተኈ						
Volume (veh/h)	0	5	0	2002	1740	5					
Sign Control	Stop	ens e a lesaret contractoristic	Material with the control of a con-	Free	Free			varancement process of the contract of the con	or and providing relative designable		
Grade	0%			0%	0%	4.5.6.6	50000			56666	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Hourly flow rate (vph)	0	- 5	0	2002	1740	5					
Pedestrians Lane Width (ft)											
Walking Speed (ft/s)											7
Percent Blockage											
Right turn flare (veh)		9.54.594 (26) (35)								525,455,466,4756,47	62 60 62 65 5 5 5 5 5 A
Median type				None	None						
Median storage veh)	e i i dia por come e e e e e e e e e e e e e e e e e e	CONTRACTOR INTERNAL ACTIONS OF THE	o rhugungoo o uri yangkanggan Sawa .		anne actions and contract of the contract of t	ar- engressmanness services	and the second s	- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1-	are or year of the second seco	many pro- man proper rise y i	A STATE OF THE STA
Upstream signal (ft)	6.808-51			227	481			2000	10 0 0		
pX, platoon unblocked	0.78	0.77	0.77	n maren auster tertwik				oran erroganos en est			
vC, conflicting volume	2410	582	1745		2882				Secondary.		
vC1, stage 1 conf vol				taries des desad							
vC2, stage 2 conf vol vCu, unblocked vol	0	0	901								
tC, single (s)	6.8	6.9	4.1					100 100 1000 1000			
tC, 2 stage (s)	0,0	0.0	7.0								
tF (s)	3.5	3.3	2.2								
p0 queue free %	100	99	100	in the real property of the section	eren operation and en	Assistant	est auto de termest austrituros di une austria em es	e de er colonie al en de constante.	a den er se a er	CONTRACTOR CONTRACTOR	attivismus vationers in a feet
cM capacity (veh/h)	798	830	574								
Direction, Lane #	EB 1	NB 1	NB 2	NB 8	SB/1	8B 2	SB 8				
Volume Total	5	667	667	667	696	696	353				
Volume Left	0	0	0	0	0	0	0			3334 - 577 - 337 2 337	20,000,000,000
Volume Right	5	0	0	. 0	0	0	5				
cSH	830	1700	1700	1700	1700	1700	1700		og protestieten.	8-0-0-0	
Volume to Capacity	0.01	0.39	0.39	0.39	0.41	0.41	0.21				
Queue Length 95th (ft)	0	0	0	0	0 	0	0	ong naga waterare	ver in Language	cantrocatore	eogeatheann
Control Delay (s) Lane LOS	9.4	0.0	0.0	0,0	0.0	0.0	0.0		978 818		
Approach Delay (s)	A 9.4	0.0			0.0					de des des les	
Approach LOS	9.4 A		a Constant of	Parki Israelalisi	0.0	rai isloikkiisk	120, 180, 180, 180, 180, 180, 180, 180, 18	ng protection to		Acade Aladeya	Peroles (Sonia)
	, ,										
Intersection Summary			Λ 0								
Average Delay Intersection Capacity Utilizat	NΩ		0.0 43.7%)A	و امريو ا ا ا	of Service		787787787722	Ā		
Analysis Period (min)	UII	A MARKET COM	43.776 15	8 es es el 9	o revelo	n oet vice			Desertaise	76 164 ISSN 154 1	
raidyolo i Onod (illiii)	\$ \$ (6.18.1	, 15 St. 53	10		6.75.75.75	70 GU 68 GU					

	•	7	4	†	↓	4		
ViewenievelV	EM	EBR	i (18 <u>1</u>	s New S	, whil	SBR		
Lane Configurations Volume (veh/h)	Ö	7 6	Ö	↑↑↑ 1923	↑↑⅓ 2136	13		organijes;
Sign Control	Stop	U	U	Free	Free	ျပ		
Grade	0%			0%	0%			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		er omen med men er
Hourly flow rate (vph) Pedestrians	0	6	0	1923	2136	13		
Lane Width (ft)	2770							1704545454545 2
Walking Speed (ft/s)								ASSISTAL
Percent Blockage								
Right turn flare (veh)								
Median type Median storage veh)				None	None			<i>(1988)</i>
Upstream signal (ft)			grandania e k	223	485			
pX, platoon unblocked	0.83	0.68	0.68					IMEGIC PERSON
vC, conflicting volume	2784	718	2149					
vC1, stage 1 conf vol vC2, stage 2 conf vol								
vCu, unblocked vol	0	0	1028					
tC, single (s)	6.8	6.9	4.1	T-27 (5.75.4 T-3.		geriger Tyris Syri		
tC, 2 stage (s)		E SACCETARING (1945-1945)	000-411-040-38-33-32-32-32-32-32-32-32-32-32-32-32-32-	or the attention contract.	07.427-09.445-027-445-027-445			ANSWEWS MANAGE
tF(s)	3.5	3.3	2.2					
p0 queue free % cM capacity (veh/h)	100 853	99 734	100 454					
Direction Lane# Volume Total	688 4	NB) 641	NB)26 641	641	884	88) 2 854	9B B 440	
Volume Left	0	041	04 I 0	64 I 0	854 0	854 0	440	2.66,245,14
Volume Right	6	0	0	0	0	0	13	
cSH	734	1700	1700	1700	1700	1700	1700	Part State
Volume to Capacity	0.01	0.38	0.38	0.38	0.50	0.50	0.26	
Queue Length 95th (ft) Control Delay (s)	1 9.9	0.0	0 0.0	0.0	0 0.0	0.0	0.0.0	W\$5408224
Lane LOS	9.9 A	0.0	Ų,U	. 0.0	0.0	U.U		88684
Approach Delay (s)	9.9	0.0			0.0	o carriera		
Approach LOS	Ä		er in her marginal rought from the first	a taran a rate sharif a casas	anning at a second	Rach and Astronomical		4-200-200-00
intersection Summary				110				
Average Delay	the record by many and a second con-		0.0					
Intersection Capacity Utiliz	ation		51.6%	lC	U Level o	f Service	A	
Analysis Period (min)		12.9850.00300.00540	15	oversodelika elika espe	3 F35 9 F31 900 F7	Elegation Arge		<0.05-23-23-23-3

Opening Day Conditions + Project Traffic 2020

	*	-	\rightarrow	•	4	*	4	†	<i>p</i>	4	ţ	4
canerénoup	1981	4331	EBH.	YMBI	VBT	WBR) BL	anlah.	i)[i](SHI.	3131	(1(3)
Lane Configurations	35	∱ĵ∌		ሻሻ	ተተ	7	ሻ	ተተተ	7*	75	ተተተ	74
Volume (vph)	68	186	62	179	112	137	73	1854	101	110	1473	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1	ELMES HES ASSESSMENT AND AND AND A	0	2	an' di miliari, regermana si permana a sa	1	1		1	1		1
Taper Length (ft)	25			25			25			25	100 100 100	
Satd. Flow (prot)	1652	3178	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3178	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34	ence constitute to be	th Challanger and Angle of the		119	rite his vistos mozem recen	TECENTY CONCENTS WAS AND A CO	67	načaukov i dogi kurus vansm	eri vecan compositiva conscionaria.	67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			481	-imteraleghenas	S. Therefore and Anadominations	417	IDO OT NAVON COLUMN
Travel Time (s)		14.4			14,5			8.2			7.1	
Lane Group Flow (vph)	68	248	0	179	112	137	_ 73	1854	101	110	1473	18
Turn Type	Prot	NA		Prot		pm+ov	Prot		pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	Paretti auguse	5	2	7	3	8	5	7	4	1
Permitted Phases	400					2			8			4,
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4,0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
Management to the company of the contract of t	0.38	0.29		0.42	0.12	0.19	0.35	0.97	0.13	0.44	0.72	0.02
Control Delay Queue Delay	60.9	34.1		56.0	35.8	5.7	58.0	56.1	7.1	57.3	37.2	0.1
	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay LOS	60.9	34,1 C		56.0	35.8	5.7	58.0	56.1	7.1	57.3	37.2	0.1
Approach Delay	E	39.9	and the second second	Ε	D	Α	E	E	Α	E	D	Α
Approach LOS		2014-00-2014-00-00-00-00-00-00-00-00-00-00-00-00-00			34.6			53.8			38.2	
White settings		D			С			D			D	

nierworten Summery Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 45.2

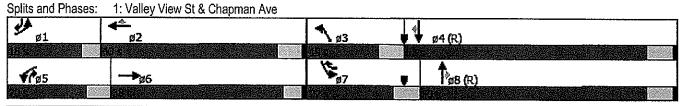
Intersection Capacity Utilization 71.4%

Analysis Period (min) 15

Description: Chapman Ave.

User Entered Value

Splits and Phases:



Intersection LOS: D

ICU Level of Service C

	۶	-	~	*	4	*	4	†	1	-	ļ	1
Leine Group	EBL	EBI	FBR	Well	Wall	Wells	MBL	Next	MBR	SIM	SBIT	(\$1)(1)
Lane Configurations	ሻ	↑ Љ		14.54	ተተ	74	ሻ	ተተተ	ř	ኻ	ተተተ	7
Volume (vph)	122	202	118	213	228	161	164	1643	193	181	1835	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1	-h-TheOrtheBhausche versichunde Anserra	0	2	u bagi maji ka dada daga penghaji dala pada pada	1	1		1	1	PELIAWARENAN PELINATURK	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3122	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3122	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	61,6176,61	18 (80 33) (8	Yes	50.50		Yes			Yes			Yes
Satd. Flow (RTOR)		88				62			72			67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633	venetarus estente		640			485			417	
Travel Time (s)		14.4			14.5		Day de de l	8.3			7.1	
Lane Group Flow (vph)	122	320	0	213	228	161	164	1643	193	181	1835	47
Turn Type	Prot	NA		Prot		pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	7
Permitted Phases	40.0	00.0		00.0	40.0	2	400	F0.0	8	00.0	70 O	40.0
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio v/c Ratio	0.11 0.69	0.26 0.37		0.12 0.50	0.28 0.25	0.45 0.23	0.12 0.78	0.35 0.86	0.51 0,25	0.14 0.72	0.38 0.90	0.52 0.06
	76.3	0.37 29.4	(44.66) (44.47)			0.23 14.3	80.7	44.6	0,25 11,9	70,2	45.5	1.9
Control Delay Queue Delay	70.3 0.0	29:4 0.0		57.6 0.0	37.6 0.0	0.0	0.0	44.0 0.0	0.0	0.0	43.3 0.0	0.0
and a second control of the second control o	76.3	29.4		57.6	37.6	14.3	80.7	44.6	11.9	70.2	45.5	1.9
Total Delay LOS	70.3 E	29,4 C		ە، <i>ب</i> ە	ა <i>≀.</i> ა D	14:0 B	- 60.7 F	44.0 D	н.э В	70.2 E	45.5 D	1.9 A
Approach Delay		42.4	17 21-1834 (S15) (C	38.4	D	r	44.4	D The state of the	_	46.7	A
Approach LOS		42.4 D			30,4 D		. 4. 4. 6	44.4 D		eriologische Amerika	40.7 D	1623 SO 1403 I

ntersection/Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 44.5

Intersection LOS: D ICU Level of Service D

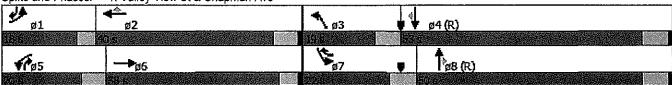
Intersection Capacity Utilization 75.6%

Analysis Period (min) 15

Description: Chapman Ave.

User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



•					AM Pe	ak Hour
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LangerGirottp	1:111	Balli	FBR	Will.	1/////	- Willia	NP).	NEH	NDR	\$11	- SB1	, it)i;
Lane Configurations	enne energie en Novembergeland betreet en en en en	4	roferen e e marriador e hacinada dos difereiros	trick mod a nome are name name name	⋪		Ŋ	ተተኈ		ሻ	ተተጉ	
Volume (vph)	30	0	20	2	0	0	39	1999	3	65	1651	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0	1990 AB 1880 A	0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4746	0	1652	4737	0
Flt Permitted		0.865			0.744		0.950			0.950		
Satd. Flow (perm)	0	1423	0	0	1293	0	1652	4746	0	1652	4737	0
Right Turn on Red		100000	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62				eren i en eren a meren de mere ten		-24 - 1-2 - 1-3 -		and and an artist and a second	2	A 4104 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		221	7,744,777		105		***************************************	422	a en estra colore a color de la color de l	an del sterros est est est train	227	E ANGELIA DE LE PARTICIO
Travel Time (s)		5.0		56 S S S S	2.4			7.2			3,9	
Lane Group Flow (vph)	0	50	0	0	2	0	39	2002	0	65	1669	0
Turn Type	Perm	ŇĀ		Perm	ŇĀ		Prot	NA		Prot	NA	
Protected Phases		2		VI. 30 10 10 10 10 10 10 10 10 10 10 10 10 10	2		3	8		7	4	2010/2019/2019/2019
Permitted Phases	2			2								
Total Split (s)	36.0	36.0	and the second second second	36.0	36.0	000,000 to 1000 to 000 to 0	20.0	74.0		20.0	74.0	V472578887842434
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	î,
Act Effct Green (s)		32.0		t is no committee to the property of the committee of the	32.0	-112 (10-12 No. 2002)	16.0	70.0	2 c. Avertei z (2. CA Lobitter (2	16.0	70.0	sAscalar Describitions
Actuated g/C Ratio		0.25			0.25		0.12	0.54	9 10 9 18	0.12	0.54	
v/c Ratio		0.13	- 5000000000000000000000000000000000000		0.01		0.19	0.78	indial and that is detinized, in seculi descri	0.32	0.65	
Control Delay		7.3			37.0		74.2	3.8		66.1	10.4	
Queue Delay	CONTRACTOR STATES OF THE STATE	0.0	EDROREDA 6-20 (1209)	N. T. COLONY DOS GRADAS, CALL AND STATE CONTRACT	0.0	SECONOCCUSIONS	0.0	0.0	OF LANCE AND PROPERTY.	0.0	0.0	**************************************
Total Delay		7.3			37.0	9.81.85.65	74.2	3.8		66.1	10.4	100
LOS	o o so secular (MACE cor magazage)	A	ADM: 1740-2-14.23-23.14.23-23.2	need to the second section of the second	D	a an an again is a later of the Bally ()	E	Α	940 Y 1955 Y	E	В	ergeskildskildskild
Approach Delay		7.3		2002000	37.0			5.2			12.5	
Approach LOS	A CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR	Α	Anners of profession (1995)	e a propriedante de dispet de dispet	D	ana isoni sun sensi Sai		Α	gan a sandi distripi (S. 1974)	getes a altitude a l'argio Africa.	В	an de la company de la comp
* *												

Intersection Stringshy

Area Type: Other
Cycle Length; 130

Actuated Cycle Length: 130

Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

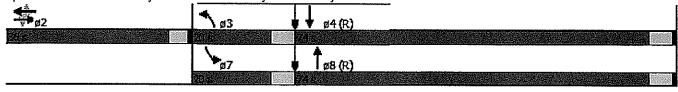
Control Type: Pretimed
Maximum v/c Ratio: 0.78

Intersection Signal Delay: 8.5 Intersection LOS: A Intersection Capacity Utilization 65:4% ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy/US Bank dwy



	*	-	7	*	←	*	1	†	1	4	ļ	4
Laine Group	EBL	EBT	EBR	WBL	WBT	War	NBL	NBII	MBR	301.	SHI	SH
Lane Configurations		4			Ф		ሻ	ተተኈ		ኻ	↑ ↑↑	
Volume (vph)	57	0	- 38	2	Ö	Ō	77	1900	8	56	2105	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		O O
Storage Lanes	0		0	0		0	. 1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4742	0	1652	4732	0
Flt Permitted		0.839	6 6 6 6	7-151-551-563	0.689		0.950			0.950		
Satd. Flow (perm)	0	1380	0	0	1198	0	1652	4742	0	1652	4732	0
Right Turn on Red		GO TONOS S	Yes			Yes		e e Sec	Yes		6-6-6-6	Yes
Satd. Flow (RTOR)	somero de llama estat llamboscat bolico conserva	62	n ederline i fest i vel i l'escimo sue	Elder P.C. Seller S. Symmetry S. Strander Str	un alternaturation and made more a con-	to the same framework ode of	No Addicately And Sond - makes year Side	1		ANADIST TONOTH A PERSONAL PROPERTY.	3	a presidente de la companione de la comp
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	oga ("sam") o jo grane erane engo egypto	254		- p-ac. Armer - econo	133		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	422	× encore nacronalisticanos		223	eneral and an energy and a
Travel Time (s)		5.8	1691 (2415) (4		3,0			7.2			3.8	
Lane Group Flow (vph)		95	0	0	2	0	77	1908	0	56	2144	0
Turn Type	Perm	NA		Perm	ŅA		Prot	ŇA		Prot	NA	
Protected Phases		2	errandonos percentos e	voja i programa kaj kaj kaj kaj kaj kaj kaj kaj kaj ka	2		3	8	seconomic notal term	7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0	nan i servici es esp	20.0	74.0	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Total Lost Time (s)		4.0		k a maga	4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)	e se e en succeso y e aprehis e en en santa.	32.0	erionomiconomico (con	rancia de marca de como	32.0		16.0	70.0	antin et transport et a	16.0	70.0	Park Control (Control
Actuated g/C Ratio	900 B B B	0.25	100000000000		0.25		0.12	0.54	609 S00 V\$3,009	0.12	0.54	
v/c Ratio	enterale aportenia della scenari	0.25	erokenik okolonik besite m	Sela Chian kwa a chia	0.01	o the new place who have	0.38	0.75		0.28	0.84	war water on the same
Control Delay		17.8			37.0		77.2	2.8		63.0	15.8	
Queue Delay		0.0	-05000000000000000000000000000000000000	gano og anske universe	0.0	07505vers 2500 cm-c-	0.0	0.1	neta, adada wa es	0.0	0.0	neningen er op op
Total Delay		17.8			37,0		77.2	2.8		63.0	15.8	
LOS		В			D	1656756#6#6#6	E	A	9/5/2/2012/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/	E	В	
Approach Delay		17.8	19 W W S		37.0	549.50	18.8.8.	5.7		. 6. SA M.	17.0	
Approach LOS		В			D			Α			В	
Massaction Quantage												

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed Maximum V/c Ratio: 0.84

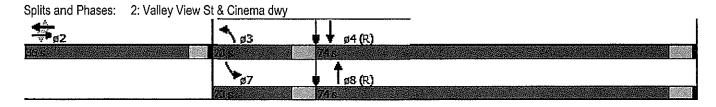
Intersection Signal Delay: 11.8

Intersection LOS: B

Intersection Capacity Utilization 68.2% ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway



	۶		*	•	←	4	4	†	<i>p</i>	4		4
rana Group	1411	13131	1111	Will	19890	WEIR	idel.	NEN	\H\ }}	SBL	3111	SHJIV
Lane Configurations		ર્વ	ř		₽		ሻ	ተተኈ		J.	ተተኈ	
Volume (vph)	11	2	43	5	Ō	6	33	2005	6	10	1640	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	- 0		50	0	10000	0	130		0	110		0
Storage Lanes	0		1	0	grundhammersdrum i merun	0	1	nal relet or electrons around the desire has bet on	0	1		0
Taper Length (ft)	25		8.6.8.8	25			25	50,000,000	6 (5 (5) 10	25		
Satd. Flow (prot)	0	1667	1478	0	1574	0	1652	4746	0	1652	4742	0
Flt Permitted		0.869			0,939		0.092			0.055		
Satd. Flow (perm)	0	1511	1478	0	1512	0	160	4746	0	96	4742	0
Right Turn on Red	8 8 6 6		Yes		6.05	Yes			Yes		0.000	Yes
Satd. Flow (RTOR)	A supratripos restorações a	o stanovitika elimensi setek	62	SUC SSOR STRESSOR AND AND AND	62	To antife a proposant of the control to security	voorstavoreset voore en vo	1		I CONSINUMBER AND	1	water allegates annues.
Link Speed (mph)		30	9.015.5		30	9 9 9 9		40			40	
Link Distance (ft)		575			159	1688 478 68 70 60 10 49 168	value hi dhanka di kabura	1322	anger velker værer de veler	mencanos un estadena	422	nace i esta contra Mes
Travel Time (s)		13.1			3.6			22.5			7.2	
Lane Group Flow (vph)	0	13	43	0	11	0	33	2011	0	10	1648	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	ongreetige, at most to own	2	Satis a Martanian (1900)	aldalan beda metroka	6	erana konsun konsun kanan	3	8			4	als Californi Minima John
Permitted Phases	2	0.000004	2	6	15.0		8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	venement de none	15.0	78.0		15.0	78.0	TERMINETERS TRANSPORT
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	novalnakovenova
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0,57	
v/c Ratio	voles blancues agestavo	0.03	0.10	na de la composition	0.03		0.14	0.74	europasante a comunica	0.05	0.61	NAMES OF THE PROPERTY OF THE PARTY OF THE PA
Control Delay	50.00 /5.00	37.3	4.8		0.1		10.2	35.7		0.5	1.1	
Queue Delay		0.0	0.0	Nadala kanada ang kalang	0.0	7.5553-7-110-10-1040	0.0	0.0	bydicosympotodocana	0.0	0.0	
Total Delay		37,3	4.8		0.1		10.2	35.7		0.5	1.1	
LOS		D	Α		A		В	D		Α	Α	
Approach Delay		12.3			0.1			35.2			1.1	
Approach LOS		В			Α			D			Α	

Intersection Summary
Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

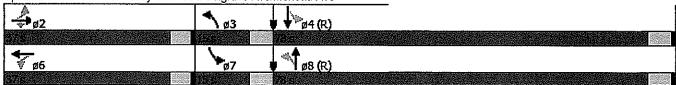
Control Type: Pretimed Maximum V/c Ratio: 0.74 Intersection Signal Delay: 19.8

Intersection Capacity Utilization 59.2%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	*	þ -	•	*	←	A.	1	†	1	-	↓	4
Lama Group	F/BIL	1981	EBR	WBL	Wall	WBR	NBL	NBII	MBR	GN)	SIAT	SBR
Lane Configurations		्रस	ř		₽		ሻ	ተተኈ		ሻ	ተተኈ	
Volume (vph)	19	1	28	- 5	1	7	73	1916	7	9	2104	27
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		10 to 10	25			25		6 10 6 6	25		
Satd. Flow (prot)	0	1660	1478	0	1581	0	1652	4742	0	1652	4737	0
Flt Permitted	0.600	0.826	(4) (4) (5) (0.946		0.055			0.058		
Satd. Flow (perm)	0	1436	1478	0	1525	0	96	4742	0	101	4737	0
Right Turn on Red			Yes			Yes	16.65 E.S		Yes			Yes
Satd. Flow (RTOR)	namy objectness com	r tien ee Magaarii oo a	62	C	7			1			2	
Link Speed (mph)		30	75 (24) (5) 1		30			40			40	
Link Distance (ft)	en anterior de la constante de	574			188			1322			422	
Travel Time (s)	2 17 61 64	13.0	9.0	0.00 02 020	4.3			22.5			7.2	888
Lane Group Flow (vph)		20	28	0	13	0	73	1923	0	9	2131	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2		· · · · · · · · · · · · · · · · · · ·	6	New consequence and car are	3	8		7	4	
Permitted Phases	2	9583	2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	e one no one one and one	15.0	78.0		15.0	78.0	Table of the Company of
Total Lost Time (s)		4.4	4.4	080	4.4	0.50	4.0	4.0		4.0	4.0	
Act Effct Green (s)	errorment trough 20 cours	32.6	32.6	a ellerata Azzattan San San eller	32.6	Note in a number of the contract of the contra	85.0	74.0	contract that the first the contract of	85.0	74.0	ery arter arms v
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio	ravella i tracta espectateur na	0.06	0.07	nava milanen markare	0.03		0.38	0.71		0.05	0.79	alternative from the contraction
Control Delay		37.7	0.8	SV.(d) (%) (24)	25.5		15.5	30.1		0.6	1.8	
Queue Delay		0.0	0.0	and the angle of the control	0.0	Jirka sabar sabaran sa	0.0	0.0	. 1	0.0	0.2	ura u roccier cra-cros
Total Delay		37. <u>7</u>	0.8		25.5		15.5	30.1		0.6	1.9	
LOS	0.415.40.415.40.458.41.4.0	D	A	on a creative out of a cere	C	erannanum van must	B	C	anta di mandari ata at	Α	A	varativassilena Heriotek
Approach Delay		16.2			25.5			29.6			1.9	
Approach LOS		8			С			С			Α	

Intersection Summary

Area Type: Other Cycle Length: 130

Actuated Cycle Length: 130

Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

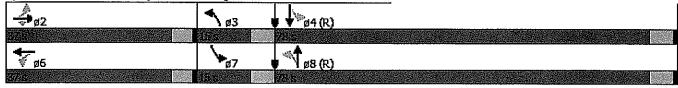
Control Type: Pretimed Maximum v/c Ratio: 0:79

Intersection Signal Delay: 15.3 Intersection Capacity Utilization 68.6%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	*	>-	~	*	-4	*	4	†	1	1	1	1
Laine Aroun	EBL.	561	EBR	WH)	VVIII	WBR	NISI.	Nili	z silbik.	a silla	Sills	siji)
Lane Configurations	ሻ	作		ሻ	∱ĵ∍		¥	ተተተ	7	¥	ተተተ	75
Volume (vph)	128	130	122	115	142	71	96	1801	70	87	1448	144
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205	40,6000	130	140		85
Storage Lanes	1	os nitula vidulantidorensinos kir	0	1	atrid (mathicipaten) with a common co	0	1	in collision is because it is consciously become	1	1		1
Taper Length (ft)	25		2.4.0.0	25	0.000		25			25		
Satd. Flow (prot)	1652	3062	0	1652	3138	0	1652	4746	1478	1652	4746	1478
Fit Permitted	0.456			0.376			0.950			0.950		
Satd. Flow (perm)	793	3062	0	654	3138	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		122	- 06.ms.048.4tiGeoroset	Currentifren, lenni risk s henressone	65	Labert Cetting Technology Consideration	s California Noran process servicio secco Arcolin esc	programas ar approximational 13,000.00	114		I describe the second section of the second	119
Link Speed (mph)		30	erene o	6.000	30			40			40	
Link Distance (ft)		1137		NO-60030066666666	350			1122	rrodnýci se los vestiv, mezičen Ar		1322	viorinos como se deser-
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	128	252	0	115	213	0	96	1801	70	87	1448	144
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm'
Protected Phases	1	6		5	2		3	8	erantru-usus eras amendahan ser	7	4	lener na mountanion.
Permitted Phases	6		SALS.E	2					- 8	6868		4
Total Split (s)	16.0	39.0		16.0	39.0		20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4,5		4.5	4,5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	25.0	13.7		24.8	13.6		15.2	73.7	73.7	13.4	71.6	71.6
Actuated g/C Ratio	0.19	0.11	ti ili ili ili ili	0.19	0.10		0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.56	0.58	agros pungergula y ununungan	0.55	0.55	Lagranger zer belandskriver	0.50	0.67	0.08	0.51	0.55	0.17
Control Delay	52.0	33.6		51.5	43.4		45.6	19.6	3.1	86.4	2.8	1.2
Queue Delay	0.0	0.0	ernomery trebs com	0.0	0.0	Simo efe niversor e com	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	33.6		51.5	43.4		45.6	19.6	3.1	86.4	2.8	1.2
LOS	D	С		D	D		D	В	Α	F	Α	Α
Approach Delay		39.8			46.3			20.3			7.0	
Approach LOS		D			D			С			Α	
htersection Stringing												
Western English Street Control of	011											

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

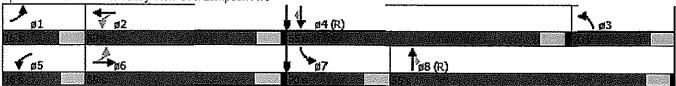
Intersection Signal Delay: 18.8

Intersection Capacity Utilization 74.8%

Analysis Period (min) 15 Description: Lampson Ave. Intersection LOS: B

ICU Level of Service D

Splits and Phases: 4: Valley View St & Lampson Ave



	*		\rightarrow	•	←	Ł	4	†	<i>></i>	4	ļ	4
Lana Group	EBL	EBT	EBR	WBL	WBT	WBR	MBL	NBA	NBR	SBL	880	SBP
Lane Configurations	ነኝ	作		ሻ	作		*	ተተተ	7	*	ተተተ	<u>"</u>
Volume (vph)	232	230	107	185	264	110	221	1633	114	114	1834	180.
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1	National Comp. National Society Street, Space	0	1	and the second s	0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3158	0	1652	4746	1478	1652	4746	1478
Fit Permitted	0.285		6.50	0.337			0.950			0.950		
Satd. Flow (perm)	495	3145	0	586	3158	0	1652	4746	1478	1652	4746	1478
Right Turn on Red		4.0.00.6	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			48	: GOS CONTRANS CONTRANS	oreospania robekt	contraction	114	NASCIANT PROPERTY		119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	dung data pengangkan pagan	1137	MOS MONTH AMERICA	to compress motor	350		am o digitalizado di mala	1122	yetatikanin etiti.		1322	2000 a 1920 pa
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	232	337	0	185	374	0	221	1633	114	114	1834	180
Turn Type	pm+pt	NĀ		pm+pt	NA	0.5000	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	Market Mark
Permitted Phases	6			2				4	8			4
Total Split (s)	16.0	39.0	5 635 E32 C-32 S	16.0	39.0	optivisti planetsep	25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5	1984 (1985)	4.5	4:5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.9	20.4	andreas and the second	31.9	20.4	19051240 (Addones)	20.2	50.5	50.5	29.6	59.6	59.6
Actuated g/C Ratio	0.25	0.16	102/05/09/0	0.25	0.16	197459190	0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	1.04	0.62	77-58-07-71-08-07-0	0.78	0.70	aya gangaga	0.86	0.89	0.18	0.30	0.84	0.24
Control Delay	111.3	46.7		61.0	51,8		66.7	30.1	1.5	42.1	9.9	2.5
Queue Delay	0.0	0.0	11	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	46.7		61.0	51.8		66.7	30.1	1.5	42.1	9.9	2.5
LOS Approach Dalou	F	D ספר		E	D	TOTATES MESSAGE	E	C	A	D	A	A
Approach Delay Approach LOS	1,61,50,81.65	73.0 E	55% AGS 85%		54.8 D	asa se da ka	rongino.	32.5			11.0 B	
Whhingell FO2					U			. С			В	

intersection Summany

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 30.5

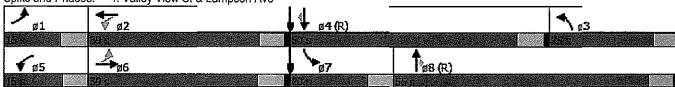
Intersection LOS: C

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



	*		*	•	◄	A.	4	†	1	-	↓	4
Lane Group	a EU	Effi	11111	- W/H	- VVB) i	11/11/18	i/JB3li _k	NHT.) IEJEŽ	SH	SUL	SBI?
Lane Configurations	ሻ	†	7	75	ተ	7	ሻ	ተተተ	7	76	ተተተ	7 22
Volume (vph)	41	17	123	113	22	47	44	1946	49	22	1636	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75	100168-05	70	115	1800000	70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25	5 6 6		25			25		6.6	25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743			0.746			0.950			0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	0.000	3.4.6	Yes		and the	Yes			Yes			Yes
Satd. Flow (RTOR)	TANK AND WARRANTERS INCOME. TO A SERV	THE RESIDENCE THE SECOND PROPERTY AND ADDRESS OF THE SECOND PROPERTY ADDRESS OF THE	123			86			80			80
Link Speed (mph)	8 45 181 77	30	0.50 (28.5		30			40		4 6 6	40	
Link Distance (ft)	i Anni Geria semuniki a handanya kemeksa hish	687	alber herr der britisk vicks	dan o dali. Sa kuma kibaka marebida ma	379	TT 45 - 27 - 68 - 77 - 78 - 78 - 78 - 78 - 78 - 7	and the second second second second	648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	41	17	123	113	22	47	44	1946	49	22	1636	22
Turn Type	pm+pt	NA NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NĀ	Perm
Protected Phases	1	6	Du setta tel estatel e estatent scance	5	2	Carlotting of the carlotte and the carlo	3	8	ia va Alpakas most notivika vieno va	7	4	na company na company and a second
Permitted Phases	6	0.04	6	2	6.08.02	2			8	9.00.20		4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	80.0	0.04	0.25	0.23	0.05	0.10	0.22	1.03	0.08	0.11	0.86	0.03
Control Delay	26.0	35.5	7.5	28.0	35.7	1.5	54.5	65.9	1.8	70.7	23.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	35.5	7.5	28.0	35.7	1.5	54.5	65.9	1.8	70.7	23.6	0.4
LOS	С	D	Α	С	D	A	D	E	Α	E	С	Α
Approach Delay		14.3			22.1			64.1			23.9	
Approach LOS		В			С			E			С	

intersection Summary
Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

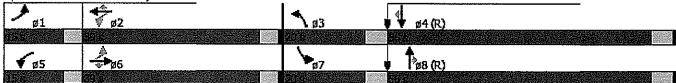
Control Type: Pretimed Maximum v/c Ratio: 1.03 Intersection Signal Delay: 43.5

Intersection Capacity Utilization 64.3%

Intersection LOS: D
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



	≯	→	7	*	←	*	4	†	<i>></i>	6	ļ	4
Lama, Group	FBI	EBT	EBR	Walt	WBT	Wer	MEL,	NBIT	NBR	SBL	SBIT	SPR
Lane Configurations	, J	↑	7	79	1	7*	7	ተተተ	7*	ሻ	ተተተ	7
Volume (vph)	57	48	105	90	43	65	114	1881	113	67	1963	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Fit Permitted	0.729		10000	0.595	(5.05.00.0)		0.950			0.950		
Satd. Flow (perm)	1267	1739	1478	1034	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red		19. anns 19.	Yes	5 G 4 6		Yes			Yes			Yes
Satd. Flow (RTOR)		Culturally in the homogeneous	105	nga mara pada nagari singnyang bigan ng	College Australia and Australia	86	~~~~		80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687	umama emergencia.	eli den opportungo, kristian servica, in	379	n member nancoka lengukak	S. pM spells broad to 64 promises and	648	or was such a major to second mark	20.000 SEA 14.000 SECURIO	1122	
Travel Time (s)		15.6	(2 S) (3)		8.6		1955 (8) (9)	11.0	Quarte s		19.1	
Lane Group Flow (vph)	57	48	105	90	43	65	114	1881	113	67	1963	35
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	constitutions are well	5	2		3	8	ur ac entre aere concernatione	7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.2	11.2	11.2	22.9	14.3	14.3	14.8	83.4	83.4	11.9	77.6	77.6
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.24	0.32	0.47	0.39	0.23	0.27	0.61	0.62	0.12	0.45	0.69	0.04
Control Delay	45.8	61.7	17.3	49.3	58.0	8.4	68.1	16.1	4.3	74.6	3.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0
Total Delay	45.8	61.7	17.3	49.3	58.0	8.4	68.1	16.1	4.3	74.6	3.2	0.1
LOS	D	E	В	D	E	Α	E	В	Α	E Postovija	A	A
Approach Delay		35.2		Santa Liga (As)	37.8	2 3 4 4	15 (S. 15)	18.2			5.5	
Approach LOS		D			D			В			Α	

Intersection Summary

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 14.1

Intersection Capacity Utilization 67.9%

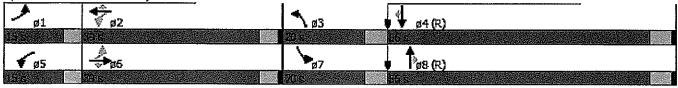
Intersection LOS: B

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave

Other



	<i>*</i>	•	4	†		1					_
Viovenient	EBI	EFIL	HEJI.	Nen	SBI	- \$\f\};\					
Lane Configurations Volume (veh/h)	0	ተ 15	0	ተተተ 2019	^^	17					723
Sign Control	Stop			Free	Free					akti kalin antan jerangan daga padang	A P
Grade Peak Hour Factor	0% 1.00	1.00	1.00	0% 1.00	0% 1.00	1.00					
Hourly flow rate (vph)	1.00	1.00	1.00	2019	1747	1.00 17					
Pedestrians											369 995
Lane Width (ft) Walking Speed (ft/s)											200
Percent Blockage											
Right turn flare (veh) Median type				None	None						-
Median storage veh)				INUITE	INUITE						A
Upstream signal (ft)	0.70	0.70		227	481						
pX, platoon unblocked vC, conflicting volume	0.78 2428	0.76 591	0.76 1764			i e					
vC1, stage 1 conf vol											20
vC2, stage 2 conf vol vCu, unblocked vol	Õ	0	917	2000 B							
tC, single (s)	6.8	6.9	4.1								
tC, 2 stage (s)	۸۳	0.0									1979 (1976
tF (s) p0 queue free %	3.5 100	3.3 98	2.2 100								
cM capacity (veh/h)	802	828	565								
Okoedon, Lang #	EB	ABJ [AH) 2	NB3	SB	(H)	(31) (3)				
Volume Total Volume Left	15	673	673	673	699	699	366				
Volume Right	0 15	0	0 0	0	0	0	0 17				10
cSH	828	1700	1700	1700	1700	1700	1700		iko dang kantan dinggana Kantan menantuk salawa		MFI Com
Volume to Capacity Queue Length 95th (ft)	0.02 1	0.40 0	0.40 0	0.40 0	0.41 0	0.41 0	0.22 0				
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0			godorni serajoš	
Lane LOS Approach Delay (s)	A 9.4	0.0	TO THE SECOND	1888 at 1888 S	nο	VII. 1000 1994 1893		ales distributs	Y7285742075374		22
Approach LOS	9,4 A	0.0			0.0						
Increadion Summary	10.15										
Average Delay	atta esta de la constanción	grá zára bo ovozno	0.0	di dana manina ana kao		yn en er y y y jast, decimen			and accompanies were see		E
Intersection Capacity Utilization Analysis Period (min)	m		44.1% 15	IC	U Level o	f Service			A		
rudiyoo r Grou (IIIII)		69320367650	ΙŪ	\$1 50 IS G) (1975) 		A TORSON				

	ⅉ	•	4	†	1	4		
Movement	EBL	EBR	NBL	11814	SBT	SIBIR		
Lane Configurations Volume (veh/h)	0	ř 25	0	↑↑↑ 1957	ተተ ን 2154	35		
Sign Control	Stop			Free	Free			(E)At menta
Grade Peak Hour Factor	0% 1.00	1.00	1.00	0% 1.00	0% 1.00	1.00		
Hourly flow rate (vph)	0	25	0	1957	2154	35		
Pedestrians Lane Width (ft)								
Walking Speed (ft/s)		DOWNERS AND MARKET		And the Antonio Transport from				
Percent Blockage Right turn flare (veh)								
Median type			50.6	None	None	6 72 %		
Median storage veh) Upstream signal (ft)				223	485			
pX, platoon unblocked	0.83	0.67	0.67	LLU				
vC, conflicting volume vC1, stage 1 conf vol	2824	736	2189	181 AS AS				
vC2, stage 2 conf vol				Carla S				
vCu, unblocked vol tC, single (s)	0 6.8	0 6.9	1067 4.1					
tC, 2 stage (s)		- see and order garden						
tF (s) p0 queue free %	3.5 100	3.3 97	2.2 100					
cM capacity (veh/h)	847	730	437	185 47 SSA				
Direction, Lame #	EBH	NB I	NB2	NF3 (3	5614	8111.2	SBIG Comments of the Comments	
Volume Total Volume Left	25 0	652 0	652 0	652 0	862 0	862 0	466 0	
Volume Right	25	0	Ö	0	0	0	35	
cSH Volume to Capacity	730 0.03	1700 0.38	1700 0.38	1700 0.38	1700 0.51	1700 0,51	1700 0,27	5501
Queue Length 95th (ft)	3	0.56	0	0	0	0,51	0.2/	
Gontrol Delay (s) Lane LOS	10,1	0.0	0.0	0.0	0.0	0.0	0.0	
Approach Delay (s)	B 10.1	0.0			0.0			
Approach LOS	В	r r a rangear a F195		and the second s	and the second of the second o	and a recognition of the state	ere en	1
Intersection Summary			0.4				on the second of	
Average Delay Intersection Capacity Utilization	on		0.1 52.4%	lC	U Level o	f Service	A	
Analysis Period (min)	ennerante distribisti		15		en er og en en en fant Til de Ti n Til og en	andreden blir Talli	approximate and an extra control of the state br>The state of the state o	ngerit State