

City of Rialto



Regular Meeting - Final

Wednesday, August 5, 2026

REGULAR MEETING - 6:00 P.M.

City Council Chambers, 150 S. Palm Ave., Rialto, CA 92376

Planning Commission

Public Participation Procedures

THE PUBLIC WILL HAVE THE OPPORTUNITY TO SPEAK ON ANY ITEM USING THE PODIUM INSIDE THE COUNCIL CHAMBERS.

IF YOU ARE UNABLE TO ATTEND THE MEETING, YOU MAY PROVIDE COMMENTS ON ANY AGENDA ITEM USING ANY OF THE FOLLOWING METHODS:

- *IN WRITING VIA MAIL TO: CITY OF RIALTO "ATTN: PLANNING COMMISSION C/O COMMUNITY DEVELOPMENT," 150 S PALM AVE, RIALTO, CA 92376*
- *IN WRITING VIA EMAIL TO PLANNING@RIALTOCA.GOV AT LEAST TWO (2) HOURS BEFORE THE MEETING.*

YOU MAY CALL THE COMMUNITY DEVELOPMENT DEPARTMENT AT (909) 820-2505 DURING REGULAR BUSINESS HOURS OR SEND AN EMAIL TO PLANNING@RIALTOCA.GOV TO FIND OUT WHAT DECISIONS THE PLANNING COMMISSION MADE ON THE AGENDA ITEMS.

Call To Order

Pledge of Allegiance

Roll Call

Chair Mike Story, Vice-Chair Jerry Gutierrez, Dale Estvander, Ray Corral, Terrie Schneider, Terry Thompson, and Virginia Avalos-Villalobos

Oral Communications from the Audience on items not on the Agenda

Planning Commission Minutes

[PC-26-0444](#) Minutes from the July 1, 2026 Planning Commission meeting.

Attachments: [Minutes from the July 1, 2026 Planning Commission Meeting](#)

Public Hearings

[PC-26-0489](#)

Variance No. 26-0001: A request to allow a variance from Section 18.30.030C(1) of the Rialto Municipal Code to reduce the minimum required building setback from 50 feet to 5.75 feet, as it relates to a proposal to develop a 3,593 square foot automated car wash building on 0.99 acres of land (APN: 0127-251-19 & Portion of APN: 0127-251-12) located on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the Community Shopping Center (C-1A) zone. This project is categorically exempt pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

Conditional Development Permit No. 26-0001: A request to allow the development and operation of a 3,593 square foot automated car wash building on 0.99 acres of land (APN: 0127-251-19 & Portion of APN: 0127-251-12) located on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the Community Shopping Center (C-1A) zone. This project is categorically exempt pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

Precise Plan of Design No. 26-0001: A request to allow the development of a 3,593 square foot automated car wash building and associated improvements including canopies, vacuum enclosures, an employee station building, a trash enclosure, paving, lighting, landscaping, and drainage improvements on 0.99 acres of land (APN: 0127-251-19 & Portion of APN: 0127-251-12) located on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the Community Shopping Center (C-1A) zone. This project is categorically exempt pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

The above entitlements, together, are collectively referred to as “project” or “Project”.

Attachments:

[Exhibit A - Location Map](#)

[Exhibit B - Site Plan](#)

[Exhibit C - Floor Plan](#)

[Exhibit D - Elevations](#)

[Exhibit E - Landscape Plan](#)

[Exhibit F - Traffic Impact Study Report](#)

[Exhibit G - Notice of Exemption](#)

[Exhibit H - Draft Resolution for VAR No. 26-0001](#)

[Exhibit I - Draft Resolution for CDP No. 26-0001](#)

[Exhibit J - Draft Resolution for PPD No. 26-0001](#)

Action Items

None.

Community Development Director Comments

Planning Commissioner Comments

Adjournment



City of Rialto

Legislation Text

File #: PC-26-0444, **Version:** 1, **Agenda #:**

Minutes from the July 1, 2026 Planning Commission meeting.



CITY OF RIALTO
THE REGULAR MEETING MINUTES OF
PLANNING COMMISSION
July 1, 2026 - 6:00 p.m.

The regularly scheduled Planning Commission meeting of the City of Rialto was held in the City of Rialto City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on July 1, 2026.

This meeting was called by the presiding officer of the City of Rialto Planning Commission in accordance with the provisions of **Government Code §54956** of the State of California.

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CALL TO ORDER

Chair Mike Story called the meeting to order at 6:00 p.m.

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**PLEDGE OF
ALLEGIANCE**

Commissioner Dale Estvander led the pledge of allegiance.

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ROLL CALL

Roll Call was taken by Administrative Assistant, Heidy Gonzalez.

Present:

Chair Mike Story
Vice-Chair Jerry Gutierrez
Commissioner Dale Estvander
Commissioner Terrie Schneider
Commissioner Terry Thompson
Commissioner Virginia Avalos-Villalobos

Absent:

Commissioner Ray Corral

Staff Present:

Community Development Manager, Daniel Casey
Assistant City Attorney, Robert Khuu
Senior Planner, Daniel Rosas
Administrative Assistant, Heidy Gonzalez

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**ORAL
COMMUNICATION**

Chair Story asked if there were any oral communications from the public not on the agenda. Mrs. Gonzalez stated there were none.

1 of 5

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PLANNING
COMMISSION
MEETING MINUTES

Chair Story announced that the first item on the agenda is Planning Commission Meeting Minutes.

Motion by Commissioner Estvander, seconded by Commissioner Terry Thompson to move to approve the May 6, 2026, Planning Commission meeting minutes.

Vote on the motion:

AYES: 4 (Estvander, Schneider, Story, Thompson)

NOES: 0

ABSTENTION: 2 (Gutierrez, Avalos-Villalobos)

ABSENT: 1 (Corral)

Motion carries, 4-0, with 2 abstentions and 1 absence.

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PUBLIC HEARINGS

Chair Story stated the next item on the agenda is Conditional Development Permit No. 2025-0003 & Precise Plan of Design No. 2025-0003 (File PC-26-0433).

Senior Planner Daniel Rosas made the presentation.

Conditional Development Permit No. 2025-0003: A request to allow the development and operation of a 56,317 square foot 4-story 95-room hotel on 2.68 acres of land (APN's: 0240-191-50 & -51) located on the north side of Renaissance Parkway approximately 275 feet west of Alder Avenue within the Freeway Commercial (FC) land use district of the Renaissance Specific Plan. On August 22, 2017, the City Council adopted an Addendum to the Renaissance Specific Plan Environmental Impact Report (Environmental Assessment Review No. 15-47) that included the development and operation of a hotel on the site, in accordance with the requirements of the California Environmental Quality Act (CEQA).

Precise Plan of Design No. 2025-0003: A request to allow the development of a 56,317 square foot 4-story 95-room hotel with the associated paving, landscaping, lighting, and drainage improvements on 2.68 acres of land (APN's: 0240-191-50 & -51) located on the north side of Renaissance Parkway approximately 275 feet west of Alder Avenue within the Freeway Commercial (FC) land use district of the Renaissance Specific Plan. On August 22, 2017, the City Council adopted an Addendum to the Renaissance Specific Plan Environmental Impact Report (Environmental Assessment Review No. 15-47) that included the development and operation of a hotel

PUBLIC HEARINGS

on the site, in accordance with the requirements of the California Environmental Quality Act (CEQA).

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Commissioner Thompson expressed concern regarding the proposed freeway signage. Mr. Rosas explained that the signage would be reviewed separately by the Planning Division to ensure compliance with applicable size and design standards.

Commissioner Avalos-Villalobos asked whether the proposed hotel rooms would include kitchenettes. Mr. Rosas stated that the applicant would be able to provide clarification.

The applicant, Michael Ramirez, provided a brief overview of the proposed project.

Vice-Chair Gutierrez asked whether the applicant owned the property adjacent to the project site. The applicant confirmed ownership and stated that they intend to return at a future date with development plans for the adjacent parcel. The applicant also confirmed that the proposed hotel rooms would not include kitchenettes.

Chair Story opened the Public Hearing.

There were no speakers on the item.

Commissioner Estvander made a motion to close the Public Hearing, seconded by Commissioner Thompson.

Vice-Chair Gutierrez made a motion to approve the Conditional Development Permit No. 2025-0003 & Precise Plan of Design No. 2025-0003. Seconded by Commissioner Estvander.

Vote on the motion:

AYES: 6 (Estvander, Gutierrez, Schneider, Story, Thompson, Avalos-Villalobos)

NOES: 0

ABSTENTION: 0

ABSENT: 1 (Corral)

Motion carries, 6-0, with 1 absence.

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**COMMUNITY
DEVELOPMENT
DIRECTOR
COMMENTS**

Chair Story stated that the next item on the agenda is Community Development Director comments.

Community Development Manager Daniel Casey announced that, on June 23, 2026, the California Department of Housing and Community Development approved the City's 6th Cycle Housing Element. He also provided a brief overview of the entitlement status report.

Mr. Casey advised the Commission that the July 15, 2026, Planning Commission meeting would be canceled. The next regularly scheduled Planning Commission meeting will be held on August 6, 2026.

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**PLANNING
COMMISSIONER
COMMENTS**

Chair Story stated the next item on the agenda is Planning Commissioner comments.

Chair Story stated that he had received an invitation from the City Clerk's Office for a July 29 celebration at Alta Vista Credit Union and inquired about the purpose of the event. Mr. Casey responded that he would follow up with staff and provide additional information.

Commissioner Thompson commented on the drive-thru ATM at Alta Vista Credit Union, noting that it is completely concealed from view. He expressed concern regarding its placement and stated that he hopes the visibility and location of ATMs will be carefully considered in future development proposals.

Commissioner Avalos-Villalobos jokingly remarked if she should arrive surprised to the August 5th Planning Commission meeting, noting that it would be her birthday.

Vice-Chair Gutierrez expressed his appreciation for the completion of the Casa Grande project and the installation of a speed feedback sign. He asked Mr. Casey to pass along his gratitude to the Police Department.

Chair Story inquired whether the shopping center in Fontana is anchored by Stater Bros. Mr. Casey confirmed that it is. The Commission then engaged in a brief discussion regarding grocery retail opportunities, with several Commissioners expressing their preference to see a Ralphs or Sam's Club located in northern Rialto.

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ADJOURNMENT

Commissioner Thompson made a motion to adjourn the meeting. Commissioner Estvander seconded the motion.

**The Regular Planning Commission meeting on Wednesday, July 1, 2026,
adjourned at 6:19 p.m.**

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Minutes prepared by Heidi Gonzalez
Administrative Assistant

Mike Story
Chair, Planning Commission



City of Rialto

Legislation Text

File #: PC-26-0489, **Version:** 1, **Agenda #:**

For the Planning Commission Meeting of August 5, 2026

TO: Honorable Chairman and Planning Commissioners
APPROVAL: Christina Taylor, Community Development Director
REVIEWED BY: Daniel Casey, Community Development Manager
FROM: Jason Costa, Associate Planner

Variance No. 26-0001: A request to allow a variance from Section 18.30.030C(1) of the Rialto Municipal Code to reduce the minimum required building setback from 50 feet to 5.75 feet, as it relates to a proposal to develop a 3,593 square foot automated car wash building on 0.99 acres of land (APN: 0127-251-19 & Portion of APN: 0127-251-12) located on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the Community Shopping Center (C-1A) zone. This project is categorically exempt pursuant to Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA).

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The above entitlements, together, are collectively referred to as “project” or “Project”.

APPLICANT:

Quick Quack Car Wash Holdings, LLC, 6030 West Oaks Boulevard, Suite 300 Rocklin CA, 95765.

LOCATION:

The project site consists of 0.99 acres of land (APN: 0127-251-19 & Portion of 0127-251-12) located on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the existing North Rialto Center shopping center (Refer to the attached Location Map (**Exhibit A**)).

BACKGROUND:

Surrounding General Plan Land Use Designations

Location	General Plan Designation
Site	Community Commercial (CC)
North	Community Commercial (CC)
East	Community Commercial (CC)
South	Community Commercial (CC)
West	Community Commercial (CC)

Surrounding Land Use District or Zoning Designations

Location	Zoning
Site	Community Shopping Center (C-1A)
North	Community Shopping Center (C-1A)
East	Community Shopping Center (C-1A)
South	Community Shopping Center (C-1A)
West	Community Shopping Center (C-1A)

Site Characteristics

The project site is along the south edge of the existing North Rialto Center shopping center. The project site is relatively flat, square-shaped piece of land totaling 0.99 acres in size with approximate average dimensions of 215 feet (east-west) by 200 feet (north-south). The project site is bound on the south by an existing segment of Baseline Road. The property was previously developed with an approximately 6,000 square foot bank, formerly occupied by Bank of America.

Surrounding Area

The properties to the North, east, and west are C-1A zoned parcels in the same shopping center. The shopping center includes Stater Brothers, T-Mobile, Dollar Tree, Tam's Burgers, and Walgreen's Pharmacy. The parcels to the south (across East Baseline Road) are also zoned C-1A and are part of a shopping center that includes Asia Buffet, a vacant Big Lots building, Tacos Gavilan, and Dutch Brothers drive-thru coffee shop.

ANALYSIS/DISCUSSION:

Project Proposal

Quick Quack Car Wash Holdings, LLC ("Applicant") proposes to adjust the lot lines between the two (2) parcels that are part of the project site, demolish the existing bank building on the project site, and

then construct a new 3,593 square-foot automated car wash building in its place. Additional proposed improvements include a 250 square foot employee station (“QB Building”), a 196 square-foot trash enclosure, 244 square-foot vacuum enclosure, 385 square-foot pay station canopy, 1,447 square-foot canopy, a 1,691 square-foot canopy, paving, landscaping, lighting, and drainage improvements.

Entitlement Requirements

The following entitlements are required for the applicant’s proposal:

- **Lot Line Adjustment:** The adjustment of parcel lines between two (2) parcels of land requires the approval of a Lot Line Adjustment application.
- **Conditional Development Permit:** The development and operation of a car wash within the C-1A zone requires the approval of a Conditional Development Permit.
- **Precise Plan of Design:** The design of the development and the related site improvements (e.g. building exterior, landscaping, etc.) requires the approval of a Precise Plan of Design.

Lot Line Adjustment

The applicant filed Lot Line Adjustment No. 26-0001 to facilitate the adjustment of the parcel lines between the two (2) parcels that are part of the project site. The Lot Line Adjustment will create one (1) 3.94-acre parcel of land and one (1) 0.99-acre parcel of land, which the latter will contain the proposed car wash. According to Chapter 18.30 (C-1A Community Shopping Center Zone) of the Rialto Municipal Code, the C-1A zone does not require a minimum lot size for a new parcel. Lot Line Adjustment No. 26-0001 does not require Planning Commission action. The Engineering Division will process Lot Line Adjustment No. 26-0001 upon completion of the entitlement process for the applicant’s Conditional Development Permit and Precise Plan of Design applications.

Site Design

According to the site plan (**Exhibit B**), the applicant will construct a 3,593 square foot automated car wash building on the south portion of the project site approximately 5.75 feet from the property line along Baseline Road. In the center of the site, there will be drive aisle with two (2) standard parking stalls, one (1) ADA stall, seventeen (17) designated vacuum station stalls, and one (1) ADA vacuum station stall.

The main carwash queuing lane will wrap around the north and east sides of the project site and enter on the east side of the car building. The queuing lane will accommodate approximately twelve (12) vehicles from the entrance to the pay canopy and approximately eight (8) cars between the pay station and the carwash tunnel.

The project also includes pedestrian pathways, a trash enclosure, canopies over the vacuum stalls, site lighting, and landscape planters throughout the parking areas and around the perimeter of the project site itself.

Access

Seven (7) existing driveways that provide access to the North Rialto Center shopping center will

provide access to the new car wash - four (4) existing driveways connected to Baseline Road and three (3) existing driveways connected to Riverside Avenue. Existing drive-aisles within the North Rialto Center shopping center will then provide various vehicular access paths that will lead to the car wash within the shopping center. No new driveways are proposed as part of the project.

Floor Plans

As shown on the floor plan (**Exhibit C**), the interior of the car wash building will consist of a 103 feet long car wash tunnel in an approximately 2,344 square foot car wash bay, an approximately 495 square foot equipment room, an approximately 120 square foot electrical room, and an approximately 240 square foot employee lounge/restroom area. The car wash building will have an articulated footprint due to the incorporation of projected masses with varying depths from one (1) to three (3) feet from the main wall plane.

Architectural Design

As shown on the elevations for the carwash building (**Exhibit D**), the structure will have a contemporary architectural design that is compatible with Chapter 18.61 of the Rialto Municipal Code (Design Guidelines) in providing enhanced architecture and site design. This includes the incorporation of stone veneer, plaster finish, earth-tone colors, cornice roofline treatment, and varied roof heights. The exterior heights across all structures will range from nine feet - eight inches (9'-8") feet up to twenty-nine (29'-0") feet.

Landscaping

The landscape coverage for the entire project is 27.7 percent, which exceeds the minimum required amount of 10.0 percent. This includes the landscape setback along Baseline Road as well as all planter proposed throughout the interior and perimeter of the project site. As shown on the Planting Plan (**Exhibit E**), all of the landscape planters will feature a variety of low and moderate water use trees and an abundant amount of low water use shrubs and groundcover.

Parking

The project will have three (3) auto-parking spaces, including one (1) ADA accessible parking space, in addition to eighteen (18) designated vacuum station stalls. This quantity exceeds the minimum parking requirement as shown in the parking calculation chart below and as set forth by Chapter 18.58 of the Rialto Municipal Code (Off-Street Parking):

Type of Use	Floor Area (square feet)	Parking Ratio	Number of spaces required/pr ovided
QB Building Tunnel and mechanical equipment Total Required/Total Provided	250 3,593	1 / 250 N/A	1 0 1/3

Operations

The proposed car wash will operate from 7:00 a.m. to 9:00 p.m., seven days per week. The car wash will employ approximately 15 people with two or three employees per shift on site to facilitate the movement of traffic, greet and interact with customers, and keep the facility clean. Quick Quack is

a membership-based model with payments billed monthly. For non-members the employees will collect payment in cash or credit card payments. The vacuums are self-serve. Each vehicle is washed with approximately 22 gallons of fresh water and 50 gallons of reclaimed water from previous use. The recycled water is filtered through an osmosis system with unused water returned to the sewer system. Quick Quack uses bio-degradable liquid soap products for the wash process. No chemicals, gasoline, diesel, or other petroleum products will be sold at the carwash.

Traffic

Armen Hovanessian Transportation Consulting, Inc. prepared a Traffic Impact Study (TIS), dated May 22, 2026, to assess the project's potential impacts to local streets and intersections, as well as vehicle miles travelled (**Exhibit F**). The TIS estimates that the project will generate approximately 348 daily vehicle trips with 33 trips in the AM peak hour and 36 trips in the PM peak hour. The TIS concluded that the project would generate an insignificant amount of traffic, and all nearby intersections and roadway segments will continue to operate at their current Level of Service (LOS) with the project.

Variance

Section 18.30.030C(1) of the Rialto Municipal Code requires a minimum building setback of fifty (50) feet from any public street ultimate right-of-way. However, as previously mentioned, the applicant proposes a 5.75-foot setback from the ultimate right-of-way along Baseline Road. To address the building setback deficiency the applicant filed a Variance application with the Planning Division.

The existing bank building on the project site is setback approximately three (3) feet from the ultimate right-of-way along Baseline Road. As a result, the proposed car wash building will be setback an additional 2.75 feet further than the existing bank building. Additionally, each development at the four (4) corners of the intersection of Baseline Road and Riverside Avenue were granted variances to encroach within the fifty (50) foot setback. Most recently in July 2013, the Planning Commission approved Variance No. 700 allowing a five (5) foot building setback for the Tacos Gavilan directly across Baseline Road.

Furthermore, strict compliance of the fifty (50) foot building setback requirement along Baseline Road would impact the existing parking lot and traffic circulation within the North Rialto Center shopping center and would require major modifications to the layout of the shopping center to accommodate any development on the project site.

The variance request will maintain consistency with the existing commercial developments in the surrounding area and will preserve the integrity of the layout of the existing North Rialto Center shopping center. Therefore, the Planning Division recommends approval of the variance request. However, the following findings from Section 18.64.020 of the Rialto Municipal Code must be made prior to Planning Commission approval of Variance No. 26-0001:

1. That there are exceptional circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to the property or class of use in the same vicinity or district.

The project site is within an existing shopping center that was constructed several decades ago. The shopping center contains physical improvements, such as paving for drive-aisles

and parking rows, that are used by all properties and businesses within the existing shopping center. Strict enforcement of the building setback would require major modification to the shopping center layout, which would impact the businesses and properties within the shopping center and possibly impose a parking deficiency on those businesses and properties.

Additionally, the existing bank building on the project site that is proposed to be demolished is setback closer to the ultimate right-of-way along Baseline Road than the proposed car wash building.

2. That such variance is necessary for the preservation and enjoyment of a substantial property right of the applicant as possessed by other property owners in the same vicinity and district.

Each development at the four (4) corners of the nearby intersection of Baseline Road and Riverside Avenue were granted variances to encroach within the fifty (50) foot setback. Most recently in July 2013, the Planning Commission approved Variance No. 700 allowing a five (5) foot building setback for the Tacos Gavilan directly across Baseline Road. The project site and the developments at the four (4) corners of the nearby intersection of Baseline Road and Riverside Avenue are within the same C-1A zoning district.

Additionally, the existing bank building on the project site is setback approximately three (3) feet from the ultimate right-of-way along Baseline Road and the applicant proposes a larger setback of 5.75 feet from the ultimate right-of-way along Baseline Road.

3. That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and district in which the property is located.

Granting this variance would facilitate the development of a car wash where nearby residents and visitors can clean their vehicles in a convenient and easily accessible location. Armen Hovanessian Transportation Consulting, Inc. prepared a Traffic Impact Study for the project that concluded that the proposed car wash building location will not create any hazardous line-of-sight conditions for vehicles exiting the North Rialto Center shopping center onto Baseline Road.

4. That the granting of such variance will not adversely affect the master plan.

Granting the variance will facilitate the demolition of the existing vacant bank building and permit the development of a new car wash facility. This is in keeping with General Plan Land Use Element Goal 2-22, which requires the City to "Promote commercial and/or industrial development planned that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose" and General Plan Economic Development Element Goal 3-1, which requires the City to "Strengthen and diversify the economic base and employment opportunities and maintain a positive business climate". Other than the variance for the setback, the carwash conforms to all other aspects of Chapter 18.30 (C-1A Community Shopping Center Zone) of the Rialto Municipal Code.

As demonstrated above, all the required findings necessary for granting the variance can be made in

a positive manner.

Land Use Compatibility

The project is consistent with the C-1A zone, the design criteria within Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code, and the Community Commercial General Plan land use designation, except for the proposed building setback along Baseline Road, which will be remedied with the approval of Variance No. 26-0001. There are no sensitive uses surrounding the project site, and as a result the project is not anticipated to negatively impact any of the surrounding uses. The project will provide a benefit to the community and be an improvement to the surrounding area.

The Draft Resolution for Conditional Development Permit No. 26-0001 also includes conditions of approval restricting the hours of operation for the car wash and requiring signage and enforcement prohibiting loud music on-site.

GENERAL PLAN CONSISTENCY:

The General Plan land use designation of the site is Community Commercial. According to Chapter 2 (Managing Our Land Supply) of the Rialto General Plan, commercial service uses, such as car washes, are consistent with the Community Commercial land use designation. Furthermore, the project is consistent with the following goals of the Land Use Element and Economic Development Element of the Rialto General Plan:

Goal 2-16: Improve the architectural and design quality of development in Rialto.

Policy 2-16.3: Discourage architectural monotony.

Policy 2-16.6: Require architectural treatments on all façades facing rights-of-way, public streets, and alleys, including windows doors, architectural details, and landscape treatment.

Goal 2-22: Promote commercial and/or industrial development that is well designed, people-oriented, environmentally sustainable, sensitive to the needs of the visitor or resident, and functionally efficient for its purpose.

Policy 2-22.8: Insist that full architectural treatments and details be provided on all facades visible to the street of development projects.

Goal 3-1: Strengthen and diversify the economic base and employment opportunities and maintain a positive business climate.

Policy 3-1.2: Encourage a variety of businesses to locate in Rialto, including retail, high technology, professional services, clean industries, logistics-based businesses, and restaurants/entertainment uses to promote the development of a diversified local economy.

ENVIRONMENTAL IMPACT:

California Environmental Quality Act

The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15303, New Constructure or Conversion of Small Structures

(Environmental Assessment Review No. 26-0001). Class 3 allows for the exemption of a project consisting of the construction of commercial structures not exceeding 10,000 square feet in floor area. The project involves the construction of a 3,593 square foot automated car wash structure and accessory structures, thereby qualifying the project for a Class 3 exemption. A Notice of Exemption form is attached to agenda report (**Exhibit G**).

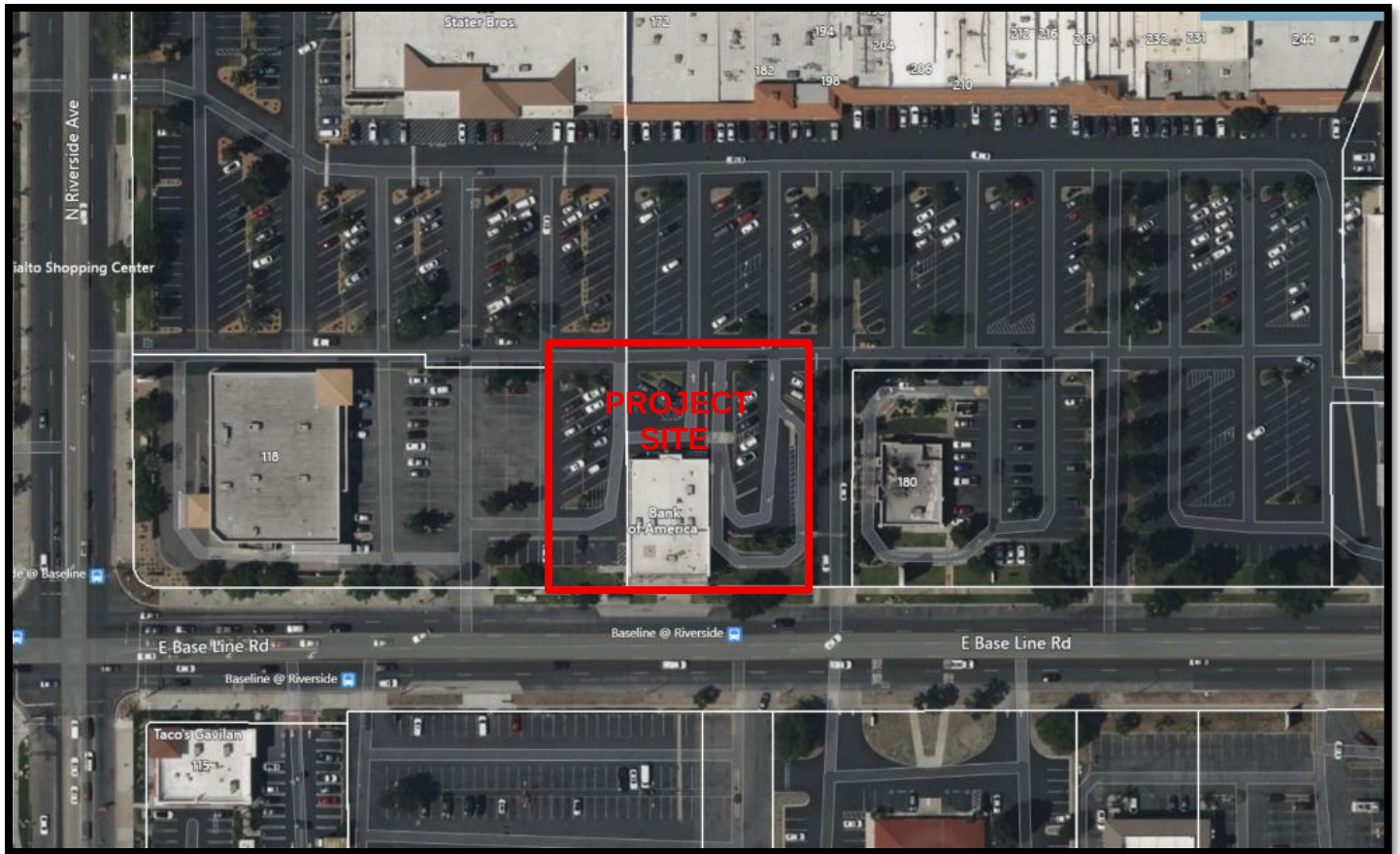
PUBLIC NOTICE:

The City published a public hearing notice for proposed project in the *San Bernardino Sun* newspaper, posted copies of the public hearing notice outside the Council Chambers, and mailed public hearing notices to all property owners within 660 feet of the project site, as required by State law.

RECOMMENDATION:

The Planning Division recommends that the Planning Commission:

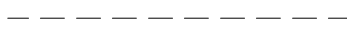
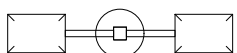
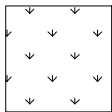
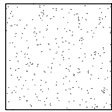
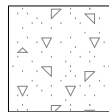
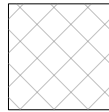
1. Adopt the attached Resolution (**Exhibit H**) to approve Variance No. 26-0001, based upon the findings and subject to the conditions therein; and
2. Adopt the attached Resolution (**Exhibit I**) to approve Conditional Development Permit No. 26-0001, based upon the findings and subject to the conditions therein; and
3. Adopt the attached Resolution (**Exhibit J**) to approve Precise Plan of Design No. 26-0001, based upon the findings and subject to the conditions therein.



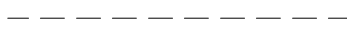
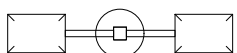
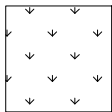
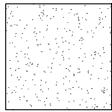
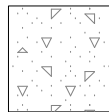
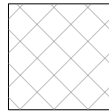
Project Location Map



#	KEYNOTE DESCRIPTION
1.	PROPERTY LINE. SEE CIVIL DRAWINGS.
2.	ACCESSIBLE PATH OF TRAVEL SHOWN DASHED PER ANSI A117.1 CHAPTER 4.
3.	POLE MOUNTED INTERNATIONAL SYMBOL OF ACCESSIBILITY AT ACCESSIBLE PATH OF TRAVEL.
4.	TOW AWAY ACCESSIBILITY PARKING SIGN AT ENTRANCE.
5.	VAN ACCESSIBLE PARKING STALL. PAINT ACCESSIBLE LOADING ZONE WITH 4" WIDE STRIPING WITH TWO COATS OF HIGHWAY BLUE PAVEMENT MARKING PAINT. PAINT THE WORDS "NO PARKING" IN 12" HIGH LETTERS WITHIN THE LOADING ZONE.
6.	INTERNATIONAL SYMBOL AT PARKING STALL.
7.	ACCESSIBLE PARKING SIGN.
8.	LONG TERM BIKE LOCKER (ONLY WHEN REQUIRED).
9.	BICYCLE RACK. SEE DETAIL 13/A1.30.
10.	FLAG POLE PROVIDED AND INSTALLED BY VENDOR. GC TO INSTALL FOOTING.
11.	4" THICK CONCRETE WALK WITH MEDIUM BROOM FINISH, PERPENDICULAR TO PATH OF TRAVEL. SLOPE NOT TO EXCEED 5% IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 2%.
12.	6" CONCRETE CURB OR CURB AND GUTTER (TYPICAL). SEE CIVIL DRAWINGS.
13.	24" ROLLED CONCRETE CURB. SEE CIVIL DRAWINGS.
14.	NOT USED.
15.	CONCRETE DRIVE. SEE CIVIL DRAWINGS.
16.	FLUSH SURFACE AT TRANSITION (TYPICAL). SEE CIVIL DRAWINGS.
17.	TRUNCATED DOMES.
18.	GRADE BREAK LINE. SEE CIVIL DRAWINGS.
19.	HEAVY DUTY 12" WIDE NEEVAH FOUNDRY TRENCH DRAIN, OR OWNER APPROVED EQUIVALENT. SEE CIVIL DRAWINGS.
20.	4" CONCRETE FILLED PIPE BOLLARD AT ENTRANCE. SEE DETAIL 8/A1.30.
21.	UNDERGROUND RECLAIM TANKS. SEE CIVIL AND PLUMBING DRAWINGS.
22.	WAIT/GO SIGN.
23.	MENU BOARD.
24.	MONUMENT SIGN. CONTRACTOR TO COORDINATE INSTALLATION OF MONUMENT SIGN FOOTING PRIOR TO LANDSCAPE WORK. MONUMENT SIGN AND BUILDING SIGNS UNDER A SEPARATE PERMIT.
25.	TRASH ENCLOSURE. SEE SHEET A1.24.
26.	VACUUM EQUIPMENT ENCLOSURE. SEE SHEET A1.25.
27.	PAY CANOPY. SEE SHEET A1.21.
28.	VACUUM CANOPY. SEE SHEETS A1.22 AND A1.23.
29.	TRASH RECEPTACLES. SEE DETAIL 11/A1.30.
30.	LANDSCAPING. SEE LANDSCAPE DRAWINGS.
31.	LICENSE PLATE RECOGNITION, CAMERAS.
32.	ELECTRICAL TRANSFORMER. VERIFY EXACT LOCATION WITH ELECTRIC COMPANY.
33.	SWITCHGEAR LOCATION. CIVIL DRAWINGS.
34.	LED SITE LIGHTS. SEE DETAIL 6/A1.30 & PHOTOMETRIC DRAWING.
35.	AUTOMATIC GATE ARM.
36.	DIRECTIONAL ARROW PAVEMENT MARKING. SEE DETAIL 1/A1.30.
37.	"STOP" PAVEMENT MARKING. SEE DETAIL 2/A1.30.
38.	"DO NOT ENTER" PAVEMENT MARKING. SEE DETAIL 3/A1.30.
39.	VACUUM STALL STRIPING. SEE DETAIL 5/A1.30.
40.	PEDESTRIAN STRIPING. SEE DETAIL 4/A1.30.
41.	PARKING STRIPING PER CITY STANDARDS (TYP).
42.	DRIVEWAY LANE STRIPING.
43.	RUBBER SPEED BUMP.
44.	THICKENED CONCRETE APRON. SEE DETAIL 1/A1.24.
45.	STACKING LANE PAY GATES.
46.	FIRE HYDRANT LOCATION - COORDINATE WITH CIVIL PLANS.
47.	KNOX BOX. FINAL LOCATION PER FIRE DEPARTMENT.
48.	OUTLINE TOWER ABOVE.
49.	FLAG POLE WITH LIGHT.
50.	WHEEL STOP. SEE DETAIL 9/A1.30

KEYNOTES	
	PROPERTY LINE
	EASEMENT / SETBACK LINE
	SCOPE OF WORK LIMIT LINE
	ACCESSIBLE PATH OF TRAVEL: • 48" MIN. CLEAR WIDTH PATH OF TRAVEL • 5% MAX. SLOPE • 2% MAX CROSS SLOPE
	ACCESSIBLE PARKING
	SITE LIGHTING
	LANDSCAPE
	CONCRETE AT SIDEWALK ALL NATURAL COLOR CONCRETE
	CONCRETE AT DRIVE AISLE AND VACUUM STALLS
	AREA OF EXIST. EASEMENT

SYMBOLS LEGEND

	PROPERTY LINE
	EASEMENT / SETBACK LINE
	SCOPE OF WORK LIMIT LINE
	ACCESSIBLE PATH OF TRAVEL: • 48" MIN. CLEAR WIDTH PATH OF TRAVEL • 5% MAX. SLOPE • 2% MAX CROSS SLOPE
	ACCESSIBLE PARKING
	SITE LIGHTING
	LANDSCAPE
	CONCRETE AT SIDEWALK ALL NATURAL COLOR CONCRETE
	CONCRETE AT DRIVE AISLE AND VACUUM STALLS
	AREA OF EXIST. EASEMENT

■ **SEAL:**

■ **CONSULTANT:**



QUICK QUACK CAR WASH

QQ PROJ. NO44-357
BASELINE RD &
RIVERSIDE AVE
RIALTO, CA

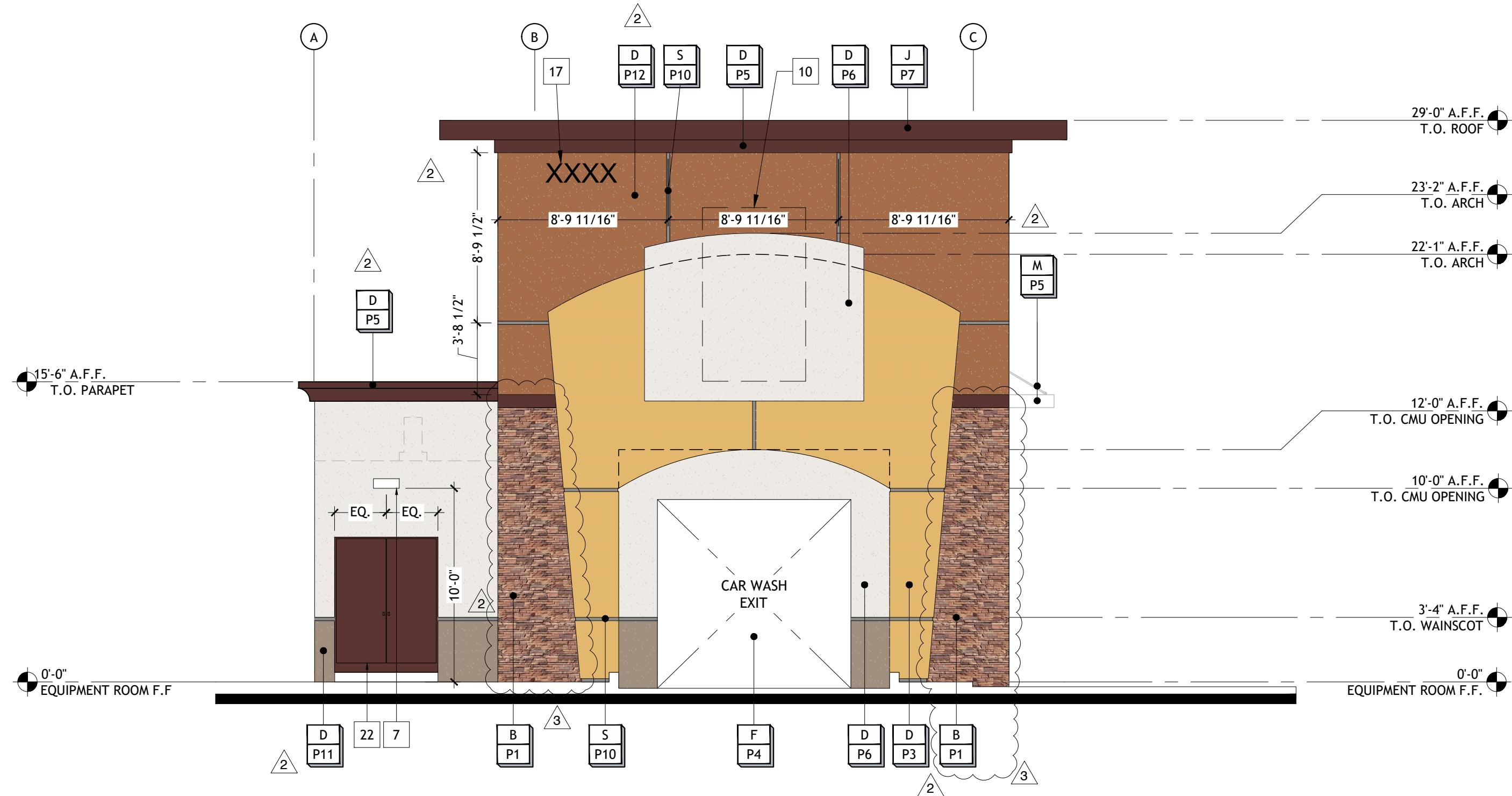
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DRAWN BY: _____
CHECKED BY: _____
ARCH. PROJECT NO.: _____
QQ0120
SHEET NAME: _____

SITE PLAN

SHEET NUMBER:

A1.10



WEST ELEVATION

2 EXTERIOR MATERIAL & FINISH SCHEDULE

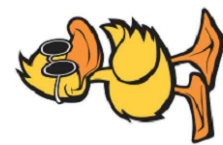
MATERIAL	COLOR / FINISH
A METAL FACIA	P1 CORONADO STONE PRODUCTS - "QUICK STACK CARMEL MOUNTAIN" - PROVIDE ANTI GRAFFITI SEALER
B QUICK STACK STONE VENEER	P2 CORONADO STONE PRODUCTS - CHISELED STONE SILL - "BUFF" - PROVIDE ANTI GRAFFITI SEALER
C CHISELED STONE SILL	P3 SHERWIN WILLIAMS #6374 "TORCHLIGHT"
D ACRYLIC PLASTER COLOR COAT W/ SAND FINISH	P4 SHERWIN WILLIAM #6120 "BELIEVABLE BUFF"
E HOLLOW METAL DOOR	P5 SHERWIN WILLIAMS #6034 "DARK AUBURN"
F OVERHEAD METAL DOOR	P6 SHERWIN WILLIAMS #7004 "SNOWBOUND"
G ALUMINUM STOREFRONT GLASS DOOR	P7 PREFINISHED METAL - TO MATCH DARK AUBURN
H PARAPET CAP	P8 TEMPERED GLASS CLEAR ANODIZED FRAME
J METAL ROOF	P9 BLACK CERAMIC FRIT TEMPERED SPANDREL GLASS CLEAR ANODIZED FRAME
K ROLLED STANDING SEAM DECK	P10 CLEAR ANODIZED
L ALUMINUM STOREFRONT	P11 SHERWIN WILLIAMS #9084 COCOA WHIP
M WALL MOUNTED AWNING	P12 SHERWIN WILLIAMS #7710 BRANDYWINE
N METAL GATE	
P STEEL BEAM	
Q STEEL COLUMN	
R STEEL TUBE AND WIRE MESH	
S PILASTER REVEAL. 2" WIDE X 1/4" DEEP	

- # KEYNOTE DESCRIPTION
1. TPO MEMBRANE ROOF SYSTEM, REFER TO ROOF PLAN A2.30. ROOF LINE SHOWN DASHED.
 2. 8" X 16" THROUGH WALL SCUPPER, COLLECTOR AND DOWNSPOUT. PAINT TO MATCH ADJACENT SURFACE
 3. 1/4" DEEP PLASTER CONTROL JOINT
 4. LED RADIAL WALL SCONCE (DOWN ONLY).
 5. LED LIGHT FIXTURE CONCEALED IN PARAPET TRIM.
 6. LED LIGHT FIXTURE AT PILASTER CONCEALED IN PARAPET TRIM.
 7. WALL PACK LIGHT FIXTURE (DOWN ONLY).
 8. 4" PIPE BOLLARD FILLED WITH CONCRETE
 9. ROOF DRAIN THROUGH WALL AND OVERFLOW SCUPPER - PAINT TO MATCH ADJACENT.
 10. SIGNAGE BY OTHERS SHOWN DASHED- FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.
 11. WALL CANOPY TIE-BACK SYSTEM. COLOR TO MATCH P5 FROM EXTERIOR MATERIAL & FINISH SCHEDULE.
 12. 32" W X 16" H VENT - PAINT TO MATCH ADJACENT FINISH; LOUVERS NOT REQUIRED WHEN EQUIPMENT ROOM IS AIR CONDITIONED.
 13. EXTERIOR WINDOW ASSEMBLY.
 14. EXTERIOR FAUX WINDOW ASSEMBLY.
 15. OUTLINE OF BUILDING BEYOND.
 16. KNOX BOX TO BE 3200 SERIES, RECESSED AND INSTALLED AT A MIN. HT. OF 5'-0" TO 6'-0" MAX. THE FIRE DEPT. ALERT DECAL IS TO BE MOUNTED ON THE DOOR OR FRAME OF BUILDING MAIN ENTRANCE. KEYS TO BE PLACE INTO THE KNOX BOX WILL BE DETERMINED BY JURISDICTION FIRE PREVENTION STAFF. ALL PER JURISDICTION FIRE DEPT. REQUIREMENTS. SEE KEYNOTE #19, SHEET A2.11.
 17. ADDRESS NUMBERS SHALL BE VISIBLE FROM THE STREET, SHALL CONTRAST WITH THEIR BACKGROUND AND SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED BY A DEDICATED LIGHT SOURCE
 18. PAY CANOPY. SEE CANOPY DRAWINGS.
 19. INTERNATIONAL SYMBOL OF ACCESSIBILITY AT EACH PUBLIC ENTRANCE.
 20. ROOF DRAIN DAYLIGHT AT FACE OF CURB
 21. THROUGH WALL ROOF DRAIN OVERFLOW.
 22. ELECTRICAL SWITCHGEAR

KEYNOTES

SEAL:

CONSULTANT:



QUICK QUACK CAR WASH

QQ PROJ. NO44-357
BASELINE RD &
RIVERSIDE AVE
RIALTO, CA

REV	DATE	DESCRIPTION
1	03.23.2026	1ST ROUND COMMENTS
2	05.22.2026	2ND ROUND COMMENTS
3	07.09.2026	3RD ROUND COMMENTS

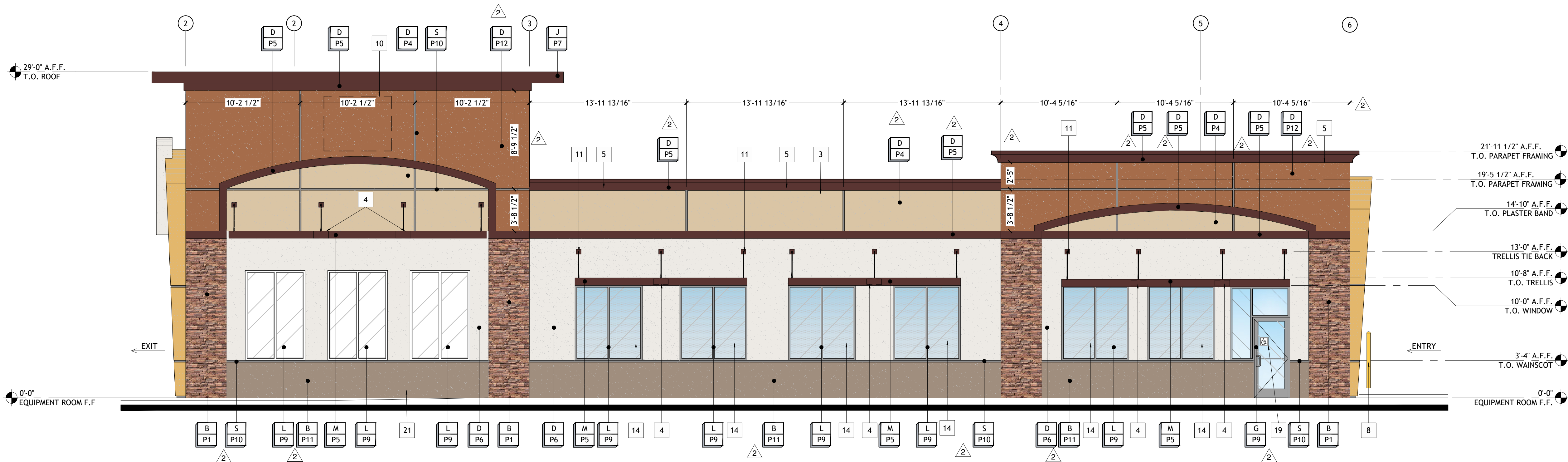
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CHECKED BY: M.W.

ARCH. PROJECT NO.: QQ0120

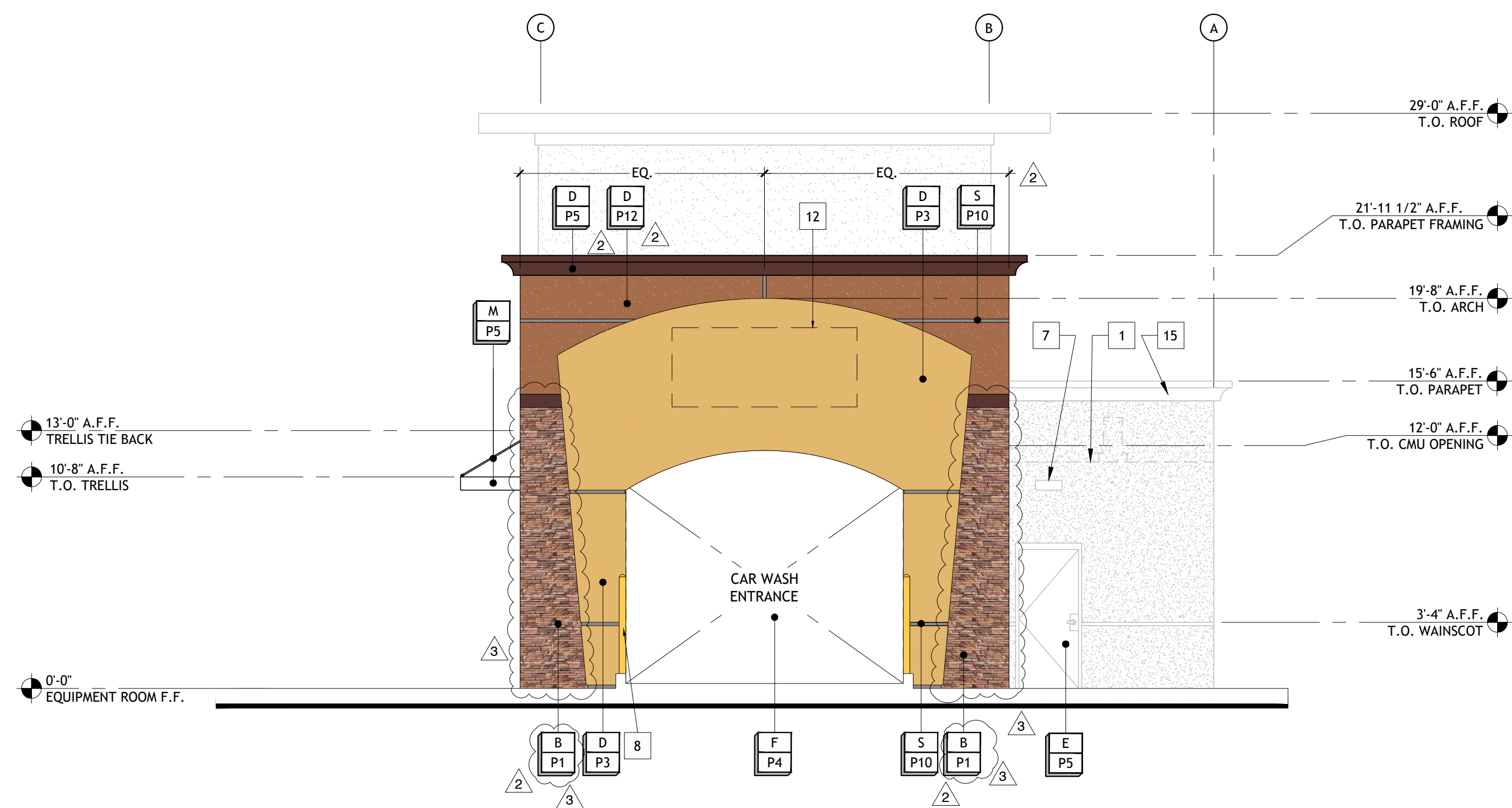
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SHEET NUMBER:

A3.10



SOUTH ELEVATION



EAST ELEVATION

MATERIAL		COLOR / FINISH	
A	METAL FACIA	P1	CORONADO STONE PRODUCTS - "QUICK STACK CARMEL MOUNTAIN" - PROVIDE ANTI GRAFFITI SEALER
B	QUICK STACK STONE VENEER	P2	CORONADO STONE PRODUCTS - CHISELED STONE SILL - "BUFF" - PROVIDE ANTI GRAFFITI SEALER
C	CHISELED STONE SILL	P3	SHERWIN WILLIAMS #6374 "TORCHLIGHT"
D	ACRYLIC PLASTER COLOR COAT W/ SAND FINISH	P4	SHERWIN WILLIAM #6120 "BELIEVABLE BUFF"
E	HOLLOW METAL DOOR	P5	SHERWIN WILLIAMS #6034 "DARK AUBURN"
F	OVERHEAD METAL DOOR	P6	SHERWIN WILLIAMS #7004 "SNOWBOUND"
G	ALUMINUM STOREFRONT GLASS DOOR	P7	PREFINISHED METAL - TO MATCH DARK AUBURN
H	PARAPET CAP	P8	TEMPERED GLASS CLEAR ANODIZED FRAME
J	METAL ROOF	P9	BLACK CERAMIC FRIT TEMPERED SPANDREL GLASS CLEAR ANODIZED FRAME
K	ROLLED STANDING SEAM DECK	P10	CLEAR ANODIZED
L	ALUMINUM STOREFRONT	P11	SHERWIN WILLIAMS #9084 COCOA WHIP
M	WALL MOUNTED AWNING	P12	SHERWIN WILLIAMS #7710 BRANDYWINE
N	METAL GATE		
P	STEEL BEAM		
Q	STEEL COLUMN		
R	STEEL TUBE AND WIRE MESH		
S	PLASTER REVEAL. 2" WIDE X 1/4" DEEP		

#	KEYNOTE DESCRIPTION
1.	TPO MEMBRANE ROOF SYSTEM, REFER TO ROOF PLAN A2_30. ROOF LINE SHOWN DASHED.
8.	8" X 16" THROUGH WALL SCUPPER, COLLECTOR AND DOWNSPOUT. PAINT TO MATCH ADJACENT SURFACE
3.	1/4" BEER PLASTER CONTROL JOINT
4.	LED RADIAL WALL CONCEALED (DOWN ONLY).
4.	LED LIGHT FIXTURE CONCEALED IN PARAPET TRIM.
6.	LED LIGHT FIXTURE AT PILASTER CONCEALED IN PARAPET TRIM.
7.	WALL PACK LIGHT FIXTURE (DOWN ONLY).
8.	4" PIPE BOLLARD FILLED WITH CONCRETE
9.	ROOF DRAIN THROUGH WALL AND OVERFLOW SCUPPER - PAINT TO MATCH ADJACENT.
10.	SHOWN OTHERS: SHOWN DASHED- FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.
11.	PAVING CANOPY-TIE-BACK SYSTEM. COLOR TO MATCH P5 FROM EXTERIOR MATERIAL & FINISH SCHEDULE.
32.	32" W X 16" H VENT - PAINT TO MATCH ADJACENT FINISH; LOUVERS NOT REQUIRED WHEN EQUIPMENT ROOM IS AIR CONDITIONED.
13.	EXTERIOR WINDOW ASSEMBLY.
14.	EXTERIOR FAUX WINDOW ASSEMBLY.
15.	OUTLINE OF BUILDING BEYOND.
6.	KNOX BOB TO BE 3200 SERIES, RECESSED AND INSTALLED AT A MIN. HT. OF 5'-0" TO 6'-0" MAX. THE FIRE DEPT. ALERT DECAL IS TO BE MOUNTED ON THE DOOR OR FRAME OF BUILDING MAIN ENTRANCE. KEYS TO BE PLACED INTO THE KNOX BOB WILL BE DETERMINED BY JURISDICTION FIRE PREVENTION STAFF. ALL PER JURISDICTION FIRE DEPT. REQUIREMENTS. SEE KEYNOTE #19, SHEET A2.11.
17.	ADDRESS NUMBERS SHALL BE VISIBLE FROM THE STREET, SHALL CONTRAST WITH THEIR BACKGROUND AND SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED BY A DEDICATED LIGHT SOURCE
18.	PAVING CANOPY. SEE CANOPY DRAWINGS.
19.	INTERNATIONAL SYMBOL OF ACCESSIBILITY AT EACH PUBLIC ENTRANCE.
20.	ROOF DRAIN DAYLIGHT AT FACE OF CURB
21.	THROUGH WALL ROOF DRAIN OVERFLOW.
22.	ELECTRICAL SWITCHGEAR

KEYNOTES

SEAL:

CONSULTANT:



QUICK QUACK CAR WASH

QQ PROJ. NO44-357
BASELINE RD &
RIVERSIDE AVE
RIALTO, CA

REV	DATE	DESCRIPTION
1	03.23.2026	1ST ROUND COMMENTS
2	05.22.2026	2ND ROUND COMMENTS
3	07.09.2026	3RD ROUND COMMENTS

DRAWN BY: J.D.
CHECKED BY: M.W.

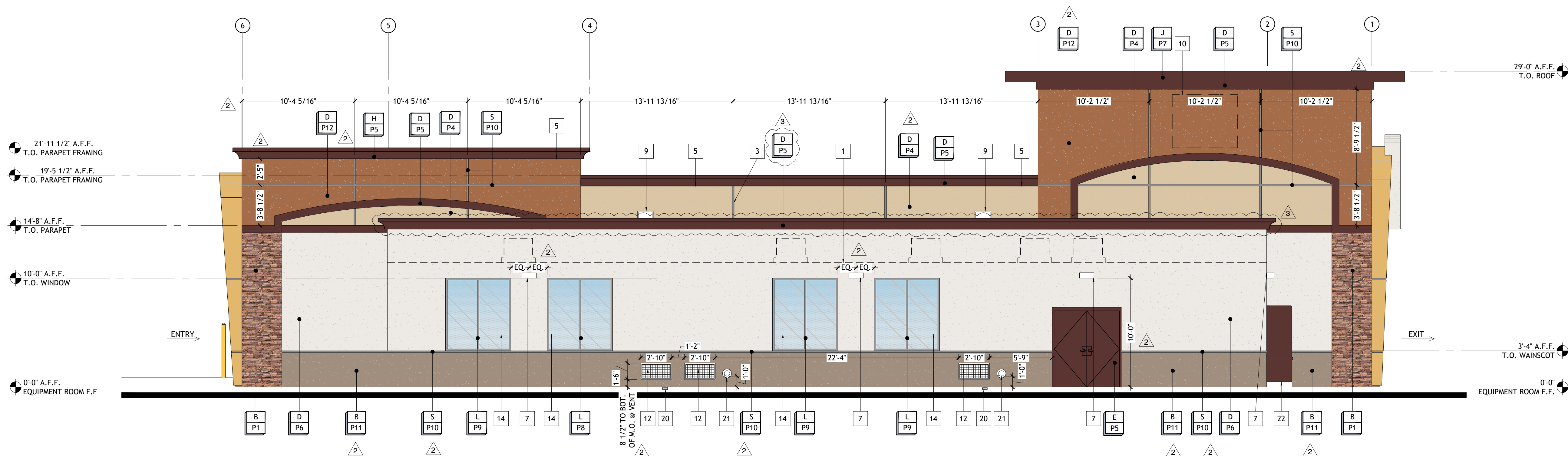
ARCH. PROJECT NO.:

QQ0120

EXTERIOR ELEVATIONS

SHEET NUMBER

A3.11

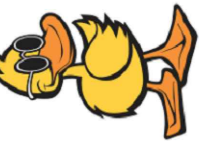


NORTH ELEVATION

#	KEYNOTE DESCRIPTION
1.	TPO MEMBRANE ROOF SYSTEM, REFER TO ROOF PLAN A2.30. ROOF LINE SHOWN DASHED.
2.	8" x 16" THROUGH WALL SCUPPER, COLLECTOR AND DOWNSPOUT. PAINT TO MATCH ADJACENT SURFACE
3.	1/4" DEEP PLASTER CONTROL JOINT
4.	LED RADIAL WALL SCONCE (DOWN ONLY).
5.	LED LIGHT FIXTURE CONCEALED IN PARAPET TRIM.
6.	LED LIGHT FIXTURE AT PILASTER CONCEALED IN PARAPET TRIM.
7.	WALL PACK LIGHT FIXTURE (DOWN ONLY).
8.	4" PIPE BOLLARD FILLED WITH CONCRETE
9.	ROOF DRAIN THROUGH WALL AND OVERFLOW SCUPPER - PAINT TO MATCH ADJACENT.
10.	SIGNAGE BY OTHERS SHOWN DASHED- FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.
11.	WALL CANOPY TIE-BACK SYSTEM. COLOR TO MATCH P5 FROM EXTERIOR MATERIAL & FINISH SCHEDULE.
12.	32" W x 16" H VENT - PAINT TO MATCH ADJACENT FINISH; LOUVERS NOT REQUIRED WHEN EQUIPMENT ROOM IS AIR CONDITIONED.
13.	EXTERIOR WINDOW ASSEMBLY.
14.	EXTERIOR FAUX WINDOW ASSEMBLY.
15.	OUTLINE OF BUILDING BEYOND.
16.	KNOX BOX TO BE 3200 SERIES, RECESSED AND INSTALLED AT A MIN. HT. OF 5'-0" TO 6'-0" MAX. THE FIRE DEPT. ALERT DECAL IS TO BE MOUNTED ON THE DOOR OR FRAME OF BUILDING MAIN ENTRANCE. KEYS TO BE PLACED INTO THE KNOX BOX WILL BE DETERMINED BY JURISDICTION FIRE PREVENTION STAFF. ALL PER JURISDICTION FIRE DEPT. REQUIREMENTS. SEE KEYNOTE #19, SHEET A2.11.
17.	ADDRESS NUMBERS SHALL BE VISIBLE FROM THE STREET, SHALL CONTRAST WITH THEIR BACKGROUND AND SHALL BE INTERNAL OR EXTERNALLY ILLUMINATED BY A DEDICATED LIGHT SOURCE
18.	PAN CANOPY, SEE CANOPY DRAWINGS
19.	INTERNATIONAL SYMBOL OF ACCESSIBILITY AT EACH PUBLIC ENTRANCE.
20.	ROOF DRAIN DAYLIGHT AT FACE OF CURB
21.	THROUGH WALL ROOF DRAIN OVERFLOW.
22.	ELECTRICAL SWITCHGEAR

SEAL: _____

CONSULTANT: _____



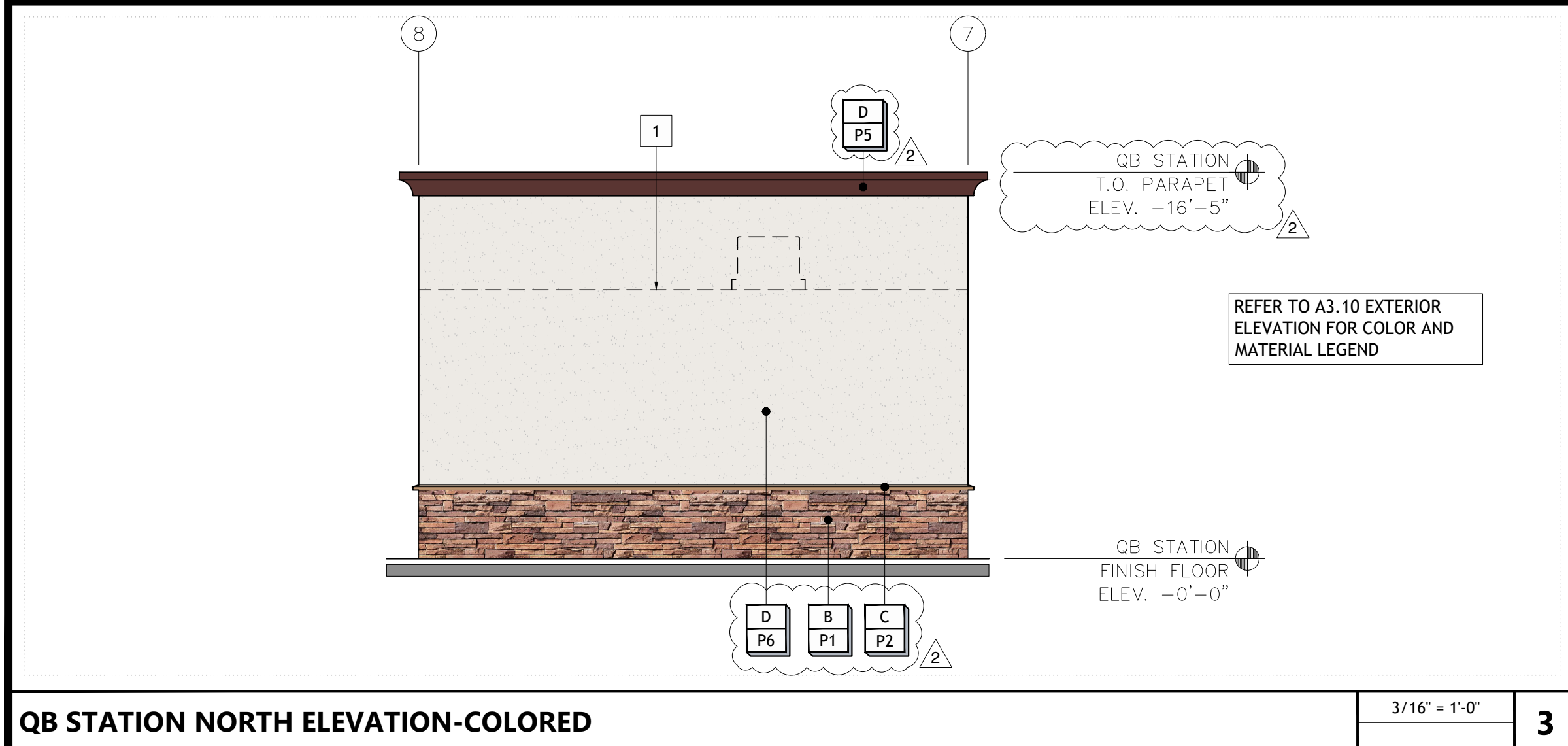
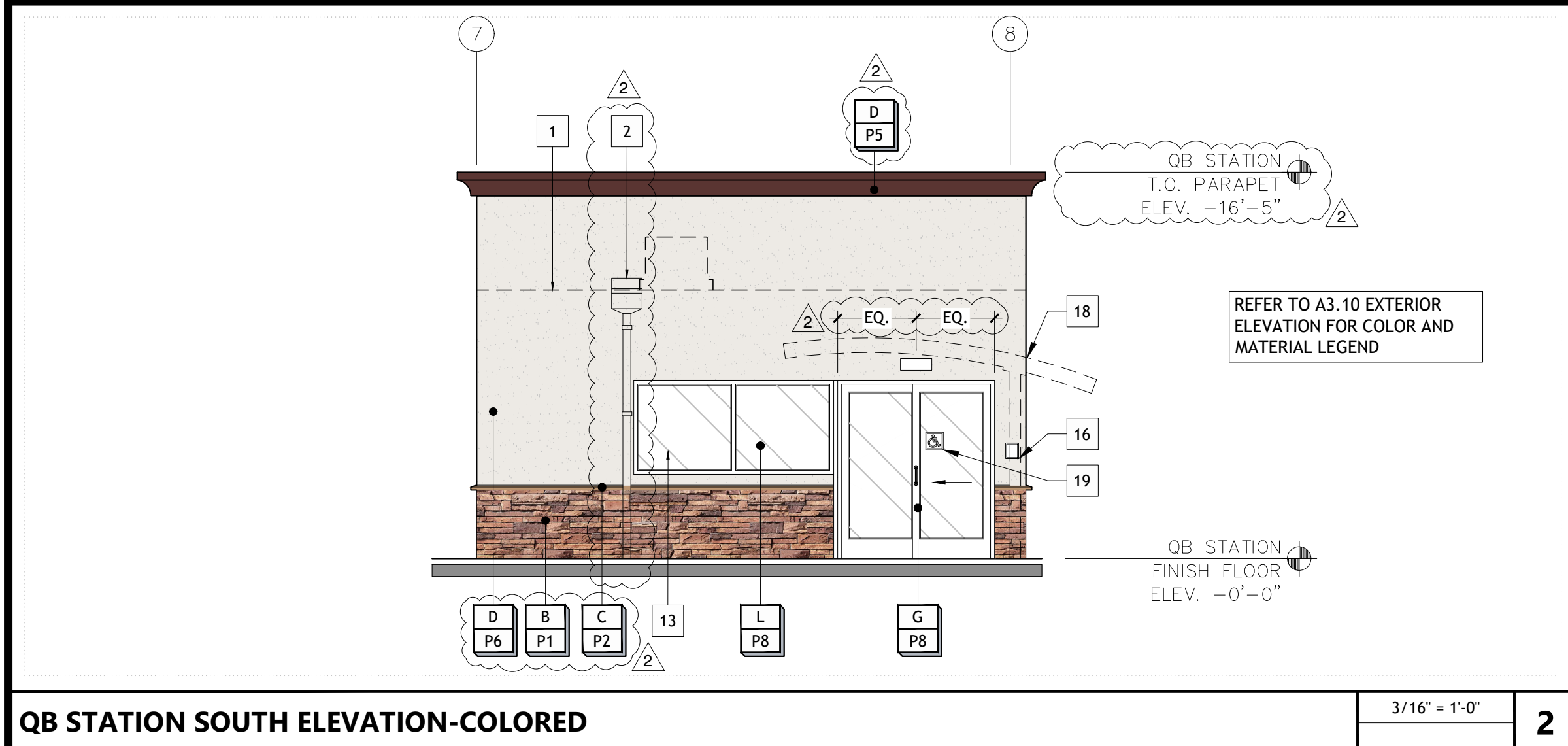
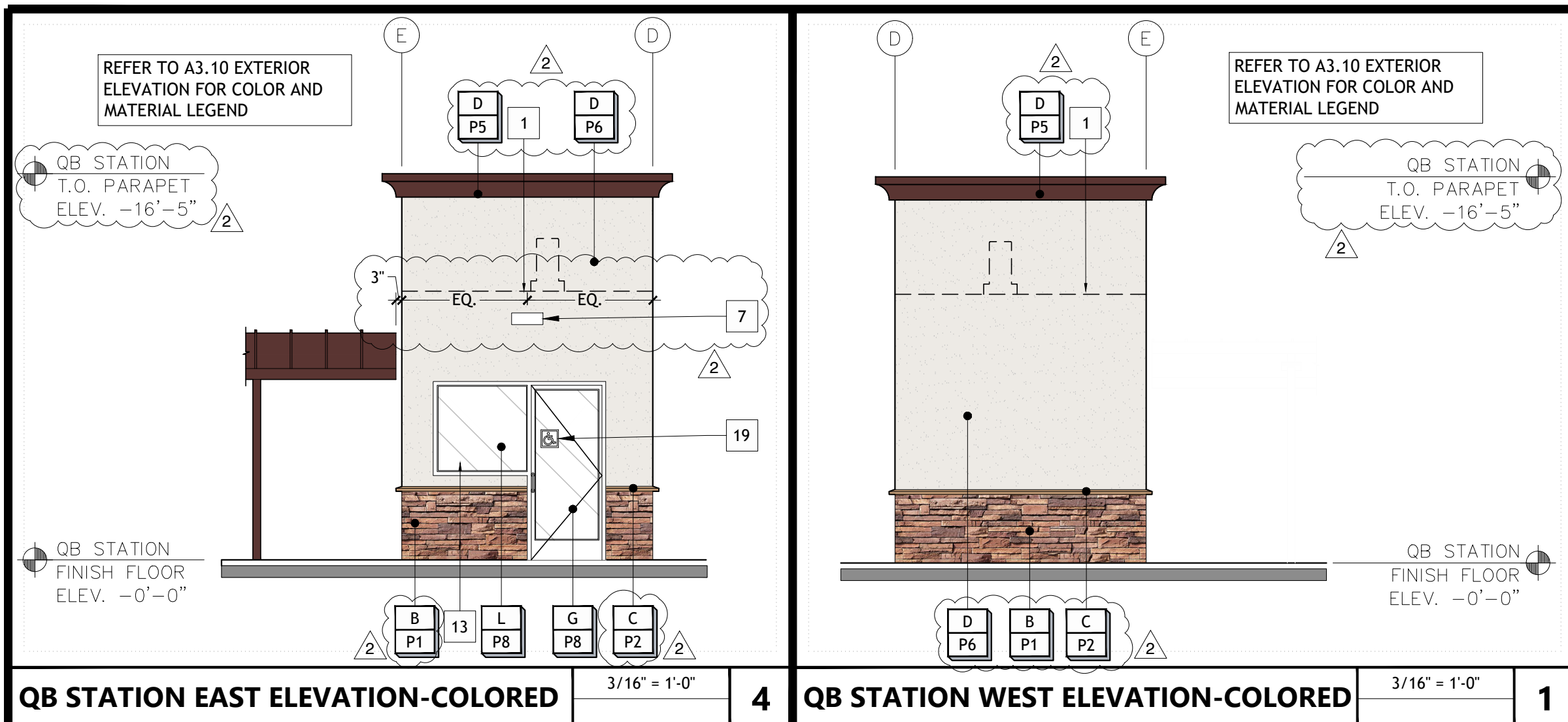
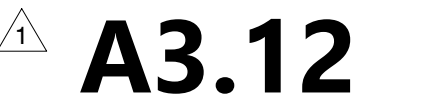
QUICK QUACK CAR WASH
 QQ PROJ. NO44-357
 BASELINE RD &
 RIVERSIDE AVE
 RIALTO, CA

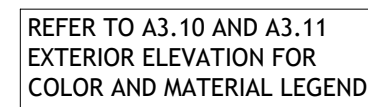
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CHECKED BY: M.W.

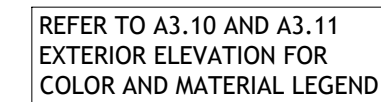
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SHEET NAME: QB STATION
EXTERIOR
ELEVATIONS

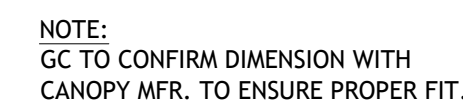
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$$1/4'' = 1'-0''$$

5

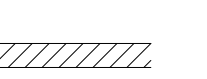
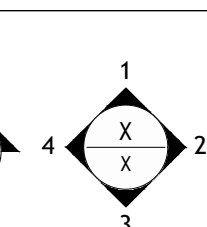

$$1/4" = 1'-0"$$

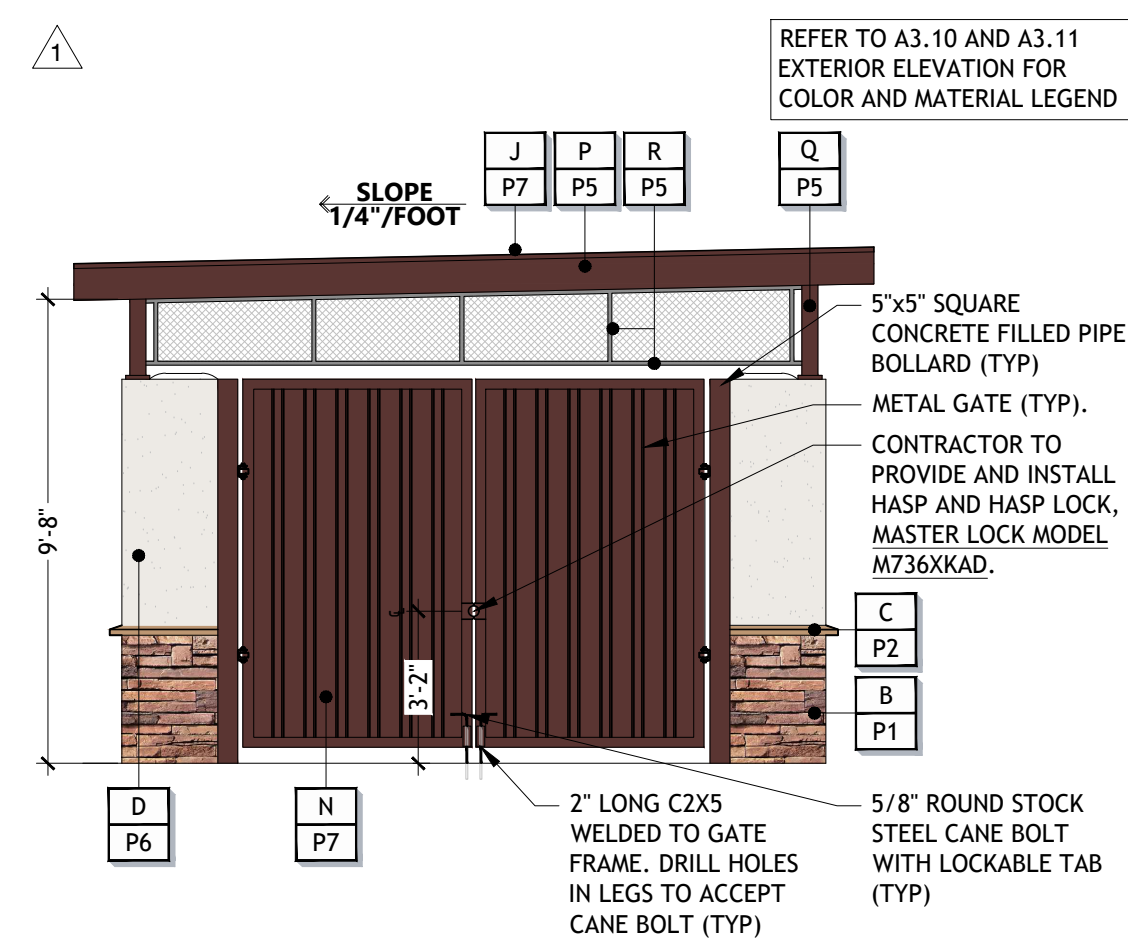
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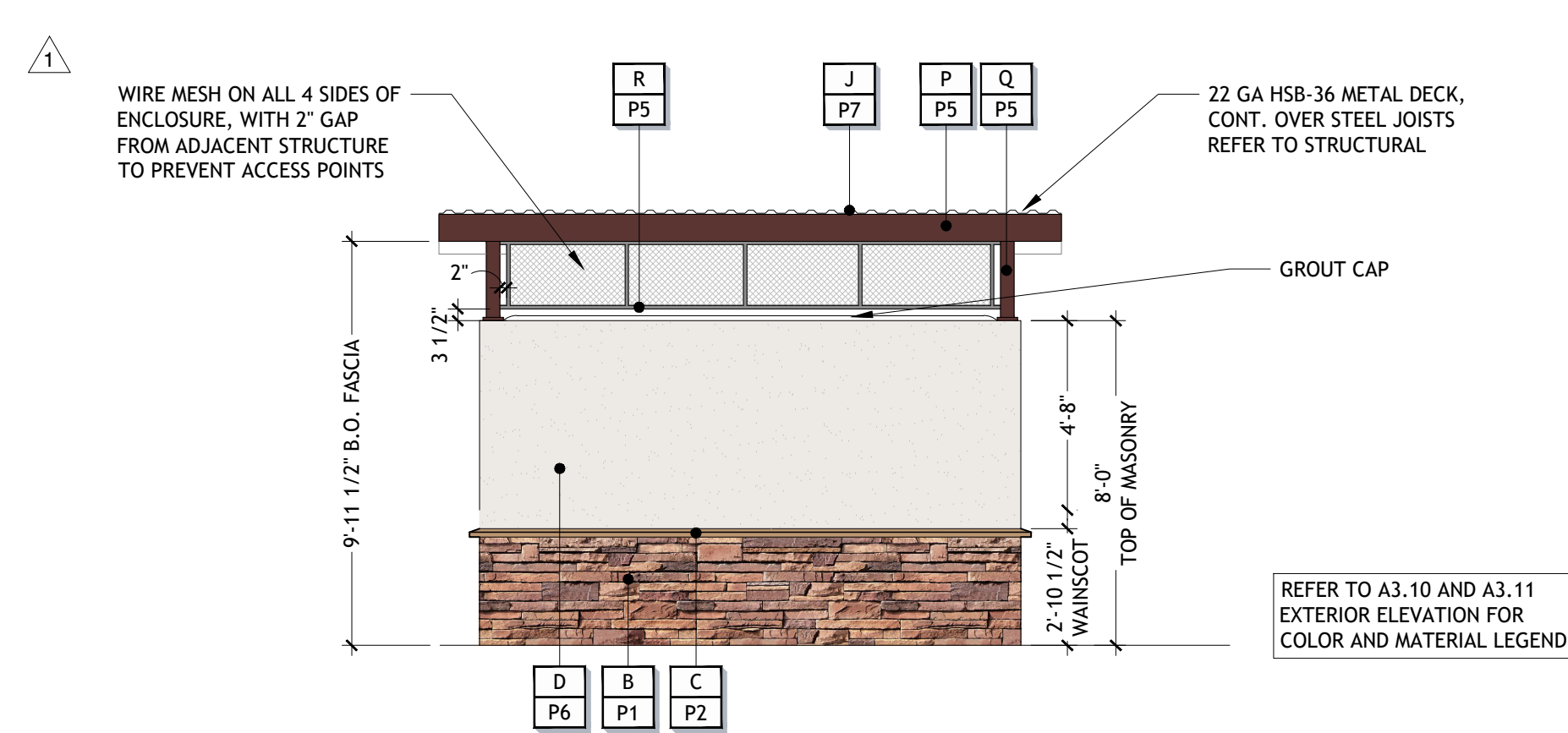
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A1.21

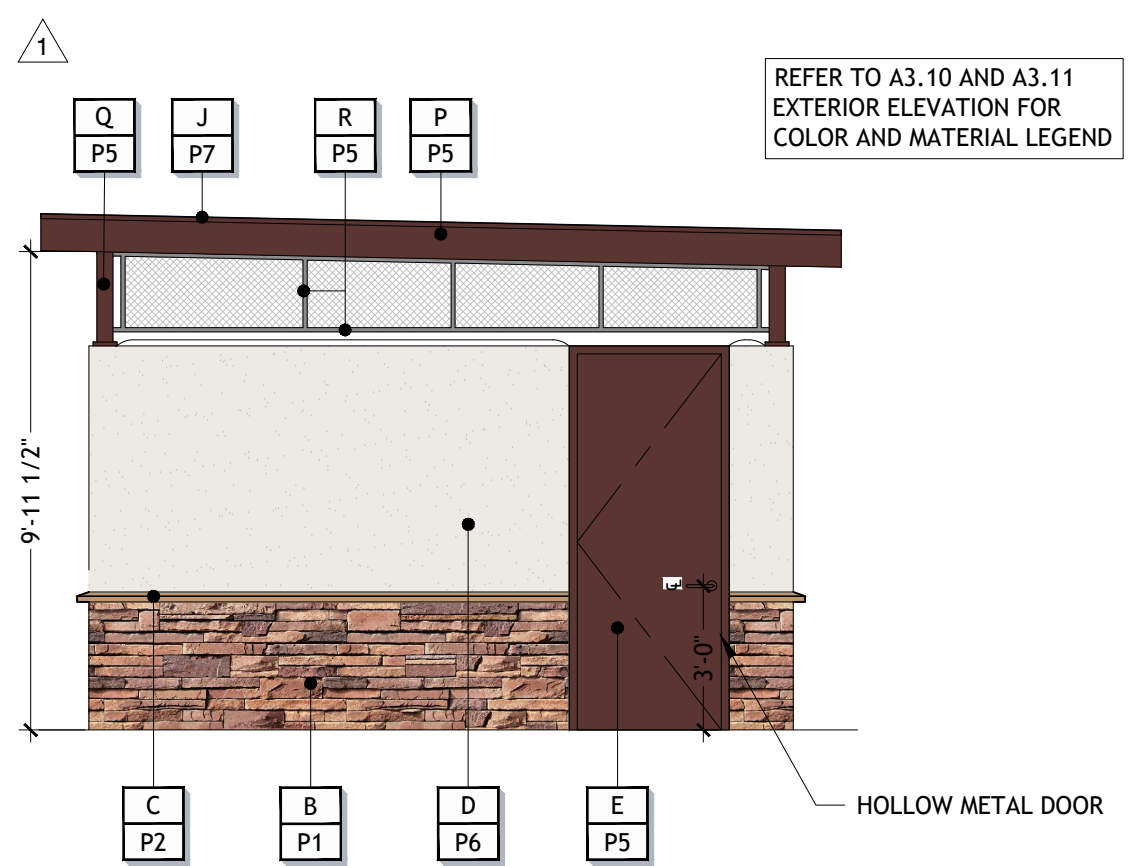
SYMBOL	DESCRIPTION
	8x8x16 HONED CMU WALL. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH
	DETAIL INDICATOR
	DOOR SYMBOL
	ELEVATION SYMBOLS



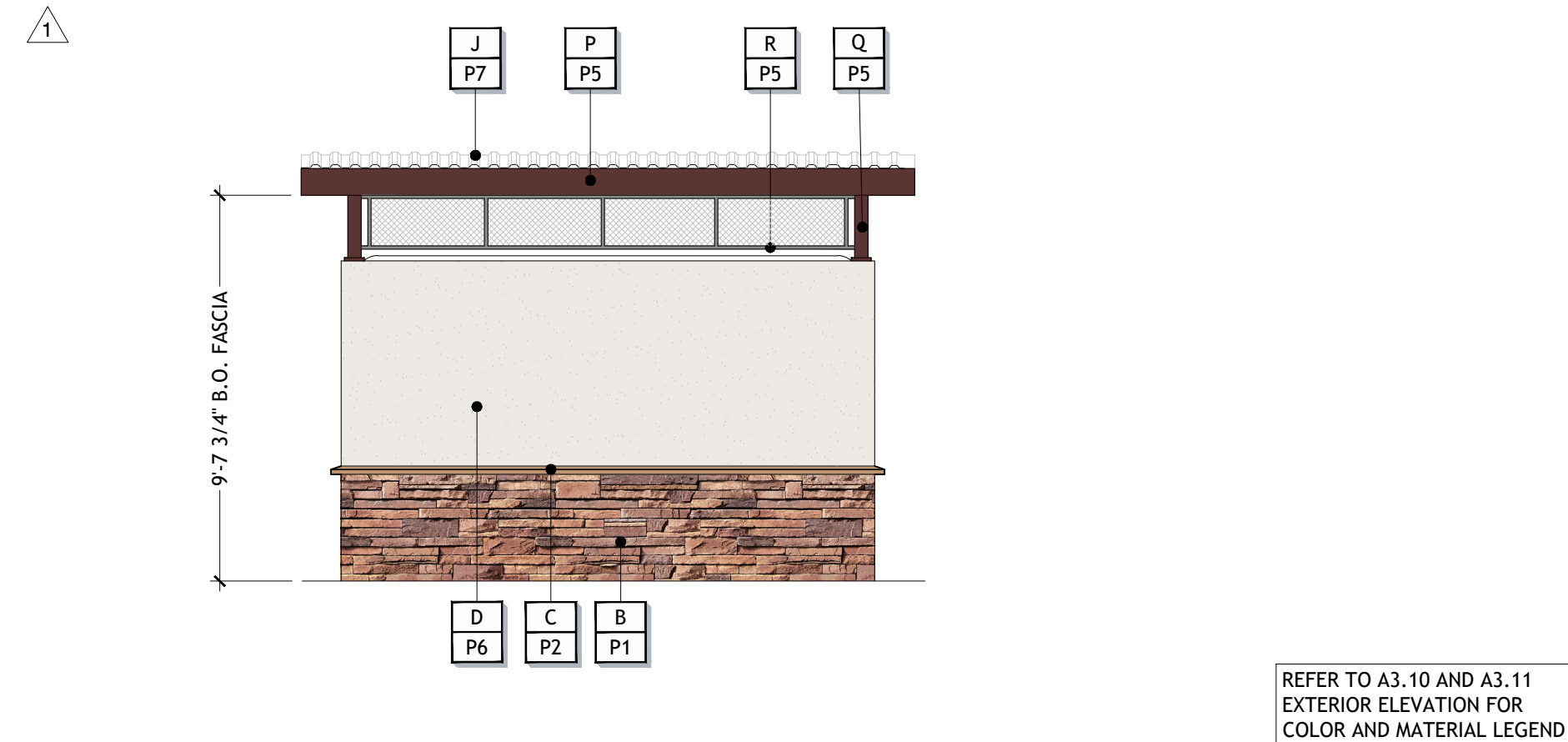
TRASH ENCLOSURE FRONT ELEVATION	1/4" = 1'-0"	12



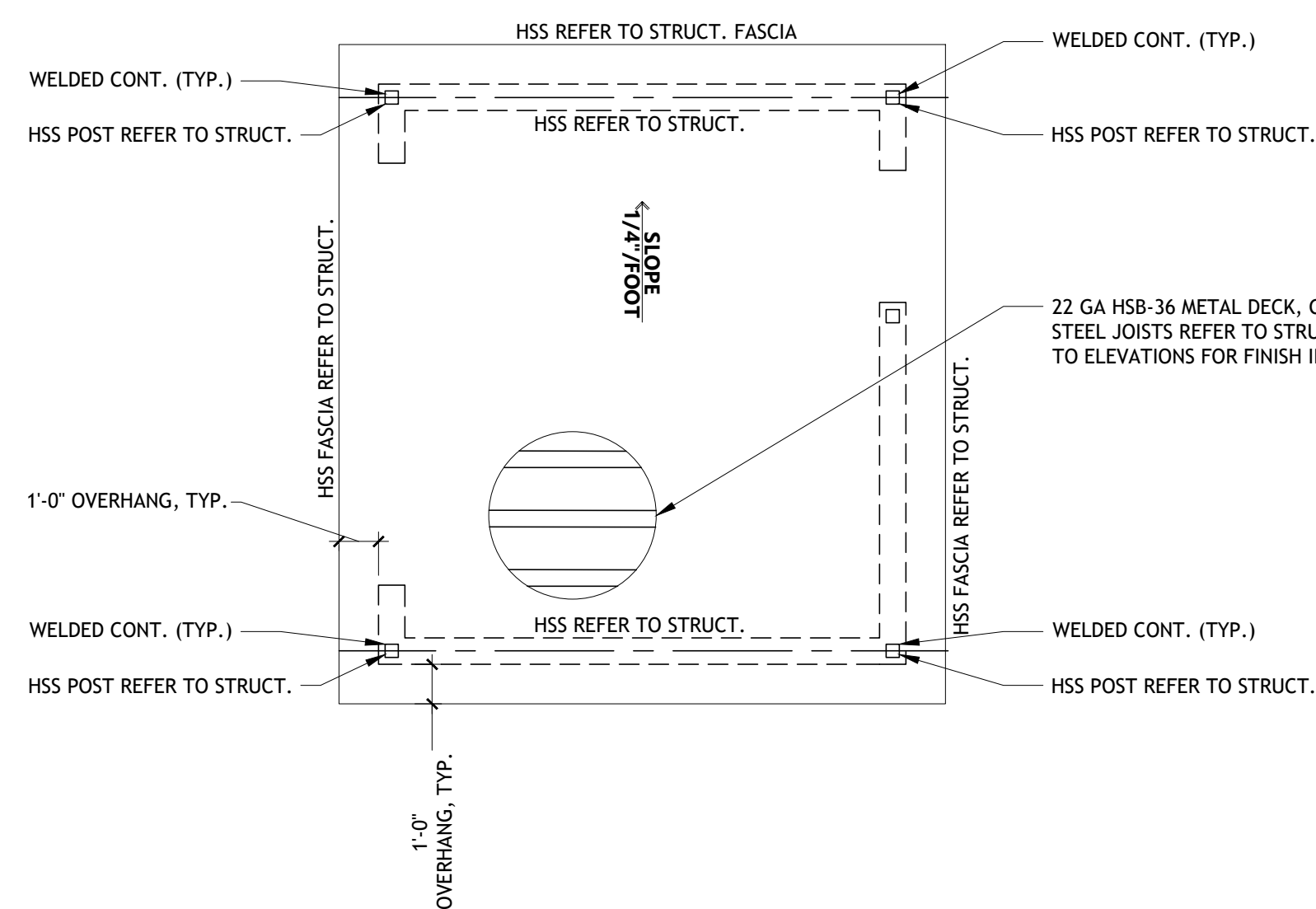
TRASH AND VACUUM ENCLOSURE SIDE ELEVATION	$1/4" = 1'-0"$	4



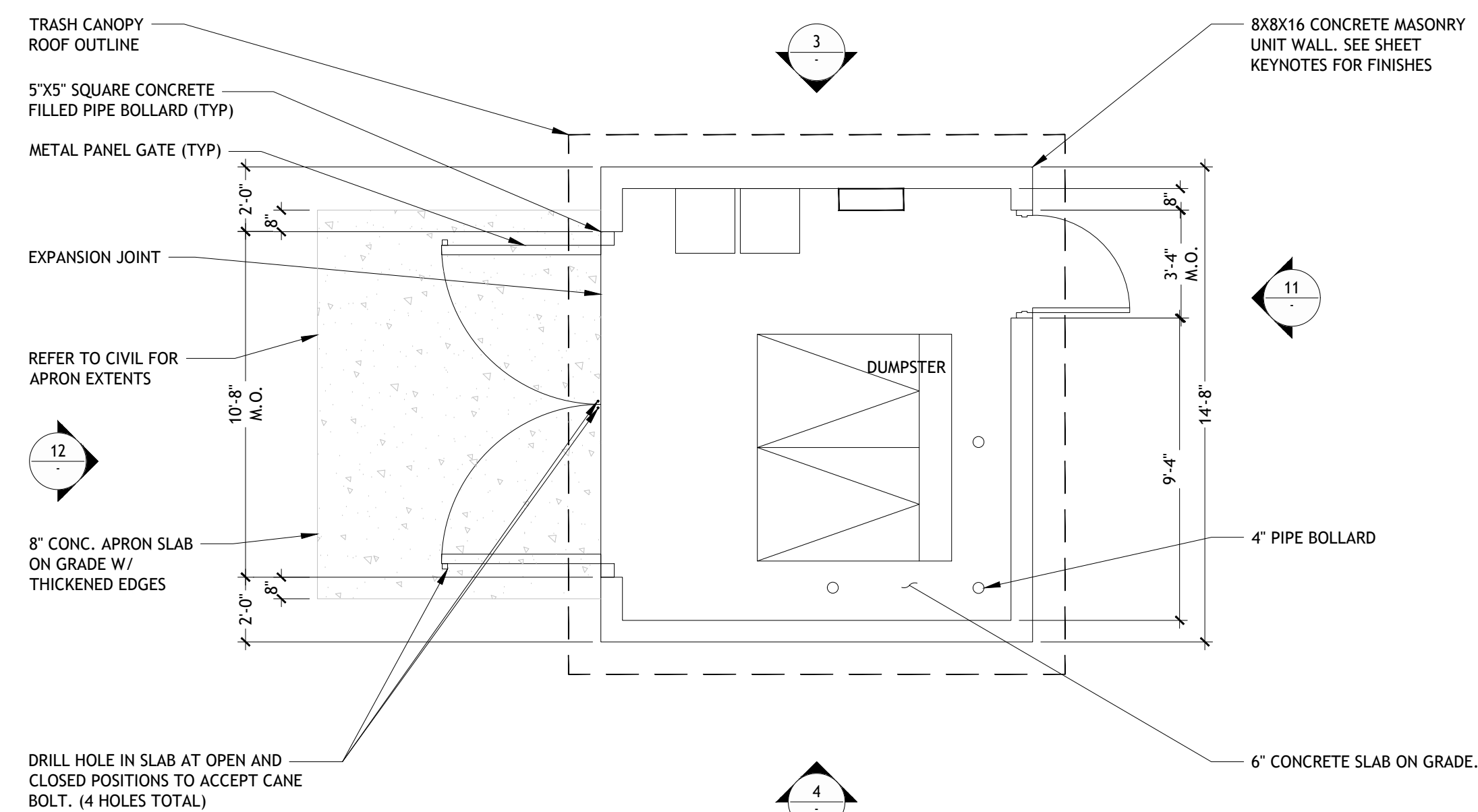
TRASH ENCLOSURE REAR ELEVATION	1/4" = 1'-0"	11



TRASH AND VACUUM ENCLOSURE SIDE ELEVATION	$1/4" = 1'-0"$	3

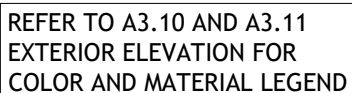


TRASH ENCLOSURE ROOF PLAN	1/4" = 1'-0"	9

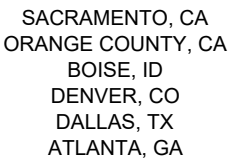


MASONRY TRASH ENCLOSURE PLAN	1/4" = 1'-0"	1

[illegible]


$$1/4" = 1'-0"$$

CONSULTANT:



QUICK QUACK CAR WASH

QQ PROJ. NO44-357
BASELINE RD &
RIVERSIDE AVE
RIALTO, CA

DRAWN BY: _____
CHECKED BY: _____
ARCH. PROJECT NO.: _____
QQ0120
SHEET NAME: _____

SHEET NUMBER:

A1.23


$$1/8'' = 1'-0''$$

$$1/8'' = 1'-0''$$

1

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	
TREES					
	4	Arbutus x 'Marina' / Marina Strawberry Tree	15 gal.	Low	
	2	Lagerstroemia indica x fauriei 'Muskogee' / Muskogee Crape Myrtle	24" box	Low	
	3	Pyrus calleryana 'Bradford' / Bradford Callery Pear	15 gal.	Moderate	
SHRUBS					
	18	Agave americana 'Marginalata' / Variegated Century Plant	5 gal.	Low	
	28	Agave desmettiana 'Variegata' / Variegated Smooth Agave	5 gal.	Low	
	104	Anigozanthos x 'Bush Tango' / Bush Tango Kangaroo Paw	5 gal.	Low	
	206	Callistemon viminalis 'Little John' / Dwarf Weeping Bottlebrush	5 gal.	Low	
	243	Dianella revoluta 'DR5000' / Little Rev™ Flax Lily	1 gal.	Low	
	62	Leucophyllum candidum 'Thunder Cloud' / Thunder Cloud Texas Sage	5 gal.	Low	
	31	Olea europaea 'Montra' / Little Ollie® Olive	5 gal.	Low	
VINES/ESPAILLERS					
	9	Macfadyena unguis-cati / Cat's Claw Creeper	5 gal.	Low	
SYMBOL					
GROUND COVERS					
	128	Grevillea lanigera 'Coastal Gem' / Coastal Gem Grevillea	1 gal.	Low	48" o.c.
	97	Lamandra longifolia 'Baby Breeze' / Dwarf Mat Rush	1 gal.	Low	30" o.c.

1. All landscape planting areas shall receive a minimum 3" layer of organic wood chip mulch top dressing. Level of mulch shall match or be no less than 1" from level of adjacent pavement.
2. All trees planted within 5' of pavement or permanent structure shall have a root barrier (24" deep) as detailed on sheet I.3.
3. Landscape planting and irrigation shall conform to City of Rialto Water Conservation Standards.
4. Contractor shall submit soil samples to the laboratory for analysis and recommendations. Soil sampling shall be conducted in accordance with laboratory protocol, including protocols regarding adequate sampling depth for the intended plants.

Soil analysis may include:

Soil texture;

Infiltration rate determined by laboratory test or soil infiltration rate table;

pH;

Total soluble salts;

Sodium;

Percent organic matter; and

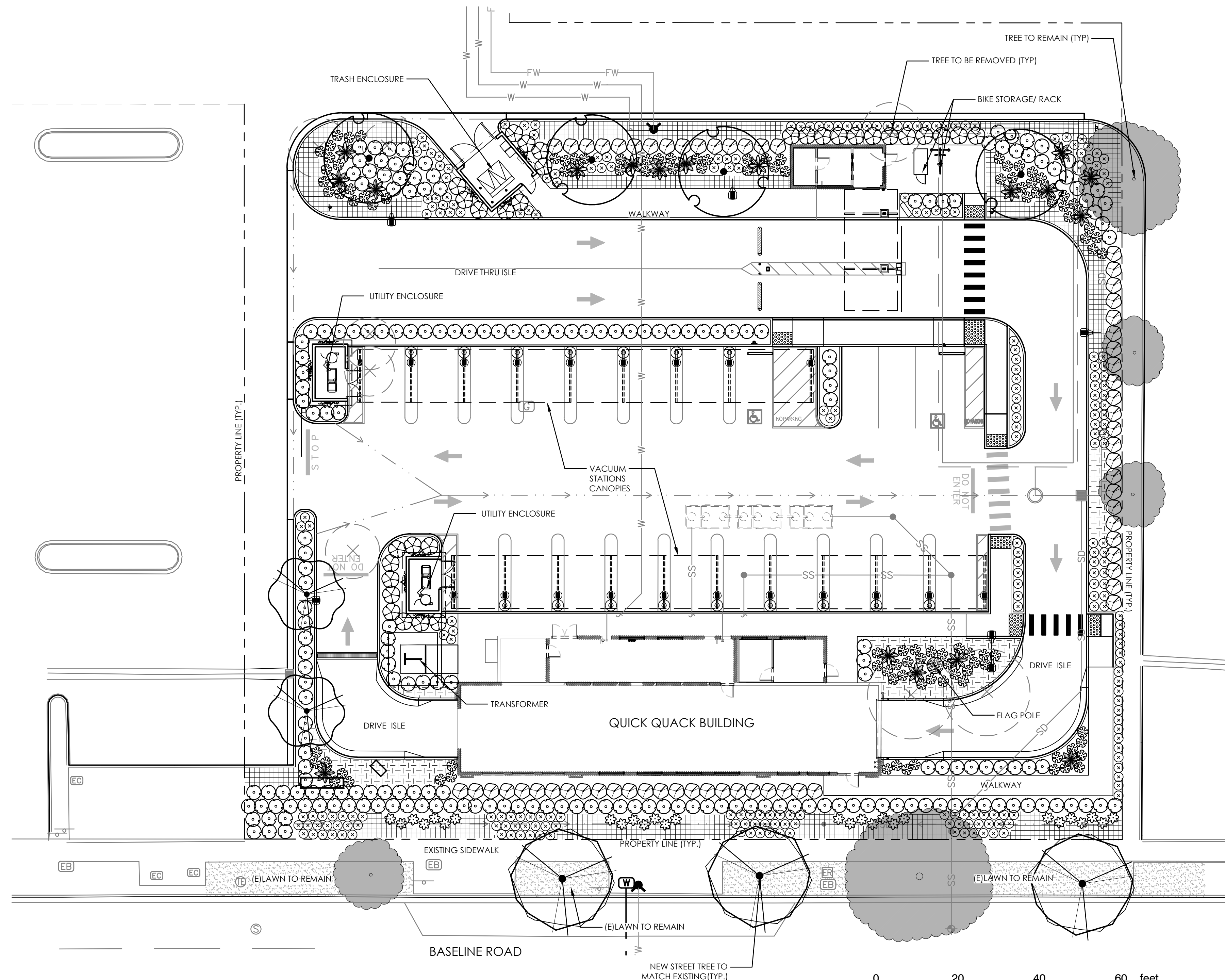
Recommendations.

Contractor shall submit the soil analysis report to the City as part of the certificate of completion.

5. Contact USA North (811) prior to commencing construction in order to determine any conflicts with existing utilities.

"I agree to comply with the criteria of the ordinance and applied them accordingly for the efficient use of water in the landscape design plan."

Podney Succaron 6-2-26



HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE
REGULAR LANDSCAPE AREA							
LOW WATER USE (SHRUBS,GC)	0.3	DRIP	0.81	0.37	11,546	4,276	147412
MODERATE WATER USE (TREES)	0.5	BUBBLERS	0.81	0.62	180	111	3830
TOTALS					11,726	4,387	151243

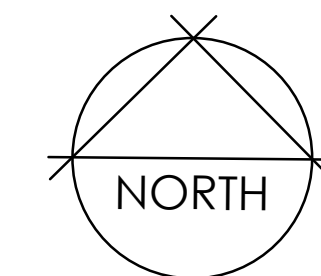
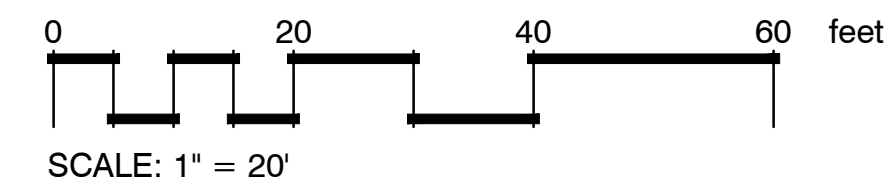
Total ETAF x Area	4,387
Total Area	11,726
Average ETAF	37%

Note:

1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas.

Maximum Applied Water Allowance (MAWA). $MAWA = (ET_o) (Conversion\ factor) ((ETAF)(Landscape\ Area)) + ((1-ETAF) \times (55.6) (.62) (.45 \times 11,726) + (1-.45) \times 0)$ 18198

Estimated Total Water use (ETWU). $ETWU = (ET_o) (Conversion\ factor) ((ETAF) (Area))$
 $(55.6) (.62) (4,387) =$ 151243

[illegible]

QUICK QUACK CARWASH 44-35

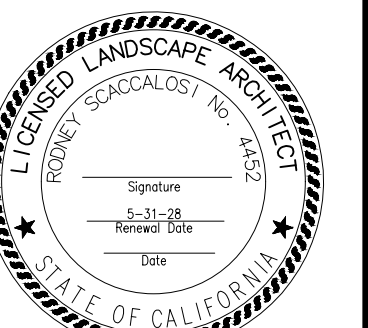
PRELIMINARY
LANDSCAPE PLAN

BASE LINE ROAD. & RIVERSIDE AVENUE
RIALTO, CA 92376



OLIVE STREET
LANDSCAPE ARCHITECTURE
P.O. Box 2083
Metolma CA 94952
7-280-8990
liveStreetLandscape.com
d@olivestreetlandscape.com

Prepared Under the Direction of:



Sheet

L1

Scale:	SEE PLAN
Date:	6-2-26
Project Number:	-
Plan File:	-

<u>SYMBOL</u>	<u>QTY</u>	<u>BOTANICAL / COMMON NAME</u>	<u>CONT</u>	<u>WUCOLS</u>	
TREES					
	4	Arbutus x 'Marina' / Marina Strawberry Tree	15 gal.	Low	
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Total soluble salts;

Sodium;

Percent organic matter; and

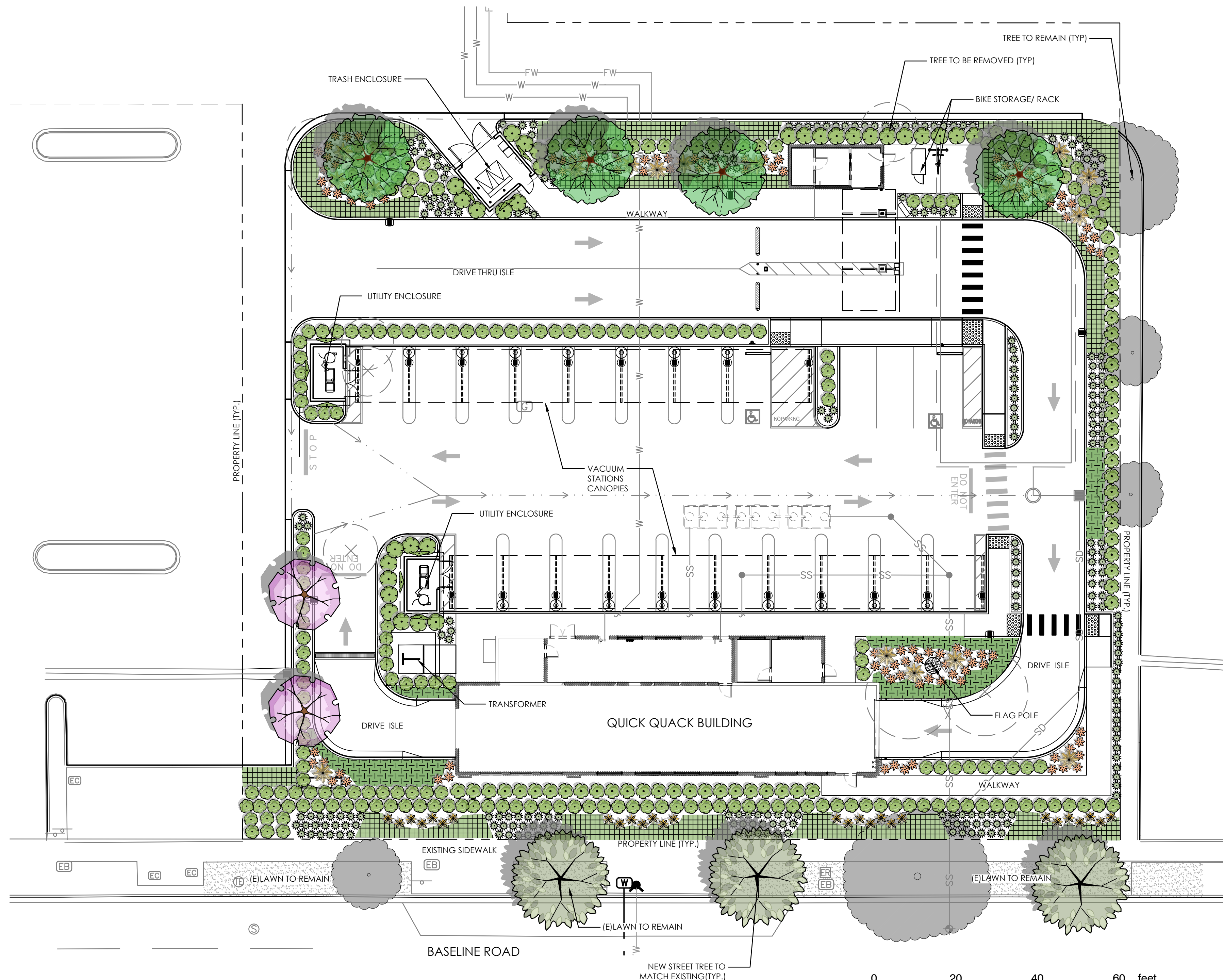
Recommendations.

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5. Contact USA North (811) prior to commencing construction in order to determine any conflicts with existing utilities.

"I agree to comply with the criteria of the ordinance and applied them accordingly for the efficient use of water in the landscape design plan."

Rodney DeCarlo 6-2-26



HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE
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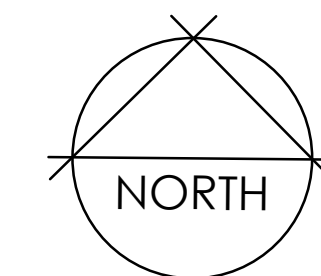
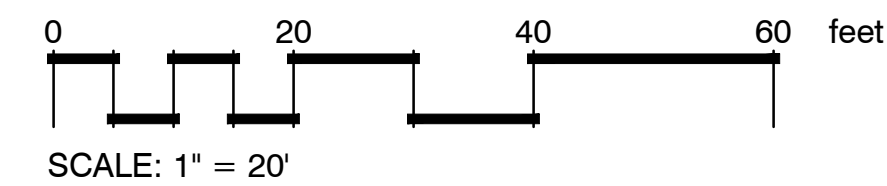
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Total Area	11,726
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Note:

1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas.

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Rev	Date	Description	Check
-	6-2-26	PLAN CHECK REVISIONS	RLS

QUICK QUACK CARWASH 44-357

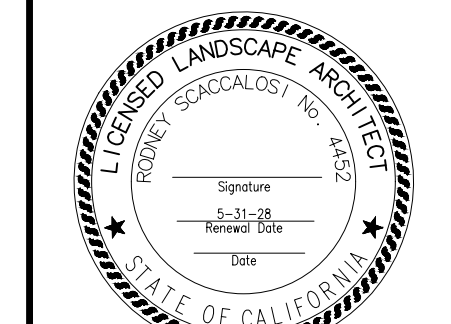
RENDERED PRELIMINARY
LANDSCAPE PLAN

BASE LINE ROAD. & RIVERSIDE AVE.
RIALTO, CA 92376



OLIVE STREET
LANDSCAPE ARCHITECTURE
P.O. Box 2083
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OliveStreetLandscape.com
rod@olivestreetlandscape.com

Prepared Under the Direction of:



Sheet	
L1A	
Scale:	SEE PLAN
Date:	6-2-26
Project Number:	-
Plan File:	-

Quick Quack Rialto 44-357
Traffic Impact Study Report
May 22, 2026
W Baseline Road and Riverside Avenue
Rialto
California - 92376



Armen D. Hovannessian

AHTC Inc.

6442 Platt Avenue, #203

West Hills, California - 91307

(818) 438-2253

contact@ahtraffic.com

Website - www.ahtraffic.com

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INTRODUCTION

Armen Hovanesian Transportation Consulting (AHTC, Inc.) has prepared this Traffic Impact Study for the proposed Quick Quack Car Wash project to be constructed as part of a commercial retail development near East Baseline Road and Riverside Avenue in Rialto, California.

PROJECT DESCRIPTION

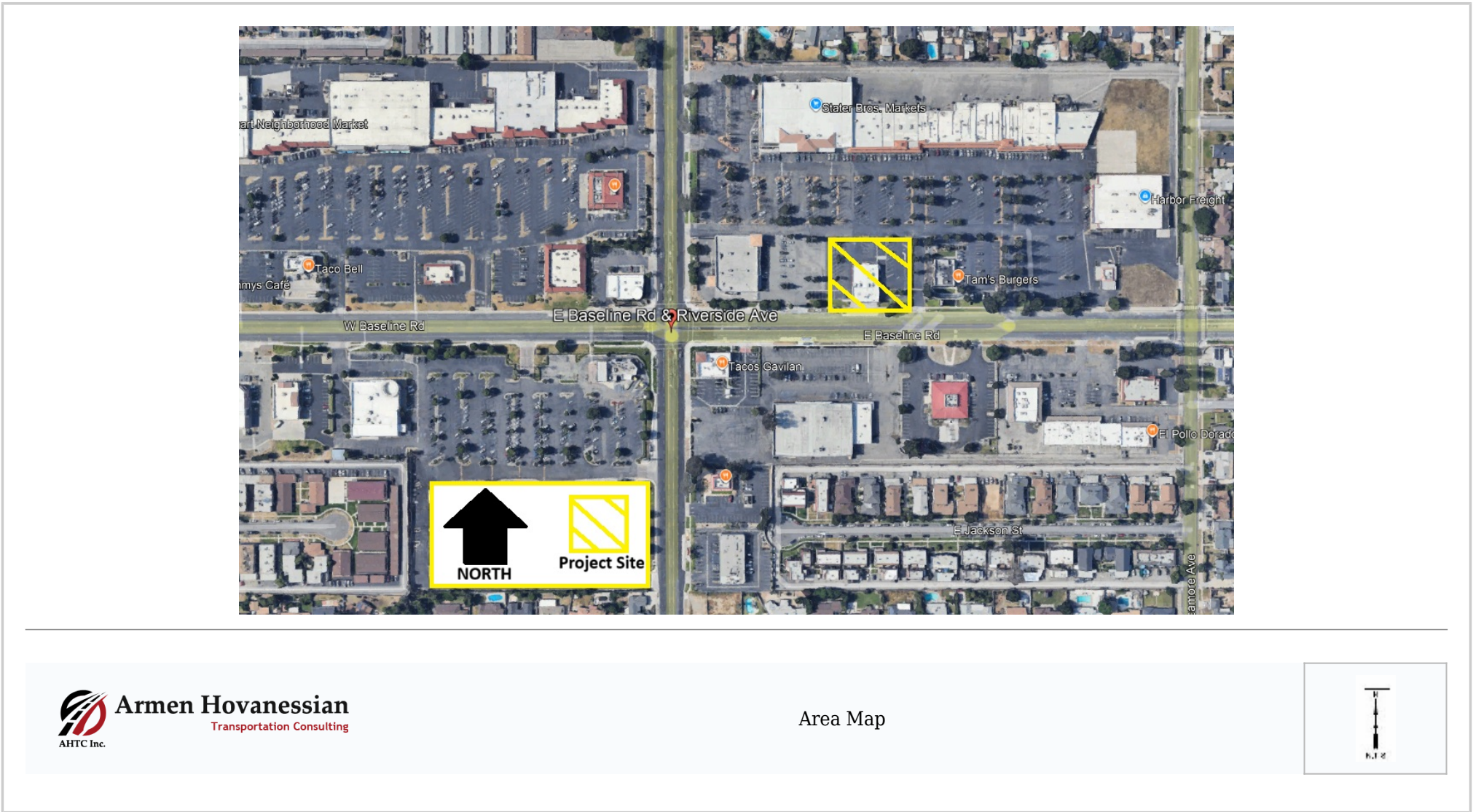
Project Characteristics

The project proposes constructing a Quick Quack automated single-tunnel car wash with a building area of approximately 3,600 square feet. Currently, a commercial building stands on the proposed site, which was used by Bank of America until 2023. The project will demolish the commercial building and replace it with the proposed car wash.

Project Location

As illustrated in the project area map in Figure 1, the project is located on the north side of E. Baseline Road between Riverside Avenue and N. Sycamore Avenue.

Figure 1 - Project Area Map



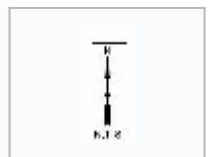
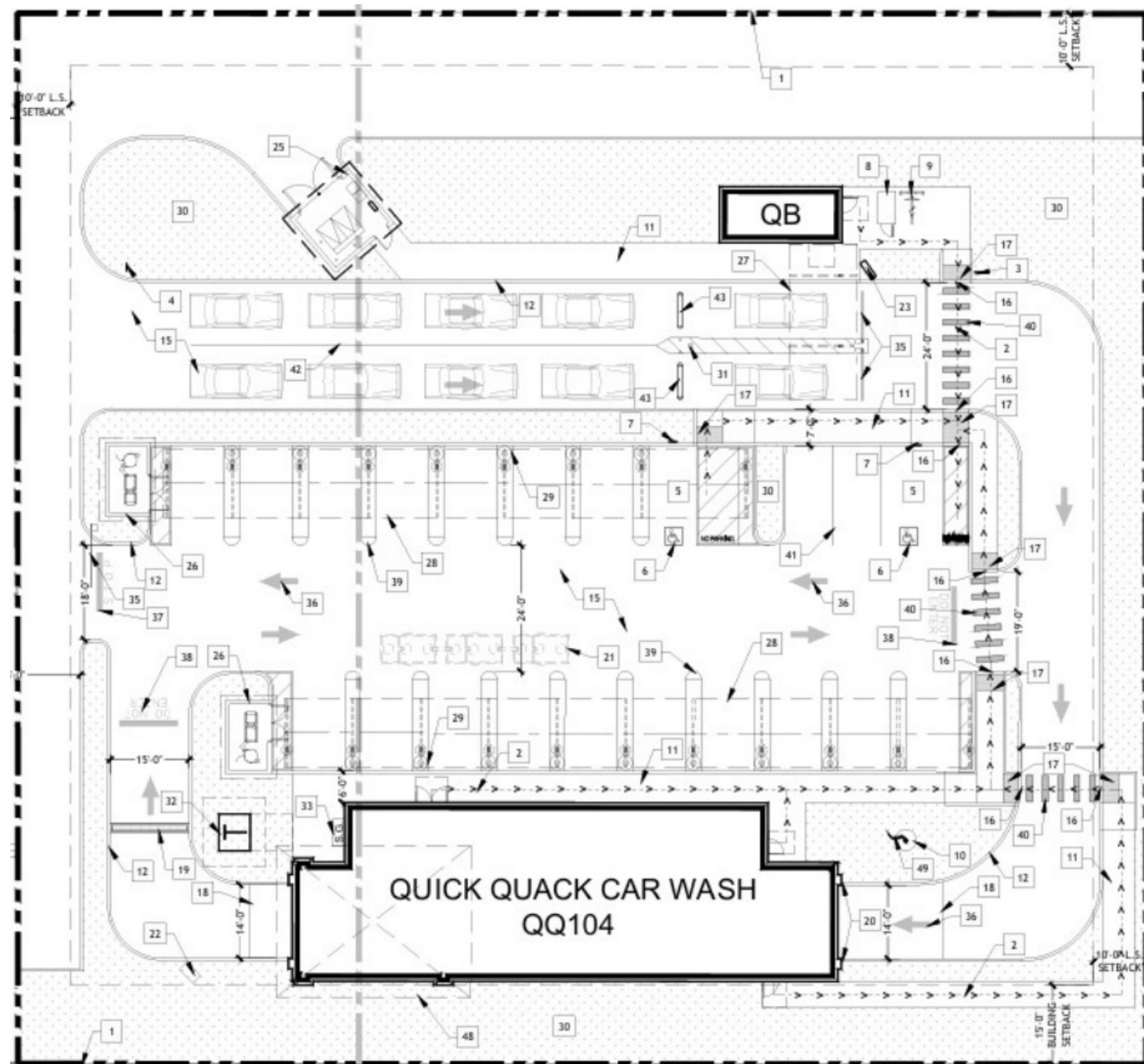
Project Site Plan

Figure 2 illustrates the project site plan, showing the proposed site design and the locations of the wash tunnel, vacuum stalls, and on-site circulation.

Project Site Vehicle Access

The project proposes to utilize the existing two-way driveways to the shopping center for ingress and egress traffic on E. Baseline Road and N. Sycamore Avenue.

Figure 2 - Project Site Plan



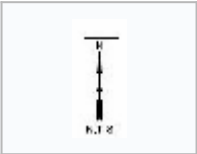
Project Parking

The project proposes to provide 17 regular and 1 ADA vacuum stalls and 2 regular and 1 ADA parking spaces, as shown on the site plan.

PROJECT CONTEXT

A comprehensive analysis and an inventory of the existing transportation infrastructure and conditions within a ¼ mile radius of the project, as shown in the aerial map in Figure 3, were collected. The collected data was analyzed to determine the street designations, classifications, and modal priorities.

Figure 3 - 1/4 Mile Radius Area Map



The following describes the details of the transportation infrastructure in the vicinity of the project:

Non-Vehicular Transportation System

The following sections describe the non-vehicular transportation system for Pedestrian Facilities, Bicycle Facilities, and Transit Services:

Pedestrian Facilities

A review of the project area was conducted to evaluate the effects of the project on pedestrian activity within a 1/4-mile radius of the project. As part of this analysis, we inventoried the existing sidewalks within 1,320 feet of the edge of the project site, as shown in Figure 3.

Sidewalks

A sidewalk inventory within the 1/4 mile vicinity of the project was taken. The collected data for existing pedestrian sidewalks is listed in Table 1 below:

Table 1 - Sidewalk Inventory

SI	Intersection	Street Name	Street Side	Sidewalk Width	Condition
1	W. Baseline Road and Riverside Avenue	W. Baseline Road	North/South	~15 Variable	Good
		Riverside Avenue	East/West	~15 Variable	Good
2	E. Baseline Road and Project Driveway West	E. Baseline Road	North/South	~12 Variable	Good
		Project Driveway West			No Sidewalk
3	E. Baseline Road and Project Driveway East	E. Baseline Road	North/South	~5 Variable	Good
		Project Driveway East			No Sidewalk
4	E. Baseline Road and N. Sycamore Avenue	E. Baseline Road	North/South	~15 Variable	Good
		N. Sycamore Avenue	East/West	~10 Variable	Good
5	N. Sycamore Avenue and Shopping Center Driveway	Shopping Center Driveway			No Sidewalk
		N. Sycamore Avenue	East/West	~10 Variable	Good

Crosswalks, Curb Ramps & Pedestrian Push Buttons

Within a ¼-mile vicinity of the project site, pedestrian crosswalks, curb ramps, and pedestrian push buttons are available at the following locations, shown in Table 2:

Table 2 - Crosswalk, Curb Ramp & Pedestrian Push Button Inventory

SI	Intersection	Control	Crosswalk Type	Ped Push Button	Curb Ramp	Ramp Condition
1	W. Baseline Road and Riverside Avenue	Signalized	Regular Crosswalk (East)	Yes	Yes	Good
			Regular Crosswalk (West)	Yes	Yes	Good
			Regular Crosswalk (North)	Yes	Yes	Good
			Regular Crosswalk (South)	Yes	Yes	Good
2	E. Baseline Road and Project Driveway West	Partial Way Stop	No Crosswalk (East)	NA	No	NA
			No Crosswalk (West)	NA	No	NA
			No Crosswalk (South)	NA	No	NA
3	E. Baseline Road and Project Driveway East	Partial Way Stop	No Crosswalk (East)	NA	No	NA
			No Crosswalk (West)	NA	No	NA
			No Crosswalk (South)	NA	No	NA
4	E. Baseline Road and N. Sycamore Avenue	Signalized	Continental Crosswalk (East)	Yes	Yes	Good
			Continental Crosswalk (West)	Yes	Yes	Good
			Continental Crosswalk (North)	Yes	Yes	Good
			Continental Crosswalk (South)	Yes	Yes	Good
5	N. Sycamore Avenue and Shopping Center Driveway	Partial Way Stop	No Crosswalk (East)	NA	No	NA
			No Crosswalk (North)	NA	No	NA
			No Crosswalk (South)	NA	No	NA

Bicycle Facilities

Within a ¼-mile radius of the project site, bicycle facilities are installed at the following locations, as shown in Table 3:

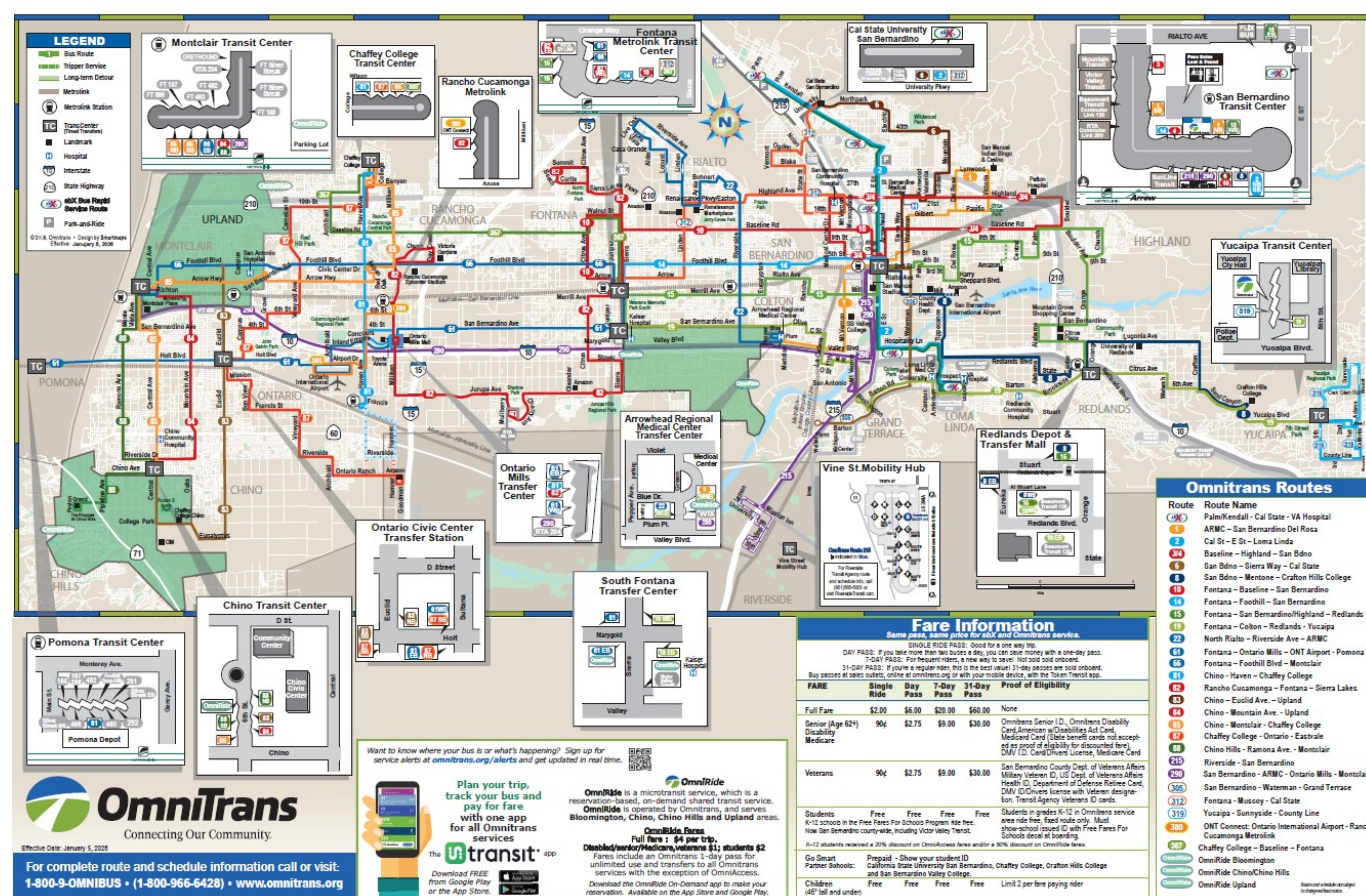
Table 3 - Bicycle Facilities Inventory

Sl	Intersection	Street Name	Street Direction	Bicycle Lane Type	Condition
1	W. Baseline Road and Riverside Avenue	W Baseline Road	East/West	No Bicycle Lane	No Bicycle Lane
		Riverside Avenue	North/South	No Bicycle Lane	No Bicycle Lane
2	E. Baseline Road and Project Driveway West	E. Baseline Road	East/West	No Bicycle Lane	No Bicycle Lane
		Project Driveway West	North/South	No Bicycle Lane	No Bicycle Lane
3	E. Baseline Road and Project Driveway East	E. Baseline Road	East/West	No Bicycle Lane	No Bicycle Lane
		Project Driveway East	North/South	No Bicycle Lane	No Bicycle Lane
4	E. Baseline Road and N. Sycamore Avenue	E. Baseline Road	East/West	Type II (W/B) E. of I/S	Good
		N Sycamore Avenue	North/South	No Bicycle Lane	No Bicycle Lane
5	N. Sycamore Avenue and Shopping Center Driveway	Shopping Center Driveway	East/West	No Bicycle Lane	No Bicycle Lane
		N. Sycamore Avenue	North/South	No Bicycle Lane	No Bicycle Lane

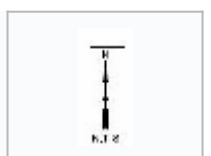
Transit Services

OmniTrans provides transit services in the area. Bus service near the project site is available at stops located at Baseline Street and Riverside Avenue. The primary routes serving this intersection include Route 10 and Route 22, which provide connections to surrounding cities such as San Bernardino, Fontana, and Colton. Relevant route maps and schedules are available in Appendix 1.

Figure 4 – Bus Service Area Map



Transit Service Map



Vehicular Transportation System

An assessment of the roadway system within a ¼ -mile radius of the project site was conducted. The assessment included the number of

traffic lanes, the direction of flow, the presence of peak-period tow-away lanes affecting roadway travel capacity, the presence of bicycle lanes, and any other significant street information.

Regional Freeway System

The project area is served by Interstate 210 (I-210). The segment of the I-210 Freeway near the project site generally consists of three mixed-flow and one HOV travel lane in each direction. This freeway provides primary regional access to surrounding communities within San Bernardino County and to the greater Southern California region.

Area Roadway System

The project area is served by the following surrounding roadways:

Baseline Road

Baseline Road is a major east-west arterial roadway within the City of Rialto. It serves as a key transportation corridor, providing regional connectivity throughout the Inland Empire. In the vicinity of the project site, Baseline Road generally consists of multiple travel lanes in each direction, with a center median and signalized intersections at major cross streets. The roadway provides access to residential, commercial, educational, and industrial land uses within the project area and serves as an important connection to regional freeway facilities, including Interstate 10 (I-10) and State Route 210 (SR-210). The City of Rialto General Plan identifies Baseline Road as a major arterial corridor intended to accommodate high traffic volumes and regional circulation demands.

Riverside Avenue

Riverside Avenue is a north-south arterial roadway that serves as a significant transportation corridor through the City of Rialto and surrounding communities. The roadway provides regional connectivity between residential neighborhoods, commercial developments, industrial areas, and major transportation facilities. In the project vicinity, Riverside Avenue generally has multiple travel lanes and signalized intersections at major roadway crossings, including Baseline Road. Riverside Avenue is identified in the City’s circulation system as an important arterial roadway intended to accommodate regional and local traffic movements.

N. Sycamore Avenue

N. Sycamore Avenue is a north-south roadway providing local and subregional circulation within the City of Rialto. The roadway serves adjacent residential, commercial, and institutional land uses and provides connectivity between Baseline Road and surrounding local street networks. In the vicinity of the project site, N. Sycamore Avenue serves as an important connector roadway, facilitating local traffic circulation and access to nearby developments.

TRANSPORTATION IMPACT ANALYSES

The Senate Bill 743 (SB 743) modified the California Environmental Quality Act (CEQA) to require the use of Vehicle Miles Traveled (VMT) as the primary metric for evaluating a project’s transportation impacts, replacing the previous metric, which was based on Level of Service (LOS) calculations. In response to SB 743, the California Governor's Office of Planning and Research (OPR) issued guidance in the publication Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory, 2018. Based on substantial research, OPR determined that adding local-serving and retail uses typically improves destination accessibility for customers, often reducing trip distances and vehicle miles traveled. This is due to customers traveling shorter distances than they did previously. According to OPR, local serving and retail uses may generally be presumed to have a less-than-significant VMT impact and can generally be screened from further VMT analysis.

Additionally, according to the City of Realto's Traffic Impact Study Guidelines, dated December 2024, page 22, local serving uses are presumed to have less than a significant impact on VMT as they are local serving in nature, as outlined below:

Local serving retail, the following uses can also be presumed to have a less than significant impact, absent substantial evidence to the contrary, as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks

The proposed project is a local serving car wash project. Therefore, the project will have less than a significant VMT impact.

LOCAL TRANSPORTATION ANALYSES

Operational Evaluation

An operational evaluation of the project area was conducted to determine any project impact on access, safety, and circulation on the roadway network in the vicinity of the project.

Study Intersections

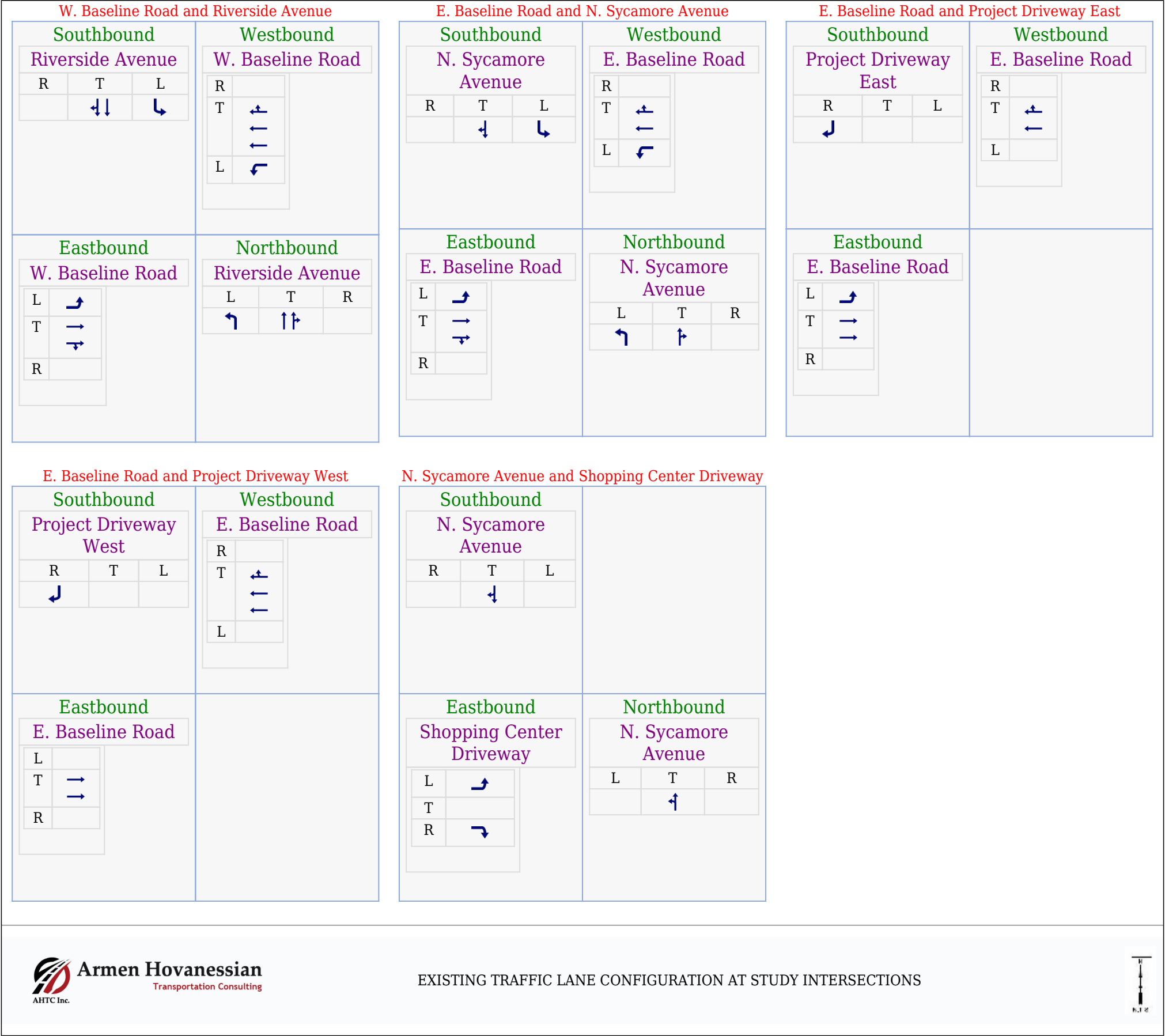
After consultation with City of Rialto staff, it was determined that the following intersections would be analyzed and evaluated for operational assessment, as shown in Table 4 below:

Table 4 - Study Intersections

SI	Intersection	Configuration	Existing Control
1	W. Baseline Road and Riverside Avenue	4 - Legged	Signalized
2	E. Baseline Road and Project Driveway West	3 - Legged	Partial Way Stop
3	E. Baseline Road and Project Driveway East	3 - Legged	Partial Way Stop
4	E. Baseline Road and N. Sycamore Avenue	4 - Legged	Signalized
5	N. Sycamore Avenue and Shopping Center Driveway	3 - Legged	Partial Way Stop

Refer to Figure 5 below for a depiction of the configurations of traffic lanes at the approaches to the study intersections.

Figure 5 - Study Intersections Lane Configurations



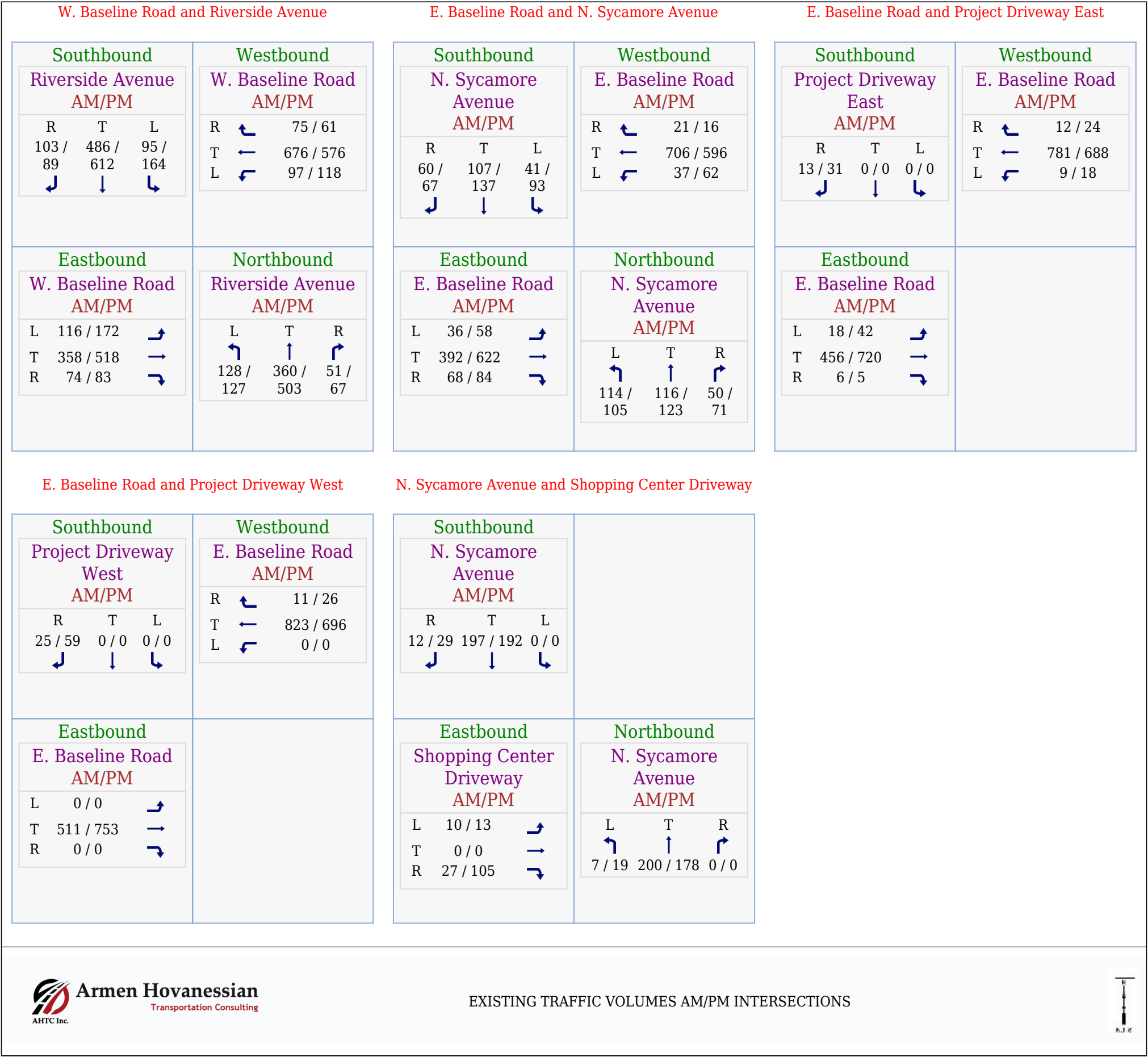
Traffic Volume Counts

Traffic volume counts were obtained for vehicular turning movements at the study intersections:

Vehicular turning movement counts were conducted on Tuesday, March 17, 2026, during the typical commuter hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM, to obtain existing traffic volumes for the AM and PM peak hours.

Please refer to Appendix 3 for the manual traffic counts, and Figure 6 below for Existing (AM/PM Peak) Traffic Volumes for an illustration of the AM and PM peak-hour turning movement counts used for the study intersections.

Figure 6 - Existing Traffic Volumes at Study Intersections



Project Trip Generation

Trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, were used in this analysis. For the proposed trip generation, an Automated Car Wash, ITE code 948, was used to estimate the proposed project trips.

Furthermore, pass-by trip tables for ITE code 944 for a Gasoline/Service Station, a similar use, from the ITE Trip Generation Manual, 12th Edition, 2025, Pass-By Trip Rates, were used to estimate the AM and PM pass-by trips for the proposed use. Refer to Appendix 2 for ITE trip rate tables. The use of gas station pass-by trip discount rates is appropriate for the proposed car wash because the two land uses exhibit similar driver characteristics and travel behavior. Trips to both car washes and gas stations are typically opportunistic in nature and are often made by motorists already traveling along adjacent roadways rather than as primary destinations. Drivers commonly choose to enter these facilities while passing by as part of an existing trip for another purpose, such as commuting, shopping, or errands.

As a result, a substantial portion of trips associated with both uses consist of pass-by or diverted-link trips rather than new trips added to the roadway network. Given these similarities in trip purpose and driver decision-making, applying gas station pass-by trip discount rates provides a reasonable and conservative proxy for estimating pass-by trip activity for the proposed car wash.

As shown in Table 5 below, the project is forecast to result in 33 AM and 36 PM peak-hour trips, as well as 348 daily trips.

Table 5 - Project Trip Generation

Land Use (ITE Code)	Size	Unit	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
Proposed Project Trip Generation												
Automated Car Wash (948)*	3.600	SF	26.25	Split	51.00%	49.00%	24.78	Split	50.00%	50.00%	253.51	913
				96	49	47		90	45	45		
Total Proposed Trips				96	49	47		90	45	45		913
Pass-by Trip Discounts												
Gas Service Station (944)**	1.000	Station	63.00%	-59	-30	-29	57.00%	-50	-25	-25	57.00%	-520
Total Pass-by Trip Discount				-59	-30	-29		-50	-25	-25		-520
Internal Capture Discount												
Automated Car Wash (948)	3.600	KSF	5.00%	-4	-2	-2	5.00%	-4	-2	-2	5.00%	-45
Total Internal Capture Discount				-4	-2	-2		-4	-2	-2		-45
Net New Trips				33	17	16		36	18	18		348
NET INCREASE/DECREASE TRIPS				33	17	16		36	18	18		348
*ITE Trip Generation Manual, 12th Edition **ITE Pass-by Trip Discount Rate for Gas Service Station, similar use												

Project Trip Distribution and Assignments

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. The geographic distribution of project trips is based on the functional classification of streets in the vicinity, the magnitude of traffic volumes, and local knowledge of the roadway network. Based on the project trip generation, shown in Table 5, and the regional trip distribution assumptions, a proposed study area for the traffic analysis was derived. The location and the number of intersections to be analyzed were reviewed and approved by the City of Rialto staff. Refer to Figures 7, 8, and 9 below for illustrations showing the Project’s Trip Distributions and Assignments at the study intersections.

Figure 7 - Project Trip Distribution Percentages

W. Baseline Road and Riverside Avenue			E. Baseline Road and N. Sycamore Avenue			E. Baseline Road and Project Driveway East											
Southbound Riverside Avenue IN/OUT (%) R 0 / 0 ↙ T 0 / 0 ↓ L 15 / 0 ↘			Westbound W. Baseline Road IN/OUT (%) R 0 / 15 ↙ T 0 / 20 ← L 0 / 15 ↘			Southbound N. Sycamore Avenue IN/OUT (%) R 0 / 0 ↙ T 0 / 15 ↓ L 0 / 20 ↘			Westbound E. Baseline Road IN/OUT (%) R 0 / 0 ↙ T 20 / 0 ← L 0 / 0 ↘			Southbound Project Driveway East IN/OUT (%) R 0 / 25 ↙ T 0 / 0 ↓ L 0 / 0 ↘			Westbound E. Baseline Road IN/OUT (%) R 35 / 0 ↙ T 0 / 0 ← L 0 / 0 ↘		
Eastbound W. Baseline Road IN/OUT (%) L 0 / 0 ↘ T 20 / 0 → R 0 / 0 ↙			Northbound Riverside Avenue IN/OUT (%) L 0 / 0 ↙ T 0 / 0 ↑ R 15 / 0 ↘			Eastbound E. Baseline Road IN/OUT (%) L 0 / 0 ↘ T 0 / 0 → R 0 / 0 ↙			Northbound N. Sycamore Avenue IN/OUT (%) L 15 / 0 ↙ T 0 / 0 ↑ R 0 / 0 ↘			Eastbound E. Baseline Road IN/OUT (%) L 50 / 0 ↘ T 0 / 0 → R 0 / 0 ↙					
E. Baseline Road and Project Driveway West			N. Sycamore Avenue and Shopping Center Driveway														
Southbound Project Driveway West IN/OUT (%) R 0 / 25 ↙ T 0 / 0 ↓ L 0 / 0 ↘			Westbound E. Baseline Road IN/OUT (%) R 0 / 0 ↙ T 0 / 0 ← L 0 / 0 ↘			Southbound N. Sycamore Avenue IN/OUT (%) R 15 / 0 ↙ T 0 / 0 ↓ L 0 / 0 ↘											
Eastbound E. Baseline Road IN/OUT (%) L 0 / 0 ↘ T 0 / 0 → R 0 / 0 ↙						Eastbound Shopping Center Driveway IN/OUT (%) L 0 / 15 ↘ T 0 / 0 → R 0 / 35 ↙			Northbound N. Sycamore Avenue IN/OUT (%) L 0 / 0 ↙ T 0 / 0 ↑ R 0 / 0 ↘								
Armen Hovannessian AHTC Inc. Transportation Consulting PROJECT TRIP DISTRIBUTION PERCENTAGES IN/OUT																	

Figure 8 - Project Trip Assignments for AM/PM Peak Hours

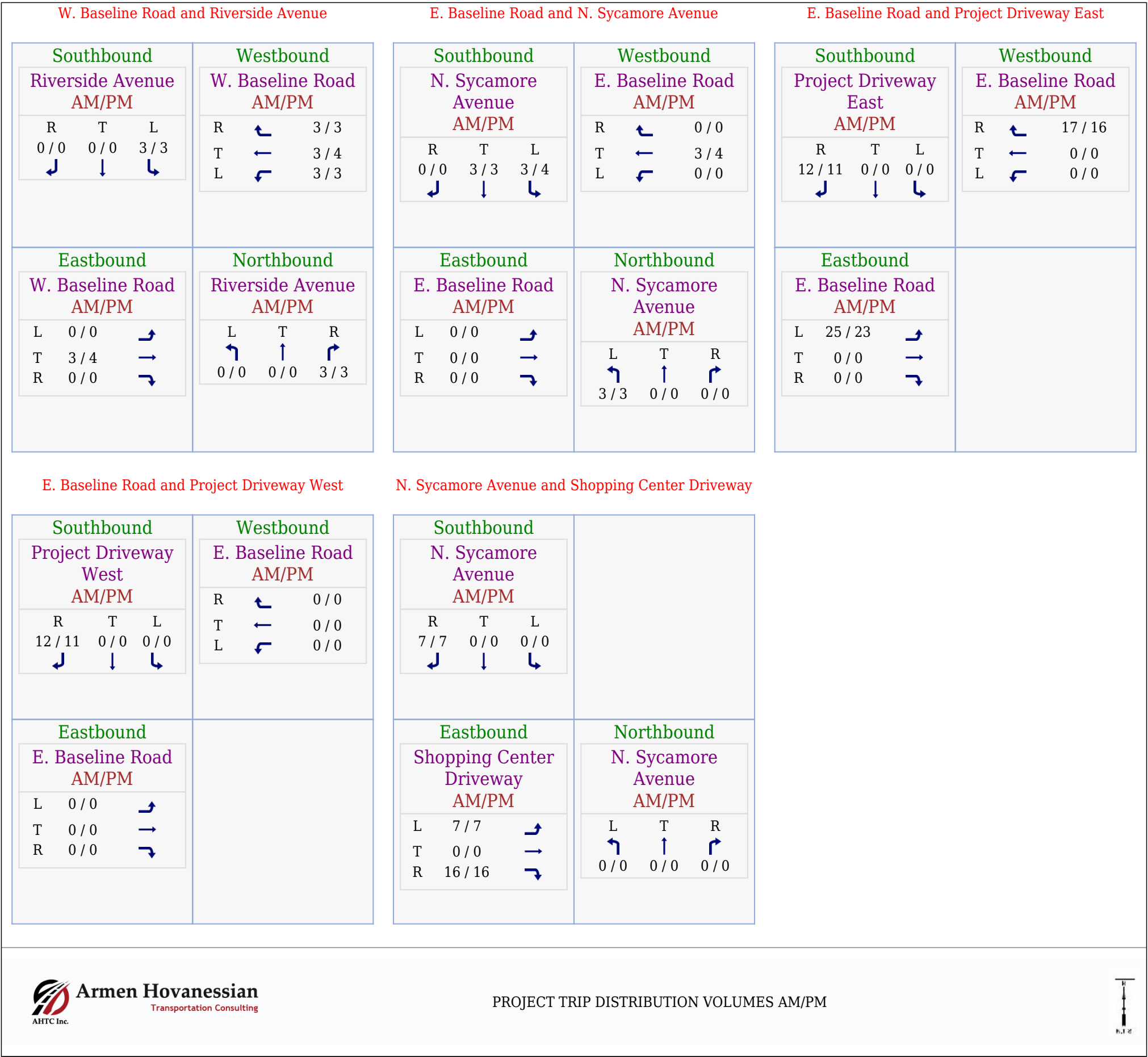
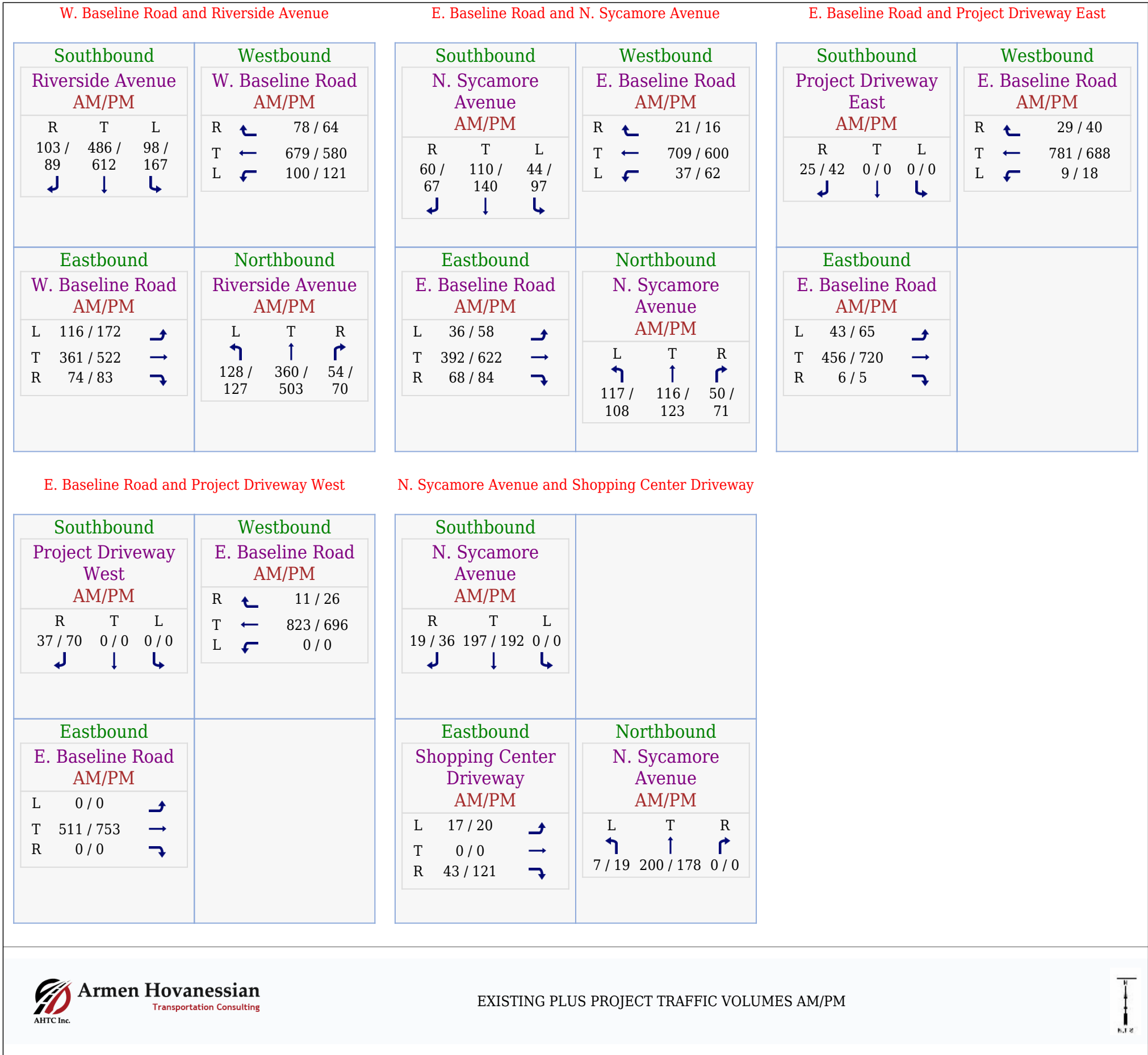


Figure 9 - Existing Plus Project Traffic Volumes



Traffic Forecasts

In general, future peak-hour traffic projections for the study intersections are estimated to account for growth due to (1) related projects within ¼ to ½ mile of the project site and (2) ambient traffic growth. In this analysis, the related projects within one (1) mile of the project site were included.

Related Projects

To understand the relative traffic impacts for the projected year of completion, this traffic study analyzed potential traffic trips due to the development of related projects in the area. Five (5) such related projects were identified, and the associated trip volumes were calculated. Figure 10 depicts a map of the identified related projects. Table 6 provides information on related projects and their corresponding traffic volumes.

Figure 10 - Related Projects Map



Table 6 - Related Projects List & Trip Generation

Project No	Project Name	Location	Land Use	Size	Unit	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
1	Pepper Avenue Industrial Development	E/S Pepper Avenue and SR-210 Freeway	Warehouse (150)	470.00	KSF	0.15	Split	70.00%	30.00%	0.17	Split	34.00%	66.00%	1.38	649
							70	49	21		80	27	53		
2	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Warehouse (150)	224.57	KSF	0.15	Split	70.00%	30.00%	0.17	Split	34.00%	66.00%	1.38	310
							34	24	10		38	13	25		
3	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Fast-Food Restaurant with Drive-Through Window (934)	3.92	KSF	42.85	Split	52.00%	48.00%	52.41	Split	51.00%	49.00%	448.12	1757
							168	87	81		206	105	101		
4	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Convenience Store/Gas Station - GFA (2-4k) (945)	12.00	VFP	14.49	Split	50.00%	50.00%	16.82	Split	50.00%	50.00%	211.05	2533
							174	87	87		202	101	101		
5	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Automated Car Wash (948)	1.46	KSF	26.25	Split	51.00%	49.00%	24.78	Split	50.00%	50.00%	253.51	370
							39	20	19		36	18	18		
6	Olive Avenue Development Project	N/S Baseline Road E/O Fitzgerald Avenue	Warehouse (150)	679.61	KSF	0.15	Split	70.00%	30.00%	0.17	Split	34.00%	66.00%	1.38	938
							102	71	31		115	39	76		
7	McDonald's	SWC East Foothill Boulevard and North Acacia Avenue	Fast-Food Restaurant with Drive-Through Window (934)	4.21	KSF	42.85	Split	52.00%	48.00%	52.41	Split	51.00%	49.00%	448.12	1887
							181	94	87		221	113	108		
8	Drive-thru NWC Baseline and Cactus	NWC West Baseline Road and North Cactus Avenue	Fast-Food Restaurant with Drive-Through Window (934)	2.52	KSF	42.85	Split	52.00%	48.00%	52.41	Split	51.00%	49.00%	448.12	1129
							108	56	52		132	67	65		
Total Proposed Trips							876	488	388		1030	483	547		9573
Transit Trips Discount															
1	Pepper Avenue Industrial Development	E/S Pepper Avenue and SR-210 Freeway	Warehouse (150)	470.00	KSF	10.00%	-7	-5	-2	10.00%	-8	-3	-5	10.00%	-65
2	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Warehouse (150)	224.57	KSF	10.00%	-3	-2	-1	10.00%	-4	-1	-3	10.00%	-31
3	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Fast-Food Restaurant with Drive-Through Window (934)	3.92	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
4	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Convenience Store/Gas Station - GFA (2-4k) (945)	12.00	VFP	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
5	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Automated Car Wash (948)	1.46	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
6	Olive Avenue Development Project	N/S Baseline Road E/O Fitzgerald Avenue	Warehouse (150)	679.61	KSF	10.00%	-10	-7	-3	10.00%	-12	-4	-8	10.00%	-94
7	McDonald's	SWC East Foothill Boulevard and North Acacia Avenue	Fast-Food Restaurant with Drive-Through Window (934)	4.21	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
8	Drive-thru NWC Baseline and Cactus	NWC West Baseline Road and North Cactus Avenue	Fast-Food Restaurant with Drive-Through Window (934)	2.52	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
Total Transit Type Discount							-20	-14	-6		-24	-8	-16		-190
Pass-by Trip Discounts															
1	Pepper Avenue Industrial Development	E/S Pepper Avenue and SR-210 Freeway	Warehouse (150)	470.00	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
2	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Warehouse (150)	224.57	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
3	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Fast-Food Restaurant with Drive-Through Window (934)	3.92	KSF	50.00%	-85	-44	-41	55.00%	-114	-58	-56	50.00%	-879
4	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Convenience Store/Gas Station - GFA (2-4k) (945)	12.00	VFP	63.00%	-110	-55	-55	57.00%	-116	-58	-58	57.00%	-1444
5	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Automated Car Wash (948)	1.46	KSF	63.00%	-25	-13	-12	57.00%	-20	-10	-10	57.00%	-211
6	Olive Avenue Development Project	N/S Baseline Road E/O Fitzgerald Avenue	Warehouse (150)	679.61	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
7	McDonald's	SWC East Foothill Boulevard and North Acacia Avenue	Fast-Food Restaurant with Drive-Through Window (934)	4.21	KSF	50.00%	-91	-47	-44	55.00%	-121	-62	-59	50.00%	-944
8	Drive-thru NWC Baseline and Cactus	NWC West Baseline Road and North Cactus Avenue	Fast-Food Restaurant with Drive-Through Window (934)	2.52	KSF	50.00%	-54	-28	-26	55.00%	-73	-37	-36	50.00%	-565
Total Pass-by Trip Discount							-365	-187	-178		-444	-225	-219		-4043
Internal Capture Discount															
1	Pepper Avenue Industrial Development	E/S Pepper Avenue and SR-210 Freeway	Warehouse (150)	470.00	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
2	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Warehouse (150)	224.57	KSF	10.00%	-3	-2	-1	10.00%	-4	-1	-3	10.00%	-31
3	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Fast-Food Restaurant with Drive-Through Window (934)	3.92	KSF	10.00%	-17	-9	-8	10.00%	-21	-11	-10	10.00%	-176
4	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Convenience Store/Gas Station - GFA (2-4k) (945)	12.00	VFP	10.00%	-18	-9	-9	10.00%	-20	-10	-10	10.00%	-253
5	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Automated Car Wash (948)	1.46	KSF	10.00%	-4	-2	-2	10.00%	-4	-2	-2	10.00%	-37
6	Olive Avenue Development Project	N/S Baseline Road E/O Fitzgerald Avenue	Warehouse (150)	679.61	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
7	McDonald's	SWC East Foothill Boulevard and North Acacia Avenue	Fast-Food Restaurant with Drive-Through Window (934)	4.21	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
8	Drive-thru NWC Baseline and Cactus	NWC West Baseline Road and North Cactus Avenue	Fast-Food Restaurant with Drive-Through Window (934)	2.52	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
Total Internal Capture Discount							-42	-22	-20		-49	-24	-25		-497
Total New Trips							449	265	184		513	226	287		4843
NET INCREASE/DECREASE TRIPS							449	265	184		513	226	287		4843

Ambient Traffic Growth

To account for the future ambient traffic growth from the intensification of existing developments, and other projects that are located further than a half mile from the project site, the existing traffic volumes were increased by an ambient growth rate of 1% per year to the anticipated year of completion, 2031 These values were used in addition to the related project trip generation to forecast future traffic volumes without project traffic volumes, as shown in Figure 11.

Figure 11 - Future Traffic Volumes Without Project

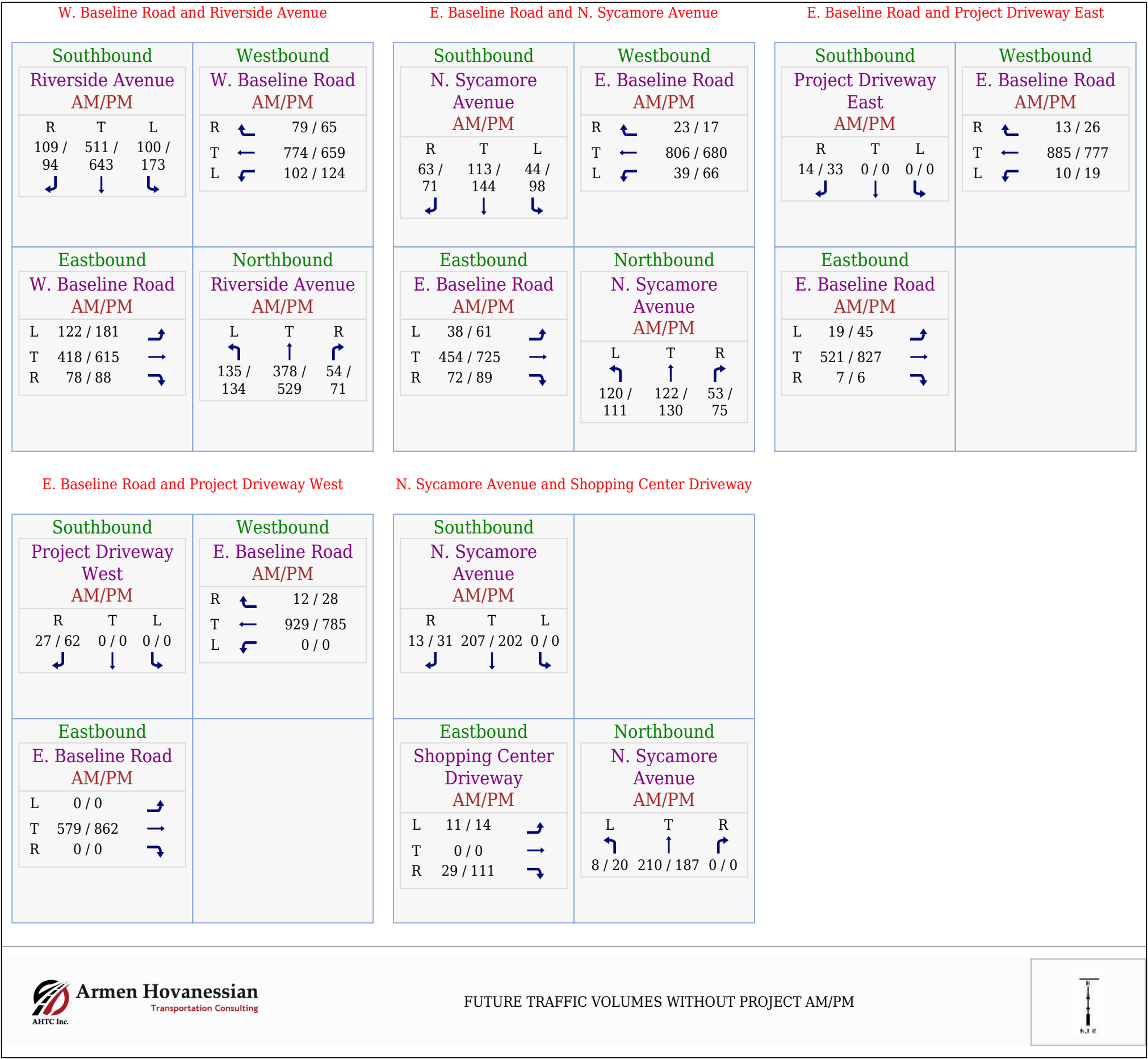
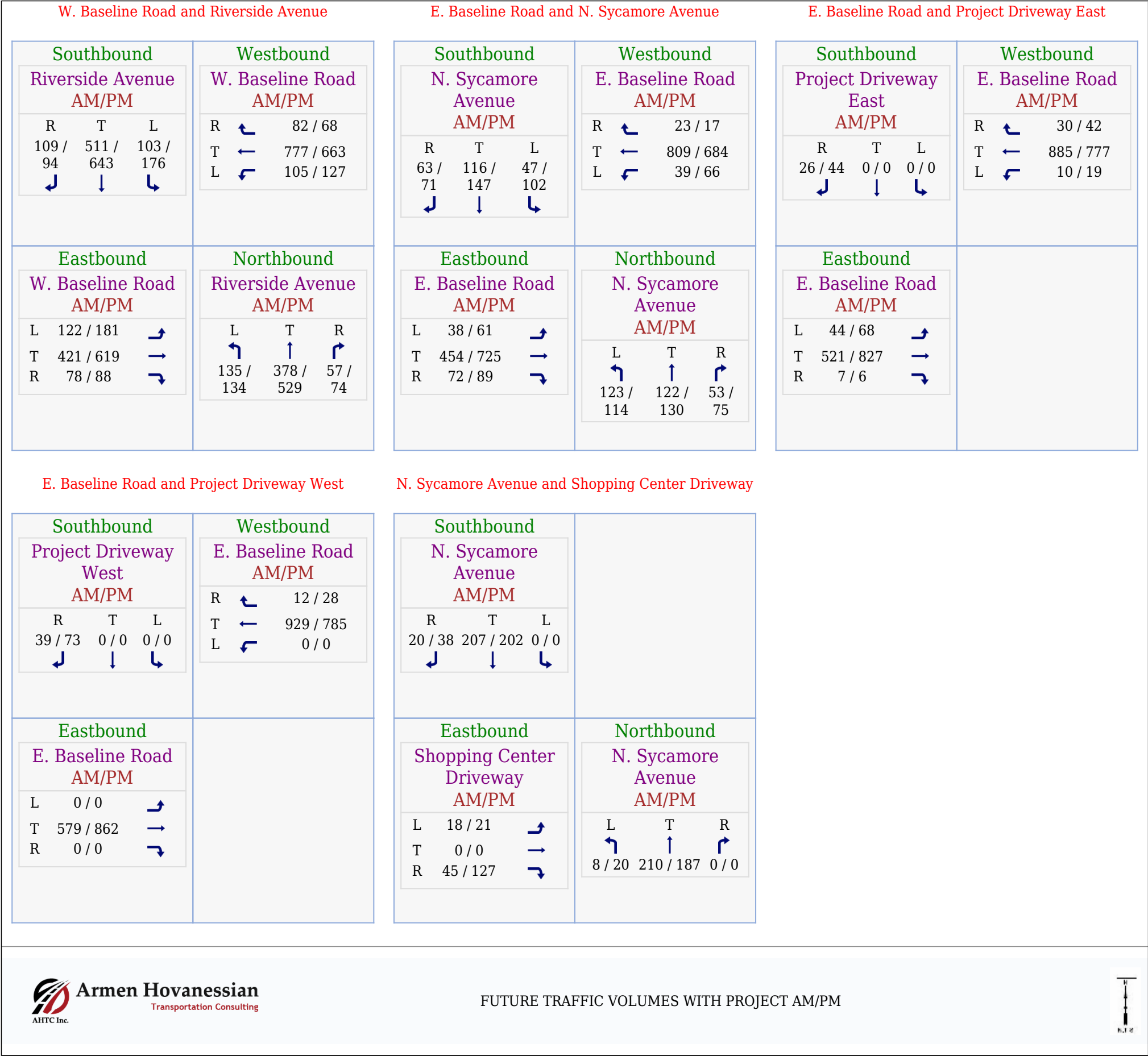


Figure 12 - Future Traffic Volumes with Project



Operational Analyses

Operational analyses of vehicle delays, levels of service, and queueing were conducted at the study intersections for the following conditions:

- 1. Existing Traffic Conditions
- 2. Existing Plus Project Traffic Conditions
- 3. Future Without Project Traffic Conditions
- 4. Future Plus Project Traffic Conditions

Delay and Queueing Methodology

Signalized Intersections

For signalized intersections, the Highway Capacity Manual (HCM) operations methodology for performing signalized intersection capacity analysis is used. This method relies on the determination of a delay or Level of Service (LOS) at each of the study intersections by first determining their corresponding average control delay per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. It is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

LOS varies from at best LOS A (free flow/excellent) to at worst LOS of F (stop-and-go/failure). Shown below, in Table 7, are the LOS categories and their corresponding HCM average control delay ranges for signalized intersections.

Table 7 - LOS at Signalized Intersection

Level of Service	Average Control Delay per Vehicle (Sec/Veh)	Definition
A	0 to 10.00	LOS A describes operations with a control delay of 10 s/veh or less. This level is typically assigned when the volume-to-capacity ratio is low, and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green <u>indication</u> and travel through the intersection without stopping.
B	10.01 to 20.00	LOS B describes operations with control <u>delay</u> between 10 and 20 s/ <u>veh</u> . This level is typically assigned when the volume-to-capacity ratio is low, and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
C	20.01 to 35.00	LOS C describes operations with control <u>delay</u> between 20 and 35 s/ <u>veh</u> . This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	35.01 to 55.00	LOS D describes operations with control delay between 35 and 55 s/ <u>veh</u> . This level is typically assigned when the volume-to-capacity ratio is high, and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	55.01 to 80.00	LOS E describes operations with control delay between 55 and 80 s/ <u>veh</u> . This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Over 80.00	LOS F describes operations with control delay exceeding 80 s/ <u>veh</u> . This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Unsignalized Intersections

This analysis utilizes the Highway Capacity Manual (HCM) methodologies for performing stop-controlled intersection capacity analyses. For stop-controlled intersection analysis, LOS is calculated for each movement of the intersection, and the most critical LOS (i.e., the movement with the highest delay) is the one that represents the effectiveness of that intersection. The LOS thresholds for stop-controlled intersections differ from those for signalized intersections to reflect different driver expectations. Table 8 below shows the LOS categories and their most common corresponding HCM average control delay ranges for stop-controlled intersections.

Table 8 - LOS at Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Sec/Veh)
A	0 to 10.00
B	Over 10 to 15
C	Over 15 to 25
D	Over 25 to 35
E	Over 35 to 50
F	Over 50

Level of Service and Queueing Analyses

The results of the operational analyses for each study intersection are provided in tables Appendix 4 to summarize LOS, Delays, and Queue Lengths for each traffic movement for the following traffic conditions:

- Existing
- Existing plus project
- Future without a project
- Future with the project

Table 9 below provides a comparison of the intersectional LOS and Delay analysis for the aforementioned traffic conditions. Please refer to Appendix 5 for the HCM analysis worksheets for the analyzed intersections.

Table 9 - Comparison of Intersectional LOS & Delay for Various Conditions

#	Intersection	Peak Hour	Existing		Existing + Project		Future		Future + Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	W. Baseline Road & Riverside Avenue	AM	31.28	C	31.32	C	31.59	C	31.63	C
		PM	32.38	C	32.41	C	32.75	C	32.78	C
2	E. Baseline Road & Project Driveway West	AM	0.01	A	0.02	A	0.01	A	0.02	A
		PM	0.04	A	0.05	A	0.04	A	0.05	A
3	E. Baseline Road & Project Driveway East	AM	0.00	A	0.01	A	0.00	A	0.01	A
		PM	0.01	A	0.02	A	0.01	A	0.02	A
4	E. Baseline Road & N. Sycamore Avenue	AM	10.34	B	10.34	B	10.69	B	10.69	B
		PM	10.34	B	10.34	B	10.72	B	10.72	B
5	Shopping Center Driveway & N. Sycamore Avenue	AM	0.03	A	0.07	A	0.03	A	0.08	A
		PM	0.35	A	0.44	A	0.37	A	0.46	A

Project Driveway Analyses

The project driveways were analyzed using HCM methodologies to perform stop-controlled intersection capacity analyses (see Appendix 5). The project driveways will operate under stop-sign control for vehicles exiting the property.

Recommended Actions

The project does not have major adverse effects on access, safety, or circulation within the study area or at the analyzed intersections. It is recommended to install stop signs at the driveways on East Baseline Road.

PROJECT QUEUEING ANALYSIS

To determine the queueing of the car wash traffic, extensive surveys by observation of queue lengths were conducted at three similar Quick Quack Car Wash locations, as shown below:

- 1. 849 Davis Street, Vacaville, CA 95687
- 2. 1305 N. Lincoln Street, Dixon, CA 95620
- 3. 1471 Holiday Lane, Fairfield, CA 94534

The data were collected between 7 AM and 9 PM on Friday, January 23, 2026, and Saturday, January 24, 2026, at all three locations in 1-minute intervals. Please refer to Appendix 6 for survey data sheets.

Although these facilities are not located within the immediate Rialto area, they represent appropriate and reliable comparable facilities for evaluating the operational characteristics and queueing demands of the proposed project for the following reasons:

Identical Business and Operational Model

All surveyed facilities are operated by Quick Quack Car Wash and utilize the same express tunnel car wash operational model proposed for the Rialto project, including:

Because the operational characteristics are standardized throughout the Quick Quack system, the surveyed facilities provide a reliable representation of the expected queueing conditions for the proposed Rialto location.

- Membership-based operations;
- Automated license plate recognition systems;
- Dual queue lane configurations;
- Similar wash tunnel processing times;
- Similar staffing and customer service operations; and
- Similar vacuum stall operations and customer circulation patterns.

Use of Real-World Empirical Data

The queueing analysis was based on actual field observations conducted over extended operating periods during both weekday and

weekend conditions. The surveys documented real-world customer demand patterns and queue lengths at functioning facilities with similar site designs and operational characteristics. The use of empirical operational data from comparable facilities provides a more reliable assessment of expected queueing conditions than theoretical assumptions alone.

Comparable California Market Conditions

The surveyed facilities are located within California communities that experience similar automobile-oriented travel characteristics, customer behaviors, and suburban commercial development patterns as those present in the City of Rialto. Accordingly, the observed queueing operations are considered representative of the proposed project's expected operational characteristics.

Based on the above, the surveyed Quick Quack facilities provide a reasonable and technically appropriate basis for evaluating the anticipated queueing demand and operational performance of the proposed car wash project. Furthermore, the field observations demonstrated that queue lengths remained well within the available on-site storage capacity, supporting the conclusion that the proposed Rialto facility would operate without adverse queue spillback impacts to adjacent roadways.

The surveyed car wash locations provided 2 queue lanes at the gates before entering the car wash tunnel. The observation of the queue lengths is as follows:

Location 1 - 849 Davis Street, Vacaville:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles per queue line over a 1-minute interval. Only 2 times were 2-car queue lengths observed during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 10 - Friday - Frequency of Maximum Queue Length at Location 1

849 Davis Street Vacaville, CA 95687								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	769	91.5%	0	815	97.0%	0	789	93.9%
1	56	6.7%	1	23	2.7%	1	43	5.1%
2	15	1.8%	2	2	0.2%	2	8	1.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	1		95th Percentile	0		95th Percentile	1	
Max	2		Max	2		Max	2	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 2 cars 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 4 vehicles in the member-only lane and 3 vehicles in the member/non-member lane over a 1-minute interval. Only 3 times were 4-car queue lengths observed in the member-only lane, and 3 times 3-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 11 - Saturday - Frequency of Maximum Queue Length at Location 1

849 Davis Street Vacaville, CA 95687								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	699	83.2%	0	796	94.8%	0	723	86.1%
1	80	9.5%	1	33	3.9%	1	75	8.9%
2	41	4.9%	2	8	1.0%	2	32	3.8%
3	13	1.5%	3	3	0.4%	3	7	0.8%
4	6	0.7%	4	0	0.0%	4	3	0.4%
5	1	0.1%	5	0	0.0%	5	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	0		85th Percentile	0	
95th Percentile	2		95th Percentile	1		95th Percentile	1.05	
Max	5		Max	3		Max	4	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 4 and 3 cars, respectively, 99% of the time.

Location 2 - 1305 N. Lincoln Street, Dixon:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles in the member/non-member lane and 0 vehicles in the member-only lane over a 1-minute interval. Only 9 2-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 12 - Friday - Frequency of Maximum Queue Length at Location 2

1305 N. Lincoln Street Dixon, CA 95620								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	803	95.6%	0	803	95.6%	0	840	100.0%
1	28	3.3%	1	28	3.3%	1	0	0.0%
2	9	1.1%	2	9	1.1%	2	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	0		95th Percentile	0		95th Percentile	0	
Max	2		Max	2		Max	0	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 0 and 2 cars, respectively, 100% and 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 0 vehicles in the member-only lane and 4 vehicles in the member/non-member lane over a 1-minute interval. Only 6 times 4-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 13 - Saturday - Frequency of Maximum Queue Length at Location 2

1305 N. Lincoln Street Dixon, CA 95620								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	685	81.5%	0	685	81.5%	0	840	100.0%
1	103	12.3%	1	103	12.3%	1	0	0.0%
2	39	4.6%	2	39	4.6%	2	0	0.0%
3	7	0.8%	3	7	0.8%	3	0	0.0%
4	6	0.7%	4	6	0.7%	4	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	1		85th Percentile	0	
95th Percentile	2		95th Percentile	2		95th Percentile	0	
Max	4		Max	4		Max	0	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 0 and 4 cars, respectively, 100% and 99% of the time.

Location 3 - 1471 Holiday Lane, Fairfield:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles in the member/non-member lane and the member-only lane over a 1-minute interval. Only 9 2-car queue lengths were observed in the member/non-member and member-only lanes during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 14 - Friday - Frequency of Maximum Queue Length at Location 3

1471 Holiday Lane Fairfield, CA 94534								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	740	88.1%	0	797	94.9%	0	774	92.1%
1	76	9.0%	1	34	4.0%	1	57	6.8%
2	21	2.5%	2	9	1.1%	2	9	1.1%
3	3	0.4%	3	0	0.0%	3	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	1		95th Percentile	1		95th Percentile	1	
Max	3		Max	2		Max	2	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 2 cars 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 4 vehicles in the member-only lane and 3 vehicles in the member/non-member lane over a 1-minute interval. Only 1 time was a 3-car queue length observed in the member/non-member lane, and twice were 4-car queue lengths observed in the member-only lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 15 - Saturday - Frequency of Maximum Queue Length at Location 3

1471 Holiday Lane Fairfield, CA 94534								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	660	78.6%	0	760	90.5%	0	706	84.0%
1	100	11.9%	1	66	7.9%	1	84	10.0%
2	57	6.8%	2	13	1.5%	2	40	4.8%
3	18	2.1%	3	1	0.1%	3	8	1.0%
4	3	0.4%	4	0	0.0%	4	2	0.2%
5	1	0.1%	5	0	0.0%	5	0	0.0%
6	1	0.1%	6	0	0.0%	6	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	0		85th Percentile	1	
95th Percentile	2		95th Percentile	1		95th Percentile	2	
Max	6		Max	3		Max	4	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 4 and 3 cars, respectively, 99% of the time.

As shown in the project site plan in Figure 2, the project is designed to provide 2 approximately 145-foot queue lanes totaling approximately 290 feet with capacity to accommodate 14 vehicles. Based on field observations of similar operations, the proposed project's queueing demand would not exceed the queueing capacity provided by the project.

Car Wash Operation

The following are the operating details for the car wash:

1. Hours of operation:

- 7 am - 9 pm
- 7 days per week

2. Team Members:

At any given time, we will have 2-4 Team Members on site, depending on expected volume. Each store typically employs up to 18 Team Members.

3. Site Operation:

Unlike carwashes typically found at gas stations, Quick Quack Car Wash uses a conveyor that keeps cars moving even if there are a few cars in line. The entire wash cycle lasts about **three minutes**, and since there is no waiting for the car in front to finish, a car will rarely spend more than five minutes from the time it enters and exits the carwash site.

As soon as the cars enter the site, they are guided to the queueing line leading into the gates that provide entry to the wash tunnel. The member line features an automated license plate recognition system that opens the gate for a member's car. The one-time wash customers will stop at the gate and pay for the wash in less than 1 minute. After exiting the wash tunnel, approximately 70% of the customers will drive off the site. 30% of customers will stop at the vacuum stalls to clean the inside of the vehicle, which, on average, lasts less than 5 minutes. The on-site staff are actively involved in helping customers complete this process as quickly as possible.

4. Wash Programs:

Quick Quack Car Wash is an express carwash operation offering a quick in-and-out experience for customers. There are individual, varied washes and unlimited programs. With the unlimited program, the customers are waved through the line and can visit the wash as many times as they want per month. The on-site staff members are there to assist customers through the washing process as expeditiously as possible, minimizing the time spent on site.

5. Contingency Plan:

According to exhaustive surveys conducted at various Quick Quack Car Washes, the maximum observed queue length is 5 cars. Therefore, cars do not extend beyond the provided queue storage capacity. In the rare event of a vehicle breakdown while in the queue line, the second queue line is used to move the cars through the line while on-site staff moves the vehicle out of the way. However, this type of situation is highly unlikely.

CONCLUSION

The project does not have major adverse effects on access, safety, and circulation in the roadway system within the study area or at the analyzed intersections.

Appendix 1 - Transit Information

10

FONTANA – BASELINE - SAN BERNARDINO

- Bus Route
- Timepoint - Look for the matching symbol in the timetable section.
- Metrolink Station
- Point of Interest
- Transfer Point
- Transit/Transfer Center
- Tripper Service
- Park-and-Ride
- Medical Center
- Connection Route(s)

FREQUENCY

M-F	SAT	SUN
30/60	60	60



This Route connects with
Arrow, Metrolink, and sbX!
*¡Esta ruta se conecta con Arrow
Rail, Metrolink, y, sbX!*

ROUTE 10: MONDAY - FRIDAY									
SBTC*	Baseline & Medical Center	Baseline & Riverside	Baseline & Citrus	Fontana Metrolink	Fontana Metrolink	Baseline & Citrus	Baseline & Riverside	Baseline & Medical Center	SBTC*
A	B	C	D	E	E	D	C	B	A
WESTBOUND					EASTBOUND				
					6:39	6:50	7:12	7:21	7:36
6:30	6:45	6:54	7:17	7:28	7:53	8:05	8:24	8:33	8:48
7:00	7:15	7:24	7:47	7:58	8:18	8:30	8:49	8:58	9:13
7:29	7:45	7:55	8:20	8:31	8:53	9:05	9:24	9:33	9:48
8:07	8:23	8:33	8:58	9:09	9:23	9:35	9:54	10:03	10:18
8:37	8:53	9:03	9:23	9:34	9:53	10:04	10:23	10:32	10:47
9:07	9:23	9:33	9:53	10:04	10:23	10:34	10:53	11:02	11:17
9:37	9:53	10:03	10:23	10:34	10:53	11:04	11:23	11:32	11:47
10:37	10:53	11:03	11:23	11:34	11:53	12:04	12:23	12:32	12:47
11:37	11:53	12:03	12:24	12:35	12:53	1:04	1:25	1:34	1:49
12:37	12:53	1:03	1:24	1:35	1:53	2:04	2:27	2:36	2:51
1:37	1:53	2:03	2:24	2:35	2:54	3:06	3:29	3:38	3:53
2:07	2:23	2:33	2:54	3:05	3:23	3:35	3:58	4:07	4:22
2:52	3:08	3:18	3:39	3:50	3:53	4:06	4:29	4:38	4:53
3:09	3:25	3:35	3:56	4:07	4:23	4:36	4:59	5:08	5:23
3:39	3:55	4:05	4:26	4:37	4:53	5:06	5:29	5:38	5:53
4:09	4:25	4:35	4:56	5:07	5:25	5:38	6:01	6:10	6:25
4:37	4:53	5:03	5:24	5:35	5:53	6:05	6:27	6:36	6:51
5:07	5:23	5:33	5:54	6:05	6:23	6:35	6:54	7:03	7:16
5:47	6:03	6:12	6:33	6:44	7:08	7:20	7:39	7:48	8:01
6:17	6:33	6:42	7:00	7:11	7:30	7:42	8:01	8:10	8:23
6:43	6:58	7:07	7:25	7:36					
7:43	7:58	8:07	8:25	8:36					
ROUTE 10: SATURDAY									
A	B	C	D	E	E	D	C	B	A
WESTBOUND					EASTBOUND				
					6:31	6:40	6:56	7:03	7:15
6:20	6:32	6:40	6:56	7:05	7:31	7:40	7:56	8:04	8:16
7:10	7:23	7:33	7:49	7:58	8:29	8:38	8:54	9:02	9:14
8:10	8:23	8:33	8:49	8:59	9:31	9:40	9:56	10:04	10:16
9:10	9:23	9:33	9:49	9:59	10:29	10:40	10:58	11:06	11:18
10:10	10:24	10:34	10:50	11:00	11:29	11:40	11:58	12:06	12:19
11:10	11:25	11:35	11:52	12:02	12:29	12:40	12:58	1:06	1:19
12:10	12:25	12:35	12:54	1:04	1:30	1:41	1:59	2:07	2:20
1:10	1:25	1:35	1:54	2:04	2:31	2:42	3:00	3:08	3:21
2:10	2:25	2:35	2:54	3:04	3:31	3:42	4:00	4:08	4:21
3:10	3:25	3:36	3:55	4:05	4:31	4:42	5:02	5:10	5:23
4:10	4:25	4:36	4:55	5:05	5:31	5:42	6:00	6:08	6:21
5:10	5:25	5:35	5:54	6:04	6:31	6:42	7:00	7:08	7:20
6:10	6:25	6:34	6:52	7:02					
ROUTE 10: SUNDAY									
A	B	C	D	E	E	D	C	B	A
WESTBOUND					EASTBOUND				
					7:31	7:40	7:56	8:03	8:15
7:10	7:24	7:34	7:50	7:59	8:31	8:40	8:56	9:03	9:15
8:10	8:24	8:34	8:50	9:00	9:31	9:41	9:57	10:05	10:17
9:10	9:24	9:34	9:50	10:00	10:29	10:39	10:57	11:05	11:17
10:10	10:24	10:34	10:50	11:00	11:29	11:39	11:57	12:05	12:18
11:10	11:25	11:35	11:52	12:02	12:29	12:39	12:57	1:05	1:18
12:10	12:25	12:35	12:54	1:04	1:30	1:40	1:58	2:06	2:19
1:10	1:25	1:36	1:55	2:05	2:31	2:41	2:59	3:07	3:20
2:10	2:25	2:36	2:55	3:05	3:31	3:41	3:59	4:07	4:20
3:10	3:25	3:36	3:55	4:05	4:31	4:41	4:59	5:07	5:20
4:10	4:25	4:36	4:55	5:05	5:31	5:41	5:59	6:07	6:20
5:10	5:25	5:36	5:55	6:05					

SBTC* is the San Bernardino Transit Center

22

NORTH RIALTO - RIVERSIDE AVE - ARMC

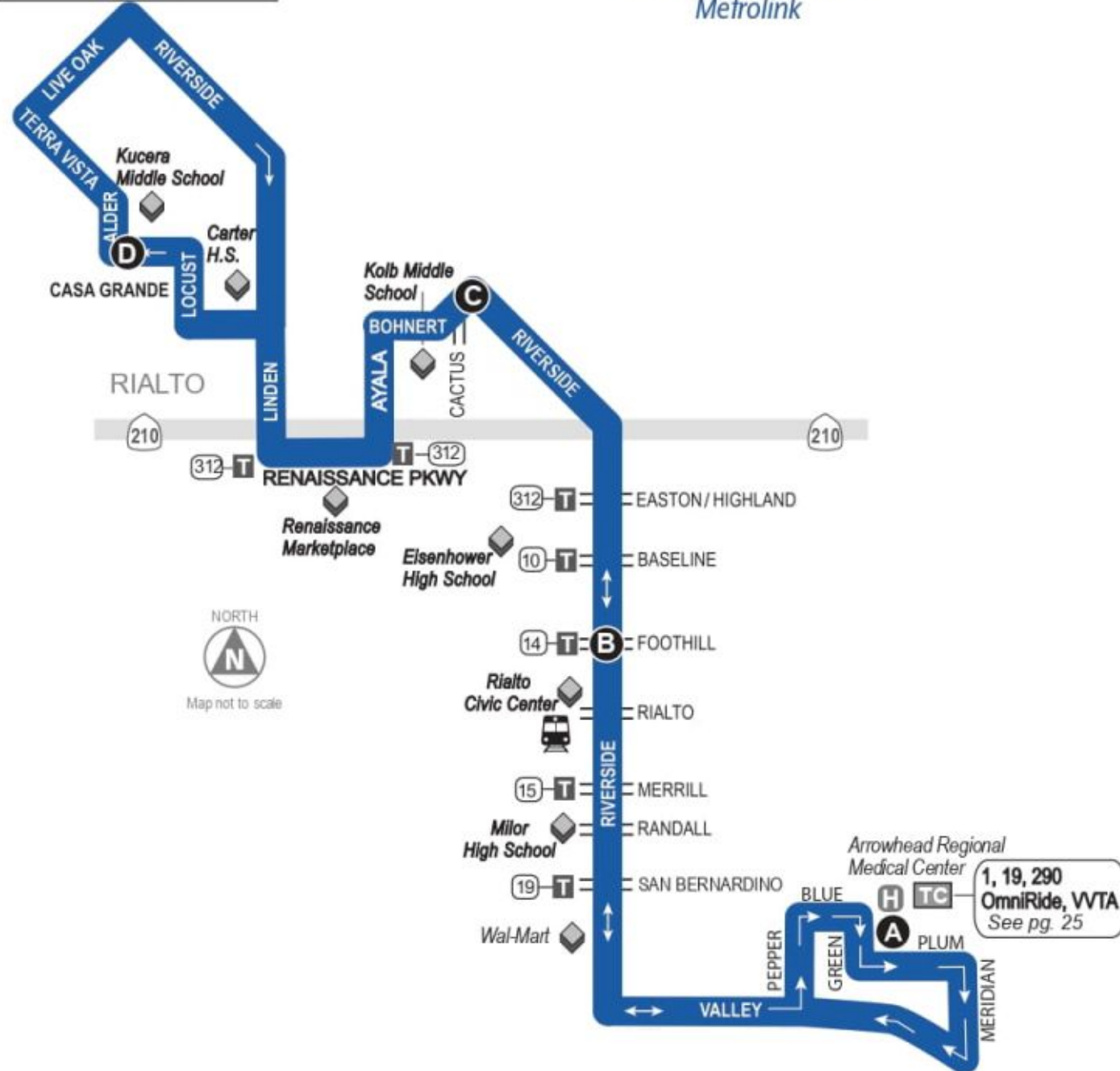
- Bus Route
- Timepoint - Look for the matching symbol in the timetable section.
- Metrolink Station
- Point of Interest
- Transfer Point
- Transit/Transfer Center
- Tripper Service
- Park-and-Ride
- Medical Center
- Connection Route(s)

FREQUENCY

M-F	SAT	SUN
30	60	60

This Route connects with
Metrolink!

*Esta ruta conecta con
Metrolink*



ROUTE 22: MONDAY - FRIDAY							
Arrowhead Regional Medical Center	Riverside & Foothill	Cactus & Riverside	Alder & Casa Grande	Alder & Casa Grande	Cactus & Riverside	Riverside & Foothill	Arrowhead Regional Medical Center
A	B	C	D	D	C	B	A
NORTHBOUND				SOUTHBOUND			
5:00	5:15	5:25	5:39	5:41	6:01	6:12	6:27
6:10	6:25	6:35	6:49	6:53	7:13	7:24	7:39
6:35	6:50	7:00	7:14	7:16	7:38	7:51	8:09
7:05	7:20	7:30	7:44	7:48	8:10	8:23	8:41
7:35	7:50	8:00	8:14	8:18	8:40	8:53	9:11
8:05	8:20	8:30	8:46	8:48	9:10	9:23	9:41
8:35	8:51	9:02	9:18	9:20	9:42	9:55	10:13
9:05	9:21	9:32	9:48	9:50	10:12	10:25	10:43
9:35	9:51	10:02	10:18	10:20	10:42	10:55	11:13
10:10	10:26	10:37	10:53	10:55	11:17	11:31	11:51
10:35	10:51	11:02	11:18	11:20	11:42	11:56	12:16
11:05	11:21	11:32	11:48	11:50	12:12	12:26	12:46
11:35	11:53	12:05	12:21	12:23	12:45	12:59	1:19
12:05	12:23	12:35	12:51	12:53	1:15	1:29	1:49
12:35	12:53	1:05	1:21	1:23	1:45	1:59	2:19
1:05	1:23	1:35	1:51	1:53	2:15	2:29	2:49
1:35	1:53	2:05	2:21	2:23	2:47	3:01	3:21
2:05	2:23	2:35	2:51	2:53	3:17	3:31	3:51
2:35	2:53	3:05	3:21	3:23	3:47	4:01	4:21
3:05	3:23	3:35	3:51	3:53	4:17	4:31	4:51
3:35	3:55	4:07	4:23	4:25	4:49	5:03	5:23
4:05	4:25	4:37	4:53	4:55	5:19	5:33	5:53
4:35	4:55	5:07	5:23	5:25	5:49	6:03	6:23
5:05	5:25	5:37	5:53	5:55	6:19	6:31	6:51
5:35	5:55	6:07	6:23	6:25	6:49	7:01	7:21
6:05	6:22	6:33	6:49	6:51	7:15	7:27	7:47
7:05	7:22	7:33	7:47	7:51	8:12	8:22	8:42
8:05	8:22	8:31	8:45	8:49	9:10	9:20	9:40
9:05	9:18	9:27	9:41	9:43	10:06	10:15	
ROUTE 22: SATURDAY							
A	B	C	D	D	C	B	A
NORTHBOUND				SOUTHBOUND			
7:13	7:28	7:37	7:51	7:53	8:12	8:23	8:38
7:58	8:13	8:23	8:37	8:39	8:58	9:09	9:24
8:58	9:13	9:23	9:37	9:39	9:58	10:09	10:24
9:58	10:13	10:23	10:37	10:39	11:00	11:13	11:31
10:58	11:17	11:29	11:43	11:45	12:06	12:19	12:37
11:58	12:17	12:29	12:43	12:45	1:06	1:19	1:37
12:58	1:17	1:29	1:43	1:45	2:08	2:21	2:39
1:58	2:17	2:29	2:43	2:45	3:08	3:21	3:37
2:58	3:17	3:29	3:43	3:45	4:08	4:21	4:37
3:59	4:15	4:27	4:41	4:43	5:06	5:19	5:35
4:54	5:10	5:22	5:36	5:38	6:01	6:14	6:30
5:56	6:11	6:23	6:37	6:39	7:02	7:13	7:28
ROUTE 22: SUNDAY							
A	B	C	D	D	C	B	A
NORTHBOUND				SOUTHBOUND			
7:58	7:28	7:36	7:48	7:50	8:12	8:24	8:39
8:57	8:12	8:21	8:36	8:38	9:00	9:12	9:27
9:58	9:14	9:24	9:39	9:41	10:03	10:15	10:30
10:58	10:15	10:26	10:41	10:43	11:06	11:18	11:36
11:01	11:18	11:29	11:44	11:46	12:09	12:21	12:39
12:01	12:18	12:29	12:44	12:46	1:09	1:21	1:39
1:00	1:18	1:29	1:44	1:46	2:09	2:21	2:39
2:00	2:18	2:29	2:44	2:46	3:09	3:21	3:38
3:01	3:18	3:29	3:44	3:46	4:09	4:21	4:38
3:59	4:16	4:27	4:42	4:44	5:07	5:19	5:36
4:53	5:10	5:21	5:36	5:38	6:01	6:12	6:29
5:56	6:12	6:23	6:38	6:40	7:03	7:13	7:28

Appendix 2 - Traffic Volume Counts

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

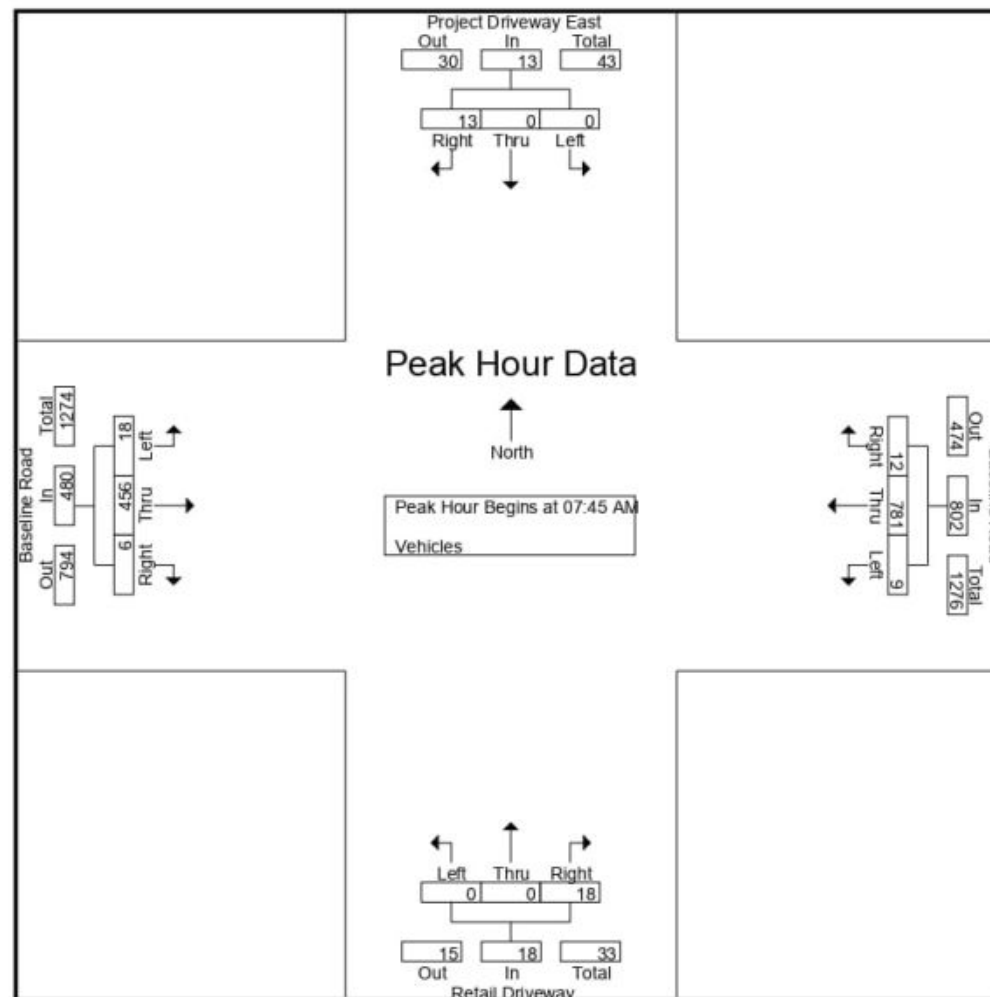
File Name : ProjectDrivewayEast_BaselineRd
Site Code : 00000000
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles													
	Project Driveway East Southbound			Baseline Road Westbound			Retail Driveway Northbound			Baseline Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	80	0	0	0	0	5	45	0	132
07:15 AM	0	0	0	0	95	1	0	0	0	2	73	0	171
07:30 AM	0	0	1	1	144	3	0	0	2	4	105	1	261
07:45 AM	0	0	2	2	214	4	0	0	0	5	114	1	342
Total	0	0	4	4	533	8	0	0	2	16	337	2	906
08:00 AM	0	0	2	1	188	3	0	0	7	4	112	3	320
08:15 AM	0	0	5	3	195	4	0	0	6	4	107	0	324
08:30 AM	0	0	4	3	184	1	0	0	5	5	123	2	327
08:45 AM	0	0	4	1	135	1	0	0	0	11	99	1	252
Total	0	0	15	8	702	9	0	0	18	24	441	6	1223
09:00 AM	0	0	2	1	95	1	0	0	2	7	76	0	184
09:15 AM	0	0	3	1	102	1	0	0	1	6	82	0	196
09:30 AM	0	0	5	1	98	0	0	0	1	6	64	1	176
09:45 AM	0	0	2	6	85	1	0	0	6	8	54	1	163
Total	0	0	12	9	380	3	0	0	10	27	276	2	719
03:00 PM	0	0	4	6	178	6	0	0	6	9	140	0	349
03:15 PM	0	0	4	6	198	4	0	0	8	14	142	1	377
03:30 PM	0	0	10	4	168	7	0	0	4	5	221	0	419
03:45 PM	0	0	7	3	168	5	0	0	7	14	188	1	393
Total	0	0	25	19	712	22	0	0	25	42	691	2	1538
04:00 PM	0	0	10	5	154	8	0	0	3	9	169	3	361
04:15 PM	0	0	13	6	148	9	0	0	8	12	152	0	348
04:30 PM	0	0	6	2	137	5	0	0	5	9	153	0	317
04:45 PM	0	0	6	3	149	5	0	0	4	14	140	2	323
Total	0	0	35	16	588	27	0	0	20	44	614	5	1349
05:00 PM	0	0	10	8	139	10	0	0	3	10	153	1	334
05:15 PM	0	0	11	3	159	6	0	0	8	8	149	0	344
05:30 PM	0	0	6	6	137	7	0	0	6	10	170	2	344
05:45 PM	0	0	4	15	154	12	0	0	2	15	138	1	341
Total	0	0	31	32	589	35	0	0	19	43	610	4	1363
Grand Total	0	0	122	88	3504	104	0	0	94	196	2969	21	7098
Apprch %	0	0	100	2.4	94.8	2.8	0	0	100	6.2	93.2	0.7	
Total %	0	0	1.7	1.2	49.4	1.5	0	0	1.3	2.8	41.8	0.3	

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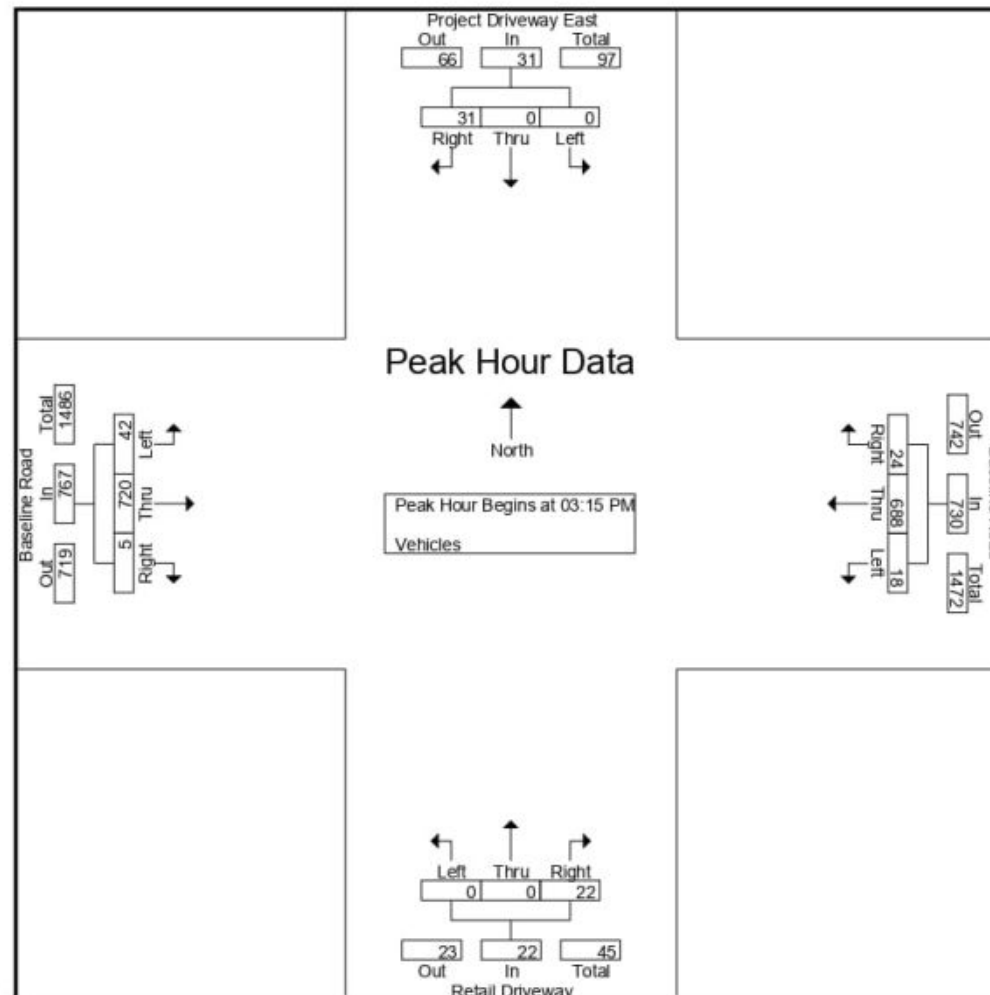
	Project Driveway East Southbound				Baseline Road Westbound				Retail Driveway Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	2	2	2	214	4	220	0	0	0	0	5	114	1	120	342
08:00 AM	0	0	2	2	1	188	3	192	0	0	7	7	4	112	3	119	320
08:15 AM	0	0	5	5	3	195	4	202	0	0	6	6	4	107	0	111	324
08:30 AM	0	0	4	4	3	184	1	188	0	0	5	5	5	123	2	130	327
Total Volume	0	0	13	13	9	781	12	802	0	0	18	18	18	456	6	480	1313
% App. Total	0	0	100		1.1	97.4	1.5		0	0	100		3.8	95	1.2		
PHF	.000	.000	.650	.650	.750	.912	.750	.911	.000	.000	.643	.643	.900	.927	.500	.923	.960



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	Project Driveway East Southbound				Baseline Road Westbound				Retail Driveway Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	4	4	6	198	4	208	0	0	8	8	14	142	1	157	377
03:30 PM	0	0	10	10	4	168	7	179	0	0	4	4	5	221	0	226	419
03:45 PM	0	0	7	7	3	168	5	176	0	0	7	7	14	188	1	203	393
04:00 PM	0	0	10	10	5	154	8	167	0	0	3	3	9	169	3	181	361
Total Volume	0	0	31	31	18	688	24	730	0	0	22	22	42	720	5	767	1550
% App. Total	0	0	100		2.5	94.2	3.3		0	0	100		5.5	93.9	0.7		
PHF	.000	.000	.775	.775	.750	.869	.750	.877	.000	.000	.688	.688	.750	.814	.417	.848	.925



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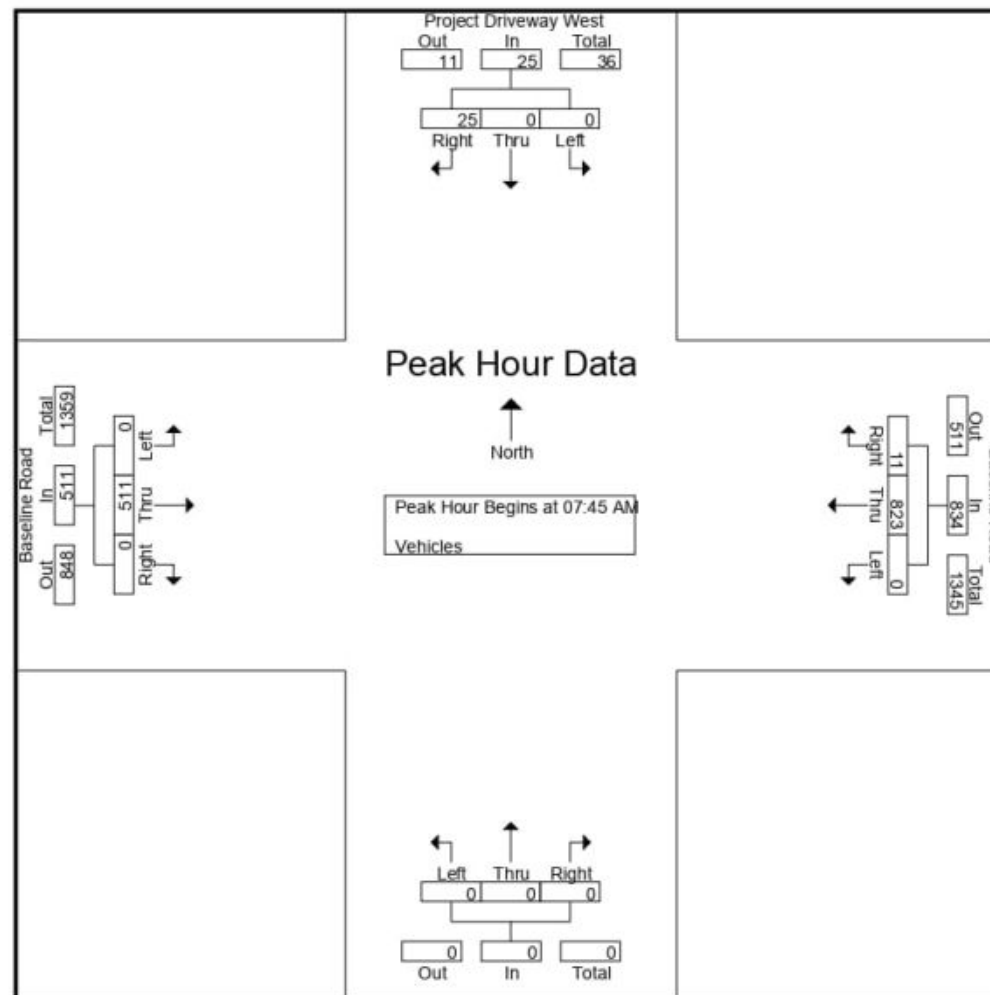
Groups Printed- Vehicles

	Project Driveway West Southbound			Baseline Road Westbound			Northbound			Baseline Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	0	80	2	0	0	0	0	53	0	137
07:15 AM	0	0	5	0	92	3	0	0	0	0	77	0	177
07:30 AM	0	0	5	0	159	1	0	0	0	0	114	0	279
07:45 AM	0	0	4	0	212	4	0	0	0	0	124	0	344
Total	0	0	16	0	543	10	0	0	0	0	368	0	937
08:00 AM	0	0	6	0	198	2	0	0	0	0	129	0	335
08:15 AM	0	0	7	0	219	1	0	0	0	0	117	0	344
08:30 AM	0	0	8	0	194	4	0	0	0	0	141	0	347
08:45 AM	0	0	9	0	136	3	0	0	0	0	113	0	261
Total	0	0	30	0	747	10	0	0	0	0	500	0	1287
09:00 AM	0	0	9	0	102	5	0	0	0	0	87	0	203
09:15 AM	0	0	9	0	113	2	0	0	0	0	89	0	213
09:30 AM	0	0	9	0	109	4	0	0	0	0	68	0	190
09:45 AM	0	0	8	0	97	2	0	0	0	0	64	0	171
Total	0	0	35	0	421	13	0	0	0	0	308	0	777
03:00 PM	0	0	12	0	166	14	0	0	0	0	150	0	342
03:15 PM	0	0	24	0	198	6	0	0	0	0	152	0	380
03:30 PM	0	0	12	0	176	3	0	0	0	0	226	0	417
03:45 PM	0	0	11	0	164	11	0	0	0	0	200	0	386
Total	0	0	59	0	704	34	0	0	0	0	728	0	1525
04:00 PM	0	0	12	0	158	6	0	0	0	0	175	0	351
04:15 PM	0	0	16	0	158	4	0	0	0	0	176	0	354
04:30 PM	0	0	7	0	138	5	0	0	0	0	154	0	304
04:45 PM	0	0	15	0	141	13	0	0	0	0	157	0	326
Total	0	0	50	0	595	28	0	0	0	0	662	0	1335
05:00 PM	0	0	12	0	141	8	0	0	0	0	156	0	317
05:15 PM	0	0	9	0	163	7	0	0	0	0	160	0	339
05:30 PM	0	0	18	0	136	7	0	0	0	0	187	0	348
05:45 PM	0	0	13	0	148	10	0	0	0	0	156	0	327
Total	0	0	52	0	588	32	0	0	0	0	659	0	1331
Grand Total	0	0	242	0	3598	127	0	0	0	0	3225	0	7192
Apprch %	0	0	100	0	96.6	3.4	0	0	0	0	100	0	
Total %	0	0	3.4	0	50	1.8	0	0	0	0	44.8	0	

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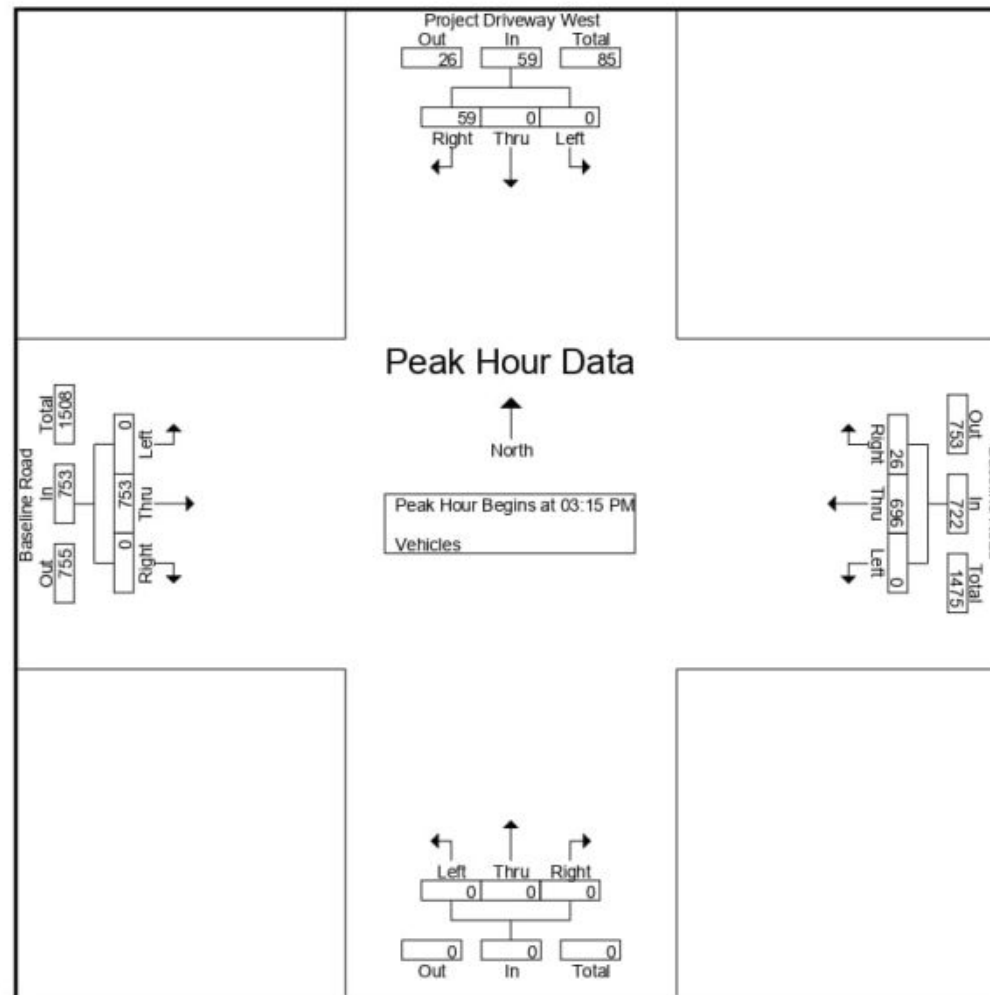
	Project Driveway West Southbound				Baseline Road Westbound				Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	4	4	0	212	4	216	0	0	0	0	0	124	0	124	344
08:00 AM	0	0	6	6	0	198	2	200	0	0	0	0	0	129	0	129	335
08:15 AM	0	0	7	7	0	219	1	220	0	0	0	0	0	117	0	117	344
08:30 AM	0	0	8	8	0	194	4	198	0	0	0	0	0	141	0	141	347
Total Volume	0	0	25	25	0	823	11	834	0	0	0	0	0	511	0	511	1370
% App. Total	0	0	100		0	98.7	1.3		0	0	0		0	100	0		
PHF	.000	.000	.781	.781	.000	.939	.688	.948	.000	.000	.000	.000	.000	.906	.000	.906	.987



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	Project Driveway West Southbound				Baseline Road Westbound				Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	24	24	0	198	6	204	0	0	0	0	0	152	0	152	380
03:30 PM	0	0	12	12	0	176	3	179	0	0	0	0	0	226	0	226	417
03:45 PM	0	0	11	11	0	164	11	175	0	0	0	0	0	200	0	200	386
04:00 PM	0	0	12	12	0	158	6	164	0	0	0	0	0	175	0	175	351
Total Volume	0	0	59	59	0	696	26	722	0	0	0	0	0	753	0	753	1534
% App. Total	0	0	100		0	96.4	3.6		0	0	0		0	100	0		
PHF	.000	.000	.615	.615	.000	.879	.591	.885	.000	.000	.000	.000	.000	.833	.000	.833	.920



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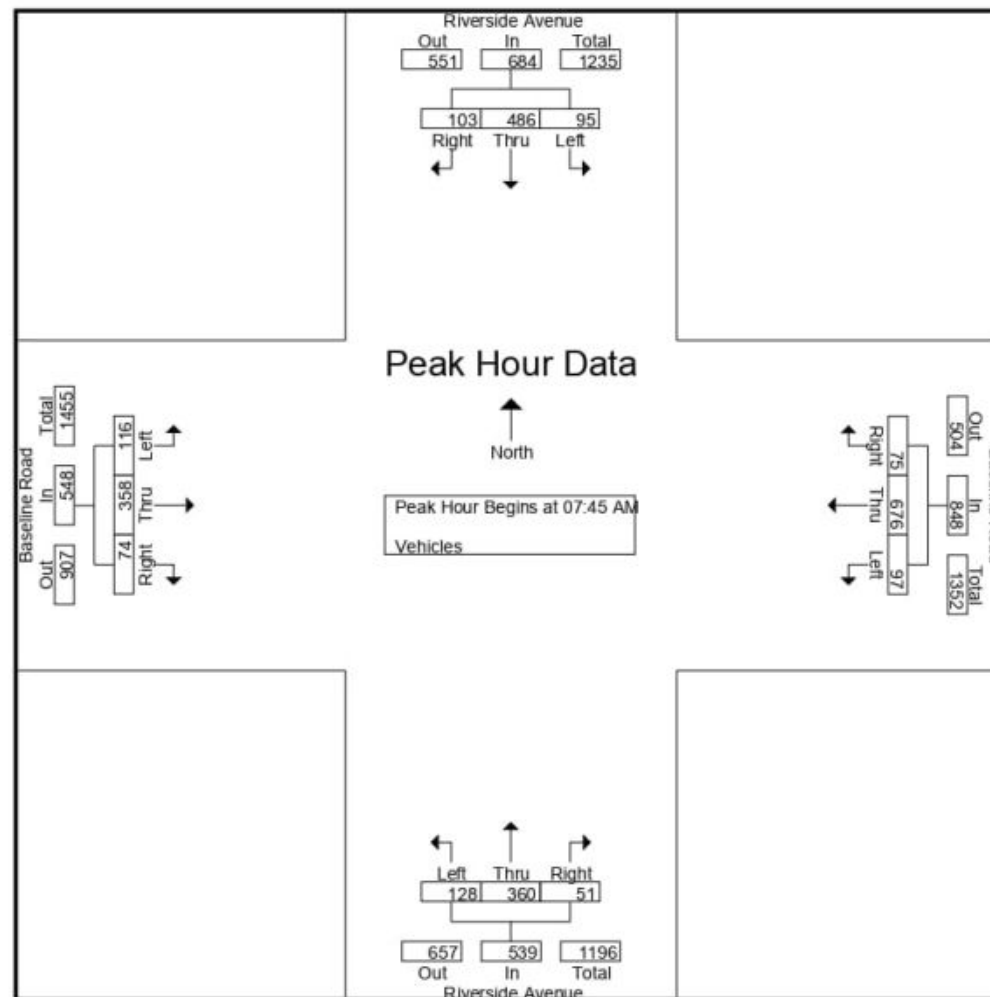
File Name : RiversideAve_BaselineRd
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Groups Printed- Vehicles													
	Riverside Avenue Southbound			Baseline Road Westbound			Riverside Avenue Northbound			Baseline Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	10	80	10	14	58	10	14	75	10	15	32	10	338
07:15 AM	11	99	12	13	73	11	21	83	7	25	59	14	428
07:30 AM	16	142	23	20	114	30	17	96	17	15	74	14	578
07:45 AM	18	155	24	33	149	33	21	117	12	32	92	9	695
Total	55	476	69	80	394	84	73	371	46	87	257	47	2039
08:00 AM	27	107	21	31	152	22	26	73	10	27	86	25	607
08:15 AM	22	120	33	14	200	12	41	95	16	22	79	14	668
08:30 AM	28	104	25	19	175	8	40	75	13	35	101	26	649
08:45 AM	22	118	27	18	112	15	28	78	12	27	85	15	557
Total	99	449	106	82	639	57	135	321	51	111	351	80	2481
09:00 AM	19	100	23	24	78	9	15	67	11	17	58	12	433
09:15 AM	15	95	20	25	80	17	21	61	10	23	62	9	438
09:30 AM	13	101	24	28	75	15	21	76	9	22	43	6	433
09:45 AM	10	100	22	22	70	13	20	80	10	26	47	16	436
Total	57	396	89	99	303	54	77	284	40	88	210	43	1740
03:00 PM	38	133	26	31	137	11	26	123	9	32	98	15	679
03:15 PM	39	131	25	27	184	11	36	121	10	37	99	12	732
03:30 PM	56	167	19	26	139	23	33	123	15	51	168	29	849
03:45 PM	37	153	22	33	127	15	31	127	19	39	131	26	760
Total	170	584	92	117	587	60	126	494	53	159	496	82	3020
04:00 PM	32	161	23	32	126	12	27	132	23	45	120	16	749
04:15 PM	32	131	14	36	122	16	23	126	17	46	128	22	713
04:30 PM	29	126	20	24	110	11	33	125	14	36	112	16	656
04:45 PM	29	128	19	37	107	12	25	155	17	35	110	18	692
Total	122	546	76	129	465	51	108	538	71	162	470	72	2810
05:00 PM	32	107	18	27	112	15	20	115	15	38	108	13	620
05:15 PM	32	122	14	33	123	16	25	118	12	32	107	12	646
05:30 PM	29	114	19	24	113	17	21	128	21	41	133	24	684
05:45 PM	31	149	30	32	108	21	25	105	18	43	108	19	689
Total	124	492	81	116	456	69	91	466	66	154	456	68	2639
Grand Total	627	2943	513	623	2844	375	610	2474	327	761	2240	392	14729
Apprch %	15.4	72.1	12.6	16.2	74	9.8	17.9	72.5	9.6	22.4	66	11.6	
Total %	4.3	20	3.5	4.2	19.3	2.5	4.1	16.8	2.2	5.2	15.2	2.7	

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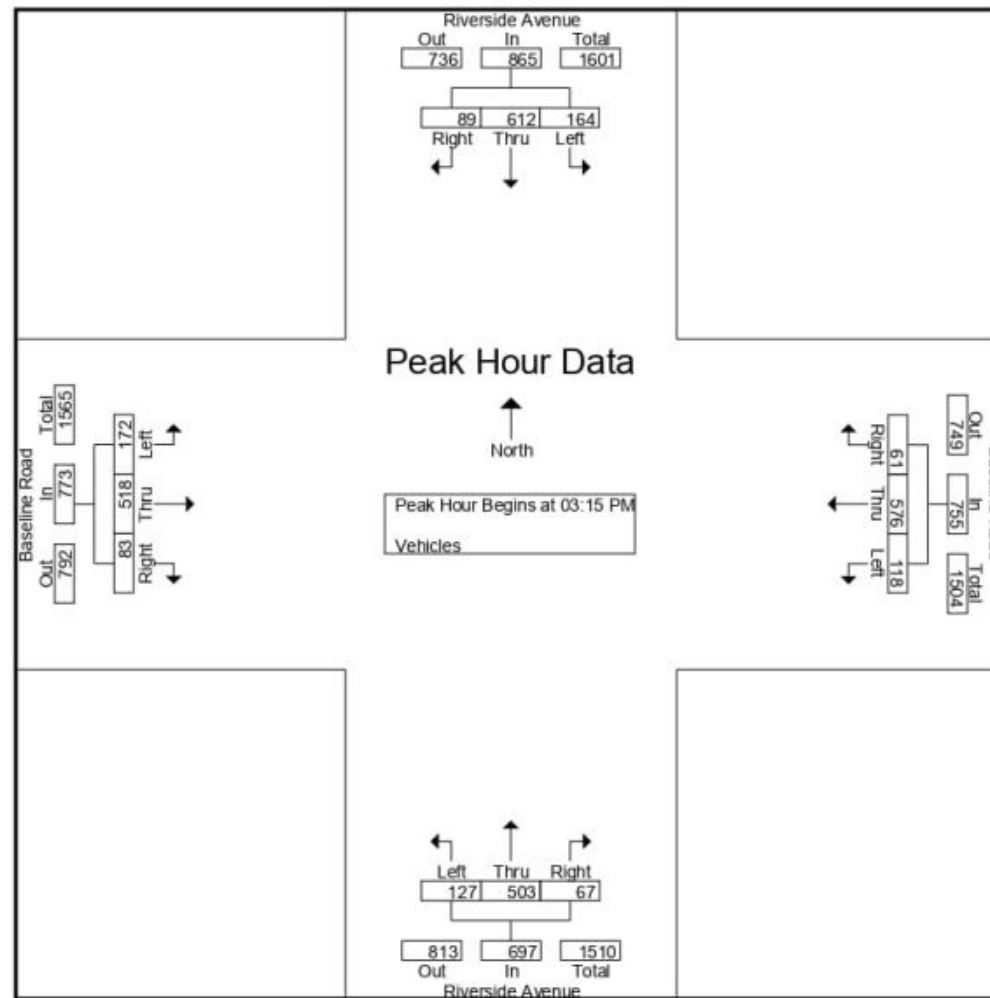
	Riverside Avenue Southbound				Baseline Road Westbound				Riverside Avenue Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	155	24	197	33	149	33	215	21	117	12	150	32	92	9	133	695
08:00 AM	27	107	21	155	31	152	22	205	26	73	10	109	27	86	25	138	607
08:15 AM	22	120	33	175	14	200	12	226	41	95	16	152	22	79	14	115	668
08:30 AM	28	104	25	157	19	175	8	202	40	75	13	128	35	101	26	162	649
Total Volume	95	486	103	684	97	676	75	848	128	360	51	539	116	358	74	548	2619
% App. Total	13.9	71.1	15.1		11.4	79.7	8.8		23.7	66.8	9.5		21.2	65.3	13.5		
PHF	.848	.784	.780	.868	.735	.845	.568	.938	.780	.769	.797	.887	.829	.886	.712	.846	.942



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	Riverside Avenue Southbound				Baseline Road Westbound				Riverside Avenue Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	39	131	25	195	27	184	11	222	36	121	10	167	37	99	12	148	732
03:30 PM	56	167	19	242	26	139	23	188	33	123	15	171	51	168	29	248	849
03:45 PM	37	153	22	212	33	127	15	175	31	127	19	177	39	131	26	196	760
04:00 PM	32	161	23	216	32	126	12	170	27	132	23	182	45	120	16	181	749
Total Volume	164	612	89	865	118	576	61	755	127	503	67	697	172	518	83	773	3090
% App. Total	19	70.8	10.3		15.6	76.3	8.1		18.2	72.2	9.6		22.3	67	10.7		
PHF	732	916	890	894	894	783	663	850	882	953	728	957	843	771	716	779	910



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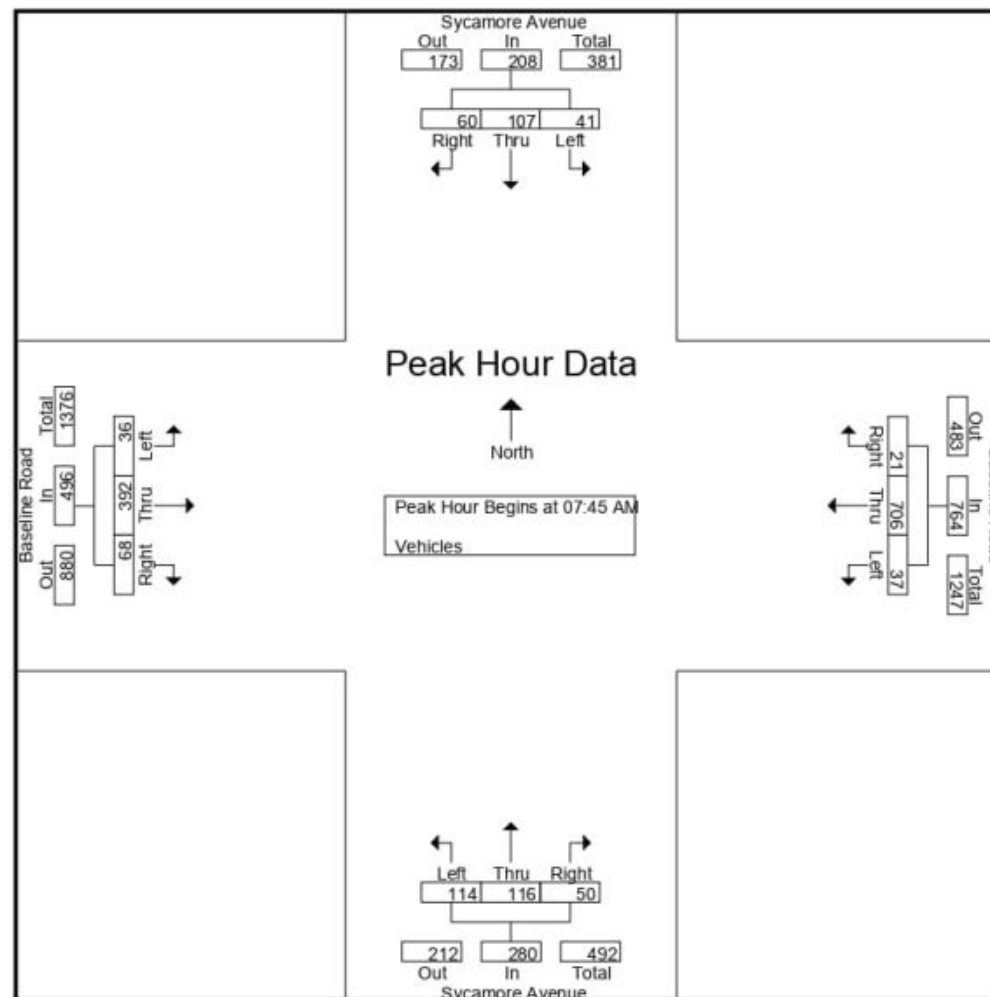
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Groups Printed- Vehicles													
	Sycamore Avenue Southbound			Baseline Road Westbound			Sycamore Avenue Northbound			Baseline Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	14	9	3	58	6	13	22	8	6	32	8	181
07:15 AM	9	21	5	7	93	6	8	25	11	8	59	9	261
07:30 AM	12	18	23	17	118	16	23	37	21	11	79	16	391
07:45 AM	8	30	14	14	176	8	36	40	27	9	90	19	471
Total	31	83	51	41	445	36	80	124	67	34	260	52	1304
08:00 AM	12	38	19	10	169	4	24	31	15	15	90	18	445
08:15 AM	10	18	22	5	186	5	27	28	5	3	97	17	423
08:30 AM	11	21	5	8	175	4	27	17	3	9	115	14	409
08:45 AM	10	19	8	7	123	2	14	21	7	3	84	12	310
Total	43	96	54	30	653	15	92	97	30	30	386	61	1587
09:00 AM	10	20	9	8	87	3	16	14	5	6	72	7	257
09:15 AM	9	13	11	10	92	11	11	22	10	3	71	7	270
09:30 AM	8	16	9	5	84	6	15	20	7	5	50	8	233
09:45 AM	12	33	3	9	83	4	12	19	10	6	50	8	249
Total	39	82	32	32	346	24	54	75	32	20	243	30	1009
03:00 PM	21	36	9	9	164	9	27	36	13	8	108	18	458
03:15 PM	22	34	16	18	169	3	38	27	23	21	116	19	506
03:30 PM	30	32	13	17	143	5	25	28	17	16	190	26	542
03:45 PM	17	32	22	15	146	6	22	33	15	10	172	21	511
Total	90	134	60	59	622	23	112	124	68	55	586	84	2017
04:00 PM	24	39	16	12	138	2	20	35	16	11	144	18	475
04:15 PM	20	28	13	13	131	4	22	25	12	12	130	19	429
04:30 PM	29	39	15	15	111	9	18	24	11	9	129	23	432
04:45 PM	26	30	15	14	131	4	29	40	13	16	114	19	451
Total	99	136	59	54	511	19	89	124	52	48	517	79	1787
05:00 PM	21	35	7	10	129	3	25	34	13	7	124	19	427
05:15 PM	20	28	15	16	142	8	16	23	10	13	129	20	440
05:30 PM	22	38	6	16	136	8	20	33	10	11	143	22	465
05:45 PM	21	37	12	8	154	6	30	37	10	9	120	22	466
Total	84	138	40	50	561	25	91	127	43	40	516	83	1798
Grand Total	386	669	296	266	3138	142	518	671	292	227	2508	389	9502
Apprch %	28.6	49.5	21.9	7.5	88.5	4	35	45.3	19.7	7.3	80.3	12.5	
Total %	4.1	7	3.1	2.8	33	1.5	5.5	7.1	3.1	2.4	26.4	4.1	

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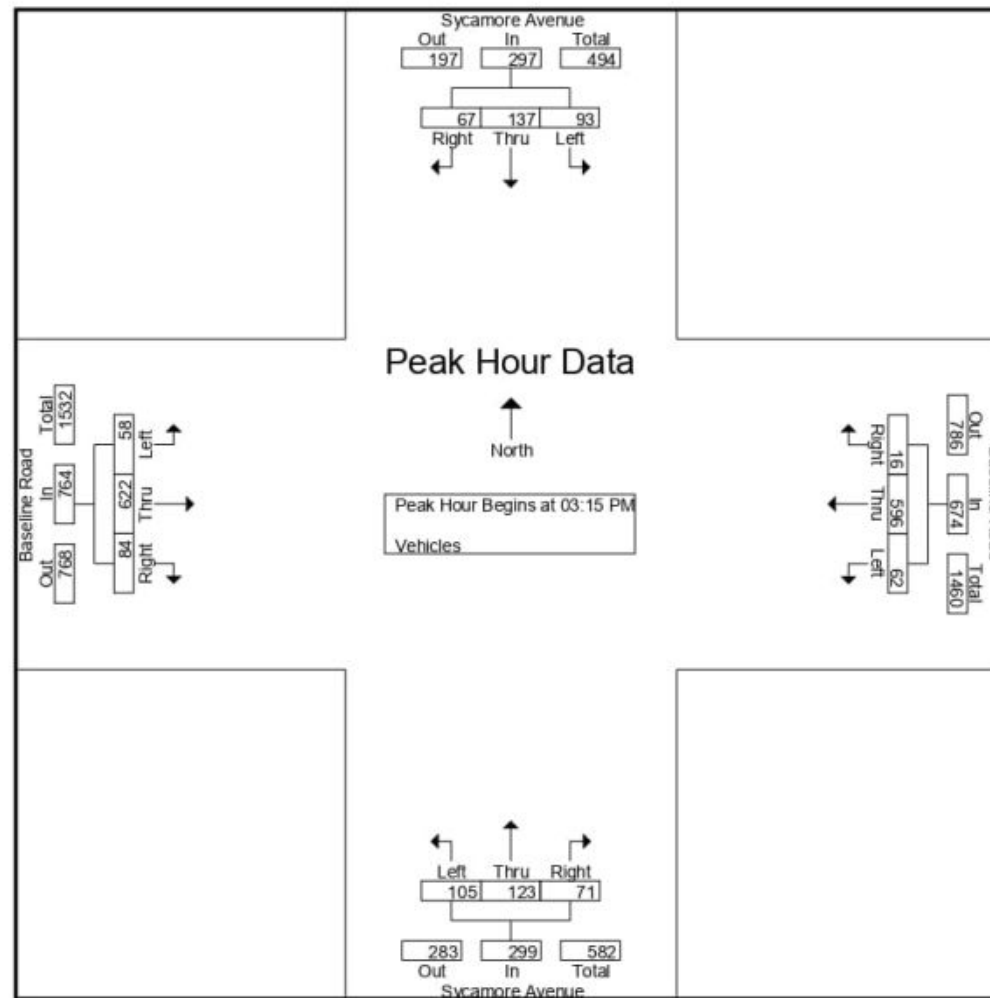
	Sycamore Avenue Southbound				Baseline Road Westbound				Sycamore Avenue Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	30	14	52	14	176	8	198	36	40	27	103	9	90	19	118	471
08:00 AM	12	38	19	69	10	169	4	183	24	31	15	70	15	90	18	123	445
08:15 AM	10	18	22	50	5	186	5	196	27	28	5	60	3	97	17	117	423
08:30 AM	11	21	5	37	8	175	4	187	27	17	3	47	9	115	14	138	409
Total Volume	41	107	60	208	37	706	21	764	114	116	50	280	36	392	68	496	1748
% App. Total	19.7	51.4	28.8		4.8	92.4	2.7		40.7	41.4	17.9		7.3	79	13.7		
PHF	.854	.704	.682	.754	.661	.949	.656	.965	.792	.725	.463	.680	.600	.852	.895	.899	.928



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	Sycamore Avenue Southbound				Baseline Road Westbound				Sycamore Avenue Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	22	34	16	72	18	169	3	190	38	27	23	88	21	116	19	156	506
03:30 PM	30	32	13	75	17	143	5	165	25	28	17	70	16	190	26	232	542
03:45 PM	17	32	22	71	15	146	6	167	22	33	15	70	10	172	21	203	511
04:00 PM	24	39	16	79	12	138	2	152	20	35	16	71	11	144	18	173	475
Total Volume	93	137	67	297	62	596	16	674	105	123	71	299	58	622	84	764	2034
% App. Total	31.3	46.1	22.6		9.2	88.4	2.4		35.1	41.1	23.7		7.6	81.4	11		
PHF	.775	.878	.761	.940	.861	.882	.667	.887	.691	.879	.772	.849	.690	.818	.808	.823	.938



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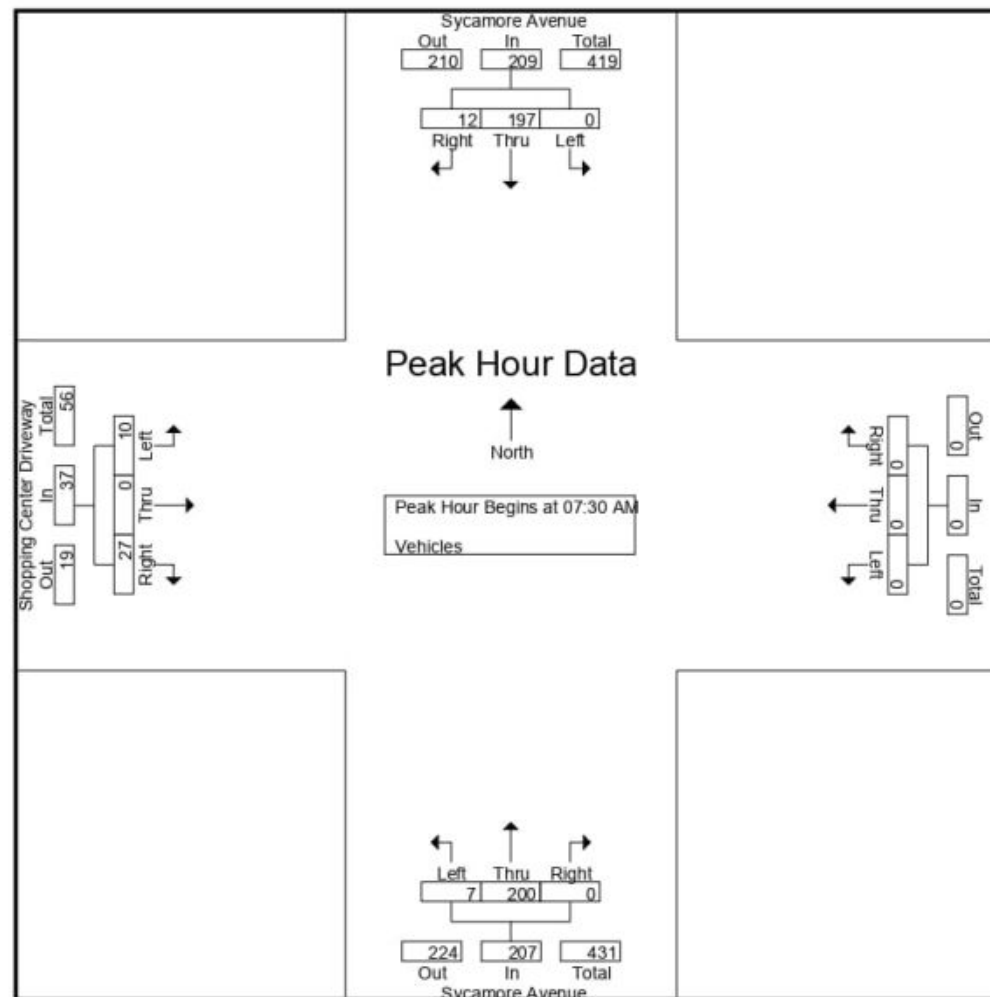
File Name : SycamoreAve_ShoppingCenterDriveway
Site Code : 00000000
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles													
	Sycamore Avenue Southbound			Westbound			Sycamore Avenue Northbound			Shopping Center Driveway Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	23	1	0	0	0	1	33	0	0	0	2	60
07:15 AM	0	31	2	0	0	0	0	39	0	2	0	4	78
07:30 AM	0	50	0	0	0	0	1	63	0	1	0	6	121
07:45 AM	0	48	4	0	0	0	1	56	0	3	0	1	113
Total	0	152	7	0	0	0	3	191	0	6	0	13	372
08:00 AM	0	63	1	0	0	0	1	49	0	2	0	9	125
08:15 AM	0	36	7	0	0	0	4	32	0	4	0	11	94
08:30 AM	0	27	2	0	0	0	3	27	0	1	0	10	70
08:45 AM	0	24	3	0	0	0	1	25	0	0	0	13	66
Total	0	150	13	0	0	0	9	133	0	7	0	43	355
09:00 AM	0	31	6	0	0	0	1	22	0	2	0	8	70
09:15 AM	0	23	6	0	0	0	6	30	0	2	0	10	77
09:30 AM	0	20	2	0	0	0	6	25	0	2	0	13	68
09:45 AM	0	30	4	0	0	0	6	23	0	3	0	18	84
Total	0	104	18	0	0	0	19	100	0	9	0	49	299
03:00 PM	0	42	6	0	0	0	6	47	0	5	0	24	130
03:15 PM	0	48	6	0	0	0	3	48	0	3	0	24	132
03:30 PM	0	42	4	0	0	0	5	44	0	2	0	33	130
03:45 PM	0	50	7	0	0	0	6	43	0	4	0	21	131
Total	0	182	23	0	0	0	20	182	0	14	0	102	523
04:00 PM	0	52	12	0	0	0	5	43	0	4	0	27	143
04:15 PM	0	39	8	0	0	0	3	38	0	3	0	22	113
04:30 PM	0	51	4	0	0	0	4	38	0	4	0	32	133
04:45 PM	0	40	3	0	0	0	4	56	0	3	0	32	138
Total	0	182	27	0	0	0	16	175	0	14	0	113	527
05:00 PM	0	41	4	0	0	0	3	41	0	3	0	22	114
05:15 PM	0	40	6	0	0	0	4	40	0	0	0	23	113
05:30 PM	0	37	5	0	0	0	4	48	0	1	0	29	124
05:45 PM	0	53	3	0	0	0	2	49	0	7	0	17	131
Total	0	171	18	0	0	0	13	178	0	11	0	91	482
Grand Total	0	941	106	0	0	0	80	959	0	61	0	411	2558
Apprch %	0	89.9	10.1	0	0	0	7.7	92.3	0	12.9	0	87.1	
Total %	0	36.8	4.1	0	0	0	3.1	37.5	0	2.4	0	16.1	

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File Name : SycamoreAve_ShoppingCenterDriveway
Site Code : 00000000
Start Date : 3/17/2026
Page No : 2

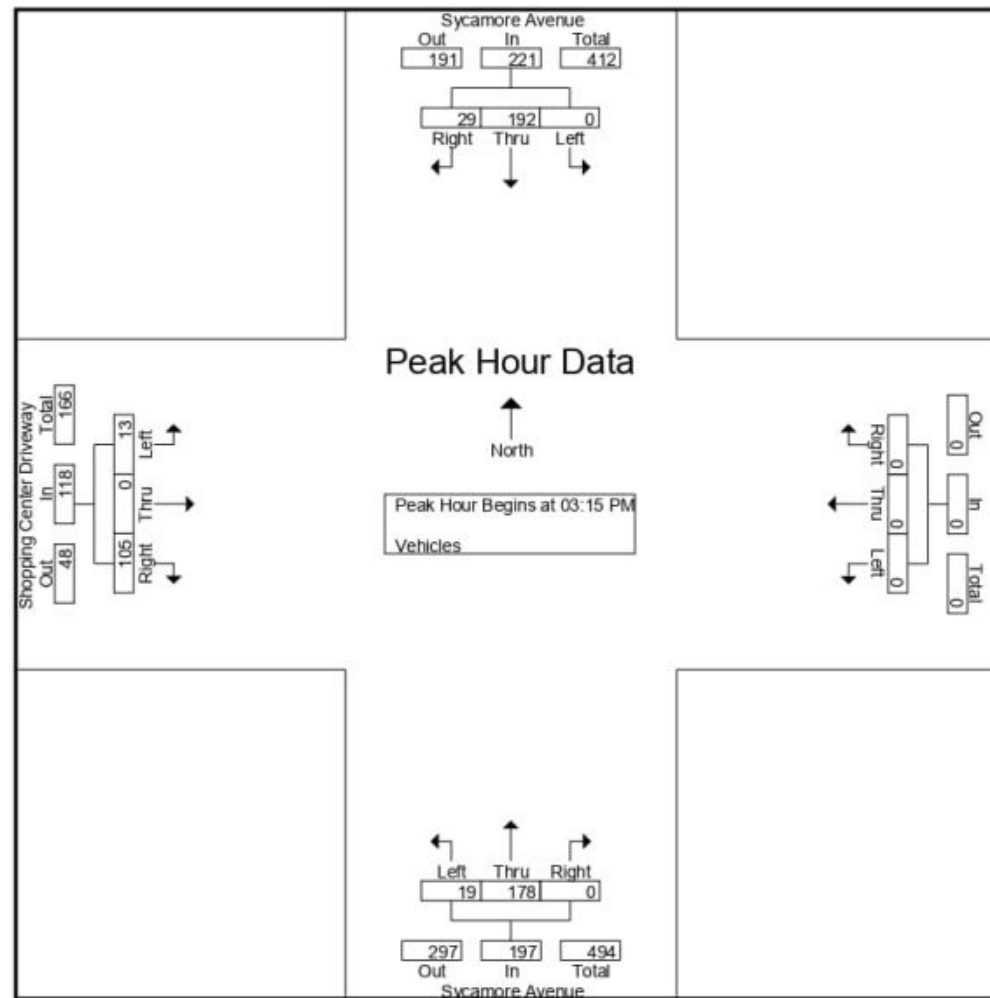
	Sycamore Avenue Southbound				Westbound				Sycamore Avenue Northbound				Shopping Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	50	0	50	0	0	0	0	1	63	0	64	1	0	6	7	121
07:45 AM	0	48	4	52	0	0	0	0	1	56	0	57	3	0	1	4	113
08:00 AM	0	63	1	64	0	0	0	0	1	49	0	50	2	0	9	11	125
08:15 AM	0	36	7	43	0	0	0	0	4	32	0	36	4	0	11	15	94
Total Volume	0	197	12	209	0	0	0	0	7	200	0	207	10	0	27	37	453
% App. Total	0	94.3	5.7		0	0	0		3.4	96.6	0		27	0	73		
PHF	.000	.782	.429	.816	.000	.000	.000	.000	.438	.794	.000	.809	.625	.000	.614	.617	.906



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : SycamoreAve_ShoppingCenterDriveway
 Site Code : 00000000
 Start Date : 3/17/2026
 Page No : 3

	Sycamore Avenue Southbound				Westbound				Sycamore Avenue Northbound				Shopping Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	48	6	54	0	0	0	0	3	48	0	51	3	0	24	27	132
03:30 PM	0	42	4	46	0	0	0	0	5	44	0	49	2	0	33	35	130
03:45 PM	0	50	7	57	0	0	0	0	6	43	0	49	4	0	21	25	131
04:00 PM	0	52	12	64	0	0	0	0	5	43	0	48	4	0	27	31	143
Total Volume	0	192	29	221	0	0	0	0	19	178	0	197	13	0	105	118	536
% App. Total	0	86.9	13.1		0	0	0		9.6	90.4	0		11	0	89		
PHF	.000	.923	.604	.863	.000	.000	.000	.000	.792	.927	.000	.966	.813	.000	.795	.843	.937



Appendix 3 - ITE Trip Generation Rates

Land Use: 948

Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256



Automated Car Wash (948)

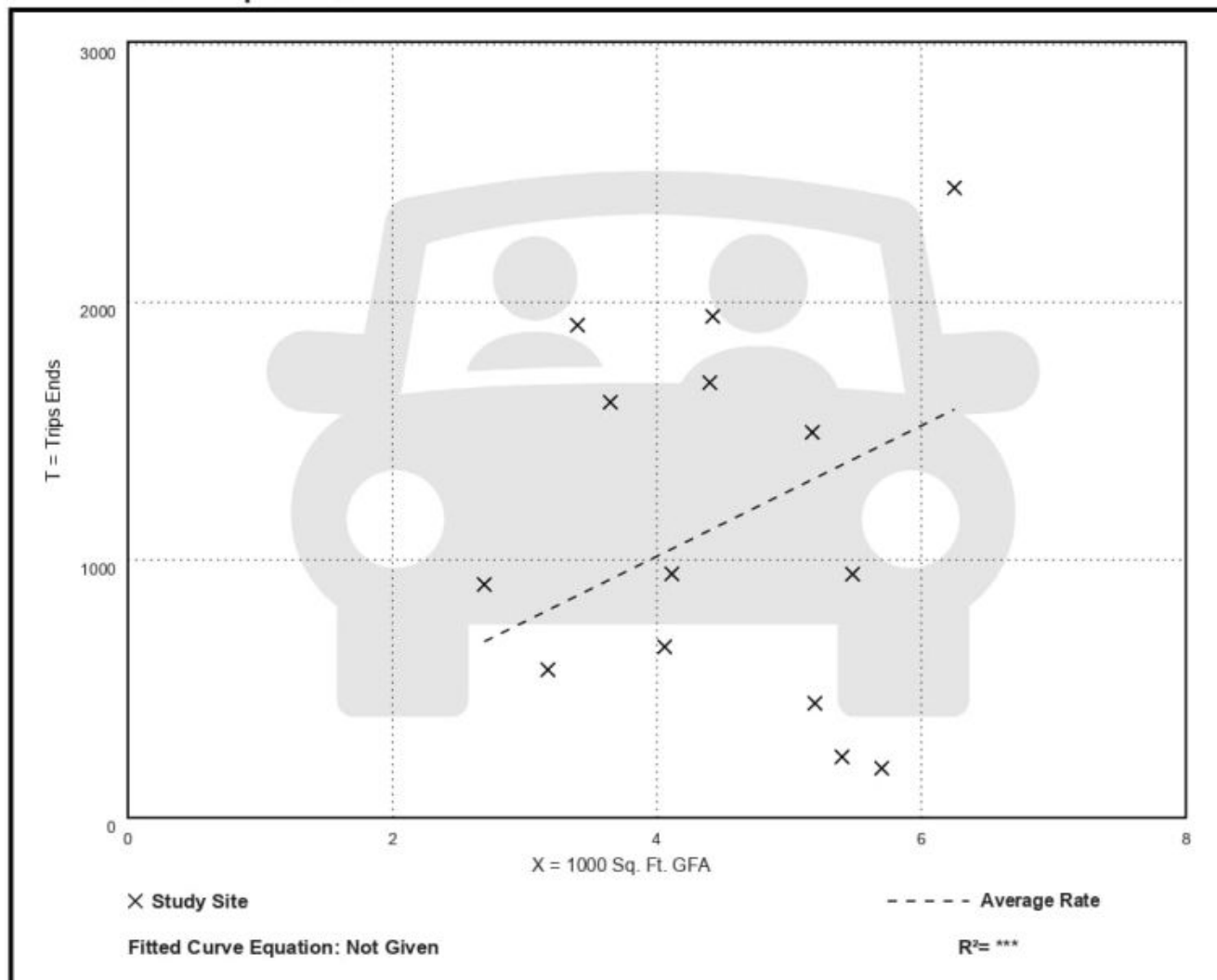
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
253.51	33.68 - 562.06	163.78

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

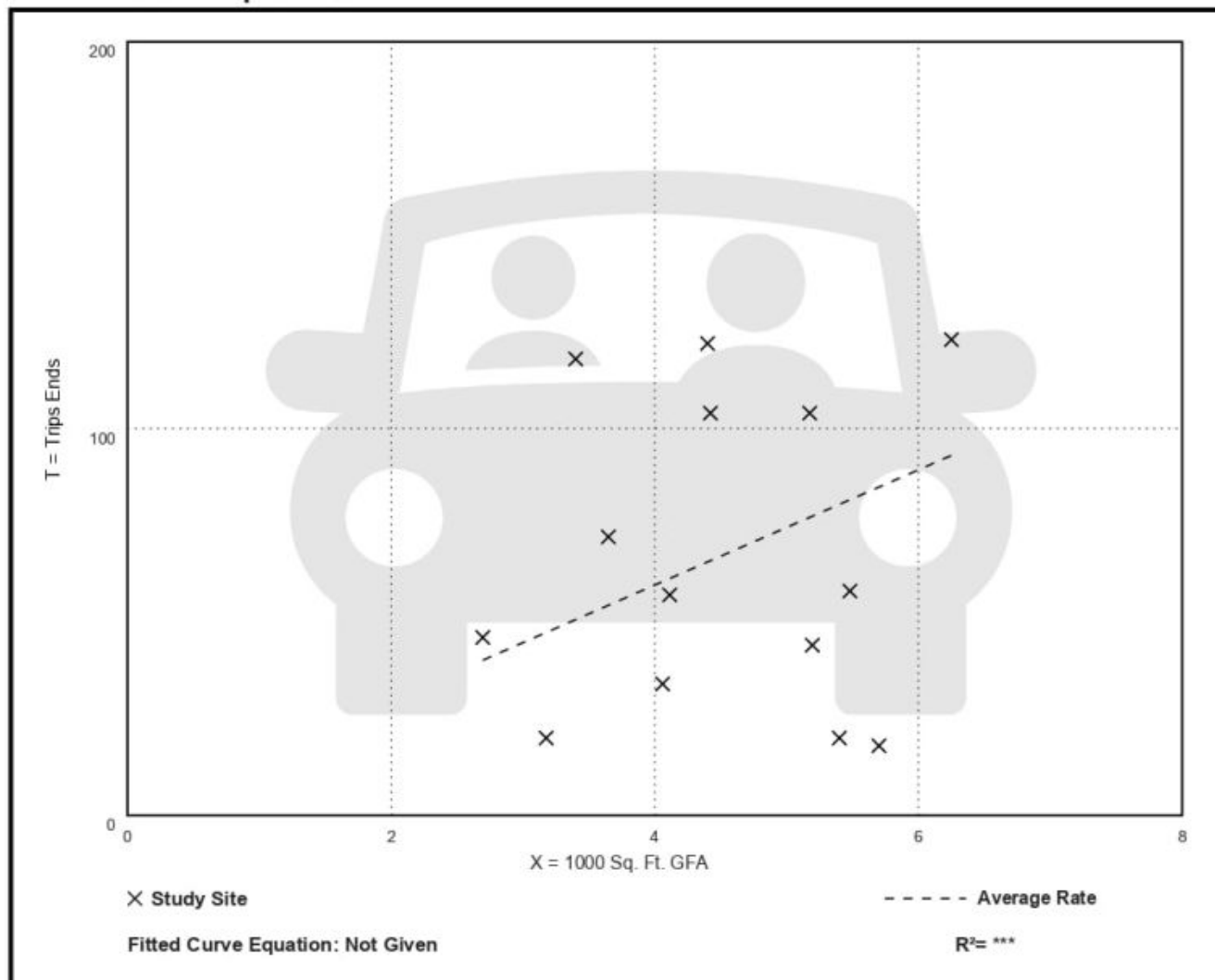
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.89	3.16 - 34.71	9.20

Data Plot and Equation



General Urban/Suburban and Rural (Land Uses 800–999)

827

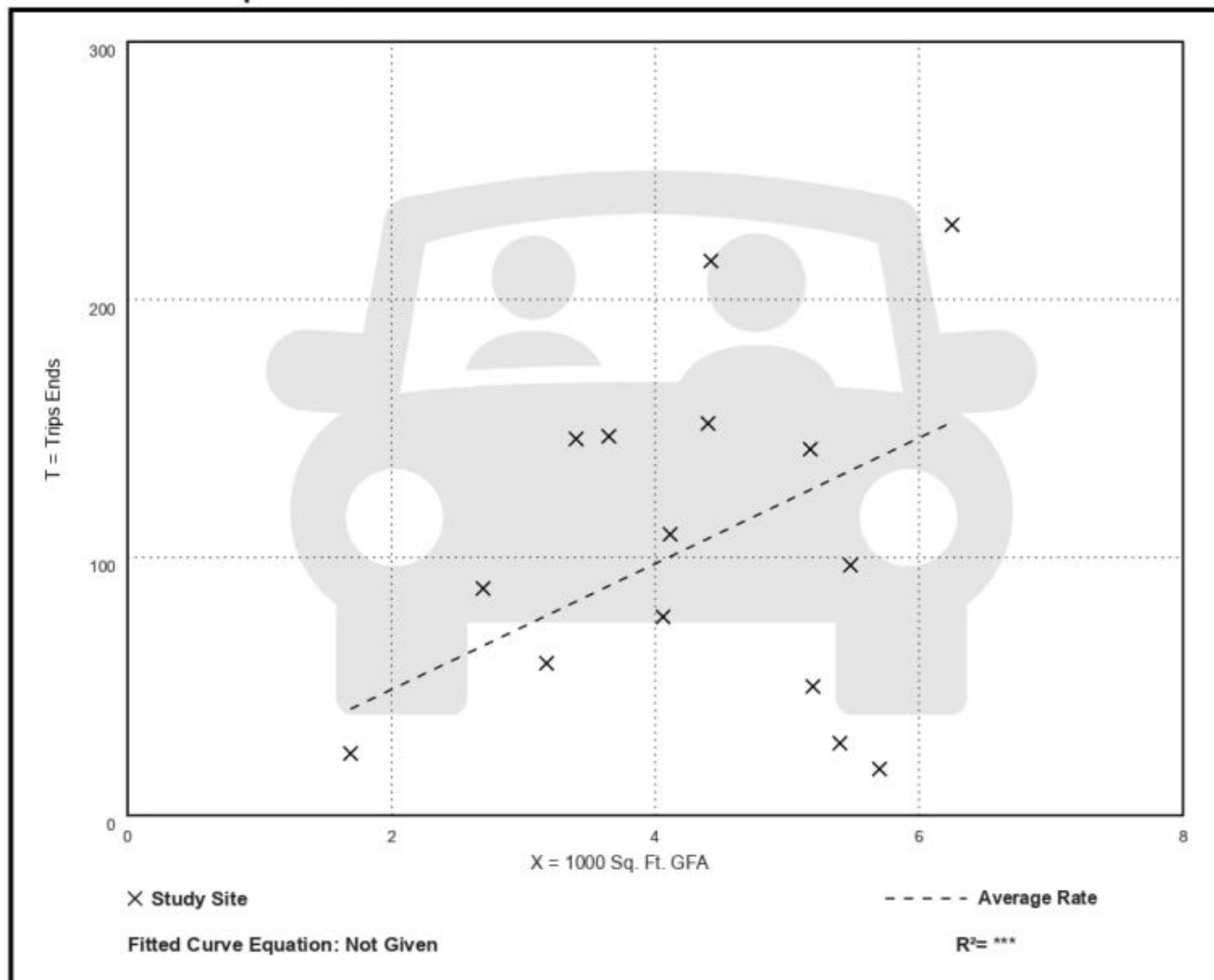
Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 15
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.40	3.16 - 48.62	14.47

Data Plot and Equation



Automated Car Wash (948)

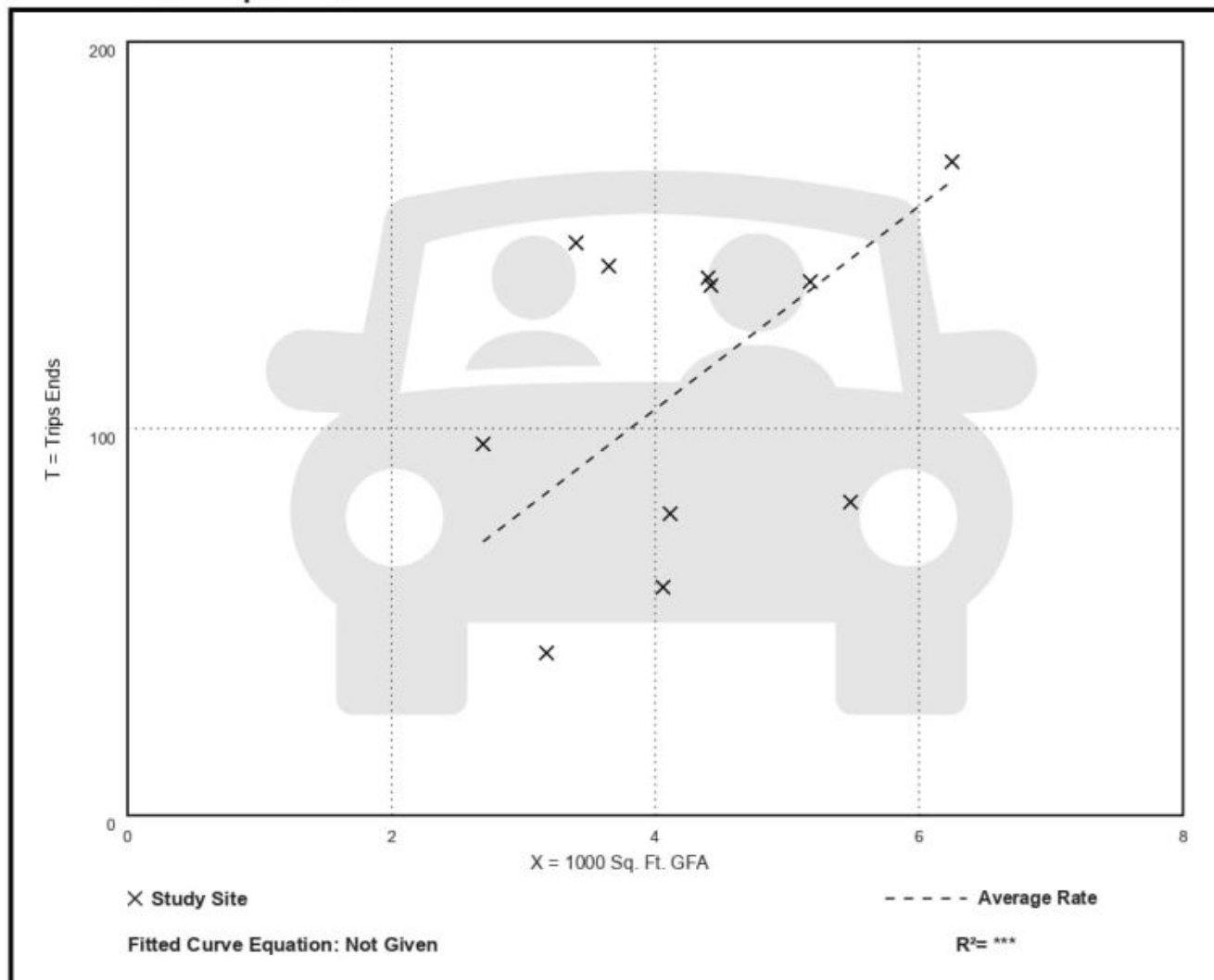
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.25	13.22 - 43.53	9.82

Data Plot and Equation



General Urban/Suburban and Rural (Land Uses 800–999) 829

Automated Car Wash (948)

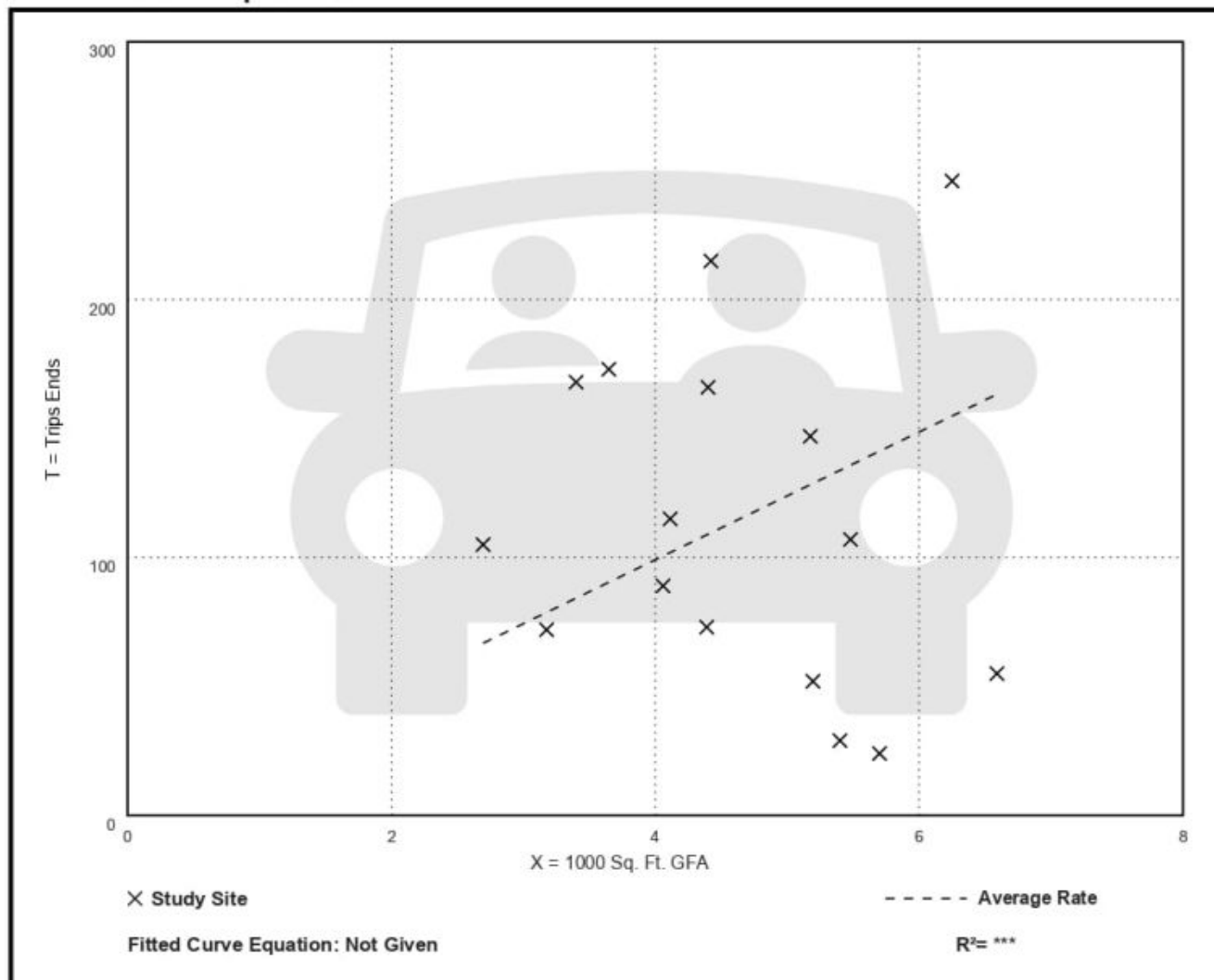
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.78	4.21 - 49.41	15.65

Data Plot and Equation



Automated Car Wash (948)

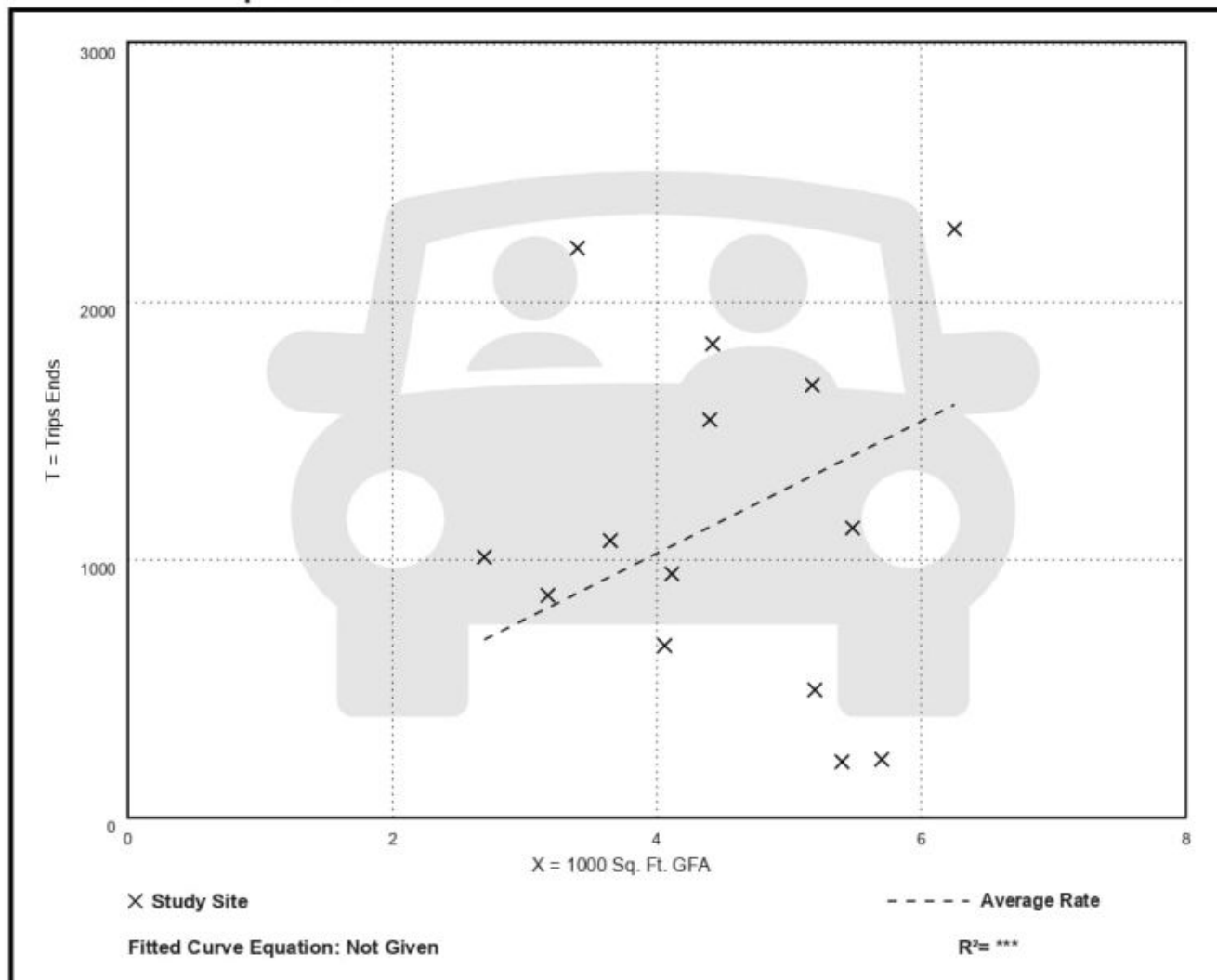
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
256.37	39.65 - 650.00	161.40

Data Plot and Equation



General Urban/Suburban and Rural (Land Uses 800–999) 831

Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 17

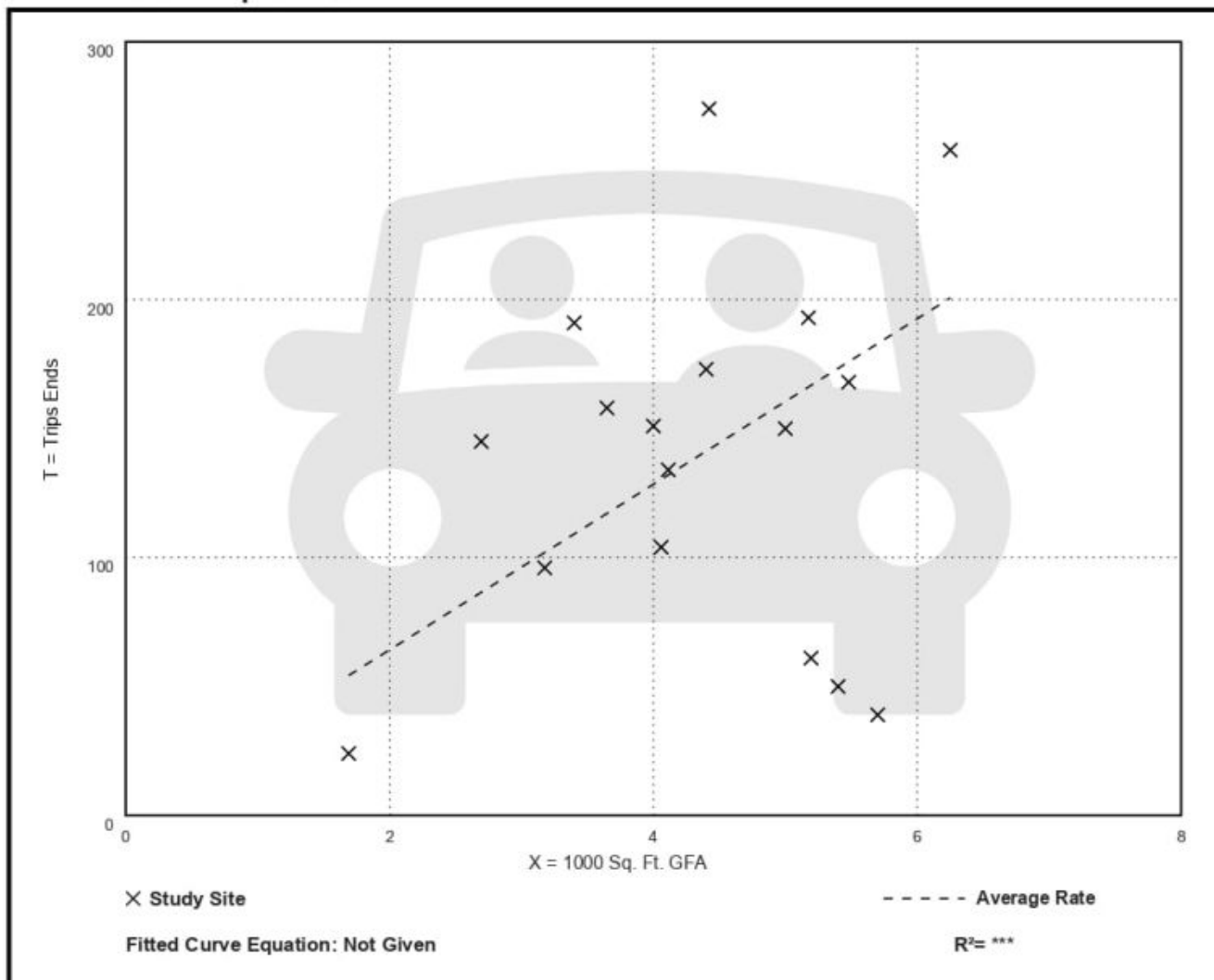
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.10	6.84 - 61.96	16.11

Data Plot and Equation



Automated Car Wash (948)

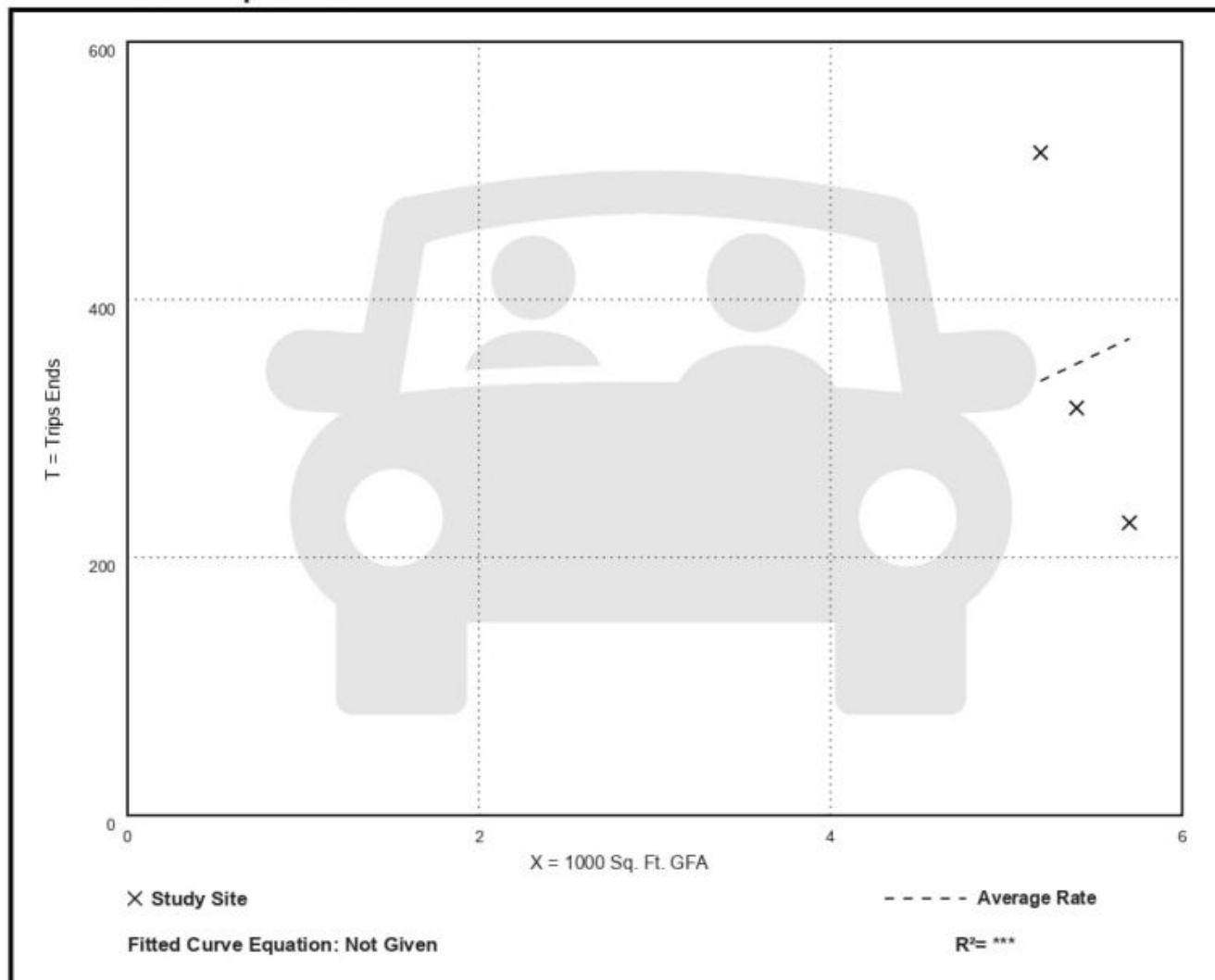
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
64.87	39.82 - 98.94	30.07

Data Plot and Equation



General Urban/Suburban and Rural (Land Uses 800–999) 833

Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual , 12th Edition									
Land Use Code	944								
Land Use	Gasoline/Service Station								
Setting	General Urban/Suburban								
Time Period	Weekday AM Peak Period								
# Data Sites	12								
Average Pass-By Rate	63%								
	Pass-By Characteristics for Individual Sites								
Vehicle Fueling Positions	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
6	Maryland	1992	21	67	14	19	33	900	25
6	Maryland	1992	21	43	28	29	57	870	25
8	Maryland	1992	46	87	13	0	13	2235	25
8	Maryland	1992	35	78	9	13	22	7080	25
8	Kentucky	1993	61	60	15	25	40	4000	2
8	Kentucky	1993	48	68	13	19	32	1307	2
8	Kentucky	1993	—	56	22	22	44	1211	2
8	Maryland	1992	36	47	14	39	53	3095	25
8	Maryland	1992	46	75	0	25	25	3770	25
10	Kentucky	1993	47	67	11	22	33	1105	2
10	Kentucky	1993	—	46	42	12	54	1211	2
12	Maryland	1992	36	61	8	31	39	3480	25

Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual , 12th Edition									
Land Use Code	944								
Land Use	Gasoline/Service Station								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	17								
Average Pass-By Rate	57%								
	Pass-By Characteristics for Individual Sites								
Vehicle Fueling Positions	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
6	Maryland	1992	18	61	6	33	39	2510	25
6	Maryland	1992	26	58	11	31	42	1020	25
8	Maryland	1992	47	62	23	15	38	2635	25
8	Kentucky	1993	83	52	8	40	48	4965	2
8	Kentucky	1993	60	53	20	27	47	1491	2
8	Kentucky	1993	—	72	7	21	28	2657	2
8	Maryland	1992	36	67	14	19	33	3095	25
8	Maryland	1992	46	46	11	43	54	3770	25
8	Maryland	1992	35	54	3	43	46	7080	25
10	Kentucky	1993	—	57	19	24	43	1812	2
10	Kentucky	1993	—	55	16	29	45	2657	2
12	Maryland	1992	52	38	10	52	62	3835	25
12	Pennsylvania	2009	—	66	—	—	34	—	19
12	Pennsylvania	2009	—	51	—	—	49	—	19
12	Pennsylvania	2009	—	40	—	—	60	—	19
12	Pennsylvania	2009	—	61	—	—	39	—	19
12	New Jersey	2009	—	73	—	—	27	—	19

W. Baseline Road and Riverside Avenue

LOS Intersection for AM

AM		W. Baseline Road						Riverside Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	43.3	28.6	0.0	42.7	29.2	0.0	43.6	27.9	0.0	42.7	29.5	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	200	280	0	160	280	0	200	240	0	160	320	0
Existing Plus Project	Delay (Sec)	43.3	28.6	0.0	42.8	29.2	0.0	43.6	27.9	0.0	42.8	29.5	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	200	280	0	160	280	0	200	240	0	160	320	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0.1	0	0	0	0	0	0.1	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0
AM		W. Baseline Road						Riverside Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	43.4	29.1	0.0	42.9	29.8	0.0	43.8	28.1	0.0	42.8	29.8	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	200	280	0	200	320	0	240	280	0	160	360	0
Future Plus Project	Delay (Sec)	43.4	29.2	0.0	43.0	29.8	0.0	43.8	28.1	0.0	42.9	29.8	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	200	280	0	200	320	0	240	280	0	200	360	0
Comparison of Future to Future Plus Project	Delay (Sec)	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	40	0	0

LOS Intersection for PM

PM		W. Baseline Road						Riverside Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	44.8	30.1	0.0	43.3	28.6	0.0	43.6	29.3	0.0	44.6	30.5	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	280	360	0	200	240	0	200	320	0	240	400	0
Existing Plus Project	Delay (Sec)	44.8	30.1	0.0	43.4	28.6	0.0	43.6	29.3	0.0	44.7	30.5	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	280	360	0	200	240	0	200	320	0	280	400	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0.1	0	0	0	0	0	0.1	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	40	0	0
PM		W. Baseline Road						Riverside Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	45.1	31.1	0.0	43.5	29.0	0.0	43.7	29.6	0.0	44.8	30.9	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	280	400	0	200	280	0	240	360	0	280	400	0
Future Plus Project	Delay (Sec)	45.1	31.1	0.0	43.6	29.1	0.0	43.7	29.6	0.0	44.9	30.9	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	280	400	0	200	280	0	240	360	0	280	400	0
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0.1	0.1	0	0	0	0	0.1	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0

E. Baseline Road and Project Driveway West

LOS Intersection for AM

AM		E. Baseline Road						Project Driveway West					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Existing	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.42
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.08
Existing Plus Project	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.62
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.60
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.2
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.52
AM		E. Baseline Road						Project Driveway West					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Future	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.45
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.16
Future Plus Project	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.64
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.64
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.19
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.48

LOS Intersection for PM

PM		E. Baseline Road						Project Driveway West					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Existing	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.99
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	2.54
Existing Plus Project	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	1.17
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	3.02
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.18
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.48
PM		E. Baseline Road						Project Driveway West					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Future	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	1.04
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	2.67
Future Plus Project	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	1.24
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	3.19
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.2
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.52

E. Baseline Road and Project Driveway East

LOS Intersection for AM

AM		E. Baseline Road						Project Driveway East					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Existing	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.22
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.56
Existing Plus Project	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.42
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.08
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.2
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.52
AM		E. Baseline Road						Project Driveway East					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Future	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.23
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.60
Future Plus Project	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.44
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.12
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.21
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.52

LOS Intersection for PM

PM		E. Baseline Road						Project Driveway East					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Existing	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.52
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.34
Existing Plus Project	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.70
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.81
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.18
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.47
PM		E. Baseline Road						Project Driveway East					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Future	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.55
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.42
Future Plus Project	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.74
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.90
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.19
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.48

E. Baseline Road and N. Sycamore Avenue

LOS Intersection for AM

AM		E. Baseline Road						N. Sycamore Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	40	160	0	40	240	0	80	80	0	40	80	0
Existing Plus Project	Delay (Sec)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	40	160	0	40	240	0	80	80	0	40	120	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	40	0
AM		E. Baseline Road						N. Sycamore Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	40	160	0	40	240	0	80	120	0	40	120	0
Future Plus Project	Delay (Sec)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	40	160	0	40	240	0	80	120	0	40	120	0
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0

LOS Intersection for PM

PM		E. Baseline Road						N. Sycamore Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	80	200	0	80	200	0	80	120	0	80	120	0
Existing Plus Project	Delay (Sec)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	80	200	0	80	200	0	80	120	0	80	120	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0
PM		E. Baseline Road						N. Sycamore Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	10.5	12.9	0.0	10.5	12.4	0.0	5.8	6.2	0.0	5.8	6.2	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	80	240	0	80	200	0	80	120	0	80	120	0
Future Plus Project	Delay (Sec)	10.5	12.9	0.0	10.5	12.4	0.0	5.9	6.2	0.0	5.8	6.3	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	80	240	0	80	200	0	80	120	0	80	120	0
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0.1	0	0	0	0.1	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0

N. Sycamore Avenue and Shopping Center Driveway

LOS Intersection for AM

AM		Shopping Center Driveway						N. Sycamore Avenue					
		Eastbound						Northbound			Southbound		
		Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	0.17	0.00	0.45	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.43	0	1.16	0	0	0	0	0	0	0	0	0
Existing Plus Project	Delay (Sec)	0.28	0.00	0.72	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.73	0	1.85	0	0	0	0	0	0	0	0	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0.11	0	0.27	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0.3	0	0.69	0	0	0	0	0	0	0	0	0
AM		Shopping Center Driveway						N. Sycamore Avenue					
		Eastbound						Northbound			Southbound		
		Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	0.18	0.00	0.49	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.47	0	1.25	0	0	0	0	0	0	0	0	0
Future Plus Project	Delay (Sec)	0.30	0.00	0.75	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.78	0	1.94	0	0	0	0	0	0	0	0	0
Comparison of Future to Future Plus Project	Delay (Sec)	0.12	0	0.26	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0.31	0	0.69	0	0	0	0	0	0	0	0	0

LOS Intersection for PM

PM		Shopping Center Driveway						N. Sycamore Avenue					
		Eastbound						Northbound			Southbound		
		Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	0.22	0.00	1.76	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.56	0	4.53	0	0	0	0	0	0	0	0	0
Existing Plus Project	Delay (Sec)	0.33	0.00	2.03	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.86	0	5.22	0	0	0	0	0	0	0	0	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0.11	0	0.27	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0.3	0	0.69	0	0	0	0	0	0	0	0	0
PM		Shopping Center Driveway						N. Sycamore Avenue					
		Eastbound						Northbound			Southbound		
		Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	0.23	0.00	1.86	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.60	0	4.79	0	0	0	0	0	0	0	0	0
Future Plus Project	Delay (Sec)	0.35	0.00	2.11	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.91	0	5.43	0	0	0	0	0	0	0	0	0
Comparison of Future to Future Plus Project	Delay (Sec)	0.12	0	0.25	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0.31	0	0.64	0	0	0	0	0	0	0	0	0

Appendix 5 - HCM Analyses Worksheets

W. Baseline Road and Riverside Avenue - Signalized

AM Existing												
PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	116	358	74	97	676	75	128	360	51	95	486	103
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	116	432	0	97	751	0	128	411	0	95	589	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.37	0.32		0.31	0.37		0.41	0.30		0.31	0.44	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	43.3	28.6	0.0	42.7	29.2	0.0	43.6	27.9	0.0	42.7	29.5	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	43.3	28.6	0.0	42.7	29.2	0.0	43.6	27.9	0.0	42.7	29.5	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	548			848			539			684		
Approach Delay, d (s/veh)	32			31			32			31		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	31.28											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	105	195	0	87	226	0	115	185	0	86	266	0
Queue 50% (Q50) (veh)	5	7	0	4	7	0	5	6	0	4	8	0
Queue 50% (Q50) (veh) with adjustment for shared lane	5	7	0	4	7	0	5	6	0	4	8	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	10	14	0	8	14	0	10	12	0	8	16	0
Queue 50% (Q50) (ft)	100	140	0	80	140	0	100	120	0	80	160	0
Queue 95% (Q95) (ft)	200	280	0	160	280	0	200	240	0	160	320	0
Internal Link Distance (ft)	1230				1225		1114				1084	
Turn Bay Length (ft)	235	1230		206	1225		110	1114		200	1	1084
Spillover (ft)	0	0	0	0	0	0	90	0	0	0	0	0

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	116	361	74	100	679	78	128	360	54	98	486	103
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	116	435	0	100	757	0	128	414	0	98	589	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.37	0.32		0.32	0.37		0.41	0.31		0.32	0.44	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	43.3	28.6	0.0	42.8	29.2	0.0	43.6	27.9	0.0	42.8	29.5	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	43.3	28.6	0.0	42.8	29.2	0.0	43.6	27.9	0.0	42.8	29.5	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)		551			857			542			687	
Approach Delay, d (s/veh)		32			31			32			31	
Approach Level of Service (LOS)		C			C			C			C	
Intersection Delay, d (s/veh)	31.32											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	105	196	0	90	228	0	115	187	0	88	266	0
Queue 50% (Q50) (veh)	5	7	0	4	7	0	5	6	0	4	8	0
Queue 50% (Q50) (veh) with adjustment for shared lane	5	7	0	4	7	0	5	6	0	4	8	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	10	14	0	8	14	0	10	12	0	8	16	0
Queue 50% (Q50) (ft)	100	140	0	80	140	0	100	120	0	80	160	0
Queue 95% (Q95) (ft)	200	280	0	160	280	0	200	240	0	160	320	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	0	0	0	0	0	0	90	0	0	0	0	0

AM Future

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	122	417	78	102	774	79	135	378	54	100	511	109
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	122	495	0	102	853	0	135	432	0	100	620	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.39	0.37		0.33	0.42		0.44	0.32		0.32	0.46	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	43.4	29.1	0.0	42.9	29.8	0.0	43.8	28.1	0.0	42.8	29.8	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	43.4	29.1	0.0	42.9	29.8	0.0	43.8	28.1	0.0	42.8	29.8	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	617			955			567			720		
Approach Delay, d (s/veh)	32			31			32			32		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	31.59											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	110	223	0	92	256	0	122	195	0	90	279	0
Queue 50% (Q50) (veh)	5	7	0	5	8	0	6	7	0	4	9	0
Queue 50% (Q50) (veh) with adjustment for shared lane	5	7	0	5	8	0	6	7	0	4	9	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	10	14	0	10	16	0	12	14	0	8	18	0
Queue 50% (Q50) (ft)	100	140	0	100	160	0	120	140	0	80	180	0
Queue 95% (Q95) (ft)	200	280	0	200	320	0	240	280	0	160	360	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	0	0	0	0	0	0	130	0	0	0	0	0

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	122	421	78	105	778	82	135	378	57	103	511	109
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	122	499	0	105	860	0	135	435	0	103	620	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.39	0.37		0.34	0.42		0.44	0.32		0.33	0.46	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	43.4	29.2	0.0	43.0	29.8	0.0	43.8	28.1	0.0	42.9	29.8	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	43.4	29.2	0.0	43.0	29.8	0.0	43.8	28.1	0.0	42.9	29.8	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	621			965			570			723		
Approach Delay, d (s/veh)	32			31			32			32		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	31.63											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	110	225	0	95	258	0	122	196	0	93	279	0
Queue 50% (Q50) (veh)	5	7	0	5	8	0	6	7	0	5	9	0
Queue 50% (Q50) (veh) with adjustment for shared lane	5	7	0	5	8	0	6	7	0	5	9	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	10	14	0	10	16	0	12	14	0	10	18	0
Queue 50% (Q50) (ft)	100	140	0	100	160	0	120	140	0	100	180	0
Queue 95% (Q95) (ft)	200	280	0	200	320	0	240	280	0	200	360	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	0	0	0	0	0	0	130	0	0	0	0	0

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	172	518	83	118	576	61	127	503	67	164	612	89
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	172	601	0	118	637	0	127	570	0	164	701	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.55	0.45		0.38	0.31		0.41	0.42		0.53	0.52	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	44.8	30.1	0.0	43.3	28.6	0.0	43.6	29.3	0.0	44.6	30.5	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	44.8	30.1	0.0	43.3	28.6	0.0	43.6	29.3	0.0	44.6	30.5	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	773			755			697			865		
Approach Delay, d (s/veh)	33			31			32			33		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	32.38											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	155	271	0	106	191	0	115	257	0	148	316	0
Queue 50% (Q50) (veh)	7	9	0	5	6	0	5	8	0	6	10	0
Queue 50% (Q50) (veh) with adjustment for shared lane	7	9	0	5	6	0	5	8	0	6	10	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	14	18	0	10	12	0	10	16	0	12	20	0
Queue 50% (Q50) (ft)	140	180	0	100	120	0	100	160	0	120	200	0
Queue 95% (Q95) (ft)	280	360	0	200	240	0	200	320	0	240	400	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	45	0	0	0	0	0	90	0	0	40	0	0

PM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	172	522	83	121	580	64	127	503	70	167	612	89
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	172	605	0	121	644	0	127	573	0	167	701	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.55	0.45		0.39	0.32		0.41	0.42		0.54	0.52	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	44.8	30.1	0.0	43.4	28.6	0.0	43.6	29.3	0.0	44.7	30.5	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	44.8	30.1	0.0	43.4	28.6	0.0	43.6	29.3	0.0	44.7	30.5	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	777			765			700			868		
Approach Delay, d (s/veh)	33			31			32			33		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	32.41											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	155	273	0	109	194	0	115	258	0	151	316	0
Queue 50% (Q50) (veh)	7	9	0	5	6	0	5	8	0	7	10	0
Queue 50% (Q50) (veh) with adjustment for shared lane	7	9	0	5	6	0	5	8	0	7	10	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	14	18	0	10	12	0	10	16	0	14	20	0
Queue 50% (Q50) (ft)	140	180	0	100	120	0	100	160	0	140	200	0
Queue 95% (Q95) (ft)	280	360	0	200	240	0	200	320	0	280	400	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	45	0	0	0	0	0	90	0	0	80	0	0

PM Future

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	181	614	88	124	659	65	134	529	71	173	643	94
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	181	702	0	124	724	0	134	600	0	173	737	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.58	0.52		0.40	0.36		0.43	0.44		0.56	0.55	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	45.1	31.1	0.0	43.5	29.0	0.0	43.7	29.6	0.0	44.8	30.9	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	45.1	31.1	0.0	43.5	29.0	0.0	43.7	29.6	0.0	44.8	30.9	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	883			848			734			910		
Approach Delay, d (s/veh)	34			31			32			34		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	32.75											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	163	316	0	112	218	0	121	270	0	156	332	0
Queue 50% (Q50) (veh)	7	10	0	5	7	0	6	9	0	7	10	0
Queue 50% (Q50) (veh) with adjustment for shared lane	7	10	0	5	7	0	6	9	0	7	10	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	14	20	0	10	14	0	12	18	0	14	20	0
Queue 50% (Q50) (ft)	140	200	0	100	140	0	120	180	0	140	200	0
Queue 95% (Q95) (ft)	280	400	0	200	280	0	240	360	0	280	400	0
Internal Link Distance (ft)	1230			1225			1114			1084		
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	45	0	0	0	0	0	130	0	0	80	0	0

PM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	181	618	88	127	663	67	134	529	74	175	643	94
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	181	706	0	127	730	0	134	603	0	175	737	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.58	0.52		0.41	0.36		0.43	0.45		0.56	0.55	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	45.1	31.1	0.0	43.6	29.1	0.0	43.7	29.6	0.0	44.9	30.9	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	45.1	31.1	0.0	43.6	29.1	0.0	43.7	29.6	0.0	44.9	30.9	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	887			857			737			912		
Approach Delay, d (s/veh)	34			31			32			34		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	32.78											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	163	318	0	115	219	0	121	272	0	158	332	0
Queue 50% (Q50) (veh)	7	10	0	5	7	0	6	9	0	7	10	0
Queue 50% (Q50) (veh) with adjustment for shared lane	7	10	0	5	7	0	6	9	0	7	10	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	14	20	0	10	14	0	12	18	0	14	20	0
Queue 50% (Q50) (ft)	140	200	0	100	140	0	120	180	0	140	200	0
Queue 95% (Q95) (ft)	280	400	0	200	280	0	240	360	0	280	400	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	45	0	0	0	0	0	130	0	0	80	0	0

E. Baseline Road and Project Driveway West - Partial Way Stop Control

AM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	511	0	0	823	11				0	0	25
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	511	0	0	834	0				0	0	25
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.05
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.42
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		511			834						25	
Approach Delay, d (s/veh)		0.00			0.00						0.42	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.01						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.05
Maximum Queue Length (ft)												1.08
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	511	0	0	823	11				0	0	37
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	511	0	0	834	0				0	0	37
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.08
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.62
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		511			834						37	
Approach Delay, d (s/veh)		0.00			0.00						0.62	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.02						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.08
Maximum Queue Length (ft)												1.60
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	578	0	0	929	12				0	0	27
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	578	0	0	941	0				0	0	27
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.06
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.45
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	578			941						27		
Approach Delay, d (s/veh)	0.00			0.00						0.45		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.06
Maximum Queue Length (ft)												1.16
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	578	0	0	929	12				0	0	38
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	578	0	0	941	0				0	0	38
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.08
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.64
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		578			941						38	
Approach Delay, d (s/veh)		0.00			0.00						0.64	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.02						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.08
Maximum Queue Length (ft)												1.64
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	753	0	0	696	26				0	0	59
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	753	0	0	722	0				0	0	59
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.13
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.99
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		753			722						59	
Approach Delay, d (s/veh)		0.00			0.00						0.99	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.04						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.13
Maximum Queue Length (ft)												2.54
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	753	0	0	696	26				0	0	70
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	753	0	0	722	0				0	0	70
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.15
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	1.17
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	753			722						70		
Approach Delay, d (s/veh)	0.00			0.00						1.17		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.05											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.15
Maximum Queue Length (ft)												3.02
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	861	0	0	785	28				0	0	62
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	861	0	0	813	0				0	0	62
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.13
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	1.04
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	861			813						62		
Approach Delay, d (s/veh)	0.00			0.00						1.04		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.04											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.13
Maximum Queue Length (ft)												2.67
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	861	0	0	785	28				0	0	74
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	861	0	0	813	0				0	0	74
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.16
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	1.24
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	861			813						74		
Approach Delay, d (s/veh)	0.00			0.00						1.24		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.05											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.16
Maximum Queue Length (ft)												3.19
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

E. Baseline Road and Project Driveway East - Partial Way Stop Control

AM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	18	456	6	9	781	12				0	0	13
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	18	462	0	0	802	0				0	0	13
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.03
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.22
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	480			802						13		
Approach Delay, d (s/veh)	0.00			0.00						0.22		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.00											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.03
Maximum Queue Length (ft)												0.56
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	43	456	6	9	781	29				0	0	25
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	43	462	0	0	819	0				0	0	25
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.05
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.42
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	505			819						25		
Approach Delay, d (s/veh)	0.00			0.00						0.42		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.05
Maximum Queue Length (ft)												1.08
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	19	520	7	10	885	13				0	0	14
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	19	527	0	0	908	0				0	0	14
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.03
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.23
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	546			908						14		
Approach Delay, d (s/veh)	0.00			0.00						0.23		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.00											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.03
Maximum Queue Length (ft)												0.60
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	44	520	7	10	885	30				0	0	26
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	44	527	0	0	925	0				0	0	26
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.06
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.44
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	571			925						26		
Approach Delay, d (s/veh)	0.00			0.00						0.44		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.06
Maximum Queue Length (ft)												1.12
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	42	720	5	18	688	24				0	0	31
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	42	725	0	0	730	0				0	0	31
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.07
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.52
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	767			730						31		
Approach Delay, d (s/veh)	0.00			0.00						0.52		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.07
Maximum Queue Length (ft)												1.34
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

PM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	65	720	5	18	688	40				0	0	42
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	65	725	0	0	746	0				0	0	42
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.09
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.70
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	790			746						42		
Approach Delay, d (s/veh)	0.00			0.00						0.70		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.02											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.09
Maximum Queue Length (ft)												1.81
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	45	826	6	19	777	26				0	0	33
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	45	832	0	0	822	0				0	0	33
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.07
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.55
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	877			822						33		
Approach Delay, d (s/veh)	0.00			0.00						0.55		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.07
Maximum Queue Length (ft)												1.42
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

PM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	67	826	6	19	777	41				0	0	44
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	67	832	0	0	837	0				0	0	44
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.09
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.74
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	899			837						44		
Approach Delay, d (s/veh)	0.00			0.00						0.74		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.02											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.09
Maximum Queue Length (ft)												1.90
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

E. Baseline Road and N. Sycamore Avenue - Signalized

AM Existing												
PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	36	392	68	37	706	21	114	116	50	41	107	60
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	36	460	0	37	727	0	114	166	0	41	167	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.05	0.27		0.05	0.42		0.11	0.16		0.04	0.16	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	496			764			280			208		
Approach Delay, d (s/veh)	11			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.34											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	32	207	0	33	328	0	103	150	0	37	151	0
Queue 50% (Q50) (veh)	1	4	0	1	6	0	2	2	0	1	2	0
Queue 50% (Q50) (veh) with adjustment for shared lane	1	4	0	1	6	0	2	2	0	1	2	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	2	8	0	2	12	0	4	4	0	2	4	0
Queue 50% (Q50) (ft)	20	80	0	20	120	0	40	40	0	20	40	0
Queue 95% (Q95) (ft)	40	160	0	40	240	0	80	80	0	40	80	0
Internal Link Distance (ft)	1220				1250				443		447	
Turn Bay Length (ft)	213	1220		200	1250		96	443		97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	36	392	68	37	709	21	117	116	50	44	110	60
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	36	460	0	37	730	0	117	166	0	44	170	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.05	0.27		0.05	0.42		0.11	0.16		0.04	0.16	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)		496			767			283			214	
Approach Delay, d (s/veh)		11			12			6			6	
Approach Level of Service (LOS)		B			B			A			A	
Intersection Delay, d (s/veh)	10.33											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	32	207	0	33	329	0	105	150	0	40	153	0
Queue 50% (Q50) (veh)	1	4	0	1	6	0	2	2	0	1	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	1	4	0	1	6	0	2	2	0	1	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	2	8	0	2	12	0	4	4	0	2	6	0
Queue 50% (Q50) (ft)	20	80	0	20	120	0	40	40	0	20	60	0
Queue 95% (Q95) (ft)	40	160	0	40	240	0	80	80	0	40	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

AM Future

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	38	453	72	39	806	23	120	122	53	44	113	63
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	38	525	0	39	829	0	120	175	0	44	176	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.05	0.3		0.05	0.48		0.11	0.16		0.04	0.17	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	563			868			295			220		
Approach Delay, d (s/veh)	12			13			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.69											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	34	237	0	35	374	0	108	158	0	40	159	0
Queue 50% (Q50) (veh)	1	4	0	1	6	0	2	3	0	1	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	1	4	0	1	6	0	2	3	0	1	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	2	8	0	2	12	0	4	6	0	2	6	0
Queue 50% (Q50) (ft)	20	80	0	20	120	0	40	60	0	20	60	0
Queue 95% (Q95) (ft)	40	160	0	40	240	0	80	120	0	40	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	38	453	72	39	809	23	123	122	53	47	115	63
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	38	525	0	39	832	0	123	175	0	47	178	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.05	0.3		0.05	0.48		0.12	0.16		0.04	0.17	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	563			871			298			225		
Approach Delay, d (s/veh)	12			13			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.68											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	34	237	0	35	375	0	111	158	0	42	160	0
Queue 50% (Q50) (veh)	1	4	0	1	6	0	2	3	0	1	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	1	4	0	1	6	0	2	3	0	1	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	2	8	0	2	12	0	4	6	0	2	6	0
Queue 50% (Q50) (ft)	20	80	0	20	120	0	40	60	0	20	60	0
Queue 95% (Q95) (ft)	40	160	0	40	240	0	80	120	0	40	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	58	622	84	62	596	16	105	123	71	93	137	67
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	58	706	0	62	612	0	105	194	0	93	204	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.07	0.41		0.08	0.35		0.10	0.18		0.09	0.19	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	764			674			299			297		
Approach Delay, d (s/veh)	12			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.34											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	52	318	0	56	276	0	95	175	0	84	184	0
Queue 50% (Q50) (veh)	2	5	0	2	5	0	2	3	0	2	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	2	5	0	2	5	0	2	3	0	2	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	4	10	0	4	10	0	4	6	0	4	6	0
Queue 50% (Q50) (ft)	40	100	0	40	100	0	40	60	0	40	60	0
Queue 95% (Q95) (ft)	80	200	0	80	200	0	80	120	0	80	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

PM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	58	622	84	62	600	16	108	123	71	97	140	67
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	58	706	0	62	616	0	108	194	0	97	207	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.07	0.41		0.08	0.36		0.10	0.18		0.09	0.19	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	764			678			302			304		
Approach Delay, d (s/veh)	12			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.33											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	52	318	0	56	278	0	97	175	0	87	187	0
Queue 50% (Q50) (veh)	2	5	0	2	5	0	2	3	0	2	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	2	5	0	2	5	0	2	3	0	2	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	4	10	0	4	10	0	4	6	0	4	6	0
Queue 50% (Q50) (ft)	40	100	0	40	100	0	40	60	0	40	60	0
Queue 95% (Q95) (ft)	80	200	0	80	200	0	80	120	0	80	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	61	724	89	66	680	17	111	130	75	98	144	71
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	61	813	0	66	697	0	111	205	0	98	215	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.08	0.47		0.08	0.40		0.10	0.19		0.09	0.20	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.5	12.9	0.0	10.5	12.4	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	10.5	12.9	0.0	10.5	12.4	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	874			763			316			313		
Approach Delay, d (s/veh)	13			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.72											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	55	367	0	60	314	0	100	185	0	88	194	0
Queue 50% (Q50) (veh)	2	6	0	2	5	0	2	3	0	2	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	2	6	0	2	5	0	2	3	0	2	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	4	12	0	4	10	0	4	6	0	4	6	0
Queue 50% (Q50) (ft)	40	120	0	40	100	0	40	60	0	40	60	0
Queue 95% (Q95) (ft)	80	240	0	80	200	0	80	120	0	80	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

PM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	61	724	89	66	684	17	113	130	75	102	147	71
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	61	813	0	66	701	0	113	205	0	102	218	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.08	0.47		0.08	0.40		0.11	0.19		0.10	0.20	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.5	12.9	0.0	10.5	12.4	0.0	5.9	6.2	0.0	5.8	6.3	0.0
Incremental Delay, d2 (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay, d=d1+d2 (s/veh)	10.5	12.9	0.0	10.5	12.4	0.0	5.9	6.2	0.0	5.8	6.3	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	874			767			318			320		
Approach Delay, d (s/veh)	13			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.71											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	55	367	0	60	316	0	102	185	0	92	197	0
Queue 50% (Q50) (veh)	2	6	0	2	5	0	2	3	0	2	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	2	6	0	2	5	0	2	3	0	2	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	4	12	0	4	10	0	4	6	0	4	6	0
Queue 50% (Q50) (ft)	40	120	0	40	100	0	40	60	0	40	60	0
Queue 95% (Q95) (ft)	80	240	0	80	200	0	80	120	0	80	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

N. Sycamore Avenue and Shopping Center Driveway - Partial Way Stop Control

AM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	10	0	27				7	200	0	0	197	12
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	10	0	27				0	207	0	0	209	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.02		0.06									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.17	0.00	0.45				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	37						207			209		
Approach Delay, d (s/veh)	0.38						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)							0.03					
Intersection LOS							A					
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.02		0.06									
Maximum Queue Length (ft)	0.43		1.16									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	17	0	43				7	200	0	0	197	19
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	17	0	43				0	207	0	0	216	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.04		0.09									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.28	0.00	0.72				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	60						207			216		
Approach Delay, d (s/veh)	0.60						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)							0.07					
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.04		0.09									
Maximum Queue Length (ft)	0.73		1.85									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	11	0	29				8	210	0	0	207	13
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	11	0	29				0	218	0	0	220	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.02		0.06									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.18	0.00	0.49				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	40						218			220		
Approach Delay, d (s/veh)	0.40						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.03											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.02		0.06									
Maximum Queue Length (ft)	0.47		1.25									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	18	0	45				8	210	0	0	207	20
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	18	0	45				0	218	0	0	227	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.04		0.10									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.30	0.00	0.75				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	63						218			227		
Approach Delay, d (s/veh)	0.62						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)							0.08					
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.04		0.10									
Maximum Queue Length (ft)	0.78		1.94									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	13	0	105				19	178	0	0	192	29
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	13	0	105				0	197	0	0	221	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.03		0.23									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.22	0.00	1.76				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	118						197			221		
Approach Delay, d (s/veh)	1.59						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)							0.35					
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.03		0.23									
Maximum Queue Length (ft)	0.56		4.53									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

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PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	20	0	121				19	178	0	0	192	36
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	20	0	121				0	197	0	0	228	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.04		0.26									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.33	0.00	2.03				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	141						197			228		
Approach Delay, d (s/veh)	1.79						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.44											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.04		0.26									
Maximum Queue Length (ft)	0.86		5.22									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	14	0	111				20	187	0	0	202	31
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	14	0	111				0	207	0	0	233	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.03		0.24									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.23	0.00	1.86				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	125						207			233		
Approach Delay, d (s/veh)	1.68						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.37											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.03		0.24									
Maximum Queue Length (ft)	0.60		4.79									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

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PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	21	0	126				20	187	0	0	202	38
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	21	0	126				0	207	0	0	240	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.05		0.27									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.35	0.00	2.11				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	147						207			240		
Approach Delay, d (s/veh)	1.86						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.46											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.05		0.27									
Maximum Queue Length (ft)	0.91		5.43									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

849 Davis Street, Vacaville, CA 95687

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	1	1
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0
32		0	0	0
33		0	0	0
34		0	0	0
35		0	0	0
36		0	0	0
37		0	0	0
38		0	0	0
39		0	0	0
40		0	0	0
41		0	1	1

42		0	0	0
43		0	0	0
44		0	0	0
45		0	0	0
46		0	0	0
47		0	0	0
48		0	0	0
49		0	0	0
50		0	0	0
51		0	0	0
52		0	0	0
53		0	0	0
54		0	0	0
55		0	0	0
56		0	1	1
57		0	0	0
58		0	0	0
59		0	0	0
60		0	0	0
61	8:00AM	0	0	0
62		0	0	0
63		0	0	0
64		0	0	0
65		0	0	0
66		0	0	0
67		0	0	0
68		0	0	0
69		0	0	0
70		0	0	0
71		0	0	0
72		0	0	0
73		0	0	0
74		0	0	0
75		0	0	0
76		0	0	0
77		0	0	0
78		1	0	1
79		0	0	0
80		0	0	0
81		0	0	0
82		0	0	0
83		0	0	0
84		0	0	0
85		0	0	0
86		0	0	0
87		0	0	0
88		0	0	0

|||

136		0	0	0
137		0	0	0
138		0	0	0
139		0	0	0
140		0	0	0
141		0	0	0
142		0	1	1
143		0	0	0
144		0	0	0
145		0	0	0
146		1	0	1
147		0	0	0
148		0	0	0
149		0	0	0
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152		0	0	0
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157		0	0	0
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159		0	0	0
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162		0	0	0
163		0	0	0
164		0	0	0
165		0	0	0
166		0	1	1
167		0	1	1
168		0	1	1
169		0	0	0
170		0	0	0
171		0	0	0
172		0	0	0
173		0	0	0
174		0	0	0
175		0	0	0
176		0	0	0
177		0	1	1
178		0	0	0
179		0	0	0
180		0	0	0
181	10:00AM	0	0	0
182		0	0	0

183		0	0	0
184		0	0	0
185		0	0	0
186		0	0	0
187		0	0	0
188		0	0	0
189		0	1	1
190		0	0	0
191		0	0	0
192		0	0	0
193		0	0	0
194		0	0	0
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223		0	0	0
224		0	0	0
225		0	0	0
226		1	0	1
227		0	0	0
228		0	0	0
229		0	0	0

230		0	0	0
231		0	0	0
232		0	0	0
233		0	0	0
234		0	0	0
235		0	0	0
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237		0	0	0
238		0	0	0
239		0	0	0
240		0	0	0
241	11:00AM	0	0	0
242		0	0	0
243		1	0	1
244		0	1	1
245		0	0	0
246		0	1	1
247		0	0	0
248		0	0	0
249		0	0	0
250		0	0	0
251		0	0	0
252		0	0	0
253		1	0	1
254		0	0	0
255		0	0	0
256		0	0	0
257		0	0	0
258		0	0	0
259		0	0	0
260		0	0	0
261		0	0	0
262		0	1	1
263		0	0	0
264		0	0	0
265		0	0	0
266		0	0	0
267		0	0	0
268		0	0	0
269		0	0	0
270		0	0	0
271		0	1	1
272		0	0	0
273		0	0	0
274		0	0	0
275		1	0	1
276		0	0	0

277		0	0	0
278		0	1	1
279		0	1	1
280		0	0	0
281		0	0	0
282		0	0	0
283		0	0	0
284		0	0	0
285		0	0	0
286		0	0	0
287		0	0	0
288		0	0	0
289		0	0	0
290		0	0	0
291		0	0	0
292		0	0	0
293		0	1	1
294		0	1	1
295		0	0	0
296		0	0	0
297		0	0	0
298		0	0	0
299		0	0	0
300		0	0	0
301	12:00PM	0	0	0
302		0	0	0
303		0	0	0
304		0	0	0
305		0	0	0
306		0	0	0
307		0	0	0
308		0	0	0
309		0	0	0
310		0	0	0
311		0	0	0
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321		0	0	0
322		0	0	0
323		0	0	0

324		0	0	0
325		0	0	0
326		0	0	0
327		1	1	2
328		0	0	0
329		0	0	0
330		0	0	0
331		0	0	0
332		0	0	0
333		0	0	0
334		0	0	0
335		0	0	0
336		0	0	0
337		0	0	0
338		0	0	0
339		0	0	0
340		1	1	2
341		0	2	2
342		1	0	1
343		0	1	1
344		0	1	1
345		0	0	0
346		0	0	0
347		0	0	0
348		0	0	0
349		0	0	0
350		0	0	0
351		0	0	0
352		0	0	0
353		0	0	0
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356		0	0	0
357		0	0	0
358		0	0	0
359		0	0	0
360		0	1	1
361	1:00PM	0	0	0
362		0	0	0
363		0	0	0
364		0	0	0
365		0	0	0
366		0	0	0
367		0	0	0
368		0	0	0
369		0	0	0
370		0	0	0

371		0	0	0
372		0	0	0
373		0	0	0
374		0	0	0
375		0	0	0
376		0	0	0
377		0	0	0
378		0	0	0
379		0	0	0
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381		0	0	0
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384		0	0	0
385		0	0	0
386		0	0	0
387		0	0	0
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389		0	0	0
390		0	0	0
391		0	0	0
392		0	0	0
393		0	0	0
394		0	0	0
395		0	0	0
396		0	0	0
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411		0	0	0
412		0	0	0
413		0	0	0
414		0	0	0
415		0	0	0
416		0	0	0
417		0	0	0

418		1	0	1
419		0	2	2
420		1	1	2
421	2:00PM	0	0	0
422		0	1	1
423		0	0	0
424		0	0	0
425		0	1	1
426		0	0	0
427		0	0	0
428		0	0	0
429		0	0	0
430		0	0	0
431		0	0	0
432		0	0	0
433		0	0	0
434		1	0	1
435		0	0	0
436		0	0	0
437		0	0	0
438		0	0	0
439		2	0	2
440		0	0	0
441		0	0	0
442		0	0	0
443		0	0	0
444		0	0	0
445		0	0	0
446		0	2	2
447		0	0	0
448		0	0	0
449		0	0	0
450		0	0	0
451		0	0	0
452		0	0	0
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458		0	0	0
459		0	0	0
460		0	0	0
461		0	0	0
462		0	1	1
463		0	0	0
464		0	0	0

465		1	1	2
466		0	0	0
467		0	0	0
468		0	0	0
469		0	0	0
470		0	0	0
471		0	0	0
472		0	0	0
473		0	0	0
474		0	0	0
475		0	0	0
476		0	0	0
477		0	0	0
478		0	0	0
479		0	0	0
480		0	0	0
481	3:00PM	0	0	0
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484		0	0	0
485		0	0	0
486		0	0	0
487		0	0	0
488		0	0	0
489		0	0	0
490		0	0	0
491		0	0	0
492		0	0	0
493		0	0	0
494		0	0	0
495		0	0	0
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497		0	0	0
498		0	0	0
499		0	0	0
500		0	2	2
501		0	0	0
502		0	0	0
503		0	0	0
504		0	0	0
505		0	0	0
506		0	0	0
507		0	0	0
508		0	0	0
509		0	0	0
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511		0	0	0

512		0	0	0
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514		0	0	0
515		0	0	0
516		0	0	0
517		0	0	0
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519		0	0	0
520		0	0	0
521		0	0	0
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525		0	0	0
526		0	0	0
527		0	0	0
528		0	0	0
529		0	0	0
530		0	0	0
531		0	0	0
532		0	0	0
533		1	0	1
534		0	0	0
535		0	0	0
536		0	0	0
537		0	0	0
538		0	0	0
539		0	0	0
540		0	0	0
541	4:00PM	0	0	0
542		0	0	0
543		0	0	0
544		0	0	0
545		0	0	0
546		0	0	0
547		0	0	0
548		0	0	0
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553		0	0	0
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555		0	0	0
556		0	0	0
557		0	0	0
558		0	0	0

559		1	0	1
560		1	0	1
561		0	0	0
562		0	1	1
563		0	0	0
564		0	0	0
565		0	0	0
566		0	0	0
567		0	0	0
568		0	0	0
569		0	0	0
570		0	2	2
571		0	1	1
572		0	0	0
573		0	0	0
574		0	1	1
575		0	0	0
576		0	0	0
577		0	0	0
578		0	0	0
579		0	0	0
580		0	0	0
581		0	0	0
582		1	0	1
583		0	0	0
584		0	0	0
585		0	0	0
586		0	0	0
587		0	0	0
588		0	1	1
589		0	0	0
590		0	0	0
591		0	0	0
592		0	0	0
593		0	0	0
594		0	0	0
595		0	0	0
596		0	0	0
597		0	0	0
598		0	0	0
599		0	0	0
600		0	0	0
601	5:00PM	0	0	0
602		0	0	0
603		0	0	0
604		0	0	0
605		0	1	1

606		0	0	0
607		0	0	0
608		0	0	0
609		0	1	1
610		0	0	0
611		0	0	0
612		0	0	0
613		0	0	0
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625		0	0	0
626		0	0	0
627		0	0	0
628		0	0	0
629		1	1	2
630		0	0	0
631		0	0	0
632		0	0	0
633		0	0	0
634		0	0	0
635		0	0	0
636		0	0	0
637		0	0	0
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655		0	0	0
656		0	0	0
657		0	0	0
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659		0	0	0
660		0	0	0
661	6:00PM	0	0	0
662		0	0	0
663		0	1	1
664		0	0	0
665		0	0	0
666		0	0	0
667		0	0	0
668		0	0	0
669		0	0	0
670		0	0	0
671		0	0	0
672		0	0	0
673		0	0	0
674		0	0	0
675		0	0	0
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693		0	0	0
694		0	0	0
695		0	0	0
696		0	0	0
697		0	0	0
698		0	0	0
699		0	0	0

700		0	0	0
701		0	0	0
702		0	0	0
703		0	0	0
704		0	0	0
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706		0	0	0
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714		0	0	0
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716		0	0	0
717		0	0	0
718		0	0	0
719		1	0	1
720		2	0	2
721	7:00PM	1	0	1
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		0	0	0
727		0	0	0
728		0	0	0
729		0	0	0
730		0	0	0
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732		0	0	0
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737		0	0	0
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740		0	0	0
741		0	0	0
742		0	0	0
743		0	0	0
744		0	0	0
745		0	0	0
746		0	0	0

747		0	0	0
748		0	0	0
749		0	0	0
750		0	0	0
751		0	0	0
752		0	0	0
753		0	0	0
754		0	0	0
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763		0	0	0
764		0	0	0
765		0	0	0
766		0	0	0
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768		0	0	0
769		0	0	0
770		0	0	0
771		0	0	0
772		0	0	0
773		0	0	0
774		0	0	0
775		0	0	0
776		0	0	0
777		0	0	0
778		0	0	0
779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
788		0	0	0
789		0	0	0
790		0	0	0
791		0	1	1
792		0	0	0
793		0	0	0

794		0	0	0
795		0	0	0
796		0	0	0
797		0	0	0
798		0	0	0
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801		0	0	0
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815		0	0	0
816		0	0	0
817		0	0	0
818		0	0	0
819		0	0	0
820		0	0	0
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822		0	0	0
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824		0	0	0
825		0	0	0
826		0	0	0
827		0	0	0
828		0	0	0
829		0	0	0
830		0	0	0
831		0	0	0
832		0	0	0
833		0	0	0
834		0	0	0
835		0	0	0
836		0	0	0
837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0
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849 Davis Street, Vacaville, CA 95687

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		1	1	2
17		1	1	2
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
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60		0	0	0
61	8:00AM	0	0	0
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68		0	0	0
69		0	0	0
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71		0	2	2
72		0	0	0
73		0	1	1
74		0	0	0
75		0	0	0
76		0	0	0
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91		0	1	1
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93		0	0	0
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96		0	0	0
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102		0	0	0
103		0	0	0
104		0	1	1
105		0	0	0
106		0	0	0
107		0	0	0
108		0	0	0
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110		0	0	0
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115		0	0	0
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121	9:00AM	0	0	0
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124		0	0	0
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128		0	2	2
129		0	0	0
130		0	1	1
131		0	0	0
132		0	0	0
133		0	0	0
134		0	0	0
135		0	0	0

|||

183		0	1	1
184		0	0	0
185		0	0	0
186		0	0	0
187		0	0	0
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195		0	1	1
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212		0	4	4
213		0	4	4
214		1	2	3
215		0	1	1
216		0	0	0
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219		0	0	0
220		0	2	2
221		0	1	1
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229		0	0	0

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232		0	0	0
233		0	0	0
234		0	1	1
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241	11:00AM	0	1	1
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252		0	0	0
253		0	0	0
254		0	0	0
255		0	2	2
256		0	0	0
257		0	0	0
258		1	0	1
259		1	1	2
260		0	0	0
261		0	3	3
262		2	2	4
263		2	2	4
264		0	1	1
265		0	0	0
266		0	0	0
267		0	0	0
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269		0	0	0
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272		0	0	0
273		0	0	0
274		1	0	1
275		0	2	2
276		0	1	1

277		0	0	0
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279		0	0	0
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281		0	0	0
282		0	0	0
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284		0	0	0
285		0	2	2
286		0	2	2
287		0	1	1
288		0	0	0
289		0	0	0
290		0	1	1
291		0	0	0
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294		0	0	0
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301	12:00PM	0	0	0
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308		0	1	1
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313		0	2	2
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315		0	3	3
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317		0	1	1
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320		0	2	2
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323		0	1	1

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325		0	0	0
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327		0	1	1
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335		0	1	1
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337		0	2	2
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339		0	0	0
340		0	0	0
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352		0	0	0
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355		0	1	1
356		0	0	0
357		0	0	0
358		0	0	0
359		0	0	0
360		0	0	0
361	1:00PM	0	1	1
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363		0	0	0
364		0	0	0
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366		0	1	1
367		0	1	1
368		0	0	0
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373		0	1	1
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375		0	0	0
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393		0	0	0
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395		0	1	1
396		0	0	0
397		0	2	2
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415		1	0	1
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421	2:00PM	1	1	2
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426		0	0	0
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428		1	1	2
429		0	0	0
430		0	2	2
431		0	0	0
432		0	3	3
433		0	0	0
434		0	0	0
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438		0	0	0
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440		0	0	0
441		0	1	1
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443		0	0	0
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445		0	0	0
446		0	0	0
447		2	0	2
448		0	1	1
449		0	0	0
450		0	0	0
451		2	0	2
452		0	0	0
453		0	2	2
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455		0	0	0
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460		0	0	0
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463		0	0	0
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465		0	1	1
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467		0	0	0
468		0	0	0
469		0	0	0
470		0	1	1
471		0	0	0
472		0	0	0
473		0	0	0
474		0	0	0
475		0	0	0
476		0	0	0
477		0	0	0
478		0	0	0
479		0	0	0
480		0	0	0
481	3:00PM	0	0	0
482		0	0	0
483		0	0	0
484		0	0	0
485		0	0	0
486		0	1	1
487		0	0	0
488		0	2	2
489		1	2	3
490		0	2	2
491		2	1	3
492		0	0	0
493		0	0	0
494		0	1	1
495		0	3	3
496		0	0	0
497		0	2	2
498		0	0	0
499		0	1	1
500		0	0	0
501		1	0	1
502		0	0	0
503		0	0	0
504		3	0	3
505		3	1	4
506		1	2	3
507		1	2	3
508		0	0	0
509		0	2	2
510		0	1	1
511		0	1	1

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513		0	0	0
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521		0	0	0
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530		0	0	0
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536		0	0	0
537		0	1	1
538		0	1	1
539		0	0	0
540		0	0	0
541	4:00PM	0	0	0
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543		0	0	0
544		0	0	0
545		3	2	5
546		1	1	2
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565		0	0	0
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570		0	0	0
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578		1	0	1
579		0	0	0
580		0	1	1
581		0	0	0
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585		0	1	1
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599		1	0	1
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601	5:00PM	0	0	0
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605		0	0	0

606		0	0	0
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608		0	0	0
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610		0	0	0
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613		0	0	0
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615		0	0	0
616		2	0	2
617		0	0	0
618		1	0	1
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621		0	0	0
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623		0	0	0
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656		0	0	0
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659		0	0	0
660		0	0	0
661	6:00PM	0	0	0
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663		0	1	1
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666		0	0	0
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674		0	0	0
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681		0	0	0
682		0	0	0
683		1	0	1
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693		0	0	0
694		0	0	0
695		0	2	2
696		1	0	1
697		0	0	0
698		0	0	0
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701		0	0	0
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703		0	0	0
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719		0	0	0
720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		0	0	0
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729		0	0	0
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746		0	0	0

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775		0	0	0
776		0	0	0
777		0	0	0
778		0	0	0
779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
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820		0	0	0
821		0	0	0
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824		0	0	0
825		0	0	0
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827		0	0	0
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830		0	0	0
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838		0	0	0
839		0	0	0

840		0	0	0
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1305 N. Lincoln Street, Dixon, CA 95620

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
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780		0	0	0
781	8:00PM	0	0	0
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838		0	0	0
839		0	0	0

840		0	0	0
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1305 N. Lincoln Street, Dixon, CA 95620

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
1	7:00AM	0	0	0
2		0	0	0
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4		0	0	0
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746		0	0	0

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771		0	0	0
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776		0	0	0
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780		0	0	0
781	8:00PM	0	0	0
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783		0	0	0
784		0	0	0
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833		0	0	0
834		0	0	0
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837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0
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1471 Holiday Lane, Fairfield, CA 94534

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
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95		0	0	0
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97		0	2	2
98		0	1	1
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121	9:00AM	0	0	0
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229		1	0	1

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240		0	0	0
241	11:00AM	0	0	0
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309		0	0	0
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312		2	0	2
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315		0	0	0
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317		0	0	0
318		0	0	0
319		2	0	2
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321		1	1	2
322		0	0	0
323		2	0	2

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327		0	0	0
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334		0	0	0
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360		0	0	0
361	1:00PM	0	1	1
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421	2:00PM	0	0	0
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428		0	0	0
429		1	0	1
430		0	0	0
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472		0	0	0
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474		0	1	1
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476		0	0	0
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479		0	0	0
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481	3:00PM	0	0	0
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499		2	0	2
500		1	1	2
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541	4:00PM	0	0	0
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567		0	2	2
568		2	1	3
569		2	0	2
570		1	0	1
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572		0	2	2
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587		1	2	3
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601	5:00PM	0	0	0
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619		0	0	0
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623		0	0	0
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625		0	0	0
626		0	0	0
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631		0	0	0
632		0	0	0
633		2	1	3
634		1	1	2
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646		0	0	0
647		0	0	0
648		2	0	2
649		1	0	1
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661	6:00PM	0	0	0
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707		0	0	0
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712		0	0	0
713		0	0	0
714		0	0	0
715		0	0	0
716		0	0	0
717		0	0	0
718		1	1	2
719		0	1	1
720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		0	0	0
727		0	0	0
728		0	0	0
729		0	0	0
730		0	0	0
731		0	0	0
732		0	0	0
733		0	0	0
734		0	0	0
735		0	0	0
736		0	0	0
737		0	0	0
738		0	0	0
739		1	0	1
740		0	1	1
741		0	0	0
742		0	0	0
743		0	0	0
744		0	0	0
745		0	0	0
746		0	0	0

747		0	0	0
748		0	0	0
749		0	0	0
750		0	0	0
751		0	0	0
752		0	0	0
753		0	0	0
754		0	0	0
755		0	0	0
756		0	0	0
757		0	0	0
758		0	0	0
759		0	0	0
760		0	0	0
761		0	0	0
762		0	0	0
763		0	0	0
764		0	0	0
765		0	0	0
766		0	0	0
767		0	0	0
768		0	0	0
769		0	0	0
770		0	0	0
771		0	0	0
772		0	0	0
773		0	0	0
774		0	0	0
775		0	0	0
776		0	0	0
777		0	0	0
778		0	0	0
779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
788		0	0	0
789		0	0	0
790		0	0	0
791		0	0	0
792		0	0	0
793		0	0	0

794		0	0	0
795		0	0	0
796		0	0	0
797		0	0	0
798		0	0	0
799		0	0	0
800		0	0	0
801		0	0	0
802		0	0	0
803		0	0	0
804		0	0	0
805		0	0	0
806		0	0	0
807		0	0	0
808		0	0	0
809		0	0	0
810		0	0	0
811		0	0	0
812		0	0	0
813		0	0	0
814		0	0	0
815		0	0	0
816		0	0	0
817		0	0	0
818		0	0	0
819		0	0	0
820		0	0	0
821		0	0	0
822		0	0	0
823		0	0	0
824		0	0	0
825		0	0	0
826		0	0	0
827		0	0	0
828		0	0	0
829		0	0	0
830		0	0	0
831		0	0	0
832		0	0	0
833		0	0	0
834		0	0	0
835		0	0	0
836		0	0	0
837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0
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1471 Holiday Lane, Fairfield, CA 94534

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	0	0
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0
32		0	0	0
33		0	0	0
34		0	0	0
35		0	0	0
36		0	0	0
37		0	0	0
38		0	0	0
39		0	0	0
40		0	0	0
41		0	0	0

42		0	0	0
43		0	0	0
44		0	0	0
45		0	0	0
46		1	0	1
47		0	0	0
48		0	0	0
49		0	0	0
50		0	0	0
51		0	0	0
52		0	0	0
53		0	0	0
54		0	1	1
55		0	0	0
56		0	0	0
57		0	0	0
58		0	0	0
59		0	0	0
60		0	0	0
61	8:00AM	0	0	0
62		0	0	0
63		0	0	0
64		0	0	0
65		0	0	0
66		0	0	0
67		0	0	0
68		0	0	0
69		0	0	0
70		0	0	0
71		0	0	0
72		0	0	0
73		0	0	0
74		0	0	0
75		0	0	0
76		0	0	0
77		0	0	0
78		0	0	0
79		0	0	0
80		0	0	0
81		0	0	0
82		0	0	0
83		0	0	0
84		0	0	0
85		0	0	0
86		0	0	0
87		0	0	0
88		0	0	0

89		0	0	0
90		0	0	0
91		0	0	0
92		0	0	0
93		0	1	1
94		0	0	0
95		1	0	1
96		0	0	0
97		0	0	0
98		0	0	0
99		0	0	0
100		0	0	0
101		0	0	0
102		0	0	0
103		0	0	0
104		0	0	0
105		0	0	0
106		0	0	0
107		0	0	0
108		0	0	0
109		0	0	0
110		0	0	0
111		0	0	0
112		0	0	0
113		0	0	0
114		0	0	0
115		0	0	0
116		0	0	0
117		0	0	0
118		0	0	0
119		0	0	0
120		0	0	0
121	9:00AM	0	0	0
122		0	0	0
123		0	0	0
124		0	0	0
125		0	0	0
126		0	0	0
127		0	0	0
128		0	0	0
129		0	0	0
130		0	0	0
131		0	0	0
132		0	0	0
133		0	0	0
134		0	0	0
135		1	0	1

136		0	0	0
137		0	0	0
138		0	0	0
139		0	0	0
140		1	0	1
141		1	1	2
142		0	0	0
143		0	0	0
144		0	0	0
145		0	0	0
146		0	0	0
147		0	0	0
148		0	1	1
149		0	0	0
150		0	0	0
151		0	1	1
152		0	0	0
153		0	1	1
154		0	0	0
155		0	0	0
156		0	0	0
157		0	0	0
158		0	0	0
159		0	1	1
160		1	0	1
161		0	0	0
162		0	0	0
163		0	0	0
164		0	0	0
165		0	0	0
166		0	0	0
167		0	0	0
168		0	0	0
169		0	0	0
170		0	0	0
171		0	0	0
172		0	0	0
173		0	0	0
174		0	0	0
175		0	0	0
176		0	0	0
177		0	0	0
178		1	1	2
179		0	0	0
180		0	0	0
181	10:00AM	0	0	0
182		0	0	0

183		0	0	0
184		1	0	1
185		0	1	1
186		1	1	2
187		0	1	1
188		1	2	3
189		1	1	2
190		0	0	0
191		0	0	0
192		0	0	0
193		0	2	2
194		0	3	3
195		0	2	2
196		1	0	1
197		1	0	1
198		0	1	1
199		0	0	0
200		0	0	0
201		0	0	0
202		0	0	0
203		0	0	0
204		1	0	1
205		0	0	0
206		0	0	0
207		0	0	0
208		0	1	1
209		0	0	0
210		0	0	0
211		0	0	0
212		0	0	0
213		0	0	0
214		0	0	0
215		0	0	0
216		0	0	0
217		1	0	1
218		0	0	0
219		0	0	0
220		0	1	1
221		0	0	0
222		0	0	0
223		0	0	0
224		1	2	3
225		0	0	0
226		0	1	1
227		0	0	0
228		0	2	2
229		0	0	0

|||

324		1	2	3
325		0	2	2
326		0	0	0
327		0	0	0
328		0	0	0
329		0	2	2
330		1	1	2
331		0	1	1
332		0	0	0
333		1	0	1
334		0	1	1
335		0	0	0
336		0	0	0
337		0	0	0
338		0	0	0
339		1	0	1
340		0	0	0
341		0	0	0
342		0	0	0
343		0	0	0
344		1	1	2
345		1	1	2
346		0	1	1
347		0	0	0
348		0	0	0
349		0	0	0
350		0	1	1
351		0	0	0
352		0	1	1
353		0	0	0
354		0	0	0
355		0	0	0
356		0	0	0
357		0	0	0
358		0	0	0
359		0	0	0
360		0	0	0
361	1:00PM	0	0	0
362		0	0	0
363		0	2	2
364		0	0	0
365		1	1	2
366		0	2	2
367		1	4	5
368		0	2	2
369		0	0	0
370		0	0	0

III

418		0	1	1
419		0	0	0
420		0	2	2
421	2:00PM	1	0	1
422		0	0	0
423		0	1	1
424		0	0	0
425		0	0	0
426		3	0	3
427		0	0	0
428		0	0	0
429		0	0	0
430		0	0	0
431		0	0	0
432		0	1	1
433		0	0	0
434		0	0	0
435		0	0	0
436		0	0	0
437		0	1	1
438		0	0	0
439		0	0	0
440		0	1	1
441		0	2	2
442		0	0	0
443		0	3	3
444		1	0	1
445		1	0	1
446		0	0	0
447		0	0	0
448		0	0	0
449		0	0	0
450		0	0	0
451		0	0	0
452		0	0	0
453		1	0	1
454		0	0	0
455		0	1	1
456		0	0	0
457		0	1	1
458		0	0	0
459		0	0	0
460		0	0	0
461		0	1	1
462		0	1	1
463		2	0	2
464		2	0	2

465		0	1	1
466		0	0	0
467		0	0	0
468		0	1	1
469		0	0	0
470		0	0	0
471		0	1	1
472		0	0	0
473		0	0	0
474		0	1	1
475		0	0	0
476		0	0	0
477		1	0	1
478		0	1	1
479		1	0	1
480		2	0	2
481	3:00PM	0	0	0
482		1	0	1
483		0	0	0
484		0	0	0
485		0	0	0
486		0	0	0
487		0	0	0
488		0	0	0
489		0	0	0
490		0	0	0
491		0	0	0
492		0	0	0
493		0	0	0
494		0	0	0
495		0	0	0
496		0	0	0
497		0	0	0
498		0	1	1
499		0	0	0
500		2	0	2
501		0	0	0
502		0	0	0
503		0	0	0
504		0	0	0
505		0	0	0
506		0	1	1
507		0	2	2
508		0	1	1
509		0	0	0
510		0	0	0
511		0	0	0

512		0	0	0
513		0	0	0
514		0	0	0
515		0	0	0
516		0	0	0
517		0	0	0
518		0	0	0
519		0	0	0
520		0	0	0
521		1	2	3
522		0	2	2
523		0	0	0
524		0	0	0
525		0	0	0
526		0	0	0
527		0	0	0
528		0	0	0
529		0	1	1
530		0	0	0
531		1	0	1
532		0	1	1
533		0	0	0
534		0	0	0
535		0	0	0
536		0	0	0
537		0	0	0
538		0	0	0
539		0	0	0
540		0	0	0
541	4:00PM	1	0	1
542		0	0	0
543		0	0	0
544		1	0	1
545		0	0	0
546		0	0	0
547		0	0	0
548		0	0	0
549		0	1	1
550		1	1	2
551		2	0	2
552		0	1	1
553		0	0	0
554		0	0	0
555		0	0	0
556		0	0	0
557		0	0	0
558		0	0	0

559		0	0	0
560		0	0	0
561		0	0	0
562		0	0	0
563		0	0	0
564		0	1	1
565		2	1	3
566		0	1	1
567		0	1	1
568		0	0	0
569		2	1	3
570		1	0	1
571		0	0	0
572		0	0	0
573		0	0	0
574		0	0	0
575		0	1	1
576		0	0	0
577		0	0	0
578		2	0	2
579		0	0	0
580		0	0	0
581		0	0	0
582		0	2	2
583		0	0	0
584		0	1	1
585		0	0	0
586		0	0	0
587		0	0	0
588		0	0	0
589		0	0	0
590		1	2	3
591		0	2	2
592		0	0	0
593		0	0	0
594		0	1	1
595		0	1	1
596		0	0	0
597		0	1	1
598		0	0	0
599		0	2	2
600		0	2	2
601	5:00PM	0	0	0
602		0	0	0
603		0	0	0
604		0	0	0
605		0	0	0

606		0	0	0
607		0	0	0
608		0	2	2
609		0	0	0
610		0	1	1
611		0	0	0
612		0	0	0
613		0	0	0
614		1	1	2
615		0	0	0
616		0	0	0
617		1	0	1
618		0	0	0
619		0	0	0
620		0	0	0
621		0	0	0
622		0	0	0
623		0	0	0
624		0	0	0
625		0	0	0
626		0	0	0
627		0	0	0
628		1	0	1
629		1	0	1
630		0	0	0
631		0	0	0
632		0	0	0
633		2	2	4
634		2	0	2
635		1	1	2
636		1	1	2
637		0	0	0
638		1	0	1
639		0	1	1
640		0	1	1
641		0	0	0
642		0	0	0
643		0	0	0
644		0	0	0
645		0	0	0
646		0	0	0
647		0	0	0
648		0	0	0
649		0	0	0
650		0	0	0
651		0	2	2
652		0	0	0

III

700		0	0	0
701		0	0	0
702		0	0	0
703		0	0	0
704		0	0	0
705		0	0	0
706		0	0	0
707		0	0	0
708		0	0	0
709		0	0	0
710		0	0	0
711		0	0	0
712		0	0	0
713		0	0	0
714		0	0	0
715		0	0	0
716		0	0	0
717		0	0	0
718		0	0	0
719		0	0	0
720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		2	0	2
727		0	0	0
728		0	0	0
729		0	0	0
730		0	0	0
731		0	0	0
732		0	0	0
733		0	0	0
734		0	0	0
735		0	0	0
736		1	0	1
737		0	0	0
738		0	0	0
739		0	0	0
740		0	0	0
741		0	0	0
742		0	0	0
743		0	0	0
744		0	0	0
745		0	0	0
746		0	0	0

747		0	0	0
748		0	0	0
749		0	0	0
750		0	0	0
751		0	0	0
752		0	0	0
753		0	0	0
754		0	0	0
755		0	0	0
756		0	0	0
757		0	0	0
758		0	0	0
759		0	0	0
760		0	0	0
761		0	0	0
762		0	0	0
763		0	0	0
764		0	0	0
765		0	0	0
766		0	0	0
767		0	0	0
768		0	0	0
769		0	0	0
770		0	0	0
771		0	0	0
772		0	0	0
773		0	0	0
774		0	0	0
775		0	0	0
776		0	0	0
777		0	0	0
778		0	0	0
779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
788		0	0	0
789		0	0	0
790		0	0	0
791		0	0	0
792		0	0	0
793		0	0	0

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840		0	0	0
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NOTICE OF EXEMPTION

To: ☐ Office of Planning and Research
1400 Tenth Street , Room 121
Sacramento, CA 95814

From: City of Rialto
Development Services Department
150 South Palm Avenue
Rialto, CA 92376

☒ Clerk of the Board
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, CA 92415

Project Title: **Master Case No. 26-0004 (EAR No. 26-0001)**

Project Location (Specific): **APN 0127-251-19 and a portion of 0127-251-12 (prior to Lot Line Adjustment); address to be determined.**

Project Location (City): **City of Rialto**

Project Location (County): **San Bernardino**

Project Description: **New 3,593 square foot car wash.**

Name of Public Agency Approving Project: **City of Rialto**

Name of Person or Agency Carrying Our Project: **Quick Quack Car Was Holdings, LLC
6030 West Oaks Boulevard
Rocklin, CA 95765**

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b) (1); 15268);
- ☐ Declared Emergency (Sec. 21080(b) (3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b) (4); 15269 (b)(c));
- ☒ Categorical Exemption. State type and section number: **15303 New Construction or Conversion of Small Structures**
- ☐ Statutory Exemptions. State code number:

The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15303, New Construction or Conversion of Small Structures (Environmental Assessment Review No. 26-0001). Class 3 allows for the exemption of a project consisting of the construction of commercial structures not exceeding 10,000 square feet in floor area. The project involves the construction of a 3,593 square foot automated car wash structure and accessory structures, thereby qualifying the project for a Class 3 exemption.

Lead Agency Contact Person: **Jason Costa, Associate Planner**

Area Code/Telephone/Extension: **(909) 820-2525 X2211**

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Title: **Associate Planner**

Date: **8/5/2026**

- ☒ Signed by Lead Agency
- ☐ Signed by Applicant

Date received for filing at OPR:

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RESOLUTION NO. 2026-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIALTO, CALIFORNIA, APPROVING VARIANCE NO. 26-0001 TO REDUCE THE MINIMUM REQUIRED BUILDING SETBACK FROM 50 FEET TO 5.75 FEET, AS IT RELATES TO A PROPOSAL TO DEVELOP A 3,593 SQUARE FOOT AUTOMATED CAR WASH BUILDING ON 0.99 ACRES OF LAND (APN: 0127-251-19 AND A PORTION OF APN: 0127-251-12) LOCATED ON THE NORTH SIDE OF BASELINE ROAD APPROXIMATELY 250 FEET EAST OF RIVERSIDE AVENUE WITHIN THE COMMUNITY SHOPPING CENTER (C-1A) ZONE.

WHEREAS, the applicant, Quick Quack Car Wash Holdings, LLC, proposes to demolish an existing approximately 6,000 square foot bank building and develop and operate a new 3,593 square foot automated car wash building with eighteen (18) vacuum spaces ("Project") on 0.99 acres of land (APN: 0127-251-19 & Portions of APN's: 0127-251-12) located in the North Rialto Center on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the Community Shopping Center (C-1A) zone ("Site"); and

WHEREAS, Pursuant to Section 18.66.030Z of the Rialto Municipal Code, the Project requires a Conditional Development Permit, and the applicant has agreed to apply for Conditional Development Permit No. 26-0001 ("CDP No. 26-0001"); and

WHEREAS, in conjunction herewith, the applicant submitted Precise Plan of Design No. 26-0001 ("PPD No. 26-0001") to allow the development of a new 3,593 square foot automated car wash building with associated landscaping, paving, and lighting improvements on the Site; and

WHEREAS, Section 18.30.030C(1) of the Rialto Municipal Code requires a minimum building setback of 50 feet from any public street right-of-way line; and

WHEREAS, the Project proposes a 5.75-foot building setback from the ultimate public right-of-way along Baseline Road; and

1 WHEREAS, the proposed building setback along Baseline Road does not comply with
2 Section 18.30.030C(1) of the Rialto Municipal Code, thus requiring a reduction in the minimum
3 building setback in order to facilitate the Project; and

4 WHEREAS, pursuant to Section 18.64.030 of the Rialto Municipal Code, the Project
5 requires the approval of a Variance, and the applicant has applied for Variance No. 26-0001 (“VAR
6 No. 26-0001”) to reduce the minimum building setback required along Baseline Road from 50 feet
7 to 5.75 feet; and

8 WHEREAS, on August 5, 2026, the Planning Commission of the City of Rialto conducted
9 a duly noticed public hearing, as required by law, on VAR No. 26-0001, CDP No. 26-0001, and
10 PPD No. 26-0001, took testimony, at which time it received input from staff, the city attorney, and
11 the applicant; heard public testimony; discussed the VAR No. 26-0001, CDP No. 26-0001, and
12 PPD No. 26-0001; and closed the public hearing; and

13 WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

14 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto
15 as follows:

16 SECTION 1. The Planning Commission hereby specifically finds that all of the facts set forth
17 in the recitals above of this Resolution are true and correct and incorporated herein.

18 SECTION 2. Based on the foregoing and substantial evidence presented to the Planning
19 Commission during the public hearing conducted with regard to VAR No. 26-0001, including written
20 staff reports, verbal testimony, site plan, other documents, and the conditions of approval stated
21 herein, the Planning Commission hereby determines that VAR No. 26-0001 satisfies the
22 requirements of the Section 18.64.020 of the Rialto Municipal Code pertaining to the findings which
23 must be made precedent to granting a variance. The findings are as follows:

- 24 1. There are exceptional circumstances or conditions applicable to the property involved,
25 or to the intended use of the property, that do not apply generally to the property or
26 class of use in the same vicinity or district.

27 *This finding is supported by the following facts:*

28 The project site is within an existing shopping center that was constructed several decades
ago. The shopping center contains physical improvements, such as paving for drive-aisles

1 and parking rows, that are used by all properties and businesses within the existing
2 shopping center. Strict enforcement of the building setback would require major
3 modification to the shopping center layout, which would impact the businesses and
4 properties within the shopping center and possibly impose a parking deficiency on those
5 businesses and properties.

6 Additionally, the existing bank building on the project site that is proposed to be
7 demolished is setback closer to the ultimate right-of-way along Baseline Road than the
8 proposed car wash building.

- 9 2. This variance is necessary for the preservation and enjoyment of a substantial property
10 right of the applicant as possessed by other property owners in the same vicinity and
11 district.

12 *This finding is supported by the following facts:*

13 Each development at the four (4) corners of the nearby intersection of Baseline Road and
14 Riverside Avenue were granted variances to encroach within the fifty (50) foot setback. Most
15 recently in July 2013, the Planning Commission approved Variance No. 700 allowing a five
16 (5) foot building setback for the Tacos Gavilan directly across Baseline Road. The project
17 site and the developments at the four (4) corners of the nearby intersection of Baseline Road
18 and Riverside Avenue are within the same C-1A zoning district.

19 Additionally, the existing bank building on the project site is setback approximately three (3)
20 feet from the ultimate right-of-way along Baseline Road and the applicant proposes a larger
21 setback of 5.75 feet from the ultimate right-of-way along Baseline Road.

- 22 3. The granting of this variance will not be materially detrimental to the public welfare
23 or injurious to the property or improvements in such vicinity and district in which the
24 property is located.

25 *This finding is supported by the following facts:*

26 Granting this variance would facilitate the development of a car wash where nearby residents
27 and visitors can clean their vehicles in a convenient and easily accessible location. Armen
28 Hovanessian Transportation Consulting, Inc. prepared a Traffic Impact Study for the project
that concluded that the proposed car wash building location will not create any hazardous line-
of-sight conditions for vehicles exiting the North Rialto Center shopping center onto Baseline
Road.

4. The proposed use and development are consistent with the General Plan and
objectives of the zoning ordinance.

This finding is supported by the following facts:

1 Granting the variance will facilitate the demolition of the existing vacant bank building and
2 permit the development of a new car wash facility. This is in keeping with General Plan Land
3 Use Element Goal 2-22, which requires the City to “Promote commercial and/or industrial
4 development planned that is well designed, people-oriented, environmentally sustainable,
5 sensitive to the needs of the visitor or resident, and functionally efficient for its purpose” and
6 General Plan Economic Development Element Goal 3-1, which requires the City to
7 “Strengthen and diversify the economic base and employment opportunities and maintain a
8 positive business climate”. Other than the variance for the setback, the carwash conforms to
9 all other aspects of Chapter 18.30 (C-1A Community Shopping Center Zone) of the Rialto
10 Municipal Code.

11 SECTION 3. Based on the foregoing and substantial evidence presented to the Planning
12 Commission during the public hearing conducted with regard to VAR No. 26-0001, CDP No. 26-
13 0001, and PPD No. 26-0001, including written staff reports, verbal testimony, site plans, other
14 documents, and the conditions of approval stated herein, the Project is categorically exempt from the
15 requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15303, New
16 Construction or Conversion of Small Structures. The project involves the construction of a 3,593
17 square foot automated car wash structure and accessory structures, thereby qualifying the project for
18 aforementioned exemption. The Planning Commission directs the Planning Division to file the
19 necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

20 SECTION 4. Based on the foregoing and substantial evidence presented to the Planning
21 Commission during the public hearing conducted with regard to VAR26-0001, CDP No. 26-0001,
22 and PPD No. 26-0001, including written staff reports, verbal testimony, site plans, other documents,
23 and the conditions of approval stated herein, approval of VAR No. 26-0001 is granted to Quick Quack
24 Car Wash Holdings, LLC in accordance with the plans and application on file with the Planning
25 Division, subject to the following conditions:

- 26 1. Variance No. 26-0001 is approved to reduce the minimum building setback required along
27 Baseline Road from 50 feet to 5.75 feet, as shown on the plans attached as Exhibit A, and
28 as approved by the Planning Commission.
2. City inspectors shall have access to the site to reasonably inspect the site during normal
working hours to assure compliance with these conditions and other codes.

- 1 3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto,
2 and/or any of its officials, officers, employees, agents, departments, agencies, and
3 instrumentalities thereof (collectively, the "City Parties"), from any and all claims,
4 demands, law suits, writs of mandamus, and other actions and proceedings (whether
5 legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative
6 dispute resolutions procedures (including, but not limited to arbitrations, mediations,
7 and other such procedures), (collectively "Actions"), brought against the City, and/or
8 any of its officials, officers, employees, agents, departments, agencies, and
9 instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or
10 annul, the any action of, or any permit or approval issued by, the City and/or any of its
11 officials, officers, employees, agents, departments, agencies, and instrumentalities
12 thereof (including actions approved by the voters of the City), for or concerning the
13 Project (collectively, the "Entitlements"), whether such Actions are brought under the
14 California Environmental Quality Act, the Planning and Zoning Law, the Subdivision
15 Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public
16 Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation,
17 or any decision of a court of competent jurisdiction. This condition to indemnify,
18 protect, defend, and hold the City harmless shall include, but not be limited to (i)
19 damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit,
20 attorneys' fees and other costs, liabilities and expenses incurred in connection with
21 such proceeding whether incurred by applicant, Property owner, or the City and/or
22 other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii)
23 are the "Damages"). Notwithstanding anything to the contrary contained herein, the
24 Applicant shall not be liable to the City Parties under this indemnity to the extent the
25 Damages incurred by any of the City Parties in such Action(s) are a result of the City
26 Parties' fraud, intentional misconduct or gross negligence in connection with issuing
27 the Entitlements. The applicant shall execute an agreement to indemnify, protect,
28 defend, and hold the City harmless as stated herein within five (5) days of approval of
VAR No. 26-0001.
4. In accordance with the provisions of Government Code Section 66020(d)(1), the
imposition of fees, dedications, reservations, or exactions for this Project, if any, are
subject to protest by the applicant at the time of approval or conditional approval of the
Project or within 90 days after the date of the imposition of the fees, dedications,
reservations, or exactions imposed on the Project.
5. Approval of VAR No. 26-0001 will not be valid until such time that the Planning
Commission of the City of Rialto has approved CDP No. 26-0001 and PPD No. 26-0001,
which were prepared in conjunction with the Project.
6. The applicant shall comply with all conditions of approval contained in, CDP No. 26-
0001 and PPD No. 26-0001, to the extent they are not in conflict with any condition of
approval herein.

SECTION 5. The Chairman of the Planning Commission shall sign the passage and adoption of this resolution and thereupon the same shall take effect and be in force.

PASSED, APPROVED AND ADOPTED this 5th day of August, 2026.

MICHAEL STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

1 STATE OF CALIFORNIA)
2 COUNTY OF SAN BERNARDINO) ss
3 CITY OF RIALTO)
4

5 I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the
6 foregoing Resolution No. 26- ____ was duly passed and adopted at a regular meeting of the
7 Planning Commission of the City of Rialto held on the 5th day of August, 2026.

8 Upon motion of Planning Commissioner_____, seconded by Planning Commissioner
9 _____, the foregoing Resolution No. ____ was duly passed and adopted.

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
15 Rialto this 5th day of August, 2026.

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19 _____
20 HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT
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Exhibit A

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WHEREAS, the applicant, Quick Quack Car Wash Holdings, LLC, proposes to demolish an existing approximately 6,000 square foot bank building and develop and operate a new 3,593 square foot automated car wash building with eighteen (18) vacuum spaces (“Project”) on 0.99 acres of land (APNs 0127-251-19 & Portions of APN’s: 0127-251-12) located in the North Rialto Center shopping center on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the Community Shopping Center (C-1A) zone (“Site”); and

WHEREAS, in conjunction herewith, the applicant submitted Precise Plan of Design No. 26-0001 (“PPD No. 26-0001”) to allow the development of a new 3,593 square foot automated car wash building with associated landscaping, paving, and lighting improvements on the Site; and

WHEREAS, on August 5, 2026, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, CDP No. 26-0001, PPD No. 26-0001 and VAR No. 26-0001, took testimony, at which time it received input from staff, the city attorney, and the applicant; heard public testimony; discussed the proposed CDP No. 26-0001, PPD No. 26-0001, and VAR No. 26-0001; and closed the public hearing; and

1 WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

2 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto
3 as follows:

4 SECTION 1. The Planning Commission hereby specifically finds that all of the facts set forth
5 in the recitals above of this Resolution are true and correct and incorporated herein.

6 SECTION 2. Based on the foregoing and substantial evidence presented to the Planning
7 Commission during the public hearing conducted with regard to CDP No. 26-0001, including written
8 staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated
9 herein, the Planning Commission hereby determines that CDP No. 26-0001 satisfies the requirements
10 of Section 18.66.020 of the Rialto Municipal Code pertaining to the findings which must be made
11 precedent to granting a conditional development permit. The findings are as follows:

- 12 1. The proposed use is deemed essential or desirable to provide a service or facility
13 which will contribute to the convenience or general well-being of the neighborhood
14 or community; and

15 *This finding is supported by the following facts:*

16 The project will redevelop the Site with desirable improvements that will aesthetically
17 enhance the appearance of the community and contribute to general well-being of the
18 community. Improvements include a new 3,593 square foot building with car wash tunnel,
19 vacuum stations and associated landscaping buffering, paving, and lighting. The Project will
provide residents and visitors with an additional choice of an automated car wash with self-

- 20 2. The proposed use will not be detrimental or injurious to health, safety, or general
21 welfare of persons residing or working in the vicinity; and

22 *This finding is supported by the following facts:*

23 The Project is consistent with the underlying Community Shopping Center (C-1A) zone
24 and the surrounding commercial and utility land uses in the vicinity. There are no sensitive
25 uses surrounding the Site. Surrounding land uses to the north, east, and west consist of C-
26 1A zoned parcels in the same shopping center. The shopping center includes Stater
27 Brothers supermarket, Dollar Tree discount store, Tam's Burgers drive-thru restaurant, and
28 a Walgreen's Pharmacy with a drive-thru for prescriptions. The parcels to the south, across
East Baseline Road, are also zoned C-1A and are part of a shopping center that includes
Asia Buffet, a vacant Big Lots building, Tacos Gavilan, and Dutch Brothers drive-thru
coffee shop. These land uses are not expected to be negatively impacted by the Project,

1 since features and measures, such as screening, building placement, and site landscaping
2 will serve to physically separate the uses mitigating any potential impacts.

- 3 3. The site for the proposed use is adequate in size, shape, topography, accessibility and
4 other physical characteristics to accommodate the proposed use in a manner
5 compatible with existing land uses; and

6 *This finding is supported by the following facts:*

7 The Site is in an existing commercial shopping center containing multiple businesses
8 including three other buildings designed to provide drive-thru services. Access to the Site is
9 provided by the shopping center's four access driveways on Baseline Road and three access
10 driveways on Riverside Avenue. The car wash may be reached via the Center's drive aisles
11 from any of these seven driveways. The Project entails the demolition of the existing bank
12 building and replacement with a new automated car wash building in generally the same
13 location. Access to the Site will not be modified by the Project.

- 14 4. The site has adequate access to those utilities and other services required for the
15 proposed use; and

16 *This finding is supported by the following facts:*

17 The Site has adequate access to all utilities and services required through main water, electric,
18 sewer, and other utility lines that are already hooked up to the Site.

- 19 5. The proposed use will be arranged, designed, constructed, and maintained so as it will
20 not be injurious to property or improvements in the vicinity or otherwise be
21 inharmonious with the General Plan and its objectives, or any zoning ordinances; and

22 *This finding is supported by the following facts:*

23 The Project is consistent with the C-1A zone. The Project, as submitted, meets or exceeds
24 the applicable development criteria of the C-1A zone and the design criteria contained in
25 Chapter 18.61 (Design Guidelines) of the RMC, except for the required building setback
26 along Baseline Road, which has been or will be remedied by VAR No. 26-0001.
27 Furthermore, the Site will be aesthetically enhanced with new structures and landscaping
28 that comply with the City's Design Guidelines.

6. Any potential adverse effects upon the surrounding properties will be minimized to
every extent practical and any remaining adverse effects shall be outweighed by the
benefits conferred upon the community or neighborhood as a whole.

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of
Approval contained herein, and through the implementation of Conditions of Approval

1 imposed by the Planning Commission on the Precise Plan of Design, such as extensive
2 landscaping, selective building placement, enhanced architectural features, and new site
3 lighting. The development of a high-quality automated car wash facility on the Site will
4 provide additional employment opportunities and an additional car washing option for
5 residents and visitors to the City. The Project is consistent with the C-1A zone and the
6 surrounding commercial land uses. The project is not expected to negatively impact any
surrounding uses with the successful implementation of the measures mentioned herein.
Therefore, any potential adverse effects are outweighed by the benefits conferred upon the
community and neighborhood as a whole.

7 SECTION 3. Based on the foregoing and substantial evidence presented to the Planning
8 Commission during the public hearing conducted with regard to CDP No. 26-0001, VAR No. 26-
9 0001, and PPD No. 26-0001, including written staff reports, verbal testimony, site plans, other
10 documents, and the conditions of approval stated herein, the Project is categorically exempt from the
11 requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15303, New
12 Construction or Conversion of Small Structures. The project involves the construction of a 3,593
13 square foot automated car wash structure and accessory structures, thereby qualifying the project for
14 aforementioned exemption. The Planning Commission directs the Planning Division to file the
15 necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.
16

17 SECTION 4. Based on the foregoing and substantial evidence presented to the Planning
18 Commission during the public hearing conducted with regard to CDP No. 26-0001, VAR No. 26-
19 0001, and PPD No. 26-0001, including written staff reports, verbal testimony, site plans, other
20 documents, and the conditions of approval stated herein, approval of CDP No. 26-0001 is granted to
21 Quick Quack Car Wash Holdings, LLC in accordance with the plans and application on file with the
22 Planning Division, subject to the following conditions:

- 23 1. The applicant is granted CDP No. 26-0001 allowing the development and operation of a
24 3,593 square foot automated car wash building on 0.99 acres of land (APN: 0127-251-19
25 & Portion of APN: 0127-251-12) located on the north side of Baseline Road
26 approximately 250 feet east of Riverside Avenue within the Community Shopping Center
(C-1A) zone. If the Conditions of Approval specified herein are not satisfied or otherwise
27 completed, the project shall be subject to revocation.
- 28 2. City inspectors shall have access to the site to reasonably inspect the site during normal
working hours to assure compliance with these conditions and other codes.

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3. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the “City Parties”), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively “Actions”), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the Project (collectively, the “Entitlements”), whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. This condition to indemnify, protect, defend, and hold the City harmless shall include, but not be limited to (i) damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit, attorneys’ fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, Property owner, or the City and/or other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii) are the “Damages”). Notwithstanding anything to the contrary contained herein, the Applicant shall not be liable to the City Parties under this indemnity to the extent the Damages incurred by any of the City Parties in such Action(s) are a result of the City Parties’ fraud, intentional misconduct or gross negligence in connection with issuing the Entitlements. The applicant shall execute an agreement to indemnify, protect, defend, and hold the City harmless as stated herein within five (5) days of approval of CDP No. 26-0001.
 4. In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedications, reservations, or exactions for this Project, if any, are subject to protest by the applicant at the time of approval or conditional approval of the Project or within 90 days after the date of the imposition of the fees, dedications, reservations, or exactions imposed on the Project.
 5. All operations on the Site shall only be conducted between the hours of 7:00 a.m. to 9:00 p.m. seven (7) days a week.
 6. The applicant shall install plainly visible signage prohibiting patrons from playing loud music in the vacuum stall areas prior to the issuance of a Certificate of Occupancy. Additionally, the applicant shall maintain the signage and enforce the prohibition of loud music in the vacuum stall area at all times.

- 1 7. The applicant, property owner, and/or the tenant shall ensure that vehicle
2 stacking/queuing for the car wash does not negatively impact vehicular circulation on any
3 public street or within the drive aisles of the North Rialto Center shopping center at any
4 time. The applicant, property owner, and/or the tenant shall implement measures to
5 address any impacts, should they occur, after discussion and mutual agreement with the
6 Community Development Director.
- 7 8. The applicant shall obtain all necessary approvals and operating permits from all Federal,
8 State, and local agencies and provide proof thereof to the City prior to the issuance of a
9 Certificate of Occupancy.
- 10 9. Approval of CDP No. 26-0001 will not become effective until the applicant has signed a
11 statement acknowledging awareness and acceptance of the required conditions of
12 approval contained herein.
- 13 10. Approval of CDP No. 26-0001 will not be valid until such time as the Planning
14 Commission has approved PPD No. 26-0001 and VAR No. 26-0001, which were
15 prepared in conjunction with the project.
- 16 11. In the event, that any operation on the Site is found to be objectionable or incompatible
17 with the character of the City and its environs due to excessive noise, excessive traffic,
18 loitering, criminal activity or other undesirable characteristics including, but not strictly
19 limited to, uses which are or have become offensive to neighboring property or the goals
20 and objectives of the Community Shopping Center (C-1A) zone and the City's General
21 Plan, the applicant shall address the issues within forty-eight (48) hours of being notified
22 by the City.
- 23 12. If the applicant fails to comply with any of the conditions of approval placed upon CDP
24 No. 26-0001, VAR No. 26-0001, and PPD No. 26-0001, the Planning Commission may
25 initiate proceedings to revoke the conditional development permit in accordance with
26 the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto
27 Municipal Code. Conditional Development Permit No. 26-0001 may be revoked,
28 suspended or modified in accordance with Section 18.66.070 of the Zoning Ordinance
 at the discretion of the Planning Commission if:
 - a. The use for which such approval was granted has ceased to exist, been
subsequently modified, or has been suspended for six (6) months or more;
 - b. Any of the express conditions or terms of such permit are violated;
 - c. The use for which such approval was granted becomes or is found to be
objectionable or incompatible with the character of the City and its environs due
to excessive noise, excessive traffic, loitering, criminal activity or other
undesirable characteristics including, but not strictly limited to uses which are or

1 have become offensive to neighboring property or the goals and objectives of the
2 Community Shopping Center (C-1A) zone and the City's General Plan.

3 SECTION 5. The Chairman of the Planning Commission shall sign the passage and
4 adoption of this resolution and thereupon the same shall take effect and be in force.

5 PASSED, APPROVED AND ADOPTED this 5th day of August, 2026.
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9 MICHAEL STORY, CHAIR
10 CITY OF RIALTO PLANNING COMMISSION
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3 STATE OF CALIFORNIA)
4 COUNTY OF SAN BERNARDINO) ss
5 CITY OF RIALTO)
6

7 I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the
8 foregoing Resolution No. 26- _____ was duly passed and adopted at a regular meeting of the
9 Planning Commission of the City of Rialto held on the 5th day of August, 2026.

10 Upon motion of Planning Commissioner _____, seconded by Planning
11 Commissioner _____, the foregoing Resolution No. 26- _____ was duly passed
12 and adopted.

13 Vote on the motion:

14 AYES:

15 NOES:

16 ABSENT:

17 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
18 Rialto this 5th day of August, 2026.

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23 HEIDY GONZALEZ, ADMINISTRATIVE ANALYST
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Exhibit “A”
Project Plans

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WHEREAS, the applicant, Quick Quack Car Wash Holdings, LLC, proposes to demolish an existing approximately 6,000 square foot bank building and develop and operate a new 3,593 square foot automated car wash building with eighteen (18) vacuum spaces (“Project”) on 0.99 acres of land (APN: 0127-251-19 & Portions of APN: 0127-251-12) located in the North Rialto Center shopping center on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the Community Shopping Center (C-1A) zone (“Site”); and

WHEREAS, in conjunction with the Project, the applicant has applied for Conditional Development Permit No. 26-0001 (“CDP No. 26-0001”) to facilitate the development and operation of a new 3,593 square foot automated car wash building on the Site; and

WHEREAS, on August 5, 2026, the Planning Commission of the City of Rialto conducted a duly noticed public hearing, as required by law, PPD No. 26-0001, CDP No. 26-0001, and VAR No. 26-0001 took testimony, at which time it received input from staff, the city attorney, and the

1 applicant; heard public testimony; discussed the proposed PPD No. 2023-0024, CDP No. 2023-
2 0016, and VAR No. 26-0001; and closed the public hearing; and

3 WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

4 NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rialto
5 as follows:

6 SECTION 1. The Planning Commission hereby specifically finds that all of the facts set forth
7 in the recitals above of this Resolution are true and correct and incorporated herein.

8 SECTION 2. Based on the foregoing and substantial evidence presented to the Planning
9 Commission during the public hearing conducted with regard to PPD No. 26-0001, including written
10 staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated
11 herein, the Planning Commission hereby determines that PPD No. 26-0001 satisfies the requirements
12 of Section 18.65.020E of the Rialto Municipal Code pertaining to the findings which must be made
13 precedent to approving a Precise Plan of Design application. The findings are as follows:

- 14 1. The proposed development is in compliance with all city ordinances and regulations,
15 unless in accordance with an approved variance; and

16 *This finding is supported by the following facts:*

17 The Project, as conditioned herein, will comply with all City ordinances and regulations,
18 including those required by the Community Shopping Center (C-1A) zoning district and
19 Chapter 18.61 (Design Guidelines) of the Rialto Municipal Code. The Site has a General
20 Plan land use designation of Community Commercial (CC) and a zoning designation of
21 Community Shopping Center (C-1A). Those designations allow for the development of an
22 automated car wash facility with approval of a Precise Plan of Design and Conditional
23 Development Permit, which has been filed in conjunction with this project. Additionally,
24 the Project meets all the required development standards of the C-1A zone except for the
25 required building setback along Baseline Road, which has been or will be remedied by
26 Variance No. 26-0001.

- 24 2. The site is physically suitable for the proposed development, and the proposed
25 development will be arranged, designed, constructed, and maintained so that it will
26 not be unreasonably detrimental or injurious to property, improvements, or the health,
27 safety or general welfare of the general public in the vicinity, or otherwise be
28 inharmonious with the City's General Plan and its objectives, zoning ordinances or
any applicable specific plan and its objectives; and

This finding is supported by the following facts:

1 A vacant bank building currently exists on the Site, and the Project seeks to demolish the
2 bank and develop a new car wash building in generally the same location on the Site. The
3 zoning of the Site is Community Shopping Center (C-1A). The Project is consistent with
4 the C-1A zone and the existing commercial uses surrounding the project site, with the
5 exception of the building setback along Baseline Road aforementioned herein. There are
6 no sensitive uses surrounding the Site, and the project is not anticipated to negatively
7 impact any surrounding use. The project has been reviewed by various City departments
8 for compliance with all health, safety, and design requirements to ensure the project will
9 significantly enhance the infrastructure and aesthetics of the local community.

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3. The proposed development will not unreasonably interfere with the use or enjoyment
of neighboring property rights or endanger the peace, health, safety or welfare of the
general public; and

This finding is supported by the following facts:

The Project's effects will be minimized through the implementation of the Conditions of
Approval contained herein, such as extensive landscaping and the incorporation of enhanced
architectural features. Surrounding land uses to the north, east, and west consist of C-1A
zoned parcels in the same shopping center. The shopping center includes Stater Brothers
supermarket, Dollar Tree discount store, Tam's Burgers drive-thru restaurant, and a
Walgreen's Pharmacy with a drive-thru for prescriptions. The parcels to the south, across
East Baseline Road, are also zoned C-1A and are part of a shopping center that includes
Asia Buffet, a vacant Big Lots building, Tacos Gavilan, and Dutch Brothers drive-thru
coffee shop. The Project is consistent with the C-1A zoning district and the surrounding
commercial land uses. These land uses are not expected to be negatively impacted by the
Project, since features and measures, such as screening, building placement, and site
landscaping will serve to physically separate the uses mitigating any potential impacts.

4. The proposed development will not substantially interfere with the orderly or planned
development of the City of Rialto.

This finding is supported by the following facts:

The Project is consistent with the Community Shopping Center (C-1A) zoning designation
and is a logical addition to the existing commercial developments on and around the Site. The
design of the Project will ensure a continuation of the improvements and aesthetics present in
the surrounding area. The City staff have reviewed the design of the Project to ensure
compliance with all health, safety, and design requirements to ensure the Project will enhance
the infrastructure and aesthetics of the local community.

SECTION 3. Based on the foregoing and substantial evidence presented to the Planning
Commission during the public hearing conducted with regard to PPD No. 26-0001, VAR No. 26-
0001, and CDP No. 26-000, including written staff reports, verbal testimony, site plans, other

documents, and the conditions of approval stated herein, the Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15303, New Construction or Conversion of Small Structures. The project involves the construction of a 3,593 square foot automated car wash structure and accessory structures, thereby qualifying the project for aforementioned exemption. The Planning Commission directs the Planning Division to file the necessary documentation with the Clerk of the Board of Supervisors for San Bernardino County.

SECTION 4. Based on the foregoing and substantial evidence presented to the Planning Commission during the public hearing conducted with regard to PPD No. 26-0001, VAR No. 26-0001, and CDP No. 26-0001, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, approval of PPD No. 26-0001 is granted to Quick Quack Car Wash Holdings, LLC in accordance with the plans and application on file with the Planning Division, subject to the following conditions:

1. The applicant is granted PPD No. 26-0001 allowing the establishment of a 3,593 square foot automated car wash building on a 0.99-acre parcel of land (APN: 0127-251-19 and a Portion of APN: 0127-251-12) located on the north side of Baseline Road approximately 250 feet east of Riverside Avenue within the Community Shopping Center (C-1A) Zone. If the Conditions of Approval specified herein are not satisfied or otherwise completed, the project shall be subject to revocation.
2. The development associated with PPD No. 26-0001 shall conform to the site plan, floor plans, exterior elevations, conceptual grading plan, and preliminary landscape plan attached here to as "Exhibit A", except as may be required to be modified based on the Conditions of Approval contained herein.
3. The development associated with PPD No. 26-0001 shall comply with all Conditions of Approval contained within CDP No. 26-0001 and VAR No. 26-0001.
4. The development associated with PPD No. 26-0001 shall comply with all Federal, State, and local laws and regulations.
5. City inspectors shall have access to the site to reasonably inspect the site during normal working hours to assure compliance with these conditions and other codes.
6. The applicant shall indemnify, protect, defend, and hold harmless, the City of Rialto, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (collectively, the "City Parties"), from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether

1 legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative
2 dispute resolutions procedures (including, but not limited to arbitrations, mediations,
3 and other such procedures), (collectively “Actions”), brought against the City, and/or
4 any of its officials, officers, employees, agents, departments, agencies, and
5 instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or
6 annul, the any action of, or any permit or approval issued by, the City and/or any of its
7 officials, officers, employees, agents, departments, agencies, and instrumentalities
8 thereof (including actions approved by the voters of the City), for or concerning the
9 Project (collectively, the “Entitlements”), whether such Actions are brought under the
10 California Environmental Quality Act, the Planning and Zoning Law, the Subdivision
11 Map Act, Code of Civil Procedure Chapter 1085 or 1094.5, the California Public
12 Records Act, or any other state, federal, or local statute, law, ordinance, rule, regulation,
13 or any decision of a court of competent jurisdiction. This condition to indemnify,
14 protect, defend, and hold the City harmless shall include, but not be limited to (i)
15 damages, fees and/or costs awarded against the City, if any, and (ii) cost of suit,
16 attorneys’ fees and other costs, liabilities and expenses incurred in connection with
17 such proceeding whether incurred by applicant, Property owner, or the City and/or
18 other parties initiating or bringing such proceeding (collectively, subparts (i) and (ii)
19 are the “Damages”). Notwithstanding anything to the contrary contained herein, the
20 Applicant shall not be liable to the City Parties under this indemnity to the extent the
21 Damages incurred by any of the City Parties in such Action(s) are a result of the City
22 Parties’ fraud, intentional misconduct or gross negligence in connection with issuing
23 the Entitlements. The applicant shall execute an agreement to indemnify, protect,
24 defend, and hold the City harmless as stated herein within five (5) days of approval of
25 PPD No. 26-0001.

- 26 7. In accordance with the provisions of Government Code Section 66020(d)(1), the
27 imposition of fees, dedications, reservations, or exactions for this Project, if any, are
28 subject to protest by the applicant at the time of approval or conditional approval of the
Project or within 90 days after the date of the imposition of the fees, dedications,
reservations, or exactions imposed on the Project.
8. Approval of PPD No. 26-0001 will not become effective until the applicant has signed a
statement acknowledging awareness and acceptance of the required conditions of
approval contained herein.
9. Approval of PPD No. 26-0001 will not be valid until such time that the Planning
Commission has approved CDP No. 26-0001 and VAR No. 26-0001, which were
prepared in conjunction with the Project.
10. In order to provide enhanced building design in accordance with Chapter 18.61 (Design
Guidelines) of the Rialto Municipal Code, the applicant shall route all drainage
downspouts through the interior of the new car wash building. The internal downspouts
shall be identified within the formal building plan check submittal prior to the issuance of
building permits.

- 1 11. In order to provide enhanced building design in accordance with Chapter 18.61 (Design
2 Guidelines) of the Rialto Municipal Code, the applicant shall construct parapet returns, at
3 least five feet in depth from the main wall plane, at all height variations on all four sides
4 of the car wash building. The parapet returns shall be demonstrated on the roof plans
5 within the formal building plan check submittal prior to the issuance of building permits.
- 6 12. In order to provide enhanced building design in accordance with Chapter 18.61 (Design
7 Guidelines) of the Rialto Municipal Code, the applicant shall provide internal roof access
8 only for the car wash building. The internal roof access shall be identified within the
9 formal building plan check submittal prior to the issuance of building permits.
- 10 13. The applicant shall submit a formal Landscape Plan for on-site landscaping to the
11 Planning Division prior to the issuance of building permits. The submittal shall include
12 three (3) sets of planting and irrigation plans, a completed Landscape Plan Review
13 application, and the applicable review fee.
- 14 14. The applicant shall plant trees, shrubs, and groundcover throughout all land on-site that is
15 not covered by structures, walkways, parking areas, and driveways, as shown on the
16 Preliminary Landscape Plan included in Exhibit A, attached herein, and as approved by
17 the Planning Division. Trees shall be planted a minimum of thirty (30) feet on-center, and
18 all shrubs and groundcover shall be planted an average of three (3) feet on-center or less,
19 or as approved by the Planning Division. All trees shall be minimum of fifteen (15)
20 gallons in size upon initial planting, unless otherwise specified herein. At least fifty (50)
21 percent of the trees shall consist of evergreen broadleaf trees, while the remaining
22 percentage may consist of broadleaf deciduous trees and/or palm trees. All shrubs shall
23 be a minimum of one (1) gallon in size, unless otherwise specified herein. All planter
24 areas shall receive a minimum two (2) inch thick layer of brown bark, organic mulch,
25 and/or decorative rock upon initial planting. Pea gravel and decomposed granite are not
26 acceptable materials to use within planter areas. All planter areas on-site shall be
27 permanently irrigated and maintained. The planting and irrigation shall be identified on
28 the formal Landscape Plan submittal prior to the issuance of a landscape permit.
15. All planting and irrigation shall be installed on-site in accordance with the approved
landscape plans and permit prior to the issuance of a Certificate of Occupancy. The
installation of the planting and irrigation shall be certified in writing by the landscape
architect responsible for preparing the landscape plans prior to the issuance of a Certificate
of Occupancy.
16. The applicant shall install signage throughout the Site informing drivers that idling of
vehicles longer than five consecutive minutes is not permitted, as required by the South
Coast Air Quality Management District, prior to the issuance of a Certificate of
Occupancy.
17. Any new wrought-iron fencing and/or sliding gates shall be painted black prior to the
issuance of a Certificate of Occupancy.

- 1 18. All non-glass doors shall be painted to match the color of the adjacent wall prior to the
2 issuance of a Certificate of Occupancy.
- 3 19. All signage shall comply with Section 18.102 (Regulation of Signs) of the Rialto
4 Municipal Code.
- 5 20. All new light standards, including the base, shall have a maximum height of 25 feet, as
6 measured from the finished surface. Lighting shall be shielded and/or directed toward the
7 site so as not to produce direct glare or "stray light" onto adjacent properties. All light
8 standards shall be identified on the site plan and a detail indicating the height shall be
9 included within the formal building plan check submittal prior to the issuance of building
10 permits.
- 11 21. If the applicant fails to comply with any of the conditions of approval placed upon CDP
12 No. 26-0001 or PPD No. 26-0001 or VAR No. 26-0001, the Planning Commission may
13 initiate proceedings to revoke the conditional development permit in accordance with
14 the provisions of Sections 18.66.070 through 18.66.090, inclusive, of the Rialto
15 Municipal Code. CDP No. 26-0001 may be revoked, suspended or modified in
16 accordance with Section 18.66.070 of the Zoning Ordinance at the discretion of the
17 Planning Commission if:
- 18 a) The use for which such approval was granted has ceased to exist, been
19 subsequently modified, or has been suspended for six (6) months or more;
- 20 b) Any of the express conditions or terms of such permit are violated;
- 21 c) The use for which such approval was granted becomes or is found to be
22 objectionable or incompatible with the character of the City and its environs
23 due to excessive noise, excessive traffic, loitering, criminal activity or other
24 undesirable characteristics including, but not strictly limited to uses which
25 are or have become offensive to neighboring property or the goals and
26 objectives of the Community Shopping Center Zone (C-1A) and the City's
27 General Plan.
- 28 22. All requirements shall be completed to the satisfaction of the City Engineer prior to
issuance of a certificate of occupancy unless otherwise noted.
- 23 23. Remove all graffiti within 24 hours pre-construction, during construction, and after a
Certificate of Occupancy is issued.
- 24 24. Any improvements/dry utility improvement construction within the public right-of-
way requires a City of Rialto Encroachment Permit.
- 25 25. The project shall submit civil engineering design plans, reports and/or documents,
26 prepared by a registered/licensed civil engineer, for review and approval by the City

Engineer per the current submittal requirements, prior to the indicated threshold or as required by the City Engineer.

The first submittal shall consist of, but is not limited to the following:

- a. PRECISE GRADE W/ EROSION CONTROL PLAN (prior to grading permit issuance)
- b. FINAL DRAINAGE STUDY (prior to grading plan approval)
- c. FINAL WQMP (prior to grading plan approval)
- d. LEGAL DOCUMENTS (e.g. EASEMENT(S), DEDICATION(S), LOT LINE ADJUSTMENT(S) , etc.) (prior to Building Permit Issuance or Occupancy Release).
- e. AS-BUILT/RECORD DRAWINGS for all plans (prior to occupancy approval)

26. The applicant is responsible for requesting address assignment from the Planning Division for any new building, irrigation water meter and electrical pedestal. Addresses for irrigation meters must be based upon approved civil plans. Addresses for electrical pedestals must be based upon approved SCE plans. The main building address shall be included on Precise Grading Plans and Building Plan set along with the PPD number. The electrical meter pedestal addresses (single or dual) shall be included in the public improvement plans.

27. Upon approval of any improvement plan by the City Engineer, the improvement plan shall be provided to the City in digital format, consisting of a DWG (AutoCAD drawing file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior approval by the City Engineer.

28. Construct asphalt concrete paving for streets in two separate lifts. The final lift of asphalt concrete pavement shall be postponed until such time that on-site construction activities are complete, as may be determined by the City Engineer. Paving of streets in one lift prior to completion of on-site construction will not be allowed unless prior authorization has been obtained from the City Engineer. Completion of asphalt concrete paving for streets prior to completion of on-site construction activities, if authorized by the City Engineer, will require additional paving requirements prior to acceptance of the street improvements, including, but not limited to: removal and replacement of damaged asphalt concrete pavement, overlay, slurry seal, or other repairs, as required by the City Engineer.

29. All street cuts for utilities shall be repaired in accordance with City Standard SC-231 within 72 hours of completion of the utility work; and any interim trench repairs shall consist of compacted backfill to the bottom of the pavement structural section followed by placement of standard base course material in accordance with the Standard Specifications for Public Work Construction ("Greenbook"). The base course material shall be placed the full height of the structural section to be flush with the existing pavement surface and provide a smooth pavement surface until permanent cap paving occurs using an acceptable surface course material.

- 1 30. Any utility trenches or other excavations within existing asphalt concrete pavement of
2 off-site streets required by the proposed development shall be backfilled and repaired
3 in accordance with City of Rialto Standard Drawings. The developer shall be
4 responsible for removing, grinding, paving and/or overlaying existing asphalt concrete
5 pavement of off-site streets as required by and at the discretion of the City Engineer,
6 including pavement repairs in addition to pavement repairs made by utility companies
7 for utilities installed for the benefit of the proposed development (i.e., Fontana Water
8 Company, Southern California Edison, Southern California Gas Company, Time
9 Warner, Verizon, etc.). Multiple excavations, trenches, and other street cuts within
existing asphalt concrete pavement of off-site streets required by the proposed
development may require complete grinding and asphalt concrete overlay of the
affected off-site streets, at the discretion of the City Engineer. The pavement condition
of the existing off-site streets shall be returned to a condition equal to or better than
what existed prior to construction of the proposed development.
- 10 31. All proposed trees within the public right-of-way and within 10 feet of the public
11 sidewalk and/or curb shall have City approved deep root barriers installed, as required
12 by the City Engineer.
- 13 32. In accordance with City Ordinance No. 1589, adopted to preserve newly paved streets,
14 all street and/or trench cuts in street newly paved or slurry will be subject to moratorium
15 street repair standards as referenced in Section 11.04.145 of the Rialto Municipal Code.
Contact the Public Works Department for a list of streets subject to the moratorium.
- 16 33. The minimum pavement section for all on-site pavements shall be 3 inches asphalt
17 concrete pavement over 4 inches crushed aggregate base with a minimum subgrade of
18 24 inches at 95% relative compaction, or equal. If an alternative pavement section is
19 proposed, the proposed pavement section shall be designed by a California registered
Geotechnical Engineer using "R" values from the project site and submitted to the City
Engineer for approval.
- 20 34. The applicant shall provide construction signing, lighting, and barricading shall be
21 provided during all phases of construction as required by City Standards or as directed
22 by the City Engineer. As a minimum, all construction signing, lighting and barricading
23 shall be in accordance with Part 6 Temporary Traffic Control of the 2014 California
Manual on Uniform Traffic Control Devices, or subsequent editions in force at the time
of construction.
- 24 35. The public street improvements outlined in these conditions of approval are intended
25 to convey to the developer an accurate scope of required improvements, however, the
26 City Engineer reserves the right to require reasonable additional improvements as may
27 be determined during the review and approval of street improvement plans required by
these conditions.
- 28 36. Development of the site is subject to the requirements of the National Pollution
Discharge Elimination System (NPDES) Permit for the City of Rialto, issued by the

1 Santa Ana Regional Water Quality Control Board, Board Order No. R8-2024-0001.
2 Pursuant to the NPDES Permit, the developer shall ensure development of the site
3 incorporates post-construction Best Management Practices (BMPs) in accordance with
4 the Model Water Quality Management Plan (WQMP) approved for use for the Santa
5 Ana River Watershed. The developer is advised that applicable Site Design BMPs will
6 be required to be incorporated into the final site design, pursuant to a site specific
7 WQMP submitted to the City Engineer for review and approval.

8 37. Prior to grading plan approval, the applicant shall submit a final hydrology study to
9 determine the volume of increased stormwater runoff due to development of the site,
10 and to determine required stormwater runoff mitigation measures for the proposed
11 development. All stormwater runoff passing through the site shall be accepted and
12 conveyed across the property in a manner acceptable to the City Engineer. For all
13 stormwater runoff falling on the site, on-site retention or other facilities approved by
14 the City Engineer shall be required to contain the increased stormwater runoff
15 generated by the development of the property. Hydrology studies shall be prepared in
16 accordance with the San Bernardino County Hydrology Manual and Rialto drainage
17 criteria. Final retention basin sizing and other stormwater runoff mitigation measures
18 shall be determined upon review and approval of the hydrology study by the City
19 Engineer and may require redesign or changes to site configuration or layout consistent
20 with the findings of the final hydrology study. The volume of increased stormwater
21 runoff to retain on-site shall be determined by comparing the existing pre-developed
22 condition and proposed developed condition, using the 100-year frequency storm.

23 38. Prior to grading plan approval, direct release of on-site nuisance water or stormwater
24 runoff shall not be permitted to the adjacent public streets. Provisions for the
25 interception of nuisance water from entering adjacent public streets from the project
26 site shall be provided through the use of a minor storm drain system that collects and
27 conveys nuisance water to landscape or parkway areas, and in only a stormwater runoff
28 condition, pass runoff directly to the streets through parkway or under sidewalk drains.

39. Prior to grading plan approval, a geotechnical/soils report prepared by a California
registered Geotechnical Engineer shall be required for and incorporated as an integral
part of the grading plan for the proposed development. The geotechnical report shall
include a section on infiltration testing. A digital copy (PDF) of the Geotechnical/Soils
Report shall be submitted to the Engineering Division with the first submittal of the
Precise Grading plan.

40. Prior to grading plan approval, submit a Final Water Quality Management Plan
identifying site-specific Best Management Practices (BMPs) in accordance with the
Model Water Quality Management Plan (WQMP) approved for use for the Santa Ana
River Watershed. The site specific WQMP shall be submitted to the City Engineer for
review and approval with the precise grading plan. The Applicant acknowledges that
more area than currently shown on the plans may be required to treat site runoff as
required by the WQMP guidance document and FWQMP.

- 1 41. Prior Prior to grading plan approval, if the project disturbs one (1) acre or more or soil,
2 is or is part of a larger common plan of development that disturbs one (1) acre or more
3 of soil a Notice of Intent (NOI) to comply with the California General Construction
4 Stormwater Permit (Water Quality Order 2022-0057-DWQ as modified September 1,
5 2025) is required via the California Regional Water Quality Control Board online
6 SMARTS system. A copy of the executed letter issuing a Waste Discharge
7 Identification (WDID) number shall be provided to the City Engineer. The developer's
8 contractor shall prepare and maintain a Storm Water Pollution Prevention Plan
9 (SWPPP) as required by the General Construction Permit. All appropriate measures to
10 prevent erosion and water pollution during construction shall be implemented as
11 required by the SWPPP.
- 12 42. Prior to issuance of grading permit or on-site construction permit, the applicant shall
13 submit a Precise Grading Plan prepared by a California registered Civil Engineer to the
14 Engineering Division for review and approval by the City Engineer. The plan shall
15 conform to the requirements of the California Building Code for review and approval.
- 16 43. Prior to commencing with any grading, the required erosion and dust control measures
17 shall be in place. In addition, the following shall be included if not already identified:
18 a. Tan-colored perimeter screened fencing b. Contractor information signage including
19 contact information along [Street Name] and [Street Name] c. Post dust control signage
20 with the following verbiage: Project Name, WDID No.(if project disturbs one acre or
21 more) , IF YOU SEE DUST COMING FROM THIS PROJECT CALL: NAME (XXX)
22 XXX-XXX, If you do not receive a response, Please call the AQMD at 1-800-CUT-
23 SMOG.
- 24 44. Prior to issuance of encroachment permit or off-site construction permit, all public
25 improvement plans must be submitted and approved by the City Engineer.
- 26 45. Prior to issuance of building permit, the applicant shall dedicate additional right-of-
27 way to provide an ultimate half street right of way of 60 feet along Baseline Avenue.
- 28 46. Prior to issuance of building permit, the applicant shall submit a Lot Line adjustment
for review and recordation with the San Bernardino County Recorder's Office.
47. Prior to issuance of building permit, the precise grading plans shall be approved by the
City Engineer.
48. Prior to issuance of building permit, the applicant shall pay all applicable development
impact fees in accordance with the current City of Rialto fee ordinance including
Transportation Fair Share Contribution fees. The fair-share amount shall be subject to
the California Construction Cost Index (CCCI) for escalation of construction costs.
49. Prior to issuance of building permit, the applicant shall submit a rough grade
certification, engineered fill certification and compaction report pad elevation
certifications for all building pads in conformance with the approved precise grading

1 plan, to the Engineering Division Trenching for footings or construction of any building
2 foundation is not allowed until the certifications have been submitted for review and
3 approval by the City Engineer.

4 50. Prior to occupancy approval, the applicant shall replace all damaged, destroyed, or
5 modified pavement legends, traffic control devices, signing, striping, and streetlights,
6 associated with the proposed development shall be replaced as required by the City
7 Engineer prior to issuance of a Certificate of Occupancy.

8 51. Prior to occupancy approval, the applicant shall reconstruct any broken, chipped, or
9 unsatisfactory sidewalks, curbs, gutters, pavement, and landscaping along the entire
10 project frontage, in accordance with the General Plan and the City of Rialto Standard
11 Drawings, as required by the City Engineer, prior to the issuance of a Certificate of
12 Occupancy. The removal and reconstruction of improvements shall be identified on the
13 street improvement plans, prior to issuance of off-site construction permits.

14 52. Prior to occupancy approval, the applicant shall install “No Stopping Anytime”
15 R26A(S)(CA) signage along the entire project frontage of Acacia Avenue, as required by
16 the City Engineer.

17 53. Prior to occupancy approval, the applicant shall provide certification from Rialto Water
18 Services to demonstrate that all water and/or wastewater service accounts have been
19 documented.

20 54. Prior to occupancy approval, the applicant shall connect to the City of Rialto sewer
21 system and apply for a sewer connection account with Rialto Water services.

22 55. Prior to occupancy approval, the applicant is advised that domestic water service is
23 provided by Rialto Water Services, the applicant shall be responsible for coordinating
24 with Rialto Water Services and complying with all requirements for establishing water
25 service to the property.

26 56. Prior to occupancy approval, the applicant shall submit a precise/final grade certification
27 to the Engineering Division.

28 57. Prior to occupancy approval, the applicant shall submit a WQMP Certification that
demonstrates that all structural BMPs have been constructed and installed in
conformance with approved plans and specifications, and as identified in the approved
WQMP.

58. Prior to occupancy approval, the applicant shall submit a WQMP Maintenance
Agreement shall be required, obligating the property owner(s) to appropriate operation
and maintenance obligations of on-site BMPs constructed pursuant to the approved
WQMP.

- 1 59. Prior to occupancy approval, all abandoned utilities shall be completely removed.
2 Utilities may not be abandoned in place.
- 3 60. The Project is classified as Commercial Development.
- 4 61. The Applicant shall pay all applicable and lawfully adopted development impact fees
5 in accordance with Chapter 3.33 of the Rialto Municipal Code and all applicable
6 ordinances, resolutions, and regulations in effect at the time payment is due. Unless
7 otherwise approved by the City, all required fees shall be paid prior to issuance of
8 Building Permits. Any fee amounts identified during project review are preliminary
estimates only and are subject to adjustment based on the City's adopted fee schedules
and all applicable requirements of affected agencies in effect at the time of payment.
- 9 62. The Applicant is encouraged to use reasonable efforts to conduct outreach regarding
10 employment opportunities associated with the Project, including coordination with
11 local and regional workforce development organizations where feasible and consistent
12 with applicable law. Outreach efforts may include participation in job fairs,
13 employment advertising, workforce outreach programs, or similar recruitment
activities. If Project-specific recruitment events are conducted, the
Applicant/Developer should provide advance notice to the City's Economic
Development Department or its designee.
- 14 63. The Applicant is encouraged to use reasonable efforts to encourage qualified
15 contractors and subcontractors to consider local and regional labor resources where
16 feasible and consistent with applicable law. Applicable outreach language should be
17 included in construction bid documents, contractor solicitations, and related
procurement materials.
- 18 64. The Applicant is encouraged to use reasonable efforts to encourage contractors and
19 subcontractors to procure construction-related materials, supplies, and services from
20 local and regional vendors and suppliers where feasible and economically competitive.
Applicable procurement language should be included in construction bid packages and
related contractor procurement materials.
- 21 65. All businesses operating within the Project shall obtain and maintain all required City
22 business licenses, permits, and approvals.
- 23 66. Prior to issuance of a Certificate of Occupancy, the Applicant shall provide the City's
24 Economic Development Department with current contact information for the Project's
25 property management representative and/or operations contact.
- 26 67. Prior to permit application, the owner, agent, designer, and/ or applicant shall submit a
27 full set of plans, drawings, details, calculations, to ensure plans comply with the latest
28 adopted edition of the California Code of Regulations Title 24, also known as the
Building Code. The Building Codes and the edition shall be listed and published on the
plans. The scope of work shall be listed on the plans. Deferred submittals must be listed

on the plans – the reviews the request to defer plans but may decline a deferred submittal if building compliance is dependent. Fire sprinklers, fire alarm systems, and fire hydrant plans shall not be deferred, must be submitted to City of Rialto Fire Prevention and reviewed concurrently.

68. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure the plans comply with all applicable City of Rialto Municipal Codes and Ordinances. Plans shall incorporate any special provisions listed in the City of Rialto Municipal Codes and Ordinances.

69. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure structures are designed in accordance with the City of Rialto Design Criteria handout.

70. Prior to permit application, the owner, agent, designer, and/ or applicant shall secure and address letter from the Planning Division for each structure that they are applying for.

71. Pursuant to the California Business and Professions Code, when required, the designer shall be a Licensed Architect or Registered Professional Engineer.

72. Provide a Building Code Analysis on the site plan and include the following code information for each building proposed area or feature. Provide a description of use(s), occupancy types, occupant load and occupant load factor, any occupancy separation(s), number of stories, type of construction, egress analysis, number of exits, separation of exits, accessible egress to public way or approved areas. Identify all proposed pedestrian gates with dimensions.

73. Prior to permit application, the owner, agent, designer, and/ or applicant shall verify if the structure is in a flood hazard area as indicated on the Flood Insurance Rate Map and provide an elevation certificate in accordance with the National Flood Insurance Program. Plans shall show the finished floor elevations above the Base Flood Elevation.

74. Prior to permit application, the owner, agent, designer, and/ or applicant shall verify if the structure is in a Fire Severity Zone and implement the design features listed in the Building Codes. The plans shall indicate on the cover sheet if the site is in a Fire Severity Zone and the severity.

75. At the time of permit application, the owner, agent, designer, and/ or applicant shall submit a soils report prepared by a registered geotechnical engineer to the Engineering Division and the Building Division.

76. Prior to building permit application, the owner, agent, designer, and/ or applicant shall ensure the geotechnical engineer reviews the project grading and foundation plan to verify compliance with their design and recommendation.

- 1 77. For site retaining walls, at the time of permit application, the owner, agent, designer,
2 and/ or applicant shall submit the rough grading plan (RGP) to Building Division for
3 reference and include the structural drawings, details, and calculations for the walls and
4 retaining walls to the Building Division.
- 5 78. Prior to building permit application, the owner, agent, designer, and/ or applicant shall
6 submit the precise grading plan (PGP) to the Engineering Division.
- 7 79. For on-site utilities, at the time of permit application, the owner, agent, designer, and/
8 or applicant shall submit an on-site utility plan to the Building Division with the
9 building plans. Point of connection, size, and material shall be provided. Calculations
10 for demand and capacity shall be provided for the water, sewer, and gas – or its
11 referenced table. The owner, agent, designer, and/ or applicant shall ensure the plans
12 are routed to Engineering for reference and Utilities for review. Plans must reflect the
13 location and type of backflow.
- 14 80. For on-site improvements, at the time of permit application, the owner, agent, designer,
15 and/ or applicant shall submit an architectural site plan with the building plans that
16 shows all site accessibility elements and other on-site improvements to the Building
17 Division. The owner, agent, designer, and/ or applicant shall ensure the architectural
18 site plan and its improvements match the precise grading plan (PGP).
- 19 81. On-site private streets, private access roads, private light standards, private curb and
20 gutters, private sidewalks, and other on-site improvements must meet the City of Rialto
21 Standard Drawings most current edition, City of Rialto Fire Prevention standards, and
22 must be permitted by Building and Safety. At the time of permit application, the owner,
23 agent, designer, and/ or applicant shall ensure on-site private improvements meet the
24 City of Rialto Standard Drawings most current edition and a separate permit application
25 is submitted.
- 26 82. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
27 firestopping details are provided on the plans. Where a Firestopping condition occurs
28 that is not covered by the details provided, a revision shall be provided by the designer
of record or Firestop contractor. Where requested, the designer of record or firestop
contractor shall provide the firestopping submittal for review and or reference.
83. Prior to permit application, the owner, agent, designer, and/ or applicant shall secure
approval from the County of San Bernardino, Department of Environmental Health
Services and the Air Quality Management District prior to the issuance of any permit
where hazardous materials are stored and/ or used.
84. Prior to permit application, the owner, agent, designer, and/ or applicant shall secure
approval from the Air Quality Management District prior to the issuance of a permit
for a proposed on-site generator with an internal combustion engines (ICEs) exceeding
50 brake horsepower (bhp)/ 37kW, or gas turbines greater than 2,975,000 British

1 thermal units (Btu) per hour. To convert BHP to kW, multiply the BHP value by
2 0.7457.

3 85. At the time of permit application, the owner, agent, designer, and/ or applicant shall
4 ensure a hazardous materials inventory and disclosure form is provided with a complete
5 listing of SDS sheets, storage locations, how they are stored, and types of containers
6 shall be submitted.

7 86. A technical report and opinion prepared by an approved consultant shall be submitted
8 as part of the permit application submittal for the hazardous material.

9 87. Facilities that handle hazardous materials or generate hazardous wastes will require a
10 CUPA permit that includes each applicable CUPA program element. The application
11 process for permits begins with the submission of inventory into the California
12 Environmental Reporting System, also known as CERS. At the time of permit
13 application, the owner, agent, designer, and/ or applicant shall comply with the County
14 of San Bernardino, Fire Protection District, Hazardous Materials Section, designated
15 by the as the Certified Unified Program Agency or "CUPA".

16 88. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
17 the site is designed and graded to provide access to all entrances, access between
18 buildings, and exterior ground floor exits.

19 89. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
20 lot lines, easements, etc. and adjustments, shall be located so as to no cause any existing
21 structure to become non-conforming with the latest adopted edition of the California
22 Code of Regulations Title 24 or any other applicable, law, or ordinance, and or cause
23 any utilities to cross other properties other than its own.

24 90. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
25 the plans comply with the required ventilation IAW Chapter 4 of the CMC and provide
26 plumbing fixture calculation IAW Table 422.1 CPC.

27 91. Prior to permit application, the owner, agent, designer, and/ or applicant shall provide
28 a Non-Residential Sewer Service Application. An interceptor is required if the
establishment is engaged in food services where product is dispensed through delivery,
drive-thru, take out and/or foods served that have initial fat content or are prepared
using grills, fryers, stir-fry type (wok) ranges, barbecues, dairy products, or similar
where fat or grease must be collected for disposal.

92. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
grease interceptors are designed per the CCR Title 24, Part 5. Each business
establishment for which a gravity grease interceptor is required shall have an
interceptor which shall serve that establishment.

- 1 93. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
2 new or existing residential On Site Water Treatment Systems shall meet the State Water
3 Board Tier 1 requirements and follow the City of Rialto On Site Water Treatment
4 Systems guidelines. A permit for an OWTS will only be considered when a community
5 sewer is not available within 200 feet of the property line to the existing sewer. A Will-
6 Not-Serve letter must be provided by the City of Rialto Utilities department.
- 7 94. If the site is Commercial or Industrial, or the proposed Onsite Wastewater Treatment
8 System cannot meet OWTS-P Tier 1 design requirements, a Supplemental Treatment
9 System, Seepage Pit, or Alternative Dispersal System shall be submitted to the Santa
10 Ana Water Board for review and approval prior to the permit application, by the owner,
11 agent, designer, and/or applicant.
- 12 95. Prior to permit application, the designer of record shall list the type and frequency of
13 special inspections.
- 14 96. Prior to the removal and/ or demolition of any structure, the owner, agent, designer,
15 and/ or applicant must apply for a demo permit and comply with the Construction and
16 Demolition Diversion (C&D) requirements.
- 17 97. At the time of permit application, the owner, agent, designer, contractor, and/ or
18 applicant shall ensure a construction waste management plan is prepared by the owner,
19 designer, or general contractor and provided to the City of Rialto when requested. At
20 all time during the project, the owner, agent, designer, contractor, and/ or applicant
21 Shall comply with Construction and Demolition Diversion (C&D) requirements
22 established by AB 939 and regulated by CCR Title 24, Part 11. May collect, transport,
23 and dispose/ recycle the construction and demolition materials generated within their
24 own specific site provided its transported to a CalRecycle facility and 65% diversion is
25 achieved. Receipts and certificates of diversion must be kept and provided to the City
26 of Rialto when requested. May contract with Burrtec Waste the franchise hauler for the
27 City of Rialto and request a diversion report which will be provided at the completion
28 of the project. Diversion report must be kept and provided to the City of Rialto when
requested.
98. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
trash enclosures shall be on an accessible route and meet the Burrtec Design Guidelines
for Solid Waste, Recyclable & Organic Enclosures.
99. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
exterior lighting shall meet the City of Rialto ordinances and CCR Title 24, Part 6.
Exterior lighting shall not infringe on adjoining properties.
100. Prior to permit issuance, the owner, agent, designer, and/or applicant shall receive
approval from all departments.

- 1 101. Prior to permit issuance, the owner, agent, designer, and/ or applicant shall secure
2 will serve letters from the Utility Company for the Water and Sewer utilities not
3 serviced by the Rialto Utilities Department. The will serve letter shall be submitted to
4 Building and Safety.
- 5 102. Prior to permit issuance, the owner, agent, designer, and/ or applicant shall secure
6 approval from the County of San Bernardino, Department of Environmental Health
7 Services for projects related to Public - Pools, Restaurants, Retail Food Facility,
8 Wholesale Food Distribution, Body Art, Walk-in coolers, and other related projects.
- 9 103. Prior to permit issuance, the owner, agent, designer, and/ or applicant shall submit a
rough grade certification, engineered fill certification, compaction report, and pad
elevation certification(s) for all building pads in conformance with the approved precise
grading plan to the Engineering division.
- 10 104. Prior to permit issuance, the owner, agent, designer, and/or applicant shall submit to the
11 Building Division the approved Rough Grading Permit and Precise Grading Permit
12 provided by the Engineering division.
- 13 105. Prior to permit issuance, the owner, agent, designer, and/or applicant shall pay all
14 applicable Plan Check and Permit Fees.
- 15 106. Prior to permit issuance, the owner, agent, designer, and/or applicant shall pay all
16 applicable school fees. School fees need to be paid to the school district where the
17 project is located. Prior to permit issuance, the owner, agent, designer, and/or applicant
18 shall provide copy of the receipt(s) to Building and Safety.
- 19 107. Prior to permit issuance, the owner, agent, designer, and/or applicant shall pay all
20 applicable Development Impact Fees (DIF), pursuant to the City of Rialto Ordinances
21 adopted at the time of permit application.
- 22 108. Prior to permit issuance, the owner shall submit a notarized authorization letter if the
23 permit application is not submitted by or obtained by the owner of the property.
- 24 109. Prior to construction, the owner, agent, designer, contractor, and/or applicant shall
25 ensure the approved set of plans are on site. If the plans were approved electronically,
26 the approved set must be printed and a hard copy of the plans must be made available
27 to the inspector at the time of inspection.
- 28 110. Prior to any special inspections being performed, the owner shall ensure the special
inspector(s) complete a City of Rialto Special Inspector Registration form and pay the
associated fees.
111. Prior to any construction, the owner, agent, contractor, and/or applicant shall ensure the
site is addressed and readily identifiable. Site address shall be viewable and legible

- from the right of way. Site address shall be provided to the satisfaction of the building/fire/ construction inspector.
112. Prior to any construction, the owner, agent, contractor, and/or applicant shall ensure a sign with the following is posted at the entrance to the site: the developer's name, the contractor's name and a 24-hour contact phone number.
113. At all times during construction, and prior to inspection, the owner, agent, contractor, and/or applicant shall provide access to the site for inspection, and shall provide all necessary equipment, tools, and means necessary for the City to perform the inspection. All work must be inspected before it is covered up.
114. At all times during construction, the owner, agent, contractor, and/or applicant shall protect the public during the construction phase IAW the CBC and the Rialto Municipal Code.
115. Prior to any construction, the owner, agent, contractor, and/or applicant shall ensure the site is protected by a security fence and screening. Fencing and screening shall be maintained and kept free of any graffiti.
116. Prior to any construction, the owner, agent, contractor, and/or applicant shall provide temporary toilet facilities. Temporary toilet facilities shall be provided and maintained in a sanitary condition. A schedule for servicing, cleaning, and supplying each facility to ensure it is maintained in a clean, sanitary, and serviceable condition shall be established or as needed. The number of toilet facilities shall comply with:
- A. 20 or fewer employees: At least one toilet facility is required.
 - B. 20 to 200 employees: One toilet and one urinal for every 40 workers. 200 or more employees: One toilet and one urinal for every 50 workers.
 - C. Separate facilities: Employers must provide separate toilet facilities for each sex.
 - D. Handwashing: Employers must also provide handwashing facilities.
 - E. ADA compliance: At least one portable toilet on site must be available to workers with disabilities
117. Prior to any construction, the owner, agent, contractor, and/or applicant shall provide a fire apparatus access roadway. All fire apparatus access roadways must be maintained unobstructed and drivable by fire apparatus throughout the construction process. Access roadways shall be hard surfaced (paved/concrete) and capable of holding an imposed load of 75,000 pounds including in adverse weather conditions.
118. Prior to dropping any lumber for construction – to include lumber for concrete forms, the owner, agent, contractor, and/or applicant shall provide and ensure the Fire Apparatus Access roads (all roads in project) shall be usable (paved), accessible and fire hydrant(s) shall be capable of flowing required GPM and shall be tested/accepted by Rialto Fire Department.

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119. Prior to combustibles being brought to the site, the owner, agent, contractor, and/or applicant shall provide written certification from the local water purveyor, dated within the last thirty days, that:
- A. All public fire hydrants or water purveyor connections required of the project have been installed, tested, and approved, and
 - B. Are permanently connected to the public water main system, and
 - C. Are capable of supplying the required fire flow as required by Rialto Fire Department.
120. Prior to underground plumbing inspection, the owner, agent, contractor, and/or applicant shall submit a City of Rialto Foundation Line and Grade Certification for each structure to the Building Inspector.
121. At all times during construction, the owner, agent, contractor, and/or applicant shall ensure compliance with the City of Rialto noise control ordinance. Violations of the noise ordinance will result in a disturbing the peace complaint to the Police Department and possible citation for failure to comply.
- A. October 1st to April 30th
 - Monday to Friday: 7AM to 5:30PM
 - Saturday: 8AM to 5PM
 - Sunday and Holiday: No work permitted
 - B. May 1st to September 30th
 - Monday to Friday: 6AM to 7:00PM
 - Saturday: 8AM to 5PM
 - Sunday and Holiday: No work permitted
122. At all times during the project, the owner, agent, designer, contractor, and/ or applicant shall ensure all firestopping is performed by a firestop contractor or a continuous firestopping special inspection will be conducted by a special inspector certified by the International Firestopping Council.
123. Where Firestopping is required, prior to sheath and shear inspection, the owner, agent, designer, contractor, and/ or applicant shall provide a mock-up fire wall and ceiling for review and approval by the City of Rialto Building Division.
124. For Temporary Electrical power and facilities, the owner, agent, contractor, and/or applicant shall obtain a permit from Building and Safety. Temporary Electrical power requires an approved plan and permit.
125. For Temporary Construction Trailer directly associated with the construction process, the owner, agent, contractor, and/or applicant shall obtain a permit from Building and Safety. Temporary Construction Trailer directly associated with the construction

- process requires an approved plan and permit.
126. At all times during construction, the owner, agent, contractor, and/or applicant shall ensure the Construction and Demolition Diversion (C&D) report is kept onsite, is updated weekly and accurate, and provided to the City of Rialto for inspection and verification of the documentation when requested.
127. At all times during the project, the owner, agent, and/ or applicant shall ensure all contractors, sub-contractors, special inspectors, testing labs, suppliers, and vendors working or distributing in the City of Rialto shall secure a City of Rialto Business License. A list of contractors, sub-contractors, special inspectors, testing labs, suppliers, and vendors and their business license number must be kept and provided by the owner, agent, and/ or applicant to the City of Rialto when requested. The City of Rialto Sub-Contractor Report Form must be completed by the owner, agent, and/ or applicant and submitted to Business Licensing prior to Final and or Certificate of Occupancy.
128. The owner, agent, contractor, and/ or applicant is responsible for the coordination of the final inspection(s) from all authorities having jurisdiction and issuance of the Certificate of Occupancy. The owner, agent, contractor, and/ or applicant shall obtain clearances from all departments prior to requesting a final building inspection from Building and Safety.
129. Prior to certificate of occupancy, the owner, agent, contractor, and/or applicant shall receive final sign offs and release from all departments.
130. Prior to final and certificate of occupancy, the owner, agent, contractor, and/or applicant shall pay any outstanding fees.
131. Prior to final and certificate of occupancy, the owner, agent, contractor, and/or applicant shall submit a Precise Grade certification to Building and Safety and Public Works Engineering division.
132. Prior to final and certificate of occupancy, the owner, agent, contractor, and/or applicant shall ensure post construction BMPs are completed and accepted by City of Rialto Public Works Engineering. A Final sign off from Public Works Engineering is required as verification of this requirement.
133. Prior to final and certificate of occupancy, the owner, agent, contractor, and/or applicant shall submit a Special Inspection Final Report to the Building Inspector.
134. Prior to final and certificate of occupancy, the owner, agent, contractor, and/or applicant shall provide all energy certificates of compliances and reports IAW with the California Energy Code to the Building Inspector.
135. Prior to final and certificate of occupancy, the owner, agent, contractor, and/or applicant

1 shall provide a permanent commercial/industrial three-dimensional street numbers,
2 minimum 12 inches in height with a ½ inch stroke, shall be provided on the address
3 side of the building at the highest point and furthest projection of the structure and on
4 both corners of the building facing the street. The address shall be illuminated and be
5 visible from the street and shall not be obstructed in any manner. Roof mounted
6 addressing for aerial support shall be provided for flat roofs or as directed by the fire
code official and shall be a minimum of 3-feet in height, face the street in which it is
addressed, be contrasting in color and durable enough for the weather conditions in
which it will be exposed.

7 136. Address numbers and suite numbers are required to be installed or painted on the rear
8 of access doors to multiple suite facilities. Prior to final and certificate of occupancy,
9 the owner, agent, contractor, and/or applicant shall ensure numbers or letters shall be a
10 minimum of four(4) inches in height and placed on a contrasting background and be
11 durable for the weather conditions exposed.

12 137. Prior to final and certificate of occupancy, the owner, agent, contractor, and/or applicant
13 shall ensure the Final Construction and Demolition Diversion (C&D) Diversion report
14 is provided to the City of Rialto.

15 138. Prior to permit application, the owner, agent, designer, and/ or applicant shall submit a
16 full set of plans, drawings, details, calculations, to ensure plans comply with the latest
17 adopted edition of the California Code of Regulations Title 24, also known as the
18 Building Code. The Building Codes and the edition shall be listed and published on the
19 plans. The scope of work shall be listed on the plans. Deferred submittals must be listed
20 on the plans – the reviews the request to defer plans but may decline a deferred submittal
21 if building compliance is dependent. Fire sprinklers, fire alarm systems, and fire
22 hydrant plans shall be submitted to City of Rialto Fire Prevention and reviewed
23 concurrently.

24 139. Prior to permit application, the owner, agent, designer, and/ or applicant shall ensure
25 the plans comply with all applicable City of Rialto Municipal Codes and Ordinances.
26 Plans shall incorporate any special provisions listed in the City of Rialto Municipal
27 Codes and Ordinances.

28 140. Prior to permit application, the owner, agent, designer, and/ or applicant shall secure and
address letter from the Planning Division for each structure that they are applying for.

141. Pursuant to the California Business and Professions Code, when required, the designer
shall be a Licensed Architect or Registered Professional Engineer.

142. Prior to permit issuance, the owner, agent, designer, and/or applicant shall pay all
applicable Plan Check and Permit Fees.

143. Provide a Building Code Analysis on the site plan and include the following code
information for each building proposed area or feature. Provide a description of use(s),

occupancy types, occupant load and occupant load factor, any occupancy separation(s), number of stories, type of construction, egress analysis, number of exits, separation of exits, accessible egress to public way or approved areas. Identify all proposed pedestrian gates with dimensions.

144. At the time of permit application, the owner, agent, designer, and/ or applicant shall ensure a hazardous materials inventory and disclosure form is provided with a complete listing of SDS sheets, storage locations, how they are stored, and types of containers. A technical report and opinion prepared by an approved consultant shall be submitted as part of the permit application submittal.

145. To determine the acceptability of technologies, processes, products, facilities, materials and uses attending the design, operation or use of a building or premises subject to inspection by the fire code official, the fire code official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a qualified engineer, specialist, laboratory, or fire safety specialty organization acceptable to the fire code official and shall analyze the fire safety properties of design, operation or use of the building or premises and the facilities and appurtenances situated thereon, to recommend necessary changes. The fire code official is authorized to require design submittals to be prepared by, and bear the stamp of, a registered design professional.

146. The proposed project shall comply with the applicable codes and standards of Title 24, Part 1-12.

147. All required fire apparatus access roads, fire lanes, fire department turn- around and entry/exit drives shall have a minimum 26 ft. Turning radius for fire apparatus depending on size, location, and type of project. Site plans shall provide a fire department turning radius template along the fire access roadway or within a detail confirming that the radius meets Rialto Fire Department requirements. The required turning radius of fire apparatus access roadways shall be an inside radius of 28 feet and an outside radius of 56 feet.

148. The required fire flow shall be 1,500 GPM for a 2-hour duration at 20 PSI residual operating pressure pursuant to the California Fire Code Appendix B. Documentation is required from the local water purveyor or an approved third party verifying that the system can meet the required fire flow prior to conditions of approval being established. If a third party is being used, they must be approved by the Fire Marshal. If the system is not capable of meeting the required fire flow documentation shall be provided showing financial arrangements have been made and water system improvement plans have been submitted and approved by Rialto Fire Department and the local water purveyor to upgrade the existing water system prior to release of building permits.

149. Water improvement plans shall be approved by Rialto Fire Department. The Developer shall furnish Rialto Fire Department with copies of the water improvement plans designed by a Registered Engineer and/or Licensed Contractor. On-site private fire

- 1 service mains shall have a minimum of eight (8) inch water mains with six (6) inch
2 laterals and risers. Larger pipes may be required to meet required fire flow
3 requirements. Fire hydrants shall provide one 4" port and 2-2 1/2 ports and must be an
4 approved fire hydrant type. The private fire hydrant system must be reviewed,
5 approved, permitted and installed, tested, and accepted, prior to combustible
6 construction.
- 7 150. Fire hydrant water mains that supply two (2) or more fire hydrants shall be looped to
8 provide adequate supply.
- 9 151. Fire hydrants shall be painted (yellow for public and red for private on-site FH's) per
10 Rialto Fire Department and the local water purveyor standards and be maintained free
11 of obstructions. A five (5) foot (1524 mm) clear space shall be maintained around the
12 circumference of fire hydrants and fire protection systems. Blue reflective raised
13 pavement markers shall be installed on the pavement at approved locations marking
14 each fire hydrant location.
- 15 152. The proposed project shall pay all applicable development impact fees, pursuant to
16 the City of Rialto Ordinances adopted at the time of permit issuance and that are amended
17 from time to time.
- 18 153. Additional requirements may be made during the building permit process based on
19 system, processes and uses of the building.
- 20 154. Provide plans in a PDF file for pre-fire planning use by the fire department. Information
21 shall include locations of all exits, stairwells and roof access. Also, the location of fire
22 hydrants, fire department connections, post indicator valves, backflow prevention, gas
23 meters, electrical panels, water, fire sprinkler risers and standpipe valves and shutoffs,
24 elevator and electrical equipment rooms, fire alarm panels, and remote annunciators.
25 The symbols used for the pre-fire plan must be obtained from Rialto Fire Department.
26 This plan is required to be submitted prior to any type of certificate of occupancy.
- 27 155. Private residential, public residential, commercial and industrial fire access roads shall
28 provide an access roadway with a minimum unobstructed width of 26 ft and a minimum
14'6" vertical clearance. Additional width requirements may be applied to individual
projects as determined by the Fire Marshal.
156. Roadways shall be extended to within one hundred and fifty feet (150) feet of all
portions of the exterior walls as measured by an approved path of travel. An approved
turnaround shall be provided when the roadway exceeds one hundred and fifty (150)
feet as directed by Rialto Fire Department, pursuant to the California Fire Code, Chapter
5 & Appendix D and as amended locally by Ordinance No. 1630. Fire Department
turnaround requirements shall be installed as directed and shall be inspected and
approved prior to lumber drop.
157. All fire apparatus access roadways must be maintained unobstructed and drivable by

1 fire apparatus throughout the construction process. Access roadways shall be hard
2 surfaced (paved/concrete) and capable of holding an imposed load of 75,000 pounds
3 including in adverse weather conditions.

4 158. Prior to combustible construction, grades for driveway and fire apparatus access roads
5 shall not exceed 12%. Fire Department approval and additional conditions are required
6 for grades exceeding 12% maximum. Angle of approach and departure for driveways
7 shall not exceed 7 degrees. Grades exceeding 12% shall be concrete with a deep broom
8 finish perpendicular to the access roadway along with other conditions as determined
9 by the Fire Marshal.

10 159. Fire Apparatus Access roads (all roads in project) shall be usable (paved), accessible
11 and fire hydrant(s) shall be capable of flowing required GPM and shall be
12 tested/accepted by Rialto Fire Dept. prior to dropping any lumber for construction.

13 160. Roadway design features (speed humps, bumps, speed control dips, etc.) which may
14 interfere, or delay emergency apparatus responses shall not be installed or allowed to
15 remain on the emergency access roadways if installed after the project's completion.

16 161. Any gate or barrier across a fire access roadway, whether manual or automatic, must
17 meet the Rialto Fire Department requirements and have specific plans and permits
18 approved prior to installation. Gates serving multi-family, assembly, educational,
19 hazardous, institutional, or storage structures must be automatic and meet UL 325 and
20 ASTM F2200 standards. Knox brand key-operated electric key switch keyed to Rialto
21 Fire Department specification are required. The Knox switch shall override all gate
22 functions and open the gate. Other access control systems, such as pre-emption device
23 eyes, are required and must be installed as directed by the Fire Marshal.

24 162. Prior to combustibles being brought to the site, the developer shall provide written
25 certification from the local water purveyor, dated within the last thirty days, that:

- 26 A. All public fire hydrants or water purveyor connections required for the project have
27 been installed, tested, and approved; and
- 28 B. Are permanently connected to the public water main system; and
- C. Are capable of supplying the required fire flow as required by Rialto Fire
Department.

163. Public and private water utility mains must provide the level of reliability/redundancy
determined necessary by Rialto Fire Department and the local water purveyor.

164. If any fire hydrant is taken "OUT OF SERVICE" – Rialto Fire Department shall be
notified immediately and the hydrant marked, bagged, or otherwise identified as OUT
OF SERVICE as directed by the Fire Marshal.

165. Fire lane designations shall be required for all fire access roadways as determined by
Rialto Fire Department. Posted signs which state "FIRE LANE, NO PARKING CVC

22500.1” shall be installed every 50 feet along the fire lanes. Curbs shall be painted red and stenciled with white letters indicating the same on the face and top of any curb as directed by Rialto Fire Department. All Fire lanes shall be marked and identified prior to any Certificate of Occupancy being issued.

166. All flammable vegetation shall be removed from each building site with slopes less than 15% at a minimum distance of thirty (30) feet from all structures or to the property line, whichever is less.

167. Prior to final inspection or occupancy, hand portable fire extinguishers are required to be installed as directed by Rialto Fire Department. The size, location, and markings shall be illustrated on the floor plan of the construction documents. Prior to installation the client is directed to request a fire inspection to confirm the locations of the fire extinguishers due to field changes with business systems that could conflict with the construction documents.

168. Permanent commercial/industrial three-dimensional street numbers, minimum 12 inches in height with a ½ inch stroke, shall be provided on the address side of the building at the highest point and furthest projection of the structure and on both corners (left and right) of the building facing the street that it is addressed to. The address shall be illuminated and visible from the street and shall not be obstructed in any manner, including landscaping. Roof mounted addressing for aerial support shall be provided for flat roofs or as directed by the fire code official and shall be a minimum of 3 feet in height, face the street in which it is addressed, be contrasting in color and durable enough for the weather conditions in which it will be exposed.

169. Address numbers and suite numbers are required to be installed or painted on the rear of access doors to multiple suite or tenant buildings. Numbers or letters shall be a minimum of four (4) inches in height and placed on a contrasting background and be durable for the weather conditions exposed.

170. Knox emergency access key box is required at each building, with specific mounting locations approved by Rialto Fire Department. For multi-tenant buildings one Knox box shall be provided for every ten tenant spaces and the installation of the Knox box shall be at the fifth (middle) tenant in an approved location. Recessed mount key boxes are required. Premise keys for all buildings, tenants and areas shall be marked/tagged and placed in the box prior to final inspection to ensure emergency access. The building owner/occupants shall provide replacement keys whenever locks are changed.

171. A fire department operational permit is required for certain specific operations regulated by the California Fire Code. The permit is issued after application has been made to Rialto Fire Department and full compliance of the requirements for the operation has been adhered to. An annual fee is charged to the applicant for review and inspection of such permits on an annual basis. Some permits require additional inspections and permit compliance that may require additional fees to be paid semi-annually. Failure to pay required annual fees will be cause to issue a “Cease and Desist” order for the system,

1 use or operation permitted.

2 172. The applicant shall comply with the following related to the disposal of construction
3 and demolition debris materials:

4 8.08.420 Licensed contractors—Disposal of C &D materials.

5 Licensed contractors performing work within the scope of their licenses/permits within
6 the city may collect, transport and dispose or recycle of construction and demolition
7 materials generated within their own specific work sites, provided that the licensed
8 contractor adheres to the standards for disposal of construction and demolition material
9 provided in the California Green Building Standards Code (California Code of
10 Regulations Title 24, Part 11). Construction and demolition materials must be
11 transported to a recycling facility permitted by CalRecycle whenever possible.
12 Landfilling of construction and demolition materials shall be a last resort.

13 Licensed contractors shall not contract with a solid waste enterprise or construction and
14 demolition clean-up enterprise to collect, transport and dispose or recycle of
15 construction and demolition materials unless that solid waste enterprise has a franchise
16 from the city to perform said services. (Ord. No. 1664, § 3(Exh. A), 3-8-22)

17 Burrtec Waste Industries is the franchise hauler for the City of Rialto. Waste and
18 Recycling services **must** be secured from Burrtec Waste. When establishing service,
19 the developer **must** request a diversion report which will be provided at the completion
20 of the project.

21 Burrtec Waste Industries Inc.
22 Eric Henderson
23 Recycling and Waste Service Consultant
24 Cell: 909-536-4722
25 Email: ehenderson@burrtec.com

26 or

27 Burrtec Waste Industries Inc.
28 Rick Melendez
Sales Manager
Cell: 951-892-6055
Email: rmelendez@burrtec.com

8.08.570 Compliance with CALGreen recycling requirements.

Persons applying for a permit from the city for new construction and building additions
and alternations shall comply with the requirements of this section and all required
components of the California Green Building Standards Code, 24 CCR, Part 11, known
as CALGreen, if its project is covered by the scope of CALGreen or more stringent
requirements of the city. If the requirements of CALGreen are more stringent than the
requirements of this section, the CALGreen requirements shall apply.

For projects covered by CALGreen or more stringent requirements of the city, the applicants must, as a condition of the city's permit approval, comply with the following:

A. Where five or more multi-family dwelling units are constructed on a building site, provide readily accessible areas that serve occupants of all buildings on the site and are identified for the storage and collection of blue container, brown container and green container materials, consistent with the collection program offered by the city, or comply with provision of adequate space for recycling for multi-family and commercial premises pursuant to Sections 4.408.1, 4.410.2, 5.408.1, and 5.410.1 of the California Green Building Standards Code, 24 CCR, Part 11 as amended provided amended requirements are more stringent than the CALGreen requirements for adequate recycling space effective January 1, 2020.

B. New commercial construction or additions resulting in more than thirty percent of the floor area shall provide readily accessible areas identified for the storage and collection of blue container, brown container, and green container materials, consistent with the collection program offered by the city, or shall comply with provision of adequate space for recycling for multi-family and commercial premises pursuant to Sections 4.408.1, 4.410.2, 5.408.1, and 5.410.1 of the California Green Building Standards Code, 24 CCR, Part 11 as amended provided amended requirements are more stringent than the CALGreen requirements for adequate recycling space effective January 1, 2020.

C. Comply with CALGreen requirements and applicable law related to management of C &D, including diversion of Organic Waste in C &D from disposal. Comply with Chapter 15 of the city's municipal code, and all written and published City policies and/or administrative guidelines regarding the collection, recycling, diversion, tracking, and/or reporting of C &D. (Ord. No. 1664, § 3(Exh. A), 3-8-22)

Submit Final Diversion Reports to Amy Crow, Administrative Analyst, Maintenance and Facilities Department, acrow@rialtoca.gov. Let us know if you have any questions.

173. The applicant shall illuminate all walkways, passageways, and locations where pedestrians are likely to travel with a minimum of 1.5-foot candles (at surface level) of light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.
174. The applicant shall illuminate all alleyways, driveways, and uncovered parking areas with a minimum of 1.5-foot candles (at surface level) of light during the hours of darkness. Lighting shall be designed/constructed in such a manner as to automatically turn on at dusk and turn off at dawn.
175. The applicant shall design/construct all lighting fixtures and luminaries, including supports, poles and brackets, in such a manner as to resist vandalism and/or destruction by hand.
176. The applicant shall provide an illuminated channel letter address prominently placed on the building to be visible to the front of the location and if applicable, visible from

1 the main street to which they are located (e.g. commercial building facing the interior
2 of the property would require two address signs if located adjacent to a roadway), prior
3 to the issuance of a Certificate of Occupancy.

4 177. At the discretion of the Rialto Police Department, the applicant shall install exterior
5 security cameras at the location that cover the entire lease area, prior to the issuance
6 of a Certificate of Occupancy. The security cameras shall be accessible to the Rialto
7 Police Department via the FususONE web application.

8 178. The applicant shall install Knox boxes immediately adjacent to the main entrance to
9 the building and at least one (1) rear entrance to facilitate the entry of safety personnel.
10 The Knox boxes shall be installed in such a manner as to be alarmed, resist vandalism,
11 removal, or destruction by hand, and be fully recessed into the building. The Knox
12 boxes shall be equipped with the appropriate keys, for each required location, prior to
13 the first day of business. The Knox-Box placement shall be shown on the formal
14 building plan review submittal prior to the issuance of a building permit.

15 179. The applicant shall prominently display the address on the building rooftop to be
16 visible to aerial law enforcement or fire aircraft. Specifications to be followed for
17 alphanumeric characters are as follows: Three (3) foot tall and six (6) inches thick
18 alphanumeric characters. The alphanumeric characters shall be constructed in such a
19 way that they are in stark contrast to the background to which they are attached (e.g.
20 white numbers and letters on a black background), and resistant weathering that would
21 cause a degradation of the contrast.

22 180. The applicant shall provide an audible alarm at the rear door of the building, prior to
23 the issuance of a Certificate of Occupancy. The building shall be alarmed in such a
24 way as to emit a continuous audible notification until reset by responsible personnel
25 (e.g. alarmed exit device / crash bar).

26 SECTION 5. The Chairman of the Planning Commission shall sign the passage and
27 adoption of this resolution and thereupon the same shall take effect and be in force.

28 PASSED, APPROVED AND ADOPTED this 5th day of August, 2026.

MICHAEL STORY, CHAIR
CITY OF RIALTO PLANNING COMMISSION

1 STATE OF CALIFORNIA)
2 COUNTY OF SAN BERNARDINO) ss
3 CITY OF RIALTO)
4

5 I, Heidy Gonzalez, Administrative Assistant of the City of Rialto, do hereby certify that the
6 foregoing Resolution No. 26- ____ was duly passed and adopted at a regular meeting of the
7 Planning Commission of the City of Rialto held on the 5th day of August, 2026.

8 Upon motion of Planning Commissioner_____, seconded by Planning Commissioner
9 _____, the foregoing Resolution No. 26- ____ was duly passed and adopted.

10 Vote on the motion:

11 AYES:

12 NOES:

13 ABSENT:

14 IN WITNESS WHEREOF, I have hereunto set my hand and the Official Seal of the City of
15 Rialto this 5th day of August, 2026.

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19 _____
20 HEIDY GONZALEZ, ADMINISTRATIVE ASSISTANT
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Exhibit “A”
Project Plans