APPENDIX A

NOP AND COMMENT LETTERS

THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: December 18, 2015

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

SAP No. 24005875

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

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

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

GENERAL PROJECT INFORMATION:

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

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

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

APPLICANT: Lowe Enterprises Real Estate

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

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

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

Kerry M. Santoro
Deputy Director
Development Services Department

DISTRIBUTION: See Attached

ATTACHMENTS: Figure 1: Vicinity Map
Figure 2: Site Plan
Scoping Letter

Distribution:

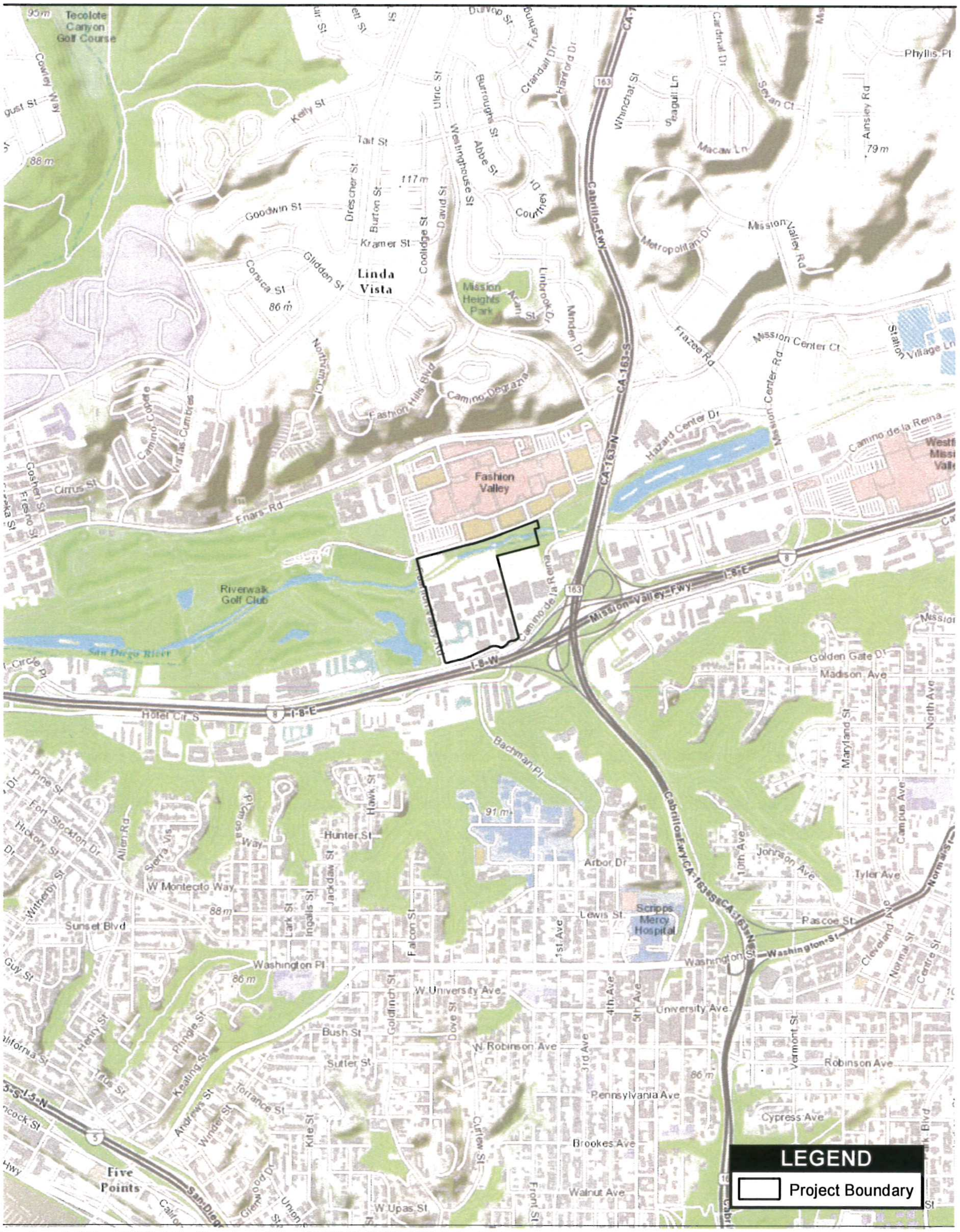
FEDERAL GOVERNMENT
U.S. Fish and Wildlife Service (23)

State of California
Caltrans, District 11 (31)
California Department of Fish and Wildlife (32)
State Clearinghouse (46A)
California Transportation Commission (51)
California Department of Transportation (51A)
California Department of Transportation (51B)
Native American Heritage Commission (56)

CITY OF SAN DIEGO
Mayor's Office (91)
Councilmember Lightner, District 1 (MS 10A)
Councilmember Harris, District 2 (MS 10A)
Councilmember Gloria, District 3 (MS 10A)
Councilmember Cole, District 4 (MS 10A)
Councilmember Kersey, District 5 (MS 10A)
Councilmember Zapf, District 6 (MS 10A)
Councilmember Sherman, District 7 (MS 10A)
Councilmember Alvarez, District 8 (MS 10A)
Councilmember Emerald, District 9 (MS 10A)
Development Services Department
    EAS
    Transportation
    Project Manager
Transportation Development - DSD (78)
Development Coordination (78A)
Fire and Life Safety Services (79)
Library Department - Government Documents (81)
Central Library (81A)
Mission Valley Branch Library (81R)
Historical Resources Board (87)
Environmental Services (93A)
Tom Tomlinson, Facilities Financing (93B)
Michael Pridemore, San Diego Police Department (MS776)
Larry Trame, San Diego Fire-Rescue (MS603)
City Attorney (93C)

Others
San Diego Association of Governments (108)
Metropolitan Transit System (112)
San Diego Gas & Electric (114)
Metropolitan Transit System (115)
San Diego Unified School District (125)

Rancho Santa Ana Botonic Garden at Claremont (161)
The San Diego River Park Foundation (163)
The San Diego River Coalition (164)
Sierra Club (165)
San Diego Canyonlands (165A)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
San Diego Audubon Society (167A)
San Diego River Conservancy (168)
San Diego Tracking Team (187)
California Native Plant Society (170)
KEA Environmental Inc. (178)
Citizens Coordinate for Century III (179)
Endangered Habitats League (182A)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego History Center (211)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Clint Linton (215B)
Frank Brown – Inter-Tribal Cultural Resources Council (216)
Camp Band of Mission Indians (217)
San Diego County Archaeological Society (218)
Kumeyaay Cultural Heritage Preservation (223)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution [Notice Only] (225A-S)
Mission Valley Center Association (328)
Friars Village HOA (328A)
Mary Johnson (328B)
Mission Valley Community Council (328C)
Union Tribune News (329)
Friends of Mission Valley Preserve (330B)
Mission Valley Planning Group (331)
General Manager, Fashion Valley (332)
Gary Akin - San Diego Gas & Electric (381)
The San Diego River Coalition (334)



Source: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community; AECOM 2014

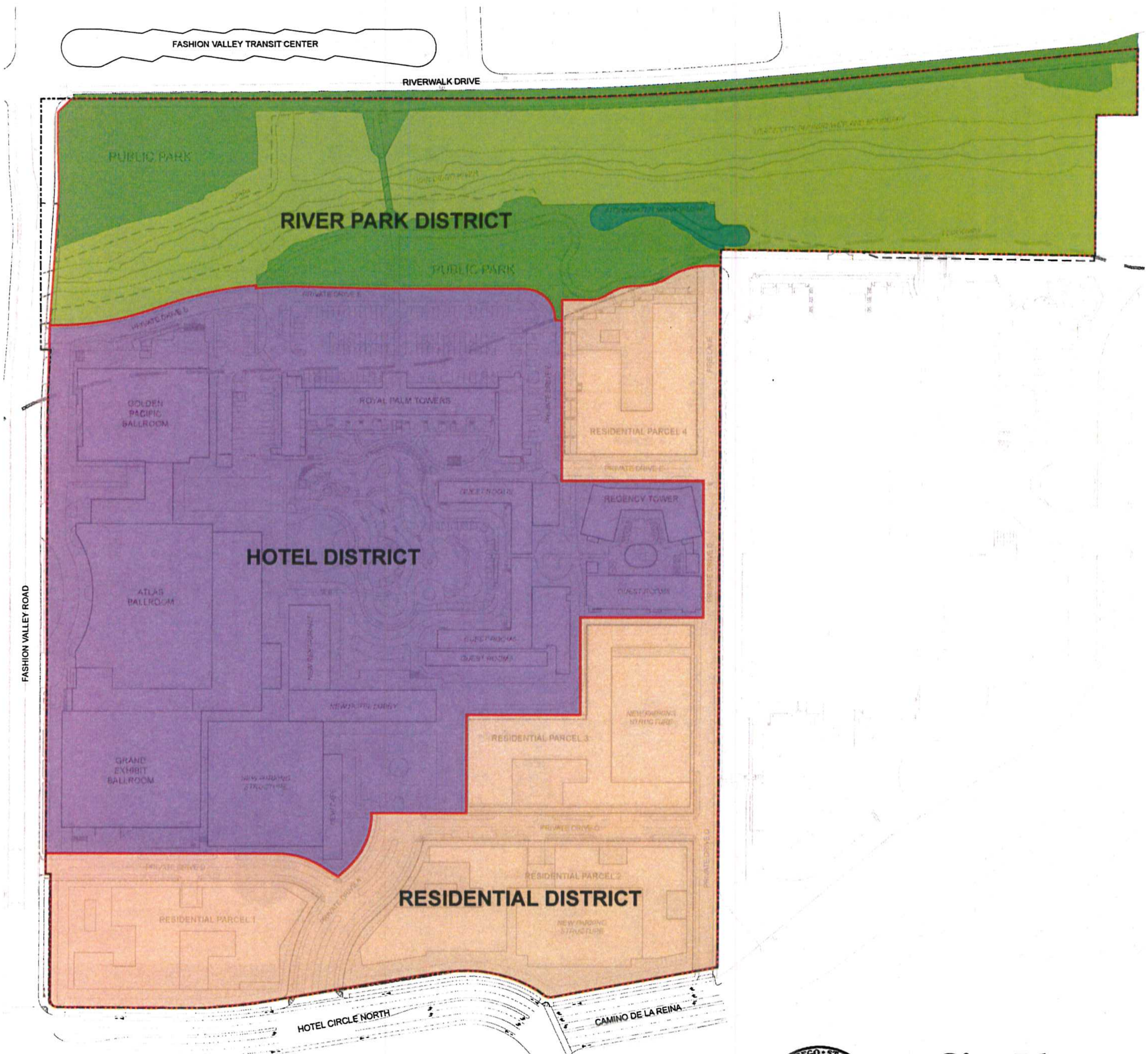
2,000 1,000 0 2,000 Feet

Scale: 1 = 24,000; 1 inch = 2,000 feet

Figure 1
Regional Map

Path: \\ussdg1fp001.na.aecomnet.com\data\projects\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922_Maps\20151123_NOP\10.3\Fig1_Regional.mxd, 11/23/2015, sorensenj

FIGURE No. 2



LEGEND

- Open Space Habitat
- Passive Recreation
- Stormwater Management
- Commercial - Visitor
- Residential - Multiple Unit

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source AECOM 2015

Site Plan

Town and Country / Project No. 424475

City of San Diego – Development Services Department

THE CITY OF SAN DIEGO

December 18, 2015

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

SUBJECT: Scope of Work for an Environmental Impact Report for the Town and Country, Project No. 424475

Dear Mr. Majcher:

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

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

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

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

PROJECT DESCRIPTION

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

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

Park District

The approximately 12.04-acre Park District is located in the northern portion of the project site along the San Diego River. The Park District proposes restoration and enhancement of approximately 7.5 acres of riparian open space habitat, and restoration of approximately 4.42 acres of existing disturbed areas within the MHPA and wetland buffers by removing invasive exotic species and establishing native habitats. The project proposes to enhance approximately 0.32 acres of existing native habitats by removing exotic species and establishing native species within the Park District. The project would increase the width of native habitats at the most constricted section of the river from approximately 80 feet up to 210 feet and would establish a wetland buffer and a variety of Low Impact Development (LID) strategies directly adjacent to the riparian corridor. The project would also provide 4.33 acres of public park uses on-site.

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

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

Hotel District

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

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

Residential District

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

EIR FORMAT/CONTENT REQUIREMENTS

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

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

I. CONCLUSIONS

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

II. TITLE PAGE

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

III. TABLE OF CONTENTS

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

IV. EXECUTIVE SUMMARY

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

V. INTRODUCTION

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

VI. ENVIRONMENTAL SETTING

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

VII. PROJECT DESCRIPTION

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

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

VIII. HISTORY OF PROJECT CHANGES

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

IX. ENVIRONMENTAL IMPACT ANALYSIS

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

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

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

Land Use

Issue 1: Would the proposal result in a conflict with the environmental goals, objectives, or recommendations of the General/Community Plan in which it is located?

Issue 2: Would the proposal require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

Issue 3: Would the proposal result in the exposure of people to noise levels which exceed the City's adopted noise ordinance or are incompatible with the Noise Compatibility Guidelines (Table NE-3) in the Noise Element of the General Plan?

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

Transportation/Circulation

Issue 1: Would the proposal result in substantial impact upon existing or planned transportation systems?

Issue 2: Would the project result in traffic generation in excess of specific community plan allocation?

Issue 3: Would the project result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?

Issue 4: Would the project result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?

Issue 5: Would the project result in an increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access- restricted roadway)?

Issue 6: Would the project conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?

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

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

Air Quality/Odor

Issue 1: Would the proposal conflict with or obstruct implementation of the applicable air quality plan?

Issue 2: Would the proposal result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

Issue 3: Would the proposal result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Issue 4: Would the proposal expose sensitive receptors to substantial pollutant concentrations?

Issue 5: Would the proposal exceed 100 pounds per day of Particulate Matter (PM) (dust)?

Issue 6: Would the proposal create objectionable odors affecting a substantial number of people?

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

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

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

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

Biological Resources

Issue 1: Would the proposal result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or US. Fish and Wildlife Service (USFWS)?

Issue 2: Would the proposal result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

Issue 3: Would the proposal result in a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other means?

Issue 4: Would the proposal interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?

Issue 5: Would the proposal conflict with the provisions of an adopted HCP, NCCP, other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?

Issue 6: Would the proposal introduce a land use within an area adjacent to an MHPA that would result in adverse edge effects?

Issue 7: Would the proposal conflict with any local policies or ordinances protecting biological resources?

Issue 8: Would the proposal introduce invasive species of plants into a natural open space area?

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

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

Energy

Issue 1: Would the construction and operation of the proposal result in the use of excessive amounts of electrical power?

Issue 2: Would the proposal result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?

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

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

Geologic Conditions

Issue 1: Would the proposal expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

Issue 2: Would the proposal result in a substantial increase in wind or water erosion of soils, either on or off the site?

Issue 3: Would the proposal be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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

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

Greenhouse Gas Emissions

Issue 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Issue 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?

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

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

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

Health and Safety

Issue 1: Would the proposal expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Issue 2: Would the proposal result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?

Issue 3: Would the proposal impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Issue 4: Would the proposal be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?

Issue 5: Would the proposal expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?

Issue 6: Would the proposal result in a safety hazard for people residing or working in a designated airport influence area?

Issue 7: Would the proposal result in a safety hazard for people residing or working within two miles of a private airstrip or heliport facility that is not covered by an adopted Land Use Compatibility Plan (ALUCP)?

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

Historical Resources (Archaeology and Built Environment)

Issue 1: Would the proposal result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, object, or site?

Issue 2: Would the proposal result in any impact to existing religious or sacred uses within the potential impact area?

Issue 3: Would the proposal result in the disturbance of any human remains, including those interred outside of formal cemeteries?

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

Hydrology

Issue 1: Would the proposal result in an increase in impervious surfaces and associated increased runoff?

Issue 2: Would the proposal result in a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

Issue 3: Would the proposal develop wholly or partially within the 100-year floodplain identified in the FEMA maps or impose flood hazards on other properties.

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

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

<u>Noise</u>

Issue 1: Would the proposal result or create a significant increase in the existing ambient noise levels?

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

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

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

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

Paleontological Resources

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

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

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

Public Services and Facilities

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

The EIR shall include a discussion of potential impacts to public services and facitiltites resulting from implementation of the project. The EIR shall include a description of the existing public services and facilitites, a summary of applicable regulations, and analyses of potential short-term and long-term impacts of the proposed project. The EIR shall identify any conflicts with existing infrastructure, evaluate any need for upgrading infrastructure, and shall demonstrate that facilities would have sufficient capacity to serve the needs of the project. This section shall discuss any intensification of land use and land use changes associated with the proposed project to determine if it would increase demand on existing and planned public services and facilities, and identify fire and police facilities in each community. This section will also disclose the Fire and Police Departments' current response time to the area. Appendix G of the CEQA Guidleines asks whether a project would result in substanital adverse physical impacts from the construction or alteration of facilities needed to maintain acceptable service ratios, response times, or other performance objectives for any of the public services. Thus, the focus of the evaluation of impacts must be on the physical effects of constructing or altering public facilitites.

Public Utilities

Issue 1: Would the proposal result in a need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts with regard to the following utilities: Natural gas; Water; Sewer; Communication systems; and Solid waste disposal?

Issue 2: Would the proposal use of excessive amounts of water?

Issue 3: Does the proposal propose landscaping which is predominantly non-drought resistant vegetation?

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

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

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

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

<u>Visual Quality/Neighborhood Character</u>

Issue 1: Would the project result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in the community plan?

Issue 2: Would the project result in the creation of a negative aesthetic site or project?

Issue 3: Would the project result in bulk, scale, materials, or style which would be incompatible with surrounding development?

Issue 4: Would the project result in substantial alteration to the existing or planned character of the area?

Issue 5: Would the project create substantial light or glare which would adversely affect daytime or nighttime view in the area?

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

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

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

Water Quality

Issue 1: Would the proposal result in an increase in pollutant discharge to receiving waters during or following construction? Would the proposal discharge identified pollutants to an already impaired water body?

Issue 2: What short-term and long-term effects would the proposal have on local and regional water quality? What types of pre- and post-construction Best Management Practices (BMPs) would be incorporated into the proposal to preclude impacts to local and regional water quality?

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

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

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

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

XI. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

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

XII. GROWTH INDUCEMENT

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

XIII. CUMULATIVE IMPACTS

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

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

XIV. EFFECTS FOUND NOT TO BE SIGNIFICANT

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

XV. ALTERNATIVES

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

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

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

No Project Alternative

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

Other Project Alternatives

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

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

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

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

XVI. MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

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

XVII. REFERENCES

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

XVIII. INDIVIDUALS AND AGENCIES CONSULTED

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

XIX. CERTIFICATION PAGE

Include City and Consulting staff members, titles, and affiliations

XX. APPENDICES

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

CONCLUSION

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

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

Sincerely,

for Kerry M. Santoro
Deputy Director
Development Services Department

KMS:les

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

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Town and Country
DEIR SCH#2015121066

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

Dear Ms. Shearer-Nguyen:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

JACOB M. ARMSTRONG, Branch Chief
Development Review Branch

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

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JAN 15 2016
Development Services

January 15, 2016

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

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report for Town and Country, City of San Diego, San Diego County, California (Project Number 424475, SCH # 2015121066)

Dear Ms. Shearer-Nguyen:

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

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

The Department offers the following comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources.

Specific Comments

Project Scope and Wetland Buffers

1. The NOP included a site plan (i.e., Figure 2) for the development proposal; however, it did not provide details on the specific distance that the project would be setback from the San Diego River (River) corridor. The Department is concerned about the potential project-related direct and indirect effects on the River, the sensitive habitats it supports, and the adjacent transitional/upland habitat (including sensitive species that occur in both the riparian and transitional/upland habitats, e.g., least Bell's vireo [*Vireo bellii pusillus*], light-footed Ridgway's rail (*Rallus obsoletus levipes*]). Specifically, we are concerned about the biological effects (e.g., wildlife movement, behavior such as breeding activity) from the project-related construction and operational (i.e., long-term) disturbances to these biological resources resulting from:

    - encroachment by humans and domestic animals;
    - possible conflicts resulting from wildlife-human interactions at the interface between the proposed development and the wetland buffer including but not limited to trails;
    - line-of-sight disturbances;
    - noise;
    - light;
    - glare;
    - shading; and
    - hydrological changes both within the reach of the River adjacent to the project site and downstream.

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

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

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

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

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

i. Any trail proposals should be kept out of the wetland buffer except in areas of lower biological sensitivity. Trails within the buffer should not be redundant and be limited to trails that provide access to biological and/or cultural interpretive areas along the River, and aligned roughly perpendicular to the length of the buffer (i.e., spur trails). These interpretive areas and spur trails should be carefully chosen and should not be placed in biologically sensitive areas or areas with strong potential for effective habitat restoration and enhancement of species diversity.

ii. As required by the MSCP SAP, (Section 1.2.3; B15) native vegetation should be restored as a condition of future development proposals along the Urban Habitat Areas of the River corridor.

iii. Permanent fencing and signage should be installed at the outside edge of the buffer areas. The limits of spur trails within the buffer should be effectively demarcated

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

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

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

iv. All post-construction structural best management practices (BMPs) such as grass swales, filter strips, and energy dissipaters, should be outside of the wetland buffer and the riparian corridor (i.e., they should be within the development footprint). All new and proposed parking lots and developed areas in and adjacent to the Multi-Habitat Planning Area (MHPA) must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA.

v. Brush management zones should be outside the wetland buffer. The City's proposed brush management regulations state, "no brush management is required in areas containing wetland vegetation."

vi. No additional lighting should be added within the vicinity of both upland and wetland sensitive habitats, and where possible, existing lighting within such areas should be removed.

vii. As to noise, methods should be employed to attenuate project-related construction and operational noise levels in excess of ambient levels at the edge of sensitive habitats to avoid or minimize further degradation by noise of conditions for wildlife, particularly, avian species. Where possible, existing sources of noise audible within the buffer should be removed.

viii. Evaluation of compatible land uses in accordance with section 1.4.1 and 1.4.2 of the MSCP SAP.

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

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

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

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

Planning Approvals and Amendments

4. Limited information was provided in the NOP regarding proposals to amend the underlying City discretionary approvals and underlying planning documents. The Department requests the scope of the changes and actual textual changes to the proposed planning document amendments (listed in the NOP, summarized below for reference) are included in the DEIR. The NOP identifies that the project is requesting (1) a General Plan Amendment and Community Plan Amendment to amend the Atlas Specific Plan and Mission Valley Community Plan, (2) a Rezone, (3) Vesting Tentative Map for a nine lot subdivision, (4) Planned Development Permit (PDP) to amend Planned Commercial Development (PCD) 88-0585, (5) Site Development Plan (SDP) to amend SDP 400602, (6) Conditional Use Permit (CUP) to amend CUP 88-0585, and (7) various easement vacations. The Department's interest in each planning document is as follows:

   i. The DEIR should include the proposed textual changes and an accompanying analysis of the proposed amendments to the General Plan as it pertains to the project. The DEIR should specify whether the amendments apply to the Town and Country site alone or has applicability to future projects.
   ii. Both the Atlas Specific Plan and the Mission Valley Community Plan amendments should demonstrate how this project and subsequent projects would be constructed in a manner to conform to the City's MSCP while maximizing MHPA and wetlands buffers.
   iii. The DEIR should demonstrate how the PCD and SDP conform to the City's MSCP SAP, and ESL regulations. The location of all proposed developments, structures, parks, trails, open spaces (e.g., MHPA), and easements should be individually described and depicted in an accompanying figure. Additionally, the project should

demonstrate its consistency and compliance with prior agreements including the March 2007 Stipulated Judgement between the City of San Diego v. Town and Country Hotel LLC (Stipulated Judgement; see also items 5 and 6 below).

iv. The DEIR should analyze the effects of the CUP's permitted uses on biological resources, MHPA, and conformance to the MSCP SAP. The DEIR should detail the full breadth of the uses including limitations on the type, number, frequency, and timing of uses permissible under the amended CUP.

v. A textual description and accompanying figure of the nature and location of the easements to be vacated should be included in the DEIR.

vi. To inform the above proposed amendments, the DEIR should provide a chronology of any Boundary Line Corrections (BLC) or Boundary Line Adjustments (BLA) associated with the Town and Country site. Any BLC or BLA must demonstrate prior agreement from the Department and U.S. Fish and Wildlife Service.

Stipulated Judgement (Town and Country LLC)

5. The Department recommends that the DEIR document the project's compliance with the Stipulated Judgement. Specifically, the DEIR should document that no additional "development" (Stipulated Judgement, 2007) containing Environmentally Sensitive Lands (ESL, San Diego Municipal Code 113.0103) has occurred "...unless City approval has been granted or all required local, state or federal permits and approvals have been obtained" (Stipulated Judgment, 2007). If in fact the City has granted prior approvals, the DEIR should describe any existing approvals or describe the approvals it intends to grant as it pertains to the Stipulated Judgement.

6. According to the Stipulated Judgement, article 23, *In Kind Contribution* requires the "Dedication to the City of approximately 7.1 acres in the form of an open space easement valued at $125,000 per acre." The Department recommends that the DEIR identify the location, preservation, and management mechanism to address the requisite mitigation for wetland impacts associated with Stipulated Judgement. Per the Stipulated Judgement, "All proposals for mitigation of wetland habitat as set forth herein reflect adequate compensatory mitigation. Plaintiffs shall comply with the City of San Diego's mitigation ratios for impacts to wetlands associated with the grading activity at 3:1." The DEIR should distinguish open space easements required pursuant to the Stipulated Judgement versus open space elements otherwise required under the MSCP SAP, Mission Valley Community Plan or Atlas Specific Plan in developing the project.

Proposed Trail and Bike Path

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

the River and MHPA that is already constrained.

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

General Comments

Streambeds and Riparian Habitats

9. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the DEIR and must compensate for the loss of function and value of a wildlife corridor.

    a) The project area supports aquatic, riparian, and wetland habitats; therefore, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.[2] Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.

    b) The Department also has regulatory authority over activities in streams and/or lakes that

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

will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, or stream, or use material from a river, or stream. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.[3]

<u>Threatened, Endangered, and Candidate Species</u>

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

11. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following

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3 A notification package for a LSA may be obtained by accessing the Department's web site at www.wildlife.ca.gov/habcon/1600.

information be included in the DEIR.

a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.

b) A range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources, particularly wetlands. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

12. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats, the DEIR should include the following information.

a) Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis placed on resources that are rare or unique to the region.

b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see http://www.dfg.ca.gov/habcon/plant/). The Department recommends that floristic, alliance-based and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008[4]). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.

d) An inventory of rare, threatened, endangered and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include

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

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

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

13. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR.

    a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.

    b) Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.

    c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.

    d) A cumulative effects analysis should be developed as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

14. The DEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.

15. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance

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

16. For proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

17. In order to avoid impacts to nesting birds, the DEIR should require that clearing of vegetation, and when biologically warranted construction, occur outside of the peak avian breeding season which generally runs from February 1 through September 1 (as early as January 1 for some raptors). If project construction is necessary during the bird breeding season a qualified biologist with experience in conducting bird breeding surveys should conduct weekly bird surveys for nesting birds, within three days prior to the work in the area, and ensure no nesting birds in the project area would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum width of 300 feet (500 feet for raptors), be delineated by temporary flagging, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall occur within the flagged nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

18. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

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

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

Sincerely,

Marilyn Flewarty for:

Gail K. Sevrens
Environmental Program Manager
South Coast Region

ec: State Clearinghouse, Sacramento
David Zoutendyk, U.S. Fish and Wildlife Service, Carlsbad

Literature Cited:

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PALA TRIBAL HISTORIC PRESERVATION OFFICE

PMB 50, 35008 Pala Temecula Road
Pala, CA 92059
760-891-3510 Office | 760-742-3189 Fax

PALA THPO

January 6, 2016

RECEIVED
JAN 06 2016
Development Services

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

Re: Town and Country / 424475

Dear Mrs. Shearer-Nguyen:

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

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

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

Sincerely,

Shasta C. Gaughen, PhD
Tribal Historic Preservation Officer
Pala Band of Mission Indians

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

RINCON BAND OF LUISEÑO INDIANS

Cultural Resources Department

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

RECEIVED
JAN 12 2016
Development Services

December 28, 2015

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

Re: Town and Country 424475

Dear Ms. Shearer-Nguyen:

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

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

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

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

Sincerely,

Vincent Whipple
Manager
Rincon Cultural Resources Department

Rincon Band of Luiseño Indians
Cultural Resources Department
1 West Tribal Road
Valley Center, CA 92082

SAN DIEGO
CA 920
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UNITED STATES POSTAGE
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MAILED FROM ZIP CODE 92082

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

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JAN 12 2016
DEVELOPMENT SERVICES

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

January 19, 2016

File Number 3330300

RECEIVED

JAN 19 2016

Development Services

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

Dear Ms. Shearer-Nguyen:

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

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

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

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

Riding to 2050: The San Diego Regional Bike Plan

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

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

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

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

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

Smart Growth Opportunity Area

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

Transportation Demand Management

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

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

- Provision and promotion of shared mobility services (e.g. carshare, bikeshare, and on-demand shuttle) to reduce reliance on SOVs and improve circulation within and around the development;

- Subsidized transit passes for residents and employees and transit pass sales on-site;

- Transportation kiosks that display real-time information;

- Bike amenities, such as bike repair stands, to complement proposed bike parking and showers/lockers; and

- Reduced parking requirements coupled with shared parking strategies for both multi-family residential and hotel land uses given the development's close proximity to existing regional transit and carshare services.

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

Other Considerations

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

1. Designing for Smart Growth, Creating Great Places in the San Diego Region

2. Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region

3. Trip Generation for Smart Growth

4. Parking Strategies for Smart Growth

5. Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports

6. Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities

7. Riding to 2050, the San Diego Regional Bike Plan

8. SANDAG Regional Parking Management Toolbox

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

Sincerely,

Susan B. Baldwin

SUSAN B. BALDWIN, AICP
Senior Regional Planner

SBA/khe/epo

SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY

San Diego County Archaeological Society, Inc.

Environmental Review Committee

28 December 2015

To: Ms. Elizabeth Shearer-Nguyen
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Notice of Preparation of a Draft Environmental Impact Report
Town and Country
Project No. 424475

Dear Ms. Shearer-Nguyen:

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

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

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

Sincerely,

James W. Royle, Jr.

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

cc: SDCAS President
File

San Diego County
Archaeological Society
P.O. Box 81106
San Diego, CA 92138-1106

SAN DIEGO CA 920
29 DEC 2015 PM 2 L

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

92101410122

Save Our Heritage Organisation

Saving San Diego's Past for the Future

RECEIVED

JAN 21 2016

Development Services

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

Thursday, January 21, 2016

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

Mr. Shearer-Nguyen,

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

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

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

Thank you for the opportunity to comment,

Bruce Coons
Executive Director
Save Our Heritage Organisation (SOHO)

2476 San Diego Avenue • San Diego CA 92110 • www.sohosandiego.org • 619/297-9327 • 619/291-3576 fax

Amie Kristine Hayes

APPENDIX B

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

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2015-AWP-10535-OE

Issued Date: 11/20/2015

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

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

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

Structure:	Building Town and Country Residential Building #1
Location:	san diego, CA
Latitude:	32-45-41.98N NAD 83
Longitude:	117-10-06.81W
Heights:	27 feet site elevation (SE)
	100 feet above ground level (AGL)
	127 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 05/20/2017 unless:

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

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

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

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

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

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

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

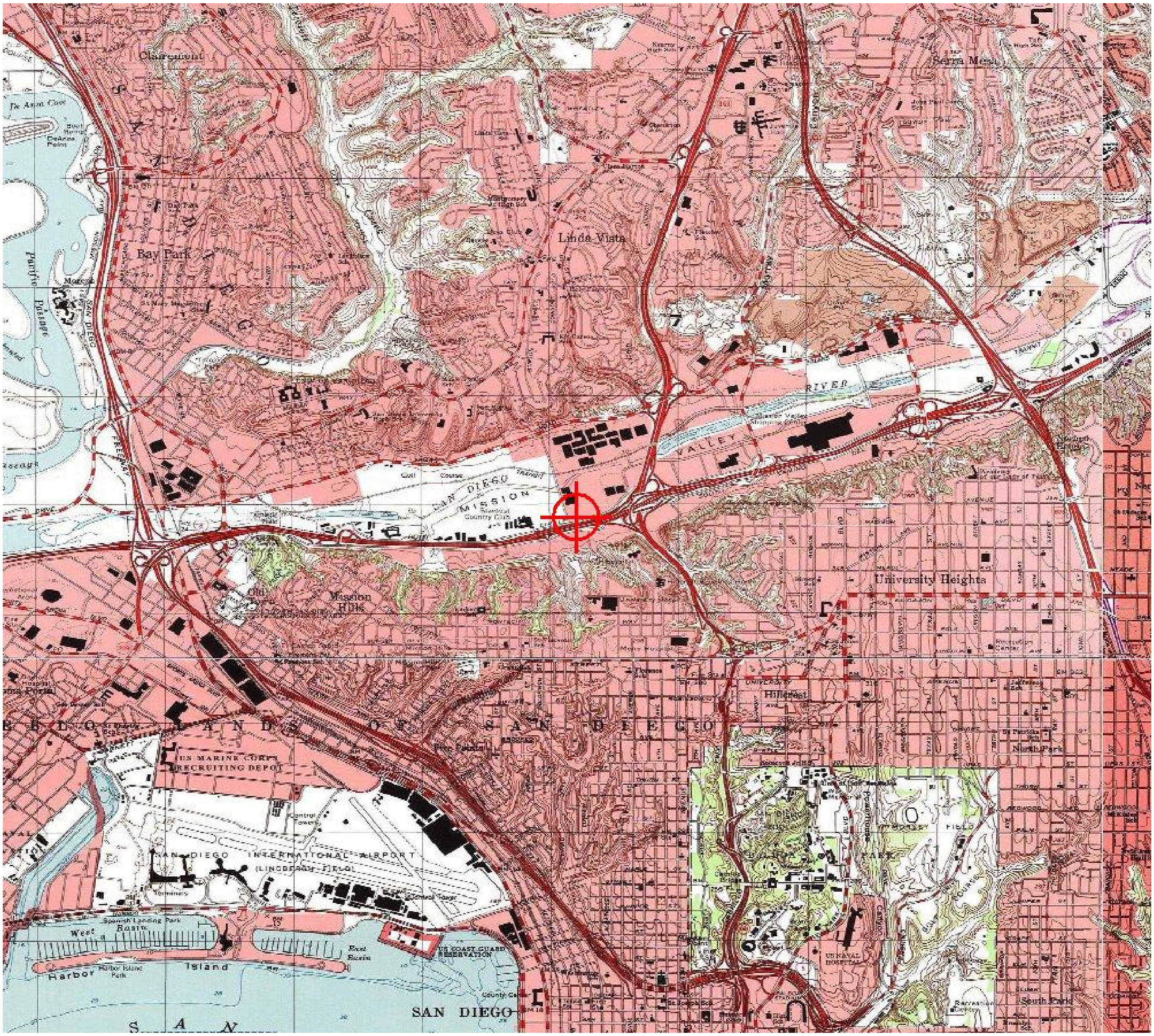
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10535-OE.

Signature Control No: 269959718-273300920 (DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-10535-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2015-AWP-10536-OE

Issued Date: 11/20/2015

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

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

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

Structure:	Building Town and Country Residential Building #2
Location:	san diego, CA
Latitude:	32-45-44.03N NAD 83
Longitude:	117-10-00.72W
Heights:	28 feet site elevation (SE)
	100 feet above ground level (AGL)
	128 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 05/20/2017 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
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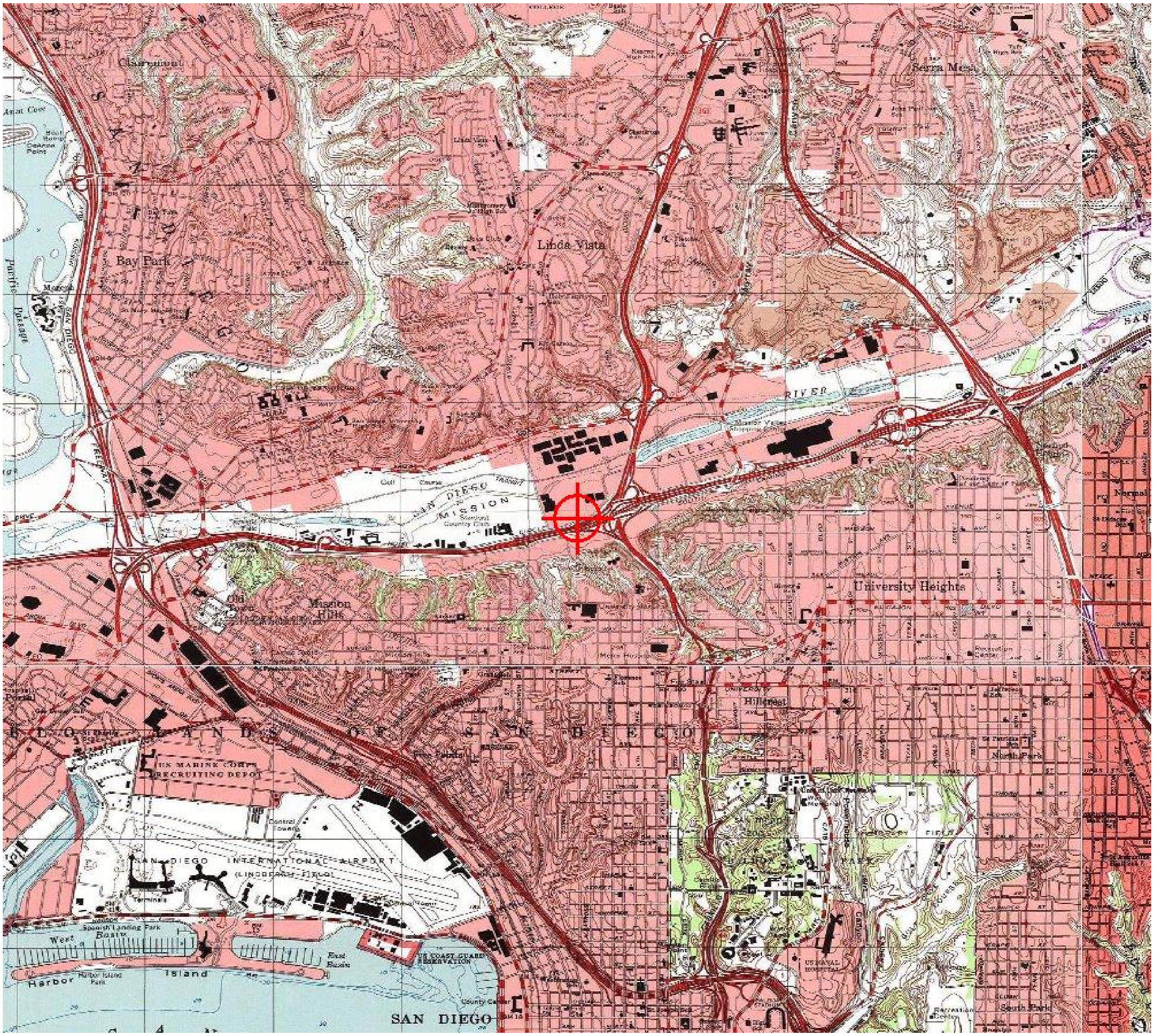
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

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

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-10536-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2015-AWP-10537-OE

Issued Date: 11/20/2015

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

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

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

Structure:	Building Town and Country Residential Building #3
Location:	san diego, CA
Latitude:	32-45-47.34N NAD 83
Longitude:	117-09-59.63W
Heights:	26 feet site elevation (SE)
	100 feet above ground level (AGL)
	126 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 05/20/2017 unless:

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

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

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

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

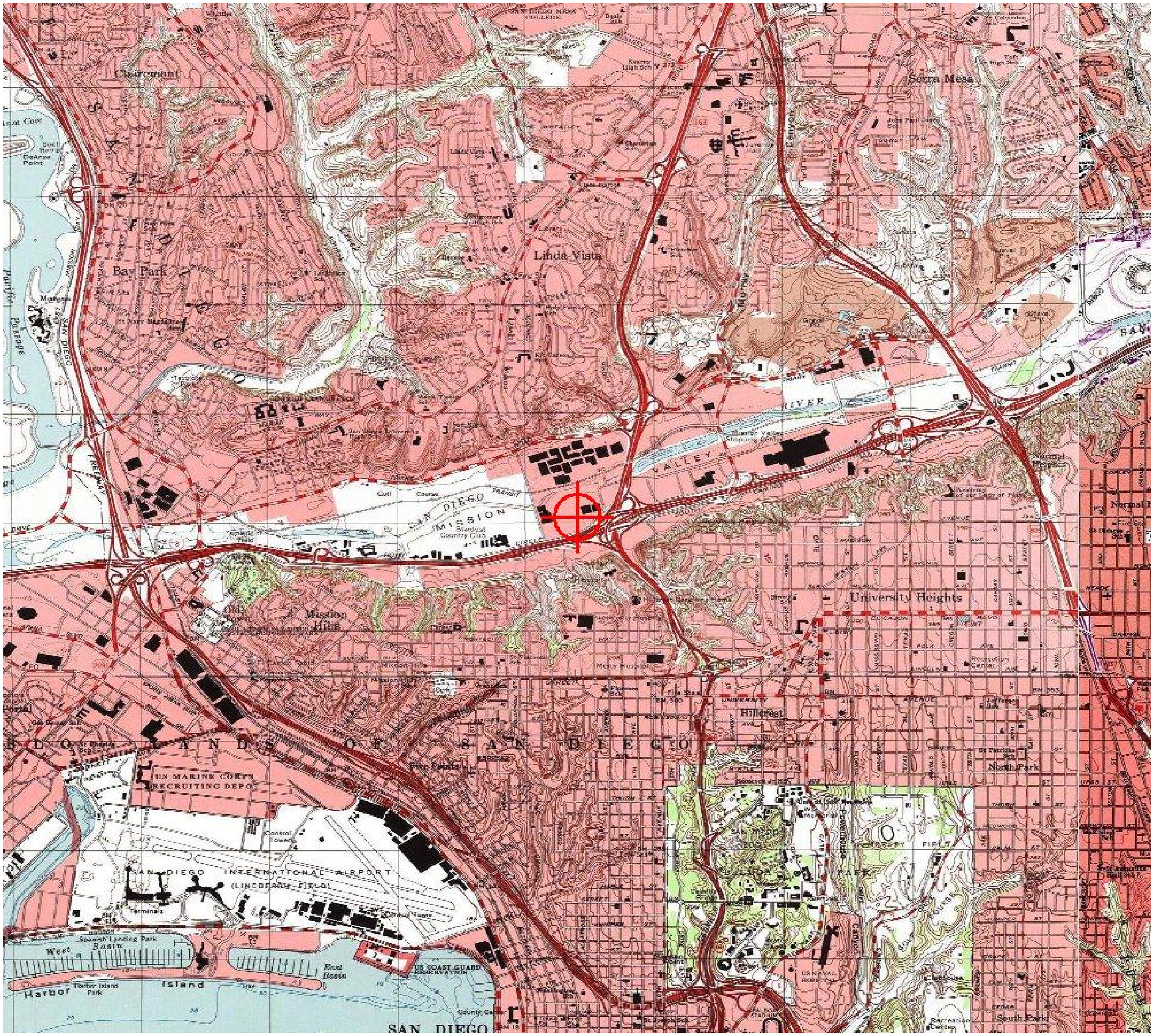
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10537-OE.

Signature Control No: 269959720-273300923 (DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-10537-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2015-AWP-10538-OE

Issued Date: 11/20/2015

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

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

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

Structure:	Building Town and Country Residential Building #4
Location:	san diego, CA
Latitude:	32-45-53.08N NAD 83
Longitude:	117-10-01.61W
Heights:	26 feet site elevation (SE)
	100 feet above ground level (AGL)
	126 feet above mean sea level (AMSL)

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

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

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__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

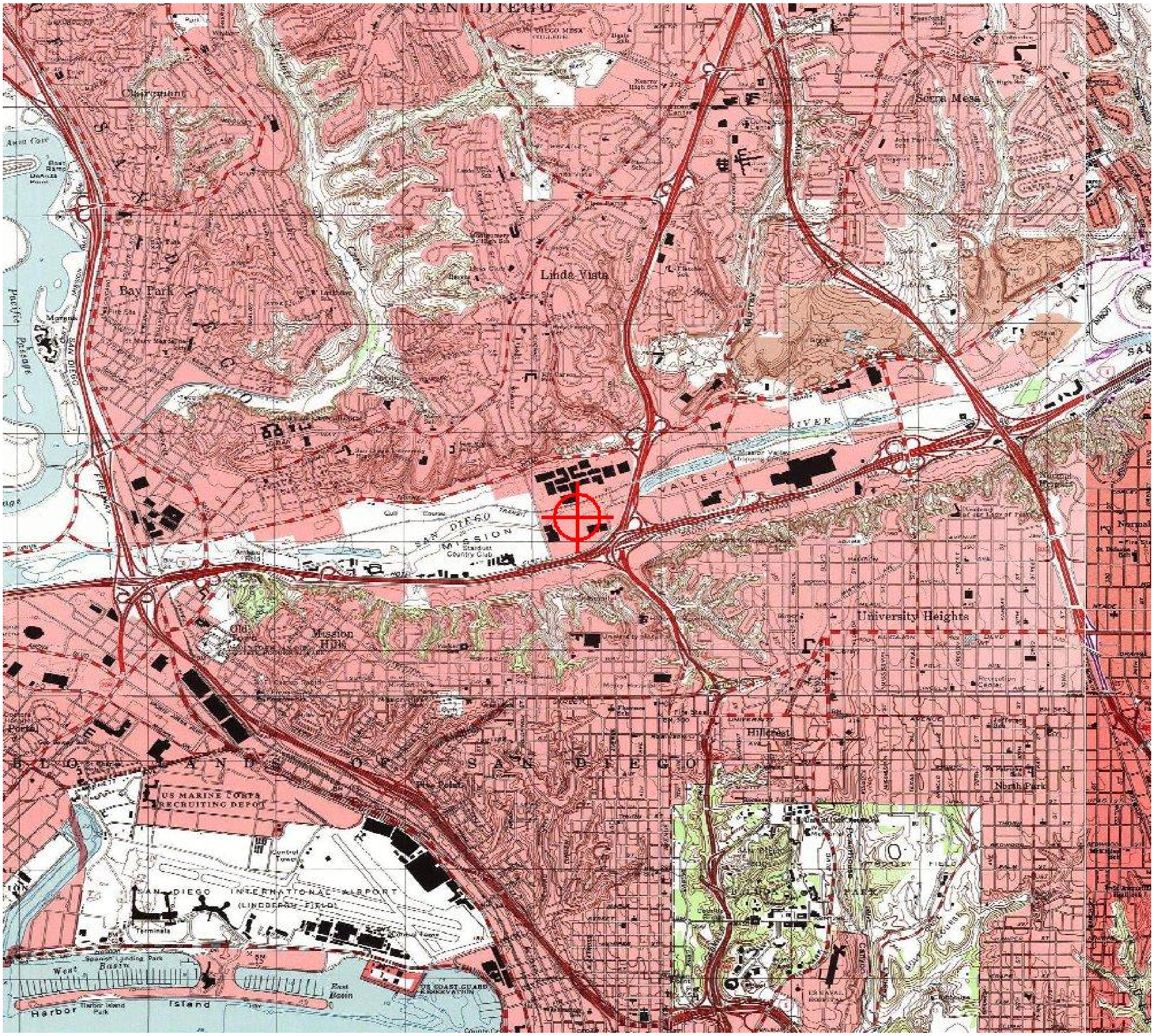
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the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

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

Signature Control No: 269959721-273300921 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-10538-OE



SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

May 3, 2016

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

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

Dear Mr Peterson:

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

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

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

Yours truly,

Angela Jamison

Angela Jamison
Manager, Airport Planning

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

APPENDIX C

TRANSPORTATION IMPACT ANALYSIS

TRANSPORTATION IMPACT ANALYSIS

TOWN & COUNTRY MASTER PLAN

San Diego, California
June 22, 2016

LLG Ref. 3-14-2386

Prepared by:

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EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

The following eight (8) scenarios were analyzed:

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

Project Improvements

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

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

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

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

Project Frontage Improvements

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

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

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

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

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

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

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

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

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

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

Appendix S shows a conceptual plan of this improvement.

Existing + Total Project Impacts

Per the City's significance thresholds and the analysis methodology presented in this report, a **significant direct impact** was identified within the study area under **Existing + Total Project conditions**. An impact summary and mitigation analysis is shown in ***Tables A –1*** and ***A–2***, respectively. The following direct impact was identified.

TABLE A–1
EXISTING + TOTAL PROJECT IMPACT SUMMARY

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

TABLE A–2
EXISTING + TOTAL PROJECT MITIGATION ANALYSIS

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

Footnotes:

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

General Notes

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

Existing + Total Project Mitigation

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

Street Segments:

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

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

TABLE A–3
EXISTING + TOTAL PROJECT MITIGATION SUMMARY

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

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

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

Year 2022 + Project (Phases I and II) Impacts

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

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

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

TABLE B–2
YEAR 2022 + PROJECT (PHASES I AND II) MITIGATION ANALYSIS

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

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

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

Year 2022 + Project (Phases I and II) Mitigation

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

Street Segments:

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

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

TABLE B–3
YEAR 2022 + PROJECT (PHASES I AND II) MITIGATION SUMMARY

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

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

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

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

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

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

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

Footnotes:

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

General Notes

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

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

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

Street Segments:

- *Riverwalk Drive: East of Avenida Del Rio:* Widening this segment to a 4-lane Collector would mitigate the project's significant impact. Based on coordination with the City and a review of the design plans of the Hazard Center extension under SR-163, only a two-lane roadway was deemed technically feasible.

  To mitigate the project's cumulative impact, a 4-lane Collector capacity is required and only a 2-lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.

- *Camino De La Reina: Hotel Circle to Private Drive D:* Widening this segment to 4-lane Major standards per the Mission Valley Community Plan would mitigate the project's cumulative impact. As a part of the project frontage improvements, the project proposes to widen Camino De La Reina along the project frontage to include an additional WB and EB through lane and a raised median. This widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the T&C property. The traffic signal at Hotel Circle N. / Camino De La Reina will be modified accordingly.

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

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

TABLE C–3
YEAR 2035 (HORIZON YEAR) + PROJECT (PHASES I AND II) MITIGATION SUMMARY

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

Other Modes

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

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

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

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

Transportation Demand Management Program

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

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TOWN & COUNTRY MASTER PLAN

San Diego, California
June 22, 2016

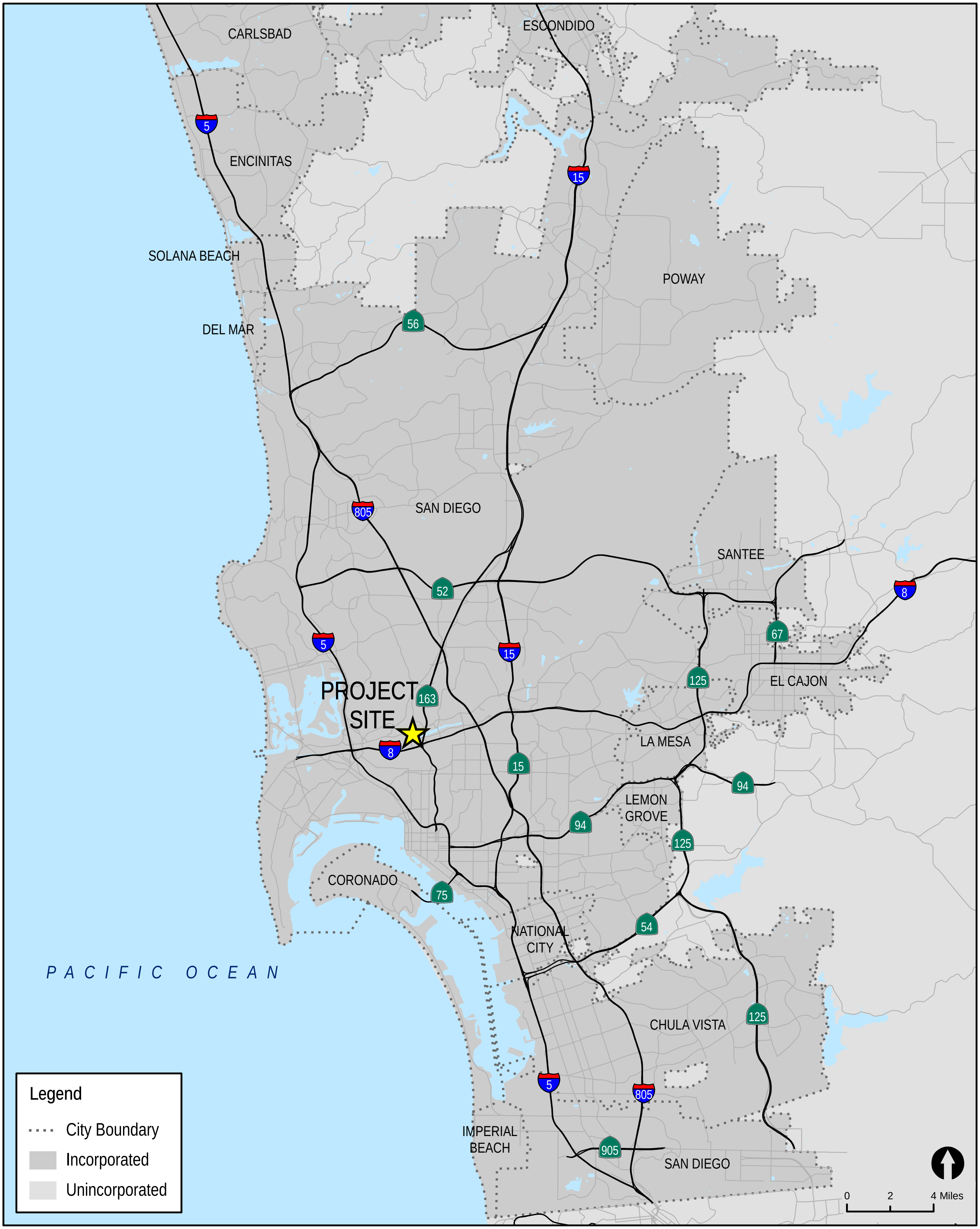
1.0 INTRODUCTION

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

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

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

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



LINSCOTT LAW & GREENSPAN engineers

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Figure 1-1

Vicinity Map

TOWN & COUNTRY MASTER PLAN

LINSCOTT LAW & GREENSPAN engineers

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Figure 1-2

Project Area Map

TOWN & COUNTRY MASTER PLAN

2.0 PROJECT DESCRIPTION

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

2.1 Existing Uses

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

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

Figure 2–1 illustrates the existing site.

2.2 Development Program

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

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

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

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

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

TABLE 2–1
LAND USE SUMMARY

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

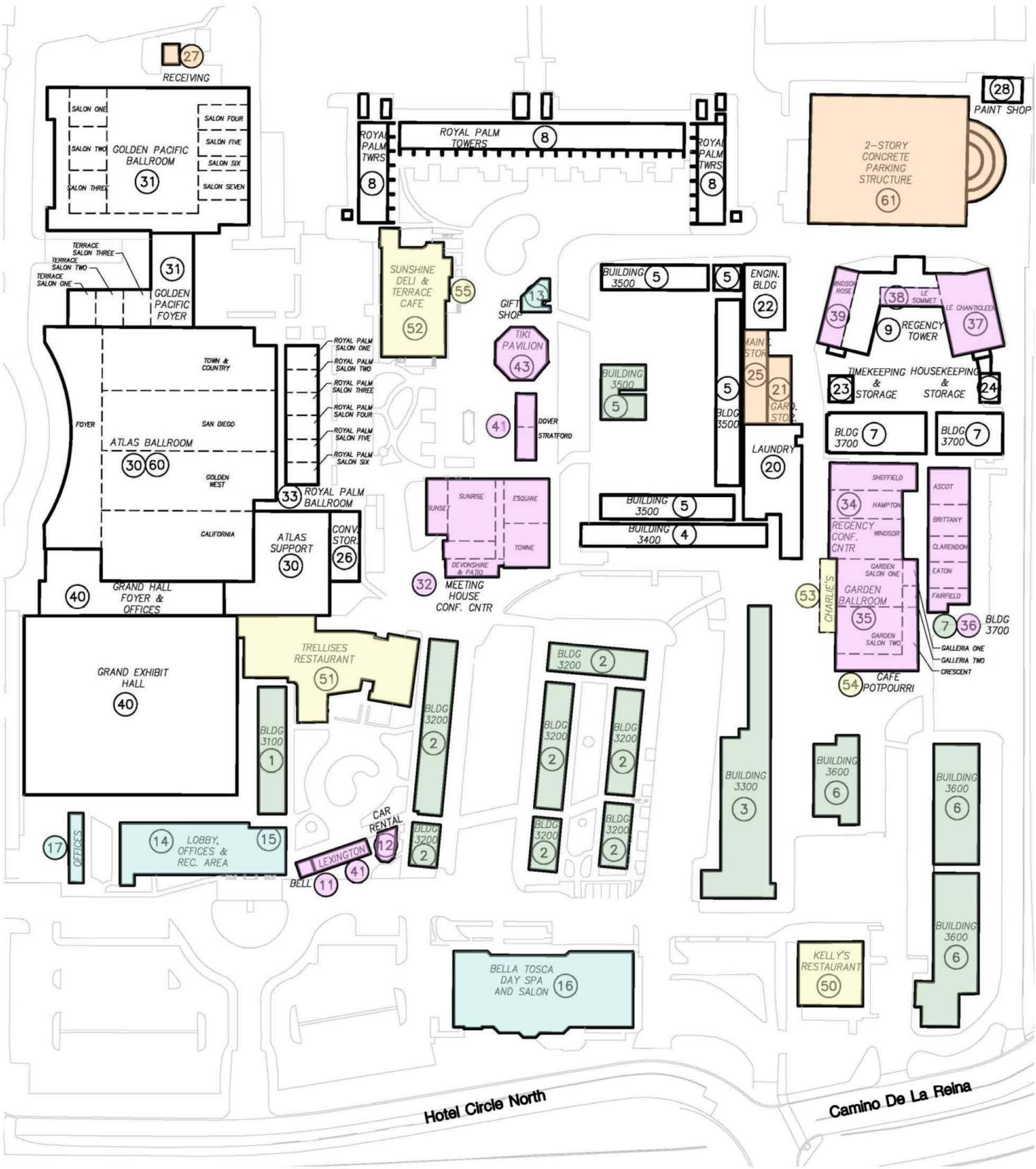
General Notes:

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

2.3 Project Access

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

Figure 2–2 depicts the Master Plan site plan.



LEGEND

- Hotel Rooms
- Guest Amenities
- Convention Space
- Food & Beverage
- Misc.

NOTE: Shading indicates demolition of buildings.

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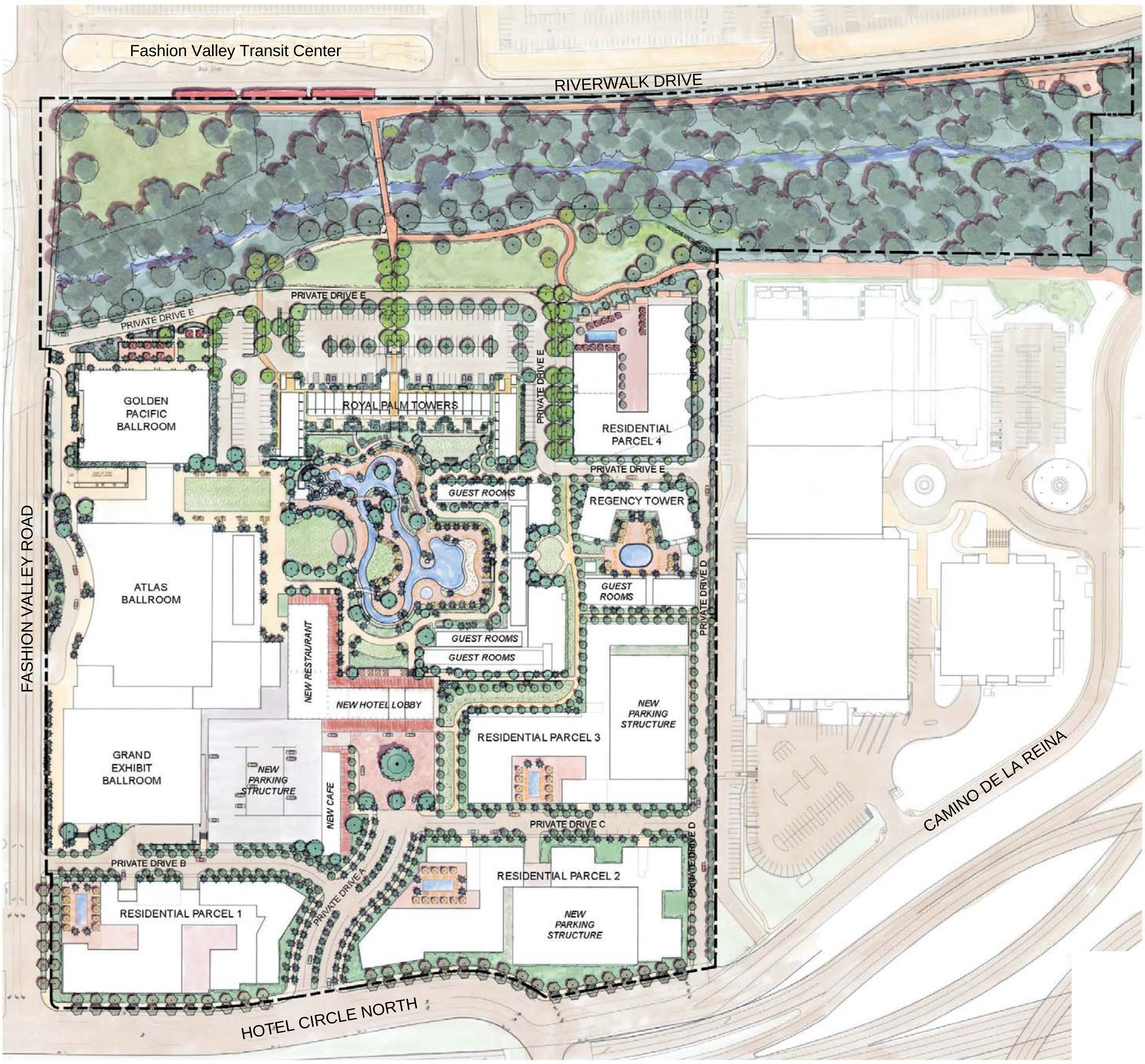
Figure 2-1

Existing Site

TOWN & COUNTRY MASTER PLAN



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

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

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Figure 2-2

Proposed Master Plan

TOWN & COUNTRY MASTER PLAN

3.0 EXISTING CONDITIONS

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

3.1 Project Study Area

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

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

Intersections:

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

Street Segments:

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

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

Freeway Segments:

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

Ramp Meters:

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

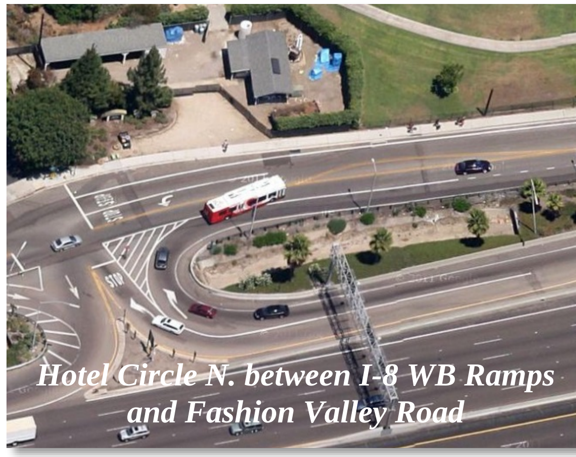
3.2 Existing Street Network

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

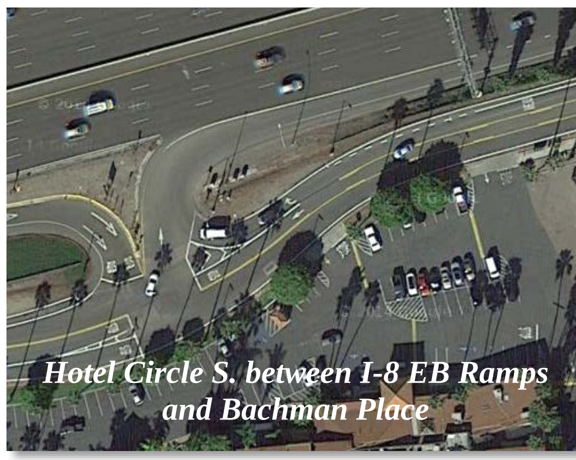
Interstate 8 (I-8) is an east/west facility that extends as a freeway from the San Diego area eastward to the California-Arizona border and beyond. It provides four (4) lanes eastbound and five (5) lanes westbound within the study area. The posted speed limit is 65 mph. Local interchanges are provided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


Interstate 8 (I-8)

Hotel Circle North forms the southern boundary of the Town and Country site**.** Hotel Circle North is classified as a four-lane Collector between Camino De La Reina and the I-8 Westbound hook ramps in the *Mission Valley Community Plan*. Hotel Circle North is currently constructed as a two-lane undivided roadway (Collector) with a two-way left-turn lane West of the I-8 ramps, a three-lane undivided roadway (Collector) between the I-8 ramps and Fashion Valley Road and a two-lane undivided roadway (Collector) with a two-way left-turn lane between Fashion Valley Road and Camino De La Reina. The Hotel Circle name transition occurs underneath the I-8 Freeway. Currently, Hotel Circle is primarily an east-west undivided roadway (Collector) excepting its brief north-south orientation under the I-8 Freeway during its transition from Hotel Circle North to Hotel Circle South.


Hotel Circle N. between I-8 WB Ramps and Fashion Valley Road

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

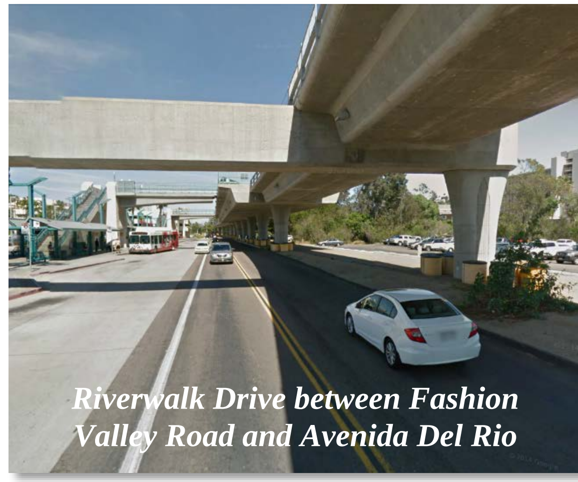

Hotel Circle S. between I-8 EB Ramps and Bachman Place

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


Fashion Valley Road between Friars Road and Avenida Del Rio

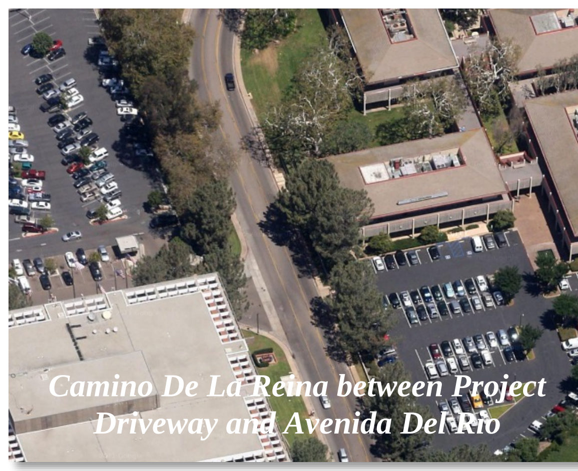
commercial / retail uses which are controlled by stop signs. The posted speed limit is 35 mph. Curbside parking is not permitted. No bike lanes are provided, but bus stops are provided.

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



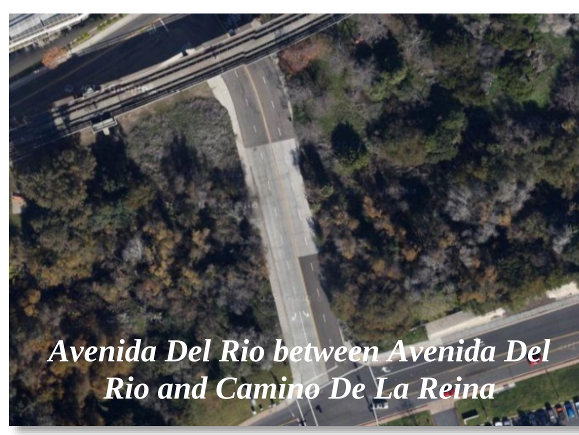
Riverwalk Drive between Fashion Valley Road and Avenida Del Rio

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



Camino De La Reina between Project Driveway and Avenida Del Rio

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



Avenida Del Rio between Avenida Del Rio and Camino De La Reina

3.3 Existing Traffic Volumes

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

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

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

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

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

TABLE 3–1
EXISTING TRAFFIC VOLUMES

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

Footnotes:

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

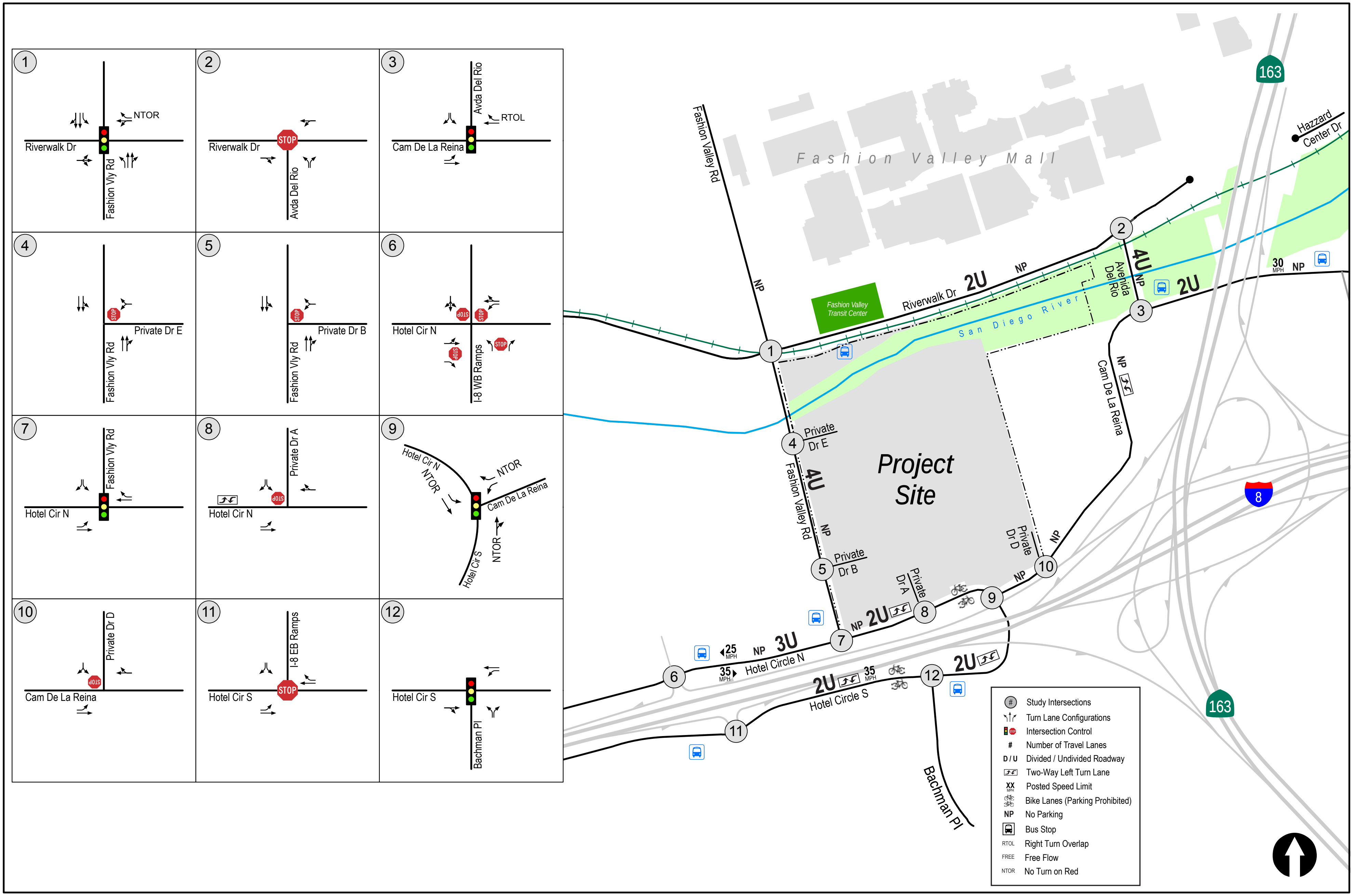


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Figure 3-1

Existing Conditions Diagram

TOWN & COUNTRY MASTER PLAN

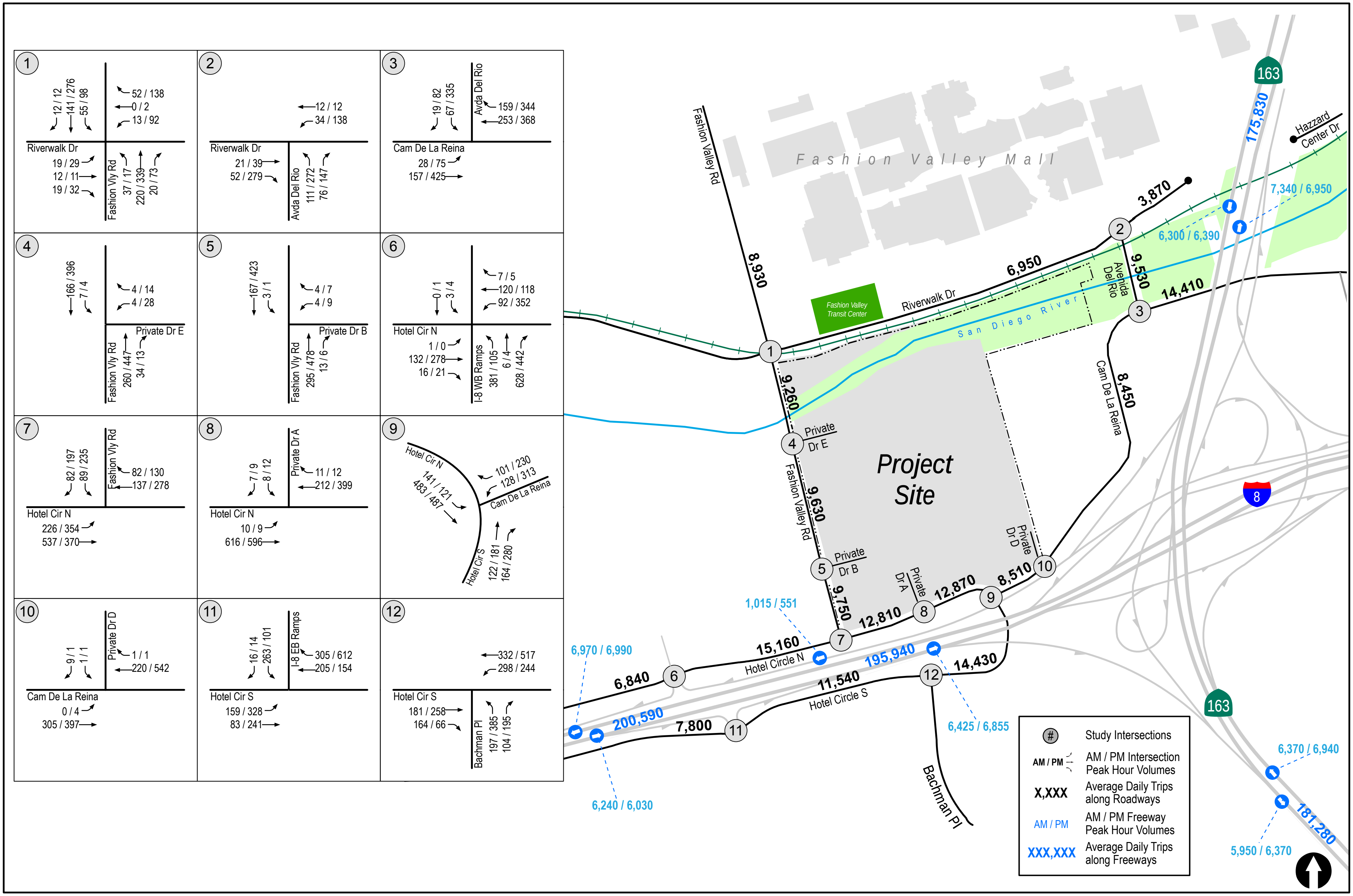

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Figure 3-2

Existing Traffic Volumes

TOWN & COUNTRY MASTER PLAN

4.0 SIGNIFICANCE CRITERIA

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

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

> "*Direct* traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (opening day)."
>
> "*Cumulative* traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan area reaches full planned buildout (long-term cumulative)."
>
> It is possible that a project's opening day (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact."
>
> For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions."

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

TABLE 4–1
CITY OF SAN DIEGO
TRAFFIC IMPACT SIGNIFICANT THRESHOLDS

Level of Service with Project[b]	Allowable Increase Due to Project Impacts[a]				
	Freeways		Roadway Segments		Intersections
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)
E	0.010	1.0	0.02	1.0	2.0
F	0.005	0.5	0.01	0.5	1.0

Footnotes:

a. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS.

b. All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply.

c. The allowable increase in delay at a freeway operating LOS E is 2 minutes. The allowable increase in delay at a freeway operating LOS F is 1 minute.

General Notes:

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

5.0 TRAFFIC ANALYSIS METHODOLOGY

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

5.1 Intersections

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

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

5.2 Street Segments

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

5.3 Freeway Segments

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

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

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

Daily Volume = Average Daily Traffic (ADT)
Peak Hour Percent = Percentage of ADT occurring during the peak hour.
Directional Factor = Percentage of peak hour traffic occurring in peak direction.
Truck Factor = Truck/terrain factor to represent influence of heavy vehicles & grades.
Capacity = 2,000 vehicles/lane/hour/lane for mainline, and 1,200 for auxiliary lanes.

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

TABLE 5–1
CALTRANS DISTRICT 11
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

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

5.4 Metered Freeway On-Ramps

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

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

6.0 CUMULATIVE PROJECTS

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

6.1 Cumulative Project Research

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

6.2 Cumulative Project Forecast

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

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

TABLE 6–1
CUMULATIVE PROJECTS – NEAR-TERM (YEAR 2018 – 2022)

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

Footnotes:

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

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

General Notes:

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

TABLE 6–2
CUMULATIVE PROJECTS – LONG-TERM (YEAR 2035)

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

Footnotes:

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

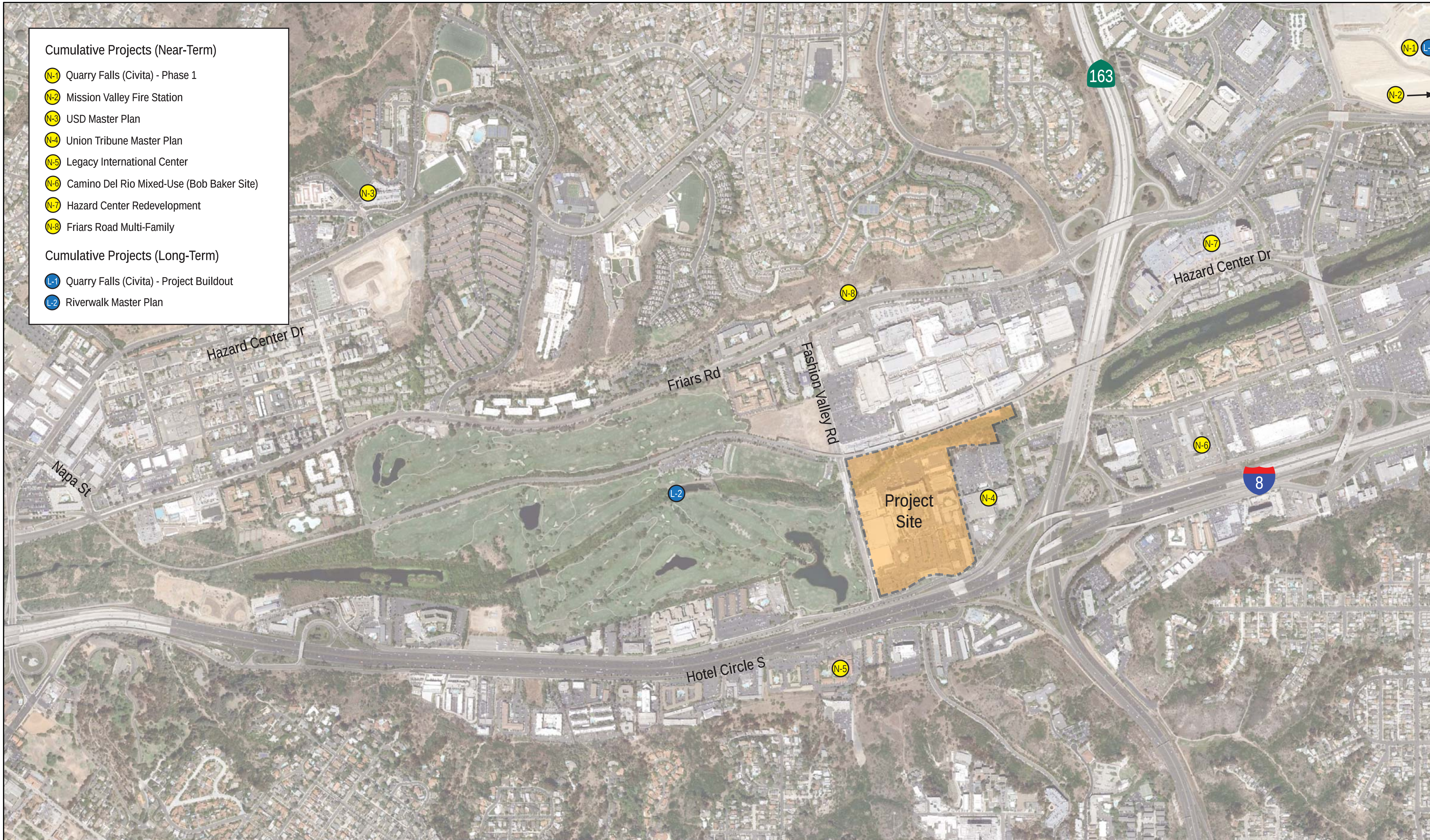

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Figure 6-1

Cumulative Projects Location Map

TOWN & COUNTRY MASTER PLAN

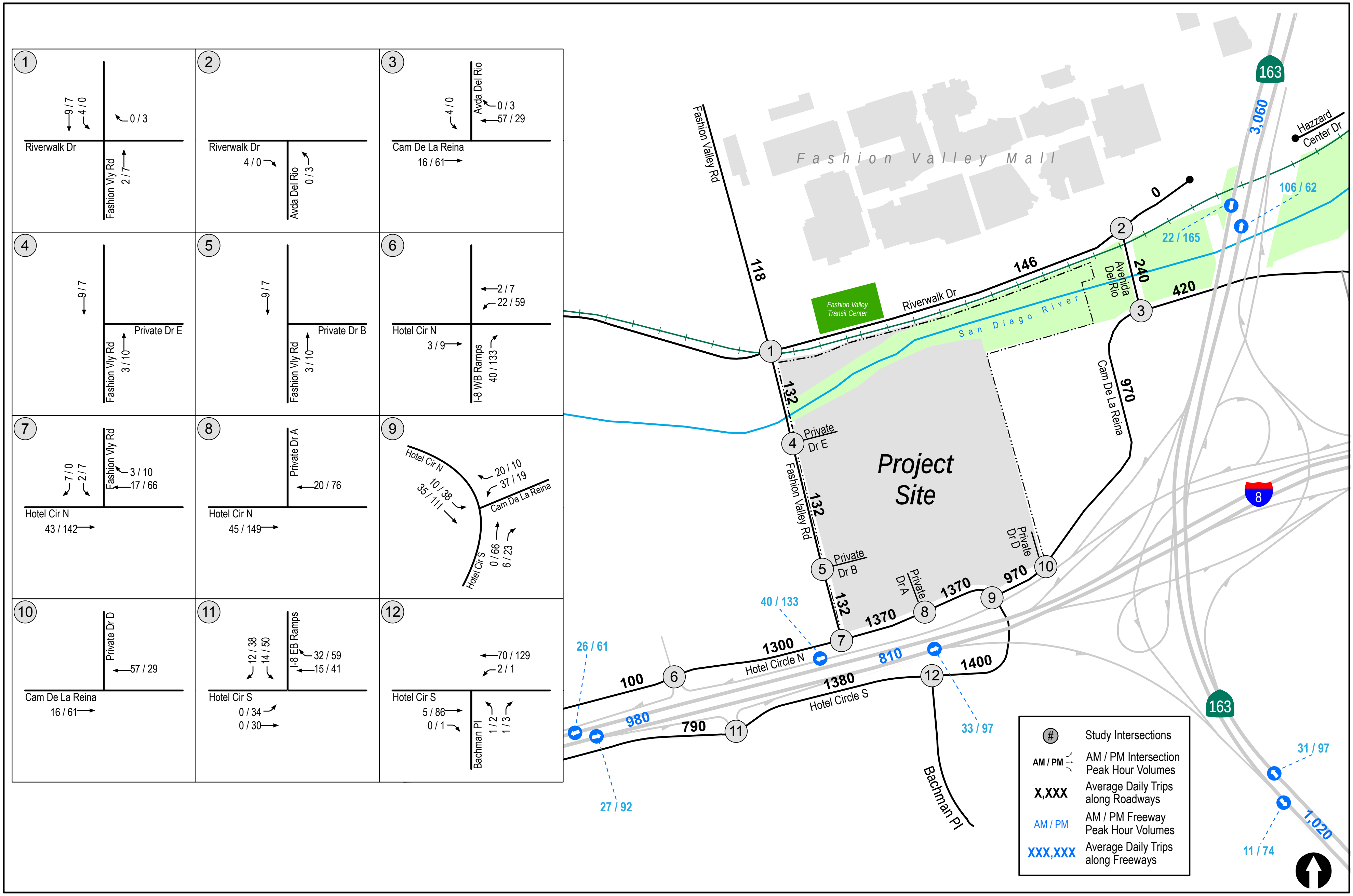

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Figure 6-2

Cumulative Project Assignment (Near-Term)

TOWN & COUNTRY MASTER PLAN

7.0 ANALYSIS OF EXISTING CONDITIONS

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

7.1 Existing Intersection Operations

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

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

7.2 Existing Street Segment Operations

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

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

7.3 Existing Freeway Segment Operations

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

SR-163

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

TABLE 7–1
EXISTING INTERSECTION OPERATIONS

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

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 7–2
EXISTING STREET SEGMENT OPERATIONS

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

Table 7–2
Existing Street Segment Operations

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

Footnotes:

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

General Notes:

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

TABLE 7–3
EXISTING FREEWAY SEGMENT OPERATIONS

Freeway and Segment	ADT[b]	AM Peak Hour					PM Peak Hour				
		Direction & Number of Lanes		Capacity[a]	V/C[c]	LOS[d]	Direction & Number of Lanes		Capacity[a]	V/C[c]	LOS[d]
SR-163											
Friars Road to I-8	175,830	NB Mainlines	4M+2CD+1A	13,200	0.556	B	NB Mainlines	4M+2CD+1A	13,200	0.527	B
		SB Mainlines	4M+ 2A	10,400	0.606	B	SB Mainlines	4M+ 2A	10,400	0.614	B
South of I-8	181,280	NB Mainlines	3M+ 1A	7,200	0.885	D	NB Mainlines	3M+ 1A	7,200	**0.964**	**E**
		SB Mainlines	4M	8,000	0.744	C	SB Mainlines	4M	8,000	0.796	C
I-8											
West of Hotel Circle	200,590	EB Mainlines	4M	8,000	0.780	C	EB Mainlines	4M	8,000	0.754	C
		WB Mainlines	4M+ 1A	9,200	0.758	C	WB Mainlines	4M+ 1A	9,200	0.760	C
Hotel Circle to SR-163	195,940	EB Mainlines	4M+ 1A	9,200	0.698	C	EB Mainlines	4M+ 1A	9,200	0.745	C
		WB Mainlines	4M+ 1A	9,200	0.746	C	WB Mainlines	4M+ 1A	9,200	0.719	C

Footnotes:

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

b. Existing ADT Volumes from PeMS, September 2014.

c. Volume to Capacity

d. Level of Service

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

General Notes:

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

8.0 EXISTING + TOTAL PROJECT ANALYSIS

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

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

8.1 Project Improvements

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

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

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

8.2 Total Project (Phases I and II) Traffic

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

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

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

8.2.1 *Total Project Trip Generation*

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

- The total project is calculated to generate 14,985 ADT (cumulative) with 748 inbound / 471 outbound trips during the AM peak hour and 695 inbound / 772 outbound trips during the PM peak hour.

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

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

8.2.2 *Total Project Trip Distribution*

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

8.3 Existing + Total Project Intersection Operations

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

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

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

TABLE 8–1
EXISTING + TOTAL PROJECT INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Total Project		Δ[c]	Significant Impact?
			Delay[a]	LOS[b]	Delay	LOS		
1. Riverwalk Drive / Fashion Valley Road	Signal	AM	13.7	B	13.6	B	(0.1)	No
		PM	15.9	B	15.8	B	(0.1)	No
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM	8.1	A	8.1	A	0.0	No
		PM	12.6	B	12.5	B	(0.1)	No
3. Camino De La Reina / Avenida Del Rio	Signal	AM	7.1	A	6.9	A	(0.2)	No
		PM	10.3	B	10.4	B	0.1	No
4. Fashion Valley Road / Private Drive E [d]	MSSC[e]	AM	10.3	B	9.3	A	(1.0)	No
		PM	14.2	B	9.8	A	(4.4)	No
5. Fashion Valley Road / Private Drive B [d]	MSSC[e]	AM	10.4	B	9.2	A	(1.2)	No
		PM	13.3	B	0.0[f]	A	(13.3)	No
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM	34.8	D	24.4	C	(10.4)	No
		PM	29.1	D	32.2	D	3.1	No
7. Hotel Circle N. / Fashion Valley Road	Signal	AM	18.1	B	17.7	B	(0.4)	No
		PM	22.2	C	20.8	C	(1.4)	No
8. Hotel Circle N. / Private Drive A	MSSC[e]	AM	12.1	B	13.6	B	1.5	No
		PM	13.6	B	8.5	A	(5.1)	No
9. Hotel Circle N. / Camino De La Reina	Signal	AM	10.6	B	11.0	B	0.4	No
		PM	15.9	B	15.8	B	(0.1)	No
10. Camino De La Reina / Private Drive D [d]	MSSC[e]	AM	9.8	A	10.0	B	0.2	No
		PM	15.6	C	12.3	B	(3.3)	No
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM	14.2	B	14.0	B	(0.2)	No
		PM	28.3	D	22.4	C	(5.9)	No
12. Hotel Circle S. / Bachman Place	Signal	AM	20.8	C	21.1	C	0.3	No
		PM	24.3	C	24.6	C	0.3	No

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

General Notes:
1. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

SIGNALIZED DELAY/LOS THRESHOLDS		UNSIGNALIZED DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

8.4 Existing + Total Project Street Segment Operations

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

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

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

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

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

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

TABLE 8–2
EXISTING + TOTAL PROJECT STREET SEGMENT OPERATIONS

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

TABLE 8–2
EXISTING + TOTAL PROJECT STREET SEGMENT OPERATIONS

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

Footnotes:

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

General Notes:

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

8.5 Existing + Total Project Freeway Segment Operations

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

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

SR-163

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

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

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

Freeway and Segment	Existing + Total Project ADT	Direction &Number of Lanes		Capacity[a]	Existing		Existing + Total Project		V/C Delta	Significant
					V/C[b]	LOS[c]	V/C	LOS		
SR-163										
Friars to I-8	176,010	NB Mainlines	4M+2CD+1A	13,200	0.556	B	0.558	B	0.002	No
		SB Mainlines	4M+ 2A	10,400	0.606	B	0.604	B	(0.002)	No
South of I-8	181,110	NB Mainlines	3M+ 1A	7,200	0.885	D	0.879	D	(0.006)	No
		SB Mainlines	4M	8,000	0.744	C	0.746	C	0.002	No
I-8										
West of Hotel Circle	200,420	EB Mainlines	4M	8,000	0.780	C	0.774	C	(0.006)	No
		WB Mainlines	4M+ 1A	9,200	0.758	C	0.761	C	0.003	No
Hotel Circle to SR-163	195,970	EB Mainlines	4M+ 1A	9,200	0.698	C	0.707	C	0.009	No
		WB Mainlines[d]	4M+ 1A	9,200	0.746	C	0.746	C	0.000	No

Footnotes:

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

b. Volume to Capacity

c. Level of Service

d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

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

General Notes:

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

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

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

Footnotes:

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

b. Volume to Capacity

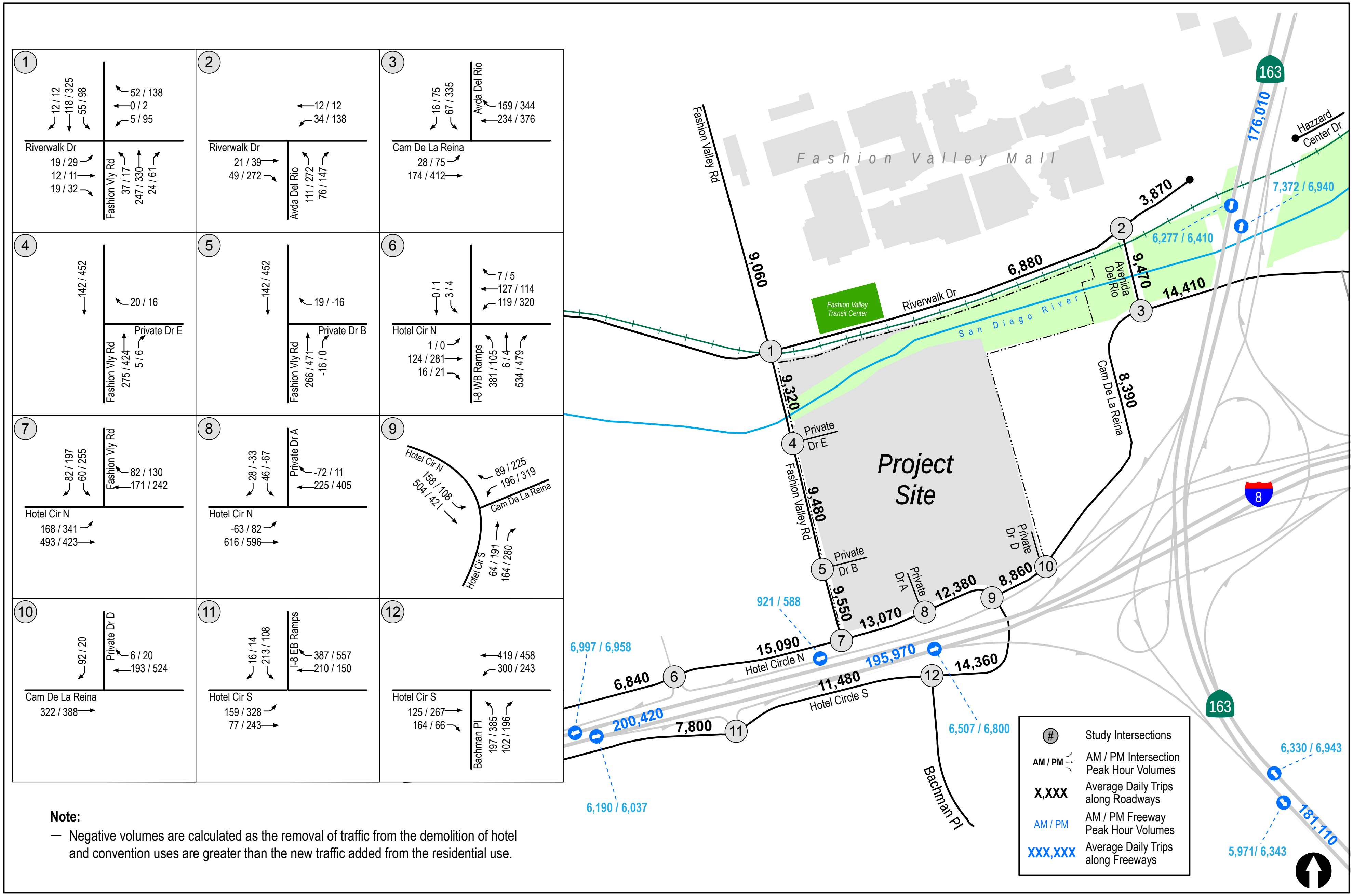
c. Level of Service

d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

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

General Notes:

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



Note:

— Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.

Linscott Law & Greenspan engineers

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Figure 8-1

Existing + Total Project Traffic Volumes

Town & Country Master Plan

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

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

9.1 Near-Term (Opening Day 2018) Conditions

Planned Local and Regional Improvements

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

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

Project Driveway Improvements

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

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

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

Near-Term (Opening Day 2018) Traffic Volumes

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

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

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

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

9.2.1 *Project Phase I Traffic Generation*

Existing Site

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

Proposed Master Plan

The Master Plan proposes the following uses:

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

Trip Generation

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

<u>*Hotel Rooms*</u>

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

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

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

Convention Space

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

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

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

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

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

Spa

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

Restaurant

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

Residential

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

Mixed-Use and Transit Credits

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

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

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

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

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

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

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

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

9.2.2 *Project Phase I Trip Generation*

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

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

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

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

9.2.3 *Project Phase I Traffic Distribution and Assignment*

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

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

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

Description and Size	Trip Rate & Credits	ADT[a]	AM Peak Hour % of ADT	AM Peak Hour In: Out Split	AM Volume In	AM Volume Out	AM Volume Total	PM Peak Hour % of ADT	PM Peak Hour In: Out Split	PM Volume In	PM Volume Out	PM Volume Total
Proposed												
Hotel[b]	Trip Rate (10.0 / Room)[c]	7,000	6%	60:40	252	168	420	8%	60:40	336	224	560
700 Rooms	*Transit / Mixed-Use Credit (5%)[d]*	-350			-23	-15	-38			-20	-14	-34
(reduced from existing 954 rooms)	Cumulative (100%)	6,650			229	153	382			316	210	526
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	6,650			229	153	382			316	210	526
Convention Space	Trip Rate (30 / 1,000 SF)[f,g]	4,264	13%	90:10	499	55	554	14%	20:80	119	478	597
Overall: 177,137 SF	*Transit / Mixed-Use Credit (5%)[d]*	-213			-45	-5	-50			-7	-29	-36
Ancillary[e]: 700 rooms x 50 SF/room = 35,000 SF	Cumulative (100%)	4,051			454	50	504			112	449	561
Effective: 177,137 – 35,000	Pass-By (0%)	0			0	0	0			0	0	0
= 142,137 SF	Driveway	4,051			454	50	504			112	449	561
Residential Parcel 1	Trip Rate (6 / DU)[h]	960	8%	20:80	15	62	77	9%	70:30	60	26	86
160 Dwelling Units in 1.70 acres	*Transit Credit (5%)[i]*	*-48*			*-1*	*-6*	*-7*			*-4*	*-1*	*-5*
(Over 20 DU/ac)	*Mixed-use Credit (10%)[j]*	*-96*			*-1*	*-5*	*-6*			*-6*	*-3*	*-9*
	Cumulative (100%)	816			13	51	64			50	22	72
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	816			13	51	64			50	22	72
Residential Parcel 2	Trip Rate (6 / DU)[h]	1,650	8%	20:80	26	106	132	9%	70:30	104	45	149
275 Dwelling Units in 2.53 acres	*Transit Credit (5%)[i]*	*-83*			*-2*	*-10*	*-12*			*-6*	*-3*	*-9*
(Over 20 DU/ac)	*Mixed-use Credit (10%)[j]*	*-165*			*-2*	*-9*	*-11*			*-11*	*-4*	*-15*
(new use)	Cumulative (100%)	1,402			22	87	109			87	38	125
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	1,402			22	87	109			87	38	125
	Cumulative	*12,919*			*718*	*341*	*1,059*			*565*	*719*	*1,284*
Proposed Subtotal	*Pass-By*	*0*			*0*	*0*	*0*			*0*	*0*	*0*
	Driveway	*12,919*			*718*	*341*	*1,059*			*565*	*719*	*1,284*
Existing												
Hotel	Trip Rate (10.0 / Room)	9,540	6%	60:40	343	229	572	8%	60:40	458	305	763
954 Rooms	*Transit / Mixed-Use Credit (0%)*	*0*			*0*	*0*	*0*			*0*	*0*	*0*
	Cumulative (100%)	9,540			343	229	572			458	305	763
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	9,540			343	229	572			458	305	763
Convention Space	Trip Rate (30 / 1,000 SF)	4,952	13%	90:10	580	64	644	14%	20:80	139	554	693
Overall: 212,762 SF	*Transit / Mixed-Use Credit (0%)*	0			0	0	0			0	0	0
Ancillary: 954 rooms x 50 SF/room = 47,700 SF	Cumulative (100%)	4,952			580	64	644			139	554	693
Effective: 212,762 – 47,700	Pass-By (0%)	0			0	0	0			0	0	0
= 165,062 SF	Driveway	4,952			580	64	644			139	554	693
Spa	Trip Rate (40 / 1,000 SF)	286	13%	90:10	33	4	37	14%	20:80	8	32	40
Overall: 14,298 SF	*Transit / Mixed-Use Credit (0%)*	*0*			*0*	*0*	*0*			*0*	*0*	*0*
Effective (50%): 7,149 SF[k]	Cumulative (100%)	286			33	4	37			8	32	40
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	286			33	4	37			8	32	40
Restaurants	Trip Rate (100 / 1,000 SF)	230	1%	60:40	1	1	2	8%	70:30	13	5	18
Overall: 25,652 SF	*Transit / Mixed-Use Credit (0%)*	*0*			*0*	*0*	*0*			*0*	*0*	*0*
Effective: 2,304 SF[l]	Cumulative (90%)	207			1	1	2			12	4	16
	Pass-By (10%)	23			0	0	0			1	1	2
	Driveway	230			1	1	2			13	5	18
	Cumulative	*14,985*			*957*	*298*	*1,255*			*617*	*895*	*1,512*
Existing Subtotal	*Pass-By*	*23*			*0*	*0*	*0*			*1*	*1*	*2*
	Driveway	*15,008*			*957*	*298*	*1,255*			*618*	*896*	*1,514*

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

Description and Size	Trip Rate & Credits	ADT[a]	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
Trip Generation Summary												
Net Project Total (Proposed – Existing)	*Cumulative*	*(2,066)*			*(239)*	*43*	*(196)*			*(52)*	*(176)*	*(228)*
	Pass-By	*(23)*			*0*	*0*	*0*			*(1)*	*(1)*	*(2)*
	Driveway	*(2,089)*			*(239)*	*43*	*(196)*			*(53)*	*(177)*	*(230)*

Footnotes:

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

General Notes:

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

9.3 Near-Term (Opening Day 2018) Intersection Operations

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

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

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

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

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

TABLE 9–2
NEAR-TERM (OPENING DAY 2018) INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Near-Term (Opening Day 2018)		Near-Term (Opening Day 2018) + Project Phase I		Δ[c]	Significant Impact?
			Delay[a]	LOS[b]	Delay	LOS		
1. Riverwalk Drive / Fashion Valley Road	Signal	AM	13.7	B	13.6	B	(0.1)	No
		PM	15.9	B	15.8	B	(0.1)	No
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM	8.1	A	8.1	A	0.0	No
		PM	12.7	B	12.6	B	(0.1)	No
3. Camino De La Reina / Avenida Del Rio	Signal	AM	7.2	A	7.1	A	(0.1)	No
		PM	10.5	B	10.5	B	0.0	No
4. Fashion Valley Road / Private Drive E [d]	MSSC[e]	AM	10.4	B	9.1	A	(1.3)	No
		PM	14.4	B	9.7	A	(4.7)	No
5. Fashion Valley Road / Private Drive B [d]	MSSC[e]	AM	10.5	B	9.2	A	(1.3)	No
		PM	13.5	B	0.0[f]	A	(13.5)	No
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM	**36.9**	**E**	27.1	D	(9.8)	No
		PM	**48.3**	**E**	**42.4**	**E**	(5.9)	No
7. Hotel Circle N. / Fashion Valley Road	Signal	AM	18.4	B	17.8	B	(0.6)	No
		PM	23.8	C	21.1	C	(2.7)	No
8. Hotel Circle N. / Private Drive A	MSSC[e]	AM	12.5	B	14.7	B	2.2	No
		PM	15.3	C	8.5	A	(6.8)	No
9. Hotel Circle N. / Camino De La Reina	Signal	AM	11.1	B	10.6	B	(0.5)	No
		PM	20.5	C	17.8	B	(2.7)	No
10. Camino De La Reina / Private Drive D [d]	MSSC[e]	AM	10.1	B	9.7	A	(0.4)	No
		PM	16.8	C	0.0[f]	A	(16.8)	No
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM	15.4	C	13.8	B	(1.6)	No
		PM	**35.5**	**E**	34.1	D	(1.4)	No
12. Hotel Circle S. / Bachman Place	Signal	AM	22.8	C	21.1	C	(1.7)	No
		PM	28.6	C	27.2	C	(1.4)	No

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

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

SIGNALIZED DELAY/LOS THRESHOLDS Delay	LOS	UNSIGNALIZED DELAY/LOS THRESHOLDS Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

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

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

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

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

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

TABLE 9–3
NEAR-TERM (OPENING DAY 2018) STREET SEGMENT OPERATIONS

Street Segment	Functional Classification	Capacity (LOS E) [a]	Near-Term			Near-Term (Opening Day 2018) + Project Phase I			V/C Increase	Sig
			ADT[b]	LOS[c]	V/C[d]	ADT[b]	LOS[c]	V/C[d]		
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector *(commercial fronting)*	8,000	**7,096**	**E**	**0.887**	**6,946**	**E**	**0.868**	(0.019)	No
East of Avenida Del Rio	2-Lane Collector *(commercial fronting)*	8,000	3,870	C	0.484	3,870	C	0.484	0.000	No
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector *(continuous left-turn lane)*	15,000	9,480	C	0.632	8,990	C	0.599	(0.033)	No
Private Drive D to Avenida Del Rio	2-Lane Collector *(continuous left-turn lane)*	15,000	9,420	C	0.628	9,150	C	0.610	(0.018)	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	**14,830**	**F**	**1.483**	**14,620**	**F**	**1.462**	(0.021)	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector *(continuous left-turn lane)*	15,000	6,940	B	0.463	6,860	B	0.457	(0.006)	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector *(no center lane)*	15,000	**16,460**	**F**	**1.097**	**15,650**	**F**	**1.043**	(0.054)	No
I-8 WB Ramps to Private Drive A	2-Lane Collector *(continuous left-turn lane)*	15,000	**14,180**	**E**	**0.945**	**13,670**	**E**	**0.911**	(0.034)	No
Private Drive A to Camino De La Reina	2-Lane Collector *(continuous left-turn lane)*	15,000	**14,240**	**E**	**0.949**	**13,400**	**E**	**0.893**	(0.056)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector *(continuous left-turn lane)*	15,000	8,590	C	0.573	8,530	C	0.569	(0.004)	No
I-8 EB Ramps to Bachman Place	2-Lane Collector *(continuous left-turn lane)*	15,000	12,920	D	0.861	12,140	D	0.809	(0.052)	No
Bachman Place to Camino De La Reina	2-Lane Collector *(continuous left-turn lane)*	15,000	**15,830**	**F**	**1.055**	**15,020**	**F**	**1.001**	(0.054)	No

TABLE 9–3
NEAR-TERM (OPENING DAY 2018) STREET SEGMENT OPERATIONS

Street Segment	Functional Classification	Capacity (LOS E) [a]	Near-Term			Near-Term (Opening Day 2018) + Project Phase I			V/C Increase	Sig
			ADT[b]	LOS[c]	V/C[d]	ADT[b]	LOS[c]	V/C[d]		
Fashion Valley Road										
North of Riverwalk Drive	4-Lane Collector *(exclusive left-turn lanes)*	22,500[e]	9,048	B	0.402	8,888	B	0.395	(0.007)	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	9,392	C	0.626	9,082	C	0.605	(0.021)	No
Private Drive E to Private Drive B	4-Lane Collector	15,000	9,762	C	0.651	9,262	C	0.617	(0.034)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	9,882	C	0.659	9,342	C	0.623	(0.036)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	9,770	A	0.326	9,710	A	0.324	(0.002)	No

Footnotes:

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

General Notes:

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

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

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

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

SR-163

- South of I-8, *LOS E–PM (NB)*

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

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

Freeway and Segment	Near-Term (Opening Day 2018) ADT	Direction & Number of Lanes		Capacity[a]	Near-Term		Near-Term (Opening Day 2018) + Project Phase I		V/C Delta	Significant
					V/C[b]	LOS[c]	V/C[b]	LOS[c]		
SR-163										
Friars to I-8	178,890	NB Mainlines	4M+2CD+1A	13,200	0.564	B	0.567	B	0.003	No
		SB Mainlines	4M+ 2A	10,400	0.608	B	0.606	B	(0.002)	No
South of I-8	182,300	NB Mainlines	3M+ 1A	7,200	0.889	D	0.883	D	(0.006)	No
		SB Mainlines	4M	8,000	0.745	C	0.748	C	0.003	No
I-8										
West of Hotel Circle	201,570	EB Mainlines	4M	8,000	0.783	C	0.777	C	(0.006)	No
		WB Mainlines	4M+ 1A	9,200	0.760	C	0.763	C	0.003	No
Hotel Circle to SR-163	196,750	EB Mainlines	4M+ 1A	9,200	0.702	C	0.711	C	0.009	No
		WB Mainlines[d]	4M+ 1A	9,200	0.746	C	0.746	C	0.000	No

Footnotes:

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

b. Volume to Capacity

c. Level of Service

d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

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

General Notes:

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

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

Freeway and Segment	Near-Term (Opening Day 2018) ADT	Direction & Number of Lanes		Capacity[a]	Near-Term		Near-Term (Opening Day 2018) + Project Phase I		V/C Delta	Significant
					V/C[b]	LOS[c]	V/C[b]	LOS[c]		
SR-163										
Friars to I-8	178,890	NB Mainlines	4M+2CD+1A	13,200	0.531	B	0.530	B	(0.001)	No
		SB Mainlines	4M+ 2A	10,400	0.630	C	0.632	C	0.002	No
South of I-8	182,300	NB Mainlines	3M+ 1A	7,200	**0.977**	**E**	**0.978**	**E**	0.001	No
		SB Mainlines	4M	8,000	0.806	D	0.802	D	(0.004)	No
I-8										
West of Hotel Circle	201,570	EB Mainlines	4M	8,000	0.765	C	0.766	C	0.001	No
		WB Mainlines	4M+ 1A	9,200	0.766	C	0.763	C	(0.003)	No
Hotel Circle to SR-163	196,750	EB Mainlines	4M+ 1A	9,200	0.756	C	0.750	C	(0.006)	No
		WB Mainlines[d]	4M+ 1A	9,200	0.719	C	0.719	C	0.000	No

Footnotes:

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

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

General Notes:

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

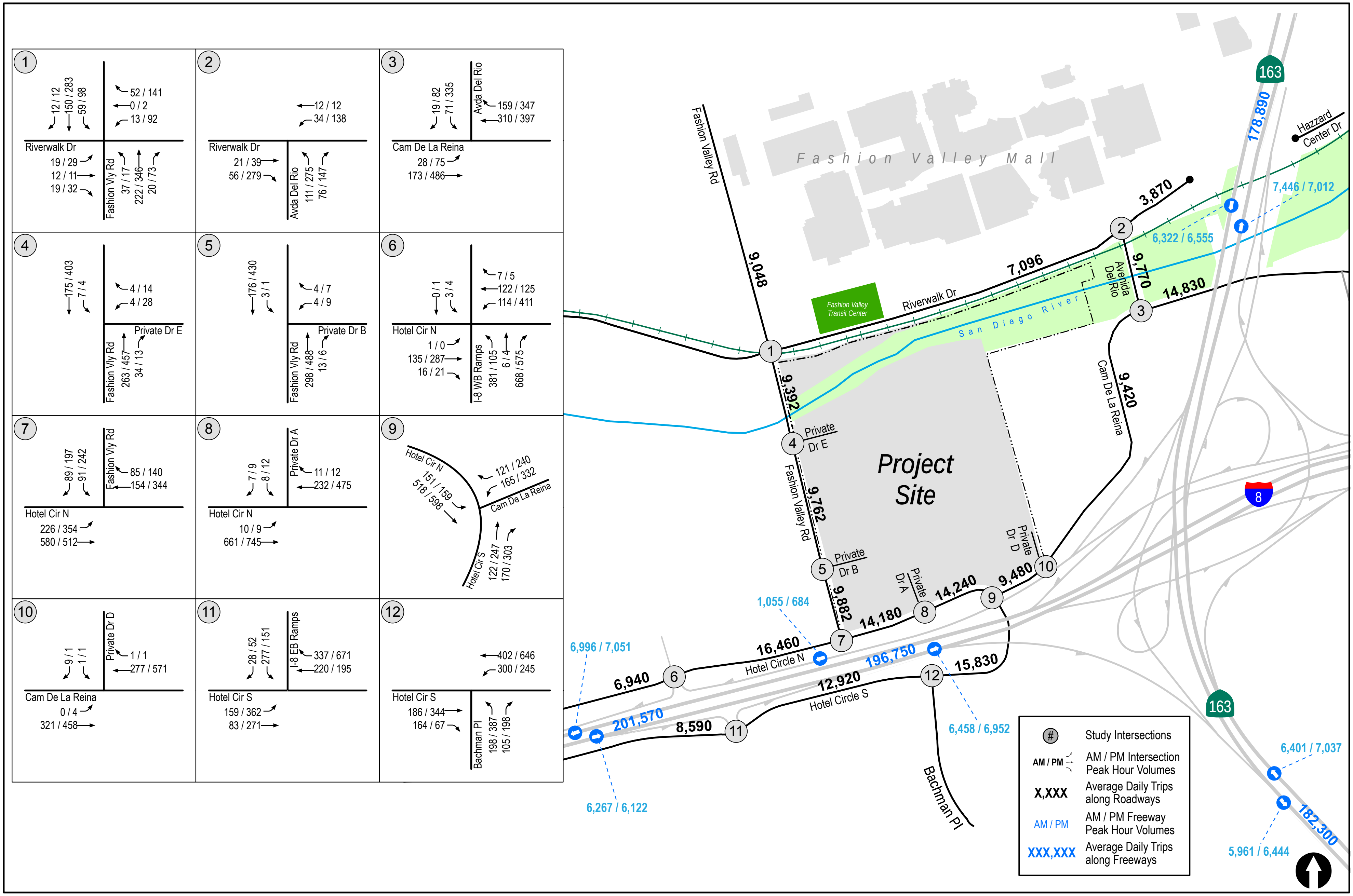

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Figure 9-1

Near-Term (Opening Day 2018) Without Project Traffic Volumes

TOWN & COUNTRY MASTER PLAN

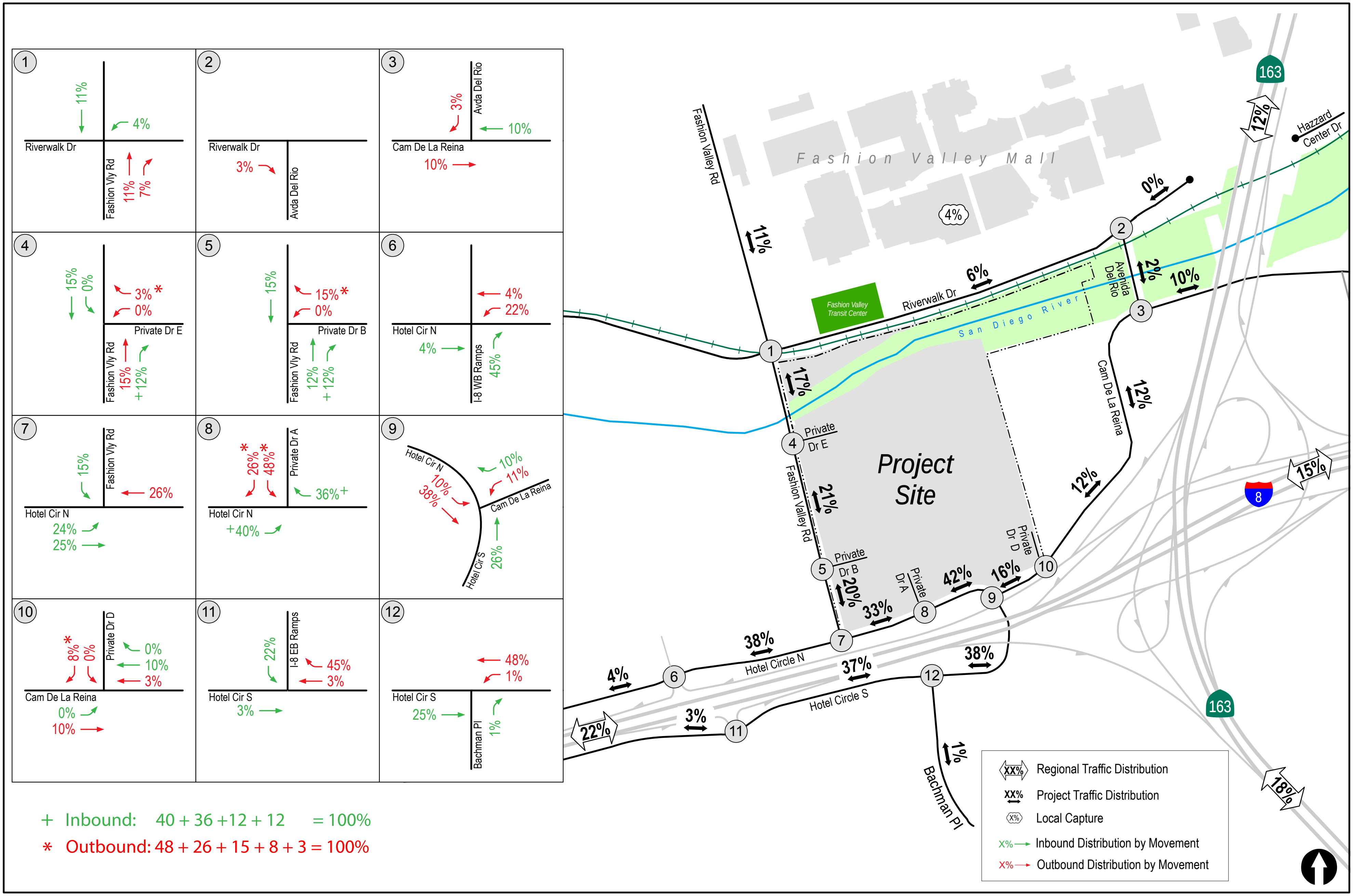

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Figure 9-2

Near-Term (Opening Day 2018) Project Traffic Distribution

(Hotel & Convention Only)

TOWN & COUNTRY MASTER PLAN

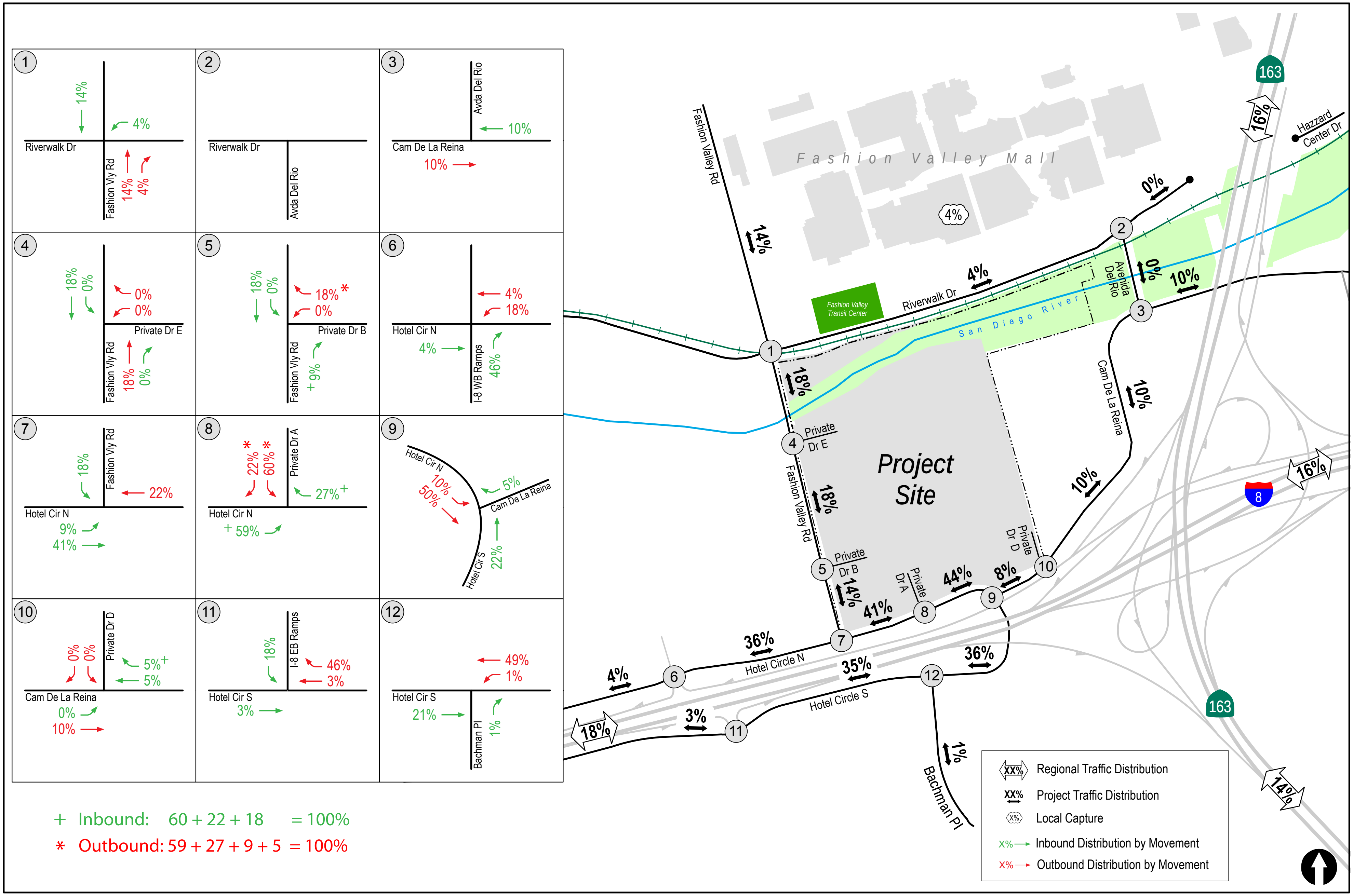

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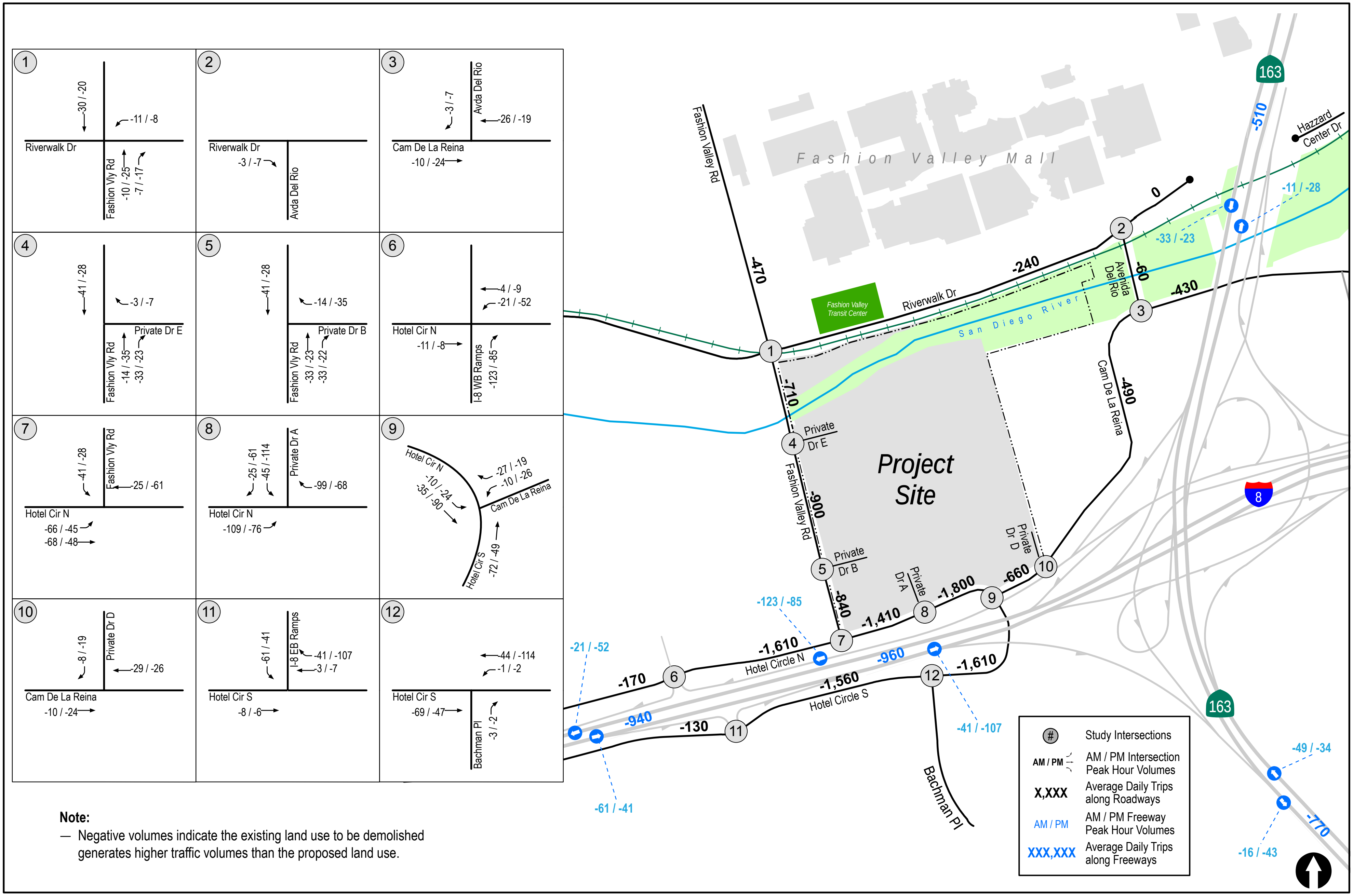
Figure 9-3

Near-Term (Opening Day 2018) Project Phase I Traffic Distribution (Residential Only)

TOWN & COUNTRY MASTER PLAN



Note:

— Negative volumes indicate the existing land use to be demolished generates higher traffic volumes than the proposed land use.

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Figure 9-4

Near-Term (Opening Day 2018) Project Traffic Volumes

(Hotel & Convention Only)

TOWN & COUNTRY MASTER PLAN

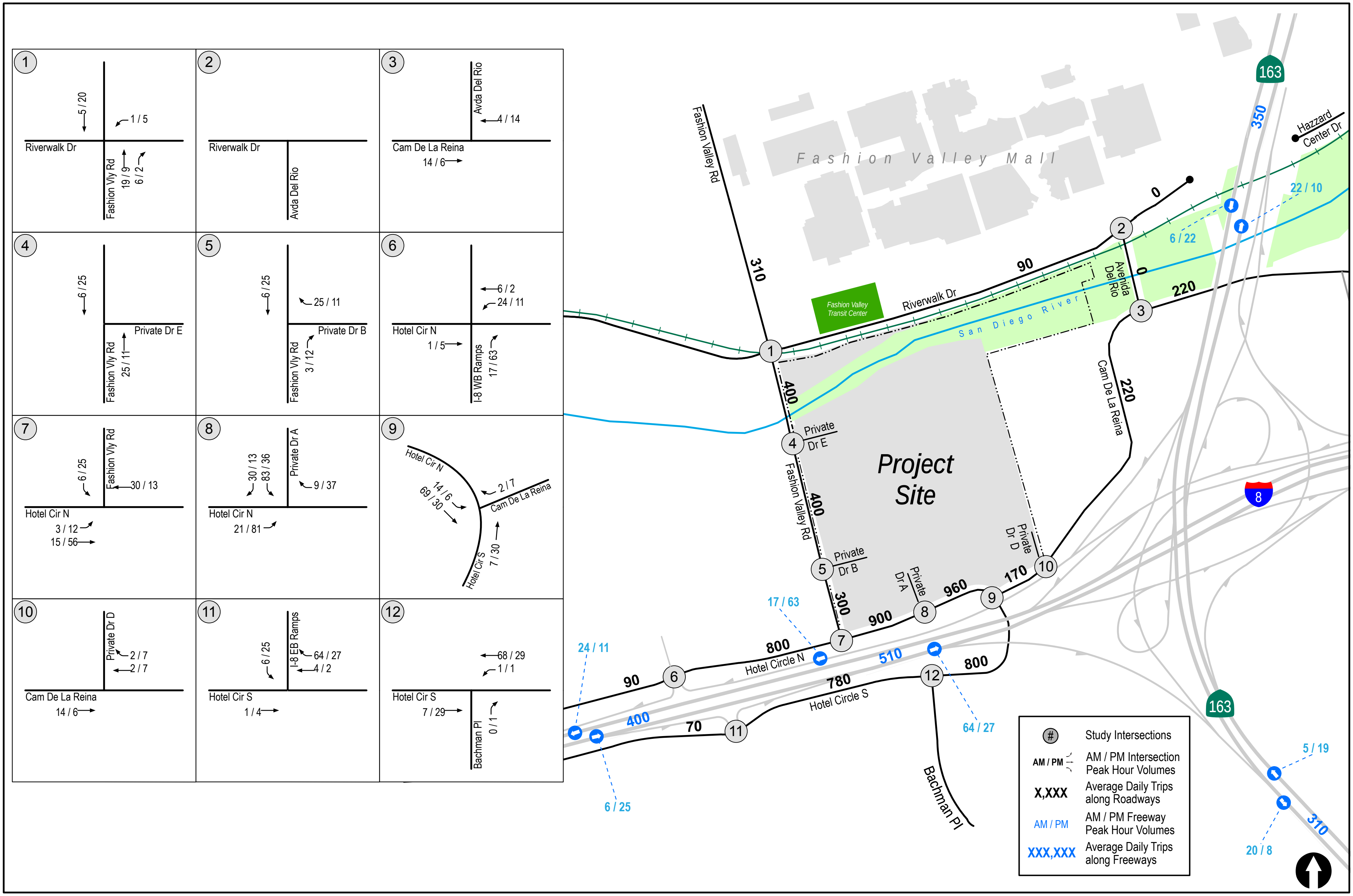

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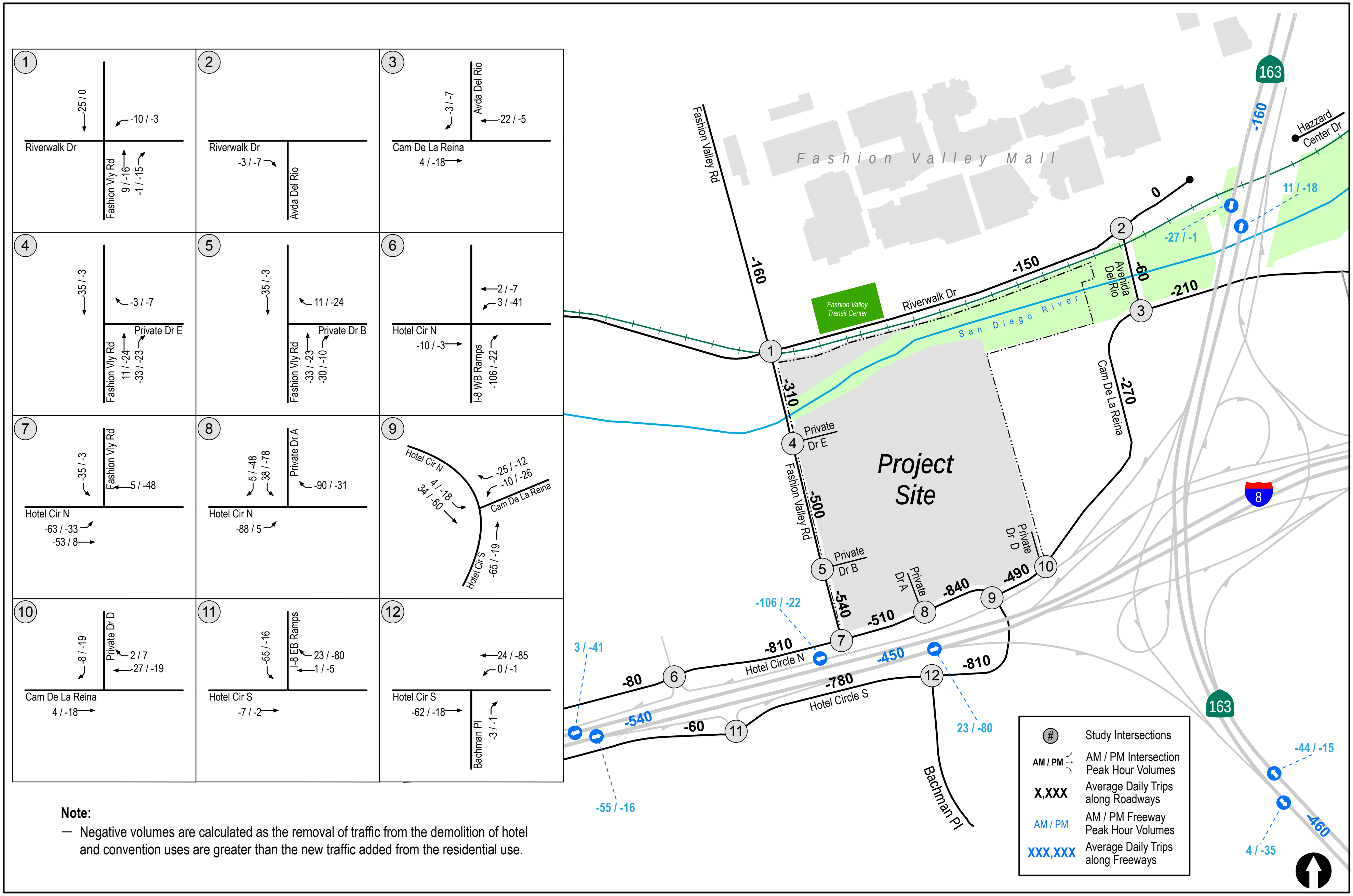
Figure 9-5

Near-Term (Opening Day 2018) Project Phase I Traffic Volumes (Residential Only)

TOWN & COUNTRY MASTER PLAN



Note:

— Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.

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Figure 9-6

Near-Term (Opening Day 2018) Net Project Traffic Volumes

TOWN & COUNTRY MASTER PLAN

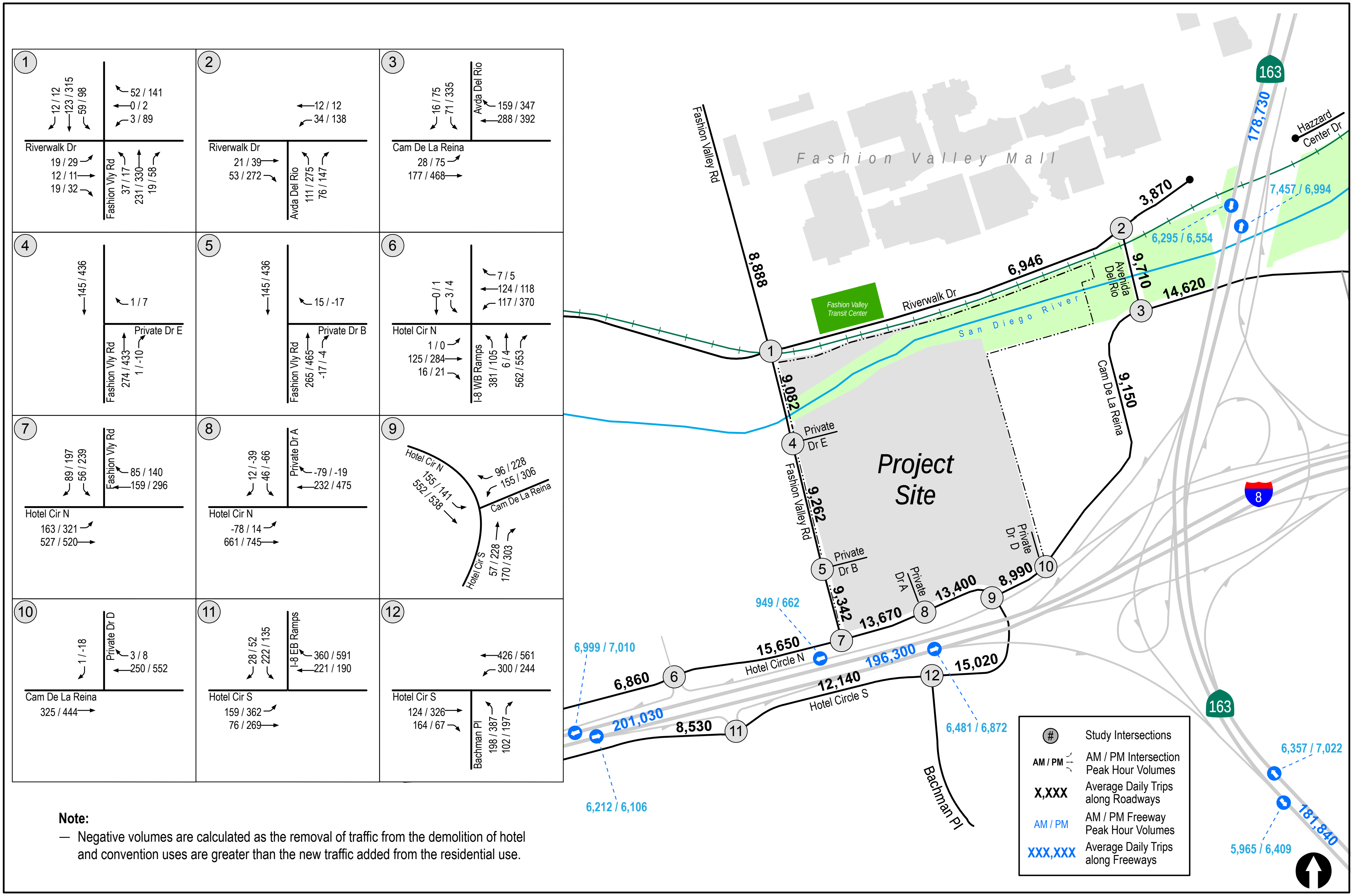

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Figure 9-7

Near-Term (Opening Day 2018) With Project Phase I Traffic Volumes

TOWN & COUNTRY MASTER PLAN

10.0 YEAR 2022 (PHASES I AND II) ANALYSIS

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

10.1 Year 2022 Conditions

Planned Local and Regional Improvements

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

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

Project Driveway Improvements

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

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

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

Year 2022 Traffic Volumes

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

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

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

10.2 Year 2022 Project (Phases I and II) Traffic

10.2.1 *Project (Phases I and II) Traffic Generation*

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

- The proposed Phases I and II project is calculated to generate 14,985 ADT (cumulative) with 748 inbound / 471 outbound trips during the AM peak hour and 695 inbound / 772 outbound trips during the PM peak hour.

- The existing site is calculated to generate 14,985 ADT (cumulative) with 957 inbound / 298 outbound trips during the AM peak hour and 617 inbound / 895 outbound trips during the PM peak hour.

- The net total project is calculated to generate 0 ADT (cumulative) with (209) inbound / 173 outbound trips during the AM peak hour and 78 inbound / (123) outbound trips during the PM peak hour.

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

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

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

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

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

- ***Figure 10–5*** shows the Year 2022 + Project (Phases I and II) traffic volumes.

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

Description and Size	Trip Rate & Credits	ADT[a]	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
					Year 2018							
Hotel[b]	Trip Rate (10.0 / Room)[c]	7,000	6%	60:40	252	168	420	8%	60:40	336	224	560
700 Rooms	*Transit / Mixed-Use Credit (5%)*[d]	-350			-23	-15	-38			-20	-14	-34
(reduced from existing 954 rooms)	Cumulative (100%)	6,650			229	153	382			316	210	526
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	6,650			229	153	382			316	210	526
Convention Space	Trip Rate (30 / 1,000 SF)[f,g]	4,264	13%	90:10	499	55	554	14%	20:80	119	478	597
Overall: 177,137 SF	*Transit / Mixed-Use Credit (5%)*[d]	-213			-45	-5	-50			-7	-29	-36
Ancillary[e]*: 700 rooms x 50 SF/room = 35,000 SF*	Cumulative (100%)	4,051			454	50	504			112	449	561
Effective: 177,137 – 35,000	Pass-By (0%)	0			0	0	0			0	0	0
= 142,137 SF	Driveway	4,051			454	50	504			112	449	561
Residential Parcel 1	Trip Rate (6 / DU)[h]	960	8%	20:80	15	62	77	9%	70:30	60	26	86
160 Dwelling Units in 1.70 acres	*Transit Credit (5%)*[i]	*-48*			*-1*	*-6*	*-7*			*-4*	*-1*	*-5*
(Over 20 DU/ac)	*Mixed-use Credit (10%)*[j]	*-96*			*-1*	*-5*	*-6*			*-6*	*-3*	*-9*
	Cumulative (100%)	816			13	51	64			50	22	72
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	816			13	51	64			50	22	72
Residential Parcel 2	Trip Rate (6 / DU)[h]	1,650	8%	20:80	26	106	132	9%	70:30	104	45	149
275 Dwelling Units in 2.53 acres	*Transit Credit (5%)*[i]	*-83*			*-2*	*-10*	*-12*			*-6*	*-3*	*-9*
(Over 20 DU/ac)	*Mixed-use Credit (10%)*[j]	*-165*			*-2*	*-9*	*-11*			*-11*	*-4*	*-15*
	Cumulative (100%)	1,402			22	87	109			87	38	125
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	1,402			22	87	109			87	38	125
					Year 2022							
Residential Parcel 3	Trip Rate (6 / DU)[h]	1,530	8%	20:80	24	98	122	9%	70:30	97	41	138
255 Dwelling Units in 1.92 acres	*Transit Credit (5%)*[i]	*-76*			*-3*	*-8*	*-11*			*-5*	*-3*	*-8*
(Over 20 DU/ac)	*Mixed-use Credit (10%)*[j]	*-153*			*-3*	*-8*	*-11*			*-9*	*-6*	*-15*
(new use)	Cumulative (100%)	1,301			18	82	100			83	32	115
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	1,301			18	82	100			83	32	115
Residential Parcel 4	Trip Rate (6 / DU)[h]	900	8%	20:80	14	58	72	9%	70:30	57	24	81
150 Dwelling Units in 1.25 acres	*Transit Credit (5%)*[i]	*-45*			*-1*	*-5*	*-6*			*-4*	*-1*	*-5*
(Over 20 DU/ac)	*Mixed-use Credit (10%)*[j]	*-90*			*-1*	*-5*	*-6*			*-6*	*-2*	*-8*
(new use)	Cumulative (100%)	765			12	48	60			47	21	68
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	765			12	48	60			47	21	68
	Cumulative	*14,985*			*748*	*471*	*1,219*			*695*	*772*	*1,467*
Proposed Subtotal	*Pass-By*	*0*			*0*	*0*	*0*			*0*	*0*	*0*
	Driveway	*14,985*			*748*	*471*	*1,219*			*695*	*772*	*1,467*
					Existing							
Hotel	Trip Rate (10.0 / Room)	9,540	6%	60:40	343	229	572	8%	60:40	458	305	763
954 Rooms	*Transit / Mixed-Use Credit (0%)*	*0*			*0*	*0*	*0*			*0*	*0*	*0*
	Cumulative (100%)	9,540			343	229	572			458	305	763
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	9,540			343	229	572			458	305	763
Convention Space	Trip Rate (30 / 1,000 SF)	4,952	13%	90:10	580	64	644	14%	20:80	139	554	693
Overall: 212,762 SF	*Transit / Mixed-Use Credit (0%)*	0			0	0	0			0	0	0
Ancillary: 954 rooms x 50 SF/room = 47,700 SF	Cumulative (100%)	4,952			580	64	644			139	554	693
Effective: 212,762 – 47,700	Pass-By (0%)	0			0	0	0			0	0	0
= 165,062 SF	Driveway	4,952			580	64	644			139	554	693
Spa	Trip Rate (40 / 1,000 SF)	286	13%	90:10	33	4	37	14%	20:80	8	32	40
Overall: 14,298 SF	*Transit / Mixed-Use Credit (0%)*	*0*			*0*	*0*	*0*			*0*	*0*	*0*
Effective (50%): 7,149 SF[k]	Cumulative (100%)	286			33	4	37			8	32	40
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	286			33	4	37			8	32	40
Restaurants	Trip Rate (100 / 1,000 SF)	230	1%	60:40	1	1	2	8%	70:30	13	5	18
Overall: 25,652 SF	*Transit / Mixed-Use Credit (0%)*	*0*			*0*	*0*	*0*			*0*	*0*	*0*
Effective: 2,304 SF[l]	Cumulative (90%)	207			1	1	2			12	4	16
	Pass-By (10%)	23			0	0	0			1	1	2
	Driveway	230			1	1	2			13	5	18
	Cumulative	*14,985*			*957*	*298*	*1,255*			*617*	*895*	*1,512*
Existing Subtotal	*Pass-By*	*23*			*0*	*0*	*0*			*1*	*1*	*2*
	Driveway	*15,008*			*957*	*298*	*1,255*			*618*	*896*	*1,514*

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

Description and Size	Trip Rate & Credits	ADT[a]	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
Trip Generation Summary												
Net Project Total (Proposed – Existing)	*Cumulative*	*0*			*(209)*	*173*	*(36)*			*78*	*(123)*	*(45)*
	Pass-By	*(23)*			*0*	*0*	*0*			*(1)*	*(1)*	*(2)*
	Driveway	*(23)*			*(209)*	*173*	*(36)*			*77*	*(124)*	*(47)*

Footnotes:

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

General Notes:

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

10.3 Year 2022 Intersection Operations

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

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

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

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

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

TABLE 10–2
YEAR 2022 INTERSECTION OPERATIONS

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

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. "Δ" denotes the project-induced increase in delay.
d. Inbound and outbound left-turns were assumed to be prohibited in the "with project" scenario.
e. MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for Year 2022 condition.
f. No delay reported as project volumes are lower than existing volumes on the minor street movements.

General Notes:

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

SIGNALIZED DELAY/LOS THRESHOLDS Delay	LOS	UNSIGNALIZED DELAY/LOS THRESHOLDS Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

10.4 Year 2022 Street Segment Operations

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

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

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

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

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

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

TABLE 10–3
YEAR 2022 STREET SEGMENT OPERATIONS

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

TABLE 10–3
YEAR 2022 STREET SEGMENT OPERATIONS

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

Footnotes:

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

General Notes:

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

10.5 Year 2022 Freeway Segment Operations

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

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

SR-163

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

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

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

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

Footnotes:

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

b. Volume to Capacity

c. Level of Service

d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

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

General Notes:

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

TABLE 10–4B
YEAR 2022 FREEWAY SEGMENT OPERATIONS—PM PEAK HOUR

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

Footnotes:

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

b. Volume to Capacity.

c. Level of Service.

d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

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

General Notes:

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

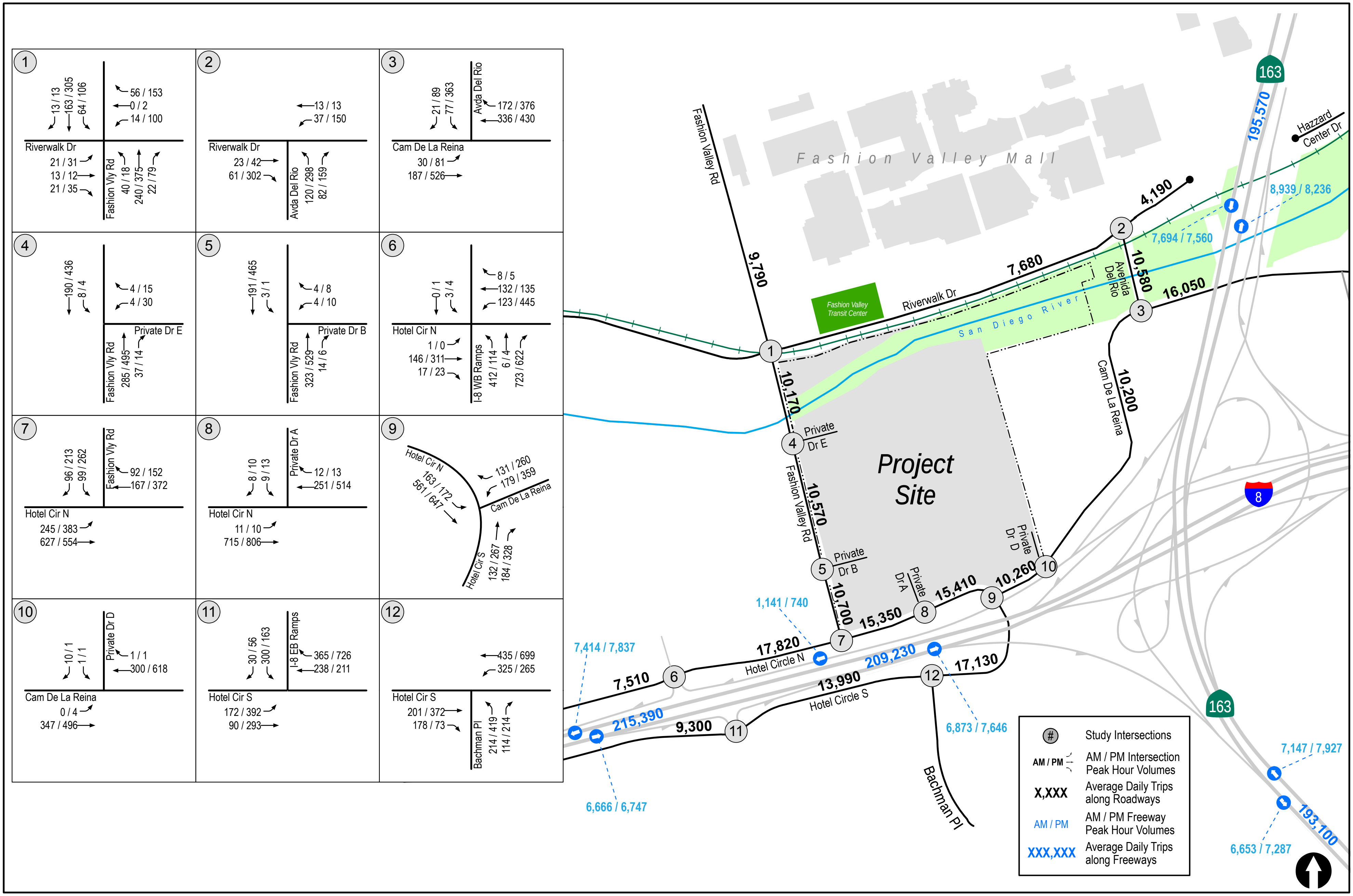

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Figure 10-1

Year 2022 Without Project Traffic Volumes

TOWN & COUNTRY MASTER PLAN

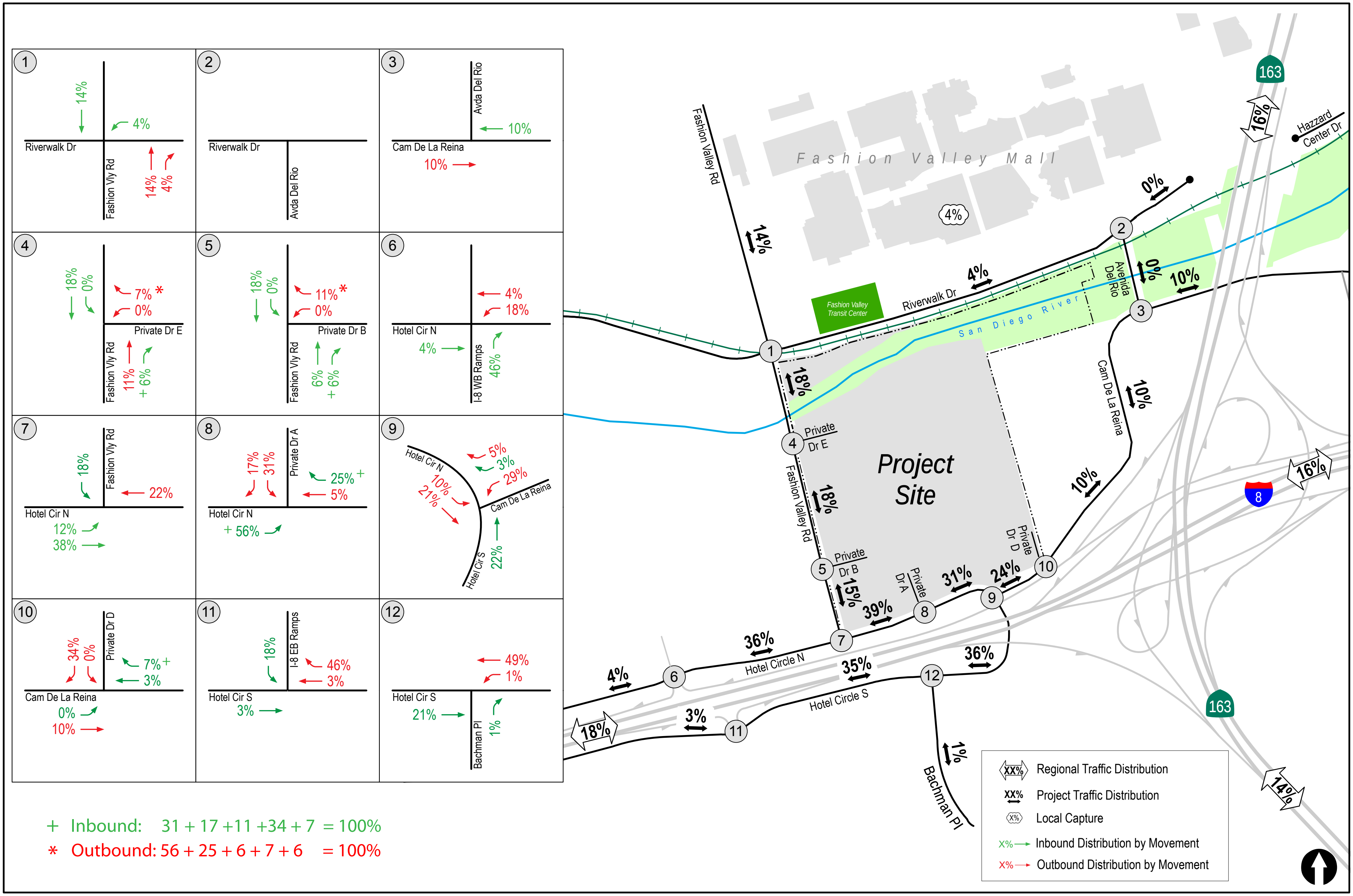

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Figure 10-2

Year 2022 Project (Phase I & II) Traffic Distribution (Residential Only)

TOWN & COUNTRY MASTER PLAN

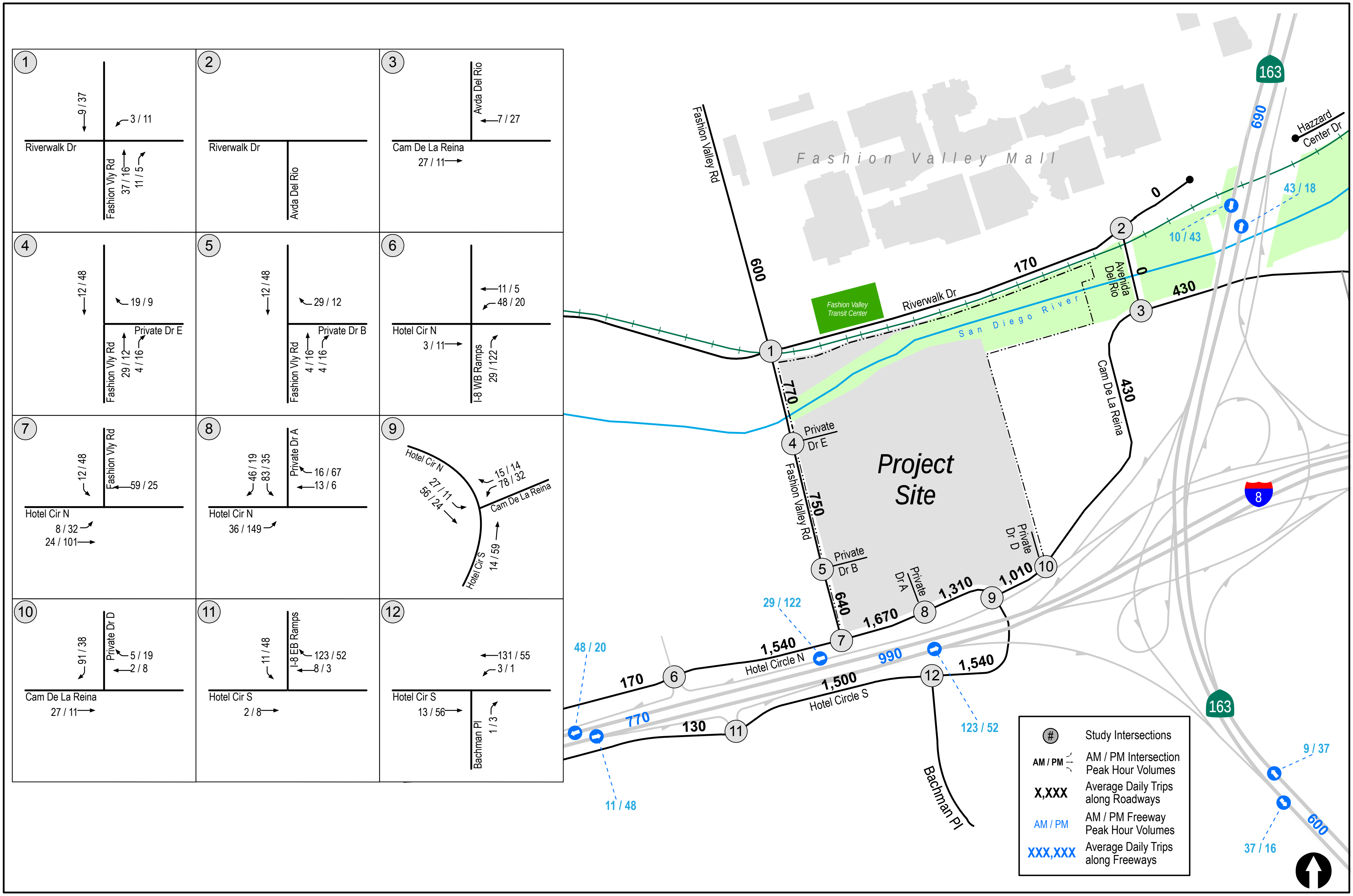

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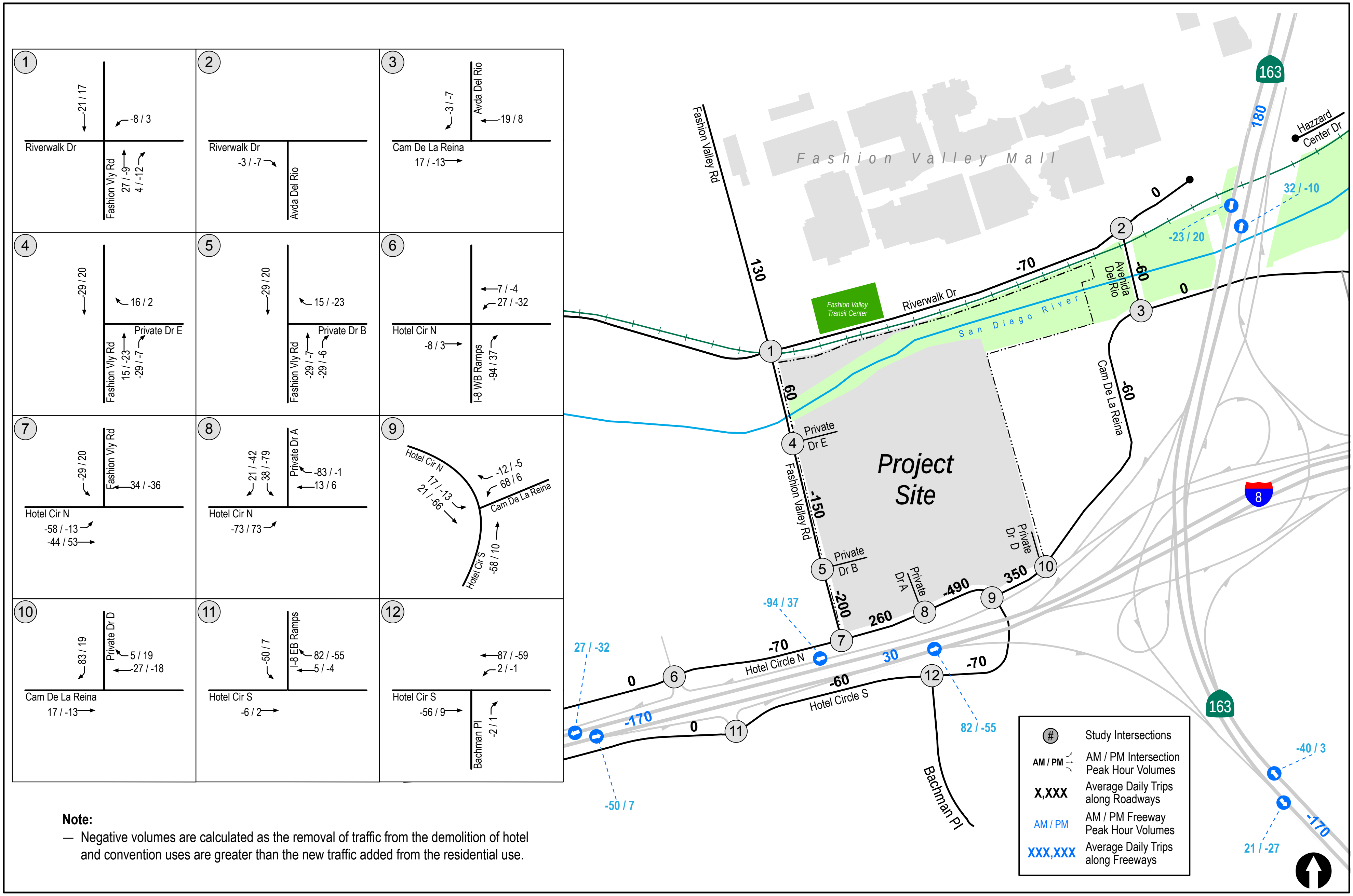
Figure 10-3

Year 2022 Project (Phases I & II) Traffic Volumes (Residential Only)

TOWN & COUNTRY MASTER PLAN



Note:
— Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.

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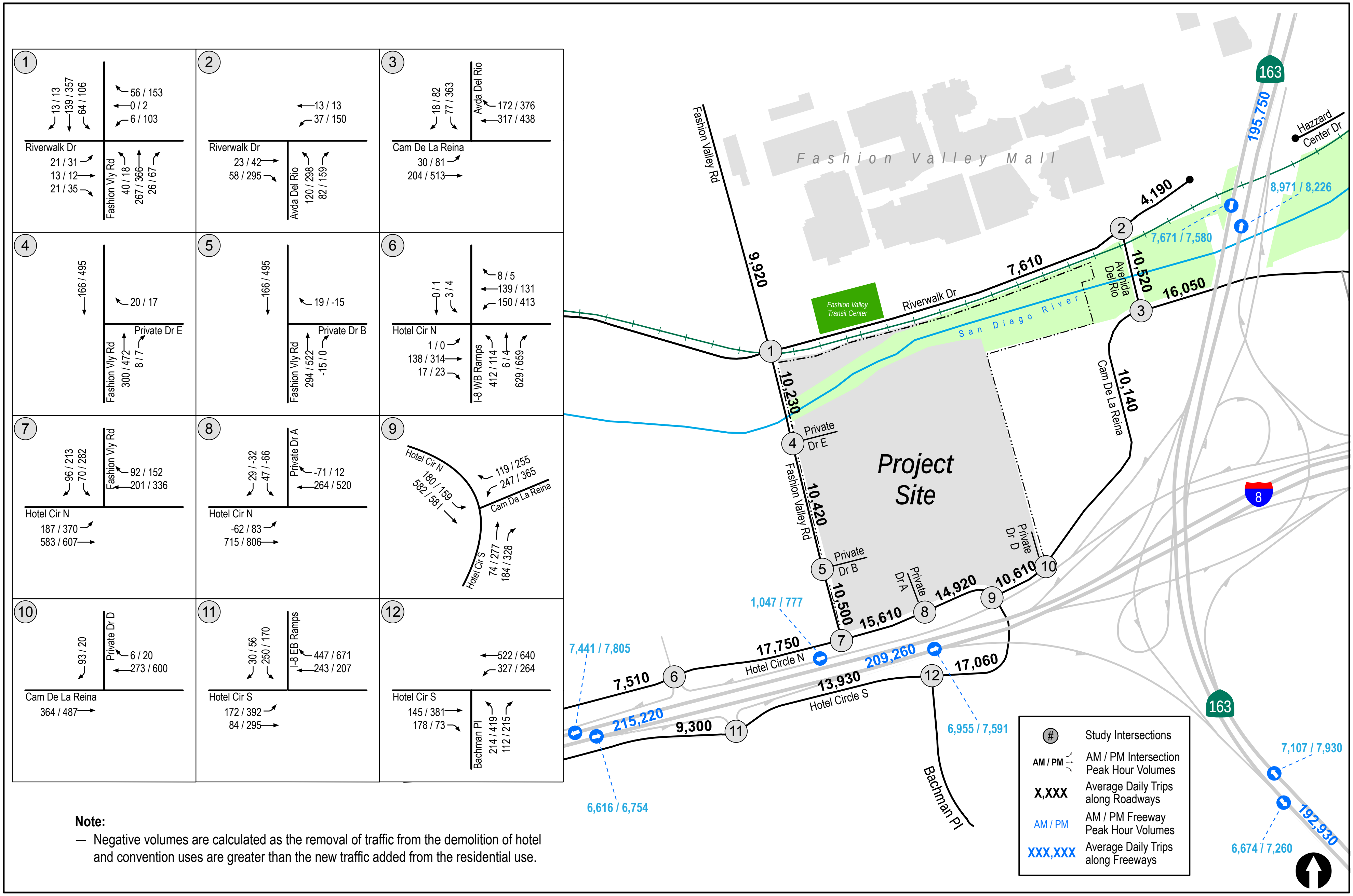
Figure 10-4

Year 2022 Net Project Traffic Volumes

TOWN & COUNTRY MASTER PLAN



Note:
— Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.

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Figure 10-5

Year 2022 + Project (Phases I & II) Traffic Volumes

11.0 YEAR 2035 (HORIZON YEAR) ANALYSIS

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

11.1 Year 2035 (Horizon Year) Conditions

Planned Local and Regional Improvements

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

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

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

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

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

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

Project Driveway Improvements

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

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

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

Year 2035 (Horizon Year) Traffic Volumes

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

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

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

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

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

Section 10.2.1 shows the total project buildout trip generation summary.

11.2.1 *Total Project Traffic Distribution and Assignment*

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

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

11.3 Year 2035 (Horizon Year) Intersection Operations

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

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

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

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

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

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

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

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. "Δ" denotes the project-induced increase in delay.
d. Inbound and outbound left-turns were assumed to be prohibited in the "with project" scenario.
e. MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for Year 2035 (Horizon Year) condition.
f. Includes project frontage improvements in the "with project scenarios" on Hotel Circle N. and Camino De La Reina.

General Notes:

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

SIGNALIZED DELAY/LOS THRESHOLDS		UNSIGNALIZED DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

11.4 Year 2035 (Horizon Year) Street Segment Operations

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

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

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

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

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

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

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

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

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

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

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

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

11.5 Year 2035 (Horizon Year) Freeway Segment Operations

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

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

SR-163

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

I-8

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

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

TABLE 11–4A
YEAR 2035 (HORIZON YEAR) FREEWAY SEGMENT OPERATIONS—AM PEAK HOUR

Freeway and Segment	2035 ADT	Direction & Number of Lanes		Capacity[a]	Year 2035 (Horizon Year)		Year 2035 (Horizon Year) + Project (Phases I and II)		V/C Delta	Significant
					V/C[b]	LOS[c]	V/C[b]	LOS[c]		
SR-163										
Friars to I-8	225,270	NB Mainlines	4M+2CD+1A	13,200	0.847	D	0.850	D	0.002	No
		SB Mainlines	4M+ 2A	10,400	**0.928**	**E**	**0.925**	**E**	(0.002)	No
South of I-8	211,460	NB Mainlines	3M+ 1A	7,200	**1.154**	**F(0)**	**1.148**	**F(0)**	(0.006)	No
		SB Mainlines	4M	8,000	**0.963**	**E**	**0.965**	**E**	0.002	No
I-8										
West of Hotel Circle	238,250	EB Mainlines	4M	8,000	0.916	D	0.910	D	(0.006)	No
		WB Mainlines	4M+ 1A	9,200	0.881	D	0.883	D	0.002	No
Hotel Circle to SR-163	229,840	EB Mainlines	4M+ 1A	9,200	0.828	D	0.835	D	0.008	No
		WB Mainlines[d]	4M+ 1A	9,200	0.842	D	0.842	D	0.000	No

Footnotes:

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

b. Volume to Capacity

c. Level of Service

d. The Town & Country Master Plan project does not add project traffic to I-8 WB mainlines.

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

General Notes:

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

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

Freeway and Segment	2035 ADT	Direction & Number of Lanes		Capacity[a]	Year 2035 (Horizon Year)		Year 2035 (Horizon Year) + Project (Phases I and II)		V/C Delta	Significant
					V/C[b]	LOS[c]	V/C[b]	LOS[c]		
SR-163										
Friars to I-8	225,270	NB Mainlines	4M+2CD+1A	13,200	0.764	C	0.763	C	(0.001)	No
		SB Mainlines	4M+ 2A	10,400	0.889	D	0.890	D	0.001	No
South of I-8	211,460	NB Mainlines	3M+ 1A	7,200	**1.303**	**F(1)**	**1.303**	**F(1)**	0.000	No
		SB Mainlines	4M	8,000	**1.080**	**F(0)**	**1.076**	**F(0)**	(0.004)	No
I-8										
West of Hotel Circle	238,250	EB Mainlines	4M	8,000	**0.978**	**E**	**0.978**	**E**	0.000	No
		WB Mainlines	4M+ 1A	9,200	**0.989**	**E**	**0.986**	**E**	(0.003)	No
Hotel Circle to SR-163	229,840	EB Mainlines	4M+ 1A	9,200	**1.058**	**F(0)**	**1.052**	**F(0)**	(0.006)	No
		WB Mainlines[d]	4M+ 1A	9,200	0.909	D	0.909	D	0.000	No

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

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

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

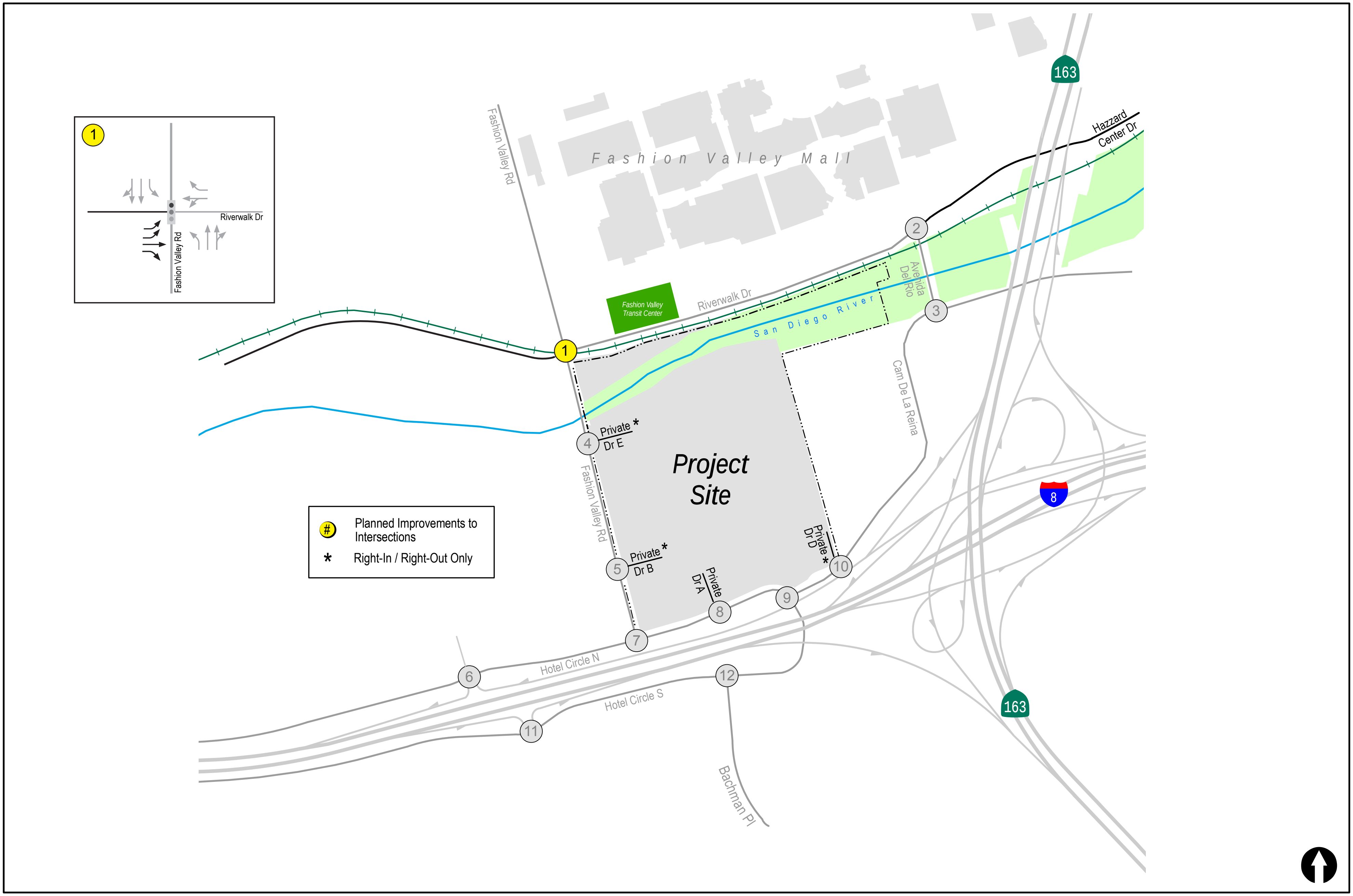

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Figure 11-1

Year 2035 (Horizon Year) Planned Improvements

TOWN & COUNTRY MASTER PLAN

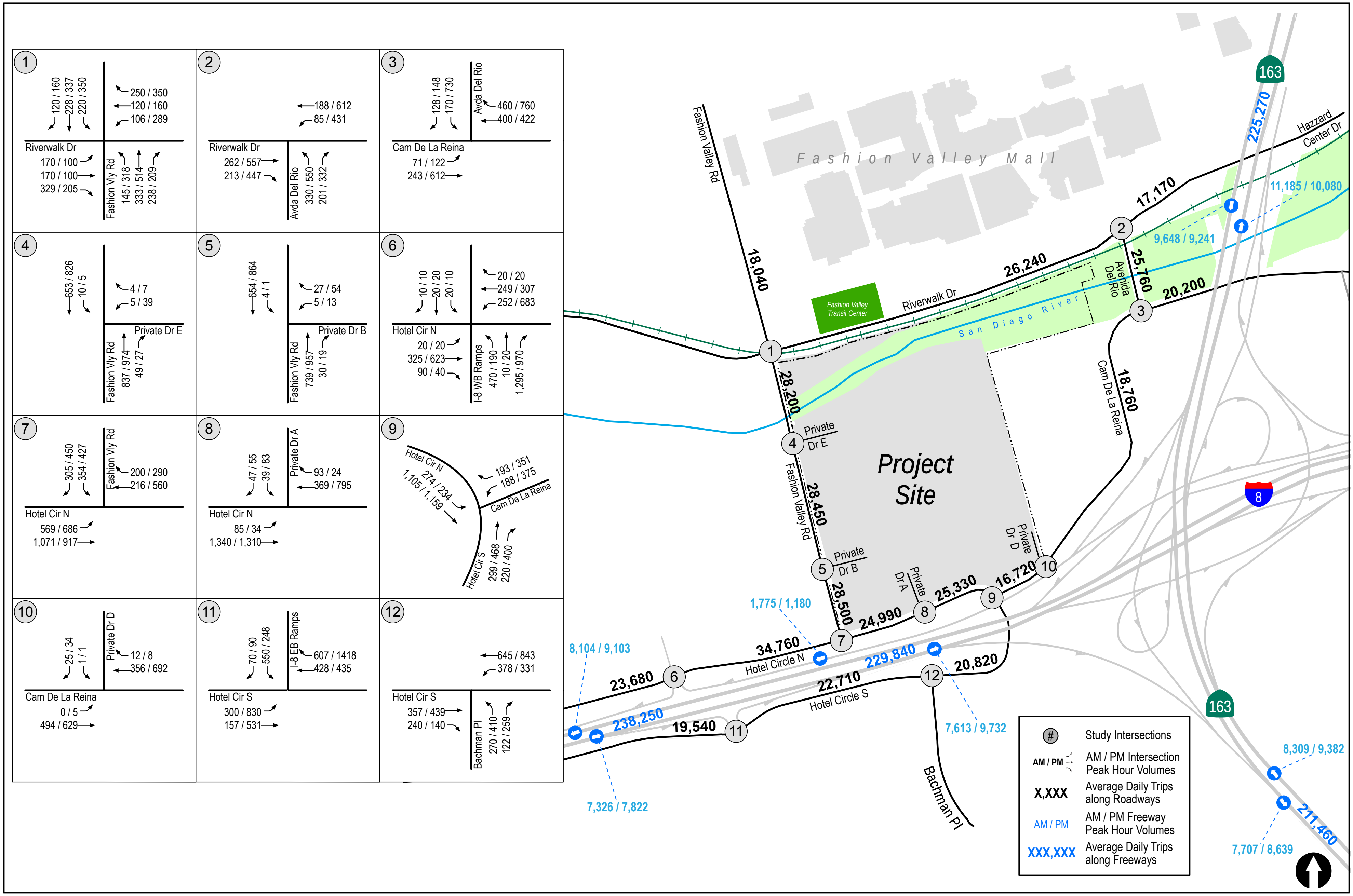

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Figure 11-2

Year 2035 (Horizon Year) Without Project Traffic Volumes

TOWN & COUNTRY MASTER PLAN

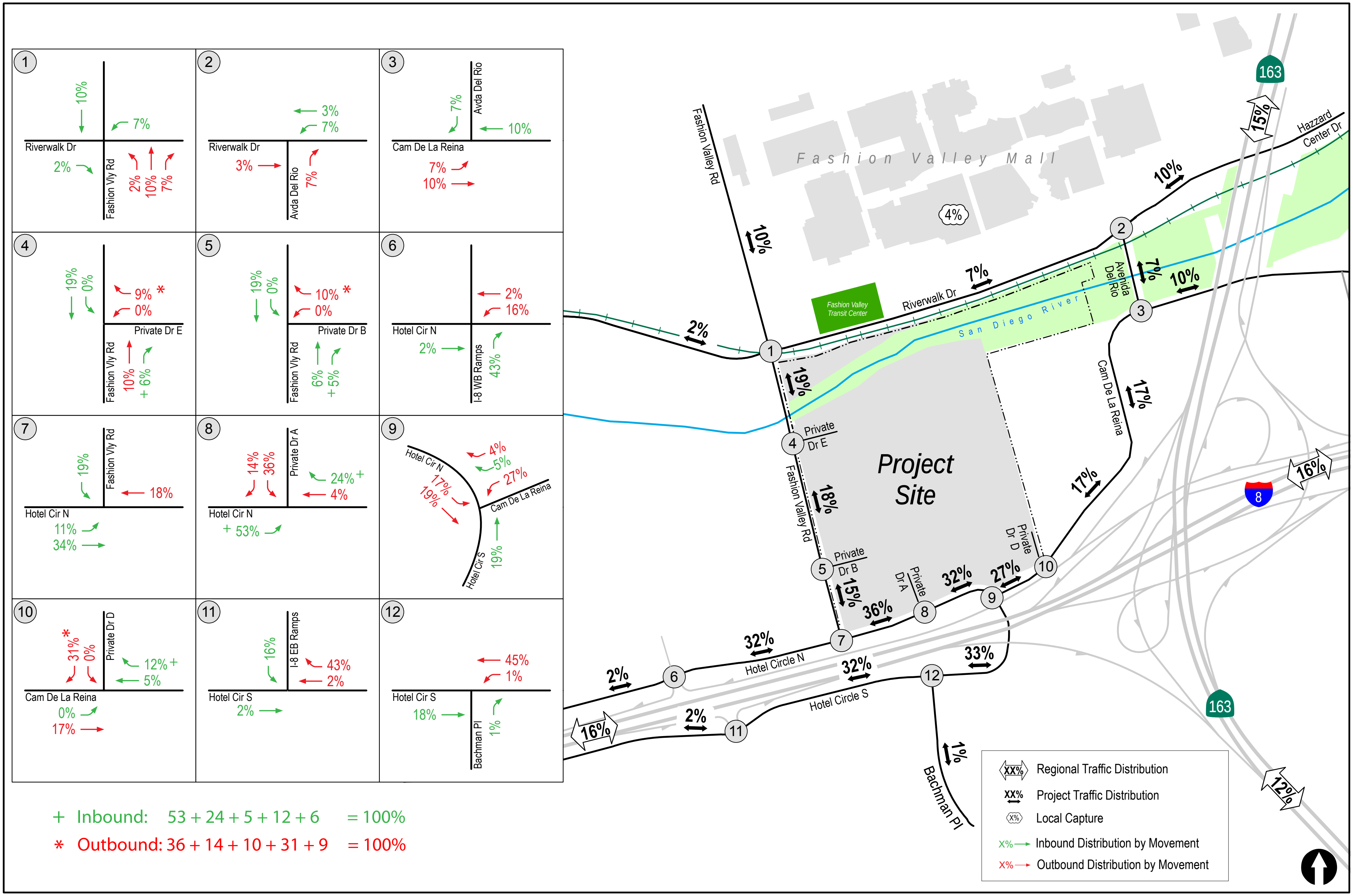

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Figure 11-3

Year 2035 (Horizon Year) Project (Phases I & II) Traffic Distribution (Residential Only)

TOWN & COUNTRY MASTER PLAN

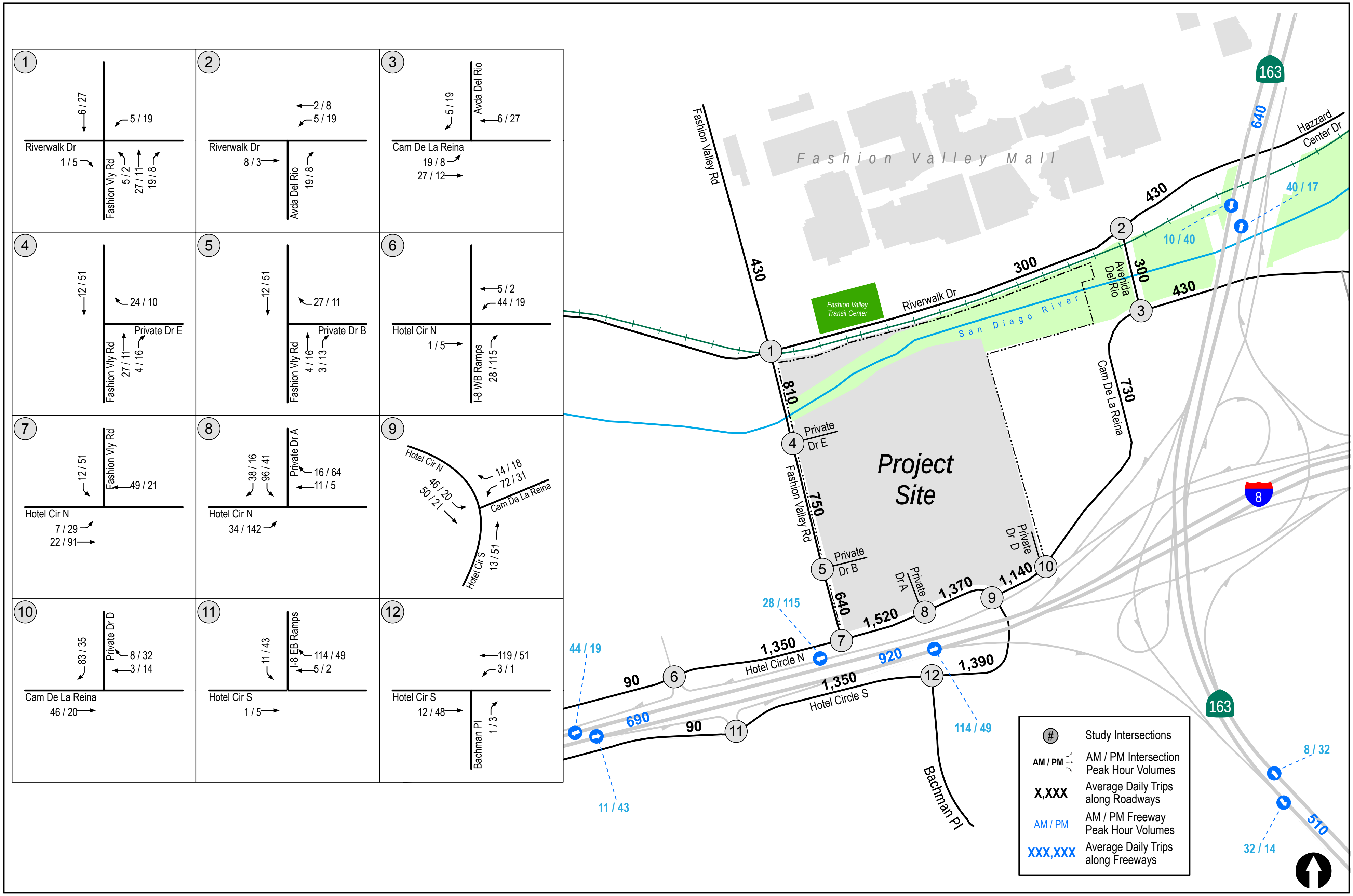

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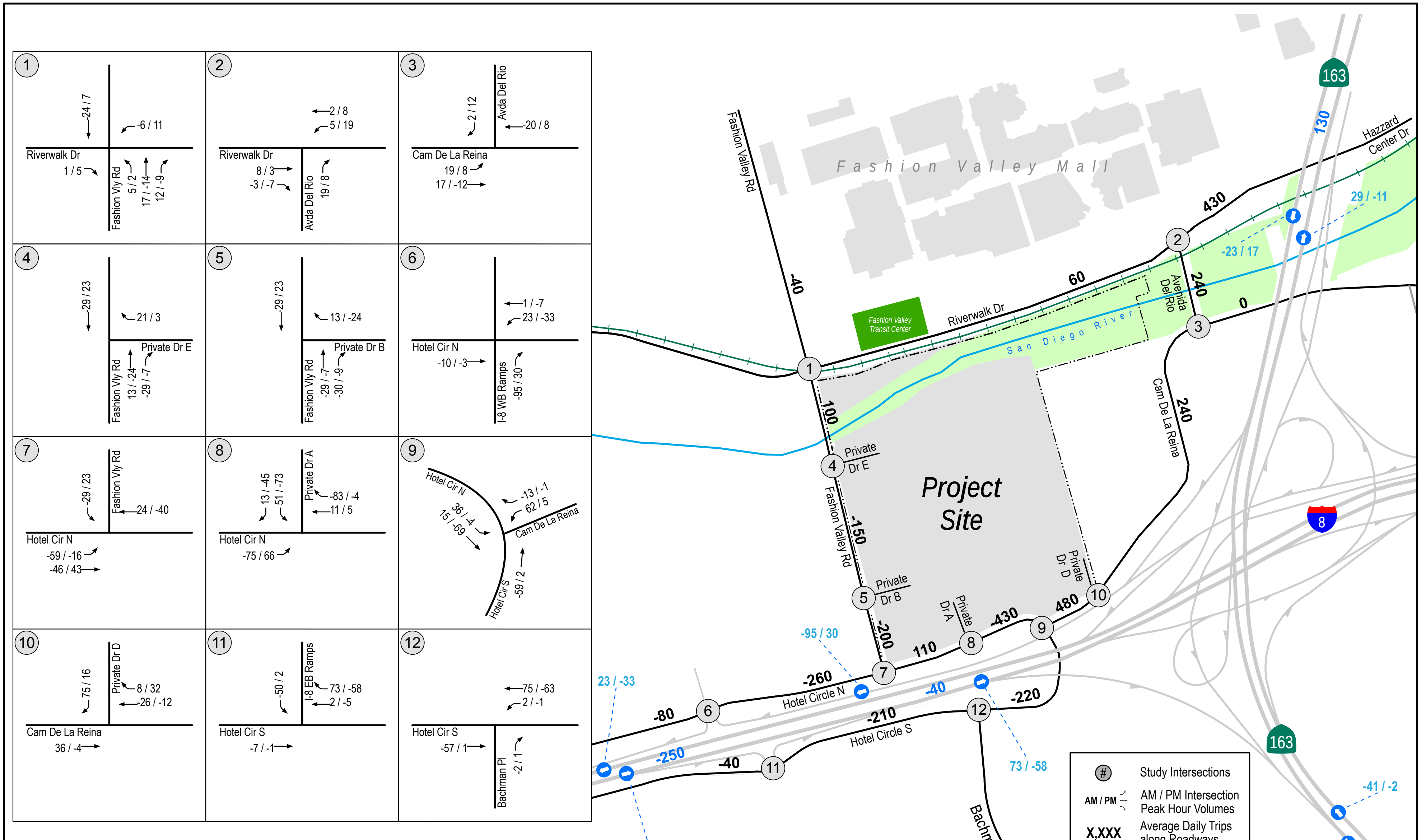
Figure 11-4

Year 2035 (Horizon Year) Project (Phases I & II) Traffic Volumes (Residential Only)

TOWN & COUNTRY MASTER PLAN



Note:
— Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.

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Figure 11-5

Year 2035 (Horizon Year) Net Project Traffic Volumes

TOWN & COUNTRY MASTER PLAN

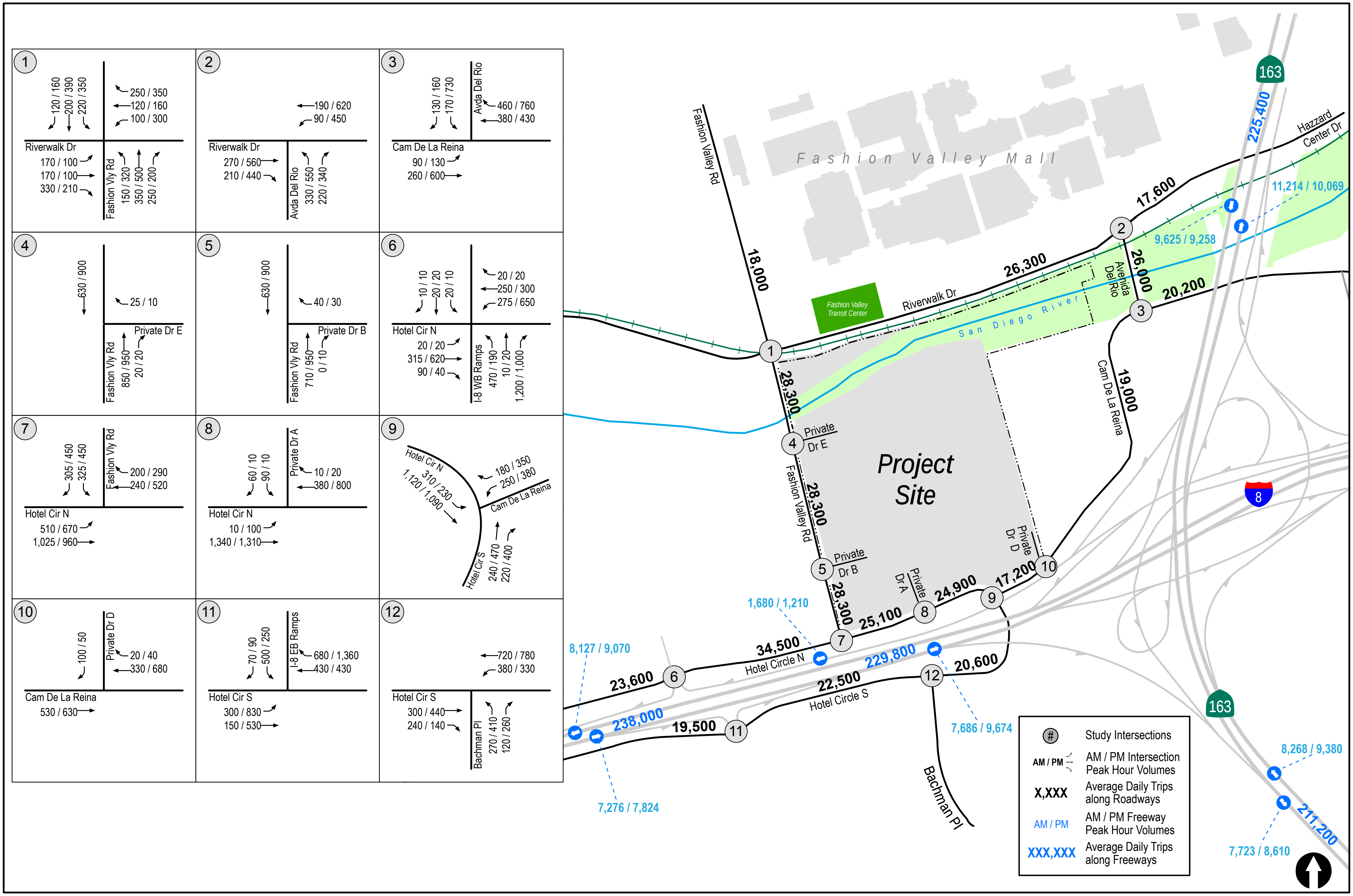

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Figure 11-6

Year 2035 (Horizon Year) + Project (Phases I & II) Traffic Volumes

Town & Country Master Plan

12.0 SITE ACCESS AND ON-SITE CIRCULATION

12.1 Site Access

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

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

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

12.2 On-Site Circulation

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

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

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

13.0 PARKING

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

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

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

13.1 Hotel and Convention Space Parking Demand

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

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

- A shared parking analysis was conducted for the existing site. The existing site includes a total of 1,383 spaces for 954 rooms (parking ratio of 1.45 spaces/room). This includes 1,337 spaces for the hotel and 46 spaces for the spa.

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

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

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

- At 1 space per room and 2.5 spaces/KSF for the convention space, the Proposed Project parking demand is calculated as 951 spaces. Using a 10% transit/mixed-use credit for the hotel and convention space, the net parking required for the hotel and convention space is calculated at 856 spaces.

- The project proposes to provide 921 spaces for 700 rooms, which results in a surplus of 65 spaces. The resulting parking supply ratio is calculated as 1.31 spaces/room.

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

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

13.2 Residential Parking Demand

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

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

13.3 Master Plan Parking Demand and Supply

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

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

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

TABLE 13–1
PROPOSED MINIMUM PARKING REQUIRED (HOTEL)

Hour of Day	Hotel Rooms		Exhibit / Convention Space		Total Spaces Required
	700 rooms		142.137 KSF		
	Rate = 1 space / room[a]		Rate = 2.50 spaces/KSF[c]		
	Distribution[b]	Required Parking Spaces	Distribution[d]	Required Parking Spaces	
6:00 AM	100%	700	0%	0	700
7:00 AM	95%	665	0%	0	665
8:00 AM	85%	595	50%	178	773
9:00 AM	**85%**	**595**	**100%**	**356**	**951**
10:00 AM	80%	560	100%	356	916
11:00 AM	75%	525	100%	356	881
12:00 PM	70%	490	100%	356	846
1:00 PM	70%	490	100%	356	846
2:00 PM	70%	490	100%	356	846
3:00 PM	60%	420	100%	356	776
4:00 PM	65%	455	100%	356	811
5:00 PM	60%	420	100%	356	776
6:00 PM	65%	455	50%	178	633
7:00 PM	75%	525	30%	107	632
8:00 PM	85%	595	30%	107	702
9:00 PM	90%	630	10%	36	666
10:00 PM	90%	630	0%	0	630
11:00 PM	100%	700	0%	0	700
12:00 AM	100%	700	0%	0	700
Total Parking Required				*951 spaces*	
10% transit/mixed-use credit for hotel guests + convention visitors				*95 spaces*	
Net Parking Required				***856 spaces***	
Total Parking Supply				***921 spaces***	
Surplus				***65 spaces***	
Parking Rate / Room (for 700 rooms)				***1.31 spaces***	

Footnotes:

a. Parking rate for hotel use is based on *City of San Diego Municipal Code* (Chapter 14, Article 2, Division 5, Page 15).

b. Time-of-day distribution is based on *City of San Diego Municipal Code* (Chapter 14, Article 2, Division 5, Page 26).

c. Existing convention space parking rate was calculated as 1.16 spaces/1,000 SF. However, to be conservative, this rate was more than doubled and therefore 2.5 spaces/1,000 SF was used for future parking demand calculations.

d. Time-of-day distribution for Convention Space based on *ULI Share Parking Manual* (Table 2–5 for "Convention").

TABLE 13–2
TECHNICAL RESEARCH – HOTELS WITH REGIONAL CONVENTION FACILITIES PARKING RATES

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

TABLE 13–3
PROPOSED MINIMUM PARKING REQUIRED (RESIDENTIAL)

Land Use	Size	Vehicular Minimum Parking Rate[a]	Minimum Parking Required[b]
Residential Parcel 1	**160 units**		
Studio	48 units	1.25 per unit	60 spaces
1 BD / 1 BA	64 units	1.25 per unit	80 spaces
2 BD / 2 BA	48 units	1.75 per unit	84 spaces
Total Residential Parking)			*224 Spaces*
Includes Accessible Parking (includes Van Accessible)	–	2% of Subtotal	4 spaces
Includes Motorcycle Parking	–	0.1 / unit	16 spaces
Includes Bicycle Parking	–	0.5 / unit	80 spaces
Total Parking Required			**224 spaces**
Parking Proposed			**224 spaces**
Residential Parcel 2	**275 units**		
Studio	83 units	1.25 per unit	104 spaces
1 BD / 1 BA	110 units	1.25 per unit	137 spaces
2 BD / 2 BA	82 units	1.75 per unit	144 spaces
Total Residential Parking			*385 Spaces*
Includes Accessible Parking (includes Van Accessible)	–	2% of Subtotal	8 spaces
Includes Motorcycle Parking	–	0.1 / unit	28 spaces
Includes Bicycle Parking	–	0.5 / unit	138 spaces
Total Parking Required			**385 spaces**
Parking Proposed			**443 spaces**
Residential Parcel 3	**255 units**		
Studio	77 units	1.25 per unit	96 spaces
1 BD / 1 BA	102 units	1.25 per unit	127 spaces
2 BD / 2 BA	76 units	1.75 per unit	133 spaces
Total Residential Parking			*356 Spaces*
Includes Accessible Parking (includes Van Accessible)	–	2% of Subtotal	7 spaces
Includes Motorcycle Parking	–	0.1 / unit	26 spaces
Includes Bicycle Parking	–	0.5 / unit	127 spaces
Total Parking Required			**356 spaces**
Parking Proposed			**410 spaces**

TABLE 13–3
PROPOSED MINIMUM PARKING REQUIRED (RESIDENTIAL)

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

Footnotes:

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

General Notes:

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

TABLE 13–4
PROPOSED PROJECT PHASE I PARKING SUMMARY

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

TABLE 13–5
MASTER PLAN PARKING SUMMARY

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

General Notes:

1. Grayscale indicates Phase I development and parking calculations.

14.0 OTHER MODES

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

14.1 Alternative Circulation Systems / Mobility Options

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

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

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

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

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

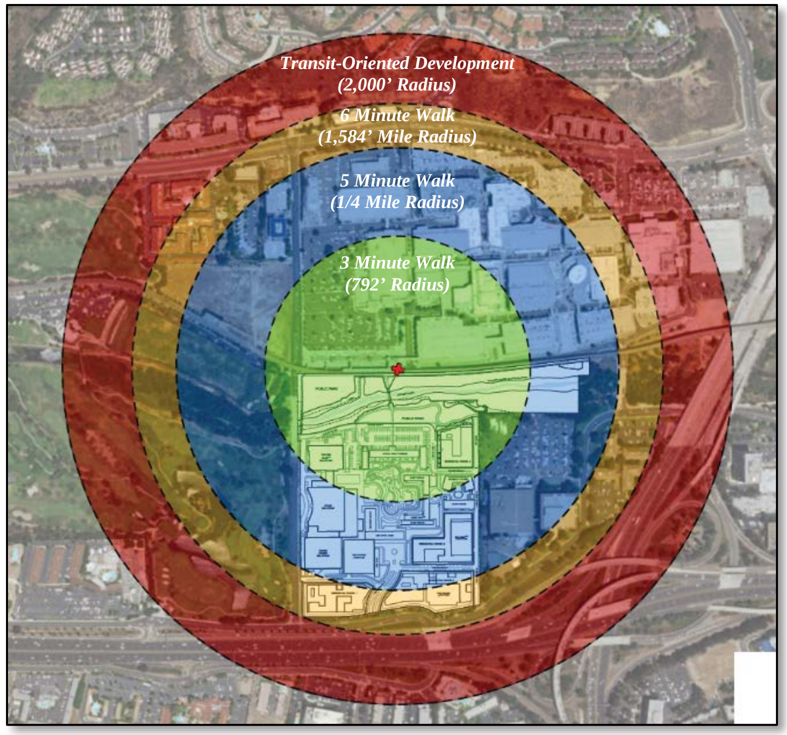
14.1.1 *Mass Transit*

Light Rail

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

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

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



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

Bus Service

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

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

14.1.2 *TDM Program*

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

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

14.2 Pedestrian Circulation and Linkages

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

San Diego River Pathway

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

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

Access Routes

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

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

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

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

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

14.3 Bicycle Access

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

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

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

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

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

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

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

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

15.0 EXISTING + TOTAL PROJECT SIGNIFICANT IMPACTS AND MITIGATION MEASURES

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

15.1 Existing + Total Project Significant Impacts

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

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

TABLE 15–1
EXISTING + TOTAL PROJECT SIGNIFICANT IMPACTS

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

15.1 Existing + Total Project Mitigation Measures

Under Existing + Total Project conditions, the project is calculated to cause a significant direct impact along one (1) street segment. The following summarizes the recommended mitigation measures and the project cost participation.

Table 15–2 report the results of the street segment mitigation analysis for the Existing + Total Project scenario. As shown in the table, the proposed mitigation would reduce the project impacts to a level of 'not significant'. For the purposes of this report, a level of 'not significant' reflects allowable delay increases within City defined thresholds.

Project mitigation diagrams, demonstrating the proposed mitigation for the impacted street segments, are contained in *Figure 15–1*. ***Appendix S*** contains the conceptual feasibility drawings.

The following street segment improvements and cost participation are identified to mitigate the Existing + Total Project significant "direct" impacts from the project.

Hotel Circle N.: Fashion Valley Road to Private Drive A

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

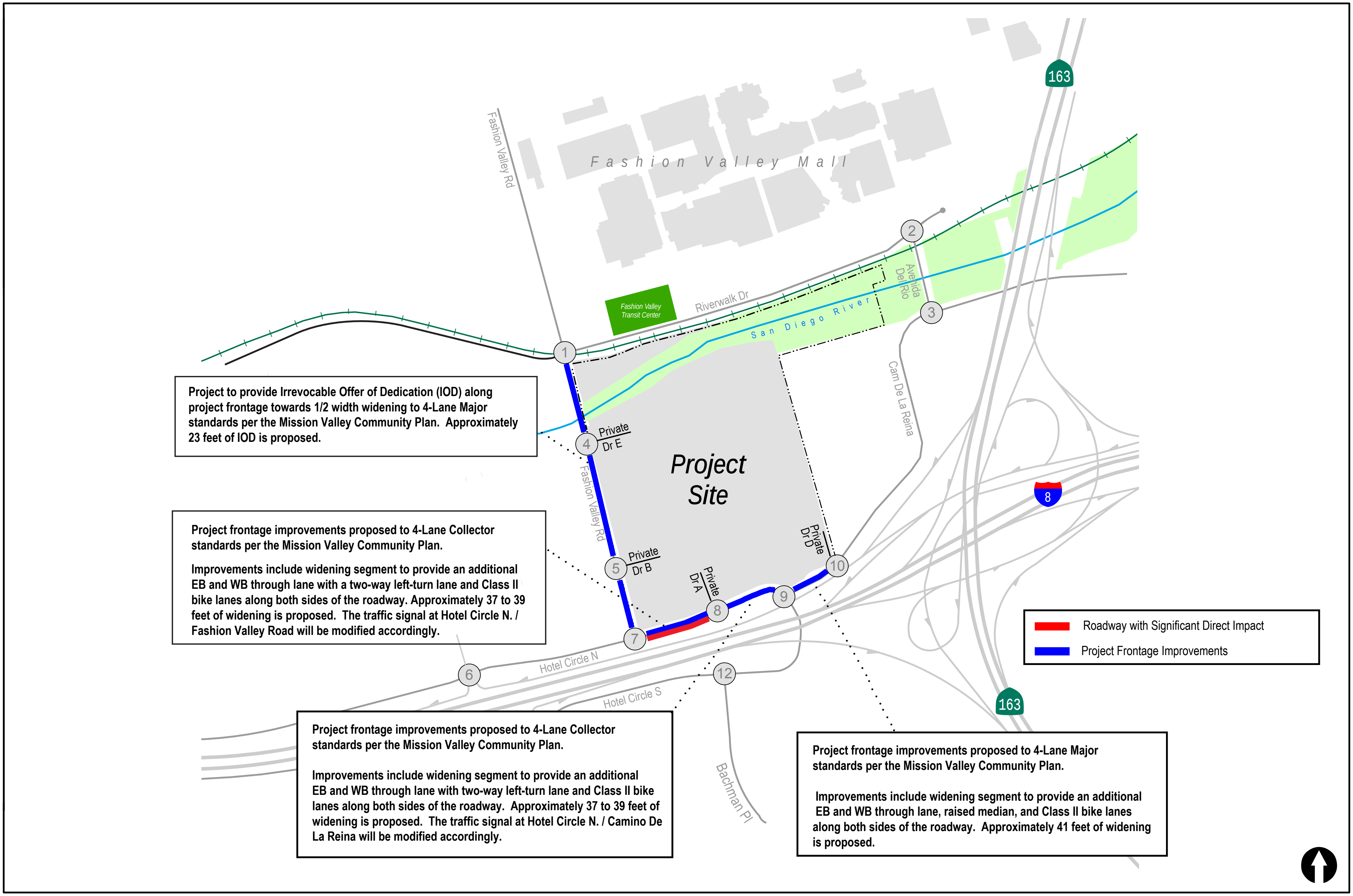
The project proposes to construct these improvements (100%) as a part of its frontage improvements. The proposed widening would reduce the project's direct impact to below a level of significance.

TABLE 15–2
EXISTING + TOTAL PROJECT STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity[a]	Existing			Existing With Total Project			Mitigation Classification	Mitigation Capacity	Existing With Total Project and Mitigation				Mitigation (fair-share)
			ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C			ADT	LOS	V/C	Δ[e]	
Hotel Circle N.															
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	12,810	D	0.854	**13,070**	**E**	**0.871**	4-Lane Collector (with two-way left-turn lane)	30,000	13,070	B	0.436	(0.418)	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. Approx. 37-39 feet of widening proposed. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina will be modified accordingly. *(100% contribution)*

Footnotes:

a. Capacity based on roadway classification operating at LOS E.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity.
e. Δ denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.



LINSCOTT LAW & GREENSPAN
engineers

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Figure 15-1

Existing + Total Project Impacts and Mitigation

TOWN & COUNTRY MASTER PLAN

16.0 Near-Term (Opening Day 2018) Phase I Significant Impacts and Mitigation Measures

Per the City's significance thresholds and the analysis methodology presented in this report, there are **no project related traffic impacts** within the study area under **Near-Term (Opening Day 2018) + Project Phase I conditions**. Therefore, no mitigation measures are required. However, ***Figure 16–1*** shows the Near-Term (Opening Day 2018) planned improvements.

16.1 Project Frontage Improvements

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

16.1.1 *Camino De La Reina: Hotel Circle to Private Drive D*

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

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

16.1.2 *Hotel Circle N.: Fashion Valley Road to Camino De La Reina*

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

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

16.1.3 *Fashion Valley Road: Hotel Circle N. to Riverwalk Drive*

Fashion Valley Road is currently constructed as a 4-lane Collector roadway with a 50' curb-to-curb. The west side of the roadway fronts the Riverwalk golf course while the east side fronts the Atlas Ballroom, the Grand Exhibit Ballroom and the Golden Pacific Ballroom that serve the Town & Country Conventions. LLG prepared a preliminary feasibility exhibit that shows the half-width

widening of Fashion Valley Road to 4-lane Major standards per the current Mission Valley Community Plan. *Appendix S* includes this exhibit.

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

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

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

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

Appendix S shows a conceptual plan of this improvement and demonstrates its infeasibility.

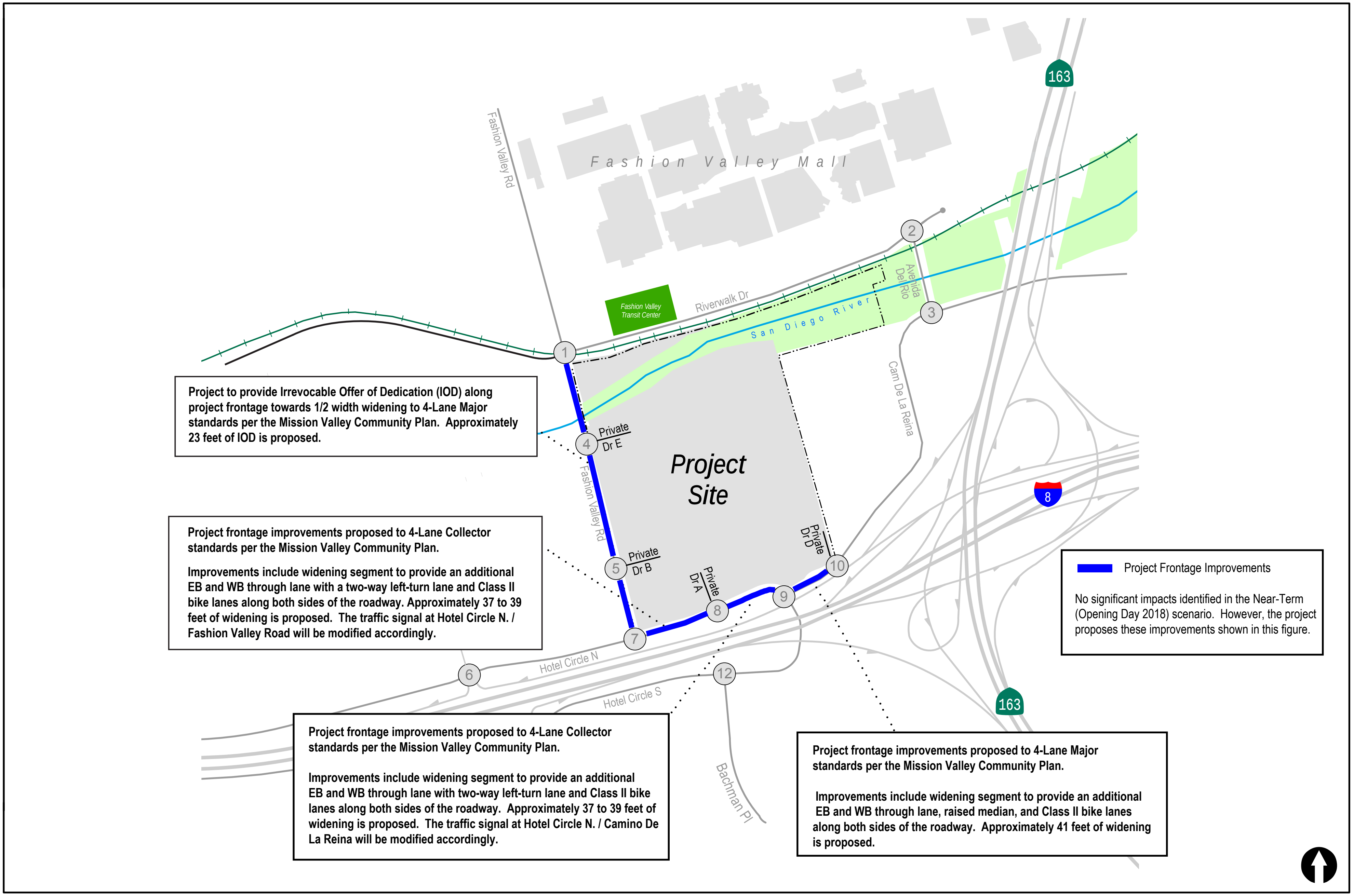

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Figure 16-1

Near-Term (Opening Day 2018) Project Improvements

TOWN & COUNTRY MASTER PLAN

17.0 Year 2022 (Phases I and II) Significant Impacts and Mitigation Measures

Per the City's significance thresholds and the analysis methodology presented in this report, project related traffic is calculated to cause a significant impact within the study area in the Year 2022 scenario. The following section identifies the significance of impacts and recommended mitigation to address operating deficiencies. These improvements, if implemented, would improve efficiency of traffic flow and return intersection operations to a level of "no significant" impact.

17.1 Project Frontage Improvements

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

17.1.1 *Camino De La Reina: Hotel Circle to Private Drive D*

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

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

17.1.2 *Hotel Circle N.: Fashion Valley Road to Camino De La Reina*

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

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

17.1.3 *Fashion Valley Road: Hotel Circle N. to Riverwalk Drive*

Fashion Valley Road is currently constructed as a 4-lane Collector roadway with a 50' curb-to-curb. The west side of the roadway fronts the Riverwalk golf course while the east side fronts the Atlas Ballroom, the Grand Exhibit Ballroom and the Golden Pacific Ballroom that serve the Town & Country Conventions. LLG prepared a preliminary feasibility exhibit that shows the half-width

widening of Fashion Valley Road to 4-lane Major standards per the current Mission Valley Community Plan. *Appendix S* includes this exhibit.

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

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

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

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

Appendix S shows a conceptual plan of this improvement and demonstrates its infeasibility.

17.2 Year 2022 Significant Impacts

In the Year 2022, project related traffic is calculated to cause a significant cumulative impact within the study area, as summarized below in ***Table 17–1***.

Figure 17–1 shows graphically the significant cumulative impact occurring under Year 2022 + Project (Phases I and II) conditions.

TABLE 17–1
YEAR 2022 + PROJECT (PHASES I AND II) SIGNIFICANT IMPACTS

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

17.3 Year 2022 Mitigation Measures

Under Year 2022 conditions, the project is calculated to cause a significant cumulative impact along one (1) street segment. The following summarizes the recommended mitigation measures and the project cost participation.

Table 17–2 report the results of the street segment mitigation analysis for Year 2022. As shown in the tables, the proposed mitigation would reduce the project impacts to a level of 'not significant'. For the purposes of this report, a level of 'not significant' reflects allowable delay increases within City defined thresholds.

Project mitigation diagrams, demonstrating the proposed mitigation for the impacted street segments, are contained in *Figure 17–1*. *Appendix S* contains the conceptual feasibility drawings.

The following street segment improvement and cost participation is identified to mitigate the Year 2022 significant "cumulative" impact from the project.

Hotel Circle N.: Fashion Valley Road to Private Drive A

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

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

TABLE 17–2
YEAR 2022 STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity[a]	Year 2022			Year 2022 With Project (Phases I and II)			Mitigation Classification	Mitigation Capacity	Year 2022 With Project (Phases I and II) and Mitigation				Mitigation (fair-share)
			ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C			ADT	LOS	V/C	Δ[e]	
Hotel Circle N.															
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	**15,350**	**F**	**1.023**	**15,610**	**F**	**1.041**	4-Lane Collector (with two-way left-turn lane)	30,000	15,610	C	0.520	(0.503)	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. Approx. 37-39 feet of widening proposed. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly. *(100% contribution)*

Footnotes:
a. Capacity based on roadway classification operating at LOS E.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity.
e. Δ denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.

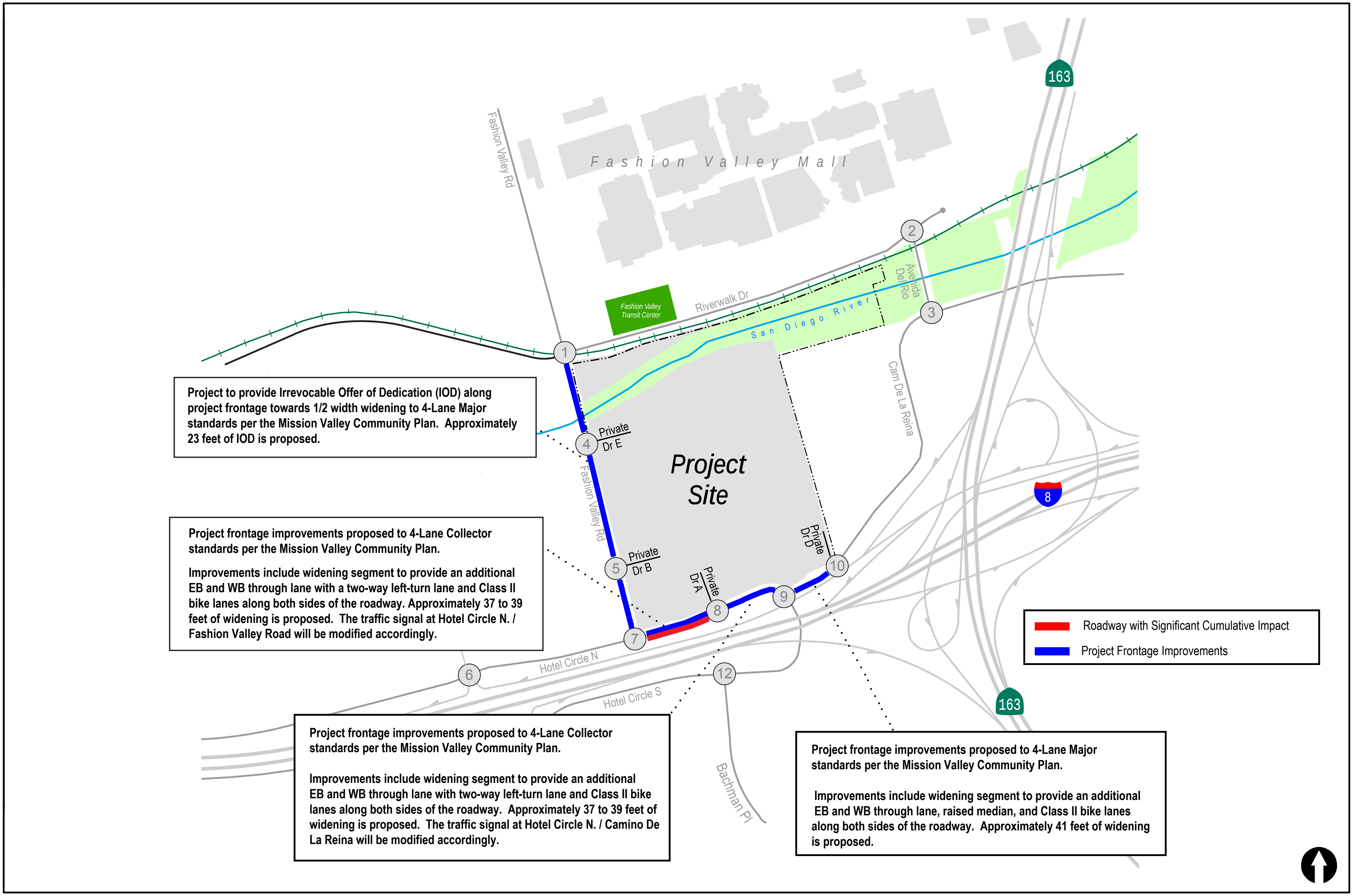

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Figure 17-1

Year 2022 + Project (Phases I & II) Impacts and Mitigation

18.0 Year 2035 (Horizon Year) Significant Impacts and Mitigation Measures

Per the City's significance thresholds and the analysis methodology presented in this report, project related traffic is calculated to cause significant impacts within the study area in the Year 2035 (Horizon Year) scenario. The following section identifies the significance of impacts and recommended mitigation to address operating deficiencies. These improvements, if implemented, would improve efficiency of traffic flow and return intersection operations to a level of "no significant" impact.

18.1 Project Frontage Improvements

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

18.1.1 *Camino De La Reina: Hotel Circle to Private Drive D*

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

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

18.1.2 *Hotel Circle N.: Fashion Valley Road to Camino De La Reina*

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

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

18.1.3 *Fashion Valley Road: Hotel Circle N. to Riverwalk Drive*

Fashion Valley Road is currently constructed as a 4-lane Collector roadway with a 50' curb-to-curb. The west side of the roadway fronts the Riverwalk golf course while the east side fronts the Atlas Ballroom, the Grand Exhibit Ballroom and the Golden Pacific Ballroom that serve the Town & Country Conventions. LLG prepared a preliminary feasibility exhibit that shows the half-width

widening of Fashion Valley Road to 4-lane Major standards per the current Mission Valley Community Plan. *Appendix S* includes this exhibit.

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

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

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

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

Appendix S shows a conceptual plan of this improvement and demonstrates its infeasibility.

18.2 Year 2035 (Horizon Year) Significant Impacts

In the Year 2035 (Horizon Year), project related traffic is calculated to cause significant cumulative impacts within the study area, as summarized below in ***Table 18–1***.

Figure 18–1 shows graphically the significant cumulative impacts occurring under Year 2035 (Horizon Year) + Project (Phases I and II) conditions.

TABLE 18–1
YEAR 2035 (HORIZON YEAR) + PROJECT (PHASES I AND II) SIGNIFICANT IMPACTS

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

18.3 Year 2035 (Horizon Year) Mitigation Measures

Under Year 2035 (Horizon Year) conditions, the project is calculated to have significant cumulative impacts along two (2) street segments. The following summarizes the recommended mitigation measures and the project cost participation.

Table 18–2 report the results of the street segment mitigation analysis for Year 2035 (Horizon Year). As shown in the tables, the proposed mitigation would reduce the project impacts to a level of 'not significant'. For the purposes of this report, a level of 'not significant' reflects allowable delay increases within City defined thresholds.

Project mitigation diagrams, demonstrating the proposed mitigation for the impacted street segments, are contained in *Figure 18–1*. *Appendix S* contains the conceptual feasibility drawings.

The following street segment improvements and cost participation are identified to mitigate Year 2035 (Horizon Year) significant "cumulative" impacts from the project.

Riverwalk Drive: East of Avenida Del Rio
Widening this segment to a 4-lane Collector would mitigate the project's significant impact. Based on coordination with the City and a review of the design plans of the Hazard Center extension under SR-163, only a two-lane roadway was deemed technically feasible.

To mitigate the project's cumulative impact, a 4-lane Collector capacity is required and only a 2-lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.

Camino De La Reina: Hotel Circle to Private Drive D

Widening this segment to 4-lane Major standards per the Mission Valley Community Plan would mitigate the project's cumulative impact. As a part of the project frontage improvements, the project proposes to widen Camino De La Reina along the project frontage to include an additional WB and EB through lane and a raised median. This widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the T&C property. The traffic signal at Hotel Circle N. /

Camino De La Reina will be modified accordingly. The project proposes to construct these improvements (100%) as a part of its frontage improvements. The proposed widening would reduce the project's cumulative impacts to below a level of significance.

TABLE 18–2
YEAR 2035 (HORIZON YEAR) STREET SEGMENT MITIGATION ANALYSIS

Roadway Segment	Classification	Capacity[a]	Year 2035 (Horizon Year)			Year 2035 (Horizon Year) With Project (Phases I and II)			Mitigation Classification	Mitigation Capacity	Year 2035 (Horizon Year) With Project (Phases I and II) and Mitigation				Mitigation (fair-share)
			ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C			ADT	LOS	V/C	Δ[e]	
Riverwalk Drive															
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	**17,170**	**F**	**2.146**	**17,600**	**F**	**2.200**	4-Lane Collector	15,000	**17,600**	**F**	**1.173**	(0.973)	Widen to 4-Lane Collector standards. Based on coordination with the City and a review of the design plans of the Hazard Center extension under SR 163, only a two-lane roadway was deemed technically feasible. To mitigate the project's cumulative impact, a 4-lane Collector capacity is required and only a 2-lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.

Table 18–2
Year 2035 (Horizon Year) Street Segment Mitigation Analysis

Roadway Segment	Classification	Capacity[a]	Year 2035 (Horizon Year)			Year 2035 (Horizon Year) With Project (Phases I and II)			Mitigation Classification	Mitigation Capacity	Year 2035 (Horizon Year) With Project (Phases I and II) and Mitigation				Mitigation (fair-share)
			ADT[b]	LOS[c]	V/C[d]	ADT	LOS	V/C			ADT	LOS	V/C	Δ[e]	
Camino De La Reina															
Hotel Circle to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	**16,720**	**F**	**1.115**	**17,200**	**F**	**1.147**	4-Lane Major	40,000	17,200	B	0.430	(0..685)	Widen to accommodate an additional WB and EB through lane, a raised median and Class II bike lanes to meet 4-lane Major standards. *(Project frontage improvements–100%)*

Footnotes:

a. Capacity based on roadway classification operating at LOS E.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity.
e. Δ denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.

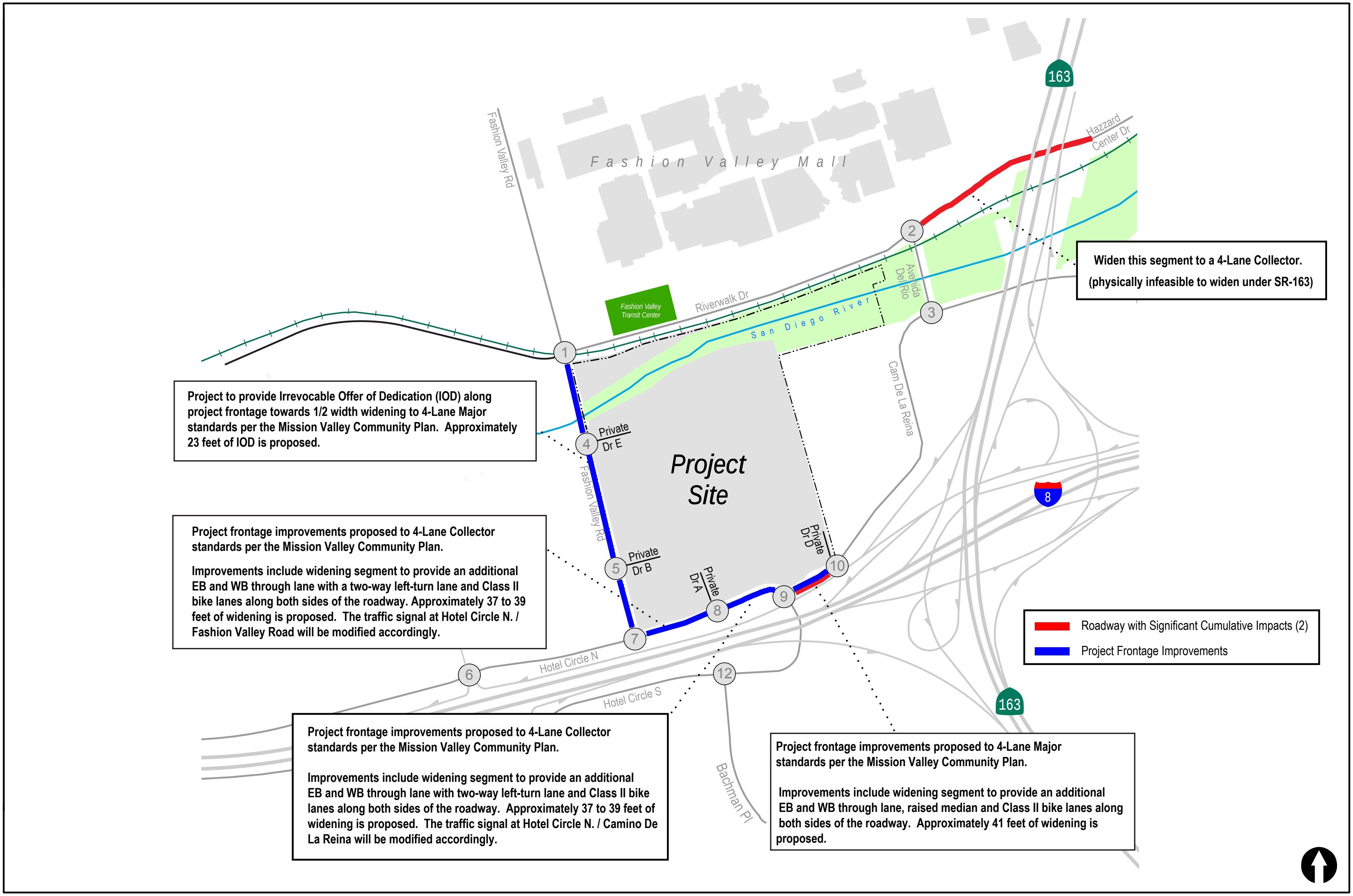

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Figure 18-1

Year 2035 (Horizon Year) + Project (Phases I & II) Impacts and Proposed Mitigation

19.0 CONSTRUCTION TRAFFIC

Construction of the Town and Country Master Plan will generate construction traffic in the surrounding area on a temporary basis (2–4 years). Construction traffic relates to the traffic generated from construction vehicles, which consist primarily of heavy trucks, smaller construction trucks, and worker vehicles.

Construction of the project is expected to begin in Year 2017 and complete by Year 2020 with projected full occupancy of the project by Year 2022. Currently, two construction phases are anticipated – Phase I and Phase II.

19.1 Construction Workforce

For the construction activity that will occur, off-site trips will be generated. These trips may impact the community. Each phase of construction will have its own traffic intensity and duration. The calculations outlined below are for each phase of construction and include the best estimate of the amount of construction and worker vehicles that would occur. The following is a summary of the construction activity, estimated construction duration and their associated workforce quantities by phase. The construction phases are not expected to overlap as Phase II construction can commence only after the hotel renovation and associated demolition of ancillary facilities in Phase I is complete.

Phase I

- *Demolition (3 months)*: 14 workers and 7 heavy vehicles per day
- *Hotel Renovation and Residential Parcels 1 and 2 (15 months)*: 274 workers and 170 heavy vehicles per day

Phase II

- *Residential Parcels 3 and 4 (24 months)*: 194 workers, 64 heavy vehicles per day

19.1.1 *Construction Trip Generation*

An Average Daily Trip (ADT) calculation for each construction phase is outlined below based on information provided by the applicant. A passenger car equivalence (PCE) factor was applied to heavy trucks to account for their impact on traffic flow and operations when compared to passenger cars.

Phase I:

Demolition:

+	14 workers x 2 trips/worker	=	28 ADT
+	7 heavy vehicles/day x 2 trips/heavy truck x 2 PCE	=	28 ADT
	Total	**=**	***56 ADT***

Hotel Construction and Residential Parcels 1 and 2:

+	274 workers x 2 trips/worker	=	548 ADT
+	170 heavy vehicles/day x 2 trips/heavy truck x 2 PCE	=	680 ADT
	Total	**=**	***1,228 ADT***

Phase II

Residential Parcels 3 and 4:

+	194 workers x 2 trips/worker	=	388 ADT
+	64 heavy vehicles/day x 2 trips/heavy truck x 2 PCE	=	256 ADT
	Total	**=**	***644 ADT***

Based on the above information, *Phase I—Hotel Renovation and Residential Parcels 1 and 2* generate the highest construction ADT in Phase I and represents the most critical construction phase from a traffic standpoint.

19.2 Construction Traffic vs. Proposed Project Traffic

The following is a comparison of the proposed project traffic vs. construction traffic. ***Table 19–1*** shows the construction trip generation calculations for Phase I.

TABLE 19–1
CONSTRUCTION TRIP GENERATION – PHASE I

Type	Trucks or Workers (per day)	Daily Trip Rate	PCE [a]	ADT [b]
Hotel Construction and Residential Parcels 1 and 2[c]				
Worker Vehicles	274	2	N/A	548
Heavy Trucks	170	2	3	680
Subtotal	—	—	—	***1,228***
Traffic reduction from hotel and facilities renovation (per Table 9–1)				
Hotel rooms	Proposed: 700 rooms			6,650[d]
	Existing: 954 rooms			9,540
	Net: 254 rooms			*(2,890)*
Convention Space	Proposed: 177,137 SF			4,051
	Existing: 212,762 SF			4,952
	Net: 35,652 SF			*(901)*
Spa	*14,298 SF*			*(286)*
Restaurants	*25,652 SF*			*(207)*
Subtotal Traffic Reduction				***(4,284)***
Net New Temporary Construction Traffic				***(3,056)***

Footnotes:

a. PCE – Passenger Car Equivalence.
b. ADT – Average Daily Trips.
c. Hotel construction and residential parcels 1 and 2 used as they represent the highest construction traffic in Phase I.
d. Per *Table 9–1, page 49*. Includes a hotel room rate of 10 per room with 5% transit credit for the proposed condition.

As shown above, the reduction in traffic from the demolition of the existing uses (254 hotel rooms, 35,652 SF of convention facility, 14,298 SF spa building and 25,652 SF of food and beverage buildings) is greater than the traffic added due to the construction activity**.** Therefore, given that there will be a net decrease in overall traffic, construction traffic is not expected to cause any significant traffic impacts.

Table 19–2 shows the construction trip generation calculations for Phase II.

TABLE 19–2
CONSTRUCTION TRIP GENERATION – PHASE II

Type	Trucks or Workers (per day)	Daily Trip Rate	PCE [a]	ADT [b]
Construction of Residential Parcels 3 and 4				
Worker Vehicles	194	2	N/A	388
Heavy Trucks	64	2	3	256
Subtotal	—	—	—	*644*
Site Traffic prior to Phase II (per Table 9–1)				
Hotel rooms	Proposed: 700 rooms			6,650[c]
	Existing: 954 rooms			9,540
	Net: 254 rooms			*(2,890)*
Convention Space	Proposed: 177,137 SF			4,051
	Existing: 212,762 SF			4,952
	Net: 35,652 SF			*(901)*
Spa	*14,298 SF*			*(286)*
Restaurants	*25,652 SF*			*(207)*
Residential Parcel 1	*160 DU*			*816* [d]
Residential Parcel 2	*275 DU*			*1,402* [d]
Subtotal Site Traffic Reduction				***(2,066)***
Net New Temporary Construction Traffic				***(1,422)***

Footnotes:

a. PCE – Passenger Car Equivalence.
b. ADT – Average Daily Trips.
c. Per *Table 9–1, page 49*. Includes a hotel room rate of 10 per room with 5% transit credit for the proposed condition.
d. Per *Table 9–1, page 49*. Includes a residential trip rate of 6/DU with 5% transit credit and 10% mixed-use credit.

As shown above, in Phase II, even with the construction and traffic from residential parcels 1 and 2, the reduction in traffic from the demolition of the existing uses (254 hotel rooms, 35,652 SF of convention facility, 14,298 SF spa building and 25,652 SF of food and beverage buildings) is greater than the traffic added due to the construction activity**.** Therefore, given that there will be a net decrease in overall traffic, construction traffic is not expected to cause any significant traffic impacts.

19.3 Construction Techniques

The project will employ a number of techniques to minimize construction trips. The project anticipates utilizing 100% of the asphalt, stone and concrete demolition waste by grinding it up and reusing it onsite during construction as:

- "Shading" of pipe trenches
- Base or sub-base for paving or hardscape
- Backfill or flat work

To accomplish this, concrete waste, masonry, stone, and asphalt will be collected and isolated in segregated piles so that it can be ground up and reused. Should there end up being more material than can be used onsite, the excess materials will be source separated, collected in separate bins and for recycled on-site. The Town & Country development currently includes attractive and mature landscaping. Where possible, and assuming that the existing plant palette is compatible with the Landscape Concept Plan for the proposed project, plant materials and concrete that are displaced during demolition will be potted and transplanted within the project site, thereby reducing trips to the landfill.

19.4 Construction Traffic Measures

Construction traffic is expected to utilize Circulation Element roads to access the site, such as Hotel Circle North and South, Fashion Valley Road, I-8, and SR-163. Construction traffic does not need to use, and should be conditioned not to use any residential streets.

To avoid construction traffic during the regular commuter peak hours, the project will ensure workers arrive and leave the project site off-peak hours (i.e. arrive prior to 7:00AM and leave at 3:00PM), therefore avoiding the AM and PM commuter peaks. Heavy vehicles are expected to arrive at regular intervals throughout the day with the first truck arriving at 7:00AM (at the start of the worker shift) with the last truck arriving on-site at 2:00PM (one hour prior to the end of the worker shift), avoiding the PM commuter peak. This will reduce the potential impacts within the peak period and within the peak hours. It is also important to note that the construction activity and associated traffic will be temporary in nature.

Finally, construction traffic control plans will be prepared to identify the routes for heavy construction vehicles and the hours of construction activity. The traffic control plans will detail the work zones and lane closures/transitions. They will be prepared to the requirements of the City of San Diego Regional Standard Drawings and Caltrans standards to the satisfaction of the City Engineer prior to the commencement of work.

20.0 TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Transportation Demand Management (TDM) plans are comprised of features, practices and incentives to encourage residents, hotel guests and convention visitors to use alternate forms of transportation other than single occupancy vehicles. The goal of these plans is to reduce and/or remove vehicle trips out of the peak hours, thereby relieving congestion. For some projects, TDM plans are provided as mitigation measures to reduce significant Project traffic impacts, and as such must meet specific traffic reduction goals. The Town and Country Master Plan does not have significant impacts to be mitigated by a TDM plan; rather, the Project is offering the TDM plan as a benefit to both the future tenants and the community.

The project's TDM program will include the following measures, and will be finalized prior to the approval of the project:

- Provide a mixed-use, transit oriented development (TOD) that provides the appropriate setting for implementing TDM strategies and encouraging SANDAG Smart Growth development. With a 5-minute walking distance and an attractive and convenient transit center at Fashion Valley Mall, transit will be the most appealing transportation mode for the Town and Country residents, hotel guests, employees and visitors.

- Construction of the San Diego River Pathway on the north and south sides of the San Diego River through the Town and Country Park will include a multi-use trail for pedestrians and bicyclists. A south side River Pathway is also proposed that transitions southerly at the pedestrian bridge over the San Diego River and travels east connecting to the adjacent (Union Tribune) property.

- The existing pedestrian bridge is approx. 5' wide (non-standard for a multi-use path) and substandard and degraded. The project will demolish the bridge and build a new 10' wide bridge that meets standards for a multi-use path serving pedestrians and bicyclists connecting the site to the Fashion Valley transit center.

- The provision of carpool/vanpool parking spaces in preferentially located areas (closest to building entrances). These spaces would be signed and striped "carpool/vanpool parking only". Information about the availability of and the means of accessing the vanpool parking spaces could be posted on Transportation Information Displays located in retail back-offices, common area or on intranets, as appropriate.

- The provision of a charging station(s) for electric vehicles.

- The project will coordinate with local transit operators to provide input on how and when routes should be implemented to serve the area.

- To encourage the use of transit, the project is willing to provide up to 50% transit subsidy for 25% of the hotel employees for a period of three (3) years.

- Transportation information will be displayed in common areas to include, at a minimum, the following materials:

    - Ridesharing promotional materials, including the iCommute program.
    - Promotional materials for “Guaranteed Ride Home” programs like those provided by iCommute to ensure that residents / employees that carpool, vanpool, take transit, walk, or bike to work are provided with a ride to their home or location near their residence in the event that an emergency occurs during their work day.
    - Bicycle route and parking including maps and bicycle safety information.
    - Materials publicizing internet and telephone numbers for referrals on transportation information
    - Promotional materials provided by MTS and other publically supported transportation organizations
    - A listing of facilities at the site for carpoolers / vanpoolers, transit riders, bicyclists, and pedestrians, including information on the availability of preferential carpool / vanpool parking spaces and the methods for obtaining these spaces.

- Annual events will be held to promote the use of alternative transportation.

- The project will provide bicycle storage for hotel employees. For hotel guests, free bikes will also be available for use.

- The project will provide flexible work schedules to stagger arrivals and departures of hotel employees.

- The project will continue to provide shuttle services to and from the San Diego International Airport for hotel guests.

20.1 Monitoring and Reporting Program

Post-occupancy, to ensure the proposed TDM strategies are adequately implemented, a TDM Monitoring and Reporting Program will be conducted. The TDM Monitoring Program will be conducted to quantify the net reduction in the project trips. The monitoring efforts will include conducting average daily vehicle (counts) and peak hour counts at the project site. Data relating to transit usage, carpool/vanpool usage, transit and other subsidies will also be collected that will be supplemented by on-site surveys.

The project proposes to conduct the monitoring program every year for a period of five years. A TDM Monitoring Report will be prepared every year and submitted to the satisfaction of the City Engineer.

TECHNICAL APPENDICES

TOWN & COUNTRY MASTER PLAN

San Diego, California
June 22, 2016

LLG Ref. 3-14-2386

Linscott, Law & Greenspan, Engineers

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APPENDICES

APPENDIX

A. Intersection and Segment Manual Count Sheets

B. Intersection Methodology and Analysis Sheets

C. City of San Diego Roadway Classification and Adopted Mission Valley Circulation Element

D. Existing intersection analysis calculation sheets

E. Existing & Existing + Project freeway analysis calculation sheets

F. Existing + Project intersection analysis calculation sheets

G1. Hotel with Convention Facilities Traffic Count Survey

G2. ULI Shared Parking Manual

G3. Convention Space Trip Rate Calculation

G4. Transit/Mixed-Use credits for hotels and convention space

G5. SANDAG Series 12 Year 2035 Select Zone Assignment (SZA for TAZ 3141)

G6. Growth Rate Calculation

H. Near-Term (Opening Day 2018) intersection analysis calculation sheets

I. Near-Term (Opening Day 2018) + Project intersection analysis calculation sheets

J. Near-Term (Opening Day 2018) & Near-Term (Opening Day 2018) + Project freeway analysis calculation sheets

K. Year 2022 intersection analysis calculation sheets

L. Year 2022 + Project intersection analysis calculation sheets

M. Year 2022 & Year 2022 + Project freeway analysis calculation sheets

N. Year 2035 (Horizon Year) intersection analysis calculation sheets

O. Year 2035 (Horizon Year) + Project intersection analysis calculation sheets

P. Year 2035 (Horizon Year) & Year 2035 (Horizon Year) + Project freeway analysis calculation sheets

Q. Existing Convention Parking Demand

R. Technical Research – Hotel Parking Rates

S. Conceptual Feasibility Drawings

APPENDIX A

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

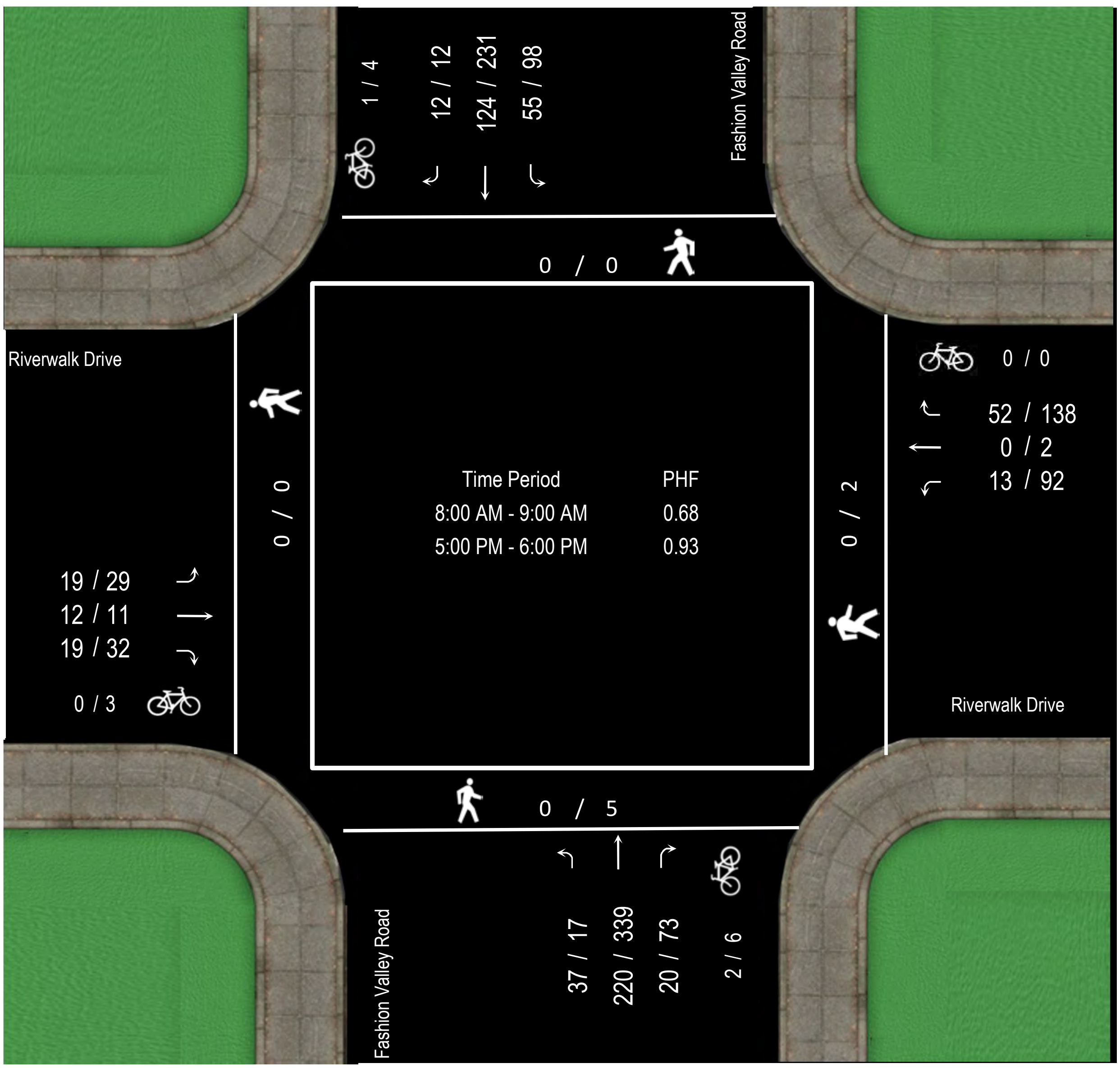
Location: Riverwalk Drive @ Fashion Valley Road

Date of Count: *Wednesday, September 24, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *14-0263*



LINSCOTT LAW & GREENSPAN engineers

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: Riverwalk Drive @ Fashion Valley Road

AM Period (7:00 AM - 9:00 AM)

	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	11	1	17	5	0	1	4	29	8	4	0	2	82
7:15 AM	5	28	4	6	0	3	3	41	19	11	0	3	123
7:30 AM	2	27	15	16	0	1	9	43	42	0	0	0	155
7:45 AM	11	48	11	12	0	3	4	47	9	1	0	0	146
8:00 AM	1	20	13	8	0	2	1	59	5	0	0	9	118
8:15 AM	3	40	15	17	0	2	9	29	10	3	4	4	136
8:30 AM	4	24	9	15	0	3	6	38	8	6	0	1	114
8:45 AM	4	40	18	12	0	6	4	94	14	10	8	5	215
Total	41	228	102	91	0	21	40	380	115	35	12	24	1,089

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.68**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	12	124	55	52	0	13	20	220	37	19	12	19	583
PHF	0.75	0.78	0.76	0.76	#####	0.54	0.56	0.59	0.66	0.48	0.38	0.53	0.68
Movement PHF		0.77			0.86			0.62			0.54		0.68

PM Period (4:00 PM - 6:00 PM)

	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	6	35	23	23	2	24	16	69	5	8	0	7	218
4:15 PM	7	51	23	18	1	36	21	75	11	11	0	8	262
4:30 PM	3	42	21	24	0	47	25	71	7	7	2	8	257
4:45 PM	6	60	17	25	2	38	13	77	5	7	3	3	256
5:00 PM	1	56	22	24	0	21	29	93	5	11	2	12	276
5:15 PM	5	53	25	42	0	18	9	80	3	8	4	6	253
5:30 PM	2	57	28	39	1	17	14	82	3	8	1	3	255
5:45 PM	4	65	23	33	1	36	21	84	6	5	4	8	290
Total	34	419	182	228	7	237	148	631	45	65	16	55	2,067

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	12	231	98	138	2	92	73	339	17	32	11	29	1074
PHF	0.60	0.888	0.875	0.821	0.5	0.639	0.629	0.911	0.708	0.727	0.688	0.604	0.93
Movement PHF		0.93			0.83			0.84			0.72		0.93

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location:	Riverwalk Drive	@	Avenida Del Rio
Date of Count:	*Thursday, September 25, 2014*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*14-0263*		

LINSCOTT LAW & GREENSPAN engineers

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: Riverwalk Drive @ Avenida Del Rio

AM Period (7:00 AM - 9:00 AM)							
	Westbound		Northbound		Eastbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM	2	6	15	8	4	1	36
7:15 AM	4	2	12	15	8	3	44
7:30 AM	2	2	11	16	7	0	38
7:45 AM	2	8	19	22	7	2	60
8:00 AM	4	8	16	20	12	6	66
8:15 AM	1	8	13	30	13	4	69
8:30 AM	4	7	17	24	14	1	67
8:45 AM	3	11	30	37	13	10	104
Total	22	52	133	172	78	27	484

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.74**

	Westbound		Northbound		Eastbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	12	34	76	111	52	21	306
PHF	0.75	0.77	0.63	0.75	0.93	0.53	0.74
Movement PHF	0.82		0.70		0.79		0.74

PM Period (4:00 PM - 6:00 PM)							
	Westbound		Northbound		Eastbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	4	29	22	78	73	8	214
4:15 PM	5	32	25	74	64	10	210
4:30 PM	6	41	23	84	51	15	220
4:45 PM	1	34	49	69	60	8	221
5:00 PM	4	37	27	77	77	8	230
5:15 PM	5	33	39	55	65	9	206
5:30 PM	2	34	32	71	77	14	230
5:45 PM	11	35	38	71	58	8	221
Total	38	275	255	579	525	80	1,752

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.96**

	Westbound		Northbound		Eastbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	12	138	147	272	279	39	887
PHF	0.6	0.932	0.75	0.883	0.906	0.696	0.96
Movement PHF	0.91		0.89		0.87		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location:	Camino De La Reina	@	Avenida Del Rio
Date of Count:	*Thursday, September 25, 2014*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*14-0263*		

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Camino De La Reina @ Avenida Del Rio

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	2	8	19	29		23	4	85
7:15 AM	1	9	23	40		24	4	101
7:30 AM	2	7	25	49		31	2	116
7:45 AM	5	10	37	69		35	4	160
8:00 AM	3	17	32	61		32	4	149
8:15 AM	2	19	39	62		31	4	157
8:30 AM	7	14	35	65		48	6	175
8:45 AM	7	17	53	65		46	14	202
Total	29	101	263	440		270	42	1,145

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.85**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	19	67	159	253		157	28	683
PHF	0.68	0.88	0.75	0.97		0.82	0.50	0.85
Movement PHF	0.90		0.87			0.77		0.85

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	24	78	88	62		76	12	340
4:15 PM	14	82	82	52		70	17	317
4:30 PM	14	78	97	54		69	10	322
4:45 PM	23	71	92	89		111	26	412
5:00 PM	22	92	89	96		106	15	420
5:15 PM	17	81	81	102		119	13	413
5:30 PM	20	91	82	81		89	21	384
5:45 PM	22	71	88	73		99	21	374
Total	156	644	699	609		739	135	2,982

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.97**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	82	335	344	368		425	75	1629
PHF	0.89	0.91	0.935	0.902		0.893	0.721	0.97
Movement PHF	0.91		0.96			0.91		0.97

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Town & Country Driveway (#2) @ Fashion Valley Road

Date of Count: *Thursday, September 25, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *14-0263*

LINSCOTT LAW & GREENSPAN engineers

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: Town & Country Driveway (#2) @ Fashion Valley Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	21	3	0	0	3	64		91
7:15 AM	21	4	1	1	6	44		77
7:30 AM	39	2	0	2	6	57		106
7:45 AM	35	2	0	1	5	68		111
8:00 AM	34	3	0	0	11	56		104
8:15 AM	35	0	0	2	9	65		111
8:30 AM	37	2	3	1	7	60		110
8:45 AM	44	2	1	1	7	79		134
Total	266	18	5	8	54	493		844

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.86**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	150	7	4	4	34	260		459
PHF	0.85	0.58	0.33	0.50	0.77	0.82		0.86
Movement PHF	0.85		0.50			0.85		0.86

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
4:00 PM	67	0	1	2	4	96		170
4:15 PM	97	1	2	1	2	115		218
4:30 PM	95	1	4	10	4	102		216
4:45 PM	105	0	4	5	6	105		225
5:00 PM	86	2	4	12	1	125		230
5:15 PM	79	0	3	5	0	105		192
5:30 PM	82	0	4	0	1	111		198
5:45 PM	104	2	5	1	0	113		225
Total	715	6	27	36	18	872		1,674

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.97**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	383	4	14	28	13	447		889
PHF	0.912	0.5	0.875	0.583	0.542	0.894		0.97
Movement PHF	0.92		0.66			0.91		0.97

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Town & Country Driveway (#3) @ Fashion Valley Road

Date of Count: *Thursday, September 25, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *14-0263*

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Town & Country Driveway (#3) @ Fashion Valley Road

AM Period (7:00 AM - 9:00 AM)	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	22	0	0	1	1	65		89
7:15 AM	21	1	1	0	3	48		74
7:30 AM	43	1	0	0	0	66		110
7:45 AM	37	1	0	2	3	78		121
8:00 AM	33	0	3	1	2	68		107
8:15 AM	36	2	1	2	6	72		119
8:30 AM	44	0	0	1	4	70		119
8:45 AM	47	1	0	0	1	85		134
Total	283	6	5	7	20	552		873

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.89**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	160	3	4	4	13	295		479
PHF	0.85	0.38	0.33	0.50	0.54	0.87		0.89
Movement PHF	0.85		0.50		0.90			0.89

PM Period (4:00 PM - 6:00 PM)	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
4:00 PM	80	0	3	0	1	104		188
4:15 PM	100	0	1	1	1	120		223
4:30 PM	107	0	1	0	0	114		222
4:45 PM	109	1	3	2	1	112		228
5:00 PM	107	0	2	6	4	132		251
5:15 PM	85	3	5	5	5	99		202
5:30 PM	87	0	1	5	2	108		203
5:45 PM	112	2	1	2	0	125		242
Total	787	6	17	21	14	914		1,759

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.92**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	423	1	7	9	6	478		924
PHF	0.97	0.25	0.583	0.375	0.375	0.905		0.92
Movement PHF	0.96		0.50		0.89			0.92

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location:	Hotel Circle N	@	I-8 WB Ramps
Date of Count:	*Wednesday, September 24, 2014*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*14-0263*		

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Hotel Circle N @ I-8 WB Ramps

AM Period (7:00 AM - 9:00 AM)	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	1	1	28	5	107	0	83	1	25	0	251
7:15 AM	0	0	0	3	31	20	110	1	99	2	32	0	298
7:30 AM	0	0	0	2	31	23	144	4	101	3	31	0	339
7:45 AM	0	0	2	1	35	23	178	0	109	6	24	1	379
8:00 AM	0	0	1	1	23	26	166	1	72	5	21	0	316
8:15 AM	0	0	0	2	22	22	158	1	57	2	32	0	296
8:30 AM	0	0	1	0	19	30	149	2	63	4	26	0	294
8:45 AM	0	0	1	0	33	9	177	2	60	3	36	0	321
Total	0	0	6	10	222	158	1,189	11	644	26	227	1	2,494

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	3	7	120	92	598	6	381	16	108	1	1,332
PHF	#####	#####	0.38	0.58	0.86	0.88	0.84	0.38	0.87	0.67	0.84	0.25	0.88
Movement PHF		0.38			0.93			0.86			0.92		0.88

PM Period (4:00 PM - 6:00 PM)	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	3	1	27	74	93	1	31	6	80	0	316
4:15 PM	0	0	1	3	32	66	98	1	26	3	60	1	291
4:30 PM	0	0	1	2	27	69	111	1	36	4	73	0	324
4:45 PM	0	0	1	0	31	84	108	2	32	6	53	0	317
5:00 PM	0	0	1	1	22	74	98	1	25	6	92	0	320
5:15 PM	0	0	2	4	35	82	101	1	21	7	59	0	312
5:30 PM	0	1	0	0	30	85	114	0	27	2	74	0	333
5:45 PM	0	0	1	3	40	71	94	4	31	0	73	0	317
Total	0	1	10	14	244	605	817	11	229	34	564	1	2,530

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	4	5	118	325	421	4	105	21	278	0	1282
PHF	#####	0.25	0.5	0.313	0.843	0.956	0.923	0.5	0.82	0.75	0.755	#####	0.96
Movement PHF		0.63			0.93			0.93			0.76		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Hotel Circle N @ Fashion Valley Road

Date of Count: *Thursday, September 25, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *14-0263*

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Hotel Circle N @ Fashion Valley Road

AM Period (7:00 AM - 9:00 AM)	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	13	10	15	21		82	51	192
7:15 AM	13	8	16	41		107	35	220
7:30 AM	23	20	20	33		129	46	271
7:45 AM	14	25	21	45		144	60	309
8:00 AM	16	18	17	34		135	53	273
8:15 AM	19	19	24	27		136	54	279
8:30 AM	18	27	20	31		122	54	272
8:45 AM	16	31	19	26		147	67	306
Total	132	158	152	258		1,002	420	2,122

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	67	89	82	137		537	221	1,133
PHF	0.88	0.82	0.85	0.76		0.93	0.92	0.92
Movement PHF	0.87		0.83			0.93		0.92

PM Period (4:00 PM - 6:00 PM)	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	43	37	28	59		99	77	343
4:15 PM	43	58	39	58		77	82	357
4:30 PM	44	63	25	54		96	89	371
4:45 PM	53	58	35	62		84	78	370
5:00 PM	40	73	37	57		92	99	398
5:15 PM	30	59	32	91		90	72	374
5:30 PM	47	45	26	68		104	84	374
5:45 PM	57	57	30	57		73	95	369
Total	357	450	252	506		715	676	2,956

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.95**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	170	235	130	278		370	333	1516
PHF	0.80	0.805	0.878	0.764		0.889	0.841	0.95
Movement PHF	0.90		0.83			0.92		0.95

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Hotel Circle N @ Town & Country Driveway (#5)

Date of Count: *Thursday, September 25, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *14-0263*

LINSCOTT LAW & GREENSPAN engineers

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: Hotel Circle N @ Town & Country Driveway (#5)

AM Period (7:00 AM - 9:00 AM)

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	2	1	2	34		90	2	131
7:15 AM	2	2	2	55		113	2	176
7:30 AM	1	1	0	52		147	2	203
7:45 AM	3	2	2	63		166	3	239
8:00 AM	0	1	2	51		151	2	207
8:15 AM	2	2	4	49		150	5	212
8:30 AM	2	3	3	49		149	0	206
8:45 AM	0	0	3	45		174	4	226
Total	12	12	18	398		1,140	20	1,600

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.90**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	7	8	11	212		616	10	864
PHF	0.58	0.67	0.69	0.84		0.93	0.50	0.90
Movement PHF	0.75			0.86		0.93		0.90

PM Period (4:00 PM - 6:00 PM)

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	87		134	2	223
4:15 PM	1	0	2	96		133	2	234
4:30 PM	1	3	3	78		157	2	244
4:45 PM	1	2	4	96		140	2	245
5:00 PM	3	5	1	91		164	1	265
5:15 PM	2	4	2	121		146	3	278
5:30 PM	3	1	5	91		146	3	249
5:45 PM	3	3	1	84		126	4	221
Total	14	18	18	744		1,146	19	1,959

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.93**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	9	12	12	399		596	9	1037
PHF	0.75	0.6	0.6	0.824		0.909	0.75	0.93
Movement PHF	0.66			0.84		0.92		0.93

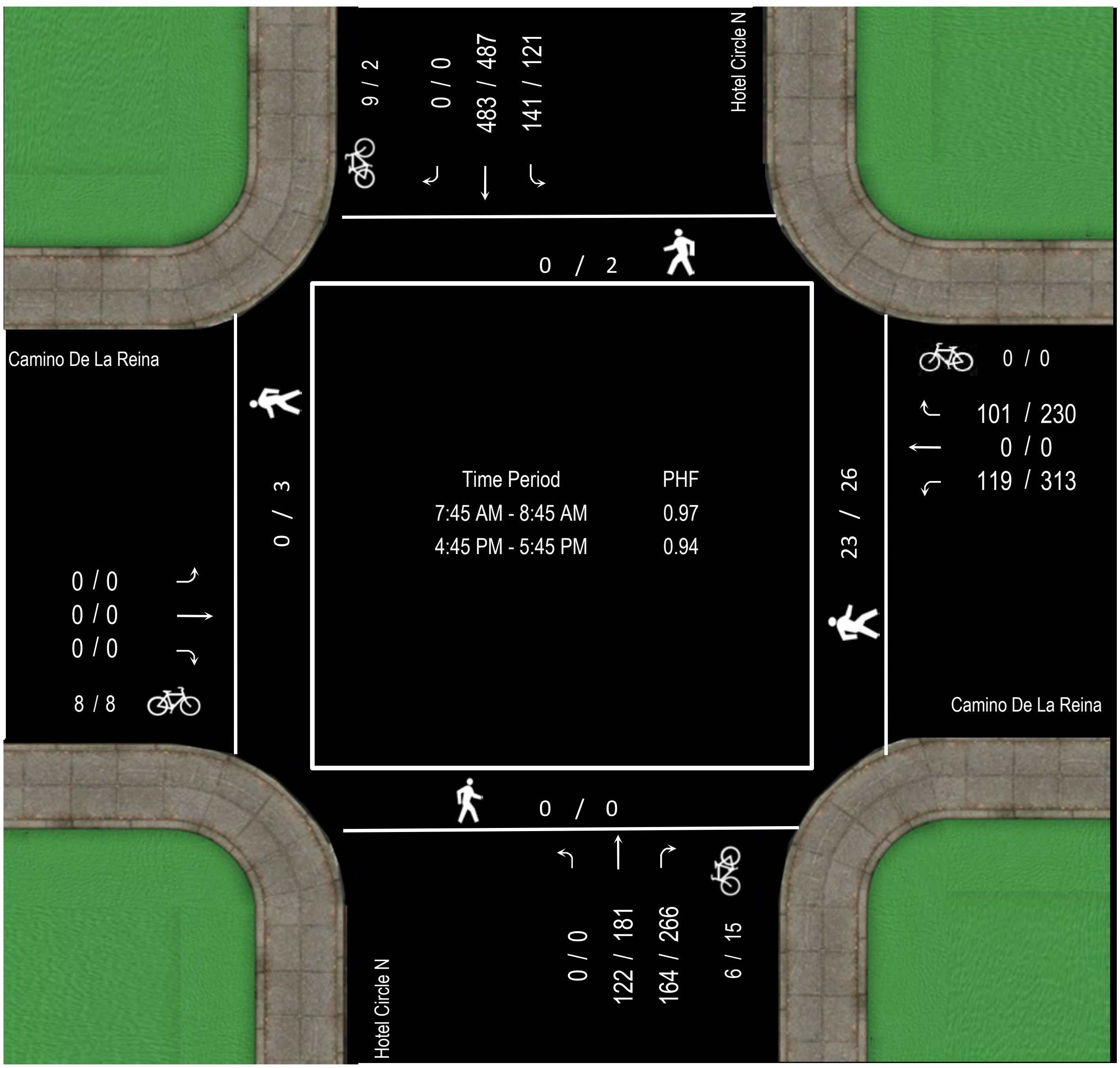
LINSCOTT LAW & GREENSPAN engineers

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location:	Camino De La Reina	@	Hotel Circle N
Date of Count:	*Wednesday, September 24, 2014*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*14-0263*		



LINSCOTT LAW & GREENSPAN engineers

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Camino De La Reina @ Hotel Circle N

AM Period (7:00 AM - 9:00 AM)	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	84	7	19	0	15	13	17	0	0	0	0	155
7:15 AM	0	95	20	35	0	10	20	22	0	0	0	0	202
7:30 AM	0	122	26	18	0	20	27	34	0	0	0	0	247
7:45 AM	0	133	35	21	0	20	36	44	0	0	0	0	289
8:00 AM	0	113	39	27	0	28	37	26	0	0	0	0	270
8:15 AM	0	113	39	27	0	38	47	26	0	0	0	0	290
8:30 AM	0	124	28	26	0	33	44	26	0	0	0	0	281
8:45 AM	0	149	25	10	0	11	19	38	0	0	0	0	252
Total	0	933	219	183	0	175	243	233	0	0	0	0	1,986

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	483	141	101	0	119	164	122	0	0	0	0	1,130
PHF	#####	0.91	0.90	0.94	#####	0.78	0.87	0.69	#####	#####	#####	#####	0.97
Movement PHF		0.93			0.85			0.89			#DIV/0!		0.97

PM Period (4:00 PM - 6:00 PM)	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	98	36	36	0	56	64	51	0	0	0	0	341
4:15 PM	0	97	36	47	0	72	69	51	0	0	0	0	372
4:30 PM	0	124	36	43	0	60	60	38	0	0	0	0	361
4:45 PM	0	110	32	46	0	56	71	54	0	0	0	0	369
5:00 PM	0	140	29	52	0	80	64	40	0	0	0	0	405
5:15 PM	0	112	38	77	0	88	62	46	0	0	0	0	423
5:30 PM	0	125	22	55	0	89	69	41	0	0	0	0	401
5:45 PM	0	86	43	34	0	64	70	51	0	0	0	0	348
Total	0	892	272	390	0	565	529	372	0	0	0	0	3,020

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	487	121	230	0	313	266	181	0	0	0	0	1598
PHF	#####	0.87	0.796	0.747	#####	0.879	0.937	0.838	#####	#####	#####	#####	0.94
Movement PHF		0.90			0.82			0.89			#DIV/0!		0.94

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location:	Camino De La Reina	@	Town & Country Driveway (#4)
Date of Count:	*Thursday, September 25, 2014*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*14-0263*		

LINSCOTT LAW & GREENSPAN engineers

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: Camino De La Reina @ Town & Country Driveway (#4)

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	1	0	0	34		20	0	55
7:15 AM	1	0	1	44		40	0	86
7:30 AM	0	0	0	38		53	0	91
7:45 AM	1	0	0	41		70	0	112
8:00 AM	6	0	0	55		76	0	137
8:15 AM	0	0	1	65		86	0	152
8:30 AM	2	1	0	59		72	0	134
8:45 AM	1	0	0	21		44	0	66
Total	12	1	2	357		461	0	833

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.88**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	9	1	1	220		304	0	535
PHF	0.38	0.25	0.25	0.85		0.88	#####	0.88
Movement PHF	0.42			0.84		0.88		0.88

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	92		100	0	192
4:15 PM	3	0	1	118		105	1	228
4:30 PM	0	0	0	103		96	0	199
4:45 PM	1	0	0	102		102	1	206
5:00 PM	0	0	0	132		93	3	228
5:15 PM	1	0	1	165		100	0	267
5:30 PM	0	1	0	144		91	1	237
5:45 PM	0	0	0	98		113	0	211
Total	5	1	2	954		800	6	1,768

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.88**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	1	1	1	539		397	4	943
PHF	0.25	0.25	0.25	0.817		0.878	0.333	0.88
Movement PHF	0.50			0.81		0.89		0.88

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Hotel Circle S @ I-8 EB Ramps

Date of Count: *Wednesday, September 24, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *14-0263*

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Hotel Circle S @ I-8 EB Ramps

AM Period (7:00 AM - 9:00 AM)	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	0	31	50	34	0	0	0	0	0	13	29	161
7:15 AM	4	0	39	53	38	0	0	0	0	0	21	36	191
7:30 AM	5	0	49	91	39	0	0	0	0	0	12	42	238
7:45 AM	4	0	72	91	52	0	0	0	0	0	24	43	286
8:00 AM	2	0	61	68	52	0	0	0	0	0	16	33	232
8:15 AM	4	0	79	72	48	0	0	0	0	0	19	49	271
8:30 AM	6	0	51	74	53	0	0	0	0	0	24	34	242
8:45 AM	2	0	70	70	56	0	0	0	0	0	24	35	257
Total	31	0	452	569	372	0	0	0	0	0	153	301	1,878

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	16	0	263	305	205	0	0	0	0	0	83	159	1,031
PHF	0.67	#####	0.83	0.84	0.97	#####	#####	#####	#####	#####	0.86	0.81	0.90
Movement PHF		0.84			0.89			#DIV/0!			0.89		0.90

PM Period (4:00 PM - 6:00 PM)	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	7	0	12	156	49	0	0	0	0	0	68	69	361
4:15 PM	6	0	23	135	44	0	0	0	0	0	52	76	336
4:30 PM	3	0	20	146	31	0	0	0	0	0	59	89	348
4:45 PM	4	0	20	161	45	0	0	0	0	0	51	71	352
5:00 PM	3	0	23	165	36	0	0	0	0	0	58	85	370
5:15 PM	3	0	25	152	33	0	0	0	0	0	63	97	373
5:30 PM	4	0	33	134	40	0	0	0	0	0	69	75	355
5:45 PM	7	0	32	113	46	0	0	0	0	0	61	64	323
Total	37	0	188	1,162	324	0	0	0	0	0	481	626	2,818

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	14	0	101	612	154	0	0	0	0	0	241	328	1450
PHF	0.88	#####	0.765	0.927	0.856	#####	#####	#####	#####	#####	0.873	0.845	0.97
Movement PHF		0.78			0.93			#DIV/0!			0.89		0.97

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location:	Hotel Circle S	@	Bachman Place
Date of Count:	*Thursday, September 25, 2014*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*14-0263*		

LINSCOTT LAW & GREENSPAN engineers

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: Hotel Circle S @ Bachman Place

AM Period (7:00 AM - 9:00 AM)							
	Westbound		Northbound		Eastbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM	62	40	16	26	26	19	189
7:15 AM	61	60	16	35	40	26	238
7:30 AM	62	59	32	68	33	24	278
7:45 AM	83	94	25	69	51	42	364
8:00 AM	71	73	26	47	51	41	309
8:15 AM	82	74	31	39	38	43	307
8:30 AM	96	57	22	42	24	55	296
8:45 AM	87	82	24	45	36	50	324
Total	604	539	192	371	299	300	2,305

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.88**

	Westbound		Northbound		Eastbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	332	298	104	197	164	181	1,276
PHF	0.86	0.79	0.84	0.71	0.80	0.82	0.88
Movement PHF	0.89		0.80		0.93		0.88

PM Period (4:00 PM - 6:00 PM)							
	Westbound		Northbound		Eastbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	116	42	55	96	17	53	379
4:15 PM	118	50	45	87	24	53	377
4:30 PM	123	66	50	96	18	59	412
4:45 PM	112	60	57	110	10	65	414
5:00 PM	152	52	37	98	16	63	418
5:15 PM	130	66	51	81	22	71	421
5:30 PM	114	74	39	70	30	65	392
5:45 PM	118	65	62	57	21	63	386
Total	983	475	396	695	158	492	3,199

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.99**

	Westbound		Northbound		Eastbound		TOTAL
	Thru	Left	Right	Left	Right	Thru	
Volume	517	244	195	385	66	258	1665
PHF	0.85	0.924	0.855	0.875	0.75	0.908	0.99
Movement PHF	0.93		0.87		0.87		0.99

LINSCOTT LAW & GREENSPAN engineers

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: 1. Riverwalk Drive, Fashion Valley Road to Avenida Del Rio

Orientation: *East-West*

Date of Count: *Thursday, September 25, 2014*

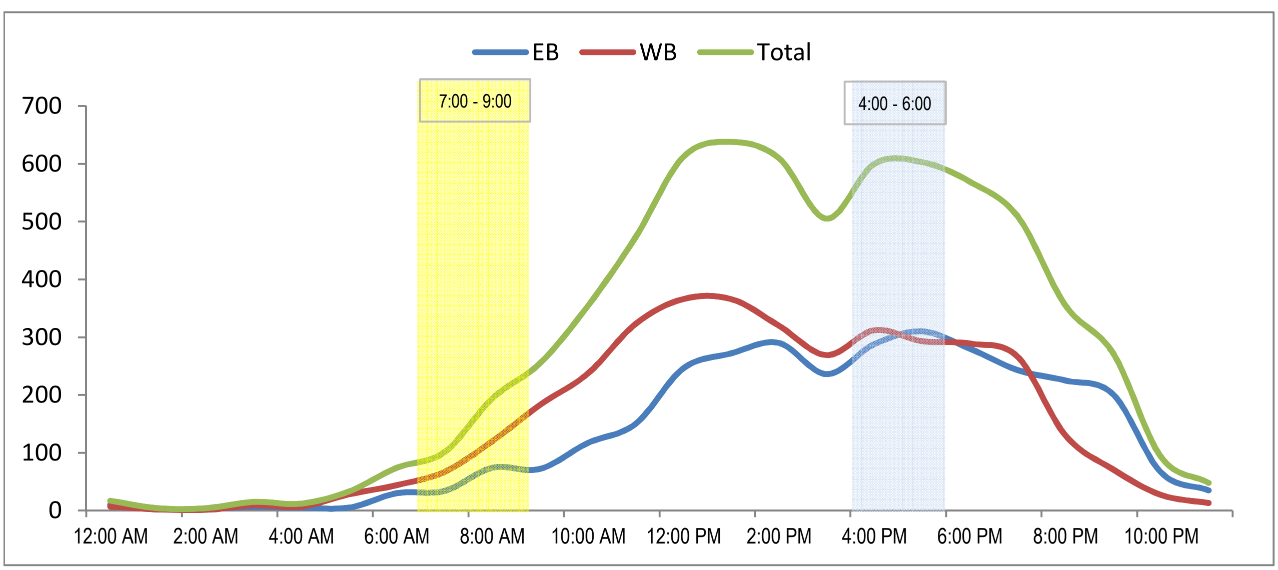
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume								6,950
Time	Hourly Volume				Time	Hourly Volume		
	EB	WB	Total			EB	WB	Total
12:00 AM - 1:00 AM	10	7	17		12:00 PM - 1:00 PM	246	366	612
1:00 AM - 2:00 AM	2	2	4		1:00 PM - 2:00 PM	272	366	638
2:00 AM - 3:00 AM	3	1	4		2:00 PM - 3:00 PM	290	320	610
3:00 AM - 4:00 AM	6	9	15		3:00 PM - 4:00 PM	236	269	505
4:00 AM - 5:00 AM	5	7	12		4:00 PM - 5:00 PM	288	312	600
5:00 AM - 6:00 AM	5	28	33		5:00 PM - 6:00 PM	310	293	603
6:00 AM - 7:00 AM	30	44	74		6:00 PM - 7:00 PM	280	289	569
7:00 AM - 8:00 AM	34	67	101		7:00 PM - 8:00 PM	243	266	509
8:00 AM - 9:00 AM	74	120	194		8:00 PM - 9:00 PM	225	130	355
9:00 AM - 10:00 AM	72	183	255		9:00 PM - 10:00 PM	201	71	272
10:00 AM - 11:00 AM	117	237	354		10:00 PM - 11:00 PM	66	27	93
11:00 AM - 12:00 PM	150	323	473		11:00 PM - 12:00 AM	35	13	48
Total	**508**	**1,028**	**1,536**		**Total**	**2,692**	**2,722**	**5,414**

24-Hour	EB	Volume	3,200	24-Hour	WB	Volume	3,750



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

LINSCOTT LAW & GREENSPAN engineers

Location: 2. Riverwalk Drive, East of Avenida Del Rio

Orientation: *East-West*

Date of Count: *Thursday, September 25, 2014*

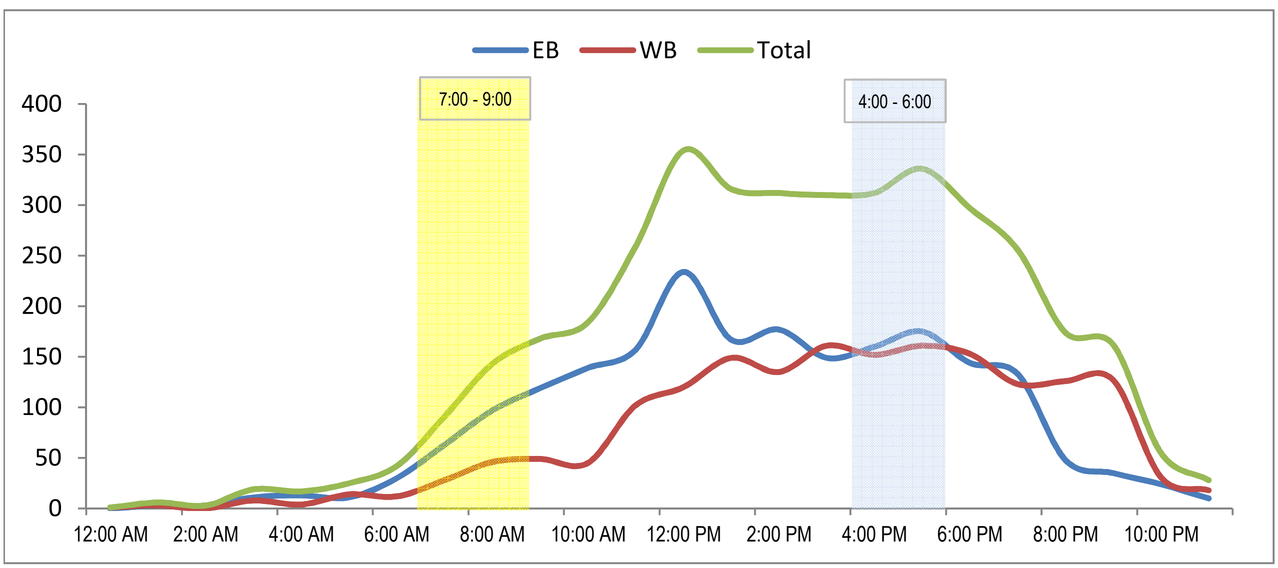
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume									3,870
Time		Hourly Volume			Time		Hourly Volume		
		EB	WB	Total			EB	WB	Total
12:00 AM	1:00 AM	0	1	1	12:00 PM	1:00 PM	234	120	354
1:00 AM	2:00 AM	3	3	6	1:00 PM	2:00 PM	167	149	316
2:00 AM	3:00 AM	3	0	3	2:00 PM	3:00 PM	177	135	312
3:00 AM	4:00 AM	11	8	19	3:00 PM	4:00 PM	149	161	310
4:00 AM	5:00 AM	13	4	17	4:00 PM	5:00 PM	160	152	312
5:00 AM	6:00 AM	11	14	25	5:00 PM	6:00 PM	175	161	336
6:00 AM	7:00 AM	30	12	42	6:00 PM	7:00 PM	144	153	297
7:00 AM	8:00 AM	63	28	91	7:00 PM	8:00 PM	133	123	256
8:00 AM	9:00 AM	97	46	143	8:00 PM	9:00 PM	48	126	174
9:00 AM	10:00 AM	119	49	168	9:00 PM	10:00 PM	35	127	162
10:00 AM	11:00 AM	139	45	184	10:00 PM	11:00 PM	24	31	55
11:00 AM	12:00 PM	157	102	259	11:00 PM	12:00 AM	10	18	28
Total		**646**	**312**	**958**	**Total**		**1,456**	**1,456**	**2,912**

24-Hour	EB	Volume	2,102	24-Hour	WB	Volume	1,768



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 9. Camino De La Reina, Hotel Circle N to Avenida Del Rio

Orientation: *East-West*

Date of Count: *Thursday, September 25, 2014*

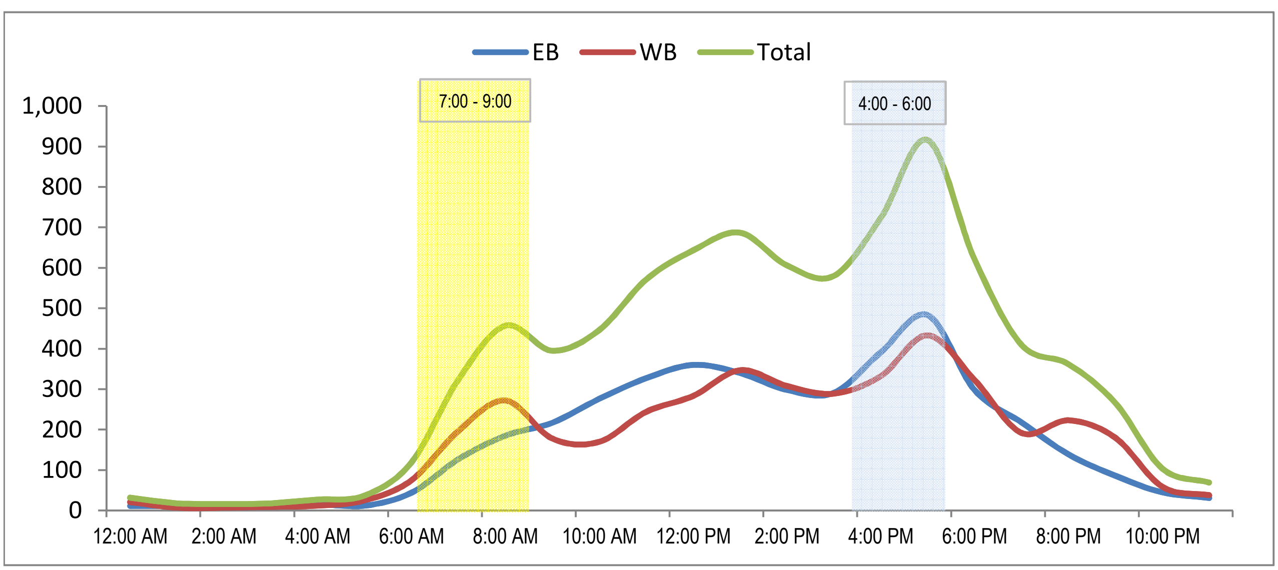
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume											8,447
Time			Hourly Volume			Time			Hourly Volume		
			EB	WB	Total				EB	WB	Total
12:00 AM	-	1:00 AM	11	21	32	12:00 PM	-	1:00 PM	360	283	643
1:00 AM	-	2:00 AM	11	7	18	1:00 PM	-	2:00 PM	340	347	687
2:00 AM	-	3:00 AM	9	7	16	2:00 PM	-	3:00 PM	298	308	606
3:00 AM	-	4:00 AM	9	9	18	3:00 PM	-	4:00 PM	291	289	580
4:00 AM	-	5:00 AM	15	12	27	4:00 PM	-	5:00 PM	391	332	723
5:00 AM	-	6:00 AM	12	25	37	5:00 PM	-	6:00 PM	483	433	916
6:00 AM	-	7:00 AM	44	75	119	6:00 PM	-	7:00 PM	298	323	621
7:00 AM	-	8:00 AM	127	197	324	7:00 PM	-	8:00 PM	218	192	410
8:00 AM	-	9:00 AM	185	272	457	8:00 PM	-	9:00 PM	139	223	362
9:00 AM	-	10:00 AM	217	178	395	9:00 PM	-	10:00 PM	86	180	266
10:00 AM	-	11:00 AM	276	170	446	10:00 PM	-	11:00 PM	45	59	104
11:00 AM	-	12:00 PM	327	244	571	11:00 PM	-	12:00 AM	31	38	69
Total			**1,243**	**1,217**	**2,460**	Total			**2,980**	**3,007**	**5,987**

24-Hour	EB	Volume	4,223	24-Hour	WB	Volume	4,224



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 10. Camino De La Reina, Avenida Del Rio to Camino De La Siesta

Orientation: *East-West*

Date of Count: *Thursday, September 25, 2014*

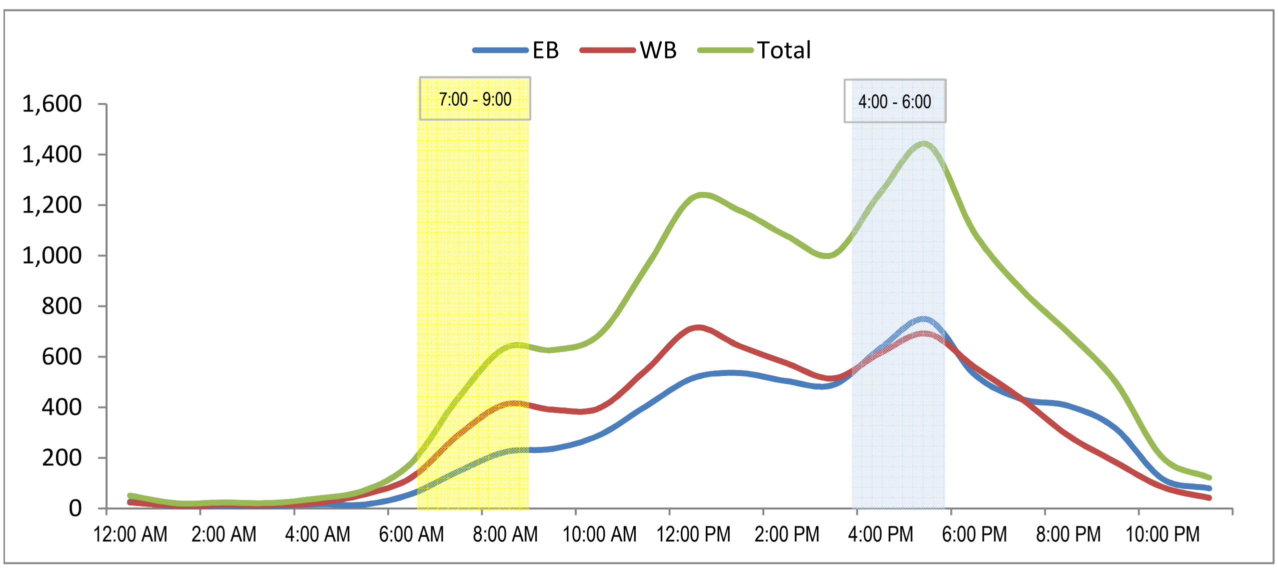
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume				14,412			
Time	Hourly Volume EB	WB	Total	Time	Hourly Volume EB	WB	Total
12:00 AM - 1:00 AM	27	24	51	12:00 PM - 1:00 PM	516	714	1,230
1:00 AM - 2:00 AM	9	12	21	1:00 PM - 2:00 PM	536	642	1,178
2:00 AM - 3:00 AM	10	14	24	2:00 PM - 3:00 PM	504	574	1,078
3:00 AM - 4:00 AM	9	13	22	3:00 PM - 4:00 PM	490	515	1,005
4:00 AM - 5:00 AM	17	23	40	4:00 PM - 5:00 PM	635	616	1,251
5:00 AM - 6:00 AM	16	56	72	5:00 PM - 6:00 PM	748	692	1,440
6:00 AM - 7:00 AM	58	123	181	6:00 PM - 7:00 PM	530	560	1,090
7:00 AM - 8:00 AM	147	291	438	7:00 PM - 8:00 PM	433	434	867
8:00 AM - 9:00 AM	224	412	636	8:00 PM - 9:00 PM	406	288	694
9:00 AM - 10:00 AM	236	391	627	9:00 PM - 10:00 PM	318	184	502
10:00 AM - 11:00 AM	290	397	687	10:00 PM - 11:00 PM	118	85	203
11:00 AM - 12:00 PM	405	548	953	11:00 PM - 12:00 AM	80	42	122
Total	**1,448**	**2,304**	**3,752**	**Total**	**5,314**	**5,346**	**10,660**

24-Hour	EB	Volume	6,762	24-Hour	WB	Volume	7,650



24 Hour Segment Count

LINSCOTT LAW & GREENSPAN engineers

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 13. Hotel Circle N, West of I-8 WB Ramps

Orientation: *East-West*

Date of Count: *Wednesday, September 24, 2014*

Analysts: *DASH*

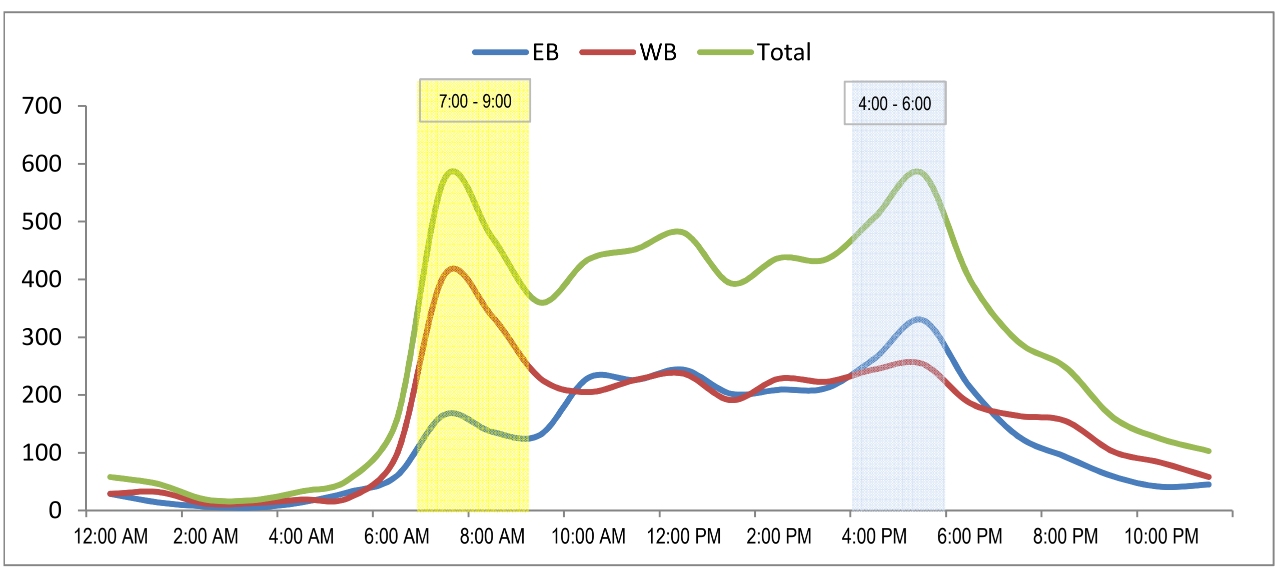
Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume					6,843

Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	29	29	58	12:00 PM - 1:00 PM	244	237	481
1:00 AM - 2:00 AM	14	32	46	1:00 PM - 2:00 PM	202	191	393
2:00 AM - 3:00 AM	7	12	19	2:00 PM - 3:00 PM	209	228	437
3:00 AM - 4:00 AM	5	13	18	3:00 PM - 4:00 PM	212	223	435
4:00 AM - 5:00 AM	14	19	33	4:00 PM - 5:00 PM	263	244	507
5:00 AM - 6:00 AM	32	22	54	5:00 PM - 6:00 PM	330	254	584
6:00 AM - 7:00 AM	60	97	157	6:00 PM - 7:00 PM	214	186	400
7:00 AM - 8:00 AM	166	408	574	7:00 PM - 8:00 PM	129	164	293
8:00 AM - 9:00 AM	136	336	472	8:00 PM - 9:00 PM	93	155	248
9:00 AM - 10:00 AM	131	229	360	9:00 PM - 10:00 PM	59	102	161
10:00 AM - 11:00 AM	229	205	434	10:00 PM - 11:00 PM	41	83	124
11:00 AM - 12:00 PM	226	226	452	11:00 PM - 12:00 AM	45	58	103
Total	**1,049**	**1,628**	**2,677**	**Total**	**2,041**	**2,125**	**4,166**

24-Hour	EB	Volume	3,090	24-Hour	WB	Volume	3,753



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 14. Hotel Circle N, I-8 WB Ramps to Fashion Valley Road

Orientation: *East-West*

Date of Count: *Wednesday, September 24, 2014*

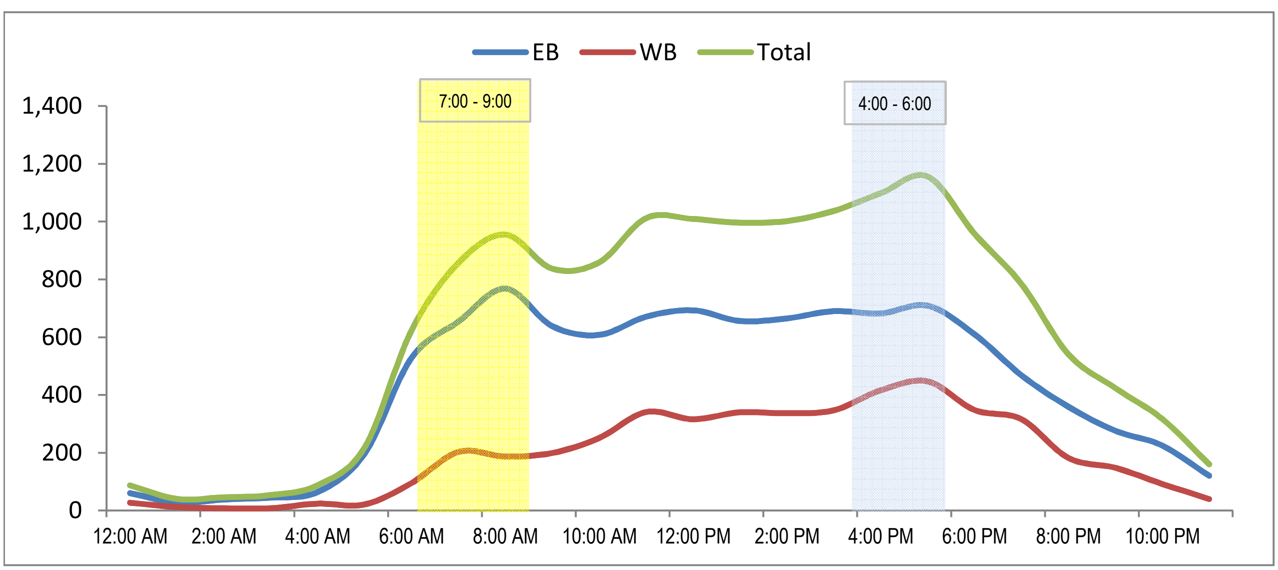
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume								15,157
Time	Hourly Volume				Time	Hourly Volume		
	EB	WB	Total			EB	WB	Total
12:00 AM - 1:00 AM	60	27	87		12:00 PM - 1:00 PM	693	316	1,009
1:00 AM - 2:00 AM	28	12	40		1:00 PM - 2:00 PM	656	340	996
2:00 AM - 3:00 AM	38	8	46		2:00 PM - 3:00 PM	665	337	1,002
3:00 AM - 4:00 AM	45	8	53		3:00 PM - 4:00 PM	690	347	1,037
4:00 AM - 5:00 AM	64	24	88		4:00 PM - 5:00 PM	682	416	1,098
5:00 AM - 6:00 AM	197	21	218		5:00 PM - 6:00 PM	709	447	1,156
6:00 AM - 7:00 AM	528	95	623		6:00 PM - 7:00 PM	610	348	958
7:00 AM - 8:00 AM	654	203	857		7:00 PM - 8:00 PM	468	316	784
8:00 AM - 9:00 AM	768	187	955		8:00 PM - 9:00 PM	359	182	541
9:00 AM - 10:00 AM	638	199	837		9:00 PM - 10:00 PM	276	148	424
10:00 AM - 11:00 AM	608	251	859		10:00 PM - 11:00 PM	225	92	317
11:00 AM - 12:00 PM	671	341	1012		11:00 PM - 12:00 AM	120	40	160
Total	**4,299**	**1,376**	**5,675**		**Total**	**6,153**	**3,329**	**9,482**

24-Hour EB Volume	10,452	24-Hour WB Volume	4,705



LINSCOTT LAW & GREENSPAN engineers

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

AVC

Location: 15. Hotel Circle N, Fashion Valley Road to Camino De La Reina

Orientation: *East-West*

Date of Count: *Wednesday, September 24, 2014*

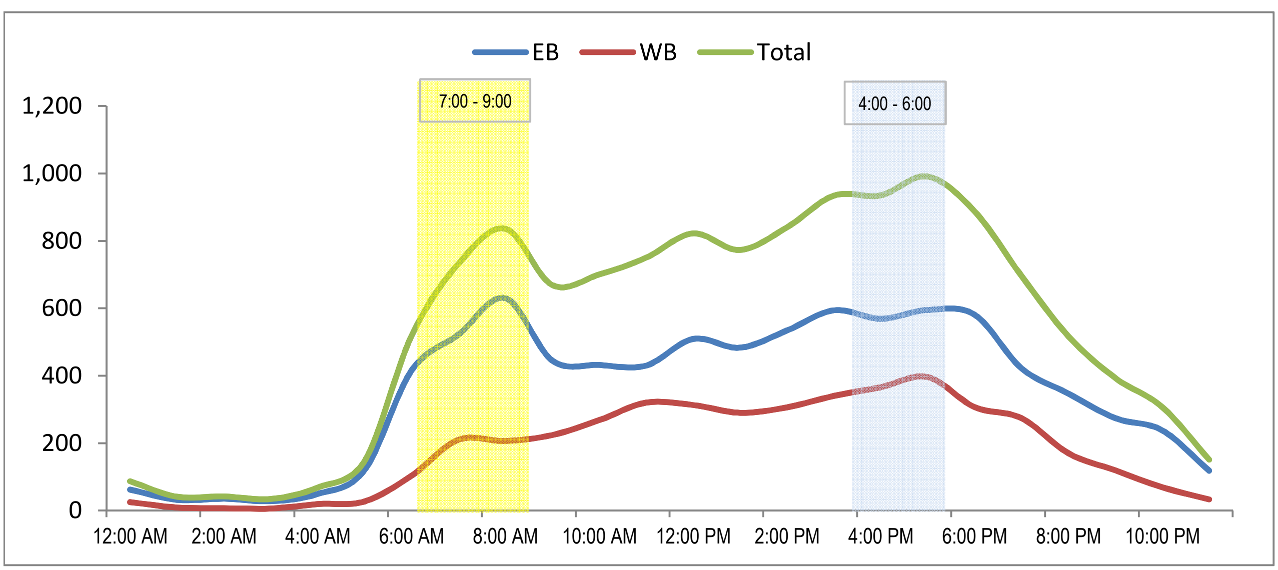
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume								12,871
Time	Hourly Volume				Time	Hourly Volume		
	EB	WB	Total			EB	WB	Total
12:00 AM - 1:00 AM	62	25	87		12:00 PM - 1:00 PM	509	313	822
1:00 AM - 2:00 AM	32	9	41		1:00 PM - 2:00 PM	483	290	773
2:00 AM - 3:00 AM	35	7	42		2:00 PM - 3:00 PM	534	306	840
3:00 AM - 4:00 AM	28	6	34		3:00 PM - 4:00 PM	594	340	934
4:00 AM - 5:00 AM	49	19	68		4:00 PM - 5:00 PM	569	366	935
5:00 AM - 6:00 AM	120	27	147		5:00 PM - 6:00 PM	595	396	991
6:00 AM - 7:00 AM	415	103	518		6:00 PM - 7:00 PM	581	307	888
7:00 AM - 8:00 AM	522	210	732		7:00 PM - 8:00 PM	422	274	696
8:00 AM - 9:00 AM	630	206	836		8:00 PM - 9:00 PM	347	170	517
9:00 AM - 10:00 AM	445	224	669		9:00 PM - 10:00 PM	274	119	393
10:00 AM - 11:00 AM	432	268	700		10:00 PM - 11:00 PM	238	69	307
11:00 AM - 12:00 PM	430	320	750		11:00 PM - 12:00 AM	118	33	151
Total	**3,200**	**1,424**	**4,624**		**Total**	**5,264**	**2,983**	**8,247**

24-Hour EB Volume 8,464 **24-Hour WB Volume 4,407**



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Hotel Circle S – just west of I-8EB Ramps

Orientation: *East-West*

Date of Count: *Wednesday, November 13, 2013*

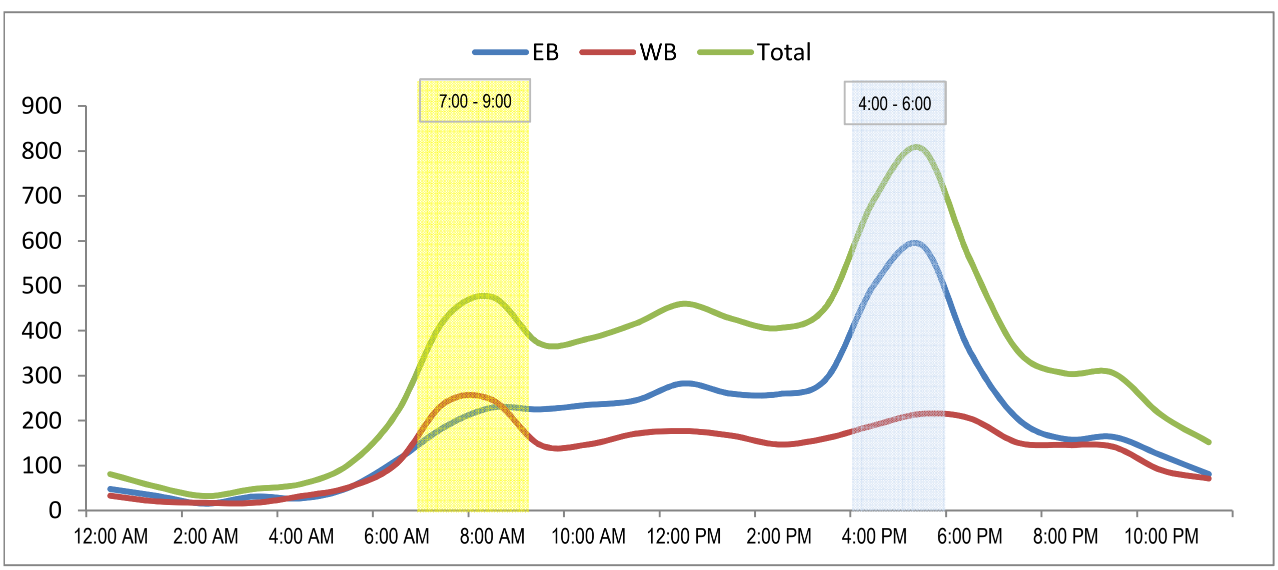
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *13-0122*

24 Hour Segment Volume							7,797
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	48	33	81	12:00 PM - 1:00 PM	283	177	460
1:00 AM - 2:00 AM	32	20	52	1:00 PM - 2:00 PM	260	167	427
2:00 AM - 3:00 AM	15	17	32	2:00 PM - 3:00 PM	259	147	406
3:00 AM - 4:00 AM	31	17	48	3:00 PM - 4:00 PM	294	161	455
4:00 AM - 5:00 AM	27	32	59	4:00 PM - 5:00 PM	503	190	693
5:00 AM - 6:00 AM	51	52	103	5:00 PM - 6:00 PM	590	215	805
6:00 AM - 7:00 AM	112	105	217	6:00 PM - 7:00 PM	354	205	559
7:00 AM - 8:00 AM	186	239	425	7:00 PM - 8:00 PM	204	151	355
8:00 AM - 9:00 AM	229	246	475	8:00 PM - 9:00 PM	159	146	305
9:00 AM - 10:00 AM	225	146	371	9:00 PM - 10:00 PM	164	142	306
10:00 AM - 11:00 AM	235	147	382	10:00 PM - 11:00 PM	123	90	213
11:00 AM - 12:00 PM	245	171	416	11:00 PM - 12:00 AM	81	71	152
Total	**1,436**	**1,225**	**2,661**	**Total**	**3,274**	**1,862**	**5,136**

24-Hour EB Volume	4,710	24-Hour WB Volume	3,087



LINSCOTT LAW & GREENSPAN engineers

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 16. Hotel Circle S, I-8 EB Ramps to Bachman Place

Orientation: *East-West*

Date of Count: *Wednesday, September 24, 2014*

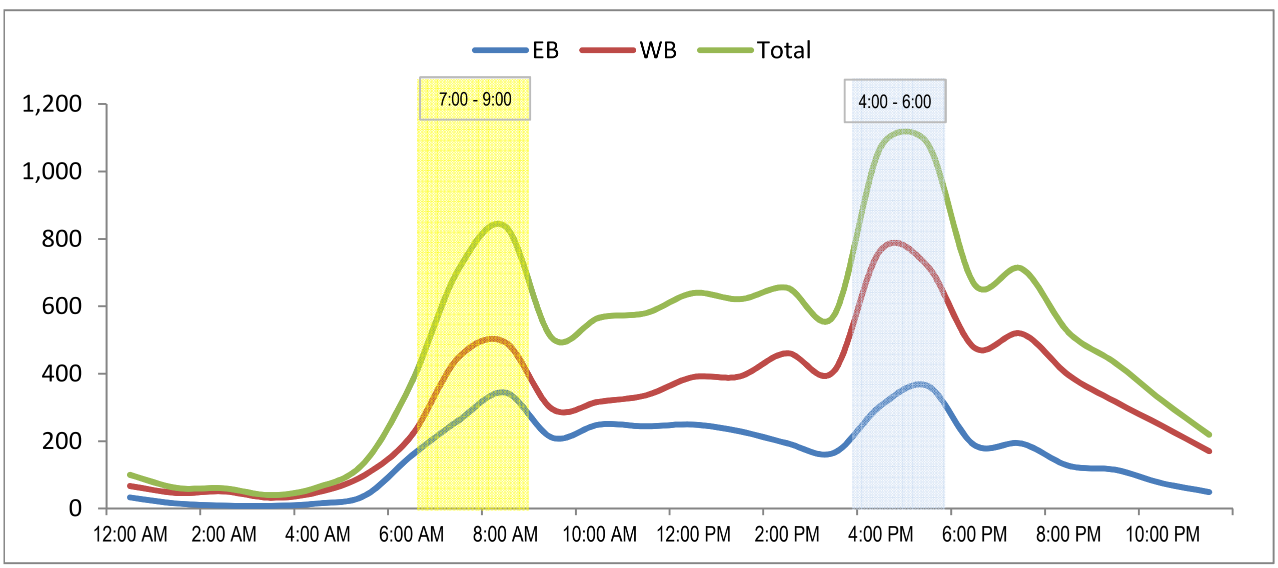
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume								11,544
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	33	67	100	12:00 PM - 1:00 PM	249	390	639
1:00 AM - 2:00 AM	15	46	61	1:00 PM - 2:00 PM	229	392	621
2:00 AM - 3:00 AM	9	51	60	2:00 PM - 3:00 PM	194	461	655
3:00 AM - 4:00 AM	8	32	40	3:00 PM - 4:00 PM	165	407	572
4:00 AM - 5:00 AM	15	48	63	4:00 PM - 5:00 PM	305	767	1,072
5:00 AM - 6:00 AM	38	99	137	5:00 PM - 6:00 PM	364	719	1,083
6:00 AM - 7:00 AM	157	216	373	6:00 PM - 7:00 PM	188	477	665
7:00 AM - 8:00 AM	261	448	709	7:00 PM - 8:00 PM	193	519	712
8:00 AM - 9:00 AM	344	493	837	8:00 PM - 9:00 PM	127	396	523
9:00 AM - 10:00 AM	210	295	505	9:00 PM - 10:00 PM	115	317	432
10:00 AM - 11:00 AM	249	317	566	10:00 PM - 11:00 PM	75	245	320
11:00 AM - 12:00 PM	244	336	580	11:00 PM - 12:00 AM	49	170	219
Total	**1,583**	**2,448**	**4,031**	**Total**	**2,253**	**5,260**	**7,513**

24-Hour EB Volume	3,836	24-Hour WB Volume	7,708



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 17. Hotel Circle S, Bachman Place to Camino De La Reina

Orientation: *East-West*

Date of Count: *Wednesday, September 24, 2014*

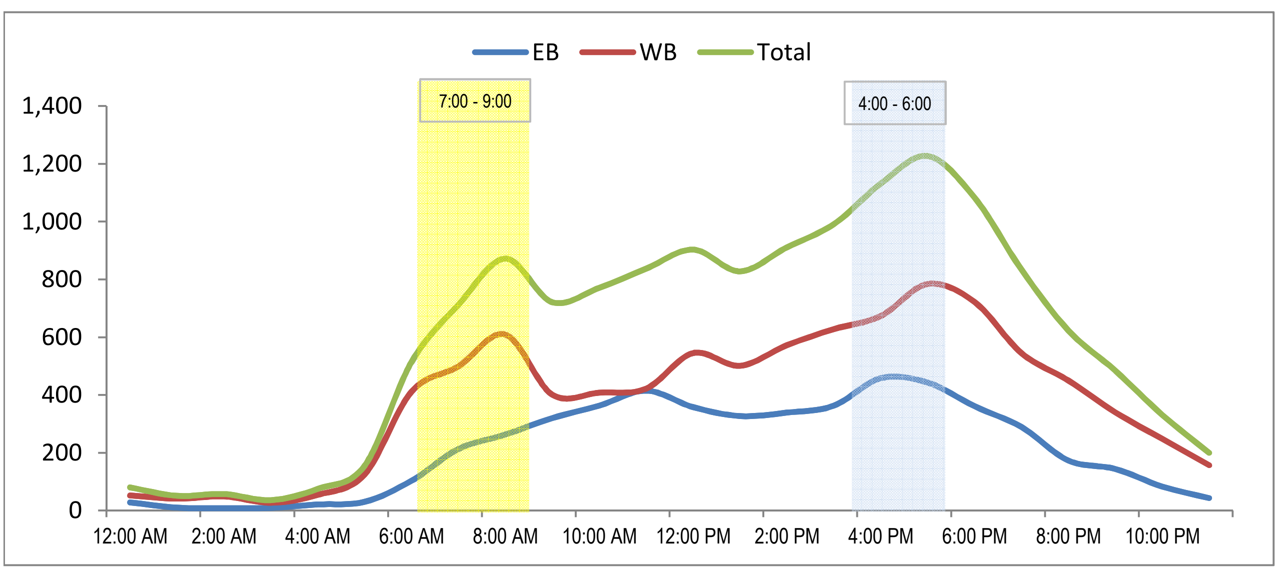
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume								14,427
Time	Hourly Volume				Time	Hourly Volume		
	EB	WB	Total			EB	WB	Total
12:00 AM - 1:00 AM	28	52	80		12:00 PM - 1:00 PM	358	545	903
1:00 AM - 2:00 AM	10	41	51		1:00 PM - 2:00 PM	327	501	828
2:00 AM - 3:00 AM	8	49	57		2:00 PM - 3:00 PM	339	572	911
3:00 AM - 4:00 AM	9	27	36		3:00 PM - 4:00 PM	363	628	991
4:00 AM - 5:00 AM	21	54	75		4:00 PM - 5:00 PM	458	673	1,131
5:00 AM - 6:00 AM	30	125	155		5:00 PM - 6:00 PM	443	784	1,227
6:00 AM - 7:00 AM	103	411	514		6:00 PM - 7:00 PM	361	722	1,083
7:00 AM - 8:00 AM	213	499	712		7:00 PM - 8:00 PM	289	545	834
8:00 AM - 9:00 AM	263	609	872		8:00 PM - 9:00 PM	173	450	623
9:00 AM - 10:00 AM	320	401	721		9:00 PM - 10:00 PM	144	340	484
10:00 AM - 11:00 AM	363	408	771		10:00 PM - 11:00 PM	83	248	331
11:00 AM - 12:00 PM	415	422	837		11:00 PM - 12:00 AM	43	157	200
Total	**1,783**	**3,098**	**4,881**		**Total**	**3,381**	**6,165**	**9,546**

24-Hour	EB	Volume	5,164	24-Hour	WB	Volume	9,263



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 11. Fashion Valley Road , North of Riverwalk Drive

Orientation: *North-South*

Date of Count: *Thursday, September 25, 2014*

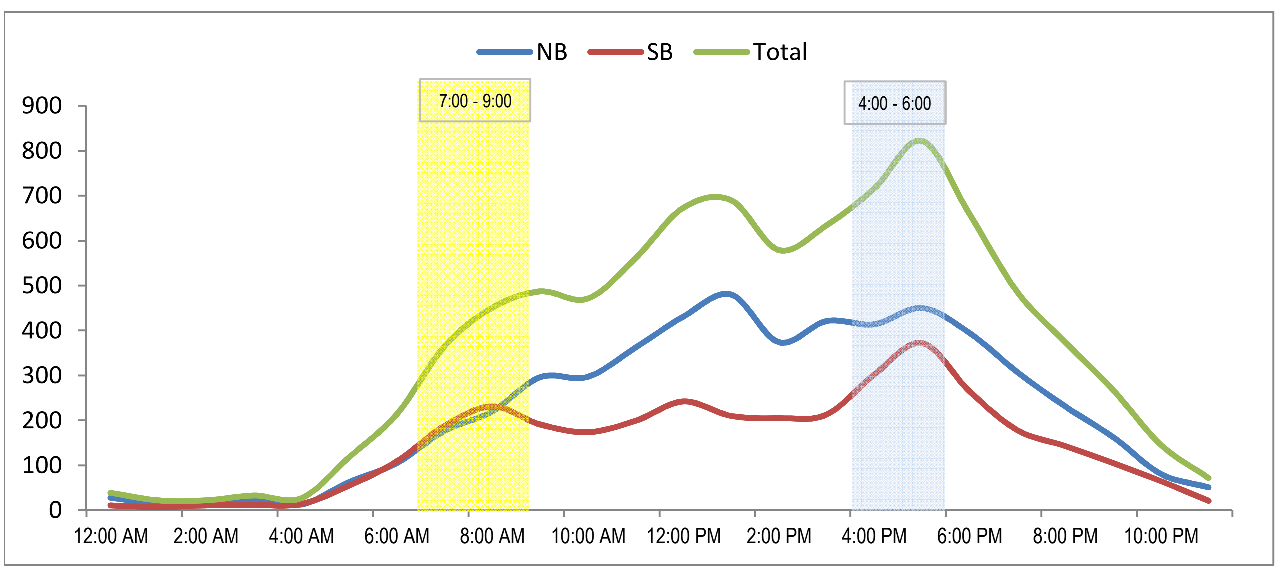
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume								8,927
Time	Hourly Volume			Time	Hourly Volume			
	NB	SB	Total		NB	SB	Total	
12:00 AM - 1:00 AM	28	11	39	12:00 PM - 1:00 PM	431	242	673	
1:00 AM - 2:00 AM	15	7	22	1:00 PM - 2:00 PM	480	210	690	
2:00 AM - 3:00 AM	11	11	22	2:00 PM - 3:00 PM	374	205	579	
3:00 AM - 4:00 AM	21	12	33	3:00 PM - 4:00 PM	421	213	634	
4:00 AM - 5:00 AM	13	14	27	4:00 PM - 5:00 PM	414	302	716	
5:00 AM - 6:00 AM	63	55	118	5:00 PM - 6:00 PM	450	372	822	
6:00 AM - 7:00 AM	105	109	214	6:00 PM - 7:00 PM	394	264	658	
7:00 AM - 8:00 AM	177	188	365	7:00 PM - 8:00 PM	307	178	485	
8:00 AM - 9:00 AM	220	231	451	8:00 PM - 9:00 PM	231	143	374	
9:00 AM - 10:00 AM	296	191	487	9:00 PM - 10:00 PM	163	105	268	
10:00 AM - 11:00 AM	297	174	471	10:00 PM - 11:00 PM	81	65	146	
11:00 AM - 12:00 PM	362	199	561	11:00 PM - 12:00 AM	51	21	72	
Total	**1,608**	**1,202**	**2,810**	**Total**	**3,797**	**2,320**	**6,117**	

24-Hour	NB	Volume	5,405	24-Hour	SB	Volume	3,522



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 12. Fashion Valley Road, Riverwalk Drive to Hotel Circle N

Orientation: *North-South*

Date of Count: *Wednesday, September 24, 2014*

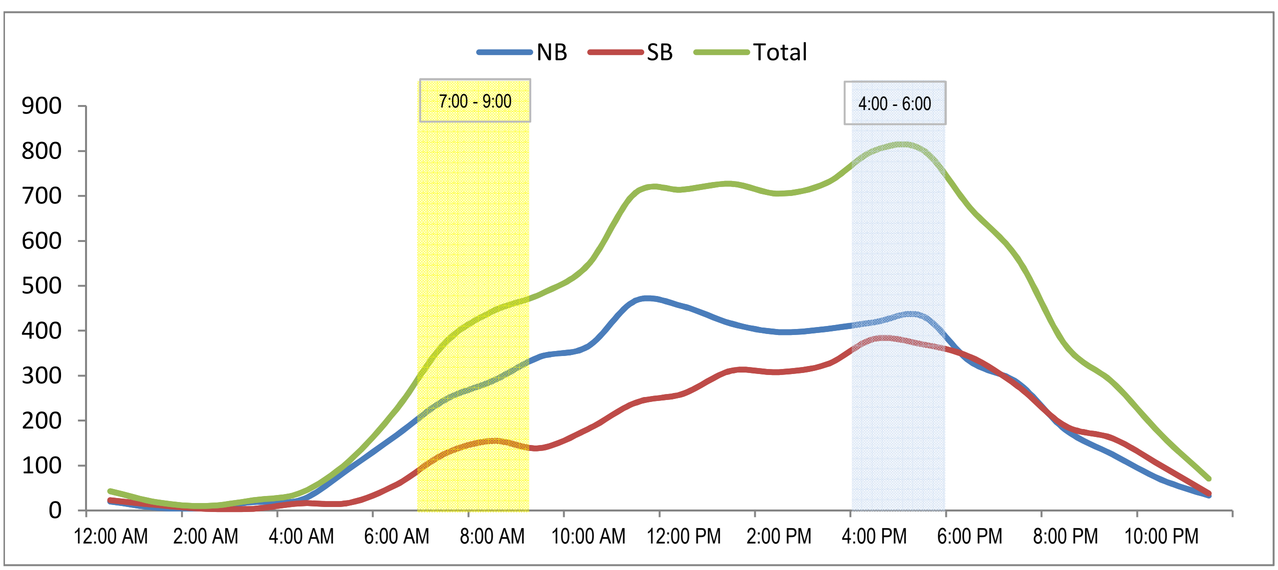
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume									9,625
Time	Hourly Volume				Time	Hourly Volume			
	NB	SB	Total			NB	SB	Total	
12:00 AM - 1:00 AM	20	23	43		12:00 PM - 1:00 PM	454	260	714	
1:00 AM - 2:00 AM	6	12	18		1:00 PM - 2:00 PM	416	311	727	
2:00 AM - 3:00 AM	6	4	10		2:00 PM - 3:00 PM	397	308	705	
3:00 AM - 4:00 AM	19	4	23		3:00 PM - 4:00 PM	404	325	729	
4:00 AM - 5:00 AM	24	16	40		4:00 PM - 5:00 PM	419	382	801	
5:00 AM - 6:00 AM	93	17	110		5:00 PM - 6:00 PM	433	370	803	
6:00 AM - 7:00 AM	168	58	226		6:00 PM - 7:00 PM	332	342	674	
7:00 AM - 8:00 AM	246	126	372		7:00 PM - 8:00 PM	284	277	561	
8:00 AM - 9:00 AM	288	155	443		8:00 PM - 9:00 PM	180	188	368	
9:00 AM - 10:00 AM	342	139	481		9:00 PM - 10:00 PM	124	160	284	
10:00 AM - 11:00 AM	365	181	546		10:00 PM - 11:00 PM	69	100	169	
11:00 AM - 12:00 PM	467	240	707		11:00 PM - 12:00 AM	33	38	71	
Total	**2,044**	**975**	**3,019**		**Total**	**3,545**	**3,061**	**6,606**	

24-Hour NB Volume	5,589	24-Hour SB Volume	4,036



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 3. Avenida Del Rio, Riverwalk Drive to Camino De La Reina

Orientation: *North-South*

Date of Count: *Thursday, September 25, 2014*

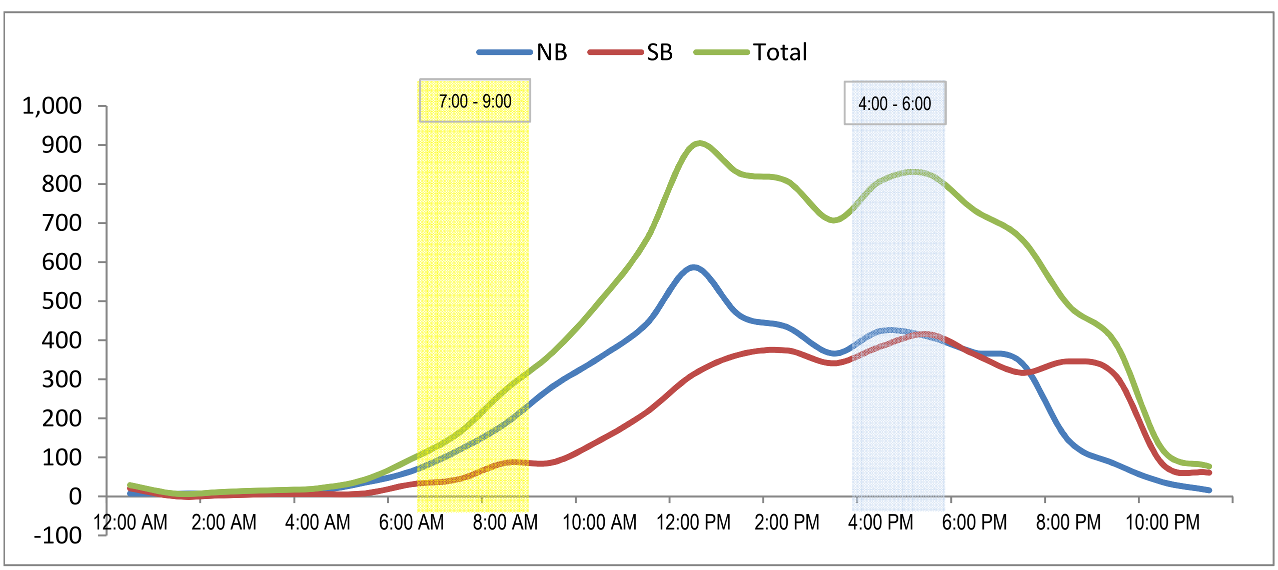
Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *14-0263*

24 Hour Segment Volume									9,531
Time		Hourly Volume			Time		Hourly Volume		
		NB	SB	Total			NB	SB	Total
12:00 AM	1:00 AM	8	21	29	12:00 PM	1:00 PM	587	312	899
1:00 AM	2:00 AM	7	0	7	1:00 PM	2:00 PM	463	364	827
2:00 AM	3:00 AM	9	3	12	2:00 PM	3:00 PM	434	374	808
3:00 AM	4:00 AM	10	6	16	3:00 PM	4:00 PM	366	341	707
4:00 AM	5:00 AM	15	6	21	4:00 PM	5:00 PM	424	384	808
5:00 AM	6:00 AM	35	8	43	5:00 PM	6:00 PM	410	416	826
6:00 AM	7:00 AM	65	31	96	6:00 PM	7:00 PM	369	364	733
7:00 AM	8:00 AM	118	44	162	7:00 PM	8:00 PM	343	317	660
8:00 AM	9:00 AM	187	86	273	8:00 PM	9:00 PM	144	346	490
9:00 AM	10:00 AM	281	87	368	9:00 PM	10:00 PM	83	311	394
10:00 AM	11:00 AM	355	143	498	10:00 PM	11:00 PM	37	84	121
11:00 AM	12:00 PM	441	215	656	11:00 PM	12:00 AM	16	61	77
Total		**1,531**	**650**	**2,181**	**Total**		**3,676**	**3,674**	**7,350**

24-Hour	NB	Volume	5,207	24-Hour	SB	Volume	4,324



APPENDIX B

INTERSECTION METHODOLOGY AND ANALYSIS SHEETS

SIGNALIZED INTERSECTIONS

For signalized intersections, level of service criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 1** summarizes the delay thresholds for signalized intersections.

Level of service A describes operations with very low delay, (i.e. less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level of service B describes operations with delay in the range 10.1 seconds and 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

TABLE 1

LEVEL OF SERVICE THRESHOLDS FOR SIGNALIZED INTERSECTIONS

AVERAGE CONTROL DELAY PER VEHICLE (SECONDS/VEHICLE)			LEVEL OF SERVICE
0.0	≤	10.0	A
10.1	to	20.0	B
21.1	to	35.0	C
35.1	to	55.0	D
55.1	to	80.0	E
	≥	80.0	F

Source: Highway Capacity Manual, 2000.

Level of service C describes operations with delay in the range 20.1 seconds and 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

Level of service D describes operations with delay in the range 35.1 seconds and 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are more frequent.

Level of service E describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

Level of service F describes operations with delay in excess of over 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

UNSIGNALIZED INTERSECTIONS

For unsignalized intersections, level of service is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. **Table 2** depicts the criteria, which are based on the average control delay for any particular minor movement.

TABLE 2

LEVEL OF SERVICE THRESHOLDS FOR UNSIGNALIZED INTERSECTIONS

AVERAGE CONTROL DELAY PER VEHICLE (SECONDS/VEHICLE)			LEVEL OF SERVICE	EXPECTED DELAY TO MINOR STREET TRAFFIC
0.0	≤	10.0	A	Little or no delay
10.1	to	15.0	B	Short traffic delays
15.1	to	25.0	C	Average traffic delays
25.1	to	35.0	D	Long traffic delays
35.1	to	50.0	E	Very long traffic delays
	≥	50.0	F	Severe congestion

Source: Highway Capacity Manual, 2000.

Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

APPENDIX C

CITY OF SAN DIEGO ROADWAY CLASSIFICATION AND ADOPTED MISSION VALLEY CIRCULATION ELEMENT

TABLE 2 (MODIFIED)

City of San Diego Roadway Classifications, Levels of Service (LOS) and Average Daily Traffic (ADT)

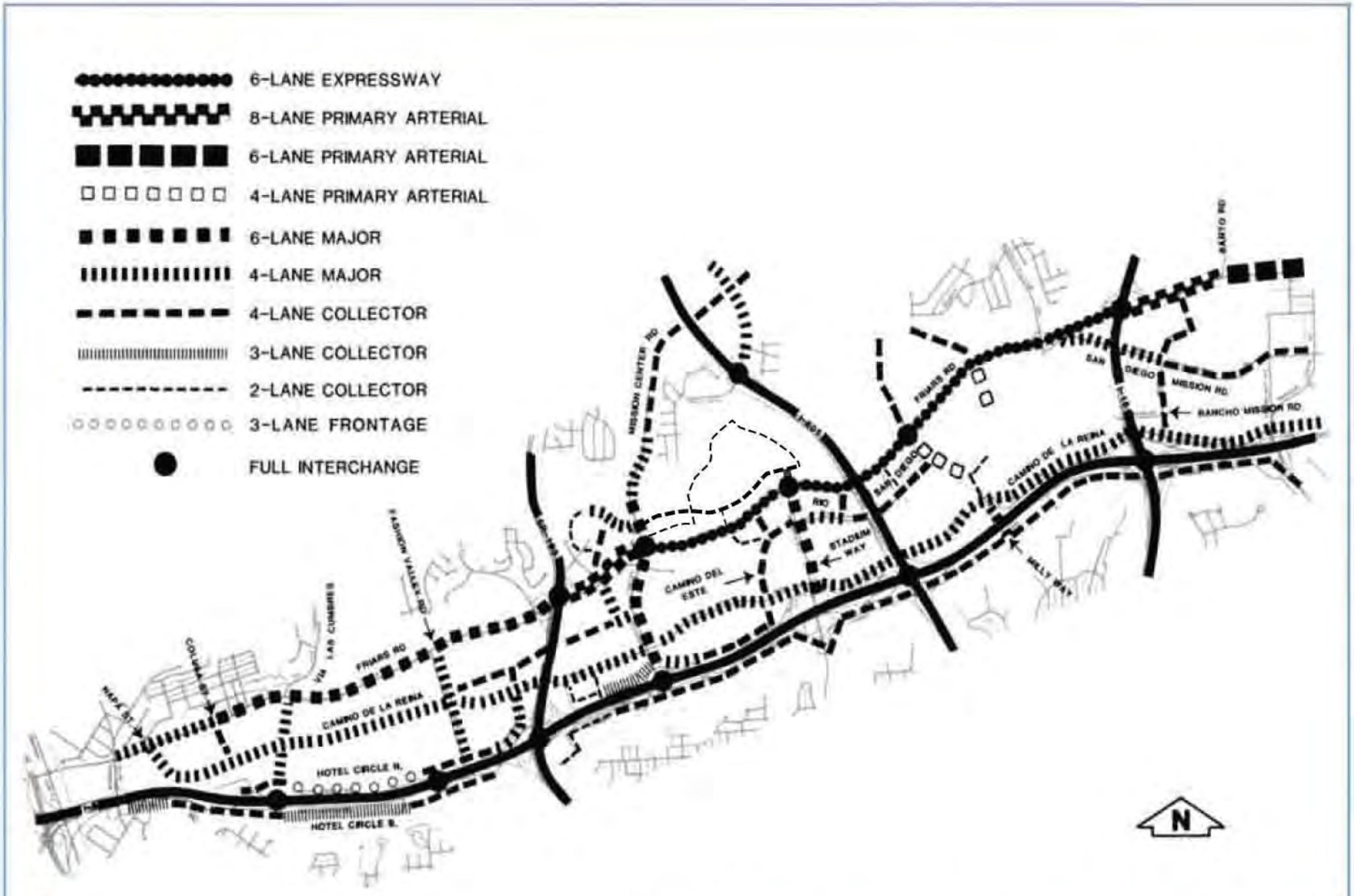
Street Classification	Lanes	LEVEL OF SERVICE[a] A	B	C	D	E
Freeway	8 lanes	60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes	45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes	30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	30,000	42,000	60,000	70,000	80,000
Prime Arterial	11 lanes	32,000	44,750	63,750	74,500	85,000
Prime Arterial	10 lanes	30,000	42,000	60,000	70,000	80,000
Prime Arterial	9 lanes	28,750	40,250	57,500	66,250	75,000
Prime Arterial	8 lanes	27,500	38,500	55,000	62,500	70,000
Prime Arterial	7 lanes	26,250	36,750	52,500	58,750	65,000
Prime Arterial	6 lanes	25,000	35,000	50,000	55,000	60,000
Prime Arterial	5 lanes	23,000	32,000	45,000	50,000	55,000
Major Arterial	6 lanes	20,000	28,000	40,000	45,000	50,000
Prime Arterial[4]	4 lanes[4]	20,000	28,000	40,000	45,000	50,000
Major Arterial	5 lanes	17,500	24,500	35,000	40,000	45,000
Major Arterial	4 lanes	15,000	21,000	30,000	35,000	40,000
Collector	5 lanes	12,500	17,500	25,000	30,000	35,000
Collector (continuous left-turn lane)	4 lanes	10,000	14,000	20,000	25,000	30,000
Major Arterial (one-way)	4 lanes	11,400	15,600	20,000	27,000	33,400
	3 lanes	8,500	11,750	15,000	20,000	25,000
	2 lanes	5,700	7,800	10,000	13,500	16,700
Collector (no Center lane)	4 lanes	5,000	7,000	10,000	13,000	15,000
	3 lanes					
(continuous left-turn lane)	2 lanes					
Collector (one-way)	2 lanes	4,500	6,250	8,750	11,000	12,500
Collector (no fronting property)	2 lanes	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	2,500	3,500	5,000	6,500	8,000
Collector (multi-family)	2 lanes	2,500	3,500	5,000	6,500	8,000
Sub-collector (single-family)	2 lanes	—	—	2,200	—	—

Footnotes:

a. Approximate recommended ADT based on City of San Diego Street Design Manual.

General Notes:

1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.
2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.
3. ***Shaded areas indicate LLG-derived ADT capacities.***
4. Classification and capacity derived specifically for Kearny Villa Road in order to reflect the unique characteristics of this roadway.



Horizon Year Recommended Street Classification

Mission Valley Community Plan

13
FIGURE

APPENDIX D

EXISTING INTERSECTION ANALYSIS CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	19	13	0	52	37	220	20	55	141	12
Future Volume (veh/h)	19	12	19	13	0	52	37	220	20	55	141	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	13	21	14	0	57	40	239	22	60	153	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	31	41	235	0	108	59	2082	190	77	2132	179
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.63	0.63	0.04	0.65	0.65
Sat Flow, veh/h	510	454	595	1568	0	1583	1774	3280	299	1774	3305	278
Grp Volume(v), veh/h	55	0	0	14	0	57	40	128	133	60	81	85
Grp Sat Flow(s),veh/h/ln	1559	0	0	1568	0	1583	1774	1770	1810	1774	1770	1814
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.9	1.2	1.6	1.6	1.9	1.0	1.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.4	0.0	1.9	1.2	1.6	1.6	1.9	1.0	1.0
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	195	0	0	235	0	108	59	1123	1149	77	1142	1170
V/C Ratio(X)	0.28	0.00	0.00	0.06	0.00	0.53	0.68	0.11	0.12	0.78	0.07	0.07
Avail Cap(c_a), veh/h	805	0	0	781	0	738	431	1123	1149	526	1142	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	0.0	24.5	0.0	25.2	26.8	4.0	4.0	26.5	3.7	3.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.1	0.0	4.0	5.1	0.2	0.2	15.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.2	0.0	1.0	0.7	0.8	0.9	1.2	0.5	0.5
LnGrp Delay(d),s/veh	25.9	0.0	0.0	24.6	0.0	29.2	31.8	4.2	4.2	42.0	3.8	3.8
LnGrp LOS	C			C		C	C	A	A	D	A	A
Approach Vol, veh/h		55			71			301			226	
Approach Delay, s/veh		25.9			28.3			7.9			14.0	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	40.4		8.7	6.3	41.0		8.7
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	16.6	33.1		26.1	13.6	36.1		26.1
Max Q Clear Time (g_c+I1), s	3.9	3.6		3.9	3.2	3.0		3.9
Green Ext Time (p_c), s	0.1	2.6		0.5	0.0	2.6		0.5

Intersection Summary		
HCM 2010 Ctrl Delay		13.7
HCM 2010 LOS		B

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	21	52	0	34	12	0	111	76
Future Vol, veh/h	0	21	52	0	34	12	0	111	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	57	0	37	13	0	121	83
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.5	8	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	74%
Vol Thru, %	0%	0%	29%	26%
Vol Right, %	0%	100%	71%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	76	73	46
LT Vol	111	0	0	34
Through Vol	0	0	21	12
RT Vol	0	76	52	0
Lane Flow Rate	121	83	79	50
Geometry Grp	7	7	2	2
Degree of Util (X)	0.176	0.093	0.089	0.065
Departure Headway (Hd)	5.259	4.056	4.056	4.656
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	677	872	889	773
Service Time	3.034	1.831	2.058	2.659
HCM Lane V/C Ratio	0.179	0.095	0.089	0.065
HCM Control Delay	9.2	7.3	7.5	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	157	253	159	67	19
Future Volume (veh/h)	28	157	253	159	67	19
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	171	275	173	73	21
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	53	883	515	679	270	241
Arrive On Green	0.03	0.47	0.28	0.28	0.15	0.15
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	30	171	275	173	73	21
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	0.4	1.4	3.3	1.8	1.0	0.3
Cycle Q Clear(g_c), s	0.4	1.4	3.3	1.8	1.0	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	53	883	515	679	270	241
V/C Ratio(X)	0.56	0.19	0.53	0.25	0.27	0.09
Avail Cap(c_a), veh/h	784	3912	2840	2655	1697	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	4.0	8.1	4.8	9.8	9.5
Incr Delay (d2), s/veh	3.5	0.0	0.3	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	1.7	1.0	0.5	0.3
LnGrp Delay(d),s/veh	16.0	4.0	8.4	4.9	10.0	9.6
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		201	448		94	
Approach Delay, s/veh		5.8	7.0		9.9	
Approach LOS		A	A		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				17.3		8.9	5.2	12.2
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c+I1), s				3.4		3.0	2.4	5.3
Green Ext Time (p_c), s				2.1		0.1	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4	260	34	7	166
Future Vol, veh/h	4	4	260	34	7	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	283	37	8	180

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	406	160	0	0	320	0
Stage 1	301	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	573	857	-	-	1237	-
Stage 1	725	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	569	857	-	-	1237	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	684	1237	-
HCM Lane V/C Ratio	-	-	0.013	0.006	-
HCM Control Delay (s)	-	-	10.3	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4	295	13	3	167
Future Vol, veh/h	4	4	295	13	3	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	321	14	3	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	425	167	0	0	335	0
Stage 1	328	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	557	848	-	-	1221	-
Stage 1	702	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	555	848	-	-	1221	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	671	1221	-
HCM Lane V/C Ratio	-	-	0.013	0.003	-
HCM Control Delay (s)	-	-	10.4	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	34.8
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	132	16	0	92	120	7	0	381	0	628
Future Vol, veh/h	0	1	132	16	0	92	120	7	0	381	0	628
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	143	17	0	100	130	8	0	414	0	683
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	13	12.8	42.9
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	1%	0%	100%	0%	100%
Vol Thru, %	0%	0%	99%	0%	0%	94%	0%
Vol Right, %	0%	100%	0%	100%	0%	6%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	381	628	133	16	92	127	3
LT Vol	381	0	1	0	92	0	3
Through Vol	0	0	132	0	0	120	0
RT Vol	0	628	0	16	0	7	0
Lane Flow Rate	414	683	145	17	100	138	3
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.738	0.988	0.3	0.033	0.217	0.279	0.007
Departure Headway (Hd)	6.418	5.208	7.461	6.74	7.825	7.275	7.364
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	563	696	481	530	459	494	485
Service Time	4.156	2.945	5.211	4.49	5.574	5.024	5.424
HCM Lane V/C Ratio	0.735	0.981	0.301	0.032	0.218	0.279	0.006
HCM Control Delay	25.2	53.6	13.4	9.7	12.7	12.8	10.5
HCM Lane LOS	D	F	B	A	B	B	B
HCM 95th-tile Q	6.3	15.4	1.2	0.1	0.8	1.1	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.5
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	226	537	137	82	89	82
Future Volume (veh/h)	226	537	137	82	89	82
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	246	584	149	89	97	89
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	301	796	354	301	713	637
Arrive On Green	0.17	0.43	0.19	0.19	0.40	0.40
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	246	584	149	89	97	89
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	7.9	15.5	4.2	2.9	2.0	2.1
Cycle Q Clear(g_c), s	7.9	15.5	4.2	2.9	2.0	2.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	301	796	354	301	713	637
V/C Ratio(X)	0.82	0.73	0.42	0.30	0.14	0.14
Avail Cap(c_a), veh/h	839	1765	758	645	713	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	14.1	21.1	20.6	11.2	11.2
Incr Delay (d2), s/veh	2.1	1.4	0.8	0.6	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	8.1	2.2	1.3	1.1	2.4
LnGrp Delay(d),s/veh	25.8	15.5	21.9	21.1	11.6	11.7
LnGrp LOS	C	B	C	C	B	B
Approach Vol, veh/h		830	238		186	
Approach Delay, s/veh		18.6	21.6		11.6	
Approach LOS		B	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				30.2		29.0	14.1	16.1
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c+I1), s				17.5		4.1	9.9	6.2
Green Ext Time (p_c), s				6.2		0.3	0.3	5.1

Intersection Summary		
HCM 2010 Ctrl Delay		18.1
HCM 2010 LOS		B

Intersection						
Int Delay, s/veh	0.3					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	616	212	11	8	7
Future Vol, veh/h	10	616	212	11	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	670	230	12	9	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	242	0	-	0	927	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	691	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1324	-	-	-	298	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	497	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1324	-	-	-	296	803
Mov Cap-2 Maneuver	-	-	-	-	400	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	493	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1324	-	-	-	522
HCM Lane V/C Ratio	0.008	-	-	-	0.031
HCM Control Delay (s)	7.7	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	128	101	122	164	141	483
Future Volume (veh/h)	128	101	122	164	141	483
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	139	110	133	178	153	525
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	265	255	341	206	1082
Arrive On Green	0.17	0.17	0.35	0.35	0.12	0.58
Sat Flow, veh/h	1774	1583	724	968	1774	1863
Grp Volume(v), veh/h	139	110	0	311	153	525
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1692	1774	1863
Q Serve(g_s), s	2.8	2.4	0.0	5.7	3.3	6.4
Cycle Q Clear(g_c), s	2.8	2.4	0.0	5.7	3.3	6.4
Prop In Lane	1.00	1.00		0.57	1.00	
Lane Grp Cap(c), veh/h	297	265	0	596	206	1082
V/C Ratio(X)	0.47	0.41	0.00	0.52	0.74	0.49
Avail Cap(c_a), veh/h	960	857	0	1480	938	2825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	14.5	0.0	10.0	16.7	4.8
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.7	5.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	2.7	1.9	3.3
LnGrp Delay(d),s/veh	15.1	14.9	0.0	10.7	21.9	5.1
LnGrp LOS	B	B		B	C	A
Approach Vol, veh/h	249		311			678
Approach Delay, s/veh	15.0		10.7			8.9
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.9	18.6				27.5		11.4
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1		21.1
Max Q Clear Time (g_c+I1), s	5.3	7.7				8.4		4.8
Green Ext Time (p_c), s	0.3	6.0				6.7		0.3

Intersection Summary		
HCM 2010 Ctrl Delay		10.6
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	305	220	1	1	9
Future Vol, veh/h	0	305	220	1	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	332	239	1	1	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	240	0	-	0	572	240
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1327	-	-	-	482	799
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1327	-	-	-	482	799
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1327	-	-	-	767
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Control Delay (s)	0	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	159	83	0	205	305	0	263	16
Future Vol, veh/h	0	159	83	0	205	305	0	263	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	173	90	0	223	332	0	286	17
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	12.2	13	18
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	83	205	305	263	16
LT Vol	159	0	0	0	263	0
Through Vol	0	83	205	0	0	0
RT Vol	0	0	0	305	0	16
Lane Flow Rate	173	90	223	332	286	17
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.332	0.16	0.377	0.495	0.563	0.028
Departure Headway (Hd)	6.908	6.399	6.085	5.374	7.091	5.876
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	518	558	590	670	509	608
Service Time	4.667	4.157	3.835	3.124	4.84	3.624
HCM Lane V/C Ratio	0.334	0.161	0.378	0.496	0.562	0.028
HCM Control Delay	13.1	10.4	12.5	13.3	18.6	8.8
HCM Lane LOS	B	B	B	B	C	A
HCM 95th-tile Q	1.4	0.6	1.7	2.8	3.4	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	181	164	298	332	197	104
Future Volume (veh/h)	181	164	298	332	197	104
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	197	178	324	361	214	113
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	267	241	377	1054	539	481
Arrive On Green	0.30	0.30	0.21	0.57	0.30	0.30
Sat Flow, veh/h	903	816	1774	1863	1774	1583
Grp Volume(v), veh/h	0	375	324	361	214	113
Grp Sat Flow(s),veh/h/ln	0	1719	1774	1863	1774	1583
Q Serve(g_s), s	0.0	13.6	12.2	7.2	6.6	3.7
Cycle Q Clear(g_c), s	0.0	13.6	12.2	7.2	6.6	3.7
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	508	377	1054	539	481
V/C Ratio(X)	0.00	0.74	0.86	0.34	0.40	0.23
Avail Cap(c_a), veh/h	0	721	693	1617	539	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.9	26.2	8.1	19.0	18.0
Incr Delay (d2), s/veh	0.0	3.0	4.0	0.2	2.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.9	6.4	3.8	3.5	1.8
LnGrp Delay(d),s/veh	0.0	24.9	30.2	8.3	21.2	19.2
LnGrp LOS		C	C	A	C	B
Approach Vol, veh/h	375			685	327	
Approach Delay, s/veh	24.9			18.7	20.5	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		25.0	18.7	25.4				44.1
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		21.0	27.0	29.0				60.0
Max Q Clear Time (g_c+I1), s		8.6	14.2	15.6				9.2
Green Ext Time (p_c), s		0.6	0.6	4.8				7.5

Intersection Summary		
HCM 2010 Ctrl Delay		20.8
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	11	32	92	2	138	17	339	73	98	276	12
Future Volume (veh/h)	29	11	32	92	2	138	17	339	73	98	276	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	12	35	100	2	150	18	368	79	107	300	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	58	88	316	5	223	30	1649	350	140	2176	94
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.57	0.57	0.08	0.63	0.63
Sat Flow, veh/h	369	412	621	1483	38	1583	1774	2906	617	1774	3457	149
Grp Volume(v), veh/h	79	0	0	102	0	150	18	223	224	107	153	160
Grp Sat Flow(s),veh/h/ln	1402	0	0	1521	0	1583	1774	1770	1754	1774	1770	1836
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.0	0.7	4.2	4.2	4.0	2.3	2.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	3.5	0.0	6.0	0.7	4.2	4.2	4.0	2.3	2.4
Prop In Lane	0.41		0.44	0.98		1.00	1.00		0.35	1.00		0.08
Lane Grp Cap(c), veh/h	273	0	0	321	0	223	30	1004	995	140	1114	1156
V/C Ratio(X)	0.29	0.00	0.00	0.32	0.00	0.67	0.60	0.22	0.23	0.76	0.14	0.14
Avail Cap(c_a), veh/h	634	0	0	660	0	618	202	1004	995	467	1114	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	26.2	0.0	27.3	32.6	7.2	7.2	30.2	5.0	5.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	3.5	6.8	0.5	0.5	8.3	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.8	0.0	2.8	0.4	2.2	2.2	2.3	1.2	1.3
LnGrp Delay(d),s/veh	26.5	0.0	0.0	26.7	0.0	30.7	39.5	7.7	7.7	38.4	5.3	5.3
LnGrp LOS	C			C		C	D	A	A	D	A	A
Approach Vol, veh/h		79			252			465			420	
Approach Delay, s/veh		26.5			29.1			8.9			13.7	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	42.8		14.3	5.5	47.0		14.3
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	17.6	32.1		26.1	7.6	42.1		26.1
Max Q Clear Time (g_c+I1), s	6.0	6.2		5.6	2.7	4.4		8.0
Green Ext Time (p_c), s	0.2	4.9		1.5	0.0	5.2		1.4

Intersection Summary			
HCM 2010 Ctrl Delay			15.9
HCM 2010 LOS			B

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	39	279	0	138	12	0	272	147
Future Vol, veh/h	0	39	279	0	138	12	0	272	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	303	0	150	13	0	296	160
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	12.1	11	13.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	92%
Vol Thru, %	0%	0%	12%	8%
Vol Right, %	0%	100%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	272	147	318	150
LT Vol	272	0	0	138
Through Vol	0	0	39	12
RT Vol	0	147	279	0
Lane Flow Rate	296	160	346	163
Geometry Grp	7	7	2	2
Degree of Util (X)	0.523	0.229	0.462	0.265
Departure Headway (Hd)	6.373	5.16	4.929	5.845
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	568	698	736	616
Service Time	4.083	2.869	2.929	3.87
HCM Lane V/C Ratio	0.521	0.229	0.47	0.265
HCM Control Delay	15.9	9.4	12.1	11
HCM Lane LOS	C	A	B	B
HCM 95th-tile Q	3	0.9	2.5	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↱	↰	↱
Traffic Volume (veh/h)	75	425	368	344	335	82
Future Volume (veh/h)	75	425	368	344	335	82
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	462	400	374	364	89
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	939	629	942	456	407
Arrive On Green	0.06	0.50	0.34	0.34	0.26	0.26
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	82	462	400	374	364	89
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	1.9	6.7	7.4	5.1	7.9	1.8
Cycle Q Clear(g_c), s	1.9	6.7	7.4	5.1	7.9	1.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	105	939	629	942	456	407
V/C Ratio(X)	0.78	0.49	0.64	0.40	0.80	0.22
Avail Cap(c_a), veh/h	458	2091	1452	1641	1473	1315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	6.7	11.5	4.4	14.3	12.0
Incr Delay (d2), s/veh	4.7	0.1	0.4	0.1	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.4	3.8	3.7	4.0	1.8
LnGrp Delay(d),s/veh	23.7	6.9	11.9	4.5	15.5	12.1
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		544	774		453	
Approach Delay, s/veh		9.4	8.3		14.8	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				25.6		15.5	6.8	18.8
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c+I1), s				8.7		9.9	3.9	9.4
Green Ext Time (p_c), s				4.7		0.7	0.0	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	14	447	13	4	396
Future Vol, veh/h	28	14	447	13	4	396
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	15	486	14	4	430

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	717	250	0	0	500	0
Stage 1	493	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	364	750	-	-	1060	-
Stage 1	579	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	362	750	-	-	1060	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1060	-
HCM Lane V/C Ratio	-	-	0.104	0.004	-
HCM Control Delay (s)	-	-	14.2	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	9	7	478	6	1	423
Future Vol, veh/h	9	7	478	6	1	423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	8	520	7	1	460

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	755	263	0	0	526	0
Stage 1	523	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	345	735	-	-	1037	-
Stage 1	559	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	345	735	-	-	1037	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	449	1037	-
HCM Lane V/C Ratio	-	-	0.039	0.001	-
HCM Control Delay (s)	-	-	13.3	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	29.1
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	278	21	0	352	118	5	0	105	0	442
Future Vol, veh/h	0	0	278	21	0	352	118	5	0	105	0	442
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	302	23	0	383	128	5	0	114	0	480
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	21.3	30.1	32.6
HCM LOS	C	D	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	0%	100%	0%	80%
Vol Thru, %	0%	0%	100%	0%	0%	96%	20%
Vol Right, %	0%	100%	0%	100%	0%	4%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	442	278	21	352	123	5
LT Vol	105	0	0	0	352	0	4
Through Vol	0	0	278	0	0	118	1
RT Vol	0	442	0	21	0	5	0
Lane Flow Rate	114	480	302	23	383	134	5
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.244	0.863	0.629	0.043	0.815	0.265	0.014
Departure Headway (Hd)	7.691	6.466	7.491	6.77	7.668	7.126	9.033
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	468	562	483	528	471	504	395
Service Time	5.426	4.2	5.238	4.517	5.413	4.871	7.108
HCM Lane V/C Ratio	0.244	0.854	0.625	0.044	0.813	0.266	0.013
HCM Control Delay	12.9	37.3	22.2	9.8	36.3	12.4	12.2
HCM Lane LOS	B	E	C	A	E	B	B
HCM 95th-tile Q	0.9	9.5	4.3	0.1	7.7	1.1	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.2
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	354	370	278	130	235	197
Future Volume (veh/h)	354	370	278	130	235	197
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	385	402	302	141	255	214
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	433	984	425	362	588	524
Arrive On Green	0.24	0.53	0.23	0.23	0.33	0.33
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	385	402	302	141	255	214
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	15.1	9.3	10.7	5.4	8.1	7.5
Cycle Q Clear(g_c), s	15.1	9.3	10.7	5.4	8.1	7.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	433	984	425	362	588	524
V/C Ratio(X)	0.89	0.41	0.71	0.39	0.43	0.41
Avail Cap(c_a), veh/h	716	1454	599	509	588	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	10.2	25.5	23.5	18.8	18.6
Incr Delay (d2), s/veh	4.6	0.3	2.4	0.7	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	4.9	5.8	2.4	4.3	7.4
LnGrp Delay(d),s/veh	30.8	10.5	27.9	24.2	21.1	20.9
LnGrp LOS	C	B	C	C	C	C
Approach Vol, veh/h		787	443		469	
Approach Delay, s/veh		20.4	26.7		21.0	
Approach LOS		C	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.9		29.0	21.5	21.3
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	29.0	23.1
Max Q Clear Time (g_c+I1), s				11.3		10.1	17.1	12.7
Green Ext Time (p_c), s				5.9		0.7	0.5	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	596	399	12	12	9
Future Vol, veh/h	9	596	399	12	12	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	648	434	13	13	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	447	0	-	0	1107	440
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	667	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1113	-	-	-	233	617
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1113	-	-	-	231	617
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1113	-	-	-	440
HCM Lane V/C Ratio	0.009	-	-	-	0.052
HCM Control Delay (s)	8.3	-	-	-	13.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	313	230	181	280	121	487
Future Volume (veh/h)	313	230	181	280	121	487
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	340	250	197	304	132	529
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	414	370	275	424	172	1101
Arrive On Green	0.23	0.23	0.42	0.42	0.10	0.59
Sat Flow, veh/h	1774	1583	662	1021	1774	1863
Grp Volume(v), veh/h	340	250	0	501	132	529
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1683	1774	1863
Q Serve(g_s), s	10.1	8.0	0.0	13.8	4.0	9.0
Cycle Q Clear(g_c), s	10.1	8.0	0.0	13.8	4.0	9.0
Prop In Lane	1.00	1.00		0.61	1.00	
Lane Grp Cap(c), veh/h	414	370	0	698	172	1101
V/C Ratio(X)	0.82	0.68	0.00	0.72	0.77	0.48
Avail Cap(c_a), veh/h	830	741	0	1119	401	1807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	19.5	0.0	13.6	24.6	6.5
Incr Delay (d2), s/veh	1.6	0.8	0.0	1.4	7.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	3.5	0.0	6.7	2.3	4.7
LnGrp Delay(d),s/veh	21.8	20.3	0.0	15.0	31.6	6.8
LnGrp LOS	C	C		B	C	A
Approach Vol, veh/h	590		501			661
Approach Delay, s/veh	21.2		15.0			11.8
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	28.0				37.8		17.9
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1		26.1
Max Q Clear Time (g_c+I1), s	6.0	15.8				11.0		12.1
Green Ext Time (p_c), s	0.2	7.3				8.9		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		15.9
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	397	542	1	1	1
Future Vol, veh/h	4	397	542	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	432	589	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	590	0	-	0	1030	590
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	985	-	-	-	259	508
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	985	-	-	-	258	508
Mov Cap-2 Maneuver	-	-	-	-	258	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	985	-	-	-	342
HCM Lane V/C Ratio	0.004	-	-	-	0.006
HCM Control Delay (s)	8.7	-	-	-	15.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	28.3
Intersection LOS	D

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	328	241	0	154	612	0	101	14
Future Vol, veh/h	0	328	241	0	154	612	0	101	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	357	262	0	167	665	0	110	15
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	17.3	38.8	13.1
HCM LOS	C	E	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	328	241	154	612	101	14
LT Vol	328	0	0	0	101	0
Through Vol	0	241	154	0	0	0
RT Vol	0	0	0	612	0	14
Lane Flow Rate	357	262	167	665	110	15
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.642	0.435	0.273	0.954	0.248	0.029
Departure Headway (Hd)	6.479	5.973	5.869	5.161	8.123	6.894
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	556	603	611	698	441	518
Service Time	4.225	3.718	3.613	2.905	5.883	4.652
HCM Lane V/C Ratio	0.642	0.434	0.273	0.953	0.249	0.029
HCM Control Delay	20.2	13.3	10.8	45.9	13.6	9.9
HCM Lane LOS	C	B	B	E	B	A
HCM 95th-tile Q	4.5	2.2	1.1	13.9	1	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	258	66	244	517	385	195
Future Volume (veh/h)	258	66	244	517	385	195
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	280	72	265	562	418	212
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	369	95	309	898	717	640
Arrive On Green	0.26	0.26	0.17	0.48	0.40	0.40
Sat Flow, veh/h	1430	368	1774	1863	1774	1583
Grp Volume(v), veh/h	0	352	265	562	418	212
Grp Sat Flow(s),veh/h/ln	0	1798	1774	1863	1774	1583
Q Serve(g_s), s	0.0	14.3	11.5	17.7	14.5	7.3
Cycle Q Clear(g_c), s	0.0	14.3	11.5	17.7	14.5	7.3
Prop In Lane		0.20	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	464	309	898	717	640
V/C Ratio(X)	0.00	0.76	0.86	0.63	0.58	0.33
Avail Cap(c_a), veh/h	0	545	470	1152	717	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.1	31.8	15.2	18.4	16.2
Incr Delay (d2), s/veh	0.0	5.7	8.0	0.9	3.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.8	6.3	9.3	7.8	3.4
LnGrp Delay(d),s/veh	0.0	32.8	39.8	16.1	21.8	17.6
LnGrp LOS		C	D	B	C	B
Approach Vol, veh/h	352			827	630	
Approach Delay, s/veh	32.8			23.7	20.4	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		36.0	17.8	25.4				43.2
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		32.0	21.0	24.0				49.0
Max Q Clear Time (g_c+I1), s		16.5	13.5	16.3				19.7
Green Ext Time (p_c), s		1.3	0.3	4.1				8.9

Intersection Summary		
HCM 2010 Ctrl Delay		24.3
HCM 2010 LOS		C

APPENDIX E

EXISTING & EXISTING + PROJECT FREEWAY ANALYSIS CALCULATION SHEETS

EXISTING FREEWAY SEGMENT OPERATIONS

AM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	LOS AM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	175,830	0.0747	0.5381	0.963	7,340	0.556	B
	SB Mainlines	4M+ 2A	10,400	175,830	0.0747	0.4619	0.963	6,300	0.606	B
South of I-8	NB Mainlines	3M+ 1A	7,200	181,280	0.0659	0.5170	0.97	6,370	0.885	D
	SB Mainlines	4M	8,000	181,280	0.0659	0.4830	0.97	5,950	0.744	C
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	200,590	0.0640	0.4724	0.972	6,240	0.780	C
	WB Mainlines	4M+ 1A	9,200	200,590	0.0640	0.5276	0.972	6,970	0.758	C
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	195,940	0.0659	0.4836	0.972	6,425	0.698	C
	WB Mainlines	4M+ 1A	9,200	195,940	0.0659	0.5164	0.972	6,862	0.746	C

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
2. Existing weekday ADT and peak hour volumes from CALTRANS PeMS data were obtained. September 16, 2014 to October 2, 2014 (Tuesdays, Wednesdays and Thursdays only) weekday only volumes were averaged.
3. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Existing volumes.
4. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Existing volumes
5. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
6. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

EXISTING FREEWAY SEGMENT OPERATIONS

PM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	LOS PM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	175,830	0.0731	0.5210	0.963	6,950	0.527	B
	SB Mainlines	4M+ 2A	10,400	175,830	0.0731	0.4790	0.963	6,390	0.614	B
South of I-8	NB Mainlines	3M+ 1A	7,200	181,280	0.0712	0.5214	0.97	**6,940**	**0.964**	**E**
	SB Mainlines	4M	8,000	181,280	0.0712	0.4786	0.97	6,370	0.796	C
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	200,590	0.0631	0.4631	0.972	6,030	0.754	C
	WB Mainlines	4M+ 1A	9,200	200,590	0.0631	0.5369	0.972	6,990	0.760	C
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	195,940	0.0668	0.5089	0.972	6,855	0.745	C
	WB Mainlines	4M+ 1A	9,200	195,940	0.0668	0.4911	0.972	6,616	0.719	C

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
2. Existing weekday ADT and peak hour volumes from CALTRANS PeMS data were obtained. September 16, 2014 to October 2, 2014 (Tuesdays, Wednesdays and Thursdays only) weekday only volumes were averaged.
3. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Existing volumes.
4. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Existing volumes
5. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
6. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

EXISTING + PROJECT FREEWAY SEGMENT OPERATIONS

AM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	V/C DELTA	LOS AM
SR 163											
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	176,010	0.0750	0.5381	0.963	7,372	0.558	0.002	B
	SB Mainlines	4M+ 2A	10,400	176,010	0.0744	0.4619	0.963	6,277	0.604	-0.002	B
South of I-8	NB Mainlines	3M+ 1A	7,200	181,110	0.0656	0.5170	0.97	6,330	0.879	-0.006	D
	SB Mainlines	4M	8,000	181,110	0.0662	0.4830	0.97	5,971	0.746	0.003	C
I-8											
West of Hotel Circle	EB Mainlines	4M	8,000	200,420	0.0636	0.4724	0.972	6,190	0.774	-0.006	C
	WB Mainlines	4M+ 1A	9,200	200,420	0.0643	0.5276	0.972	6,997	0.761	0.003	C
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	195,970	0.0667	0.4836	0.972	6,507	0.707	0.009	C
	WB Mainlines	4M+ 1A	9,200	195,970	0.0659	0.5164	0.972	6,862	0.746	0.000	C

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
2. Existing + P ADT and Peak Hour Volumes taken from Existing then added Project volumes.
3. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Existing + P volumes.
4. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Existing + P volumes
5. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
6. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

EXISTING + PROJECT FREEWAY SEGMENT OPERATIONS

PM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	V/C DELTA	LOS PM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	176,010	0.0729	0.5210	0.963	6,940	0.526	-0.001	B	
	SB Mainlines	4M+ 2A	10,400	176,010	0.0732	0.4790	0.963	6,410	0.616	0.002	B	
South of I-8	NB Mainlines	3M+ 1A	7,200	181,110	0.0713	0.5214	0.97	**6,943**	**0.964**	0.000	**E**	NO
	SB Mainlines	4M	8,000	181,110	0.0710	0.4786	0.97	6,343	0.793	-0.003	C	
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	200,420	0.0632	0.4631	0.972	6,037	0.755	0.001	C	
	WB Mainlines	4M+ 1A	9,200	200,420	0.0629	0.5369	0.972	6,958	0.756	-0.003	C	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	195,970	0.0663	0.5089	0.972	6,800	0.739	-0.006	C	
	WB Mainlines	4M+ 1A	9,200	195,970	0.0668	0.4911	0.972	6,616	0.719	0.000	C	

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
2. Existing + P ADT and Peak Hour Volumes taken from Existing then added Project volumes.
3. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Existing + P volumes.
4. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Existing + P volumes
5. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
6. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

APPENDIX F

EXISTING + PROJECT INTERSECTION ANALYSIS CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	19	5	0	52	37	247	24	55	118	12
Future Volume (veh/h)	19	12	19	5	0	52	37	247	24	55	118	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	13	21	5	0	57	40	268	26	60	128	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	29	39	231	0	104	59	2087	201	77	2111	212
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.64	0.64	0.04	0.65	0.65
Sat Flow, veh/h	519	443	594	1577	0	1583	1774	3263	314	1774	3249	326
Grp Volume(v), veh/h	55	0	0	5	0	57	40	144	150	60	69	72
Grp Sat Flow(s),veh/h/ln	1556	0	0	1577	0	1583	1774	1770	1807	1774	1770	1805
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	2.0	1.3	1.8	1.8	1.9	0.8	0.8
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.1	0.0	2.0	1.3	1.8	1.8	1.9	0.8	0.8
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.17	1.00		0.18
Lane Grp Cap(c), veh/h	190	0	0	231	0	104	59	1132	1156	77	1150	1173
V/C Ratio(X)	0.29	0.00	0.00	0.02	0.00	0.55	0.68	0.13	0.13	0.78	0.06	0.06
Avail Cap(c_a), veh/h	812	0	0	786	0	746	490	1132	1156	412	1150	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	0.0	24.7	0.0	25.6	27.0	4.0	4.0	26.7	3.6	3.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	4.4	5.1	0.2	0.2	15.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.1	0.0	1.0	0.7	1.0	1.0	1.3	0.4	0.4
LnGrp Delay(d),s/veh	26.3	0.0	0.0	24.7	0.0	30.0	32.1	4.2	4.2	42.5	3.7	3.7
LnGrp LOS	C			C		C	C	A	A	D	A	A
Approach Vol, veh/h		55			62			334			201	
Approach Delay, s/veh		26.3			29.6			7.6			15.3	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	41.0		8.6	6.3	41.6		8.6
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	13.1	36.1		26.6	15.6	33.6		26.6
Max Q Clear Time (g_c+I1), s	3.9	3.8		3.9	3.3	2.8		4.0
Green Ext Time (p_c), s	0.1	2.7		0.4	0.0	2.7		0.4

Intersection Summary		
HCM 2010 Ctrl Delay	13.6	
HCM 2010 LOS	B	

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	21	49	0	34	12	0	111	76
Future Vol, veh/h	0	21	49	0	34	12	0	111	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	53	0	37	13	0	121	83
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.4	8	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	74%
Vol Thru, %	0%	0%	30%	26%
Vol Right, %	0%	100%	70%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	76	70	46
LT Vol	111	0	0	34
Through Vol	0	0	21	12
RT Vol	0	76	49	0
Lane Flow Rate	121	83	76	50
Geometry Grp	7	7	2	2
Degree of Util (X)	0.176	0.093	0.086	0.065
Departure Headway (Hd)	5.253	4.051	4.063	4.652
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	874	886	774
Service Time	3.028	1.825	2.066	2.656
HCM Lane V/C Ratio	0.178	0.095	0.086	0.065
HCM Control Delay	9.2	7.2	7.4	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	174	234	159	67	16
Future Volume (veh/h)	28	174	234	159	67	16
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	189	254	173	73	17
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	53	871	499	668	274	244
Arrive On Green	0.03	0.47	0.27	0.27	0.15	0.15
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	30	189	254	173	73	17
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	0.4	1.6	3.0	1.8	0.9	0.2
Cycle Q Clear(g_c), s	0.4	1.6	3.0	1.8	0.9	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	53	871	499	668	274	244
V/C Ratio(X)	0.56	0.22	0.51	0.26	0.27	0.07
Avail Cap(c_a), veh/h	794	3960	2875	2688	1718	1534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	4.1	8.0	4.9	9.7	9.4
Incr Delay (d2), s/veh	3.5	0.0	0.3	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	1.5	1.0	0.5	0.2
LnGrp Delay(d),s/veh	15.9	4.1	8.3	4.9	9.9	9.4
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h		219	427		90	
Approach Delay, s/veh		5.7	7.0		9.8	
Approach LOS		A	A		A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				17.0		8.9	5.2	11.8
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c+I1), s				3.6		2.9	2.4	5.0
Green Ext Time (p_c), s				2.0		0.1	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	275	5	0	142
Future Vol, veh/h	0	20	275	5	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	299	5	0	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	379	152	0	0	304	0
Stage 1	302	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	596	867	-	-	1254	-
Stage 1	724	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	596	867	-	-	1254	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	867	1254	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	266	0	0	142
Future Vol, veh/h	0	19	266	0	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	289	0	0	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	366	145	0	0	289	0
Stage 1	289	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	607	876	-	-	1270	-
Stage 1	735	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	607	876	-	-	1270	-
Mov Cap-2 Maneuver	607	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	876	1270	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	24.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	124	16	0	119	127	7	0	381	6	534
Future Vol, veh/h	0	1	124	16	0	119	127	7	0	381	6	534
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	135	17	0	129	138	8	0	414	7	580
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	12.6	13	29.4
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	1%	0%	100%	0%	100%
Vol Thru, %	0%	1%	99%	0%	0%	95%	0%
Vol Right, %	0%	99%	0%	100%	0%	5%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	381	540	125	16	119	134	3
LT Vol	381	0	1	0	119	0	3
Through Vol	0	6	124	0	0	127	0
RT Vol	0	534	0	16	0	7	0
Lane Flow Rate	414	587	136	17	129	146	3
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.745	0.861	0.279	0.032	0.276	0.289	0.007
Departure Headway (Hd)	6.48	5.278	7.394	6.673	7.681	7.134	7.388
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	687	485	535	468	504	483
Service Time	4.219	3.016	5.148	4.427	5.429	4.881	5.452
HCM Lane V/C Ratio	0.741	0.854	0.28	0.032	0.276	0.29	0.006
HCM Control Delay	25.9	31.9	13	9.6	13.3	12.8	10.5
HCM Lane LOS	D	D	B	A	B	B	B
HCM 95th-tile Q	6.4	10	1.1	0.1	1.1	1.2	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.5
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	493	171	82	60	82
Future Volume (veh/h)	168	493	171	82	60	82
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	183	536	186	89	65	89
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	233	760	385	328	737	658
Arrive On Green	0.13	0.41	0.21	0.21	0.42	0.42
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	183	536	186	89	65	89
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	5.7	13.7	5.0	2.7	1.3	2.0
Cycle Q Clear(g_c), s	5.7	13.7	5.0	2.7	1.3	2.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	233	760	385	328	737	658
V/C Ratio(X)	0.79	0.71	0.48	0.27	0.09	0.14
Avail Cap(c_a), veh/h	867	1825	784	666	737	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	14.1	20.0	19.1	10.2	10.4
Incr Delay (d2), s/veh	2.2	1.3	1.0	0.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.3	2.7	1.2	0.7	2.3
LnGrp Delay(d),s/veh	26.3	15.4	21.0	19.5	10.4	10.8
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h		719	275		154	
Approach Delay, s/veh		18.1	20.5		10.6	
Approach LOS		B	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				28.3		29.0	11.5	16.7
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c+I1), s				15.7		4.0	7.7	7.0
Green Ext Time (p_c), s				6.0		0.2	0.2	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	616	225	0	46	28
Future Vol, veh/h	0	616	225	0	46	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	670	245	0	50	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	245	0	-	0	915	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	670	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1321	-	-	-	303	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	509	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1321	-	-	-	303	794
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	509	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1321	-	-	-	501
HCM Lane V/C Ratio	-	-	-	-	0.161
HCM Control Delay (s)	0	-	-	-	13.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	196	89	64	164	158	504
Future Volume (veh/h)	196	89	64	164	158	504
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	213	97	70	178	172	548
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	312	278	151	384	232	1059
Arrive On Green	0.18	0.18	0.32	0.32	0.13	0.57
Sat Flow, veh/h	1774	1583	467	1187	1774	1863
Grp Volume(v), veh/h	213	97	0	248	172	548
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1653	1774	1863
Q Serve(g_s), s	4.3	2.1	0.0	4.6	3.6	6.9
Cycle Q Clear(g_c), s	4.3	2.1	0.0	4.6	3.6	6.9
Prop In Lane	1.00	1.00		0.72	1.00	
Lane Grp Cap(c), veh/h	312	278	0	534	232	1059
V/C Ratio(X)	0.68	0.35	0.00	0.46	0.74	0.52
Avail Cap(c_a), veh/h	976	871	0	1470	953	2871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	13.9	0.0	10.3	16.0	5.1
Incr Delay (d2), s/veh	1.0	0.3	0.0	0.6	4.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.9	0.0	2.2	2.0	3.6
LnGrp Delay(d),s/veh	15.8	14.2	0.0	11.0	20.7	5.4
LnGrp LOS	B	B		B	C	A
Approach Vol, veh/h	310		248			720
Approach Delay, s/veh	15.3		11.0			9.1
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.4	17.3				26.7		11.6
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1		21.1
Max Q Clear Time (g_c+I1), s	5.6	6.6				8.9		6.3
Green Ext Time (p_c), s	0.4	5.8				6.3		0.4

Intersection Summary		
HCM 2010 Ctrl Delay		11.0
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	322	193	6	0	92
Future Vol, veh/h	0	322	193	6	0	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	350	210	7	0	100

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	563	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1354	-	-	-	487	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	487	827
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	713	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1354	-	-	-	827
HCM Lane V/C Ratio	-	-	-	-	0.121
HCM Control Delay (s)	0	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	159	77	0	210	387	0	213	16
Future Vol, veh/h	0	159	77	0	210	387	0	213	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	173	84	0	228	421	0	232	17
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	11.9	14.2	15.5
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	77	210	387	213	16
LT Vol	159	0	0	0	213	0
Through Vol	0	77	210	0	0	0
RT Vol	0	0	0	387	0	16
Lane Flow Rate	173	84	228	421	232	17
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.325	0.146	0.371	0.602	0.463	0.029
Departure Headway (Hd)	6.776	6.267	5.859	5.149	7.199	5.983
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	572	614	698	500	598
Service Time	4.524	4.015	3.598	2.888	4.942	3.726
HCM Lane V/C Ratio	0.326	0.147	0.371	0.603	0.464	0.028
HCM Control Delay	12.8	10.1	12	15.4	16	8.9
HCM Lane LOS	B	B	B	C	C	A
HCM 95th-tile Q	1.4	0.5	1.7	4.1	2.4	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	125	164	300	419	197	102
Future Volume (veh/h)	125	164	300	419	197	102
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	136	178	326	455	214	111
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	198	260	376	1003	596	532
Arrive On Green	0.27	0.27	0.21	0.54	0.34	0.34
Sat Flow, veh/h	733	960	1774	1863	1774	1583
Grp Volume(v), veh/h	0	314	326	455	214	111
Grp Sat Flow(s),veh/h/ln	0	1693	1774	1863	1774	1583
Q Serve(g_s), s	0.0	11.9	12.7	10.7	6.5	3.6
Cycle Q Clear(g_c), s	0.0	11.9	12.7	10.7	6.5	3.6
Prop In Lane		0.57	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	458	376	1003	596	532
V/C Ratio(X)	0.00	0.69	0.87	0.45	0.36	0.21
Avail Cap(c_a), veh/h	0	687	596	1485	596	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.4	27.2	10.1	17.9	17.0
Incr Delay (d2), s/veh	0.0	2.3	6.4	0.4	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	6.8	5.6	3.4	1.7
LnGrp Delay(d),s/veh	0.0	25.7	33.6	10.5	19.6	17.8
LnGrp LOS		C	C	B	B	B
Approach Vol, veh/h	314			781	325	
Approach Delay, s/veh	25.7			20.1	19.0	
Approach LOS	C			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		28.0	19.1	24.3				43.5
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		24.0	24.0	29.0				57.0
Max Q Clear Time (g_c+I1), s		8.5	14.7	13.9				12.7
Green Ext Time (p_c), s		0.6	0.5	5.5				7.8

Intersection Summary			
HCM 2010 Ctrl Delay			21.1
HCM 2010 LOS			C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	11	32	95	2	138	17	330	61	98	325	12
Future Volume (veh/h)	29	11	32	95	2	138	17	330	61	98	325	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	12	35	103	2	150	18	359	66	107	353	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	57	86	316	5	223	30	1708	311	138	2200	81
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.57	0.57	0.08	0.63	0.63
Sat Flow, veh/h	362	407	612	1490	37	1583	1774	2992	545	1774	3482	128
Grp Volume(v), veh/h	79	0	0	105	0	150	18	211	214	107	179	187
Grp Sat Flow(s),veh/h/ln	1382	0	0	1527	0	1583	1774	1770	1767	1774	1770	1840
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	6.1	0.7	3.9	4.0	4.0	2.8	2.8
Cycle Q Clear(g_c), s	3.8	0.0	0.0	3.6	0.0	6.1	0.7	3.9	4.0	4.0	2.8	2.8
Prop In Lane	0.41		0.44	0.98		1.00	1.00		0.31	1.00		0.07
Lane Grp Cap(c), veh/h	270	0	0	321	0	223	30	1010	1009	138	1118	1163
V/C Ratio(X)	0.29	0.00	0.00	0.33	0.00	0.67	0.60	0.21	0.21	0.77	0.16	0.16
Avail Cap(c_a), veh/h	646	0	0	674	0	635	199	1010	1009	265	1118	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	26.5	0.0	27.5	33.0	7.1	7.1	30.6	5.1	5.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	3.5	6.9	0.5	0.5	8.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.8	0.0	2.8	0.4	2.0	2.0	2.3	1.4	1.5
LnGrp Delay(d),s/veh	26.8	0.0	0.0	27.1	0.0	31.0	39.9	7.5	7.6	39.5	5.4	5.4
LnGrp LOS	C			C		C	D	A	A	D	A	A
Approach Vol, veh/h		79			255			443			473	
Approach Delay, s/veh		26.8			29.4			8.9			13.1	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	43.5		14.4	5.5	47.6		14.4
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	10.1	38.6		27.1	7.6	41.1		27.1
Max Q Clear Time (g_c+I1), s	6.0	6.0		5.8	2.7	4.8		8.1
Green Ext Time (p_c), s	0.1	5.3		1.5	0.0	5.4		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	39	272	0	138	12	0	272	147
Future Vol, veh/h	0	39	272	0	138	12	0	272	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	296	0	150	13	0	296	160
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	11.9	10.9	13.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	92%
Vol Thru, %	0%	0%	13%	8%
Vol Right, %	0%	100%	87%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	272	147	311	150
LT Vol	272	0	0	138
Through Vol	0	0	39	12
RT Vol	0	147	272	0
Lane Flow Rate	296	160	338	163
Geometry Grp	7	7	2	2
Degree of Util (X)	0.522	0.228	0.452	0.264
Departure Headway (Hd)	6.355	5.142	4.927	5.832
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	571	701	737	618
Service Time	4.064	2.85	2.927	3.856
HCM Lane V/C Ratio	0.518	0.228	0.459	0.264
HCM Control Delay	15.8	9.4	11.9	10.9
HCM Lane LOS	C	A	B	B
HCM 95th-tile Q	3	0.9	2.4	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	412	376	344	335	75
Future Volume (veh/h)	75	412	376	344	335	75
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	448	409	374	364	82
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	943	634	945	455	406
Arrive On Green	0.06	0.51	0.34	0.34	0.26	0.26
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	82	448	409	374	364	82
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	1.9	6.5	7.7	5.1	7.9	1.7
Cycle Q Clear(g_c), s	1.9	6.5	7.7	5.1	7.9	1.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	105	943	634	945	455	406
V/C Ratio(X)	0.78	0.48	0.64	0.40	0.80	0.20
Avail Cap(c_a), veh/h	455	2080	1443	1633	1465	1307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	6.6	11.5	4.4	14.4	12.0
Incr Delay (d2), s/veh	4.7	0.1	0.4	0.1	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.3	3.9	3.7	4.0	1.6
LnGrp Delay(d),s/veh	23.9	6.8	11.9	4.5	15.6	12.1
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		530	783		446	
Approach Delay, s/veh		9.4	8.4		15.0	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				25.8		15.5	6.8	19.0
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c+I1), s				8.5		9.9	3.9	9.7
Green Ext Time (p_c), s				4.7		0.7	0.0	4.4

Intersection Summary		
HCM 2010 Ctrl Delay		10.4
HCM 2010 LOS		B

Notes

Intersection						
Int Delay, s/veh	0.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	16	424	6	0	452
Future Vol, veh/h	0	16	424	6	0	452
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	461	7	0	491

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	710	234	0	0	467	0
Stage 1	464	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	368	768	-	-	1091	-
Stage 1	599	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	368	768	-	-	1091	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	768	1091	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	471	0	0	452
Future Vol, veh/h	0	0	471	0	0	452
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	512	0	0	491

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	758	256	0	0	512	0
Stage 1	512	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	343	743	-	-	1050	-
Stage 1	567	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	343	743	-	-	1050	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1050	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	32.2
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	281	21	0	320	114	5	0	105	4	479
Future Vol, veh/h	0	0	281	21	0	320	114	5	0	105	4	479
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	305	23	0	348	124	5	0	114	4	521
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	22.1	26	42.2
HCM LOS	C	D	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	0%	100%	0%	80%
Vol Thru, %	0%	1%	100%	0%	0%	96%	20%
Vol Right, %	0%	99%	0%	100%	0%	4%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	483	281	21	320	119	5
LT Vol	105	0	0	0	320	0	4
Through Vol	0	4	281	0	0	114	1
RT Vol	0	479	0	21	0	5	0
Lane Flow Rate	114	525	305	23	348	129	5
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.242	0.935	0.642	0.043	0.755	0.261	0.014
Departure Headway (Hd)	7.631	6.413	7.566	6.845	7.819	7.275	9.06
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	471	567	476	522	463	494	394
Service Time	5.365	4.147	5.316	4.594	5.567	5.022	7.138
HCM Lane V/C Ratio	0.242	0.926	0.641	0.044	0.752	0.261	0.013
HCM Control Delay	12.8	48.6	23	9.9	31	12.6	12.3
HCM Lane LOS	B	E	C	A	D	B	B
HCM 95th-tile Q	0.9	11.9	4.4	0.1	6.4	1	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.3
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	341	423	242	130	255	197
Future Volume (veh/h)	341	423	242	130	255	197
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	371	460	263	141	277	214
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	421	954	405	344	608	542
Arrive On Green	0.24	0.51	0.22	0.22	0.34	0.34
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	371	460	263	141	277	214
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	14.0	11.1	8.9	5.3	8.5	7.1
Cycle Q Clear(g_c), s	14.0	11.1	8.9	5.3	8.5	7.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	421	954	405	344	608	542
V/C Ratio(X)	0.88	0.48	0.65	0.41	0.46	0.39
Avail Cap(c_a), veh/h	740	1504	619	526	608	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	11.0	24.8	23.4	17.8	17.4
Incr Delay (d2), s/veh	2.5	0.4	1.8	0.8	2.5	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	5.7	4.8	2.4	4.5	7.1
LnGrp Delay(d),s/veh	28.1	11.4	26.6	24.2	20.3	19.5
LnGrp LOS	C	B	C	C	C	B
Approach Vol, veh/h		831	404		491	
Approach Delay, s/veh		18.8	25.8		19.9	
Approach LOS		B	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				40.5		29.0	20.5	20.0
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	29.0	23.1
Max Q Clear Time (g_c+I1), s				13.1		10.5	16.0	10.9
Green Ext Time (p_c), s				6.1		0.7	0.5	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	82	596	405	11	0	0
Future Vol, veh/h	82	596	405	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	648	440	12	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	452	0	-	0	1272	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	826	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1109	-	-	-	185	612
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	430	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1109	-	-	-	170	612
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	395	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1109	-	-	-	-
HCM Lane V/C Ratio	0.08	-	-	-	-
HCM Control Delay (s)	8.5	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	319	225	191	280	108	421
Future Volume (veh/h)	319	225	191	280	108	421
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	347	245	208	304	117	458
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	422	377	285	416	153	1085
Arrive On Green	0.24	0.24	0.42	0.42	0.09	0.58
Sat Flow, veh/h	1774	1583	685	1001	1774	1863
Grp Volume(v), veh/h	347	245	0	512	117	458
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1686	1774	1863
Q Serve(g_s), s	10.1	7.6	0.0	13.9	3.5	7.4
Cycle Q Clear(g_c), s	10.1	7.6	0.0	13.9	3.5	7.4
Prop In Lane	1.00	1.00		0.59	1.00	
Lane Grp Cap(c), veh/h	422	377	0	701	153	1085
V/C Ratio(X)	0.82	0.65	0.00	0.73	0.77	0.42
Avail Cap(c_a), veh/h	848	757	0	1145	409	1845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	18.8	0.0	13.4	24.4	6.3
Incr Delay (d2), s/veh	1.5	0.7	0.0	1.5	7.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	3.4	0.0	6.7	2.1	3.8
LnGrp Delay(d),s/veh	21.3	19.5	0.0	14.9	32.2	6.6
LnGrp LOS	C	B		B	C	A
Approach Vol, veh/h	592		512			575
Approach Delay, s/veh	20.5		14.9			11.8
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.1	27.6				36.7		17.9
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1		26.1
Max Q Clear Time (g_c+I1), s	5.5	15.9				9.4		12.1
Green Ext Time (p_c), s	0.1	6.8				8.2		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	388	524	20	0	20
Future Vol, veh/h	0	388	524	20	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	422	570	22	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	591	0	-	0	1002	580
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	985	-	-	-	269	514
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	985	-	-	-	269	514
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	985	-	-	-	514
HCM Lane V/C Ratio	-	-	-	-	0.042
HCM Control Delay (s)	0	-	-	-	12.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	328	243	0	150	557	0	108	14
Future Vol, veh/h	0	328	243	0	150	557	0	108	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	357	264	0	163	605	0	117	15
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	17	28.3	13.2
HCM LOS	C	D	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	328	243	150	557	108	14
LT Vol	328	0	0	0	108	0
Through Vol	0	243	150	0	0	0
RT Vol	0	0	0	557	0	14
Lane Flow Rate	357	264	163	605	117	15
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.638	0.436	0.267	0.873	0.262	0.029
Departure Headway (Hd)	6.444	5.937	5.897	5.189	8.029	6.802
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	560	605	608	696	447	525
Service Time	4.189	3.683	3.642	2.934	5.786	4.558
HCM Lane V/C Ratio	0.637	0.436	0.268	0.869	0.262	0.029
HCM Control Delay	19.9	13.2	10.8	33	13.6	9.8
HCM Lane LOS	C	B	B	D	B	A
HCM 95th-tile Q	4.5	2.2	1.1	10.5	1	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	267	66	243	458	385	196
Future Volume (veh/h)	267	66	243	458	385	196
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	290	72	264	498	418	213
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	373	93	308	899	717	640
Arrive On Green	0.26	0.26	0.17	0.48	0.40	0.40
Sat Flow, veh/h	1442	358	1774	1863	1774	1583
Grp Volume(v), veh/h	0	362	264	498	418	213
Grp Sat Flow(s),veh/h/ln	0	1800	1774	1863	1774	1583
Q Serve(g_s), s	0.0	14.8	11.4	15.0	14.6	7.3
Cycle Q Clear(g_c), s	0.0	14.8	11.4	15.0	14.6	7.3
Prop In Lane		0.20	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	465	308	899	717	640
V/C Ratio(X)	0.00	0.78	0.86	0.55	0.58	0.33
Avail Cap(c_a), veh/h	0	545	470	1152	717	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.3	31.8	14.5	18.4	16.3
Incr Delay (d2), s/veh	0.0	6.6	7.9	0.7	3.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.2	6.2	7.8	7.8	3.5
LnGrp Delay(d),s/veh	0.0	33.8	39.7	15.2	21.9	17.7
LnGrp LOS		C	D	B	C	B
Approach Vol, veh/h	362			762	631	
Approach Delay, s/veh	33.8			23.7	20.4	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		36.0	17.7	25.5				43.2
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		32.0	21.0	24.0				49.0
Max Q Clear Time (g_c+I1), s		16.6	13.4	16.8				17.0
Green Ext Time (p_c), s		1.3	0.3	3.7				8.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

APPENDIX G1

HOTEL WITH CONVENTION FACILITIES TRAFFIC COUNT SURVEY

TABLE A
HOTELS COMPARISON

Hotel Name	Hotel with Convention Facilities[a]			
	San Diego Hilton	**Hyatt Islandia**	**La Jolla Sheraton**	**Hanalei Hotel**
Number of Rooms	355	349	193	426
Gross Floor Area (GFA) (SF)	223,689	250,000	129,300	267,000
Conference Room Space (SF)	26,103	30,000	12,780	21,143
Trip Rate (/ room)	11.2	9.8	11.9	9.0
Average Trip Rate / Room	**10.0**			

Footnotes:

a. Per SANDAG Traffic Generators Survey.

APPENDIX G2

ULI SHARED PARKING MANUAL

restaurants. This ratio is intended to represent 85th percentile design-day conditions, with 100 percent arrivals by auto and no captive market adjustment already factored in. With this ratio, however, the noncaptive ratios observed in the 1988 study should be significantly reduced to the 10 to 30 percent range shown in Table 4-16.

Meeting/Banquet Rooms

Generally, hotels provide meeting rooms and conference centers in order to generate overnight guests. Once they have the facilities, however, they will fill the calendar with any event that generates revenue, including wedding receptions and other events that may not generate many overnight guests. Many business hotels (such as the Courtyard Marriotts) do not have any significant banquet space and offer only one or two meeting rooms. Without banquet capability and large conference support, these hotels rarely book events that generate significant parking demand in the evenings and on weekends.

Based on analysis of the detailed data in the ITE *Parking Generation* database, as well as the 1988 consultant study, there appears to be a breaking point in the amount of meeting/conference space provided at about 20 square feet per room. Below that amount, the meeting space is incidental to the hotel and does not create significant parking demand. When there is less than 20 square feet of meeting space per guest room, meeting space need not be considered in a shared parking analysis.

Evidence also suggests that above about 50 square feet per guest room, there could be significant usage of the space for conferences or banquets that would affect parking needs on weekdays and weekends. That type of space is hereafter called "conference/banquet." The meeting space in the hotels in the 1988 study fell into the conference/banquet category, albeit at the smaller end of the spectrum. The 90th percentile event was found to have a density of 40 persons

APPENDIX G3

CONVENTION SPACE TRIP RATE CALCULATION

TABLE 1
TOWN & COUNTRY HISTORICAL DATA

Land Use	Size	Derived ADT	Derived Trip Rate
Total Counted		14,800[a]	–
Hotel	Overall (100%): 1,000 rooms Effective (100%): 1,000 rooms	10,000[b]	10.0 / Room
Hotel Related Commercial	Overall (100%): 18,900 SF Effective (0%): 0 SF	0 (*100% ancillary to hotel)*	–
Restaurant	Overall (100%): 21,600 SF Effective (50%): 10,800 SF [c]	972	90 / KSF
Office	Overall (100%): 10,000 SF Effective (0%): 0 SF	0 (*100% ancillary to hotel)*	10 / KSF
Convention Space	Overall (100%): 176, 230 SF — *Ancillary based on 50 SF/room: 50,000 SF* Effective: 126,230 SF [d]	3,828[e]	30 / KSF[f]

Footnotes:

a. Total counted ADT with hotel and convention space occupancy at 100%.
b. City's trip rate for Hotel with convention facilities and restaurant.
c. Assume 50% local demand for restaurant.
d. Effective Convention Space and Trip Generation calculation
   - Based on technical research, 50 SF/room is the threshold for convention space as ancillary to the hotel use. Meeting space under 50.0 SF/room is included in hotel trip rate.
   - Therefore convention space by non-hotel guests: 176,230 SF –50,000 SF = 126,230 SF.
   - 126,230 / 58 SF = 2,176 non-hotel guests.
e. The convention space demand is calculated by subtracting the total demand from other generating uses: 14,800 – (10,000 + 972) = 3,828 ADT.
f. Trip rate calculated as 30/KSF for 126,230 SF for 3,828 ADT.

Table 2

Atlas Specific Plan vs Mission Valley Community Plan
Trip Generation Comparison

Site	Acreage	Atlas Specific Plan Trip Generation[2]	MVCP[1] Development Intensity District	MVCP[1] Daily Trips Permitted Per Acre	Anticipated Mission Valley Community Plan Trips (Based on DID's)
Town and Country	39.40	18,400	C	417	16,430
Hanalei Tower	1.91	2,520	B	263	502
Hanalei Hotel	15.77	5,200	B	263	4,148
Evelyn Terrace	3.70[4]	0	D	380	1,406
Mission Grove Office Park	2.51	1,180	D	380	954
Kings Inn	3.67	1,120	D	380	1,395
Mission Valley Inn	13.50[3]	2,450	D	380	5,130
TOTALS		30,870			29,965

1. Mission Valley Community Plan
2. 1986, Travel Forecast by Linscott, Law and Greenspan Engineers
3. Net, assumes reduction for HR property.
4. The acreage noted is reserved for the I-8/Via Las Cumbres interchange. No development is currently proposed.

APPENDIX G4

TRANSIT/MIXED-USE CREDITS FOR HOTELS AND CONVENTION SPACE

TRIP GENERATION MANUAL

9th Edition • Volume 1: User's Guide and Handbook

Institute of Transportation Engineers

Table B.3 Transportation Impact Factors Development Around Transit Centers and Light Rail Stations

TRANSPORTATION IMPACT FACTOR	DEVELOPMENT PATTERN	DENSITY/INTENSITY	PEDESTRIAN/BICYCLE FACILITIES	OTHER CHARACTERISTICS	SOURCES
5% Vehicle Trip Reduction	Locate commercial and/or light industrial uses within 0.25 mile of a transit center or light rail station. A	Minimum FAR of 1 per gross acre for commercial/industrial development. B	Direct, safe connections between commercial/industrial uses and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	JHK, 6/93 LACMTA, 11/93
10% Vehicle Trip Reduction	Locate residential development within 0.25 mile of a transit center or light rail station.	Minimum residential density of 24 dwelling units per gross acre.	Direct, safe connections between residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93
15% Vehicle Trip Reduction	Locate commercial and/or light industrial uses within 0.25 mile of a transit center or light rail station.	Minimum FAR of 2 per gross acre for commercial/industrial development.	Direct, safe connections between commercial/industrial uses and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93
15% Vehicle Trip Reduction	Locate residential-oriented mixed use development within 0.25 mile of a transit center or light rail station. Minimum 15% of floor area devoted to commercial uses oriented toward use by residences.	Minimum residential density of 24 dwelling units per gross acre.	Direct, safe connections between commercial/industrial uses, residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93
20% Vehicle Trip Reduction	Locate mixed-use commercial and light industrial development that includes non-residential uses within 0.25 mile of a transit center or light rail station. At least 30% of floor area for residential use.	Minimum FAR of 2 per gross acre for commercial/industrial development	Direct, safe connections between commercial/industrial uses, residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93

Source: ODOT/DLCD Transportation and Growth Management Program. Reprinted with permission.

A Distance between transit center and hotel / convention use ≃ 1250' = 0.23 mile

B FAR calculation: $\frac{738,591 \text{ Development SF}}{735,712 \text{ Area SF}}$ = 1.003 / acre

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	6%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office (less than 100,000 sq. ft.)	[77:19:4]	20/1000 sq. ft.,[o] 300/acre*	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6+ stories)	[82:15:3]	17/1000 sq. ft.,[o] 600/acre*	13%	(9:1)	14%	(2:8)	10.0
Office Park (400,000+ sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		6%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit*[R]	8%	(3:7)	10%	(7:3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit*[R]	8%	(3:7)	10%	(7:3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit*[R]	8%	(2:8)	10%	(7:3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit*[R]	8%	(2:8)	9%	(7:3)	
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	9%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT[S]	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2 1/2/parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators.*

** Other sources: *ITE Trip Generation Report [6th Edition]*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

[P] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

[L] Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

[C] Fitted curve equation: $Ln(T) = 0.502\ Ln(x) + 6.945$
[O] Fitted curve equation: $Ln(T) = 0.756\ Ln(x) + 3.950$
T = total trips, x = 1,000 sq. ft.

[R] Fitted curve equation: $t = -2.169\ Ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

[S] Suggested PASS-BY [undiverted or diverted < 1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

[T] Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

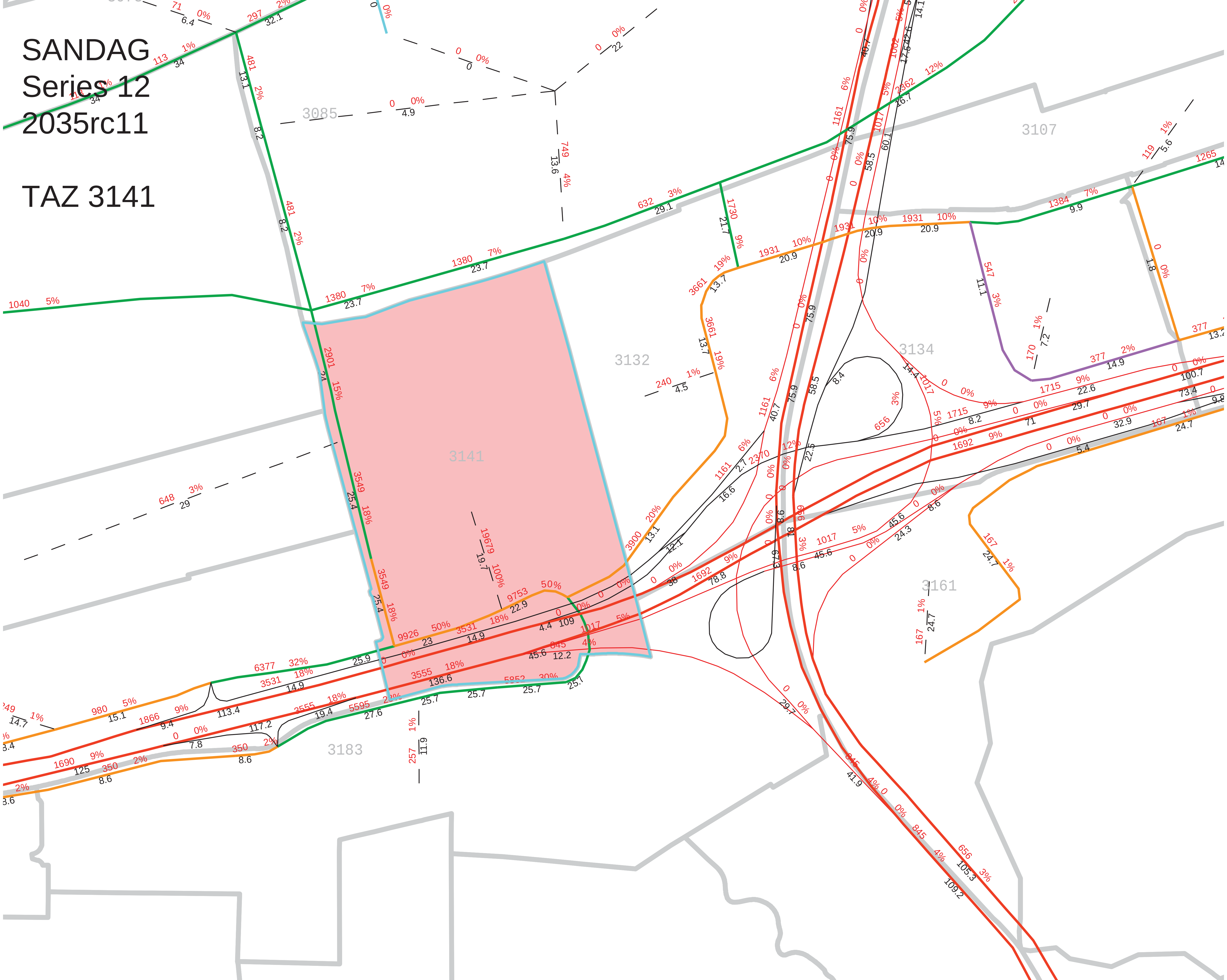
[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

APPENDIX G5

SANDAG SERIES 12 YEAR 2035 SELECT ZONE ASSIGNMENT (SZA FOR TAZ 3141)

SANDAG
Series 12
2035rc11

TAZ 3141



APPENDIX G6

GROWTH RATE CALCULATION

Growth Rate Calculations

Street Segment	Year 2020	Year 2035	Growth Per Year
Riverwalk Drive			
Fashion Valley Road to Avenida Del Rio	15,000	26,300	5.0%
East of Avenida Del Rio	9,500	16,000	4.6%
Camino De La Reina			
Hotel Circle to Project Driveway #4	14,400	15,700	0.6%
Project Driveway #4 to Avenida Del Rio	10,600	12,700	1.3%
Avenida Del Rio to Camino De La Siesta	15,000	20,200	2.3%
Hotel Circle N			
West of I-8 WB Ramps	13,200	23,600	5.3%
I-8 WB Ramps to Fashion Valley Road	29,700	34,500	1.1%
Fashion Valley Road to Project Driveway #3	20,000	25,100	1.7%
Project Driveway #3 to Camino De La Reina	20,000	24,900	1.6%
Hotel Circle S			
West of I-8 EB Ramps	16,200	18,400	0.9%
I-8 EB Ramps to Bachman Place	15,600	22,500	2.9%
Bachman Place to Camino De La Reina	15,100	20,600	2.4%
Fashion Valley Road			
North of Riverwalk Drive	19,100	11,600	-2.6%
Riverwalk Drive to Project Driveway #1	19,800	26,900	2.4%
Project Driveway #1 to Project Driveway #2	19,800	28,300	2.9%
Project Driveway #2 to Hotel Circle N	19,800	28,300	2.9%
Avenida Del Rio			
Riverwalk Drive to Camino De La Reina	16,600	22,000	2.2%
Friars Road			
West of Fashion Valley Road	30,300	33,700	0.7%
East of Fashion Valley Road	18,700	29,100	3.7%
Average			***2.2%***

APPENDIX H

NEAR-TERM (OPENING DAY 2018) INTERSECTION ANALYSIS CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	19	13	0	52	37	222	20	59	150	12
Future Volume (veh/h)	19	12	19	13	0	52	37	222	20	59	150	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	13	21	14	0	57	40	241	22	64	163	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	31	41	235	0	108	59	2075	188	82	2144	169
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.63	0.63	0.05	0.65	0.65
Sat Flow, veh/h	510	454	595	1568	0	1583	1774	3283	297	1774	3323	263
Grp Volume(v), veh/h	55	0	0	14	0	57	40	129	134	64	86	90
Grp Sat Flow(s),veh/h/ln	1559	0	0	1568	0	1583	1774	1770	1810	1774	1770	1816
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.9	1.2	1.6	1.6	2.0	1.0	1.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.4	0.0	1.9	1.2	1.6	1.6	2.0	1.0	1.0
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.16	1.00		0.14
Lane Grp Cap(c), veh/h	195	0	0	235	0	108	59	1119	1144	82	1142	1172
V/C Ratio(X)	0.28	0.00	0.00	0.06	0.00	0.53	0.68	0.12	0.12	0.78	0.08	0.08
Avail Cap(c_a), veh/h	805	0	0	781	0	738	431	1119	1144	526	1142	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	0.0	24.5	0.0	25.2	26.8	4.1	4.1	26.4	3.7	3.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.1	0.0	4.0	5.1	0.2	0.2	15.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.2	0.0	1.0	0.7	0.9	0.9	1.3	0.5	0.5
LnGrp Delay(d),s/veh	25.9	0.0	0.0	24.6	0.0	29.2	31.8	4.3	4.3	41.4	3.8	3.8
LnGrp LOS	C			C		C	C	A	A	D	A	A
Approach Vol, veh/h		55			71			303			240	
Approach Delay, s/veh		25.9			28.3			7.9			13.8	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	40.3		8.7	6.3	41.0		8.7				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	16.6	33.1		26.1	13.6	36.1		26.1				
Max Q Clear Time (g_c+I1), s	4.0	3.6		3.9	3.2	3.0		3.9				
Green Ext Time (p_c), s	0.1	2.7		0.5	0.0	2.7		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			B									

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	21	56	0	34	12	0	111	76
Future Vol, veh/h	0	21	56	0	34	12	0	111	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	61	0	37	13	0	121	83
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.5	8	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	74%
Vol Thru, %	0%	0%	27%	26%
Vol Right, %	0%	100%	73%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	76	77	46
LT Vol	111	0	0	34
Through Vol	0	0	21	12
RT Vol	0	76	56	0
Lane Flow Rate	121	83	84	50
Geometry Grp	7	7	2	2
Degree of Util (X)	0.176	0.093	0.094	0.065
Departure Headway (Hd)	5.264	4.062	4.047	4.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	871	891	772
Service Time	3.043	1.84	2.049	2.664
HCM Lane V/C Ratio	0.179	0.095	0.094	0.065
HCM Control Delay	9.2	7.3	7.5	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	173	310	159	71	19
Future Volume (veh/h)	28	173	310	159	71	19
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	188	337	173	77	21
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	53	928	575	719	258	230
Arrive On Green	0.03	0.50	0.31	0.31	0.15	0.15
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	30	188	337	173	77	21
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	0.5	1.5	4.2	1.8	1.1	0.3
Cycle Q Clear(g_c), s	0.5	1.5	4.2	1.8	1.1	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	53	928	575	719	258	230
V/C Ratio(X)	0.57	0.20	0.59	0.24	0.30	0.09
Avail Cap(c_a), veh/h	1458	3731	1964	1900	1619	1445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	3.9	8.0	4.6	10.5	10.2
Incr Delay (d2), s/veh	3.5	0.0	0.4	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	2.2	1.0	0.5	0.3
LnGrp Delay(d),s/veh	16.7	3.9	8.4	4.7	10.7	10.2
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		218	510		98	
Approach Delay, s/veh		5.7	7.1		10.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				18.6		8.9	5.2	13.4
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				55.1		25.1	22.6	* 29
Max Q Clear Time (g_c+I1), s				3.5		3.1	2.5	6.2
Green Ext Time (p_c), s				2.4		0.1	0.0	2.3

Intersection Summary		
HCM 2010 Ctrl Delay		7.2
HCM 2010 LOS		A

Notes

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4	263	34	7	175
Future Vol, veh/h	4	4	263	34	7	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	286	37	8	190

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	414	161	0	0	323	0
Stage 1	304	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	566	855	-	-	1234	-
Stage 1	722	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	562	855	-	-	1234	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	678	1234	-
HCM Lane V/C Ratio	-	-	0.013	0.006	-
HCM Control Delay (s)	-	-	10.4	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4	298	13	3	176
Future Vol, veh/h	4	4	298	13	3	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	324	14	3	191

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	433	169	0	0	338	0
Stage 1	331	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	551	845	-	-	1218	-
Stage 1	700	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	549	845	-	-	1218	-
Mov Cap-2 Maneuver	549	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1218	-
HCM Lane V/C Ratio	-	-	0.013	0.003	-
HCM Control Delay (s)	-	-	10.5	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	36.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	135	16	0	114	122	7	0	381	6	668
Future Vol, veh/h	0	1	135	16	0	114	122	7	0	381	6	668
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	147	17	0	124	133	8	0	414	7	726
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	13	12.9	45.9
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	1%	0%	100%	0%	100%
Vol Thru, %	0%	1%	99%	0%	0%	95%	0%
Vol Right, %	0%	99%	0%	100%	0%	5%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	381	674	136	16	114	129	3
LT Vol	381	0	1	0	114	0	3
Through Vol	0	6	135	0	0	122	0
RT Vol	0	668	0	16	0	7	0
Lane Flow Rate	414	733	148	17	124	140	3
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.751	1	0.303	0.032	0.265	0.279	0.007
Departure Headway (Hd)	6.527	5.322	7.376	6.655	7.711	7.161	7.4
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	689	486	534	465	499	487
Service Time	4.227	3.022	5.147	4.445	5.469	4.933	5.4
HCM Lane V/C Ratio	0.741	1.064	0.305	0.032	0.267	0.281	0.006
HCM Control Delay	26.3	57	13.4	9.7	13.2	12.7	10.5
HCM Lane LOS	D	F	B	A	B	B	B
HCM 95th-tile Q	6.5	15.9	1.3	0.1	1.1	1.1	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.5
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	226	580	154	85	91	89
Future Volume (veh/h)	226	580	154	85	91	89
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	246	630	167	92	99	97
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	300	817	378	322	699	624
Arrive On Green	0.17	0.44	0.20	0.20	0.39	0.39
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	246	630	167	92	99	97
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	8.1	17.3	4.7	3.0	2.2	2.4
Cycle Q Clear(g_c), s	8.1	17.3	4.7	3.0	2.2	2.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	300	817	378	322	699	624
V/C Ratio(X)	0.82	0.77	0.44	0.29	0.14	0.16
Avail Cap(c_a), veh/h	822	1730	743	632	699	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	14.4	21.1	20.4	11.7	11.8
Incr Delay (d2), s/veh	2.1	1.6	0.8	0.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	9.1	2.5	1.3	1.1	2.7
LnGrp Delay(d),s/veh	26.3	16.0	21.9	20.9	12.2	12.3
LnGrp LOS	C	B	C	C	B	B
Approach Vol, veh/h		876	259		196	
Approach Delay, s/veh		18.9	21.5		12.3	
Approach LOS		B	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				31.4		29.0	14.2	17.2
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c+I1), s				19.3		4.4	10.1	6.7
Green Ext Time (p_c), s				6.9		0.3	0.3	5.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	661	232	11	8	7
Future Vol, veh/h	10	661	232	11	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	718	252	12	9	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	264	0	-	0	998	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	740	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1300	-	-	-	270	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	472	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1300	-	-	-	268	781
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	468	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1300	-	-	-	496
HCM Lane V/C Ratio	0.008	-	-	-	0.033
HCM Control Delay (s)	7.8	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	165	121	122	170	151	518
Future Volume (veh/h)	165	121	122	170	151	518
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	179	132	133	185	164	563
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	265	253	352	220	1100
Arrive On Green	0.17	0.17	0.36	0.36	0.12	0.59
Sat Flow, veh/h	1774	1583	707	983	1774	1863
Grp Volume(v), veh/h	179	132	0	318	164	563
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1689	1774	1863
Q Serve(g_s), s	3.8	3.1	0.0	6.0	3.6	7.2
Cycle Q Clear(g_c), s	3.8	3.1	0.0	6.0	3.6	7.2
Prop In Lane	1.00	1.00		0.58	1.00	
Lane Grp Cap(c), veh/h	297	265	0	604	220	1100
V/C Ratio(X)	0.60	0.50	0.00	0.53	0.74	0.51
Avail Cap(c_a), veh/h	924	825	0	1422	902	2717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	15.3	0.0	10.3	17.1	4.9
Incr Delay (d2), s/veh	0.7	0.5	0.0	0.7	4.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.3	0.0	2.9	2.1	3.7
LnGrp Delay(d),s/veh	16.3	15.9	0.0	11.0	22.0	5.2
LnGrp LOS	B	B		B	C	A
Approach Vol, veh/h	311		318			727
Approach Delay, s/veh	16.1		11.0			9.0
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.4	19.4				28.8		11.7
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1		21.1
Max Q Clear Time (g_c+I1), s	5.6	8.0				9.2		5.8
Green Ext Time (p_c), s	0.4	6.5				7.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	321	277	1	1	9
Future Vol, veh/h	0	321	277	1	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	349	301	1	1	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	302	0	-	0	651	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1259	-	-	-	433	738
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1259	-	-	-	433	738
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	714	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1259	-	-	-	710
HCM Lane V/C Ratio	-	-	-	-	0.015
HCM Control Delay (s)	0	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	159	83	0	220	337	0	277	28
Future Vol, veh/h	0	159	83	0	220	337	0	277	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	173	90	0	239	366	0	301	30
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	12.5	14.4	19.4
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	83	220	337	277	28
LT Vol	159	0	0	0	277	0
Through Vol	0	83	220	0	0	0
RT Vol	0	0	0	337	0	28
Lane Flow Rate	173	90	239	366	301	30
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.341	0.165	0.412	0.559	0.604	0.051
Departure Headway (Hd)	7.101	6.591	6.208	5.496	7.218	6.002
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	505	542	579	652	500	595
Service Time	4.871	4.36	3.967	3.255	4.972	3.756
HCM Lane V/C Ratio	0.343	0.166	0.413	0.561	0.602	0.05
HCM Control Delay	13.5	10.7	13.3	15.1	20.4	9.1
HCM Lane LOS	B	B	B	C	C	A
HCM 95th-tile Q	1.5	0.6	2	3.5	3.9	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	186	164	300	402	198	105
Future Volume (veh/h)	186	164	300	402	198	105
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	202	178	326	437	215	114
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	269	237	374	1041	570	508
Arrive On Green	0.29	0.29	0.21	0.56	0.32	0.32
Sat Flow, veh/h	915	806	1774	1863	1774	1583
Grp Volume(v), veh/h	0	380	326	437	215	114
Grp Sat Flow(s),veh/h/ln	0	1721	1774	1863	1774	1583
Q Serve(g_s), s	0.0	15.0	13.3	10.1	7.0	3.9
Cycle Q Clear(g_c), s	0.0	15.0	13.3	10.1	7.0	3.9
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	507	374	1041	570	508
V/C Ratio(X)	0.00	0.75	0.87	0.42	0.38	0.22
Avail Cap(c_a), veh/h	0	667	570	1420	570	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.9	28.5	9.5	19.6	18.6
Incr Delay (d2), s/veh	0.0	3.9	7.9	0.3	1.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.6	7.3	5.2	3.7	1.8
LnGrp Delay(d),s/veh	0.0	27.8	36.4	9.9	21.5	19.6
LnGrp LOS		C	D	A	C	B
Approach Vol, veh/h	380			763	329	
Approach Delay, s/veh	27.8			21.2	20.8	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		28.0	19.7	27.0				46.8
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		24.0	24.0	29.0				57.0
Max Q Clear Time (g_c+I1), s		9.0	15.3	17.0				12.1
Green Ext Time (p_c), s		0.6	0.5	5.1				8.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	11	32	92	2	141	17	346	73	98	283	12
Future Volume (veh/h)	29	11	32	92	2	141	17	346	73	98	283	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	12	35	100	2	153	18	376	79	107	308	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	59	89	318	5	226	30	1652	344	140	2175	91
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.57	0.57	0.08	0.63	0.63
Sat Flow, veh/h	372	410	622	1480	37	1583	1774	2918	607	1774	3461	146
Grp Volume(v), veh/h	79	0	0	102	0	153	18	227	228	107	157	164
Grp Sat Flow(s),veh/h/ln	1404	0	0	1518	0	1583	1774	1770	1756	1774	1770	1837
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.1	0.7	4.3	4.3	4.0	2.4	2.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	3.5	0.0	6.1	0.7	4.3	4.3	4.0	2.4	2.4
Prop In Lane	0.41		0.44	0.98		1.00	1.00		0.35	1.00		0.08
Lane Grp Cap(c), veh/h	276	0	0	323	0	226	30	1002	994	140	1112	1154
V/C Ratio(X)	0.29	0.00	0.00	0.32	0.00	0.68	0.60	0.23	0.23	0.76	0.14	0.14
Avail Cap(c_a), veh/h	633	0	0	659	0	617	201	1002	994	466	1112	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	26.1	0.0	27.3	32.7	7.2	7.2	30.2	5.1	5.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	3.5	6.8	0.5	0.5	8.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.7	0.0	2.9	0.4	2.2	2.2	2.3	1.3	1.3
LnGrp Delay(d),s/veh	26.4	0.0	0.0	26.7	0.0	30.8	39.5	7.8	7.8	38.5	5.3	5.3
LnGrp LOS	C			C		C	D	A	A	D	A	A
Approach Vol, veh/h		79			255			473			428	
Approach Delay, s/veh		26.4			29.1			9.0			13.6	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	42.8		14.5	5.5	47.0		14.5
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	17.6	32.1		26.1	7.6	42.1		26.1
Max Q Clear Time (g_c+I1), s	6.0	6.3		5.6	2.7	4.4		8.1
Green Ext Time (p_c), s	0.2	5.0		1.5	0.0	5.3		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	39	279	0	138	12	0	275	147
Future Vol, veh/h	0	39	279	0	138	12	0	275	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	303	0	150	13	0	299	160
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	12.1	11	13.7
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	92%
Vol Thru, %	0%	0%	12%	8%
Vol Right, %	0%	100%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	147	318	150
LT Vol	275	0	0	138
Through Vol	0	0	39	12
RT Vol	0	147	279	0
Lane Flow Rate	299	160	346	163
Geometry Grp	7	7	2	2
Degree of Util (X)	0.529	0.229	0.463	0.265
Departure Headway (Hd)	6.377	5.163	4.938	5.857
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	568	698	733	615
Service Time	4.085	2.871	2.938	3.881
HCM Lane V/C Ratio	0.526	0.229	0.472	0.265
HCM Control Delay	16	9.4	12.1	11
HCM Lane LOS	C	A	B	B
HCM 95th-tile Q	3.1	0.9	2.5	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	486	397	347	335	82
Future Volume (veh/h)	75	486	397	347	335	82
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	528	432	377	364	89
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	103	963	664	968	452	403
Arrive On Green	0.06	0.52	0.36	0.36	0.25	0.25
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	82	528	432	377	364	89
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	2.0	8.2	8.3	5.2	8.3	1.9
Cycle Q Clear(g_c), s	2.0	8.2	8.3	5.2	8.3	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	103	963	664	968	452	403
V/C Ratio(X)	0.79	0.55	0.65	0.39	0.81	0.22
Avail Cap(c_a), veh/h	438	1998	1387	1583	1408	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	7.0	11.6	4.3	15.0	12.6
Incr Delay (d2), s/veh	5.1	0.2	0.4	0.1	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.2	4.3	3.8	4.2	1.8
LnGrp Delay(d),s/veh	25.1	7.2	12.0	4.4	16.3	12.7
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		610	809		453	
Approach Delay, s/veh		9.6	8.4		15.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				27.1		15.8	6.9	20.2
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c+I1), s				10.2		10.3	4.0	10.3
Green Ext Time (p_c), s				5.3		0.7	0.0	5.0

Intersection Summary			
HCM 2010 Ctrl Delay			10.5
HCM 2010 LOS			B

Notes

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	28	14	457	13	4	403
Future Vol, veh/h	28	14	457	13	4	403
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	15	497	14	4	438

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	732	255	0	0	511	0
Stage 1	504	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	356	744	-	-	1050	-
Stage 1	572	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	354	744	-	-	1050	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	429	1050	-
HCM Lane V/C Ratio	-	-	0.106	0.004	-
HCM Control Delay (s)	-	-	14.4	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	9	7	488	6	1	430
Future Vol, veh/h	9	7	488	6	1	430
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	8	530	7	1	467

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	770	268	0	0	537	0
Stage 1	534	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	337	730	-	-	1027	-
Stage 1	552	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	337	730	-	-	1027	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	441	1027	-
HCM Lane V/C Ratio	-	-	0.039	0.001	-
HCM Control Delay (s)	-	-	13.5	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	48.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	287	21	0	411	125	5	0	105	4	575
Future Vol, veh/h	0	0	287	21	0	411	125	5	0	105	4	575
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	312	23	0	447	136	5	0	114	4	625
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	24.2	51.6	56.7
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	0%	100%	0%	80%
Vol Thru, %	0%	1%	100%	0%	0%	96%	20%
Vol Right, %	0%	99%	0%	100%	0%	4%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	579	287	21	411	130	5
LT Vol	105	0	0	0	411	0	4
Through Vol	0	4	287	0	0	125	1
RT Vol	0	575	0	21	0	5	0
Lane Flow Rate	114	629	312	23	447	141	5
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.252	1	0.674	0.045	0.974	0.288	0.014
Departure Headway (Hd)	7.94	6.717	7.775	7.077	7.852	7.327	9.458
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	452	541	465	507	465	492	378
Service Time	5.687	4.464	5.503	4.804	5.575	5.049	7.535
HCM Lane V/C Ratio	0.252	1.163	0.671	0.045	0.961	0.287	0.013
HCM Control Delay	13.4	64.6	25.2	10.1	63.8	13	12.7
HCM Lane LOS	B	F	D	B	F	B	B
HCM 95th-tile Q	1	14.1	4.9	0.1	12.2	1.2	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.7
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	354	512	344	140	242	197
Future Volume (veh/h)	354	512	344	140	242	197
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	385	557	374	152	263	214
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	430	1034	484	412	554	495
Arrive On Green	0.24	0.56	0.26	0.26	0.31	0.31
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	385	557	374	152	263	214
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	16.0	14.5	14.2	6.0	9.1	8.2
Cycle Q Clear(g_c), s	16.0	14.5	14.2	6.0	9.1	8.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	430	1034	484	412	554	495
V/C Ratio(X)	0.90	0.54	0.77	0.37	0.47	0.43
Avail Cap(c_a), veh/h	675	1372	565	480	554	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	10.8	26.1	23.1	21.1	20.8
Incr Delay (d2), s/veh	6.6	0.5	5.7	0.6	2.9	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	7.4	8.0	2.7	4.9	8.0
LnGrp Delay(d),s/veh	34.5	11.2	31.8	23.6	24.0	23.6
LnGrp LOS	C	B	C	C	C	C
Approach Vol, veh/h		942	526		477	
Approach Delay, s/veh		20.7	29.4		23.8	
Approach LOS		C	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				47.2		29.0	22.5	24.7
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	29.0	23.1
Max Q Clear Time (g_c+I1), s				16.5		11.1	18.0	16.2
Green Ext Time (p_c), s				8.4		0.7	0.5	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	9	745	475	12	12	9
Future Vol, veh/h	9	745	475	12	12	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	810	516	13	13	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	529	0	-	0	1352	523
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	829	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1038	-	-	-	165	554
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	429	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1038	-	-	-	163	554
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	425	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1038	-	-	-	372
HCM Lane V/C Ratio	0.009	-	-	-	0.061
HCM Control Delay (s)	8.5	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	332	240	247	303	159	598
Future Volume (veh/h)	332	240	247	303	159	598
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	361	261	268	329	173	650
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	419	374	334	410	216	1160
Arrive On Green	0.24	0.24	0.44	0.44	0.12	0.62
Sat Flow, veh/h	1774	1583	762	936	1774	1863
Grp Volume(v), veh/h	361	261	0	597	173	650
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1698	1774	1863
Q Serve(g_s), s	13.6	10.5	0.0	21.2	6.6	14.1
Cycle Q Clear(g_c), s	13.6	10.5	0.0	21.2	6.6	14.1
Prop In Lane	1.00	1.00		0.55	1.00	
Lane Grp Cap(c), veh/h	419	374	0	744	216	1160
V/C Ratio(X)	0.86	0.70	0.00	0.80	0.80	0.56
Avail Cap(c_a), veh/h	665	594	0	905	321	1448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	24.3	0.0	16.9	29.8	7.6
Incr Delay (d2), s/veh	4.0	0.9	0.0	4.4	8.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	4.7	0.0	10.7	3.7	7.2
LnGrp Delay(d),s/veh	29.5	25.2	0.0	21.3	38.3	8.0
LnGrp LOS	C	C		C	D	A
Approach Vol, veh/h	622		597			823
Approach Delay, s/veh	27.7		21.3			14.4
Approach LOS	C		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.9	35.4				48.3		21.3
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1		26.1
Max Q Clear Time (g_c+I1), s	8.6	23.2				16.1		15.6
Green Ext Time (p_c), s	0.2	7.3				11.6		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		20.5
HCM 2010 LOS		C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	458	571	1	1	1
Future Vol, veh/h	4	458	571	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	498	621	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	622	0	-	0	1128	621
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	507	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	959	-	-	-	226	487
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	959	-	-	-	225	487
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	959	-	-	-	308
HCM Lane V/C Ratio	0.005	-	-	-	0.007
HCM Control Delay (s)	8.8	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	35.5
Intersection LOS	E

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	362	271	0	195	671	0	151	52
Future Vol, veh/h	0	362	271	0	195	671	0	151	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	393	295	0	212	729	0	164	57
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	23.5	49.2	14.6
HCM LOS	C	E	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	362	271	195	671	151	52
LT Vol	362	0	0	0	151	0
Through Vol	0	271	195	0	0	0
RT Vol	0	0	0	671	0	52
Lane Flow Rate	393	295	212	729	164	57
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.764	0.531	0.382	1	0.375	0.112
Departure Headway (Hd)	6.986	6.486	6.495	5.782	8.326	7.102
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	519	557	555	635	435	506
Service Time	4.7	4.201	4.217	3.504	6.026	4.828
HCM Lane V/C Ratio	0.757	0.53	0.382	1.148	0.377	0.113
HCM Control Delay	28.9	16.3	13.2	59.6	15.9	10.7
HCM Lane LOS	D	C	B	F	C	B
HCM 95th-tile Q	6.7	3.1	1.8	15.3	1.7	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	344	67	245	646	387	198
Future Volume (veh/h)	344	67	245	646	387	198
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	374	73	266	702	421	215
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	428	83	308	939	687	613
Arrive On Green	0.28	0.28	0.17	0.50	0.39	0.39
Sat Flow, veh/h	1515	296	1774	1863	1774	1583
Grp Volume(v), veh/h	0	447	266	702	421	215
Grp Sat Flow(s),veh/h/ln	0	1811	1774	1863	1774	1583
Q Serve(g_s), s	0.0	19.5	12.1	24.8	15.8	8.0
Cycle Q Clear(g_c), s	0.0	19.5	12.1	24.8	15.8	8.0
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	511	308	939	687	613
V/C Ratio(X)	0.00	0.87	0.86	0.75	0.61	0.35
Avail Cap(c_a), veh/h	0	526	451	1104	687	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	33.2	16.3	20.4	18.0
Incr Delay (d2), s/veh	0.0	15.2	9.7	2.6	4.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.8	6.7	13.4	8.5	3.7
LnGrp Delay(d),s/veh	0.0	43.5	42.9	18.9	24.4	19.6
LnGrp LOS		D	D	B	C	B
Approach Vol, veh/h	447			968	636	
Approach Delay, s/veh	43.5			25.5	22.8	
Approach LOS	D			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		36.0	18.3	28.3				46.7
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		32.0	21.0	24.0				49.0
Max Q Clear Time (g_c+I1), s		17.8	14.1	21.5				26.8
Green Ext Time (p_c), s		1.3	0.3	1.9				10.6

Intersection Summary		
HCM 2010 Ctrl Delay		28.6
HCM 2010 LOS		C

APPENDIX I

NEAR-TERM (OPENING DAY 2018) + PROJECT
INTERSECTION ANALYSIS CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	19	3	0	52	37	231	19	59	123	12
Future Volume (veh/h)	19	12	19	3	0	52	37	231	19	59	123	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	13	21	3	0	57	40	251	21	64	134	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	28	39	238	0	104	59	2066	172	81	2079	199
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.62	0.62	0.05	0.64	0.64
Sat Flow, veh/h	529	430	593	1578	0	1583	1774	3309	275	1774	3264	313
Grp Volume(v), veh/h	55	0	0	3	0	57	40	133	139	64	72	75
Grp Sat Flow(s),veh/h/ln	1552	0	0	1578	0	1583	1774	1770	1814	1774	1770	1808
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	1.9	1.2	1.6	1.7	1.9	0.8	0.8
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.1	0.0	1.9	1.2	1.6	1.7	1.9	0.8	0.8
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.15	1.00		0.17
Lane Grp Cap(c), veh/h	195	0	0	238	0	104	59	1105	1133	81	1127	1151
V/C Ratio(X)	0.28	0.00	0.00	0.01	0.00	0.55	0.67	0.12	0.12	0.79	0.06	0.07
Avail Cap(c_a), veh/h	851	0	0	824	0	783	547	1105	1133	514	1127	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	23.5	0.0	24.4	25.7	4.1	4.1	25.4	3.7	3.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	4.4	4.9	0.2	0.2	15.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.0	0.9	0.7	0.8	0.9	1.3	0.4	0.5
LnGrp Delay(d),s/veh	25.1	0.0	0.0	23.5	0.0	28.8	30.6	4.3	4.3	40.7	3.8	3.8
LnGrp LOS	C			C		C	C	A	A	D	A	A
Approach Vol, veh/h		55			60			312			211	
Approach Delay, s/veh		25.1			28.5			7.7			15.0	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	38.5		8.4	6.2	39.2		8.4
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	15.6	33.6		26.6	16.6	32.6		26.6
Max Q Clear Time (g_c+I1), s	3.9	3.7		3.8	3.2	2.8		3.9
Green Ext Time (p_c), s	0.1	2.6		0.4	0.0	2.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	21	53	0	34	12	0	111	76
Future Vol, veh/h	0	21	53	0	34	12	0	111	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	58	0	37	13	0	121	83
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.5	8	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	74%
Vol Thru, %	0%	0%	28%	26%
Vol Right, %	0%	100%	72%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	76	74	46
LT Vol	111	0	0	34
Through Vol	0	0	21	12
RT Vol	0	76	53	0
Lane Flow Rate	121	83	80	50
Geometry Grp	7	7	2	2
Degree of Util (X)	0.176	0.093	0.091	0.065
Departure Headway (Hd)	5.259	4.056	4.053	4.657
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	677	872	889	773
Service Time	3.037	1.834	2.056	2.661
HCM Lane V/C Ratio	0.179	0.095	0.09	0.065
HCM Control Delay	9.2	7.3	7.5	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	177	288	159	71	16
Future Volume (veh/h)	28	177	288	159	71	16
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	192	313	173	77	17
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	53	915	557	707	262	234
Arrive On Green	0.03	0.49	0.30	0.30	0.15	0.15
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	30	192	313	173	77	17
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	0.5	1.6	3.8	1.8	1.0	0.3
Cycle Q Clear(g_c), s	0.5	1.6	3.8	1.8	1.0	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	53	915	557	707	262	234
V/C Ratio(X)	0.57	0.21	0.56	0.24	0.29	0.07
Avail Cap(c_a), veh/h	759	3786	2748	2570	1643	1466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	3.9	8.0	4.7	10.3	10.0
Incr Delay (d2), s/veh	3.5	0.0	0.3	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	2.0	1.0	0.5	0.2
LnGrp Delay(d),s/veh	16.5	4.0	8.3	4.7	10.5	10.0
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		222	486		94	
Approach Delay, s/veh		5.7	7.1		10.4	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				18.2		8.9	5.2	13.0
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c+I1), s				3.6		3.0	2.5	5.8
Green Ext Time (p_c), s				2.3		0.1	0.0	2.3

Intersection Summary		
HCM 2010 Ctrl Delay		7.1
HCM 2010 LOS		A

Notes

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	1	274	1	0	145
Future Vol, veh/h	0	1	274	1	0	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	298	1	0	158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	377	149	0	0	299	0
Stage 1	298	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	597	871	-	-	1259	-
Stage 1	727	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	597	871	-	-	1259	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	871	1259	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	15	265	0	0	145
Future Vol, veh/h	0	15	265	0	0	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	288	0	0	158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	367	144	0	0	288	0
Stage 1	288	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	606	877	-	-	1271	-
Stage 1	735	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	606	877	-	-	1271	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	877	1271	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	27.1
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	125	16	0	117	124	7	0	381	6	562
Future Vol, veh/h	0	1	125	16	0	117	124	7	0	381	6	562
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	136	17	0	127	135	8	0	414	7	611
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	12.7	13.1	32.9
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	1%	0%	100%	0%	100%
Vol Thru, %	0%	1%	99%	0%	0%	95%	0%
Vol Right, %	0%	99%	0%	100%	0%	5%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	381	568	126	16	117	131	3
LT Vol	381	0	1	0	117	0	3
Through Vol	0	6	125	0	0	124	0
RT Vol	0	562	0	16	0	7	0
Lane Flow Rate	414	617	137	17	127	142	3
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.745	0.904	0.283	0.032	0.273	0.284	0.007
Departure Headway (Hd)	6.476	5.273	7.432	6.711	7.728	7.18	7.4
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	685	483	533	464	500	482
Service Time	4.214	3.011	5.184	4.463	5.477	4.928	5.462
HCM Lane V/C Ratio	0.741	0.901	0.284	0.032	0.274	0.284	0.006
HCM Control Delay	25.8	37.7	13.1	9.7	13.4	12.8	10.5
HCM Lane LOS	D	E	B	A	B	B	B
HCM 95th-tile Q	6.4	11.6	1.2	0.1	1.1	1.2	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.5
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	163	527	159	85	56	89		
Future Volume (veh/h)	163	527	159	85	56	89		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	177	573	173	92	61	97		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	226	760	392	334	737	658		
Arrive On Green	0.13	0.41	0.21	0.21	0.42	0.42		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	177	573	173	92	61	97		
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583		
Q Serve(g_s), s	5.5	15.1	4.6	2.8	1.2	2.2		
Cycle Q Clear(g_c), s	5.5	15.1	4.6	2.8	1.2	2.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	226	760	392	334	737	658		
V/C Ratio(X)	0.78	0.75	0.44	0.28	0.08	0.15		
Avail Cap(c_a), veh/h	868	1825	784	666	737	658		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	24.2	14.5	19.7	18.9	10.1	10.4		
Incr Delay (d2), s/veh	2.3	1.6	0.8	0.5	0.2	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.8	8.0	2.4	1.2	0.6	2.5		
LnGrp Delay(d),s/veh	26.5	16.1	20.5	19.4	10.3	10.9		
LnGrp LOS	C	B	C	B	B	B		
Approach Vol, veh/h		750	265		158			
Approach Delay, s/veh		18.6	20.1		10.7			
Approach LOS		B	C		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				28.3		29.0	11.3	17.0
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c+I1), s				17.1		4.2	7.5	6.6
Green Ext Time (p_c), s				6.3		0.2	0.2	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	661	232	0	46	12
Future Vol, veh/h	0	661	232	0	46	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	718	252	0	50	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	252	0	-	0	970	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	718	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1313	-	-	-	281	787
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1313	-	-	-	281	787
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	-	433
HCM Lane V/C Ratio	-	-	-	-	0.146
HCM Control Delay (s)	0	-	-	-	14.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	155	96	57	170	155	552
Future Volume (veh/h)	155	96	57	170	155	552
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	168	104	62	185	168	600
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	304	271	138	411	226	1071
Arrive On Green	0.17	0.17	0.33	0.33	0.13	0.58
Sat Flow, veh/h	1774	1583	413	1232	1774	1863
Grp Volume(v), veh/h	168	104	0	247	168	600
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1645	1774	1863
Q Serve(g_s), s	3.4	2.3	0.0	4.5	3.5	7.8
Cycle Q Clear(g_c), s	3.4	2.3	0.0	4.5	3.5	7.8
Prop In Lane	1.00	1.00		0.75	1.00	
Lane Grp Cap(c), veh/h	304	271	0	549	226	1071
V/C Ratio(X)	0.55	0.38	0.00	0.45	0.74	0.56
Avail Cap(c_a), veh/h	968	864	0	1451	945	2848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	14.2	0.0	10.1	16.3	5.1
Incr Delay (d2), s/veh	0.6	0.3	0.0	0.6	4.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.0	0.0	2.1	2.0	4.0
LnGrp Delay(d),s/veh	15.2	14.5	0.0	10.7	21.0	5.6
LnGrp LOS	B	B		B	C	A
Approach Vol, veh/h	272		247			768
Approach Delay, s/veh	15.0		10.7			9.0
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.3	17.8				27.1		11.5
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1		21.1
Max Q Clear Time (g_c+I1), s	5.5	6.5				9.8		5.4
Green Ext Time (p_c), s	0.4	6.4				7.0		0.4

Intersection Summary		
HCM 2010 Ctrl Delay		10.6
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	325	250	3	0	1
Future Vol, veh/h	0	325	250	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	353	272	3	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	275	0	-	0	626	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1288	-	-	-	448	766
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1288	-	-	-	448	766
Mov Cap-2 Maneuver	-	-	-	-	448	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	711	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1288	-	-	-	766
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	159	76	0	221	360	0	222	28
Future Vol, veh/h	0	159	76	0	221	360	0	222	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	173	83	0	240	391	0	241	30
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	12	13.8	15.6
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	76	221	360	222	28
LT Vol	159	0	0	0	222	0
Through Vol	0	76	221	0	0	0
RT Vol	0	0	0	360	0	28
Lane Flow Rate	173	83	240	391	241	30
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.328	0.145	0.396	0.567	0.481	0.05
Departure Headway (Hd)	6.836	6.327	5.929	5.219	7.183	5.967
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	525	566	608	689	502	599
Service Time	4.588	4.078	3.67	2.96	4.927	3.711
HCM Lane V/C Ratio	0.33	0.147	0.395	0.567	0.48	0.05
HCM Control Delay	12.9	10.2	12.5	14.6	16.4	9
HCM Lane LOS	B	B	B	B	C	A
HCM 95th-tile Q	1.4	0.5	1.9	3.6	2.6	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	124	164	300	426	198	102
Future Volume (veh/h)	124	164	300	426	198	102
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	135	178	326	463	215	111
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	198	261	376	1003	595	531
Arrive On Green	0.27	0.27	0.21	0.54	0.34	0.34
Sat Flow, veh/h	730	963	1774	1863	1774	1583
Grp Volume(v), veh/h	0	313	326	463	215	111
Grp Sat Flow(s),veh/h/ln	0	1693	1774	1863	1774	1583
Q Serve(g_s), s	0.0	11.8	12.7	10.9	6.6	3.6
Cycle Q Clear(g_c), s	0.0	11.8	12.7	10.9	6.6	3.6
Prop In Lane		0.57	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	458	376	1003	595	531
V/C Ratio(X)	0.00	0.68	0.87	0.46	0.36	0.21
Avail Cap(c_a), veh/h	0	687	595	1485	595	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.3	27.2	10.1	18.0	17.0
Incr Delay (d2), s/veh	0.0	2.3	6.4	0.4	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	6.8	5.6	3.5	1.7
LnGrp Delay(d),s/veh	0.0	25.7	33.6	10.6	19.7	17.9
LnGrp LOS		C	C	B	B	B
Approach Vol, veh/h	313			789	326	
Approach Delay, s/veh	25.7			20.1	19.0	
Approach LOS	C			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		28.0	19.2	24.4				43.5
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		24.0	24.0	29.0				57.0
Max Q Clear Time (g_c+I1), s		8.6	14.7	13.8				12.9
Green Ext Time (p_c), s		0.6	0.5	5.5				7.9

Intersection Summary		
HCM 2010 Ctrl Delay		21.1
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	11	32	89	2	141	17	330	58	98	315	12
Future Volume (veh/h)	29	11	32	89	2	141	17	330	58	98	315	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	12	35	97	2	153	18	359	63	107	342	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	59	90	316	5	226	30	1712	298	139	2187	83
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.57	0.57	0.08	0.63	0.63
Sat Flow, veh/h	378	413	629	1475	38	1583	1774	3016	524	1774	3477	132
Grp Volume(v), veh/h	79	0	0	99	0	153	18	209	213	107	174	181
Grp Sat Flow(s),veh/h/ln	1419	0	0	1514	0	1583	1774	1770	1770	1774	1770	1839
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.2	0.7	3.9	4.0	4.0	2.7	2.7
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.4	0.0	6.2	0.7	3.9	4.0	4.0	2.7	2.7
Prop In Lane	0.41		0.44	0.98		1.00	1.00		0.30	1.00		0.07
Lane Grp Cap(c), veh/h	278	0	0	322	0	226	30	1005	1005	139	1113	1157
V/C Ratio(X)	0.28	0.00	0.00	0.31	0.00	0.68	0.60	0.21	0.21	0.77	0.16	0.16
Avail Cap(c_a), veh/h	634	0	0	657	0	616	214	1005	1005	307	1113	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	0.0	26.1	0.0	27.3	32.8	7.1	7.1	30.3	5.1	5.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	3.5	6.8	0.5	0.5	8.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.7	0.0	2.9	0.4	2.0	2.0	2.3	1.4	1.5
LnGrp Delay(d),s/veh	26.4	0.0	0.0	26.7	0.0	30.9	39.6	7.6	7.6	39.1	5.4	5.4
LnGrp LOS	C			C		C	D	A	A	D	A	A
Approach Vol, veh/h		79			252			440			462	
Approach Delay, s/veh		26.4			29.2			8.9			13.2	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	43.0		14.5	5.5	47.1		14.5
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	11.6	38.1		26.1	8.1	41.6		26.1
Max Q Clear Time (g_c+I1), s	6.0	6.0		5.5	2.7	4.7		8.2
Green Ext Time (p_c), s	0.1	5.2		1.5	0.0	5.3		1.4

Intersection Summary		
HCM 2010 Ctrl Delay		15.8
HCM 2010 LOS		B

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	39	272	0	138	12	0	275	147
Future Vol, veh/h	0	39	272	0	138	12	0	275	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	296	0	150	13	0	299	160
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	11.9	11	13.7
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	92%
Vol Thru, %	0%	0%	13%	8%
Vol Right, %	0%	100%	87%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	147	311	150
LT Vol	275	0	0	138
Through Vol	0	0	39	12
RT Vol	0	147	272	0
Lane Flow Rate	299	160	338	163
Geometry Grp	7	7	2	2
Degree of Util (X)	0.528	0.228	0.452	0.264
Departure Headway (Hd)	6.355	5.142	4.936	5.84
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	571	701	734	616
Service Time	4.064	2.85	2.936	3.866
HCM Lane V/C Ratio	0.524	0.228	0.46	0.265
HCM Control Delay	16	9.4	11.9	11
HCM Lane LOS	C	A	B	B
HCM 95th-tile Q	3.1	0.9	2.4	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	468	392	347	335	75
Future Volume (veh/h)	75	468	392	347	335	75
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	509	426	377	364	82
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	104	958	657	962	453	404
Arrive On Green	0.06	0.51	0.35	0.35	0.26	0.26
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	82	509	426	377	364	82
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	1.9	7.8	8.2	5.2	8.2	1.7
Cycle Q Clear(g_c), s	1.9	7.8	8.2	5.2	8.2	1.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	104	958	657	962	453	404
V/C Ratio(X)	0.79	0.53	0.65	0.39	0.80	0.20
Avail Cap(c_a), veh/h	442	2019	1402	1595	1422	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	6.9	11.6	4.3	14.8	12.4
Incr Delay (d2), s/veh	5.0	0.2	0.4	0.1	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.0	4.2	3.7	4.1	1.7
LnGrp Delay(d),s/veh	24.8	7.1	12.0	4.4	16.1	12.5
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		591	803		446	
Approach Delay, s/veh		9.5	8.4		15.5	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				26.8		15.7	6.9	19.9
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c+I1), s				9.8		10.2	3.9	10.2
Green Ext Time (p_c), s				5.2		0.7	0.0	4.8

Intersection Summary		
HCM 2010 Ctrl Delay		10.5
HCM 2010 LOS		B

Notes

Intersection						
Int Delay, s/veh	0.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	7	433	0	0	436
Future Vol, veh/h	0	7	433	0	0	436
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	471	0	0	474

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	708	235	0	0	471	0
Stage 1	471	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	369	767	-	-	1087	-
Stage 1	594	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	767	-	-	1087	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	780	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	767	1087	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	465	0	0	436
Future Vol, veh/h	0	0	465	0	0	436
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	505	0	0	474

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	742	253	0	0	505	0
Stage 1	505	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	351	746	-	-	1056	-
Stage 1	571	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	351	746	-	-	1056	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1056	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	42.4
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	284	21	0	370	118	5	0	105	4	553
Future Vol, veh/h	0	0	284	21	0	370	118	5	0	105	4	553
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	309	23	0	402	128	5	0	114	4	601
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	23	36.6	55.8
HCM LOS	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	0%	100%	0%	80%
Vol Thru, %	0%	1%	100%	0%	0%	96%	20%
Vol Right, %	0%	99%	0%	100%	0%	4%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	557	284	21	370	123	5
LT Vol	105	0	0	0	370	0	4
Through Vol	0	4	284	0	0	118	1
RT Vol	0	553	0	21	0	5	0
Lane Flow Rate	114	605	309	23	402	134	5
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.246	1	0.657	0.044	0.874	0.271	0.014
Departure Headway (Hd)	7.767	6.546	7.664	6.965	7.823	7.296	9.308
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	461	551	472	515	463	493	387
Service Time	5.537	4.316	5.401	4.703	5.554	5.026	7.308
HCM Lane V/C Ratio	0.247	1.098	0.655	0.045	0.868	0.272	0.013
HCM Control Delay	13.1	63.9	24	10	44.6	12.7	12.4
HCM Lane LOS	B	F	C	A	E	B	B
HCM 95th-tile Q	1	14.3	4.7	0.1	9.2	1.1	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.4
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	321	520	296	140	239	197
Future Volume (veh/h)	321	520	296	140	239	197
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	349	565	322	152	260	214
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	397	983	462	392	588	525
Arrive On Green	0.22	0.53	0.25	0.25	0.33	0.33
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	349	565	322	152	260	214
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	13.6	14.8	11.3	5.7	8.2	7.5
Cycle Q Clear(g_c), s	13.6	14.8	11.3	5.7	8.2	7.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	397	983	462	392	588	525
V/C Ratio(X)	0.88	0.57	0.70	0.39	0.44	0.41
Avail Cap(c_a), veh/h	717	1456	600	510	588	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	11.5	24.5	22.5	18.8	18.5
Incr Delay (d2), s/veh	2.5	0.6	2.5	0.7	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	7.7	6.1	2.6	4.4	7.4
LnGrp Delay(d),s/veh	29.4	12.1	27.0	23.1	21.2	20.9
LnGrp LOS	C	B	C	C	C	C
Approach Vol, veh/h		914	474		474	
Approach Delay, s/veh		18.7	25.8		21.0	
Approach LOS		B	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				42.8		29.0	20.1	22.7
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	29.0	23.1
Max Q Clear Time (g_c+I1), s				16.8		10.2	15.6	13.3
Green Ext Time (p_c), s				7.9		0.7	0.5	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	14	745	475	0	0	0
Future Vol, veh/h	14	745	475	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	810	516	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	516	0	-	0	1356	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	840	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1050	-	-	-	165	559
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1050	-	-	-	163	559
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	418	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1050	-	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	8.5	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	306	228	228	303	141	538
Future Volume (veh/h)	306	228	228	303	141	538
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	333	248	248	329	153	585
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	398	355	321	425	196	1156
Arrive On Green	0.22	0.22	0.44	0.44	0.11	0.62
Sat Flow, veh/h	1774	1583	727	965	1774	1863
Grp Volume(v), veh/h	333	248	0	577	153	585
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1692	1774	1863
Q Serve(g_s), s	11.3	9.1	0.0	18.3	5.3	11.0
Cycle Q Clear(g_c), s	11.3	9.1	0.0	18.3	5.3	11.0
Prop In Lane	1.00	1.00		0.57	1.00	
Lane Grp Cap(c), veh/h	398	355	0	746	196	1156
V/C Ratio(X)	0.84	0.70	0.00	0.77	0.78	0.51
Avail Cap(c_a), veh/h	733	654	0	994	354	1595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	22.5	0.0	15.0	27.4	6.6
Incr Delay (d2), s/veh	1.8	0.9	0.0	2.7	6.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	4.0	0.0	9.1	3.0	5.6
LnGrp Delay(d),s/veh	25.2	23.5	0.0	17.7	34.1	7.0
LnGrp LOS	C	C		B	C	A
Approach Vol, veh/h	581		577			738
Approach Delay, s/veh	24.5		17.7			12.6
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	32.7				44.1		19.1
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1		26.1
Max Q Clear Time (g_c+I1), s	7.3	20.3				13.0		13.3
Green Ext Time (p_c), s	0.2	7.6				10.6		0.8

Intersection Summary		
HCM 2010 Ctrl Delay		17.8
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	444	552	8	0	0
Future Vol, veh/h	0	444	552	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	483	600	9	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	609	0	-	0	1087	604
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	970	-	-	-	239	498
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	970	-	-	-	239	498
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	970	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	34.1
Intersection LOS	D

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	362	269	0	190	591	0	135	52
Future Vol, veh/h	0	362	269	0	190	591	0	135	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	393	292	0	207	642	0	147	57
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	23	47.9	13.9
HCM LOS	C	E	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	362	269	190	591	135	52
LT Vol	362	0	0	0	135	0
Through Vol	0	269	190	0	0	0
RT Vol	0	0	0	591	0	52
Lane Flow Rate	393	292	207	642	147	57
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.759	0.522	0.365	1	0.341	0.112
Departure Headway (Hd)	6.94	6.431	6.359	5.647	8.372	7.139
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	564	562	636	436	508
Service Time	4.616	4.117	4.134	3.422	6.005	4.807
HCM Lane V/C Ratio	0.746	0.518	0.368	1.009	0.337	0.112
HCM Control Delay	28.2	15.9	12.8	59.2	15.2	10.7
HCM Lane LOS	D	C	B	F	C	B
HCM 95th-tile Q	6.6	3	1.7	15.4	1.5	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	326	67	244	561	387	197		
Future Volume (veh/h)	326	67	244	561	387	197		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	354	73	265	610	421	214		
Adj No. of Lanes	1	0	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	416	86	307	931	693	618		
Arrive On Green	0.28	0.28	0.17	0.50	0.39	0.39		
Sat Flow, veh/h	1499	309	1774	1863	1774	1583		
Grp Volume(v), veh/h	0	427	265	610	421	214		
Grp Sat Flow(s),veh/h/ln	0	1808	1774	1863	1774	1583		
Q Serve(g_s), s	0.0	18.3	11.9	20.0	15.5	7.8		
Cycle Q Clear(g_c), s	0.0	18.3	11.9	20.0	15.5	7.8		
Prop In Lane		0.17	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	0	502	307	931	693	618		
V/C Ratio(X)	0.00	0.85	0.86	0.66	0.61	0.35		
Avail Cap(c_a), veh/h	0	530	455	1114	693	618		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	28.0	32.9	15.3	20.0	17.6		
Incr Delay (d2), s/veh	0.0	12.4	9.3	1.3	3.9	1.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	10.9	6.6	10.5	8.4	3.6		
LnGrp Delay(d),s/veh	0.0	40.4	42.2	16.5	23.9	19.1		
LnGrp LOS		D	D	B	C	B		
Approach Vol, veh/h	427			875	635			
Approach Delay, s/veh	40.4			24.3	22.3			
Approach LOS	D			C	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		36.0	18.2	27.8				45.9
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		32.0	21.0	24.0				49.0
Max Q Clear Time (g_c+I1), s		17.5	13.9	20.3				22.0
Green Ext Time (p_c), s		1.3	0.3	2.5				10.1
Intersection Summary								
HCM 2010 Ctrl Delay			27.2					
HCM 2010 LOS			C					

APPENDIX J

NEAR-TERM (OPENING DAY2018) & NEAR-TERM (OPENING DAY 2018) + PROJECT FREEWAY ANALYSIS CALCULATION SHEETS

NEAR-TERM FREEWAY SEGMENT OPERATIONS

AM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	LOS AM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	178,890	0.0745	0.5381	0.963	7,446	0.564	B
	SB Mainlines	4M+ 2A	10,400	178,890	0.0737	0.4619	0.963	6,322	0.608	B
South of I-8	NB Mainlines	3M+ 1A	7,200	182,300	0.0659	0.5170	0.97	6,401	0.889	D
	SB Mainlines	4M	8,000	182,300	0.0657	0.4830	0.97	5,961	0.745	C
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	201,570	0.0640	0.4724	0.972	6,267	0.783	C
	WB Mainlines	4M+ 1A	9,200	201,570	0.0639	0.5276	0.972	6,996	0.760	C
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	196,750	0.0660	0.4836	0.972	6,458	0.702	C
	WB Mainlines	4M+ 1A	9,200	196,750	0.0657	0.5164	0.972	6,866	0.746	C

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Near-Term volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Near-Term volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

NEAR-TERM FREEWAY SEGMENT OPERATIONS

PM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	LOS PM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	178,890	0.0725	0.5210	0.963	7,012	0.531	B
	SB Mainlines	4M+ 2A	10,400	178,890	0.0737	0.4790	0.963	6,555	0.630	C
South of I-8	NB Mainlines	3M+ 1A	7,200	182,300	0.0718	0.5214	0.97	**7,037**	**0.977**	**E**
	SB Mainlines	4M	8,000	182,300	0.0716	0.4786	0.97	6,444	0.806	D
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	201,570	0.0637	0.4631	0.972	6,122	0.765	C
	WB Mainlines	4M+ 1A	9,200	201,570	0.0633	0.5369	0.972	7,051	0.766	C
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	196,750	0.0675	0.5089	0.972	6,952	0.756	C
	WB Mainlines	4M+ 1A	9,200	196,750	0.0666	0.4911	0.972	6,618	0.719	C

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Near-Term volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Near-Term volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

NEAR-TERM + PROJECT FREEWAY SEGMENT OPERATIONS

AM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	V/C DELTA	LOS AM
SR 163											
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	179,070	0.0747	0.5381	0.963	7,478	0.567	0.002	B
	SB Mainlines	4M+ 2A	10,400	179,070	0.0733	0.4619	0.963	6,299	0.606	-0.002	B
South of I-8	NB Mainlines	3M+ 1A	7,200	182,130	0.0655	0.5170	0.97	6,361	0.883	-0.006	D
	SB Mainlines	4M	8,000	182,130	0.0660	0.4830	0.97	5,982	0.748	0.003	C
I-8											
West of Hotel Circle	EB Mainlines	4M	8,000	201,400	0.0635	0.4724	0.972	6,217	0.777	-0.006	C
	WB Mainlines	4M+ 1A	9,200	201,400	0.0642	0.5276	0.972	7,023	0.763	0.003	C
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	196,780	0.0668	0.4836	0.972	6,540	0.711	0.009	C
	WB Mainlines	4M+ 1A	9,200	196,780	0.0657	0.5164	0.972	6,866	0.746	0.000	C

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Near-Term + P volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Near-Term + P volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

NEAR-TERM + PROJECT FREEWAY SEGMENT OPERATIONS

PM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	V/C DELTA	LOS PM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	179,070	0.0723	0.5210	0.963	7,002	0.530	-0.001	B	
	SB Mainlines	4M+ 2A	10,400	179,070	0.0738	0.4790	0.963	6,575	0.632	0.002	C	
South of I-8	NB Mainlines	3M+ 1A	7,200	182,130	0.0719	0.5214	0.97	**7,040**	**0.978**	0.000	**E**	NO
	SB Mainlines	4M	8,000	182,130	0.0714	0.4786	0.97	6,417	0.802	-0.003	D	
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	201,400	0.0639	0.4631	0.972	6,129	0.766	0.001	C	
	WB Mainlines	4M+ 1A	9,200	201,400	0.0631	0.5369	0.972	7,019	0.763	-0.003	C	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	196,780	0.0669	0.5089	0.972	6,897	0.750	-0.006	C	
	WB Mainlines	4M+ 1A	9,200	196,780	0.0666	0.4911	0.972	6,618	0.719	0.000	C	

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Near-Term + P volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Near-Term + P volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

APPENDIX K

YEAR 2022 INTERSECTION ANALYSIS CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	13	21	14	0	56	40	240	22	64	163	13
Future Volume (veh/h)	21	13	21	14	0	56	40	240	22	64	163	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	14	23	15	0	61	43	261	24	70	177	14
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	33	43	239	0	114	61	2066	189	90	2148	168
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.63	0.63	0.05	0.65	0.65
Sat Flow, veh/h	498	464	598	1571	0	1583	1774	3280	299	1774	3326	261
Grp Volume(v), veh/h	60	0	0	15	0	61	43	140	145	70	93	98
Grp Sat Flow(s),veh/h/ln	1561	0	0	1571	0	1583	1774	1770	1810	1774	1770	1817
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	2.1	1.4	1.8	1.9	2.2	1.1	1.2
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.5	0.0	2.1	1.4	1.8	1.9	2.2	1.1	1.2
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.17	1.00		0.14
Lane Grp Cap(c), veh/h	199	0	0	239	0	114	61	1115	1140	90	1143	1174
V/C Ratio(X)	0.30	0.00	0.00	0.06	0.00	0.53	0.70	0.13	0.13	0.78	0.08	0.08
Avail Cap(c_a), veh/h	784	0	0	761	0	720	389	1115	1140	513	1143	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	24.9	0.0	25.7	27.4	4.3	4.3	26.9	3.8	3.8
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.1	0.0	3.8	5.3	0.2	0.2	13.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.2	0.0	1.1	0.8	1.0	1.0	1.4	0.6	0.6
LnGrp Delay(d),s/veh	26.5	0.0	0.0	25.0	0.0	29.6	32.7	4.5	4.5	40.2	3.9	3.9
LnGrp LOS	C			C		C	C	A	A	D	A	A
Approach Vol, veh/h		60			76			328			261	
Approach Delay, s/veh		26.5			28.7			8.2			13.7	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	41.1		9.0	6.4	42.0		9.0
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	16.6	33.1		26.1	12.6	37.1		26.1
Max Q Clear Time (g_c+I1), s	4.2	3.9		4.1	3.4	3.2		4.1
Green Ext Time (p_c), s	0.1	2.9		0.5	0.0	3.0		0.5

Intersection Summary			
HCM 2010 Ctrl Delay			13.8
HCM 2010 LOS			B

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	23	61	0	37	13	0	120	82
Future Vol, veh/h	0	23	61	0	37	13	0	120	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	25	66	0	40	14	0	130	89
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.6	8.1	8.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	74%
Vol Thru, %	0%	0%	27%	26%
Vol Right, %	0%	100%	73%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	82	84	50
LT Vol	120	0	0	37
Through Vol	0	0	23	13
RT Vol	0	82	61	0
Lane Flow Rate	130	89	91	54
Geometry Grp	7	7	2	2
Degree of Util (X)	0.192	0.101	0.104	0.071
Departure Headway (Hd)	5.286	4.083	4.094	4.71
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	672	865	880	764
Service Time	3.074	1.871	2.097	2.715
HCM Lane V/C Ratio	0.193	0.103	0.103	0.071
HCM Control Delay	9.3	7.3	7.6	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.3	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↱	↰	↱
Traffic Volume (veh/h)	30	187	336	172	77	21
Future Volume (veh/h)	30	187	336	172	77	21
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	203	365	187	84	23
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	57	957	609	740	250	223
Arrive On Green	0.03	0.51	0.33	0.33	0.14	0.14
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	33	203	365	187	84	23
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	0.5	1.7	4.7	2.0	1.2	0.4
Cycle Q Clear(g_c), s	0.5	1.7	4.7	2.0	1.2	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	57	957	609	740	250	223
V/C Ratio(X)	0.58	0.21	0.60	0.25	0.34	0.10
Avail Cap(c_a), veh/h	725	3615	2624	2454	1568	1400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	3.8	8.0	4.6	11.0	10.6
Incr Delay (d2), s/veh	3.4	0.0	0.4	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	2.4	1.1	0.6	0.3
LnGrp Delay(d),s/veh	16.9	3.8	8.4	4.6	11.3	10.7
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		236	552		107	
Approach Delay, s/veh		5.6	7.1		11.2	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				19.5		8.9	5.3	14.2
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c+I1), s				3.7		3.2	2.5	6.7
Green Ext Time (p_c), s				2.7		0.1	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4	285	37	8	190
Future Vol, veh/h	4	4	285	37	8	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	310	40	9	207

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	451	175	0	0	350	0
Stage 1	330	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	537	838	-	-	1206	-
Stage 1	701	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	533	838	-	-	1206	-
Mov Cap-2 Maneuver	533	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	1206	-
HCM Lane V/C Ratio	-	-	0.013	0.007	-
HCM Control Delay (s)	-	-	10.6	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection							
Int Delay, s/veh	0.2						

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	4	4	323	14	3	191
Future Vol, veh/h	4	4	323	14	3	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	351	15	3	208

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	469	183	0	0	366	0
Stage 1	359	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	523	828	-	-	1189	-
Stage 1	677	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	521	828	-	-	1189	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	640	1189	-
HCM Lane V/C Ratio	-	-	0.014	0.003	-
HCM Control Delay (s)	-	-	10.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	39.1
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	146	17	0	123	132	8	0	412	6	723
Future Vol, veh/h	0	1	146	17	0	123	132	8	0	412	6	723
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	159	18	0	134	143	9	0	448	7	786
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	13.5	13.4	48.8
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	1%	0%	100%	0%	100%
Vol Thru, %	0%	1%	99%	0%	0%	94%	0%
Vol Right, %	0%	99%	0%	100%	0%	6%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	412	729	147	17	123	140	3
LT Vol	412	0	1	0	123	0	3
Through Vol	0	6	146	0	0	132	0
RT Vol	0	723	0	17	0	8	0
Lane Flow Rate	448	792	160	18	134	152	3
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.825	1	0.329	0.034	0.287	0.304	0.007
Departure Headway (Hd)	6.636	5.43	7.528	6.827	7.74	7.201	7.546
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	551	674	481	528	461	496	477
Service Time	4.336	3.13	5.228	4.527	5.535	4.997	5.546
HCM Lane V/C Ratio	0.813	1.175	0.333	0.034	0.291	0.306	0.006
HCM Control Delay	33.3	57.6	13.9	9.8	13.7	13.2	10.6
HCM Lane LOS	D	F	B	A	B	B	B
HCM 95th-tile Q	8.3	15.8	1.4	0.1	1.2	1.3	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.6
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	245	627	167	92	99	96
Future Volume (veh/h)	245	627	167	92	99	96
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	266	682	182	100	108	104
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	319	863	409	348	669	597
Arrive On Green	0.18	0.46	0.22	0.22	0.38	0.38
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	266	682	182	100	108	104
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	9.1	19.6	5.3	3.3	2.6	2.8
Cycle Q Clear(g_c), s	9.1	19.6	5.3	3.3	2.6	2.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	319	863	409	348	669	597
V/C Ratio(X)	0.83	0.79	0.44	0.29	0.16	0.17
Avail Cap(c_a), veh/h	787	1655	711	604	669	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	14.4	21.3	20.5	13.1	13.1
Incr Delay (d2), s/veh	2.2	1.7	0.8	0.5	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	10.3	2.8	1.5	1.3	3.1
LnGrp Delay(d),s/veh	27.2	16.1	22.1	21.0	13.6	13.8
LnGrp LOS	C	B	C	C	B	B
Approach Vol, veh/h		948	282		212	
Approach Delay, s/veh		19.2	21.7		13.7	
Approach LOS		B	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				34.2		29.0	15.4	18.8
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c+I1), s				21.6		4.8	11.1	7.3
Green Ext Time (p_c), s				7.7		0.3	0.3	6.0

Intersection Summary		
HCM 2010 Ctrl Delay		18.9
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	11	715	251	12	9	8
Future Vol, veh/h	11	715	251	12	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	777	273	13	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	286	0	-	0	1080	279
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	801	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1276	-	-	-	241	760
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1276	-	-	-	239	760
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1276	-	-	-	469
HCM Lane V/C Ratio	0.009	-	-	-	0.039
HCM Control Delay (s)	7.8	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	131	132	184	163	561
Future Volume (veh/h)	179	131	132	184	163	561
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	195	142	143	200	177	610
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	286	255	263	367	237	1135
Arrive On Green	0.16	0.16	0.37	0.37	0.13	0.61
Sat Flow, veh/h	1774	1583	704	985	1774	1863
Grp Volume(v), veh/h	195	142	0	343	177	610
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1689	1774	1863
Q Serve(g_s), s	4.4	3.5	0.0	6.8	4.1	8.1
Cycle Q Clear(g_c), s	4.4	3.5	0.0	6.8	4.1	8.1
Prop In Lane	1.00	1.00		0.58	1.00	
Lane Grp Cap(c), veh/h	286	255	0	630	237	1135
V/C Ratio(X)	0.68	0.56	0.00	0.54	0.75	0.54
Avail Cap(c_a), veh/h	877	783	0	1349	856	2579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	16.5	0.0	10.5	17.8	4.8
Incr Delay (d2), s/veh	1.1	0.7	0.0	0.7	4.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.6	0.0	3.3	2.3	4.2
LnGrp Delay(d),s/veh	18.0	17.2	0.0	11.3	22.5	5.2
LnGrp LOS	B	B		B	C	A
Approach Vol, veh/h	337		343			787
Approach Delay, s/veh	17.7		11.3			9.1
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.1	20.8				30.9		11.8
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1		21.1
Max Q Clear Time (g_c+I1), s	6.1	8.8				10.1		6.4
Green Ext Time (p_c), s	0.4	7.1				8.1		0.5

Intersection Summary		
HCM 2010 Ctrl Delay		11.6
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	347	300	1	1	10
Future Vol, veh/h	0	347	300	1	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	377	326	1	1	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	327	0	-	0	704	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1233	-	-	-	403	714
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1233	-	-	-	403	714
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	694	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	689
HCM Lane V/C Ratio	-	-	-	-	0.017
HCM Control Delay (s)	0	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	172	90	0	238	365	0	300	30
Future Vol, veh/h	0	172	90	0	238	365	0	300	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	187	98	0	259	397	0	326	33
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	13.4	16.4	22.7
HCM LOS	B	C	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	90	238	365	300	30
LT Vol	172	0	0	0	300	0
Through Vol	0	90	238	0	0	0
RT Vol	0	0	0	365	0	30
Lane Flow Rate	187	98	259	397	326	33
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.381	0.185	0.46	0.627	0.67	0.056
Departure Headway (Hd)	7.331	6.82	6.399	5.686	7.4	6.182
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	523	561	631	486	577
Service Time	5.116	4.604	4.172	3.458	5.168	3.949
HCM Lane V/C Ratio	0.383	0.187	0.462	0.629	0.671	0.057
HCM Control Delay	14.6	11.2	14.6	17.6	24	9.3
HCM Lane LOS	B	B	B	C	C	A
HCM 95th-tile Q	1.8	0.7	2.4	4.4	4.9	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	201	178	325	435	214	114
Future Volume (veh/h)	201	178	325	435	214	114
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	218	193	353	473	233	124
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	281	248	399	1089	530	473
Arrive On Green	0.31	0.31	0.22	0.58	0.30	0.30
Sat Flow, veh/h	912	808	1774	1863	1774	1583
Grp Volume(v), veh/h	0	411	353	473	233	124
Grp Sat Flow(s),veh/h/ln	0	1720	1774	1863	1774	1583
Q Serve(g_s), s	0.0	16.7	14.8	10.9	8.2	4.6
Cycle Q Clear(g_c), s	0.0	16.7	14.8	10.9	8.2	4.6
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	529	399	1089	530	473
V/C Ratio(X)	0.00	0.78	0.88	0.43	0.44	0.26
Avail Cap(c_a), veh/h	0	648	576	1403	530	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.3	28.9	8.9	21.8	20.5
Incr Delay (d2), s/veh	0.0	5.3	9.9	0.4	2.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	8.3	5.6	4.4	2.2
LnGrp Delay(d),s/veh	0.0	29.6	38.7	9.3	24.4	21.9
LnGrp LOS		C	D	A	C	C
Approach Vol, veh/h	411			826	357	
Approach Delay, s/veh	29.6			21.9	23.6	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		27.0	21.3	28.7				50.0
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		23.0	25.0	29.0				58.0
Max Q Clear Time (g_c+I1), s		10.2	16.8	18.7				12.9
Green Ext Time (p_c), s		0.6	0.5	4.9				9.5

Intersection Summary	
HCM 2010 Ctrl Delay	24.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	12	35	100	2	153	18	375	79	106	305	13
Future Volume (veh/h)	31	12	35	100	2	153	18	375	79	106	305	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	13	38	109	2	166	20	408	86	115	332	14
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	58	86	317	5	240	33	1616	338	150	2147	90
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.55	0.55	0.08	0.62	0.62
Sat Flow, veh/h	322	381	568	1396	32	1583	1774	2916	609	1774	3461	146
Grp Volume(v), veh/h	85	0	0	111	0	166	20	246	248	115	169	177
Grp Sat Flow(s),veh/h/ln	1271	0	0	1428	0	1583	1774	1770	1755	1774	1770	1837
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	6.7	0.8	4.9	5.0	4.3	2.7	2.7
Cycle Q Clear(g_c), s	4.9	0.0	0.0	4.6	0.0	6.7	0.8	4.9	5.0	4.3	2.7	2.7
Prop In Lane	0.40		0.45	0.98		1.00	1.00		0.35	1.00		0.08
Lane Grp Cap(c), veh/h	267	0	0	322	0	240	33	981	973	150	1098	1140
V/C Ratio(X)	0.32	0.00	0.00	0.34	0.00	0.69	0.61	0.25	0.25	0.76	0.15	0.16
Avail Cap(c_a), veh/h	603	0	0	637	0	609	199	981	973	460	1098	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	26.3	0.0	27.3	33.1	7.8	7.9	30.4	5.4	5.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	3.5	6.6	0.6	0.6	7.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	2.0	0.0	3.2	0.4	2.6	2.6	2.4	1.4	1.5
LnGrp Delay(d),s/veh	26.5	0.0	0.0	27.0	0.0	30.8	39.7	8.4	8.5	38.2	5.7	5.7
LnGrp LOS	C			C		C	D	A	A	D	A	A
Approach Vol, veh/h		85			277			514			461	
Approach Delay, s/veh		26.5			29.3			9.7			13.8	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	42.5		15.2	5.7	47.0		15.2
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	17.6	32.1		26.1	7.6	42.1		26.1
Max Q Clear Time (g_c+I1), s	6.3	7.0		6.9	2.8	4.7		8.7
Green Ext Time (p_c), s	0.2	5.5		1.6	0.0	5.9		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	42	302	0	150	13	0	298	159
Future Vol, veh/h	0	42	302	0	150	13	0	298	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	328	0	163	14	0	324	173
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	13.5	11.6	15.2
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	92%
Vol Thru, %	0%	0%	12%	8%
Vol Right, %	0%	100%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	298	159	344	163
LT Vol	298	0	0	150
Through Vol	0	0	42	13
RT Vol	0	159	302	0
Lane Flow Rate	324	173	374	177
Geometry Grp	7	7	2	2
Degree of Util (X)	0.586	0.254	0.524	0.297
Departure Headway (Hd)	6.513	5.298	5.048	6.025
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	554	677	714	595
Service Time	4.246	3.03	3.086	4.069
HCM Lane V/C Ratio	0.585	0.256	0.524	0.297
HCM Control Delay	18.1	9.8	13.5	11.6
HCM Lane LOS	C	A	B	B
HCM 95th-tile Q	3.8	1	3.1	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	81	526	430	376	363	89		
Future Volume (veh/h)	81	526	430	376	363	89		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	88	572	467	409	395	97		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	112	977	686	1008	475	424		
Arrive On Green	0.06	0.52	0.37	0.37	0.27	0.27		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	88	572	467	409	395	97		
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583		
Q Serve(g_s), s	2.3	10.0	10.0	6.0	9.9	2.3		
Cycle Q Clear(g_c), s	2.3	10.0	10.0	6.0	9.9	2.3		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	112	977	686	1008	475	424		
V/C Ratio(X)	0.79	0.59	0.68	0.41	0.83	0.23		
Avail Cap(c_a), veh/h	398	1817	1262	1496	1280	1143		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.8	7.7	12.6	4.2	16.3	13.5		
Incr Delay (d2), s/veh	4.5	0.2	0.4	0.1	1.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.3	5.1	5.1	4.5	5.0	2.2		
LnGrp Delay(d),s/veh	26.3	7.9	13.0	4.3	17.8	13.6		
LnGrp LOS	C	A	B	A	B	B		
Approach Vol, veh/h		660	876		492			
Approach Delay, s/veh		10.4	9.0		16.9			
Approach LOS		B	A		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				29.7		17.6	7.4	22.3
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c+I1), s				12.0		11.9	4.3	12.0
Green Ext Time (p_c), s				6.0		0.7	0.0	5.4
Intersection Summary								
HCM 2010 Ctrl Delay			11.4					
HCM 2010 LOS			B					
Notes								

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	30	15	495	14	4	436
Future Vol, veh/h	30	15	495	14	4	436
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	16	538	15	4	474

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	792	277	0	0	553	0
Stage 1	546	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	326	720	-	-	1013	-
Stage 1	544	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	324	720	-	-	1013	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	1013	-
HCM Lane V/C Ratio	-	-	0.123	0.004	-
HCM Control Delay (s)	-	-	15.3	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	8	529	6	1	465
Future Vol, veh/h	10	8	529	6	1	465
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	9	575	7	1	505

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	833	291	0	0	582	0
Stage 1	578	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	307	706	-	-	988	-
Stage 1	524	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	307	706	-	-	988	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	410	988	-
HCM Lane V/C Ratio	-	-	0.048	0.001	-
HCM Control Delay (s)	-	-	14.2	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	51
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	311	23	0	445	135	5	0	114	4	622
Future Vol, veh/h	0	0	311	23	0	445	135	5	0	114	4	622
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	338	25	0	484	147	5	0	124	4	676
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	28.2	56.9	56.8
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	0%	100%	0%	80%
Vol Thru, %	0%	1%	100%	0%	0%	96%	20%
Vol Right, %	0%	99%	0%	100%	0%	4%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	626	311	23	445	140	5
LT Vol	114	0	0	0	445	0	4
Through Vol	0	4	311	0	0	135	1
RT Vol	0	622	0	23	0	5	0
Lane Flow Rate	124	680	338	25	484	152	5
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.274	1	0.737	0.05	1	0.313	0.015
Departure Headway (Hd)	7.95	6.757	7.845	7.146	7.935	7.411	9.681
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	544	463	504	460	487	371
Service Time	5.669	4.476	5.553	4.854	5.654	5.13	7.716
HCM Lane V/C Ratio	0.273	1.25	0.73	0.05	1.052	0.312	0.013
HCM Control Delay	13.6	64.7	29.5	10.2	70.5	13.5	12.9
HCM Lane LOS	B	F	D	B	F	B	B
HCM 95th-tile Q	1.1	14.1	6	0.2	13	1.3	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.9
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	383	554	372	152	262	213
Future Volume (veh/h)	383	554	372	152	262	213
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	416	602	404	165	285	232
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	458	1070	495	421	530	473
Arrive On Green	0.26	0.57	0.27	0.27	0.30	0.30
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	416	602	404	165	285	232
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	18.1	16.2	16.2	6.8	10.7	9.6
Cycle Q Clear(g_c), s	18.1	16.2	16.2	6.8	10.7	9.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	458	1070	495	421	530	473
V/C Ratio(X)	0.91	0.56	0.82	0.39	0.54	0.49
Avail Cap(c_a), veh/h	646	1312	540	459	530	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	10.7	27.4	24.0	23.3	22.9
Incr Delay (d2), s/veh	10.6	0.5	8.9	0.6	3.9	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	8.3	9.5	3.1	5.8	9.2
LnGrp Delay(d),s/veh	39.2	11.1	36.3	24.6	27.2	26.5
LnGrp LOS	D	B	D	C	C	C
Approach Vol, veh/h		1018	569		517	
Approach Delay, s/veh		22.6	32.9		26.9	
Approach LOS		C	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				50.6		29.0	24.6	26.1
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	29.0	23.1
Max Q Clear Time (g_c+I1), s				18.2		12.7	20.1	18.2
Green Ext Time (p_c), s				9.4		0.7	0.5	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	806	514	13	13	10
Future Vol, veh/h	10	806	514	13	13	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	876	559	14	14	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	573	0	-	0	1464	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	898	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1000	-	-	-	141	524
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	398	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1000	-	-	-	139	524
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	394	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1000	-	-	-	345
HCM Lane V/C Ratio	0.011	-	-	-	0.072
HCM Control Delay (s)	8.6	-	-	-	16.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	359	260	267	328	172	647
Future Volume (veh/h)	359	260	267	328	172	647
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	390	283	290	357	187	703
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	441	393	335	413	227	1165
Arrive On Green	0.25	0.25	0.44	0.44	0.13	0.63
Sat Flow, veh/h	1774	1583	761	937	1774	1863
Grp Volume(v), veh/h	390	283	0	647	187	703
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1697	1774	1863
Q Serve(g_s), s	16.4	12.7	0.0	26.7	8.0	17.6
Cycle Q Clear(g_c), s	16.4	12.7	0.0	26.7	8.0	17.6
Prop In Lane	1.00	1.00		0.55	1.00	
Lane Grp Cap(c), veh/h	441	393	0	748	227	1165
V/C Ratio(X)	0.88	0.72	0.00	0.86	0.82	0.60
Avail Cap(c_a), veh/h	597	533	0	812	288	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	26.7	0.0	19.6	33.0	8.8
Incr Delay (d2), s/veh	9.6	1.6	0.0	9.1	14.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	5.7	0.0	14.3	4.8	9.2
LnGrp Delay(d),s/veh	37.7	28.3	0.0	28.7	47.2	9.4
LnGrp LOS	D	C		C	D	A
Approach Vol, veh/h	673		647			890
Approach Delay, s/veh	33.7		28.7			17.3
Approach LOS	C		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.3	39.1				53.4		24.2
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1		26.1
Max Q Clear Time (g_c+I1), s	10.0	28.7				19.6		18.4
Green Ext Time (p_c), s	0.1	5.5				12.8		0.8

Intersection Summary		
HCM 2010 Ctrl Delay		25.7
HCM 2010 LOS		C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	496	618	1	1	1
Future Vol, veh/h	4	496	618	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	539	672	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	673	0	-	0	1220	672
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	548	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	918	-	-	-	199	456
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	918	-	-	-	198	456
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	918	-	-	-	276
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s)	8.9	-	-	-	18.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	38.2
Intersection LOS	E

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	392	293	0	211	726	0	163	56
Future Vol, veh/h	0	392	293	0	211	726	0	163	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	426	318	0	229	789	0	177	61
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	29	50.3	15.5
HCM LOS	D	F	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	392	293	211	726	163	56
LT Vol	392	0	0	0	163	0
Through Vol	0	293	211	0	0	0
RT Vol	0	0	0	726	0	56
Lane Flow Rate	426	318	229	789	177	61
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.84	0.584	0.425	1	0.414	0.122
Departure Headway (Hd)	7.096	6.596	6.67	5.956	8.416	7.218
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	548	539	608	429	497
Service Time	4.829	4.329	4.417	3.703	6.151	4.953
HCM Lane V/C Ratio	0.834	0.58	0.425	1.298	0.413	0.123
HCM Control Delay	37	18.2	14.3	60.7	17	11
HCM Lane LOS	E	C	B	F	C	B
HCM 95th-tile Q	8.5	3.7	2.1	15	2	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	372	73	265	699	419	214
Future Volume (veh/h)	372	73	265	699	419	214
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	404	79	288	760	455	233
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	429	84	328	961	671	598
Arrive On Green	0.28	0.28	0.18	0.52	0.38	0.38
Sat Flow, veh/h	1514	296	1774	1863	1774	1583
Grp Volume(v), veh/h	0	483	288	760	455	233
Grp Sat Flow(s),veh/h/ln	0	1810	1774	1863	1774	1583
Q Serve(g_s), s	0.0	22.1	13.4	28.3	18.2	9.1
Cycle Q Clear(g_c), s	0.0	22.1	13.4	28.3	18.2	9.1
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	513	328	961	671	598
V/C Ratio(X)	0.00	0.94	0.88	0.79	0.68	0.39
Avail Cap(c_a), veh/h	0	513	440	1078	671	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.6	33.6	16.8	22.0	19.2
Incr Delay (d2), s/veh	0.0	25.9	13.0	3.9	5.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.7	7.7	15.4	9.9	4.2
LnGrp Delay(d),s/veh	0.0	55.6	46.6	20.7	27.5	21.1
LnGrp LOS		E	D	C	C	C
Approach Vol, veh/h	483			1048	688	
Approach Delay, s/veh	55.6			27.8	25.3	
Approach LOS	E			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		36.0	19.7	29.0				48.7
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		32.0	21.0	24.0				49.0
Max Q Clear Time (g_c+I1), s		20.2	15.4	24.1				30.3
Green Ext Time (p_c), s		1.4	0.3	0.0				10.5

Intersection Summary		
HCM 2010 Ctrl Delay		33.1
HCM 2010 LOS		C

APPENDIX L

YEAR 2022 + PROJECT INTERSECTION ANALYSIS CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	13	21	6	0	56	40	267	26	64	139	13
Future Volume (veh/h)	21	13	21	6	0	56	40	267	26	64	139	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	14	23	7	0	61	43	290	28	70	151	14
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	32	42	237	0	111	61	2060	197	90	2121	195
Arrive On Green	0.07	0.07	0.07	0.07	0.00	0.07	0.03	0.63	0.63	0.05	0.65	0.65
Sat Flow, veh/h	506	454	597	1578	0	1583	1774	3264	313	1774	3279	301
Grp Volume(v), veh/h	60	0	0	7	0	61	43	156	162	70	81	84
Grp Sat Flow(s),veh/h/ln	1558	0	0	1578	0	1583	1774	1770	1808	1774	1770	1810
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	2.1	1.4	2.0	2.1	2.2	1.0	1.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.2	0.0	2.1	1.4	2.0	2.1	2.2	1.0	1.0
Prop In Lane	0.38		0.38	1.00		1.00	1.00		0.17	1.00		0.17
Lane Grp Cap(c), veh/h	196	0	0	237	0	111	61	1117	1140	90	1145	1171
V/C Ratio(X)	0.31	0.00	0.00	0.03	0.00	0.55	0.70	0.14	0.14	0.78	0.07	0.07
Avail Cap(c_a), veh/h	786	0	0	764	0	722	453	1117	1140	422	1145	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	24.8	0.0	25.7	27.3	4.3	4.3	26.8	3.7	3.7
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.1	0.0	4.2	5.3	0.3	0.3	13.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.1	0.0	1.1	0.8	1.1	1.1	1.4	0.5	0.5
LnGrp Delay(d),s/veh	26.5	0.0	0.0	24.9	0.0	29.9	32.6	4.5	4.5	40.3	3.9	3.9
LnGrp LOS	C			C		C	C	A	A	D	A	A
Approach Vol, veh/h		60			68			361			235	
Approach Delay, s/veh		26.5			29.4			7.9			14.7	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	41.0		8.9	6.4	41.9		8.9
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	13.6	36.1		26.1	14.6	35.1		26.1
Max Q Clear Time (g_c+I1), s	4.2	4.1		4.1	3.4	3.0		4.1
Green Ext Time (p_c), s	0.1	3.0		0.5	0.0	3.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	23	58	0	37	13	0	120	82
Future Vol, veh/h	0	23	58	0	37	13	0	120	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	25	63	0	40	14	0	130	89
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.6	8.1	8.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	74%
Vol Thru, %	0%	0%	28%	26%
Vol Right, %	0%	100%	72%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	82	81	50
LT Vol	120	0	0	37
Through Vol	0	0	23	13
RT Vol	0	82	58	0
Lane Flow Rate	130	89	88	54
Geometry Grp	7	7	2	2
Degree of Util (X)	0.191	0.101	0.1	0.071
Departure Headway (Hd)	5.28	4.077	4.099	4.706
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	673	866	880	765
Service Time	3.066	1.863	2.101	2.71
HCM Lane V/C Ratio	0.193	0.103	0.1	0.071
HCM Control Delay	9.3	7.3	7.6	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.3	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	204	317	172	77	18
Future Volume (veh/h)	30	204	317	172	77	18
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	222	345	187	84	20
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	57	946	594	731	253	226
Arrive On Green	0.03	0.51	0.32	0.32	0.14	0.14
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	33	222	345	187	84	20
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	0.5	1.9	4.3	2.0	1.2	0.3
Cycle Q Clear(g_c), s	0.5	1.9	4.3	2.0	1.2	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	57	946	594	731	253	226
V/C Ratio(X)	0.58	0.23	0.58	0.26	0.33	0.09
Avail Cap(c_a), veh/h	734	3659	2656	2483	1587	1417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	3.9	8.0	4.6	10.8	10.4
Incr Delay (d2), s/veh	3.4	0.0	0.3	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	2.3	1.1	0.6	0.3
LnGrp Delay(d),s/veh	16.7	3.9	8.3	4.7	11.1	10.5
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		255	532		104	
Approach Delay, s/veh		5.6	7.0		11.0	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				19.2		8.9	5.3	13.8
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c+I1), s				3.9		3.2	2.5	6.3
Green Ext Time (p_c), s				2.7		0.1	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	300	8	0	166
Future Vol, veh/h	0	20	300	8	0	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	326	9	0	180

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	420	167	0	0	335	0
Stage 1	330	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	561	848	-	-	1221	-
Stage 1	701	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	561	848	-	-	1221	-
Mov Cap-2 Maneuver	561	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	848	1221	-
HCM Lane V/C Ratio	-	-	0.026	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	19	294	0	0	166
Future Vol, veh/h	0	19	294	0	0	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	320	0	0	180

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	410	160	0	0	320	0
Stage 1	320	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	570	857	-	-	1237	-
Stage 1	709	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	570	857	-	-	1237	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	857	1237	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	38.3
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	1	138	17	0	150	139	8	0	412	6	629
Future Vol, veh/h	0	1	138	17	0	150	139	8	0	412	6	629
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	150	18	0	163	151	9	0	448	7	684
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	13.4	14.1	49
HCM LOS	B	B	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	1%	0%	100%	0%	100%
Vol Thru, %	0%	1%	99%	0%	0%	95%	0%
Vol Right, %	0%	99%	0%	100%	0%	5%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	412	635	139	17	150	147	3
LT Vol	412	0	1	0	150	0	3
Through Vol	0	6	138	0	0	139	0
RT Vol	0	629	0	17	0	8	0
Lane Flow Rate	448	690	151	18	163	160	3
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.836	1	0.318	0.035	0.35	0.323	0.007
Departure Headway (Hd)	6.721	5.515	7.586	6.884	7.835	7.282	7.642
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	542	663	476	522	461	495	470
Service Time	4.432	3.226	5.302	4.6	5.535	4.998	5.657
HCM Lane V/C Ratio	0.827	1.041	0.317	0.034	0.354	0.323	0.006
HCM Control Delay	34.9	58.1	13.8	9.9	14.7	13.4	10.7
HCM Lane LOS	D	F	B	A	B	B	B
HCM 95th-tile Q	8.6	15.6	1.4	0.1	1.6	1.4	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	0	0
Future Vol, veh/h	0	3	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.7
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	187	583	201	92	70	96		
Future Volume (veh/h)	187	583	201	92	70	96		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	203	634	218	100	76	104		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	254	825	436	370	694	619		
Arrive On Green	0.14	0.44	0.23	0.23	0.39	0.39		
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583		
Grp Volume(v), veh/h	203	634	218	100	76	104		
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583		
Q Serve(g_s), s	6.7	17.5	6.2	3.1	1.7	2.6		
Cycle Q Clear(g_c), s	6.7	17.5	6.2	3.1	1.7	2.6		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	254	825	436	370	694	619		
V/C Ratio(X)	0.80	0.77	0.50	0.27	0.11	0.17		
Avail Cap(c_a), veh/h	816	1718	738	627	694	619		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.2	14.3	20.2	19.1	11.8	12.1		
Incr Delay (d2), s/veh	2.2	1.6	0.9	0.4	0.3	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.4	9.2	3.3	1.4	0.9	2.9		
LnGrp Delay(d),s/veh	27.4	15.9	21.1	19.5	12.1	12.7		
LnGrp LOS	C	B	C	B	B	B		
Approach Vol, veh/h		837	318		180			
Approach Delay, s/veh		18.7	20.6		12.4			
Approach LOS		B	C		B			
Timer	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				31.8		29.0	12.7	19.1
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c+I1), s				19.5		4.6	8.7	8.2
Green Ext Time (p_c), s				7.4		0.2	0.3	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	715	264	0	47	29
Future Vol, veh/h	0	715	264	0	47	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	777	287	0	51	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	287	0	-	0	1064	287
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	777	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1275	-	-	-	247	752
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1275	-	-	-	247	752
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	449
HCM Lane V/C Ratio	-	-	-	-	0.184
HCM Control Delay (s)	0	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	247	119	74	184	180	582
Future Volume (veh/h)	247	119	74	184	180	582
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	268	129	80	200	196	633
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	314	159	396	260	1083
Arrive On Green	0.20	0.20	0.34	0.34	0.15	0.58
Sat Flow, veh/h	1774	1583	473	1182	1774	1863
Grp Volume(v), veh/h	268	129	0	280	196	633
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1654	1774	1863
Q Serve(g_s), s	6.3	3.2	0.0	6.0	4.7	9.6
Cycle Q Clear(g_c), s	6.3	3.2	0.0	6.0	4.7	9.6
Prop In Lane	1.00	1.00		0.71	1.00	
Lane Grp Cap(c), veh/h	352	314	0	555	260	1083
V/C Ratio(X)	0.76	0.41	0.00	0.50	0.75	0.58
Avail Cap(c_a), veh/h	843	752	0	1270	823	2478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	15.5	0.0	11.8	18.2	5.9
Incr Delay (d2), s/veh	1.3	0.3	0.0	0.7	4.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.4	0.0	2.8	2.6	4.9
LnGrp Delay(d),s/veh	18.1	15.9	0.0	12.5	22.6	6.4
LnGrp LOS	B	B		B	C	A
Approach Vol, veh/h	397		280			829
Approach Delay, s/veh	17.4		12.5			10.2
Approach LOS	B		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.9	19.8				30.7		13.7
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1		21.1
Max Q Clear Time (g_c+I1), s	6.7	8.0				11.6		8.3
Green Ext Time (p_c), s	0.4	6.9				7.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	364	273	6	0	93
Future Vol, veh/h	0	364	273	6	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	396	297	7	0	101

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	303	0	-	0	696	300
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1258	-	-	-	408	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1258	-	-	-	408	740
Mov Cap-2 Maneuver	-	-	-	-	408	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1258	-	-	-	740
HCM Lane V/C Ratio	-	-	-	-	0.137
HCM Control Delay (s)	0	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	172	84	0	243	447	0	250	30
Future Vol, veh/h	0	172	84	0	243	447	0	250	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	187	91	0	264	486	0	272	33
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	13.1	19.2	18.6
HCM LOS	B	C	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	84	243	447	250	30
LT Vol	172	0	0	0	250	0
Through Vol	0	84	243	0	0	0
RT Vol	0	0	0	447	0	30
Lane Flow Rate	187	91	264	486	272	33
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.374	0.17	0.452	0.736	0.566	0.057
Departure Headway (Hd)	7.196	6.685	6.165	5.453	7.5	6.281
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	534	581	661	481	568
Service Time	4.97	4.459	3.926	3.214	5.26	4.041
HCM Lane V/C Ratio	0.376	0.17	0.454	0.735	0.565	0.058
HCM Control Delay	14.2	10.8	14	22	19.7	9.4
HCM Lane LOS	B	B	B	C	C	A
HCM 95th-tile Q	1.7	0.6	2.3	6.4	3.5	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	145	178	327	522	214	112
Future Volume (veh/h)	145	178	327	522	214	112
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	193	355	567	233	122
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	234	285	396	1083	534	477
Arrive On Green	0.31	0.31	0.22	0.58	0.30	0.30
Sat Flow, veh/h	764	934	1774	1863	1774	1583
Grp Volume(v), veh/h	0	351	355	567	233	122
Grp Sat Flow(s),veh/h/ln	0	1698	1774	1863	1774	1583
Q Serve(g_s), s	0.0	13.8	14.9	14.0	8.1	4.5
Cycle Q Clear(g_c), s	0.0	13.8	14.9	14.0	8.1	4.5
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	519	396	1083	534	477
V/C Ratio(X)	0.00	0.68	0.90	0.52	0.44	0.26
Avail Cap(c_a), veh/h	0	773	446	1414	534	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.2	28.8	9.6	21.5	20.2
Incr Delay (d2), s/veh	0.0	2.0	18.4	0.5	2.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.7	9.3	7.2	4.3	2.1
LnGrp Delay(d),s/veh	0.0	25.2	47.3	10.1	24.1	21.5
LnGrp LOS		C	D	B	C	C
Approach Vol, veh/h	351			922	355	
Approach Delay, s/veh	25.2			24.4	23.2	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		27.0	21.1	28.4				49.4
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		23.0	19.2	34.8				58.0
Max Q Clear Time (g_c+I1), s		10.1	16.9	15.8				16.0
Green Ext Time (p_c), s		0.6	0.2	7.5				10.0

Intersection Summary		
HCM 2010 Ctrl Delay		24.3
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	12	35	103	2	153	18	366	67	106	357	13
Future Volume (veh/h)	31	12	35	103	2	153	18	366	67	106	357	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	13	38	112	2	166	20	398	73	115	388	14
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	53	75	296	4	238	33	1684	306	148	2187	79
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.56	0.56	0.08	0.63	0.63
Sat Flow, veh/h	263	354	499	1287	29	1583	1774	2992	544	1774	3485	125
Grp Volume(v), veh/h	85	0	0	114	0	166	20	234	237	115	197	205
Grp Sat Flow(s),veh/h/ln	1116	0	0	1316	0	1583	1774	1770	1767	1774	1770	1841
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	6.9	0.8	4.7	4.7	4.4	3.3	3.3
Cycle Q Clear(g_c), s	6.2	0.0	0.0	5.8	0.0	6.9	0.8	4.7	4.7	4.4	3.3	3.3
Prop In Lane	0.40		0.45	0.98		1.00	1.00		0.31	1.00		0.07
Lane Grp Cap(c), veh/h	240	0	0	300	0	238	33	996	994	148	1111	1155
V/C Ratio(X)	0.35	0.00	0.00	0.38	0.00	0.70	0.61	0.24	0.24	0.78	0.18	0.18
Avail Cap(c_a), veh/h	562	0	0	603	0	592	193	996	994	264	1111	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	0.0	27.6	0.0	28.1	34.0	7.7	7.7	31.4	5.4	5.4
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.8	0.0	3.6	6.7	0.6	0.6	8.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.1	0.0	3.3	0.4	2.4	2.5	2.5	1.7	1.8
LnGrp Delay(d),s/veh	27.7	0.0	0.0	28.4	0.0	31.8	40.7	8.3	8.3	39.8	5.8	5.8
LnGrp LOS	C			C		C	D	A	A	D	A	A
Approach Vol, veh/h		85			280			491			517	
Approach Delay, s/veh		27.7			30.4			9.6			13.4	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	44.2		15.4	5.7	48.7		15.4
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	10.4	39.3		26.1	7.6	42.1		26.1
Max Q Clear Time (g_c+I1), s	6.4	6.7		8.2	2.8	5.3		8.9
Green Ext Time (p_c), s	0.1	6.0		1.6	0.0	6.1		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	42	295	0	150	13	0	298	159
Future Vol, veh/h	0	42	295	0	150	13	0	298	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	321	0	163	14	0	324	173
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	13.3	11.6	15.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	92%
Vol Thru, %	0%	0%	12%	8%
Vol Right, %	0%	100%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	298	159	337	163
LT Vol	298	0	0	150
Through Vol	0	0	42	13
RT Vol	0	159	295	0
Lane Flow Rate	324	173	366	177
Geometry Grp	7	7	2	2
Degree of Util (X)	0.584	0.254	0.514	0.296
Departure Headway (Hd)	6.496	5.281	5.047	6.011
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	557	681	714	597
Service Time	4.226	3.011	3.084	4.054
HCM Lane V/C Ratio	0.582	0.254	0.513	0.296
HCM Control Delay	18	9.8	13.3	11.6
HCM Lane LOS	C	A	B	B
HCM 95th-tile Q	3.7	1	3	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	513	438	376	363	82
Future Volume (veh/h)	81	513	438	376	363	82
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	88	558	476	409	395	89
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	112	981	691	1011	474	423
Arrive On Green	0.06	0.53	0.37	0.37	0.27	0.27
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	88	558	476	409	395	89
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	2.3	9.6	10.3	6.0	10.0	2.1
Cycle Q Clear(g_c), s	2.3	9.6	10.3	6.0	10.0	2.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	112	981	691	1011	474	423
V/C Ratio(X)	0.79	0.57	0.69	0.40	0.83	0.21
Avail Cap(c_a), veh/h	395	1806	1253	1489	1272	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	7.6	12.6	4.2	16.4	13.5
Incr Delay (d2), s/veh	4.5	0.2	0.5	0.1	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.9	5.2	4.6	5.0	2.0
LnGrp Delay(d),s/veh	26.5	7.8	13.1	4.3	17.9	13.6
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		646	885		484	
Approach Delay, s/veh		10.3	9.0		17.1	
Approach LOS		B	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				29.9		17.6	7.4	22.5
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c+I1), s				11.6		12.0	4.3	12.3
Green Ext Time (p_c), s				5.9		0.7	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	17	472	7	0	495
Future Vol, veh/h	0	17	472	7	0	495
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	513	8	0	538

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	786	260	0	0	521	0
Stage 1	517	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	329	739	-	-	1041	-
Stage 1	563	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	329	739	-	-	1041	-
Mov Cap-2 Maneuver	329	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	752	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	739	1041	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	10	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	522	0	0	495
Future Vol, veh/h	0	0	522	0	0	495
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	567	0	0	538

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	836	284	0	0	567	0
Stage 1	567	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	306	713	-	-	1001	-
Stage 1	531	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	713	-	-	1001	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1001	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	50.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	314	23	0	413	131	5	0	114	4	659
Future Vol, veh/h	0	0	314	23	0	413	131	5	0	114	4	659
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	341	25	0	449	142	5	0	124	4	716
Number of Lanes	0	0	1	1	0	1	1	0	0	1	0	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	28.5	54.3	57.7
HCM LOS	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	0%	0%	100%	0%	80%
Vol Thru, %	0%	1%	100%	0%	0%	96%	20%
Vol Right, %	0%	99%	0%	100%	0%	4%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	663	314	23	413	136	5
LT Vol	114	0	0	0	413	0	4
Through Vol	0	4	314	0	0	131	1
RT Vol	0	659	0	23	0	5	0
Lane Flow Rate	124	721	341	25	449	148	5
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.277	1	0.741	0.049	0.989	0.304	0.015
Departure Headway (Hd)	8.049	6.823	7.812	7.113	7.935	7.411	9.659
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	446	533	464	505	458	486	370
Service Time	5.793	4.567	5.538	4.839	5.659	5.134	7.732
HCM Lane V/C Ratio	0.278	1.353	0.735	0.05	0.98	0.305	0.014
HCM Control Delay	13.9	65.2	29.8	10.2	67.8	13.3	12.9
HCM Lane LOS	B	F	D	B	F	B	B
HCM 95th-tile Q	1.1	14	6.1	0.2	12.6	1.3	0

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	1	0
Future Vol, veh/h	0	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	1	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.9
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	370	607	336	152	282	213
Future Volume (veh/h)	370	607	336	152	282	213
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	402	660	365	165	307	232
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	441	1075	519	441	527	470
Arrive On Green	0.25	0.58	0.28	0.28	0.30	0.30
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	402	660	365	165	307	232
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	17.6	18.6	14.1	6.7	11.8	9.7
Cycle Q Clear(g_c), s	17.6	18.6	14.1	6.7	11.8	9.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	441	1075	519	441	527	470
V/C Ratio(X)	0.91	0.61	0.70	0.37	0.58	0.49
Avail Cap(c_a), veh/h	509	1304	676	575	527	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	11.1	25.9	23.3	23.9	23.2
Incr Delay (d2), s/veh	17.9	0.6	2.3	0.5	4.7	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	9.5	7.5	3.0	6.4	9.3
LnGrp Delay(d),s/veh	47.2	11.7	28.2	23.8	28.6	26.9
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		1062	530		539	
Approach Delay, s/veh		25.2	26.9		27.9	
Approach LOS		C	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				51.1		29.0	23.9	27.2
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	23.0	29.1
Max Q Clear Time (g_c+I1), s				20.6		13.8	19.6	16.1
Green Ext Time (p_c), s				9.6		0.7	0.3	6.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	83	806	520	12	0	0
Future Vol, veh/h	83	806	520	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	876	565	13	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	578	0	-	0	1629	572
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	1057	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	996	-	-	-	112	520
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	334	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	996	-	-	-	102	520
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	304	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	996	-	-	-	-
HCM Lane V/C Ratio	0.091	-	-	-	-
HCM Control Delay (s)	9	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	365	255	277	328	159	581
Future Volume (veh/h)	365	255	277	328	159	581
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	397	277	301	357	173	632
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	451	403	339	402	213	1145
Arrive On Green	0.25	0.25	0.44	0.44	0.12	0.61
Sat Flow, veh/h	1774	1583	778	922	1774	1863
Grp Volume(v), veh/h	397	277	0	658	173	632
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1700	1774	1863
Q Serve(g_s), s	16.1	11.8	0.0	26.7	7.1	14.8
Cycle Q Clear(g_c), s	16.1	11.8	0.0	26.7	7.1	14.8
Prop In Lane	1.00	1.00		0.54	1.00	
Lane Grp Cap(c), veh/h	451	403	0	741	213	1145
V/C Ratio(X)	0.88	0.69	0.00	0.89	0.81	0.55
Avail Cap(c_a), veh/h	677	604	0	785	298	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	25.2	0.0	19.5	32.1	8.4
Incr Delay (d2), s/veh	6.2	0.8	0.0	11.7	10.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	5.2	0.0	14.8	4.2	7.7
LnGrp Delay(d),s/veh	33.1	26.0	0.0	31.1	43.0	8.8
LnGrp LOS	C	C		C	D	A
Approach Vol, veh/h	674		658			805
Approach Delay, s/veh	30.2		31.1			16.2
Approach LOS	C		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.4	37.5				51.0		24.0
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	12.6	34.6				51.6		28.6
Max Q Clear Time (g_c+I1), s	9.1	28.7				16.8		18.1
Green Ext Time (p_c), s	0.1	4.0				12.0		1.0

Intersection Summary		
HCM 2010 Ctrl Delay		25.2
HCM 2010 LOS		C

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	487	600	20	0	20
Future Vol, veh/h	0	487	600	20	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	529	652	22	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	674	0	-	0	1192	663
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	529	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	917	-	-	-	207	461
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	591	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	917	-	-	-	207	461
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	917	-	-	-	461
HCM Lane V/C Ratio	-	-	-	-	0.047
HCM Control Delay (s)	0	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	37.8
Intersection LOS	E

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	392	295	0	207	671	0	170	56
Future Vol, veh/h	0	392	295	0	207	671	0	170	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	426	321	0	225	729	0	185	61
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	29.5	49.9	15.7
HCM LOS	D	E	C

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	392	295	207	671	170	56
LT Vol	392	0	0	0	170	0
Through Vol	0	295	207	0	0	0
RT Vol	0	0	0	671	0	56
Lane Flow Rate	426	321	225	729	185	61
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.845	0.591	0.421	1	0.428	0.122
Departure Headway (Hd)	7.138	6.638	6.732	6.017	8.457	7.227
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	545	536	605	429	497
Service Time	4.855	4.355	4.455	3.74	6.157	4.958
HCM Lane V/C Ratio	0.834	0.589	0.42	1.205	0.431	0.123
HCM Control Delay	37.7	18.5	14.3	60.9	17.3	11
HCM Lane LOS	E	C	B	F	C	B
HCM 95th-tile Q	8.7	3.8	2.1	15	2.1	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	381	73	264	640	419	215
Future Volume (veh/h)	381	73	264	640	419	215
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	414	79	287	696	455	234
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	448	85	325	976	659	588
Arrive On Green	0.29	0.29	0.18	0.52	0.37	0.37
Sat Flow, veh/h	1521	290	1774	1863	1774	1583
Grp Volume(v), veh/h	0	493	287	696	455	234
Grp Sat Flow(s),veh/h/ln	0	1812	1774	1863	1774	1583
Q Serve(g_s), s	0.0	22.7	13.6	24.5	18.7	9.4
Cycle Q Clear(g_c), s	0.0	22.7	13.6	24.5	18.7	9.4
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	533	325	976	659	588
V/C Ratio(X)	0.00	0.93	0.88	0.71	0.69	0.40
Avail Cap(c_a), veh/h	0	536	402	1060	659	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.5	34.3	15.6	22.9	20.0
Incr Delay (d2), s/veh	0.0	22.2	16.3	2.3	5.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.7	8.1	13.0	10.2	4.4
LnGrp Delay(d),s/veh	0.0	51.7	50.5	17.9	28.7	22.0
LnGrp LOS		D	D	B	C	C
Approach Vol, veh/h	493			983	689	
Approach Delay, s/veh	51.7			27.4	26.4	
Approach LOS	D			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		36.0	19.8	30.3				50.1
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		32.0	19.5	25.5				49.0
Max Q Clear Time (g_c+I1), s		20.7	15.6	24.7				26.5
Green Ext Time (p_c), s		1.3	0.2	0.6				11.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

APPENDIX M

YEAR 2022 & YEAR 2022 + PROJECT FREEWAY ANALYSIS CALCULATION SHEETS

YEAR 2022 FREEWAY SEGMENT OPERATIONS

AM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	LOS AM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	195,570	0.0818	0.5381	0.963	8,939	0.677	C
	SB Mainlines	4M+ 2A	10,400	195,570	0.0820	0.4619	0.963	7,694	0.740	C
South of I-8	NB Mainlines	3M+ 1A	7,200	193,100	0.0694	0.5170	0.97	**7,147**	**0.993**	**E**
	SB Mainlines	4M	8,000	193,100	0.0692	0.4830	0.97	6,653	0.832	D
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	215,390	0.0637	0.4724	0.972	6,666	0.833	D
	WB Mainlines	4M+ 1A	9,200	215,390	0.0634	0.5276	0.972	7,414	0.806	D
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	209,230	0.0660	0.4836	0.972	6,873	0.747	C
	WB Mainlines	4M+ 1A	9,200	209,230	0.0654	0.5164	0.972	7,274	0.791	C

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2022 volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2022 volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

YEAR 2022 FREEWAY SEGMENT OPERATIONS

PM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	LOS PM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	195,570	0.0778	0.5210	0.963	8,236	0.624	C
	SB Mainlines	4M+ 2A	10,400	195,570	0.0777	0.4790	0.963	7,560	0.727	C
South of I-8	NB Mainlines	3M+ 1A	7,200	193,100	0.0764	0.5214	0.97	**7,927**	**1.101**	**F(0)**
	SB Mainlines	4M	8,000	193,100	0.0765	0.4786	0.97	7,287	0.911	D
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	215,390	0.0657	0.4631	0.972	6,747	0.843	D
	WB Mainlines	4M+ 1A	9,200	215,390	0.0659	0.5369	0.972	7,837	0.852	D
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	209,230	0.0698	0.5089	0.972	7,646	0.831	D
	WB Mainlines	4M+ 1A	9,200	209,230	0.0697	0.4911	0.972	7,368	0.801	D

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2022 volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2022 volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

YEAR 2022 + PROJECT FREEWAY SEGMENT OPERATIONS

AM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	V/C DELTA	LOS AM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	195,750	0.0820	0.5381	0.963	8,971	0.680	0.002	C	
	SB Mainlines	4M+ 2A	10,400	195,750	0.0817	0.4619	0.963	7,671	0.738	-0.002	C	
South of I-8	NB Mainlines	3M+ 1A	7,200	192,930	0.0691	0.5170	0.97	**7,107**	**0.987**	-0.006	**E**	NO
	SB Mainlines	4M	8,000	192,930	0.0695	0.4830	0.97	6,674	0.834	0.003	D	
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	215,220	0.0633	0.4724	0.972	6,616	0.827	-0.006	D	
	WB Mainlines	4M+ 1A	9,200	215,220	0.0637	0.5276	0.972	7,441	0.809	0.003	D	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	209,260	0.0668	0.4836	0.972	6,955	0.756	0.009	C	
	WB Mainlines	4M+ 1A	9,200	209,260	0.0654	0.5164	0.972	7,274	0.791	0.000	C	

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2022 + P volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2022 + P volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

YEAR 2022 + PROJECT FREEWAY SEGMENT OPERATIONS

PM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	V/C DELTA	LOS PM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	195,750	0.0777	0.5210	0.963	8,226	0.623	-0.001	C	
	SB Mainlines	4M+ 2A	10,400	195,750	0.0778	0.4790	0.963	7,580	0.729	0.002	C	
South of I-8	NB Mainlines	3M+ 1A	7,200	192,930	0.0765	0.5214	0.97	**7,930**	**1.101**	0.000	**F(0)**	NO
	SB Mainlines	4M	8,000	192,930	0.0763	0.4786	0.97	7,260	0.908	-0.003	D	
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	215,220	0.0659	0.4631	0.972	6,754	0.844	0.001	D	
	WB Mainlines	4M+ 1A	9,200	215,220	0.0657	0.5369	0.972	7,805	0.848	-0.003	D	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	209,260	0.0693	0.5089	0.972	7,591	0.825	-0.006	D	
	WB Mainlines	4M+ 1A	9,200	209,260	0.0697	0.4911	0.972	7,368	0.801	0.000	D	

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2022 + P volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2022 + P volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

APPENDIX N

YEAR 2035 (HORIZON YEAR) INTERSECTION ANALYSIS
CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	170	329	106	120	250	145	333	238	220	228	120
Future Volume (veh/h)	170	170	329	106	120	250	145	333	238	220	228	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	185	185	358	115	130	272	158	362	259	239	248	130
Adj No. of Lanes	2	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	641	545	219	225	545	195	637	449	284	844	428
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.11	0.32	0.32	0.16	0.37	0.37
Sat Flow, veh/h	1899	1863	1583	446	655	1583	1774	1986	1399	1774	2274	1154
Grp Volume(v), veh/h	185	185	358	245	0	272	158	322	299	239	191	187
Grp Sat Flow(s),veh/h/ln	950	1863	1583	1101	0	1583	1774	1770	1616	1774	1770	1659
Q Serve(g_s), s	7.5	5.9	15.5	10.7	0.0	11.0	7.1	12.3	12.5	10.6	6.2	6.5
Cycle Q Clear(g_c), s	24.1	5.9	15.5	16.6	0.0	11.0	7.1	12.3	12.5	10.6	6.2	6.5
Prop In Lane	1.00		1.00	0.47		1.00	1.00		0.87	1.00		0.70
Lane Grp Cap(c), veh/h	443	641	545	444	0	545	195	567	518	284	657	615
V/C Ratio(X)	0.42	0.29	0.66	0.55	0.00	0.50	0.81	0.57	0.58	0.84	0.29	0.30
Avail Cap(c_a), veh/h	471	668	568	462	0	568	363	567	518	472	657	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	19.4	22.6	23.3	0.0	21.1	35.3	22.9	23.0	33.1	18.0	18.1
Incr Delay (d2), s/veh	0.6	0.2	2.6	1.3	0.0	0.7	3.1	4.1	4.6	6.9	1.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.1	7.2	4.9	0.0	4.9	3.6	6.6	6.2	5.7	3.2	3.2
LnGrp Delay(d),s/veh	33.9	19.6	25.2	24.6	0.0	21.8	38.3	27.0	27.6	39.9	19.1	19.4
LnGrp LOS	C	B	C	C		C	D	C	C	D	B	B
Approach Vol, veh/h		728			517			779			617	
Approach Delay, s/veh		26.0			23.1			29.5			27.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.4	30.9		32.8	13.3	35.0		32.8
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	21.6	25.1		29.1	16.6	30.1		29.1
Max Q Clear Time (g_c+I1), s	12.6	14.5		26.1	9.1	8.5		18.6
Green Ext Time (p_c), s	0.5	4.6		1.8	0.1	6.6		4.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	24.9
Intersection LOS	C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	262	213	0	85	188	0	330	201
Future Vol, veh/h	0	262	213	0	85	188	0	330	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	285	232	0	92	204	0	359	218
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	32.4	17.1	22.1
HCM LOS	D	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	31%
Vol Thru, %	0%	0%	55%	69%
Vol Right, %	0%	100%	45%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	330	201	475	273
LT Vol	330	0	0	85
Through Vol	0	0	262	188
RT Vol	0	201	213	0
Lane Flow Rate	359	218	516	297
Geometry Grp	7	7	2	2
Degree of Util (X)	0.733	0.372	0.84	0.539
Departure Headway (Hd)	7.36	6.135	5.854	6.542
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	488	583	614	546
Service Time	5.142	3.916	3.933	4.637
HCM Lane V/C Ratio	0.736	0.374	0.84	0.544
HCM Control Delay	27.9	12.6	32.4	17.1
HCM Lane LOS	D	B	D	C
HCM 95th-tile Q	6	1.7	9	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	243	400	460	170	128
Future Volume (veh/h)	71	243	400	460	170	128
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	264	435	500	185	139
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	106	1045	705	862	294	263
Arrive On Green	0.06	0.56	0.38	0.38	0.17	0.17
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	77	264	435	500	185	139
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	1.5	2.6	6.8	7.5	3.5	2.9
Cycle Q Clear(g_c), s	1.5	2.6	6.8	7.5	3.5	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	106	1045	705	862	294	263
V/C Ratio(X)	0.73	0.25	0.62	0.58	0.63	0.53
Avail Cap(c_a), veh/h	573	2859	2076	2027	1240	1107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	4.0	9.0	5.4	13.9	13.7
Incr Delay (d2), s/veh	3.5	0.0	0.3	0.2	0.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.3	3.4	4.5	1.8	2.6
LnGrp Delay(d),s/veh	20.1	4.1	9.4	5.7	14.8	14.3
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		341	935		324	
Approach Delay, s/veh		7.7	7.4		14.6	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				25.0		10.9	6.5	18.5
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c+I1), s				4.6		5.5	3.5	9.5
Green Ext Time (p_c), s				4.1		0.5	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	4	837	49	10	653
Future Vol, veh/h	5	4	837	49	10	653
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	910	53	11	710

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1313	482	0	0	963	0
Stage 1	936	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	150	530	-	-	711	-
Stage 1	342	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	146	530	-	-	711	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	711	-
HCM Lane V/C Ratio	-	-	0.046	0.015	-
HCM Control Delay (s)	-	-	22.5	10.1	0.1
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	27	739	30	4	654
Future Vol, veh/h	5	27	739	30	4	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	29	803	33	4	711

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1184	418	0	0	836	0
Stage 1	820	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	182	584	-	-	794	-
Stage 1	393	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	584	-	-	794	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	794	-
HCM Lane V/C Ratio	-	-	0.08	0.005	-
HCM Control Delay (s)	-	-	14	9.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	55.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	325	90	0	252	249	20	0	470	10	1295
Future Vol, veh/h	0	20	325	90	0	252	249	20	0	470	10	1295
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	353	98	0	274	271	22	0	511	11	1408
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	41.2	26.2	68.8
HCM LOS	E	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	98%	0%	6%	0%	100%	0%	40%
Vol Thru, %	2%	0%	94%	0%	0%	93%	40%
Vol Right, %	0%	100%	0%	100%	0%	7%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	480	1295	345	90	252	269	50
LT Vol	470	0	20	0	252	0	20
Through Vol	10	0	325	0	0	249	20
RT Vol	0	1295	0	90	0	20	10
Lane Flow Rate	522	1408	375	98	274	292	54
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	1	1	0.883	0.21	0.662	0.662	0.145
Departure Headway (Hd)	8.44	7.216	8.475	7.746	8.697	8.146	9.59
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	521	428	464	416	444	373
Service Time	6.198	4.973	6.21	5.481	6.427	5.876	7.658
HCM Lane V/C Ratio	1.206	2.702	0.876	0.211	0.659	0.658	0.145
HCM Control Delay	73	67.2	48.7	12.5	26.9	25.5	14.3
HCM Lane LOS	F	F	E	B	D	D	B
HCM 95th-tile Q	12.6	13.6	9.1	0.8	4.6	4.7	0.5

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	20	10
Future Vol, veh/h	0	20	20	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	22	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.3
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	569	1071	216	200	354	305
Future Volume (veh/h)	569	1071	216	200	354	305
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	618	1164	235	217	385	332
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	552	1161	499	424	469	419
Arrive On Green	0.31	0.62	0.27	0.27	0.26	0.26
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	618	1164	235	217	385	332
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	28.0	56.1	9.5	10.5	18.3	17.6
Cycle Q Clear(g_c), s	28.0	56.1	9.5	10.5	18.3	17.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	552	1161	499	424	469	419
V/C Ratio(X)	1.12	1.00	0.47	0.51	0.82	0.79
Avail Cap(c_a), veh/h	552	1161	499	424	469	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	16.9	27.6	28.0	31.1	30.8
Incr Delay (d2), s/veh	75.6	27.0	0.7	1.1	14.8	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.2	37.1	5.0	4.7	10.9	16.0
LnGrp Delay(d),s/veh	106.6	44.0	28.3	29.0	45.9	45.1
LnGrp LOS	F	F	C	C	D	D
Approach Vol, veh/h		1782	452		717	
Approach Delay, s/veh		65.7	28.7		45.5	
Approach LOS		E	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				61.0		29.0	32.0	29.0
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c+I1), s				58.1		20.3	30.0	12.5
Green Ext Time (p_c), s				0.0		0.6	0.0	8.6

Intersection Summary	
HCM 2010 Ctrl Delay	55.1
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	85	1340	369	93	39	47
Future Vol, veh/h	85	1340	369	93	39	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	1457	401	101	42	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	502	0	-	0	2093	452
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	1641	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1062	-	-	-	58	608
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	174	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1062	-	-	-	53	608
Mov Cap-2 Maneuver	-	-	-	-	53	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	159	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	131.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1062	-	-	-	106
HCM Lane V/C Ratio	0.087	-	-	-	0.882
HCM Control Delay (s)	8.7	-	-	-	131.5
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	188	193	299	220	274	1105
Future Volume (veh/h)	188	193	299	220	274	1105
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	204	210	325	239	298	1201
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	286	255	458	337	345	1325
Arrive On Green	0.16	0.16	0.46	0.46	0.19	0.71
Sat Flow, veh/h	1774	1583	999	734	1774	1863
Grp Volume(v), veh/h	204	210	0	564	298	1201
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1733	1774	1863
Q Serve(g_s), s	8.4	9.8	0.0	20.0	12.5	40.2
Cycle Q Clear(g_c), s	8.4	9.8	0.0	20.0	12.5	40.2
Prop In Lane	1.00	1.00		0.42	1.00	
Lane Grp Cap(c), veh/h	286	255	0	796	345	1325
V/C Ratio(X)	0.71	0.82	0.00	0.71	0.86	0.91
Avail Cap(c_a), veh/h	488	436	0	796	477	1436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	31.1	0.0	16.6	29.9	9.0
Incr Delay (d2), s/veh	1.2	2.6	0.0	2.9	11.4	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.5	0.0	10.2	7.2	23.0
LnGrp Delay(d),s/veh	31.7	33.7	0.0	19.6	41.3	17.2
LnGrp LOS	C	C		B	D	B
Approach Vol, veh/h	414		564			1499
Approach Delay, s/veh	32.7		19.6			22.0
Approach LOS	C		B			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	19.3	40.1				59.4		17.2
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1		21.1
Max Q Clear Time (g_c+I1), s	14.5	22.0				42.2		11.8
Green Ext Time (p_c), s	0.5	9.6				12.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	494	356	12	1	25
Future Vol, veh/h	0	494	356	12	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	537	387	13	1	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	400	0	-	0	930	393
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1159	-	-	-	297	656
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1159	-	-	-	297	656
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	586	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1159	-	-	-	642
HCM Lane V/C Ratio	-	-	-	-	0.044
HCM Control Delay (s)	0	-	-	-	10.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	57.1
Intersection LOS	F

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	300	157	0	428	607	0	550	70
Future Vol, veh/h	0	300	157	0	428	607	0	550	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	326	171	0	465	660	0	598	76
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	27.3	64.7	66.3
HCM LOS	D	F	F

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	300	157	428	607	550	70
LT Vol	300	0	0	0	550	0
Through Vol	0	157	428	0	0	0
RT Vol	0	0	0	607	0	70
Lane Flow Rate	326	171	465	660	598	76
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.761	0.374	0.98	1	1	0.155
Departure Headway (Hd)	8.499	8	7.586	6.887	8.549	7.351
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	427	452	479	534	430	490
Service Time	6.199	5.7	5.288	4.589	6.261	5.063
HCM Lane V/C Ratio	0.763	0.378	0.971	1.236	1.391	0.155
HCM Control Delay	33.6	15.4	63.8	65.3	73.3	11.4
HCM Lane LOS	D	C	F	F	F	B
HCM 95th-tile Q	6.4	1.7	12.6	14	12.6	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	357	240	378	645	270	122
Future Volume (veh/h)	357	240	378	645	270	122
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	388	261	411	701	293	133
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	357	240	452	1202	441	393
Arrive On Green	0.34	0.34	0.25	0.65	0.25	0.25
Sat Flow, veh/h	1040	699	1774	1863	1774	1583
Grp Volume(v), veh/h	0	649	411	701	293	133
Grp Sat Flow(s),veh/h/ln	0	1739	1774	1863	1774	1583
Q Serve(g_s), s	0.0	29.0	19.0	18.1	12.6	5.8
Cycle Q Clear(g_c), s	0.0	29.0	19.0	18.1	12.6	5.8
Prop In Lane		0.40	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	597	452	1202	441	393
V/C Ratio(X)	0.00	1.09	0.91	0.58	0.66	0.34
Avail Cap(c_a), veh/h	0	597	567	1322	441	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.8	30.6	8.5	28.6	26.1
Incr Delay (d2), s/veh	0.0	62.8	15.5	0.7	7.7	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.2	11.2	9.4	7.0	2.8
LnGrp Delay(d),s/veh	0.0	90.6	46.1	9.2	36.3	28.4
LnGrp LOS		F	D	A	D	C
Approach Vol, veh/h	649			1112	426	
Approach Delay, s/veh	90.6			22.8	33.8	
Approach LOS	F			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		25.0	25.5	34.0				59.5
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		21.0	27.0	29.0				60.0
Max Q Clear Time (g_c+I1), s		14.6	21.0	31.0				20.1
Green Ext Time (p_c), s		0.6	0.5	0.0				17.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	100	205	289	160	350	318	514	209	350	337	160
Future Volume (veh/h)	100	100	205	289	160	350	318	514	209	350	337	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	109	109	223	314	174	380	346	559	227	380	366	174
Adj No. of Lanes	2	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	675	574	323	142	574	381	623	252	402	621	291
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.21	0.25	0.25	0.23	0.27	0.27
Sat Flow, veh/h	1651	1863	1583	709	393	1583	1774	2460	996	1774	2343	1096
Grp Volume(v), veh/h	109	109	223	488	0	380	346	402	384	380	275	265
Grp Sat Flow(s),veh/h/ln	825	1863	1583	1102	0	1583	1774	1770	1687	1774	1770	1669
Q Serve(g_s), s	0.0	3.6	9.4	29.0	0.0	18.1	17.1	19.7	19.8	19.0	12.2	12.5
Cycle Q Clear(g_c), s	32.6	3.6	9.4	32.6	0.0	18.1	17.1	19.7	19.8	19.0	12.2	12.5
Prop In Lane	1.00		1.00	0.64		1.00	1.00		0.59	1.00		0.66
Lane Grp Cap(c), veh/h	160	675	574	465	0	574	381	448	427	402	469	443
V/C Ratio(X)	0.68	0.16	0.39	1.05	0.00	0.66	0.91	0.90	0.90	0.94	0.59	0.60
Avail Cap(c_a), veh/h	160	675	574	465	0	574	442	448	427	402	469	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	19.4	21.3	32.5	0.0	24.1	34.5	32.5	32.5	34.2	28.8	28.9
Incr Delay (d2), s/veh	11.2	0.1	0.4	55.3	0.0	2.8	19.2	23.2	24.4	31.1	5.3	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.8	4.2	18.6	0.0	8.3	10.4	12.5	12.1	12.8	6.6	6.5
LnGrp Delay(d),s/veh	56.2	19.6	21.7	87.8	0.0	26.9	53.7	55.6	56.9	65.4	34.0	34.7
LnGrp LOS	E	B	C	F		C	D	E	E	E	C	C
Approach Vol, veh/h		441			868			1132			920	
Approach Delay, s/veh		29.7			61.2			55.5			47.2	
Approach LOS		C			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	24.8	27.7		37.5	23.7	28.8		37.5
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	20.4	22.8		32.6	22.4	20.8		32.6
Max Q Clear Time (g_c+I1), s	21.0	21.8		34.6	19.1	14.5		34.6
Green Ext Time (p_c), s	0.0	0.7		0.0	0.2	4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.3
HCM 2010 LOS	D

Intersection	
Intersection Delay, s/veh	62.1
Intersection LOS	F

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	557	447	0	431	612	0	550	332
Future Vol, veh/h	0	557	447	0	431	612	0	550	332
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	605	486	0	468	665	0	598	361
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	64.9	66.7	53.4
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	41%
Vol Thru, %	0%	0%	55%	59%
Vol Right, %	0%	100%	45%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	550	332	1004	1043
LT Vol	550	0	0	431
Through Vol	0	0	557	612
RT Vol	0	332	447	0
Lane Flow Rate	598	361	1091	1134
Geometry Grp	7	7	2	2
Degree of Util (X)	1	0.692	1	1
Departure Headway (Hd)	8.099	6.899	6.761	7.111
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	454	523	546	522
Service Time	5.831	4.631	4.761	5.111
HCM Lane V/C Ratio	1.317	0.69	1.998	2.172
HCM Control Delay	71.3	23.8	64.9	66.7
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	12.9	5.3	14.1	13.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	612	422	760	730	148
Future Volume (veh/h)	122	612	422	760	730	148
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	133	665	459	826	793	161
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	912	643	1174	703	628
Arrive On Green	0.09	0.49	0.35	0.35	0.40	0.40
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	133	665	459	826	793	161
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	6.3	24.4	18.4	24.2	34.1	5.9
Cycle Q Clear(g_c), s	6.3	24.4	18.4	24.2	34.1	5.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	165	912	643	1174	703	628
V/C Ratio(X)	0.80	0.73	0.71	0.70	1.13	0.26
Avail Cap(c_a), veh/h	223	999	689	1213	703	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	17.4	24.5	6.0	26.0	17.4
Incr Delay (d2), s/veh	10.4	2.0	2.6	1.5	74.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	12.9	9.9	20.0	31.2	0.0
LnGrp Delay(d),s/veh	48.6	19.4	27.1	7.5	100.6	17.5
LnGrp LOS	D	B	C	A	F	B
Approach Vol, veh/h		798	1285		954	
Approach Delay, s/veh		24.3	14.5		86.6	
Approach LOS		C	B		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				47.0		39.0	12.4	34.6
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				46.1		34.1	10.8	* 32
Max Q Clear Time (g_c+I1), s				26.4		36.1	8.3	26.2
Green Ext Time (p_c), s				7.4		0.0	0.0	3.5

Intersection Summary		
HCM 2010 Ctrl Delay		39.7
HCM 2010 LOS		D

Notes

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	39	7	974	27	5	826
Future Vol, veh/h	39	7	974	27	5	826
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	8	1059	29	5	898

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1533	544	0	0	1088	0
Stage 1	1073	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	107	483	-	-	637	-
Stage 1	290	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	483	-	-	637	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	55.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	119	637	-
HCM Lane V/C Ratio	-	-	0.42	0.009	-
HCM Control Delay (s)	-	-	55.6	10.7	0.1
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	1.8	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	13	54	957	19	1	864
Future Vol, veh/h	13	54	957	19	1	864
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	59	1040	21	1	939

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1523	530	0	0	1061	0
Stage 1	1051	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	109	493	-	-	652	-
Stage 1	298	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	493	-	-	652	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	293	652	-
HCM Lane V/C Ratio	-	-	0.249	0.002	-
HCM Control Delay (s)	-	-	21.3	10.5	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Intersection Delay, s/veh	61.5
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	623	40	0	683	307	20	0	190	20	970
Future Vol, veh/h	0	20	623	40	0	683	307	20	0	190	20	970
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	677	43	0	742	334	22	0	207	22	1054
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	69.5	60.5	59.4
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	90%	0%	3%	0%	100%	0%	25%
Vol Thru, %	10%	0%	97%	0%	0%	94%	50%
Vol Right, %	0%	100%	0%	100%	0%	6%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	970	643	40	683	327	40
LT Vol	190	0	20	0	683	0	10
Through Vol	20	0	623	0	0	307	20
RT Vol	0	970	0	40	0	20	10
Lane Flow Rate	228	1054	699	43	742	355	43
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.539	1	1	0.094	1	0.784	0.122
Departure Headway (Hd)	8.493	7.342	8.512	7.797	8.478	7.936	10.11
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	506	433	462	431	455	357
Service Time	6.251	5.1	6.212	5.497	6.234	5.692	8.11
HCM Lane V/C Ratio	0.536	2.083	1.614	0.093	1.722	0.78	0.12
HCM Control Delay	20.8	67.8	73.1	11.3	73.2	34.1	14.5
HCM Lane LOS	C	F	F	B	F	D	B
HCM 95th-tile Q	3.1	13.5	12.6	0.3	12.6	6.9	0.4

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	20	10
Future Vol, veh/h	0	10	20	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	22	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.5
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	686	917	560	290	427	450
Future Volume (veh/h)	686	917	560	290	427	450
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	746	997	609	315	464	489
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	572	1161	478	406	469	419
Arrive On Green	0.32	0.62	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	746	997	609	315	464	489
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	29.0	39.0	23.1	16.6	23.4	23.8
Cycle Q Clear(g_c), s	29.0	39.0	23.1	16.6	23.4	23.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	572	1161	478	406	469	419
V/C Ratio(X)	1.31	0.86	1.27	0.78	0.99	1.17
Avail Cap(c_a), veh/h	572	1161	478	406	469	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	13.7	33.5	31.0	33.0	33.1
Incr Delay (d2), s/veh	149.6	6.7	138.8	9.1	38.9	98.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	37.9	21.8	30.2	8.3	16.5	29.5
LnGrp Delay(d),s/veh	180.1	20.4	172.2	40.2	71.9	131.6
LnGrp LOS	F	C	F	D	E	F
Approach Vol, veh/h		1743	924		953	
Approach Delay, s/veh		88.8	127.2		102.5	
Approach LOS		F	F		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				61.0		29.0	33.0	28.0
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	29.0	23.1
Max Q Clear Time (g_c+I1), s				41.0		25.8	31.0	25.1
Green Ext Time (p_c), s				11.1		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	102.2
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	55.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	34	1310	795	24	83	55
Future Vol, veh/h	34	1310	795	24	83	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	1424	864	26	90	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	890	0	-	0	2375	877
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	1498	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	761	-	-	-	~ 38	348
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	204	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	761	-	-	-	~ 36	348
Mov Cap-2 Maneuver	-	-	-	-	~ 36	-
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	194	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	$ 916.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	761	-	-	-	56
HCM Lane V/C Ratio	0.049	-	-	-	2.679
HCM Control Delay (s)	10	-	-	-	$ 916.1
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	15.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	375	351	468	400	234	1159
Future Volume (veh/h)	375	351	468	400	234	1159
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	408	382	509	435	254	1260
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	470	419	396	339	257	1159
Arrive On Green	0.26	0.26	0.43	0.43	0.14	0.62
Sat Flow, veh/h	1774	1583	929	794	1774	1863
Grp Volume(v), veh/h	408	382	0	944	254	1260
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1723	1774	1863
Q Serve(g_s), s	19.1	20.3	0.0	37.1	12.4	54.1
Cycle Q Clear(g_c), s	19.1	20.3	0.0	37.1	12.4	54.1
Prop In Lane	1.00	1.00		0.46	1.00	
Lane Grp Cap(c), veh/h	470	419	0	735	257	1159
V/C Ratio(X)	0.87	0.91	0.00	1.28	0.99	1.09
Avail Cap(c_a), veh/h	533	475	0	735	257	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	31.0	0.0	24.9	37.1	16.4
Incr Delay (d2), s/veh	12.0	19.0	0.0	138.0	52.5	53.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	11.1	0.0	45.7	9.8	44.5
LnGrp Delay(d),s/veh	42.5	50.0	0.0	162.9	89.6	69.7
LnGrp LOS	D	D		F	F	F
Approach Vol, veh/h	790		944			1514
Approach Delay, s/veh	46.1		162.9			73.0
Approach LOS	D		F			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.0	42.0				59.0		27.9
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1		26.1
Max Q Clear Time (g_c+I1), s	14.4	39.1				56.1		22.3
Green Ext Time (p_c), s	0.0	0.0				0.0		0.7

Intersection Summary			
HCM 2010 Ctrl Delay			92.6
HCM 2010 LOS			F

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	629	692	8	1	34
Future Vol, veh/h	5	629	692	8	1	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	684	752	9	1	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	761	0	-	0	1452	757
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	851	-	-	-	144	408
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	851	-	-	-	143	408
Mov Cap-2 Maneuver	-	-	-	-	143	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	492	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	851	-	-	-	387
HCM Lane V/C Ratio	0.006	-	-	-	0.098
HCM Control Delay (s)	9.3	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	64.4
Intersection LOS	F

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	830	531	0	435	1418	0	248	90
Future Vol, veh/h	0	830	531	0	435	1418	0	248	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	902	577	0	473	1541	0	270	98
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	70.6	66.5	27.5
HCM LOS	F	F	D

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	830	531	435	1418	248	90
LT Vol	830	0	0	0	248	0
Through Vol	0	531	435	0	0	0
RT Vol	0	0	0	1418	0	90
Lane Flow Rate	902	577	473	1541	270	98
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	1	1	1	0.712	0.226
Departure Headway (Hd)	8.136	7.635	7.642	6.942	9.509	8.31
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	479	478	539	383	433
Service Time	5.875	5.374	5.374	4.674	7.23	6.031
HCM Lane V/C Ratio	2	1.205	0.99	2.859	0.705	0.226
HCM Control Delay	71.5	69.1	69.1	65.7	32.6	13.4
HCM Lane LOS	F	F	F	F	D	B
HCM 95th-tile Q	12.9	13.3	13.3	13.9	5.3	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	439	140	331	843	410	259
Future Volume (veh/h)	439	140	331	843	410	259
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	477	152	360	916	446	282
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	367	117	394	1002	640	571
Arrive On Green	0.27	0.27	0.22	0.54	0.36	0.36
Sat Flow, veh/h	1355	432	1774	1863	1774	1583
Grp Volume(v), veh/h	0	629	360	916	446	282
Grp Sat Flow(s),veh/h/ln	0	1787	1774	1863	1774	1583
Q Serve(g_s), s	0.0	24.0	17.6	39.7	19.0	12.3
Cycle Q Clear(g_c), s	0.0	24.0	17.6	39.7	19.0	12.3
Prop In Lane		0.24	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	483	394	1002	640	571
V/C Ratio(X)	0.00	1.30	0.91	0.91	0.70	0.49
Avail Cap(c_a), veh/h	0	483	420	1029	640	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.4	33.7	18.6	24.2	22.1
Incr Delay (d2), s/veh	0.0	150.1	23.0	12.3	6.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.8	11.1	23.5	10.4	5.9
LnGrp Delay(d),s/veh	0.0	182.4	56.6	30.9	30.4	25.1
LnGrp LOS		F	E	C	C	C
Approach Vol, veh/h	629			1276	728	
Approach Delay, s/veh	182.4			38.2	28.3	
Approach LOS	F			D	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		36.0	23.7	29.0				52.7
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		32.0	21.0	24.0				49.0
Max Q Clear Time (g_c+I1), s		21.0	19.6	26.0				41.7
Green Ext Time (p_c), s		1.4	0.1	0.0				6.0

Intersection Summary		
HCM 2010 Ctrl Delay		69.9
HCM 2010 LOS		E

APPENDIX O

YEAR 2035 (HORIZON YEAR) + PROJECT INTERSECTION ANALYSIS CALCULATION SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	170	330	100	120	250	150	350	250	220	200	120
Future Volume (veh/h)	170	170	330	100	120	250	150	350	250	220	200	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	185	185	359	109	130	272	163	380	272	239	217	130
Adj No. of Lanes	2	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	633	538	213	231	538	200	643	455	284	805	463
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.11	0.32	0.32	0.16	0.37	0.37
Sat Flow, veh/h	1899	1863	1583	436	681	1583	1774	1984	1401	1774	2166	1246
Grp Volume(v), veh/h	185	185	359	239	0	272	163	338	314	239	176	171
Grp Sat Flow(s),veh/h/ln	950	1863	1583	1116	0	1583	1774	1770	1615	1774	1770	1643
Q Serve(g_s), s	7.5	5.9	15.7	10.0	0.0	11.1	7.3	12.9	13.2	10.6	5.6	5.9
Cycle Q Clear(g_c), s	23.4	5.9	15.7	15.9	0.0	11.1	7.3	12.9	13.2	10.6	5.6	5.9
Prop In Lane	1.00		1.00	0.46		1.00	1.00		0.87	1.00		0.76
Lane Grp Cap(c), veh/h	451	633	538	444	0	538	200	574	524	284	658	611
V/C Ratio(X)	0.41	0.29	0.67	0.54	0.00	0.51	0.81	0.59	0.60	0.84	0.27	0.28
Avail Cap(c_a), veh/h	488	669	569	468	0	569	364	574	524	473	658	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	19.6	22.8	23.2	0.0	21.3	35.1	22.9	22.9	33.0	17.7	17.8
Incr Delay (d2), s/veh	0.6	0.3	2.8	1.1	0.0	0.7	3.0	4.4	5.0	6.8	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.1	7.2	4.7	0.0	4.9	3.7	7.0	6.6	5.7	2.9	2.9
LnGrp Delay(d),s/veh	33.5	19.8	25.6	24.3	0.0	22.0	38.1	27.3	27.9	39.8	18.7	19.0
LnGrp LOS	C	B	C	C		C	D	C	C	D	B	B
Approach Vol, veh/h		729			511			815			586	
Approach Delay, s/veh		26.1			23.1			29.7			27.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.4	31.2		32.4	13.6	35.0		32.4
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	21.6	25.1		29.1	16.6	30.1		29.1
Max Q Clear Time (g_c+I1), s	12.6	15.2		25.4	9.3	7.9		17.9
Green Ext Time (p_c), s	0.5	4.4		2.2	0.1	6.7		4.9

Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	25.9
Intersection LOS	D

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	270	210	0	90	190	0	330	220
Future Vol, veh/h	0	270	210	0	90	190	0	330	220
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	293	228	0	98	207	0	359	239
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	34.7	17.8	22.4
HCM LOS	D	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	32%
Vol Thru, %	0%	0%	56%	68%
Vol Right, %	0%	100%	44%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	330	220	480	280
LT Vol	330	0	0	90
Through Vol	0	0	270	190
RT Vol	0	220	210	0
Lane Flow Rate	359	239	522	304
Geometry Grp	7	7	2	2
Degree of Util (X)	0.738	0.411	0.857	0.557
Departure Headway (Hd)	7.409	6.184	5.91	6.594
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	484	579	610	542
Service Time	5.194	3.968	3.991	4.691
HCM Lane V/C Ratio	0.742	0.413	0.856	0.561
HCM Control Delay	28.5	13.3	34.7	17.8
HCM Lane LOS	D	B	D	C
HCM 95th-tile Q	6.1	2	9.5	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	260	380	460	170	130
Future Volume (veh/h)	90	260	380	460	170	130
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	98	283	413	500	185	141
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	124	1056	701	857	293	261
Arrive On Green	0.07	0.57	0.38	0.38	0.17	0.17
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	98	283	413	500	185	141
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	2.0	2.8	6.5	7.7	3.6	3.0
Cycle Q Clear(g_c), s	2.0	2.8	6.5	7.7	3.6	3.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	124	1056	701	857	293	261
V/C Ratio(X)	0.79	0.27	0.59	0.58	0.63	0.54
Avail Cap(c_a), veh/h	563	2810	2040	1995	1219	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	4.0	9.1	5.6	14.2	14.0
Incr Delay (d2), s/veh	4.2	0.1	0.3	0.2	0.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.4	3.4	4.5	1.8	2.7
LnGrp Delay(d),s/veh	21.0	4.1	9.4	5.8	15.1	14.6
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		381	913		326	
Approach Delay, s/veh		8.4	7.5		14.9	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				25.6		10.9	6.9	18.7
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				55.1		25.1	11.6	* 40
Max Q Clear Time (g_c+I1), s				4.8		5.6	4.0	9.7
Green Ext Time (p_c), s				4.1		0.5	0.1	4.0

Intersection Summary		
HCM 2010 Ctrl Delay		9.2
HCM 2010 LOS		A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	25	850	20	0	630
Future Vol, veh/h	0	25	850	20	0	630
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	924	22	0	685

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1277	473	0	0	946	0
Stage 1	935	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	158	538	-	-	721	-
Stage 1	342	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	538	-	-	721	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	721	-
HCM Lane V/C Ratio	-	-	0.051	-	-
HCM Control Delay (s)	-	-	12	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	40	710	0	0	630
Future Vol, veh/h	0	40	710	0	0	630
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	772	0	0	685

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1114	386	0	0	772	0
Stage 1	772	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	202	612	-	-	839	-
Stage 1	416	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	202	612	-	-	839	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	612	839	-
HCM Lane V/C Ratio	-	-	0.071	-	-
HCM Control Delay (s)	-	-	11.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	55
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	315	90	0	275	250	20	0	470	10	1200
Future Vol, veh/h	0	20	315	90	0	275	250	20	0	470	10	1200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	342	98	0	299	272	22	0	511	11	1304
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	38.8	28.2	69
HCM LOS	E	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	98%	0%	6%	0%	100%	0%	40%
Vol Thru, %	2%	0%	94%	0%	0%	93%	40%
Vol Right, %	0%	100%	0%	100%	0%	7%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	480	1200	335	90	275	270	50
LT Vol	470	0	20	0	275	0	20
Through Vol	10	0	315	0	0	250	20
RT Vol	0	1200	0	90	0	20	10
Lane Flow Rate	522	1304	364	98	299	293	54
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	1	1	0.863	0.212	0.721	0.663	0.145
Departure Headway (Hd)	8.463	7.239	8.533	7.804	8.682	8.131	9.604
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	509	426	461	418	446	373
Service Time	6.22	4.996	6.269	5.54	6.412	5.861	7.67
HCM Lane V/C Ratio	1.22	2.562	0.854	0.213	0.715	0.657	0.145
HCM Control Delay	73.1	67.3	45.9	12.6	30.9	25.5	14.3
HCM Lane LOS	F	F	E	B	D	D	B
HCM 95th-tile Q	12.6	13.6	8.6	0.8	5.6	4.7	0.5

Intersection				
Intersection Delay, s/veh				
Intersection LOS				

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	20	10
Future Vol, veh/h	0	20	20	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	22	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.3
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	510	1025	240	200	325	305
Future Volume (veh/h)	510	1025	240	200	325	305
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	554	1114	261	217	353	332
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	556	1156	489	416	472	422
Arrive On Green	0.31	0.62	0.26	0.26	0.27	0.27
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	554	1114	261	217	353	332
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	27.9	50.4	10.7	10.5	16.3	17.4
Cycle Q Clear(g_c), s	27.9	50.4	10.7	10.5	16.3	17.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	556	1156	489	416	472	422
V/C Ratio(X)	1.00	0.96	0.53	0.52	0.75	0.79
Avail Cap(c_a), veh/h	556	1169	502	427	472	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	16.0	28.3	28.2	30.0	30.4
Incr Delay (d2), s/veh	37.3	18.1	1.1	1.1	10.3	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.3	31.2	5.7	4.7	9.3	15.9
LnGrp Delay(d),s/veh	67.9	34.1	29.3	29.3	40.3	44.2
LnGrp LOS	E	C	C	C	D	D
Approach Vol, veh/h		1668	478		685	
Approach Delay, s/veh		45.3	29.3		42.2	
Approach LOS		D	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				60.4		29.0	32.0	28.4
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				56.1		23.8	28.0	24.1
Max Q Clear Time (g_c+I1), s				52.4		19.4	29.9	12.7
Green Ext Time (p_c), s				3.0		0.6	0.0	8.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	1340	380	10	90	60
Future Vol, veh/h	10	1340	380	10	90	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1457	413	11	98	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	424	0	-	0	1168	212
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	750	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1132	-	-	-	186	793
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	427	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1132	-	-	-	184	793
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1132	-	-	-	410
HCM Lane V/C Ratio	0.01	-	-	-	0.398
HCM Control Delay (s)	8.2	-	-	-	19.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	250	180	240	220	310	1120
Future Volume (veh/h)	250	180	240	220	310	1120
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	272	196	261	239	337	1217
Adj No. of Lanes	1	2	1	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	321	505	455	417	451	1294
Arrive On Green	0.18	0.18	0.51	0.51	0.13	0.69
Sat Flow, veh/h	1774	2787	897	821	3442	1863
Grp Volume(v), veh/h	272	196	0	500	337	1217
Grp Sat Flow(s),veh/h/ln	1774	1393	0	1718	1721	1863
Q Serve(g_s), s	11.7	4.9	0.0	15.9	7.4	45.4
Cycle Q Clear(g_c), s	11.7	4.9	0.0	15.9	7.4	45.4
Prop In Lane	1.00	1.00		0.48	1.00	
Lane Grp Cap(c), veh/h	321	505	0	873	451	1294
V/C Ratio(X)	0.85	0.39	0.00	0.57	0.75	0.94
Avail Cap(c_a), veh/h	474	745	0	873	898	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	28.5	0.0	13.5	33.0	10.6
Incr Delay (d2), s/veh	6.1	0.2	0.0	0.9	2.5	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	1.9	0.0	7.7	3.7	27.0
LnGrp Delay(d),s/veh	37.4	28.7	0.0	14.4	35.5	22.7
LnGrp LOS	D	C		B	D	C
Approach Vol, veh/h	468		500			1554
Approach Delay, s/veh	33.7		14.4			25.5
Approach LOS	C		B			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.7	45.0				59.7		19.2
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	20.6	34.1				59.1		21.1
Max Q Clear Time (g_c+I1), s	9.4	17.9				47.4		13.7
Green Ext Time (p_c), s	0.9	12.1				7.4		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	530	330	20	0	100
Future Vol, veh/h	0	530	330	20	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	576	359	22	0	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	380	0	-	0	946	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1178	-	-	-	290	676
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	562	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1178	-	-	-	290	676
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1178	-	-	-	676
HCM Lane V/C Ratio	-	-	-	-	0.161
HCM Control Delay (s)	0	-	-	-	11.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	57.2
Intersection LOS	F

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	300	150	0	430	680	0	500	70
Future Vol, veh/h	0	300	150	0	430	680	0	500	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	326	163	0	467	739	0	543	76
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	27.4	65	65.7
HCM LOS	D	F	F

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	300	150	430	680	500	70
LT Vol	300	0	0	0	500	0
Through Vol	0	150	430	0	0	0
RT Vol	0	0	0	680	0	70
Lane Flow Rate	326	163	467	739	543	76
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.761	0.358	0.984	1	1	0.155
Departure Headway (Hd)	8.401	7.902	7.576	6.877	8.534	7.336
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	427	452	481	532	429	491
Service Time	6.2	5.701	5.279	4.58	6.246	5.048
HCM Lane V/C Ratio	0.763	0.361	0.971	1.389	1.266	0.155
HCM Control Delay	33.6	15.1	64.7	65.2	73.3	11.4
HCM Lane LOS	D	C	F	F	F	B
HCM 95th-tile Q	6.4	1.6	12.8	14	12.6	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	300	240	380	720	270	120
Future Volume (veh/h)	300	240	380	720	270	120
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	326	261	413	783	293	130
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	306	245	443	1142	509	454
Arrive On Green	0.32	0.32	0.25	0.61	0.29	0.29
Sat Flow, veh/h	959	768	1774	1863	1774	1583
Grp Volume(v), veh/h	0	587	413	783	293	130
Grp Sat Flow(s),veh/h/ln	0	1727	1774	1863	1774	1583
Q Serve(g_s), s	0.0	28.7	20.5	25.2	12.7	5.7
Cycle Q Clear(g_c), s	0.0	28.7	20.5	25.2	12.7	5.7
Prop In Lane		0.44	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	551	443	1142	509	454
V/C Ratio(X)	0.00	1.07	0.93	0.69	0.58	0.29
Avail Cap(c_a), veh/h	0	551	444	1143	509	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.6	33.0	11.6	27.4	24.9
Incr Delay (d2), s/veh	0.0	57.0	26.3	1.8	4.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.3	13.2	13.4	6.8	2.7
LnGrp Delay(d),s/veh	0.0	87.6	59.3	13.5	32.1	26.5
LnGrp LOS		F	E	B	C	C
Approach Vol, veh/h	587			1196	423	
Approach Delay, s/veh	87.6			29.3	30.4	
Approach LOS	F			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		29.8	26.5	33.7				60.2
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		25.8	22.5	28.7				55.2
Max Q Clear Time (g_c+I1), s		14.7	22.5	30.7				27.2
Green Ext Time (p_c), s		0.7	0.0	0.0				15.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	100	210	300	160	350	320	500	200	350	390	160
Future Volume (veh/h)	100	100	210	300	160	350	320	500	200	350	390	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	109	109	228	326	174	380	348	543	217	380	424	174
Adj No. of Lanes	2	1	1	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	675	574	324	138	574	381	649	258	386	652	265
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.21	0.26	0.26	0.22	0.27	0.27
Sat Flow, veh/h	1651	1863	1583	713	381	1583	1774	2473	985	1774	2458	998
Grp Volume(v), veh/h	109	109	228	500	0	380	348	388	372	380	304	294
Grp Sat Flow(s),veh/h/ln	825	1863	1583	1094	0	1583	1774	1770	1689	1774	1770	1687
Q Serve(g_s), s	0.0	3.6	9.7	29.0	0.0	18.1	17.2	18.6	18.8	19.2	13.7	14.0
Cycle Q Clear(g_c), s	32.6	3.6	9.7	32.6	0.0	18.1	17.2	18.6	18.8	19.2	13.7	14.0
Prop In Lane	1.00		1.00	0.65		1.00	1.00		0.58	1.00		0.59
Lane Grp Cap(c), veh/h	160	675	574	462	0	574	381	464	443	386	469	447
V/C Ratio(X)	0.68	0.16	0.40	1.08	0.00	0.66	0.91	0.84	0.84	0.98	0.65	0.66
Avail Cap(c_a), veh/h	160	675	574	462	0	574	406	464	443	386	469	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	19.4	21.4	32.6	0.0	24.1	34.5	31.4	31.4	35.0	29.3	29.4
Incr Delay (d2), s/veh	11.2	0.1	0.4	65.7	0.0	2.8	23.0	16.2	17.2	41.3	6.8	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.8	4.3	19.9	0.0	8.3	10.8	11.1	10.8	13.8	7.6	7.4
LnGrp Delay(d),s/veh	56.2	19.6	21.8	98.2	0.0	26.9	57.5	47.6	48.6	76.3	36.1	36.8
LnGrp LOS	E	B	C	F		C	E	D	D	E	D	D
Approach Vol, veh/h		446			880			1108			978	
Approach Delay, s/veh		29.7			67.4			51.1			51.9	
Approach LOS		C			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	28.5		37.5	23.7	28.8		37.5
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	19.6	23.6		32.6	20.6	22.6		32.6
Max Q Clear Time (g_c+I1), s	21.2	20.8		34.6	19.2	16.0		34.6
Green Ext Time (p_c), s	0.0	2.0		0.0	0.1	4.3		0.0

Intersection Summary			
HCM 2010 Ctrl Delay			52.7
HCM 2010 LOS			D

Intersection	
Intersection Delay, s/veh	62.1
Intersection LOS	F

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Traffic Vol, veh/h	0	560	440	0	450	620	0	550	340
Future Vol, veh/h	0	560	440	0	450	620	0	550	340
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	609	478	0	489	674	0	598	370
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	64.9	66.7	53.5
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	42%
Vol Thru, %	0%	0%	56%	58%
Vol Right, %	0%	100%	44%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	550	340	1000	1070
LT Vol	550	0	0	450
Through Vol	0	0	560	620
RT Vol	0	340	440	0
Lane Flow Rate	598	370	1087	1163
Geometry Grp	7	7	2	2
Degree of Util (X)	1	0.708	1	1
Departure Headway (Hd)	8.094	6.894	6.764	7.112
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	454	525	543	523
Service Time	5.831	4.631	4.764	5.112
HCM Lane V/C Ratio	1.317	0.705	2.002	2.224
HCM Control Delay	71.3	24.7	64.9	66.7
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	12.9	5.6	14.1	13.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	600	430	760	730	160
Future Volume (veh/h)	130	600	430	760	730	160
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	141	652	467	826	793	174
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	174	921	644	1169	697	622
Arrive On Green	0.10	0.49	0.35	0.35	0.39	0.39
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	141	652	467	826	793	174
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	6.8	23.6	19.0	24.8	34.1	6.5
Cycle Q Clear(g_c), s	6.8	23.6	19.0	24.8	34.1	6.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	174	921	644	1169	697	622
V/C Ratio(X)	0.81	0.71	0.72	0.71	1.14	0.28
Avail Cap(c_a), veh/h	217	989	686	1205	697	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	17.1	24.8	6.2	26.4	18.0
Incr Delay (d2), s/veh	13.8	1.7	3.0	1.5	79.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	12.6	10.3	20.0	31.7	6.7
LnGrp Delay(d),s/veh	52.2	18.8	27.7	7.7	105.5	18.1
LnGrp LOS	D	B	C	A	F	B
Approach Vol, veh/h		793	1293		967	
Approach Delay, s/veh		24.7	15.0		89.7	
Approach LOS		C	B		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				47.9		39.0	12.9	35.0
Change Period (Y+Rc), s				4.9		4.9	4.4	* 4.9
Max Green Setting (Gmax), s				46.1		34.1	10.6	* 32
Max Q Clear Time (g_c+I1), s				25.6		36.1	8.8	26.8
Green Ext Time (p_c), s				7.4		0.0	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	10	950	20	0	900
Future Vol, veh/h	0	10	950	20	0	900
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	1033	22	0	978

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1532	527	0	0	1054	0
Stage 1	1043	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	107	496	-	-	656	-
Stage 1	300	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	496	-	-	656	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	496	656	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	-	-	12.4	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	30	950	10	0	900
Future Vol, veh/h	0	30	950	10	0	900
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	1033	11	0	978

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1527	522	0	0	1043	0
Stage 1	1038	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	108	499	-	-	663	-
Stage 1	302	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	499	-	-	663	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	663	-
HCM Lane V/C Ratio	-	-	0.065	-	-
HCM Control Delay (s)	-	-	12.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	61.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	620	40	0	650	300	20	0	190	20	1000
Future Vol, veh/h	0	20	620	40	0	650	300	20	0	190	20	1000
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	674	43	0	707	326	22	0	207	22	1087
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	2
HCM Control Delay	69.4	59.7	59.6
HCM LOS	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	90%	0%	3%	0%	100%	0%	25%
Vol Thru, %	10%	0%	97%	0%	0%	94%	50%
Vol Right, %	0%	100%	0%	100%	0%	6%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	1000	640	40	650	320	40
LT Vol	190	0	20	0	650	0	10
Through Vol	20	0	620	0	0	300	20
RT Vol	0	1000	0	40	0	20	10
Lane Flow Rate	228	1087	696	43	707	348	43
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.538	1	1	0.094	1	0.766	0.122
Departure Headway (Hd)	8.488	7.338	8.499	7.784	8.476	7.933	10.11
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	500	431	463	431	456	357
Service Time	6.246	5.095	6.199	5.484	6.234	5.691	8.11
HCM Lane V/C Ratio	0.536	2.174	1.615	0.093	1.64	0.763	0.12
HCM Control Delay	20.8	67.8	73	11.3	73.2	32.4	14.5
HCM Lane LOS	C	F	F	B	F	D	B
HCM 95th-tile Q	3.1	13.5	12.6	0.3	12.6	6.6	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	10	20	10
Future Vol, veh/h	0	10	20	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	22	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.5
HCM LOS	B

Lane

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	670	960	520	290	450	450
Future Volume (veh/h)	670	960	520	290	450	450
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	728	1043	565	315	489	489
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	522	1122	491	417	507	452
Arrive On Green	0.29	0.60	0.26	0.26	0.29	0.29
Sat Flow, veh/h	1774	1863	1863	1583	1774	1583
Grp Volume(v), veh/h	728	1043	565	315	489	489
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1583	1774	1583
Q Serve(g_s), s	26.5	45.6	23.7	16.5	24.5	25.7
Cycle Q Clear(g_c), s	26.5	45.6	23.7	16.5	24.5	25.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	522	1122	491	417	507	452
V/C Ratio(X)	1.39	0.93	1.15	0.76	0.97	1.08
Avail Cap(c_a), veh/h	522	1122	491	417	507	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	16.2	33.2	30.5	31.7	32.1
Incr Delay (d2), s/veh	188.6	13.3	89.6	7.7	32.2	66.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.3	27.3	24.3	8.1	16.5	27.5
LnGrp Delay(d),s/veh	220.4	29.5	122.7	38.2	64.0	98.2
LnGrp LOS	F	C	F	D	E	F
Approach Vol, veh/h		1771	880		978	
Approach Delay, s/veh		108.0	92.5		81.1	
Approach LOS		F	F		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				59.1		30.9	30.5	28.6
Change Period (Y+Rc), s				4.9		5.2	4.0	4.9
Max Green Setting (Gmax), s				54.2		25.7	26.5	23.7
Max Q Clear Time (g_c+I1), s				47.6		27.7	28.5	25.7
Green Ext Time (p_c), s				5.6		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	97.0
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	100	1310	800	20	10	10
Future Vol, veh/h	100	1310	800	20	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	1424	870	22	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	891	0	-	0	1809	446
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	929	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	757	-	-	-	70	560
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	345	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	757	-	-	-	60	560
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	295	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	757	-	-	-	268
HCM Lane V/C Ratio	0.144	-	-	-	0.081
HCM Control Delay (s)	10.6	-	-	-	19.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	380	350	470	400	230	1090
Future Volume (veh/h)	380	350	470	400	230	1090
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	413	380	511	435	250	1185
Adj No. of Lanes	1	2	1	0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	458	720	446	380	336	1170
Arrive On Green	0.26	0.26	0.48	0.48	0.10	0.63
Sat Flow, veh/h	1774	2787	931	792	3442	1863
Grp Volume(v), veh/h	413	380	0	946	250	1185
Grp Sat Flow(s),veh/h/ln	1774	1393	0	1723	1721	1863
Q Serve(g_s), s	19.4	10.1	0.0	41.3	6.1	54.1
Cycle Q Clear(g_c), s	19.4	10.1	0.0	41.3	6.1	54.1
Prop In Lane	1.00	1.00		0.46	1.00	
Lane Grp Cap(c), veh/h	458	720	0	826	336	1170
V/C Ratio(X)	0.90	0.53	0.00	1.15	0.74	1.01
Avail Cap(c_a), veh/h	537	844	0	826	503	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	27.4	0.0	22.4	37.8	16.0
Incr Delay (d2), s/veh	15.3	0.2	0.0	79.7	3.3	29.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	3.9	0.0	37.8	3.0	36.9
LnGrp Delay(d),s/veh	46.2	27.7	0.0	102.2	41.1	45.7
LnGrp LOS	D	C		F	D	F
Approach Vol, veh/h	793		946			1435
Approach Delay, s/veh	37.3		102.2			44.9
Approach LOS	D		F			D

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.8	46.2				59.0		27.2
Change Period (Y+Rc), s	4.4	4.9				4.9		4.9
Max Green Setting (Gmax), s	12.6	37.1				54.1		26.1
Max Q Clear Time (g_c+I1), s	8.1	43.3				56.1		21.4
Green Ext Time (p_c), s	0.3	0.0				0.0		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		60.1
HCM 2010 LOS		E

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	630	680	40	0	50
Future Vol, veh/h	0	630	680	40	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	685	739	43	0	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	783	0	-	0	1446	761
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	835	-	-	-	145	405
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	835	-	-	-	145	405
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	500	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	835	-	-	-	405
HCM Lane V/C Ratio	-	-	-	-	0.134
HCM Control Delay (s)	0	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	64.2
Intersection LOS	F

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	830	530	0	430	1360	0	250	90
Future Vol, veh/h	0	830	530	0	430	1360	0	250	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	902	576	0	467	1478	0	272	98
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	70.7	66.1	27.8
HCM LOS	F	F	D

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	830	530	430	1360	250	90
LT Vol	830	0	0	0	250	0
Through Vol	0	530	430	0	0	0
RT Vol	0	0	0	1360	0	90
Lane Flow Rate	902	576	467	1478	272	98
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	1	0.993	1	0.717	0.225
Departure Headway (Hd)	8.138	7.637	7.65	6.949	9.497	8.298
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	478	477	532	383	434
Service Time	5.88	5.379	5.381	4.68	7.218	6.019
HCM Lane V/C Ratio	2	1.205	0.979	2.778	0.71	0.226
HCM Control Delay	71.6	69.2	67.4	65.7	33	13.4
HCM Lane LOS	F	F	F	F	D	B
HCM 95th-tile Q	12.8	13.3	13	13.9	5.4	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	440	140	330	780	410	260
Future Volume (veh/h)	440	140	330	780	410	260
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	478	152	359	848	446	283
Adj No. of Lanes	1	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	369	117	394	1006	635	566
Arrive On Green	0.27	0.27	0.22	0.54	0.36	0.36
Sat Flow, veh/h	1356	431	1774	1863	1774	1583
Grp Volume(v), veh/h	0	630	359	848	446	283
Grp Sat Flow(s),veh/h/ln	0	1787	1774	1863	1774	1583
Q Serve(g_s), s	0.0	24.0	17.4	33.8	19.0	12.3
Cycle Q Clear(g_c), s	0.0	24.0	17.4	33.8	19.0	12.3
Prop In Lane		0.24	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	487	394	1006	635	566
V/C Ratio(X)	0.00	1.29	0.91	0.84	0.70	0.50
Avail Cap(c_a), veh/h	0	487	433	1047	635	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.0	33.4	17.1	24.3	22.1
Incr Delay (d2), s/veh	0.0	146.9	21.5	6.4	6.4	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.6	10.8	19.0	10.4	5.9
LnGrp Delay(d),s/veh	0.0	179.0	54.9	23.5	30.7	25.3
LnGrp LOS		F	D	C	C	C
Approach Vol, veh/h	630			1207	729	
Approach Delay, s/veh	179.0			32.8	28.6	
Approach LOS	F			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		35.5	23.6	29.0				52.6
Change Period (Y+Rc), s		4.0	4.0	5.0				5.0
Max Green Setting (Gmax), s		31.5	21.5	24.0				49.5
Max Q Clear Time (g_c+I1), s		21.0	19.4	26.0				35.8
Green Ext Time (p_c), s		1.4	0.2	0.0				9.9

Intersection Summary	
HCM 2010 Ctrl Delay	67.5
HCM 2010 LOS	E

APPENDIX P

YEAR 2035 (HORIZON YEAR) & YEAR 2035 (HORIZON YEAR) + PROJECT FREEWAY ANALYSIS CALCULATION SHEETS

YEAR 2035 FREEWAY SEGMENT OPERATIONS

AM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Peak Hour Volume AM	V/C AM	LOS AM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	225,270	0.0889	0.5381	0.963	11,185	0.847	D
	SB Mainlines	4M+ 2A	10,400	225,270	0.0893	0.4619	0.963	**9,648**	**0.928**	**E**
South of I-8	NB Mainlines	3M+ 1A	7,200	211,460	0.0737	0.5170	0.97	**8,309**	**1.154**	**F(0)**
	SB Mainlines	4M	8,000	211,460	0.0732	0.4830	0.97	**7,707**	**0.963**	**E**
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	238,250	0.0633	0.4724	0.972	7,326	0.916	D
	WB Mainlines	4M+ 1A	9,200	238,250	0.0627	0.5276	0.972	8,104	0.881	D
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	229,840	0.0666	0.4836	0.972	7,613	0.828	D
	WB Mainlines	4M+ 1A	9,200	229,840	0.0634	0.5164	0.972	7,742	0.842	D

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2035 volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2035 volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

YEAR 2035 FREEWAY SEGMENT OPERATIONS

PM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Peak Hour Volume PM	V/C PM	LOS PM
SR 163										
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	225,270	0.0827	0.5210	0.963	10,080	0.764	C
	SB Mainlines	4M+ 2A	10,400	225,270	0.0825	0.4790	0.963	9,241	0.889	D
South of I-8	NB Mainlines	3M+ 1A	7,200	211,460	0.0825	0.5214	0.97	**9,382**	**1.303**	**F(1)**
	SB Mainlines	4M	8,000	211,460	0.0828	0.4786	0.97	**8,639**	**1.080**	**F(0)**
I-8										
West of Hotel Circle	EB Mainlines	4M	8,000	238,250	0.0689	0.4631	0.972	**7,822**	**0.978**	**E**
	WB Mainlines	4M+ 1A	9,200	238,250	0.0692	0.5369	0.972	**9,103**	**0.989**	**E**
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	229,840	0.0809	0.5089	0.972	**9,732**	**1.058**	**F(0)**
	WB Mainlines	4M+ 1A	9,200	229,840	0.0720	0.4911	0.972	8,360	0.909	D

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline ·
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2035 volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2035 volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

YEAR 2035 + PROJECT FREEWAY SEGMENT OPERATIONS

AM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			Total ADT	Peak Hour % (K) AM	Dir Split (D) AM	Truck Factor	Total Peak Hour AM	V/C AM	V/C DELTA	LOS AM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	225,400	0.0890	0.5381	0.963	11,214	0.850	0.002	D	
	SB Mainlines	4M+ 2A	10,400	225,400	0.0890	0.4619	0.963	9,625	**0.925**	**-0.002**	**E**	No
South of I-8	NB Mainlines	3M+ 1A	7,200	211,200	0.0734	0.5170	0.97	8,268	**1.148**	**-0.006**	**F(0)**	No
	SB Mainlines	4M	8,000	211,200	0.0734	0.4830	0.97	7,723	**0.965**	**0.002**	**E**	No
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	238,000	0.0629	0.4724	0.972	7,276	0.910	-0.006	D	
	WB Mainlines	4M+ 1A	9,200	238,000	0.0629	0.5276	0.972	8,127	0.883	0.002	D	
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	229,800	0.0651	0.4836	0.972	7,686	0.835	0.008	D	
	WB Mainlines	4M+ 1A	9,200	229,800	0.0651	0.5164	0.972	7,742	0.842	0.000	D	

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2035 + P volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2035 + P volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

YEAR 2035 + PROJECT FREEWAY SEGMENT OPERATIONS

PM Peak Hour

Freeway and Segment	Direction, Number of Lanes & Capacity			Total ADT	Peak Hour % (K) PM	Dir Split (D) PM	Truck Factor	Total Peak Hour PM	V/C PM	V/C DELTA	LOS PM	
SR 163												
Friars Road to I-8	NB Mainlines	4M+2CD+1A	13,200	225,400	0.0826	0.5210	0.963	10,069	0.763	-0.001	C	
	SB Mainlines	4M+ 2A	10,400	225,400	0.0826	0.4790	0.963	9,258	0.890	0.002	D	
South of I-8	NB Mainlines	3M+ 1A	7,200	211,200	0.0826	0.5214	0.97	9,380	**1.303**	**0.000**	**F(1)**	NO
	SB Mainlines	4M	8,000	211,200	0.0826	0.4786	0.97	8,610	**1.076**	**-0.004**	**F(0)**	NO
I-8												
West of Hotel Circle	EB Mainlines	4M	8,000	238,000	0.0690	0.4631	0.972	7,824	**0.978**	**0.000**	**E**	NO
	WB Mainlines	4M+ 1A	9,200	238,000	0.0690	0.5369	0.972	9,070	**0.986**	**-0.004**	**E**	NO
Hotel Circle to SR 163	EB Mainlines	4M+ 1A	9,200	229,800	0.0714	0.5089	0.972	9,674	**1.052**	**-0.006**	**F(0)**	NO
	WB Mainlines	4M+ 1A	9,200	229,800	0.0714	0.4911	0.972	8,360	0.909	0.000	D	

Notes:
1. Capacity calculated at 2000 ADT per main line lane, 2000 ADT collector distributor lane and 1200 ADT per aux lane (M: Mainline, CD: Collector Distributor A: Aux. Ex. 4M+2A=4 Mainline + 2 Aux)
2. Peak Hour Percentage (K) = ((Truck Factor)(Peak Hour Volume))/((D)(ADT)) were derived from Year 2035 + P volumes.
3. Direction Split (D) = (Corresponding Peak Hour Volume)/(Sum of Peak Hour Volume in both directions) were derived from Year 2035 + P volumes
4. Truck Factor from "2014 Annual Average Daily Truck Traffic on the California State Highway System".
5. V/C = ((ADT)(K)(D)/Truck Factor/Capacity)

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

APPENDIX Q

EXISTING CONVENTION PARKING DEMAND

Table A

Wednesday, September 30, 2015 Parking Demand Counts

Time	Atlas Underground Garage	Surface Lot (behind RPT)	Surafce Lot 2 (behind RPT)	Regency Parking Structure	Total Parking Demand	% Occupied
7:00 a.m. - 8:00 a.m.	31	45	11	16	103	12.12%
8:00 a.m. - 9:00 a.m.	44	60	18	19	141	16.59%
9:00 a.m. - 10:00 a.m.	54	81	18	21	174	20.47%
10:00 a.m. - 11:00 a.m.	**60**	**88**	**18**	**20**	**186**	**21.88%**
11:00 a.m. - 12:00 p.m.	64	80	18	19	181	21.29%
12:00 p.m. - 1:00 p.m.	60	75	19	21	175	20.59%
1:00 p.m. - 2:00 p.m.	57	69	19	19	164	19.29%
2:00 p.m. - 3:00 p.m.	55	71	17	19	162	19.06%
3:00 p.m. - 4:00 p.m.	48	71	14	16	149	17.53%
4:00 p.m. - 5:00 p.m.	43	76	13	17	149	17.53%

General Notes:

RPT – Royal Palm Towers

1. Highlight row shows peak parking observed.

<u>Parking Rate Calculation</u>

Peak Demand = 186 spaces

Convention space occupied = 159,211

Parking rate calculated = 1.16 spaces/ 1,000 SF

From: Medina, Reuben [mailto:rmedina@destinationhotels.com]
Sent: Friday, September 25, 2015 11:36 AM
To: Shankar Ramakrishnan
Cc: Majcher, Todd
Subject: RE: Existing Parking Analysis

Hi Shankar,

We are scheduled to use approximately 159,211 square feet of meeting space on the 30th, which would be 74.8% of the available space we have. I have highlighted the space that will be used. You will see some variances from the figures since a percentage of a room will be used, such as 4 out of the 6 rooms of the Royal Palm Ballroom will be used. Please let me know if you have any questions or if there is anything I can do to help.

	Convention Facilities					
30	Atlas Ballroom	Two Floors	83,054	1970	Ballroom	A-3
31	Golden Pacific Ballroom	One Floor	40,361	1975	Ballroom	A-3
32	Meeting House Conf. Center	One Floor	9,250	1953	Meeting	A-3
33	Royal Palm Ballroom	One Floor	4,382	1970	Conference	A-3
34	Regency Ballroom	One Floor	8,982	1967	Conference	A-3
35	Garden Ballroom	2nd Floor	6,472	1967	Ballroom	A-3
36	Ascot, Brittany, Clarendon, Eaton & Fairfield	One Floor	2,404	1967	Ballroom	A-3
37	Le Chanticleer/Regency Twr	Ninth Floor	3,752	1969	Exhibition Hall	A-3
38	Le Sommet/Regency Twr	Ninth Floor	577	1969	Exhibition Hall	A-3
39	Windsor Rose/Regency Twr	Ninth Floor	1,928	1969	Exhibition Hall	A-3
40	Grand Exhibit Hall	One Floor	49,340	2007	Exhibition Hall	A-3
41	Lexington Rooms	One Floor	360	1953	Meeting	A-3
42	Dover, Stratford	One Floor	1,200	1953	Meeting	A-3
43	Tiki Pavilion	One Floor	2,700	Unknown	Meeting	A-2
		TOTAL	**212,762**			

THANK YOU,
REUBEN MEDINA
DIRECTOR OF ROOMS | TOWN AND COUNTRY RESORT & CONVENTION CENTER
500 Hotel Circle North San Diego, CA 92108
Office: 619-502-7064 | Email: rmedina@destinationhotels.com
DESTINATIONHOTELS.COM


09.30.2015 10:32


STOP
09.30.2015 10:32


09.30.2015 10:37


09.30.2015 10:37

APPENDIX R

TECHNICAL RESEARCH- HOTEL PARKING RATES

- *Safety:* Do not provide a diving board; include slip-free deck surface, depth markings, underwater lighting, safety or "pool rules" signage.
- *Wading pool, whirlpool:* Include additional pools within view of the swimming pool but slightly separated.
- *Indoor pool:* Design either operable roof or glass walls to provide direct sunlight and ventilation.

Spa and Health Club

A second major component of hotel recreational facilities is the spa or, in smaller properties, the health club, a feature that for many types of hotel has become more central than the pool. The focus of the spa is on the guest's experience, and introduces unique images, sounds (flowing water or music), scents (aromatherapy), and more to soothe and relax the individual. At a destination resort, there might be as many as one treatment room for every five guestrooms, dropping to one to every 50 or 100 in urban locations. In contrast, a simple health club may feature little more than a combination of exercise equipment (such as Nautilus or Universal machines) and such specialized facilities as whirlpool baths, steam rooms, and saunas. Larger complexes may add a unisex hair salon, a multi-purpose room for aerobic exercise—even racquetball courts. The spa at the Terranea Resort in Southern California is representative of how a medium-size, upscale resort property can cater to guests and the local community. Its 20,000 sq ft (1,850 sq m) spa, not including the adjoining fitness center and pool, has 23 treatment rooms for about 380 hotel guestrooms, plus many casitas and golf villas. See the further discussion of spa facilities in the discussion of resort hotels in Chapter 7. The following items should be considered during the planning phase:

- *Location:* Plan the spa so that guests can reach it directly from the guestroom elevators, and local members have access from the street or parking area, without passing through the hotel lobby.
- *Program:* Include the following, depending on the market:
  - Reception area with attendant
  - Retail sales area
  - Salon
  - Lockers, showers, and toilets
  - Exercise room
  - Sauna, steam room, and whirlpool
  - Treatment rooms
  - Relaxation lounges
  - Spa café and support areas
- *Adjacencies:* Plan the complex with the control area and lounge most visible, and with the private functions either shared (exercise room) or back-to-back (saunas and restrooms).

Parking

The provision of sufficient parking can be a crucial element in both the budgeting and conceptual planning, for a hotel or motel. And its design often influences the guest's first and last impressions of the property. Roadside inn developers know they must provide

Table 17.12 Parking needed for different types of hotel

Hotel type	Number of spaces/room	Comment
Business (downtown)	0.4–0.8	Assumes limited function space
Boutique hotel	0.3–0.8	Higher factor in resort areas
Suburban hotel	1.2–1.4	Heavy local meeting and banquet use
Airport hotel	0.6–1.0	Moderate rental-car use
Roadside inn	1.0–1.2	Very limited local banquet and F&B use
Resort (all types)	0.2–1.4	Varies by market, location, and proximity to urban centers or major attractions
Convention hotel	0.8–1.4	Regional convention hotels need more parking
Conference center	1.0–1.3	If full house, minimum local use
Condominium hotel	1.2–2.0	May need two spaces/condominium
All-suite hotel	0.8–1.2	Limited F&B and function areas
Super-luxury hotel	1.0–1.2	Limited function areas
Mega-hotel	1.0–1.2	Limited local business; high rental-car use
Mixed-use hotel	0.6–1.2	Highly variable depending on other activities
Casino hotel	0.8–2.0	Varies by location (for example, Atlantic City requires extensive bus parking)

Land Use: 310
Hotel

Description

Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants; cocktail lounges; meeting and banquet rooms or convention facilities; limited recreational facilities (pool, fitness room); and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320) and resort hotel (Land Use 330) are related uses.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at the urban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.3 spaces per room for suburban sites (12 study sites) and 1.0 space per room for urban sites (two study sites).

Some of the submitted studies provided information on the size of the supporting facilities. For example, seven of the study sites reported the presence of convention facilities and two of these seven sites reported meeting or banquet rooms with capacities of 1,300 and 4,100 seats. As another example, five of the study sites reported the presence of a restaurant with an average capacity of 300 seats. However, none of the studies indicated the level of activity at these supporting facilities during observations (such as full, empty, partially active and number of people attending a meeting/banquet).

Weekday parking demand data were provided for five urban study sites. Transit services were available within three blocks of all the urban sites. The average size of the study sites was 458 rooms. The average peak period parking demand was 0.64 vehicles per occupied room. The weekday peak period occurred between 7:00 and 9:00 a.m., between 12:00 and 1:00 p.m. and between 8:00 and 9:00 p.m. Due to disjointed data sets with counts spread over several discontinuous time periods, a plot was not created for the parking demand of the urban study sites.

Saturday peak period parking demand for the urban sites was 0.90 vehicles per occupied room (two sites) and the Saturday peak period occurred between 8:00 and 9:00 p.m.

Although the weekend database was limited, it indicated that Saturday peak parking demand was higher than on weekdays for the suburban sites. Four suburban study sites provided both Saturday and weekday parking demand data; Saturday parking demand rates at these sites averaged 70 percent higher than the weekday rates. It should be noted that all four sites included significant supporting facilities (restaurants, lounges, meeting space), which may be more active on weekends. Two urban study sites provided both Saturday and weekday parking demand data; Saturday parking demand rates at these sites were not higher than the weekday rates. The Saturday parking demand rates averaged 8 percent lower than the weekday rates.

understanding the general seasonality of conventions and trade shows.

Employees present at the peak hour on design days range from 1.5 percent to 5 percent;[15] 2.5 percent of the nominal attendance on the design day has been used for this book. With 1.2 persons per car and a small effective supply factor, the recommended ratio for employees is 0.5 spaces/ksf. The overall ratio for convention centers (both exhibition space and meeting rooms) is therefore 6.0 spaces/ksf.

Figure 4-16 presents the seasonality of attendance for all three facilities. One key conclusion is that the seasonality of convention center parking demand will vary and is especially driven by when annual consumer shows are scheduled. If an existing convention center is a key driver of activity in a shared parking analysis, its calendar should be evaluated for seasonality. In the absence of any reliable data, recommended monthly factors based on the seasonality of these three facilities are shown in the graph.

Hotels

Parking Generation has summarized observed parking generation on a per-guest-room basis for five different hotel types. One of the unfortunate limitations of the data, however, is that there are relatively small samples in some subcategories, as well as wide variations in the proportions of guest rooms, restaurants, and meeting/banquet and conference space within each type. As shown in Table 4-15, one of the significant differences noted in the data is that hotels in resort locations had peak parking needs during the daytime on weekdays rather than late at night. Some of the hotels in the full-service category apparently also had peak parking accumulations in the daytime. It is not known, however, whether the ITE data points for those sites were only collected in the daytime, and thus whether the peak hour for each site truly occurred in the daytime.

Land use 310 "hotel" as defined by *Parking Generation* is a full-service establishment with restaurants and cocktail

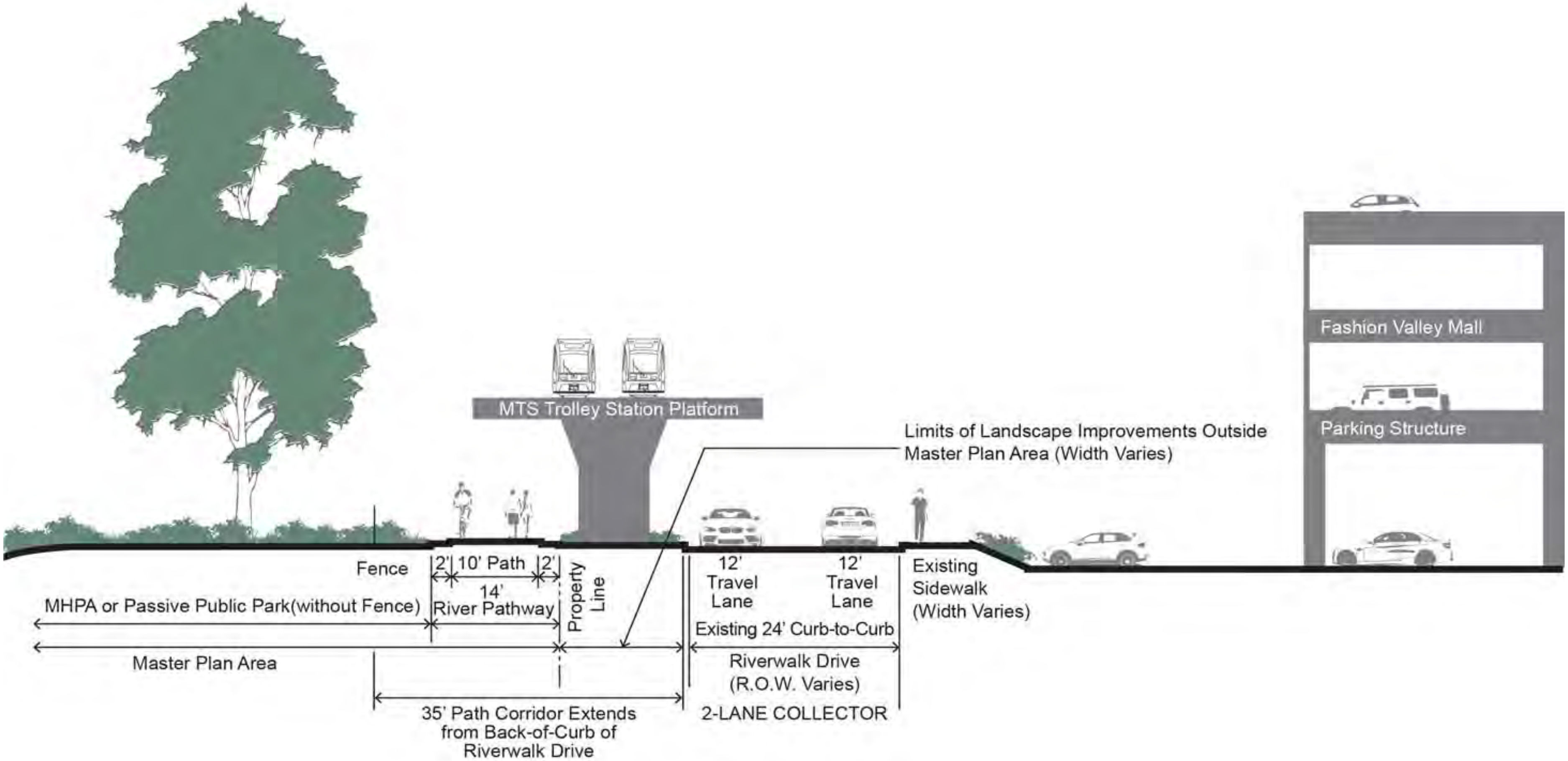
Table 4-15 Parked Vehicles per Hotel Guest Room

	Hotel (310)	Business (312)		Motels (320)	Resort (330)
	Weekdays	Weekdays	Saturdays	Weekdays	Weekdays
Sites	14	3	3	5	3
Peak Hour	Varies	11 p.m.	Midnight	Varies	Daytime
Range	0.6-1.9	0.57-0.74	0.58-0.75	0.76-1.1	0.95-2.16
85th Percentile	1.14	0.71	0.72	1.02	1.86
Average	0.91	0.6	0.66	0.9	1.42

Source: ITE, *Parking Generation*, 3rd ed.

APPENDIX S

CONCEPTUAL FEASIBILITY DRAWINGS



Source Linscott, Law & Greenspan; Burton Studio; AECOM 2015

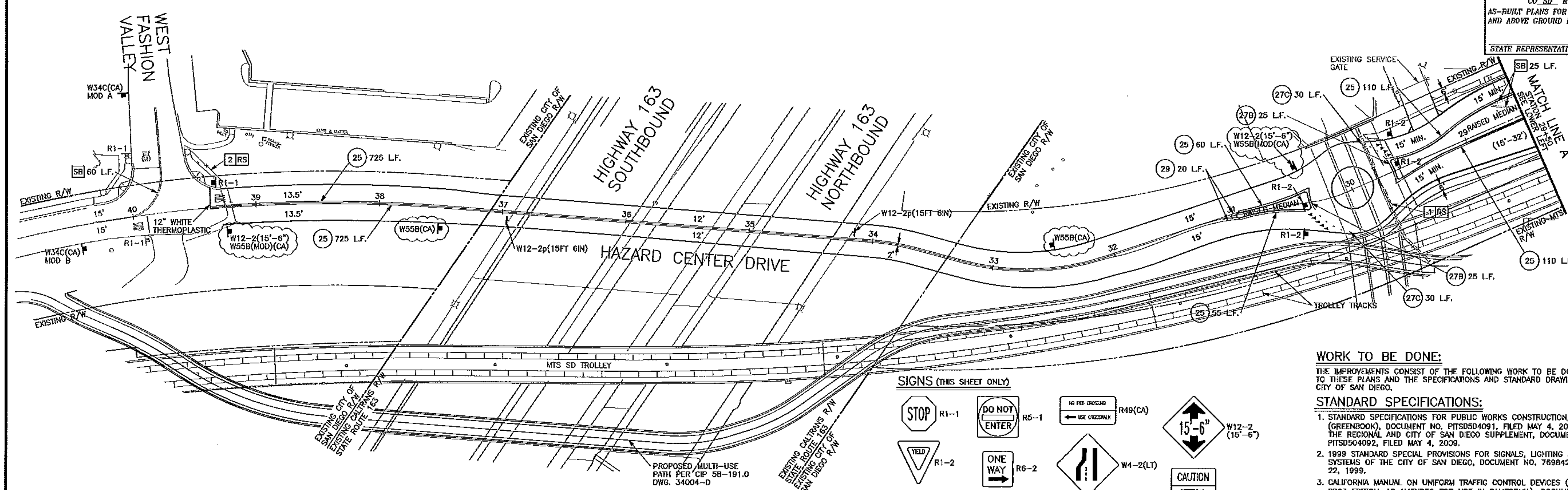
Figure 3-9

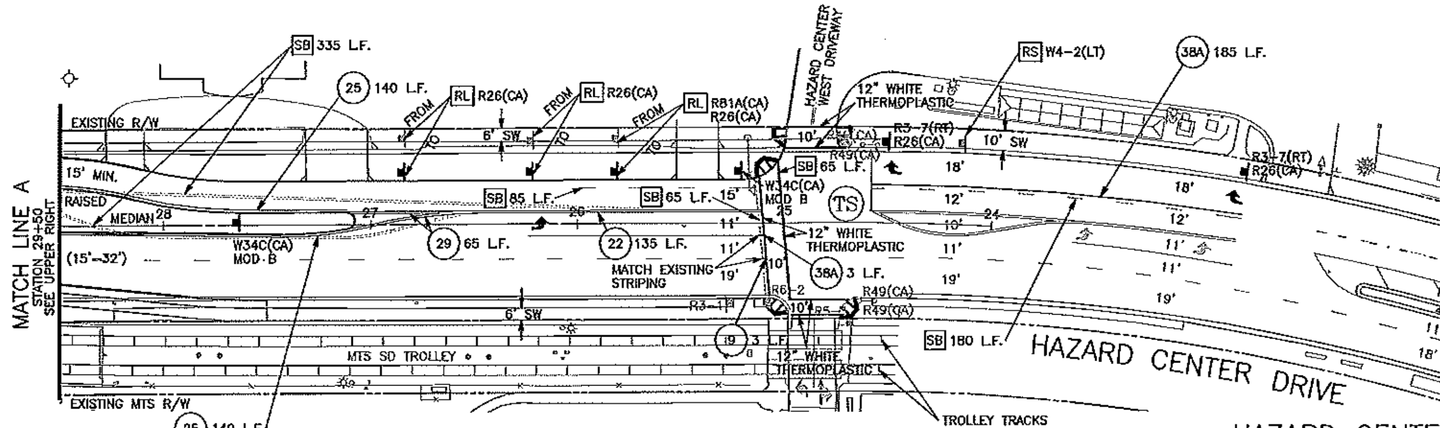
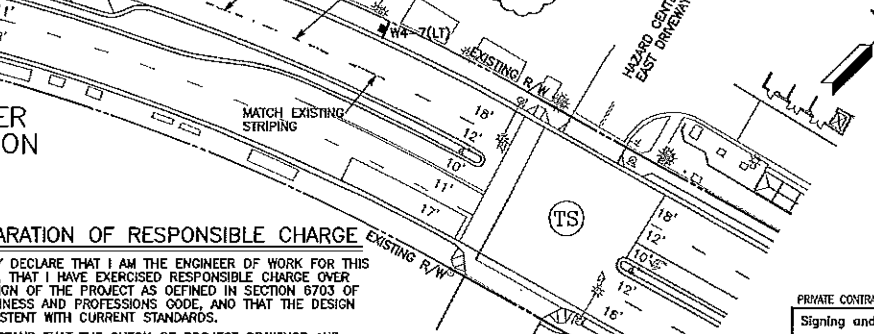
RIVERWALK DRIVE PROPOSED CROSS SECTION

Riverwalk Drive - East of Avenida Del Rio

PERMIT NUMBER 11-
CO SD RTE 163 PM 4.3
AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES

STATE REPRESENTATIVE DATE



WORK TO BE DONE:

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF SAN DIEGO.

STANDARD SPECIFICATIONS:

1. STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2009 EDITION (GREENBOOK), DOCUMENT NO. PITS0504091, FILED MAY 4, 2009, INCLUDING THE REGIONAL AND CITY OF SAN DIEGO SUPPLEMENT, DOCUMENT NO. PITS0504092, FILED MAY 4, 2009.
2. 1999 STANDARD SPECIAL PROVISIONS FOR SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS OF THE CITY OF SAN DIEGO, DOCUMENT NO. 769842, FILED OCTOBER 22, 1999.
3. CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FHWA'S MUTCD 2003 EDITION, AS AMENDED FOR USE IN CALIFORNIA), DOCUMENT NO. AEC1231064, FILED DECEMBER 31, 2006.
4. STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, DOCUMENT NO. AEC0925062, FILED SEPTEMBER 25, 2006.

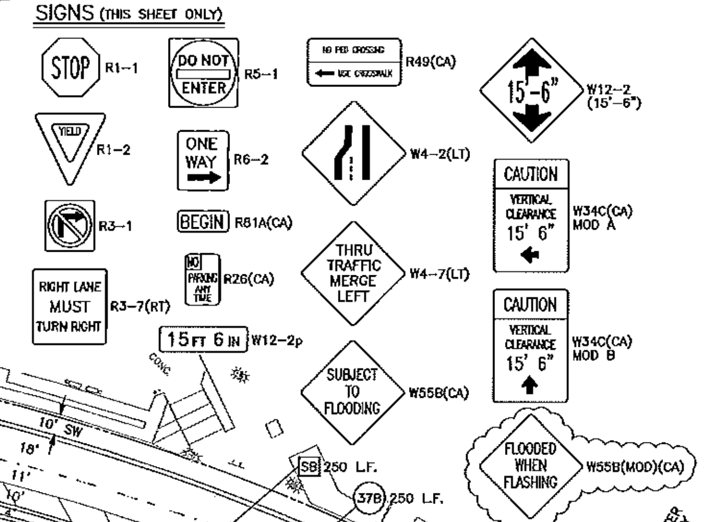
STANDARD DRAWINGS

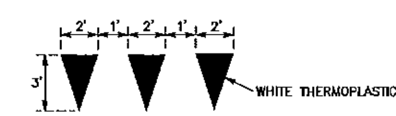
1. CITY OF SAN DIEGO STANDARD DRAWINGS, INCLUDING ALL REGIONAL STANDARD DRAWINGS, DOCUMENT NO. AEC1231063, FILED DECEMBER 31, 2006.
2. STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD PLANS, DOCUMENT NO. AEC0925061, FILED SEPTEMBER 25, 2006.

CONSTRUCTION NOTES (THIS SHEET ONLY)

1. CONTRACTOR SHALL REMOVE ALL EXISTING BARRICADES AND SIGNS.
2. CONTRACTOR SHALL REMOVE ALL EXISTING FENCE.

SIGNS (THIS SHEET ONLY)





DETAIL "B" - YIELD LINE
NOT TO SCALE

STRIPING AND SIGNING GENERAL NOTES (THIS SHEET ONLY)

1. INSTALLATION OF ALL STRIPING, SIGNS AND PAVEMENT MARKERS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. ALL STRIPING AND SIGNING SHALL CONFORM TO THE MOST RECENTLY ADOPTED EDITION OF THE FOLLOWING MANUALS:
   - CITY OF SAN DIEGO STANDARD DRAWINGS, INCLUDING ALL REGIONAL STANDARD DRAWINGS, DOCUMENT NO. AEC1231063, FILED DECEMBER 31, 2006.
   - CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FHWA's MUTCD 2003 EDITION AS AMENDED FOR USE IN CALIFORNIA), DOCUMENT NO. AEC1231064, FILED DECEMBER 31, 2006.
   - STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2009 EDITION (GREENBOOK), DOCUMENT NO. PITS0504091, FILED MAY 4, 2009, INCLUDING THE REGIONAL AND CITY OF SAN DIEGO SUPPLEMENT, DOCUMENT NO. PITS0504092, FILED MAY 4, 2009.
3. ALL SIGNING AND STRIPING IS SUBJECT TO THE APPROVAL OF THE CITY ENGINEER PRIOR TO INSTALLATION AND/OR REMOVAL.
4. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING STRIPING, PAVEMENT MARKINGS AND LEGENDS BY SANDBLASTING AND/OR GRINDING. ANY DEBRIS SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
5. SIGN POSTS SHALL BE INSTALLED WITH SQUARE PERFORATED STEEL TUBING WITH BREAKAWAY BASE PER CITY OF SAN DIEGO STANDARD DRAWING M-45.
6. ALL RAISED MEDIAN NOSES SHALL BE PAINTED YELLOW.
7. ALL SIGNS SHOWN ON THE STRIPING AND SIGNING PLANS SHALL BE NEW SIGNS PROVIDED AND INSTALLED BY THE CONTRACTOR, EXCEPT FOR EXISTING SIGNS SPECIFICALLY INDICATED TO BE RELOCATED OR TO REMAIN.
8. STRIPED CROSSWALKS SHALL HAVE AN INSIDE DIMENSION OF 10 FEET UNLESS INDICATED OTHERWISE.
9. ALL LIMIT LINES/STOP LINES, CROSSWALK LINES, PAVEMENT LEGENDS, AND ARROWS (EXCEPT WITHIN BIKE LANES) SHALL BE THERMOPLASTIC.
10. THE CONTRACTOR SHALL NOTIFY THE CITY TRAFFIC ENGINEER AT (858)495-4741 A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO AND UPON COMPLETION OF STRIPING AND SIGNING.

LEGEND (THIS SHEET ONLY)

- EXISTING STRIPING TO BE REMOVED
- EXISTING STRIPING
- EXISTING ROADSIDE SIGN
- PROPOSED ROADSIDE SIGN
- EXISTING PAVEMENT LEGEND
- INSTALL TYPE IV(L) PAVEMENT ARROW AS INDICATED
- INSTALL "STOP" PAVEMENT LEGEND AS INDICATED
- PROPOSED STRIPING
- SB: REMOVE CONFLICTING EXISTING STRIPING BY SANDBLASTING. ALL DEBRIS SHALL BE REMOVED BY THE END OF EACH WORK DAY.
- RS: REMOVE AND SALVAGE
- XX: PROPOSED PAVEMENT STRIPING PER CALTRANS STRIPING DETAILS. SEE STANDARD PLAN A20A THRU A20D.
- TS: TRAFFIC SIGNAL

40 0 40 80 80 100

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

ENGINEER OF WORK

JOHN P. KEATING R.C.E. 43595 DATE

LINSCOTT, LAW & GREENSPAN, ENGINEERS
4542 Ruffner Street, Suite 100
San Diego, Ca 92111
(858)300-8800 (858)300-8810 (FX)

REGISTERED PROFESSIONAL ENGINEER JOHN P. KEATING 43595 Exp. Dec. 31, 2010 CIVIL STATE OF CALIFORNIA

LLG 3-086356.1	STR-6356.DWG	6/1/10
Designed By: JSM	Drawn By: DVS	Checked By: JPK

PRIVATE CONTRACT

Signing and Striping Plan for:

HAZARD CENTER DRIVE

CITY OF SAN DIEGO, CALIFORNIA
DEVELOPMENT SERVICES DEPARTMENT
SHEET 26 OF 42 SHEETS

I.O. NO. 23400834
PROJECT NO. 2763
V.T.M. 85-0362

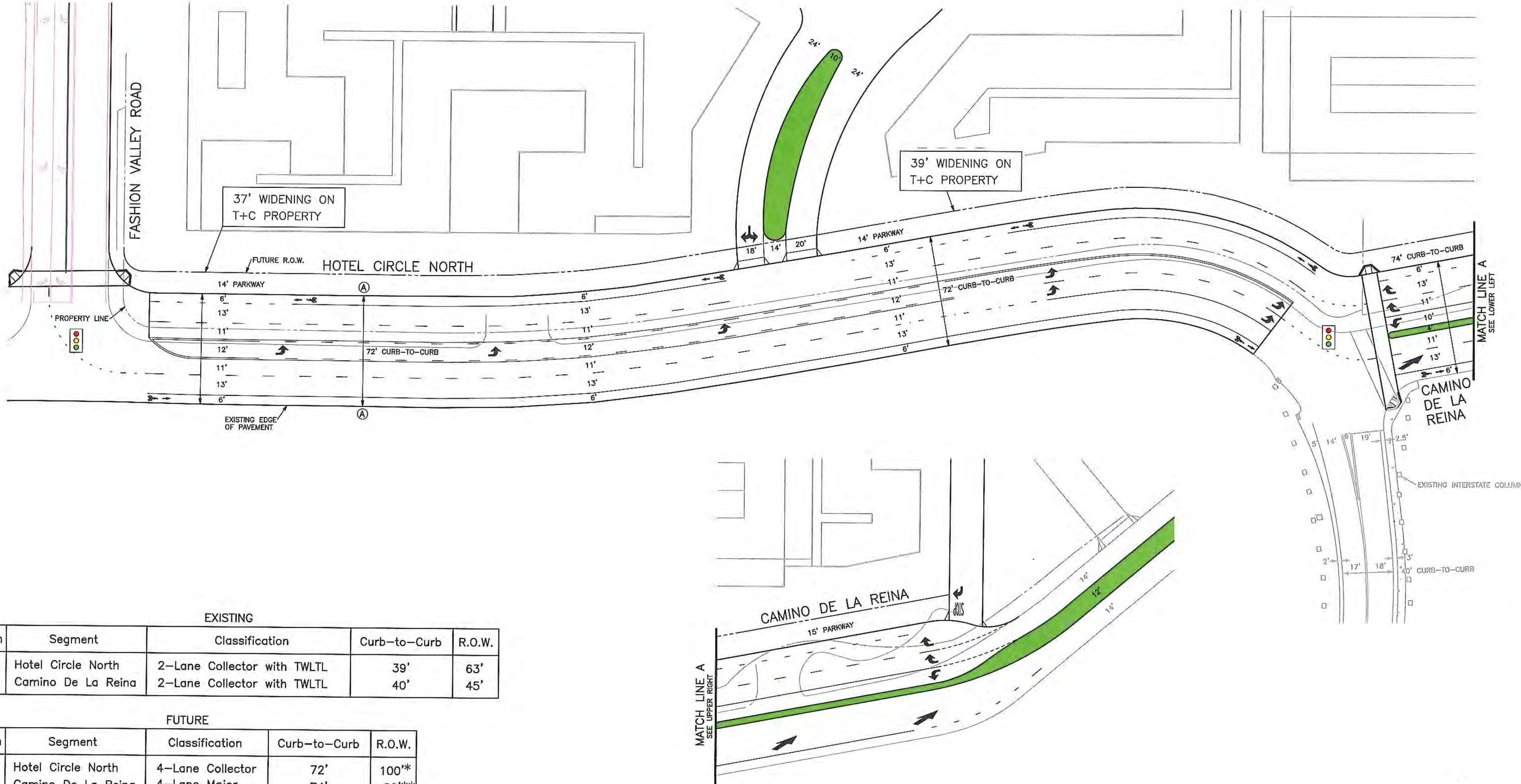
FOR CITY ENGINEER DATE

DESCRIPTION	BY	APPROVED	DATE	FILMED
ORIGINAL	LLG			

AS-BUILTS
CONTRACTOR DATE STARTED
INSPECTOR DATE COMPLETED

1858-6279 NAD83 COORDINATES
210-1719 LAMBERT COORDINATES

30837-26-D



EXISTING

Section	Segment	Classification	Curb-to-Curb	R.O.W.
Ⓐ-Ⓐ	Hotel Circle North	2-Lane Collector with TWLTL	39'	63'
Ⓑ-Ⓑ	Camino De La Reina	2-Lane Collector with TWLTL	40'	45'

FUTURE

Section	Segment	Classification	Curb-to-Curb	R.O.W.
Ⓐ-Ⓐ	Hotel Circle North	4-Lane Collector	72'	100'*
Ⓑ-Ⓑ	Camino De La Reina	4-Lane Major	74'	89'**

*14' parkway on Caltrans side + 14' parkway on development side.
**15' parkway on development side.

NOTES:

This alternative assumes the widening of Hotel Circle North and Camino De La Reina by the Town and Country project to its ultimate classification per the Mission Valley Community Plan.

CONCEPTUAL ONLY

REV. 3/10/2016

LINSCOTT LAW & GREENSPAN engineers

Figure A

Mid-Block Alternative

TOWN AND COUNTRY MASTER PLAN

NOTES:

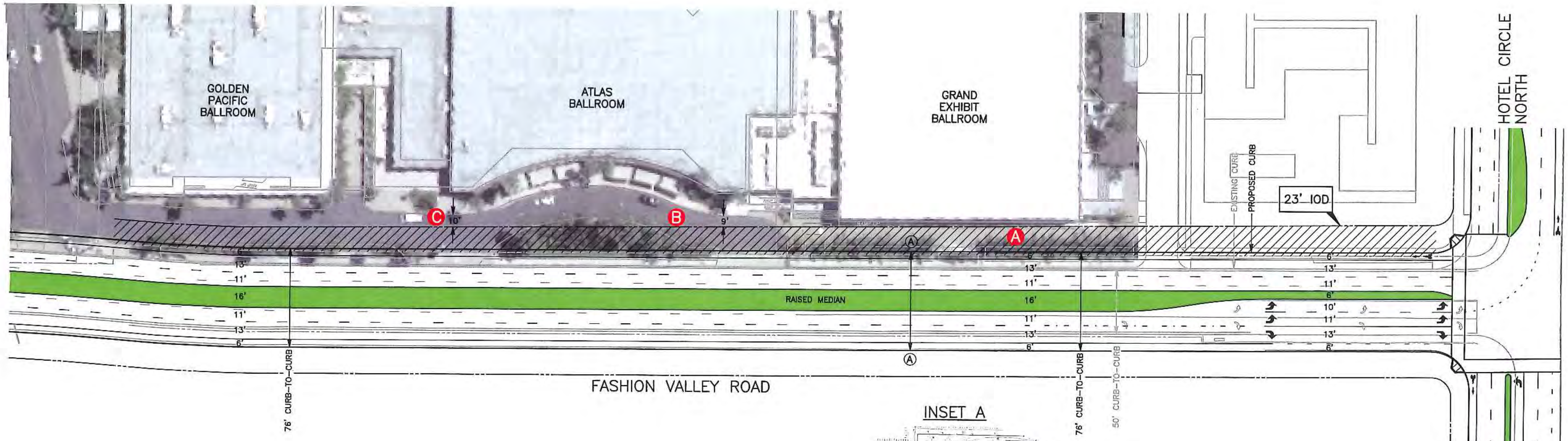
A – Eliminates the 12' ramped space fronting Grand Exhibit Ballroom space. The 12' wide ramped space is the legal means of egress and connot be changed.

The code required Town and Country Resort to build this building in 2006 above base flood elevation and forced the finish floor of the Hall to be 3.7' above the sidewalk and 4' above the street (See Inset A).

This grade change and the space to handle the occupant load that exit onto the 12" wide space before the stair and ramps to the public way is required and cannot be changed due to the occupancy load of the ballroom (See next page).

B – Reduction of drop-off space and substandard lane widths at the Atlas Ballroom

C – Elimination of internal two-way drive aisle at Golden Pacific Ballroom



EXISTING

Section	Segment	Classification	Curb-to-Curb	R.O.W.
Ⓐ-Ⓐ	Fashion Valley Road	4-Lane Collector	50'	62'*

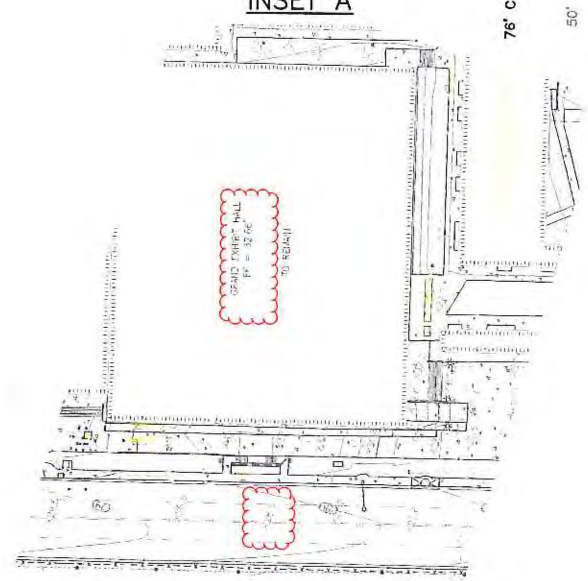
FUTURE

Section	Segment	Classification	Curb-to-Curb	R.O.W.
Ⓐ-Ⓐ	Fashion Valley Road	4-Lane Major	76'	116'**

*10' parkway on east side + 2' parkway on west side.
**20' parkway on both sides per Major roadway standards.

NOTE:
This exhibit shows the half-width widening and irrevocable offer of dedication (IOD) of Fashion Valley Road to 4-lane Major standards per the current Mission Valley Community Plan.

INSET A

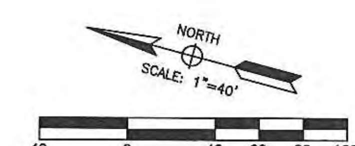


Grand Exhibit Hall Plan With Topography
NOT TO SCALE

FINISH FLOOR OF GRAND EXHIBIT HALL = 32.66
AVERAGE GRADE OF SIDEWALK ON FASHION VALLEY ROAD = 29.0

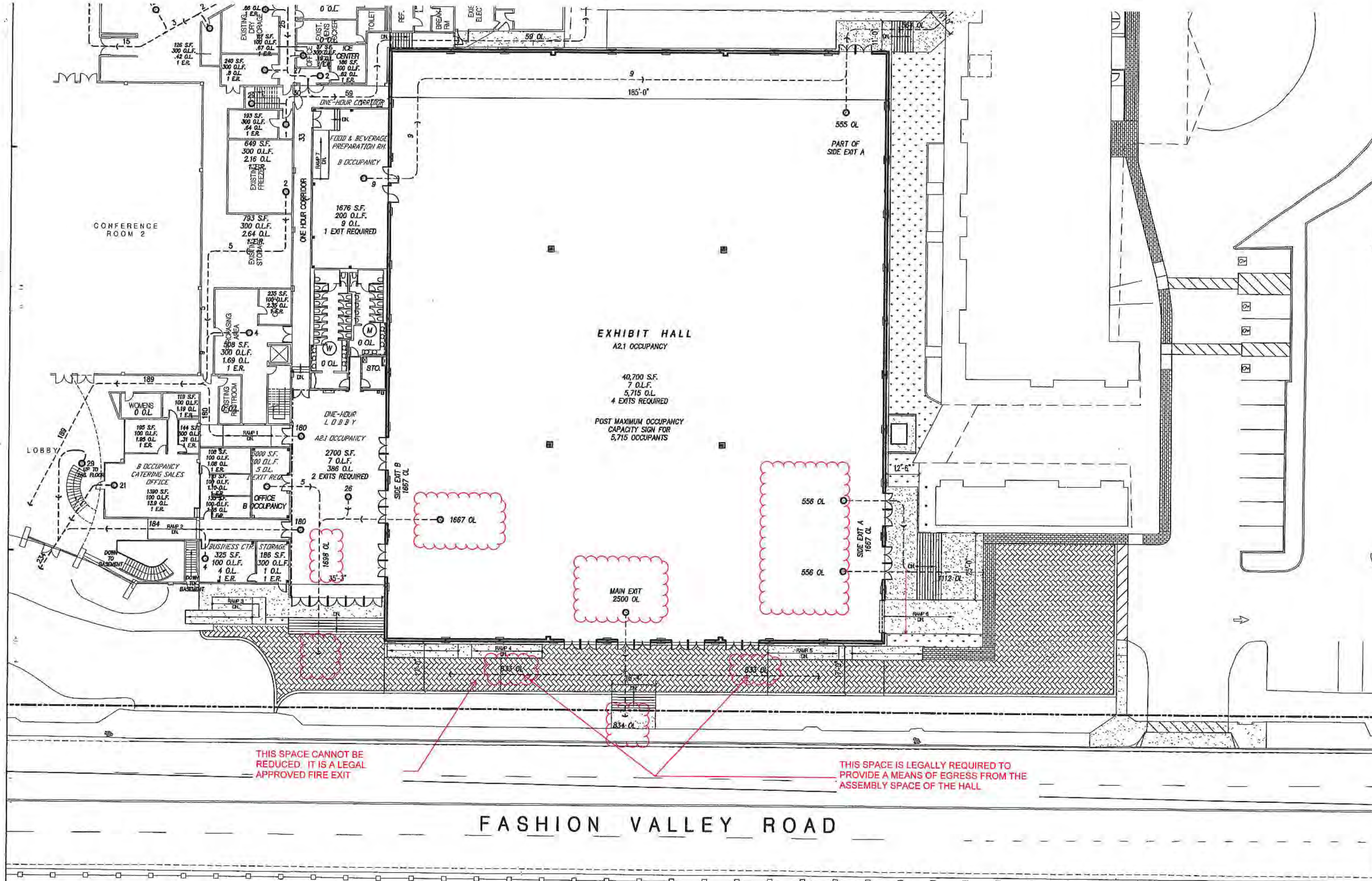
DIFFERANCE IN ELEVATION THAT PERSONS HAVE TO TRANSITION VERTICALLY TO A PUBLIC WAY IN A FIRE = 3.7'

CONCEPTUAL ONLY



LINSCOTT LAW & GREENSPAN engineers

Figure A
Four Lane Major - Fashion Valley Road



MEANS OF EGRESS - 1ST FLOOR PLAN

SCALE: 1"=20'

TABLE 6A FOR TYPE I F.R. CONSTRUCTION; SEE ALSO CHAPTER 3 FOR EXTERIOR WALL AND OPENING PROTECTION EXCEPTIONS.

BEARING WALLS - EXTERIOR	4HR.
BEARING WALLS - INTERIOR	3HR.
NONBEARING WALLS - EXTERIOR	4HR.
STRUCTURAL FRAME	3HR.
PARTITIONS - PERMANENT	1HR.
SHAFT ENCLOSURES	2HR.
FLOORS & FLOOR-CEILINGS	2HR.
ROOFS & ROOF-CEILINGS	2HR. SEE SEC. 602.5, SEE EXCEPTION FOR EXHIBIT HALL
EXTERIOR DOORS & WINDOWS	SEE SECTION 602.3.2
STAIRWAY CONSTRUCTION	SEE SECTION 602.4

LEGEND:

ORIGIN OF EGRESS

ROUTE OF EGRESS

ONE HOUR OCCUPANCY SEPARATION

TOTAL NUMBER OF PEOPLE THAT NEED SPACE TO EXIT THE BUILDING AT FASHION VALLEY ROAD IS 5276 PEOPLE AND MUST CIRCULATE VERTICALLY IN AN UNEMCUMBERED WAY AS SHOWN ON THIS APPROVED MEAN OF EGRESS PLAN.

PUSHING INTO THE RAMPED 12' AREA OF THE PREFUNCTION SPACE WOULD NEGATE THE USE OF THE HALL AND MAKE THE BUILDING DEFUNCT FOR THE LEGAL USE THAT IT IS.

PROJECT NAME: EXHIBIT H TOWN AND ... MISS... SAN DIE...

JWDA
ARCHITECTURE/PLANNING/INTERIOR DESIGN
Joseph Wong Design Associates
2359 Fourth Avenue
San Diego, California 92101-1606
Phone (619) 233-6777 Fax (619) 237-0541

LICENSED ARCHITECT JOSEPH ON-WOO WONG No. C9136 REN. 4-30-07 STATE OF CALIFORNIA

SHEET TITLE: MEANS OF EGRESS 1ST FLR. PLAN NEW

FOR CONSTRUCTION

DATE	01-11-06
SCALE:	1" = 20'-0"
DRAWN:	MT
JOB NO.	2465
FILE NAME:	2465-N3b
SHEET	N3b

APPENDIX D-1

HISTORICAL RESOURCES TECHNICAL REPORT

HISTORICAL RESOURCE TECHNICAL REPORT FOR TOWN & COUNTRY HOTEL AND CONVENTION CENTER REDEVELOPMENT PROJECT SAN DIEGO, CALIFORNIA

Project No. 424475

Prepared for:
Lowe Enterprises
500 Hotel Circle N
San Diego, California 92108

Prepared by:
AECOM
401 W. A Street, Suite 1200
San Diego, California 92101
(619) 610-7600

Author:
M. K. Meiser, M.A.

Contributors:
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Patrick McGinnis, M.A.
Jeremy Hollins, M.A.
Monica Mello, M.A.
Cheryl Bowden-Renna, B.A.

Revised February 2016

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EXECUTIVE SUMMARY

Lowe Enterprises proposes the Town & Country Hotel and Convention Center Redevelopment Project (project) that will entail the redevelopment of the approximately 39.7-acre Town & Country site located at 500 Hotel Circle North in Mission Valley, San Diego, California. The project will include development of new residential land uses while maintaining and improving hotel and convention center uses. At the request of Lowe Enterprises, AECOM conducted cultural resources studies within the project area in support of an environmental impact report in compliance with the California Environmental Quality Act. This Historical Resource Technical Report (HRTR) addresses the built environment of the project area and was prepared following the City of San Diego's *Historical Resource Technical Report Guidelines and Requirements* (revised May 2009) provided in the Land Development Manual (City of San Diego 2009). The report includes an evaluation of the Town & Country property for potential historical resources under the designation criteria of the California Register of Historical Resources (CRHR) and the City of San Diego Historical Resources Board (HRB), and an assessment of potential impacts of project outcomes on historical resources. The historical resource study described in this report was conducted concurrently with an archaeological resource study that is documented in a separate report (AECOM 2015). This HRTR was revised after additional research was conducted pertaining to information requested by the HRB staff and in consultation with HRB staff on December 8, 2015, and on February 5, 2016.

The project is located on approximately 39.7 acres in Mission Valley. The project area includes the entire Town & Country site (Assessor's parcel nos. 437-260-18, 437-260-19, 437-260-20, 437-260-21, 437-260-27, 437-260-42, 437-260-43, 437-260-44, 437-260-45, 437-260-46, 437-260-47, 437-260-48, and 437-260-49). The project area is bounded by Hotel Circle North on the south, Fashion Valley Road on the west, Riverwalk Drive on the north, and a property line bordering the San Diego Union-Tribune property to the east. The project site is located in Pueblo Lands of the San Diego Land Grant on the La Jolla U.S. Geological Survey (USGS) 7.5-minute quadrangle map (USGS 1983). The area of potential effects for the purposes of this study is limited to the project area.

Archival research included review of files at the South Coastal Information Center at San Diego State University, the San Diego History Center, and the City of San Diego Historical Resources Board records. Other historic photographs, building records, and other materials on file at the City of San Diego and the San Diego Public Library were also reviewed. Field survey identified the Town & Country property, including 30 buildings and structures. The property was recorded on Department of Parks and Recreation 523 series forms and evaluated under the designation criteria of the CRHR and HRB.

The Town & Country property has distinct areas of historical development related to the original Town & Country Hotel buildings (1953–1962); the Town & Country Hotel expansion (1968–1970); the former 7 Inns of America/Le Baron Hotel (1966–1968); and the Convention Center (1970–1975). The areas contain several buildings exhibiting a variety of Modernist architectural influences, including Ranch, Tiki-Polynesian, Futurist, Contemporary, and Brutalist characteristics, as defined in the 2007 *San Diego Modernism Historic Context Statement* (City of

San Diego 2007). Thirty permanent buildings and structures were identified as part of the survey. In addition, several other structures located around the property were observed, including three swimming pools, gazebos, fountains, statuary, and planters.

The Town & Country property contains one resource that appears eligible under the CRHR and HRB designation criteria, the Regency Conference Center. The Regency Conference Center individually meets CRHR Criterion 3 and HRB Criterion C for its embodiment of the Futurist style, with a period of significance of 1967. The remaining buildings do not meet CRHR or HRB criteria or do not retain sufficient integrity to be eligible for listing.

As a result of proposed project activities, the Regency Conference Center will be demolished, resulting in a significant and unavoidable impact to a historical resource. Mitigation measures may be implemented to reduce the level of the significant impact, but will not result in less-than-significant impacts to these resources.

INTRODUCTION

Lowe Enterprises proposes the Town & Country Hotel and Convention Center Redevelopment Project (project) that will entail the redevelopment of the approximately 39.7-acre Town & Country site located at 500 Hotel Circle North in Mission Valley, San Diego, California. The project will include development of new residential land uses while maintaining and improving hotel and convention center uses. At the request of Lowe Enterprises, AECOM conducted cultural resources studies within the project area in support of an environmental impact report in compliance with the California Environmental Quality Act (CEQA). AECOM first prepared a Preliminary Historical Resource Review package for the City of San Diego's Mandatory Initial Review of the project pursuant to the City of San Diego's Information Bulletin 580. Based on that review, the City requested further evaluation of the Town & Country property. This Historical Resource Technical Report (HRTR) addresses the built environment of the project area and was prepared following the City of San Diego's *Historical Resource Technical Report Guidelines and Requirements* (revised May 2009) provided in the Land Development Manual (City of San Diego 2009). This report includes an evaluation of the Town & Country property as a potential historical resource under the criteria of the California Register of Historical Resources (CRHR) and the City of San Diego Historical Resources Board (HRB), and an assessment of potential impacts of project outcomes on historical resources. The historical resource study described in this report was conducted concurrently with an archaeological resource study that is documented in a separate report (AECOM 2015).

PROJECT DESCRIPTION

The central and southern portions of the project site are currently developed as a hotel and related supporting facilities. This includes 954 hotel rooms and a 212,762-square-foot convention center. The northern portion of the project site is the floodway of the San Diego River and is currently mostly developed as surface parking in support of the hotel and convention center.

The project will reduce the total hotel rooms to 700 and the convention space to 177,137 square feet. The hotel will be renovated and will offer new recreation facilities and food and beverage services, with a focus on attracting guests attending the on-site convention center and their families from across the country. The renovated hotel complex will provide an affordable hotel/conference experience in central San Diego. The project will also add residential land uses to portions of the property on the eastern and southern boundaries. The residential land uses will include four sites for three- to five-story multifamily residential units. The four sites will total up to 840 units.

REPORT ORGANIZATION

Per the City's guidelines (City of San Diego 2009), this HRTR includes a description of the project setting, a summary of the methods and results, an evaluation of significance under CRHR and HRB criteria, and the findings and conclusions of the study. Also included are Building Development Information (Appendix A), Ownership and Occupant Information (Appendix B), Maps (Appendix C), Department of Parks and Recreation (DPR) 523 series forms (Appendix D), and Preparers' Qualifications (Appendix E).

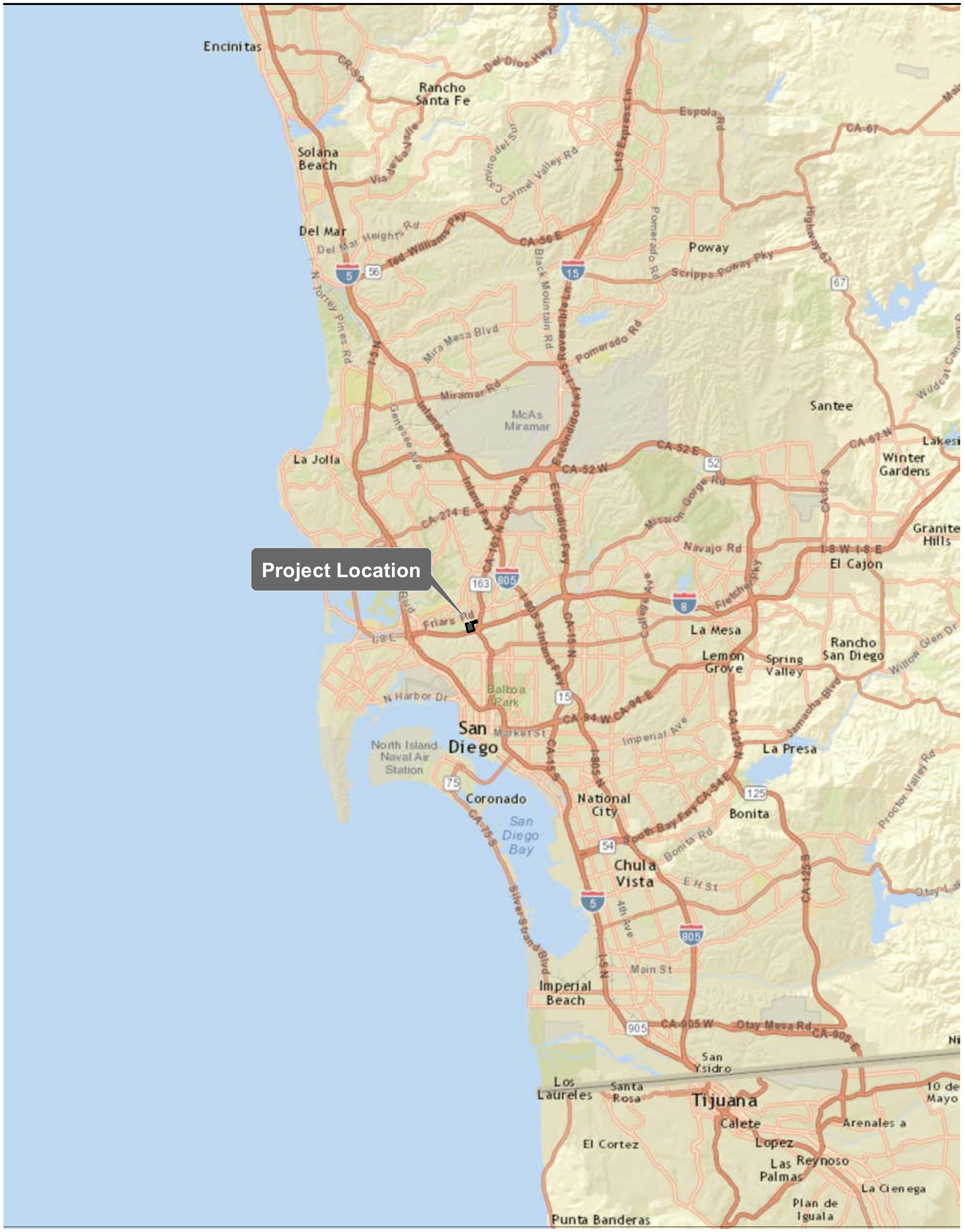
PROJECT AREA

The project is located on approximately 39.7 acres in Mission Valley (Figures 1 and 2). The project area includes the entire Town & Country site (Assessor's parcel nos. 437-260-18, 437-260-19, 437-260-20, 437-260-21, 437-260-27, 437-260-42, 437-260-43, 437-260-44, 437-260-45, 437-260-46, 437-260-47, 437-260-48, and 437-260-49). The project area is bounded by Hotel Circle North on the south, Fashion Valley Road on the west, Riverwalk Drive on the north, and a property line bordering the San Diego Union Tribune property to the east (Figure 3). The project site is located in Pueblo Lands of the San Diego Land Grant on the La Jolla U.S. Geological Survey (USGS) 7.5-minute quadrangle map (USGS 1983). A portion of the undeveloped land within the project sits along the San Diego River.

The area of potential effects (APE) for the purposes of this study is limited to the project area, with the primary purpose of this study being the identification and evaluation of historic resources that are eligible for the CRHR or the local register and will be directly impacted by the project (see Figure 3).

PERSONNEL

This report was prepared by M.K. Meiser, M.A. Ms. Meiser has over 15 years of experience in identifying and evaluating historic resources, and is qualified under the Secretary of the Interior's Standards (36 Code of Federal Regulations [CFR] Part 61) for architectural history and history. Contributions to this report were made by Cheryl Bowden-Renna, B.A., Colin Recksieck, B.A., Patrick McGinnis, M.A., and Monica Mello, M.A. Ms. Bowden-Renna and Mr. Recksieck conducted archival research and contributed to the historical overview. Ms. Mello conducted an interview in an on-site meeting with knowledgeable staff associated with the Town & Country property. Senior review was provided by Jeremy Hollins, M.A., who is also qualified under the Secretary of the Interior's Standards for architectural history and history. Mr. Hollins also led coordination efforts in meeting with the City of San Diego HRB staff. Resumes for key personnel are included in Appendix E.

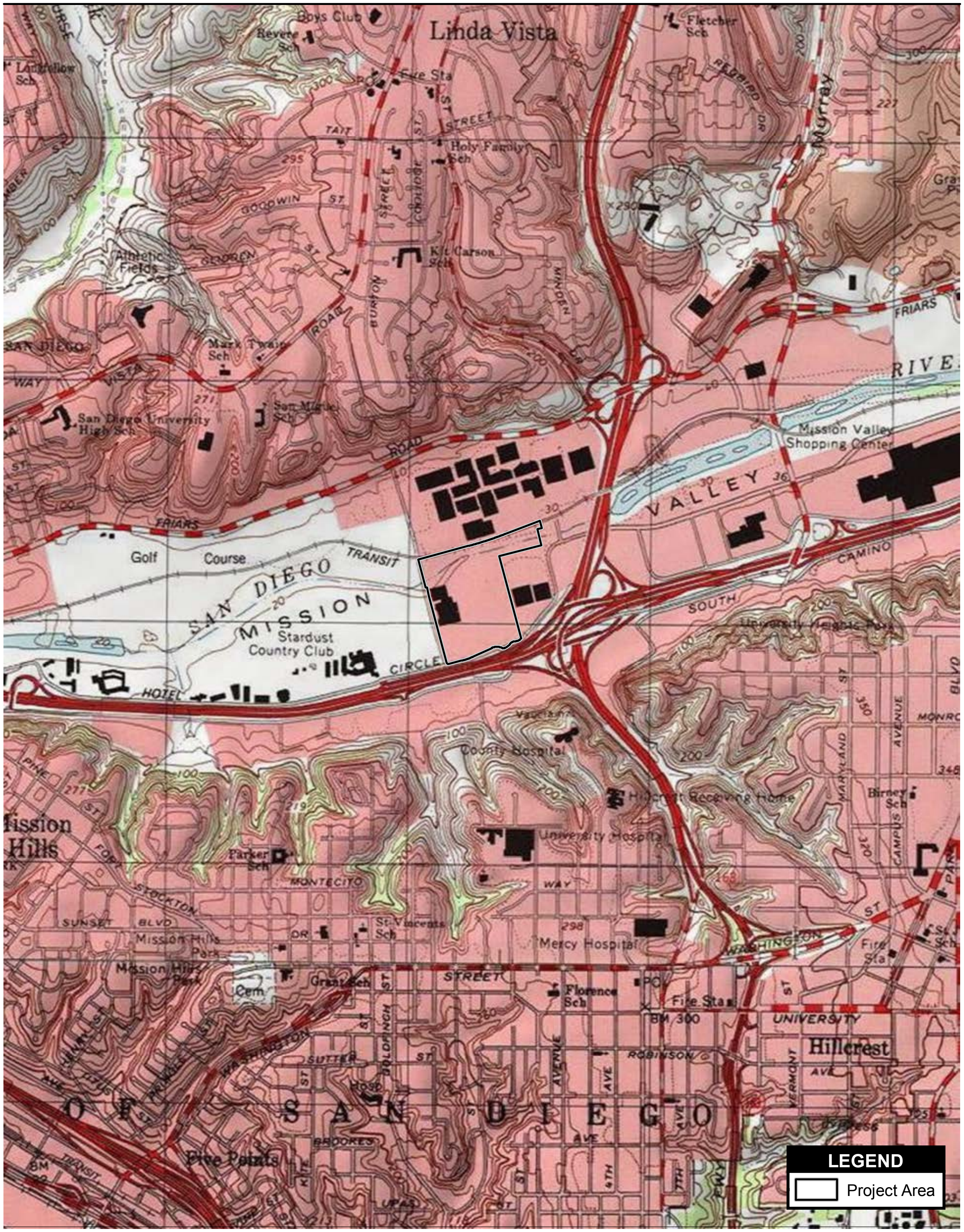


Source: USGS 7.5' USGS La Jolla Quadrangle; AECOM 2014

5 2.5 0 5 Miles

Scale: 1 = 316,800; 1 inch = 5 miles

Figure 1
Regional Map



Source: ESRI 2014; USGS 7.5' Topo Quad La Jolla, CA; AECOM 2014

2,000 1,000 0 2,000 Feet

Scale: 1 = 24,000; 1 inch = 2,000 feet

Figure 2
Project Vicinity

Path: P:\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922_Maps\Hist_Resources\Vicinity.mxd, 8/27/2015, sorensenj

Source: SanGIS 2014; AECOM 2014; BING 2014

300 150 0 300 Feet

Scale: 1 = 3,600; 1 inch = 300 feet

Figure 3
Project Area

PROJECT SETTING

PHYSICAL PROJECT SETTING

The project area is located in Mission Valley within the floodplain of the San Diego River, in a transitional zone along the San Diego River channel, just east of where it widens to form a large lagoon or estuary depositional environment. During the 1950s and 1960s, the rechannelization of the San Diego River changed the landscape of the area significantly. Sediments within the project area consist of alluvial/estuarine deposits. These deposits are composed of loose to dense sand with some mixed silt layers (Geotechnics Inc. 2000). The Town & Country property has several permanent and temporary buildings, and the remainder of the project area is covered with asphalt parking areas, with the exception of open area along the San Diego River (Bowden-Renna and Dolan 2006). The project's immediate setting is densely developed with urban and commercial buildings, largely focusing on recreation and tourism. The adjacent land uses include Interstate 8 on the south, a golf course on the west, Fashion Valley Shopping and Transit Center on the north, and the San Diego Union Tribune newspaper offices and warehouse on the east.

The Town & Country property currently contains more than 30 buildings and structures, with additional landscape features and structures throughout the site. Twelve buildings are more than 50 years old, and several other buildings are more than 40 years old. First developed in 1953, several significant alterations to the site have occurred since Town & Country Hotel was established, including the addition of major hotel and convention buildings, the acquisition of the adjoining Le Baron Hotel property, and several alterations of the hotel buildings. The landscape, including vegetation, ornamental features, vehicle and pedestrian circulation, and parking areas, has also been altered over time.

PROJECT AREA AND VICINITY

Prior to 1953, U.S. Geological Survey (USGS) topographic maps and aerial photographs show that the project area was open agricultural land in Mission Valley, with few agricultural or residential structures (historicaerials.com). After the development of flood control channels and the construction of U.S. Highway 80, early development in Mission Valley particularly focused on recreation and tourism, with the creation of the Mission Valley Golf Club, Westgate Park baseball field, and Hotel Circle.

Population growth and the expansion of the freeway system through Mission Valley spurred commercial speculation in Mission Valley, and developers pressured the City to change land use zoning in the agricultural area. Farms and dairies were gradually replaced with commercial ventures near the new transportation arteries through Mission Valley, with the reduction of 1,453 agricultural acres in 1930 to 347 agricultural acres in 1960. The Mission Valley development boom in the 1950s began with motels in an area that would be named Hotel Circle. Several hotels were constructed in western Mission Valley from 1953–1959, including Town & Country Hotel, Mission Valley Inn, Mission Valley Lodge, Mission Valley Country Club (Handlery

Hotel), Stardust Motel, Rancho Presidio (Hanalei Hotel), Kings Inn, Vagabond Inn, and Del Webb's Highway House (Van Wormer 2013).

HISTORICAL OVERVIEW

This historical overview includes information and themes pertaining to the general history of San Diego and its architecture (as provided in *San Diego Modernism Historic Context Statement* [City of San Diego 2007]) and the more specific development of Mission Valley and Hotel Circle.

Spanish Period

The Spanish period (1769–1821) represents a time of European exploration and settlement. While California was, in theory, a colony of Spain since its discovery by Juan Cabrillo in 1542, it was more than 200 years later that Spain established colonies in the area. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Pourade 1960; Rolle 1998). Gaspar de Portola, former governor of Baja California, headed the military expedition to Alta California. He split the land expedition into two groups. He headed one, which included Padre Junipero Serra, who would go on to found the missions system of Alta California. The other group was led by Capitan Fernando Rivera y Mankato, accompanied by Padre Juan Crespo, who left a journal of great value to future historians and anthropologists. The naval contingent consisted of three small ships, the San Antonio, San Jose, and San Carlos. The San Jose was lost at sea with all hands; the other two ships arrived in San Diego Bay ahead of the overland expeditions. Of the 300 men who set out for Alta California in these various parties, fewer than 200 survived to see San Diego (Pourade 1960, 1961; Rolle 1998:30–31).

Serra founded the first eight of a series of 21 Franciscan missions located near the coast from San Diego to San Francisco Solan de Sonora (now known as simply Sonora). These were located approximately a day's travel apart, between 20 and 50 miles. Each mission was originally granted a huge tract of land to be held in trust for the Indians (Pourade 1961; Rolle 1998:33). At first, Mission San Diego de Alcala consisted of wooden and brush structures near the Presidio at what is now Old Town. The priests became immediately concerned about the soldiers and the abuse of neophytes and moved the mission to its present location approximately 5 miles up the San Diego River in what is now known as Mission Valley. The mission system in general utilized forced Native American labor, encouraged by liberal use of corporal punishment, to build the mission, tend the fields and flocks, and build infrastructure needed to support European settlement.

The missions, pueblos, and a few well-connected Spaniards were granted large tracts of land on which to graze their cattle, horses, and sheep. The Mission San Diego Grant Boundary extends north to modern-day Del Mar and Poway. Extensive livestock grazing brought hunger and hardship for Native American people who depended on grass seeds as a dietary staple (Carrico 1987). From the arrival of the Spanish, Native Americans repeatedly attempted to revolt and repel the invaders; however, these efforts met with very limited success, and Native American culture in the coastal strip of California rapidly deteriorated (Cook 1976; Hurtado 1988).

Mexican Period

At the beginning of the 19th century, the far-flung Spanish colonies became restless under the distant rule of the Spanish Crown. In Mexico City, Agustin Iturbide, a colonel in the Spanish Imperial Army, defected to the insurgents in February 1821 and declared the independence of Mexico. It was not until April 1822, some 14 months later, that Californian governmental officials acknowledged the new government in Mexico City (Pourade 1961; Rolle 1998). The new Mexican government encouraged increased settlement and trade in Alta California.

In the Mexican period (1822–1848), the rancho system was dramatically expanded. Approximately 600 large tracts of land were granted to individuals and families. The mission system was secularized by the Mexican government over a period of years with 1834 usually given as the time of completion. After the mission system was secularized, the expansion of the rancho system was based largely on former mission lands. The project area was once a part of the Pueblo Lands and, according to some accounts, the area at the bottom of Presidio Hill was used for cattle grazing by the Presidio soldiers.

The Southern California economy became increasingly based on cattle ranching during the Mexican period. Meat, both fresh and dried, was the mainstay of the menu and the resourceful Californios used leather, bone, and horn for a wide variety of items. Tallow and dried hides became major items of export in exchange for cloth, household furnishings, and manufactured goods. Indeed, dried steer hides were even a medium of exchange called "California Bank Notes" and worth about one dollar U.S. The cattle industry required large numbers of vaqueros or buckaroos to handle the hundreds of horses and thousands of cattle. Some larger ranchos employed over 100 native laborers. The Mexican period ended when Mexico ceded California to the United States after the Mexican-American War (1846–1848), which concluded with the Treaty of Guadalupe Hidalgo (Rolle 1998; Bowden-Renna and Dolan 2006).

American Period (1848-present)

In 1848, gold was discovered in California. The great influx of Americans and Europeans that resulted quickly overwhelmed many of the Spanish and Mexican cultural traditions and greatly increased the rate of decline among Native American communities. A few small ranches and farms were established in San Diego rural areas, but most communities of San Diego County were settled during the land booms and busts of the 1880s following the Santa Fe and Southern Pacific railroads linking San Diego with the Los Angeles region and with the eastern United States.

During this time, the project area was part of a floodplain used by the San Diego River as it flowed to San Diego Bay when silt blocked its usual outlet at Mission Bay. The first recorded occurrence of this was in the winter of 1769, and the river returned to its course through Mission Bay (then known as False Bay) in the winter of 1774. Occurring again in 1833, the river flowed into San Diego Bay until 1853, when the Derby Dike was built using funds allocated by Congress. A survey of the river, conducted by army surveyor George Derby prior to the construction of the dike, shows the San Diego River cutting through the northeastern edge of the project area. An 1850 map by Cave Couts shows that these blocks had been assigned numbers, but it is unlikely that anyone settled on the land when the river was still uncontained. Lasting only a year, the Derby Dike was destroyed by rains in the winter of 1854. With the help of congressional funds in 1872, work began on another levee, which would lead to the permanent diversion of the San Diego River into False Bay (Davis 1953:20).

Originally, the Mission owned the fields in the valley, until 1824 when the land came under the jurisdiction of the recently independent Mexican government, who expanded the rancho system in the valley and throughout Alta California. For the next 24 years, residents of nearby Old Town utilized the area for their own purposes, primarily as ranges for cattle and other livestock. Despite the population booms into San Diego in the late 19th century, and also despite the fact that it was subdivided as early as 1873, Mission Valley remained mostly used for roaming and grazing livestock. It was not until the period of 1915 to 1926 that the area would become occupied (Bowden-Renna and Dolan 2006).

Serviced by a variety of old dirt trails, existing since the early Spanish period, and a main dirt road, Mission Valley saw the construction of a paved, two-lane road in the early 1930s. Built by the San Diego County Highway Development Association, the new road was constructed to better facilitate trucking and freight services. Despite this, throughout the 1940s, efforts to develop Mission Valley remained scarce, especially as the Mission Valley Improvement Association fought against its commercialization, preferring instead to keep it a place of horse trails and small farms (Freischlag 1971). Very few sparsely scattered buildings along the river appear on the 1903, 1930, and 1943 USGS topographic maps of Mission Valley.

Flooding deterred new development as the railroads and highways mostly bypassed the area. This was the single largest impediment to Mission Valley's development. Despite several previous attempts at flood control, it was not until 1953 when the Army Corps of Engineers finished its work on a new control channel at the mouth of the San Diego River, begun in 1947. Finally, with the San Diego River tamed, new development in Mission Valley became feasible (Freischlag 1971). With the breaking of ground on control channel projects and the increase in demand for land in San Diego caused by massive population expansion during and following World War II, business leaders, including Charles Brown, looked at Mission Valley and its immense potential for commercial development related to recreation and tourism (Freischlag 1971).

In anticipation of the Army Corps' control channel, developers moved quickly to acquire land and promote construction, including the creation of the Mission Valley Golf Club in 1947 (Freischlag 1971). Rapid development occurred in the 1950s, with the establishment of Hotel Circle, and Westgate Park, home to the San Diego Padres, which opened in 1955 (Crawford 1995; Freischlag 1971). These initial projects served to fulfill early developers' original intention of catering the area to recreation and tourism development (Crawford 1995). However, as San Diego's population continued to rapidly expand, so did the development possibilities

(Crawford 1995; Freischlag 1971). Commercial developments included the Mission Valley Shopping Center in 1958, San Diego (Qualcomm) Stadium in 1967, and Fashion Valley Shopping Center in 1969.

Meanwhile, hotel and motel development in San Diego's suburban areas began in the mid-20th century. Commercial development in the city center continued throughout this period; however, suburbanization and automobile travel and tourism trends spurred new developments in hotel and motel design. Prior to the 1950s, individual owners, cabin camps, and cottage courts dominated the roadside lodging trade; motels usually consisted of a single building of connected rooms whose doors face a parking lot and often a common area or a series of small cabins with common parking (Motel Americana n.d.). Road and highway expansion in the postwar years spurred a new era for hotel and motel development across the country. The use of motels peaked in America during the 1960s (Motel Americana n.d.).

Hotel Circle

The development of Hotel Circle was spearheaded by Charles H. Brown (1917–1967), a local developer. In an effort to increase property values, Brown sought to draw business toward Mission Valley and away from downtown (Potter 2013). The popularity of suburban hotels in San Diego contributed to reported economic losses for downtown hotels (City of San Diego 2007). In the 1950s, Brown helped secure zoning variances from the San Diego City Council, founded Atlas Hotels, Inc., and began developing hotels and motels along U.S. 80 (Starr 2009), beginning with Town & Country Hotel in 1953, the first hotel established in Mission Valley. Brown also established Rancho Presidio Hotel (later Hanalei Hotel), Mission Valley Inn, and Kings Inn (Van Wormer 2013). Throughout the 1950s, Brown worked to develop and expand hotels on Hotel Circle. Brown argued in a city council hearing in 1957 that "San Diego is competing with Palm Springs and that it is a job to help establishments grow and develop" (City of San Diego 1957). In 1966, Brown acquired the San Diego commercial television station KAAR-TV (Engstrand 2005). After his death in 1967, his son Terry and wife Ella Mae took over managing all of the family's business enterprises, including the continued expansion of the Town & Country property.

While Brown continued to promote development around Hotel Circle and in Mission Valley, the area immediately surrounding Town & Country Hotel remained relatively open for over 10 years (Plate 1). In 1956, the Mission Valley Inn was the second hotel built on Hotel Circle. Town & Country Hotel and Mission Valley Inn were built with conditional use permits granted by the City Council under pressure, despite the City Planning Department's stance of wanting to preserve open space (Van Wormer 2013). To assuage the resistance to denser development in Mission Valley, the hotel developers committed to keeping a rural character in Mission Valley with low density, rustic, landscaped, garden-themed hotels (Van Wormer 2013). Brown, along with developers A.A. Stadtmiller, Paul Borgerding, and Harry Handlery, proposed zoning changes to permit denser hotel development in Mission Valley, with Brown claiming that "limitations of motel development to less than 50 percent land coverage for 30 units an acre is not economically feasible," and that "planning staff is not qualified to make such recommendations to hotel men" (*San Diego Union* 1958, quoted in Van Wormer 2013). Brown and the developers were successful in convincing the City Planning Commission to recommend rezoning of western Mission Valley to permit denser development of motels, hotels, and recreational facilities in March 1959 (Van Wormer 2013). This was followed in 1959 by the rapid development of five additional hotels, Stardust Motel, Rancho Presidio Hotel (Hanalei Hotel), Vagabond Hotel, Kings Inn, and Del Webb's Highway House. The seven hotels were located within a mile of each other along service roads on either side of U.S. 80, forming "Hotel Circle" (Van Wormer 2013).

Plate 1. Aerial photograph of Town & Country Hotel, 1964 (historicaerials.com)

At the same time that Hotel Circle was rezoned, other areas of Mission Valley were rezoned for general commercial construction, specifically for the Mission Valley Shopping Center developed by the May Company in 1958, which became the precedent for the broad commercialization of Mission Valley. The low-density concept of the garden-themed hotels was quickly abandoned with the Hotel Circle developers requesting new zoning to allow multistory density in 1963. Other commercial developments created a domino effect, with the open character of Mission Valley rapidly being replaced with suburbanized development that went from clusters of low-density buildings to a linear arrangement of commercial multistory buildings along the highway. Development in Mission Valley continued rapidly through 1975 with more shopping centers, professional buildings, and multiunit residential buildings (Van Wormer 2013). By the 1970s and the 1980s, the region’s historical agricultural uses had almost entirely given way to enlarged commercialization (City of San Diego 2013).

Town & Country Hotel

Built in 1953, Town & Country Hotel was the first hotel constructed in Mission Valley. The hotel was planned and designed by architect John J. Sherman of John J. Sherman & Company of San Diego, while construction was handled by the Town & Country Development, Inc., headed by Charles Brown (*San Diego Union* 1953a, 1953b). At the time, it was referred to as the “Million Dollar Mission Valley Hotel” for its $800,000 estimated cost (*San Diego Union* 1953b, 1953c). A private subscription recreational club was also built on the north side of the site with a swimming pool and tennis court. The hotel design had Ranch characteristics with later influence of the Tiki-Polynesian style (Plate 2). The Ranch style became popular and widespread in San Diego beginning circa 1950, and the Tiki-Polynesian theme became popular for hotels, restaurants, and other commercial buildings in Southern California following the appeal for exotic, tropical themes of the Pacific after World War II from circa 1950 to 1965 (City of San Diego 2007).

Plate 2. Lobby and porte-cochere, c. 1975

Town & Country Hotel steadily expanded from its original 46 hotel units in 1953 with an additional 64 hotel units added in 1955 (currently Bldg. 3200 complex), then 90 more in 1957 (Bldgs. 3300 and 3400). In 1961–1962, a project costing $280,000 was completed to expand the hotel to have seven meeting rooms, and other projects costing $35,500 for new administrative offices and $38,000 for a new coffee shop were completed. During this time period, shops and a service station were also added to the property (*San Diego Union* 1962). Another addition of 80 hotel units in a four-building courtyard (Bldg. 3500 complex) was also completed in 1962 (Plate 3). After completion of the Bldg. 3500 complex and the Tiki Pavilion, the hotel remained relatively unchanged until the end of the 1960s (Plate 4).

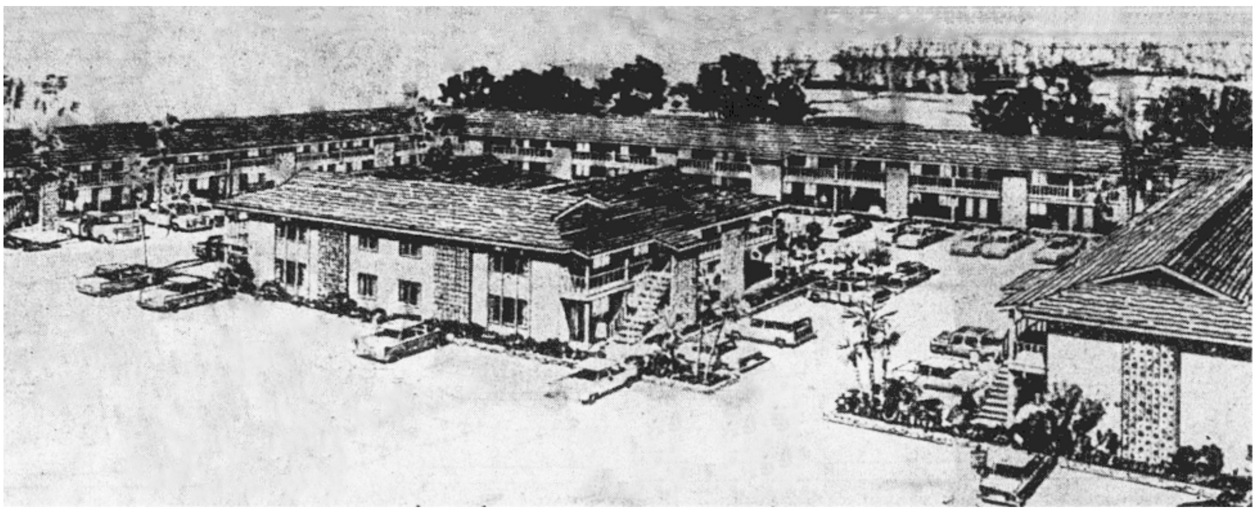


Plate 3. Rendering for Bldg. 3500 Complex (*San Diego Union* 1962)

Plate 4. Birds-eye view of Town & Country Hotel, 1963 (San Diego History Center)

By this time, the resort offered "informal luxury… beautiful landscaped grounds sparkling with palm trees and imbued with graceful serenity in a scenic garden atmosphere of comfortable pleasure" (Town & Country brochure c. 1962). Amenities included air conditioning, free parking by guest room doors, free television and radio, heated swimming pools, golfing, babysitting, car rental, the Gourmet Room restaurant, and the Gold Coast Gay 90's cocktail lounge (Town & Country brochure c. 1962) (Plate 5).

In 1968, Town & Country Hotel, Hanalei Hotel, Mission Valley Inn, and Kings Inn were consolidated under Atlas Hotels, Inc. Atlas announced its plans to expand the facilities at the Town & Country site with a 10-story high-rise hotel building with more than 300 additional hotel units, a six-story, 1,000-car parking garage, a 1,540-person capacity convention-banquet hall, a trade show area, a commissary, a coffee shop, a restaurant and night club, and other facilities (Plate 6) (*San Diego Union* 1968c, 1968f). The commissary would accommodate food services for all of Atlas's hotels in Mission Valley. This plan coincided with the development of the Fashion Valley mall to the north, and the construction of Fashion Valley Lane, a new connecting street between Hotel Circle North and Friars Road that passed to the west of the Town & Country property.

Plate 5. Town & Country Hotel brochure, c. 1961

Plate 6. Town & Country Hotel Convention Center 1968 Expansion Plan

In November 1968, it was reported that excavation removed the "lush, green lawn in front of Town & Country Hotel," and construction was underway on several of the new facilities (*San Diego Union* 1968e). Between 1968 and 1969, the hotel lobby was remodeled, and the high-rise tower (Royal Palm Towers), the Lanai coffee shop (Terrace Café), and the Palais 500 gourmet supper club (Bella Tosca Spa) were completed. Designed by the San Diego architectural firm of William T. Hendrick and John R. Mock (Hendrick & Mock), the new buildings displayed a mix of Tiki-Polynesian, Contemporary, and other Modern styles (Plate 7).

Plate 7. Tiki-Polynesian buildings and the Convention Center, c. 1975

The Convention Center (Atlas Ballroom) opened February 1970 with rooms that could accommodate almost 7,000 people (*San Diego Union* 1970; 1971). Constructed of steel and pre-stressed concrete, the Convention Center had a subterranean parking garage that could hold 276 cars. The Convention Center displayed modern Contemporary-style architectural characteristics, including the bright color of the exterior orange tile panels and integrated signage and interior design, and some Brutalist influence in exposed and expressive concrete walls at the exterior façade (Plates 8–12). It was expanded in 1975 with the Mission (Golden Pacific) Ballroom to the north, and in 2007 with the Grand Exhibition Hall to the south. The Convention Center was one of the first dedicated meeting spaces for hosting conventions and other events in San Diego until the development of the present-day San Diego Convention Center in 1989 (*San Diego Union* 1975c).

Hendrick & Mock won a first place Gold Medal Award for civic building design in the annual national design competition sponsored by the Society of American Registered Architects in 1971 for the Convention Center design (*San Diego Union* 1971). In 1963, John R. Mock started a firm with partners William Hendrick and William Tipple, but Tipple quickly left the firm, which became Hendrick & Mock in 1964. Little information about Hendrick's career is available. Mock graduated from the University of Detroit in 1957 and moved to San Diego where he worked for Frank Hope from 1958 to 1963. He participated in the design of the Timken Museum and other modern buildings in San Diego. Hendrick & Mock designed several post-and-beam homes for builders in Del Cerro and La Jolla. From 1963 to 1994, Hendrick & Mock created designs for over 686 projects in the San Diego and greater Southern California region (Modern San Diego n.d.a.).

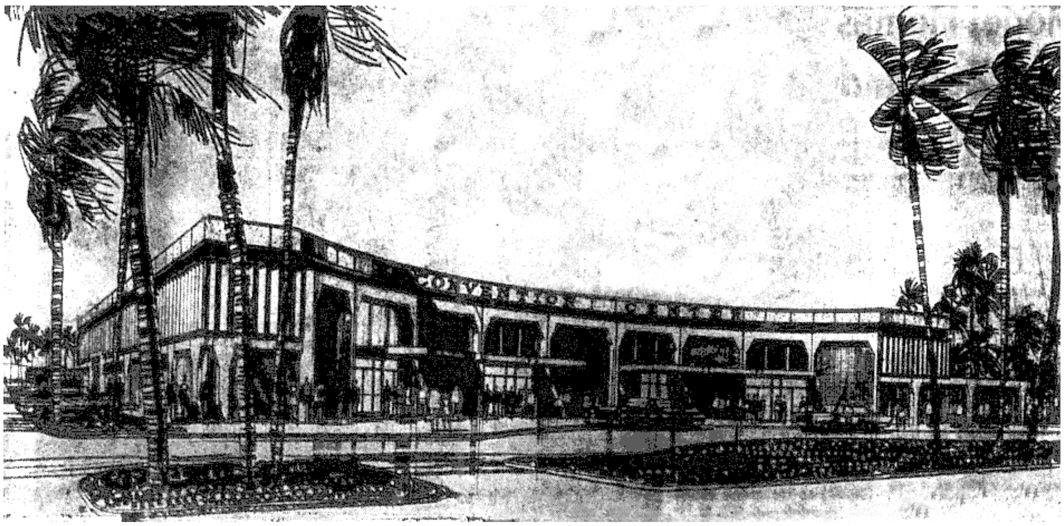


Plate 8. Hendrick & Mock's plan for the Convention Center (*San Diego Union* 1969h)

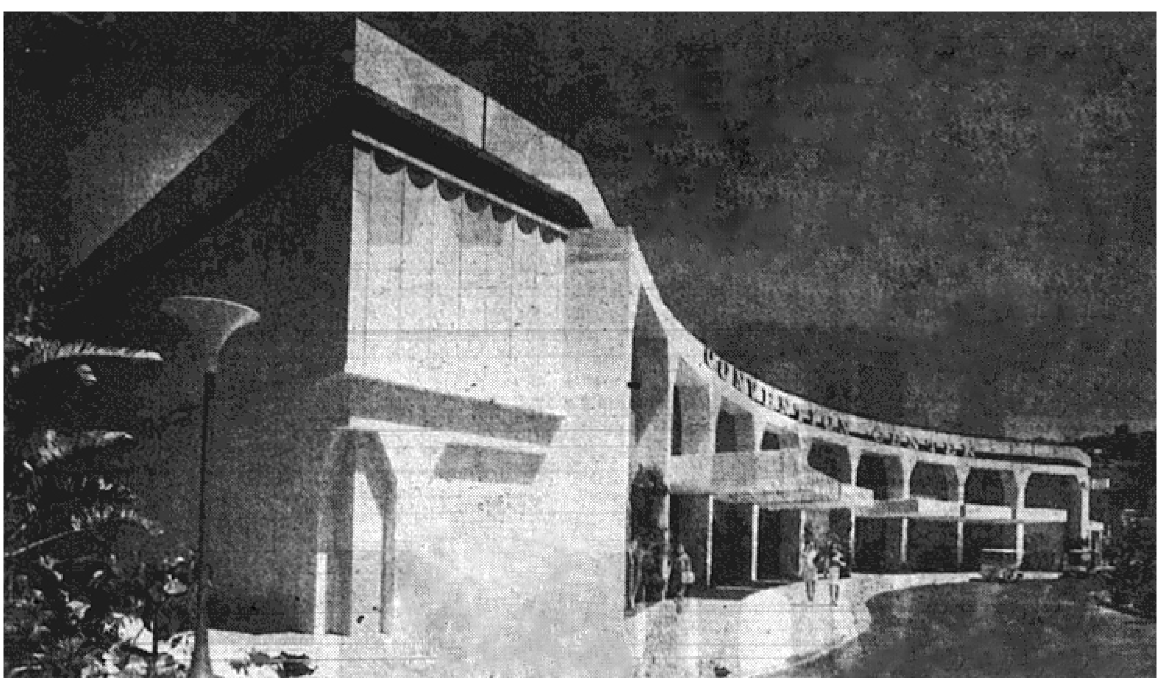


Plate 9. Convention Center (*San Diego Union* 1970)

Plate 10. Convention Center, Atlas Ballroom façade, c. 1975

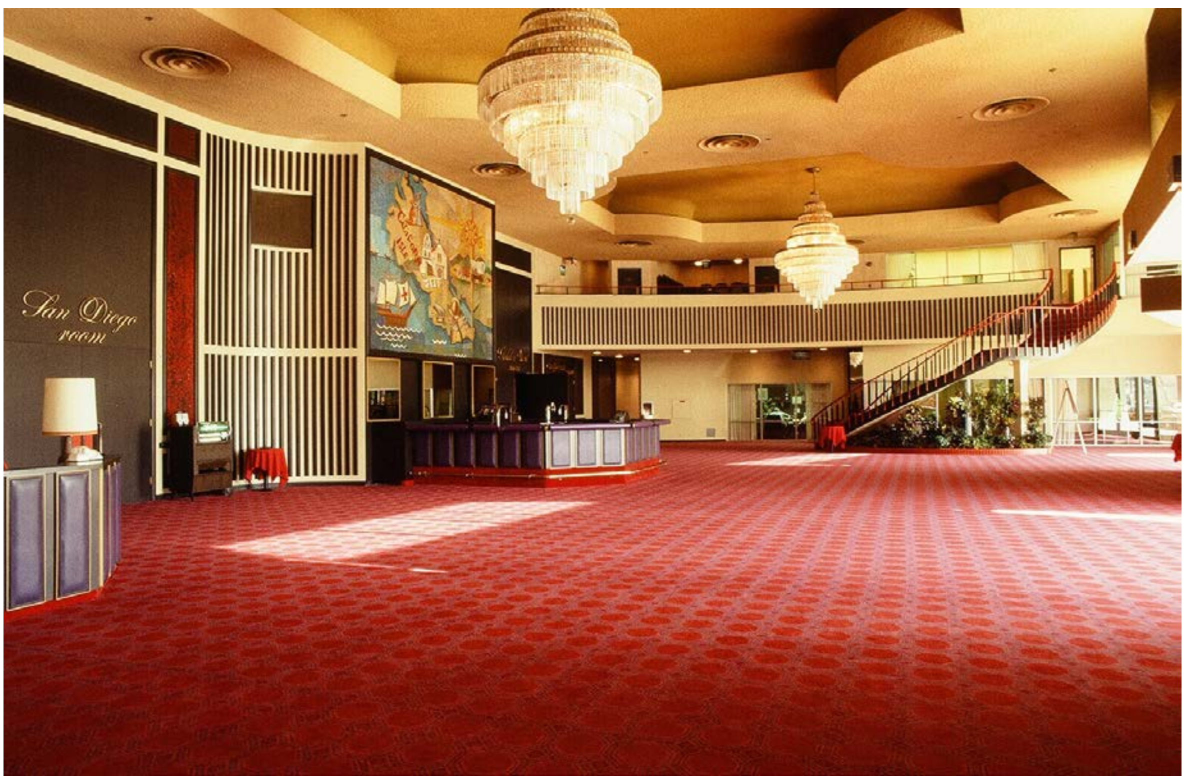


Plate 11. Atlas Ballroom foyer, c. 1975

Plate 12. Town & Country property with Convention Center at center left, c. 1971

7 Inns of America/Le Baron Hotel

In January 1966, the site immediately adjacent to the Town & Country property to the east was purchased for $225,000 by Hotel Circle, Inc., for construction of a new 100-unit motel as part of a new motel chain. Hotel Circle, Inc., based in Las Vegas and headed by Kenneth R. Riley, developed a motel called 7 Inns of America at 250 Hotel Circle North (located within the project area). The name “7 Inns” derived from the advertised room rate of $7.00 per night.

The original motel was designed in 1965 by Austin Eugene Lucious, an architect based in San Diego. Research has not revealed significant information related to Lucious’s career or contributions. (According to the California Architects Board, Lucious’s license to practice expired in 2013).

The site plan for the new motel included three motel buildings with 99 hotel units (currently the Bldg. 3600 complex), a swimming pool, parking spaces, and reserved areas for the future development of a restaurant and additions to the motel (Sheet A-1). The Contemporary buildings were designed with elements of the Futurist style, with abstract and asymmetrical features, mixed exterior finishes of stucco, concrete, metal, stone veneer, shadow block accents, and eyebrow overhangs (Sheet A-4). These were the first buildings constructed on the site in 1966, along with the adjacent restaurant, Kelly’s Prime Steaks at 248 Hotel Circle North. By the time the motel opened in the spring of 1966, alterations to the lobby and the restaurant, and the addition of a banquet hall and more motel buildings were planned.

By 1967, Riley had hired San Diego-based architect Ronald K. Davis to design additional buildings and revamp the 7 Inns of America motel into the rebranded Le Baron Hotel. A San Diego native, Ronald K. Davis was a graduate of Cal Poly San Luis Obispo's architecture program in 1953, who "intended to help re-shape the growing community with quality design" (Modern San Diego n.d.b.). Davis worked with several different architects, including William P. Lodge, Walter Sea, Frederick Liebhardt, Henry Hester, and William Cody. Davis received his American Institute of Architects certificate in April 1958, and worked for Hester and Cody in Palm Springs and San Diego on primarily residential projects (Modern San Diego n.d.b) (Plate 13). Some of the notable San Diego projects Davis worked on included the Richard Silverman Residence, Cornelius Residence, Solomon Residence, and the Solomon Apartment Building (3200 Sixth Avenue) (Modern San Diego n.d.b). After 1959, Davis started his own successful practice in San Diego, and took on a partner forming Davis & Moises from 1960 to 1965 (Modern San Diego n.d.b). At the time he designed the overhaul of Le Baron Hotel, Davis was operating on his own.

In 1967, the 70,000-square-foot dining room, coffee shop, cocktail lounge, and banquet facility (currently the Garden Ballroom portion of the Regency Conference Center) was built in the central area of the site with a Futurist design featuring parabolic arches around its perimeter. In the same year, additional Contemporary motel buildings (Bldg. 3700 complex) were constructed in the same style as the first buildings designed by Lucious. In 1968, Davis revised the lobby, and the *San Diego Union* published a perspective on Davis's design for the addition of a $1.8 million, 90,000-square-foot, eight-story tower on the north side of the property (currently the Regency Tower) (Plate 14). In the description of Davis's design, the style of the tower was described erroneously as "Spanish modern in its exterior and interior appointments," continuing the theme of the dining and banquet facility (Garden Ballroom) (*San Diego Union* 1968a). The tower, including 207 hotel units, was constructed in 82 days, made of lightweight concrete blocks with imitation stone veneer on the exterior (*San Diego Union* 1968b) (Plate 15). The addition of the tower made Le Baron Hotel the largest hotel facility in Mission Valley at the time (*San Diego Union* 1968a).

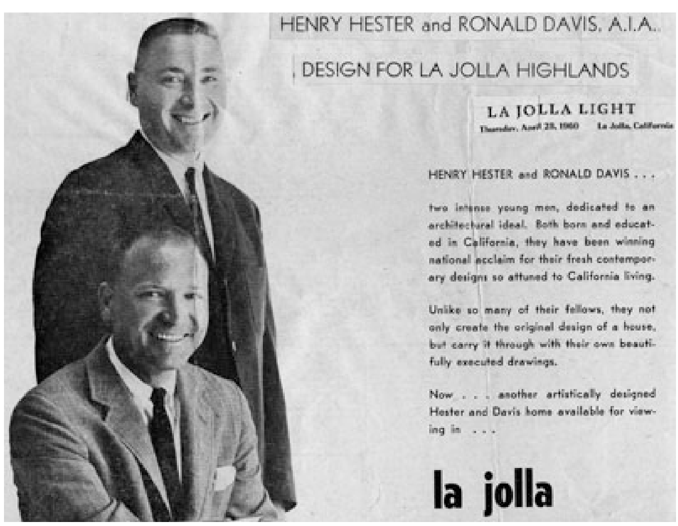


Plate 13. Advertisement for Hester and Davis design in La Jolla, 1960 (Modern San Diego n.d.b)

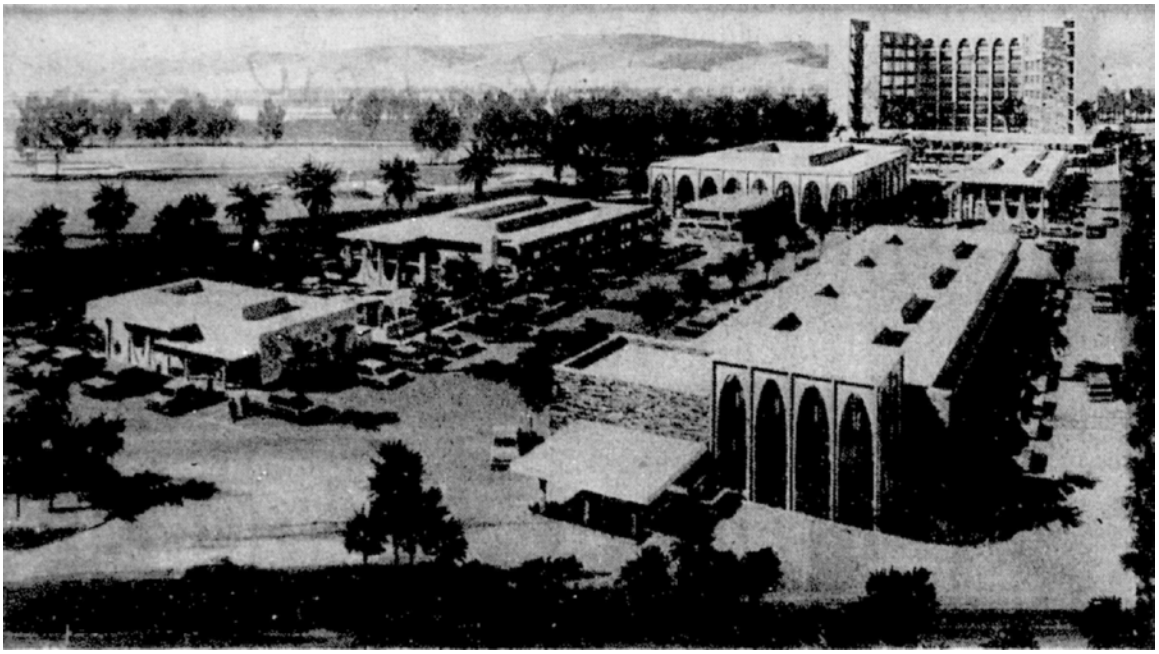


Plate 14. Design for Le Baron Hotel in San Diego, California, 1968 (*San Diego Union* 1968b)

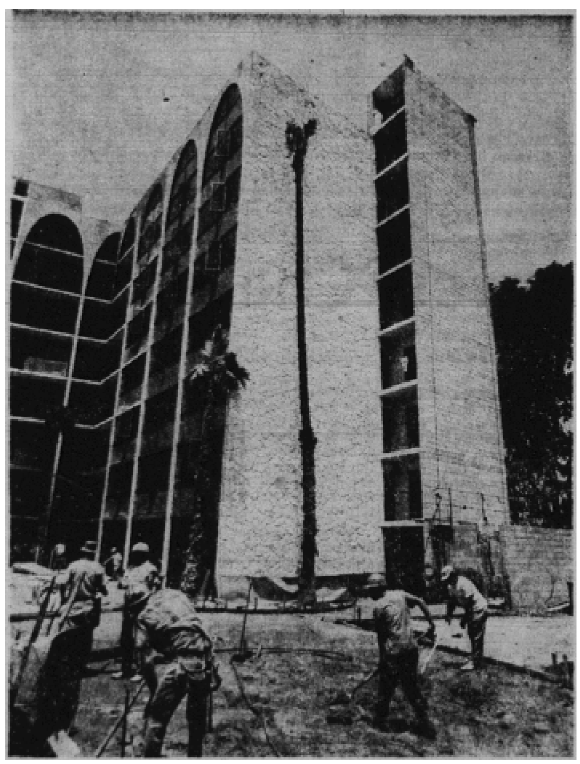


Plate 15. Construction of the Regency Tower, 1968 (*San Diego Union* 1968d)

Le Baron Hotel's San Diego location would be the first in a limited chain of Le Baron Hotels with additional locations in Buena Park and Burlingame, California; and Dallas, Texas (*The Times* 1969). The Futurist style of Le Baron Hotel in San Diego was repeated at its Burlingame location (Plate 16). The Futurist-Googie style became popularized after World War II throughout the 1950s and early 1960s as the space age captivated the American public and car culture spurred the evolution of exaggerated and abstract roadside architecture (City of San Diego 2007).

Plate 16. Design for the Peninsula Le Baron Hotel in Burlingame, California, 1969 (*The Times* 1969)

Additions to Le Baron Hotel continued into the 1970s, with the 1971 addition of the current Regency Ballroom to the rear of the Garden Ballroom, now the Regency Conference Center. In 1972, Davis designed a ninth floor addition to the Regency Tower with an exterior elevator.

Le Baron Hotel offered modern amenities, like the "Le Baron Hot Line," a toll free reservation line that offered a special rate; ease of registration; free limousine service from the airport; and free admission to the its semiprivate club, the Jabberwocky Club (*San Bernardino County Sun* 1973). Prior to the Jabberwocky Club, the Le Baron had a "jumping VIP room… responsible for the townwide revival of dancing" (*San Diego Union* 1968e). In 1973, Le Baron Hotel opened the popular membership-only night club in the penthouse on the new ninth floor of the Regency Tower. Plans to further style the hotel "for the traveling man" were underway in 1974 (*San Diego Union* 1974). Davis designed more renovations to the motel buildings, coffee shop, and meeting rooms (*San Diego Union* 1974).

In 1974, Le Baron Hotel filed for bankruptcy, and Atlas Hotels, the owner of Town & Country Hotel, purchased the Le Baron property for approximately $6.6 million in 1975 (*San Diego Union* 1975a). The hotels were combined for a total of 993 hotel units, making it the largest hotel facility in San Diego at the time (*San Diego Union* 1975b). Atlas Hotels refurbished all of the former Le Baron guest rooms and dining areas in 1976, transforming the Jabberwocky club into a restaurant facility. At the same time, Atlas Hotels was planning a 46,770-square-foot addition to the convention center, designed by Hendrick & Mock. By 1979, the joint property was fully developed (Plate 17).

Plate 17. Aerial view of Town & Country, c. 1979

METHODS AND RESULTS

ARCHIVAL RESEARCH

A records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University on September 23, 2014. The records search study area included the project area and a 0.25-mile buffer. The archival research involved review of cultural resources site records, historic maps, and historic site and building inventories. Listings in the National Register of Historic Places (NRHP), CRHR, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest were reviewed for resources located within the study area.

SCIC Records Search

The SCIC records search indicated that 14 cultural resources investigations were previously conducted within the project area. These investigations primarily addressed archaeological resources. The SCIC records search did not identify any previously recorded cultural resources in the project area. For a detailed description of the SCIC records search results, see the Archaeological Resource Report for this project (AECOM 2015).

Other Research

In addition to the SCIC records search, the City of San Diego was contacted for further information pertaining to the project area. There were no previous evaluations or site records on file at the City related to the project area.

Research was also conducted at the San Diego History Center, where historic photographs of the project area were identified. Several historic photographs are included in Appendix A. Review of the archives of the *San Diego Union* was conducted at the San Diego Public Library. Research conducted of the files of Town & Country Hotel yielded additional historic photographs and some original architectural drawings of Town & Country Hotel buildings.

The site HistoricAerials.com was used to locate historic aerial imagery of the project area dating to 1953, 1964, 1966, 1980, 1989, 1994, 1996, 2002, 2005, 2009, 2010, and 2012. The images illustrated the project area's development and alteration over time.

Local Agency Coordination

As part of this study, a meeting was conducted on August 6, 2015, with the City of San Diego HRB staff to review findings of the Preliminary Historical Resource Review prepared by AECOM for the Mandatory Initial Review of the project and to consult with the City on the preparation of this HRTR. The HRTR was revised after additional research was conducted pertaining to information requested by the HRB staff and in consultation with HRB staff on December 8, 2015, and February 5, 2016.

Interviews

An interview of knowledgeable persons connected with the project area was conducted on August 18, 2015. Interviewees included Dave Homa, the Director of Engineering at Town & Country Hotel (c. 1965–2015), and Terry Brown, Owner/Manager of Town & Country Hotel (1953–2015). Mr. Homa and Mr. Brown provided detailed information regarding the development and alterations of the project site during an on-site meeting at the Town & Country property (Terry Brown, Dave Homa, and Todd Majcher, personal communication, August 18, 2015).

FIELD SURVEY

Field survey was conducted by Julie Roy and Christy Dolan on September 23–24, 2014, by M.K. Meiser on November 4, 2014, and by Jeremy Hollins on February 18, 2016. The field survey was limited to the APE. As part of the survey, the buildings and structures within the project area were observed and photographed with a digital camera. Following the field survey, the Town & Country Hotel property, which encompasses the APE, was recorded on DPR 523 series forms according to the *Instructions for Recording Historic Resources, Department of Parks and Recreation, Office of Historic Preservation, State of California* (OHP 1995). Representative photographs are included on the DPR 523 forms. The information on the forms includes a physical description of the buildings and structures, a summary of construction history, and a discussion of integrity. The forms also provide a discussion of significance that draws from the historic context developed through research and presented in this report. The completed forms can be found in Appendix D.

DESCRIPTION OF SURVEYED RESOURCES

Town & Country

The Town & Country property is an amalgam of distinct areas of historical development that are illustrated in Figure 4 with reference numbers for the individual buildings and structures (Table 1). The four areas of development outlined in Figure 4 are the original Town & Country Hotel (1953–1968), the Town & Country Hotel 1968–1970 additions, the former Le Baron Hotel (1966–1975), and the Convention Center. The areas contain several buildings exhibiting a variety of Modernist architectural influences, including Ranch, Tiki-Polynesian, Futurist, Contemporary, and Brutalist characteristics, as defined in the 2007 *San Diego Modernism Historic Context Statement* (City of San Diego 2007). Thirty permanent buildings and structures were identified as part of the survey. Table 1 contains a description of each resource, including the architectural style that most closely represents its design, the primary and secondary character-defining features of each building, and known alterations. In addition, several other structures located around the property were observed, including three swimming pools, gazebos, fountains, statuary, and planters. For a full description of the resources, including photographs, please see the DPR 523 series forms located in Appendix D.

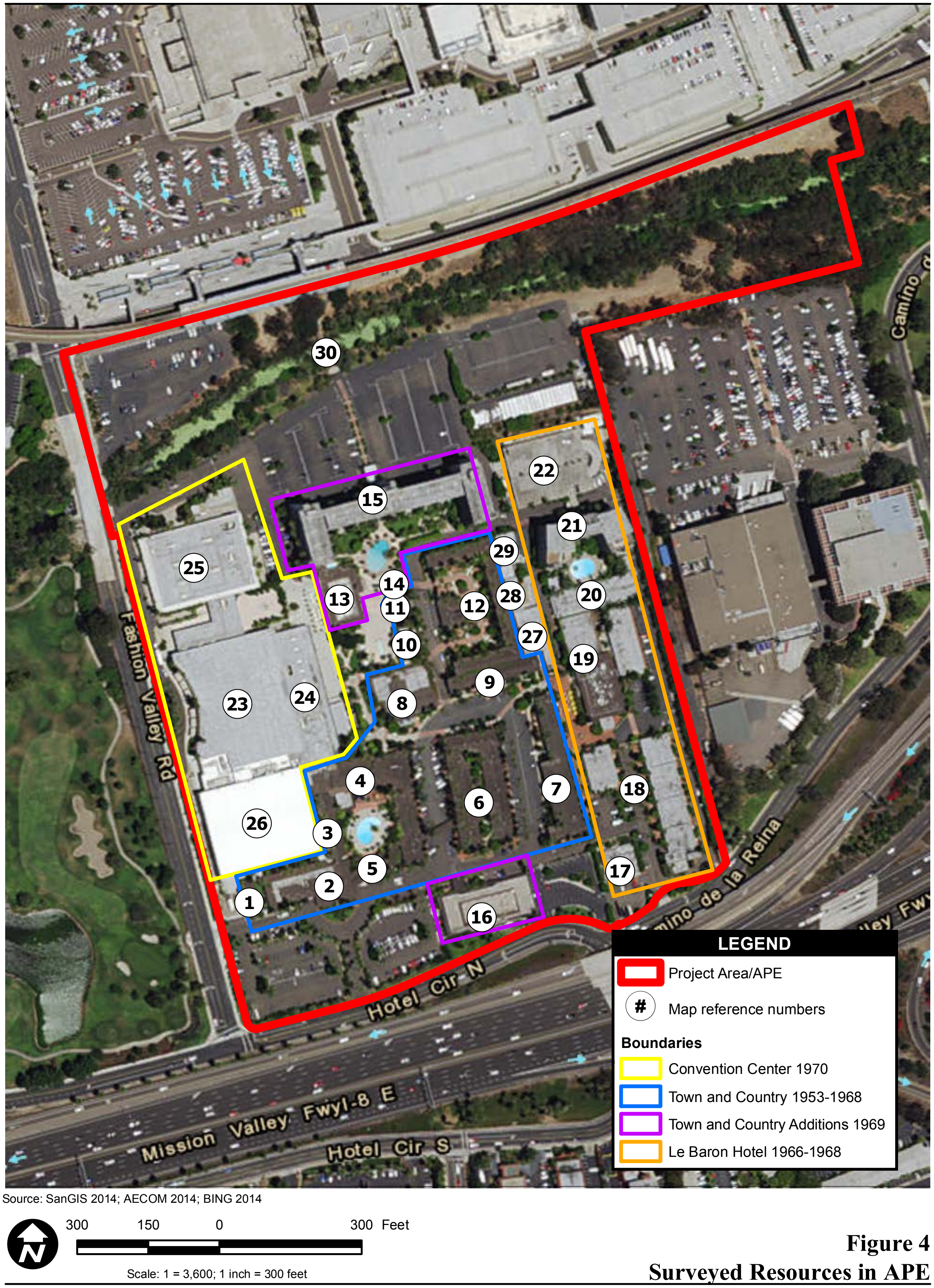


Figure 4
Surveyed Resources in APE

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Table 1. Town & Country Hotel Buildings and Structures

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
1	Offices	1953	One-story building with board-and-batten siding, low-pitched wood shake roof with exposed eaves and rafter tails, multilight windows, and glazed doors	Ranch	Primary: Horizontal massing; Single-story; Low-sloped gabled roof with deep overhang; Natural finishes (wood board-and-batten siding and roof shingles); Secondary: Tropical landscaping	• Demolition of "triangle building" wing for construction of the Grand Exhibit Hall in 2007 (nonhistoric alteration); • Replacement of operable casement and jalousie windows within existing openings with modern sash or fixed units (nonhistoric alteration); • Replacement of slab doors within existing openings with modern paneled doors (nonhistoric alteration); • Reconfiguration of interior walls and replacement of interior finishes to convert motel guest rooms into offices in 2010 (nonhistoric alteration).
2	Lobby	1953	One-story building with board-and-batten and brick siding, low-pitched wood shake roof with exposed eaves, multilight and picture windows, and glazed doors.	Ranch	Primary: Prominent roof form (cross gable over main entry); Low-sloped gabled roof with deep overhang; Horizontal massing; Natural finishes (wood siding and roof shingles, brick veneer); Secondary: Exposed heavy timber roof framing; Porte-cochere; Tropical landscaping	• Interior configuration change and office addition in 1961 (historic alteration); • Brick veneer added in 1962 (historic alteration); • Remodel and extension of lobby and offices, roof replacement, window replacement in 1968–1969 (nonhistoric alteration); • Remodel of porte-cochere entrance, including construction of an additional gable in 1969 and/or 1976 (nonhistoric alteration); • Reconfiguration of interior walls and exterior façade with new fenestration patterns and windows c. 1980

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
						(nonhistoric alterations); • Alterations for Americans with Disabilities Act (ADA) compliance (the addition of new entryways, expansion of existing entryways, and the addition of railings and ramps) in 1999 (nonhistoric alteration); • Replacement of interior finishes in 2010 (nonhistoric alteration).
3	Building 3100	1953	One-story building with board-and-batten siding, low-pitched wood shake roof with exposed eaves, original multilight windows, and replacement doors.	Ranch	Primary: Horizontal massing; Single-story; Low-sloped gabled roof with deep overhang; Natural finishes (wood siding and shingles); Secondary: Tropical landscaping	• Replacement of doors within existing openings c. 1990 (nonhistoric alteration); • Addition of fencing around pool perimeter c. 1990 (nonhistoric alteration); • Removal of a wing to add emergency access pathway, changing roofline of clipped gable to open gable c. 2000 (nonhistoric alteration); • Replacement of interior finishes in 2010 (nonhistoric alteration).
4	Trellises Restaurant	1953	One-story building with board-and-batten siding, low-pitched wood shake roof with exposed eaves, covered porch with stone-sided supports, multilight windows and glazed doors.	Ranch	Primary: Horizontal massing; Single-story; Custom detail (stone pillars at covered entrance) Prominent low-sloped gabled roof with deep overhang (cross gable over main entrance); Natural finishes (wood siding and roof shingles, stone); Secondary: Exposed heavy timber framing; Covered patio; Tropical landscaping	• Replacement of interior finishes in 1976 (nonhistoric alteration); • Addition of window shutters c. 1985 (nonhistoric alteration); • Addition of outside dining patio c. 1985 (nonhistoric alteration); • Addition of enclosed sunroom in 1995 (nonhistoric alteration); • Replacement of windows and doors within existing openings in 2005 (nonhistoric alteration); • Enclosure of outside dining patio in

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
						2005 (nonhistoric alteration); • Replacement of roof vent in 2005 (nonhistoric alteration); • Removal and replacement of interior finishes in 2005 (nonhistoric alteration).
5	Lexington Rooms	c. 1980	One-story building with board-and-batten siding, low-pitched wood shake roof with exposed eaves, multilight windows and glazed doors.	Ranch	Primary: Horizontal massing; Single-story; Prominent low-sloped gabled roof with deep overhang; Natural finishes (wood siding and shingles); Secondary: Covered patio/walkway	• Addition to existing breezeway between Lobby and Bldg. 3200 constructed c. 1980 (nonhistoric alteration); • Replacement of windows and doors within existing openings with modern units in 1996 (nonhistoric alteration); • Addition of office to the building c. 2000 (nonhistoric alteration).
6	Building 3200 Complex	1955	Composed of seven motel building components one story high that are connected under a continuous roof and covered walkways. The complex has one-story buildings with rectangular plans, board-and-batten and brick siding, low-pitched wood shake roof with exposed eaves, original multilight windows, and replacement doors.	Ranch	Primary: Horizontal massing; Single-story; Low-sloped gabled roof with deep overhang; Natural finishes (wood siding and roof shingles; brick); Secondary: Sprawling “U” floor plan around parking and courtyard; Tropical landscaping	• Replacement of operable sash, casement, and jalousie windows within existing openings with modern units c. 1990 (nonhistoric alteration); • Replacement of slab doors within existing openings with modern paneled doors c. 1990 (nonhistoric alteration); • Replacement of interior finishes in 2007 (nonhistoric alteration).
7	Building 3300	1956	Two-story motel building with a long, narrow plan with cross-gabled end, board-and-batten and brick siding, low-pitched wood shake roof with exposed	Ranch	Primary: Horizontal massing; Secondary: Traditional building materials (wood shingle roofing, wood siding, brick)	• Replacement of interior finishes in 1996 (nonhistoric alteration); • Replacement of slab doors within existing openings with modern paneled doors, date unknown (nonhistoric alteration).

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
			eaves, multilight windows and glazed doors, and exterior second-story gallery with board-and-batten enclosed handrails.			
8	Meeting House	1962	One-story building with board-and-batten and brick siding, low-pitched wood shake roof with exposed eaves, and built-up roof with shake awning and exposed eaves, multilight windows, and glazed doors.	Ranch	Primary: Horizontal massing; Single-story; Custom detail (brick pilasters); Prominent hipped roof with deep overhang; Secondary: Traditional details (wood shutters); Traditional building materials (wood shingle roofing, wood siding, brick)	• Exterior terrace added c. 1990 (nonhistoric alteration); • Replacement of windows within existing openings with modern units in 1992 (nonhistoric alteration); • Installation of multipanel French doors within existing openings c. 1992 (nonhistoric alteration); • Replacement of interior finishes in 1996 (nonhistoric alteration).
9	Building 3400	1956	Two-story motel building with rectangular plan, board-and-batten siding, low-pitched wood shake roof with exposed eaves, multilight windows and glazed doors, and exterior gallery with board-and-batten enclosed handrails.	Ranch	Primary: Horizontal massing; Low-sloped gabled roof with deep overhang; Natural finishes (wood siding and roof shingles; brick); Secondary: Sprawling floor plan	• Replacement of windows within existing openings with modern fixed units (nonhistoric alteration); • Replacement of slab doors within existing openings with modern paneled doors (nonhistoric alteration); • Replacement of interior finishes in 2009 (nonhistoric alteration).
10	Dover/ Stratford	1962	One-story building with rectangular plan, board-and-batten and brick siding, low-pitched wood shake roof with exposed eaves, full-length overhang with square supports and decorative brackets, and multilight windows and glazed doors.	Ranch	Primary: Horizontal massing; Single-story; Prominent low-sloped gabled roof with deep overhang; Secondary: Traditional details (wood shutters); Traditional building materials (wood shingle roofing, wood siding, brick)	• Replacement of windows within enlarged openings with modern fixed units in 1990s (nonhistoric alteration); • Replacement of doors within existing openings with modern panel doors (nonhistoric alteration); • Replacement of interior finishes in the 1990s (nonhistoric alteration).

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
11	Tiki Pavilion	1961	Octagonal, one-story building with stucco siding, multilight windows, multiple glazed doors, and a wood shake roof with a pent pinnacle and exposed eaves.	Tiki-Polynesian	Primary: Prominent roof form (pavilion); Secondary: Natural finishes (wood roof shingles); Tropical landscaping; Tropical accents (tikis)	• Enclosure of the pavilion with the construction of new configuration of windows and French doors, and stucco siding c. 2000 (nonhistoric alteration).
12	Building 3500 Complex	1962	Motel complex composed of four buildings two stories high with stucco and board-and-batten siding, low-pitched wood shake roofing with enclosed eaves, multilight windows and glazed doors, exterior galleries with metal grill rails and stairs.	Ranch/ Contemporary	Primary: Horizontal massing; Low-sloped gabled roof with deep overhang; Traditional exterior finishes (wood roof shingles); Nontraditional exterior finishes (vertical wood siding, stucco, concrete block); Large windows (replaced); Secondary: Shadow block accents (removed)	• Removal of shadow block panels (or breezeblock screen doors) c. 1980 (nonhistoric alteration); • Addition of wing with 10 guest rooms and window shutters c. 1980 (nonhistoric alteration); • Replacement of windows within existing openings with modern fixed and sliding units (nonhistoric alteration); • Replacement of doors within existing openings with modern paneled doors (nonhistoric alteration); • Replacement of interior finishes in 2000 (nonhistoric alteration); • Replacement of drive-up parking with the addition of landscape features, including exterior brickwork features in 2002 (nonhistoric alteration).
13	Terrace Café	1969	One-story building with rectangular plan and projecting porch, board-and-batten and stucco siding, wood shake roof over stylized enclosed boxed eaves, multilight windows and glazed doors,	Tiki-Polynesian	Primary: Prominent roof form (pavilion); Secondary: Natural finishes (wood roof shingles); Tropical landscaping; Tropical accents (tikis)	• Addition of stucco siding in 2001 (nonhistoric alteration); • Replacement of windows within modified openings with modern fixed units (nonhistoric alteration); • Replacement of doors within modified openings with modern

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
			and a dual pitched tower roof above the porch.			paneled and glazed doors in 2001 (nonhistoric alteration); • Replacement of interior finishes in 2001 (nonhistoric alteration).
14	Lanai Gift Shop	1969	One-story building with polygonal plan, including a notch that contains a mature palm tree; stucco siding, low-pitched wood shake roof over boxed eaves, and picture windows and glazed doors.	Tiki-Polynesian	Primary: Prominent roof form (pavilion); Secondary: Natural finishes (wood roof shingles); Tropical landscaping; Tropical accents (tikis)	• Addition of stucco siding and modification of eaves c. 2010 (nonhistoric alteration).
15	Royal Palm Towers	1969	Ten-story building that reflects the Brutalist style with its multistory, monolithic, textured concrete construction. The building has a U-plan, textured cement block (concrete masonry unit [CMU]) walls, flat roof, multilight windows and glazed doors, exterior galleries with metal grill handrails.	Contemporary with Brutalist influence	Primary: Nontraditional exterior finishes (CMU, concrete); Rectilinear form; Secondary: Distinctive parabolic forms (at balconies); Repetitive forms	• Replacement of interior finishes in 2011 (nonhistoric alteration).
16	Bella Tosca Spa & Salon	1969	One-story building with rectangular plan and projecting porch, board-and-batten and stucco siding, dual pitch, hipped wood shake and flat built-up roof above enclosed eaves, multilight windows, and glazed doors.	Tiki-Polynesian	Primary: Prominent roof form (pavilion with cross gable at main entrance); Covered patio; Secondary: Natural finishes (wood roof shingles); Tropical landscaping; Tropical accents (tikis)	• Alterations for ADA compliance (the addition of new entryways, expansion of existing entryways, and the addition of railings and ramps) in 1999 (nonhistoric alteration); • Replacement of interior finishes in 2008 (nonhistoric alteration).

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
17	Kelly's Restaurant	1966	One-story building has a rectangular plan; projecting porches; and brick, stucco, and paneled siding. The building has a flat built-up composite roof, and multilight windows and glazed doors.	Contemporary	Primary: Nontraditional exterior finishes (stucco, paneled siding)	• Replacement of windows and doors in existing openings with modern units in 2008 (nonhistoric alteration); • Replacement of interior finishes in 2008 (nonhistoric alteration); • The building is no longer used for service and is now used for storage (nonhistoric alteration).
18	Building 3600 Complex	1966	Complex includes three motel buildings two stories high. The main building has a prominent façade with an expressive Futurist-style form consisting of a series of parabolic arches projecting from a stone-sided exterior wall. The motel building has a long rectangular plan; mixed stone, stucco, and concrete siding; built-up roof over boxed eaves,; aluminum sliding windows; solid and molded doors; an exterior gallery with access to the second-floor motel rooms; and metal grille handrails.	Contemporary with Futurist alterations	Primary: Abstract, angular or curved shapes; Curved (parabolic) shape at covered walkway; Expressive roof form (flat with parabolic arches); Nontraditional exterior finishes (stone, concrete form) Secondary: Variety of exterior finishes (stucco, concrete block, stone); Screen block and shadow block accents; Asymmetrical façade; Horizontally oriented commercial building; Eyebrow overhang at motel 2nd floor roofline	• Addition of parabolic arches at south elevation in 1967 (historic alteration); • Addition of office space within enclosure of porte-cochere and reorientation of the lobby entrance c. 1968 (nonhistoric alteration); • Replacement of interior finishes in 1997 (nonhistoric alteration).
19	Regency Conference Center	1967	Two-story Futurist-style building with an arcade of parabolic arches, plate glass windows, and decorative stone and concrete exterior walls. The building has a rectangular plan and projecting covered	Futurist	Primary: Abstract, angular or curved shapes; Expressive roof form (flat with parabolic arches); Large windows (aluminum framed); Secondary: Variety of exterior finishes (stucco, stone, concrete)	• Additions of the banquet and conference rooms at rear of building in 1968 and 1971 (nonhistoric alteration); • Replacement of interior finishes in 1997 and 2011 (nonhistoric alteration).

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
			entrance; mixed stone, stucco, and concrete siding; flat built-up roof; fixed plate glass windows; solid and molded doors; and a highly stylized façade with two-story elliptical arches and masonry walls. The building has a one-story addition with rectangular plan, stucco siding, flat built-up roof, and minimal fenestration.			
20	Building 3700 Complex	1968	Complex contains three adjacent two-story motel buildings, a timekeeping office, and a housekeeping facility with connected roof system. Constructed in 1968, these buildings have Contemporary features. The complex has stucco siding, built-up roof over enclosed eaves, multilight windows, solid and molded doors, and an exterior second floor gallery with post and grille rail. The south façade is stylized with two-story oblong/square columns.	Contemporary with Futurist influence	Primary: Nontraditional exterior finishes (stucco, concrete); Curved (parabolic) shape at covered walkway; Secondary: Horizontally oriented commercial building; Eyebrow overhang at motel second floor roofline	• Addition of one-story office on west side c. 2014 (nonhistoric alteration); • Replacement of balcony handrails c. 2014 (nonhistoric alteration); • Replacement of windows within modified openings with modern fixed units (nonhistoric alteration); • Replacement of doors within existing openings with modern paneled doors c. 2014 (nonhistoric alteration); • Replacement of interior finishes in 1997, 2001, and 2010, and c. 2014.
21	Regency Tower	1968	Nine-story building with eclectic design, with angular massing, a boxed roofline, and mixed siding. The nine-story building, constructed in 1969, has a	Contemporary with Futurist influence	Primary: Expressive roof form (multilevel) (parabolic arches removed); Large windows (aluminum framed); Nontraditional exterior finishes (concrete, pebble, panels);	• Ninth story and exterior elevator added, exterior parabolic arches removed in 1972 (nonhistoric alteration); • Replacement of interior finishes in

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
			complex plan, mixed concrete, masonry and metal panel siding, complex built-up roof, operable casement windows, glazed doors, and an exterior glass elevator.		Secondary: Angular massing; Variety of exterior finishes (concrete, pebble, panels)	1973 and 1976 (nonhistoric alteration); • Addition of new entryway doors, awnings, exterior signage, window shutters, and exterior restrooms c. 1994 (nonhistoric alteration); • Replacement of interior finishes in 2011 (nonhistoric alteration).
22	Regency Parking Structure	1969	Three-story concrete and steel parking structure with concrete deck and metal railings, connected by pedestrian bridge to the Regency Tower.	N/A	N/A	• Addition of new ramp in the 1970s (nonhistoric alteration).
23	Atlas Ballroom (Convention Center)	1970	Two-story building that has pebble veneer and concrete siding, flat built-up composite roof, multilight window and glazed door configurations, and stylized signage. The Atlas Ballroom, particularly its façade, grand entrance, and lobby, exhibits Contemporary characteristics with Brutalist influence in its exposed and expressive concrete forms and finishes. The building also has underground parking structure below.	Contemporary with Brutalist influence	Primary: Strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; Large windows, often aluminum framed; Nontraditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone and mullion-free glass; Exposed and expressive structural system (at façade); Angular and rectilinear forms; Exposed concrete building finish (at façade); Secondary: Angular massing; Distinctive triangular, parabolic or arched forms; Eyebrow overhangs at main entrance; Integrated, stylized signage on commercial buildings.	• Replacement of interior finishes in 1978 (nonhistoric alteration); • Replacement of original orange tile with stucco c. 2000 (nonhistoric alteration); • Addition of exterior patio in 2005; • Replacement of interior finishes (carpet, wall coverings, furniture) in 2008 (nonhistoric alteration).

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
24	Palm Court Terrace	1970	One-story concrete building has a prominent roof form and overhang, and mixed, textured siding, concrete walls, multilight windows, and a flat built-up composite roof over boxed, wide overhanging eaves covered with an undulating metal form siding.	Contemporary influence	Primary: Strong roof form (boxed eaves, flat roof), with deep overhang; Nontraditional exterior finishes (textured stucco); Secondary: Horizontally oriented	• Replacement windows and doors in existing openings with modern fixed windows and glazed doors c. 2008 (nonhistoric alteration); • Replacement of interior finishes c. 2008.
25	Golden Pacific Ballroom	1975	One-story building with stucco and tile siding, minimal fenestration including four paired glazed doors at the main entrance and utility doors around the building, and a dual pitch built-up roof over boxed, wide overhanging eaves covered with metal seamed siding.	Contemporary/ Neoeclectic influence	Primary: Strong roof form (dual-pitch boxed eaves, flat roof), with deep overhang; Nontraditional exterior finishes (textured stucco and tile); Secondary: Horizontally oriented	• Replacement of interior finishes in 1996.
26	Grand Exhibit Hall	2007	Two-story concrete hall addition to the Convention Center, exhibits current architectural design and construction methods. The design mimics the column shape and scale of the Atlas Ballroom, enhanced with Classical molding. The building has a rectangular plan.	21st Century concrete tilt-up construction with eclectic classical ornamentation	Primary: Mansard roof	No major alterations.

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
27	Laundry	1979	Neoeclectic two-story building with a rectangular plan, stucco siding, and a dual pitch wood shake and built-up roof. The utilitarian building has a large roll-up garage door, a single door, vents, and no other fenestration.	Neoeclectic/ Utilitarian	Primary: Mansard roof	No major alterations.
28	Maintenance	1969	Two-story auxiliary building with rectangular plan, board-and-batten siding, flat built-up roof, and utility doors. Attached to the Maintenance Building, there is a gardening storage facility that was added in 1979. The facility is a one-story greenhouse storage structure with a curvilinear glass form over a concrete block foundation.	Utilitarian	N/A	• Addition of the gardening storage facility and adjacent Laundry and Engineering buildings in 1979.
29	Engineering	1979	Two-story neoeclectic building with a rectangular plan, stucco siding, and a dual pitch wood shake and built-up roof. The building has paired solid entrance doors with a fixed hoist above, and aluminum sliding windows.	Neoeclectic/ Utilitarian	Primary: Mansard roof	No major alterations.

Ref. #	Name	Date	Description	Architectural Style	Character-Defining Features	Alterations*
30	Pedestrian Bridge	1992	Single-span pedestrian bridge crossing the San Diego River, leading to Fashion Valley Mall. The bridge is concrete with a wood plank deck and round metal handrails.	N/A	N/A	(A previous bridge at this site predated Town & Country Hotel to the ranching period of Mission Valley.)

*Nonhistoric alterations refer to material changes made after the resource's period of significance or non-original materials that are not compatible with the historic materials of the resource.

Town & Country Hotel

The earliest Town & Country Hotel buildings were constructed in 1953–1955. These include the Offices (see Figure 4, #1), Lobby (#2), Bldg. 3100 (#3), Trellises Restaurant (#4), the Bldg. 3200 complex (#6), Meeting House (#8), and Dover/Stratford (#10). These were designed thematically with Ranch-style characteristics, including single-story horizontal massing, low-sloped gabled roofs with wood shingle roofing and wide overhangs covering outdoor walkways, and board-and-batten siding. The Lobby has a broad porte-cochere and exposed heavy timber framing (Plate 18), and Trellises Restaurant with its covered entrance patio (Plate 19). A patio with a kidney-shaped pool is the focal point of this area, located between the Lobby, Bldg. 3100, Trellises Restaurant, and Bldg. 3200.

Additional Town & Country Hotel buildings were constructed in 1956–1962. These include Bldg. 3300 (#7), Bldg. 3400 (#9), and the Bldg. 3500 complex (#12). The buildings are drive-up motel buildings with some elements that reflect the design of the earlier buildings, including low-sloped gabled roofs with wood shingle roofing and wide overhangs covering outdoor walkways, but include more Contemporary-style characteristics, including two-story horizontal massing and mixed stucco, board-and-batten and brick siding (Plate 20).

The Tiki Pavilion (#11) (Plate 21), built in 1961, and the Terrace Café (originally the Lanai Coffee Shop) (#13), the Lanai Gift Shop (#14), and the Bella Tosca Day Spa and Salon (originally Palais 500 restaurant) (#16), built in 1969, are representative of the Tiki-Polynesian style, with broad pavilion roof forms covered in wood shingle roofing and adjacent Tiki-Polynesian-style landscape features. The Royal Palm Towers (#15), built in 1969, reflects Contemporary design with Brutalist influence with its multistory, monolithic, textured concrete construction and repetitive patterns (Plate 22).

Former 7 Inns of America/Le Baron Hotel

The buildings on the east side of the Town & Country property were constructed between 1966 and 1968 and were once part of Le Baron Hotel, separate from Town & Country Hotel. These buildings include Kelly's Restaurant (#17), the Bldg. 3600 complex (#18), the Bldg. 3700 complex (#20), the Regency Conference Center (#19), the Regency Tower (#21), and a parking structure (#22). Kelly's Restaurant is a brick and stucco building with Contemporary features. The Bldg. 3600 and Bldg. 3700 motel buildings are generally Contemporary, two stories high, horizontally oriented, with stucco siding, metal staircases, shadow block accents, simple forms, and overhanging rooflines over exterior walkways, and have the same inverted parabolic arch column design at their north and south façades, respectively (Plate 23).

Bldg. 3600, built in 1966 and modified in 1967, has a prominent façade at its south end, facing Hotel Circle North and the highway, with an expressive Futurist-style form consisting of a series of parabolic arches projecting from a stone-sided exterior wall (Plate 24). The same Futurist-style theme is reflected in the Regency Conference Center, built in 1967, with an arcade of parabolic arches, plate glass windows, and decorative stone and concrete exterior walls defining the south and east walls, and open arches at the second story of the north side (rear elevation) (Plate 25). The Regency Tower, built in 1968, is a nine-story tower that was originally an eight-story tower that shared the thematic Futurist design of the hotel with similar parabolic arches to

Bldg. 3600 and the Regency Conference Center. The arches were removed and the ninth story was added, and the building has angular massing, a boxed roofline, and mixed siding (Plate 26).

Convention Center

The Convention Center (Plate 27), built in 1970 with additions in 1975 and 2007, includes the Atlas Ballroom (#23), the Palm Court Terrace (#24), the Golden Pacific Ballroom (#25), and the Grand Exhibit Hall (#26). The Atlas Ballroom, built in 1970, reflects late Contemporary design with some Brutalist influence in the exposed and expressive concrete forms of its façade, grand entrance, and foyer. The Palm Court Terrace, also built in 1970, has some Contemporary characteristics, including a prominent roof form and overhang, and mixed, textured siding. The Golden Pacific Ballroom was a later addition in 1975, and has an eclectic, late Modernist design, with a strong roof form and mixed siding. The Grand Exhibit Hall, built in 2007, has a smooth stucco/concrete exterior with arched bays in relief, and reflects current architectural design and construction.

Other Resources

A simple board-and-batten maintenance building (#28) was built in 1969 behind the Bldg. 3500 complex, and additional support buildings, the Laundry (#27) and Engineering (#29), were built after the Le Baron Hotel property was acquired. The Laundry and Engineering buildings are utilitarian with Neoeclectic stucco siding and flat roofs with wood shingle Mansard roofing overhangs. These buildings also have central utilitarian roll-up garage doors. The maintenance complex also includes a greenhouse structure with a curvilinear glass form over a concrete block base.

Other permanent structures are present on the property, including signage, three swimming pools (Plate 28), gazebos, and a pedestrian bridge (#30) (Plate 29) that crosses the San Diego River. Ornamental objects are ubiquitous on the property, including fountains; statuary; fences; brick piers with lanterns; brick planters; arbors; trellises; lattice fences; potted plants; concrete and bricked paths; sun umbrellas; and a variety of moveable cast iron, wood, and plastic outdoor seating. The site has an assortment of vegetation, including mature palm (Plate 30), ficus, and other decorative trees, as well as rose bushes, geraniums, climbing vines, birds of paradise, ferns, and other plants.

Plate 18. Lobby and porte-cochere with exposed framing

Plate 19. Trellises Restaurant, covered entrance patio

Plate 20. West elevation of center building in Bldg. 3500 complex

Plate 21. Tiki Pavilion

Plate 22. Royal Palm Towers

Plate 23. North elevation of the eastern building in the Bldg. 3600 complex

Plate 24. Bldg. 3600, south façade facing Hotel Circle North

Plate 25. Regency Conference Center, Garden Ballroom main entrance, south elevation

Plate 26. Regency Tower

Plate 27. Convention Center, Palm Court Terrace (left) and Atlas Ballroom (right)

Plate 28. Kidney-shaped pool (Trellises Restaurant in background)

Plate 29. Pedestrian bridge crossing the San Diego River to Fashion Valley

Plate 30. Mature palm trees throughout the Town & Country Hotel site, Bldg. 3500 complex in foreground

Alterations

The property has had several building campaigns reflecting several architectural styles since the original construction of Town & Country Hotel in 1953, and then 7 Inns of America/Le Baron Hotel on the adjacent parcel in 1966. Alterations have included the addition of several buildings, the removal of buildings and features, recurrent redecoration of interior and exterior hotel and conference facilities, and the installation of landscape features throughout the property. Aside from the usual update of hotel facilities (new carpets, plumbing, bathroom fixtures, paint, appliances, HVAC systems, electrical systems, etc.), major thematic alterations of the hotel buildings occurred in 1969–1970. During this period, Town & Country Hotel planned a huge expansion for the Convention Center, the Royal Palm Towers, and several other related facilities, and at the same time conformed its original buildings to the new design; in 1974 when the Le Baron planned to upgrade its facilities for a trendy theme of attracting business travelers (which may have contributed to its bankruptcy); in 1975 when Town & Country purchased the Le Baron property and renovated all the facilities to conform with the Town & Country style; and in the 2000s when the entire site was renovated to have a unified Classical/English country garden theme. The property has been constantly evolving to the present time.

Town & Country Hotel's first buildings (1953–1955) were one-story Ranch-style buildings surrounded by a transitional, open agricultural setting. The next set of Town & Country Hotel buildings (1956–1962) were two-story Ranch- and Contemporary-style buildings with complementary characteristics in a developing commercial setting. As Town & Country Hotel further developed (1961–1969), it embraced the Tiki-Polynesian style in its building and landscape theme. Le Baron Hotel developed its first buildings (1966–1968) with Contemporary and Futurist-style characteristics in the increasingly commercialized setting of Mission Valley. Expansion of both hotel properties in the late 1960s included the addition of modern, Contemporary high-rise hotel towers at the rear of the parcels, close to, but facing away from the San Diego River, changing the open setting of Mission Valley and the river way. A new pool was installed adjacent to each tower. The new kidney-shaped Royal Palm Towers pool was located where an existing rectangular pool was removed.

The 1969–1970 expansion of Town & Country, with the development of the Convention Center (1970–1975) on the west side of the Town & Country property further changed the setting with the introduction of a massive facility demonstrating Contemporary architecture with some Brutalist influence, since original portions of the property were replaced. The relatively recent addition of the Grand Exhibit Hall (2007) required the removal of some of the original 1953 Town & Country Hotel buildings. At the same time, a rectangular pool adjacent to the Dover/Stratford and Meeting House buildings was filled in and replaced with a fountain. The pedestrian bridge crossing the San Diego River was replaced in 1992.

The buildings have undergone several alterations. The Lobby was altered and added to in 1961, 1962, 1969, 1976, and 2010, with the addition of a parallel gable to its porte-cochere, office spaces, and brick veneer at the exterior, and replacement of windows and interior finishes. Windows have been replaced with modern windows in the Lobby; Trellises Restaurant; Offices; and Bldgs. 3100, 3200, 3300, 3400, 3500, and 3700. The doors and siding of the Tiki Pavilion, Terrace Café, and Lanai Gift Shop have been replaced, changing the appearance of their original Tiki-Polynesian characteristics. Several buildings have replacement doors.

The interiors of the buildings have also been altered to reflect changing styles and tastes in the same pattern. The original interiors of Town & Country Hotel reflected the modernity of the Contemporary style (1953–1968), with interior wood and stone paneling, upholstery, and low-profile mid-century-type furniture. However, the open beam ceilings in several rooms were enclosed with drywall in 1978. A comprehensive list of the extensive interior alterations of the hotel buildings has not been developed, but interior alterations in the 1990s and 2000s upgraded the bathrooms for Americans with Disabilities Act compliance, and to reflect Classical/English country-type furniture, fabric and carpet patterns, and accessories.

Since the hotel properties were combined in 1975, few buildings have been added, including the Laundry, Engineering, and Gardening facilities (1979); Receiving (2006); and the Grand Exhibit Hall (2007). Alterations to the landscape and changes to the buildings' exterior paint palette have attempted to aesthetically unite the property. Bricked courtyards were installed at the Atlas Ballroom, the Bldg. 3500 complex, and the Regency Conference Center circa 2000. The landscape alterations have included the pervasive installation of stucco, brick, tile, and lattice fencing; lattice arbors; wood trellises; Classical statues, fountains, and stone benches; gazebos; planters; and a variety of outdoor furniture. The landscape evolved from open ranchlands, to a Tiki-Polynesian theme with palm trees and tropical plants, to a manicured Classical/English country garden theme with climbing vines, hedges, rosebushes, and shrubbery.

SIGNIFICANCE EVALUATIONS

REGULATIONS

Federal laws, regulations, plans, and policies are not applicable to the current project since it does not meet the definition of a federal undertaking for purposes of the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The following sections provide a discussion and analysis of the significance of the resources against appropriate CRHR and HRB designation criteria in compliance with CEQA and City regulations.

California Environmental Quality Act

Under CEQA, the lead agency is responsible for determining whether a project may have a significant effect on historical resources. Historical resources are defined as resources eligible for the CRHR, as described below.

The CRHR is a listing of resources that are significant within the context of California's history, and includes all resources listed in or formally determined eligible for the NRHP. The CRHR is a statewide program of similar scope to the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR. A historic resource must be significant at the local, state, or national level under one or more of the following criteria defined in the California Code of Regulations Title 14, Chapter 11.5, Section 4850:

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

City of San Diego Historical Resources Regulations (Land Development Code [Chapter 14, Article 3, Division 2])

The City's Historical Resources Regulations are intended to ensure that development occurs in a manner that protects the overall quality of historical resources. The City Manager determines whether a historical resource exists, and whether a potential historical resource is eligible for designation as a historical resource by the HRB.

The Historical Resources Guidelines of the City's Land Development Manual identify the criteria under which a resource may be historically designated (City of San Diego 2001). The manual states that any improvement, building, structure, sign, interior element and fixture, site, place, district, area, or object may be designated a historical resource by the HRB if it meets one or more of the following designation criteria:

A. exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development;

B. identified with persons or events significant in local, state or national history;

C. embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;

D. is representative of the notable work or a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;

E. is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historical Resources; or

F. is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

RESOURCE EVALUATION

The following evaluation describes how the resources relate to the historical overview, referencing specific designation criteria, periods of significance, boundary descriptions, character-defining features, and noncontributing elements. Due to similarities between buildings dating from specific periods or exhibiting certain architectural styles, groups of buildings that relate to specific historical or architectural contexts are evaluated together. Consideration of each building as an individual resource or as a possible contributor to a potential historic district is included. The resources are first evaluated against the CRHR and HRB criteria, and those that meet the criteria are then assessed for integrity. Several buildings that meet the CRHR and/or HRB criteria may not be eligible based on their integrity.

CRHR Criteria

CRHR Criterion 1

The Town & Country property is associated with the broad pattern of commercial development of Mission Valley starting in the early 1950s and continuing through the 1970s to the present. Key developments of the site relate to the construction of Town & Country Hotel beginning in 1953, 7 Inns of America/Le Baron Hotel in 1966, and the Convention Center in 1970.

Town & Country Hotel
Construction of Town & Country Hotel in 1953 established the first hotel on Hotel Circle, which was a nascent development allowed by the rechannelization of the San Diego River and the completion of the Mission Valley Freeway (U.S. 80, now Interstate 8), through a formerly flood-prone agricultural area. With improved transportation, commercial pursuits targeted the area for new development, particularly motel and hotel interests led by Charles Brown. The scale of the Hotel Circle development encompassed a large area of Mission Valley, transforming the valley into a suburbanized zone. Town & Country Hotel represented the beginning of the era of the large-scale commercial development of Hotel Circle and Mission Valley. The hotel drew tourists to commercial and recreational activities in Mission Valley, a trend that continues to the present.

For its importance in the early development of Hotel Circle and Mission Valley as the first of several low-density, garden-themed hotels on Hotel Circle, Town & Country Hotel meets CRHR Criterion 1 for a period of significance from 1953, the date of its construction, to 1962, the date of construction of the Bldg. 3500 complex, marking the completion of the first phase of the resort prior to City zoning changes for higher density development in Mission Valley and the hotel's subsequent 1969–1970 expansion with high-rise towers and the Convention Center. The buildings associated with this period of significance include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion. While these buildings are all associated within the same context and same period of significance under CRHR Criterion 1, they more accurately represent a multiproperty resource or complex, rather than contributors to a historic district specific to Town & Country Hotel.

7 Inns of America/Le Baron Hotel
The establishment of 7 Inns of America/Le Baron Hotel in 1966 demonstrated the continuing trend of hotel development along Hotel Circle. As a separate entity, Le Baron Hotel had its own design theme and amenities, but otherwise offered typical motel services similar to several motels and hotels on Hotel Circle in the 1960s. The former Le Baron Hotel buildings do not meet CRHR Criterion 1, because their development, while associated with the broad pattern of commercial development in Mission Valley, are not representative as the first or most significant of the hotels that were developed on Hotel Circle. These buildings, as a multiproperty resource or complex, do not appear to be contributors to a historic district related to the Le Baron Hotel that would be significant under CRHR Criterion 1.

Convention Center
The Town & Country property also contains the Convention Center that was established in 1970 and is associated with the development of tourism in Mission Valley and the conference center industry in San Diego. The Convention Center (Atlas Ballroom, Palm Court Terrace, and Golden Pacific Ballroom) was one of the first and largest meeting spaces for hosting conventions and other events in San Diego until the development of the San Diego Convention Center in 1989. Although a notable, free-standing, dedicated convention center, and an important large-scale assembly space representing the early development of the modern conference services industry in San Diego, no particular noteworthy historic events took place at the Convention Center. The Convention Center does not appear to individually meet CRHR Criterion 1 and does not appear to contribute to a broader historic district.

Potential Historic District
Currently, there are no established historic districts in the Mission Valley community that are significant under CRHR Criterion 1 to which the buildings on the Town & Country property would individually or collectively contribute. Of the four areas of historical development, the original Town & Country Hotel (1953–1968), the Town & Country Hotel 1969 additions, the former Le Baron Hotel (1966–1969), and the Convention Center (1970), none appear individually unified in a distinguishable way that would warrant identification as a historic district. Together, the four areas relate to the development of two previously separate hotels with resources that do not relate to one another in a clearly distinguishable way or with a mutual historical interest under CRHR Criterion 1 to form a historic district or be contributors to a broader historic district.

CRHR Criterion 2

Town & Country Hotel
Town & Country Hotel is primarily associated with Charles H. Brown (1917–1967), a local developer who was pivotal in the commercial development of Hotel Circle and Mission Valley. Brown, along with other Hotel Circle developers, advocated for the expansion of commercial interests in Mission Valley before the San Diego City Council, helping attain variances to create Hotel Circle, and pioneered construction on Hotel Circle. Brown purchased the Town & Country property for $90,000 in 1952, and had a vision for a resort that would rival Palm Springs and have the potential to expand into a convention center (Van Wormer 2013). Brown founded Atlas Hotels, Inc., establishing Town & Country Hotel first in 1953 and several other hotels/motels around Hotel Circle. While all of the hotels located at Hotel Circle associated with Brown are still in operation, including Rancho Presidio Hotel (Hanalei Hotel, now Crown Plaza San Diego – Mission Valley), Mission Valley Inn (now Mission Valley Resort), and Kings Inn, Town & Country Hotel was the flagship of Atlas Hotels, Inc., and most clearly represents his hotel development efforts. Not only influential in the hotel and real estate industries, Brown also acquired the San Diego commercial television station KAAR-TV in 1966. He died in 1967 at 49 years old.

Based on its local prominence as Brown's first low-density, garden-themed hotel development in Mission Valley, Town & Country Hotel meets CRHR Criterion 2, with a period of significance from 1953, the date of construction of Town & Country Hotel, to 1967, the date of Brown's death. The buildings associated with this period of significance include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion. These buildings, as a multiproperty resource or complex, do not appear to be contributors to a historic district related to Charles H. Brown that would be significant under CRHR Criterion 2.

7 Inns of America/Le Baron Hotel
The 7 Inns of America/Le Baron Hotel buildings were associated with Kenneth R. Riley, the developer of the hotel chain. Little information is known about Riley, and he does not appear to have made any significant historical contributions that would qualify him as an important historical figure. The 7 Inns of America/Le Baron Hotel buildings do not meet CRHR

Criterion 2. These buildings, as a multiproperty resource or complex, do not appear to be contributors to a historic district that would be significant under CRHR Criterion 2.

Convention Center

The development of the Convention Center was guided by Terry Brown, Charles H. Brown's son, who remains involved with Atlas Hotels, Inc. and the Town & Country property. There is no apparent association between the Convention Center and important historical persons. The Convention Center buildings do not meet CRHR Criterion 2. The Convention Center does not appear to be a contributor to a broader historic district with significance under CRHR Criterion 2.

Potential Historic District

Although the original Town & Country Hotel buildings are associated with Charles H. Brown as a multiproperty resource or complex, the collective Town & Country property including the former Le Baron Hotel and Convention Center does not mutually represent a potential historic district that would be eligible under CRHR Criterion 2, based on the lack of association with an important historic individual.

CRHR Criterion 3

Town & Country Hotel

Town & Country Hotel was designed in the Ranch, Contemporary, and Tiki-Polynesian styles over several campaigns between 1953 and 1969.

The first Town & Country Hotel buildings were designed in the Ranch style. The custom-designed Ranch buildings include the Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; and Bldgs. 3100, and 3200. These buildings all share primary character-defining features of the style, including horizontal massing, single stories, custom details in the main public areas like the entrances to the Lobby and Trellises Restaurant, and prominent low-sloped gabled roofs with deep overhangs. In addition, the buildings exhibit secondary character-defining features of the style, including sprawling floor plans, which together form long rows with inner courtyards. The materials of these buildings are traditional and include board and batten siding, brick veneer (added later), wood shingle roofing, and multilight wood frame windows. Although these buildings were custom-designed, they do not represent the best examples of an abundant type in San Diego. The buildings have only a few prominent character-defining features, like the porte-cochere at the main entrance of the Lobby, and the covered patio with stone piers at the main entrance of Trellises Restaurant. These buildings are not good candidates for individual listing or listing as a historic district, because of the ubiquity of custom-designed Ranch-style buildings in San Diego, and their lack of all the primary character-defining features of the style (City of San Diego 2007). In addition, these buildings were designed by the John J. Sherman Company of San Diego, and no association with a master architect or builder has been established. They do not meet CRHR Criterion 3.

Bldgs. 3300, 3400, and 3500 have Ranch and Contemporary influences in their designs. These buildings share some primary character-defining features of the Contemporary style, including nontraditional exterior finishes like vertical wood siding, concrete block, brick, and stucco, and aluminum windows. These buildings exhibit some secondary character-defining features, including sun shades and shadow block accents, and horizontal orientation in two-story massing. These buildings are not a good example of Ranch or Contemporary architecture, as they do not possess all of the primary character-defining features of either style, and they are not associated with a significant architect. They do not meet CRHR Criterion 3.

Several buildings were designed in the Tiki-Polynesian style. Tiki-Polynesian character-defining features include prominent roof forms; projecting roof beams; exposed roof framing; low-pitch gabled wood shingle roofs with deep overhangs; porte-cocheres and covered patios; horizontal massing; natural finishes; and tropical landscaping with mature palms, tropical plants, and Tiki-style features. The style is particularly demonstrated in the roof forms of the Tiki Pavilion, Terrace Café Restaurant (Plate 31), Lanai Gift Shop, and Bella Tosca Spa & Salon. Related landscape features include the mature palm trees, tropical plants, and Tiki objects (Plate 32).

Although the Tiki-Polynesian style, popular in San Diego between circa 1950 and 1965, was commonly used for hotels, restaurants, and retail buildings, examples of the style are relatively rare (City of San Diego 2007). The Tiki-Polynesian-style buildings constructed in 1969 as an expansion of Town & Country Hotel are very late examples of the style. The architects associated with Town & Country Hotel's Tiki-Polynesian theme are Martin D. Rubenstein and Hendrick & Mock. Research has revealed little about Rubenstein's career and body of work, and he does not appear to be a master architect. Hendrick & Mock were known for their progressive modern design, particularly the Contemporary style represented in the Royal Palm Towers and the Convention Center. Although the rarity of Tiki-Polynesian-style buildings remaining in San Diego and in California is established, Town & Country Hotel's Tiki-Polynesian buildings are not good representatives of the style due to their lack of all the primary character-defining features of the style. They do not meet CRHR Criterion 3.

Plate 31. Terrace Café pavilion roof form with wood shingles

Plate 32. Tiki motif statue and fountain adjacent to Tiki Pavilion

The Royal Palm Towers is also designed in the Contemporary style with some influences of Brutalism. The building exhibits some of the primary character-defining features of the Contemporary style, including a strong flat roof form with an overhang, large aluminum windows in the south elevation, and nontraditional exterior finishes in concrete. It also expresses primary character-defining features of Brutalism, including an exposed structural system, rectilinear forms, and exposed concrete as a building finish. It also has secondary features including repetitive patterns, particularly in its balconies and columns (Plate 33). However, the overall design of the building is not exemplary of Contemporary or Brutalist architecture because it does not possess all of the primary character-defining features of either style that would make it distinctive in either style. Hendrick & Mock were the architects that designed the Convention Center but are not established master architects for San Diego (City of San Diego 2011). The building does not meet CRHR Criterion 3.

Plate 33. Royal Palm Towers

7 Inns of America/Le Baron Hotel

The former Le Baron Hotel's buildings constructed between 1966 and 1968 exhibit Futurist character-defining features. The buildings are horizontally oriented with regular, rectangular plans, but their prominent exterior features are abstract, expressive, and asymmetrical. The most prominent character-defining feature of these buildings is the repeated use of the parabolic arch on Bldg. 3600 and the Regency Conference Center (Plate 34). The buildings also feature mixed exterior finishes of stucco, concrete, stone, pebbles, and concrete block. Screen and shadow block accents are used at the perimeter of the Bldg. 3600 complex, and eyebrow overhangs are used on the Bldg. 3700 complex.

Plate 34. Parabolic arch loggia and stone exterior wall siding, Regency Conference Center

While the Futurist style was popular in San Diego between circa 1950 and 1965 with widespread examples of housing commercial uses such as retail, hotels, service stations, restaurants, and offices, good examples of the style that retain a high degree of integrity of their primary character-defining features are rare (City of San Diego 2007). The Le Baron Hotel buildings are late examples of the style in San Diego, and incorporate the oblong shapes and abstraction typical of the style. The architect of the first 7 Inns of America buildings was Austin E. Lucious of San Diego, according to the plans submitted to the City dated 1965 (see Appendix A). Research has revealed little about Lucious's career and body of work, and he does not appear to be a master architect with major contributions to San Diego's Modern movement. The 1967 expansion of the site related to the transformation of the 7 Inns of America motel to Le Baron Hotel was designed by Ronald K. Davis. Davis is recognized as a contributing modern designer of San Diego, but has not been established as a master architect by the City (City of San Diego 2007 and 2011). In Davis's design, all the buildings on the site had repetitious motifs of upright and upside-down parabolic arches. Davis was known more for modern design of residential buildings, and this does not represent an important example of his body of work. However, based on the representation of the Futurist style in the character-defining features of the former Le Baron Hotel buildings, the buildings meet CRHR Criterion 3 for their embodiment of the style, with a period of significance from 1967, related to the construction of the Futurist-style buildings, Bldg. 3600 and the Regency Conference Center.

Convention Center

The Convention Center, consisting of the Atlas Ballroom, the Palm Court Terrace, and the Golden Pacific Ballroom, was built between 1970 and 1975, and exhibits the Contemporary style with eclectic Modernist influences. The Atlas Ballroom possesses primary character-defining features of Contemporary architecture, including a strong roof form with boxed eaves at the sides and nontraditional exterior finishes including stucco, formed concrete, and tile siding (now removed), and Brutalist and Futurist influences at the façade and in the interior foyer (Plates 35 and 36). It also exhibits secondary character-defining features such as horizontal massing; distinctive arched forms; and integrated, stylized signage. The Atlas Ballroom also reflects Brutalism in its character-defining features of an exposed and expressive structural system, monumental massing, angular and rectilinear forms, exposed concrete, and repetitive patterns in the façade's archways. This design also has Futurist influences in character-defining features such as the angular shapes and expressive forms of the archways, prominent signage, and bright colors of the original orange tile. The Palm Court Terrace and Golden Pacific Ballroom are more plainly Contemporary, with character-defining features including a strong roof form with a flat or dual pitch roof, boxed eaves with a scalloped design and a wide overhang, a nontraditional exterior finish in stucco, and horizontal orientation.

Plate 35. Atlas Ballroom, west entrance to Convention Center

Plate 36. Atlas Ballroom, concrete forms in foyer

The overall design of the Convention Center, including its rectangular form and prosaic exterior walls, does not embody the distinctive characteristics of one particular style, as it does not possess all of the primary character-defining features of the Contemporary, Brutalist, or Futurist architectural styles. However, the Convention Center was designed by Hendrick & Mock, a partnership that was prolific in San Diego and Southern California from 1963 to 1994. John R. Mock was identified as a contributing architect to San Diego's Modern architecture movement, although he has not been established as a master architect by the City (City of San Diego 2007 and 2011). Hendrick & Mock won a first place Gold Medal Award for civic building design in the annual national design competition sponsored by the Society of American Registered Architects in 1971 for the Convention Center. The Convention Center has an important and representative design of a specific building type from the late Modernist period, for which Hendrick & Mock won an award in civic building design. Therefore, the Convention Center meets CRHR Criterion 3 with a period of significance of 1970, the date it was constructed.

Potential Historic District

As a whole, the Town & Country property does not represent a cohesive design aesthetic, having several different building and development campaigns reflecting different architectural influences. The property's various buildings exhibit a variety of Modernist architectural styles and influences, including Ranch, Tiki-Polynesian, Futurist, Contemporary, and Brutalist characteristics. Several designers created the various buildings located on the Town & Country property. Within separate areas of development, the Town & Country Hotel buildings, the former 7 Inns of America/Le Baron buildings, and the Convention Center reflect different styles. Certain buildings on the Town & Country property possess architectural characteristics that are distinctive, as discussed above. Most of the buildings employ typical forms, materials, and features of the period; are not architecturally significant; or are less than 45 years old and do not exhibit exceptional significance. Currently, there are no established historic districts based on architectural design in the Mission Valley community to which the buildings on the Town & Country property would contribute. The buildings exhibit different Modernist architectural styles and are related to the development of two previously separate hotels. Each hotel's buildings are a finite group of buildings that relate to each other as part of the hotel, but the hotels as resources do not collectively relate to one another in a clearly distinguishable way, with special character, or aesthetic value, to form a historic district that would meet CRHR Criterion 3.

CRHR Criterion 4

The Town & Country property is located in an area of high archaeological sensitivity. Because of the alluvial nature of soil deposition in the valley, archaeological sites could be deeply buried within the project area beneath the soils previously disturbed by construction. While the possibility exists that intact significant archaeological deposits may be present in undisturbed soils beneath the developed area, the buildings, structures, and other above-ground features on the Town & Country property are not likely to yield information regarding history or prehistory. Therefore, these resources do not meet CRHR Criterion 4.

HRB Criteria

HRB Criterion A

The Town & Country property is associated with the commercial development of Mission Valley and the specific and special elements of the historical and economic development of Hotel Circle. Town & Country Hotel was the first hotel built on Hotel Circle, becoming the precedent for the historical development of several other hotel and commercial properties in Mission Valley, which had historically been used for cattle grazing and other agricultural activities. Town & Country Hotel represents the important development of rezoning Mission Valley spearheaded by Charles H. Brown, the developer of the Town & Country site, and other speculative investors in the early 1950s. Town & Country Hotel also represents the beginning of indelible economic development of Mission Valley and Hotel Circle from open agricultural land to a high-density commercial zone in the mid-20th century. As a result of Brown's political efforts to make the City rezone Mission Valley and build Town & Country Hotel, the entire area opened up to a rapid wave of commercial and economic development in Hotel Circle and Mission Valley.

For its importance in the early historical and economic development of Hotel Circle and Mission Valley as the first of several low-density, garden-themed hotels on Hotel Circle, Town & Country Hotel meets HRB Criterion A for a period of significance from 1953, the date of its construction, to 1962, the date of completion of the first phase of the resort prior to City zoning changes for higher density development in Mission Valley and the hotel's subsequent 1969 expansion with high-rise towers and the Convention Center. The buildings associated with this period of significance include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion.

The establishment of 7 Inns of America/Le Baron Hotel in 1966 demonstrated the continuing trend of hotel development along Hotel Circle. As a separate entity, Le Baron Hotel had its own design theme and amenities, but otherwise offered typical motel services similar to several motels and hotels on Hotel Circle in the 1960s. The former Le Baron Hotel buildings do not represent special elements of development and do not meet HRB Criterion A.

The Convention Center was built as an addition to Town & Country Hotel and represents the continued economic growth of Hotel Circle and Mission Valley, and does not specifically reflect any special elements of development to meet HRB Criterion A.

HRB Criterion B

Town & Country Hotel is identified with Charles H. Brown (1917–1967), a locally significant developer. Brown was pivotal in the political effort to convince the City to rezone Mission Valley, thus opening it up to the commercial development that characterizes it today. Brown was closely associated with Town & Country Hotel as its owner and developer from when he founded it in 1953 until his death in 1967. Based on its local prominence as Brown's first low-density, garden-themed hotel development in Mission Valley, Town & Country Hotel best represents Brown's efforts to develop Hotel Circle, which was one of his greatest contributions to San Diego, and meets HRB Criterion B, with a period of significance from 1953, the date of construction of Town & Country Hotel, to 1967, the date of Brown's death. The buildings associated with this period of significance include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion.

The former 7 Inns of America/Le Baron Hotel buildings and the Convention Center are not identified with any significant persons or events in local, state, or national history, and do not meet HRB Criterion B.

HRB Criterion C

The Town & Country Hotel buildings do not embody distinctive characteristics of a style, type, period, or method of construction or are a valuable example of the use of indigenous materials or craftsmanship. The Ranch, Contemporary, Tiki-Polynesian, and other eclectic buildings do not possess a full array of primary character-defining features of any one particular architectural style, and do not represent a particular type of buildings.

Two of the former Le Baron Hotel buildings, the Bldg. 3600 complex and Regency Conference Center, embody the Futurist style. Their primary character-defining features include abstract, curved shapes in the form of the prominent parabolic arches; expressive roof flat roof form; and large, aluminum framed windows. Their secondary character-defining features include a variety of exterior finishes, including concrete, concrete block, stone, pebble, and stucco siding, and asymmetrical façades. Screen and shadow block accents are used at the perimeter of the Bldg. 3600 complex. These buildings meet HRB Criterion C for their embodiment of the style, with a period of significance of 1967, related to their construction dates as part of the Futurist aesthetic of the Le Baron Hotel.

The Convention Center's original design had several Modernistic influences, including Contemporary, Futurist, and Brutalist styles. Because it does not possess the distinct primary character-defining features of a single architectural style, it does not embody a particular style. However, the Convention Center does clearly demonstrate through its essential features its specific purpose as a civic building used for large assemblies and conventions. The Convention Center is significant as one of the first free-standing large assembly halls in San Diego built specifically to house conventions. The Convention Center also earned architects Hendrick & Mock a first place Gold Medal Award for civic building design in the annual national design competition sponsored by the Society of American Registered Architects in 1971. The Convention Center is significant as a specific building type from the late Modernist period. Therefore, the Convention Center meets HRB Criterion C with a period of significance of 1970, the date it was constructed.

HRB Criterion D

Several architects, designers, and builders have been identified who were involved in the designs of various buildings, structures, and alterations on the Town & Country property. The most relevant designers or architects include John J. Sherman Company, Austin E. Lucious, Ronald K. Davis, William Hendrick, and John R. Mock. None of these individuals have been established by the City of San Diego as master builders, designers, architects, engineers, landscape architects, interior designers, artists, or craftsmen (City of San Diego 2011). However, Ronald K. Davis and John R. Mock have both been identified as contributing designers of modern San Diego in the *San Diego Modernism Historic Context Statement* (City of San Diego 2007). Davis is known primarily for residential work, and his work on the Futurist Le Baron Hotel has not been celebrated in any readily apparent documentation. Mock is known primarily for his residential work, and for public buildings such as the Timken Museum and the Holy Cross Mausoleum. His work also included the Hanalei Hotel and Islands Restaurant (1964-1981) that date to the same era as the Town & Country expansion, and a few other commercial buildings (City of San Diego 2007). The Convention Center, as an award-winning civic building, is a notable work of Mock in partnership with William Hendrick. However, these partners are not clearly established master architects. None of the buildings on the Town & Country property appear to meet HRB Criterion D.

HRB Criterion E

None of the resources located in the APE are listed or have been determined eligible by the National Park Service (NPS) for listing in the NRHP or the CRHR. The Town & Country property buildings do not meet HRB Criterion E.

HRB Criterion F

Currently, there are no established historic districts in the Mission Valley community to which the buildings on the Town & Country property would contribute. The Town & Country property contains four areas of historical development: the original Town & Country Hotel (1953–1968), the Town & Country Hotel 1969 additions, the former Le Baron Hotel (1966–1969), and the Convention Center (1970). The buildings within those areas exhibit different Modernist architectural styles and are related to the development of two previously separate hotels. Each hotel's buildings are a finite group of buildings that relate to each other as part of the hotel, but the hotels as resources do not collectively relate to one another in a clearly distinguishable way, with special character, historical interest, or aesthetic value, to form a historic district or be contributors to a broader historic district. Regardless, a potential district is not eligible if it contains so many alterations or new intrusions that it no longer conveys the sense of a historic environment, which the Town & Country property, as a whole, does not.

Integrity

In addition to meeting designation criteria, a resource must also retain integrity to be considered eligible for CRHR or HRB listing. Ultimately, integrity is assessed based on whether the property retains the identity for which it is significant. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. Four resources meet the CRHR and HRB criteria, including:

- *Town & Country Hotel* (period buildings include Offices; Lobby; Trellises Restaurant; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and the Tiki Pavilion), under CRHR Criterion 1 and HRB Criterion A (period of significance: 1953–1962) and under CRHR Criterion 2 and HRB Criterion B (period a significance: 1953–1967).
- *Bldg. 3600,* under CRHR Criterion 3 and HRB Criterion C (period of significance: 1967)
- *Regency Conference Center*, under CRHR Criterion 3 and HRB Criterion C (period of significance: 1967).
- *Convention Center* (Atlas Ballroom and Palm Court Terrace), under CRHR Criterion 3 and HRB Criterion C (period of significance: 1970).

The following is an integrity analysis for these resources.

Location is the place where the historic property was constructed or the place where the historic event occurred.

All resources listed above remain in their original locations and retain their integrity of location.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Town & Country Hotel
Extensive alterations to Town & Country Hotel have changed the overall design of the original Ranch-style garden-themed motel and several of its individual buildings and structures that date to its periods of significance, 1953–1962 and 1953–1967. Site alterations include the addition of several intrusive buildings and styles that changed or obscured the original design of the motel (all post-1967 buildings and additions: Lexington Rooms, the Terrace Café, the Lanai Gift Shop, the Bella Tosca Day Spa and Salon, Royal Palm Towers, the Convention Center, the Golden Pacific Ballroom, the Grand Exhibit Hall); the removal of buildings and features (demolition of a substantial portion of Offices/Bldg. 3100 known as the "triangle building," demolition of the

service station, infill of swimming pools, removal of courtyard spaces and drive-up parking areas adjacent to the original motel buildings); and the installation of new, pervasive landscape features throughout the property, including new fencing, arbors, trellises, statues, gazebos, and a variety of outdoor furniture.

The original design of Town & Country Hotel buildings typically included long, rectangular, drive-up motel buildings that were interconnected by breezeways, with redwood board and batten exterior siding; partial brick siding on some buildings; cedar shake roofing over low-pitch gabled roofs; multilight sash, casement, and jalousie windows; louvered panels; and slab doors for each motel room unit. Design variation related to the function of each building, with more elaborate features on the primary public buildings such as the Lobby, Trellises Restaurant, and the Meeting House. The design integrity of the individual period buildings that compose the resource has also been diminished by nonhistoric exterior and interior alterations that have changed their plans, interior spaces, structures, and style aesthetics. The grand majority of single-panel slab exterior doors have been replaced with nonhistoric paneled doors. The majority of motel buildings retain multilight wood-framed fixed window panels; however, most original casement and jalousie windows have been replaced with modern fixed windows. While these are generally installed in the original fenestration openings, they are not compatible with the original design aesthetic of the motel buildings. Other notable changes to the design of individual buildings are discussed below.

The Offices building originally contained guest motel rooms. Its design has been significantly altered with the removal of its “triangle building” wing for the construction of the Grand Exhibit Hall in 2007, which also resulted in the eradication of drive-up access and parking areas of the rear units of Offices and Bldg. 3100. The building’s operable casement and jalousie windows were replaced with modern sash or fixed windows in their original openings. The interior was substantially altered to convert motel rooms into executive offices in 2010. The design of the remaining portion of the building retains its original fenestration configuration and its multilight window panels, but the building has lost substantial elements of its historic design.

The Lobby was originally designed with a low-pitch, side-gable roof with a projecting, single cross-gable porte-cochere. Brick veneer was added in 1962. Nonhistoric alterations to the Lobby include the extension of the exterior walls and addition of a second parallel gable to the porte-cochere in 1968–1969, along with several other related alterations, including the reconfiguration and replacement of the windows and doors along the façade at the main entrance and in its adjoining storefronts. The Lobby retains few of its original design elements due to additions, the reconfiguration of its fenestration and main entrance under the expanded porte-cochere, and the removal of interior walls to expand the reception area of the lobby. As one of the most prominent elements of Town & Country Hotel, changes to the Lobby building have diminished the resource’s overall integrity of design.

Another prominent feature of the original Town & Country Hotel, Trellises Restaurant, has undergone several alterations that have compromised its original design. Located opposite the original pool, the building served as the restaurant and bar for the resort with open patio areas facing the pool. The most significant nonhistoric alteration to the building was the expansion of the dining room in the 1980s and the addition of an enclosed sunroom on the south side of the building facing the pool in 1995. New exterior walls and windows were constructed as part of the expansion, and the building's doors have been replaced with modern units.

Bldg. 3500, as a later addition to the motel, exhibited both Ranch and Contemporary characteristics in its design. The building's design has been drastically altered with the circa 1980 removal of the full-height shadow block panels that divided areas of the exterior walls. In addition, the removal of the drive-up parking areas surrounding the motel complex and the installation of exterior brickwork and landscape features changed the inherent function of its design.

The Tiki Pavilion was the first building at Town & Country Hotel to show the transition from Ranch-style buildings to a Tiki-Polynesian theme. The building's design has been drastically altered with the enclosure of the pavilion with non-compatible stucco walls and modern French doors and new windows circa 2000, introducing incompatible features to its original Tiki-Polynesian style.

The removal of original Town & Country Hotel buildings and materials and the intrusion of nonhistoric and non-compatible elements have diminished its integrity of design. These changes to the overall site have substantially altered significant elements of the design. Because Town & Country Hotel is significant as the first hotel in Mission Valley, reflected in its low-density plan and sprawling Ranch-style design dating to its periods of significance, the alteration of that design has diminished its ability to convey its significance. It does not retain integrity of design.

Bldg. 3600

Bldg. 3600's design, significant for its Futurist characteristics added as part of the Le Baron Hotel rebranding circa 1967, has been significantly compromised by the enclosure of the porte-cochere of the original entrance on the south façade and the addition of an office. Although its primary Futurist feature, its parabolic arches, is intact, the reorientation of the entrance to the building diminishes its integrity of design.

Regency Conference Center

The Regency Conference Center's exterior design has been altered with the addition of the banquet and conference rooms at the rear (north side) of the building, but the additions are of a scale and massing that do not intrude on the character-defining features of the building or obscure the primary façade of the building. Otherwise, the prominent arcade, entrance, fenestration, and exterior design appear unaltered. It retains integrity of design.

Convention Center

The Convention Center (Atlas Ballroom and Palm Court Terrace) has been altered since its construction in 1970 with the addition of the Golden Pacific Ballroom in 1975 and the Grand Exhibit Hall in 2007. The design of the Convention Center has been compromised by the removal of the original orange tile siding and replacement with stucco coating in the archways of the Atlas Ballroom's façade circa 2000. This loss of a prominent character-defining feature of

Hendrick & Mock's original design and the intrusive addition of the Grand Exhibit Hall in 2007 diminish the Convention Center's integrity of design.

Setting is the physical environment of a historic property.

Town & Country Hotel

The setting of the Town & Country Hotel buildings has changed dramatically from surrounding open ranchlands in the 1950s to a dense commercial zone in Mission Valley. Within the property, the landscape has evolved from open fields to a tropical theme, to a fabricated and manicured Classical/English country garden theme. In addition, the sprawling, one-story Ranch style buildings are now surrounded by massive, multistory buildings. Because Town & Country Hotel is significant as the first hotel in Mission Valley, reflected in its original low-density surroundings and rustic site, the intrusions of subsequent high-density development and landscape changes on the site and in its immediate vicinity have diminished its integrity of setting and its ability to convey its significance.

Bldg. 3600

Bldg. 3600's setting has been altered with the landscape changes and the continued development of Mission Valley. However, the building is still immediately surrounded with parking areas, and by the time the Le Baron Hotel was redesigned in 1967, the adjacent parcels were developed. Building 3600 retains its setting.

Regency Conference Center

The Regency Conference Center's setting has also been altered by landscape changes and the continued high-density development of Mission Valley. However, Regency Conference Center is situated as it was designed within a plan that included higher-density buildings and development of the surrounding area. Within its immediate setting, the building is adjacent to parking lots and other motel buildings that have remained relatively unchanged. The Regency Conference Center retains its integrity of setting.

Convention Center

The setting of the Convention Center, built in 1970, has remained relatively unchanged, and therefore retains integrity.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.

Town & Country Hotel

Town & Country Hotel has undergone several alterations that have led to the loss or modification of many period materials that date to its periods of significance, 1953–1962 and 1953–1967. Virtually none of the interior finishes of the motel buildings or public spaces, including wall finishes, fixtures, carpeting, appliances, or other decorative elements, are intact due to periodic remodeling and redecorating campaigns up to the 2010s. The exteriors of the motel buildings have retained the majority of their original materials, including redwood board and batten siding, partial brick veneer, cedar shake roofing, and multilight window panels, except where demolition or additions have necessitated material removal. Demolition of a portion of Bldg. 3100, the service station, the triangle building, parking lots, swimming pools, and other landscape features contributed to the loss of period materials. Major losses of materials to the existing Town & Country Hotel buildings include the replacement of the Lobby façade and interior finishes, the replacement of original casement and jalousie windows with fixed modern windows, and the wholesale replacement of the original slab doors to the motel units with modern panel doors. Other specific losses of materials include the removal of the shadow block panels in Bldg. 3500, the exterior walls of the Tiki Pavilion, and the original doors of the Meeting House that have been replaced with a series of French doors. Overall, the physical elements that date to Town & Country Hotel's periods of significance are intact, but the integrity of materials has been diminished by the nonhistoric removal and replacement of features with non-compatible materials. Some of the original Town & Country Hotel buildings retain a higher degree of integrity of materials in their exterior finishes than others, but all have a loss to some degree. In addition, the intrusion of nonhistoric and non-compatible materials has diminished Town & Country Hotel's integrity of materials, affecting its ability to convey its significance.

Bldg. 3600

Bldg. 3600 has remained relatively unchanged, with few changes to exterior finishes. None of its interior finishes, including wall finishes, fixtures, carpeting, appliances, or other decorative elements, are intact due to periodic remodeling and redecorating campaigns up to the 1990s. The building retains integrity of materials.

Regency Conference Center

The Regency Conference Center has had interior remodeling and the addition of the banquet hall and conference rooms at the rear (north side) of the building. However, its façade and main public entrance have had few alterations, and the materials appear intact. The Regency Conference Center retains integrity of materials.

Convention Center

The Convention Center's materials were compromised with the removal of the orange tile from the Atlas Ballroom's façade and the replacement with stucco coating. This change diminishes the Convention Center's integrity of its prominent and character-defining materials, and its ability to convey its significance as an important and representative design of a specific building type from the late Modernist period.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Town & Country Hotel

The workmanship evident in all the Town & Country Hotel buildings represents typical mid-20th century building techniques using concrete foundations, wood framing, board-and-batten and brick veneer siding, interior plaster, and shake roofing. The workmanship related to the period installation of windows and doors was modified where windows and doors have been replaced throughout the motel buildings and new additions have been constructed. The integrity of workmanship has been somewhat compromised by the removal of some of the original exterior finishes and the introduction of non-compatible finishes on the Town & Country Hotel buildings, like the removal of shadow block panels on Bldg. 3500 and the stucco exterior walls of the Tiki Pavilion Overall, the workmanship is representative of period practices and Town & Country Hotel retains this aspect of integrity.

Bldg. 3600

Bldg. 3600 has remained relatively unchanged, with few changes to exterior finishes that represent its workmanship. Its framing, concrete forms, stone and stucco siding, and other architectural features were presumably constructed using typical mid-20th century techniques. The building retains its integrity of workmanship.

Regency Conference Center

The Regency Conference Center's workmanship is represented in its construction and exterior finishes, which used typical mid-20th century building techniques. The exterior is unaltered, and the building retains its integrity of workmanship.

Convention Center

The Convention Center's workmanship is most evident in the quality of its concrete forms. It was constructed with typical building techniques using concrete and steel structural systems and exterior tile application. Its integrity of workmanship has been compromised by the removal of original tile and its replacement with nonhistoric stucco siding at exterior finishes on the Convention Center.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Town & Country Hotel

Extensive alterations have changed the feeling of the historic Town & Country Hotel. The addition of out-of-scale high-density buildings and the introduction of Tiki-Polynesian, late-Contemporary, and Classical/English country garden stylistic themes have also compromised the feeling of the resource as a historically low-density, Ranch-style, garden-themed resort motel in a rustic setting. Town & Country Hotel does not retain sufficient integrity of feeling to convey an aesthetic or historical sense of the resource during its periods of significance, 1953–1962 and 1953–1967.

Bldg. 3600

The function, character-defining features, and setting of Bldg. 3600 are generally intact, providing an aesthetic and historic sense of the resource as a mid-century Futurist motel building during its period of significance of 1967. Bldg. 3600 retains its integrity of feeling.

Regency Conference Center

The function, design, character-defining features, and setting of the Regency Conference Center are intact, providing an aesthetic and historic sense of the resource during its period of significance of 1967. The building retains integrity of feeling as a mid-century Futurist building.

Convention Center
The Convention Center's function, form, and setting have changed minimally, and despite changes to its façade and extensive additions to the south side of the building, it retains a Modernist and Contemporary aesthetic sense and historic feeling of a civic assembly building. It retains integrity of feeling.

Association is the direct link between an important historic event or person and a historic property.

Town & Country
Town & Country Hotel is historically linked to early commercial development and tourism in Mission Valley as the first of several low-density, garden-themed hotels on Hotel Circle, and to Charles H. Brown, whose vision and efforts contributed to the development of Mission Valley. The hotel continues to operate as Town & Country Hotel in its original location. However, because its design, materials, setting, and feeling have been compromised by major alterations to its primary buildings, subsequent non-period redevelopment, and intrusion of incompatible high-density buildings, the resource is not sufficiently intact to convey its associations dating from its periods of significance, 1953–1962 and 1952–1967. Town & Country Hotel does not retain integrity of association.

Bldg. 3600
Bldg. 3600 is significant as an example of Futurist architecture and is located in Mission Valley. The building remains in its original location and continues to function as a motel building. Additionally, it retains certain features and setting, and is sufficiently intact to convey its association as a mid-century Futurist motel building. It retains its integrity of association.

Regency Conference Center
The Regency Conference Center is also significant as an example of Futurist architecture and is located in Mission Valley. The building remains in its original location and continues to function as part of a hotel and conference complex. It retains its design, materials, workmanship, setting, and feeling, and conveys mid-century Futurist character. It retains its integrity of association.

Convention Center
The Convention Center retains its association as a designed, Modernistic assembly space situated prominently in Mission Valley. Although its design and materials are altered, the building remains in its original location and continues to function as a convention center. It is sufficiently intact to convey its association.

Evaluation Conclusions

The evaluation of the Town & Country property under CRHR and HRB designation criteria and the assessment of integrity resulted in the following conclusions:

- *Town & Country Hotel* meets CRHR Criterion 1 and HRB Criterion A for a period of significance of 1953–1962 and CRHR Criterion 2 and HRB Criterion B for a period of significance of 1953–1967. Under these criteria, some combination of all aspects of integrity may determine whether the resource can convey its significance based on its essential physical features. Town & Country Hotel is significant for its associations as the first hotel in Mission Valley and as Charles H. Brown's flagship of Hotel Circle development, which is reflected in its low-density and sprawling Ranch-style buildings and landscape dating to its periods of significance. Because it was built on the auspices of a conditional use permit under which Brown committed to keeping a rural character in Mission Valley with low-density, rustic, landscaped, garden-themed hotels, the most important aspects to convey this significance are its design, setting, and feeling. The resource has been altered with the substantial incorporation of nonhistoric and non-compatible materials and additions, including intrusive high-density development, and changes to its basic design as a resort motel. Its design, materials, workmanship, setting, feeling, and, therefore, association have all been compromised, and the resource does not adequately convey the aesthetic or historic sense of a low-density, garden-themed, Ranch-style hotel in an open, agricultural environment. With its particular lack of integrity of design, setting, and feeling, it no longer retains the essential physical features that convey its historic significance. Based on this, Town & Country Hotel does not appear eligible for listing in the CRHR or the local register.

- *Bldg. 3600* meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967, as a local example of Futurist architecture. Under these criteria, integrity of design, workmanship, and materials are the critical aspects of integrity. Although most of its historic materials and evidence of its workmanship remain, an essential physical feature of Bldg. 3600's design was substantially altered. Bldg. 3600's integrity of design has been diminished by the enclosure of its porte-cochere and the reorientation of its main entrance. Because Bldg. 3600 is significant solely for its embodiment of the Futurist style, this loss of integrity disqualifies it from being eligible for the CRHR or the local register.

- *Regency Conference Center* meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967, as a local example of Futurist architecture. Under these criteria, integrity of design, workmanship, and materials are the critical aspects of integrity. Although the building was expanded with rear additions, those additions are compatible with the massing, size, scale, and architectural features of the original design, and do not detract from the essential features of the resource. The resource's essential physical features, historic materials, and evidence of its workmanship are intact. It retains integrity of design, materials, and workmanship, as well as location, setting, feeling, and association. The Regency Conference Center appears eligible for the CRHR and the local register, and is considered a historical resource.

- *Convention Center* meets CRHR Criterion 3 and HRB Criterion C for its period of significance, 1970, as important and representative design of a specific building type from the late Modernist period, for which Hendrick & Mock won an award in civic building design. Under these criteria, integrity of design, workmanship, and materials are the critical aspects of integrity. While the building retains several character-defining features of the original design, the building has been substantially altered with intrusive additions and the removal of the original orange tile in the façade, an important physical feature. The Convention Center does not appear to retain sufficient integrity of design, materials, or workmanship to be eligible under these criteria. Because the Convention Center is significant for its design, this loss of integrity disqualifies it from being eligible for the CRHR or the local register.

FINDINGS AND CONCLUSIONS

APPLICABLE REGULATIONS

Under CEQA, the City of San Diego has established significance determination thresholds for significant impact, in accordance with CEQA Guidelines Section 21082.2. Significant impacts include direct, indirect, and cumulative impacts to historical resources, as described in the City's CEQA Significance Determination Thresholds (Development Services Department, January 2007).

IMPACTS DISCUSSION

The project will redevelop the Town & Country property with new and rehabilitated hotel and convention center facilities, new recreation facilities and food and beverage services, and new residential land uses with four sites for up to 840 multistory, multifamily residential units. The project will reduce the total hotel rooms from 954 to 700 and the convention space from 212,762 to 177,137 square feet. As part of the project, several existing hotel buildings and structures will be demolished. The remaining buildings will be rehabilitated, and new hotel and residential buildings and structures will be constructed. As a result of the project, one historical resource, the Regency Conference Center, will be demolished.

The proposed demolition of the Regency Conference Center is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68) and their applicable guidelines, because the historic character of the historical resource would not be retained or preserved. Demolition would be considered a significant direct impact under CEQA. Mitigation measures would not lower the impact to a level less than significant, since adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties is not feasible. In conclusion, the project will substantially alter historical resources through demolition and will have a significant impact on historical resources, as defined in Section 15064.5.

The project is not expected to have a significant indirect or cumulative impact on historical resources.

MITIGATION MEASURES

The City of San Diego's Land Development Manual – Historical Resources Guidelines identifies preferred mitigation measures to avoid impacts, including avoidance of a significant resource through project redesign or relocation of the significant resource.

Measure HR-1

Recording the Resource: Since the Project includes demolition of a historical resource, the Regency Conference Center, a full recording of the building should be conducted so that a record of the significant resource is maintained. Prior to demolition, Secretary of the Interior-qualified professionals (in history or architectural history) shall perform photo-recordation and documentation consistent to the standards of the NPS Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation. HABS/HAER documentation is described by the NPS as "the last means of preservation of a property; when a property is to be demolished, its documentation provides future researcher access to valuable information that otherwise would be lost" (Russell 1990). HABS/HAER documentation shall consist of measured drawings (or reproductions of historic drawings), photographs, and written data (e.g., historic context, building descriptions) that provide a detailed record that reflects the buildings' historical significance. These historical resources should receive HABS/HAER documentation Level III, as described in NPS documentation for HABS/HAER (Russell 1990:4). If historical as-built drawings do not exist (or are not reproducible to HABS/HAER standards), then measured drawings shall be prepared to document the structure and its alterations. These shall adhere to the standards set for a Level I HABS/HAER report. Following completion of the HABS/HAER documentation and approval by the HRB, the materials shall be placed on file with the City, San Diego History Center, and San Diego Central Library, and offered to the NPS and the Library of Congress.

Measure HR-2

Architectural Salvage: Prior to demolition, the City shall make available for donation architectural materials from the site to museums, archives, and curation facilities; the public; and nonprofit organizations to preserve, interpret, and display the history of the Town & Country property. The materials to become architectural salvage shall include historic-period elements that would be removed as part of the project, and shall be identified and made available prior to the commencement of demolition activities, to ensure that materials removed do not experience further damage from removal/demolition. No materials shall be salvaged or removed until HABS/HAER recordation and documentation are completed and an inventory of key exterior and interior features and materials is completed by Secretary of the Interior-qualified professionals. The inventory of key exterior and interior features may be developed as part of HR-1. The materials shall be removed prior to or during demolition. Materials that are contaminated, unsound, or decayed would not be included in the salvage program and would not be available for future use or display. The City as lead agency would determine which materials are suitable for salvage (the City can utilize the assistance of qualified professionals to make such determinations).

Measure HR-3

Interpretative Display: In concert with HABS/HAER documentation, the Applicant shall develop a display and interpretive material for public exhibition concerning the history of the Town & Country property. The display and interpretive material, such as a printed brochure, could be based on the photographs produced in the HABS/HAER documentation, and the historic archival research previously prepared as part of the project. This display and interpretive material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. A display could also be used in the new hotel facilities after construction.

Table 2 provides a summary of the significance evaluation and impacts assessment after mitigation, and provides the appropriate California Historical Resource Status Code for each resource.

Table 2. Summary of Results

Ref. #	Name	Date	Applicable Criteria	Integrity	Eligibility	Status Code	Action	Impact
1	Offices	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
2	Lobby	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
3	Building 3100	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
4	Trellises Restaurant	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
5	Lexington Rooms	c 1980	None	N/A	Not Eligible	6Z	Demolition	No impact
6	Building 3200 Complex	1955	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
7	Building 3300	1956	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
8	Meeting House	1962	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
9	Building 3400	1956	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
10	Dover/Stratford	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
11	Tiki Pavilion	1961	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
12	Building 3500 Complex	1962	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Partial Demolition	No impact
13	Terrace Café	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
14	Lanai Gift Shop	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
15	Royal Palm Towers	1969	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
16	Bella Tosca Spa & Salon	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
17	Kelly’s Restaurant	1966	None	N/A	Not Eligible	6Z	Demolition	No impact

Ref. #	Name	Date	Applicable Criteria	Integrity	Eligibility	Status Code	Action	Impact
18	Building 3600 Complex	1966	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Demolition	No impact
19	Regency Conference Center	1967	CRHR 3; HRB C	Sufficient	Eligible	3S	Demolition	Significant
20	Building 3700 Complex	1968	None	N/A	Not Eligible	6Z	Demolition	No impact
21	Regency Tower	1969	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
22	Parking Structure	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
23	Convention Center (Atlas Ballroom)	1970	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Rehabilitation	No impact
24	Convention Center (Palm Court Terrace)	1970	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Rehabilitation	No impact
25	Golden Pacific Ballroom	1975	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
26	Grand Exhibit Hall	2007	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
27	Laundry	1979	None	N/A	Not Eligible	6Z	Demolition	No impact
28	Maintenance	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
29	Engineering	1979	None	N/A	Not Eligible	6Z	Demolition	No impact
30	Pedestrian Bridge	1992	None	N/A	Not Eligible	6Z	Demolition	No impact

CONCLUSION

The Town & Country property contains one resource that appears eligible for the CRHR and/or HRB. The Regency Conference Center individually meets CRHR Criterion 3 and HRB Criterion C for its embodiment of the Futurist style, with a period of significance of 1967. As a result of proposed project activities, the Regency Conference Center would be demolished, resulting in significant impacts to a historical resource. Implementation of Mitigation Measures HR-1, HR-2, and HR-3 will reduce the overall impacts on the historical resources, but impact will still be significant. The remaining buildings located on the Town & Country property do not meet CRHR or HRB criteria or retain sufficient integrity to be eligible for listing.

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APPENDIX A

BUILDING DEVELOPMENT INFORMATION

- **COUNTY ASSESSOR'S BUILDING RECORD**
- **NOTICE OF COMPLETION**
- **WATER/SEWER CONNECTION RECORDS**
- **CONSTRUCTION PERMITS**
- **LOT AND BLOCK BOOK PAGE**
- **PREVIOUS HISTORICAL RESOURCE SURVEY FORMS (None)**
- **HISTORIC PHOTOGRAPHS**
- **BUILDING PLANS**

COUNTY ASSESSOR'S BUILDING RECORDS

LCC 2392

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. ______ LCC 130 (1) Parcel No. 437-260-X6 18

ASSESSOR, SAN DIEGO COUNTY

NAME ~~7 Inns of America~~ ADDRESS 250 Hotel Circle SHEET 1 OF 2

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT	INTERIOR CONSTRUCTION
D-5.5	X Wood	Light / Heavy	F L R B	X Flat	X Standard	Type	NUMBER OF ROOMS — Desc. B M 1 2 3: All — 1 X, 2 X
Stories 2	Concrete Reinf.	Wood / Steel	X X X X Stucco	Shed	Below Standard	/	MATERIALS — FLOORS: CONC/CARP; GD; WALLS: DRY; GD; CEILING: A.T. PL
Bsmt Mezz	Steel	'Span Spaced'	Metal	Arch		Glass in	
USE / DESIGN	No Frame	FLOORS	Veneer	Gable	FIXTURES	Metal / Wood	
Garage	F L R B WALLS	X Concrete	Wood	Wood	Fluorescent	Glass Doors	
Store	X X X X Wood	Wood	Glass	Metal	X Incandescent	Auto No.	
Office	Brick	Sub-Floor	Unfinished	Concrete	Quality	Bulkhead	Office
Factory	Conc.Blk	Elevation		ROOF COVER	Quantity	Back Trim	Lobby
Warehouse	Metal	FOUNDATION	WINDOWS	Composition	PLUMBING	Lighting	Hall
X MOTEL X	Tilt Up	X Concrete Reinf.	X Metal	X Built-Up SRK	Fixtures	Drop Ceiling	Bath — 1 X, 2 X; VINL; 6; DRY; DRY
99 ~~100~~ UNITS	Pilasters	Masonry	Wood	Metal	Quality A	Disp.Platform	Restroom
	Party				Sprinklers	Quality	

CONSTRUCTION RECORD

Permit No.	For (OWNER'S COST)	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Ade-quacy	Wkm-ship
A22670	24 unit Motel	89200	1-11-66		1966									
A22671	76 unit motel	257700	1-11-66	1967	1967	0	50	OR50	100					
A24391	POOL	4600	1-28-66	1967	1969	2	48	OR50	99					
A44255	Office Add	1200	8/12/66	1967	1970	3	42	OR45	98	A				
A96616	REVISE LOBBY	7000	11-3-68		1977	10	35	4	90					

RATING (E, G, A, F, P)

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QUA
Air Cond.	10 Ref. UNITS		
	100 c/t.		
Doors			
Sky-Lites			
Elevator			

Appraiser and Date

UNIT	AREA/UNIT	H. Stiller 4-25-66 UNIT COST	COST	Miller 2/16/67 UNIT COST	COST	Janette 2-10-69 UNIT COST	COST	Janette 12-10-69 UNIT COST	COST	WH 2-2-73 UNIT COST	COST	W.H 1-19-77 UNIT COST	COST	UNIT COST	COST
Bldg #1 1st	3794	10.00	37940	10.60	40216		40216		40216		325734	19.90	75500		
" " 2nd	3634	8.30	30162	8.80	31979		31979		31979		1.58	18.30	66502		
Bldg #2 1st	~~6148~~ 6332	11.50	70702	12.20	75006	12.20	77250		77250			19.90	126006		
" " 2ND	5704	8.20	46773	8.70	49625		49625		49625			18.30	104383		
Bldg #3 1st	5704	7.90	45062	8.60	49054		49054		49054			19.90	113509		
" " 2ND	5704	7.90	45062	8.40	47914		47914		47914			18.30	104383		
AC			18000		18000		18000		18000				27000		
Misc Imps			11696		11696		11696		11696				11696		
TOTAL			305397		323490		325734		325734		514660		628979		
NORMAL % GOOD		% of completion	.70		100	SON	100		98		90		.90		
R.C.L.N.D.			213778		323490		325734		319219		463193		566081		
CHECKED						ae		ae							
REVIEWED															

Scale: 1" = Ft.

Bldg # 1

1st 46 x 75 = 3450
8 x 23 = 184
8 x 20 = 160
3794/12

P 579/12

2nd 46 x 75 = 3450
8 x 23 = 184
3634/12

P 563/12 41.5

Bldg. # 2

1st 46 x 124 = 5704
12 x 35 = 420
~~4 x 6 = 24~~
6148/18
6124
68 ADD 13x16 = 208
6332

P 888/18

2nd 46 x 124 = 5704/20

P 878/20

Bldg. # 3

1st 46 x 124 = 5704/19
2nd

731/19

FOR PLAT
SEE SHEET 2 of 2

MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA
Misc Imps:	± 80	6'	Screen	Blk Wall	@ 5.00		40[illegible]
	± 320	3'	"	"	@ 2.80		89[illegible]
	± 45 000 ⊡		Asphalt	PAV.	@ .20		900[illegible]
		YARD	LIGHTING				40[illegible]
		CONC					100[illegible]
							1169[illegible]

COMPUTATIONS

67 BF + 9. [illegible]
8.[illegible]

Bldg. # 1 BF
1st 3794 ÷ 12 = 316 + CCP, CCP+Stairs, Stairs @ 5810/3794 1.[illegible]
P 579 ÷ 12 = 48 + Add. Plmg @ 720/3794
10.[illegible]

2nd 3634 ÷ 12 = 303 BF 67 BF 9.40 x .94 8.84
P 563 ÷ 12 = 47

67 BF 9.70 x .91 8.83

Bldg #2 1st 6148 ÷ 18 = 342 BF + CCP's, BRZY, COV DRIVE, Stairs, CCP+Stairs @ 20214/6148 3.[illegible]
P 888 ÷ 18 = 49 + Kit @ 900/6148
12.[illegible]

2nd 5704 ÷ 20 = 285 BF 67 BF 9.40 x .93 8.74
878 ÷ 20 44
285
+ 42

1st FL
Bldg # 3 1st 5704 ÷ 19 = 300 BF 67 BF 9.70 x .89 8.63
2nd (SAME) 731 ÷ 19 = 39 67 BF 2nd FL 9.40 x .89 8.37

REMARKS: ① Owner reports his const. cost @ ± 270 000 (30 000 @ 9.00) roughly — owner builder. Super. on job stated aprox 70 % complete lein date. ② 90 Good per A.P. 2-10-69 [illegible]

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

MISCELLANEOUS BUILDING RECORD

PARCEL 437-260-16/18

ADDRESS 250 Hotel Circle

SHEET 2 OF 2 SHEETS

66C 130 67C 2392

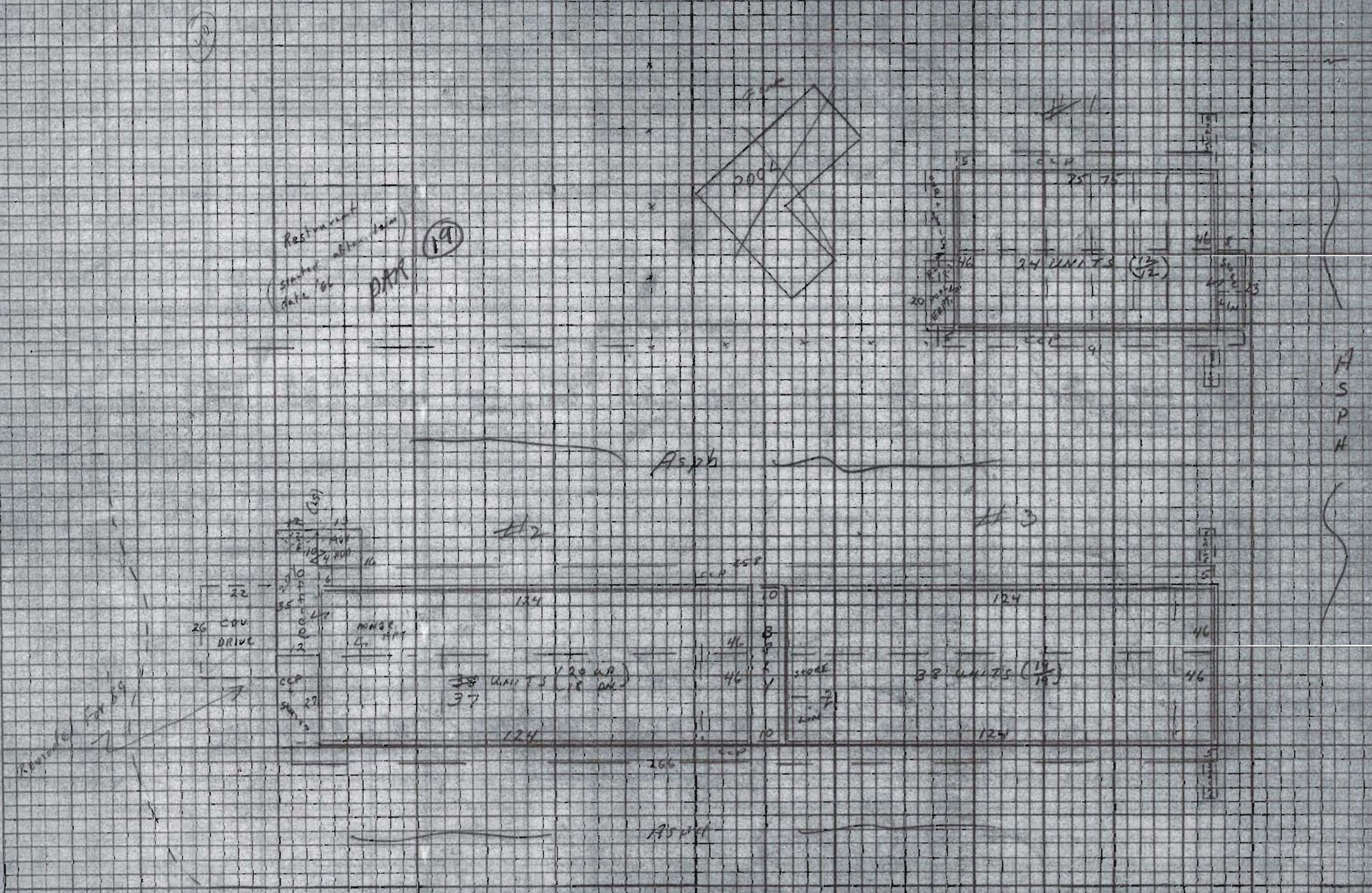
DESCRIPTION OF BUILDINGS

Bldg. No.	Structure	Size	Found.	Wall & Exterior	Roof Type	Roof Cover	Floor & Interior Detail	2nd Story or Loft	Year Built	Effec. Year	Table
1	POOL			Gunite - PL					1966	1966	OR30

COMPUTATION

Appraiser-Date	H. Statler 4-25-66				Miller 2/16/67 C				1969				77 (73)			
Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.
1	—	—	5000	100	5000		5000	100	5000	IMPs REMOVED							
Total			5000		5000		5000		5000		0		0				

Appraiser - Date																
Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.
Total																	



Restaurant
PAR
19
Pool
#1
24 UNITS
Asph
#2
#3
COV DRIVE
38 UNITS
124
STORE
ASPH

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No.

Parcel No. 437-260-17

ASSESSOR, SAN DIEGO COUNTY

NAME Kelly's Steak House ADDRESS 248 Hotel Circle SHEET 1 OF 1

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
Restaurant	X Wood	Light / Heavy		X Flat	X Standard	Type
	Concrete Reinf.	X Wood / Steel	X Stucco	Shed	Below Standard	
Stories	Steel	Span Spaced	Metal	Arch		
Bsmt / Mezz	No Frame	FLOORS	X Veneer Bk	Gable	FIXTURES	Glass in
USE / DESIGN	WALLS	X Concrete	Wood	Wood	X Fluorescent	Metal / Wood
Garage	X Wood & Stc.	Wood	X Glass	Metal	X Incandescent	Glass Doors
Store	X Brick Ven.	Sub-Floor	Unfinished	Concrete		Auto / No.
Office	Conc. Blk	Elevation			Quality G	Bulkhead
Factory	Metal			ROOF COVER	Quantity A	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	X Composition	PLUMBING	Lighting
X Rest	Pilasters	X Concrete Reinf.	X Metal	Built-Up	8 Fix 1 FD Fixtures	Drop Ceiling
	Party	Masonry	Wood	Metal	Quality G	Disp. Platform
					Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			X			Conc	A			Acou
Office										
Lobby										
Hall										
Bath			X			Conc	A	Pl-Pt		Pl-Pt
Restroom										

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QUA
Air Cond.	Forced Air		
Doors			
Sky-Lites			
Elevator			

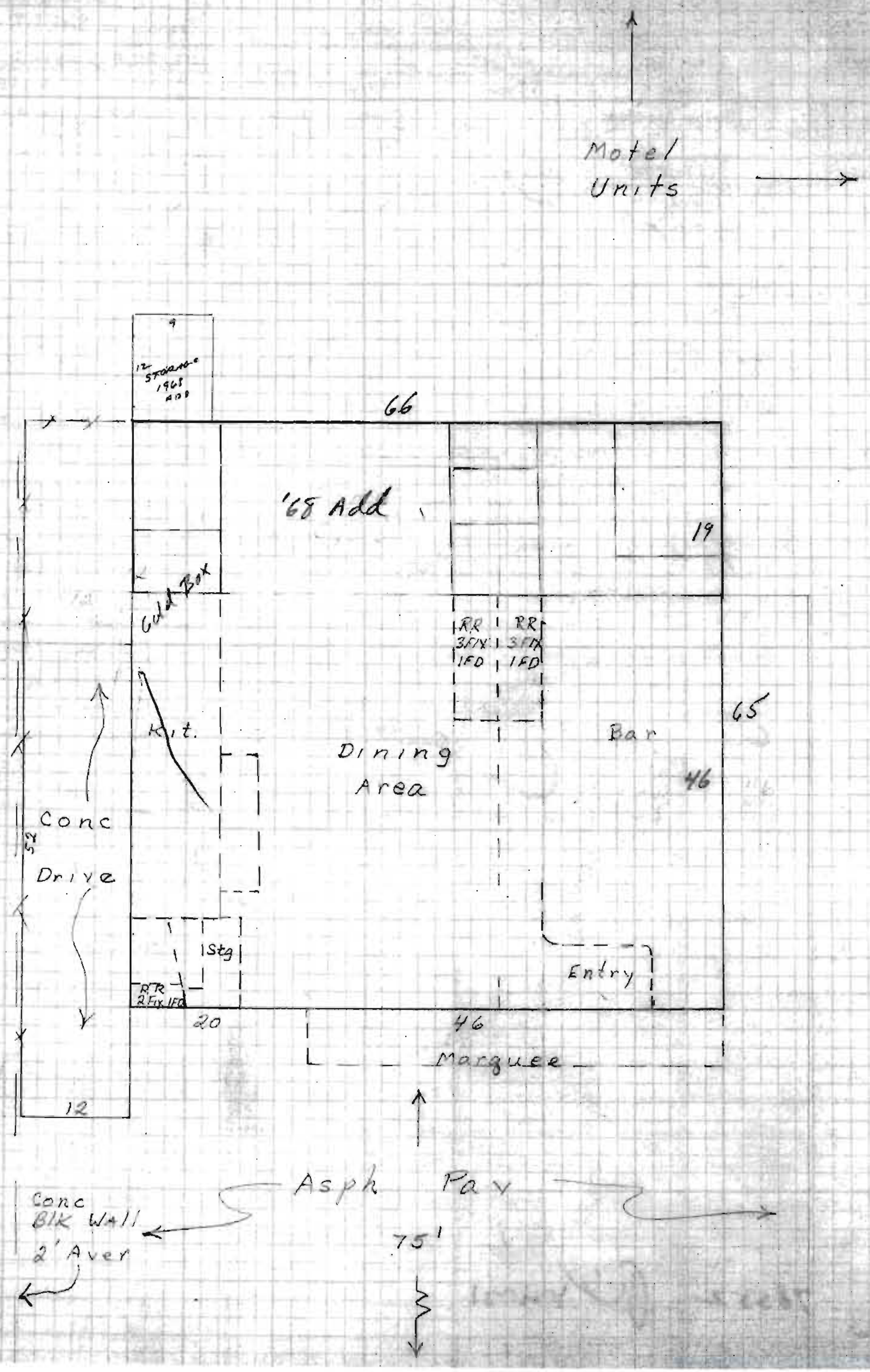
CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
A29869	Bldg	43200	3/23/66	1967	1967	0	40	ORYO	100					
A29870	Trash Fence	330	3/23/66	1967	1968	1	39	ORYO	99					
A74374	Add	11500	6/67	1967	1970	3	37	OR25	90	G				
E33065	[illegible]	600	11-14-68		1977	10	30	ORYO	86					

RATING (E, G, A, F, P)

Appraiser and Date	AREA/UNIT	Miller 2/16/67 UNIT COST	COST	C. Day 3/27/68 UNIT COST	COST	12-10-69 UNIT COST	COST	WM UNIT COST	COST
Rest.	4290 / 3036	14.50	44022		44022	18.60	79794	26.10	111969
AC		.60	1822		5000		5000		6500
Misc Imps			2286		2054		2486		2486
'68 Add	1254			10.00	12540				
TOTAL			48130		63616		87280		120955
NORMAL % GOOD			100		99		90		.86
R.C.L.N.D.			48130		62980		78552		104021
CHECKED									
REVIEWED									

Scale: 1" = 20 Ft.



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UNI
Asph Pav		6500#	@	.20			1300
~~Conc Slab~~		~~465#~~	~~@~~	~~.50~~			~~232~~
Flat Conc		624#	@	.50			312
Block Wall		130#	@	3.40			442
							~~2286~~
							~~2064~~
STORAGE ROOM		9X12 =	108	X 4.00	=		432
							2486

COMPUTATIONS

Area

46 X 66 = 3036 — 70/B.F — 18.6[illegible]

'68 Ad 66X19 = 1254

4290

REMARKS: ① STORAGE = NO ADDED VALUE 2-7-69 JANETT

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. ______ (1) Parcel No. 437-260-20

ASSESSOR, SAN DIEGO COUNTY

NAME LE BARON HOTEL ADDRESS 250 HOTEL CIRCLE NORTH SHEET 1 OF 34

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH (F L R B)	ROOF	LIGHTING	FRONT
S HOTEL	Wood	Light / Heavy		X Flat	X Standard	Type
Stories 8	Concrete Reinf.	Wood / Steel	Stucco	Shed	Below Standard	
Bsmt / Mezz	X Steel - PLASTERED	' Span Spaced '	Metal	Arch		
	No Frame	FLOORS	Veneer	Gable	FIXTURES	Glass in
USE / DESIGN (F L R B)	WALLS	X Concrete "	Wood	Wood	X Fluorescent	Metal / Wood
Garage	Wood	Wood	X Glass	Metal	X Incandescent	Glass Doors
Store	Brick "	Sub-Floor	Unfinished	Concrete		Auto No.
Office	X Conc.Blk "	Elevation	X X VENEER MASONRY		Quality	Bulkhead
Factory	Metal STEEL		X PAINT	ROOF COVER	Quantity	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	Composition	PLUMBING	Lighting
X HOTEL Y	Pilasters	X Concrete Reinf.	X Metal	X Built-Up	Fixtures	Drop Ceiling
	Party	Masonry	Wood	Metal	Quality A	Disp.Platform
(207 UNITS)					Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2-3 (2 THRU 8)	FLOORS	GD	WALLS	GD	CEILING
All			X	X	CARPET	A	PLASTER	A	PLASTER
ROOMS			25	26 each FLOOR					
Office									
Lobby			X	X			PAPER-PL		
Hall			X	X			PAPER-PL		
Bath									
Restroom			25	26	VIN. T.	A	PAPER-PL		

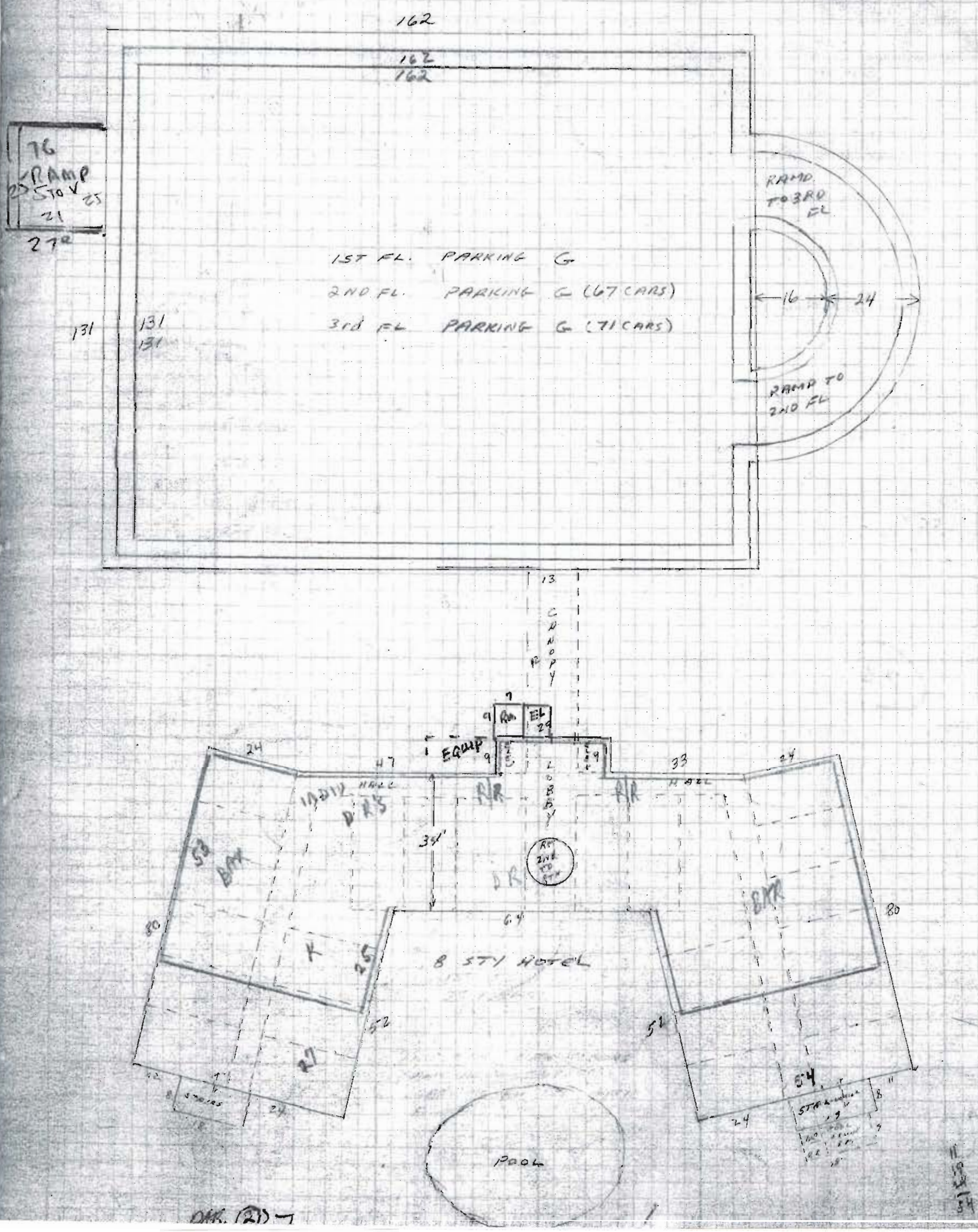
SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QUA
Air Cond.	4 - 3 PHS. 60 CYC	WESTINGHOUSE HEAT/COOL	A
Doors			
Sky-Lites			
Elevators	(2) 2000 LBS ea	25 HP	P

CONSTRUCTION RECORD Permit No.	Permit (OWNER) For	Amount	Date	EFFEC. YEAR	APPR. YEAR	NORMAL % GOOD Age	Rem. Life	Table	%	RATING (E,G,A,F,P) Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
E06436	207 UNIT HOTEL	1390500	4-28-68	1969	1969	0	55	OR55	100	A				
E13002	PARKING GARAGE	310000	6-14-68	1969	1970	1	54	OR55	100					
E16685	Pool	4000	7-17-68		1977	8	47	OR55	96					
E13635	CANOPY TO G	3000	6-20-68											
E16873	POOL EQUIP. RM	1360	7-17-69											
K93781	Ramp	7000	7-15-76											

Appraiser and Date		Janette 2-10-69		Janette 12-10-69		73		5/23/74		W.H 2-4-77		W.H. 77			
UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
1ST FL.	11478	12.00	137736					→			1210230	24.40	280063		
2nd THRU 4TH FL	34434	10.00	344340								x 1.65	22.30	767878		
5TH THRU 8TH FL	45912	10.00	459120								1996879	24.40	1120252		
AC			70000										115000		
ELEVATORS CLASS = 1 =	2	29000	58000						26000		26000		84000		
1ST FL. PARKING G	21222	1.00	21222		NC					+	2022879	1.50	31833		
2nd & 3rd FL PARKING G	~~44254~~ 44779	2.50	110635									4.00	179116		
CANOPY	546	3.00	1638								256860	4.50	2457		
Pool EQUIP RM	162	9.50	1539								x 1.20	15.00	2430		
FLAT ASP	40000 SF	~~.15~~	6000							+	308232		16000		
9th FLR BAR & Rest'R	8562							30.00	256860		256860	36.00	308232		
TOTAL			1,210,230		1210230				1,493,090		2331111		2907261		
NORMAL % GOOD			100		100				100		.96		.96		
R.C.L.N.D.			1,210,230		1210230				1,493,090		2237867		2790970		
CHECKED		@		ae											
REVIEWED															

Scale: 1" = 40 Ft.



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UN
PARKING GARAGE	CONC	CONC/ STEEL	STEEL & CONC	OPEN	OPEN		
Pool	CONC	GUNITE	1500 ft DEEP 6'	STEPS,	COPING, LITE, HEAT & FILTER		
POOL EQUIP RM & TOILETS	CONC	CONC	C.T.	PLASTER	FLAT	6 FIX. IN TOILETS	

COMPUTATIONS

1st fl.

24x80 =	1920
8x19 =	152
9x29 =	261
8x18 =	144
$\frac{~~124~~+109}{2}$ x34 =	3961
30x52 =	1560
30x52 =	1560
24x80 =	1920
	11,478

9th FLR
DINING Rm & BAR 11,478
54x27x2 = 2916 LESS − 2,916
8,562

Garage - 1st fl
162x131 = 21,222

2 & 3d fl
162x31 = 21222
$\frac{54^2 x \pi}{2}$ = 905
① 22127

2nd fl 22127
+ Add 525
22652

REMARKS: EACH FLOOR IS 8'-8" in HT., 1ST FL = 25 ROOMS, 2nd THRU 8TH FLOORS = 26 ROOMS each, LOBBY AREA IS EXTRA ROOM. AREA OF HOTEL INCL. STAIRWELLS & BALCONY'S. ②

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

MISCELLANEOUS BUILDING RECORD

PARCEL 437-260-20
ADDRESS 250 HOTEL CIRCLE NORTH
SHEET 2 OF 23 SHEETS

DESCRIPTION OF BUILDINGS

Bldg. No.	Structure	Size	Found.	Wall & Exterior	Roof Type	Roof Cover	Floor & Interior Detail	2nd Story or Loft	Year Built	Effec Year	Tab
1	SWIM. POOL	irr.	CONC	GUNITE					1968	1969	0030

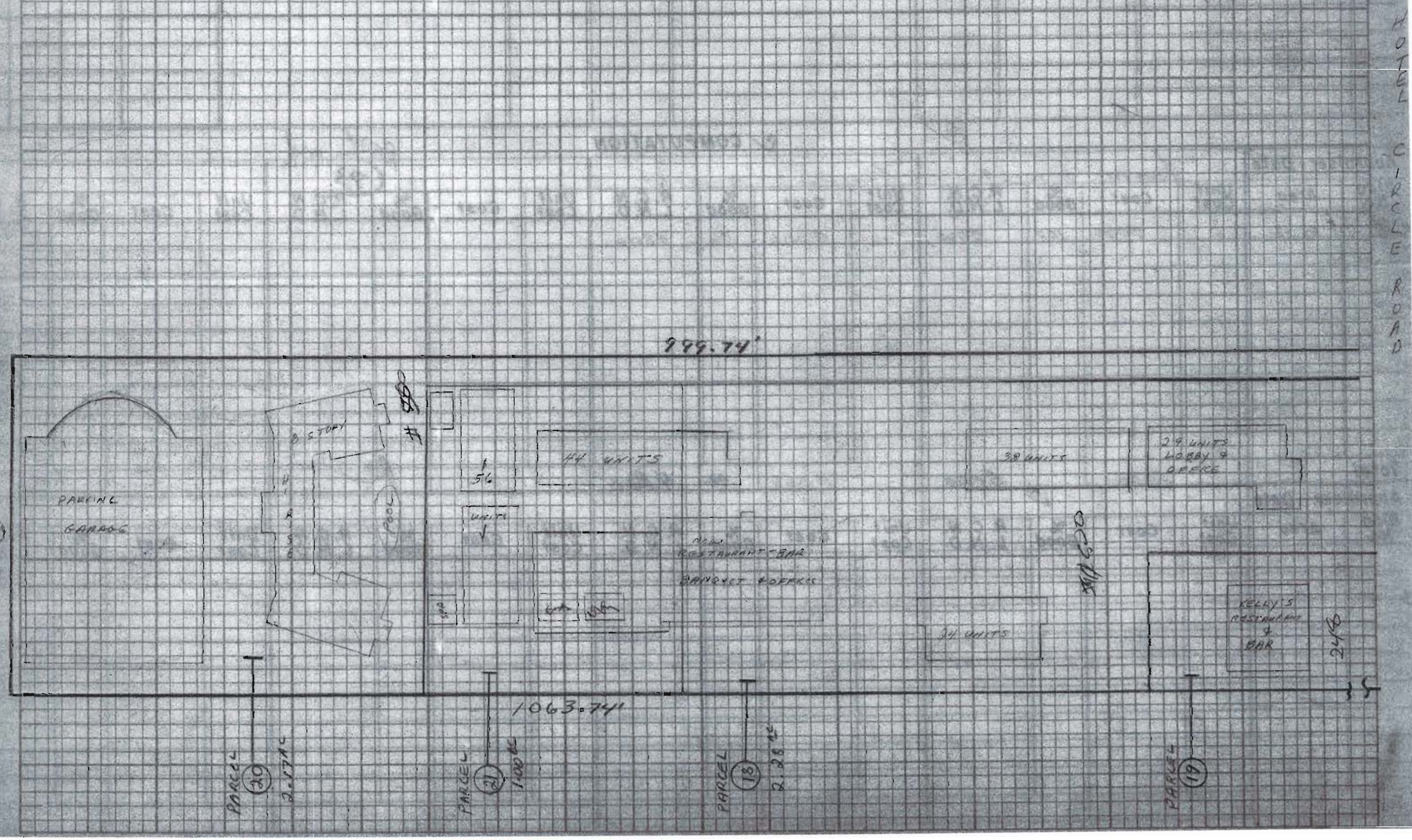
COMPUTATION

RE74 73 AAK

Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.
Appraiser-Date		Janette 2-10-69				Janette 12-10-69											
1	As is		5000	100	5000		5000	96	4800								
Total			5000		5000		5000		4800								

Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.
Appraiser-Date																	
Total																	

MASTER PLOT PLAN 1" = 100'



COMMERCIAL-INDUSTRIAL BUILDING RECORD

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-20

NAME Town + Country ADDRESS SHEET 3 OF 3

CLASS & SHAPE: Rigid Fr
Stories 1
Bsmt Mezz

USE / DESIGN: Garage; Store; Office; Factory; X Warehouse X

FRAME: Wood; Concrete Reinf.; X Steel; No Frame

WALLS (F L R B): Wood; Brick "; Conc. Blk "; X X X X Metal; Tilt Up; Pilasters; Party

TRUSSES: X Light; Heavy; Wood; X Steel; 'Span Spaced'

FLOORS: X Concrete "; Wood; Sub-Floor; Elevation

FOUNDATION: X Concrete Reinf.; Masonry

EXT. FINISH (F L R B): Stucco; X X X X Metal Paint; Veneer; Wood; Glass; Unfinished

WINDOWS: Metal; Wood

ROOF: Flat; Shed; Arch; X Gable; Wood; X Metal; Concrete

ROOF COVER: Composition; Built-Up; X Metal

LIGHTING: X Standard; Below Standard

FIXTURES: X Fluorescent; Incandescent; Quality; Quantity

PLUMBING: Fixtures; Quality

FRONT: Type; Glass in; Metal; Wood; Glass Doors; Auto; No.; Bulkhead; Back Trim; Lighting; Drop Ceiling; Disp. Platform; Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING	GD
All			X			Conc		PT		Open	
Office											
Lobby											
Hall											
Bath											
Restroom											

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	COST
Heating			
Air Cond			
Sprinklers			
Doors	1- Metal	Roll up	
Sky-Lites			
Elevator			

CONSTRUCTION RECORD

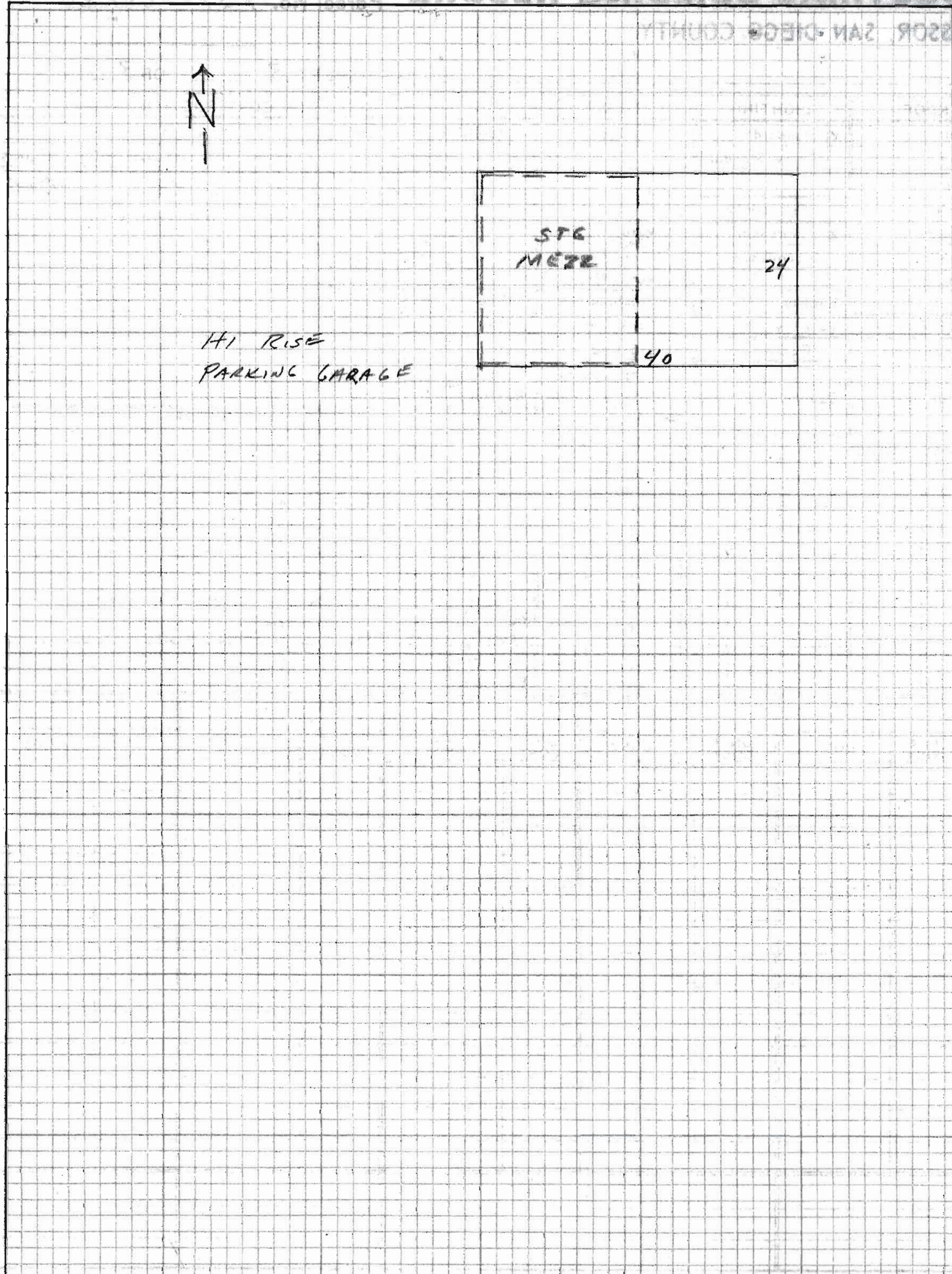
Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Ade-quacy	Wkm-ship
M51038	STG SHED + GAR	12000	E 2-26-79	1980	1980									

Appraiser and Date [signature] 4-29-80

UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
STORAGE BLDG	960		19465												
Total			19465												
Normal % Good			100												
R.C.L.N.D.			19465												

REL-A-21 (12-75) 2M

Scale: 1" = 20 Ft.



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UN

COMPUTATIONS

40 x 24 = 960

REMARKS:

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. ______ (1) Parcel No. 437-260-21

ASSESSOR, SAN DIEGO COUNTY

NAME "LA BARON HOTEL" "7" ~~Inns of America~~ ADDRESS 250 ~~248~~ Hotel Circle N SHEET 1 OF [illegible]

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
D.	Wood	Light / Heavy		X Flat	X Standard	Type
	Concrete Reinf.	Wood / Steel	XXXX Stucco	Shed	Below Standard	
Stories 2	X Steel Some	Span Spaced	Metal	Arch		
Bsmt / Mezz	No Frame	FLOORS	X XX Veneer RK	Gable	FIXTURES	X Glass in
USE / DESIGN	WALLS	X Concrete 1 35 "	Wood	Wood	X Fluorescent	X Metal / Wood
Garage	XXXX Wood	Wood	X XX Glass	Metal	X Incandescent	Glass Doors
Store	Brick	X Sub-Floor 2nd	Unfinished	Concrete		Auto / No.
Office	Conc. Blk	Elevation			Quality G	Bulkhead
Factory	Metal			ROOF COVER	Quantity G	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	Composition	PLUMBING	Lighting
X Conv. Ctr. X	Pilasters	X Concrete Reinf.	X Metal	X Built-Up	40 Fixtures	Drop Ceiling
	Party	Masonry	Wood	Metal	Quality G-A	Disp. Platform
	X X Glass				Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All										
Lounge			X			Carpet	G	Pl. Pl.	A	Acou. Pl.
Coffee Shop			X			Carpet	G	Gl. Pl. & Pl.	G	Acou. Pl.
Conv. Rm				X		Carpet	G	Pl.	A	Acou. Pl.
Office				X		Carpet	G	Pl. Bd. PT	G	Acou. Pl.
Lobby			X			Carpet	G	Pl. Gl. Br.	G	Acou. Pl.
Hall										
Bath										
Restroom			X	X		Cer. Ti.	G	4' Cer. Ti.	G	Acou. Pl.

CONSTRUCTION RECORD

RILEY OWNER BLDR

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
A84079	Conv. Ctr.	118750	9/67	1968	1968	0	50	OR50	100	G	G	G	A	A
A87046	Add	3500	10/67	1968	1970	2	48	OR50	99	Av				
A88767	Add	1870	11/67	1968	1972	4	41	OR45	97					
				1968	1973	5	40	OR45	96					
					1977	9	36	"	92					

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE
Air Cond.	Heating & Cooling	
Doors		
Sky-Lites		
Elevator		

Appraiser and Date

UNIT	AREA/UNIT	C. Fley 3/25/68 UNIT COST	COST	Janette 12-10-69 UNIT COST	COST	Janette 2-15-72 UNIT COST	COST	Janette 3-26-73 UNIT COST	COST	WH 2-4-77 UNIT COST	COST
Rest. & Lounge 1st Fl.	9839 ~~9300~~	17.00	158100			20.00	196780	25.00	245975		447189
Office & Conv. 2nd Fl.	9300 ~~7964~~	15.00	119460			17.00	158100	20.00	186000		x 1.22
Car Port Entry	672	5.00	3360			6.00	4032	7.00	4704		
C.C.P.	1330	5.00	6650			6.00	7980	7.00	9310		
C.C.P.	300					3.00	900	4.00	1200		
TOTAL			287570		287570		367792		447189		545570
NORMAL % GOOD			100		99		97		96		92
R.C.L.N.D.			287570		284694		356758		429301		501924
CHECKED											
REVIEWED											

Scale: 1" = Ft.

MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/U

COMPUTATIONS

1st Flr Area.

~~80 x 110 = 8800.~~
~~50 x 10 = 500.~~
9300

2nd Fl Area

52 x 12 = 624
80 x 88 = 7040
30 x 10 = 300
7964

CCP. Area

5 x 74 = 370
12 x 80 960
1330

1ST FL AREA
80 x 110 = 8800
50 x 10 = 500
5 x 66 = 330
11 x 19 = 209
9839

2nd FL AREA
80 x 110 = 8800
50 x 10 = 500
9300

REMARKS: Mr Riley Says Cost $200000 [illegible]
first MYF 100000 3/68 ® his office
(E) "PERMITS" E21924 DTD 8-25-65, E26618 DTD 10-1-68 & E30856 DTD 12-25-68
ALL INTERNAL CHANGES NO ADDED VALUE 8-7-69 [illegible]

COMMERCIAL-INDUSTRIAL BUILDING RECORD

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-31

NAME La Baron Hotel ADDRESS 250 Hotel Circle N. SHEET 2 OF 4

CLASS & SHAPE: 5
Stories / Bsmt Mezz

USE	DESIGN
Garage	
Store	
Office	
Factory	
Warehouse	
X Banquet Rm	✓

FRAME: ✓ Wood; Concrete Reinf.; Steel; No Frame

WALLS (FL R B): X Wood; Brick "; Conc. Blk "; Metal; Tilt Up; Pilasters; Party

TRUSSES: Light; Heavy; Wood; Steel; 'Span Spaced'

FLOORS: X Concrete "; Wood; Sub-Floor; Elevation

FOUNDATION: Y Concrete Reinf.; Masonry

EXT. FINISH (FL R B): X Stucco; Metal; Veneer; Wood; Glass; Unfinished

WINDOWS: Y Metal; Wood

ROOF: X Flat; Shed; Arch; Gable; Wood; Metal; Concrete

ROOF COVER: Composition; Y Built-Up; Metal

LIGHTING: X Standard; Below Standard

FIXTURES: Y Fluorescent; X Incandescent; Quality; Quantity

PLUMBING: Fixtures; Quality; Sprinklers

FRONT: Type; Glass in; Metal; Wood; Glass Doors; Auto No.; Bulkhead; Back Trim; Lighting; Drop Ceiling; Disp. Platform; Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			Y			Conc	A	Panel Dry	–	–
Office										
Lobby										
Hall										
Bath										
Restroom										

CONSTRUCTION RECORD

Permit No.	Permit For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
44573	Banquet Room	96800	5-17-71	1972	1972	0	45	Gen 45	100	(A)				
K92406	Stor. Add	8000	7-7-76		1977	5	40	"	96					

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QUAL
Heating	+ cool		
Air Cond			
Doors			
Sky-Lites			
Elevator			

Appraiser and Date

UNIT	AREA/UNIT	UNIT COST (Barnett 3-1-72)	COST	UNIT COST (WH 1/77)	COST
Banquet Room	7276	18.00	130,968		131313
Cvr Ploor St.	115	3.00	345		x 1.30
[illegible] Ft.	[illegible]			[illegible]	170707
76 Add Store Rm	450			15.00	6750
Total			131313		177457
Normal % Good			100		96
R.C.L.N.D.			131313		170359

SCALE: 1" = FT.

MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UNIT

COMPUTATIONS

AREA
6X6 = 36
19X10 = 190
75X 94 = 7050
7276

REMARKS:

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. ______

Parcel No. 437-260-21

ASSESSOR, SAN DIEGO COUNTY

NAME ~~"Z" Inns of America~~ LA BARON HOTEL ADDRESS 250 Hotel Circle N. SHEET 3 2 OF

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
D5.5	Wood	Light / Heavy		X Flat	X Standard	Type
Stories 2	Concrete Reinf.	Wood / Steel	Stucco	Shed	Below Standard	
Bsmt Mezz	Steel	Span Spaced	Metal	Arch		
	No Frame	FLOORS	Veneer	Gable	FIXTURES	Glass in
USE / DESIGN	WALLS	X Concrete 1st	Wood	Wood	Fluorescent	Metal / Wood
Garage	X Wood	Wood	Glass	Metal	X Incandescent	Glass Doors
Store	Brick	X Sub-Floor 2nd	Unfinished	Concrete		Auto No.
Office	Conc. Blk	Elevation			Quality A	Bulkhead
Factory	Metal			ROOF COVER	Quantity A	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	Composition	PLUMBING	Lighting
X Motel X	Pilasters	X Concrete Reinf.	X Metal	X Built-Up 5 RR	Fixtures	Drop Ceiling
X 100 UNITS	Party	Masonry	Wood	Metal	Quality	Disp. Platform
					Sprinklers	Quality

INTERIOR CONSTRUCTION

NUMBER OF ROOMS Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			X	X		Carpet	A	PL Bd PT	A	Acou
Office										
Lobby										
Hall										
Bath										
Rest room			X	X		V. T.	A	PL Bd PT	A	PL Bd PT

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE
Air Cond.	10	4 Ton Refg.
	100	Elect.
Doors		
Sky-Lites		
Elevator		

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
A64630	Motel	219500	3/67	1968	1968	0	50	0R50	100	G	A	A	A	A
A62781	Storage	2000	4/67	1968	1970	2	48	0R45	99	A				
A90656	Pool	3000	11/67	1968	1972	4	46	0R45	97					
A94395	Serv. Bldg	3400	6/67		1977	9	36	–	92					
E53860	Storage	8000	5-12-69											
44572	Stand Storage Room	7400	5-17-71											

Appraiser and Date		C Hey 3/25/68		Janette 12-16-69		Janette 3-15-72		Wht 2.4.77		Wht 1977	
UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
#4 Motel 1st Fl	6090	9.10	55419		55419	10.90	66381		341517	19.90	121191
Motel 2nd Fl.	5880	8.45	49686		49686	10.00	58800		x 1.30	18.30	107604
#5 Motel 1st Fl.	~~7140~~ 7476	9.10	64974		64974	10.90	81488		443972	19.90	148772
Motel 2nd Fl.	~~7140~~ 7476	8.85	63189		63189	10.40	77750			18.30	136810
2 sty. Lndry & Storage	560	15.00	8400		8400	18.00	10080			23.00	12880
Balconies & stairs	3960	4.00	15840		15840		15840			7.00	27720
A.C.			18000		18500		20000				24000
2 sty SPA & storage	621			15.00	9315	18.00	11178			23.00	14283
TOTAL			275508		285323		341517		443972		593260
NORMAL % GOOD			100		99		97		92		92
R.C.L.N.D.		ae	275508		282470		331271		408454		545799
CHECKED											
REVIEWED											

MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/U
Balconies + Stairs			10x21 =	210			
			5x155 =	775			
			5x150 =	750			
		2(5x170) =		1700			
			5x28 =	140			
			4x40 =	160			
			5x45 =	225			
				3960			

COMPUTATIONS

#4 Motel 1st Fl.

21x140 = 2940

21x150 = 3150

6090/22 = 277

Perim: 965/22 = 44

#4 Motel 2nd Fl.

42x140 = 5880/22 = 267

Perim: 824/22 = 37

#5 Motel 1st & 2nd Fl.

~~42x170 = 7140/28 = 255~~

Perim: 1140/28 = 41

42x178 = 7476/28 = 267

Perim 1154/28 = 41

B.F ~~9.70~~

A.P. ~~9.70 x .94 = 9.12~~

B.F. ~~9.40~~

A.P. 9.40X 90 = 8.46

B.F. ~~9.70~~

A.P. ~~9.70x .94 = 9.12~~

B.F. ~~9.40~~

A.P. ~~9.40X .94 = 8.8~~

(72)

11.5

10.

REMARKS: Say motel cost $225000, Fu
$80000. B-65 ②

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

MISCELLANEOUS BUILDING RECORD

PARCEL 437-260-21

LA BARON HOTEL ADDRESS 250 HOTEL CIRCLE N

SHEET 4 OF 4 SH.

DESCRIPTION OF BUILDINGS

Bldg. No.	Structure	Size	Found.	Wall & Exterior	Roof Type	Roof Cover	Floor & Interior Detail	2nd Story or Loft	Year Built	Effec Year
1	ASP PAVING	35000 sf							1968	1968

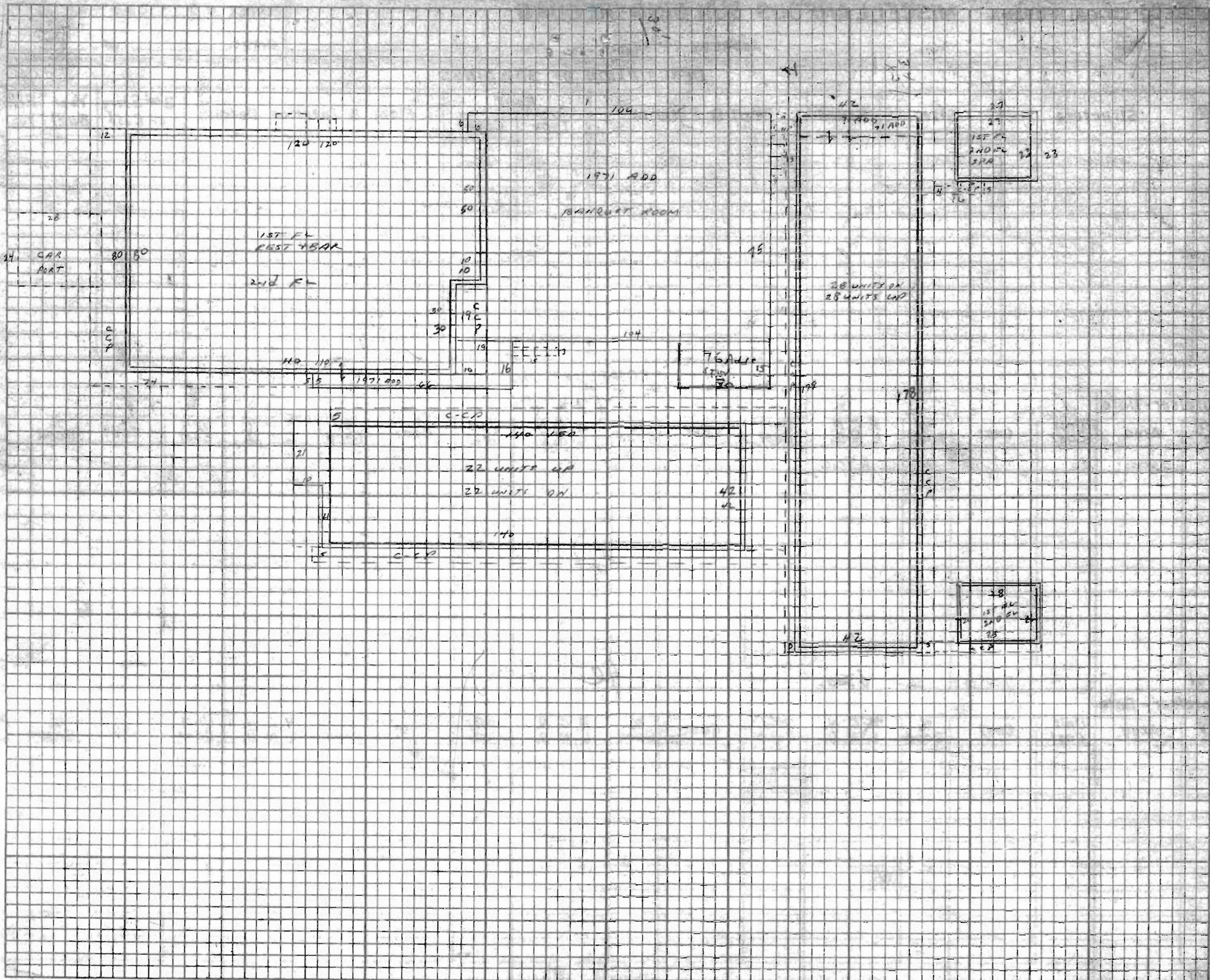
COMPUTATION

737TK

Appraiser-Date		Jonette 3-15-72			C				
Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.
1	35000	.20	7000	90	6300				
Total			7000		6300				

Re

Appraiser-Date									
Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.
Total									


1ST FL
REST + BAR
2nd FL
CAR
PORT
1971 ADD
BANQUET ROOM
28 UNITS DN
28 UNITS UP
22 UNITS UP
22 UNITS DN
C-CP
1ST FL
2ND FL
3RD

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. ______ Parcel No. 437-260-27

ASSESSOR, SAN DIEGO COUNTY

NAME TOWN & COUNTRY HOTEL ADDRESS 500 ~~WEST~~ HOTEL CIRCLE North SHEET 1 OF 3

CLASS & SHAPE: CONVENTION COMPLEX S — Stories 2 — Bsmt / Mezz

USE / DESIGN: X Garage X; Store; Office; Factory; Warehouse; X CONVENTION COMPLEX X

FRAME: Wood; Concrete Reinf.; X Steel; No Frame

WALLS 31: Wood; Brick; Conc.Blk; X Metal; Tilt Up; Pilasters; Party; X CONC

TRUSSES: Light; Heavy; Wood; Steel; Span Spaced

FLOORS: X Concrete; Wood; Sub-Floor; Elevation

FOUNDATION: X Concrete Reinf.; Masonry

EXT. FINISH (F L R B): Stucco; Metal; CERAMIC TILE Veneer; X X X Wood; X X X X Glass; Unfinished; X X X RAKED CEMENT PLASTER; X X X X ROCKCOT PLASTER

WINDOWS: X Metal; Wood

ROOF: X Flat; Shed; Arch; Gable; Wood; Metal; Concrete

ROOF COVER: Composition; X Built-Up; Metal

LIGHTING: Standard; Below Standard

FIXTURES: Fluorescent; Incandescent; Quality; Quantity

PLUMBING: 50 Fixtures; Quality; X Sprinklers

FRONT: Type; Glass in; Metal; Wood; Glass Doors; Auto No.; Bulkhead; Back Trim; Lighting; Drop Ceiling; Disp.Platform; Quality

INTERIOR CONSTRUCTION

Number of Rooms Desc.	B	M	1	2	3	Floors	GD	Walls	GD	Ceiling
All	X					CONC		CONC		CONC
			X			CONC/CARP		PL	/	ACOU. PL
				X		CARP CONC		PL		ACOU. PL
MEETING			X							ACOU. TL
CONFERENCE			X							
Office										
Lobby			X							ACOU. PL
Hall										
Bath										
Restroom										

SPECIAL FEATURES

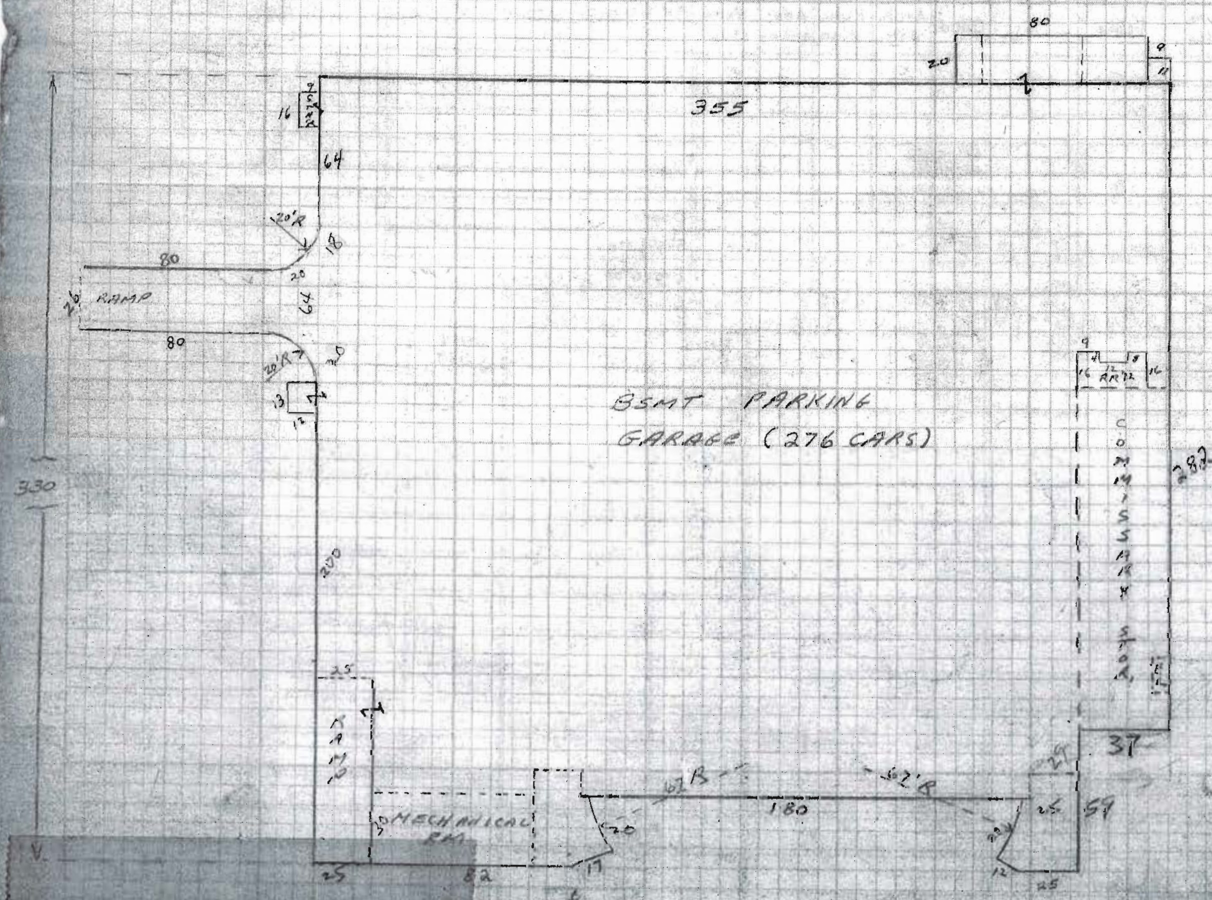
Item	No.-Capacity	Material or Type
Air Cond.	HEAT & COOL	
Doors		
Sky-Lites		
Elevator	FREIGHT - 2000#	2 STOP

CONSTRUCTION RECORD (NIELSEN CONST CO. 291-6330)

Permit No.	For	Amount	Date	Effec. Year	Appr. Year	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
E54422	PARKING GAR.	944000	5-15-69	1970	1970	0	50	CR50	100	NEW	G	G	G	A
E66077	CONVENTION CENTER	1,500,000	8-19-69	1970	1973	3	47	CR50	98	A	G	G	G	A
H15463	TOILET ADDITION PK-GAR	19000	9-15-72											
M05769	ENCLOSE Rm	3500	6-9-78											
L74645	RES. CTR	8000	11-18-77											
A14087	STG. RM.	17,000	3-17-83											
5820020	TRELLIS, FENCE	13479	1/23/95	(NVA - BLT W/O PERMITS, MINIMAL VALUE)										
270042	Exhibit Hall + Support Bldg	5692520	C 4/1/06											

Appraiser and Date: Jenette 2-24-70 | Jenette 3-21-73 | J. Baker 7/16/83 | Unfinished D Ruehle 5-16-07 | Completion 5-15-07 D Ruehle 4-22-08

Unit	Area/Unit	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
PARKING INCL. GARAGE TOILET ADD	118651	7.20	854287	8.30	984803						
1ST FLOOR	73977	19.00	1405563	22.00	1627494						
2nd FLOOR	19138	15.00	287070	17.40	333001						
AC			110000		110000						
FREIGHT ELEV.			13500		13500						
C-CP's	6990	4.00	27960		27960						
DOCKS			2000		2000						
FLAT CONC	33000	.50	16500	.60	19800						
84 STG. RM							+5,000				
40700 SF Exhibit Hall, 8640 SF Support Bldg	49,340							FMA	3900000	PA	7,300,000
TOTAL			2716880		3118558		5000	SAY	3900000		7,300,000
NORMAL % GOOD			100		98			(see attached analysis)		(see attached analysis)	
R.C.L.N.D.			2716880		3056181						
CHECKED											
REVIEWED											



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UNIT

COMPUTATIONS

$\frac{107+113}{2} \times 30 = 3300$	GARAGE B.F.		7.00
$\frac{17 \times 20}{2} = 170$	SPRINKLER SYSTEM		.20
			7.20
	73 = +16% INDEX	=	8.30
$\frac{12 \times 20}{2} = 120$	1ST FL.		19.
$25 \times 30 = 750$	73 = +16% INDEX	=	22.
$318 \times 29 = 9222$	2nd FL.		15.0
$355 \times 282 = 100110$	73 = +16% INDEX		17.
$9 \times 11 = 99$			
$80 \times 20 = 1600$			
$16 \times 9 = 144$			
$13 \times 12 = 156$			
$100 \times 26 = 2600$			
$\frac{20 \times 18}{2} = 180$			
$\frac{20 \times 20}{2} = 200$			
118651			

REMARKS: @ REPORTED COST @ 2,700,000 - 2-17-70 TANETTC

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

MISCELLANEOUS BUILDING RECORD

PARCEL 437-260-29

ADDRESS 500 WEST HOTEL CIRCLE

SHEET 2 OF ~~33~~ 34 SHEE

DESCRIPTION OF BUILDINGS

Bldg. No.	Structure	Size	Found.	Wall & Exterior	Roof Type	Roof Cover	Floor & Interior Detail	2nd Story or Loft	Year Built	Effec Year	Ta
				PLAT ONLY							

COMPUTATION

Appraiser - Date																		
Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C. L.N.
Total																	

Appraiser - Date																	
Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C. L.N.
Total																	

1" = 80'

1st FL -

262 × 186 = 48732
297 × 32 = 9504
278 × 64 = 17792
107 × 11 = 1177

less $2\left(\frac{18 \times 40}{2}\right)$ = − 720
less 2(22×21) = − 924
less 66×24 = − 1584

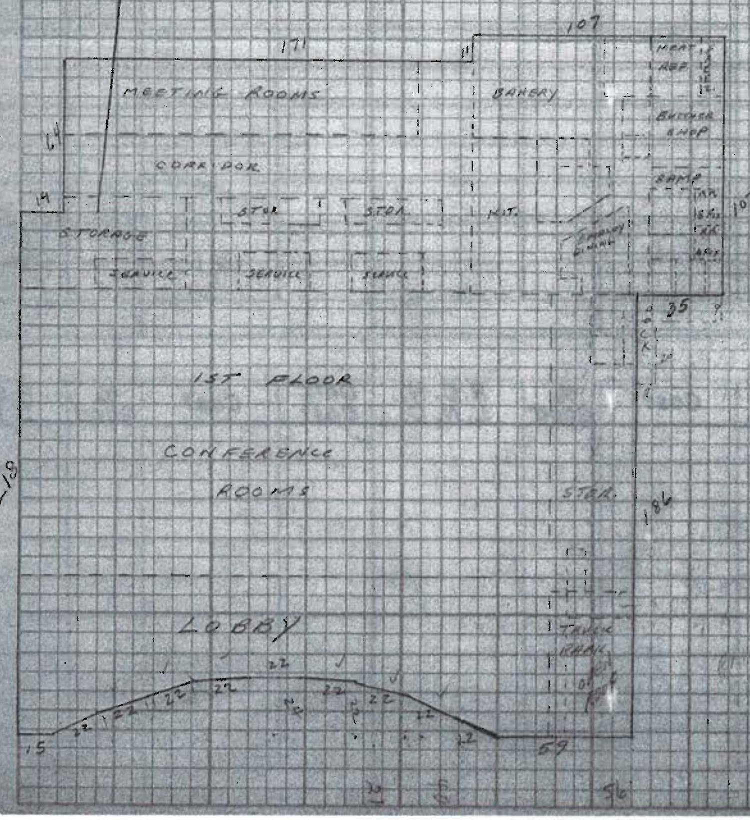
73977

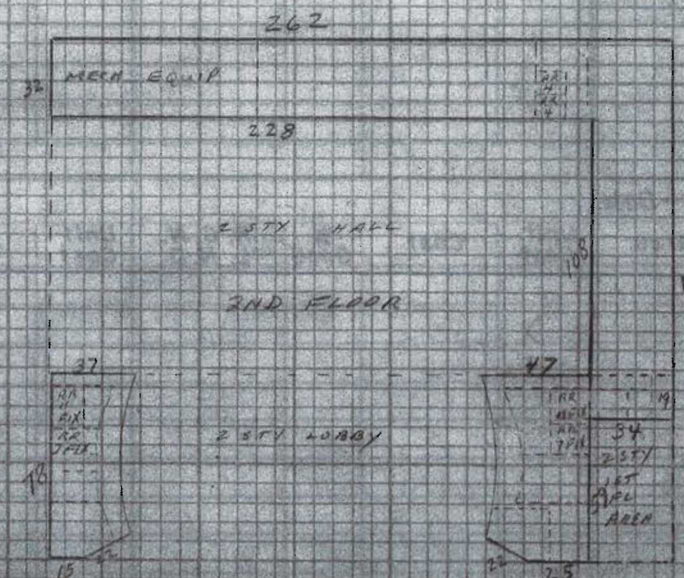
2nd FL HALL -

34 × 127 = 4318
262 × 32 = 8384
37 × 78 less 80 = 2806
47 × 78 less 36 = 3630

19138

EXPANDED STORAGE ROOM FOR '84.





COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. ______________ Parcel No. 437-260-27

ASSESSOR, SAN DIEGO COUNTY

NAME TOWN & COUNTRY HOTEL ADDRESS 500 WEST HOTEL CIRCLE SHEET 3 OF 33

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
(B) S	Wood	Light / Heavy	F L R B	X Flat	Standard	Type
Stories 10	X Concrete Reinf.	Wood / Steel	Stucco	Shed	Below Standard	
Bsmt Mezz	X Steel	Span Spaced	X X X X Metal	Arch		
	No Frame	**FLOORS**	Veneer	Gable	**FIXTURES**	Glass in
	WALLS (F L R B)	X Concrete	Wood	Wood	Fluorescent	Metal / Wood
	Wood	Wood	X X X X Glass	Metal	Incandescent	Glass Doors
	Brick	Sub-Floor	Unfinished	Concrete		Auto / No.
	X Conc. Blk	Elevation	X X X X COMBED CONC BLK		Quality	Bulkhead
	Metal			**ROOF COVER**	Quantity	Back Trim
	Tilt Up	**FOUNDATION**	**WINDOWS**	Composition	**PLUMBING**	Lighting
	Pilasters	X Concrete Reinf.	X Metal	X Built-Up	— Fixtures	Drop Ceiling
	Party	Masonry	Wood	Metal	Quality	Disp. Platform
		X PILING			Sprinklers	Quality

USE	DESIGN
Garage	
Store	
Office	
Factory	
Warehouse	
X HOTEL-MOTEL	X

INTERIOR CONSTRUCTION

NUMBER OF ROOMS Desc.	B	M	1	2	3	MATERIALS FLOORS	GD	WALLS	GD	CEILING
All	ALL					CARPET	A	PL	A	PL
BEDRMS	ALL					CARPET				
Office										
Lobby	ALL					EXPOSED CONC				
Hall										
Bath	ALL					MOSAIC TI				
Restroom										

CONSTRUCTION RECORD

Permit NIELSEN CONST CO.-291-6330

No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
E41756	FOUNDATION	260000	2-4-69	1970	1970	0	60	OR60	100	New	A	A	A	A
E41757	10 STY HOTEL	3321500	2-4-69											
A23315	T.I.- RELOCATE STORE FRONT	300.	9-24-84											
B201772	ADA WORK, 10 RMS	NVT	5/31/02											

(NORMAL % GOOD: Age, Rem. Life, Table, %; RATING (E,G,A,F,P): Cond., Arch. Attr., Func. Plan, Adequacy, Wkmship)

C

SPECIAL FEATURES

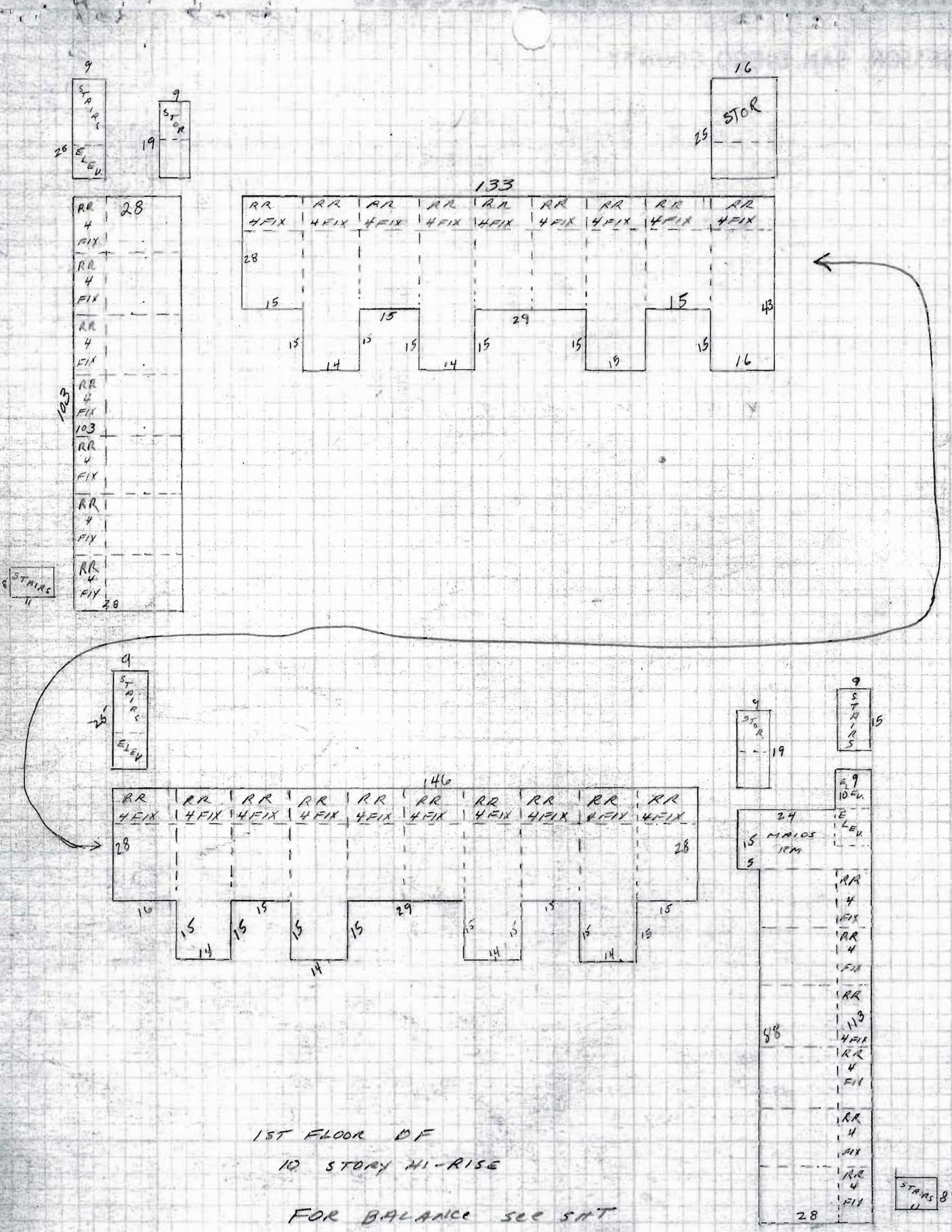
ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QUA
Air Cond.	FORCED HEAT & COOL		
Doors			
Sky-Lites			
Elevator	(4) 10 STOP - 16	PERSON-2500# ELEC. O.H. TRACTION	

73 M/K B

Appraiser and Date: 2-16-70 [illegible]

UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
1ST FLOOR	15470	17.00	262990												
2 THRU & 3rd FL	28274	16.10	455211												
4TH THRU 8TH FL	70685	17.00	1201645												
9TH FLOOR	14137	17.30	244570												
10TH FLOOR	14137	17.60	248811												
AC			215000												
ELEVATORS	4	69500	278000												
BALCONY'S	26136	4.50	117612												
WALKS & LOBBY	35280	4.50	158760												
STORAGE BLDG	5980	10.00	59800												
STAIR & ELEVATOR BLDG	7610	12.00	91320												
TOTAL			3333719												
NORMAL % GOOD			100												
R.C.L.N.D.			3,333,719	[illegible]											
CHECKED		ae													
REVIEWED															

Scale: 1" = 40 Ft.



FOR BALANCE SEE SHT #4 OF 32

MISCELLANEOUS STRUCTURES

RUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UN

COMPUTATIONS

3 STAIRS - 2(8X11) = 176	1st FL - 28X88 = 2464
9X15 = 135	33X15 = 495
311	9 X 10 = 90
2 ST.Y ELEV - 2(9X25) = 450	4(14X15) = 840
	146 X 28 = 4[illegible]
3 STOR - 2(9X19) = 342	2(14X15) = 420
16X25 = 400	15X15 = 225
742	16X15 = 240
	133X28 = 3724
	28X103 = 2884
	15470
	70/B.F 1ST FL 17.00
	2nd & 3rd FL 16.1[illegible]
	4TH THRU 8TH FL 17.00
	9TH FL 17.30
	10TH FL 17.60

REMARKS:

① REPORTED COST @ 3,500,000 INCLUDING ASP. 2-16-70 JAS.

② '85 - Permit cancelled. Glassfront of highrise replaced with wood. No value added. [illegible]
5-8-85

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

MISCELLANEOUS BUILDING RECORD

PARCEL 437-270-29

ADDRESS 500 WEST HOTEL CIRCLE

SHEET 4 OF 33 34 36 SHEE

DESCRIPTION OF BUILDINGS

Bldg. No.	Structure	Size	Found.	Wall & Exterior	Roof Type	Roof Cover	Floor & Interior Detail	2nd Story or Loft	Year Built	Effec Year	Ta
1.	FLAT ASP								1954	1965	R2
2	FLAT CONC								1954	1965	R4
3	LIGHTS	PLANTER - TREE - POST LAMPS & ELECTROLIERS							1954	1965	R2

COMPUTATION

73 73

Appraiser-Date		Lanette 2-17-70														
Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.
1	240000±	.20	48000	69	33120												
2	60000±	.50	30000	90	27000												
3			15000	69	10350												
Total			93000		70470												

Appraiser-Date																
Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.
Total																	

2nd FL -

28X88 = 2464
33X15 = 495
9X10 = 90
293X28 = 8204
28X103 = 2884
14137

BALCONY - (3)

6X88 = 528
6X293 = 1758
6X103 = 618
2904

WALK + LOBBY -

5X123 = 615
5X9 = 45
15X19 = 285
24X5 = 120
15X15 = 225
313X5 = 1565
33X5 = 165
15X19 = 285
5X123 = 615
3920

STAIRS - (3)

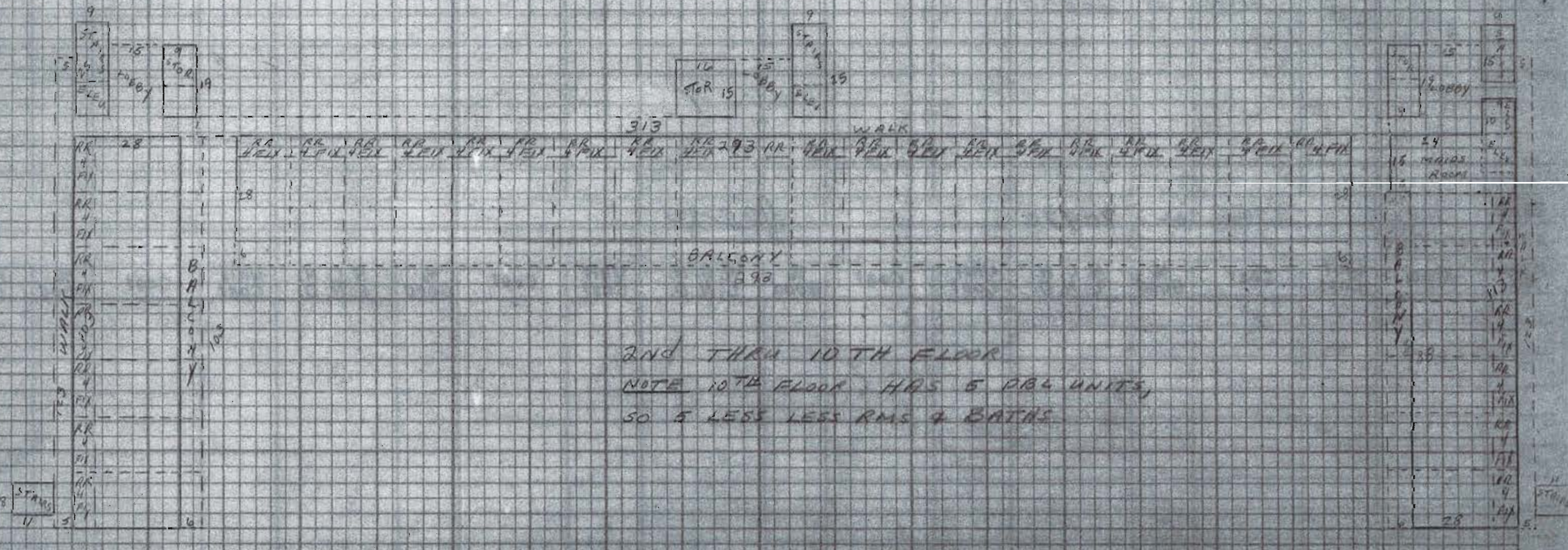
11X8 = 88
11X8 = 88
9X15 = 135
311

STAIRS + ELEV - (2)

9X25 = 225
9X25 = 225
450

STORAGE - (2)

9X19 = 171
9X19 = 171
16X15 = 240
582



2nd THRU 10TH FLOOR

NOTE 10TH FLOOR HAS 5 DBL UNITS,
SO 5 LESS LESS RMS & BATHS

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. COFFEE SHOP

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-27

NAME TOWN & COUNTRY HOTEL ADDRESS 500 WEST HOTEL CIRCLE SHEET 5 OF 33

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
D S	X Wood	Light / Heavy	Stucco	Flat	✓ Standard	Type
Stories 1	Concrete Reinf.	Wood / Steel	Metal	Shed	Below Standard	
Bsmt / Mezz	Steel	Span Spaced	Veneer	Arch	FIXTURES	X Glass in
USE / DESIGN	No Frame	FLOORS	X Wood	X Gable	Fluorescent	X Metal / Wood
Garage	WALLS: X Wood	X Concrete	X Glass	Wood	X Incandescent	X Glass Doors
Store	Brick	Wood	Unfinished	Metal		Auto No.
Office	Conc. Blk	Sub-Floor		Concrete	Quality	Bulkhead
Factory	Metal	Elevation		X MAN.	Quantity	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	ROOF COVER	PLUMBING	Lighting
X RESTAURANT X	Pilasters	X Concrete Reinf.	X Metal	✓ Composition SHAKES	5 Fixtures	Drop Ceiling
	Party	Masonry	Wood	X Built-Up	Quality	Disp. Platform
				Metal	Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			X			CONC	A	CEMENT PL	A	CEMENT PL
DINING			1			QUARRY TI & CARP	A	DRY		DRY
KITCHEN			1			QUARRY-TI				
Office										
Lobby										
Hall										
Bath										
Rest room										

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QU
Air Cond.	HEAT & COOL		
Doors			
Sky-Lites			
Elevator			

CONSTRUCTION RECORD

Permit NIELSON CONST Co. 291-6330

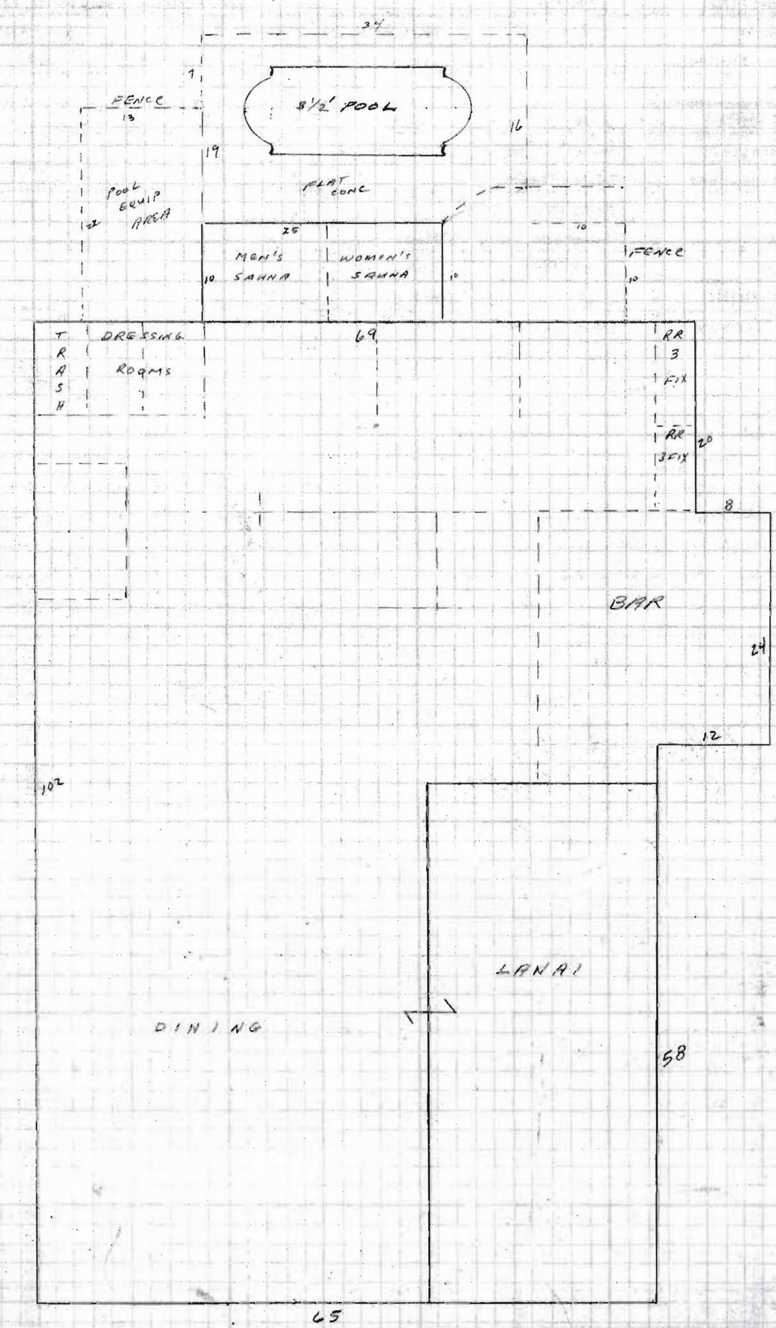
No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
E49387	RESTAURANT	123000	4-10-69	1970	1970	0	25	DR25	100	New	G	A	A	A
E67490	SAUNA ADD	6000	8-28-69											
C00172	Fence -8'	2100	8-26-76											
K96241	Add to massage rm.	3000	7-29-76											
K [illegible]	[illegible]	[illegible]	[illegible]											

Appraiser and Date

Janette 2-17-70 · 7373

UNIT	AREA/UNIT	UNIT COST	COST
RESTAURANT	6998	35.00	244930
SAUNA BATH	250	18.00	4500
Pool			3000
Yd imps			447
FLAT CONC	2000	.60	1200
TOTAL			254077
NORMAL % GOOD			100
R.C.L.N.D.			254077
CHECKED			
REVIEWED			

Scale: 1" = Ft.



MISCELLANEOUS STRUCTURES

RUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UN
Yd IMPS							
8' S.B. FENCE	90 L.F.		@	3.50		=	31
3' S.B. FENCE & C.T. WALL				60 L.F.	@ 2.20	=	13
							44

COMPUTATIONS

RESTAURANT AREA

65 X 102 = 6630

12 X 24 = 288

4 X 20 = 80

6998

B.F. PER APP. INCL AC 35.

REMARKS: ① REPORTED COST $250,000 2-13-70 JANETTE

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. ______ Parcel No. 437-260-27

crystal T's emporium

ASSESSOR, SAN DIEGO COUNTY

NAME TOWN & COUNTRY HOTEL ADDRESS 500 WEST HOTEL CIRCLE SHEET 6 OF 36

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
S	X Wood 2X6	Light / Heavy	FLRB	Flat	X Standard	Type
	Concrete Reinf.	Wood / Steel	Stucco	Shed	Below Standard	
Stories 1	Steel	' Span Spaced '	Metal	Arch		
Bsmt / Mezz	No Frame	FLOORS	XXXX Veneer BRICK	X Gable	FIXTURES	Glass in
USE / DESIGN	FLRB WALLS 18	X Concrete	XXXX Wood	Wood	X Fluorescent	Metal / Wood
Garage	X Wood	Wood	Glass	Metal	X Incandescent	Glass Doors
Store	Brick	Sub-Floor	Unfinished	Concrete		Auto No.
Office	Conc. Blk	Elevation			Quality	Bulkhead
Factory	Metal			ROOF COVER	Quantity	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	X Composition SHAKES	PLUMBING	Lighting
X RESTAURANT X (PALAIS 500)	Pilasters	X Concrete Reinf.	Metal	X Built-Up	22 Fixtures	Drop Ceiling
	Party	Masonry	Wood	Metal	Quality	Disp. Platform
					Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			X			CARPET	A+	PL	A	PL
FOYER			X			TERRA TI				
KITCHEN			X			QUARRY TI				
DINING			X					COLONIAL BRICK		ACOU TI
DANCE FLOOR			X			PARQUET	A+			
Office										
Lobby										
Hall										
Bath										
Restroom			X			TI CARPET				

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QUA
Air Cond.	HEAT & COOL	Forced Air	
Doors			
Sky-Lites			
Elevator			

CONSTRUCTION RECORD

Permit NIELSEN CONST. CO. 291-6330

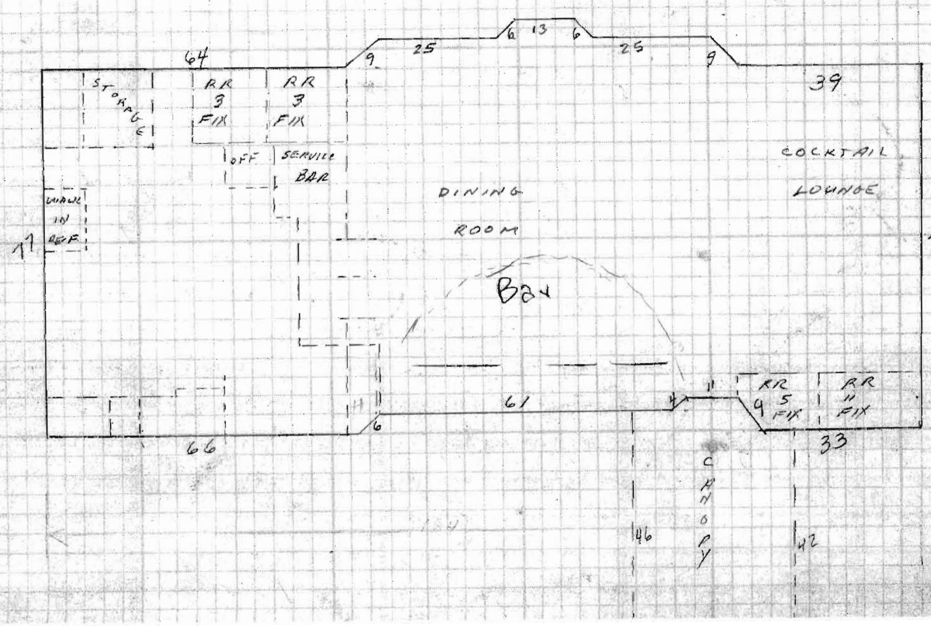
No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
E57546	RESTAURANT	250000	6-10-69	1970	1970	0	25	DR25	100	New	G	G	G	G
U97647	Remod	66000 SPR	8-6-76		1977									
B201593	Remod/Ti "PRIMO"	406,000	5-19-99											

SPR.

Appraiser and Date		Jones TTC 2-17-70		MK		13B Chojecki 12-22-99		K Carpet 8-23-00							
UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
~~RESTAURANT~~ Store	14319	31.10	445321			M/S (25%)	530,978								
CANOPY			6500												
FLAT ASP	7000	.20	1400												
Ti (Beauty Spa)	14000					PA	350,000								
						Mkt	880978								
						Roll VAL	671,912								
						DIFF	209066 → PA		210,000						
						LACKS	plbg fixtures								
						ceiling	panel, Finish								
						FMA	167,253								
TOTAL			453221			USE			210000						
NORMAL % GOOD			100			UNF	165,000								
R.C.L.N.D.			453221												
CHECKED															
REVIEWED															

Scale: 1" = 40 Ft.

HOTEL CIRCLE



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UNIT

COMPUTATIONS

$\frac{33+39}{2} \times 7 = 252'$		B.F.	28.0
$\frac{66+70}{2} \times 4 = 272$		AC.	2.6
$\frac{131+134}{2} \times 3 = 397.$		ROOF O.H.	+.5
		CONC WALK	+.0
			3
$184 \times 70 = 12880$		USC	37.1
$2\left(\frac{6 \times 6}{2}\right) = 36$			
$69 \times 6 = 414$			
$2\left(\frac{4 \times 4}{2}\right) = 16$			
$13 \times 4 = 52$			
$14319'$			

REMARKS: ① REPORTED COST @ $450,000 PER MRS KELLOGG 2-11-7
2) 80,000 Spent remodeling 10T. fn 77. WN 2 & 7 WH.

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. BLDG D & G

LOBBY & OFFICES

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-27

NAME TOWN & COUNTRY HOTEL ADDRESS 500 WEST HOTEL CIRCLE SHEET 7 OF 33 (36)

CLASS & SHAPE		FRAME		TRUSSES			EXT. FINISH		ROOF		LIGHTING		FRONT	
S	X	Wood		Light	Heavy	F L R B				Flat	X	Standard		Type
		Concrete Reinf.		Wood	Steel	X	Stucco			Shed		Below Standard		
Stories 1		Steel		' Span Spaced '			Metal			Arch				
Bsmt Mezz		No Frame		FLOORS		X	Veneer	X		Gable		FIXTURES	X	Glass in
USE / DESIGN	F L R B	WALLS	X	Concrete "		X	Wood			Wood		Fluorescent	X	Metal / Wood
Garage		Wood		Wood			Glass			Metal	X	Incandescent	X	Glass Doors
Store		Brick "		Sub-Floor			Unfinished			Concrete				Auto / No.
X Office X		Conc. Blk "		Elevation								Quality		Bulkhead
Factory		Metal								ROOF COVER		Quantity		Back Trim
Warehouse		Tilt Up		FOUNDATION			WINDOWS		X	Composition SHAKE		PLUMBING		Lighting
MOTEL X		Pilasters	X	Concrete Reinf.		X	Metal		\	Built-Up	11	Fixtures		Drop Ceiling
X LOBBY ✓		Party		Masonry			Wood			Metal		Quality		Disp. Platform
												Sprinklers		Quality

INTERIOR CONSTRUCTION

NUMBER OF ROOMS Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			X			CARPET	A	PL		PL
Office										
Lobby										
Hall										
Bath			7			ASP T.	A	PL	A	PL
Restroom										

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QU
Air Cond.	7 - WALL HEATERS	WITH THERMO.	
	HEAT & COOL		
Doors			
Sky-Lites			
Elevator			

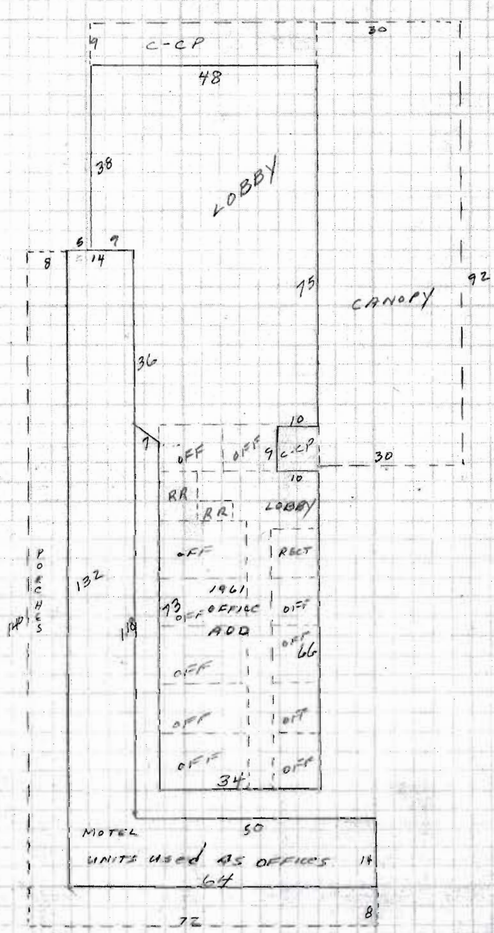
CONSTRUCTION RECORD

Permit No.	Permit For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
	MOTEL UNIT -	EST	1953	1960	1970	10	35	OR45	90	G	G	A	A	A
	LOBBY	ORIG EST	1953											
	OFFICE		1957											
A45012	OFFICE ADD	19300	9/61											
30200	REMOD & EXTEND	5900	10-21-68											
E38413	" "	40000	1-3-69											
SD98-4738	CANCELLED TI FOR LOBBY & OFFICES	166300	12-7-89											
SDIB201110	TI ADA R/R'S	10440 CANC	4-6-01											

Appraiser and Date: Janette 2-17-70 — MK (73) 13

UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
(used as office) MOTEL	2716	13.60	36938										
LOBBY & OFFICES	5695	20.00	113900										
AC			15000										
CANOPY	2760	3.00	8280										
TOTAL			174118										
NORMAL % GOOD			90										
R.C.L.N.D.			156706										
CHECKED				[illegible]									
REVIEWED													

Scale: 1" = 40 Ft.



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/U

COMPUTATIONS

MOTEL AREA
USED AS OFFICE AREA

14X50 = 700
14X132 = 1848
+BAYS
7X3X8 = 168
2716

OFFICE + LOBBY AREA
48X38 = 1824
39X36 = 1404
24X9 = 216
34X66 = 2244
$\frac{3X5}{2}$ = 7.5
5695.5
USE 5695

70/ B.F BY APPRAISER 13.[illegible]
SHAKES + [illegible]
C-CP + 1[illegible]
13,6[illegible]
USE 13[illegible]

B.F. PER APPR. 20[illegible]
INCL CCP.

REMARKS: ① [illegible] 38000 ADD & REMOD TO LOBBY - 2-11-70 JANET[illegible]
② PLANNED TI WORK FOR LOBBY & OFFICES ON PERMIT # 4738 SCRUBBED, PER BETTY WAR[illegible] 291-8005. HB 5/22/90.

COMMERCIAL-INDUSTRIAL BUILDING RECORD

ASSESSOR, SAN DIEGO COUNTY

Account No. 403830 69C218

Parcel No. ~~437-260-13~~ 42 / 8 / 33

NAME Town & Country Hotel Bldg H ADDRESS 504 W Hotel Circle ~~(Camino Del Rio)~~ SHEET ~~10~~ OF 213

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
Type IV ~~D 6.0~~ D8.0 ~~Office~~	X Wood	Light X Heavy		Flat	X Standard Above	Type
Stories 1	Concrete Reinf.	Wood / Steel	Stucco	Shed	Below Standard	
Bsmt / Mezz	Steel	Span Spaced	Metal	Arch		
	X No Frame	FLOORS	X X Veneer Stone	X Gable	FIXTURES	X Glass in
USE / DESIGN	WALLS 12'	X Concrete	X X Wood B&B	Wood	X Fluorescent	X Metal / Wood
Garage	X X Wood	Wood	X Glass	Metal	X Incandescent	2 Glass Doors
Store	Brick	Sub-Floor	Unfinished	Concrete		Auto No.
Office	X X X Conc. Blk	Elevation	X X X PT		Quality G	Bulkhead
Factory	Metal			ROOF COVER	Quantity G	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	Composition	PLUMBING	Lighting
X Restruant X	Pilasters	X Concrete Reinf.	X Metal	Built-Up	@ 18 Fixtures	Drop Ceiling
	Party	Masonry	X Wood	Metal	Quality G to Ave	Disp. Platform
				X Heavy Shake	Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All										
Dinning Rm			1			Carp	E	Paper	E	Acou Tile
Bar			1			Carp	E	Panel (HD) Stone	E	Acou Tile
Coffee Shop			1			Terrazo	E	Pl + PT	E	Acou Tile
Kitchen			1			Conc.	A	En Pl	A	Acou Tile
Office										
Lobby										
Hall										
Bath										
Restroom										

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QU
Air Cond.	1	Wall unit @ 120	1[illegible]
		Comb Heat & Refrigeration @ 21 Ton	175[illegible]
			17[illegible]
Doors			
Sky-Lites			
Elevator			

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
Dinning Rm			1953	1956	1964	8	42	OR 50	95					
Add			1954	1960	1970	10	25	OR 35	80	G				
Add			1957											
A45339	Coffee Shop	8500	9/61											
E78436	Remod Kit	20 000	11-19-69											

NORMAL % GOOD; RATING (E, G, A, F, P)

Appraiser and Date

Southern 11-7-63 | Janette 2-11-70 | 73

UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
Restruant 12143	~~11,373~~	16.75	190464	23.00	279289										
AC			17650												
TOTAL			208114		279289										
NORMAL % GOOD			95		80										
R.C.L.N.D.			197708		223431										
CHECKED															
REVIEWED															

Scale: 1" = Ft.

$\frac{34+28}{2} \times 6$ 156

$\frac{28+24}{2} \times 3$ 78

$\frac{24+30}{2} \times 12$ 324

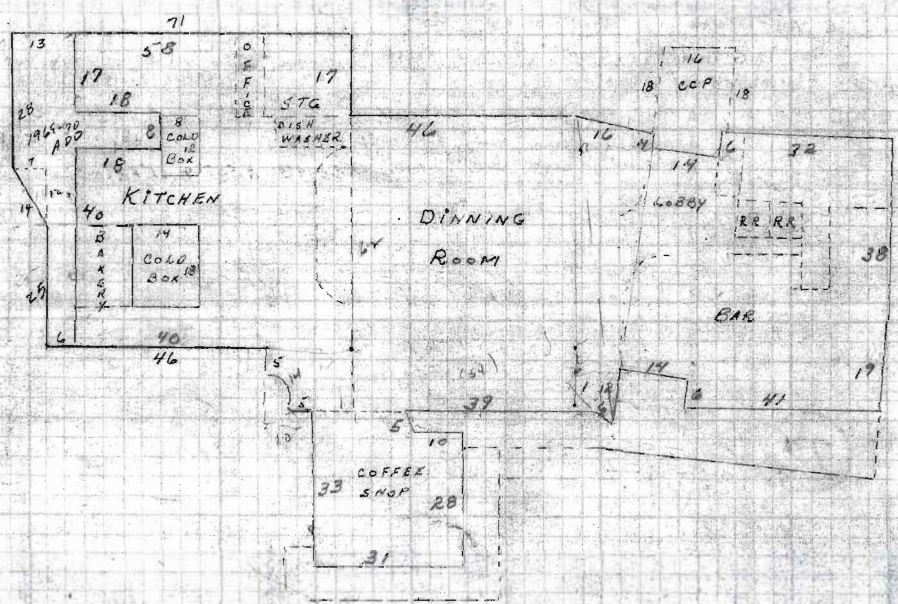
$\frac{21+15}{2} \times 10$ 180

25 X 15 375

8 X 18 144

1257

CONVENTION CENTER



MISCELLANEOUS STRUCTURES

RUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UN

COMPUTATIONS

D 6.0 OFFICE

		B.F	11.6
	1851	− HT ADJ	− .2
61 X 13	396		11.3
46 X 14	644	+ SHAKE ROOF	.2
16 X 62	496	+ ELECT	
4 X 2	4	+ PARTITIONS	.32
28 X 31	868	+ TERRAZO FL	1.40
21 + 20 / 2 X 5	102	+ COLD BOX'S	.2
46 + 64 / 2 X 62	3106	+ CCP'S	.4
18 X 79	1422	+ EXCESS INT FIN	1.5
less (1/4 circle)	− 50	+ SERVIC AREA	
40 X 65	2600		16.7
less	− 144	70/B.F	20.00
		AC	2.20
		WALK-IN	.20
	11289 / 640	CANOPY	.60
			23.00

REMARKS: REPORTED COST OF COFFEE SHOP 36,6[illegible]

Area 1964

17 X 17 = 306

18 X 40 = 720

40 X 65 = 2600

46 X 50 = 2300

46 X 12 = 552

31 X 28 = 868

$\frac{21+20}{2} \times 5$ = 102

64 X 46 = 2944

$\frac{4 \times 16}{2}$ = 32

$\frac{34+36}{2} \times 6$ = 210

41 X 6 = 246

$\frac{41+54}{2} \times 4$ = 190

$\frac{10+8}{2} \times 10$ = 90

3 X 6/2 = 9

69-70 ADD

6 X 37 = 222

8 X 18 = 144

$\frac{7 \times 12}{2}$ = 42

13 X 28 = 364

772 0

5 X 18 = 90

8 X 14 = 112

11371

ADD + 772

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

Hotel Circle

PARCEL 13-56-7X1

SHEET 9 OF 36 SHEETS

RE 313138 + 314050 BLDG'S # E & F

ADDR. 504 W. CAMINO DEL R

446 3835 69C718

DESCRIPTION OF BUILDING

437-260-13

CLASS & SHAPE: D6.5C

ARCHITECTURE: 1 Stories

TYPE — Use: X Motel; Design: X

8 Units

CONSTRUCTION: X Above-Standard

FOUNDATION: X Concrete; X Reinforced

STRUCTURAL: X Frame; X 2"x4"-16"; X Concrete Floor; X Insulated Walls

EXTERIOR: X B.&B. HEAVY; X Screens LVRS

ROOF: X Gable 4/4 M; X Raft. 4"x6"-48"; X Shake HEAVY

LIGHTING: Wiring: E Cable; Fixtures: X Avg.; X Med.

PLUMBING: X Std.

AIR CONDITION: X Heating; X Wall Unit (8) W-T

ROOM AND FINISH DETAIL

Rooms	Floors B	1	2	Floor Finish Material	Grade	Trim	Interior Finish Walls	Ceilings
All		X		CARPET	G	PT	RDWD	75% OR G 25% AC T
Bed		8/9						
UTIL		1						
LINEN		1						
Kitchen		0						

Drain Bd. Material: O Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	Effec. Year	Appr. Year	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Cupb'd	Space Closet	Work-m'nshp
	MOTEL UNIT		1953	1953	1957	4	51	OR55	98	G	G	A	G	O	F	G
				1953	1964	11	39	OR50	92							
					1970	PER APP.			92							

BATH DETAIL

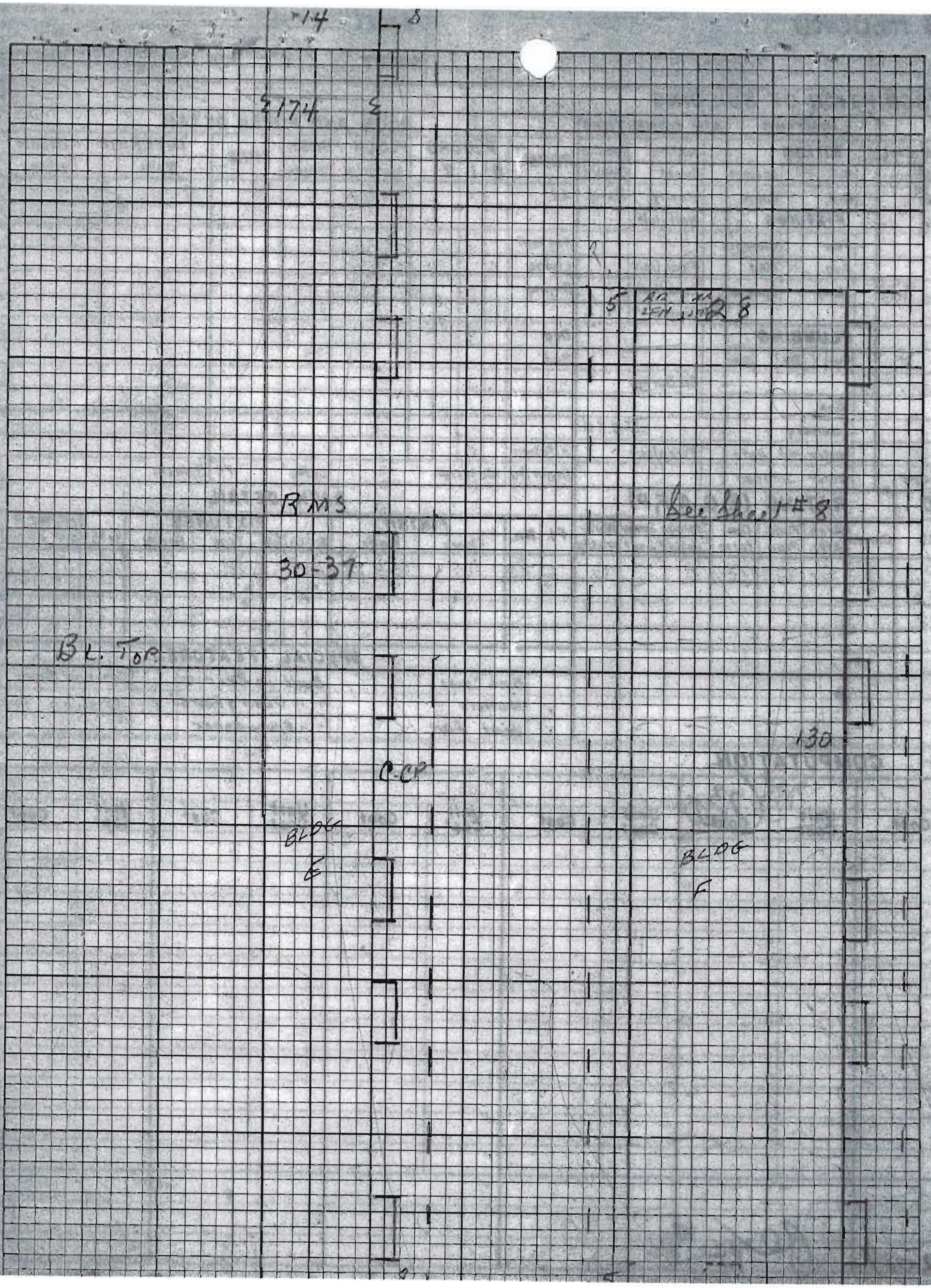
Fl.	No.	Floors	Walls	Wc.	La.	Tub	Type	Grade	St.	O.T.	G.D.	Finish
1	8/9	AT	1/2 3'T	8	8		M	G	8		8	6'T

SPECIAL FEATURES

X Shutters; X Vent Fan 16; X 2' Form. Van

COMPUTATION

Unit	Area	RW 10-29-57 Unit Cost	Cost	Smith 11-5-63 Unit Cost	Cost	Janett C 2-11-70 Unit Cost	Cost	73 Unit Cost	Cost
MOTEL UNIT (E)	2628	9.40	24703	11.30	29696		29696		
C-CP	1244	2.50	3110	—	—	—	—		
AC	8 RMS		1200	400	3200		7600		
VENT FANS			560	—	—	—	—		
BL. TOP	12000	.15	1800	—	—	—	—		
CURBS	470'	2.00	940	—	—	—	—		
LAWN SPR			200	—	—	—	—		
~~(F) 3784~~						10.85	41056		
			32513						
			1.10						
TOTAL			35764		32896		78352		
NORMAL % GOOD			98		92		92		
R.C.L.N.D.			35049		30264		72084		



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size etc.

COMPUTATIONS

	Factor	
AREA BLDG E		
14 x 174 = 2436	BASE	9.3
BAYS 8x3x8 = 192	AREA MOD. +.06	
2628	UNIT MOD -.05	
	NET +.01	
C CP 8 x 174 = 1392	1.01 x 931 = 940	
2 x 22 = 44		
1436		
LESS BAYS 192		
1244		
1964 2628 ÷ 8 = 328	8.5	10.
PER 474 ÷ 8 : 59	+ SHAKES	
	+ CCP	1.1
BLDG F		11.29
28 X 130 = 3784	9/6 F 9.75	
	SHAKE + .10	
	CCP + 1.02	
	10.87	

Remarks:

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. ______

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-27

NAME TOWN & COUNTRY HOTEL ADDRESS 500 HOTEL CIRCLE WEST SHEET 11 OF 36

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH (F L R B)	ROOF	LIGHTING	FRONT
D7C	X Wood	Light / Heavy	Stucco	Flat	X Standard	Type
Stories 1	Concrete Reinf.	Wood / Steel	Metal	Shed	Below Standard	
Bsmt / Mezz	Steel	Span / Spaced	Veneer	Arch		X Glass in
USE / DESIGN	No Frame	FLOORS	X Wood	X Gable	FIXTURES	X Metal / Wood
Garage	WALLS (F L R B)	X Concrete	Glass	Wood	X Fluorescent	X Glass Doors
X Store X	Wood	Wood	Unfinished	Metal	Incandescent	Auto / No.
Office	Brick	Sub-Floor		Concrete	Quality	Bulkhead
Factory	Conc. Blk	Elevation		X HIP (RES. CENT.)	Quantity	Back Trim
Warehouse	Metal	FOUNDATION	WINDOWS	ROOF COVER	PLUMBING	Lighting
	Tilt Up	X Concrete Reinf.	X Metal	X Composition SHAKE	0 Fixtures	Drop Ceiling
	Pilasters	Masonry	Wood	Built-Up	Quality	Disp. Platform
	Party			Metal	Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			X			CARPET	A	PANEL	A	ACOUS. TI.
RES. CENT.			/			ASP. TI.		DRY		DRY
Office			/							
Lobby										
Hall										
Bath										
Restroom										

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QU
Air Cond.	EST FORCED AIR		
	4 EM. WALL UNITS		
Doors			
Sky-Lites			
Elevator			

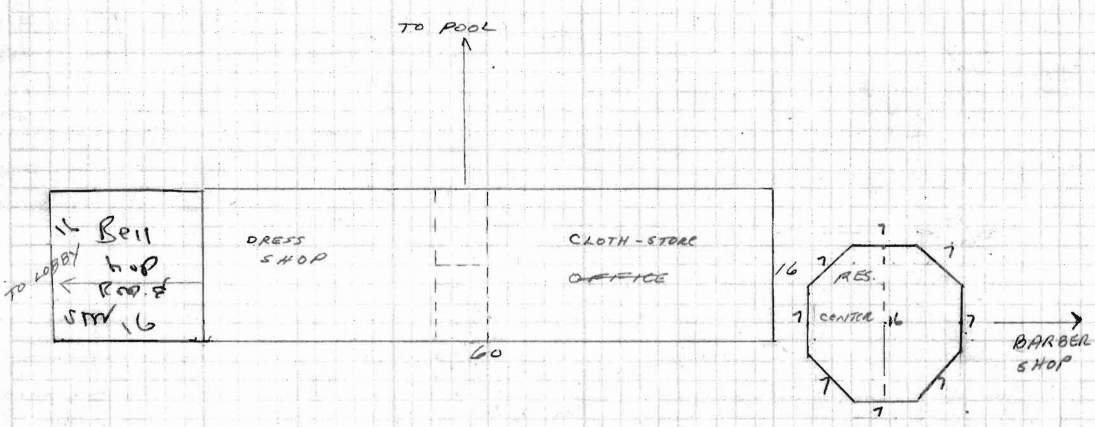
CONSTRUCTION RECORD

Permit No.	Permit For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
	DRESS SHOP	19000 COST FLO-PK-HP	EST 1969	1970	1970	0	40	OR 40	100	New	G	A	A	A
40278	RES. CENTER	3000	7-14-72	1970	1973	3	37	OR40	97					
K96241	Add	2160	4-26-76		1977									

Appraiser and Date

UNIT	AREA/UNIT	Janette 2-11-70 UNIT COST	COST	Janette 3-20-73 UNIT COST	COST	WH 2-8-77 UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
OFFICE	960	20.30	19488	23.50	22560										
RES. CENTER	206			25.00	5150										
Add	256					12.00	3072								
TOTAL			19488		27710		30782								
NORMAL % GOOD			100		97	WH	97								
R.C.L.N.D.			19488		26879		29858								
CHECKED															
REVIEWED															

Scale: 1" = 20 Ft.



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/U

COMPUTATIONS

AREA

60X16 = 960

RESERVATION CENTER

16X16 = 256

$-(5\times5\div2)\times4 = -50$

206

B.F. 12.6

FRONT + 5.1

AC + 2.5

PARTITIONS + .5

2

LESS PLBG - .5

20.2

B.F. 25.00

REMARKS: ① Reported cost = $19,000 2-11-70 JANETTE

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

Hotel Circle

BARBERSHOP & STYLING SALON BLDG I-Z

ADDRESS 504 W. CAMINO DEL R.

PARCEL ~~18-56~~ 7X1

SHEET ~~1/12~~ 12 24 OF ~~33~~ 36 SHEETS

64C3835 69C218

437-260-13

DESCRIPTION OF BUILDING

CLASS & SHAPE: ~~D6.5~~ D6.5AS

ARCHITECTURE: 1 Stories

TYPE (Use / Design): Single; Double; Duplex; Apartment; Flat-Court; X Motel X; X STORE X; 4 Units

CONSTRUCTION: Light; Sub-Standard; Standard; X Above-Standard; Special

FOUNDATION: X Concrete; X Reinforced; Brick; Wood; Piers; Light / Heavy

STRUCTURAL: X Frame; X 2" x 4" -16"; Sheathing; Concrete Block; B.&B. / T.&G.; Brick; Adobe; Floor Joist: 1st " x " - "; 2nd " x " - "; Sub-Floor; X Concrete Floor; Insulated Ceilings; X Insulated Walls

EXTERIOR: Stucco on; Siding " x "; Shingle; Shake; X B.&B. / T.&G. HEAVY; Brick; Stone

WINDOWS: D.H. / Casement; Metal Sash; X Screens LVRS

ROOF: Flat 1/4 Pitch; X Gable 4/4 M; Hip 1/4; Shed 1/4; Cut Up; Dormers; X Raft. 4" x 6" -48"; Gutters; Shingle; X Shake HEAVY; Tile; Tile Trim; Compo.; Compo. Shingle

LIGHTING: Wiring — K.T. / Conduit; B.X. / X Cable. Fixtures — Few / Cheap; X Avg. / X Med.; Many / Special

PLUMBING: Poor / X Std. / Spec; Sink; Laundry; X Water Htr.-Auto.; Water-Softner

AIR CONDITION: X Heating / X Cooling; Forced / Clean'g; Gravity / Humid.; X Wall Unit ~~4 WT~~; Floor Unit; Zone Unit; Central; Oil Burner; M-B.T.U.; Fireplace

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceilings
All		X		CARPET	G	PT	RPL	PL
Ent. Hall								
Living								
Dining								
Bed		4						
Bed								
Kitchen		0						

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Space Cupb'd	Closet	Work-m'nshp
	MOTEL UNIT		1953	1953	1957	4	51	OR55	98	G	G	A	G	O	F	G
	CONVERT TO STORE		(E) 1969	1953	1964	11	39	OR50	92							
				1960	1970	10	30	OR40	86	G	A	A	A	—	—	A

BATH DETAIL

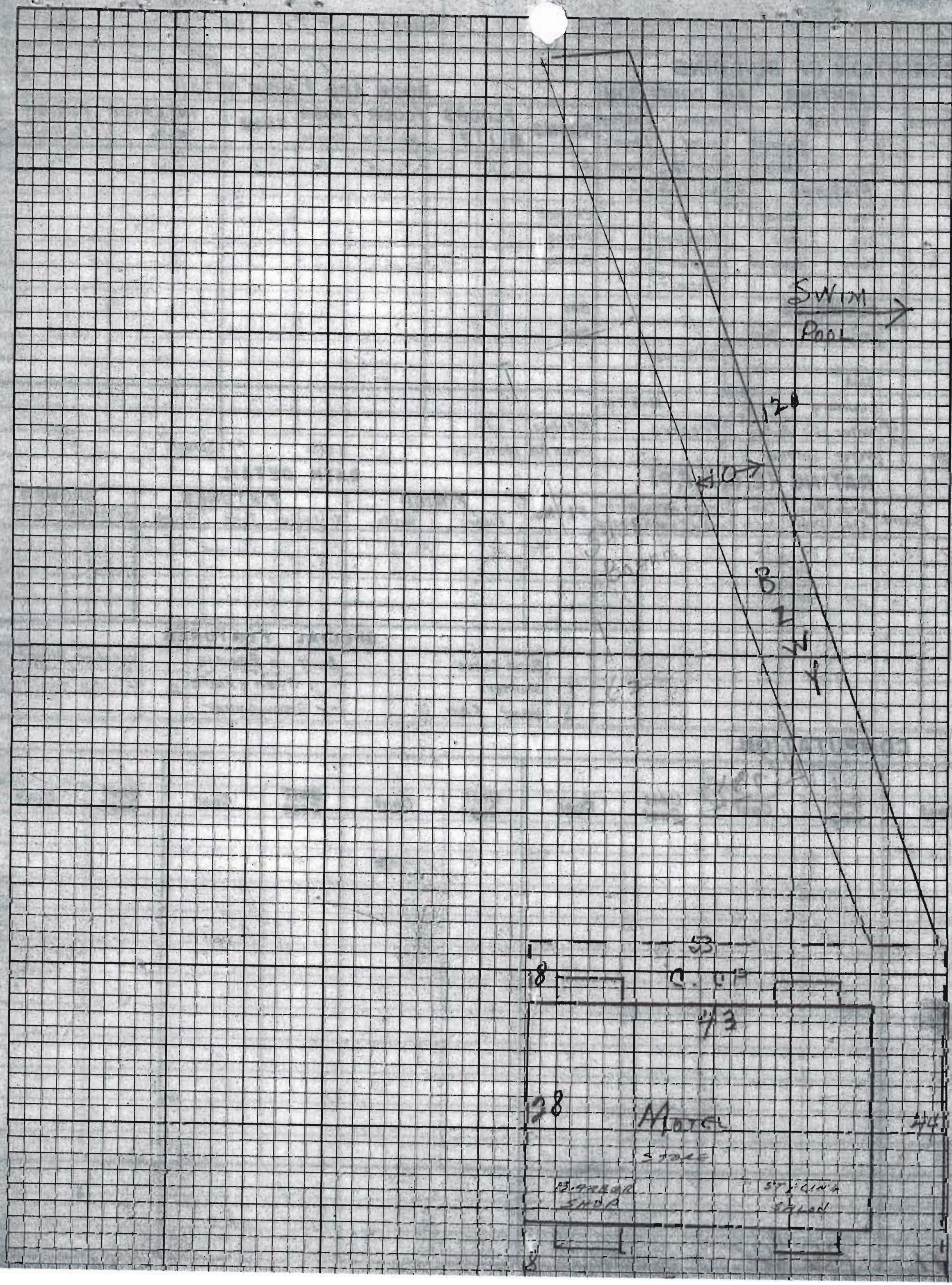
Fl.	No.	FINISH Floors	Walls	FIXTURES Wc.	La.	Tub	Type	Grade	SHOWER St.	O.T.	G.D.	Finish
1	4	AT	1/2-3'T1	4	4	4	M	A				

SPECIAL FEATURES

	Book Cases	Built in Refrig.		Venetian Blinds
X	Shutters	" " Oven & Plate	X	4 FORM VANITY
X	Vent Fan 8	" " Dishwasher		

COMPUTATION

Appraiser & Date		RW 10-29-57		Southern 11-6-63		Janette 2-11-70		77K (7312)	
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
~~MOTEL~~ STORE UNIT	1300	10.00	13000	11.90	15470	15.60	20280		
PORCHES	1032	2.50	2580	—	—	—	—		
BREEZEWAY	1200	3.00	3600	2.50	3000	2.50	3000		
AC			600	400	1600		2000		
VENT FANS			280	—	—	—	—		
BL. TOP	10000	.15	1500	—	—	—	—		
SHUF. BD. CT	1116	.60	670	.60	670		—		
			22230						
			1.10						
TOTAL			24453		20740		25280		
NORMAL % GOOD			98		92		86		
R.C.L.N.D.			23964		~~18403~~		21741		



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size etc.

COMPUTATIONS

AREA: 28 x 43 = 1204	BASE 8.86
BAYS: 4x3x8 = 96	MOD AREA + .17
1300	UNIT MOD - .04
	NET +.13
PORCHES	1.13 x 8.86 = 10.
2 x 8 x 53 = 848	70/B.F. BY APPRAISER 13.5
10 x 28 = 280	+ SHAKE + .1
1128	+ C-OP 2.00
LESS BAYS 96	15.60
1032	
1964 1300 ÷ 4 = 325	B.F. 9.80
PER 213 ÷ 4 = 53	+ SHAKE .10
	+ C-OP 1.97
	11.87

Remarks: 2 MOTEL UNITS CONVERTED TO SHOPS 2-11-70 JANC

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA · **MISCELLANEOUS BUILDING RECORD**

PARCEL #37-860-27

[T]OWN & COUNTRY HOTEL ADDRESS 500 WEST HOTEL CIRCLE

SHEET 13 OF ~~33~~ ~~34~~ 36 SHE[ETS]

DESCRIPTION OF BUILDINGS

Bldg. No.	Structure	Size	Found.	Wall & Exterior	Roof Type	Roof Cover	Floor & Interior Detail	2nd Story or Loft	Year Built	Effec Year	Tab[le]
1	(MECH. ROOM) ~~STORAGE~~	19X24	CONC	8" C.T. WALL - PAINT	FLAT	SHAKE	CONC - PAINT (2STY)	SAME	EST 1956	1956	OR[?]
~~2~~	~~WAREHOUSE~~	~~80X24~~	~~CONC~~	FRAME - B&B	GABLE	SHAKE	CONC - WD - UNF.		1954	1954	R3
3	SHOP	70X24	CONC	FRAME - B&B	GABLE	SHAKE	CONC - DRY		EST 1965	1965	OR4
~~4~~	~~STORAGE~~	~~27X24~~	~~CONC~~	~~FRAME - B&B~~	~~FLAT~~	COMP	CONC - DRY		EST 1955	1955	OR3
~~5~~	~~SHED~~	~~16X21~~	~~CONC~~	~~FRAME - B&B~~	~~FLAT~~	COMP	CONC - DRY		EST 1955	1955	OR3
6	POOL #1	EST 33X52	CONC	GUNITE - LITES, FILTER - HEATER - FILTER - BOARD					1957	1957	R3
7	POOL #2	EST 36X75	CONC	GUNITE - LITES, FILTER - HEATER - FILTER - BOARD					1954	1954	R3
8	POOL #3	IRREG.	CONC	GUNITE - LITES - FILTER - HEATER - FILTER - BOARD					1969	1970	R3
9	FENCES	BOARD &	C.L.						1955	1955	R3

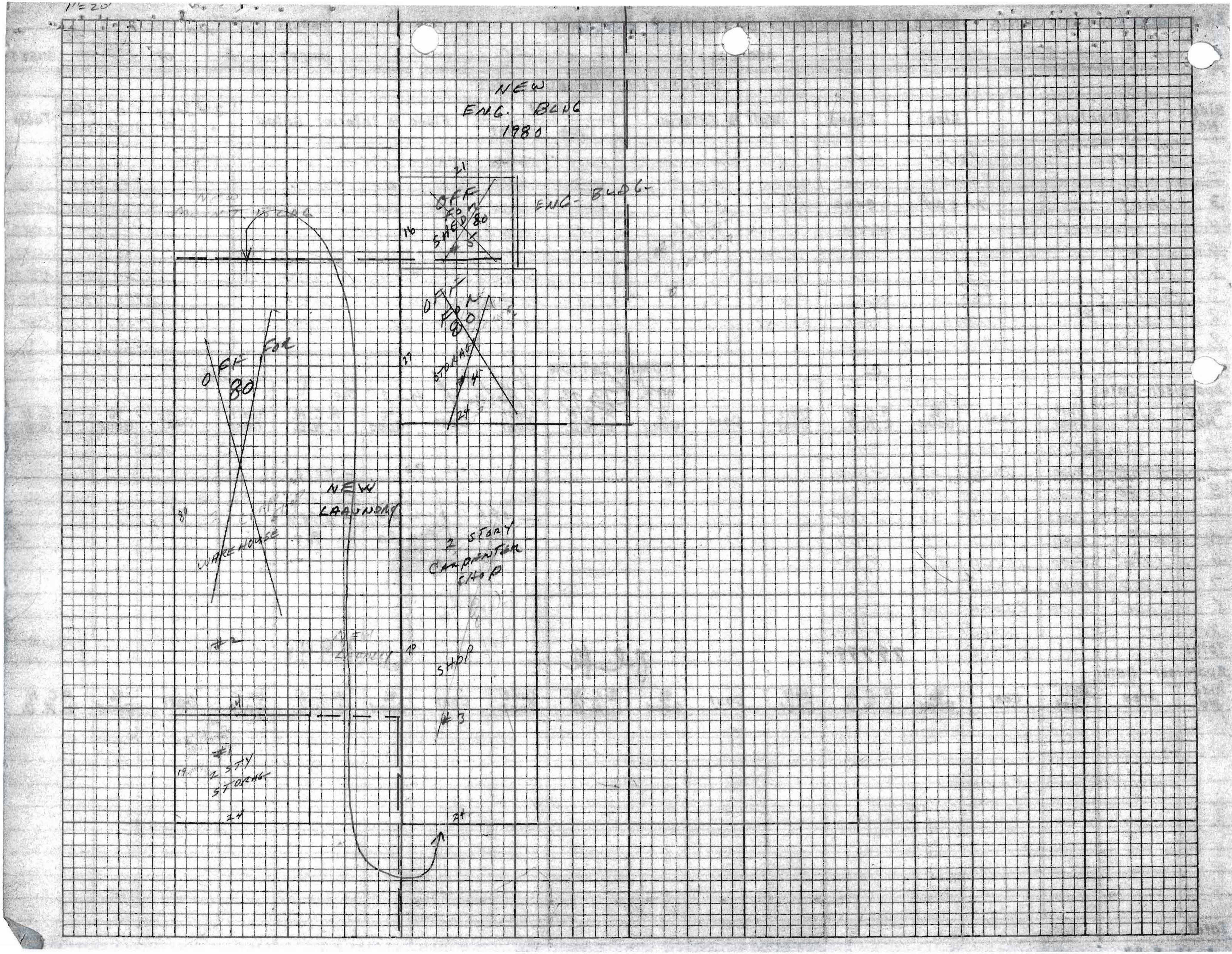
COMPUTATION

Appraiser-Date: JONCTTE 2-17-70 | TK G3 13 [signature] 4-29-80

Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.
1	456	22.00	10032	84	8427												
~~2~~	~~1920~~	4.00	7680	53	4070					OFF	FOR 80		-4070				
3	1680	10.00	16800	95	15960												
~~4~~	~~648~~	7.00	4536	66	2994					OFF	FOR 80		-2994				
~~5~~	~~336~~	5.00	1680	54	907					OFF	FOR 80		-907				
6	1716	10.00	17160	57	9781												
7	2700	10.00	27000	53	14310												
8	EST 2200	10.00	22000	100	22000												
9	—	—	2500	54	1350												
Total			109388		79799				[signature]				-7971				

Appraiser - Date

Bldg. No.	Area	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.	Unit Cost	Cost	% Good	R.C.N. L.N.D.
Total																	


NEW
ENG. BLDG
1980
ENG. BLDG.
OFF FOR 80
SHED
#5
OFF FOR 80
STORAGE
#4
OFF FOR
80
WAREHOUSE
#2
NEW
LAUNDRY
2 STORY
CARPENTER
SHOP
SHOP
#3
#1
2 STY
STORAGE

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Account No. 64C 3835 69C218 TIKI HUT

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-12

NAME POLYNESIAN LANAI ADDRESS SHEET 2 1/4 OF

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
SPEC	X Wood	Light / Heavy	F L R B	Flat	X Standard	Type
Stories 1	Concrete Reinf.	Wood / Steel PIPE & BM	Stucco	Shed	Below Standard	
Bsmt 0 Mezz 0	Steel	' Span Spaced '	Metal	Arch	FIXTURES	X Glass in
	X No Frame	FLOORS	Veneer	Gable	Fluorescent	X Metal / Wood
USE / DESIGN	F L R B WALLS	X Concrete	X Wood	Wood	X Incandescent	Glass Doors
Garage	X Wood	Wood	Glass	Metal		Auto No.
Store	Brick	Sub-Floor	Unfinished	Concrete	Quality A	Bulkhead
Office	Conc. Blk	Elevation	GAME RM B&B	X HIP	Quantity A	Back Trim
Factory	Metal			ROOF COVER	PLUMBING	Lighting
Warehouse	Tilt Up	FOUNDATION	WINDOWS	Composition	Fixtures	Drop Ceiling
X LANAI X	Pilasters	Concrete Reinf.	X Metal	Built-Up	Quality	Disp. Platform
	Party	Masonry	Wood	Metal	Sprinklers	Quality
	GLASS	X NONE		X SHAKES		

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			X			CONC	A	GLASS DRY	A	ACOUSTI
GAME RM			X			CONC	A	DRY		DRY
Office										
Lobby										
Hall										
Bath										
Restroom										

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QU
Air Cond.			
Doors			
Sky-Lites			
Elevator			

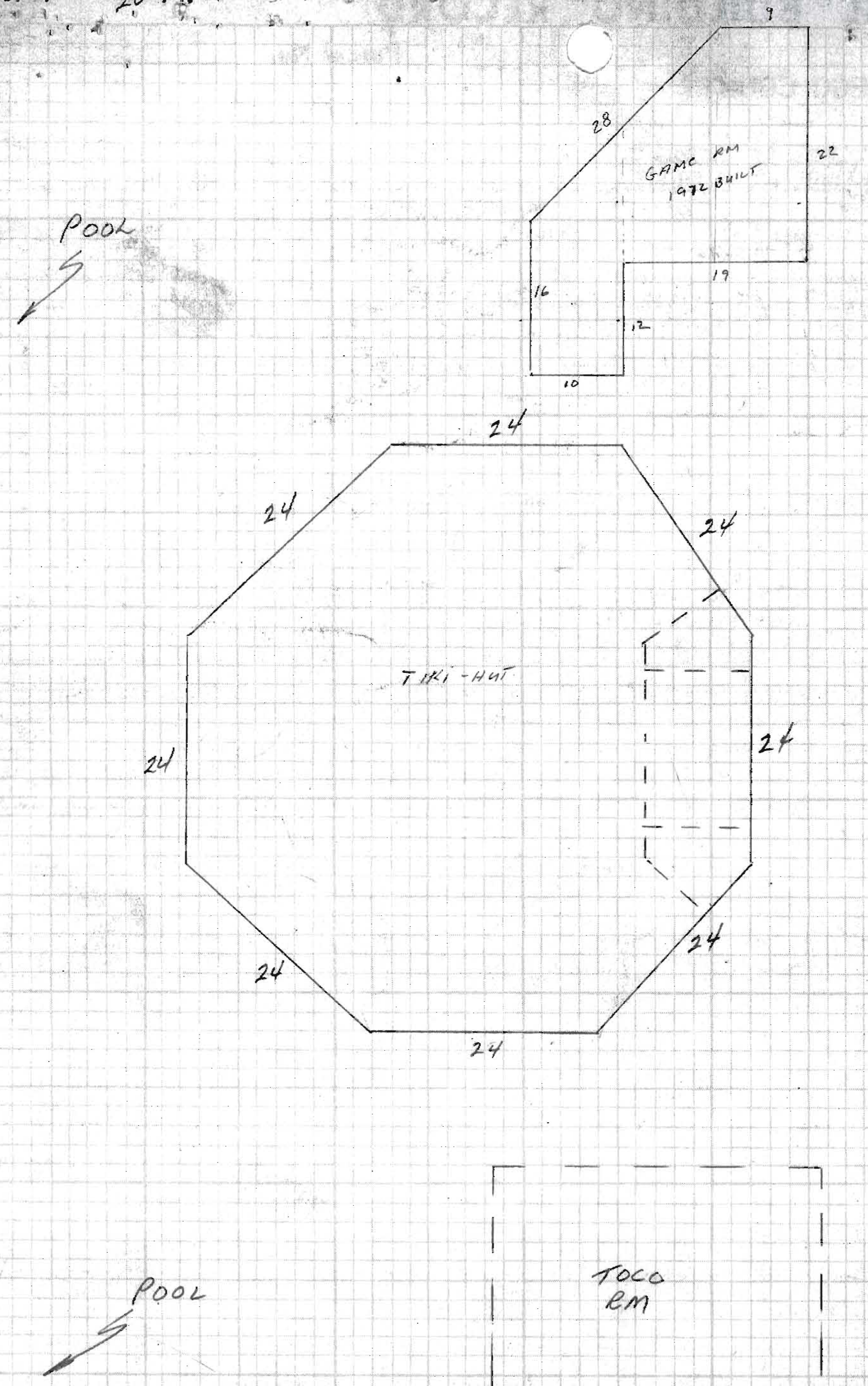
CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
A39136	LANAI TIKI HUT	9600	3/61	1961	1963	0	30	OR30	100					
H02765	GAME ROOM	9000	7-14-72	1961	1964	3	37	OR40	97					
				1961	1973	12	28	OR40	82					

RATING (E G A,F,P)

Appraiser and Date		M. Sole 10/9/62		Southern 11-1-63		Janette 3-21-73		C 73 77K				
UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST
BLDG	2784	5.00	13920	8.50	23664	12.00	33408					
GAME ROOM	588					10.00	5880					
TOTAL			13920		23664		39288					
NORMAL % GOOD			100		97		82					
R.C.L.N.D.			13920		22954		32216					
CHECKED												
REVIEWED												

Scale: 1" = 20 Ft.



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/U

COMPUTATIONS SPEC BUILT-UP

A= 2784 ±

P= 192

GAME ROOM:

$10 \times \frac{16+26}{2} = 210$

$9 \times 22 = 198$

$10 \times \frac{14+22}{2} = 180$

588 □

B.F. 5.0

64 PER APPRAISER B.F 18.

73/B.o F. 12.

B.F. 10.00

REMARKS: ① REPORTED COST $ 15,100. (DOES NOT INCL GLASS WALL OR FLOOR (EXISTING)

COMMERCIAL-INDUSTRIAL BUILDING RECORD

ASSESSOR, SAN DIEGO COUNTY

Account No. 64C3835
AQUA & ISLAND RM. 69C 218

Parcel No. ~~437-260-42~~ 442

~~3335~~

NAME Town & Country Hotel ADDRESS 500 WEST HOTEL CIRCLE SHEET 158 OF 136

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
SMALL STORE (EXC.)	X Wood	Light / Heavy	FLRB	Flat	X Standard	Type
	Concrete Reinf.	Wood / Steel	Stucco	X Shed	Below Standard	
Stories 1	Steel	Span Spaced	Metal	Arch		
Bsmt Mezz	No Frame	FLOORS	Veneer	Gable	FIXTURES	X Glass in
USE / DESIGN	WALLS 10'	X Concrete	xxxx Wood	Wood	X Fluorescent	X Metal / Wood
Garage	✓✓✓✓ Wood	Wood	x Glass	Metal	X Incandescent	Glass Doors
Store	Brick	Sub-Floor	Unfinished	Concrete		Auto No.
Office	Conc. Blk	Elevation			Quality A+	Bulkhead
Factory	Metal			ROOF COVER	Quantity A	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	x Composition	PLUMBING	Lighting
X MEETING RM X	Pilasters	X Concrete Reinf.	✓ Metal	Built-Up	0 Fixtures	Drop Ceiling
	Party	Masonry	Wood	Metal	Quality	Disp. Platform
					Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			✓			CONC		WD PNL		ACOUTI
Office										
Lobby										
Hall										
Bath										
Restroom										

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QUA
Air Cond.	FURN (OVER CCP)		
Doors			
Sky-Lites			
Elevator			

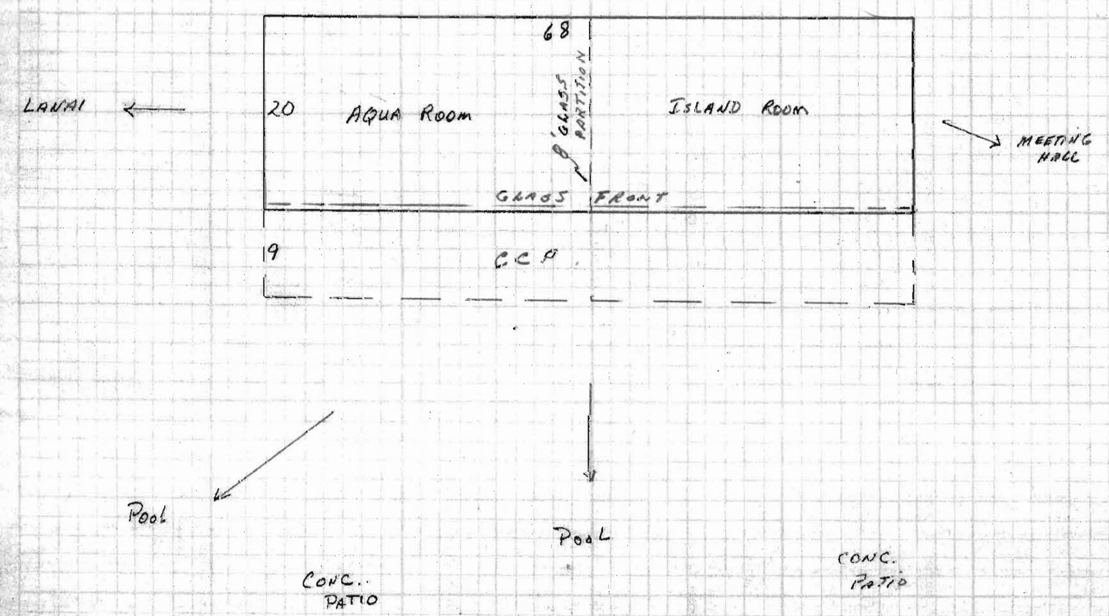
CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
NONE IN	HAND			1963	1964	1	49	OR 50	99					

RATING (E, G, A, F, P)

Appraiser and Date		Southy		MK 73									
UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
MEETING RMS	1360	8.20	11,152										
AC			2000										
TOTAL			13152										
NORMAL % GOOD			99										
R.C.L.N.D.			13020										
CHECKED		✓		JP									
REVIEWED													

Scale: 1" = 20 Ft.



MISCELLANEOUS STRUCTURES

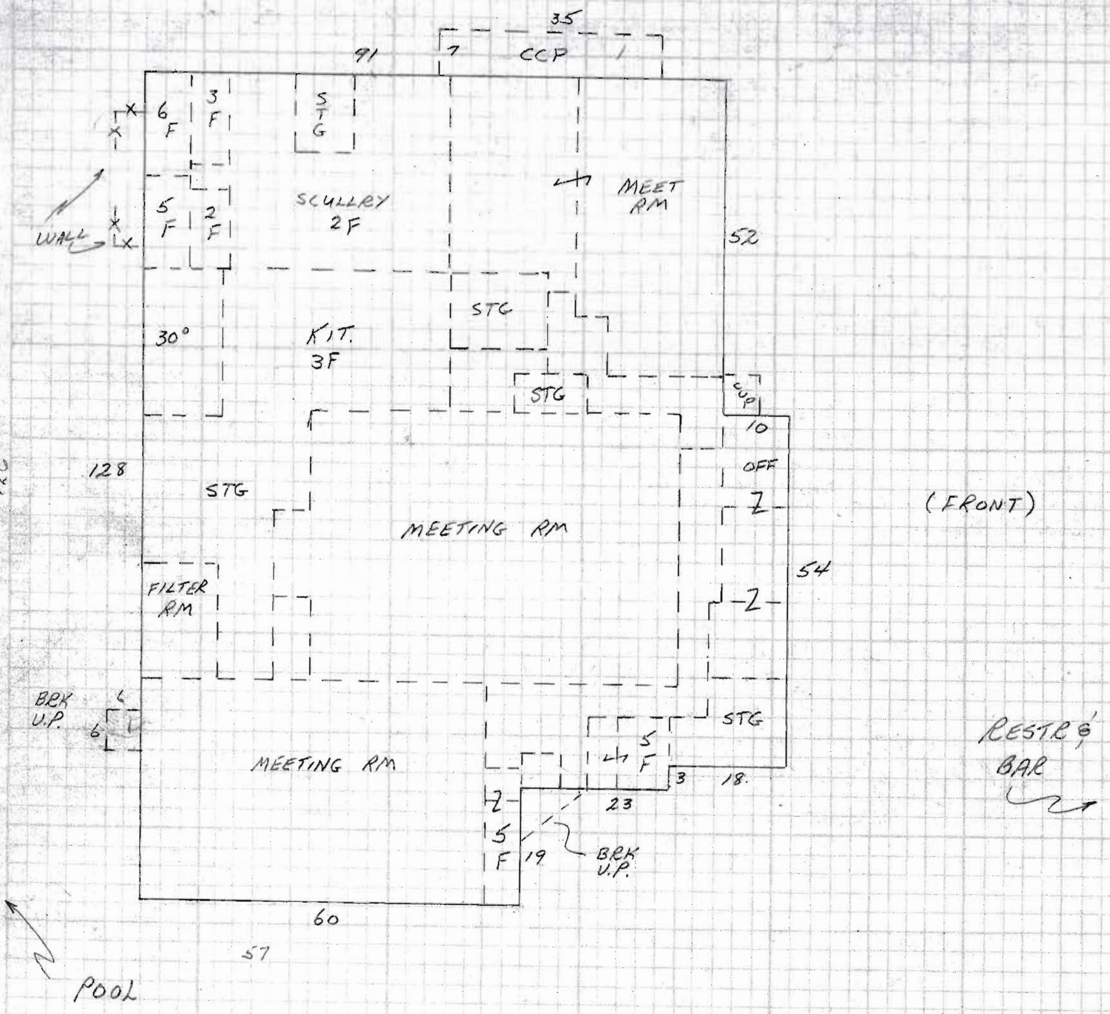
TRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/U

COMPUTATIONS

BLDG AREA
20x68 = 1360
PER 176

B.F 5.
+HT ADJ 1½% = .0
+PARTITION .7
+CCP .9
+FRONT
8.1

REMARKS:



TRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/U
BRK-U.P.	=	86 ☐ ± @		1.50			=
CUP	=	36 ☐ @		1.00			= 3
CCP	=	245 ☐ @		2.50			= 61.
22' OF	6' BRK	WALL @		8.50			= 18
							96

COMPUTATIONS D-C-4 STORE

60×19 =	1140	B.F.		6.9
83×3 =	249	HGT ADJ ($1\frac{1}{2}\%$)	−	.
101×54 =	5454	PART	+	.
91×52 =	4732	COOLER RM	+	.
A =	11575	PLMG	+	
P =	458	EXC POWER	+	4
		SHAKES	+	.
		FRONT (EXC)	+	.
				8
	64	BASED ON. D5.0 OFFICE	B.F.	9.
		+PARTITION		.
		+ELECT		.
		+ PLBG		.
REMARKS:		+FRONT		.
		+ COOLER RM		.
				11.3

COMMERCIAL-INDUSTRIAL BUILDING RECORD

Parcel No. 437-260-27

ASSESSOR, SAN DIEGO COUNTY

NAME Town & Country ADDRESS 500 Hotel Circle West SHEET 17 OF 36

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
5	x Wood	Light / Heavy	FLRB	x Flat	x Standard	Type
Stories 2	Concrete Reinf.	Wood / Steel	xxxx Stucco	Shed	Below Standard	
Bsmt Mezz	Steel	'Span Spaced'	Metal	Arch		
USE / DESIGN	No Frame	FLOORS	Veneer	Gable	FIXTURES	Glass in
Garage	FLRB WALLS	x Concrete	Wood	x Wood	x Fluorescent	Metal / Wood
Store	xxxx Wood	Wood	Glass	Metal	Incandescent	Glass Doors
Office	Brick	Sub-Floor	Unfinished	Concrete		Auto No.
Factory	Conc. Blk	Elevation			Quality 6	Bulkhead
Warehouse	Metal			ROOF COVER	Quantity 6	Back Trim
x Laundry x	Tilt Up	FOUNDATION	WINDOWS	Composition	PLUMBING	Lighting
	Pilasters	x Concrete Reinf.	Metal	x Built-Up	16 Plumb. Fixtures	Drop Ceiling
	Party	Masonry	Wood	Metal	Quality 6	Disp. Platform
						Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING	GD
All			x			Conc		SH-RK		SH-RK	
Office				x		VI TI		SH-RK		SA-RK	
Lobby											
Hall											
Bath											
Restroom			x			TI		4' TI		SH-RK	

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	COST
Heating			
Air Cond			
Sprinklers			
Doors	2 - Metal Roll-up Elect		
Sky-Lites			
Elevator			

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
M68753	Laundry	121000	6-11-79	1980	1980									

Appraiser and Date [illegible] 4-30-80 C

UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
1st Floor	6309	}	582 925												
2nd Floor	1461														
Total			582 925												
Normal % Good			100												
R.C.L.N.D.			582 925												

REL-A-21 (12-75) 2M

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

Hotel Circle

RMSI 3100-3103 BLDG M

ADDRESS 504 W. CAMINO DEL RIO

PARCEL ~~13-56 7X1~~

SHEET 2-14/18 OF ~~36~~ ~~29~~ ~~21~~ 36 SHEETS

64C 3835 69C 218

437-260-~~13~~ 27 14

DESCRIPTION OF BUILDING

CLASS & SHAPE: D6.5 ~~D6.5C~~

ARCHITECTURE: 1 Stories

TYPE — Use / Design: Single; Double; Duplex; Apartment; Flat-Court; X Motel X; 4 Units

CONSTRUCTION: Light; Sub-Standard; Standard; X Above-Standard; Special

FOUNDATION: X Concrete; X Reinforced; Brick; Wood; Piers; Light / Heavy

STRUCTURAL: X Frame; X 2"x4"-16"; Sheathing; Concrete Block; B.&B. / T.&G.; Brick; Adobe; Floor Joist: 1st: "x"-"; 2nd: "x"-"; Sub-Floor; X Concrete Floor; Insulated Ceilings; Insulated Walls

EXTERIOR: Stucco on; Siding "x"; Shingle; Shake; X B.&B. / T.&G.; HEAVY; Brick; Stone

WINDOWS: D.H.; Casement; Metal Sash; X Screens LVR

ROOF: Flat ¼ Pitch; X Gable 4/4 M; Hip ¼; Shed ¼; Cut Up; Dormers; X Raft. 4"x6"-48; Gutters; X 3' OHG; Shingle; X Shake HEAVY; Tile; Tile Trim; Compo.; Compo. Shingle

LIGHTING — Wiring: K.T.; Conduit; B.X.; X Cable. Fixtures: Few; Cheap; X Avg.; X Med.; Many; Special

PLUMBING: Poor; X Std.; Spec.; Sink; Laundry; Water Htr.-Auto.; Water-Softner

AIR CONDITION: X Heating; X Cooling; Forced; Clean'g; Gravity; Humid.; X Wall Unit W/T 4; Floor Unit; Zone Unit; Central (64); X REFRIG Cooling; Oil Burner; EA. 25 M-B.T.U.; Fireplace

ROOM AND FINISH DETAIL

Rooms	Floors B	Floors 1	Floors 2	Floor Finish Material	Floor Finish Grade	Trim	Interior Finish Walls	Interior Finish Ceilings
All		X		CARPET	G	OP	PL	PL
Ent. Hall								
Living								
Dining								
Bed		4						
Bed								
Kitchen		0						

Drain Bd. Material: Lgth: Ft Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	Effec. Year	Appr. Year	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Conform	Storage Space Cupb'd	Storage Space Closet	Work-m'nshp
	MOTEL		1954-55	1955	1957	2		OR55	99	G	G	G	G	O	F	G
				1955	1967	9	41	OR50	94							

BATH DETAIL

Fl.	No.	Finish Floors	Finish Walls	Wc.	La.	Tub	Type	Grade	Shower St.	Q.T.	G.D.	Finish
1	4	AT	½ PL ½ 3' TI	4	4	4	M	G	4			4' T

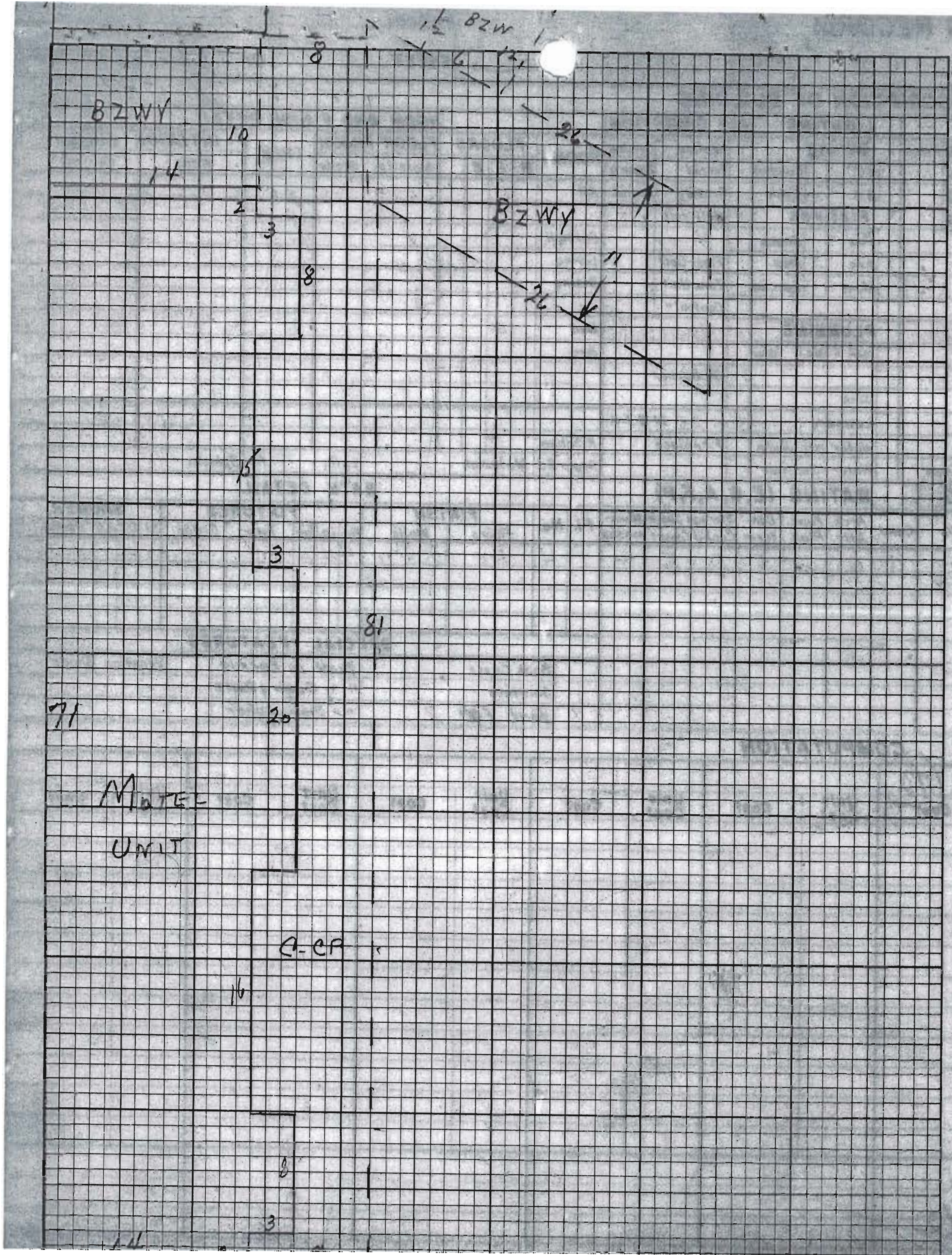
SPECIAL FEATURES

- Book Cases
- Shutters
- X Vent Fan 8
- Built in Refrig
- " " Oven & Plate
- " " Dishwasher
- Venetian Blinds

COMPUTATION

6 c

Appraiser & Date		RW 10-28-57		Southern 11-5-63		77K 73	
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost 73
MOTEL UNIT	1102	11.10	12232	12.90	14,216		
C.C.P.	540	2.50	1350	—	—		
BZWY	498	3.00	1494	—	—		
AC 4	@	150.00	600	400	1600		
VENT FANS 8			280	—	—		
BL. TOP.	4800	.15	720	—	—		
RAIL FENCE	80/4	1.25	100	—	—		
LAWN SPR.			150	—	—		
			16926				
			1.10				
TOTAL			18619		15816		
NORMAL % GOOD			99		94		
R.C.L.N.D			18433		14,867		



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size, etc.

COMPUTATIONS

AREA: 14 X 71 = 994	~~FACTOR.~~
BAYS 3 x 36 = 108	~~BASE. 9.31~~
1102	~~MOD. AREA +.19~~
	~~UNIT MOD. +00~~
BZWY: 10 X 14 = 140	~~1.19 x 931 = 11.08~~
11 x 26 = 286	
6 x 12 = 72	
498	
1964	B.F 10.60
14X71 = 994	+ SHAKE .10
3X36 = 108	+ CCP+BRZW 2.20
1102 ÷ 4 = 275	12.90
PER 238 ÷ 4 = 60	

Remarks:

SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

Hotel

RM'S 3262-84 3212-14-1942 OFFICES 64C 218 ADDRESS 504 W. CAMINO DEL RIO

PARCEL 18 25 33

SHEET 13 OF 18 21

64C 3835 BLDG I-1

437-260-13

DESCRIPTION OF BUILDING

CLASS & SHAPE: D6.5 ~~D6.5 C~~

ARCHITECTURE: 1 Stories

TYPE — Use / Design: Single; Double; Duplex; Apartment; Flat-Court; X Motel X; 16 Units

CONSTRUCTION: Light; Sub-Standard; Standard; X Above-Standard; Special

FOUNDATION: X Concrete; X Reinforced; Brick; Wood; Piers; Light / Heavy

STRUCTURAL: X Frame; X 2"x4"-16"; Sheathing; Concrete Block; B.& B. / T.& G.; Brick; Adobe; Floor Joist: 1st: "x "- "; 2nd: "x "- "; Sub-Floor; X Concrete Floor; Insulated Ceilings; X Insulated Walls

EXTERIOR: Stucco on; Siding "x "; Shingle; Shake; X B.& B. / T.& G. HEAVY; Brick; Stone

WINDOWS: D.H. / Casement; Metal Sash; X Screens LVRS

ROOF: Flat 1/4 Pitch; X Gable 4/4 M; Hip 1/4; Shed 1/4; Cut Up; Dormers; X Raft. 4"x6"-48"; Gutters; Shingle; X Shake HEAVY; Tile; Tile Trim; Compo.; Compo. Shingle

LIGHTING: Wiring: K.T. / Conduit; B.X. / X Cable. Fixtures: Few / Cheap; X Avg. / X Med.; Many / Special

PLUMBING: Poor / X Std. / Spec.; Sink; Laundry; X Water Htr.-Auto.; Water-Softner

AIR CONDITION: Heating X Cooling; Forced / Clean'g; Gravity / Humid.; X Wall Unit 16 W-T; Floor Unit; Zone Unit; Central"; Oil Burner; M-B.T.U.; Fireplace

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceilings
All		X		CARPET	G	PT	PL	PL
Ent. Hall								
Living								
Dining							CENTER DIVIDING WALL	
Bed		14						
Bed								
		2		VINYL	G			
Kitchen		0						

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Space Cupb'd	Closet	Work-m'nshp
	MOTEL UNIT		1953	1953	1957	4	51	OR55	98	G	G	A	G	O	F	G
				1953	1964	11	39	OR50	92							

NORMAL % GOOD — RATING (E, G, A, F, P)

BATH DETAIL

Fl.	No.	FINISH Floors	Walls	FIXTURES Wc.	La.	Tub	Type	Grade	SHOWER St.	Q.T.	G.D.	Finish
1	16	AT	P-3T	16	16	16	M	G				4

SPECIAL FEATURES

Book Cases; X Shutters; X Vent Fan 32; Built in Refrig.; " " Oven & Plate; " " Dishwasher; X Venetian Blinds 2' FORM. VA.

COMPUTATION

Unit	Area	R.W. 10-29-57 Unit Cost	Cost	Southw 11-6-63 Unit Cost	Cost	77K Unit Cost	73 Cost 43	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
MOTEL UNIT	5424	8.70	47189	10.75	58308												
C.CP	2496	2.50	6240	—	—												
AC	16		2400	400	6400												
VENT FANS			1120	—	—												
BL. TOP	13600	.15	2040	—	—												
CURBS.	450	2.00	900	—	—												
			59889														
			1.10														
TOTAL			65878		64708												
NORMAL % GOOD			98		92												
R.C.L.N.D		MW	64560		N 59531												

COUNTY ASSESSOR — SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

Motel Circle

PARCEL ~~13-56-7X~~ 20 ~~48~~ ~~33~~

RMS 3258 43260-63 43265-68 BLDG K-5 ADDRESS 504 W. ~~CAMINO DEL R~~

SHEET ~~15~~ 16 OF 36 ~~19 21~~ SHEETS

64C 3835 69C 218

437-260-13

DESCRIPTION OF BUILDING

CLASS & SHAPE: D6.5 ~~D6.5C~~

ARCHITECTURE: 1 Stories

TYPE — Use / Design: Single; Double; Duplex; Apartment; Flat-Court; X Motel X; 9 Units

CONSTRUCTION: Light; Sub-Standard; Standard; X Above-Standard; Special

FOUNDATION: X Concrete; X Reinforced; Brick; Wood; Piers; Light / Heavy

STRUCTURAL: X Frame; X 2" x 4" - 16"; Sheathing; Concrete Block; B.&B. / T.&G.; Brick; Adobe; Floor Joist: 1st " x " - "; 2nd " x " - "; Sub-Floor; X Concrete Floor; Insulated Ceilings; X Insulated Walls

EXTERIOR: Stucco on; Siding " x "; Shingle; Shake; X B.&B. / T.&G.; X HEAVY; Brick; Stone

WINDOWS: D.H.; Casement; Metal Sash; X Screens LVRS

ROOF: Flat 1/4 Pitch; X Gable 4/4 M; Hip 1/4; Shed 1/4; Cut Up; Dormers; X Raft. 4" x 6" - 48"; Gutters; Shingle; X Shake HEAVY; Tile; Tile Trim; Compo.; Compo. Shingle

LIGHTING — Wiring: K.T.; Conduit; B.X.; X Cable
Fixtures: Few; Cheap; X Avg.; X Med.; Many; Special

PLUMBING: Poor X Std. Spec; Sink; Laundry; Water Htr.-Auto.; Water-Softner

AIR CONDITION: X Heating X Cooling; Forced; Clean'g; Gravity; Humid.; X Wall Unit; 9-W.T; Floor Unit; Zone Unit; Central"; Oil Burner; M-B.T.U.; Fireplace

ROOM AND FINISH DETAIL

ROOMS	Floors B	Floors 1	Floors 2	Floor Finish Material	Grade	TRIM	Interior Finish Walls	Ceilings
All		X		CARPET	G	PT	PL	75% OP
Ent. Hall								
Living								
Dining								
Bed		9						
Bed								
Kitchen		0						

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	Effec. Year	Appr. Year	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Space Cupb'd	Closet	Work-m'nshp
	MOTEL	UNIT	1955	1955	1957	2	53	OR55	99	G	G	A	G	O	F	G
				1955	1964	9	41	OR50	94							

BATH DETAIL

Fl.	No.	Finish Floors	Finish Walls	Wc.	La.	Tub	Type	Grade	Shower St.	O.T.	G.D.	Finish
1	9	AT	1/2=3'T	9	9	9	M	G	9			4'

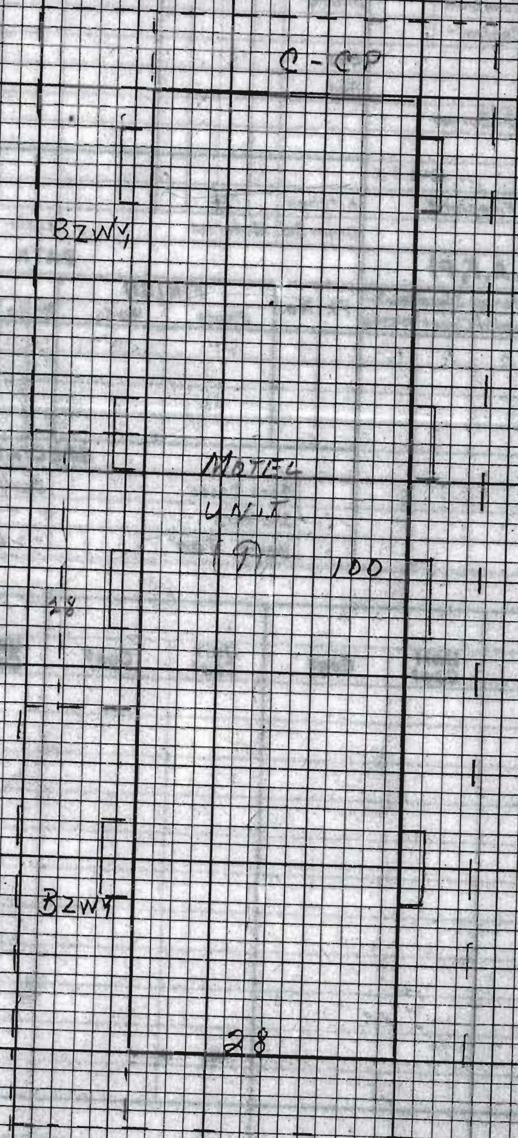
SPECIAL FEATURES

	Book Cases		Built in Refrig.		Venetian Blinds
X	Shutters		" " Oven & Plate	X	2' FRM. VAN
X	Vent Fan 18		" " Dishwasher		

COMPUTATION

Appraiser & Date		RW 10-30-57		Southern 11-6-63		77K (73)	
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
MOTEL UNIT	2992	9.40	28125	11.80	35305		
C.CP	1468	2.50	3670	—	—		
BZWY	996	3.00	2988	~~[illegible]~~	~~[illegible]~~		
AC	9		1350	400	3600		
VENT FANS			630	—	—		
			36763				
			1.10				
TOTAL			40439		38905		
NORMAL % GOOD			99		94		
R.C.L.N.D			40035		36571		

Re Re



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size etc.

COMPUTATIONS

AREA

28X 100 = 2800
BAYS: 8X3X8 192
2992

FACTOR

BASE 9.3
MOD AREA +.06
MOD UNIT -.05
NET +.01
1.01 X 9.31 = 9.40

PORCHES: 8X28 = 224
8X116 = 928
8X28 = 224
8X28 = 224
1600
LESS 132
1468

BZWY
2X12X44 = 1056
LESS 60
996

Remarks:

1964
2992 ÷ 9 = 332
PER 480 ÷ 9 53

R.F 9.2
+SHAKE .1
+[illegible] 2.0
11.8

SAN DIEGO CO. CALIFORNIA — RESIDENTIAL BUILDING RECORD Hotel Circle

PARCEL 21 ~~27~~ ~~33~~ 9 21 ~~20~~ 21

RMS 3222-27 & 3232-37 BLDG K-4 ADDRE[SS] 504 W. ~~Camino Del R[io]~~

SHEET ~~14~~ 15 OF ~~36~~ 21 36 SHEET

640383 69C 218

437-260-13 2

DESCRIPTION OF BUILDING

CLASS & SHAPE: D.6.5 ~~D6.5C~~

ARCHITECTURE: 1 Stories

TYPE — Use / Design: Single; Double; Duplex; Apartment; Flat-Court; X Motel X; 12 Units

CONSTRUCTION: Light; Sub-Standard; Standard; X Above-Standard; Special

FOUNDATION: X Concrete; X Reinforced; Brick; Wood; Piers; Light / Heavy

STRUCTURAL: X Frame; X 2"x4"-16"; Sheathing; Concrete Block; B.& B. / T.& G.; Brick; Adobe; Floor Joist: 1st: "x " - "; 2nd: "x " - "; Sub-Floor; X Concrete Floor; Insulated Ceilings; X Insulated Walls

EXTERIOR: Stucco on; Siding "x "; Shingle; Shake; X B.& B. / T.& G.; HEAVY; Brick; Stone

WINDOWS: D.H. / Casement; Metal Sash; X Screens LVRS

ROOF: Flat 1/4 Pitch; X Gable 4/4 M; Hip 1/4; Shed 1/4; Cut Up; Dormers; X Raft. 4"x6"-48"; Gutters; Shingle; X Shake HEAVY; Tile; Tile Trim; Compo.; Compo. Shingle

LIGHTING: Wiring: K.T. / Conduit; B.X. / X Cable. Fixtures: Few / Cheap; X Avg. / X Med.; Many / Special

PLUMBING: Poor / X Std. / Spec.; Sink; Laundry; Water Htr.-Auto.; Water-Softner

AIR CONDITION: X Heating X Cooling (Clean'g); Forced; Gravity / Humid.; X Wall Unit; 12 W-T; Floor Unit; Zone Unit; Central"; Oil Burner; M-B.T.U.; Fireplace

ROOM AND FINISH DETAIL

ROOMS	Floors B	Floors 1	Floors 2	Floor Finish Material	Grade	TRIM	Interior Finish Walls	Ceilings
All		X		CARPET	G	PT	PL	75% OR. 25% AC.
Ent. Hall								
Living								
Dining								
Bed		12						
Bed								
Kitchen		0						

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Conform	Storage Space Cupb'd	Closet	Work-m'nshp
	MOTEL UNIT		1955	1955	1957	2	53	OR55	99	G	G	A	G	O	F	G
				1955	1964	9	41	OR50	94							

NORMAL % GOOD — RATING (E,G,A,F,P)

BATH DETAIL

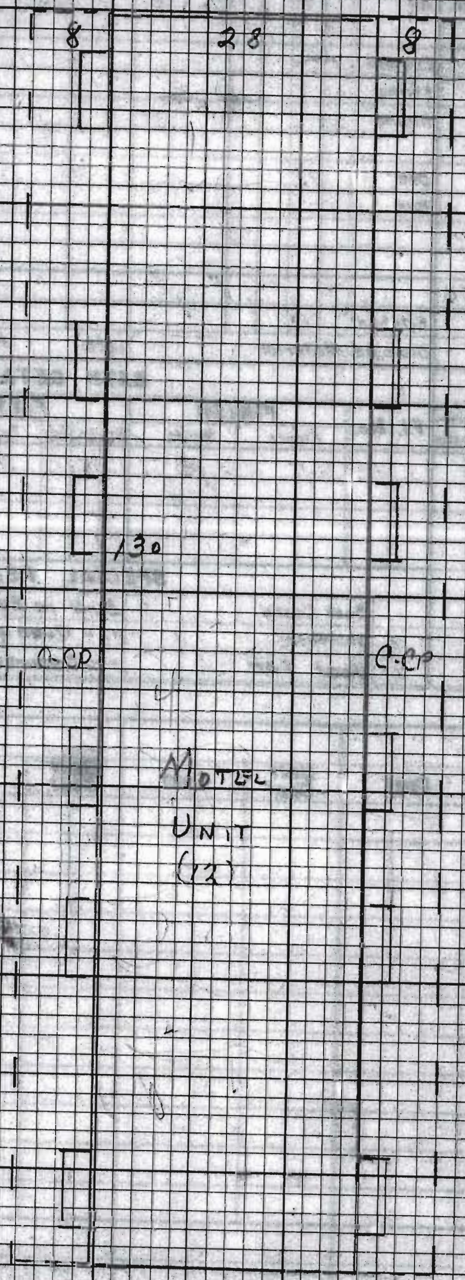
Fl.	No.	Finish Floors	Finish Walls	Wc.	La.	Tub	Type	Grade	Shower St.	O.T.	G.D.	Finish
1	12	A.T	1/2=3'T.	12	12	12	M	G		12		4'T

SPECIAL FEATURES

	Book Cases		Built in Refrig.		Venetian Blinds
X	Shutters		" " Oven & Plate	X	2' FORM VAN
X	Vent Fan 24		" " Dishwasher		

COMPUTATION

Unit	Area	Unit Cost (Rw 10-30-57)	Cost	Unit Cost (Southw 11-6-63)	Cost	Unit Cost (MK 73)	Cost 73	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
MOTEL UNIT	3928	9.00	35352	10.80	42422												
C.C.P	1792	2.50	4480	—	—												
AC	12		1800	400	4800												
VENT FANS			840	—	—												
LAWN SPR			300	—	—												
			42772														
			1.10														
TOTAL			47049		47222												
NORMAL % GOOD			99		94												
R.C.L.N.D		MBW	46578	W	44389	Re											



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size etc

COMPUTATIONS

AREA		FACTOR	
28 x 130 =	3640	BASE	9.3
BAYS: 12 x 3 x 8 =	288	AREA MOD	+ .02
	3928	UNIT MOD	- .05
		NET	- .03
PORCHES		.97 x 931 =	9.
2 x 8 x 130 =	2080		
LESS BAYS	288		
	1792		
1964		B.F	9.53
3928 p ÷ 12 =	327	+ SHAKE	.1
PER 586 ÷ 12 =	49	+ cool	1.1
			10.78

Remarks:

SAN DIEGO CO. CALIFORNIA — RESIDENTIAL BUILDING RECORD — Hotel Circle

RMS 3243-47 & 3253-57 BLDG K-3 — ADDRESS 504 W. CAMINO DEL R.

PARCEL 22 29 33 — SHEET 46 17 OF 36 19 2720 36 36 SHEET

64C 3835 69C 218 — 437-260-13

DESCRIPTION OF BUILDING

CLASS & SHAPE: D6.5 D6.5C

ARCHITECTURE: 1 Stories

TYPE — Use / Design: Single; Double; Duplex; Apartment; Flat-Court; X Motel X; 10 Units

CONSTRUCTION: Light; Sub-Standard; Standard; X Above-Standard; Special

FOUNDATION: X Concrete; X Reinforced; Brick; Wood; Piers; Light / Heavy

STRUCTURAL: X Frame; X 2"x4"-16"; Sheathing; Concrete Block; B.& B. / T.& G.; Brick; Adobe; Floor Joist: 1st: "x "- "; 2nd: "x "- "; Sub-Floor; X Concrete Floor; Insulated Ceilings; X Insulated Walls

EXTERIOR: Stucco on; Siding "x "; Shingle; Shake; X B.& B. / T.& G. HEAVY; Brick; Stone

WINDOWS: D.H. / Casement; Metal Sash; X Screens LVRS

ROOF: Flat 1/4 Pitch; X Gable 4/4 M; Hip 1/4; Shed 1/4; Cut Up; Dormers; X Raft. 4"x6"-48"; Gutters; Shingle; X Shake HEAVY; Tile; Tile Trim; Compo.; Compo. Shingle

LIGHTING — Wiring: K.T. / Conduit; B.X. / X Cable

Fixtures: Few / Cheap; X Avg. / X Med.; Many / Special

PLUMBING: Poor X Std. Spec.; Sink; Laundry; Water Htr.-Auto.; Water-Softner

AIR CONDITION: X Heating X Cooling; Forced / Clean'g; Gravity / Humid.; X Wall Unit; 10-W/T; Floor Unit; Zone Unit; Central"; Oil Burner; M-B.T.U.; Fireplace

ROOM AND FINISH DETAIL

ROOMS	Floors B	Floors 1	Floors 2	Floor Finish Material	Grade	TRIM	Interior Finish Walls	Ceilings
All		X		CARPET	G	PT	PL	75% P.B. 25% AcT
Ent. Hall								
Living								
Dining								
Bed		10						
Bed								
Kitchen		0						

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Conform	Storage Space Cupb'd	Closet	Work-m'nshp
	MOTEL UNIT		1955	1955	1957	2	53	OR55	99	G	G	A	G	O	F	G
				1955	1964	9	41	OR55	94							

(NORMAL % GOOD: Age, Remain'g Life, Table, %; RATING (E,G,A,F,P): Cond. through Work-m'nshp)

BATH DETAIL

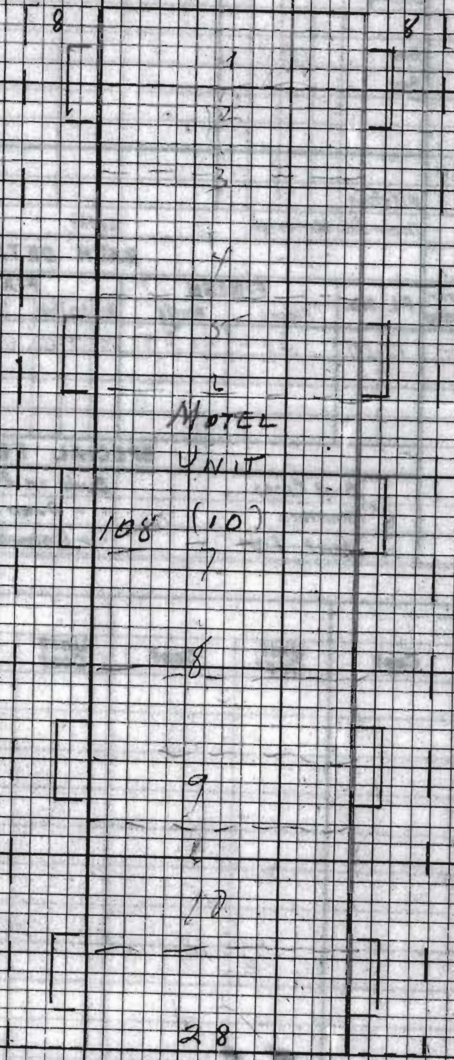
Fl.	No.	Finish Floors	Finish Walls	Wc.	La.	Tub	Type	Grade	Shower St.	O.T.	G.D.	Finish
1	10	AT	1/2=3'T.	10	10	10	M	G	10			4' T

SPECIAL FEATURES

	Book Cases		Built in Refrig.		Venetian Blinds
X	Shutters		" " Oven & Plate	X	2' FORM. VAN
X	Vent Fan 20		" " Dishwasher		

COMPUTATION

Unit	Area	RW 10-30-57 Unit Cost	Cost	South 11-6-63 Unit Cost	Cost	JJK Unit Cost	73 Cost 73
MOTEL UNIT	3264	9.30	30355	11.05	36067		
C.CP	1488	2.50	3720	—	—		
AC	10		1500	400	4000		
VENT FANS			700	—	→		
LAWN SPR			350	—	—		
			36625				
			1.10				
TOTAL			40287		40067		
NORMAL % GOOD			99		94		
R.C.L.N.D		MW	39884	W	37663		



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size etc

COMPUTATIONS

AREA
28 x 108 = 3024
BAYS 10 x 3 x 8 = 240
3264

FACTOR
BASE. 9.3
MOD AREA +.05
MOD UNIT -.05
NET 0

PORCHES
2 x 8 x 108 = 1728
LESS BAYS 240
1488

1964
3264 # ÷ 10 = 326
PER 524 ÷ 10 = 52

B.F 9.8
+ SHAKE .1
+ECP 1.1
11.0

Remarks:

SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

Hotel Circle

PARCEL 23 30 33

SHEET 17+8 OF 36 / 9 21 / 34 36 SHEET

RMS 3240-41-42 & 3250-51-52 BLOCK - Z

ADDRESS 504 W. Camino Del Rio

64C3835 69C218

437-260-13

DESCRIPTION OF BUILDING

CLASS & SHAPE	CONSTRUCTION	STRUCTURAL	EXTERIOR	ROOF	LIGHTING	AIR CONDITION
DC.5 ~~D6.5 C~~	Light	X Frame	Stucco on	Flat 1/4 Pitch	Wiring	X Heating X Cooling
	Sub-Standard	X 2"x4"-16"		X Gable 4/4 M	K.T. / Conduit	Forced / Clean'g
ARCHITECTURE	Standard	Sheathing	Siding "x"	Hip 1/4	B.X. / X Cable	Gravity / Humid.
	X Above-Standard	Concrete Block		Shed 1/4	Fixtures	X Wall Unit
1 Stories	Special	B.&B. / T.&G.		Cut Up	Few / Cheap	6-W/T
TYPE		Brick	Shingle	Dormers	X Avg. / X Med.	Floor Unit
Use / Design	FOUNDATION	Adobe	Shake	X Raft. 4"x6" 48"	Many / Special	Zone Unit
Single	X Concrete	Floor Joist:	X B.&B. / T.&G.	Gutters		Central"
Double	X Reinforced	1st "x" - "	HEAVY		PLUMBING	
Duplex	Brick	2nd "x" - "	Brick	Shingle	Poor X Std. / Spec	
Apartment	Wood	Sub-Floor	Stone	X Shake HEAVY		Oil Burner
Flat-Court	Piers	X Concrete Floor	WINDOWS	Tile	Sink	
X Motel / X			D.H. / Casement	Tile Trim	Laundry	M-B.T.U.
		Insulated Ceilings	Metal Sash	Compo.;	Water Htr.-Auto.	Fireplace
6 Units	Light / Heavy	X Insulated Walls	X Screens LVRS	Compo. Shingle	Water-Softner	

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceilings
All		X		Carpet	G	PT	PL	75% OP / 25% AC
Ent. Hall								
Living								
Dining								
Bed		6						
Bed								
Kitchen		0						

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Conform	Storage Space Cupb'd	Closet	Work-m'nship
		Motel Unit		1955	1955	2	53	OR55	99	G	G	A	G	O	F	G
				1955	1964	9	41	OR50	94							

NORMAL % GOOD — RATING (E, G, A, F, P)

BATH DETAIL

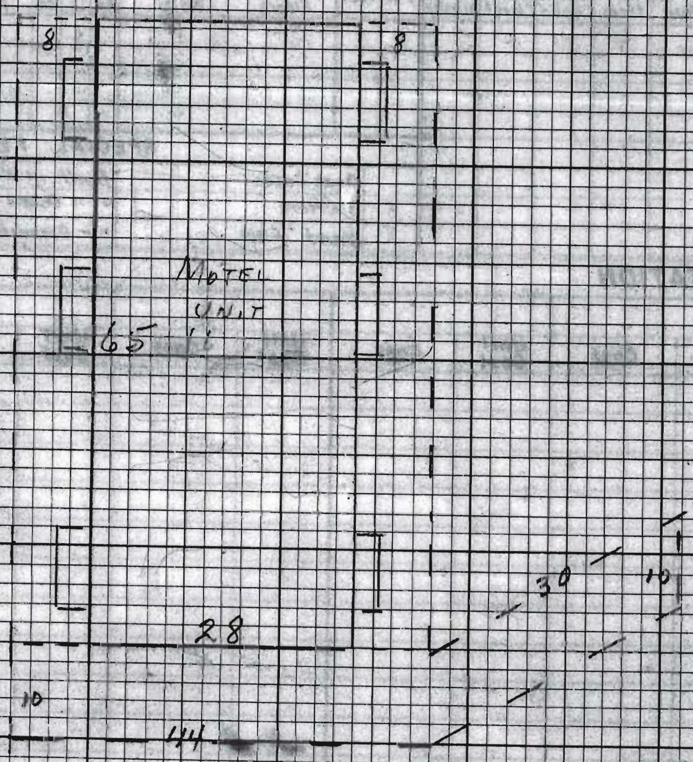
Fl.	No.	FINISH Floors	Walls	FIXTURES Wc.	La.	Tub	Type	Grade	SHOWER St.	O.T.	G.D.	Finish
1	6	AT	1/2-3' T.	6	6	6	M	G		6		4' T

SPECIAL FEATURES

	Book Cases		Built in Refrig.		Venetian Blinds
X	Shutters		" " Oven & Plate	X	2' Form. Vanity
X	Vent Fan 12		" " Dishwasher		

COMPUTATION

Appraiser & Date		RW 10-30-57		Smith 11-6-63		77K	73								
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
Motel Unit	1964	10.00	19640	11.95	23470										
C.CP	896	2.50	2240	—	—										
BZWY	740	3.00	2220	—	—										
AC	6		900	400	2400										
Vent Fans			420												
			25420												
			1.10												
TOTAL			27962		25870										
NORMAL % GOOD			99		94										
R.C.L.N.D		MBW	27682		24318										



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size etc.

COMPUTATIONS

AREA

28 x 65 = 1820
BAYS 6 x 3 x 8 = 144
1964

PORCHES
2 x 8 x 65 = 1040
LESS BAYS 144
896

BZWY.
10 x 44 = 440
10 x 30 = 300
740

FACTORE
BASE 9.31
AREA. MOD. + .11
UNIT MOD - .04
NET + .07
1.07 x 9.31 =

1964 1964 ÷ 6 : 327
PER 326 ÷ 6 = 54

B.F 19.8
+ SHAKE .1
+ CCP 2.07
11.94

Remarks:

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA
BLOG B-3-5

RESIDENTIAL BUILDING RECORD

SHEET 244 OF 419 SHEETS PARCEL 421-260-12 T.P. 27

ADDRESS 533-34-35-36-37-38-39-40 / 573-74-75-76-78-79-80

64C3835 69C218

DESCRIPTION OF BUILDING

CLASS & SHAPE: D6.5

ARCHITECTURE: 2 Stories

TYPE

Use	Design
Single	
Double	
Duplex	
Apartment	
Flat-Court	
X Motel	X

16 Units

CONSTRUCTION: Light; Sub-Standard; X Standard; Above-Standard; Special

FOUNDATION: X Concrete; Reinforced; Brick; Wood; Piers; X Light; Heavy

STRUCTURAL: X Frame; " x " -; Sheathing; Concrete Block; B.& B.; T.& G.; Brick; Adobe; Floor Joist: 1st " x " -; 2nd " x " -; Sub-Floor; X Concrete Floor; Insulated Ceilings; Insulated Walls

EXTERIOR: X Stucco on; Siding " x "; Shingle; Shake; B.& B.; T.& G.; Brick; Stone

WINDOWS: D.H.; X Casement; X Metal Sash; Screens

ROOF: Flat 1/4 Pitch; X Gable 1/4 M; Hip 1/4; Shed 1/4; X Cut Up; Dormers; Raft. " x " -; Gutters; Shingle; X Shake; Tile; Tile Trim; Compo.; Compo. Shingle

LIGHTING: X Wiring; K.T.; Conduit; B.X.; Cable

Fixtures: Few; Cheap; X Avg.; X Med.; Many; Special

PLUMBING: Poor; X Std.; Spec.; Sink; Laundry; Water Htr.-Auto.; Water-Softner

AIR CONDITION: X Heating; X Cooling; X Forced; Clean'g; Gravity; Humid.; Wall Unit; Floor Unit; Zone Unit; X Central "; Oil Burner; M-B.T.U.; Fireplace

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceiling
All		X	X	CONC CARPET	A	S	CONT FAB-FAB	PLEX
Ent. Hall								
Living								
Dining								
UNITS		8	8					
Bed								
Bed								
Kitchen								

Drain Bd. Material: — Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	NORMAL % GOOD Age	Remain'g Life	Table	%
A46117	MOTEL	278,800	10/61	1962	1963	0	45	R45	100
				1962	1964	2	48	OR50	99

RATING (E, G, A, F, P): Cond.; Arch. Attr.; Func. Plan; Conform; Storage Cupb'd; Space Closet; Workm'nshp

BATH DETAIL

Fl.	No.	FINISH Floors	Walls	FIXTURES Wc.	La.	Tub	Type	Grade	SHOWER St.	O.T.	G.D.	Fin
1	8	ASPTI	PLEPT	8	16	8	MOD	A+		8		FIB
2	8	ASPTI	PLEPT	8	16	8	MOD	A+		8		FIB

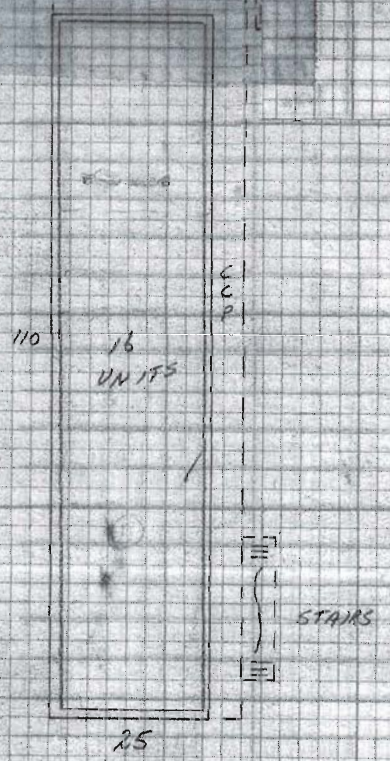
SPECIAL FEATURES

Book Cases	Built in Refrig.	Venetian Blinds
Shutters	" " Oven & Plate	
Vent Fan	" " Dishwasher	

COMPUTATION

Appraiser & Date		Mble 10/10/62		Southw 11-1-63		MK
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost
1st FLR	2750	9.00	24750	10.80	29700	
2nd FLR	2750	9.00	24750	10.80	29700	
AC	16 RMS		6400	400	6400	
MISC IMPS			4511	—	—	
TOTAL			60411		65800	
NORMAL % GOOD			100		99	
R.C.L.N.D		RX	60411		65142	

SEE PLOT



1" = 30'

MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size et[illegible]
100 b	CONC	STAIRS		@ 3.50			= [illegible]
730 D	CCP	(1st	82nd)	@ 5.70			= 4161
							451[illegible]

COMPUTATIONS D6.5 MOTEL

110 X 25 = 2750 | B.F. 8.7[illegible]

P = 270 + 175 = 445 | EXC PLMG + .2[illegible]

A = 2750 ÷ 8 = 344 ± | ADJ B.F. 8.9[illegible]

P = 445 ÷ 8 = 56 ±

2750 ÷ 8 = 344 | 64 D 6.5 MOTEL B.F. 7.8[illegible]

P 445 ÷ 8 56 | + CCP + STAIRS .8[illegible]

+ SHAKES .1[illegible]

+ EXC PLMG .1[illegible]

10.8[illegible]

2ND STY B.F. 8.8[illegible]

+ CCP + STAIRS 8[illegible]

+ SHAKES .10

+ EXC PLMG .10

10.82

Remarks:

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

SHEET 25 OF ~~32~~ 11+3 34 SHEETS PARCEL 421-280-~~11~~ 27

BLDG B-3-4

ADDRESS 571-2; 531-2

64C3835 69C218

DESCRIPTION OF BUILDING

CLASS & SHAPE	CONSTRUCTION	STRUCTURAL	EXTERIOR	ROOF	LIGHTING	AIR CONDITION	ROOMS	FLOORS (B 1 2)	FLOOR FINISH (Material / Grade)	TRIM	INTERIOR FINISH (Walls / Ceiling)
D6.5	Light	X Frame	X Stucco on	Flat 1/4 Pitch	X Wiring	X Heating X Cooling					
	Sub-Standard	" x " - "		X Gable 1/4 M	K.T. Conduit	X Forced Clean'g					
ARCHITECTURE	X Standard	Sheathing	Siding " x "	Hip 1/4	B.X. Cable	Gravity Humid.	All	X X	CARPET A	S	ARM-FAB / PLS PT
	Above-Standard	Concrete Block		Shed 1/4	Fixtures	Wall Unit					
2 Stories	Special	B.&B. T.&G.		X Cut Up	Few Cheap		Ent. Hall				
TYPE		Brick	Shingle	Dormers	X Avg. X Med.	Floor Unit	Living				
Use / Design	FOUNDATION	Adobe	Shake	Raft. " x " - "	Many Special	Zone Unit	Dining				
Single	X Concrete	Floor Joist:	B.&B. T.&G.	Gutters		X Central "	UNITS	2 2			
Double	Reinforced	1st " x " - "			PLUMBING		Bed				
Duplex	Brick	2nd " x " - "	Brick	Shingle	Poor X Std. Spec.		Bed				
Apartment	Wood	Sub-Floor	Stone	X Shake		Oil Burner					
Flat-Court	Piers	X Concrete Floor 1st	WINDOWS	Tile	Sink						
X Motel X			D.H. X Casement	Tile Trim	Laundry	M-B.T.U.					
		Insulated Ceilings	X Metal Sash	Compo.;	Water Htr.-Auto.	Fireplace	Kitchen				
4 Units	X Light Heavy	Insulated Walls	Screens	Compo. Shingle	Water-Softner		Drain Bd.	Material:	Lgth: Ft.	Splash:	

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Space Cupb'd Closet	Work-m'nshp
				1962	1963	0	45	R45	100						
				1962	1964	2	48	R50	99						

NORMAL % GOOD — RATING (E, G, A, F, P)

BATH DETAIL

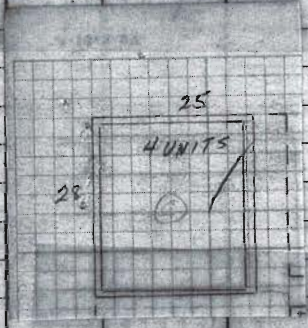
Fl.	No.	Floors	Walls	Wc.	La.	Tub	Type	Grade	St.	O.T.	G.D.	Fl.
1	2	ASPT1	PLS PT	2	4	2	MOD	A+		2		FB
2	2	ASPT1	PLS PT	2	4	2	MOD	A+		2		

SPECIAL FEATURES

Book Cases	Built in Refrig.	Venetian Blinds
Shutters	" " Oven & Plate	
Vent Fan	" " Dishwasher	

COMPUTATION

Appraiser & Date		Mbole 10/16/62		Smith 11-4-63		MK (73) 73	
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
1st FLR	700	9.30	6510	10.45	7315		
2nd FLR	700	9.30	6510	10.45	7315		
AC			1600		1600		
MISC IMPS			798	—	—		
TOTAL			15418		16230		
NORMAL % GOOD			100		99		
R.C.L.N.D	RK		15418		16068		



SEE PLOT

MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size
140#	CCP	(1ST	& 2ND)	@ 5.70			=

COMPUTATIONS D6.5 MOTEL

25 × 28 = 700

P = 106 + 25 = 131

A = 700 ÷ 2 = 350

P = 131 ÷ 2 = 65 ±

B.F.	9.
EXC PLMG	+
ADJ B.F.	9.2

64 D6.5 MOTEL 10.

+XEXC PLBG 1

+SHAKES .

+CCP+STAIRS .1

10.4

2ND FL SAME

Remarks:

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

Hotel Circle

PARCEL 13-56-1x1

SHEET 13 14 26 OF ~~22~~ 921 ~~20~~ 31 SHEET

PMS 3220-21 & 3230 & 31 BLDG K 1

ADDRESS 504 W. ~~Camino Del Rio~~

64C3835 69C218

437-260-13

DESCRIPTION OF BUILDING

CLASS & SHAPE	CONSTRUCTION	STRUCTURAL	EXTERIOR	ROOF	LIGHTING	AIR CONDITION
D6.5 ~~D6.5B~~	Light	X Frame	Stucco on	Flat ¼ Pitch	Wiring	X Heating X Cooling (4)
	Sub-Standard	X 2"x4"-16"		X Gable 4/4 M	K.T. Conduit	Forced Clean'g
ARCHITECTURE	Standard	Sheathing	Siding "x"	Hip ¼	B.X. X Cable	Gravity Humid.
	X Above-Standard	Concrete Block		Shed ¼	Fixtures	X Wall Unit
1 Stories	Special	B.&B. T.&G.		Cut Up	Few Cheap	4-WT
TYPE		Brick	Shingle	Dormers	X Avg. X Med.	Floor Unit
Use / Design	FOUNDATION	Adobe	Shake	X Raft. 4"x6"-48"	Many Special	Zone Unit
Single	X Concrete	Floor Joist:	X B.&B. T.&G.	Gutters		Central "
Double	X Reinforced	1st: "x" - "	HEAVY		PLUMBING	
Duplex	Brick	2nd: "x" - "	Brick	Shingle	Poor X Std. Spec	
Apartment	Wood	Sub-Floor	Stone	X Shake HEAVY		Oil Burner
Flat-Court	Piers	X Concrete Floor	WINDOWS	Tile	Sink	
X Motel ✓			D.H. Casement	Tile Trim	Laundry	M-B.T.U.
		Insulated Ceilings	Metal Sash	Compo.;	X Water Htr.-Auto. LG.	Fireplace
4 Units	Light Heavy	X Insulated Walls 8 OT	X Screens LVRS	Compo. Shingle	Water-Softner	

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceilings
All		X		CARPET	G	PT	PL	PL
Ent. Hall								
Living								
Dining								
Bed		4						
Bed								
LIN. RM		1		CONC				
Kitchen		0						

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Space Cupb'd	Closet	Work-m'nshp
	MOTEL UNIT		1955	1955	1957	2	53	OR55	99	G	G	A	G	O	A	G
				1955	1964	9	41	OR50	94							

(NORMAL % GOOD: Age, Remain'g Life, Table, %; RATING (E,G,A,F,P): Cond. through Work-m'nshp)

BATH DETAIL

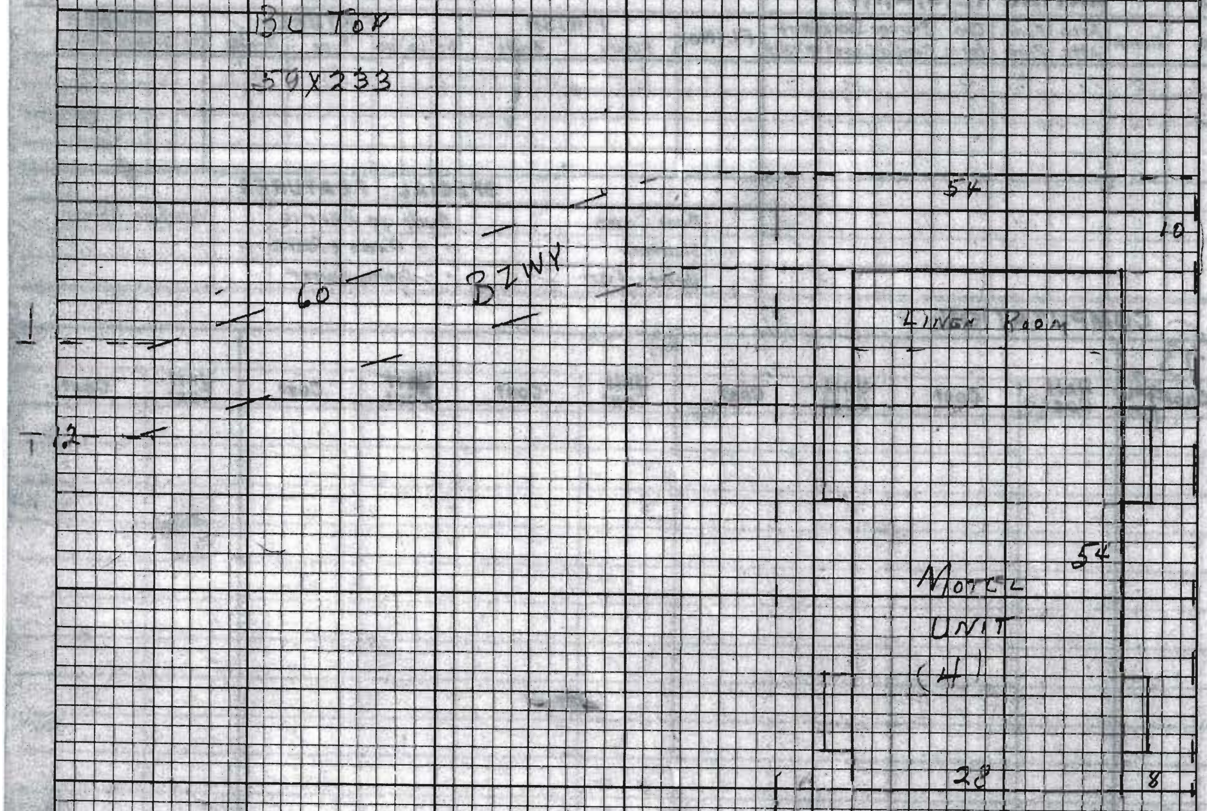
Fl.	No.	FINISH Floors	Walls	FIXTURES Wc.	La.	Tub	Type	Grade	SHOWER St.	O.T.	G.D.	Finish
1	1	AT	½-3'T	1	1	1	M	G		1		4

SPECIAL FEATURES

	Book Cases	Built in Refrig.			Venetian Blinds
X	Shutters	" " Oven & Plate		X	2' From PLMN
X	Vent Fan 8	" " Dishwasher			

COMPUTATION

Appraiser & Date		RW 10-30-57		Southern 11-6-63		77K 73	
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
MOTEL UNIT	1608	9.40	15115	10.85	17447		
C-CP	768	2.50	1920	—	—		
BZWY	1260	3.00	3780	2.50	3150		
AC	4		600	400	1600		
VENT FANS			280	—	—		
			21695				
			1.10				
TOTAL			23864		22197		
NORMAL % GOOD			99		94		
R.C.L.N.D	✓		23625	W	20865		



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size etc.

COMPUTATIONS

AREA:

28 x 54 = 1512
BAYS 4x3x8 = 96
1608

PORCHES 2 X 8 X 54 = 864
LESS BAYS 96
768

1608 # ÷ 4 = 402
PER 246 ÷ 4 61

FACTOR

BASE 9.09
AREA MOD +.14
UNIT MOD -.11
NET 1.03
1.03 x 9.09 = 9.36

B.F 9.5
+SHAKE .1
+CCP 1.2
10.8

Remarks:

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

SHEET 27 OF ~~14~~ 13 SHEETS PARCEL 437-260-~~12~~ 14, 27

BLDG B-3-1

ADDRESS 506-7-8-9-10-11-12-14-15-16
547-48-49-50-51-52-53-54-55-56

64C3835 69C218

DESCRIPTION OF BUILDING

CLASS & SHAPE: D6.5

ARCHITECTURE: X Standard

2 Stories

TYPE — Use / Design: X Motel X

20 Units

CONSTRUCTION: Light / Sub-Standard / X Standard / Above-Standard / Special

FOUNDATION: X Concrete / Reinforced / Brick / Wood / Piers; X Light / Heavy

STRUCTURAL: X Frame "x "- " / Sheathing / Concrete Block / B.& B. / T.& G. / Brick / Adobe / Floor Joist: 1ST: "x "- " 2ND: "x "- " / Sub-Floor / X Concrete Floor 1962 / Insulated Ceilings / Insulated Walls

EXTERIOR: X Stucco on / Siding "x " / Shingle / Shake / B.& B. / T.& G. / Brick / Stone

WINDOWS: D.H. / X Casement / X Metal Sash / Screens

ROOF: Flat 1/4 Pitch / X Gable 1/4 M / Hip 1/4 / Shed 1/4 / X Cut Up / Dormers / Raft. "x "- " / Gutters / Shingle / X Shake / Tile / Tile Trim / Compo.; / Compo. Shingle

LIGHTING: X Wiring / K.T. / Conduit / B.X. / Cable

Fixtures: Few / Cheap / X Avg. / X Med. / Many / Special

PLUMBING: Poor / X Std. / Spec. / Sink / Laundry / Water Htr.-Auto. / Water-Softner

AIR CONDITION: X Heating / X Cooling / X Forced / Clean'g / Gravity / Humid. / Wall Unit / Floor Unit / Zone Unit / X Central " / Oil Burner / M-B.T.U. / Fireplace

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceilings
All		X	X	CONC CARPET	A	S	C-B-PT FRM-FAB	PL & PT
Ent. Hall								
Living								
Dining								
UNITS		10	10					
Bed								
Bed								
Kitchen								

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	NORMAL % GOOD Age	Remain'g Life	Table	%
			1962	1962	1963	0	45	R45	100
				1962	1964	2	48	DR50	99

RATING (E, G, A, F, P)

Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Space Cupb'd	Closet	Work-m'nshp

BATH DETAIL

Fl.	No.	FINISH Floors	Walls	FIXTURES Wc.	La.	Tub	Type	Grade	SHOWER St.	O.T.	G.D.	Fin.
1	10	ASPTI	PL & PT	10	20	10	MOD	A+	10			FBR
2	10	ASPTI	PL & PT	10	20	10	MOD	A+	10			FBR

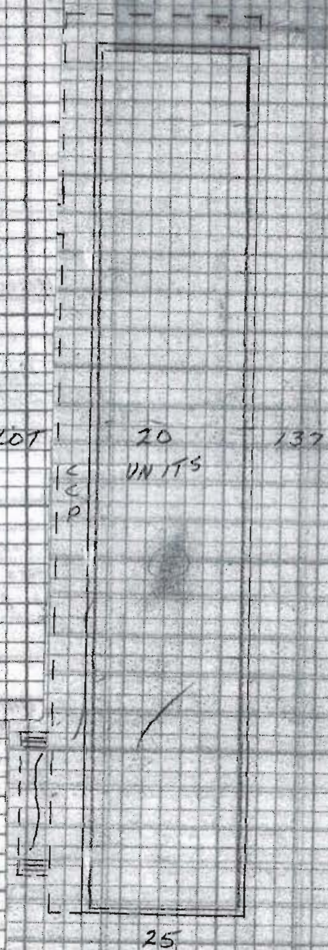
SPECIAL FEATURES

Book Cases / Shutters / Vent Fan / Built in Refrig. / " " Oven & Plate / " " Dishwasher / Venetian Blinds

COMPUTATION

Appraiser & Date		M Gole 10/10/62		Southern 11-4-63		77K	73
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
1ST FLR	3425	9.00	30825	10.60	36305		
2ND FLR	3425	9.00	30825	10.60	36305		
AC			8000		8000		
MISC IMPS			8877		4480		
TOTAL			78527		85090		
NORMAL % GOOD			100		99		
R.C.L.N.D			RK 78527		W 84239		

SEE PLOT



MISCELLANEOUS STRUCTURES.

ructure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size, etc
770 #	CCP	(1ST	& 2ND) @		5.70		= 4
100 #	CONC	STEPS	@	3.50			= 350
28000 #	FLAT	ASPH	@	.16			= 4480
							8877

COMPUTATIONS D6.5 MOTEL

137 × 25 = 3425
p = 324 + 225 = 549

A = 3425 ÷ 10 = 342 ±
P = 549 ÷ 10 = 55 ±

3425 ÷ 10 = 342
PER 549 ÷ 10 = 55

B.F.	8.70
EXC PLMG	+ .29
ADJ B.F.	8.99

B.F	9.
+ EXC PLMG	10
+ SHAKES	.10
+ CCP & STAIRS	.63
	10.6
2ND FL	SAME

Remarks:

COMMERCIAL-INDUSTRIAL BUILDING RECORD

ASSESSOR, SAN DIEGO COUNTY

Account No. BLDG # B2
340.3835 69C 218
RMS 3450-3462 + 3400-3412

Parcel No. 437-260-

NAME Town + Country Hotel ADDRESS 504 W. ~~Camino Del Rio~~ Hotel Circle SHEET 28 + 33 OF

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
D6.5	X Wood	Light / Heavy		Flat	X Standard	Type
	Concrete Reinf.	Wood / Steel	Stucco	Shed	Below Standard	
Stories 2	Steel	'Span Spaced'	Metal	Arch		
Bsmt Mezz	No Frame	FLOORS	X X Veneer Brick	X Gable	FIXTURES	Glass in
USE / DESIGN	F L R B WALLS	X Concrete	X X Wood	Wood	Fluorescent	Metal / Wood
Garage	✓✓✓ Wood	Wood	Glass	Metal	X Incandescent	Glass Doors
Store	Brick	Sub-Floor	Unfinished	Concrete		Auto No.
Office	✓ Conc. Blk	Elevation	X X PT		Quality	Bulkhead
Factory	Metal			ROOF COVER	Quantity	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	Composition	PLUMBING	Lighting
X MOTEL X	Pilasters	X Concrete Reinf.	X Metal	Built-Up	84 Fixtures	Drop Ceiling
26 UNITS	Party	Masonry	Wood	Metal	Quality G	Disp. Platform
				X HEAVY SHAKE	Sprinklers	Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			X			CARP		PL		PL
				X		CARP		PL		PL
Office										
Lobby										
Hall										
Bath			13	13		A.T.				
Restroom										

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
	MOTEL		1957	1957	1964	7	43	OR50	96					

NORMAL % GOOD — RATING (E, G, A, F, P)

SPECIAL FEATURES

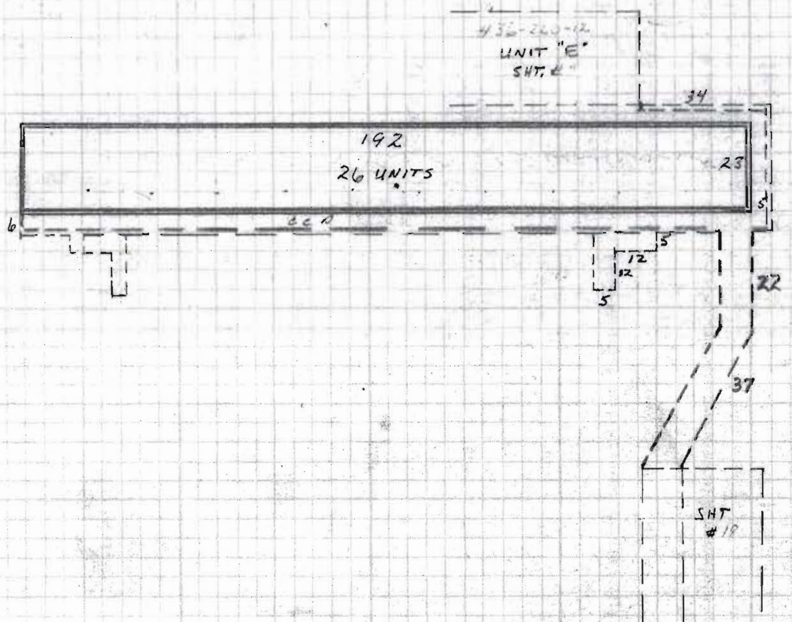
ITEM	NO.-CAPACITY	MATERIAL OR TYPE	QU
Air Cond.	26	Wall Heaters	
	Refrig Cooling	26 @ 400	
Doors			
Sky-Lites			
Elevator			

Appraiser and Date: Southern 11-6-63 — MK 73

UNIT	AREA/UNIT	UNIT COST	COST
MOTEL 1ST STY	4416	10.90	48134
MOTEL 2ND STY	4416	10.90	48134
AC	26 RMS	400	10400

TOTAL	106668
NORMAL % GOOD	96
R.C.L.N.D.	102,401
CHECKED	
REVIEWED	

Scale: 1" = 50 Ft.



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA

COMPUTATIONS

BLDG AREA

1ST FL 23 x 192 = 4416 ÷ 13 = 340

PER 706 ÷ 13 = 54

2ND FL : SAME

B.F	9.
+ SHAKE	.
+ CCP + STAIRS	1.
	10.9
B.F	9.70
+ SHAKE	.10
CCP + STAIRS	1.1
	10.9

REMARKS:

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

SHEET 629 OF 4113 SHEETS PARCEL 437-260-12 T.4.27

ADDRESS 557-58-60-60-62-62-63-64-65-66-67-69-70 / 617-18-19-20-21-23-24-25-26-27-29-30

LDG B-3-2

64C3835 69C218

DESCRIPTION OF BUILDING

CLASS & SHAPE	CONSTRUCTION	STRUCTURAL	EXTERIOR	ROOF	LIGHTING	AIR CONDITION
D6.5	Light	X Frame	X Stucco on	Flat ¼ Pitch	X Wiring	X Heating X Cooling
	Sub-Standard	" x " - "		X Gable 4/4 M	K.T. Conduit	X Forced Clean'g
ARCHITECTURE	X Standard	Sheathing	Siding " x "	Hip ¼	B.X. Cable	Gravity Humid.
	Above-Standard	Concrete Block		Shed ¼	Fixtures	Wall Unit
2 Stories	Special	B.&B. T.&G.		Cut Up	Few Cheap	
TYPE		Brick	Shingle	Dormers	X Avg. X Med.	Floor Unit
Use / Design	FOUNDATION	Adobe	Shake	Raft. " x " - "	Many Special	Zone Unit
Single	X Concrete	Floor Joist:	B&B. T.&G.	Gutters		X Central "
Double	Reinforced	1st: " x " - "			PLUMBING	
Duplex	Brick	2nd: " x " - "	Brick	Shingle	Poor X Std. Spec	
Apartment	Wood	Sub-Floor	Stone	X Shake		Oil Burner
Flat-Court	Piers	X Concrete Floor	WINDOWS	Tile	Sink	
X Motel X			D.H. X Casement	Tile Trim	Laundry	M-B.T.U.
		Insulated Ceilings	X Metal Sash	Compo.;	Water Htr.-Auto.	Fireplace
28 Units	X Light Heavy	Insulated Walls	Screens	Compo. Shingle	Water-Softner	

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceilings
All		X	X	CONC CARPET	A	S	CB-84 FRM-FAB	PLSR
Ent. Hall								
Living								
Dining								
UNITS		14	14					
Bed								
Bed								
Kitchen								

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	NORMAL % GOOD Age	Remain'g Life	Table	%	RATING (E,G,A,F,P) Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Space Cupb'd	Closet	Work-manship
			1962	1962	1963	0	45	845	100							
NVA 98-202843	ADD 3506-3515	80,000	8-24-99	1962	1964	2	48	850	99							

BATH DETAIL

Fl.	No.	FINISH Floors	Walls	FIXTURES Wc.	La.	Tub	Type	Grade	SHOWER St.	O.T.	G.D.
1	14	ASPT	PLSPT	14	28	14	MOD	A+		14	
2	14	ASPT	PLSPT	14	28	14	MOD	A+		14	

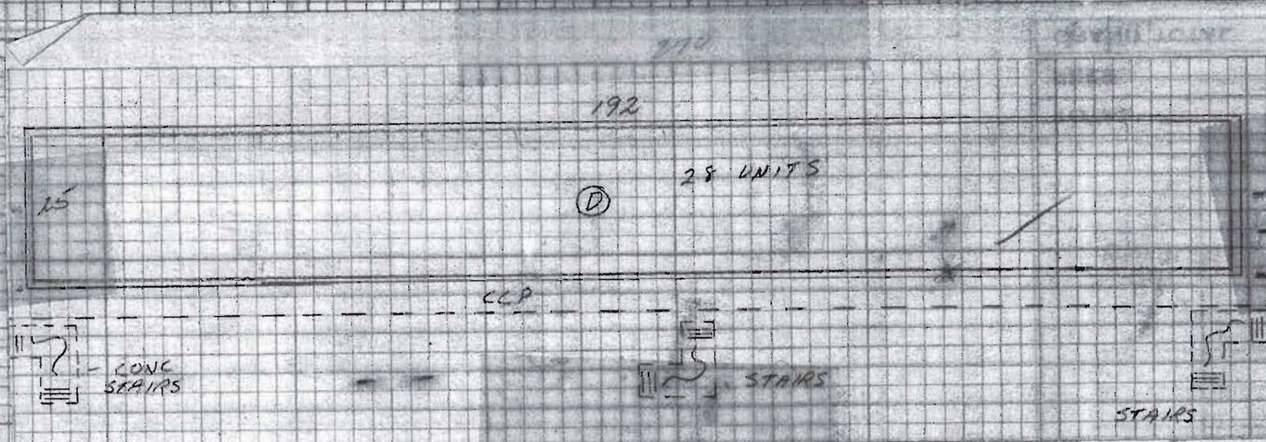
SPECIAL FEATURES

Book Cases	Built in Refrig.	Venetian Blinds
Shutters	" " Oven & Plate	
Vent Fan	" " Dishwasher	

COMPUTATION

Appraiser & Date		MAble 10/10/62		Smith 11-4-63		77K (73) 73	
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
1st FLR	4800	9.00	43200	10.60	50880		
2nd FLR	4800	9.00	43200	10.60	50880		
AC			11200	—	11200		
MISC IMPS			6754		—		
TOTAL			104354		112960		
NORMAL % GOOD			100		99		
R.C.L.N.D			104354		111838		

SEE PLOT



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Si[illegible]
1010	CCP	(1st & 2nd)		@ 5.70			= 5[illegible]
285	CONC	STAIRS		@ 3.60			= 9[illegible]
							67[illegible]

COMPUTATIONS D6.5 MOTEL

192 × 25 = 4800	B.F. 8.[illegible]
P = 434 + 325 = 759	EXC PLMG + .2[illegible]
	ADJ B.F. 8.9[illegible]
A = 4800 ÷ 14 = 343 ±	
P = 759 ÷ 14 = 54 ±	
64	D6.5 MOTEL B.F 9.[illegible]
4800 A ÷ 14 = 343	+ EXC PLBG [illegible]
PER 759 ÷ 14 = 54	+ SHAKES [illegible]
	+ CCP & STAIRS [illegible]
	10.[illegible]
	2ND FL SAME

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

BLDG B-3-3

ADDRESS 541-42-43-44-45-46 / 500-1-2-3-4-5

PARCEL 436-260-42 17, 27

SHEET 30 OF 36 / 135

64C3835 69C218

DESCRIPTION OF BUILDING

CLASS & SHAPE: D6.5

ARCHITECTURE: X Standard

2 Stories

TYPE — Use / Design: Single; Double; Duplex; Apartment; Flat-Court; X Motel X

12 Units

CONSTRUCTION: Light; Sub-Standard; X Standard; Above-Standard; Special

FOUNDATION: X Concrete; Reinforced; Brick; Wood; Piers; X Light; Heavy

STRUCTURAL: X Frame; " x " - "; Sheathing; Concrete Block; B.&B.; T.&G.; Brick; Adobe; Floor Joist: 1ST " x " - "; 2ND " x " - "; Sub-Floor; X Concrete Floor (1st); Insulated Ceilings; Insulated Walls

EXTERIOR: X Stucco on; Siding " x "; Shingle; Shake; B.&B.; T.&G.; Brick; Stone

WINDOWS: D.H.; X Casement; X Metal Sash; Screens

ROOF: Flat 1/4 Pitch; X Gable 4/4 M; Hip 1/4; Shed 1/4; X Cut Up; Dormers; Raft. " x " - "; Gutters; Shingle; X Shake; Tile; Tile Trim; Compo.; Compo. Shingle

LIGHTING: X Wiring; K.T.; Conduit; B.X.; Cable

Fixtures: Few; Cheap; X Avg.; X Med.; Many; Special

PLUMBING: Poor X; Std.; Spec.; Sink; Laundry; Water Htr.-Auto.; Water-Softner

AIR CONDITION: X Heating; X Cooling; X Forced; Clean'g; Gravity; Humid.; Wall Unit; Floor Unit; Zone Unit; X Central "; Oil Burner; M-B.T.U.; Fireplace

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	FLOORS 1	FLOORS 2	FLOOR FINISH Material	FLOOR FINISH Grade	TRIM	INTERIOR FINISH Walls	INTERIOR FINISH Ceilings
All		X	X	CONC CARPET	A+	S	FRM-FAB	PLSPT
Ent. Hall								
Living								
Dining								
UNITS		6	6					
Bed								
Bed								
Kitchen								

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	Permit For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%
A46118	MOTEL	54750	10/61	1962	1963	0	45	R45	100
				1962	1964	2	48	AR50	99

RATING (E, G, A, F, P): Cond.; Arch. Attr.; Func. Plan; Conform; Storage Space Cupb'd Closet; Workm'nshp

BATH DETAIL

Fl.	No.	FINISH Floors	FINISH Walls	Wc.	La.	Tub	Type	Grade	SHOWER St.	O.T.	G.D.	Finish
1	6	ASPTI	PLSPT	6	12	6	MOD	A+		6		FIB
2	6	ASPTI	PLSPT	6	12	6	MOD	A+		6		FIB

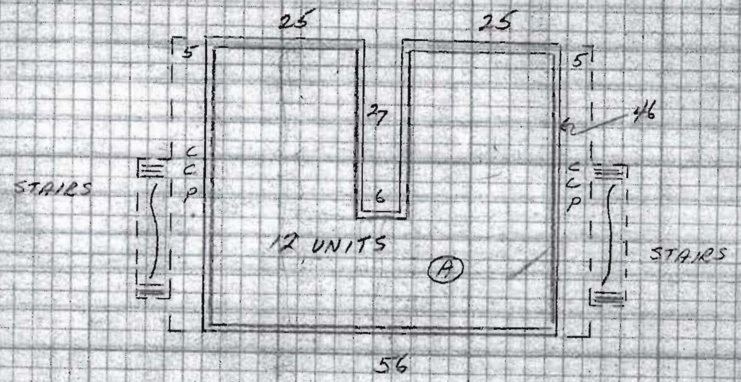
SPECIAL FEATURES

Book Cases	Built in Refrig.	Venetian Blinds
Shutters	" " Oven & Plate	
Vent Fan	" " Dishwasher	

COMPUTATION

Unit	Area	Unit Cost (M Sole 10/10/62)	Cost	Unit Cost (Southern 11-9-63)	Cost	Unit Cost (MK 73)	Cost
1ST FLR	2414	8.85	21364	10.60	25588		
2ND FLR	2414	8.85	21364	10.60	25588		
AC	12 RMS		4800	400	4800		
MISC IMPS			3322	—	—		
TOTAL			50850		55976		
NORMAL % GOOD			100		99		
R.C.L.N.D			RL 50850		55416	Re Re	

SEE PLOT



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Siz
460 ☐	CCP	(1ST &	2ND)	@ 5.70			= 262
200 ☐	CONC	STA	IRS	@ 3.50			= 700
							332

1ST & 2ND FLR **COMPUTATIONS** MOTEL D6.5

56 × 19 = 1064	B.F. 8.6
25 × 27 = 675	EXC PLMG + .2
25 × 27 = 675	ADJ B.F 8.8
A = 2414	
P = 258	
P = 258 + 119 = 377	
A = 2414 ÷ 6 = 402 ±	
P = 377 ÷ 6 = 63 ±	

1ST FL	MOTEL D 6.5
2414 ☐ ÷ 6 402	B.F +EXC PLMG 9.6 / 10
PER 258 ÷ 6 = 63	+CCP+STAIRS .70
	+SHAKES .20
	10.60
2ND FL	B.F 9.60
	+CCP+STAIRS .70
Remarks:	+SHAKES .20
	+EXC PLMG .10
	10.60

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA 64C3535

RESIDENTIAL BUILDING RECORD

Hotel Circle

PARCEL 13-56-7x1

DMS 3300-3337 + 3350-3383

ADDRESS 504 W. CAMINO DEL RIO

SHEET 31 OF 36 SHEETS

BLDG 4-2 69C218

DESCRIPTION OF BUILDING

437-260-13

CLASS & SHAPE	CONSTRUCTION	STRUCTURAL	EXTERIOR	ROOF	LIGHTING	AIR CONDITION
D 6.5	Light	X Frame 2ND FL	X Stucco on 2ND FL	Flat ¼ Pitch	Wiring	X Heating X Cooling
~~C 7.5 C~~	Sub-Standard	" x " - "		X Gable 4/4 M	K.T. X Conduit	Forced Clean'g
ARCHITECTURE	Standard	Sheathing	Siding " x "	Hip ¼	B.X. Cable	Gravity Humid.
	X Above-Standard	X Concrete Block 8" 1ST FL		Shed ¼	Fixtures	Wall Unit
2 Stories	Special	B.& B. T.& G.		Cut Up	Few Cheap	
TYPE		Brick	Shingle	Dormers	Avg. Med.	Floor Unit
Use / Design	FOUNDATION	Adobe	Shake	X Raft. 4" x 6" - 48"	Many Special	Zone Unit
Single	X Concrete	Floor Joist:	X B.& B. T.& G.	Gutters		X Central "
Double	X Reinforced	1ST: " x " - "	2ND FL		PLUMBING	
Duplex	Brick	X 2ND: 6" x 8" - 84"	X Brick	Shingle	Poor X Std. Spec	
Apartment	Wood	X Sub-Floor	Stone	X Shake HEAVY		Oil Burner
Flat-Court	Piers	Concrete Floor	WINDOWS	Tile	X Sink	
X Motel X			D.H. Casement	Tile Trim	X Laundry	M-B.T.U.
		X Insulated Ceilings	Metal Sash	Compo.;	X Water Htr.-Auto.	Fireplace
64 Units	Light Heavy	X Insulated Walls	X Screens LVRS	Compo. Shingle	X Water-Softner	

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceilings
All		X	X	CARPET	G	PT	PL	PL
Ent. Hall		2						
Living								
Dining								
UTILITY		1	1	AT				
Bed		31						
Bed			33					
BLA RM				CONC			CT UNF	PL
Kitchen		0	0					

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Cupb'd	Space Closet	Work-m'nshp
66995	MOTEL	175000	F3-57	1957	1957	0	55	OR55	100	G	G	G	G	G	G	G
				1957	1964	7	43	OR50	96							

BATH DETAIL

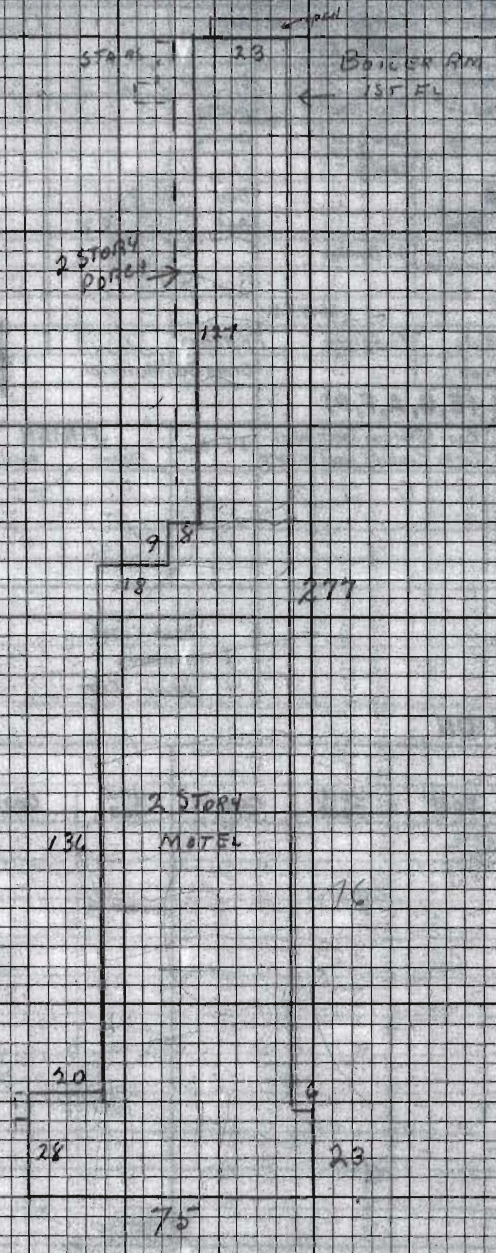
Fl.	No.	Floors	Walls	Wc.	La.	Tub	Type	Grade	St.	O.T.	G.D.	Finish
1	31	AT	½-3'TI	1	1	1	M	G		1		4'T
2	33	AT	½-3'TI									
1	1	CONC	PL	1	1		M	A.				

SPECIAL FEATURES

	Book Cases		Built in Refrig.		Venetian Blinds
X	Shutters		" " Oven & Plate	X	FORM. VANITY 2'
X	Vent Fan 128		" " Dishwasher	X	FORMICA CLOSET 2'

COMPUTATION

Appraiser & Date / Unit	Area	Unit Cost	Cost	Unit Cost (11-6-63)	Cost	Unit Cost	Cost 73
MOTEL 1ST FL	11934	9.40	112180	9.90	118147		
MOTEL 2ND FL	11934	7.40	88312	9.90	118147		
2-STORY PORCH	762	6.00	4572	—	—		
STAIRS	110	2.50	275	—	—		
C.CP	24	2.50	60	—	—		
FLAT CONC	2000	.40	800	—	—		
FLAT BT	54000	.15	8100	—	—		
LAWN SPR			600	—	—		
AC	64		12000	400	25600		
VENT FANS.			4480	—	—		
			231379				
TOTAL			2254517		261894		
NORMAL % GOOD			100		96		
R.C.L.N.D			254517		251418		



MISCELLANEOUS STRUCTURES

ructure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size

COMPUTATIONS

AREA	FACTOR
6 x 23 = 138	BASE: 1ST FL C7.5C = 11.0
23 x 300 = 6900	AREA MOD - .05
8 x 173 = 1384	UNIT MOD - .10
18 x 164 = 2952	NET - .15
20 x 28 = 560	.85 X 11.08 = 9.4
11934	
	BASE: 2ND FL D7.5C = 10.
2 STORY PORCH	AREA MOD - .05
6 x 127 = 762	UNIT MOD - .10
	2ND FL ADJ - .15
STAIRS - 5 x 16 = 80	- .30
6 x 5 = 30	.70 x 10.51 = 7.36
1st fl 110	
1964 11934 ÷ 32 = 373	1ST STY B.F 9.70
PER 1824 ÷ 32 57	+ SHAKE .05

Remarks:

+ CCP & STAIRS .2
9.95

2ND STY B.F 9.70
+ SHAKE .05
+ CCP & STAIRS .20
9.95

372

COMMERCIAL-INDUSTRIAL BUILDING RECORD

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-27

Mission Ball Rm.

NAME Town & Country ADDRESS 500 W. Hotel Circle North SHEET ~~35~~ 32 OF ~~35~~ 36

CLASS & SHAPE: Spec; Exhibit Hall
Stories / Bsmt / Mezz

USE / DESIGN: Garage, Store, Office, Factory, Warehouse, ✓ Exhibit hall

FRAME: Wood, Concrete Reinf., ✓ Steel, No Frame

WALLS (F L R B): Wood, Brick, Conc. Blk (X), Metal, Tilt Up, Pilasters, Party

TRUSSES: Light, Heavy, Wood, ✓ Steel, 'Span Spaced'

FLOORS: ✓ Concrete, Wood, Sub-Floor, Elevation

FOUNDATION: ✓ Concrete Reinf., Masonry

EXT. FINISH (F L R B): Stucco, Metal, Veneer, Wood, Glass (X X X ✓), Unfinished, Cement Plaster (X X ✓)

WINDOWS: ✓ Metal, Wood

ROOF: ✓ Flat, Shed, Arch, Gable, Wood, Metal, Concrete

ROOF COVER: Composition, ✓ Built-Up, Metal

LIGHTING: ✓ Standard, Below Standard

FIXTURES: ✓ Fluorescent, ✓ Incandescent, Quality, Quantity

PLUMBING: 40± Fixtures, Quality

FRONT: Type; Glass in Metal / Wood; Glass Doors; Auto No.; Bulkhead; Back Trim; Lighting; Drop Ceiling; Disp. Platform; Quality

INTERIOR CONSTRUCTION

NUMBER OF ROOMS Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			✓	✓		Cpt & tt		Pl & Pa		Drop Acoustic
Meeting				✓						
Office										
Lobby				✓						
Hall										
Bath										
Restroom										

SPECIAL FEATURES

ITEM	NO.-CAPACITY	MATERIAL OR TYPE	COST
Heating	Comb. Air & heat, out system		150 Ton
Air Cond			
Sprinklers			
Doors			
Sky-Lites			
Elevator	2500 lb 10 person		

CONSTRUCTION RECORD

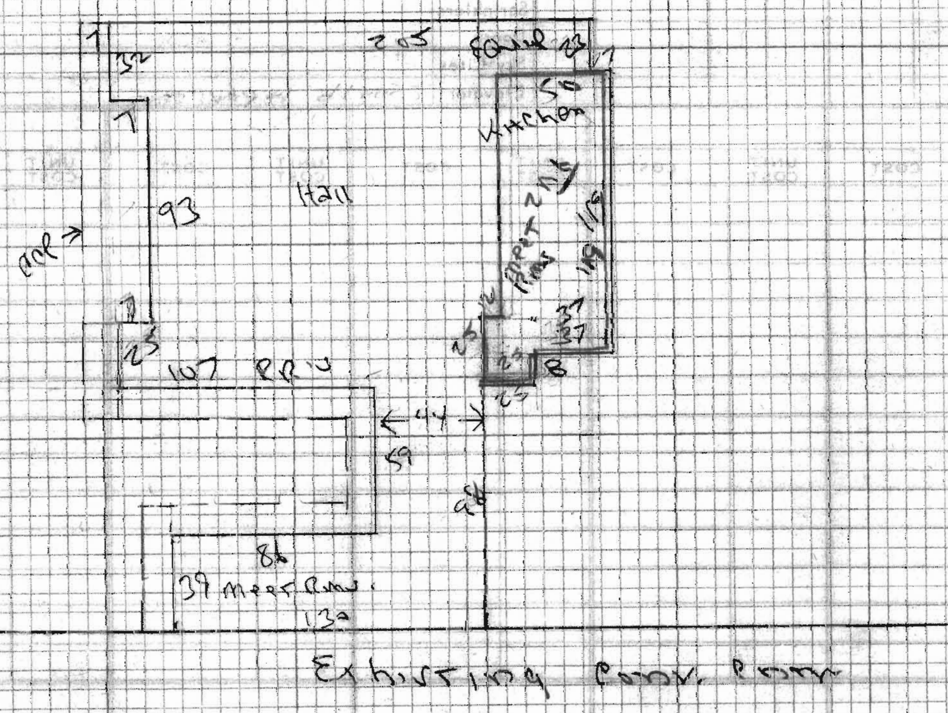
Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Adequacy	Wkmship
12094	Exhibit hall	2500000	2-18-76	1977	1977			OR50		New	G	G	G	G

SPEC

UNIT	AREA/UNIT	UNIT COST (W. Huntz 8-77)	COST	UNIT COST (C. Yapchik 1/1/99 7-7-99)	COST
Exhibit Hall 1st	38383	45.00	1727235		
" 2nd	6354	35.00	222390		
Elev.			45000		
RRPs.	3738	6.00	22428		
Misc.			35000		
99 RR				Actual 571-2	4,248
Total			2052053	NVA	
Normal % Good			100		
R.C.L.N.D.			2052053		

REL-A-21 (1974) 2M

Scale: 1" = 80 Ft.



MISCELLANEOUS STRUCTURES

STRUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/U
Conc.	fl.	& stairs			1250 @ 2.00		250
Conc planters							1000
							3500

COMPUTATIONS

Area 1st

130 x 39 = 5070
44 x 59 = 2596
25 x 176 = 4400
17 x 37 = 629
93 x 205 = 19065
32 x 205 = 6560
9 x 7 = 63
38383

BF - 30.00
+AC - 2.50
32.50

2nd
50 x 119 = 5950
25 x 8 = 200
17 x 12 = 204
6354

BF. 25.00
2.50
27.50

REMARKS: Total cost of exhibit hall = 2,100,000 per Mr. Sandstrom, Senior Vice Pres. Atlas Hotels. WH 2-8-77

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

69C 218

SERVICE STATION RECORD

ADDRESS 504 W. ~~CAMINO DEL RIO~~ Hotel Circle

PARCEL ~~13-56~~ 7X1 / 35 33
SHEET 33 OF ~~35~~ 36

44C 383

DESCRIPTION OF BUILDING

CLASS — SHAPE	STRUCTURAL	EXTERIOR	INTERIOR
S	Frame	Steel & Glass	Unfinished
		X ~~Stucco~~ B & B	Wall Board
USE TYPE	Welded Pipe	X USED BRICK VENEER	T & G.
X Service Station	Brick	X ~~Siding~~ PT.	X PT.
	X Concrete BLK.	Iron	X Plaster (OFFICE)

CONSTRUCTION	FLOOR	ROOF		Floor Finish
		Flat	Shed	X ~~G.T.~~ ASP. T.I. (OFFICE)
Light	X Concrete	X Gable		X ~~Hardwood~~ CONC (LUBE ROOM)
Sub-Standard		Sheet Steel		**PLUMBING**
Standard	Joist	Corrugated Iron		Poor / X Good
X Above Standard	Single	X CONCRETE TILE SHINGLES		**Fixtures**
Special	Double	Composition		5 VITRAGLAZE WALLS IN R.R.

FOUNDATION	RATING (E,G,A,F,P) Date	Cond.	Arch. Attr.	Funct Plan	Conformity	Workmanship
X Concrete						
	10-29-58	G	E	G	G	G
X Reinforced	10/11/73	G	E	G	E	G
Light						
Heavy						

CONSTRUCTION RECORD

Permit No.	For	Amount	Date
110311	SERV. STATION	$11,000	11-6-57
SDOB 000637	DEMO		

EFFEC. YEAR	APPR. YEAR	Age	Remaining Life	Table	%
1958	1959	0	30	OR 30	100
1958	1964	6	14	OR 20	67
1958	1973	15	10	OR 25	47
1958	1977	19	7	OR 25	43

(NORMAL % GOOD)

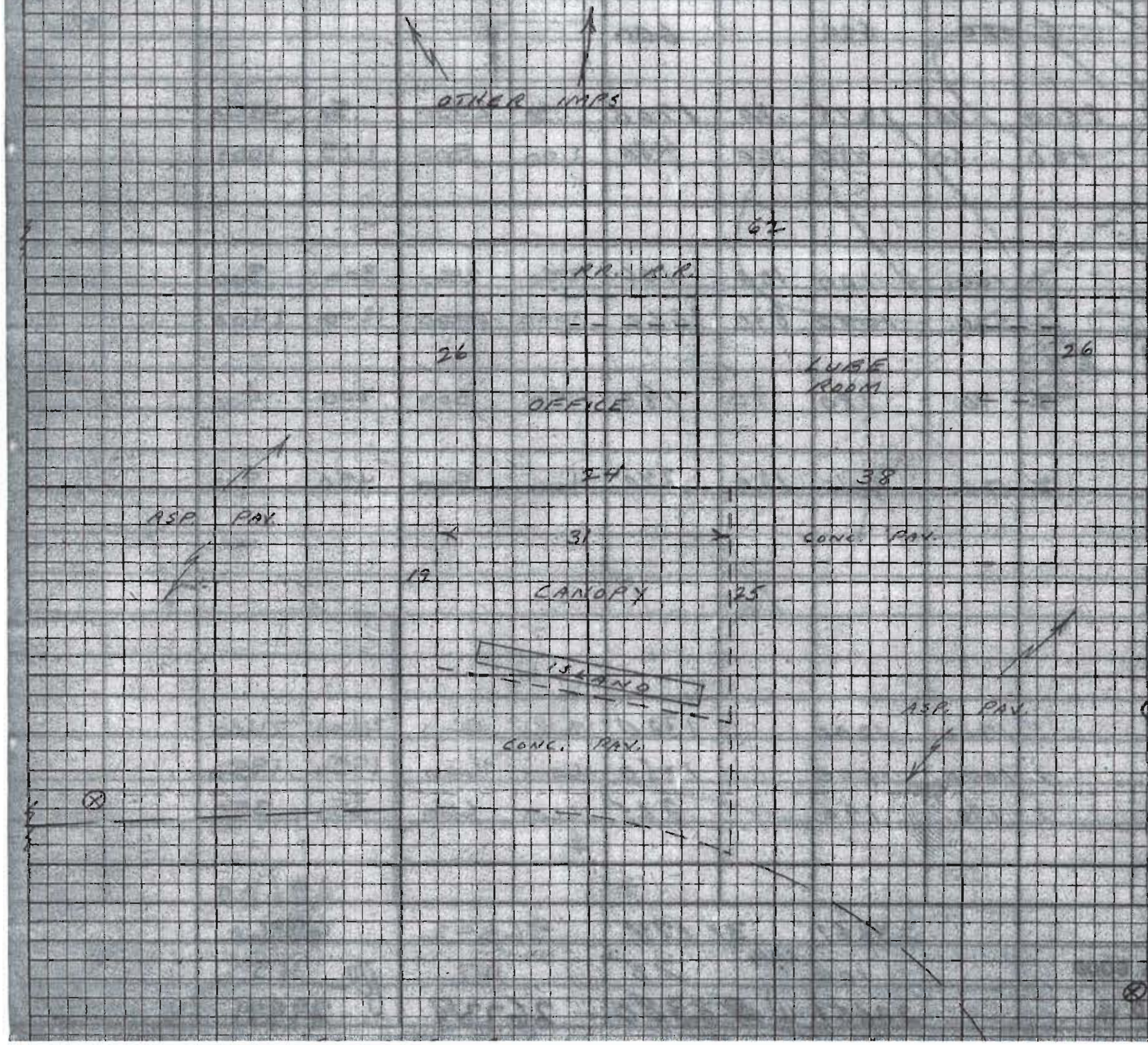
COMPUTATION

C

4 37-260-...

Item	Quantity	Unit Cost (E. CHILDRESS 10-29-58)	Cost	Unit Cost (Southern 11-6-63)	Cost	Unit Cost (4-11-73 L. KIRKPATRICK)	Cost	Unit Cost (...3-5-77...)	Cost	Unit Cost (H. Boyk...)	Co...
Main Building	1612			12.50	20 150	24.50	39494	30.00	48360	IHAS	
Canopy	682	4.00	2728	4.50	3069	9.00	6138	10.00	6820	REMOV...	
~~OFFICE + R.R.~~	~~624~~	10.50	6552	—	—					2/15/9...	
~~LUBE ROOM~~	~~988~~	7.80	7706	—	—					PER	
A.C.			360		360		500		500	BETTY	
Rest Room										WARREN	
Plumbing Fixtures	5	120.	600		600					(291-8...	
Drinking Fountain											
Paving, ASP (E)	8500	.15	1275	.20	1700	.30	2550	.50	4250		
PAVING, ~~Curb~~ CONC. (E)	800	.60	480	.60	480	1.00	800	1.25	1000		
Fence											
ISLAND	1	100.	100	100	100	250	250	300	300		
Hoist	2	520.	1040	830	1660	1000	2000	1200	2400		
Air Comp. H.P.											
A. & W. Wells	2	90.	180	90	180	150	300	200	400		
A. & W. Stands											
Light Towers	2	120.	240	120	240	400	800	450	900		
Neon Lighting											
Pipe Work											
Pumps											
Tanks: 7500 Gal.	1	1200.	1200	1	1320	1800	1800	2400	2400		
5500	1	1000.	1000		1050	1600	1600	1950	1950		
500	1	190.	190		215	660	660	350	350		
									69630		
TOTAL			23651		31174		56892		69360		
NORMAL % GOOD			100	SOR	75		47		43		
R.C.L.N.D.			23651		23380		26739		29941		

DEMO



MISCELLANEOUS STRUCTURES

Structure	Found.	Cons.	Ext.	Roof	Floor	Int.	Size, e

COMPUTATIONS

CANOPY
$\frac{19+25}{2} \times 31 = 682$

Remarks: ① FACTORS PARTIALLY BASED ON CLB GARAGE PLUS ADDED VALUE FOR ROOF, INT. & EXT. FINISH; LUBE ROOM HAS SUSPENDED HEATING UNIT (EL 75MBTU). 10-29-58

② BUILDING FITS PATTERN OF OTHER BLDGS. % GOOD BY APPRAISER

③ IMPS REMOVED FOR '90. USE '73 COST FACTORED BY 2% A YEAR FOR 16 YRS. $29,941 × 1.3728 = $41,102. SAY $40,000. BB 5/24/90.

COUNTY ASSESSOR
SAN DIEGO CO. CALIFORNIA

RESIDENTIAL BUILDING RECORD

Hotel Circle

PARCEL ~~13-56-~~ 7X1

RMS 3104-1243114-23 BLDG'S #A, B & C

ADDR 504 W. CAMINO DEL R

SHEET 10 2 315 OF 33 35 34 36 SHEET

64C 3835 69C 218

DESCRIPTION OF BUILDING

437-260-43

CLASS & SHAPE	CONSTRUCTION	STRUCTURAL	EXTERIOR	ROOF	LIGHTING	AIR CONDITION
D6.5 ~~D6.5C~~	Light	X Frame	Stucco on	Flat ¼ Pitch	Wiring	X Heating X Cooling
	Sub-Standard	X 2" x 4" - 16"		X Gable 4/4 M	K.T. / Conduit	Forced / Clean'g
ARCHITECTURE	Standard	Sheathing	Siding "x"	Hip ¼	B.X. / X Cable	Gravity / Humid.
	X Above-Standard	Concrete Block		Shed ¼	Fixtures	X Wall Unit W/T
1 Stories	Special	B.&B. T.&G.		Cut Up	Few / Cheap	(7)
TYPE		Brick	Shingle	Dormers	X Avg. / X Med.	Floor Unit
Use / Design	FOUNDATION	Adobe	Shake	X Raft. 4" x 6" - 48"	Many / Special	Zone Unit
Single	X Concrete	Floor Joist:	X B.&B. T.&G.	Gutters		Central"
Double	X Reinforced	1st: "x" - "	HEAVY		PLUMBING	
Duplex	Brick	2nd: "x" - "	Brick	Shingle	Poor X Std. Spec	X REF Cooling (64)
Apartment	Wood	Sub-Floor	Stone	X Shake HEAVY		Oil Burner
Flat-Court	Piers	X Concrete Floor	WINDOWS	Tile	Sink	
X Motel X			D.H. Casement	Tile Trim	Laundry	M-B.T.U.
		Insulated Ceilings	Metal Sash	Compo.;	Water Htr.-Auto.	Fireplace
7 19 Units	Light / Heavy	Insulated Walls	X Screens LVRS	Compo. Shingle	Water-Softner	

ROOM AND FINISH DETAIL

ROOMS	FLOORS B	1	2	FLOOR FINISH Material	Grade	TRIM	INTERIOR FINISH Walls	Ceilings
All		X		CARPET	G	OP	PL	PL
Ent. Hall								
Living		7						
Dining								
Bed		19						
Bed								
Linen Rm		1						
Kitchen		0						

Drain Bd. Material: Lgth: Ft. Splash:

CONSTRUCTION RECORD

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Remain'g Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Con-form	Storage Space Cupb'd	Closet	Work-m'nshp
	MOTEL		1954-5	1955	1957	2	54	OR55	99	G	G	A	G	O	F	G
				1955	1964	9	41	OR50	94							
					1970				94							

BATH DETAIL

Fl.	No.	Floors	Walls	Wc.	La.	Tub	Type	Grade	St.	O.T.	G.D.	Finish
1	19	AT	½-3' T1	7	7	7	M	G	7			4'T
1	1	CONC	PL	1	1		M	A				

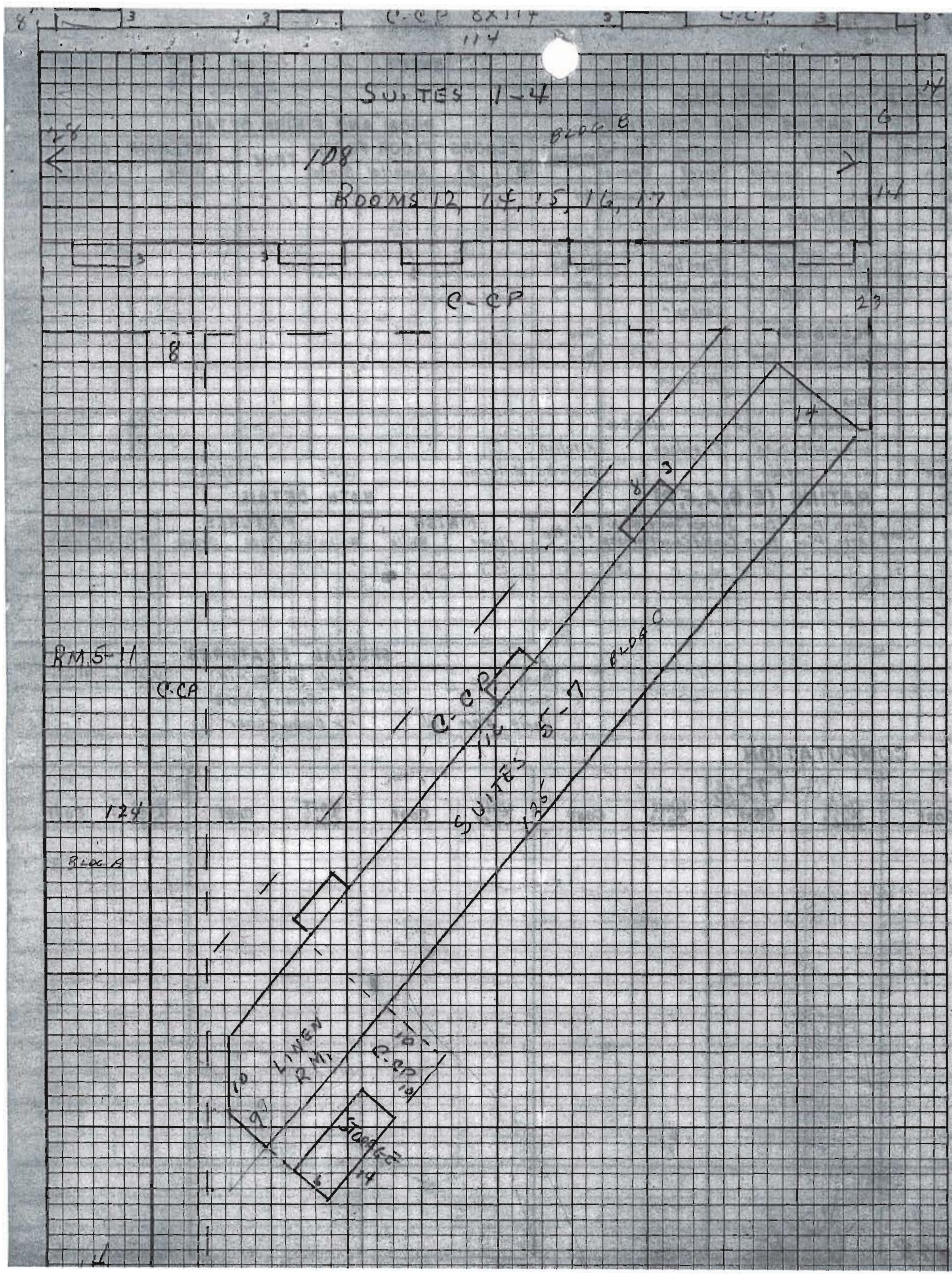
SPECIAL FEATURES

	Book Cases	Built in Refrig.	Venetian Blinds
X	Shutters	" " Oven & Plate	
X	Vent Fan 14	" " Dishwasher	

COMPUTATION

Appraiser & Date		RW 10-28-57		Southern 11-5-63		Janette 2-11-70		77 73	
Unit	Area	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost
MOTEL UNIT (A)	1736	10.80	18749	11.60	20138	11.60	20138		
~~C.CP~~ MOTEL UNIT (B)	3324 ~~492~~	2.50	2480	—	—	10.80	35899		
AC			1050		2800		7600		
MOTEL UNIT (C) ~~VENT FANS~~	1799		590	—	—	11.45	20599		
STORAGE ~~BL. TOP~~	84 ~~7400~~	.15	1110	—	—	4.00	336		
CURB	280'	2.00	560	—	—				
RAIL FENCE	124/L	1.25	155	—	—				
ELECTROLIERS 5			200	—	—				
			24894						
			110						
TOTAL			27383		22938		84572		
NORMAL % GOOD			99	W	94		94		
R.C.L.N.D			27109		21562		79498		

"06" Razed



MISCELLANEOUS · STRUCTURES

ucture	Found.	Cons.	Ext.	Roof	Floor	Int.	Size etc

COMPUTATIONS

AREA BLDG A 14X124 = 1736

C-CP 8X124 = 992

FACTOR:
BASE, 9.3
AREA MOD +.13
UNIT MOD +.03
9.31 X 1.16 = 1

1964 14 X 124 = 1736 ÷ 7 = 248 — B.F 10.1
PER 332 ÷ 7 = 47 — +SHAKE .1
+CCP 1.40
11.60

BLDG B
28X108 = 3024
6X14 = 84
BAYS 9X3X8 = 216
3324

PER APP
20 B.F 9.10
SHAKES + .10
C-CP 1.60
10.80

BLDG C
9X125 = 1125
$\frac{116+125}{2}$ X 5 = 602
BAY 3X3X8 = 72
1799

PER APP
10 B.F 9.9
SHAKES + .10
CCP + 1.40
11.45

Remarks:

OFFIC[illegible]F THE ASSESSOR COUNTY OF SA[illegible] DIEGO
TENANT IMPROVEMENT RECORD

PARCEL NO. 437-260-27
SHEET ____ of ____

PROPERTY ADDRESS 500 Hotel Circle North

UNIT-ID No.		AREA	COMMENTS	PERMIT INFORMATION No.	For	Amount	Date
1		'99	571-L SDR ①		REPAIRS/ REMODEL	1,455,260	1999
2							
3							
4							
5							
6							
7							
8							
9							
10							

UNIT-ID No.		AREA	COMMENTS	PERMIT INFORMATION No.	For	Amount	Date
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							

COMPUTATION

Completion Date

Appraiser/Date 7117 7/7/99

No.	Area/ Unit	Unit Cost	Cost
1	SDR ① BELOW		
	NVTP '99		

Total

(Five further blocks, each: Completion Date / Appraiser/Date / No. | Area/ Unit | Unit Cost | Cost / Total — blank)

COMPUTATION

(Six blocks, each: Completion Date / Appraiser/Date / No. | Area/ Unit | Unit Cost | Cost / Total — blank)

ADDITIONAL DATA

① 99 571-L indicates $1,449,980 Refurbish/replace Costs (See itemized list attached) + $4218 New Costs in Convention Center RR NVA 7/[illegible]
THE $5,457,710 SHOWN ON THE '99571-L IS IN ERROR. ACTUAL '99 CONST. AMT. IS $1,455,260. THIS IS ALL REPLACEMENT + REPAIRS
EXCEPT $4248 FOR NEW RR IN CONV. CTR. (MAJOR ITEMS REROOF $553,137, REPLACE ELEVATORS $198,552, BLDG EXTERIOR $202,259).

rev 1-14-88
REA-22

See Reverse Side for Additional Comments

COMMERCIAL-INDUSTRIAL BUILDING RECORD

ASSESSOR, SAN DIEGO COUNTY

Parcel No. 437-260-27

NAME Town & Country ADDRESS 500 Hotel Circle West SHEET 36 OF 36

CLASS & SHAPE	FRAME	TRUSSES	EXT. FINISH	ROOF	LIGHTING	FRONT
	x Wood	Light / Heavy		x Flat	x Standard	Type
	Concrete Reinf.	Wood / Steel	x x x Stucco	Shed	Below Standard	
Stories 2	Steel	'Span Spaced'	Metal	Arch		
Bsmt Mezz	No Frame	FLOORS	Veneer	Gable	FIXTURES	x Glass in
USE / DESIGN	WALLS	x Concrete	Wood	x Wood	x Fluorescent	x Metal / Wood
Garage	x x x Wood	Wood	Glass	Metal	Incandescent	Glass Doors
Store	Brick	Sub-Floor	Unfinished	Concrete		Auto / No.
Office	Conc. Blk	Elevation			Quality 6	Bulkhead
Factory	Metal			ROOF COVER	Quantity	Back Trim
Warehouse	Tilt Up	FOUNDATION	WINDOWS	Composition	PLUMBING	Lighting
x STG-OFF x	Pilasters	x Concrete Reinf.	x Metal	x Built-Up	±6 Fixtures	Drop Ceiling
REPAIR SHOP	Party	Masonry	Wood	Metal	Quality 6	Disp. Platform
						Quality

INTERIOR CONSTRUCTION

Desc.	B	M	1	2	3	FLOORS	GD	WALLS	GD	CEILING
All			x			CONC		SH-RK		SH-RK
				x		PLY		SH-RK		SH-RK
Office			x			CARPET		SH-RL		SH-RR
Lobby										
Hall										
Bath										
Restroom			x			T1		4' T1		SH-RK

CONSTRUCTION RECORD

2800 CONSTRUCTION RECORD 5600

Permit No.	For	Amount	Date	EFFEC. YEAR	APPR. YEAR	Age	Rem. Life	Table	%	Cond.	Arch. Attr.	Func. Plan	Ade-quacy	Wkm-ship
M 45596	STG-OFF-SHOP	105 000	1-19-79	1980	1980									

(NORMAL % GOOD: Age, Rem. Life, Table, %; RATING (E,G,A,F,P): Cond., Arch. Attr., Func. Plan, Adequacy, Wkmship)

SPECIAL FEATURES

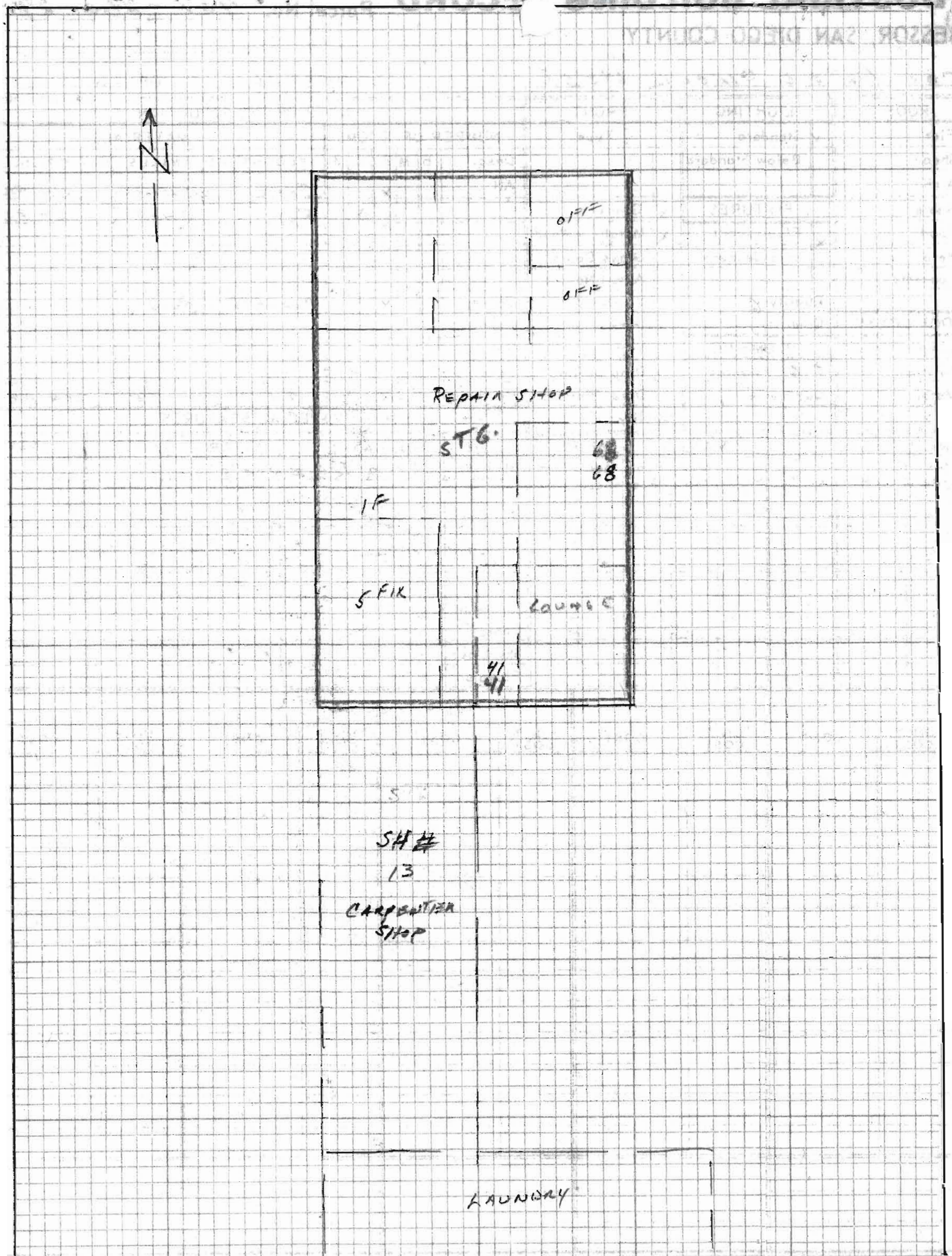
ITEM	NO.-CAPACITY	MATERIAL OR TYPE	COST
Heating	Susp. Reznor's		
Air Cond			
Sprinklers			
Doors			
Sky-Lites			
Elevator			

Appraiser and Date [illegible] 4-29-80

UNIT	AREA/UNIT	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST	UNIT COST	COST
1ST SHOP-OFF	2788														
2ND Floor STG.	2788		253 350												
A.C.															
Total			253 350												
Normal % Good			100												
R.C.L.N.D.			253 350												

A-21 (12-75) 2M

Scale: 1" = 20 Ft.



MISCELLANEOUS STRUCTURES

RUCTURE	FOUND.	FLOOR	CONST.	EXT.	ROOF	DIM.	AREA/UN

COMPUTATIONS

~~AREA~~ 1ST + 2ND

41 x 68 = 2788

REMARKS:

NOTICE OF COMPLETION

MELHORN CONSTRUCTION CO.
2147 SAN DIEGO AVENUE
SAN DIEGO, CALIF. 92110

AND WHEN RECORDED MAIL TO

Name TIM S. CUPPAGE
Contracts Administrator
Street Address MELHORN CONSTRUCTION CO.
2147 SAN DIEGO AVENUE
City & State SAN DIEGO, CALIF. 92110

OFFICIAL RECORDS OF SAN DIEGO COUNTY, CA

1986 AUG -8 PM 2:35

VERA L. LYLE
COUNTY RECORDER

RF	3.00
AR	1.00
MG	1.00

CORPORATION FORM

CAT. NO. NN00688
TO 1920 CA (2-83)

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Notice of Completion

Before execution, refer to title company requirements stated on reverse side.

Notice is hereby given that:

1. The undersigned is owner of the interest or estate stated below in the property hereinafter described.
2. The full name of the undersigned is Atlas Hotels, Inc.
3. The full address of the undersigned is 875 Hotel Circle S., San Diego, Calif.
4. The nature of the title of the undersigned is: In fee.
   (If other than fee, strike "In fee" and insert, for example, "purchaser under contract of purchase," or "lessee".)
5. The full names and full addresses of all persons, if any, who hold title with the undersigned are:

Names	Addresses
Atlas Hotels, Inc.	

6. The names of the predecessors in interest of the undersigned, if the property was transferred subsequent to the commencement of the work of improvement herein referred to:

Names	Addresses
(none)	

(If no transfer made, insert "none".)

7. A work of improvement on the property hereinafter described was completed on July 28, 1986
8. The name of the contractor, if any, for such work of improvement was Melhorn Construction Co.
   (If no contractor for work of improvement as a whole, insert "none".)
9. The property on which said work of improvement was completed is in the City of San Diego, County of San Diego, State of California, and is described as follows:
   Town & Country Hotel Map #62774
   Portion of Lot #4
   Partition of Pueblo Lot #1105
   City & County of San Diego, Calif.
10. The street address of said property is 500 Hotel Circle No., San Diego, Ca. 92108
    (If no street address has been officially assigned, insert "none".)

Dated: Aug 6, 1986

Signature of owner named in paragraph 2 Atlas Hotels Inc.
(Corporate Seal)
By Louis E. Suter
(Also sign verification below at X)

STATE OF CALIFORNIA,
COUNTY OF SAN DIEGO } ss.

Louis E Suter
that he is the Vice President of ATLAS Hotels Inc, being duly sworn, says: the corporation th[...]d the foregoing notice as owner of the aforesaid interest or estate in the property therein described; that he mak[...]erification on behalf of said corporation; that he has read said notice and knows the contents thereof, and that th[...]ts therein stated are true.

Signature of corporate officer above named X Louis E Suter

SUBSCRIBED AND SWORN TO before me

on August 6, 1986

Signature Catherine Ann McKibben
Notary Public in and for said State

OFFICIAL SEAL
CATHERINE ANN MC KIBBEN
NOTARY PUBLIC - CALIFORNIA
SAN DIEGO COUNTY
My comm. expires [illegible]

OFFICIAL RECORDS, SAN DIEGO COUNTY, VERA L. LYLE, RECORDER

1

WATER/SEWER CONNECTION RECORDS

CITY OF SAN DIEGO - UTILITIES DEPARTMENT
WORK ASSIGNMENT ORDER

SERIAL NO. 11400

WATER [ ] SEWER [✓]

ACCOUNT NUMBER	SERVICE ADDRESS	NAME
	Hotel Circle North (Mobil Gas Station)	

OLD: MTR. SZ. | MK. | STYLE | MULTI | METER READING | DATE INSTALLED | SERIAL# | MAP BOOK PAGE F-18 | RES. PHONE

LOCATION | COST ACCOUNT 4230 | BUS. PHONE

NEW: MTR. SZ. | MK. | STYLE | MULTI | SET READ | SET DATE | SERIAL # | THOMAS BROS MAP

LOCATION

NATURE OF COMPLAINT

[ ] METER LEAK [ ] BREAK [ ] STOP [ ] ON - OFF [ ] PRESSURE [ ] TASTE/ODOR [✓] OTHER 7-32

TAKEN BY	DATE	TIME	ASSIGNED TO	DATE	BY
F. App	3-8-84	12:10 PM	435	3-8-84	Sta #38

ACTION REQUIRED

[ ] READ [ ] REMOVE [ ] REPLACE [ ] TURN ON [ ] LOCK [ ] METER [ ] REG. [ ] MTR. BOX [ ] BOX LID [ ] WATER LEAK [ ] VALVE

[ ] ROD REPAIR [ ] RAISE LOWER [ ] INSTALL [ ] MINOR MAINT. [ ] SPECIAL INSTRUC. [ ] SERVICE [ ] HYDRANT [ ] MAIN [ ] MANHOLE [ ] LATERAL

Rodded 8" C.I. main 362 north of wet manhole to clear stoppage - Indication 8" C.I. main plugged by grease

(OVER)

WORK COMPLETED BY	TITLE	DATE	TIME
Freddie App	C/O I	3/18/84	AM PM

UA-100 (REV. 12-82)

SERVICE ADDRESS	DATE CHECKED	CHECKED BY	PLAN FILE NO.	TAP NO.
248 Hotel Circle North (10)	3-23-66	JCB	3288-D	B-54895

PLAT PAGE	SERVICE SIZE	METER SIZE & KIND	LOT	BLOCK	TRACT
1716	1½"	1½"	1		Seven Inns A29869

REQUESTED METER OR P.C. LOCATION	OWNERS NAME	OCCUPANCY CODE
See Stake	Seven Inns of ~~America~~	1

W.O. OR C.A. NO.	WORK UNITS	CREW MANHOURS	CREW NO.	OWNERS MAIL ADDRESS
39213	1	32	4	250 Hotel Circle ~~North~~, S.D. Ca. 92110

SERVICE INSTALLED: FT. OF P-LINE OF
ON STREET Hotel Circle N.

SPECIAL INSTRUCTIONS
Restaurant (KG)

METER SIZE & MAKE	METER SERIAL NUMBER	METER READING
1½ WORTHINGTON	06779162	000

AREA CHARGE		WATER MAIN CONN. CHARGE	
#	$	#	$

PIPE KIND	PIPE SIZE & LENGTH	KIND WATER MAIN	CI	AC	OTHER
	1½ 32				

WATER FEE	DATE PAID	DATE ISSUED	ISSUED BY
346.00	3-23-66	3-28-66	

RECEIVED	DISTRICT ASSIGNED	CHECK PRESSURE	MAIN DEPTH	NO TEL. U.G.	METER BOOK & PAGE	DATE INSTALLED	FOREMAN
	N ✓ C H S B	92 PSI	4		989-7016		

(REV. 9-62) CITY OF SAN DIEGO 4, 3, 091 WATER SERVICE ORDER

SERVICE ADDRESS				DATE CHECKED	CHECKED BY	PLAN FILE NO.	TAP NO.
[redacted] rcle No. 10				1-10-66	JCB	2292-D	B- 54336
PLAT PAGE	SERVICE SIZE	METER SIZE & KIND	LOT	BLOCK	TRACT		
[redacted]	[redacted]	2-2" Comp.	1		Seven Inns		A 22670
REQUESTED METER OR P.C. LOCATION				OWNERS NAME			OCCUPANCY CODE
				Seven Inns of America			C-99
W.O. OR C.A. NO.	WORK UNITS	CREW MANHOURS	CREW NO.	OWNERS MAIL ADDRESS			
29053				3133 Industrial Rd., Las Vegas, Nev. 89100			1 1
SERVICE INSTALLED: FT. OF P-LINE OF				SPECIAL INSTRUCTIONS			
ON STREET				Compound Mtr BACKFLOW			
(A.L.S.)				2 MANIFOLDED			
METER SIZE & MAKE	METER SERIAL NUMBER	METER READING		AREA CHARGE #	$	WATER MAIN CONN. CHARGE #	$
Comp. 3		0					
PIPE KIND	PIPE SIZE & LENGTH	KIND WATER MAIN CI	AC	OTHER	WATER FEE	DATE PAID	DATE ISSUED	ISSUED BY
	2 58		8		$2022.	1-11-66	1-14-66	SDE
DATE RECEIVED	DISTRICT ASSIGNED N / W, C / H, S / B	CHECK PRESSURE	MAIN DEPTH	NO TEL. U.G.	METER BOOK & PAGE	DATE INSTALLED	FOREMAN
1-17-66	N ✓	162 PSI	38		989-~~7011~~	1-9-6	

FORM UW-784 (REV. 9-62) CITY OF SAN DIEGO 6, 2, 090, (4) 7023 **WATER SERVICE ORDER**

SERVICE ADDRESS				DATE CHECKED	CHECKED BY	PLAN FILE NO.	TAP NO.
2500 Hotel Circle No.			10	11-21-67	GS		B-
PLAT PAGE	SERVICE SIZE	METER SIZE & KIND	LOT	BLOCK	TRACT		
21-1715	8"	2-6" Com.	1-2		7 Inns		
REQUESTED METER OR P.C. LOCATION				OWNERS NAME			OCCUPANCY CODE
Immediately E of the exist easterly drive-way				Seven Inns of America			C-99
W.O. OR C.A. NO.	WORK UNITS	CREW MANHOURS	CREW NO.	OWNERS MAIL ADDRESS			
29016	1	165	39	Same			4-1
SERVICE INSTALLED: 47 FT. W OF E P-LINE OF				SPECIAL INSTRUCTIONS			
ON STREET 47 WELL-HOT-CRCL-N				Credit 2-2" Comp. Meters			
				No. 321785 Backflow Vault (Vault 15' W of Drive)			
METER SIZE & MAKE	METER SERIAL NUMBER	METER READING		AREA CHARGE #	$	WATER MAIN CONN. CHARGE #	$
6" 08-B-28 / 08-B-28	111196 — #4 / 111103 — #1	0					
PIPE KIND	PIPE SIZE & LENGTH	KIND WATER MAIN CI	AC	OTHER	WATER FEE	DATE PAID	DATE ISSUED	ISSUED BY
S.C.	8" 32"		8"		$5,049.00	11-22-67	11-27-67	GS
DATE RECEIVED	DISTRICT ASSIGNED N / W, C / H, S / B	CHECK PRESSURE	MAIN DEPTH	NO TEL. U.G.	METER BOOK & PAGE	DATE INSTALLED	FOREMAN
11-27-67	N ✓	148 PSI	46"		~~985~~ 7009 989	1-10-68	

FORM UW-784 (REV. 9-62) CITY OF SAN DIEGO 09-2-090-(4) **WATER SERVICE ORDER**

UTILITIES DEPARTMENT

WATER/SEWER SERVICE ORDER

☐ NEW SERVICE ☐ RESET ☐ OWNER ☐ TENANT

DISTRIBUTION

1-WHITE-WTR FLD-MTR PERM.
2-YELLOW-WTR FLD-M.SH-D.P-M.SH
3-GREEN-CHOLLAS WTR TICKLER
4-PINK-CHOLLAS SWR TICKLER
5-GOLD-SWR FLD-MTR-N.S.
6-BLUE-SWR FLD-MTR-PERM
7-GREEN-N.S.-WTR & SWR TICKLER

SER. NO. 72064 JDA

T/C 1-2	ACCOUNT NUMBER 3-11	DIST. NO. 12-13	SERVICE ADDRESS 14-34 (NO., DIR., NAME, SFX.)	ZONE 35-36	CUSTOMER NAME 37-61 (25)	BILL SZ. CD. 62-63
			[illegible]		[illegible]	

RT. CD. 64	MTR. CD. 65	SWR. CD. 66	OCCP. CD. 67-70	SP. %/FLT. 71-75	AGY./HYD. CD. 76-78	C/C 80	DATE TURNED-ON 12-17	MK. CD. 18	STY. CD. 19	REG. CD. 20	SPOUSE'S NAME 21-30 (10)	INV. SZ. CD. 31-32	PLAN FILE NO.	NO. TEL. U.G.
						1								

MAILING ADDRESS 35-59 (25)	CITY 60-72 (13)	STATE 73-74	ZIP CODE 75-79	C/C 80	PERMIT NO.
				2	

NAME OVERFLOW 12-36 (25)	ADDRESS OVERFLOW 37-61 (25)	ITEM NO. 62-63	SET READ 64-69	2ND MTR. SZ/MK/SY 70-73	3RD MTR. SZ/MK/SY 74-77	C/C 80
						3

DATE WANTED	LOT	BLK.	SUBDIVISION	PLAT NO.	DATE ISSUED	ISSUED BY
			[illegible]	[illegible]	[illegible]	

AREA CHARGE		WM CONNECTION CHARGE		WATER FEE	AREA CHARGE		SEWER FEE		DATE PAID
#	$	#	$	$	#	$	#	$	

REQUESTED — LAT SIZE / TYPE CONNECTION METER SIZE / WORK ORDER / METER OR P.C. LOCATION

TYPE CONNECTION / WORK ORDER / CONTRACTOR

SPECIAL INSTRUCTIONS: WATER

SPECIAL INSTRUCTIONS: SEWER

[illegible handwriting]

SERVICE ENTERS PROPERTY — FT. OF L/L

ADDITIONAL SPACE

LATERAL TAPS MAIN — FT. FROM [illegible]

LATERAL ENTERS PROPERTY — FT. FROM [illegible]

CLEANOUT LOCATION — I / O [illegible] 80' [illegible]

METER SIZE	MAKE	STYLE	LATERAL SIZE	KIND

PRESSURE	MAIN SZ	C.I.	A.C.	OTHER	MAIN DEPTH

SEWER DEPTH PROP.	MAIN	CAULKING COMP. C.J.	CEM.	LEAD	MAT'L. INSIDE PROP. VIT. CLAY	SOIL PIPE	OTHER
	(4')						

DATE INSTALLED	FOREMAN	DATE INSPECTED	DATE INSTALLED	FOREMAN
			[illegible]	[illegible]

UW-784 (REV. 6-68)

N D.

☒ NEW SERVICE ☐ RESET

UTILITIES DEPARTMENT

WATER/SEWER ORDER

SER. NO. 67601

T/C 1-2	ACCOUNT NUMBER 3-11	DIST. NO. 12-13	SERVICE ADDRESS 14-34 (NO., DIR., NAME, SFX.)	ZONE 35-36	CUSTOMER NAME 37-61 (25)	SZ. CODE 62-63
1 0			00298 Hotel Circle No	10	Dept Pub Wks - Div of Hwys	06

RT. CD. 64	MTR. CD. 65	SWR. CD. 66	OCCP. CD. 67-70	SP. %/FLT. 71-75	AGY./HYD. CD. 76-78	C/C 80	DATE TURNED-ON 12-17	MK. CD. 18	STY. CD. 19	REG. CD. 20	SPOUSE'S NAME 21-30 (10)	LAND CODE 31-34	PLAN FILE NO.	PERMIT NO.
			P			1								

MAILING ADDRESS 35-59 (25)	CITY 60-72 (13)	STATE 73-74	ZIP CODE 75-79	C/C 80	ISSUED BY	DATE ISSUED
P. O. Box 390	S D	Ca	92112	2	GM-GM	7-12-68

NAME OVERFLOW 12-36 (25)	ADDRESS OVERFLOW 37-61 (25)	ITEM NO. 62-63	C/C 80	PLAT NO.	NO. TEL. U.G.
			3	216-1716	WARNING TELCO. U. G. CALL 298-0595

☐ OWN. ☐ TEN.	DATE WANTED	LOT	BLK.	SUBDIVISION
				Interstate 8

AREA CHARGE		WM CONNECTION CHARGE		WATER FEE	AREA CHARGE		SEWER FEE		DATE PAID
#	$	#	$	$ 1,527.00	#	$	#	$	7-12-68

REQUESTED

LAT SIZE	TYPE CONNECTION METER SIZE	METER NUMBERS	WORK ORDER	TYPE CONNECTION	WORK ORDER
2"	2-2" comp	20109249 20109251	29013		

METER OR P.C. LOCATION: north edge of overpass

CONTRACTOR:

SPECIAL INSTRUCTIONS:

Backflow Serv. Cont. #K-11,478
cr. 2" meter Irrigation Invoice #W13843 (J P)

SPECIAL INSTRUCTIONS: SEWER

SERVICE ENTERS PROPERTY: 1 2 7 FT. S OF ~~L/L~~ F. H. # 2 0 A

ADDITIONAL SPACE

LATERAL TAPS MAIN — FT. FROM

LATERAL ENTERS PROPERTY — FT. FROM

CLEANOUT LOCATION — I / O

METER SIZE	MAKE	STYLE	LATERAL SIZE	KIND
05	5	8	2"	COPPER

PRESSURE	MAIN SZ	C.I.	A.C.	OTHER	MAIN DEPTH
150 Lbs. P.S.I.	8"		X		6' FT.

SEWER DEPTH PROP.	MAIN	CAULKING COMP. C.J.	CEM.	LEAD	MAT'L. INSIDE PROP. VIT. CLAY	SOIL PIPE	OTHER

DATE INSTALLED	FOREMAN	DATE INSPECTED	DATE INSTALLED	FOREMAN
8/13/68	R. Preciado			

UW-784 (REV. 9-67)

App 7-15-68

F

USE TYPEWRITER OR BALLPOINT PEN PRESS HARD TO GET LEGIBLE COPIES

SERVICE ADDRESS: 18 B 248 Hotel Circle North					DATE CHECKED: 3-23-66	CHECKED BY: JCB	PLAN FILE NO.: 3288-D	TAP NO.: B-54895	
PLAT PAGE: 216-1716	SERVICE SIZE: 1½"	METER SIZE & KIND: 1½"	LOT: 1	BLOCK:	TRACT: Seven Inns A29869				
REQUESTED METER OR P.C. LOCATION: See Stake					OWNERS NAME: Seven Inns of America			OCCUPANCY CODE: I	
W.O. OR C.A. NO.: 29013	WORK UNITS: 1	CREW MANHOURS: 32	CREW NO.: 48	OWNERS MAIL ADDRESS: 250 Hotel Circle North, S.D.Ca. 92110					
SERVICE INSTALLED: 21 FT. E OF W P-LINE OF LL					SPECIAL INSTRUCTIONS: Restaurant	ack KC		WARNING TELCO. U.G. CALL 298-0595	
ON STREET: Hotel Circle N (a.l.t.)					AREA CHARGE		WATER MAIN CONN. CHARGE		
METER SIZE & MAKE: 1½ WORTHINGTON	METER SERIAL NUMBER: 06779162		METER READING: 000		#	$	#	$	
PIPE KIND: Copper	PIPE SIZE & LENGTH: 1½ 32	KIND WATER MAIN: CI	AC: 8	OTHER	WATER FEE: $346.00	DATE PAID: 3-23-66	DATE ISSUED: 3-28-66	ISSUED BY: G.S.	
DATE RECEIVED: 3-29-66	DISTRICT ASSIGNED: N W X, C H, S B	CHECK PRESSURE: 98 PSI	MAIN DEPTH: 42		NO TEL. U.G.	METER BOOK & PAGE	DATE INSTALLED: 4-19-66	FOREMAN: Hauk	

FORM UW-784 (REV. 9-62) CITY OF SAN DIEGO

WATER SERVICE ORDER

USE TYPEWRITER OR BALLPOINT PEN PRESS HARD TO GET LEGIBLE COPIES

SERVICE ADDRESS: 250 Hotel Circle No. 10					DATE CHECKED: 11-21-67	CHECKED BY: GS	PLAN FILE NO.:	TAP NO.: B-59698 02	
PLAT PAGE: 216-1716	SERVICE SIZE: 8"	METER SIZE & KIND: 2-6" Comp	LOT: 1-2	BLOCK:	TRACT: 7 Inns	ack			
REQUESTED METER OR P.C. LOCATION: Immediately E of the exist easterly drive-way					OWNERS NAME: Seven Inns of America			OCCUPANCY CODE: G-99	
W.O. OR C.A. NO.: 29016	WORK UNITS: 1	CREW MANHOURS: 165	CREW NO.: 39	OWNERS MAIL ADDRESS: Same		WARNING TELCO. U.G. CALL 298-0595			
SERVICE INSTALLED: 47 FT. W OF E P-LINE OF L.L.					SPECIAL INSTRUCTIONS: Credit 2-2" Comp. Meters Rec. #21785 Backflow & Vault (Vault 15' W of Drive)			KC	
ON STREET: Hotel Circle N.					AREA CHARGE		WATER MAIN CONN. CHARGE		
METER SIZE & MAKE: 6" B	METER SERIAL NUMBER: 9111106 9111103		METER READING: 0		#	$	#	$	
PIPE KIND: A.C.	PIPE SIZE & LENGTH: 8" 32"	KIND WATER MAIN: CI	AC: 8"	OTHER	WATER FEE: $8,049.00	DATE PAID: 11-22-67	DATE ISSUED: 11-22-67	ISSUED BY: GS	
DATE RECEIVED: 11-27-67	DISTRICT ASSIGNED: N W ✓, C H, S B	CHECK PRESSURE: 148 PSI	MAIN DEPTH: 46"		NO TEL. U.G.	METER BOOK & PAGE	DATE INSTALLED: 2-16-68	FOREMAN: Ellis	

FORM UW-784 (REV. 9-62) CITY OF SAN DIEGO

WATER SERVICE ORDER

USE TYPEWRITER OR BALLPOINT PEN PRESS HARD TO GET LEGIBLE COPIES

get location

SERVICE ADDRESS: 250 Hotel Circle No. 10					DATE CHECKED: 1-10-66	CHECKED BY: JCB	PLAN FILE NO.: 2292-D	TAP NO.: B-54386	
PLAT PAGE: F-18-B	SERVICE SIZE: 2-2"	METER SIZE & KIND: 2-2" Comp.	LOT: 1	BLOCK:	TRACT: Seven Inns A 22670				
REQUESTED METER OR P.C. LOCATION:					OWNERS NAME: Seven Inns of America			OCCUPANCY CODE: C-99	
W.O. OR C.A. NO.: 29053	WORK UNITS: 1	CREW MANHOURS: 56	CREW NO.: 48	OWNERS MAIL ADDRESS: 3133 Industrial Rd., Las Vegas, Nev. 89100					
SERVICE INSTALLED: 125 FT. E OF Fire H. P-LINE OF					SPECIAL INSTRUCTIONS: Compound Mtr & BACKFLOW MANIFOLDED			WARNING TELCO. U.G. CALL 298-0595	
ON STREET: Hotel Circle N. (A.L.S.)					AREA CHARGE		WATER MAIN CONN. CHARGE		
METER SIZE & MAKE: 2" Comp. B 2" Comp. B	METER SERIAL NUMBER: 8910236 8812568		METER READING: 0		#	$	#	$	
PIPE KIND: Copper	PIPE SIZE & LENGTH: 2 54"	KIND WATER MAIN: CI	AC: 8	OTHER	WATER FEE: $2022.	DATE PAID: 1-11-66	DATE ISSUED: 1-14-66	ISSUED BY: SDE	
DATE RECEIVED: 1-17-66	DISTRICT ASSIGNED: N W ✓, C H, S B	CHECK PRESSURE: 162 PSI	MAIN DEPTH: 38		NO TEL. U.G.	METER BOOK & PAGE	DATE INSTALLED: 2-9-66	FOREMAN: Hauk	

2511777 Sweat

FORM UW-784 (REV. 9-62) CITY OF SAN DIEGO

WATER SERVICE ORDER

USE TYPEWRITER
OR BALLPOINT PEN
PRESS HARD
TO GET LEGIBILE COPIES

SERVICE ADDRESS 298 West Hotel Circle 10			DATE CHECKED 3-3-64	CHECKED BY MCS	PLAN FILE NO.	TAP NO. B- 49502
PLAT PAGE F-18-B	SERVICE SIZE 2"	METER SIZE & KIND 2"	LOT	BLOCK	TRACT Highway 80 R/W	
REQUESTED METER OR P.C. LOCATION N edge of Freeway at W. Hotel Circle Appx 110' SE of FH *#20			OWNERS NAME Dept of P.W. Div of Highways State of Calif.			OCCUPANCY CODE R Irrigation
W.O. OR C.A. NO. 29049	WORK UNITS 1	CREW MANHOURS 48	CREW NO. 58	OWNERS MAIL ADDRESS P.O. Box 390 SD 12		
SERVICE INSTALLED: 130 FT. S OF E P-LINE OF No Tel. U.G. E Ku Fire Hydrant			SPECIAL INSTRUCTIONS Service Contract No I-11,482 Invoice No W-12097			
ON STREET #20A - Nwdcs Freeway MAR 3 1964			BACKFLOW PROTECTION *See Attached Sketch			
METER SIZE & MAKE 2" Badger	METER SERIAL NUMBER 5114805	METER READING 0	AREA CHARGE #	$	WATER MAIN CONN. CHARGE #	$
PIPE KIND Copper	PIPE SIZE & LENGTH 2" - 16'	KIND WATER MAIN: CI / AC 8 / OTHER	WATER FEE $673.00	DATE PAID 3-3-64	DATE ISSUED 3-3-64 INSTALLED	ISSUED BY MCS
DATE RECEIVED 3-3-64	DISTRICT ASSIGNED N W ✓ C H S B	CHECK PRESSURE X 143 PSI	MAIN DEPTH 98"	NO TEL. U.G.	METER BOOK & PAGE	DATE INSTALLED 3-12-64 / FOREMAN

FORM UW-784 (REV. 9-62) CITY OF SAN DIEGO
WATER SERVICE ORDER

City of San Diego, California
UTILITIES DEPARTMENT

WORK ASSIGNMENT ORDER NO. 80813

- [ ] INSTALL SERVICE AND TRANSFER METER
- [ ] RENEW SERVICE
- [ ] GATE VALVE MAINTENANCE
- [ ] FIRE HYDRANT MAINTENANCE
- [ ] OTHER

ISSUED	ASSIGNED
BY	TO
	BY
DATE	DATE

1. Account Number 19875
2. Tap Number A54279
3. Meter Identification 2" T 8130126
4. Service Address 310 W. Hotel Circle
5. Map Book & Page
6. Legal Description
7. Present Location 18' S of Hydt #20 Hotel Circle W.
8. New Location
DATE 3-19-69
9. Field Rep.
10. Location Approval (Signature—Property Owner) WAO
11. New Location — As Installed
12. Remarks Transferred to 8" Main
13. Date Completed 7-16-62
14. Work Completed By: Hunt

City of San Diego, California
UTILITIES DEPARTMENT

80814

WORK ASSIGNMENT ORDER NO.

☐ INSTALL SERVICE AND TRANSFER METER
☐ RENEW SERVICE
☐ GATE VALVE MAINTENANCE
☐ FIRE HYDRANT MAINTENANCE
☐ OTHER

ISSUED	ASSIGNED
BY	TO
DATE	BY
	DATE

KILLED

1. Account Number 19875
2. Tap Number A80838
3. Meter Identification 1" T975350
4. Service Address 512 W. Hotel Circle
5. Map Book & Page

OR OUT OF SERVICE

6. Legal Description
7. Present Location

DATE 3-19-69

REF. WMO

8. New Location 20' So/ Hydt #28 Hotel Circle W
9. Field Rep.
10. Location Approval (Signature—Property Owner)
11. New Location — As Installed
12. Remarks Transfered to new main
13. Date Completed 7-16-62
14. Work Completed By: Hunt

989-7048 CITY OF SAN DIEGO, CALIFORNIA
WATER DEPARTMENT
SERVICE ORDER AND RECEIPT

4/5/62

B 41041

Plat Book	Meter Book	W.O. Number	Rev. Acct.
		29217	

OFFICE COPY

Date 4-4-1962

Payment Having Been Made By Design Construction Co.
Of Six Thousand Six Hundred Forty-eight Dollars ($6648 xx/100)
Install 8" Service and 2-2" FMCT Meter at 504 W. Hotel Circle
Lot Block Portion P.L. 1105 Addition
Map Book Page F-18-B P.C. Location West Property Line N Side
The undersigned hereby subscribes to and agrees to be bound by terms of agreement printed below.
Owner Town and Country Hotel Inc By
Mail Water Bills To Address 500 W. Hotel Circle SD 10 Issued By MRT

WATER MAIN CONN. CHARGE # $
AREA CHARGE $
INSTALLED
Plan File Number —
Occupation Code G

Loc 12 Ft. 8 of N. S. E. W. LOT LINE

THIS SPACE FOR USE OF WATER FOREMAN ONLY

Service Location Ft. of Line of Street on Street
Make of Meter Hersey. Meter No. 4005248 3870185 Meter Reading 0 Size and Kind of Pipe Used 8" CI
Kind of Paving Blacktop Date Installed 7-9-1962 Signed: E. Hunt Foreman

CITY APR 5 1962 AUDITOR

SPECIAL INSTRUCTIONS Backflow Protection + Vault Credit 2" Meter A79820 + 2" Meter B7836.

S.E.

CONSTRUCTION PERMITS

VENTILATION AND REFRIGERATION PERMIT

FILL INSIDE HEAVY LINES | NO. A00L07 04 05 2000

OWNER

NAME (OR NAME OF BUSINESS): Kelly's Prime Steaks

MAILING ADDRESS (NUMBER) (STREET): 248 Hotel Circle North

(CITY): San Diego | TELEPHONE NUMBER: 291 1777

JOB ADDRESS: 248 Hotel Circle North

CONTRACTOR

NAME: [illegible] Bros.

ADDRESS (NUMBER) (STREET): 744 7th.

(CITY): San Diego | TELEPHONE NUMBER: 232 3933

STATE LICENSE NO.	CLASS NO.	CITY LICENSE NO.
64278	C43	498-04

BUILDING

[X] NEW [ ] EXISTING

PRESENT OCCUPANCY:

PROPOSED OCCUPANCY: Restaurant

OTHERS IN BUILDING: None

PROPOSED WORK

DESCRIPTION:

[X] NEW [ ] ALTER [ ] REPLACE [ ] REPAIR

[ ] AIR-CONDITIONING [ ] HEATING AND VENTILATION

[X] EXHAUST [ ] REFRIGERATION

TYPE OF REFRIGERATION SYSTEM: [ ] DIRECT [ ] OTHER

REFRIGERANT CLASSIFICATION | QUANTITY LBS.

CONDENSER: [ ] AIR COOLED [ ] WATER COOLED

WATER DISPOSAL: [ ] NEW RECEPTOR [ ] EXISTING RECEPTOR [ ] NONE REQUIRED

PERMIT FEES

TYPE	NO.	AMOUNT
WALL HTR. or FLOOR FURNACE		
FORCED AIR, DUCT or GRAVITY FURN.		
SWIMMING POOL HEATER		
SPACE HT'G WATER HEATERS or BOILERS, etc.		
COMM'L COOKING, or INDUST. HTG. EQUIP.	1	2[illegible]
DIRECT RADIATION SPACE HEATERS		
COMB. PRODUCTS VENT.		
EVAP. COOLER FOR A DUCT SYSTEM		
BASIC AIR SUPPLY or EXHAUST SYSTEM		
ADDITIONAL OUTLETS		
BASIC PLENUM SYSTEM		
ADDITIONAL OUTLETS		
BASIC GAS PERMITS		
ADDITIONAL OUTLETS		
GAS ALTERATIONS		
COMPRESSORS -- UP TO ¾ H.P.		
1 TO 2½ H.P.		
3 TO 5 H.P.		
6 TO 10 H.P.		
11 TO 25 H.P.		
OVER 25 H.P.		
FIXTURE W/EVAP.		
COOLING TOWERS		
WALK IN BOXES		
REMOTE COND.		
VALUE OF REPAIRS $		

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): J E [illegible] | DATE: 5-26-66

ADDRESS: 744 7th. San Diego

NOTE: CONTRACTORS ARE AUTHORIZED TO CONSTRUCT ONLY WORK RECOGNIZED BY THE STATE CONTRACTORS LICENSE BOARD AS BEING WITHIN THEIR CLASSIFICATION.

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED.

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

ISSUING PERMIT | 1

TOTAL FEE | 3.

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY AND FEES ARE PAID, AND RECEIPT ACKNOWLEDGED IN SPACE PROVIDED

SIGNATURE: [illegible]

DATE: 5-26-66

FORM IN-261 (8-63)

INSPECTOR

04 05 2000

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

PARCEL NO. | PLAN FILE NUMBER 2292 D | PERMIT NUMBER A22671

OWNER
NAME (OR NAME OF BUSINESS): Queen Inn of America
MAILING ADDRESS (NUMBER) (STREET): 3133 Industrial Rd
CITY: Las Vegas, Nevada — TELEPHONE NUMBER: 735-7787

ARCHITECT
NAME: Mrs Fred Keller Wheeler Design Metcs + Ac
ADDRESS (NUMBER) (STREET): 228 W 28th
CITY: San Diego, Calif — TELEPHONE NUMBER:

CONTRACTOR
NAME: Robert C. Rishling
ADDRESS (NUMBER) (STREET): 3133 ~~Las Vegas~~ Industrial
CITY: Las Vegas, Nevd. — TELEPHONE NUMBER: 735-4664
STATE LICENSE NUMBER: 187350 — CLASS. NO. — CITY LICENSE NUMBER: 31590

JOB LOCATION
LOT | BLOCK | SUBDIVISION: Seven Inn Subd P.K. ~~1105~~
JOB ADDRESS: 250 Hotel Circle.
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

PROPOSED WORK
WORK TO BE DONE: Construct 35 Unit Motel Bldg #1 & 2
PROPOSED USE: Motel.
☒ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☐ ALTER ☐ REPAIR — NUMBER OF DWELLING UNITS
☐ RESIDENTIAL ☐ NON-RESIDENTIAL

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): C. C. Mauri — DATE SIGNED: 11-23-65
AGENT FOR: Seven Inns of America
ADDRESS: 3133 Industrial Rd, Las Vegas Nev

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL | PLOT PLAN CHECK & APPRV: Per Zoning WM | LOT SPLIT DATE

JOB ADDRESS: 250 Hotel Circle. (North)
SIDE YARD (INT.): 10% 25 max | SIDE YARD (ST.) | SET BACK: 55 ½ | AV. OF BLK. | REAR YARD: 10% 25 max
USE ZONE: R-1-40 R-5 | MAP NUMBER: 216-1716 | VACANT SITE ☐ YES ☐ NO
LOT AREA: ≈119500 SQ. FT. | ALLOWED LOT COVERAGE: 35 % | TOTAL LOT AREA COVERED: 16920 SQ. FT.
B.L.S. CODE: 07 | CENSUS TRACT: U-89 | VARIANCE NUMBER | CURB TO P.L. F. S.
ENCROACHMENT PERMIT REQ'D. ☐ YES ☐ NO | PERMIT NUMBER | STREET IMPROVED ☐ YES ☐ NO | GRADE CHECK
METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY
REMARKS
NO. OF ADDITIONAL CONNECTIONS REQUIRED | TYPE CONNECTION | VERIFIED BY
REMARKS

FIRE ZONE: 3 | TYPE OF CONST.: V-n | OCCUP. GROUP: H | TOTAL FLOOR AREA: 22930
SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING ☐ PILE DRIVING ☐ OTHER
BUILDING AREA: 11910 | PLAN CHECKED BY: WTR
NUMBER OF STORIES: 2 | PLAN CHECK RECEIPT NO.: 38467

	FUND & ACCOUNT	NO. OF BLDGS.	PER/BLDG.	TOTAL
BUILDING VALUATION			127,700	257700.00
BUILDING PERMIT FEE				373.50
LESS PLAN CHECK FEE		186	75-117	69.75
SUB-TOTAL	100 7342			443.25
SEWER PERMIT FEE	100 7348		2.50	—
SEWER FEE	506 7743			—
WATER FEE	500 7908			—

TOTAL FEES DUE: 443.25

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED — INSPECTION DEPARTMENT

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DEPT. OF INSP. DEPUTY: W A Miller
DATE: 1-11-66

CITY OF SAN DIEGO
FORM IN-256 (4-65) INSPECTOR

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

PARCEL NO. | PLAN FILE NUMBER 22924 | PERMIT NUMBER 04 05 2000 A22610

OWNER

NAME (OR NAME OF BUSINESS): Seven Inns of America

MAILING ADDRESS (NUMBER) (STREET): 3133 Industrial Rd

CITY: Las Vegas Nev. | TELEPHONE NUMBER: 735-7787

ARCHITECT

NAME: 1. H.E. Wouilcius

ADDRESS (NUMBER) (STREET): 224 No 28th

CITY: San Diego Calif. | TELEPHONE NUMBER:

CONTRACTOR

NAME: 1. Robert C Rishling

ADDRESS (NUMBER) (STREET): 3133 Industria Rd

CITY: Las Vegas Nev. | TELEPHONE NUMBER: 735-4664

STATE LICENSE NUMBER: 167350 | CLASS. NO. | CITY LICENSE NUMBER: 31590

JOB LOCATION

LOT: 5 | BLOCK: 1 | SUBDIVISION: Seven Inns Sub | UNIT

JOB ADDRESS: 250 Hotel Circle

CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

PROPOSED WORK

WORK TO BE DONE: Construct 24 Unit Motel Bldg #3

PROPOSED USE: Motel

☐ NEW ☐ MOVE ☐ ALTER
☐ ADD ☐ DEMOLISH ☐ REPAIR

☐ RESIDENTIAL ☐ NON-RESIDENTIAL | NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): C. E. Marr | DATE SIGNED: 11/23/65

AGENT FOR: Seven Inns of America

ADDRESS: 3133 Industrial Rd, Las Vegas Nev

WAM

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: | PLOT PLAN CHECK & APPRV: Per Zoning WAM | LOT SPLIT DATE

JOB ADDRESS: 250 Hotel Circle

SIDE YARD (INT.): 10' 25' max | SIDE YARD (ST.) | SET BACK: 55' C/L | AV. OF BLK. | REAR YARD: 10% max 25

USE ZONE: R-1-40 R-5 | MAP NUMBER: 216-1716 | VACANT SITE ☐ YES ☐ NO

LOT AREA: 211500 SQ. FT. | ALLOWED LOT COVERAGE: 35 % | TOTAL LOT AREA COVERED: 5156 SQ FT

B.L.S. CODE: 07 | CENSUS TRACT: U-89 | VARIANCE NUMBER | CURB TO P.L. F. S.

ENCROACHMENT PERMIT REQ'D. ☐ YES ☐ NO | PERMIT NUMBER | STREET IMPROVED ☐ YES ☐ NO | GRADE CHECK

METER SIZE: 2-2 Comp | SERVICE SIZE: 2-2 | CLEARANCE | CHECKED BY: JLeB

REMARKS

NO. OF ADDITIONAL CONNECTIONS REQUIRED: 1 | TYPE CONNECTION: 6" PC | VERIFIED BY: JLeB

REMARKS

FIRE ZONE: 3 | TYPE OF CONST.: Vn | OCCUP. GROUP: H | TOTAL FLOOR AREA: 7310

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING ☐ PILE DRIVING ☐ OTHER

BUILDING AREA: 3744 | PLAN CHECKED BY: Williams

NUMBER OF STORIES: 2 | PLAN CHECK RECEIPT NO: 38467 (40)

	FUND & ACCOUNT	NO. OF BLDGS.	PER/BLDG.	TOTAL
BUILDING VALUATION			78,200	79200 —
BUILDING PERMIT FEE				200 50
LESS PLAN CHECK FEE	100	25.40	50	59 75
SUB-TOTAL	100 7342			260 25
SEWER PERMIT FEE	100 7348		2 50	2 50
SEWER FEE	506 7743		700	7 00
WATER FEE	500 7308		2022 00	2022 00
TOTAL FEES DUE				2291 75

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UN[TIL] SIGNED BY THE DIRECTOR OF BUILDING I[N]SPECTION, OR HIS DEPUTY; AND FEES [ARE] PAID, AND RECEIPT IS ACKNOWLEDGED [IN] SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: W A Miller

DATE: 1-11-66

FORM IN-258 (4-65)

INSPECT

[redacted]

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

PARCEL NO.	PLAN FILE NUMBER	PERMIT NUMBER
	32880	A29869

OWNER

NAME (OR NAME OF BUSINESS): 7 INS OF AMERICA

MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE NORTH

CITY: SAN DIEGO

TELEPHONE NUMBER:

ARCHITECT

NAME: GEORGE H SCHREIBER

ADDRESS (NUMBER) (STREET):

CITY: EL MESA CALIF

TELEPHONE NUMBER:

CONTRACTOR

NAME: ROBERT C RISHLING

ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY: SAN

TELEPHONE NUMBER:

STATE LICENSE NUMBER	CLASS. NO.	CITY LICENSE NUMBER
167350	B-1	31590

JOB LOCATION

LOT	BLOCK	SUBDIVISION	UNIT
1		SEVEN INNS SUBD.	

JOB ADDRESS: 248 Hotel Circle No

CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☒ COMPACTED FILL ☐ LOOSE FILL

PROPOSED WORK

WORK TO BE DONE: CONST. BUILDING (RESTAURANT)

PROPOSED USE: RESTAURANT

☒ NEW ☐ MOVE ☐ ALTER
☐ ADD ☐ DEMOLISH ☐ REPAIR

NUMBER OF DWELLING UNITS: —

☐ RESIDENTIAL ☒ NON-RESIDENTIAL

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SIGNATURE (OWNER OR AGENT)	DATE SIGNED
R.P. [signature]	3-3-66

AGENT FOR: 7 INS OF AMERICA

ADDRESS: 224 NO 28 TH ST

COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL | PLOT PLAN CHECK & APPRV. LOT SPLIT DATE: Kar Zoning [signature]

JOB ADDRESS: 248 HOTEL CIRCLE NORTH

PLANNING

SIDE YARD (INT.)	SIDE YARD (ST.)	SET BACK	AV.	REAR YARD
10% 25 max		55'	10' BLK.	10% 25' max

USE ZONE	MAP NUMBER	VACANT SITE
R-5	216-1716	☐ YES ☐ NO

LOT AREA SQ. FT.	ALLOWED LOT COVERAGE	TOTAL LOT AREA COVERED SQ. FT.
	75 %	

B.L.S. CODE	CENSUS TRACT	VARIANCE NUMBER	CURB TO P.L.
22	U-89	C-7550	F. S.

ENG.

ENCROACHMENT PERMIT REQ'D.	PERMIT NUMBER	STREET IMPROVED	GRADE CHECK
☐ YES ☐ NO		☐ YES ☐ NO	

WATER

METER SIZE	SERV. SIZE	CLEARANCE	CHECKED BY
1 1/2	1 1/2		JeB

REMARKS:

SEWER

NO. OF ADDITIONAL CONNECTIONS REQUIRED	TYPE CONNECTION	VERIFIED BY
	Existing	JeB

REMARKS:

INSPECTION

FIRE ZONE	TYPE OF CONST.	OCCUP. GROUP	TOTAL FLOOR AREA
3	V-N	B-3	3288

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING ☐ PILE DRIVING ☐ OTHER

BUILDING AREA	PLAN CHECKED BY
3288	[signature]

NUMBER OF STORIES	PLAN CHECK RECEIPT NO.
1	47549 31 50

	NO. OF BLDGS.	PER/BLDG.	TOTAL	
BUILDING VALUATION	1	~~49,240~~	43,200	

	FUND & ACCOUNT		TOTAL	
BUILDING PERMIT FEE			126	—
LESS PLAN CHECK FEE		103 - 21 50	31	50
SUB-TOTAL	100 7342		157	50
SEWER PERMIT FEE	100 7348	2 50	—	
SEWER FEE	506 7743	—	—	
WATER FEE	500 7980	346 00	346	—
TOTAL FEES DUE			503	50

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

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SIGNATURE OF DEPT. OF INSP. DEPUTY: Conrad

DATE: 3/23/66

FORM IN-258 (4-65)

INSPECTOR

04 05 2000

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): HOTEL CIRCLE INC
MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE
CITY: SAN DIEGO
TELEPHONE NUMBER:

ARCHITECT
NAME:
ADDRESS (NUMBER) (STREET):
CITY:
TELEPHONE NUMBER:

CONTRACTOR
NAME: CAL-PACIFIC ELECTRIC INC
ADDRESS (NUMBER) (STREET): 5841 MISSION GORGE SUITE
CITY: SAN DIEGO
TELEPHONE NUMBER: 283-2333
STATE LICENSE NUMBER: 228916
CLASS. NO.: C10
CITY LICENSE NUMBER: 7861

JOB LOCATION
LOT: 1
BLOCK:
SUBDIVISION: 7INS SUBDIVISION
UNIT:
JOB ADDRESS: 250 HOTEL CIRCLE (NO)
CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☑ COMPACTED FILL ☐ LOOSE FILL

WORK TO BE DONE: INSTALL 4x8 SIGN
PROPOSED USE: SIGN

☑ NEW ☐ MOVE ☐ ALTER
☐ ADD ☐ DEMOLISH ☐ REPAIR
NUMBER OF DWELLING UNITS:
☐ RESIDENTIAL ☐ NON-RESIDENTIAL

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature]
DATE SIGNED:
AGENT FOR: CAL PACIFIC ELECTRIC INC
ADDRESS: 5841 MISSION GORGE RD
COUNTY SANITATION DISTRICT RECEIPT NO.:
PRIVATE DISPOSAL APPROVAL:
HEALTH DEPT. APPROVAL:
PLOT PLAN CHECK & APPRV.: [initials]
LOT SPLIT DATE:

PARCEL NO.:
PLAN FILE NUMBER: Sign
PERMIT NUMBER: A34621
JOB ADDRESS: 250 HOTEL CIRCLE NORTH

PLANNING
SIDE YARD (INT.): 10
SIDE YARD (ST.): —
SET BACK: 25
A/ AV/ BLK.:
REAR YARD: 30
USE ZONE: R-1-40
MAP NUMBER: 216-1716
VACANT SITE: ☐ YES ☑ NO
LOT AREA: — SQ. FT.
ALLOWED LOT COVERAGE: — %
TOTAL LOT AREA COVERED: — SQ. FT.

ENG.
B.I.S. CODE: Sign
CENSUS TRACT:
VARIANCE NUMBER: C-1550 / 5/4/84
CURB TO P.L.: F. S.
ENCROACHMENT PERMIT REQ'D.: ☐ YES ☐ NO
PERMIT NUMBER: —
STREET IMPROVED: ☐ YES ☐ NO
GRADE CHECK: —

WATER
METER SIZE:
SERVICE SIZE:
CLEARANCE:
CHECKED BY:
REMARKS:

SEWER
NO. OF ADDITIONAL CONNECTIONS REQUIRED:
TYPE CONNECTION:
VERIFIED BY:
REMARKS:

INSPECTION
FIRE ZONE: 3
TYPE OF CONST.: —
OCCUP. GROUP: Sign
TOTAL FLOOR AREA:
SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING ☐ PILE DRIVING ☐ OTHER
BUILDING AREA: —
PLAN CHECKED BY: Walker
NUMBER OF STORIES:
PLAN CHECK RECEIPT NO.: —

	NO. OF BLDGS.	PER/BLDG.	TOTAL
BUILDING VALUATION			300.00

	FUND & ACCOUNT		TOTAL
BUILDING PERMIT FEE			2.50
LESS PLAN CHECK FEE			—
SUB-TOTAL	100 7342		2.50
SEWER PERMIT FEE	100 7348	2.50	—
SEWER FEE	506 7743		—
WATER FEE	500 7908		—
TOTAL FEES DUE			2.50

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

***2.50

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DEPT. OF INSP. DEPUTY: G. Walker
DATE: 5/9/66

FORM IN-256 (4-63)
INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS 250 Hotel Circle Dr.

OWNER

NAME (OR NAME OF BUSINESS): LE BARON HOTEL

MAILING ADDRESS (NUMBER) (STREET): 4455 LAMONT ST.

CITY: SAN DIEGO — TELEPHONE NUMBER: 273-6540

DESIGNER

NAME: RONALD K. DAVIS A.I.A.

ADDRESS (NUMBER) (STREET): 4455 LAMONT ST.

CITY: SAN DIEGO — TELEPHONE NUMBER: 273-6540

BUILDER

NAME: KENNETH RILEY

ADDRESS (NUMBER) (STREET): SAME AS OWNER

CITY: SAME — TELEPHONE NUMBER: SAME

STATE LICENSE NUMBER — CLASS NO. — CITY LICENSE NUMBER

JOB LOCATION

LOT: 1&2 — BLOCK — SUBDIVISION: 7 [illegible] — UNIT

JOB ADDRESS: 250 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 9 BUILD. (HOTEL)

PROPOSED WORK

WORK TO BE DONE: ☒ NEW ☐ ADD ☐ ALTER ☐ REPAIR ☐ MOVE ☐ DEMOLISH

DESCRIBE: NEW STORAGE AREAS TWO STORY.

EXISTING USE OF BUILDING OR PROPERTY: HOTEL

PROPOSED USE OF BUILDING OR PROPERTY: (NEW BUILD.) STORAGE

X NON RESIDENTIAL — RESIDENTIAL — NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Richard L. Baker — DATE SIGNED

AGENT FOR: RONALD K. DAVIS A.I.A.

ADDRESS: 4455 LAMONT ST.

COUNTY SANITATION DISTRICT RECEIPT NO. — PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: — SPRINKLERS REQD FOR:

IN-258 (REV. 6-63)

PARCEL NO.

COORD. INDEX: 216-1716 — PLAN FILE NO.: 17265-D — PERMIT NO.: E538[illegible]

USE ZONE: R-5 — SETBACK FRONT YARD: 10% 25 MAX — LOT AREA: 35

CENSUS TRACT: 6-89 — REAR YD: 10% 25 MAX — ALLOW. COVERAGE: 35%

B.C. CODE: 021 — SIDE YD. (INT.): 10% — TOTAL AREA COVERED SQ. F

VARIANCE NO: — — SIDE YD (STR.): — — LOT SPLIT DATE: —

CURB TO P.L. F. S. — STREET IMPROV'D ☒ YES ☐ NO — ENCR. PERMIT ☐ YES ☒ NO — CHECKED BY: —

METER SIZE — SERVICE SIZE — CLEARANCE — CHECKED BY

REMARKS

NO. ADDITIONAL CONNECTIONS REQ'D — TYPE CONN. — CHECKED BY

REMARKS

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		8,000	8000

FUND & ACC'T			
	PLAN CHECK FEE	13.50	
	SUPPLEMENTAL PLAN CHK. FEE	—	
	BUILDING PERMIT FEE	27.00	27
100 7342	SUB TOTAL		27
506 7925	SEWER FEE		—
500 79080	WATER FEE		—

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 27.00

FIRE ZONE: 3 — TYPE OF CONST.: V-N — OCCUP. GRP.: F-2

BLDG. AREA: 645 — NO. STORIES: 2 — TOT. FLR. AREA: 1276

PLAN CHK. RECP'T. NO. & AMT.: 07772 13.50 — DATE: 3/11/69

PLANS CHECKED: GEO. MORANTE — DATE: 3/28/6[illegible]

PLANS APPROVED: [signature] — DATE: 5/12/6[illegible]

PLOT PLAN CHK'D & APPR'D: [signature] — DATE: 5/12/6[illegible]

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]

DATE: 5/12/69 — INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): LE BARON HOTEL

MAILING ADDRESS (NUMBER) (STREET): 4455 LAMONT ST.

CITY: SAN DIEGO — TELEPHONE NUMBER: 273-6540

DESIGNER

NAME: RONALD K. DAVIS A.I.A.

ADDRESS (NUMBER) (STREET): 4455 LAMONT ST.

CITY: SAN DIEGO — TELEPHONE NUMBER: 273-6540

BUILDER

NAME: KENNETH RILEY

ADDRESS (NUMBER) (STREET): SAME AS OWNER

CITY: SAME — TELEPHONE NUMBER: SAME

STATE LICENSE NUMBER — CLASS NO. — CITY LICENSE NUMBER

JOB LOCATION

LOT: 1 & 2 — BLOCK — SUBDIVISION: 17 [illegible] — UNIT

JOB ADDRESS: 250 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: [X] ORIGINAL [ ] COMPACTED FILL [ ] LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 9 BUILD. (HOTEL)

PROPOSED WORK

WORK TO BE DONE: [X] NEW [ ] ADD [ ] ALTER [ ] REPAIR [ ] MOVE [ ] DEMOLISH

[illegible]: NEW STORAGE AREAS
TWO STORY.

EXISTING USE OF BUILDING OR PROPERTY: HOTEL

PROPOSED USE OF BUILDING OR PROPERTY: (NEW BUILD.) STORAGE

[X] NON RESIDENTIAL [ ] RESIDENTIAL — NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application; that the information given is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of Calif. relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Richard L. Baker — DATE SIGNED

AGENT FOR: RONALD K. DAVIS A.I.A.

ADDRESS: 4455 LAMONT ST.

COUNTY SANITATION DISTRICT RECEIPT NO. — PRIVATE DISPOSAL APPROVAL

HEALTH DEPT APPROVAL: — SPRINKLERS REQD FOR:

PARCEL NO.

IN-258 (REV. 6-68)

JOB ADDRESS: 250 Hotel Circle Dr.

COORD. INDEX	PLAN FILE NO.	PERMIT NO.
216-1716	17265-D	E538

USE ZONE: R-5	SETBACK FRONT YARD: 10' & 25' [illegible]	LOT AREA: 35
CENSUS TRACT: 4-89	REAR YD: 6' & 25' [illegible]	ALLOW COVERAGE: 35%
B.C. CODE: 021	SIDE YD. (INT.): 10'	TOTAL AREA COVERED SQ.
VARIANCE NO: —	SIDE YD (STR.)	LOT SPLIT DATE: —

CURB TO P.L.	STREET IMPROV'G	ENCR. PERMIT	CHECKED BY
F. — S	[X] YES [ ] NO	[ ] YES [X] NO	—
METER SIZE	SERVICE SIZE	CLEARANCE	CHECKED BY
[illegible]	—		[illegible]

REMARKS

NO. ADDITIONAL CONNECTIONS REQ'D — TYPE CONN. [illegible] — CHECKED BY [illegible]

REMARKS

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			8,000 —	8000
FUND & ACC'T	PLAN CHECK FEE		13.50	
	SUPPLEMENTAL PLAN CHK. FEE			
	BUILDING PERMIT FEE		27.00	27
100 7342	SUB-TOTAL			27
506 [illegible]	SEWER FEE			—
500 79080	WATER FEE			—

SPECIAL INSPECTOR REQ'D. FOR: [ ] CONCRETE [ ] MASONRY [ ] WELDING, H.S. BOLTS [ ] PILE DRIVING [ ] OTHER

TOTAL FEES DUE: 27.00

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	V-N	F-2
BLDG. AREA: 645	NO. STORIES: 2	TOT. FLR. AREA: 1290

PLAN CHK. RECP'T. NO. & AMT.: 07772 13.50 — DATE: 3/16/[illegible]

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: GEO. MORANTE — DATE: 3/23/[illegible]

PLANS APPROVED: [signature] — DATE: 5/[illegible]

PLOT PLAN CHK'D & APPR'D: [signature] — DATE: 5/12/[illegible]

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UN[TIL] SIGNED BY THE DIRECTOR OF BUILDING INSPE[C]TION, OR HIS DEPUTY; AND FEES ARE PA[ID] AND, RECEIPT IS ACKNOWLEDGED IN SPAC[E] PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]

DATE: 5/12/65 — INSPECTO[R]

VENTILATION AND REFRIGERATION PERMIT

FILL INSIDE HEAVY LINES | NO. A02607 | 04 05 2000

OWNER

NAME (OR NAME OF BUSINESS): Kelly's Prime Steaks

MAILING ADDRESS (NUMBER) (STREET): 248 Hotel Circle North

(CITY): San Diego | TELEPHONE NUMBER: 291 1777

CONTRACTOR

NAME: [illegible] Bros.

ADDRESS (NUMBER) (STREET): 744 7th

(CITY): San Diego | TELEPHONE NUMBER: 232 3933

STATE LICENSE NO.: 64278 | CLASS NO.: C43 | CITY LICENSE NO.: 498-04

BUILDING

☑ NEW ☐ EXISTING

PRESENT OCCUPANCY:

PROPOSED OCCUPANCY: Restaurant

OTHERS IN BUILDING: None

PROPOSED WORK

DESCRIPTION:

☑ NEW ☐ ALTER ☐ REPLACE ☐ REPAIR

☐ AIR-CONDITIONING ☐ HEATING AND VENTILATION

☑ EXHAUST ☐ REFRIGERATION

TYPE OF REFRIGERATION SYSTEM:

☐ DIRECT ☐ OTHER

REFRIGERANT CLASSIFICATION | QUANTITY LBS.

CONDENSER

☐ AIR COOLED ☐ WATER COOLED

WATER DISPOSAL

☐ NEW RECEPTOR ☐ EXISTING RECEPTOR ☐ NONE REQUIRED

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): J E [illegible] | DATE: 5-26-66

ADDRESS: 744 7th San Diego

NOTE: CONTRACTORS ARE AUTHORIZED TO CONSTRUCT ONLY WORK RECOGNIZED BY THE STATE CONTRACTORS LICENSE BOARD AS BEING WITHIN THEIR CLASSIFICATION.

JOB ADDRESS: 248 Hotel Circle North

PERMIT FEES

TYPE	NO.	AMOU[NT]
WALL HTR. or FLOOR FURNACE		
FORCED AIR, DUCT or GRAVITY FURN.		
SWIMMING POOL HEATER		
SPACE HT'G WATER HEATERS or BOILERS, etc.		
COMM'L COOKING, or INDUST. HTG. EQUIP.	1	2[illegible]
DIRECT RADIATION SPACE HEATERS		
COMB. PRODUCTS VENT.		
EVAP. COOLER FOR A DUCT SYSTEM		
BASIC AIR SUPPLY or EXHAUST SYSTEM		
ADDITIONAL OUTLETS		
BASIC PLENUM SYSTEM		
ADDITIONAL OUTLETS		
BASIC GAS PERMITS		
ADDITIONAL OUTLETS		
GAS ALTERATIONS		
COMPRESSORS -- UP TO ¾ H.P.		
1 TO 2½ H.P.		
3 TO 5 H.P.		
6 TO 10 H.P.		
11 TO 25 H.P.		
OVER 25 H.P.		
FIXTURE W/EVAP.		
COOLING TOWERS		
WALK IN BOXES		
REMOTE COND.		
VALUE OF REPAIRS $		

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED.

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

ISSUING PERMIT	1
TOTAL FEE	3.

APPLICATION APPROVA[L]

THIS PERMIT DOES NOT BECOME VA[LID] UNTIL SIGNED BY THE DIRECTOR [OF] BUILDING INSPECTION, OR HIS DEPU[TY] AND FEES ARE PAID, AND RECEIPT ACKNOWLEDGED IN SPACE PROVIDED

SIGNATURE: [illegible]

DATE: 5-26-66

FORM IN-261 (6-63)

INSPECTOR

04 05 2000

THE CITY OF SAN DIEGO

Certificate of Occupancy

ADDRESS: 250 Hotel Circle North Bldg.1&2 DUPLICATE

Date Issued: 5/23/66
Building Permit No.: A22671
Building Description: V-N 2 Story

Occupancy: H 75 Units

Owner: Atlas Hotels Inc.
500 Hotel Circle West
San Diego, CA. 92108

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with Chapter IX, Article 1, of the Municipal Code and applicable requirements of the State Building Regulations for the occupancies listed

TINA P. CHRISTIANSEN, DIRECTOR
DEVELOPMENT SERVICES DEPARTMENT

BY Bill Sears

NOTE: Any change of use of occupancy must be approved by the Development Services Department.

DS 2 (Rev. 6/95)
This information is available in alternative formats upon request.

POST IN A CONSPICUOUS PLACE

04 05 2000

THE CITY OF SAN DIEGO

Certificate of Occupancy

ADDRESS: 250 Hotel Circle North Bldg.3 DUPLICATE

Date Issued: 5/27/66
Building Permit No.: A22670
Building Description: V-N 2 Story

Occupancy: H 24 Units

Owner: Atlas Hotels Inc.
500 Hotel Circle West
San Diego, CA. 92108

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with Chapter IX, Article 1, of the Municipal Code and applicable requirements of the State Building Regulations for the occupancies listed.

TINA P. CHRISTIANSEN, DIRECTOR
DEVELOPMENT SERVICES DEPARTMENT

BY: Bill Sears

NOTE: Any change of use of occupancy must be approved by the Development Services Department.

DS-2 (Rev. 6/95)
This information is available in alternative formats upon request.

POST IN A CONSPICUOUS PLACE

04 05 2000

Refer to 2992-D

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

PARCEL NO.	
PLAN FILE NUMBER	5260-D
PERMIT NUMBER	A4
JOB ADDRESS	250 - Hotel Circ
SIDE YARD (INT.)	3' 25' ...
SIDE YARD (ST.)	
SET BACK	30'
USE ZONE	R-P
MAP NUMBER	216-1716
VACANT S	☐ YES
LOT AREA SQ. FT.	—
ALLOWED LOT COVERAGE	35 %
TOTAL LOT AREA COVERED	
B.I.S. CODE	027
CENSUS TRACT	U89
VARIANCE NUMBER	—
CURB T	
ENCROACHMENT PERMIT REQ'D.	☐ YES ☒ NO
PERMIT NUMBER	—
STREET IMPROVED	☒ YES ☐ NO
METER SIZE	
SERVICE SIZE	
CLEARANCE	
CHECKED	
REMARKS	no addn
NO. OF ADDITIONAL CONNECTIONS REQUIRED	
TYPE CONNECTION	
REMARKS	
FIRE ZONE	3
TYPE OF CONST.	Vn
OCCUP. GROUP	H
TOTAL FL	
SPECIAL INSPECTOR REQ'D. FOR	☐ CONCRETE ☐ MASONRY ☐ WELDING ☐ PILE DRIVING ☐ OTHER
BUILDING AREA	169
PLAN CHE	
NUMBER OF STORIES	
PLAN CHECK	1461

OWNER

NAME (OR NAME OF BUSINESS)	7 INNS OF AMERICA
MAILING ADDRESS (NUMBER) (STREET)	250 HOTEL CIRCLE
CITY	SAN DIEGO
TELEPHONE NUMBER	291-1777

NAME	STEVE ROTH
ADDRESS (NUMBER) (STREET)	4455 DAWSON AVE
CITY	SAN DIEGO
TELEPHONE NUMBER	286-0289

CONTRACTOR

NAME	ROBERT C. RISHLING
ADDRESS (NUMBER) (STREET)	3133 INDUSTRIAL DR
CITY	LAS VEGAS, NEVADA
TELEPHONE NUMBER	
STATE LICENSE NUMBER	167350
CLASS. NO.	B-1
CITY LICENSE NUMBER	31590

JOB LOCATION

LOT	
BLOCK	
SUBDIVISION	
UNIT	
JOB ADDRESS	250 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE	☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

PROPOSED WORK

WORK TO BE DONE	ADDITION OF OFFICE TO LOBBY AREA
PROPOSED USE	MANAGER'S OFFICE

☐ NEW ☒ ADD ☐ MOVE ☐ DEMOLISH ☐ ALTER ☐ REPAIR NUMBER OF DWELLING UNITS

☐ RESIDENTIAL ☒ NON-RESIDENTIAL

	FUND & ACCOUNT	NO. OF BLDGS.	PER/BLDG.	T
BUILDING VALUATION			1200.	12
BUILDING PERMIT FEE				
PLAN CHECK FEE			4.50	
SUB-TOTAL	100 7342			
SEWER PERMIT FEE	100 7343		2.50	
SEWER FEE	506 7743			
WATER FEE	500 7808			

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT)	By [signature]
DATE SIGNED	AUG 11 '66
AGENT FOR	7 INNS OF AMERICA
ADDRESS	250 HOTEL CIRCLE

COUNTY SANITATION DISTRICT RECEIPT NO.	
PRIVATE DISPOSAL APPROVAL	
HEALTH DEPT. APPROVAL	
PLOT PLAN CHECK & APPRV	[initials]
LOT SPLIT DATE	

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

TOTAL FEES DUE

APPLICATION APPR

THIS PERMIT DOES NOT BECOME ... SIGNED BY THE DIRECTOR OF B... SPECTION, OR HIS DEPUTY; AN... PAID, AND RECEIPT IS ACKNO... SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY

W A Mille

DATE 8-12-66

FORM IN-258 (4-65)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): 7-Inns of America

MAILING ADDRESS (NUMBER) (STREET): 250 Hotel Circle

CITY: San Diego, Calif — TELEPHONE NUMBER: 291-1777

DESIGNER

NAME: Nick Dimeglio

ADDRESS (NUMBER) (STREET): 4332 Midway

CITY: San Diego — TELEPHONE NUMBER: 291-1777

BUILDER

NAME: Kenneth R. Riley

ADDRESS (NUMBER) (STREET): 250 Hotel Circle

CITY: San Diego, Calif — TELEPHONE NUMBER: 291-1777

STATE LICENSE NUMBER | CLASS NO | CITY LICENSE NUMBER

JOB LOCATION

LOT: 1+2 — BLOCK: - — SUBDIVISION: 7-Inns — UNIT

JOB ADDRESS: 250 Hotel Circle

CONDITION OF SOIL AT JOB SITE: ☑ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 7 (Motel)

PROPOSED WORK

WORK TO BE DONE: ☑ NEW / ADD ☐ ALTER / REPAIR ☐ MOVE / DEMOLISH

DESCRIBE: Storage Room + Balcony

EXISTING USE OF BUILDING OR PROPERTY: Motel

PROPOSED USE OF BUILDING OR PROPERTY:

☑ NON RESIDENTIAL ☐ RESIDENTIAL — NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 4-21-67

AGENT FOR: 7-Inns of America

ADDRESS: 250 Hotel Circle

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: | SPRINKLERS REQD FOR:

PARCEL NO.

Form 258 (REV 1-67)

JOB ADDRESS: 250 Hotel Circle N

COORD. INDEX: 216-1716 — PLAN FILE NO.: 7057-D — PERMIT NO.: A67[...]

USE ZONE: R-5 — SETBACK FRONT YARD: 30/10/25 — LOT AREA: —

CENSUS TRACT: U-89 — REAR YD.: 25 — ALLOW COVERAGE: —

B.C. CODE: 021 — SIDE YD. (INT.): 10% — TOTAL AREA COVERED: —

VARIANCE NO. — SIDE YD. (STR.) — LOT SPLIT DATE: —

CURB TO P.L. F 5. — STREET IMPROV'D ☐ YES ☐ NO — ENCR. PERMIT ☐ YES ☐ NO — CHECKED BY —

METER SIZE — SERVICE SIZE — CLEARANCE — CHECKED BY

REMARKS

NO. ADDITIONAL CONNECTIONS REQ'D — TYPE CONN — CHECKED BY

REMARKS

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK				2000
PLAN CHECK FEE	FUND & ACC'T.			4
SUPPLEMENTAL PLAN CHK. FEE				-
BUILDING PERMIT FEE				9
SUB TOTAL	100 7342			13
SEWER PERMIT FEE	100 7348		2 50	-
SEWER FEE	506 7743			
WATER FEE	500 7908			-

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 13

FIRE ZONE: 3 — TYPE OF CONST.: V-N — OCCUP. GROUP: H

BLDG. AREA: add 160 — NO. STORIES: 2 — TOT. FLR. AREA: —

PLAN CHK. RECP'T NO. & AMT: — — DATE: -

PLANS CHECKED — DATE

PLANS APPROVED: Walker — DATE: 4/[...]

PLOT PLAN CHK'D & APPR'D: Walker — DATE: 4/[...]

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APR 21-67 PAID 2752 *****13.5[...]

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID [...] SIGNED BY THE DIRECTOR OF BUILDING IN[...]TION, OR HIS DEPUTY; AND FEES ARE [...] AND RECEIPT IS ACKNOWLEDGED IN [...] PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: T. Walker

DATE: 4/21/67

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS) Kenneth Riley
7 Inns of America
MAILING ADDRESS (NUMBER) (STREET) 250 Hotel Circle
CITY San Diego Calif. TELEPHONE NUMBER 291-1777

DESIGNER

NAME Nick Di Meglio
ADDRESS (NUMBER) (STREET) 4332 Midway
CITY San Diego TELEPHONE NUMBER 291-1777

BUILDER

NAME Kenneth R. Riley
ADDRESS (NUMBER) (STREET) 250 Hotel Circle
CITY San Diego Calif TELEPHONE NUMBER 291-1777
STATE LICENSE NUMBER X CLASS NO. CITY LICENSE NUMBER X

JOB LOCATION

LOT 142 BLOCK - SUBDIVISION 7 Inns UNIT
JOB ADDRESS 250 Hotel Circle
CONDITION OF SOIL AT JOB SITE
[X] ... [ ] COMPACTED FILL [ ] LOOSE FILL
NO. ... BUILDINGS ON LOT AND USE 19' Add To Existing Restaurant

PROPOSED WORK

WORK TO BE DONE [X] NEW ADD [ ] ALTER REPAIR [ ] MOVE DEMOLISH
DESCRIBE 19' Add To Existing Rest.
EXISTING USE OF BUILDING OR PROPERTY Restaurant & Bar
PROPOSED USE OF BUILDING OR PROPERTY Rest & Bar
[X] NON RESIDENTIAL [ ] RESIDENTIAL NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT) Edward Samuel Draft Ingt. DATE SIGNED
AGENT FOR: Kenneth Riley
ADDRESS 250 Hotel Circle San Diego

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL: | SPRINKLERS REQD FOR:

JOB ADDRESS 250 Hotel Circle
COORD. INDEX 216-1716 PLAN FILE NO 8482D PERMIT NO A74374

PLANNING

USE ZONE R-4 | SETBACK FRONT YARD 30/0/25 | LOT AREA
CENSUS TRACT U-89 | REAR YD 10% max 25 | ALLOW COVERAGE 35 %
B.C. CODE 22 | SIDE YD (INT.) 10% max 25 | TOTAL AREA COVERED SQ. FT.
VARIANCE NO. | SIDE YD. (STR.) | LOT SPLIT DATE

ENG.

CURB TO P.L. F. S. | STREET IMPROV'D [ ] YES [ ] NO | ENCR. PERMIT [ ] YES [ ] NO | CHECKED BY

WATER

METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY NV
REMARKS

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D. | TYPE CONN. | CHECKED BY
REMARKS

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			10,050	11500 00
PLAN CHECK FEE	FUND & ACCT.		18 —	
SUPPLEMENTAL PLAN CHK. FEE				1 50
BUILDING PERMIT FEE				39 —
SUB TOTAL	100 7342			40 50
SEWER PERMIT FEE	100 7348		2 50	
SEWER FEE	566 7743			
WATER FEE	500 7908			

SPECIAL INSPECTOR REQ'D FOR
[ ] CONCRETE
[ ] MASONRY
[ ] WELDING, H.S. BOLTS
[ ] PILE DRIVING
[ ] OTHER

TOTAL FEES DUE 40 50

FIRE ZONE 3 | TYPE OF CONST. V-N | OCCUP. GRP. B-3
BLDG. AREA 1259 | NO. STORIES 1 | TOT. FLR. AREA 4542
PLAN CHK. RECP'T. NO. & AMT. 38839 18 00 | DATE 4/7/67

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

JUN 26 67 ... 40.50

PLANS CHECKED M. Morante DATE 6/16/67
PLANS APPROVED M. Morante DATE 6/26/67
PLOT PLAN CHK'D & APPR'D J Reed DATE 6/26/67

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DIR. OF ... DEPUTY J Reed
DATE 6/26/67 INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS 250 HOTEL CIRCLE

OWNER

NAME (OR NAME OF BUSINESS) 7 INNS OF AMERICA

MAILING ADDRESS (NUMBER) (STREET) HOTEL CIRCLE

CITY SAN DIEGO — TELEPHONE NUMBER 271-7771

DESIGNER

NAME R.W. DAVIS

ADDRESS (NUMBER) (STREET) 4455 LAMONT ST

CITY SAN DIEGO — TELEPHONE NUMBER

BUILDER

NAME OWNER

ADDRESS (NUMBER) (STREET)

CITY — TELEPHONE NUMBER

STATE LICENSE NUMBER — CLASS. NO. — CITY LICENSE NUMBER

JOB LOCATION

LOT 1 — BLOCK — SUBDIVISION Seven Inns Sub — UNIT

JOB ADDRESS

CONDITION OF SOIL AT JOB SITE ☐ COMPACTED FILL ☐ LOOSE FILL

EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK

WORK TO BE DONE: ☐ NEW ☒ ADD ☐ ALTER ☐ REPAIR ☐ MOVE ☐ DEMOLISH

DESCRIBE ADD TWO DOORS AND STUD WALL TO FORM ANTE ROOM

EXISTING USE OF BUILDING OR PROPERTY MOTEL

PROPOSED USE OF BUILDING OR PROPERTY OFFICE

☑ NON RESIDENTIAL — RESIDENTIAL — NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT) R.W. Davis — DATE SIGNED Sept 7 67

AGENT FOR: 7 INNS OF AMERICA

ADDRESS HOTEL CIRCLE

COUNTY SANITATION DISTRICT RECEIPT NO — PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: — SPRINKLERS REQD FOR:

PLANNING

COORD. INDEX 216-1716 — PLAN FILE NO — PERMIT NO A82111

USE ZONE R-5 — SETBACK FRONT YARD 55 C/L — LOT AREA

CENSUS TRACT U-89 — REAR YD 10' or 25' max — ALLOW. COVERAGE 35 %

B.C. CODE 22 — SIDE YD. (INT.) 10' or 25' max — TOTAL AREA COVERED SQ. FT.

VARIANCE NO. — SIDE YD. (STR.) — LOT SPLIT DATE

ENG. CURB TO P.L. — STREET IMPROV'D ☐ YES ☐ NO — ENCR. PERMIT ☐ YES ☐ NO — CHECKED BY

WATER METER SIZE — SERVICE SIZE — CLEARANCE — CHECKED BY

REMARKS

SEWER NO. ADDITIONAL CONNECTIONS REQ'D. — TYPE CONN. — CHECKED BY

REMARKS

INSPECTION

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK				320 —
PLAN CHECK FEE	FUND & ACC'T			—
SUPPLEMENTAL PLAN CHK. FEE				—
BUILDING PERMIT FEE				3 —
SUB TOTAL	100 7342			3 —
SEWER PERMIT FEE	100 7346		2 50	—
SEWER FEE	506 7743			—
WATER FEE	500 7908			—
TOTAL FEES DUE				3 —

SPECIAL INSPECTOR REQ'D. FOR ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

FIRE ZONE 3 — TYPE OF CONST. I — OCCUP. GRP. H

BLDG. AREA N/C — NO. STORIES 2 — TOT. FLR. AREA N/C

PLAN CHK. RECP'T. NO. & AMT. — DATE

PLANS CHECKED — DATE

PLANS APPROVED Walker — DATE 9/7/67

PLOT PLAN CHK'D & APPR'D — DATE

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

SEP-7-67 S.D. PAID 12503 ****3.00

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. CHF. INSP. DEPUTY R. Walker

DATE 9/7/67 INSPECTOR

IN-25a (REV. 1-67)

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS: 230 Hotel Circle — 04 05 2000

COORD. INDEX: 216-1716 | PLAN FILE NO: 10623-D | PERMIT NO: A90656

OWNER

NAME (OR NAME OF BUSINESS): 7 INNS OF AMERICA (RILEY CONSTRUCTION)

MAILING ADDRESS (NUMBER) (STREET): 230 HOTEL CIRCLE

CITY: SAN DIEGO | TELEPHONE NUMBER: 291-1777

DESIGNER

NAME:

ADDRESS (NUMBER) (STREET):

CITY: | TELEPHONE NUMBER:

BUILDER

NAME: CALIFORNIA POOLS, INC.

ADDRESS (NUMBER) (STREET): 6040 MISSION GORGE RD

CITY: SAN DIEGO 20 | TELEPHONE NUMBER: 283-2321

STATE LICENSE NUMBER: 185102 | CLASS NO: C-53 | CITY LICENSE NUMBER: 14596

JOB LOCATION

LOT: 1+2 | BLOCK: — | SUBDIVISION: PUEBLO | UNIT:

JOB ADDRESS: 230 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☑ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK

☐ NEW ☑ ADD ☐ ALTER REPAIR ☐ MOVE DEMOLISH

Semi Public Gunite Swimming Pool

EXISTING USE OF BUILDING OR PROPERTY: 5 story Htg Enclosure

PROPOSED USE OF BUILDING OR PROPERTY

☐ NON RESIDENTIAL ☑ RESIDENTIAL | NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application; that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] | DATE SIGNED: 11-20-67

AGENT FOR: California Pools, Inc.

ADDRESS: 6040 Mission Gorge Rd.

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: | SPRINKLERS REQD FOR:

PLANNING

USE ZONE: R-5 | SETBACK FRONT YARD: 30/20/25 | LOT AREA

CENSUS TRACT: 21-89 | REAR YD: 10' | ALLOW. COVERAGE: 50 %

B.C. CODE: 020-A | SIDE YD (INT.): 10' | TOTAL AREA COVERED: — SQ. FT.

VARIANCE NO.: — | SIDE YD. (STR.): — | LOT SPLIT DATE: —

ENG.

CURB TO P.L. | STREET IMPROVE. ☑ YES ☐ | ENCR. PERMIT ☐ YES ☐ NO | CHECKED BY: G.K.

WATER

METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY

REMARKS: Backflow - ok

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN. | CHECKED BY

REMARKS

INSPECTION

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
			3000 —
PLAN CHECK FEE (FUND & ACCT)			6 —
SUPPLEMENTAL PLAN CHK. FEE			—
BUILDING PERMIT FEE			12 —
SUB TOTAL 100 7342			18 —
SEWER PERMIT FEE 100 7348		2 50	
SEWER FEE 506 7743			
WATER FEE 500 7908			

SPECIAL INSPECTOR REQ'D FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 18 —

FIRE ZONE: 3 | TYPE OF CONST.: — | OCCUP. GRP.: J

BLDG. AREA | NO. STORIES | TOT. FLR. AREA

PLAN CHK. RECP'T. NO. & AMT. | DATE

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: Mp 148. [illegible] | DATE: 11/21/67

PLANS APPROVED: [signature] | DATE: 11/21/67

PLOT PLAN CHK'D & APPR'D: [signature] | DATE: 11/21/67

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]

DATE: 11/21/67 — INSPECTOR

N-258 (REV. 1-67)

04 05 2000

Building Permit Application | APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): 7 INNS OF AMERICA
MAILING ADDRESS (NUMBER) (STREET): 248 HOTEL CIRCLE
CITY: SAN DIEGO, CAL — TELEPHONE NUMBER: 279-1777

DESIGNER
NAME: Ronald K. Davis
ADDRESS (NUMBER) (STREET): 4455 LAMONT ST
CITY: SAN DIEGO — TELEPHONE NUMBER: 279-9941

BUILDER
NAME: OWNER
ADDRESS (NUMBER) (STREET):
CITY: — TELEPHONE NUMBER:
STATE LICENSE NUMBER: — CLASS NO: — CITY LICENSE NUMBER:

JOB LOCATION
LOT: — BLOCK: — SUBDIVISION: — UNIT:
JOB ADDRESS: 250 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: X ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
EXISTING BUILDINGS ON LOT AND USE: HOTEL / RESTAURANT

PROPOSED WORK
WORK TO BE DONE: ☐ NEW ADD X ALTER REPAIR ☐ MOVE DEMOLISH
DESCRIBE: REBASE EXISTING LOBBY
EXISTING USE OF BUILDING OR PROPERTY: HOTEL / RESTAURANT
PROPOSED USE OF BUILDING OR PROPERTY:
X NON RESIDENTIAL — RESIDENTIAL — NUMBER OF DWELLING UNITS —

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Ronald K. Davis — DATE SIGNED: Nov 16, 67
AGENT FOR: 7 Inns of America
ADDRESS: 248 Hotel Circle

COUNTY SANITATION DISTRICT RECEIPT NO. — PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL: — SPRINKLERS REQ'D FOR:

IN-258 (REV. 1-67)

PARCEL NO.

JOB ADDRESS: 250 HOTEL CIRCLE
COORD. INDEX: 216-1716 — PLAN FILE NO.: 10488D — PERMIT NO.: A96615

PLANNING

USE ZONE: R-5	SETBACK FRONT YARD: 10% MAX 25'	LOT AREA: —
CENSUS TRACT: 089	REAR YD. —	ALLOW. COVERAGE %
B.C. CODE: 02	SIDE YD. (INT.): 10% MAX 25'	TOTAL AREA COVERED SQ. FT.
VARIANCE NO.	SIDE YD. (STR.): —	LOT SPLIT DATE

ENG.
CURB TO P.L. F — S — | STREET IMPROV'D: ✓ YES ☐ NO | ENCR. PERMIT: ☐ YES ☐ NO | CHECKED BY —

WATER
METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY
REMARKS

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN. | CHECKED BY
REMARKS

INSPECTION

	FUND & ACC'T.	NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			7000 —	7000 —
PLAN CHECK FEE			12 —	—
SUPPLEMENTAL PLAN CHK. FEE				—
BUILDING PERMIT FEE				24 —
SUB-TOTAL	100 7342			24 —
SEWER PERMIT FEE	100 7348		2 50	
SEWER FEE	506 7743			
WATER FEE	500 7908		—	
TOTAL FEES DUE				24 00

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

FIRE ZONE: 3 — TYPE OF CONST.: V-1 HR — OCCUP. GRP.: H
BLDG. AREA: — — NO. STORIES: — — TOT. FLR. AREA: 940
PLAN CHK. RECP'T. NO. & AMT.: 56828 12.00 — DATE
DCUR

JAN 11-68 PAID 12 *****24.00 JUL 11

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

PLANS CHECKED: N Osmonde — DATE: 12/8/67
PLANS APPROVED: N Osmonde — DATE: 1/31/68
PLOT PLAN CHK'D & APPR'D: [signature] — DATE: 1/3/68

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]
DATE: 1/3/68

INSPECTOR

04 05 2000

H02026 → MODERN INC. FROM EXISTING REST.

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ~~7 INNS OF AMERICA~~ HOTEL CIRCLE INC.

MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-1777

DESIGNER

NAME: RONALD K. DAVIS

ADDRESS (NUMBER) (STREET): 4455 LAMONT ST.

CITY: SAN DIEGO — TELEPHONE NUMBER: 273-6985

BUILDER

NAME: OWNER

ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY — TELEPHONE NUMBER

STATE LICENSE NUMBER	CLASS. NO.	CITY LICENSE NUMBER

JOB LOCATION

LOT	BLOCK	SUBDIVISION	UNIT
1 & 2		7 INN SUBDIVISION	

JOB ADDRESS: 250 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☒ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: EXISTING 200 UNIT HOTEL & RESTAURANT

PROPOSED WORK

WORK TO BE DONE: ☐ NEW ADD ☐ ALTER REPAIR ☐ MOVE DEMOLISH

DESCRIBE: 8 STORY HOTEL - ~~STRUCTURE~~ ~~[illegible] FIRST 3 STORIES~~ ~~[illegible] PERMIT~~

EXISTING USE OF BUILDING OR PROPERTY: HOTEL

PROPOSED USE OF BUILDING OR PROPERTY: HOTEL

☒ NON RESIDENTIAL ☐ RESIDENTIAL — NUMBER OF DWELLING UNITS: 207

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (~~OWNER~~ OR AGENT): Ronald K. Davis / Ronald Davis R.B. — DATE SIGNED: 4/10/6[illegible]

AGENT: Richard L. Baker FOR 7 INNS

ADDRESS: 250 HOTEL CIRCLE.

COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL:	SPRINKLERS REQD FOR:

IN 258 REV. 1-67

PARCEL NO.

JOB ADDRESS: 250 HOTEL CIRCLE

COORD. INDEX	PLAN FILE NO.	PERMIT NO.
216-1716	10977-D	E064

USE ZONE	SETBACK FRONT YARD	LOT AREA
R-5	20-0-25	268000

CENSUS TRACT	REAR YD.	ALLOW. COVERAGE
	10% max 25'	35

B.C. COD.	SIDE YD. (INT.)	TOTAL AREA COVERED SQ
06	10% max 25'	11148/60231

VARIANCE NO	SIDE YD. (STR.)	LOT SPLIT DATE
9391 3552		

CURB TO P.L.	STREET IMPROV'D	ENCR PERMIT	CHECKED BY
F. S.	☐ YES ☐ NO	☐ YES ☐ NO	

METER SIZE	SERVICE SIZE	CLEARANCE	CHECKED BY
			[illegible]

REMARKS

NO. ADDITIONAL CONNECTIONS REQ'D.	TYPE CONN.	CHECKED BY
		[illegible]

REMARKS

	FUND & ACC'T.	NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			1,390,500.00	1,390,50[illegible]
PLAN CHECK FEE			798.25	
SUPPLEMENTAL PLAN CHK. FEE				
BUILDING PERMIT FEE				1596
SUB-TOTAL	100 7342			1596
SEWER PERMIT FEE	100 7348		2 50	—
SEWER FEE	506 743			—
WATER FEE	500 7908			—

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 1596

FIRE ZONE	TYPE OF CONST.	OCCUP. GR
3	I	H

BLDG. AREA	NO. STORIES	TOT. FLR. AREA
10868	8	86944

PLAN CHK. RECP'T. NO. & AMT.	DATE
68433 798.25	3/2[illegible]
PLANS CHECKED: W Rom	4/1[illegible]
PLANS APPROVED: W Rom	4/[illegible]
PLOT PLAN CHK'D & APPR'D: [illegible]	4/[illegible]

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID [UNTIL] SIGNED BY THE DIRECTOR OF BUILDING IN[SPEC]TION, OR HIS DEPUTY; AND FEES ARE [PAID] AND RECEIPT IS ACKNOWLEDGED IN S[PACE] PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [illegible]

DATE: 4/23/6[illegible]

INSP[illegible]

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS: 248 Hotel Circle North

OWNER

NAME (OR NAME OF BUSINESS): Royal Inn of America

MAILING ADDRESS (NUMBER) (STREET): 250 Hotel Circle North

CITY: S. D

TELEPHONE NUMBER: 291 1777

DESIGNER

NAME

ADDRESS (NUMBER) (STREET): Same

CITY

TELEPHONE NUMBER

BUILDER

NAME: Rily Const.

ADDRESS (NUMBER) (STREET): S.D

CITY

TELEPHONE NUMBER: 291 1777

STATE LICENSE NUMBER: 2456

CLASS NO: B1

CITY CERT. NUMBER

JOB LOCATION

LOT | BLOCK | SUBDIVISION | UNIT

JOB ADDRESS: Hotel Circle North

CONDITION OF JOB SITE: X ORIGINAL / COMPACTED FILL / LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: HOTEL - RESTAURANT

PROPOSED WORK

WORK TO BE DONE: NEW / ADD / ALTER / REPAIR / MOVE / DEMOLISH

DESCRIBE: Enclosing of Patio

EXISTING USE OF BUILDING OR PROPERTY: RESTAURANT

PROPOSED USE OF BUILDING OR PROPERTY: Banquet Area

X NON-RESIDENTIAL | RESIDENTIAL | NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature]

DATE SIGNED: 3/27-68

AGENT FOR: 4449 Orente ave

ADDRESS: San Diego Calif

COUNTY SANITATION DISTRICT RECEIPT NO.

PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL:

SPRINKLERS REQD FOR:

PLANNING

COORD. INDEX: 216-1716

PLAN FILE NO.: 12220-D

PERMIT NO.: 21924

USE ZONE: R-5

SETBACK FRONT YARD: 25' / 30

LOT AREA: —

CENSUS TRACT: 089

REAR YD.: 10% DEPTH max 25'

ALLOW. COVERAGE: — %

B.C. CODE: 22

SIDE YD. (INT.): 10% max 25'

TOTAL AREA COVERED: — SQ. FT.

VARIANCE NO

SIDE YD. (STR.): —

LOT SPLIT DATE: —

ENG.

CURB TO P.L. F S

STREET IMPROV'D: YES / NO

ENCR. PERMIT: YES / NO

CHECKED BY

WATER

METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY

REMARKS

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN. | CHECKED BY

REMARKS

INSPECTION

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK				3000.
PLAN CHECK FEE	FUND & ACC'T.			6.
SUPPLEMENTAL PLAN CHK. FEE				—
BUILDING PERMIT FEE				12.
SUBTOTAL	100 7342	DBL FEE.		36.00
SEWER PERMIT FEE	100 7348		2.50	—
SEWER FEE	506 7743			—
WATER FEE	500 7908			—

TOTAL FEES DUE: 36.00

SPECIAL INSPECTOR REQ'D. FOR: CONCRETE / MASONRY / WELDING, H.S. BOLTS / PILE DRIVING / OTHER

FIRE ZONE: 3

TYPE OF CONST.: V 1-HR.

OCCUP. GRP.: B-2-F2

BLDG. AREA: N.C.

NO. STORIES: 2

TOT. FLR. AREA: N.C.

PLAN CHK. RECP'T. NO. & AMT.: 68470 6.00

DATE: 3/27/68

PLANS CHECKED: MEULNESTER

DATE: 4/8/68

PLANS APPROVED: [signature]

DATE: 8/23/68

PLOT PLAN CHK'D & APPR'D: [signature]

DATE: 8/3/68

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]

DATE: 8/3/68

INSPECTOR

04 05 2000

Building Permit Application — APPLICANT FILL IN HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): LE BA 'CN MOTEL
MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE
CITY: SAN DIEGO
TELEPHONE NUMBER:

DESIGNER
NAME:
ADDRESS (NUMBER) (STREET):
CITY:
TELEPHONE NUMBER:

BUILDER
NAME: SAN DIEGO QRS SIGNS
ADDRESS (NUMBER) (STREET): 452 EIGHTHAVENUE
CITY: SAN DIEGO
TELEPHONE NUMBER: 234-8201
STATE LICENSE NUMBER: 230977
CLASS. NO: C-45
CITY LICENSE NUMBER: 11292

JOB LOCATION
LOT: | BLOCK: | SUBDIVISION: | UNIT:
JOB ADDRESS: 250 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE:

PROPOSED WORK
WORK TO BE DONE: ☒ NEW ☐ ADD ☐ ALTER ☐ REPAIR ☐ MOVE ☐ DEMOLISH
DESCRIBE: HANG TWO FACE SIGN ON POLE, INT. ILLUM.
EXISTING USE OF BUILDING OR PROPERTY:
PROPOSED USE OF BUILDING OR PROPERTY:
NON RESIDENTIAL | RESIDENTIAL | NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Roy Burns
DATE SIGNED: 5/16/68
AGENT FOR: SAN DIEGO QRS SIGNS
ADDRESS: 452 EIGHTH AVENUE, SAN DIEGO

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL: | SPRINKLERS REQ'D FOR:

JOB ADDRESS: 250 Hotel Circle

COORD. INDEX 216-1716	PLAN FILE NO.	PERMIT NO. E 10602
USE ZONE R-5	SETBACK FRONT 24-86-0	
CENSUS TRACT 11-89	REAR YD.	ALLOW COVERAGE %
B.C. CODE SIGN	SIDE YD. (INT.) 15	TOTAL AREA COVERED SQ. FT.
VARIANCE NO. C-8654	SIDE YD. (STR.)	LOT SPLIT DATE
CURB TO P.L.	STREET IMPRO'D ☐ YES ☐ NO	ENCR. PERMIT ☐ YES ☐ NO	CHECKED BY
METER SIZE	SERVICE SIZE	CLEARANCE	CHECKED BY

REMARKS:
NO. ADDITIONAL CONNECTIONS REQ'D. | TYPE CONN. | CHECKED BY
REMARKS:

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK	7500.00			7500.00
PLAN CHECK FEE	FUND ACCT.			
SUPPLEMENTAL PLAN CHK. FEE				
BUILDING PERMIT FEE				38.50
SUB-TOTAL	100 7342			38.50
SEWER PERMIT FEE	100 7346		2.50	—
SEWER FEE	506 7743			—
WATER FEE	500 7908			—

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 38.50

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	SIGN	
BLDG. AREA	NO. STORIES	TOT. FLR. AREA
—	—	

PLAN CHK. RECP'T. NO. & AMT. | DATE

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

MAY 28-68 ... 38.50

PLANS CHECKED: Geo. Morante — DATE: 5/20/68
PLANS APPROVED: Geo. Morante — DATE: 5/20/68
PLOT PLAN CHK'D & APPR'D: W Amiller — DATE: 5/28/68

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: W Amiller
DATE: 5-28-68 INSPECTOR

H 258 (REV. ...)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): HOTEL CIRCLE INC

MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-1813

DESIGNER

NAME: RONALD K. DAVIS

ADDRESS (NUMBER) (STREET): 4455 LAMONT ST

CITY: SAN DIEGO — TELEPHONE NUMBER: 273-9941

BUILDER

NAME: HOTEL CIRCLE INC.

ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-1813

STATE LICENSE NUMBER | CLASS. NO. | CITY LICENSE NUMBER

JOB LOCATION

LOT | BLOCK | SUBDIVISION | UNIT

JOB ADDRESS: 250 HOTEL CIRCLE ~~N~~. DR

CONDITION OF SOIL AT JOB SITE: [X] ORIGINAL [ ] COMPACTED FILL [ ] LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK

WORK TO BE DONE: [X] NEW [ ] ADD [ ] ALTER [ ] REPAIR [ ] MOVE [ ] DEMOLISH

DESCRIBE: CONSTRUCT TWO STORY PARKING GARAGE

EXISTING USE OF BUILDING OR PROPERTY: HOTEL / MOTEL

PROPOSED USE OF BUILDING OR PROPERTY: PARKING GARAGE

[X] NON RESIDENTIAL [ ] RESIDENTIAL — NUMBER OF DWELLING UNITS

PARCEL NO.

I hereby acknowledge that I have read this application; that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Ronald K. Davis — DATE SIGNED: 5/21/68

AGENT FOR: HOTEL CIRCLE INC.

ADDRESS: 250 Hotel Circle

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: | SPRINKLERS REQD FOR.

IN-258 (REV. 1-67)

JOB ADDRESS: 250 HOTEL CIRCLE D

COORD. INDEX: 216-1716 | PLAN FILE NO.: 13117D | PERMIT NO.: E 1300

USE ZONE: R-5 | SETBACK FRONT YARD: 30-0-15 | LOT AREA

CENSUS TRACT | REAR YD.: 10% MAX 25' | ALLOW. COVERAGE: 35

B.C. CODE: 011 | SIDE YD. (INT.): 10% MAX. 25' | TOTAL AREA COVERED SQ. FT.

VARIANCE NO. | SIDE YD. (STR.) | LOT SPLIT DATE

CURB TO P.L. F S | STREET IMPROV'D [ ] YES [ ] NO | ENCR. PERMIT [ ] YES [ ] NO | CHECKED BY

METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY

REMARKS

NO. ADDITIONAL CONNECTIONS REQ'D. | TYPE CONN. | CHECKED BY

REMARKS

	FUND & ACC'T.	NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			175,000	310,000
PLAN CHECK FEE		212.75 - 145.25		67.5
SUPPLEMENTAL PLAN CHK. FEE				
BUILDING PERMIT FEE				#425.5
SUB TOTAL	100 7342			493
SEWER PERMIT FEE	100 7348		? 50	
SEWER FEE	596 7743			
WATER FEE	500 7908			

SPECIAL INSPECTOR REQ'D. FOR: [X] CONCRETE 3000 [ ] MASONRY [X] WELDING, ~~H.S. BOLTS~~ [ ] PILE DRIVING [ ] OTHER

TOTAL FEES DUE: 493

FIRE ZONE: 3 | TYPE OF CONST.: IVN | OCCUP. GRP.: F3

BLDG. AREA: 23,650 | NO. STORIES: 3 TIERS | TOT. FLR. AREA: 20,950

PLAN CHK. RECP'T. NO. & AMT.: 73590 145.25 | DATE: 5-21-

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: N. Osmonde — DATE: 6/10/68

PLANS APPROVED: N. Osmonde — DATE: 6/14/68

PLOT PLAN CHK'D & APPR'D — DATE: 6/14/68

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY

DATE: 6/14/68

INSPEC

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS 250 Hotel ~ 04 05 2000 3

COORD. INDEX 216-1716. PLAN FILE NO 135890 PERMIT NO

OWNER

NAME (OR NAME OF BUSINESS) HOTEL CIRCLE INC W

MAILING ADDRESS (NUMBER) (STREET) 250 HOTEL CIRCLE

CITY SAN DIEGO TELEPHONE NUMBER 291-1813

USE ZONE R-5 SETBACK FRONT YARD 10% 25 max LOT AREA

CENSUS TRACT U-89 REAR YD. ALLOW COVERAGE

B.C. CODE 22 SIDE YD. (INT.) TOTAL AREA COVERED SQ

VARIANCE NO SIDE YD. (STR.) 10% 25 max LOT SPLIT DATE

DESIGNER

NAME Ronald K. Davis

ADDRESS (NUMBER) (STREET) 4455 LAMONT ST

CITY SAN DIEGO, CA TELEPHONE NUMBER 273-9941

CURB TO P.L. F. S. | STREET IMPROVED YES NO | ENCR. PERMIT YES NO | CHECKED BY

METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY

REMARKS

BUILDER

NAME OWNER

ADDRESS (NUMBER) (STREET)

CITY TELEPHONE NUMBER

STATE LICENSE NUMBER | CLASS. NO. | CITY LICENSE NUMBER

NO ADDITIONAL CONNECTIONS REQ'D | TYPE CONN | CHECKED BY

REMARKS

	NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK		3000 —	3,000
			6
PLAN CHECK FEE (FUND & ACCT)			
SUPPLEMENTAL PLAN CHK. FEE			
BUILDING PERMIT FEE			12
SUB TOTAL 100 7342			18
SEWER PERMIT FEE 100 7348		2 50	—
SEWER FEE 506 7743			—
WATER FEE 500 7908			

JOB LOCATION

LOT 1 & 2 | BLOCK | SUBDIVISION ZINNS SUBD. UNIT

JOB ADDRESS

CONDITION OF SOIL AT JOB SITE ☐ NATURAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK

WORK TO BE DONE ☐ NEW ☐ ADD ☐ ALTER REPAIR ☐ MOVE DEMOLISH

DESCRIBE CONSTRUCT ARCADE BETWEEN High Rise Hotel & Parking Garage

EXISTING USE OF BUILDING OR PROPERTY HOTEL

PROPOSED USE OF BUILDING OR PROPERTY

X NON RESIDENTIAL | RESIDENTIAL | NUMBER OF DWELLING UNITS

SPECIAL INSPECTOR REQ'D. FOR ☑ CONCRETE 3000 ☐ MASONRY H.S. Bolts ☑ WELDING ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE 18

FIRE ZONE 3 | TYPE OF CONST IVN | OCCUP. J

BLDG AREA 894 | NO. STORIES 1 | TOT. FLR 894

PLAN CHK. RECPT. NO & AMT | DATE

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

2004AU19M00 031941 TON 0501 26 99A

SIGNATURE (OWNER OR AGENT) Ronald K. Davis DATE SIGNED 6/20/08

AGENT FOR: Hotel Circle Inc

ADDRESS 4455 LAMONT ST

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

20-08-1251 02

PLANS CHECKED N Osmonde 6/
PLANS APPROVED N Osmonde 6/
PLOT PLAN CHK'D & APPR'D PER ZONING

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VA[LID UNTIL] SIGNED BY THE DIRECTOR OF BUILDIN[G INSPEC]TION, OR HIS DEPUTY; AND FEES A[RE PAID] AND RECEIPT IS ACKNOWLEDGED [HEREON] PROVIDED.

W. Omill
DATE 6-20-6

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL
HEALTH DEPT APPROVAL: | SPRINKLERS REQ'D FOR

IN 258 REV 1-71

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): LE BARON HOTEL

MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-~~9369~~ 7777

DESIGNER

NAME: R.K. DAVIS ARCH. A.I.A.

ADDRESS (NUMBER) (STREET): 4699 HAMILTON ST.

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-9369

BUILDER

NAME: OWNER

ADDRESS (NUMBER) (STREET):

CITY: — TELEPHONE NUMBER:

STATE LICENSE NUMBER: — CLASS. NO.: — CITY LICENSE NUMBER:

JOB LOCATION

LOT: 1 & 2 — BLOCK: — SUBDIVISION: SEVEN INNS SUB. — UNIT:

JOB ADDRESS: 250 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☒ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 11 - HOTEL - MOTEL

PROPOSED WORK

DESCRIBE WORK TO BE DONE: BUILDING 'A' ~~MOVE~~ ~~NEW FOUNDATION & REPAIRS~~ ~~ON~~ FOR MOVE ON.

EXISTING USE OF BUILDING OR PROPERTY: WORK RM. & STORAGE

PROPOSED USE OF BUILDING OR PROPERTY: WORK RM & STORAGE

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 3-25-71

AGENT FOR: R.K. DAVIS ARCH. A.I.A.

ADDRESS: 4699 HAMILTON ST.

WATER

METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN.	CHECKED BY
		DR

REMARKS

IN-258 (REV. 6-69)

PARCEL NO.

216-1716

JOB ADDRESS: 250 Hotel Circle — PERMIT NUMBER:

CENSUS TRACT NUMBER: 89.00

COORD. INDEX: 216-1716 — PLAN FILE NO.: 30110-0 — HEALTH DEPT APPR

LOT AREA — ALLOW COVERAGE: 35 % — USE ZONE: R-

SETBACK FRONT YARD: 25 — REAR YD.: 10 % — TOTAL AREA CO

VARIANCE NO. — LOT SPLIT DATE — SIDE YD — (INT.) 10

I.D. PRMT REQ'D ☐ YES ☐ NO — ST IMP. PRMT REQ'D ☐ YES ☐ NO — ENCR PRMT REQ'D ☐ YES ☐ NO — CHECKE

CURB TO P.L. F. S.

PLAN CHK. RECP'T NO.: 69691

PLAN CHK. RECPT AMT. $ 50.00

WORK TO BE DONE: ☐ ALTER ☒ MOVE ☐ REPAIR ☐ DEMOLISH ☐ NEW ☒ NON RESID ☐ ADD ☐ RESIDENTIAL

B.C. CODE — NO. BEDRO — DWELLING

VALUATION OF WORK — NO. UNITS — PER UNIT — TOT: 215

FUND & ACC'T.		
	PLAN CHECK FEE	
	SUPPLEMENTAL PLAN CHK FEE	
	BUILDING PERMIT FEE	
100 7342	SUB-TOTAL	
506 79750	SEWER FEE	—
500 79080	WATER FEE	—

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE

FIRE ZONE: 3 — TYPE OF CONST.: V N — OC

BLDG. AREA: 648/14380 — NO. STORIES: 2 — TO

SPRINKLERS REQD FOR: NOT

PLANS CHECKED: [signature]

PLANS APPROVED: [signature]

PLOT PLAN CHKD & APPR'D: [signature]

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPR

THIS PERMIT DOES NOT BECOM SIGNED BY THE DIRECTOR OF BU TION, OR HIS DEPUTY; AND FEES RECEIPT IS ACKNOWLEDGED IN SP

SIGNATURE OF DEPT. OF INSP. DE: [signature]

DATE: 4/20/71

H.02024

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS 250 Hotel Ci... 04 05 2000

CENSUS TRACT NUMBER 89.0 — PERMIT NUMBER 4085

OWNER
NAME (OR NAME OF BUSINESS) LE BARON HOTEL
MAILING ADDRESS (NUMBER) (STREET) 250 HOTEL CIRCLE
CITY SAN DIEGO — TELEPHONE NUMBER 291-[illegible]

DESIGNER
NAME R.K. DAVIS ARCH. A.I.A.
ADDRESS (NUMBER) (STREET) 4099 HAMILTON ST.
CITY SAN DIEGO — TELEPHONE NUMBER 291-43[illegible]

BUILDER
NAME OWNER
ADDRESS (NUMBER) (STREET)
CITY — TELEPHONE NUMBER
STATE LICENSE NUMBER — CLASS. NO. — CITY LICENSE NUMBER

JOB LOCATION
LOT 1&2 — BLOCK — SUBDIVISION SEVEN INNS SUB. — UNIT
JOB ADDRESS 250 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE ☐ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE 11 - HOTEL/MOTEL B

PROPOSED WORK
DESCRIBE WORK TO BE DONE BUILDING B ~~[illegible]~~ ~~[illegible] ON EXISTING PROPERTY~~ rooms for [illegible]
EXISTING USE OF BUILDING OR PROPERTY LINEN/STORAGE
PROPOSED USE OF BUILDING OR PROPERTY LINEN/STORAGE

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER OR AGENT [signature] — DATE SIGNED 3-25-71
AGENT FOR: R.K. DAVIS ARCH A.I.A.
ADDRESS 4099 HAMILTON ST.

COORD. INDEX 216-1716	PLAN FILE NO. 30110-0	HEALTH DEPT APPROVAL
LOT AREA	ALLOW COVERAGE 35%	USE ZONE R-5
SETBACK FRONT YARD 25	REAR YD. 10%	TOTAL AREA COVERED SQ.
VARIANCE NO.	LOT SPLIT DATE	SIDE YD (INT) 10% (ST)
I.D. PRMT REQ'D ☐ YES ☐ NO	ST. IMP. PRMT REQ'D ☐ YES ☐ NO	ENCR PRMT REQ'D ☐ YES ☐ NO — CHECKED BY

CURB TO P.L.
PLAN CK. RCPT. NO. 69691
~~[illegible]~~ Rel. [illegible] $50.00

WORK TO BE DONE: ☐ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☒ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL
B.C. CODE — NO. BEDROOMS — — DWELLING UNITS —

		NO UNITS	PER UNIT	TOTAL
VALUATION OF WORK				1775
FUND & ACC'T.	PLAN CHECK FEE			9
	SUPPLEMENTAL PLAN CHK. FEE			-
	BUILDING PERMIT FEE			18
100 7342	SUB-TOTAL			27
506 79750	SEWER FEE			
500 79080	WATER FEE			
	TOTAL FEES DUE			27

SPECIAL INSPECTION REQUIRED FOR ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

FIRE ZONE 3 — TYPE OF CONST. V-N — OCCUP. [illegible]
BLDG. AREA 648/15,028 — NO. STORIES 2 — TOT. FLR. 1296/3[illegible]
SPRINKLERS REQD FOR: NO

PLANS CHECKED [signature] — DATE
PLANS APPROVED [signature] — DATE
PLOT PLAN CHK'D & APPR'D [signature] — DATE

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DEPT. OF INSP. DEPUTY [signature]
DATE 4-20-71

WATER
METER SIZE — SERVICE SIZE — CREDIT — CHECKED BY
REMARKS

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D. — TYPE CONN. — CHECKED BY DR
REMARKS

PARCEL NO.

IN-258 (REV. 6-69)

12

04 05 2000

WHEN REQUESTING INSPECTION ... PLEASE PROVIDE INFORMATION IN THIS BOX

BUILDING RELOCATION PERMIT

APPLICANT FILL INSIDE HEAVY LINE

CENSUS TRACT NUMBER: 89.00

PERMIT NUMBER: G45034

OWNER'S NAME: KENNETH R. RILEY

MAIL ADDRESS: 250 HOTEL CIRCLE NORTH

CITY & ZIP CODE: S.D.

TEL. NO.

JOB ADDRESS: 250 HOTEL CIRCLE NORTH

COORD. INDEX NO.: 216-1716

USE ZONE: R-5

PLAN FILE NUMBER: 30110-D

FIRE ZONE: 1 2 3 (3 circled)

BUILDING PERMIT ISSUED FOR WORK AT NEW SITE: 4-20-71 DATE

MOVING CONTRACTOR: GOLDEN COAST HOUSE MOVERS

STREET ADDRESS: 4580 Federal Blvd

CITY & ZIP CODE: S.D.

TEL. NO.: 2625778

CONTRACTOR'S "C-21" STATE LICENSE NO.: 254241

CITY BUSINESS LICENSE NO.: 42375

POLICE DEPT. APPROVAL OF MOVING ROUTE — DATE

By:

PUBLIC UTILITIES CLEARED — YES ☐ NO ☐

FIRE DEPARTMENT CLEARANCE OF ROUTING — DATE

By:

SITE DESCRIPTION

LEGAL DESCRIPTION: *(Attach metes & bounds if necessary)*

ADDRESS OF PRESENT BUILDING SITE: 250 HOTEL CIRCLE NORTH

LOT — BLOCK — SUBDIVISION

ADDRESS OF NEW BUILDING SITE IF WITHIN CITY LIMITS: 250 HOTEL CIRCLE NORTH

LOT: 1 & 2 — BLOCK — SUBDIVISION: SEVEN INNS

WILL BUILDING CROSS A PUBLIC STREET, ALLEY, OR OTHER PUBLIC PROPERTY? YES ☐ NO ☑

WILL BUILDING BE STORED TEMPORARILY AT THE NEW SITE INDICATED ABOVE? YES ☐ NO ☑

FILL IN BELOW, OWNERSHIP OF PROPERTY OF PRESENT SITE FROM WHICH BUILDING WILL BE MOVED

NAME OF OWNER OF PRESENT BUILDING SITE: LA BARRON HOTEL S.D.

MAIL OR HOME ADDRESS: 250 HOTEL CIRCLE NORTH

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, a duly licensed moving contractor, or the authorized agent of one of these. I agree to comply with city and state laws regulating building relocation; and in doing this work, no person will be employed in violation of the Labor Code, State of California, relating to Workmen's Compensation Ins.

Signature of Owner, Contractor, or Authorized Agent: Bernard S Mills

Signer's Address: 4580 Federal Blvd S.D.

DESCRIBE BASIC CONSTRUCTION & PRESENT USE OF BUILDING: STORAGE BLDG

HEIGHT AS LOADED: 24' FT. — WIDTH AS LOADED: 28' FT. — BLDG. AREA: 1640 SQ.FT.

MOVE CONTRACTOR'S INSURANCE COVERAGE

NAME OF SURETY PROVIDING P.L. & P.D. COVERAGE: HARBOR Inc

STREET ADDRESS

CITY, STATE, & ZIP CODE: S.D. CAL

VALID INSURANCE POLICY CHECKED BY: [signature] — DATE: 5-20-71

RELOCATION PERMIT FEE	AREA CHARGE	SURCHARGE	TOTAL AMOUNT DUE
$	$10 —	$	$10

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE RELOCATION OF THE BUILDING NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

MAY 20-71 117725 *****10.00

PERMIT APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: [signature]

Date: 5/20/71

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PINK - Moving Contractor
BLUE - Auditor & Police Dept
YELLOW - Audit Control

FORM IN-822 (REV. 9-69)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): LE BARON HOTEL
MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE
CITY: SAN DIEGO
TELEPHONE NUMBER:

DESIGNER

NAME: RONALD DAVIS ARCH A.I.A.
ADDRESS (NUMBER) (STREET): 4699 HAMILTON ST.
CITY: SAN DIEGO
TELEPHONE NUMBER: 291-4267

BUILDER

NAME: OWNER
ADDRESS (NUMBER) (STREET):
CITY:
TELEPHONE NUMBER:
STATE LICENSE NUMBER: | CLASS. NO.: | CITY LICENSE NUMBER:

JOB LOCATION

LOT: 182 | BLOCK: | SUBDIVISION: TIMMS SUBDIV. | UNIT:
JOB ADDRESS: 250 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☒ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: 399 HOTEL & MOTEL UNITS

PARCEL NO.

PROPOSED WORK

DESCRIBE WORK TO BE DONE: 8'x40' FT. STORAGE ROOM
EXISTING USE OF BUILDING OR PROPERTY: HOTEL & MOTEL
PROPOSED USE OF BUILDING OR PROPERTY: STORAGE.

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorize agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] | DATE SIGNED: 4-16-71
AGENT FOR: RONALD DAVIS ARCH. A.I.A.
ADDRESS: 4699 HAMILTON ST.

WATER

METER SIZE: | SERVICE SIZE: | CREDIT: | CHECKED BY:
REMARKS:

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D.: | TYPE CONN.: | CHECKED BY:
REMARKS:

IN-258 (REV. 12-70)

JOB ADDRESS: 250 HOTEL CIRCLE
CENSUS TRACT NUMBER: 89.00
PERMIT NUMBER: 4457
USE ZONE: R-5 | COORD. INDEX: 216-1716 | PLAN FILE NO.: 30589-
LOT AREA: | ALLOW COVERAGE: 35 % | TOTAL AREA COVERED: SQ. FT.
SETBACK FRONT YARD: 25 | REAR YD.: 10% | SIDE: INT. 10% STR. | NAME OF STREET:
VARIANCE NO.: C-10868 | LOT SPLIT DATE: | HEALTH DEPT. APPROVAL:
F.D. PRMT. REQ'D: ☐ YES ☐ NO | ST. IMP. PRMT. REQ'D.: ☐ YES ☐ NO | ENCR. PRMT. REQ'D: ☐ YES ☐ NO | CHECKED BY:
CURB TO P.L. F. S.
PLAN CHK. RECP'T. NO.: 79434
PLAN CHK RECP'T. AMT.: $10.52
WORK TO BE DONE: ☐ SIGN ☒ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL
B.C. CODE: 022
NO. BEDROOMS:
DWELLING UNITS:

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			2000	7,400
FUND & ACC'T	PLAN CHECK FEE		10.00	
	SUPPLEMENTAL PLAN CHK. FEE			+9
	BUILDING PERMIT FEE			38
100 7342	SUB-TOTAL			47
506 79750	SEWER FEE			
500 79080	WATER FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING OTHER (IDENTIFY)

TOTAL FEES DUE: 47
FIRE ZONE: 3 | TYPE OF CONST.: V N | OCCUP. GRP.: H
BLDG. AREA: 320 | NO. STORIES: 2 | TOT. FLR. AREA: 640
SPRINKLERS REQ'D FOR: NOT

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: [signature] | DATE: 5-11-71
PLANS APPROVED: [signature] | DATE: 5/17/71
PLOT PLAN CHK'D & APPR'D: [signature] | DATE: 5/17/71

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]
DATE: 5/17/71

INSPECTO

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): LE BARON HOTEL

MAILING ADDRESS (NUMBER) STREET: 250 HOTEL CIRCLE

CITY: SAN DIEGO | TELEPHONE NUMBER:

DESIGNER

NAME: RONALD K. DAVIS ARCH A.I.A

ADDRESS (NUMBER) (STREET): 4699 HAMILTON ST.

CITY: SAN DIEGO | TELEPHONE NUMBER: 291-4367

BUILDER

NAME: OWNER

ADDRESS (NUMBER) STREET: ~~OWNER~~

CITY: | TELEPHONE NUMBER:

STATE LICENSE NUMBER: | CLASS. NO: | CITY LICENSE NUMBER:

JOB LOCATION

LOT: 182 | BLOCK: | SUBDIVISION: [illegible] | UNIT:

JOB ADDRESS: 250 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☒ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 349 HOTEL & MOTEL UNITS

PROPOSED WORK

DESCRIBE WORK TO BE DONE: BANQUET ROOM &
[redacted] ADDITION (ONE STORY)

EXISTING USE OF BUILDING OR PROPERTY: HOTEL & MOTEL

PROPOSED USE OF BUILDING OR PROPERTY: BANQUET & STORAGE

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized hereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] | DATE SIGNED: 4/16/71

AGENT FOR: RONALD K. DAVIS ARCH. A.I.A.

ADDRESS: 4699 HAMILTON ST.

WATER

METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY
			[signature]

REMARKS:

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN.	CHECKED BY

REMARKS:

FN-258 (REV 6-69)

PARCEL NO.

JOB ADDRESS: 250 HOTEL CIRCLE

CENSUS TRACT NUMBER: 89.00 | PERMIT NUMBER:

COORD. INDEX: 216-1116 | PLAN FILE NO.: 30589-D | HEALTH DEPT

LOT AREA: | ALLOW COVERAGE: 35 % | USE ZONE:

SETBACK FRONT YARD: 25 | REAR YD.: 10% | TOTAL AREA

VARIANCE NO.: C-10368 | LOT SPLIT DATE: | SIDE YD

I.D. PRMT REQ'D ☐ YES ☐ NO | ST. IMP. PRMT. REQ'D ☐ YES ☐ NO | ELECR PRMT REQ'D ☐ YES ☐ NO | CHE

CURB TO P.L. E S.

PLAN CHK. RECP'T NO.: 79434

PLAN CHK RECP'T. AMT.: $105.25

WORK TO BE DONE: ☒ ALTER ☐ MOVE / REPAIR ☐ DEMOLISH / NEW ☒ NON-RESID / ADD ☐ RESIDENTIAL

S.C. CO: D2 | NO. BED | DWELLIN

VALUATION OF WORK | NO. UNITS | PER UNIT
76,000 — | 98

FUND & ACC'T		
	PLAN CHECK FEE	95.25
	SUPPLEMENTAL PLAN CHK. FEE	
	BUILDING PERMIT FEE	
100 7342	SUB-TOTAL	
506 79750	SEWER FEE	
500 79080	WATER FEE	

SPECIAL INSPECTION REQUIRED FOR
☐ CONCRETE
☐ MASONRY
☐ WELDING, H.S. BOLTS
☐ PILE DRIVING
☐ OTHER (IDENTIFY)

TOTAL FEES DUE

FIRE ZONE: 3 | TYPE OF CONST.: V-1 HR | OC

BLDG. AREA: 7600 sq ft | NO. STORIES: 1 | TO

SPRINKLERS REQD FOR: NT

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: [signature]

PLANS APPROVED: [signature]

PLOT PLAN CHK'D & APPR'D: [signature]

APPLICATION APPRO

THIS PERMIT DOES NOT BECOME ... SIGNED BY THE DIRECTOR OF BUIL... TION, OR HIS DEPUTY; AND FEES A... RECEIPT IS ACKNOWLEDGED IN SPA...

SIGNATURE OF DEPT OF INSP DEPU: [signature]

DATE: 5/17/71

04 05 2000

WHEN REQUESTING INSPECTION OF WORK PLEASE PROVIDE INFORMATION IN THIS BOX

BUILDING RELOCATION PERMIT

APPLICANT FILL INSIDE HEAVY LINE

OWNER'S NAME: KENNETH R. RILEY

MAIL ADDRESS: 250 HOTEL CIRCLE NORTH

CITY & ZIP CODE: SD

TEL. NO.

MOVING CONTRACTOR: GOLDEN COAST HOUSE MOVERS

STREET ADDRESS: 4580 Federal Blvd

CITY & ZIP CODE: SD.

TEL. NO. 2625778

CONTRACTOR'S "C-21" STATE LICENSE NO. 254241

CITY BUSINESS LICENSE NO. 42375

CENSUS TRACT NUMBER: 89.00

PERMIT NUMBER: 645033

JOB ADDRESS: 250 HOTEL CIRCLE NORTH

COORD. INDEX NO. 216-1716

USE ZONE: R-5

PLAN FILE NUMBER: 30110-D

FIRE ZONE: 1 2 3

BUILDING PERMIT ISSUED FOR WORK AT NEW SITE: 4/20/71 DATE

POLICE DEPT. APPROVAL OF MOVING ROUTE — DATE

By:

PUBLIC UTILITIES CLEARED — YES ☐ NO ☐

FIRE DEPARTMENT CLEARANCE OF ROUTING — DATE

By:

SITE DESCRIPTION

LEGAL DESCRIPTION: *(Attach metes & bounds if necessary)*

ADDRESS OF PRESENT BUILDING SITE: 250 HOTEL CIRCLE NORTH

LOT — BLOCK — SUBDIVISION

ADDRESS OF NEW BUILDING SITE IF WITHIN CITY LIMITS: 250 HOTEL CIRCLE NORTH

LOT: 1 & 2 — BLOCK — SUBDIVISION: SEVEN INNS

WILL BUILDING CROSS A PUBLIC STREET, ALLEY, OR OTHER PUBLIC PROPERTY? YES ☐ NO ☑

WILL BUILDING BE STORED TEMPORARILY AT THE NEW SITE INDICATED ABOVE? YES ☐ NO ☑

FILL IN BELOW, OWNERSHIP OF PROPERTY OF PRESENT SITE FROM WHICH BUILDING WILL BE MOVED

NAME OF OWNER OF PRESENT BUILDING SITE: La Barron Hotel SD

MAIL OR HOME ADDRESS: 250 Hotel CIRCLE NORTH

DESCRIBE BASIC CONSTRUCTION & PRESENT USE OF BUILDING: STORAGE BLDG

HEIGHT AS LOADED: 24 FT. — WIDTH AS LOADED: 22 FT. — BLDG. AREA: 1320 SQ.FT

MOVE CONTRACTOR'S INSURANCE COVERAGE

NAME OF SURETY PROVIDING P.L. & P.D. COVERAGE: HARBOR. Inc

STREET ADDRESS

CITY, STATE, & ZIP CODE: S.D. CAL

VALID INSURANCE POLICY CHECKED BY: [signature] — DATE: 5-20-71

RELOCATION PERMIT FEE	AREA CHARGE	SURCHARGE	TOTAL AMOUNT DUE
$	$10-	$ —	$ 10.00

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, a duly licensed moving contractor, or the authorized agent of one of these. I agree to comply with city and state laws regulating building relocation; and in doing this work, no person will be employed in violation of the Labor Code, State of California, relating to Workmen's Compensation Ins.

Signature of Owner, Contractor, or Authorized Agent: Bernard S. Mill

Signer's Address: 4580 Federal Blvd SD

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE RELOCATION OF THE BUILDING NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

MAY 20-71 PAID 11772 ****10.00

PERMIT APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: [signature]

Date: 5/20/71

DISTRIBUTION OF COPIES

WHITE - Geographic File
GREEN - Move Inspector
PINK - Moving Contractor
BLUE - Auditor & Police Dept
YELLOW - Audit Control

FORM IN-822 (REV. 9-69)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): KENNETH R. RILEY

MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-1813

DESIGNER

NAME: RONALD K. DAVIS A.I.A

ADDRESS (NUMBER) (STREET): 4699 HAMILTON ST

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-4367

BUILDER

NAME: OWNER

ADDRESS (NUMBER) (STREET):

CITY: — TELEPHONE NUMBER:

STATE LICENSE NUMBER: — CLASS. NO.: — CITY LICENSE NUMBER:

JOB LOCATION

LOT: 1 & 2 — BLOCK: — SUBDIVISION: SEVEN INNS — UNIT:

JOB ADDRESS: 250 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 12 BLDG'S HOTEL - RESTAURANT - PARKING GAR.

PROPOSED WORK

DESCRIBE WORK TO BE DONE: CONVERT INTERIOR PARTITIONS OF HEALTH CLUB @ 2ND FLR. BLD'G B

EXISTING USE OF BUILDING OR PROPERTY: HOTEL UNITS

PROPOSED USE OF BUILDING OR PROPERTY: SAME

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Richard L. Baker — DATE SIGNED: 4-22-71

AGENT FOR: RONALD K. DAVIS A.I.A.

ADDRESS: 4699 HAMILTON ST.

WATER

METER SIZE: — SERVICE SIZE: — CREDIT: — CHECKED BY:

REMARKS: Existing

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D.: — TYPE CONN: — CHECKED BY:

REMARKS:

1N-258 (REV. 6-69)

PARCEL NO.

JOB ADDRESS: 250 HOTEL CIR

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: 046103

COORD. INDEX: 218-1716 — PLAN FILE NO.: 30718 D — HEALTH DEPT APPROVAL

LOT AREA — ALLOW COVERAGE % — USE ZONE: R-5 — TOTAL AREA COVERED SQ. FT.

SETBACK FRONT YARD — REAR YD. — SIDE YD. (INT.) (STR.)

VARIANCE NO. — LOT SPLIT DATE

S.D. PRMT REQ'D ☐ YES ☐ NO — ST. IMP. PRMT REQ'D. ☐ YES ☐ NO — ENCR PRMT REQ'D ☐ YES ☐ NO — CHECKED BY

PLANNING / **ENG.**

CURB TO P.L. — E. S.

PLAN CHK. RECP'T. NO.: 79522

PLAN CHK RECP'T. AMT. $ 7.50

WORK TO BE DONE: ☒ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL

B.C. CODE: 22 — NO. BEDROOMS: — — DWELLING UNITS: —

	NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK		1500	1500

FUND & ACC'T.		
	PLAN CHECK FEE	7.50
	SUPPLEMENTAL PLAN CHK. FEE	
	BUILDING PERMIT FEE	15.00
100 7342	SUB-TOTAL	15.00
506 79750	SEWER FEE	—
500 79080	WATER FEE	—
	TOTAL FEES DUE	15.00

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

FIRE ZONE: 3 — TYPE OF CONST.: V-N — OCCUP. GRP.: F-2

BLDG. AREA: — — NO. STORIES: — TOT. FLR. AREA

SPRINKLERS REQD FOR:

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: W. Markutt — DATE: 5/7/71

PLANS APPROVED — DATE: 5/27/71

PLOT PLAN CHK'D & APPR'D — DATE

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY

DATE: 5/27/71

INSPECT

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): LE BARON HOTEL

MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-1813

DESIGNER

NAME: RONALD K. DAVIS ARCH.

ADDRESS (NUMBER) (STREET): 4699 HAMILTON ST.

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-4317

BUILDER

NAME: OWNER

ADDRESS (NUMBER) (STREET):

CITY: — TELEPHONE NUMBER:

STATE LICENSE NUMBER: — CLASS. NO.: — CITY LICENSE NUMBER:

JOB LOCATION

LOT: 1 — BLOCK: — SUBDIVISION: DE JENNINGS — UNIT:

JOB ADDRESS: 250 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 12 (1-F2)(7-H)(2-F2)(2-B2)

PROPOSED WORK

DESCRIBE WORK TO BE DONE: ADD ELEVATOR PIT TO EXISTING HIGHRISE

EXISTING USE OF BUILDING OR PROPERTY: HOTEL

PROPOSED USE OF BUILDING OR PROPERTY: HOTEL

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 10/30/72

AGENT FOR: RONALD K. DAVIS ARCH.

ADDRESS: 4699 HAMILTON ST.

WATER

METER SIZE: — SERVICE SIZE: — CREDIT: — CHECKED BY:

REMARKS:

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D: — TYPE CONN: — CHECKED BY:

REMARKS:

JOB ADDRESS: 250 Hotel Circle

CENSUS TRACT NUMBER: 8900 — PERMIT NUMBER: H23521

PLANNING

USE ZONE: CR — COORD INDEX: 216-1716 — PLAN FILE NO.: 42243D

LOT AREA: — ALLOW COVERAGE: % — TOTAL AREA COVERED: SQ. FT.

SETBACK FRONT YARD: 30, 25 — REAR YD: — SIDE (INT.) (STR.): — NAME OF STREET:

VARIANCE NO.: — LOT SPLIT DATE: — HEALTH DEPT APPROVAL:

ENG.

E.D. PRMT REQ'D	ST. IMP. PRMT. REQ'D	ENCR PRMT REQ'D	CHECKED BY
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	

CURB TO P.L.: F S

PLAN CHK. RECP'T. NO.:

PLAN CHK RECP'T AMT. $

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☐ ALTER ☐ DEMOLISH ☐ REPAIR ☒ NON-RESID ☐ NEW ☐ RESIDENTIAL ☒ ADD

B.C. CODE: 22 — DWELL UNITS

BEDROOMS		
S	1	2
3	4	5+

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		300.00	300 —

	FUND & ACC'T		TOTAL
		PLAN CHECK FEE	—
		SUPPLEMENTAL PLAN CHK. FEE	—
		BUILDING PERMIT FEE	500
100 7342		SUB-TOTAL	500
506 79750		SEWER FEE	—
500 79080		WATER FEE	—
State Fee 37/660			02
		TOTAL FEES DUE	502

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

FIRE ZONE: 3 — TYPE OF CONST.: — OCCUP. GRP.: B

BLDG AREA: NC — NO. STORIES: — — TOT. FLR. AREA: NC

SPRINKLERS REQ'D FOR:

INSPECTION

NO ADDITIONAL STRUCTURALS ON PIT

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: HWarren — DATE: 11/10/72

PLANS APPROVED: [signature] — DATE: 11-13-72

PLOT PLAN CHK'D & APPR'D: [signature] — DATE: 11-13-72

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]

DATE: 11-13-72 — INSPECTOR

04 05 2000

21?
1105

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): LE BARON HOTEL / KEN KELEY
MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE
CITY: SAN DIEGO
TELEPHONE NUMBER: 291-1813

DESIGNER
NAME: RONALD K. DAVIS ARCH.
ADDRESS (NUMBER) (STREET): 4699 HAMILTON ST
CITY: SAN DIEGO
TELEPHONE NUMBER: 291-4820

BUILDER
NAME: OWNER
ADDRESS (NUMBER) (STREET):
CITY:
TELEPHONE NUMBER:
STATE LICENSE NUMBER:
CLASS. NO.:
CITY LICENSE NUMBER:

JOB LOCATION
LOT: 142
BLOCK:
SUBDIVISION: SEVEN INNS
JOB ADDRESS: 250 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: #12 H, F2, F3

PARCEL NO.

PROPOSED WORK
DESCRIBE WORK TO BE DONE: ADD 9TH FLOOR RESTAURANT TO EXIST'G HIGHRISE
EXISTING USE OF BUILDING OR PROPERTY: H HOTEL
PROPOSED USE OF BUILDING OR PROPERTY: B3 RESTAURANT

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature]
DATE SIGNED: 3/25/72
AGENT FOR: RONALD K. DAVIS
ADDRESS: 4699 HAMILTON ST.

WATER
METER SIZE:
SERVICE SIZE:
CREDIT:
CHECKED BY:
REMARKS:

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D:
TYPE CONN.:
CHECKED BY:
REMARKS:

OK

IN-258 (REV. 1-72)

JOB ADDRESS: 250 N. HOTEL CIRCLE
CENSUS TRACT NUMBER: 89.00
PERMIT NUMBER: 1129103
USE ZONE: CR
COORD. INDEX: 216-1716
PLAN FILE NO: 41018-D
LOT AREA: —
ALLOW COVERAGE: — %
TOTAL AREA COVERED: — SQ. FT.
SETBACK FRONT YARD: 30 to 0
REAR YD.:
SIDE YD (INT.) (STR.):
NAME OF STREET:
VARIANCE NO.: C-11368
LOT SPLIT DATE:
HEALTH DEPT APPROVAL:
I.D. PRMT REQ'D: ☐ YES ☐ NO
ST. IMP. PRMT. REQ'D: ☐ YES ☐ NO
ENCR PRMT REQ'D: ☐ YES ☐ NO
CHECKED BY:
CURB TO P.L.: F. S.
PLAN CHK. RECP'T. NO.: 22057
PLAN CHK RECPT. AMT.: $120.75

WORK TO BE DONE: ☐ SIGN ☒ ALTER ☐ REPAIR ☐ NEW ☒ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL

B.C. CODE: 92
DWELL UNIT
BEDROOMS: S 1 2 3 4 5+

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		115,000.00	156,300 —

FUND & ACC'T.			
	PLAN CHECK FEE	120.75	
	SUPPLEMENTAL PLAN CHK. FEE		20.65
	BUILDING PERMIT FEE		282.80
100 7342	SUB-TOTAL		303.45
506 79750	SEWER FEE		—
500 79080	WATER FEE		—
	State Fee 3/10/60		10.94
	TOTAL FEES DUE		314.39

INSPECTION

SPECIAL INSPECTION REQUIRED FOR:
☐ CONCRETE
☐ MASONRY
☐ WELDING, H.S. BOLTS
☐ PILE DRIVING
☐ OTHER (IDENTIFY)

FIRE ZONE: 3
TYPE OF CONST.: I
OCCUP. GRP.: B
BLDG. AREA: ϕNC
NO. STORIES: 9
TOT. FLR. AREA: +7920
SPRINKLERS REQD FOR:

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: [signature] DATE: 12-11-72
PLANS APPROVED: [signature] DATE: 1/2/73
PLOT PLAN CHK'D & APPR'D: DATE:

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]
DATE: 1-2-73 INSPECTOR

FEB | MAR | APRIL | MAY | JUNE | JULY | AUG | SEPT | OCT | NOV

04 05 2000

ELECTRICAL Permit Application

SEPARATE APPLICATION REQUIRED FOR EACH BUILDING

CENSUS TRACT NUMBER 89.03

PERMIT NUMBER H49213

OWNER

NAME (OR NAME OF BUSINESS) Hotel Circle, Inc. (Jabber Wocky)

MAILING ADDRESS (NUMBER) (STREET) 250 Hotel Circle North

(CITY) SD

TELEPHONE NUMBER

JOB ADDRESS 250 Hotel Circle North

CONTRACTOR

NAME Mesa Electric

ADDRESS (NUMBER) (STREET) 4401 Twain, Suite 25

(CITY) S.D.

TELEPHONE NUMBER 282-7787

STATE LICENSE NO. 256571 | CLASS NO. C10 | CITY LICENSE NUMBER 51375

BUILDING AREA SQ. FT. | SERVICE WIRE SIZE

INSPECTION REQUEST (CHECK TWO SQUARES)

ROUGH ☑ READY ☐

FINAL ☐ NOTIFY ☑

PROPOSED WORK

MOTORS, TRANSFORMERS, ETC. NO.____HP or KV-A____	HEATERS, ETC. NO.____KW____
13-1HP or less	~~[illegible]~~ 13@1.00
1-3HP, 3-5HP, 3-7½HP	1@1.50
	6@2.50
	$29.50

TYPE	NO.	FEES AMOUNT
OUTLETS ADDED TO EXISTING CIRCUIT		
FIXTURES	180	27.00
FESTOON LIGHTS		
SIGNS K.W.		
MOTORS, TRANSFORMERS, ETC.	20	$29.50
BUSWAYS		
HEATERS 1-20KW Booster	1	3.00
RANGE 2-5KW FRYERS	2	6.00
DRYER		
RECESSED OVEN		
NEW SERVICE		
METERS REQUIRED		
TEMPORARY SERVICE		
TEMPORARY POLE CONSTRUCTION		
FLOOR DUCTS		
FEEDERS #6, #2/0, #4/0, #350	4	6.50
SWITCHBOARDS		
BRANCH CIRCUITS 0-20 AMPS	56	64.50
INSPECTION OF EQUIPMENT		
REINSPECTION		
CHANGE OF ADDRESS		
PENALTY		

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SIGNATURE (OWNER OR AGENT) William Frank | DATE SIGNED 4-24-73

AGENT FOR: Mesa Electric

ADDRESS 4401 Twain, SD 92120

NOTE: CONTRACTORS ARE AUTHORIZED TO CONSTRUCT ONLY WORK RECOGNIZED BY THE STATE CONTRACTORS LICENSE BOARD AS BEING WITHIN THEIR CLASSIFICATION.

CALL 236-6256 FOR INSPECTION

(REV. 12/72)

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED.

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

INSPECTOR

ISSUING PERMIT	(NOT REFUNDABLE)	2.00
SUB-TOTAL	(SINGLE UNIT)	
NO. OF UNITS	SINGLE UNIT FEE	$138.50 TOTAL FEE DUE

FUND 100 | REVENUE ACCT 7344

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY [illegible]

DATE 6-1-73

04 05 2000

(WJ)

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): KENNETH R. RILEY

MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE

CITY: SAN DIEGO

TELEPHONE NUMBER: 291-1313

DESIGNER

NAME: RONALD K. DAVIS ARCHITECT

ADDRESS (NUMBER) (STREET): 4699 HAMILTON ST.

CITY: SAN DIEGO

TELEPHONE NUMBER: 291-4367

BUILDER

NAME: OWNER

ADDRESS (NUMBER) (STREET):

CITY:

TELEPHONE NUMBER:

STATE LICENSE NUMBER: | CLASS. NO: | CITY LICENSE NUMBER:

JOB LOCATION

LOT: | BLOCK: | SUBDIVISION: SEVEN INNS SUBDIVISION | UNIT:

JOB ADDRESS: 250 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: ~~SEE~~ ATTACHED PLOT PLAN

PROPOSED WORK

DESCRIBE WORK TO BE DONE: ADD NEW 13'9"X16'0" TOILET & STORAGE RM.

EXISTING USE OF BUILDING OR PROPERTY: HOTEL / MOTEL

PROPOSED USE OF BUILDING OR PROPERTY: HOTEL / MOTEL

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] | DATE SIGNED: July 5 1973

AGENT FOR: RONALD K. DAVIS ARCHITECT

ADDRESS: 4699 HAMILTON ST. S.D.

WATER

METER SIZE: | SERVICE SIZE: | CREDIT: | CHECKED BY: [initials]

REMARKS: [initials]

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D: | TYPE CONN: | CHECKED BY: [initials]

REMARKS: No cap. chg

IN-258 (REV. 1-72)

PARCEL NO.

JOB ADDRESS: 250 HOTEL CIRCLE

CENSUS TRACT NUMBER: 89.00

PERMIT NUMBER: H60028

PLANNING

USE ZONE: CR | COORD INDEX: 216-1716 | PLAN FILE NO.: 470862-D

LOT AREA: | ALLOW COVERAGE: % | TOTAL AREA COVERED: N/C SQ. FT.

SETBACK FRONT YARD: | REAR YD: | SIDE (INT) (STR): | NAME OF STREET:

VARIANCE NO.: | LOT SPLIT DATE: | HEALTH DEPT APPROVAL:

ENG.

I.D. PRMT REQ'D ☐ YES ☐ NO | ST. IMP. PRMT. REQ'D ☐ YES ☐ NO | ENCR PRMT REQ'D ☐ YES ☐ NO | CHECKED BY:

CURB TO P.L. F. S.

PLAN CHK. RECP'T NO.: 49984

PLAN CHK RECP'T. AMT. $14.50

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☐ ALTER ☐ DEMOLISH ☐ REPAIR ☒ NON RESID ☐ NEW ☐ RESIDENTIAL ☒ ADD

B.C. CODE | DWELL UNITS

BEDROOMS: S | 1 | 2 | 3 | 4 | 5+

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
230 sf		4562.00	4562.00

FUND & ACC'T			
	PLAN CHECK FEE	14.50	
	SUPPLEMENTAL PLAN CHK. FEE		
	BUILDING PERMIT FEE		29.00
100 7342	SUB-TOTAL		
506 79750	SEWER FEE		—
500 79080	WATER FEE		—
320/9660	STATE F.R.		.50

INSPECTION

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 29.50

FIRE ZONE: 3 | TYPE OF CONST.: I | OCCUP. GRP.: B3

BLDG. AREA: N/C | NO. STORIES: N/C | TOT. FLR. AREA: +206

SPRINKLERS REQD FOR:

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: [signature] | DATE: 7/27/73

PLANS APPROVED: [signature] | DATE: 8/2

PLOT PLAN CHK'D & APPR'D: [signature] | DATE:

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]

DATE: 8-2 | INSPECTOR

04 05 2000

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

COUNTERMAN NAME: [illegible]

OWNER
- NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC
- MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE WEST
- CITY: SAN DIEGO — TELEPHONE NUMBER: 291-2232

DESIGNER
- NAME: HENDRICK & MOCK
- ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE
- CITY: SAN DIEGO — TELEPHONE NUMBER: 280-6282

2177
1785

BUILDER
- NAME:
- ADDRESS (NUMBER) (STREET):
- CITY: — TELEPHONE NUMBER:
- STATE LICENSE NUMBER: — CLASS. NO.: — CITY LICENSE NUMBER:

JOB LOCATION
- LOT: 1 & 2 — BLOCK: — SUBDIVISION: "SEVEN INNS" — UNIT:
- JOB ADDRESS: 250 HOTEL CIRCLE NORTH
- CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
- NO. OF EXISTING BUILDINGS ON LOT AND USE: 12 HOTEL/RESTAURANT

PARCEL NO.

PROPOSED WORK
- DESCRIBE WORK TO BE DONE: REMODEL TOP FLOOR RESTAURANT ON HIGH RISE HOTEL BLDG.
- EXISTING USE OF BUILDING OR PROPERTY: HOTEL/RESTAURANT
- PROPOSED USE OF BUILDING OR PROPERTY: HOTEL/RESTAURANT

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Edward C. Ballhumer — DATE SIGNED: 5/20/76

AGENT FOR: ATLAS HOTELS INC.

ADDRESS: 500 WEST HOTEL CIRCLE

JOB ADDRESS: 250 HOTEL CIR. N.

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: K8868

USE ZONE	COORD. INDEX	PLAN FILE NO.
C/CR	216-1716	83157D

SETBACK FRONT YARD	REAR YD	SIDE YD	(INT)	(STR)	NAME OF STREET
0/25/30					

ALLOWABLE COVERAGE	FLOOR AREA RATIO % ALLOWED	MAX. ALLOWABLE HEIGHT (FT.)	VARIANCE NO.

LOT SPLIT DATE	AGREEMENT NO.:	NO. OF BAR SINKS	CURB TO P.L.
			F. S

DATE PLANS SUBMITTED:

PLAN CHK RECP'T NO

PLAN CHK RECP'T AMT $

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☒ ALTER ☐ DEMOLISH ☐ REPAIR ☒ NON-RESID ☐ NEW ☐ RESIDENTIAL ☐ ADD

B.O. CODE: 220 — DWELL UN — BEDROOMS: S 1 — 3

FUND & ACCT.		NO UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		1000	2000
100 73421	PLAN CHECK FEE		10.00	20.00
	SUPPLEMENTAL PLAN CHK FEE			
100 73422	BUILDING PERMIT FEE		20.00	40.00
320 8660	STATE FEE			.50
506 79750	SEWER FEE			—
500 79080	WATER FEE			—
73423	PARK FEE			—

DOUBLE FEE

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 60.50

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	I	B2, H

BLDG. AREA	NO STORIES	TOT FLR. AREA
N/C	—	—

SPRINKLERS REQD FOR — HGT. IN FT.

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: RAMIREZ — DATE: 5/31/[illegible]

PLANS APPROVED: [signature] — DATE: 6/11/[illegible]

PLOT PLAN CHK'D & APPR'D — DATE

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: [signature]

DATE: 6/11/76

INSPECTO

WATER

METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY

REMARKS

1N-258 (REV. 12-74)

04 05 2000

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): Atlas Hotels
MAILING ADDRESS (NUMBER) (STREET): 500 Hotel Circle North
CITY: San Diego ZIP TELEPHONE NUMBER

DESK VER
NAME
ADDRESS (NUMBER) (STREET)
CITY ZIP TELEPHONE NUMBER

BUILDER
NAME: Melhorn Const. Co
ADDRESS (NUMBER) (STREET): 2147 San Diego Ave
CITY: San Diego ZIP TELEPHONE NUMBER: 296-2117
STATE LICENSE NUMBER: 199084 CLASS. NO.: B1 CITY LICENSE NUMBER: 722

JOB LOCATION
LOT: 1-2 BLOCK SUBDIVISION: Seven Inns UNIT
JOB ADDRESS: 250 Hotel Circle North
CONDITION OF SOIL AT JOB SITE: ☑ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 - Hotel

PROPOSED WORK
DESCRIBE WORK TO BE DONE: Storeroom
EXISTING USE OF BUILDING OR PROPERTY: Hotel
PROPOSED USE OF BUILDING OR PROPERTY: Hotel

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] DATE SIGNED: 7-1-76
AGENT FOR: Melhorn Const. Co.
ADDRESS: 2147 San Diego Ave

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY
	REMARKS			

SEWER	NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY
	REMARKS		

JOB ADDRESS: 250 Hotel Circle North
CENSUS TRACT NUMBER: 89.00 PERMIT NUMBER: K0740?
USE ZONE: CO/CR COORD. INDEX: 16-1716 PLAN FILE NO.: 84538-D
SETBACK FRONT YARD | REAR YD | SIDE (INT) (STR) | NAME OF STREET
ALLOWABLE COVERAGE % | FLOOR AREA RATIO ALLOWED | MAX. ALLOWABLE HEIGHT (FT.) | VARIANCE NO.: C-10368
LOT SPLIT DATE | AGREEMENT NO.: | NO. OF BAR SINKS | CURB TO P.L. F. S.
DATE PLANS SUBMITTED:
PLAN CHK. RECPT NO.
PLAN CHK RECPT. AMT $

WORK TO BE DONE: ☐ SIGN ☒ ALTER ☐ REPAIR ☐ NEW ☒ ADD ☐ MOVE ☐ DEMOLISH ☐ NON-RESID ☐ RESIDENTIAL
B.C. CODE: 220 DWELL UNITS: N/A
BEDROOMS: S 1 2 3 4 5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK			8000
100 73421	PLAN CHECK FEE			19
	SUPPLEMENTAL PLAN CHK FEE			
100 73422	BUILDING PERMIT FEE			38
320 8660	STATE FEE			56
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 57.56
FIRE ZONE: 3/2 TYPE OF CONST.: V-1HR OCCUP. GRP.: B2
BLDG AREA: 465 NO. STORIES: 1 TOT FLR. AREA: 470
SPRINKLERS REQD FOR | HGT. IN FT.

PLANS CHECKED [signature] DATE 7/7/76
PLANS APPROVED [signature] DATE 7/7/76
SPLIT PLAN CHK'D & APPR'D: Zoning DATE 7/2/76

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
BUILDING INSPECTION DEPARTMENT
CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: [signature]
DATE: 7/7/76 INSPECTOR

ENGINEERING & DEV. APPROVAL | INSPECTION | ZONING APPROVAL | HEALTH DEPT. APPROVAL

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC.

MAILING ADDRESS (NUMBER) (STREET): 250 HOTEL CIRCLE N.

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-2232

DESIGNER

NAME: HENDRICK & MOCK ARCHITECTS

ADDRESS (NUMBER) (STREET): 3901 ADAMS

CITY: SAN DIEGO — TELEPHONE NUMBER: 280-6282

BUILDER

NAME:

ADDRESS (NUMBER) (STREET):

CITY: — TELEPHONE NUMBER:

STATE LICENSE NUMBER — CLASS NO. — CITY LICENSE NUMBER

JOB LOCATION

LOT: 2 — BLOCK: — SUBDIVISION: SEVEN INNS — UNIT:

JOB ADDRESS: 250 HOTEL CIRCLE N.

CONDITION OF SOIL AT JOB SITE: [redacted] ☒ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 8 - HOTEL

PROPOSED WORK

DESCRIBE WORK TO BE DONE: PARKING GARAGE RAMP

EXISTING USE OF BUILDING OR PROPERTY: HOTEL PARKING

PROPOSED USE OF BUILDING OR PROPERTY: RAMP ADDITION

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 4-20-76

AGENT FOR: ATLAS HOTELS INC

ADDRESS: 250 HOTEL CIRCLE N.

METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS

NO ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY

REMARKS

JOB ADDRESS: 250 Hotel Circle N.

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: K93781

USE ZONE: CR — COORD. INDEX: 2-18-17:8 — PLAN FILE NO.: 3222-8-D

SETBACK FRONT YARD — REAR YD — SIDE YD — (INT) — (STR) — NAME OF STREET

ALLOWABLE COVERAGE % — FLOOR AREA RATIO ALLOWED — MAX. ALLOWABLE HEIGHT (FT.) — VARIANCE NO.

LOT SPLIT DATE — AGREEMENT NO.: — NO. OF BAR SINKS — CURB TO P.L. F. S.

DATE PLANS SUBMITTED: 7/6/76

PLAN CHK. RECPT. NO.: 71348 — PLAN CHK RECPT. AMT.: $17.50

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☐ ALTER ☐ DEMOLISH ☒ REPAIR ☐ NON-RESID ☐ NEW ☐ RESIDENTIAL ☒ ADD

B.C. CODE: 220 — DWELL UNITS: —

BEDROOMS: S, 1, 2, 3, 4, 5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		7000 -	7000 -
100	PLAN CHECK FEE		17 50	
73421	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE			35 -
320 9660	STATE FEE			50
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☒ CONCRETE Change to 2000 PSI ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☒ OTHER (IDENTIFY) SOIL

TOTAL FEES DUE: 35.50

FIRE ZONE: 3 — TYPE OF CONST: III-N — OCCUP. GRP.: F3

BLDG. AREA: 720 — NO. STORIES: 3 — TOT. FLR. AREA: 720

SPRINKLERS REQD FOR — HGT. IN FT.

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: [signature] — DATE: 7/8/76

PLANS APPROVED: [signature] — DATE: 7/ /76

PLOT PLAN CHKD & APPR'D: [signature] — DATE: 7/ /76

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: [signature]

DATE: 7-15-76 — INSPECTOR

ENGINEERING & DEV. APPROVAL: — INSPECTION — ZONING APPROVAL: — HEALTH DEPT. APPROVAL:

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

COUNTERMAN NAME

OWNER

NAME (OR NAME OF BUSINESS): Atlas Hotel

MAILING ADDRESS (NUMBER) (STREET): 500 Hotel Circle North

CITY: San Diego — TELEPHONE NUMBER: 291-7131

DESIGNER

NAME:

ADDRESS (NUMBER) (STREET):

CITY: — TELEPHONE NUMBER:

BUILDER

NAME: Melhorn Const. Co.

ADDRESS (NUMBER) (STREET): 2147 San Diego Ave

CITY: San Diego — TELEPHONE NUMBER: 296-2117

STATE LICENSE NUMBER: 199084 — CLASS. NO: B1 — CITY LICENSE NUMBER: 722

JOB LOCATION

LOT: 1-2 — BLOCK: — SUBDIVISION: Seven Seas — UNIT:

JOB ADDRESS: 250 Hotel Circle North

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 - Motel

PROPOSED WORK

DESCRIBE WORK TO BE DONE: Interior + Exterior - Non Bearing Partitions

EXISTING USE OF BUILDING OR PROPERTY: Motel

PROPOSED USE OF BUILDING OR PROPERTY: Motel

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SIGNATURE (OWNER OR AGENT): Edward T. McHenry — DATE SIGNED: 9-8-76

AGENT FOR: Melhorn Const. Co.

ADDRESS: 2147 San Diego Ave

WATER

METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY

REMARKS

JOB ADDRESS: 250 Hotel Circle No.

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: L024

USE ZONE: CO/CR — COORD. INDEX: 216-1716 — PLAN FILE NO.: 46864-D

SETBACK FRONT YARD — REAR YD — SIDE YD (INT) (STR) — NAME OF STREET

ALLOWABLE COVERAGE % — FLOOR AREA RATIO ALLOWED — MAX. ALLOWABLE HEIGHT (FT.) — VARIANCE NO.

LOT SPLIT DATE — AGREEMENT NO.: — NO. OF BAR SINKS — CURB TO P.L. F. S.

DATE PLANS SUBMITTED:

PLAN CHK RECPT. NO

PLAN CHK RECPT. AMT $

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☒ ALTER ☐ DEMOLISH ☐ REPAIR ☒ NON-RESID ☐ NEW ☐ RESIDENTIAL ☐ ADD

B.C. CODE: 320 — DWELL UNITS

BEDROOMS: S 1 2 3 4 5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK			5000
100 73421	PLAN CHECK FEE			14 50
	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE			29 00
320 9660	STATE FEE			50
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 44 00

FIRE ZONE: 3 — TYPE OF CONST.: V 1 hr. — OCCUP. GRP.: H

BLDG. AREA: NC — NO. STORIES: 1 — TOT. FLR. AREA: NC

SPRINKLERS REQD FOR — HGT. IN FT.

6386 90976003 44.00 3 CODE 44.00+ 52.50+S

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED — DATE

PLANS APPROVED — DATE 9/9/76

PLO PLAN CHK'D & APPR'D — DATE

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY

DATE 9/9/76, INSPECTOR

ENGINEERING & DEV. APPROVAL — INSPECTION — ZONING APPROVAL — HEALTH DEPT. APPROVAL

TR-250 (REV. 12-74)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): Atlas Hotel Corporation

MAILING ADDRESS (NUMBER) (STREET): 500 W. Hotel Circle

CITY: San Diego, Calif. | TELEPHONE NUMBER: 298-7131

DESIGNER

NAME: Hendrick & Mock, Architects

ADDRESS (NUMBER) (STREET): 3901 Adams Avenue

CITY: San Diego, Calif. | TELEPHONE NUMBER: 283-5419

BUILDER

NAME: Nielsen Construction Company

ADDRESS (NUMBER) (STREET): 3127 Jefferson Street

CITY: San Diego, Calif. | TELEPHONE NUMBER: 291-6330

STATE LICENSE NUMBER: 156587 | CLASS. NO: B-1 | CITY LICENSE NUMBER: 1745

JOB LOCATION

LOT / BLOCK / SUBDIVISION / UNIT: ~~Portion of Lot 4, Partition of Pueblo Lot 1105~~ Lot 1 of 1 Partition Hotel Map No. 6274

JOB ADDRESS: 500 W. Hotel Circle, San Diego

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 25, See Site Plan

PARCEL NO.

PROPOSED WORK

WORK TO BE DONE: XX NEW ☐ ADD ☐ ALTER ☐ REPAIR ☐ MOVE ☐ DEMOLISH

DESCRIBE: Convention Center and Parking

EXISTING USE OF BUILDING OR PROPERTY

PROPOSED USE OF BUILDING OR PROPERTY

X NON RESIDENTIAL ☐ RESIDENTIAL | NUMBER OF DWELLING UNITS

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SIGNATURE (OWNER OR AGENT): [signature] | DATE SIGNED: 6-17-69

AGENT FOR:

ADDRESS

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: | SPRINKLERS REQD FOR:

IN-256 (REV 3-67)

JOB ADDRESS: 500 Hotel Circle N.

COORD. INDEX: 216-1716 | PLAN FILE NO.: 18932-D | PERMIT NO.: E

USE ZONE: R-5 | SETBACK FRONT YARD: 25 | LOT AREA

CENSUS TRACT: 4-89 | REAR YD.: 25 | ALLOW. COVERAGE

B.C. CODE: 013 | SIDE YD. (INT.) | TOTAL AREA

VARIANCE NO.: – | SIDE YD. (STR.): 25 | LOT SPLIT DATE: –

CURB TO P.L. F. S. | STREET IMPROV'D ☐ YES ☐ NO | ENCR. PERMIT ☐ YES ☐ NO | CHECKED

METER SIZE: Existing | SERVICE SIZE: — | CLEARANCE: — | CHECKED

REMARKS

NO. ADDITIONAL CONNECTIONS REQ'D: Previously paid | TYPE CONN. | CHECKED

REMARKS

VALUATION OF WORK		NO. UNITS	PER UNIT	TOTAL
			1,500,000 —	1,50[illegible]
PLAN CHECK FEE	FUND & ACC'T.		807 75	
SUPPLEMENTAL PLAN CHK. FEE			—	
BUILDING PERMIT FEE			1615 50	
SUB-TOTAL	100 7342			16[illegible]
SEWER PERMIT FEE	100 7348		2 50	16[illegible]
SEWER FEE	506 7743			—
WATER FEE	500 7908			—

SPECIAL INSPECTOR REQ'D. FOR: ☒ CONCRETE ☒ MASONRY ☒ WELDING, ~~H.S. BOLTS~~ ☒ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 16[illegible]

FIRE ZONE: 3 | TYPE OF CONST.: I | OCC.: B2

BLDG. AREA: 67246 | NO. STORIES: 2 | TOT. 81

PLAN CHK. RECP'T. NO. & AMT.: 18279 807

PLANS CHECKED: John Costa

PLANS APPROVED: John Costa

PLOT PLAN CHK'D & APPR'D: R. Koon

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID AND RECEIPT IS ACKNOWLEDGED AS PROVIDED.

SIGNATURE OF DEPT. OF REP. DEPUTY: R. Koon

DATE: 8/19/

122 2222 ** 1615.50

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME: Betty Fowler Bergeron.

MAIL ADDRESS: 9222 Fermi Ave

CITY: San Diego — TEL. NO. BR 70361

ARCHITECT or ENGINEER: X

STREET ADDRESS:

STATE LICENSE NO. — TEL. NO.

BUILDING CONTRACTOR: Rand-Fletcher Const. Co.

STREET ADDRESS: 3211 Jefferson St.

CITY: S.D. 10 — TEL. NO. 247-1651

STATE LICENSE NO. 168772

as per attached

JOB DESCRIPTION

LEGAL DESCRIPTION

LOT | BLOCK | TRACT

WORK TO BE DONE: Move in tack room. New fdn. Repair & alter.

NEW ☐ ADD ☐ | ALTER ☐ REPAIR ☐ | DEMOLISH ☐ MOVE ☒

~~RESIDENTIAL~~ ☐ NON-RESIDENTIAL ☒ | NUMBER OF STORIES 1 | NUMBER OF DWELLING UNITS 1

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL

STATEMENT OF PROPOSED USE: Tack Room

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT: Betty Fowler Bergeron

ADDRESS: 9222 Fermi Ave S.D.

EVIDENCE OF AGENCY NOTED ______

PLOT PLAN CHECK & APPROVED ______ [initials]

HEALTH DEPT. APPROVAL ______

Subj to Zone Var.

PLAN FILE NUMBER: 5894-B — BUILDING PERMIT NUMBER: [illegible]

JOB ADDRESS: 312 W. Camino del [illegible]

SIDE YARD: 10% width — SET BACK: 15' — REAR YARD: [illegible]

USE ZONE: R1A — MAP NO. 5-257 — VACANT SITE YES / NO

BLS CODE: 027 — ECONOMIC LOCATION EA. LBD. TAX — CENSUS TRACT [illegible]

BUILDING AREA: — — LOT AREA: — — VARIANCE NO. [illegible] 27[illegible]

Encroachment Permit Req'd. Yes ☐ No ☒ — PERMIT NUMBER — ST. GRADE CHECK

METER SIZE — CLEARANCE: No Charge — CHECKED BY

REQUESTED METER LOCATION: EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTH[ER]

TYPE OF CONNECTION — BOOK PAGE — VERIFIED BY

FIRE ZONE 1 2 (3) — Type of Construction I II III IV V — STREET IMPROVED

SPECIAL INSPECTOR REQ'D. YES ☐ NO ☐ — OCCUPANCY GROUP A B C D E F G H (I)

PLAN CHECKED BY — ~~PLAN CHECK~~ RECEIPT NO. 834[illegible]

		NO. OF BLDGS.	PER/BLDG.	TOTAL
1	BUILDING VALUATION	1	225.00	[illegible]
2	BUILDING PERMIT FEE		$2.50	
3	~~LESS~~ ~~PLAN CHECK~~ FEE		~~[illegible]~~	
4	SUB-TOTAL OF 2—3		—	
5	PLUS SEWER FEE		—	
6	AMOUNT DUE 4 + 5			2.5[illegible]

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPRO[VED]

THIS PERMIT DOES NOT BECOM[E] UNTIL SIGNED BY THE DIREC[TOR] BUILDING INSPECTION, OR HIS [...] AND FEES ARE PAID, AND RE[...] ACKNOWLEDGED IN SPACE PR[...]

By: [initials]

Date: 8/21/59

INSPECTOR

FORM

Building Permit Application | APPLICANT FILL INSIDE HEAVY LINES

PLAN FILE NUMBER 5899-A | BLDG. PERMIT NUMBER 04 05 2000

OWNER'S NAME Betty Fowler Bergeron

MAIL ADDRESS 9222 Fermi Ave

CITY San Diego | TEL. NO. BR 70361

ARCHITECT or ENGINEER

STREET ADDRESS

STATE LICENSE NO. | TEL. NO.

BUILDING CONTRACTOR Rand Fletcher Constr Co

STREET ADDRESS 3211 Jefferson St

CITY S D 10 | TEL. NO. Cy 7 1651

STATE LICENSE NO. 168772

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds If Necessary)

LOT | BLOCK | TRACT

BUILDING ADDRESS 312 W Camino del Rio

NEW ☐ ADD ☒ | ALTER ☐ REPAIR ☐ | DEMOLISH ☐ MOVE ☐

RESIDENTIAL ☐ NON-RESIDENTIAL ☒ | NUMBER OF STORIES 1 | NUMBER OF DWELLING UNITS 1

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL

STATEMENT OF PROPOSED USE

Build Fireplace

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT Betty Fowler Bergeron

ADDRESS 9222 Fermi Ave S.D.

EVIDENCE OF AGENCY NOTED

PLOT PLAN CHECK & APPROVED

HEALTH DEPT. APPROVAL

JOB ADDRESS 312 W Camino del Rio		
SIDE YARD 0 To wall	SET BACK 15'	REAR YARD 25'
USE ZONE R1A	MAP NO. 257	VACANT SITE YES / NO
BLS CODE 027	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT
BUILDING AREA —	LOT AREA —	VARIANCE NO. C-270
Encroachment Permit Req'd. Yes ☐ No ☐	PERMIT NUMBER	ST. GRADE CHECK
METER SIZE —	CLEARANCE —	CHECKED BY: —
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE ☐ OF PROPERTY	OTHER
TYPE OF CONNECTION —	BOOK PAGE —	VERIFIED BY —
FIRE ZONE 1 2 (3)	Type of Construction I II III IV (V)	STREET IMPROVED YES / NO
SPECIAL INSPECTOR REQ'D. YES ☐ NO ☒	OCCUPANCY GROUP A B C D E F G H (I) J	
PLAN CHECKED BY ak	PLAN CHECK RECEIPT NO.	

BUILDING VALUATION $400

BUILDING PERMIT FEE $3.00

LESS PLAN-CHECK FEE

SEWER FEE

AMOUNT DUE $3.00

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VA[LID] UNTIL SIGNED BY THE DIRECTOR [OF] BUILDING INSPECTION, OR HIS DEPU[TY] AND FEES ARE PAID, AND RECEIPT ACKNOWLEDGED IN SPACE PROVID[ED]

By: ak

Date: 9/1/59

INSPECTOR

BARCO INC. - OAKLAND

FORM NO.

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS 312 HOTEL CIRCLE NO.

PLAN FILE NO. 1608-D

PERMIT NO. E 45060

OWNER

NAME (OR NAME OF BUSINESS) PLAZA ANNEX CORP.

MAILING ADDRESS (NUMBER) (STREET) SUITE 900 US NATIONAL BLDG 1010 SECOND AVE

TELEPHONE NUMBER

CITY SAN DIEGO

DESIGNER

NAME

ADDRESS (NUMBER) (STREET)

TELEPHONE NUMBER

CITY

BUILDER

NAME LONG & LONG CONST. CO. INC.

ADDRESS (NUMBER) (STREET) 8519 ABLETT RD

TELEPHONE NUMBER 448-6900

CITY SANTEE

STATE LICENSE NUMBER 186397

CLASS NO B-1

CITY LICENSE NUMBER 6720

JOB LOCATION

LOT 41 BLOCK SUBDIVISION

HOTEL CIRCLE NO.

JOB ADDRESS 312 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE [ ] COMPACTED FILL [ ] LOOSE FILL

NO OF EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK

WORK TO BE DONE: NEW / ADD / ALTER REPAIR / MOVE DEMOLISH

DESCRIBE Move BLDG TO NEW LOCATION NEW FOUNDATION & Repairs for

EXISTING USE OF BUILDING OR PROPERTY STORAGE BLDG

PROPOSED USE OF BUILDING OR PROPERTY SAME

NON RESIDENTIAL / [X] RESIDENTIAL — NUMBER OF DWELLING UNITS 1

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

DATE SIGNED 1-22-69

SIGNATURE (OWNER OR AGENT) CR Wilson

AGENT FOR LONG & LONG CONST. CO. INC.

ADDRESS 8519 ABLETT RD SANTEE

COUNTY SANITATION DISTRICT RECEIPT NO.

PRIVATE DISPOSAL APPROVAL

HEALTH DEPT APPROVAL:

SPRINKLERS REQD FOR

IN-258 (REV 6-68)

PLANNING

COUNCIL LANDUSE

USE ZONE R-1-40

CENSUS TRACT 1.54

B C CODE 022

VARIANCE NO

SETBACK FRONT YARD 25

REAR YD 30

SIDE YD (INT.) 10

SIDE YD (STR.) -

LOT AREA

ALLOW. COVERAGE 30 %

TOTAL AREA COVERED SQ. FT.

LOT SPLIT DATE

ENG.

CURB TO P.L. F. S

STREET IMPROV'E [X] YES [ ] NO

ENCR. PERMIT [ ] YES [ ] NO

CHECKED BY

WATER

METER SIZE

SERVICE SIZE

CLEARANCE

CHECKED BY

REMARKS

SEWER

NO ADDITIONAL CONNECTIONS REQ'D.

TYPE CONN.

CHECKED BY

REMARKS

	NO UNITS	PER UNIT	TOTAL
VALUATION OF WORK			400.00

FUND & ACC'T.		
	PLAN CHECK FEE	
	SUPPLEMENTAL PLAN CHK. FEE	
	BUILDING PERMIT FEE	3.00
100 7342	SUB-TOTAL	3.00
506	SEWER FEE	
500 29080	WATER FEE	

TOTAL FEES DUE 3.00

SPECIAL INSPECTOR REQ'D. FOR
- [ ] CONCRETE
- [ ] MASONRY
- [ ] WELDING, H.S. BOLTS
- [ ] PILE DRIVING
- [ ] OTHER

FIRE ZONE 3

TYPE OF CONST. V-N

OCCUP. GRP. J

BLDG. AREA 299

NO. STORIES 1

TOT. FLR. AREA 299

PLAN CHK. RECPT. NO & AMT. 03069 15.00

DATE 1-24-69

PLANS CHECKED B Walker DATE 2/22/69

PLANS APPROVED B Walker DATE 2/22/69

PLOT PLAN CHK'D & APPR'D B Walker DATE 2/22/69

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT OF INSP DEPUTY

INSPECTOR

DATE 3/6/69

04 05 2000

CITY OF SAN DIEGO, INSPECTION DEPARTMENT

BUILDING PERMIT APPLICATION FORM 123846 A **9817**

PLEASE PRINT HEAVILY FOR PROPER CARBON REGISTRATION

1. NAME OF OWNER
FIRST MIDDLE INITIAL LAST
Charles H. Brown

2. ADDRESS—ENTER ONLY STREET BLDG. WILL FRONT ON. DO NOT ENTER HOUSE NO.
HOUSE NO. 500
STREET Hotel Circle ~~W. Camino Del Rio~~

3. NAME OF CONTRACTOR (IF NOT SAME AS ITEM NO. 1 ABOVE)

4. PRESENT MAILING ADDRESS OF OWNER
RT 1 Box 100
S.D. 10.

5. APPLICANT'S TELEPHONE NUMBER
W 1616

6. TYPE OF BUILDING TO BE CONSTRUCTED
☐ DWELLING WITH GARAGE
☐ DWELLING WITHOUT GARAGE
APARTMENT HOUSE SPECIFY NO. UNITS____
OTHER (SPECIFY) Motel Hotel

7. TYPE OF CONSTRUCTION (SPECIFY WHETHER FRAME, BRICK, ETC.)
Frame Siding.

8. LOCATION OF WATER METER
EXISTING CONNECTION IF AVAILABLE ☐
CENTER LINE OF PROPERTY ☐
IF OTHER LOCATION IS DESIRED SPECIFY AS, FOR EXAMPLE, 20 FEET FROM EAST PROPERTY LINE, ETC.

9. SIZE OF WATER METER DESIRED
5/8" ☐ 3/4" ☐ 1" ☐
OTHER

10. COMPLETE LEGAL DESCRIPTION OF PROPERTY (ATTACH SEPARATE DESCRIPTION IF NECESSARY)
LOT BLOCK ADDITION OR SUBDIVISION
Por. 4 Pork Pl. 1105

11. VALUATION OF BUILDING
$4800

I hereby certify that to the best of my knowledge and belief the above application is correct and that the above described construction will comply with all laws, and that no persons will be employed for this work in violation of the labor code of the State of California relating to workmen's compensation insurance.

12. SIGNATURE OF APPLICANT
Charles H. Brown

13. DATE
7/7/53

INSPECTION DEPARTMENT
JUL

04 05 2000

17566

JOB ADDRESS		PLAN FILE NO.
HOUSE NO. 500	STREET Hotel Circle / W Camino Del Rio	NO PLAN FILE NO. ☒

APPLICATION FOR BUILDING PERMIT

BUILDING INSPECTION DEPARTMENT - CITY OF SAN DIEGO

APPLICANT: PRINT WITHIN HEAVY LINES ONLY

COMPLETE LEGAL DESCRIPTION OF PROPERTY

LOT	BLOCK	ADDITION OR SUBDIVISION
Por P.L. 1105 / Por Lot 5		

TYPE OF BUILDING TO BE CONSTRUCTED

DWELLING ☐ GARAGE ☐	OTHER: Fence · Lanai
NUMBER OF FAMILIES	IS THERE AN EXISTING BUILDING NOW ON THIS SITE? YES ☒ NO ☐
NUMBER OF STORIES	IF "YES" IS IT: RESIDENTIAL ☒ COMMERCIAL ☐ OTHER ☐

CLASS OF WORK		FLOOR SPACE IN SQ. FT.	VALUATION OF JOB
NEW ☒	REPAIR ☐	500' Fence	$800.00
ADDITION ☐	MOVE ☐		
ALTERATION ☐	DEMOLISH ☐		

OWNER — NAME AND MAILING ADDRESS: Town & Country Hotel, 500 W Camino Del Rio — TEL. NO. CY 87131

CONTRACTOR — NAME AND ADDRESS: Same — STATE LICENSE NO. — TEL. NO.

I HEREBY CERTIFY THAT THE ABOVE APPLICATION IS CORRECT, THAT CONSTRUCTION WILL COMPLY WITH ALL LAWS, AND I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE STATE OF CALIFORNIA LABOR CODE RELATING TO WORKMAN'S COMPENSATION INSURANCE.

SIGNATURE OF APPLICANT: Charles H. Henry — DATE: 6/15/54

FOR PLANNING COMMISSION USE ONLY

DIS CODE	CENSUS TRACT	USE ZONE	BY	DATE
36	U84	R C M P / 1 2 4 / a b c	HA	6/18/54

FOR BUILDING INSPECTION DEPARTMENT USE ONLY

TYPE OF CONSTRUCTION: I II III IV V	VALUATION OF JOB: $1200.00
FIRE RESISTANCE 1 HR N	
OCCUPANCY GROUP: A B C D E F G H I J — DIVISION 1 2 3 4	

FIRE ZONE	DATE	BY
1 2 3	6-18-54	G Moranta

FORM 11 5-54

04 05 2000

37754

JOB ADDRESS		PLAN FILE NO.
HOUSE NO. 500	STREET W. Hal... Camino Del Rio	8589
		NO PLAN FILE NO. ☐

APPLICATION FOR BUILDING PERMIT

BUILDING INSPECTION DEPARTMENT · CITY OF SAN DIEGO

APPLICANT: PRINT WITHIN HEAVY LINES ONLY

COMPLETE LEGAL DESCRIPTION OF PROPERTY

LOT	BLOCK	ADDITION OR SUBDIVISION
Por. Pl. 1105		

TYPE OF BUILDING TO BE CONSTRUCTED

DWELLING ☐ GARAGE ☐	OTHER: [illegible]
NUMBER OF FAMILIES —	IS THERE AN EXISTING BUILDING NOW ON THIS SITE? YES ☒ NO ☐
NUMBER OF STORIES —	IF "YES" IS IT: RESIDENTIAL ☐ COMMERCIAL ☑ OTHER ☐

CLASS OF WORK		FLOOR SPACE IN SQ. FT.	VALUATION OF JOB
NEW ☑	REPAIR ☐	—	6000.00
ADDITION ☐	MOVE ☐		
ALTERATION ☐	DEMOLISH ☐		

OWNER — NAME AND MAILING ADDRESS	Charles Brown Co 500 W. Camino Del Rio
TEL. NO.	
CONTRACTOR — NAME AND ADDRESS	[illegible]
STATE LICENSE NO.	TEL. NO.

I HEREBY CERTIFY THAT THE ABOVE APPLICATION IS CORRECT, THAT CONSTRUCTION WILL COMPLY WITH ALL LAWS, AND I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE STATE OF CALIFORNIA LABOR CODE RELATING TO WORKMAN'S COMPENSATION INSURANCE.

SIGNATURE OF APPLICANT	DATE
[illegible signature]	May 8/56

FOR PLANNING COMMISSION USE ONLY

... CODE	CENSUS TRACT	USE ZONE	BY	DATE
36	89	R C M P 1 2 4 a b c	7	5/8/56

FOR BUILDING INSPECTION DEPARTMENT USE ONLY

TYPE OF CONSTRUCTION	VALUATION OF JOB
I II III IV V	6000.00
FIRE RESISTANCE 1 HR N	
OCCUPANCY GROUP A B C D E F G H I J — DIVISION 1 2 3 4	

FIRE ZONE	DATE	BY
1 2 3	5-16-56	[illegible]

FORM 11 5-54

13103

04 05 2000

JOB ADDRESS

HOUSE NO.	STREET	PLAN FILE NO.
500	W. Camino Del Rio (Hotel Circle)	NO PLAN FILE NO. ☒

APPLICATION FOR BUILDING PERMIT

BUILDING INSPECTION DEPARTMENT · CITY OF SAN DIEGO

APPLICANT: PRINT WITHIN HEAVY LINES ONLY

COMPLETE LEGAL DESCRIPTION OF PROPERTY

LOT	BLOCK	ADDITION OR SUBDIVISION

TYPE OF BUILDING TO BE CONSTRUCTED

DWELLING ☐
GARAGE ☐

OTHER: Signs (2) replace old signs on private Property.

NUMBER OF FAMILIES

IS THERE AN EXISTING BUILDING NOW ON THIS SITE? YES ☐ NO ☐

NUMBER OF STORIES

IF "YES" IS IT RESIDENTIAL ☐ COMMERCIAL ☐ OTHER ☐

CLASS OF WORK

NEW ☐ REPAIR ☐
ADDITION ☐ MOVE ☐
ALTERATION ☐ DEMOLISH ☐

FLOOR SPACE IN SQ. FT.

VALUATION OF JOB: 350.00

OWNER — NAME AND MAILING ADDRESS: Town & Country Hotel. 500 W. Camino Del Rio.

TEL. NO.

CONTRACTOR — NAME AND ADDRESS: Martin Neon Co 4714 Felton

STATE LICENSE NO. 103616 TEL. NO. AT. 2-0177

I HEREBY CERTIFY THAT THE ABOVE APPLICATION IS CORRECT, THAT CONSTRUCTION WILL COMPLY WITH ALL LAWS, AND I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE STATE OF CALIFORNIA LABOR CODE RELATING TO WORKMAN'S COMPENSATION INSURANCE.

SIGNATURE OF APPLICANT: L. H. Martin

DATE: 6/22/56

FOR PLANNING COMMISSION USE ONLY

BIS CODE	CENSUS TRACT	USE ZONE	BY	DATE
36		R C M P 1 2 4 a b c	JH	6/22/56

FOR BUILDING INSPECTION DEPARTMENT USE ONLY

TYPE OF CONSTRUCTION: I II III IV V

FIRE RESISTANCE: 1 HR N

OCCUPANCY GROUP: A B C D E F G H I J

DIVISION 1 2 3 4

VALUATION OF JOB: $350.00

FIRE ZONE	DATE	BY
1 2 3		CMB

FORM 11 5-54

B 94511

04 05 2000

JOB ADDRESS

HOUSE NO.	STREET	PLAN FILE NO.
500	Hotel Circle W. Camino Del Rio	NO PLAN FILE NO. ☒

APPLICATION FOR BUILDING PERMIT

BUILDING INSPECTION DEPARTMENT · CITY OF SAN DIEGO

APPLICANT: PRINT WITHIN HEAVY LINES ONLY

COMPLETE LEGAL DESCRIPTION OF PROPERTY

LOT	BLOCK	ADDITION OR SUBDIVISON

TYPE OF BUILDING TO BE CONSTRUCTED

DWELLING ☐
GARAGE ☐

OTHER: Sign 2 X 2' Parking For Hotel Guest Only

NUMBER OF FAMILIES:

IS THERE AN EXISTING BUILDING NOW ON THIS SITE? YES ☐ NO ☐

NUMBER OF STORIES:

IF "YES" IS IT RESIDENTIAL ☐ COMMERCIAL ☐ OTHER ☐

CLASS OF WORK

NEW ☐	REPAIR ☐	FLOOR SPACE IN SQ. FT.	VALUATION OF JOB: 150 ^{00}
ADDITION ☐	MOVE ☐		
ALTERATION ☐	DEMOLISH ☐		

OWNER — NAME AND MAILING ADDRESS: Town & Country Hotel

TEL. NO.

CONTRACTOR — NAME AND ADDRESS: Martin Neon Co. 4714 Felton

STATE LICENSE NO. 108610 TEL. NO. 282-0122

I HEREBY CERTIFY THAT THE ABOVE APPLICATION IS CORRECT, THAT CONSTRUCTION WILL COMPLY WITH ALL LAWS, AND I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE STATE OF CALIFORNIA LABOR CODE RELATING TO WORKMAN'S COMPENSATION INSURANCE.

SIGNATURE OF APPLICANT: L. H. Hart

DATE

FOR PLANNING COMMISSION USE ONLY

BIS CODE	CENSUS TRACT	USE ZONE	BY	DATE
36		R C M P / 1 2 4 / a b c	[illegible]	7/12/57

FOR BUILDING INSPECTION DEPARTMENT USE ONLY

TYPE OF CONSTRUCTION: I II III IV V

FIRE RESISTANCE: 1 HR N

OCCUPANCY GROUP: A B C D E F G H I J

DIVISION: 1 2 3 4

VALUATION OF JOB: 150

FIRE ZONE	DATE	BY
1 2 3	7/15/57	WTR

FORM 11 8-54

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME	TOWN & COUNTRY MOTEL Hotel Circle
MAIL ADDRESS	500 WEST ~~CAMINO DEL RIO~~ Hotel Circle
CITY	SAN DIEGO
TEL. NO.	
ARCHITECT or ENGINEER	
STREET ADDRESS	
STATE LICENSE NO.	
TEL. NO.	
BUILDING CONTRACTOR	ELECTRICAL PRODUCTS CORP
STREET ADDRESS	1710 KETTNER BLVD.
CITY	SAN DIEGO
TEL. NO.	BE-3-7565
STATE LICENSE NO.	

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds if Necessary)		
LOT	BLOCK	TRACT
BUILDING ADDRESS 500 WEST CAMINO DEL RIO		
NEW ☐ ADD ☐	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☐	NUMBER OF STORIES	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE

POST SIGN

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT John Edwards

ADDRESS 1710 Kettner Blvd.

EVIDENCE OF AGENCY NOTED

POST PLAN CHECK & APPROVED

HEALTH DEPT APPROVAL

12	PLAN FILE NUMBER	BUILDING PERMIT NUMBER A10231
JOB ADDRESS 500 WEST ~~CAMINO DEL RIO~~ Hotel Circle		
SIDE YARD 10'	SET BACK 15'	REAR YARD 25'
USE ZONE R-1A	MAP NO. 5-257	VACANT SITE YES ☐ NO ☐
BLS CODE 0	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT U-89
BUILDING AREA —	LOT AREA —	VARIANCE NO. 9399
Encroachment Permit Req'd. Yes ☐ No ☐	PERMIT NUMBER	ST. GRADE CHECK
METER SIZE —	CLEARANCE —	CHECKED BY: —
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE OF PROPERTY ☐	OTHER
TYPE OF CONNECTION —	BOOK PAGE —	VERIFIED BY —
FIRE ZONE 1 2 3	Type of Construction I II III IV V	STREET IMPROVED YES ☑ NO ☐
SPECIAL INSPECTOR REQ'D. YES ☐ NO ☐	OCCUPANCY GROUP A B C D E F G H I J	
PLAN CHECKED BY D B Haller	PLAN CHECK RECEIPT NO.	
BUILDING VALUATION $4500.00		
BUILDING PERMIT FEE $22.00		
LESS PLAN-CHECK FEE		
SEWER FEE		
AMOUNT DUE $22.00		

INSPECTION: BLDG. PLMB. ... ENG. WATER ...

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: D B Haller

Date: 12/30/58

12-30-58

INSPECTOR

FORM NO. 286

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME	Town and Country
MAIL ADDRESS	[illegible] Camino Del Rio
CITY	San Diego [illegible]
TEL. NO.	[illegible]
ARCHITECT or ENGINEER	Robert [illegible]
STREET ADDRESS	[illegible] Avenue, [illegible]
STATE LICENSE NO.	[illegible]
TEL. NO.	[illegible]
BUILDING CONTRACTOR	
STREET ADDRESS	
CITY	
TEL. NO.	
STATE LICENSE NO.	

PLAN FILE NUMBER 8057-A

BUILDING PERMIT NUMBER A32109

JOB ADDRESS 500 ~~[illegible]~~ W. Camino Del Rio Hotel Circle

SIDE YARD 10%	SET BACK 15'	REAR YARD 25
USE ZONE R-1A	MAP NO. 12	VACANT SITE YES ☐ NO ☒
BLS CODE 027	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT U-89
BUILDING AREA [illegible]	LOT AREA 40%	VARIANCE NO. 9379
Encroachment Permit Req'd. Yes ☐ No ☒	PERMIT NUMBER	ST. GRADE CHECK [illegible]
METER SIZE —	CLEARANCE —	CHECKED BY: —

PLANNING / ENG. / WATER

REQUESTED METER LOCATION — EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTHER

TYPE OF CONNECTION —	BOOK PAGE —	VERIFIED BY —

SEW'R

FIRE ZONE 1 2 (3)	Type of Construction I II III IV (V)	STREET IMPROVED YES ☒ NO ☐
SPECIAL INSPECTOR REQ'D. YES ☐ NO ☐	OCCUPANCY GROUP A B C D E F G H I J — O 3	
PLAN CHECKED BY [signature]	PLAN CHECK RECEIPT NO. 410	

INSPECTION

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds If Necessary)

LOT [illegible] BLOCK [illegible] TRACT [illegible]

BUILDING ADDRESS [illegible] Camino Del Rio

NEW ☐ ADD ☒	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☒	NUMBER OF STORIES [illegible]	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

BUILDING VALUATION	14,312.xx
BUILDING PERMIT FEE	$57.00
LESS PLAN-CHECK FEE	$23.00 $23.00
SEWER FEE	—
AMOUNT DUE	$34.00

STATEMENT OF PROPOSED USE

Additional [illegible] club house.

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT X Town & Country [illegible] Charles [illegible]

ADDRESS 500 W Camino Del Rio

EVIDENCE OF AGENCY NOTED [initials]

PLOT PLAN CHECK & APPROVED [initials]

HEALTH DEPT. APPROVAL

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: C. M. Isaak

Date: 8/18/60

INSPECTOR

UARCO INC. - OAKLAND 88989

FORM NO. 288

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

PLAN FILE NUMBER 8057-A

BUILDING PERMIT NUMBER A33553

OWNER'S NAME	TOWN & COUNTRY DEVELOPMENT CO.
MAIL ADDRESS	504 W. Camino Del Rio
CITY	San Diego
TEL. NO.	CY-8-2131
ARCHITECT or ENGINEER	Robert L. Jones.
STREET ADDRESS	415 Hale Ave, Escondido
STATE LICENSE NO.	9849
TEL. NO.	
BUILDING CONTRACTOR	
STREET ADDRESS	
CITY	
TEL. NO.	
STATE LICENSE NO.	

JOB ADDRESS	500 W/ Hotel Circle
SIDE YARD	10%
SET BACK	15
REAR YARD	25
USE ZONE	R-1A
MAP NO.	12
VACANT SITE	YES ☐ NO ☑
BLS CODE	027
ECONOMIC LOCATION	EA. LBD. TAX
CENSUS TRACT	U-89
BUILDING AREA	330#
LOT AREA	40%
VARIANCE NO.	9399
Encroachment Permit Req'd.	Yes ☐ No ☒
PERMIT NUMBER	—
ST. GRADE CHECK	
METER SIZE	—
CLEARANCE	—
CHECKED BY:	—
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTHER
TYPE OF CONNECTION	
BOOK PAGE	—
VERIFIED BY	—
FIRE ZONE	1 2 (3)
Type of Construction	I II III IV (V)
STREET IMPROVED	YES ☑ NO ☐
SPECIAL INSPECTOR REQ'D.	YES ☐ NO ☒
OCCUPANCY GROUP	A B C D E F G (H) I J
PLAN CHECKED BY	L. Becker
PLAN CHECK RECEIPT NO.	
BUILDING VALUATION	$3,000.00
BUILDING PERMIT FEE	$14.00
LESS PLAN-CHECK FEE	—
SEWER FEE	—
AMOUNT DUE	14,00

PLANNING · ENG. · WATER · SEW'R · INSPECTION

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds If Necessary)

LOT 4	BLOCK	TRACT Pueblo Lot 1100

BUILDING ADDRESS 504 W. Camino Del Rio

NEW ☐ ADD ☒	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☒	NUMBER OF STORIES 1	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE

Addition of toilet facilities to existing permit A-32108

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT Charles H. Brace

ADDRESS 504 W. Camino Del Rio

EVIDENCE OF AGENCY NOTED

PLOT PLAN CHECK & APPROVED

HEALTH DEPT. APPROVAL

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: Conrad

Date: 9/30/60

INSPECTOR

WASCO INC. · OAKLAND

FORM NO. 238

04 05 2000

Building Permit Application

· APPLICANT FILL INSIDE HEAVY LINES

PLAN FILE NUMBER 8517-A

BUILDING PERMIT NUMBER A34690

OWNER'S NAME	[illegible]
MAIL ADDRESS	Hotel Circle [illegible] Camino Del Rio
CITY	San Diego
TEL. NO.	[illegible]
ARCHITECT or ENGINEER	[illegible]
STREET ADDRESS	3522 Buena Vista Ave.
STATE LICENSE NO.	[illegible]
TEL. NO.	[illegible]
BUILDING CONTRACTOR	
STREET ADDRESS	
CITY	
TEL. NO.	
STATE LICENSE NO.	

JOB ADDRESS Hotel Circle [illegible] Camino Del Rio		
SIDE YARD 10'6	SET BACK 15'	REAR YARD 25'
USE ZONE R-1A	MAP NO. 257	VACANT SITE YES ☐ NO ☒
BLS CODE 027	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT 4-89
BUILDING AREA 612	LOT AREA 40%	VARIANCE NO.
Encroachment Permit Req'd. Yes ☐ No ☒	PERMIT NUMBER —	ST. GRADE CHECK [illegible]
METER SIZE —	CLEARANCE —	CHECKED BY: —
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE OF PROPERTY ☐	OTHER
TYPE OF CONNECTION —	BOOK PAGE —	VERIFIED BY —
FIRE ZONE 1 2 (3)	Type of Construction I II III IV (V)	STREET IMPROVED YES ☒ NO ☐
SPECIAL INSPECTOR REQ'D. YES ☐ NO ☒	OCCUPANCY GROUP A B C D E F G H I J (2)	
PLAN CHECKED BY [signature]	PLAN CHECK RECEIPT NO. 9453	

PLANNING · ENG. · WATER · SEW'R · INSPECTION

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds If Necessary)

LOT [illegible] BLOCK TRACT [illegible]

BUILDING ADDRESS [illegible] Camino Del Rio

NEW ☐ ADD ☒	ALTER ☒ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☒	NUMBER OF STORIES [illegible]	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

BUILDING VALUATION	$ [illegible]
BUILDING PERMIT FEE	26.00
LESS PLAN-CHECK FEE	10.00
SEWER FEE	
AMOUNT DUE	$16.00

STATEMENT OF PROPOSED USE

Convert [illegible]

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT [signature]

ADDRESS 500 W Camino Del Rio

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: [signature]

Date: 11/2/[illegible]

INSPECTOR

EVIDENCE OF AGENCY NOTED [initials]

PLOT PLAN CHECK & APPROVED [initials]

HEALTH DEPT. APPROVAL

FORM NO. 888

04 05 2000

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME	TOWN & COUNTRY DEV. CO
MAIL ADDRESS	500 W. CAMINO DEL RIO
CITY	SAN DIEGO
TEL. NO.	CY-8-7131
ARCHITECT or ENGINEER	M. D. RUBENSTEIN
STREET ADDRESS	3557 BUENA VISTA
STATE LICENSE NO.	12224
TEL. NO.	
BUILDING CONTRACTOR	
STREET ADDRESS	
CITY	
TEL. NO.	
STATE LICENSE NO.	

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds If Necessary)

LOT	4
BLOCK	
TRACT	P.L. 1105
BUILDING ADDRESS	500 W. CAMINO DEL RIO
NEW ☐ / ADD ☐	
ALTER ☒ / REPAIR ☐	
DEMOLISH ☐ / MOVE ☐	
RESIDENTIAL ☐ / NON-RESIDENTIAL ☒	
NUMBER OF STORIES	1
NUMBER OF DWELLING UNITS	0
COUNTY SANITATION DISTRICT RECEIPT NO.	
PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE In Club house

REPLACE EXISTING WINDOWS

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT [signature]

ADDRESS 500 W. Camino del Rio

EVIDENCE OF AGENCY NOTED TL

PLOT PLAN CHECK & APPROVED TL

HEALTH DEPT. APPROVAL

PLAN FILE NUMBER	8878A
BUILDING PERMIT NUMBER	83732
JOB ADDRESS	500 W ~~CAMINO DEL RIO~~ Hotel Circle
SIDE YARD	10%
SET BACK	15
REAR YARD	20
USE ZONE	R 1A
MAP NO.	12
VACANT SITE	YES ☐ NO ☐
BLS CODE	026
ECONOMIC LOCATION EA. LBD. TAX	
CENSUS TRACT	
BUILDING AREA	0
LOT AREA	40%
VARIANCE NO.	
Encroachment Permit Req'd	Yes ☐ No ☐
PERMIT NUMBER	
ST. GRADE CHECK	
METER SIZE	
CLEARANCE	
CHECKED BY:	
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTHER
TYPE OF CONNECTION	
BOOK PAGE	
VERIFIED BY	
FIRE ZONE	1 2 3 (3 circled)
Type of Construction	I II III IV V
STREET IMPROVED	YES ☐ NO ☐
SPECIAL INSPECTOR REQ'D.	YES ☐ NO ☐
OCCUPANCY GROUP	A B C D E F G H I J (B circled)
PLAN CHECKED BY	Chapman
PLAN CHECK RECEIPT NO.	
BUILDING VALUATION	600.xx
BUILDING PERMIT FEE	4.00
LESS PLAN-CHECK FEE	
SEWER FEE	
AMOUNT DUE	4.00

PLANNING · ENG. · WATER · SEW'R · INSPECTION

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: S. H. Chapman

Date: 2/1/61

INSPECTOR

FORM NO. 17-288 (7-60)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME: Town & Country Dev. Inc

MAIL ADDRESS: 500 W Camino del Rio

CITY: S.D. TEL. NO.: CY-8-7131

ARCHITECT or ENGINEER: M.D. Rubenstiem

STREET ADDRESS: 3552 Buena Vista

STATE LICENSE NO.: 12722 TEL. NO.: AC-3-1595

BUILDING CONTRACTOR

STREET ADDRESS

CITY TEL. NO.

STATE LICENSE NO.

JOB DESCRIPTION

LEGAL DESCRIPTION

LOT 4 BLOCK TRACT P.L. 1105

WORK TO BE DONE: addition

Polynesian Lanai

NEW ☐ ALTER ☐ DEMOLISH ☐
ADD ☐ REPAIR ☐ MOVE ☐

RESIDENTIAL ☐ NUMBER OF STORIES 1 NUMBER OF DWELLING UNITS 0
NON-RESIDENTIAL ☑

COUNTY SANITATION DISTRICT RECEIPT NO. PRIVATE DISPOSAL APPROVAL

STATEMENT OF PROPOSED USE

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT: Town & Country Development Inc

ADDRESS: Charles ... Pres

EVIDENCE OF AGENCY NOTED
PLOT PLAN CHECK & APPROVED
HEALTH DEPT. APPROVAL

PLAN FILE NUMBER: 8936-A
BUILDING PERMIT NUMBER: A23138

JOB ADDRESS: 500 W. Camino del Rio (Hotel Lodge)

SIDE YARD 10%	SET BACK 20	REAR YARD 25
USE ZONE R-1A	MAP NO. 257	VACANT SITE YES ☐ NO ☑
BLS CODE 027	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT U-89
BUILDING AREA	LOT AREA 40%	VARIANCE NO.
Encroachment Permit Req'd. Yes ☐ No ☐	PERMIT NUMBER	ST. GRADE CHECK
METER SIZE Existing - Hodge	CLEARANCE	CHECKED BY:

REQUESTED METER LOCATION: EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTHER

TYPE OF CONNECTION Existing	BOOK PAGE 5-1005	VERIFIED BY
FIRE ZONE 1 2 (3)	Type of Construction I II III IV (V)	STREET IMPROVED YES ☑ NO ☐

SPECIAL INSPECTOR REQ'D. YES ☐ NO ☐

OCCUPANCY GROUP A B C D E F G H (I)

PLAN CHECKED BY

PLAN CHECK RECEIPT NO. 20696

		NO. OF BLDGS.	PER/BLDG.	TOTAL FEE
1	BUILDING VALUATION	1	9600.00	
2	BUILDING PERMIT FEE			42.00
3	LESS PLAN CHECK FEE			15.00
4	SUB-TOTAL OF 2—3			
5	PLUS SEWER FEE			
6	AMOUNT DUE 4 + 5			27.00

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: T.K. Chapman

Date: 3/28/61

INSPECTOR

FORM NO.

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

PLAN FILE NUMBER 9280-A

BUILDING PERMIT NUMBER A40821

- OWNER'S NAME: Town & Country Hotel
- MAIL ADDRESS: [redacted] 500 W (Hotel Circle)
- CITY: San Diego
- TEL. NO.:
- ARCHITECT or ENGINEER:
- STREET ADDRESS:
- STATE LICENSE NO.:
- TEL. NO.:
- BUILDING CONTRACTOR: California Neon Products
- STREET ADDRESS: 4530 Mission Gorge Pl.
- CITY: San Diego
- TEL. NO.: AT 3 2191
- STATE LICENSE NO.: 176699 City Lic. #6144

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds if Necessary)

- LOT: 1105
- BLOCK:
- TRACT: Pueblo Lot
- BUILDING ADDRESS: [redacted] 500 W Hotel Circle
- NEW ☒ ADD ☐
- ALTER ☐ REPAIR ☐
- DEMOLISH ☐ MOVE ☐
- RESIDENTIAL ☐ NON-RESIDENTIAL ☐
- NUMBER OF STORIES:
- NUMBER OF DWELLING UNITS:
- COUNTY SANITATION DISTRICT RECEIPT NO.:
- PRIVATE DISPOSAL APPROVAL:

STATEMENT OF PROPOSED USE

Sign installation

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT: Calif Neon Products

ADDRESS:

EVIDENCE OF AGENCY NOTED: [illegible]

PLOT PLAN CHECK & APPROVED: [illegible]

HEALTH DEPT. APPROVAL:

- JOB ADDRESS: 500 W Hotel Circle ~~500 [illegible]~~
- SIDE YARD: 10%
- SET BACK: 15' average
- REAR YARD: 25'
- USE ZONE: R1A
- MAP NO.: 25
- VACANT SITE: YES ☐ NO ☒
- BLS CODE: Neon sign
- ECONOMIC LOCATION: EA. LBD. TAX
- CENSUS TRACT: U89
- BUILDING AREA:
- LOT AREA:
- VARIANCE NO.: C-3977
- Encroachment Permit Req'd: Yes ☐ No ☐
- PERMIT NUMBER:
- ST. GRADE CHECK:
- METER SIZE:
- CLEARANCE:
- CHECKED BY:
- REQUESTED METER LOCATION: EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTHER
- TYPE OF CONNECTION:
- BOOK PAGE:
- VERIFIED BY:
- FIRE ZONE: 1 2 3 (3)
- Type of Construction: I II III IV V
- STREET IMPROVED: YES ☐ NO ☐
- SPECIAL INSPECTOR REQ'D.: YES ☐ NO ☐
- OCCUPANCY GROUP: A B C D E F G H I J 3
- PLAN CHECKED BY: Chapman
- PLAN CHECK RECEIPT NO.:
- BUILDING VALUATION: $2000.00
- BUILDING PERMIT FEE: 11.00
- LESS PLAN-CHECK FEE: —
- SEWER FEE: —
- AMOUNT DUE: 11.00

PLANNING | ENG. | WATER | SEWER | INSPECTION

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: S T H Chapman

Date: 5/18/61

INSPECTOR

FORM NO. 17-258 (7-60)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME: Town & Country Development, Inc.

MAIL ADDRESS: 500 Hotel Circle

CITY: S.D. TEL. NO.: CY. 8-7131

~~ARCHITECT~~ or ENGINEER: MARTIN RUBENSTEIN

STREET ADDRESS: 3552 BUENA VISTA AVE.

STATE LICENSE NO.: 12224 TEL. NO.: HO 3-1595

BUILDING CONTRACTOR: Chas. H. Brown

STREET ADDRESS: 500 Hotel Circle

CITY: S.D. TEL. NO.: CY. 8-7131

STATE LICENSE NO.: 83802

JOB DESCRIPTION

LEGAL DESCRIPTION: PUEBLO LOT 1105

LOT 9 BLOCK TRACT

WORK TO BE DONE: OFFICE ADDITION

NEW ☐ ADD ☑ ALTER ☐ REPAIR ☐ DEMOLISH ☐ MOVE ☐

RESIDENTIAL ☐ NON-RESIDENTIAL ☑ NUMBER OF STORIES: 1 NUMBER OF DWELLING UNITS

COUNTY SANITATION DISTRICT RECEIPT NO. PRIVATE DISPOSAL APPROVAL

STATEMENT OF PROPOSED USE: Offices

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT: Town & Country Development Co. by Charles H. Brown

ADDRESS: 500 Hotel Circle

EVIDENCE OF AGENCY NOTED: AKB.

PLOT PLAN CHECK & APPROVED

HEALTH DEPT. APPROVAL

PLAN FILE NUMBER: 9907-A BUILDING PERMIT NUMBER: A45012

JOB ADDRESS: 500 Hotel Circle

SIDE YARD: 10% SET BACK: 20' REAR YARD: 25

USE ZONE: R-1A MAP NO.: 259-A VACANT SITE YES ☐ NO ☑

BLS CODE: 027 ECONOMIC LOCATION EA. LBD. TAX CENSUS TRACT: 4-89

BUILDING AREA: 2244 LOT AREA CPC 4284 VARIANCE NO. 14113 - 9399

Encroachment Permit Req'd. Yes ☐ No ☐ PERMIT NUMBER ST. GRADE CHECK

PLANNING ENG.

METER SIZE: Exstg CLEARANCE: No Charge CHECKED BY:

REQUESTED METER LOCATION: EXISTING ☒ CENTER LINE OF PROPERTY ☐ OTHER

WATER

TYPE OF CONNECTION: Exstg BOOK PAGE VERIFIED BY

SEWER

FIRE ZONE: 1 2 3 (3 circled) Type of Construction: I II III IV V (V circled) STREET IMPROVED YES ☑ NO ☐

SPECIAL INSPECTOR REQ'D. YES ☐ NO ☐ OCCUPANCY GROUP: A B C D E F G H I J (F circled) 2

PLAN CHECKED BY: [signature] PLAN CHECK RECEIPT NO.: 25421

INSPECTION

		NO. OF BLDGS.	PER/BLDG.	TOTAL FEE
1	BUILDING VALUATION		19,800	~~[illegible]~~
2	BUILDING PERMIT FEE		72.00	~~60.00~~
3	LESS PLAN CHECK FEE		19.00	19.00
4	SUB-TOTAL OF 2—3			
5	PLUS SEWER FEE			
6	AMOUNT DUE 4 + 5			53.00

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: [signature]

Date: 9/18/61

INSPECTOR

FORM NO. 288

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME	Town & Country Development, Inc.
MAIL ADDRESS	500 Hotel Circle
CITY	S.D.
TEL. NO.	CY-8-7131
~~ARCHITECT~~ or ENGINEER	MARTIN RUBENSTEIN
STREET ADDRESS	3552 BUENA VISTA AVE.
STATE LICENSE NO.	12224
TEL. NO.	403-1595
BUILDING CONTRACTOR	chas. H. Brown
STREET ADDRESS	500 Hotel Circle
CITY	S.D.
TEL. NO.	CY-8-7131
STATE LICENSE NO.	83802

JOB DESCRIPTION

LEGAL DESCRIPTION PUEBLO LOT 1105

LOT — BLOCK — TRACT

WORK TO BE DONE

COFFEE SHOP

NEW ☒ ADD ☐	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☒	NUMBER OF STORIES 1	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE Coffee Shop.

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT Town & Country Development Inc. by Charles H. Brown

ADDRESS 500 Hotel Circle

EVIDENCE OF AGENCY NOTED

PLOT PLAN CHECK & APPROVED

HEALTH DEPT. APPROVAL

PLAN FILE NUMBER	9906-A
BUILDING PERMIT NUMBER	A45339
JOB ADDRESS	500 W. Camino del Rio
SIDE YARD	10%
SET BACK	20'
REAR YARD	25
USE ZONE	R-1A
MAP NO.	259-A
VACANT SITE	YES ☐ NO ☐
BLS CODE	027
ECONOMIC LOCATION	EA. LBD. TAX
CENSUS TRACT	4-89
BUILDING AREA	967
LOT AREA	40%
VARIANCE NO.	C-14244
Encroachment Permit Req'd.	Yes ☐ No ☒
PERMIT NUMBER	—
ST. GRADE CHECK	
METER SIZE	—
CLEARANCE	—
CHECKED BY:	—
REQUESTED METER LOCATION:	EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTHER
TYPE OF CONNECTION	—
BOOK PAGE	—
VERIFIED BY	—
FIRE ZONE	1 2 (3)
Type of Construction	I II III IV (V)
STREET IMPROVED	YES ☒ NO ☐
SPECIAL INSPECTOR REQ'D.	YES ☐ NO ☒
OCCUPANCY GROUP	A B C D E F G H I J — F-2
PLAN CHECKED BY	[illegible signature]
PLAN CHECK RECEIPT NO.	25420

PLANNING — ENG. — WATER — SEWER — INSPECTION

		NO. OF BLDGS.	PER/BLDG.	TOTAL FEE
1	BUILDING VALUATION		8500	[illegible]
2	BUILDING PERMIT FEE		38.00	[illegible]
3	LESS PLAN CHECK FEE			9.00
4	SUB-TOTAL OF 2—3			
5	PLUS SEWER FEE			
6	AMOUNT DUE 4 + 5		29.00	

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: T. B. Chapman

Date: 9/26/61

INSPECTOR

FORM NO.

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME	Town & Country Development Inc
MAIL ADDRESS	500 Hotel Circle
CITY	S.D.
TEL. NO.	298-7131
DESIGNER / ENGINEER	E.D. Hayward & Assocs
STREET ADDRESS	3748-6th Ave
STATE LICENSE NO.	
TEL. NO.	297-6-6119
BUILDING CONTRACTOR	Charles H. Brown
STREET ADDRESS	500 Hotel Circle
CITY	S.D.
TEL. NO.	298-7131
STATE LICENSE NO.	83807

PLAN FILE NUMBER	9920-A
BUILDING PERMIT NUMBER	A4617
JOB ADDRESS	500 Hotel Circle
SIDE YARD	10%
SET BACK	15' or average
REAR YARD	
USE ZONE	R1A
MAP NO.	259A
VACANT SITE	YES ☐ NO ☐
BLS CODE	06
ECONOMIC LOCATION	EA. LDD. TAX
CENSUS TRACT	U-89
BUILDING AREA	5030
LOT AREA	
VARIANCE NO.	CUP-4244 9-6-61
Encroachment Permit Req'd	Yes ☐ No ☐
PERMIT NUMBER	
ST. GRADE CHECK	
METER SIZE	EXIST
CLEARANCE	—
CHECKED BY	
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE ☐ OTHER OF PROPERTY
TYPE OF CONNECTION	EXIST
BOOK PAGE	5/1005
VERIFIED BY	JW
FIRE ZONE	1 2 3 (3 circled)
Type of Construction	I II III IV V (V circled)
STREET IMPROVED	YES ☐ NO ☐
SPECIAL INSPECTOR REQ'D.	YES ☐ NO ☐
OCCUPANCY GROUP	A B C D E F G H I J (H circled)
PLAN CHECKED BY	Whitelaw
PLAN CHECK RECEIPT NO.	25429
BUILDING VALUATION	~~41,000~~ 59,750
BUILDING PERMIT FEE	182.00 ~~152.00~~
LESS PLAN-CHECK FEE	45.00
SEWER FEE	
AMOUNT DUE	137.00

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds If Necessary)

Portion of lot / BLOCK	
TRACT	P.L. 1105
ADDRESS OF WORK	500 Hotel Circle
NEW / ADD	ALTER ☐ REPAIR ☐ DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☒ NON-RESIDENTIAL ☐	NUMBER OF STORIES 2
NUMBER OF DWELLING UNITS	12
COUNTY SANITATION DISTRICT RECEIPT NO	
PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE

12 Hotel Units

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Town & Country Development Inc

SIGNATURE OF OWNER or AGENT: Charles H. Brown

ADDRESS: 500 Hotel Circle

EVIDENCE OF AGENCY NOTED
PLOT PLAN CHECK & APPROVED: BW
HEALTH DEPT. APPROVAL

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: B Whitelaw

Date: 10/20/61

INSPECTOR

FORM NO. 17-250 (7-60)

0 0 5 8

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME	Town & Country Development, Inc
MAIL ADDRESS	500 Hotel Circle
CITY	S.D.
TEL. NO.	CY-8-7131
ARCHITECT or ENGINEER	Designer: E.D. Hayward & Assoc
STREET ADDRESS	3748 - 6th Ave
STATE City LICENSE NO.	22158
TEL. NO.	CY-6-6119
BUILDING CONTRACTOR	Chas. H. Brown
STREET ADDRESS	500 Hotel Circle
CITY	S.D
TEL. NO.	CY-8-7131
STATE LICENSE NO.	83807

JOB DESCRIPTION

LEGAL DESCRIPTION	
LOT / BLOCK	[illegible]
TRACT	PL. # 1105
WORK TO BE DONE	[illegible] Hotel Addition

NEW ☑ ADD ☐	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☑ NON-RESIDENTIAL ☐	NUMBER OF STORIES 2	NUMBER OF DWELLING UNITS ~~80~~ 68
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE: Motel - Hotel

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT: Town & Country Development by Charles H. Brown

ADDRESS: 500 Hotel Circle

PLAN FILE NUMBER	9920 A	BUILDING PERMIT NUMBER	A46117		
JOB ADDRESS	500 Hotel Circle				
SIDE YARD	10%	SET BACK	15' average	REAR YARD	25
USE ZONE	R-1A	MAP NO.	259 A	VACANT SITE	YES ☐ NO ☒
BLS CODE	06	ECONOMIC LOCATION EA. LBD. TAX		CENSUS TRACT	U-89
BUILDING AREA	24,800	LOT AREA		VARIANCE NO.	CU 4744 9-6-61
Encroachment Permit Req'd. Yes ☐ No ☐		PERMIT NUMBER		ST. GRADE CHECK	244
METER SIZE	Exist	CLEARANCE		CHECKED BY	[illegible]
REQUESTED METER LOCATION	EXISTING ☐	CENTER LINE OF PROPERTY ☐		OTHER	
TYPE OF CONNECTION	Exist	BOOK PAGE	5/1005	VERIFIED BY	[illegible]
FIRE ZONE	1 2 (3)	Type of Construction	I II III IV (V)	STREET IMPROVED	YES ☑ NO ☐
SPECIAL INSPECTOR REQ'D.	YES ☐ NO ☐	OCCUPANCY GROUP	A B C D E F G (H) I J		
PLAN CHECKED BY	Whitelaw	PLAN CHECK RECEIPT NO.	25429		

PLANNING / ENG. / WATER / SEWR / INSPECTION

		NO. OF BLDGS.	PER/BLDG.	TOTAL FEE
1	BUILDING VALUATION	278,800	[illegible]	
2	BUILDING PERMIT FEE			~~397.00~~
3	LESS PLAN CHECK FEE			110.00
4	SUB-TOTAL OF 2--3			
5	PLUS SEWER FEE			
6	AMOUNT DUE 4+5			420.50

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: B. Whitelaw

Date: 10/20/61

INSPECTOR

EVIDENCE OF AGENCY NOTED
PLOT PLAN CHECK & APPROVED [illegible]
HEALTH DEPT. APPROVAL

FORM NO. 408

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

PLAN FILE NUMBER 8715-A

BUILDING PERMIT NUMBER [illegible]

OWNER'S NAME	T[illegible] & C[illegible]NTRY DEVEL[illegible] CO. [illegible]
MAIL ADDRESS	500 W. Camino del Rio
CITY	San Diego
TEL. NO.	CY-[illegible]-7131
ARCHITECT or ENGINEER	[illegible]
STREET ADDRESS	3552 Buena Vista, Lemon Grove.
STATE LICENSE NO.	1222[illegible]
TEL. NO.	[illegible]
BUILDING CONTRACTOR	
STREET ADDRESS	
CITY	
TEL. NO.	
STATE LICENSE NO.	

JOB ADDRESS 500 W. Camino del Rio — Hotel Circle

SIDE YARD 10%	SET BACK 15'	REAR YARD 25'
USE ZONE R1A	MAP NO. 12	VACANT SITE YES ☐ NO ☐
BLS CODE 027	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT U-89
BUILDING AREA add. 1007	LOT AREA 40%	VARIANCE NO.
Encroachment Permit Req'd. Yes ☐ No ☒	PERMIT NUMBER	ST. GRADE CHECK
METER SIZE Exist	CLEARANCE	CHECKED BY:

PLANNING / ENGI. / WATER

REQUESTED METER LOCATION: EXISTING ☒ CENTER LINE OF PROPERTY ☐ OTHER

TYPE OF CONNECTION Exist.	BOOK PAGE	VERIFIED BY
FIRE ZONE 1 2 (3)	Type of Construction I II III IV (V)	STREET IMPROVED YES ☐ NO ☐

SEW'R

SPECIAL INSPECTOR REQ'D. YES ☐ NO ☒

OCCUPANCY GROUP A B C D E (F) G (H) I J

PLAN CHECKED BY R. WHITELAW

PLAN CHECK RECEIPT NO. 9573

INSPECTION

		NO. OF BLDGS.	PER/BLDG.	TOTAL FEE
1	BUILDING VALUATION	1	15,656.	
2	BUILDING PERMIT FEE		60.00	
3	LESS PLAN CHECK FEE		25.00	
4	SUB-TOTAL OF 2—3			
5	PLUS SEWER FEE			
6	AMOUNT DUE 4 + 5			35.00

JOB DESCRIPTION

LEGAL DESCRIPTION

LOT [illegible] BLOCK TRACT [illegible] 1105

WORK TO BE DONE

A[illegible] to kitchen area.

NEW ☐ ADD ☒	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☒	NUMBER OF STORIES 1	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE

Kitchen expansion

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT Town & Country Development Inc [signature]

ADDRESS 500 W. Camino Del [illegible]

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: [signature]

Date: 4/19/61

INSPECTOR

EVIDENCE OF AGENCY NOTED [initials]

PLOT PLAN CHECK & APPROVED [initials]

HEALTH DEPT. APPROVAL

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

PLAN FILE NUMBER 10367-A

BUILDING PERMIT NUMBER A47632

OWNER'S NAME	Town & Country Dev. Inc
MAIL ADDRESS	500 Hotel Circle
CITY	S.D.
TEL. NO.	298-7131
ARCHITECT or ENGINEER	
STREET ADDRESS	
STATE LICENSE NO.	
TEL. NO.	
BUILDING CONTRACTOR	Design Const. Co.
STREET ADDRESS	500 Hotel Circle
CITY	S.D.
TEL. NO.	298-7131
STATE LICENSE NO.	

JOB ADDRESS 500 Hotel Circle		
SIDE YARD 10%	SET BACK 15' ont	REAR YARD 25
USE ZONE R-1A	MAP NO. 459	VACANT SITE YES ☐ NO ☒
BLS CODE 027	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT 21-89
BUILDING AREA —	LOT AREA 4	VARIANCE NO. —
Encroachment Permit Req'd Yes ☐ No ☒	PERMIT NUMBER —	ST. GRADE CHECK —
METER SIZE —	CLEARANCE —	CHECKED BY: —
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE ☐ OF PROPERTY	OTHER
TYPE OF CONNECTION —	BOOK PAGE —	VERIFIED BY —
FIRE ZONE 1 2 (3)	Type of Construction I II III IV (V)	STREET IMPROVED YES ☒ NO ☐
SPECIAL INSPECTOR REQ'D. YES ☐ NO ☒	OCCUPANCY GROUP A B C D E F G (H) I J	
PLAN CHECKED BY Morante	PLAN CHECK RECEIPT NO.	

PLANNING · ENG. · WATER · SEWR · INSPECTION

JOB DESCRIPTION

LEGAL DESCRIPTION (Attach Metes & Bounds If Necessary)

LOT Portion Lot 4 TRACT P.L. 1105

BUILDING ADDRESS 500 Hotel Circle

NEW ☐ ADD ☐	ALTER ☒ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☒	NUMBER OF STORIES 1	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

BUILDING VALUATION	3400.00
BUILDING PERMIT FEE	18.00
LESS PLAN-CHECK FEE	~~5.00~~
SEWER FEE	
AMOUNT DUE	18.00

STATEMENT OF PROPOSED USE

No Structural Change

Alterations to Lobby

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT E. D. Hayward

ADDRESS 500 Hotel Circle

EVIDENCE OF AGENCY NOTED [initials]

PLOT PLAN CHECK & APPROVED [initials]

HEALTH DEPT. APPROVAL

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: ARKosh

Date: 12/7/61

INSPECTOR

FORM NO. 17-288 (7-60)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME: Town & Country Hotel

MAIL ADDRESS: 500 Hotel Circle

CITY: S.D. TEL. NO.: 29-8-7131

ARCHITECT or ENGINEER:

STREET ADDRESS:

STATE LICENSE NO.: TEL. NO.:

BUILDING CONTRACTOR: Design Const Co.

STREET ADDRESS: 500 Hotel Circle

CITY: S.D. TEL. NO.:

STATE LICENSE NO.:

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds If Necessary)

LOT: A BLOCK: TRACT: PL. 1105

BUILDING ADDRESS: 500 Hotel Circle

NEW ☐	ADD ☐	ALTER ☐	REPAIR ☐	DEMOLISH ☐	MOVE ☐

RESIDENTIAL ☐ NON-RESIDENTIAL ☒ NUMBER OF STORIES: 1 NUMBER OF DWELLING UNITS:

COUNTY SANITATION DISTRICT RECEIPT NO.: PRIVATE DISPOSAL APPROVAL:

STATEMENT OF PROPOSED USE Bldg # 17

Demonstration of Bldg.

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT: E. D. Hayward

ADDRESS: 500 Hotel Circle

EVIDENCE OF AGENCY NOTED: [initials]

PLOT PLAN CHECK & APPROVED: [initials]

HEALTH DEPT. APPROVAL:

PLAN FILE NUMBER: 10462-A BUILDING PERMIT NUMBER: A485

JOB ADDRESS: 500 Hotel Circle

SIDE YARD: 10/10	SET BACK: 20	REAR YARD: 25
USE ZONE: R4A	MAP NO.: —	VACANT SITE YES ☐ NO ☐
BLS CODE: 025	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT: —
BUILDING AREA: —	LOT AREA: —	VARIANCE NO.: —
Encroachment Permit Req'd Yes ☐ No ☐	PERMIT NUMBER	ST. GRADE CHECK
METER SIZE: —	CLEARANCE: —	CHECKED BY: —

REQUESTED METER LOCATION: EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTHER

TYPE OF CONNECTION: —	BOOK PAGE: —	VERIFIED BY: —
FIRE ZONE 1 2 (3)	Type of Construction I II III IV (V)	STREET IMPROVED YES ☐ NO ☐

SPECIAL INSPECTOR REQ'D. YES ☐ NO ☒ OCCUPANCY GROUP A B C D E F G (H) I J

PLAN CHECKED BY: [initials] PLAN CHECK RECEIPT NO.:

BUILDING VALUATION	250.00
BUILDING PERMIT FEE	2.50
LESS PLAN-CHECK FEE	
SEWER FEE	
AMOUNT DUE	2.50

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: A. K. Hanks

Date: 1/10/62

INSPECTOR

FORM NO. 17-253 (7-60)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME Town & Country Hotel

MAIL ~~ADDRESS~~ 500 Hotel Circle

CITY | TEL. NO. CY 8-7131

ARCHITECT or ENGINEER

STREET ADDRESS

STATE LICENSE NO. | TEL. NO.

BUILDING CONTRACTOR Design Const Co

STREET ADDRESS 500 Hotel Circle

CITY | TEL. NO. CY 8-7131

STATE LICENSE NO.

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds If Necessary)

LOT Por 4 BLOCK | TRACT P.L. 1105

BUILDING ADDRESS

NEW ☐ ADD ☐	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☑	NUMBER OF STORIES	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE Bldg "J"

Owner's Enlarging Bldg

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT C. W. Hayward

ADDRESS 500 Hotel Circle

EVIDENCE OF AGENCY NOTED

PLOT PLAN CHECK & APPROVED

HEALTH DEPT. APPROVAL

PLAN FILE NUMBER 104624 | BUILDING PERMIT NUMBER A48512

JOB ADDRESS 500 Hotel Circle

SIDE YARD 10%	SET BACK 20	REAR YARD 25
USE ZONE R-1A	MAP NO. —	VACANT SITE YES ☐ NO ☑
BLS CODE 025	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT —
BUILDING AREA —	LOT AREA —	VARIANCE NO. —
Encroachment Yes ☐ Permit Req'd No ☐	PERMIT NUMBER —	ST. GRADE CHECK —
METER SIZE —	CLEARANCE	CHECKED BY —
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE ☐ OF PROPERTY	OTHER
TYPE OF CONNECTION —	BOOK PAGE —	VERIFIED BY —
FIRE ZONE 1 2 (3)	Type of Construction I II III IV (V)	STREET IMPROVED YES ☑ NO ☐
SPECIAL INSPECTOR REQ'D. YES ☐ NO ☑	OCCUPANCY GROUP A B C D E F G (H) I J	
PLAN CHECKED BY CB	PLAN CHECK RECEIPT NO.	

PLANNING | ENG. | WATER | SEW'R | INSPECTION

BUILDING VALUATION	250
BUILDING PERMIT FEE	2.50
LESS PLAN-CHECK FEE	
SEWER FEE	
AMOUNT DUE	2.50

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

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By: A R Banks

Date: 1/10/62

INSPECTOR

FORM NO. 17-250 (7-60)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME	Town & Country Hotel
MAIL ADDRESS	500 Hotel circle
CITY	TEL. NO. 2-(-8-7131
ARCHITECT or ENGINEER	
STREET ADDRESS	
STATE LICENSE NO.	TEL. NO.
BUILDING CONTRACTOR	Design Const. Co.
STREET ADDRESS	500 Hotel Circle
CITY	TEL. NO. 2-8-8-7131
STATE LICENSE NO.	

JOB DESCRIPTION

LEGAL DESCRIPTION: (Attach Metes & Bounds if Necessary)

LOT Port of 4 BLOCK TRACT Pl. 1105

BUILDING ADDRESS 500 Hotel circle

NEW ☐ ADD ☐	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON RESIDENTIAL ☐	NUMBER OF STORIES	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE Bldg # 2

Veneer Exterior of Bldg.

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT J. W. Hayward

ADDRESS 500 Hotel circle

EVIDENCE OF AGENCY NOTED ________

PLOT PLAN CHECK & APPROVED ________

HEALTH DEPT. APPROVAL ________

PLAN FILE NUMBER 1042-H	BUILDING PERMIT NUMBER	F48513
JOB ADDRESS 500 Hotel Circle		
SIDE YARD 10%	SET BACK 20	REAR YARD 25
USE ZONE R-1H	MAP NO. —	VACANT SITE YES ☐ NO ☐
BLS CODE 025	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT —
BUILDING AREA —	LOT AREA —	VARIANCE NO. —
Encroachment Permit Req'd Yes ☐ No ☐	PERMIT NUMBER	ST. GRADE CHECK
METER SIZE	CLEARANCE —	CHECKED BY: —
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE OF PROPERTY ☐	OTHER
TYPE OF CONNECTION	BOOK PAGE —	VERIFIED BY —
FIRE ZONE 1 2 3	Type of Construction I II III IV V	STREET IMPROVED YES ☐ NO ☐
SPECIAL INSPECTOR REQ'D. YES ☐ NO ☑	OCCUPANCY GROUP A B C D E F G H I J	
PLAN CHECKED BY	PLAN CHECK RECEIPT NO.	
BUILDING VALUATION		250.00
BUILDING PERMIT FEE		2.50
LESS PLAN-CHECK FEE		
SEWER FEE		
AMOUNT DUE		2.50

PLANNING ENG. WATER SEWER INSPECTION

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

JAN 12 62 ***2.50

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: A.R. Blasko

Date: 1/10/62

INSPECTOR

FORM NO. 17-280 (7-60)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER'S NAME	Town & Country Hotel
MAIL ADDRESS	500 Hotel Circle
CITY	TEL. NO. 298-7131
ARCHITECT or ENGINEER	M. Rubenstein
STREET ADDRESS	2545 - 4th
STATE LICENSE NO. 1222	TEL. NO. BE
BUILDING CONTRACTOR	Design Const. Co.
STREET ADDRESS	500 Hotel Circle
CITY SD	TEL. NO. 298-7131
STATE LICENSE NO.	83802 - 67265

JOB DESCRIPTION

LEGAL DESCRIPTION (Attach Metes & Bounds if Necessary)

LOT	BLOCK	TRACT Pl. 1105
BUILDING ADDRESS	500 Hotel Circle

NEW ☒ ADD ☐	ALTER ☐ REPAIR ☐	DEMOLISH ☐ MOVE ☐
RESIDENTIAL ☐ NON-RESIDENTIAL ☒	NUMBER OF STORIES 2	NUMBER OF DWELLING UNITS
COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL	

STATEMENT OF PROPOSED USE

Equipment Bldg.

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE OF OWNER or AGENT: E. D. Hayward

ADDRESS: 500 Hotel Circle

EVIDENCE OF AGENCY NOTED: [initials]

PLOT PLAN CHECK & APPROVED: [initials]

HEALTH DEPT. APPROVAL

	PLAN FILE NUMBER 10464-A	BUILDING PERMIT NUMBER
JOB ADDRESS	500 Hotel Circle	A49003
SIDE YARD 10%	SET BACK 20	REAR YARD 25
USE ZONE R-1H	MAP NO. —	VACANT SITE YES ☐ NO ☒
BLS CODE 025	ECONOMIC LOCATION EA. LBD. TAX	CENSUS TRACT —
BUILDING AREA 432 sq. ft.	LOT AREA —	VARIANCE NO. —
Encroachment Permit Req'd Yes ☐ No ☒	PERMIT NUMBER —	ST. GRADE CHECK
METER SIZE —	CLEARANCE —	CHECKED BY:
REQUESTED METER LOCATION	EXISTING ☐ CENTER LINE OF PROPERTY ☐ OTHER	
TYPE OF CONNECTION	BOOK PAGE	VERIFIED BY
FIRE ZONE 1 2 (3)	Type of Construction I II III IV V N	STREET IMPROVED YES ☒ NO ☐
SPECIAL INSPECTOR REQ'D. YES ☐ NO ☒	OCCUPANCY GROUP A B C D E (F) G H I	
PLAN CHECKED BY WHITELAW	PLAN CHECK RECEIPT NO. 55776	
BUILDING VALUATION	5,184	
BUILDING PERMIT FEE	26.00	
LESS PLAN-CHECK FEE	8.00	
SEWER FEE		
AMOUNT DUE	$18.00	

PLANNING / ENG. / WATER / SEWER / INSPECTION

ATTENTION:

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

By: W A Miller

Date: 1-26-62

INSPECTOR

FORM NO. 17-288 (7-60)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS, INC.

MAILING ADDRESS: 500 W. HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 298-7131

DESIGNER

NAME: HENDRICK & MOCK ARCHITECTS

ADDRESS: 3901 ADAMS AVENUE

CITY: SAN DIEGO — TELEPHONE NUMBER: 283-5419

BUILDER

NAME:

ADDRESS:

CITY: — TELEPHONE NUMBER:

STATE LICENSE NUMBER — CLASS

JOB LOCATION

Portion of Lot 4 - Partition of Pueblo Lot 1166

500 HOTEL CIRCLE West

XX — COMPACTED FILL — LOOSE FILL

NO. BUILDINGS ON LOT AND USE: 27 Hotel Units, restaurant, motel rms, etc.

PROPOSED WORK

WORK TO BE DONE: XX ADD, XX ALTER, XX REPAIR, XX DEMOLISH

DESCRIBE: Remodel and extend existing offices and lobby

EXISTING USE OF BUILDING OR PROPERTY: Lobby & Offices of Exist. Hotel

PROPOSED USE OF BUILDING OR PROPERTY: Same

XX NON RESIDENTIAL — RESIDENTIAL — NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 11/7/68

AGENT FOR: HENDRICK AND MOCK, ARCHITECTS

ADDRESS: 3901 ADAMS AVENUE, SAN DIEGO, CA.

COUNTY SANITATION DISTRICT RECEIPT NO — PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: — SPRINKLERS REQ'D FOR:

PARCEL NO.

IN-258 REV. 1-67

JOB ADDRESS: 500 Hotel Circle West

COORD. INDEX: 26-1714	PLAN FILE NO.: 157020	PERMIT NO: E 38413
USE ZONE: R.1-40	SETBACK FRONT YARD: 30	LOT AREA
CENSUS TRACT: U-89	REAR YD: —	ALLOW. COVERAGE: 30 %
B.C. CODE: 22	SIDE YD. INT.: —	TOTAL AREA COVERED SQ. FT.
VARIANCE NO	SIDE YD. STR.: —	LOT SPLIT DATE

PLANNING

CURB TO P.L.	STREET APPROVED	ENCR. PERMIT	CHECKED BY
	YES / NO	YES / NO	[initials]
METER SIZE	SERVICE SIZE	CLEARANCE: [signature]	CHECKED BY: [initials]

ENG. / WATER

REMARKS:

NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN.: [handwritten]	CHECKED BY: [initials]

SEWER

REMARKS: Subject to location by contr. availability

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		40,000.00	40,000.—
PLAN CHECK FEE	FUND & ACCT	58.00	
SUPPLEMENTAL PLAN CHK. FEE			
BLDG NO PERMIT FEE			116.—
SUB TOTAL	100 / 7540		116.—
SEWER PERMIT FEE	100 / 2310	2.50	
SEWER FEE	506 / 7243		
WATER FEE	500 / 7908		

SPECIAL INSPECTOR REQ'D FOR	TOTAL FEES DUE		116.00
CONCRETE	FIRE ZONE	TYPE OF CONST.: V N	OCCUP. GRP.: F 2
MASONRY			
WELDING, H.S. BOLTS	BLDG. AREA: ADD 640	NO. STORIES: 1	TOT. FLR. AREA: ADD 640
PRE. DR. VING			
OTHER	PLAN CHK. RECP'T. NO. & AMT.: 96711 58.00		DATE

INSPECTION

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

	DATE
PLANS CHECKED: [signature]	12-4-68
PLANS APPROVED: [signature]	1-3-69
PLOT-PLAN CHK'D & APP'D: [signature]	1/3/69

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE DIRECTOR OR HIS DEPUTY: [signature]

DATE: 1/3/69 — INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC.
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE
CITY: SAN DIEGO
TELEPHONE NUMBER:

DESIGNER
NAME: HENDRICK & MOCK-ARCH.
ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE.
CITY: SAN DIEGO
TELEPHONE NUMBER: 283-5411

BUILDER
NAME: Nielsen Const. Co
ADDRESS (NUMBER) (STREET): P.O. Box 10767
CITY: S.D.
TELEPHONE NUMBER: 291-6330
STATE LICENSE NUMBER: 156587
CLASS NO: B-1
CITY LICENSE NUMBER: 1745

JOB LOCATION
LOT: 4 Portion of
BLOCK:
SUBDIVISION: PUEBLO LOT 1105 Map. 6274
UNIT:
JOB ADDRESS: 500 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: [X] NATURAL [ ] COMPACTED FILL [ ] LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: 2 [illegible] FOR LODGING EATING & CONV.

PROPOSED WORK
WORK TO BE DONE: [X] NEW [ ] ADD [ ] ALTER [ ] REPAIR [ ] MOVE [ ] DEMOLISH
DESCRIBE: CONSTRUCT A NEW BUILDING TO HOUSE MECHANICAL EQUIPMENT
EXISTING USE OF BUILDING OR PROPERTY: LODGING & EATING
PROPOSED USE OF BUILDING OR PROPERTY: BUILDING FOR HEATING & A.C. EQUIPMENT
[X] NON RESIDENTIAL [ ] RESIDENTIAL NUMBER OF DWELLING UNITS:

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Joseph B. Stephens
DATE SIGNED: MAR. 13, 1969
AGENT FOR: HENDRICK & MOCK-ARCH
ADDRESS: 3901 ADAMS AVE.

COUNTY SANITATION DISTRICT RECEIPT NO.:
PRIVATE DISPOSAL APPROVAL:
HEALTH DEPT. APPROVAL:
SPRINKLERS REQD FOR:

PARCEL NO.:

JOB ADDRESS: 500 Hotel Circle N

COORD. INDEX: 216-1716
PLAN FILE NO.: 1734-D
PERMIT NO.: E48612

PLANNING
USE ZONE: ~~R-5~~
SETBACK FRONT YARD: 25'
LOT AREA:
CENSUS TRACT: 0.89
REAR YD.: ~~20~~ 25'
ALLOW. COVERAGE: 35 %
B.C. CODE: 22-A
SIDE YD. (INT.): ~~10'~~ 25'
TOTAL AREA COVERED: SQ. FT.
VARIANCE NO.: C-8976
SIDE YD. (STR.):
LOT SPLIT DATE:

ENG.
CURB TO P.L. F S.
STREET IMPROV'D [ ] YES [ ] NO
ENCR. PERMIT [ ] YES [ ] NO
CHECKED BY:

WATER
METER SIZE: Exist
SERVICE SIZE:
CLEARANCE:
CHECKED BY:
REMARKS:

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D:
TYPE CONN.: Exist
CHECKED BY:
REMARKS: Subject to location by cont. & suitability

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		~~3,000~~.00	5000.00
PLAN CHECK FEE	FUND & ACC'T.	90¢ 7.50	7.50
SUPPLEMENTAL PLAN CHK. FEE			
BUILDING PERMIT FEE			18.00
SUB TOTAL	100 7342		19.50
SEWER PERMIT FEE	100 7348	~~2.50~~	
SEWER FEE	506 7743		
WATER FEE	500 7908		

SPECIAL INSPECTOR REQ'D. FOR: [ ] CONCRETE [ ] MASONRY [ ] WELDING, H.S. BOLTS [ ] PILE DRIVING OTHER

TOTAL FEES DUE: 19.50

FIRE ZONE: 3
TYPE OF CONST: III
OCCUP. GRP.: F-2
BLDG. AREA: 324
NO. STORIES: 1
TOT. FLR. AREA: 3240
PLAN CHK. RECPT. NO. & AMT.: 7697 7.50
DATE: 3/17/69
PLANS CHECKED: GEO. MORANTE
DATE: 3/22/69
PLANS APPROVED: G. Morante
DATE: 4/4/69
PLOT PLAN CHK'D & APPR'D: J. Reed
DATE: 4/4/69

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF BLDG. INSPEC. DEPUTY: J. Reed
DATE: 4/4/69
INSPECTOR

4-4-69 12337 ** 19.50

15-258 (REV. 1-67)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTELS, INC.
MAILING ADDRESS (NUMBER) (STREET): 500 W. HOTEL CIRCLE
CITY: SAN DIEGO, CALIFORNIA — TELEPHONE NUMBER: 298-7131

DESIGNER
NAME: HENDRICK & MOCK ARCHITECTS
ADDRESS (NUMBER) (STREET): 3901 ADAMS AVENUE
CITY: SAN DIEGO, CALIF. — TELEPHONE NUMBER: 283-5419

BUILDER
NAME: Nielsen Const Co
ADDRESS (NUMBER) (STREET): P.O. Box 10767
CITY: San Diego — TELEPHONE NUMBER: 291-6330
STATE LICENSE NUMBER: 156587 — CLASS. NO.: B-1 — CITY LICENSE NUMBER: 1745

LOT: 4 — BLOCK: — SUBDIVISION: PUEBLO LOT — UNIT: 1105
500 W. HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: & XX COMPACTED FILL — LOOSE FILL
EXISTING BUILDINGS ON LOT AND USE: 26 Bldgs lodging, eating, & convening
WORK TO BE DONE: XX NEW / ADD — ALTER / REPAIR — XX MOVE / DEMOLISH

PROPOSED WORK
DESCRIBE: Construct a new coffee shop after removing existin ldgs indicated
EXISTING USE OF BUILDING OR PROPERTY: Lodging & Eating
PROPOSED USE OF BUILDING OR PROPERTY: Eating Establishment
XX NON RESIDENTIAL — RESIDENTIAL — NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Joseph L. Stephens — DATE SIGNED: 2/11/69
AGENT FOR: ATLAS HOTELS INC.
ADDRESS: 500 W. HOTEL CIRCLE

COUNTY SANITATION DISTRICT RECEIPT NO. — PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL: — SPRINKLERS REQD FOR:

N 258 (REV. 1-67)

PARCEL NO.

JOB ADDRESS: 500 W. Hotel Circle
COORD. INDEX: 216-1716 — PLAN FILE NO.: 16851-D — PERMIT NO.: E49387

PLANNING
USE ZONE: R-5 — SETBACK FRONT YARD: 25' — LOT AREA:
CENSUS TRACT: 11.89 — REAR YD: 10% max 25 — ALLOW. COVERAGE: 35 %
B.C. CODE: 018 — SIDE YD. (INT.): 10% max 25 — TOTAL AREA COVERED: 9239 SQ. FT.
VARIANCE NO. — SIDE YD. (STR.) — LOT SPLIT DATE

ENG.
CURB TO P.L. — STREET IMPROV'D ☐ YES ☐ NO — ENCR. PERMIT ☐ YES ☐ NO — CHECKED BY: VJS

WATER
METER SIZE: 2-6" 7 MCF — SERVICE SIZE — CLEARANCE — CHECKED BY: MJ
REMARKS: w/DF Existing

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D — TYPE CONN. — CHECKED BY: MJ
REMARKS: Previously paid on PF 15396-D; 1499 Mission Valley Rd

	FUND & ACC'T	NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			42,700 00	123,000 -
PLAN CHECK FEE	119 25 - 61 75			57 50
SUPPLEMENTAL PLAN CHK. FEE				
BUILDING PERMIT FEE				238 50
SUB TOTAL	100 7342			296 00
SEWER PERMIT FEE	100 7346		2	
SEWER FEE	500 7743			
WATER FEE	500 7908			

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 296 00
FIRE ZONE: 3 — TYPE OF CONST.: V 1HR — OCCUP. GRP.: B-2
BLDG. AREA: 6750 — NO. STORIES: 1 — TOT. FLR. AREA: 6750
PLAN CHK. RECP'T. NO. & AMT.: 03200 61 75 — DATE: 2-11-69

INSPECTION

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: A. Kaya — DATE: 3-17-69
PLANS APPROVED: A. Kaya — DATE: 4/10/69
PLOT PLAN CHK'D & APPR'D: J. Reed — DATE: 4/10/69

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
DIRECTOR OF DEPT. OF INSP. DEPUTY: J. Reed
DATE: 4/10/69 — INSPECTOR

04 05 2000

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC.
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE
CITY: SAN DIEGO, CALIF — TELEPHONE NUMBER: 298-7151

DESIGNER
NAME: HENDRICK & MOCK A.I.
ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE
CITY: SAN DIEGO, CALIF — TELEPHONE NUMBER: 283-5449

BUILDER
NAME: NIELSEN COAST CO.
ADDRESS (NUMBER) (STREET): P.O. BOX 10767
CITY: SAN DIEGO — TELEPHONE NUMBER: 291-6330
STATE LICENSE NUMBER: 156587 — CLASS NO: B-1 — CITY LICENSE NUMBER: 1745

JOB LOCATION
LOT / BLOCK / SUBDIVISION / UNIT: POR LOT 4 PUEBLO LOT 1105
JOB ADDRESS: 500 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ☒ NATURAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK
WORK TO BE DONE: ☒ NEW ☐ ADD ☐ ALTER ☐ REPAIR ☐ MOVE ☐ DEMOLISH
DESCRIBE: LIGHT STORAGE BUILDING
EXISTING USE OF BUILDING OR PROPERTY: HOTEL
PROPOSED USE OF BUILDING OR PROPERTY: HOTEL
☒ NON RESIDENTIAL ☐ RESIDENTIAL — NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 2-27-69
AGENT FOR: ATLAS HOTELS INC.
ADDRESS: 500 HOTEL CIRCLE

COUNTY SANITATION DISTRICT RECEIPT NO. — PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL: — SPRINKLERS REQD FOR:

IN-258 (REV. 1-67)

PARCEL NO.

JOB ADDRESS: 500 HOTEL CIRCLE

CE ORD. INDEX: 916-1716 — PLAN FILE I.D.: 17124-0 — PERMIT NO. E 50332

PLANNING
USE ZONE: R-5 — SETBACK FRONT YARD: 30 — LOT AREA
CENSUS TRACT: 4-89 — REAR YD: 25 — ALLOW. COVERAGE: 35 %
B.C. CODE: 032 — SIDE YD. (INT.): 10 — TOTAL AREA COVERED SQ. FT.
VARIANCE NO: — — SIDE YD. (STR.): — — LOT SPLIT DATE: —

ENG.
CURB TO P.L. — STREET IMPROV'D ☐ YES ☐ NO — ENCR. PERMIT ☐ YES ☐ NO — CHECKED BY

WATER
METER SIZE — SERVICE SIZE — CLEARANCE — CHECKED BY
REMARKS

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D — TYPE CONN. — CHECKED BY
REMARKS

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			10000	13810
PLAN CHECK FEE	FUND & ACC'T	2250-16		16
SUPPLEMENTAL PLAN CHK. FEE				
BUILDING PERMIT FEE				35
SUB TOTAL	100 7342			51
SEWER PERMIT FEE	100 7348		2 50	
SEWER FEE	506 7743			
WATER FEE	500 7968			
SPECIAL INSPECTOR REQ'D FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER		TOTAL FEES DUE		51 00

FIRE ZONE: 3 — TYPE OF CONS: V-N — OCCUP. GRP.: F-2
BLDG AREA: 2020/2500 — NO. STORIES: 2 — TOT. FLR. AREA: 3460/2500
PLAN CHK. RECPT. NO. & AMT.: 07648 16 50 — DATE: 2-28-69
PLANS CHECKED: Paul F. Jacob — DATE: 4/1/69
PLANS APPROVED: Paul F. Jacob — DATE: 4/17/69
PLOT PLAN CHK'D & APPR'D: [signature] — DATE: 4/1/69

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DIRECTOR OR DEPUTY: [signature]
DATE: 4/1/69
INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): TOWN & COUNTRY MOTEL

MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE

CITY: SAN DIEGO

TELEPHONE NUMBER:

DESIGNER

NAME:

ADDRESS (NUMBER) (STREET):

CITY:

TELEPHONE NUMBER:

BUILDER

NAME: NEPTUNE POOL CO.

ADDRESS (NUMBER) (STREET): 2383 WILLOW GLEN

CITY: EL CAJON CAL.

TELEPHONE NUMBER: 447-1638

STATE LICENSE NUMBER: 243431

CLASS NO: C-53

CITY LICENSE NUMBER: 34127

JOB LOCATION

LOT | BLOCK | SUBDIVISION | UNIT

JOB ADDRESS: 500 HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

... OF EXISTING BUILDINGS ON LOT AND USE

PARCEL NO.

PROPOSED WORK

WORK TO BE DONE: ☐ NEW ☐ ADD ☐ ALTER ☒ REPAIR ☐ MOVE ☐ DEMOLISH

DESCRIBE: REPLACE TILE & COPING & REPLASTER POOL.

EXISTING USE OF BUILDING OR PROPERTY: SEMI PUB SWIM POOL.

PROPOSED USE OF BUILDING OR PROPERTY: " " "

☐ NON RESIDENTIAL ☐ RESIDENTIAL NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Bob Martin

DATE SIGNED: 5/22/69

AGENT FOR: Neptune Pool Co.

ADDRESS: 2383 Willow Glen El Cajon.

COUNTY SANITATION DISTRICT RECEIPT NO | PRIVATE DISPOSAL APPROVAL

HEALTH DEPT APPROVAL: | SPRINKLERS REQD FOR

TN-258 (REV. 6-68)

JOB ADDRESS: 500 HOTEL CIRCLE NORTH

COORD. INDEX: 216-1716

PLAN FILE NO.:

PERMIT NO: E55341

PLANNING

USE ZONE: R-5

SETBACK FRONT YARD: 25

LOT AREA: —

CENSUS TRACT: U-89

REAR YD: —

ALLOW. COVERAGE: 35 %

B.C. CODE: 20A

SIDE YD. (INT.): —

TOTAL AREA COVERED: — SQ. FT.

VARIANCE NO: —

SIDE YD. (STR.): —

LOT SPLIT DATE: —

ENG.

CURB TO P.L. F S | STREET IMPROV'D ☐ YES ☐ NO | ENCR. PERMIT ☐ YES ☐ NO | CHECKED BY

WATER

METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY

REMARKS

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN. | CHECKED BY

REMARKS

	NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			2000 .00

FUND & ACCT		TOTAL
	PLAN CHECK FEE	4 50
	SUPPLEMENTAL PLAN CHK. FEE	—
	BUILDING PERMIT FEE	9 00
100 7342	SUB TOTAL	13 50
506 7775	SEWER FEE	—
500 7908	WATER FEE	—
	TOTAL FEES DUE	13 50

INSPECTION

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

FIRE ZONE: 3 | TYPE OF CONST.: — | OCCUP. GRP.:

BLDG. AREA: — | NO. STORIES: — | TOT. FLR. AREA:

PLAN CHK. RECP'T. NO. & AMT. | DATE

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED | DATE

PLANS APPROVED | DATE

PLOT PLAN CHK'D & APPR'D: John F. Casey | DATE: 5-22-69

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: John F. Casey

DATE

INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): TOWN & COUNTRY HOTEL
MAILING ADDRESS (NUMBER) (STREET): 500 Hotel Circle
CITY: San Diego, Calif.
TELEPHONE NUMBER: 298-7131

DESIGNER
NAME:
ADDRESS (NUMBER) (STREET):
CITY:
TELEPHONE NUMBER:

BUILDER
NAME: NEPTUNE POOL COMPANY INC.
ADDRESS (NUMBER) (STREET): 2383 Willow Glen Drive
CITY: El Cajon, Calif.
TELEPHONE NUMBER: 447-1638
STATE LICENSE NUMBER: 243431
CLASS. NO.: C-53
CITY LICENSE NUMBER: 34127

JOB LOCATION
LOT: por. of lot 4
BLOCK:
SUBDIVISION: portion of Pueblo Lot 1105
UNIT:
JOB ADDRESS: 500 Hotel Circle, San Diego
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
USE OF EXISTING BUILDINGS ON LOT AND USE

PARCEL NO.

PROPOSED WORK
WORK TO BE DONE: ☐ NEW ☒ ADD ☐ ALTER ☐ REPAIR ☐ MOVE ☐ DEMOLISH
DESCRIBE: New Swimming Pool - Semi-Public Hotel MASTER # 43
EXISTING USE OF BUILDING OR PROPERTY: Waiver Filed. 4467
PROPOSED USE OF BUILDING OR PROPERTY: Hotel w Semi Public Pool
NON RESIDENTIAL | RESIDENTIAL | NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Bob Martin
DATE SIGNED: 6/4/69.
AGENT FOR: Neptune Pool Co.
ADDRESS: 2383 Willow Glen El Cajon

COUNTY SANITATION DISTRICT RECEIPT NO.
PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL:
SPRINKLERS REQD FOR:

IN-258 (REV. 6-68)

JOB ADDRESS: 500 Hotel Circle, San Diego, Calif.
COORD. INDEX: 216-1716
PLAN FILE NO.:
PERMIT NO.: E56741
USE ZONE: R-5
SETBACK FRONT YARD: 25
LOT AREA: —
CENSUS TRACT: U-89
REAR YD.: 25
ALLOW. COVERAGE: 35 %
B.C. CODE: 20-A
SIDE YD. (INT.): 25
TOTAL AREA COVERED: — SQ. FT.
VARIANCE NO.:
SIDE YD. (STR.):
LOT SPLIT DATE: —
CURB TO P.L. F. S.
STREET IMPROV'D ☐ YES ☐ NO
ENCR. PERMIT ☐ YES ☐ NO
CHECKED BY
METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY
REMARKS: Backflow OK
NO. ADDITIONAL CONNECTIONS REQ'D. | TYPE CONN. | CHECKED BY
REMARKS

VALUATION OF WORK		NO. UNITS	PER UNIT	TOTAL
				15000 —
FUND & ACC'T.	PLAN CHECK FEE			24 —
	SUPPLEMENTAL PLAN CHK. FEE			—
	BUILDING PERMIT FEE			
100 7342	SUB-TOTAL			48 —
506 79750	SEWER FEE			72 —
500 79080	WATER FEE			

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 72 —
FIRE ZONE: 3
TYPE OF CONST.: —
OCCUP. GRP.: J
BLDG. AREA | NO. STORIES | TOT. FLR. AREA
PLAN CHK. RECP'T. NO. & AMT. | DATE

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

PLANS CHECKED: MP 43 | DATE: 6/4/69
PLANS APPROVED | DATE: 6/4/65
PLOT PLAN CHK'D & APPR'D | DATE: 6/4/69

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DEPT. OF INSP. DEPUTY
DATE
INSPECTOR

Building Permit Application | APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS: 500 W. Hotel Cir — 04 05 2000

COORD. INDEX: 216-1716 | PLAN FILE NO.: 17654D | PERMIT NO.: 57540

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS, INC.

MAILING ADDRESS (NUMBER) (STREET): 500 W. Hotel Circle

CITY: San Diego | TELEPHONE NUMBER: 298-7131

DESIGNER

NAME: HENDRICK & MOCK, ARCHITECTS

ADDRESS (NUMBER) (STREET): 3901 Adams Avenue

CITY: San Diego | TELEPHONE NUMBER: 283-5419

BUILDER

NAME: NIELSEN CONSTRUCTION COMPANY

ADDRESS (NUMBER) (STREET): 3127 Jefferson Street

CITY: San Diego | TELEPHONE NUMBER: 291-6330

STATE LICENSE NUMBER	CLASS NO.	CITY LICENSE NUMBER
156587	B-1	1745

JOB LOCATION

LOT: Portion | BLOCK: of Lot | SUBDIVISION: 4-Partition of Pueblo Lot 1105 | UNIT:

JOB ADDRESS: 500 W. Hotel Circle

CONDITION OF SOIL AT JOB SITE: [X] ORIGINAL [ ] COMPACTED FILL [ ] LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 27 Hotel Units, restaurant, motel rms. etc.

WORK TO BE DONE: [X] NEW [ ] ADD [ ] ALTER [ ] REPAIR [ ] MOVE [ ] DEMOLISH

PROPOSED WORK

DESCRIBE: Construct new restaurant

EXISTING USE OF BUILDING OR PROPERTY: hotel-motel units, restaurant etc.

PROPOSED USE OF BUILDING OR PROPERTY: Restaurant

[X] NON RESIDENTIAL [ ] RESIDENTIAL | NUMBER OF DWELLING UNITS:

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): ~~Don~~ T. Hendrick | DATE SIGNED: 4-4-69

AGENT FOR: HENDRICK AND MOCK, ARCHITECTS

ADDRESS: 3901 Adams Avenue, San Diego 92116

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: | SPRINKLERS REQD FOR:

PLANNING

USE ZONE: R-1-40 | SETBACK FRONT YARD: 30 | LOT AREA:

CENSUS TRACT: 089 | REAR YD: 25 | ALLOW COVERAGE: 30 %

B.C. CODE: 022 | SIDE YD (INT.): 10 | TOTAL AREA COVERED: SQ. FT.

VARIANCE NO. | SIDE YD (STR.) | LOT SPLIT DATE

ENG.

CURB TO P.L.: | STREET IMPROV'D [ ] YES [ ] NO | ENCR. PERMIT [ ] YES [ ] NO | CHECKED BY

WATER

METER SIZE | SERVICE SIZE | CLEARANCE: Dist | CHECKED BY: MP

REMARKS:

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN: Dist | CHECKED BY: MP

REMARKS: Subject to location by contr. & suitability

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK			250,000-	
PLAN CHECK FEE	FUND & ACC'T.		182.75	
SUPPLEMENTAL PLAN CHK. FEE				
BUILDING PERMIT FEE				365.50
SUB TOTAL	100 7372			365.50
SEWER PERMIT FEE	100 7348		~~2.50~~	
SEWER FEE	506 7743			
WATER FEE	500 7908			

SPECIAL INSPECT. ? REQ'D. FOR: [✓] CONCRETE 3000 [ ] MASONRY [✓] WELDING ~~H.S. 3000~~ [ ] PILE DRIVING [ ] OTHER

TOTAL FEES DUE: 365.50

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	V-1 HR	B2

BLDG. AREA	NO. STORIES	TOT. FLR. AREA
14,570	1	15,570

PLAN CHK. RECPT. NO. & AMT.: 07964 18275 | DATE: 4-4-69

INSPECTION

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: N. Simonds | DATE: 4/28/69

PLANS APPROVED: N. Simonds | DATE: 6/10/69

PLOT PLAN CHK'D & APPR'D: John F. Carey | DATE: 6-10-69

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: John F. Carey

DATE: 6-10-69 | INSPECTOR

FORM 258 REV. 1-67

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS: 500 W Hotel Circle N

COORD. INDEX 216-1716	PLAN FILE NO. 202650	PERMIT NO. E67490
USE ZONE R-5	SETBACK FRONT YARD 25'	LOT AREA
CENSUS TRACT 11-87	REAR YD. 10% MAX 25'	ALLOW. COVERAGE 35 %
B.C. CODE 018	SIDE YD. (INT.) 10% MAX 25'	TOTAL AREA COVERED SQ. FT.
VARIANCE NO.	SIDE YD. (STR.) —	LOT SPLIT DATE

PLANNING

CURB TO P.L.	STREET IMPROV'D	ENCR. PERMIT	CHECKED BY
F. S.	☐ YES ☐ NO	☐ YES ☐ NO	

ENG.

METER SIZE	SERVICE SIZE	CLEARANCE	CHECKED BY

REMARKS

WATER

NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN.	CHECKED BY

REMARKS

SEWER

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC

MAILING ADDRESS (NUMBER) (STREET): 500 W HOTEL CIRCLE

CITY | TELEPHONE NUMBER

DESIGNER

NAME: HENDRICK & MOCK

ADDRESS (NUMBER) (STREET): 3901 ADAMS

CITY: SAN DIEGO | TELEPHONE NUMBER: 283 5419

BUILDER

NAME: Nielsen Const. Co.

ADDRESS (NUMBER) (STREET): P.O. Box 10767

CITY | TELEPHONE NUMBER

STATE LICENSE NUMBER	CLASS NO.	CITY LICENSE NUMBER
158587	B-1	1745

JOB LOCATION

LOT	BLOCK	SUBDIVISION	UNIT
4		Pueblo Lot 1103	

JOB ADDRESS: 500 W HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☑ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK

WORK TO BE DONE: ☐ NEW ☑ ADD ☐ ALTER ☐ REPAIR ☐ MOVE ☐ DEMOLISH

DESCRIBE: SAUNA ADDITION TO EXIST COFFEE SHOP

EXISTING USE OF BUILDING OR PROPERTY: COFFEE SHOP

PROPOSED USE OF BUILDING OR PROPERTY: COFFEE SHOP & SAUNA

☑ NON RESIDENTIAL ☐ RESIDENTIAL | NUMBER OF DWELLING UNITS

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		~~6000~~	6000 00

FUND & ACCT				
	PLAN CHECK FEE	10 50 - 6 -		
	SUPPLEMENTAL PLAN CHK FEE		4 50	4 50
	BUILDING PERMIT FEE			21 00
100 7342	SUB TOTAL			25 50
506	SEWER FEE			—
500 7908	WATER FEE			—

INSPECTION

SPECIAL INSPECTOR REQ'D. FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 25 50

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	V-N	B-3
BLDG. AREA 318	NO. STORIES 1	TOT. FLR. AREA 7068

PLAN CHK. RECP'T. NO. & AMT.: 18290 6- | DATE: 7/17/69

PLANS CHECKED: Geo. Morante | DATE: 8/?/69

PLANS APPROVED: John Costa | DATE: 8-28-69

PLOT PLAN CHK'D & APPR'D: W. Amiller | DATE: 8/28/69

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] | DATE SIGNED: 7-17-69

AGENT FOR: HENDRICK & MOCK

ADDRESS: 3901 ADAMS

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: W A Miller

DATE: 8-28-69 INSPECTOR

COUNTY SANITATION DISTRICT RECEIPT NO.	PRIVATE DISPOSAL APPROVAL

HEALTH DEPT. APPROVAL: | SPRINKLERS REQD FOR:

IN-258 (REV. 6-68)

PARCEL NO.

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): Atlas Hotel Corp
MAILING ADDRESS (NUMBER) (STREET): 500 W Hotel Circle
CITY: San Diego
TELEPHONE NUMBER:

DESIGNER
NAME: Hendrick & Mock
ADDRESS (NUMBER) (STREET): 3901 Adams
CITY: San Diego
TELEPHONE NUMBER: 283 5419

BUILDER
NAME:
ADDRESS (NUMBER) (STREET):
CITY:
TELEPHONE NUMBER:
STATE LICENSE NUMBER | CLASS NO | CITY LICENSE NUMBER

JOB LOCATION
LOT: 4 | BLOCK | SUBDIVISION: P.L. 1105 | UNIT
JOB ADDRESS:
CONDITION OF SOIL AT JOB SITE: ORIGINAL / COMPACTED FILL / LOOSE FILL
EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK
TYPE CODE: 4 — NEW / ADD | ALTER / REPAIR | MOVE / DEMOLISH
DESCRIPTION: Fence - 84' 8'0" High
50' 3'-6" High
PAST USE OF BUILDING OR PROPERTY
PROPOSED USE OF BUILDING OR PROPERTY
✓ NON RESIDENTIAL | RESIDENTIAL | NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): McHenry
DATE SIGNED: 10-7-69
AGENT FOR: Hendrick & Mock
ADDRESS: 3901 Adams
COUNTY SANITATION DISTRICT RECEIPT NO | PRIVATE DISPOSAL APPROVAL
HEALTH DEPT APPROVAL: | SPRINKLERS REQD FOR:

BI-258 (REV. 6-69)

PARCEL NO.

JOB ADDRESS: 500 W Hotel Circle

COORD. INDEX	PLAN FILE NO	PERMIT NO
218-1716	21430	E73052

PLANNING
USE ZONE: R-5-? | SETBACK FRONT YARD: 25 | LOT SIZE:
CENSUS TRACT: 0-89 | REAR YD: 10' o 25' max | ALLOW COVERAGE: 35%
B.C. CODE: 40 | SIDE YD (INT): 10' o 25' max | TOTAL AREA COVERED: SQ. FT.
VARIANCE NO | SIDE YD (STR) | LOT SPLIT DATE

ENG.
CURB TO P.L. | STREET IMPROV'D: YES / NO | ENCR. PERMIT: YES / NO | CHECKED BY

WATER
METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY
REMARKS

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN. | CHECKED BY
REMARKS

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
			436 00

FUND & ACCT		
	PLAN CHECK FEE	
	SUPPLEMENTAL PLAN CHK. FEE	
	BUILDING PERMIT FEE	5 00
100 7342	SUB TOTAL	5 00
506	SEWER FEE	—
500 9908	WATER FEE	—
	TOTAL FEES DUE	5 00

INSPECTION
SPECIAL INSPECTOR REQ'D FOR: CONCRETE / MASONRY / WELDING H.S. BOLTS / PILE DRIVING / OTHER

FIRE ZONE	TYPE OF CONST	OCCUP. GRP.
3		

BLDG AREA	NO. STORIES	TOT. FLR. AREA

PLAN CHK. RECP'T. NO. & AMT. | DATE

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

PLANS CHECKED: W Am | DATE: 10/7/69
PLANS APPROVED | DATE
PLOT PLAN CHK'D & APPVD | DATE

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DEPT. OF INSP. DEPUTY: W Amelly
DATE: 10-7-69
INSPECTOR

00 ? ? 4 ? ? ? ? ?

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): PALAIS 500 SUPPER CLUB

MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE

CITY: S.D. TELEPHONE NUMBER: 298-7131

DESIGNER

NAME: JOB # CS 1840

ADDRESS (NUMBER) (STREET):

CITY: TELEPHONE NUMBER:

BUILDER

NAME: S.D. QRS SIGNS

ADDRESS (NUMBER) (STREET): 452 8 TH

CITY: S.D. TELEPHONE NUMBER: 234-7201

STATE LICENSE NUMBER: 230477 CLASS NO: C45 CITY LICENSE NUMBER: 11292

JOB LOCATION

LOT: 1 BLOCK: SUBDIVISION: TOWN & COUNTRY UNIT:

500 HOTEL CIRCLE

AT JOB SITE

COMPACTED FILL LOOSE FILL

BUILDINGS ON LOT AND USE

PROPOSED WORK

WORK TO BE DONE: NEW / ADD / ALTER / REPAIR / MOVE / DEMOLISH

DESCRIBE: METAL CHANNEL LETTERS AS ORDER # CS 1840. 18" TO 16"

EXISTING USE OF BUILDING OR PROPERTY: HIGH X 41'-6" LONG WITH NEON

PROPOSED USE OF BUILDING OR PROPERTY: TUBING BEHIND PLASTIC FACES.

NON RESIDENTIAL / RESIDENTIAL / NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Joe Schmitt DATE SIGNED: 9-2-69

AGENT FOR: S.D. QRS SIGNS

ADDRESS: 452 8 TH

COUNTY SANITATION DISTRICT RECEIPT NO: PRIVATE DISPOSAL APPROVAL:

HEALTH DEPT APPROVAL: SPRINKLERS REQD FOR:

JOB ADDRESS: 500 HOTEL CIRCLE

COORD INDEX: 216 7716 PLAN FILE NO.: PERMIT NO.: E74653

PLANNING

USE ZONE: R-5 SETBACK FRONT YARD: 25' LOT AREA:

CENSUS TRACT: 0.89 REAR YD: ALLOW COVERAGE: — %

B.C. CODE: Sign SIDE YD (INT): TOTAL AREA COVERED SQ. FT.

VARIANCE NO: SIDE YD (STR): LOT SPLIT DATE:

10-20-69 VB

ENG.

CURB TO P.L.: STREET IMPROV'D: YES NO ENCR. PERMIT: YES NO CHECKED BY:

WATER

METER SIZE: SERVICE SIZE: CLEARANCE: CHECKED BY:

REMARKS:

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D: TYPE CONN: CHECKED BY:

REMARKS:

(1) Points to per VB

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
			1000.—

FUND & ACC'T		
	PLAN CHECK FEE	
	SUPPLEMENTAL PLAN CHK FEE	
	BUILDING PERMIT FEE	6.00
100 7342	SUB TOTAL	6.00
506	SEWER FEE	
500 7908	WATER FEE	

INSPECTION

SPECIAL INSPECTOR REQ'D FOR: CONCRETE / MASONRY / WELDING, H.S. BOLTS / PILE DRIVING / OTHER

TOTAL FEES DUE: 6.00

FIRE ZONE: 3 TYPE OF CONST: — OCCUP. GRP.: Sign

BLDG AREA: NO. STORIES: TOT. FLR. AREA:

PLAN CHK. RECPT. NO. & AMT.: DATE:

PLANS CHECKED: DATE:

PLANS APPROVED: Blanks DATE: 10/20/69

PLOT PLAN CHK'D & APPR'D: Blanks DATE: 10/20/69

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: Blanks

DATE: 10/20/69 INSPECTOR

IN-258 (REV. 6-68)

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTEL CORP
MAILING ADDRESS (NUMBER) (STREET): 500 W HOTEL CIRCLE
CITY: SANDIEGO
TELEPHONE NUMBER: 298 7131

DESIGNER
NAME: HENDRICK & MOCK
ADDRESS (NUMBER) (STREET): 3901 ADAMS
CITY: SAN DIEGO
TELEPHONE NUMBER: 283 5419

BUILDER
NAME: Nielsen Const. Co.
ADDRESS (NUMBER) (STREET): P.O BOX 10767
CITY: SAN Diego
TELEPHONE NUMBER:
STATE LICENSE NUMBER: 156587
CLASS. NO: B-1
CITY LICENSE NUMBER: 01745

JOB LOCATION
LOT: 4 | BLOCK: | SUBDIVISION: PL 1105 | UNIT:
JOB ADDRESS: Town & Country Hotel
500 W. Hotel Circle
CONDITION OF SOIL AT JOB SITE: NATURAL / COMPACTED FILL / LOOSE FILL
EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK
NEW / ADD / ALTER ✓ / REPAIR / MOVE / DEMOLISH
REMODEL KITCHEN
EXISTING USE OF BUILDING OR PROPERTY
PROPOSED USE OF BUILDING OR PROPERTY
✓ NON RESIDENTIAL | RESIDENTIAL | NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): K.m. Henry
DATE SIGNED: 10-23-69
AGENT FOR: HENDRICK & MOCK
ADDRESS: 3901 ADAMS

COUNTY SANITATION DISTRICT RECEIPT NO. | PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL: | SPRINKLERS REQ'D FOR:

N-258 (REV. 1-67)

JOB ADDRESS: 500 W Hotel Circle
COORD. INDEX: 218-1716
PLAN FILE NO.: #301 18932-D
PERMIT NO.: E 78436

PLANNING
USE ZONE: R-5
SETBACK FRONT YARD: 25
LOT AREA:
CENSUS TRACT: 6-89
REAR YD: 10% 25 MAX
ALLOW COVERAGE: 55 %
S.I. CODE: 22
SIDE YD. (INT.): 10% 25 MAX
TOTAL AREA COVERED: SQ. FT.
VARIANCE NO.:
SIDE YD. (STR.):
LOT SPLIT DATE:

ENG.
CURB TO P.L.: | STREET IMPROV'D: YES / NO | ENCR. PERMIT: YES / NO | CHECKED BY

WATER
METER SIZE | SERVICE SIZE | CLEARANCE | CHECKED BY
REMARKS

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN | CHECKED BY
REMARKS

INSPECTION

	NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK		20,000	20
PLAN CHECK FEE (FUND & ACCT)		31.50	
SUPPLEMENTAL PLAN CHK. FEE			
BUILDING PERMIT FEE			62 —
SUB TOTAL (100 7342)			63 —
SEWER PERMIT FEE (100 7348)		2.50	
SEWER FEE (506 7743)			
WATER FEE (500 7908)			

SPECIAL INSPECTOR REQ'D FOR: CONCRETE / MASONRY / WELDING / TIES, POLES / PILE DRIVING / OTHER

TOTAL FEES DUE: 63 —
FIRE ZONE: 3 | TYPE OF CONST.: V | OCCUP. GRP.: B2
BLDG. AREA: N/C | NO. STORIES: 1 | TOT. FLR. AREA: N/C
PLAN CHK. RECPT. NO. & AMT.: 29804 31.50 | DATE: 10/23/69
PLANS CHECKED: John Costa | DATE: 10-31-69
PLANS APPROVED: John Costa | DATE: 11-19-69
PLOT PLAN CHK'D & APPR'D: [signature] | DATE: 11/19/69

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DEPT. OR INSP. DEPUTY: [signature]
DATE: 11/19/69

INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTEL CORP.
MAILING ADDRESS (NUMBER) (STREET): 500 W. HOTEL CIRCLE
CITY: SAN DIEGO
TELEPHONE NUMBER: 298 7131

DESIGNER
NAME: HENDRICK & MOCK
ADDRESS (NUMBER) (STREET): 3901 ADAMS
CITY: SAN DIEGO
TELEPHONE NUMBER: 283 5419

BUILDER
NAME: NELSEN CONST CO.
ADDRESS (NUMBER) (STREET): 3127 JEFFERSON ST
CITY: SAN DIEGO
TELEPHONE NUMBER: 01745
STATE LICENSE NUMBER: 156587
CLASS. NO.: B01
CITY LICENSE NUMBER: ~~156587~~

JOB LOCATION
LOT: 1
BLOCK:
SUBDIVISION: Town & Country
UNIT: MAP 6274
JOB ADDRESS: 500 W. HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ORIGINAL / COMPACTED FILL / LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE

PARCEL NO.

PROPOSED WORK
WORK TO BE DONE: NEW / ~~ADD~~ / ALTER / REPAIR / MOVE / DEMOLISH
DESCRIBE: ADD OFFICE SPACE
EXISTING USE OF BUILDING OR PROPERTY: OFFICE
PROPOSED USE OF BUILDING OR PROPERTY: OFFICE
NON RESIDENTIAL / RESIDENTIAL / NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature]
DATE SIGNED: 12-19-69
AGENT FOR: HENDRICK & MOCK
ADDRESS: 3901 ADAMS

COUNTY SANITATION DISTRICT RECEIPT NO.
PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL:
SPRINKLERS REQD FOR:

IN-258 REV. 1-67

JOB ADDRESS: 500 W. Hotel Circle
COORD. INDEX: 216-1716
PLAN FILE NO.: 22369-D
PERMIT NO.: E83579

PLANNING
USE ZONE: R-5
SETBACK FRONT YARD: 25
LOT AREA: —
CENSUS TRACT: 4-89
REAR YD.: —
ALLOW. COVERAGE: — %
B.C. CODE: 22
SIDE YD. (INT.): —
TOTAL AREA COVERED: add 567 SQ. FT.
VARIANCE NO.: —
SIDE YD. (STR.): —
LOT SPLIT DATE: —

ENG.
CURB TO P.L. F. S.
STREET IMPROV'D YES NO
ENCR. PERMIT YES NO
CHECKED BY

WATER
METER SIZE
SERVICE SIZE: Exist
CLEARANCE
CHECKED BY: ML
REMARKS

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D.: Exist
TYPE CONN.
CHECKED BY: ML
REMARKS: Subject to location, investigation & suitability

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		6000 —	
PLAN CHECK FEE (FUND & ACC'T)		10 50	
SUPPLEMENTAL PLAN CHK. FEE			
BUILDING PERMIT FEE			21 00
SUB TOTAL 100 7342			21 00
SEWER PERMIT FEE 100 7348		2 50	
SEWER FEE 506 7743			—
WATER FEE 500 7908			—
TOTAL FEES DUE			21 00

INSPECTION
SPECIAL INSPECTOR REQ'D. FOR: CONCRETE / MASONRY / WELDING, H.S. BOLTS / PILE DRIVING / OTHER
FIRE ZONE: 3
TYPE OF CONST.: V-n
OCCUP. GRP.: F-2
BLDG. AREA: 567/7916
NO. STORIES: 1
TOT. FLR. AREA: 567/7916
PLAN CHK. RECP'T NO. & AMT.: 29623 10.50
DATE: 12/19/69

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

12-70 ***21.00

PLANS CHECKED: [signature] DATE: 1/9/70
PLANS APPROVED: R.L. Christopherson DATE: 1-12-70
PLOT PLAN CHK'D & APPR'D: [signature] DATE: 1-12-70

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]
DATE: 1-12-70
INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): CONVENTION CENTER

MAILING ADDRESS (NUMBER) (STREET): 500 W. HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 298-1131

DESIGNER

NAME: JOB # CS 1937

ADDRESS (NUMBER) (STREET):

CITY: — TELEPHONE NUMBER:

BUILDER

NAME: S.D. QRS SIGNS

ADDRESS (NUMBER) (STREET): 452 8 TH

CITY: S.D. — TELEPHONE NUMBER: 234-7201

STATE LICENSE NUMBER: 230977 — CLASS NO.: C45 — CITY LICENSE NUMBER: 11292

JOB LOCATION

LOT: 1 — BLOCK — SUBDIVISION: ~~[illegible]~~ ~~PUEBLO LOT [illegible]~~ TOWN & COUNTRY — UNIT

500 W. HOTEL CIRCLE

[illegible] AT JOB SITE: ☐ [illegible] ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK

WORK TO BE DONE: ☐ NEW ☐ ADD ☐ ALTER ☐ REPAIR ☐ MOVE ☐ DEMOLISH

DESCRIBE: INDIVIDUAL 30" METAL LETTERS "CONVENTION CENTER"

EXISTING USE OF BUILDING OR PROPERTY: NEON TUBES UNDER PLASTIC FACES.

PROPOSED USE OF BUILDING OR PROPERTY

☐ NON RESIDENTIAL ☐ RESIDENTIAL — NUMBER OF DWELLING UNITS

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Joe Schmith — DATE SIGNED: 11-26-69

AGENT FOR: S.D. QRS SIGNS

ADDRESS: 452 8 TH

COUNTY SANITATION DISTRICT RECEIPT NO	PRIVATE DISPOSAL APPROVAL
HEALTH DEPT. APPROVAL:	SPRINKLERS REQD FOR:

PARCEL NO.

JOB ADDRESS: 500 W. HOTEL CIRCLE

COORD. INDEX	PLAN FILE NO.	PERMIT NO.
016-1716		E 86900

PLANNING

USE ZONE: R 5	SETBACK FRONT YARD: 25'	LOT AREA
CENSUS TRACT: 41-89	REAR YD: —	ALLOW COVERAGE: — %
B.C. CODE: Sign	SIDE YD (INT.)	TOTAL AREA COVERED: — SQ. FT.
VARIANCE NO.	SIDE YD (STR.)	LOT SPLIT DATE

ENG.

CURB TO P.L.	STREET IMPROV'D	ENCR. PERMIT	CHECKED BY
F S	☐ YES ☐ NO	☐ YES ☐ NO	

WATER

METER SIZE	SERVICE SIZE	CLEARANCE	CHECKED BY

REMARKS

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY

REMARKS

INSPECTION

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
	16		1280

FUND & ACCT		
	PLAN CHECK FEE	
	SUPPLEMENTAL PLAN CHK FEE	
	BUILDING PERMIT FEE	7.50
100 7342	SUB TOTAL	7.50
506 [illegible]	SEWER FEE	
500 7908	WATER FEE	

SPECIAL INSPECTOR REQ'D FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING H.S. BOLTS ☐ PILE DRIVING ☐ OTHER

TOTAL FEES DUE: 7.50

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	—	Sign
BLDG. AREA	NO. STORIES	TOT. FLR. AREA

PLAN CHK. RECPT. NO. & AMT.	DATE
PLANS CHECKED: [signature]	DATE: 2/11/70
PLANS APPROVED: [signature]	DATE: 2/11/70
PLOT PLAN CHK'D & APPR'D: [signature]	DATE: 2/11/70

ATTENTION

THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]

DATE: 2/11/70 INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): PALAIS 500
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE
CITY: SAN DIEGO
TELEPHONE NUMBER: 291-7131

DESIGNER
NAME: JOB # CS 2466
ADDRESS (NUMBER) (STREET):
CITY:
TELEPHONE NUMBER:

BUILDER
NAME: S.D. QRS SIGNS
ADDRESS (NUMBER) (STREET): 452 8 TH
CITY: S.D.
TELEPHONE NUMBER: 234-7201
STATE LICENSE NUMBER: 230977
CLASS. NO.: C45
CITY LICENSE NUMBER: 11292

JOB LOCATION
LOT: 1
BLOCK:
SUBDIVISION: TOWN & COUNTRY
UNIT:
JOB ADDRESS: 500 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE:

PROPOSED WORK
DESCRIBE WORK TO BE DONE: 3' x ~~20~~ 14' S.F. WALL SIGN where Supper Club
EXISTING USE OF BUILDING OR PROPERTY: removed.
PROPOSED USE BUILDING OR PROPERTY: New 12" Letters.

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Joe Schmith
DATE SIGNED: 4-14-71
AGENT FOR: S.D. QRS SIGNS
ADDRESS: 452 8 TH

PARCEL NO.

WATER
METER SIZE | SERVICE SIZE | CREDIT | CHECKED BY
REMARKS

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN | CHECKED BY
REMARKS

JOB ADDRESS: 500 HOTEL CL.
CENSUS TRACT NUMBER: # 89.00
PERMIT NUMBER: 46523

PLANNING

COORD. INDEX	PLAN FILE NO.	HEALTH DEPT APPROVAL
216-1716		—
LOT AREA —	ALLOW COVERAGE — %	USE ZONE R5
SETBACK FRONT YARD 25'	REAR YD. —	TOTAL AREA COVERED SQ. FT.
VARIANCE NO. 9201 [illegible]	LOT SPLIT DATE —	SIDE YD. (INT.) (STR.)

ENG.

I.D. PRMT REQ'D	ST IMP PRMT REQ'D	ENCR PRMT REQ'D	CHECKED BY
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	—

CURB TO P.L. F. S.
PLAN CHK. RECP'T. NO.
PLAN CHK RECP'T. AMT. $

WORK TO BE DONE: ☐ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☐ NON RESID ☐ RESIDENTIAL

B.C. CODE: Sign
NO. BEDROOMS: —
DWELLING UNITS: —

		NO. UNITS	PER UNIT	TOTAL
VALUATION OF WORK				660.00
FUND & ACC'T.	PLAN CHECK FEE			
	SUPPLEMENTAL PLAN CHK. FEE			
	BUILDING PERMIT FEE			4.50
100 7342	SUB-TOTAL			
506 79750	SEWER FEE			
500 79080	WATER FEE			

SPECIAL INSPECTION REQUIRED FOR
☐ CONCRETE
☐ MASONRY
☐ WELDING, H.S. BOLTS
☐ PILE DRIVING
☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 4.50

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	—	S [illegible]
BLDG. AREA	NO. STORIES	TOT. FLR AREA
—		—

SPRINKLERS REQD FOR: —

INSPECTION

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT
CITY OF SAN DIEGO

PLANS CHECKED | DATE
PLANS APPROVED: B. Walker | DATE 5/7[illegible]
PLOT PLAN CHKD & APPR'D: B. Walker | DATE [illegible]

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT OF INSP DEPUTY: B. Walker
DATE: 5/10/71
INSPECTOR

660 = value

IN-50 REV. 6-69

H0-2099

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC.

MAILING ADDRESS (NUMBER) (STREET): 500 W HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-2232

DESIGNER

NAME: HENDRICK & MOCK ARCH.

ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE.

CITY: SAN DIEGO — TELEPHONE NUMBER: 283-5419

BUILDER

NAME: ATLAS HOTELS INC.

ADDRESS (NUMBER) (STREET): 500 W. HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-2232

STATE LICENSE NUMBER: OWNER/BUILDER — CLASS NO — CITY LICENSE NUMBER

JOB LOCATION

LOT: 1 — BLOCK/MAP: 6274 — SUBDIVISION — UNIT

JOB ADDRESS: 500 W. HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: [X] ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 29 PUBLIC AND GUEST ACCOM.

PARCEL NO.

PROPOSED WORK

DESCRIBE WORK TO BE DONE: GAME ROOM

EXISTING USE OF BUILDING OR PROPERTY: HOTEL & RELATED

PROPOSED USE OF BUILDING OR PROPERTY: GUEST CONVENIENCE

Read

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 6/27/72

AGENT FOR: ATLAS HOTELS INC.

ADDRESS: 500 W. HOTEL CIRCLE

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY
	REMARKS			

SEWER	NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY
	REMARKS		

IN-258 (REV. 1-72)

JOB ADDRESS: 500 HOTEL CIR. W.

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: H02769

USE ZONE: CR — COORD INDEX: 216-1716 — PLAN FILE NO: 39763-D

LOT AREA — ALLOW COVERAGE % — TOTAL AREA COVERED SQ FT — PLANNING

SETBACK FRONT YARD — REAR YD — SIDE — (INT) — (STR) — NAME OF STREET

VARIANCE NO.: H0-2099 — LOT SPLIT DATE — HEALTH DEPT APPROVAL

E.D. PRMT REQ'D ☐ YES ☐ NO — ST IMP PRMT REQ'D ☐ YES ☐ NO — ENCR PRMT REQ'D ☐ YES ☐ NO — CHECKED BY — ENG.

CURB TO P.L. F. S.

PLAN CHK. RECP'T. NO.: 11762

PLAN CHK. RECP'T. AMT $32.00

WORK TO BE DONE: ☐ SIGN ☐ ALTER ☐ REPAIR ☐ NEW [X] ADD — ☐ MOVE ☐ DEMOLISH [X] NON-RESID ☐ RESIDENTIAL

B.C. CODE: 26 — DWELL UNITS — BEDROOMS: S, 1, 2, 3, 4, 5+

VALUATION OF WORK — NO UNITS — PER UNIT: 9000 — TOTAL

FUND & ACC'T.			
	PLAN CHECK FEE		20.50
	SUPPLEMENTAL PLAN CHK. FEE		
	BUILDING PERMIT FEE		41.00
100 7342	SUB-TOTAL		
506 79750	SEWER FEE		
500 79080	WATER FEE		
3LU/9660			0.63

TOTAL FEES DUE: 41.63

INSPECTION

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

FIRE ZONE: 3 — TYPE OF CONST: VN — OCCUP. GRP: F2

BLDG AREA: 565 — NO. STORIES: 1 — TOT. FLR. AREA: 565

SPRINKLERS REQD FOR:

PLANS CHECKED: [signature] — DATE: 7-7-72

PLANS APPROVED — DATE

PLOT PLAN CHK'D & APPR'D — DATE

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]

DATE: 7-14-72 — INSPECTOR

04 05 2000

HD-2099

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC.
MAILING ADDRESS (NUMBER) (STREET): 500 W. HOTEL CIRCLE
CITY: SAN DIEGO — TELEPHONE NUMBER: 291-2232

DESIGNER
NAME: HENDRICK & MOCK ARCH.
ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE.
CITY: SAN DIEGO — TELEPHONE NUMBER: 283-5419

BUILDER
NAME: ATLAS HOTELS INC.
ADDRESS (NUMBER) (STREET): 500 W. HOTEL CIRCLE
CITY: SAN DIEGO — TELEPHONE NUMBER: 291-2232
STATE LICENSE NUMBER: — CLASS. NO.: — CITY LICENSE NUMBER:

JOB LOCATION
LOT: 1 — BLOCK: MAP 6274 — SUBDIVISION: — UNIT:
JOB ADDRESS: 500 W. HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: [X] ORIGINAL [ ] COMPACTED FILL [ ] LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: 79. PUBLIC & GUEST ACCOM.

PROPOSED WORK
DESCRIBE WORK TO BE DONE: RESERVATION CTR
EXISTING USE OF BUILDING OR PROPERTY: HOTEL & RELATED
PROPOSED USE OF BUILDING OR PROPERTY: GUEST CONVENIENCE

PARCEL NO.

Rec'd

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 6/27/72
AGENT FOR: ATLAS HOTELS INC.
ADDRESS: 500 W. HOTEL CIRCLE

WATER
METER SIZE: — SERVICE SIZE: — CREDIT: — CHECKED BY:
REMARKS:

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D: — TYPE CONN.: — CHECKED BY:
REMARKS:

IN-258 (REV. 1-72)

JOB ADDRESS: 500 HOTEL CIR. W.
CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: H02769

PLANNING
USE ZONE: CR — COORD. INDEX: 216-1716 — PLAN FILE NO.: 39763-D
LOT AREA: — ALLOW COVERAGE: % — TOTAL AREA COVERED: SQ. FT.
SETBACK FRONT YARD: — REAR YD.: — SIDE YD. (INT.) (STR.): — NAME OF STREET:
VARIANCE NO.: HD-2099 — LOT SPLIT DATE: — HEALTH DEPT. APPROVAL:

ENG.
I.D. PRMT. REQ'D [ ] YES [ ] NO — ST. IMP. PRMT. REQ'D [ ] YES [ ] NO — ENCR. PRMT. REQ'D [ ] YES [ ] NO — CHECKED BY:

CURB TO P.L.: F. S.
PLAN CHK. RECP'T. NO.: 11762
PLAN CHK. RECP'T. AMT.: 20.50 + 11.50 $32.00

WORK TO BE DONE: [ ] SIGN [ ] MOVE [ ] ALTER [ ] DEMOLISH [ ] REPAIR [ ] NON-RESID. [ ] NEW [X] RESIDENTIAL [ ] ADD

B.C. CODE: 22 — DWELL UNITS:

BEDROOMS			
S	1	2	
3	4	5+	

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		3000	3000

FUND & ACC'T			
	PLAN CHECK FEE	11.50	
	SUPPLEMENTAL PLAN CHK. FEE		
	BUILDING PERMIT FEE		23.00
100 7342	SUB TOTAL	D.F.	
506 79750	SEWER FEE		—
500 79080	WATER FEE		—
3201/9660			0.21

INSPECTION
SPECIAL INSPECTION REQUIRED FOR:
[ ] CONCRETE
[ ] MASONRY
[ ] WELDING, H.S. BOLTS
[ ] PILE DRIVING
[ ] OTHER (IDENTIFY):

TOTAL FEES DUE: 23.21
FIRE ZONE: 3 — TYPE OF CONST.: VN — OCCUP. GRP.: F2
BLDG. AREA: 239 — NO. STORIES: 1 — TOT. FLR. AREA: 239
SPRINKLERS REQD FOR:

PLANS CHECKED: [signature] — DATE: 7-7-72
PLANS APPROVED: — DATE:
PLOT PLAN CHK'D & APPR'D: — DATE:

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]
DATE: 7-17-72 — INSPECTOR

04 05 2000

HO-2099

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC.
MAILING ADDRESS (NUMBER) (STREET): 500 W. HOTEL CIRCLE
CITY: SAN DIEGO
TELEPHONE NUMBER: 291-2232

DESIGNER
NAME: HENDRICK & MOCK ARCH.
ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE
CITY: SAN DIEGO
TELEPHONE NUMBER: 283-5419

BUILDER
NAME: NIELSEN CONSTRUCTION CO.
ADDRESS (NUMBER) (STREET): 3127 JEFFERSON ST.
CITY: SAN DIEGO
TELEPHONE NUMBER: 291-6330
STATE LICENSE NUMBER: 156587
CLASS. NO.: B-1
CITY LICENSE NUMBER: 1745

JOB LOCATION
LOT: 1
BLOCK: MAP 6274
SUBDIVISION: Town & Country Hotel
UNIT:
JOB ADDRESS: 500 W. HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: 29 PUBLIC & GUEST ACCOMODATION

PARCEL NO.

PROPOSED WORK
DESCRIBE WORK TO BE DONE: TOILET ADDITION
EXISTING USE OF BUILDING OR PROPERTY: PARKING SPIKES
PROPOSED USE OF BUILDING OR PROPERTY:

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code or the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): J Sandstrom
DATE SIGNED: 8/25/72
AGENT FOR: ATLAS HOTELS INC.
ADDRESS: 500 W. HOTEL CIRCLE

WATER
METER SIZE | SERVICE SIZE | CREDIT | CHECKED BY
REMARKS

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D | TYPE CONN | CHECKED BY
REMARKS

IN-258 (REV. 1-72)

JOB ADDRESS: ~~500~~ 504 W. HOTEL CIRCLE
CENSUS TRACT NUMBER: 89.00
PERMIT NUMBER: H 15463

PLANNING
USE ZONE: CR
COORD INDEX: 216-1716
PLAN FILE NO: 41000-D
LOT AREA:
ALLOW COVERAGE: %
TOTAL AREA COVERED: N/C SQ. FT.
SETBACK FRONT YARD:
REAR YD:
SIDE YD (INT.) (STR.)
NAME OF STREET:
VARIANCE NO.:
LOT SPLIT DATE:
HEALTH DEPT APPROVAL:

ENG.
I.D. PRMT REQ'D ☐ YES ☐ NO
ST. IMP PRMT. REQ'D. ☐ YES ☐ NO
ENCR PRMT REQ'D ☐ YES ☐ NO
CHECKED BY:

CURB TO P.L.: F. S.
PLAN. CHK. RECP'T. NO.: 22051
PLAN CHK RECP'T. AMT.: $35.50

WORK TO BE DONE: ☐ SIGN ☒ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL

B.C. CODE: 22
DWELL UNITS: —
BEDROOMS: S | 1 | 2 | 3 | 4 | 5+

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		19000 —	19,000

FUND & ACC'T.			
	PLAN CHECK FEE	35.50	
	SUPPLEMENTAL PLAN CHK. FEE		
	BUILDING PERMIT FEE		
100 7342	SUB-TOTAL		71 —
			71 —
506 79750	SEWER FEE		—
500 79080	WATER FEE		—
320/9660			1.53

INSPECTION

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 72.53
FIRE ZONE: 3
TYPE OF CONST.: I
OCCUP. GRP.: F-B2
BLDG. AREA: N/C
NO. STORIES: N/C 2+B
TOT. FLR. AREA: N/C
SPRINKLERS REQD FOR:

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: John Miceta — DATE: 9/7/72
PLANS APPROVED: — DATE: 9/15/72
PLOT PLAN CHK'D & APPR'D: — DATE:

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED

SIGNATURE OF DEPT. OF INSP. DEPUTY:
DATE: 9/15/72
INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): Town & Country Hotel
MAILING ADDRESS (NUMBER) (STREET): 500 Hotel Circle
CITY: San Diego
TELEPHONE NUMBER:

DESIGNER
NAME:
ADDRESS (NUMBER) (STREET):
CITY:
TELEPHONE NUMBER:

BUILDER
NAME: McMorrow Const Co.
ADDRESS (NUMBER) (STREET): 2167 San Diego Ave
CITY: San Diego
TELEPHONE NUMBER: 296-2117
STATE LICENSE NUMBER: 199089
CLASS. NO.: B-1
CITY LICENSE NUMBER: 1744

JOB LOCATION
LOT: 1
BLOCK:
SUBDIVISION: City & County San Diego Map 5274
UNIT:
JOB ADDRESS: 500 Hotel Circle
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
PRESENT EXISTING BUILDINGS ON LOT AND USE: Offices Bldg. Motel Complex

PROPOSED WORK
DESCRIBE WORK TO BE DONE: Interior Alterations Non Bearing Partitions
EXISTING USE OF BUILDING OR PROPERTY: Motel Offices
PROPOSED USE OF BUILDING OR PROPERTY: Motel Offices

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Edward F. McKenny
DATE SIGNED: 5-11-73
AGENT FOR:
ADDRESS:

PARCEL NO.

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS

SEWER	NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN.	CHECKED BY

REMARKS

IN-258 (REV. 1-72)

JOB ADDRESS: 500 Hotel Circle
CENSUS TRACT NUMBER: 89.00
PERMIT NUMBER: H46284

PLANNING
USE ZONE: CR
COORD INDEX: 216-1716
PLAN FILE NO: 45978-D
LOT AREA:
ALLOW COVERAGE: %
TOTAL AREA COVERED: SQ FT
SETBACK FRONT YARD:
REAR YD / SIDE YD: INT / STR
NAME OF STREET:
VARIANCE NO:
LOT SPLIT DATE:
HEALTH DEPT APPROVAL:

LD PRMT REQ'D	ST IMP PRMT REQ'D	ENCR PRMT REQ'D	CHECKED BY
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	

CURB TO P.L.: E. S.
PLAN CHK RECPT NO:
PLAN CHK RECPT. AMT. $

WORK TO BE DONE: ☐ SIGN ☒ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL

B.C. CODE: 12
DWELL UNITS / BEDROOMS: S 1 2 3 4 5+

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
			1000

FUND & ACC'T		
	PLAN CHECK FEE	
	SUPPLEMENTAL PLAN CHK FEE	
	BUILDING PERMIT FEE	10
100 7342	SUB-TOTAL	10
506 79750	SEWER FEE	
500 79080	WATER FEE	
320/9600		5

INSPECTION

SPECIAL INSPECTION REQUIRED FOR
☐ CONCRETE
☐ MASONRY
☐ WELDING, H.S. BOLTS
☐ PILE DRIVING
☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 1050

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
2	V-N	H-1

BLDG. AREA	NO. STORIES	TOT. FLR AREA
NC	1	NC

SPRINKLERS REQD FOR

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED	DATE
PLANS APPROVED	DATE
[signature]	5/11/73
PLOT PLAN CHK'D & APPR'D	DATE

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: [signature]
DATE: 5/11/73
INSPECTOR

04 05 2000

COUNTERMAN NAME: [illegible]

217
1717

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS INC

MAILING ADDRESS (NUMBER) (STREET): 500 W. HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 291-2232

DESIGNER

NAME: HENDRICK & MOCK ARCH

ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE

CITY: SAN DIEGO — TELEPHONE NUMBER: 280-6282

BUILDER

NAME:

ADDRESS (NUMBER) (STREET):

CITY: — TELEPHONE NUMBER:

STATE LICENSE NUMBER: — CLASS. NO.: — CITY LICENSE NUMBER:

JOB LOCATION

LOT: 4 — BLOCK: — SUBDIVISION: TOWN & COUNTRY HOTEL MAP NO 6274 — UNIT:

JOB ADDRESS: 500 W. HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: HOTEL/RESTAURANT

PROPOSED WORK

DESCRIBE WORK TO BE DONE: REMODEL LOBBY AREA

EXISTING USE OF BUILDING OR PROPERTY: HOTEL LOBBY & REGISTRATION

PROPOSED USE OF BUILDING OR PROPERTY: HOTEL LOBBY & REGISTRATION

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Edward C. Bollheimer — DATE SIGNED: 6/1/76

AGENT FOR: ATLAS HOTELS INC

ADDRESS: 500 W. HOTEL CIRCLE

WATER

METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS:

SEWER

NO ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY

REMARKS:

PARCEL NO.:

1N-256 (REV. 12-74)

JOB ADDRESS: 500 W. [redacted] HOTEL CIR.

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: K90265

USE ZONE: CR — COORD. INDEX: 216-1716 — PLAN FILE NO.: 83444-D

SETBACK FRONT YARD: — REAR YD: — SIDE YD: (INT) (STR) — NAME OF STREET:

ALLOWABLE COVERAGE: % — FLOOR AREA RATIO ALLOWED: — MAX. ALLOWABLE HEIGHT (FT.): — VARIANCE NO.:

LOT SPLIT DATE: — AGREEMENT NO.: — NO. OF BAR SINKS: — CURB TO P.L. F. S.

DATE PLANS SUBMITTED:

PLAN CHK RECP'T NO.:

PLAN CHK RECP'T AMT. $

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☑ ALTER ☐ DEMOLISH ☐ REPAIR ☑ NON-RESID ☐ NEW ☐ RESIDENTIAL ☐ ADD

B.C. CODE: 220 — DWELL UNITS:

BEDROOMS		
S	1	2
3	4	5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		1000	1000
100 73421	PLAN CHECK FEE			—
	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE			10.00
320 9860	STATE FEE			.50
506 79750	SEWER FEE			—
500 79080	WATER FEE			—
73423	PARK FEE			—

TOTAL FEES DUE: 10.50

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

FIRE ZONE: 3 — TYPE OF CONST.: VN — OCCUP. GRP.: F2

BLDG AREA: 8000 — NO. STORIES: 1 — TOT. FLR. AREA: 8000

SPRINKLERS REQD FOR: — HGT. IN FT.:

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: LYONS — DATE: 6/8/76

PLANS APPROVED: [illegible signature] — DATE: 6/23/76

PLOT PLAN CHK'D & APPR'D: — DATE:

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: [illegible signature]

DATE: 6/23/76 — INSPECTOR.

ENGINEERING & DEV. APPROVAL:

H.03099

ZONING APPROVAL:

INSPECTION

HEALTH DEPT. APPROVAL:

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

COUNTERMAN NAME

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTEL
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE NORTH
CITY: SAN DIEGO ZIP TELEPHONE NUMBER: 297-1151

DESIGNER
NAME
ADDRESS (NUMBER) (STREET)
CITY ZIP TELEPHONE NUMBER

BUILDER
NAME: MELHORN CONST. CO.
ADDRESS (NUMBER) (STREET): 2147 SAN DIEGO AVE
CITY: SAN DIEGO ZIP TELEPHONE NUMBER: 296-2117
STATE LICENSE NUMBER: 199084 CLASS. NO.: B1 CITY LICENSE NUMBER: 722

JOB LOCATION
PARCEL NO.
LOT: 1 BLOCK SUBDIVISION: TOWN & COUNTRY HOTEL UNIT
JOB ADDRESS: 500 HOTEL CIRCLE NORTH
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: HOTEL

PROPOSED WORK
DESCRIBE WORK TO BE DONE: ADDITION TO EXISTING BUILDING (BAGGAGE ROOM)
EXISTING USE OF BUILDING OR PROPERTY: HOTEL
PROPOSED USE OF BUILDING OR PROPERTY: HOTEL

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction and in doing the work authorized thereby no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Edward F. McGarey DATE SIGNED: 7-27-76
AGENT FOR: Melhorn Const. Co.
ADDRESS: 2147 San Diego Ave

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY
	REMARKS			

SEWER	NO. ADDITIONAL CONNECTIONS REQ'D.	TYPE CONN	CHECKED BY
	REMARKS		

IN-208 (REV. 9-75)

JOB ADDRESS: 500 W. HOTEL CIRCLE
CENSUS TRACT NUMBER: 89.00 PERMIT NUMBER: K96241
USE ZONE: CR COORD. INDEX: 216-1716 PLAN FILE NO.: 85459-D
SETBACK FRONT YARD | REAR YD | SIDE YD | (INT) | (STR) | NAME OF STREET
ALLOWABLE COVERAGE % | FLOOR AREA RATIO ALLOWED | MAX. ALLOWABLE HEIGHT (FT.) | VARIANCE NO.
LOT SPLIT DATE | AGREEMENT NO.: | NO. OF BAR SINKS | CURB TO P.L. F. S.

DATE PLANS SUBMITTED.
PLAN CHK. RECP'T. NO
PLAN CHK RECP'T AMT $

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☐ ALTER ☐ DEMOLISH ☐ REPAIR ☒ NON-RESID ☐ NEW ☐ RESIDENTIAL ☒ ADD

B.C. CODE: 220 DWELL UNITS
BEDROOMS: S 1 2 3 4 5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK			3000 -
100 73421	PLAN CHECK FEE			11 50
	SUPPLEMENTAL PLAN CHK FEE			
100 73422	BUILDING PERMIT FEE			23 00
320 9660	STATE FEE			50
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 35 00

FIRE ZONE: 3 TYPE OF CONST.: V-N OCC. GRP.: F-2
BLDG. AREA: 272 ± NO. STORIES: 1 TOT. FLR. AREA: 272 ±
SPRINKLERS REQD FOR HGT. IN FT.

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT
CITY OF SAN DIEGO

PLANS CHECKED DATE 7/27/76
PLANS APPROVED DATE 7/29/76
PLOT PLAN CHK'D & APPR'D DATE 7/29/76

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY
DATE 7/27/76 INSPECTOR

ENGINEERING & DEV. APPROVAL: | ZONING APPROVAL: | INSPECTION | HEALTH DEPT. APPROVAL:

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

COUNTERMAN NAME: FRANK

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTELS
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRLE
CITY: SAN DIEGO — TELEPHONE NUMBER: 2912232

DESIGNER
NAME: HENDRICK AND MOCK A.I.A.
ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE
CITY: SAN DIEGO — TELEPHONE NUMBER: 2805002

BUILDER
NAME: MELHORN CONSTR. CO
ADDRESS (NUMBER) (STREET): 2147 SAN DIEGO AVE
CITY: SAN DIEGO — TELEPHONE NUMBER: 2962117
STATE LICENSE NUMBER: 119084 — CLASS. NO.: B-1 — CITY LICENSE NUMBER: 722

JOB LOCATION
LOT: 1 — BLOCK: — SUBDIVISION: MAP 6274 TOWN AND COUNTRY — UNIT:
JOB ADDRESS: 500 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: 18 · HOTEL

PARCEL NO.

PROPOSED WORK
DESCRIBE WORK TO BE DONE: INTERIOR NON-STRL ALTERATIONS
EXISTING USE OF BUILDING OR PROPERTY: RESTAURANT COCKTAIL LOUNGE
PROPOSED USE OF BUILDING OR PROPERTY: SAME

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Gary Taylor — DATE SIGNED: 3/25/76
AGENT FOR: HENDRICK & MOCK FOR ATLAS HOTELS
ADDRESS: 500 HOTEL CIRCLE

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY
	REMARKS			
SEWER	NO. ADDITIONAL CONNECTIONS REQ'D		TYPE CONN	CHECKED BY
	REMARKS			

IN-258 (REV. 12-74)

JOB ADDRESS: 500 HOTEL CIRCLE

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: K9764

USE ZONE: CR — COORD. INDEX: 217-1717 — PLAN FILE NO.: 81176-P

SETBACK FRONT YARD: — REAR YD: — SIDE YD: (INT) (STR) — NAME OF STREET:

ALLOWABLE COVERAGE: % — FLOOR AREA RATIO ALLOWED: — MAX. ALLOWABLE HEIGHT (FT.): — VARIANCE NO.:

LOT SPLIT DATE: — AGREEMENT NO.: — NO. OF BAR SINKS: — CURB TO P.L.: F. S.

DATE PLANS SUBMITTED: 3/25/76 — B.C. CODE: 220 — DWG. UNITS: N/A

PLAN CHK. RECP'T. NO.: 62883 — PLAN CHK RECP'T AMT. $83.25

WORK TO BE DONE: ☐ SIGN ☒ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL

BEDROOMS: S 1 2 3 4 5+

FUND & ACCT.		NO UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		66,000 —	66,000 —
100 73421	PLAN CHECK FEE		83.25	
	SUPPLEMENTAL PLAN CHK. FEE			4.50
100 73422	BUILDING PERMIT FEE			175.50
320 9660	STATE FEE			4.62
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 184.62

FIRE ZONE: 3 — TYPE OF CONST.: V 1HR — OCCUP. GRP: B2
BLDG. AREA: NC — NO. STORIES: 1 — TOT. FLR. AREA: N
SPRINKLERS REQD FOR: — HGT. IN FT.:

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: F. Ramirez — DATE: 4/16/76
PLANS APPROVED: C. L. Stenges — DATE: 8/6/76
PLOT PLAN CHK'D & APPR'D: — DATE:

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: C. L. Stenges
DATE: 8/6/76 INSPECTOR

ENGINEERING & DEV. APPROVAL:
ZONING APPROVAL:
INSPECTION
HEALTH DEPT. APPROVAL:

04 05 2000

COUNTERMAN NAME: BLANK

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTELS
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRLE
CITY: SAN DIEGO — TELEPHONE NUMBER: 2912232

DESIGNER
NAME: HENDRICK AND MOCK A.IA
ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE
CITY: SAN DIEGO — TELEPHONE NUMBER: 2805002

BUILDER
NAME: MELHORN CONSTR. CO
ADDRESS (NUMBER) (STREET): 2147 SAN DIEGO AVE
CITY: SAN DIEGO — TELEPHONE NUMBER: 2962117
STATE LICENSE NUMBER: 119084 — CLASS. NO.: B-1 — CITY LICENSE NUMBER: 722

JOB LOCATION
LOT: 1 — BLOCK: — SUBDIVISION: MAP 6214 TOWN AND COUNTRY — UNIT:
JOB ADDRESS: 500 HOTEL CIRCLE
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: 18 HOTEL

PROPOSED WORK
DESCRIBE WORK TO BE DONE: INTERIOR NON-STRL ALTERATIONS
EXISTING USE OF BUILDING OR PROPERTY: RESTAURANT COCKTAIL LOUNGE
PROPOSED USE OF BUILDING OR PROPERTY: SAME

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 3/25/76
AGENT FOR: HENDRICK & MOCK FOR ATLAS HOTELS
ADDRESS: 500 HOTEL CIRCLE

WATER — METER SIZE — SERVICE SIZE — CREDIT — CHECKED BY
REMARKS

SEWER — NO. ADDITIONAL CONNECTIONS REQD — TYPE CONN — CHECKED BY
REMARKS

IN-258 (REV. 12-74)

PARCEL NO.

Job: 500 HOTEL CIRCLE

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: K9764

USE ZONE: CR — COORD. INDEX: 217 1717 — PLAN FILE NO.: 87176-D

SETBACK FRONT YARD — REAR YD — SIDE YD — (INT) — (STR) — NAME OF STREET

ALLOWABLE COVERAGE — FLOOR AREA RATIO % ALLOWED — MAX. ALLOWABLE HEIGHT (FT.) — VARIANCE NO.

LOT SPLIT DATE — AGREEMENT NO.: — NO. OF BAR SINKS — CURB TO P.L. F S.

DATE PLANS SUBMITTED: 3/25/76
PLAN CHK. RECP'T. NO.: 62883
PLAN CHK RECP'T. AMT: $83.25

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☒ ALTER ☐ DEMOLISH ☐ REPAIR ☒ NON-RESID ☐ NEW ☐ RESIDENTIAL ☐ ADD

B.C. CODE: 220 — DWELL UNITS: N/A
BEDROOMS: S 1 2 3 4 5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		60,000 —	66,000 —
100	PLAN CHECK FEE		83.25	
73421	SUPPLEMENTAL PLAN CHK FEE			4.50
100 73422	BUILDING PERMIT FEE			175.50
320 9860	STATE FEE			4.62
506 79750	SEWER FEE			—
500 79080	WATER FEE			—
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 184.62

FIRE ZONE: 3 — TYPE OF CONST.: V 1HR — OCCUP. GRP.: B2
BLDG. AREA: NC — NO. STORIES: 1 — TOT FLR. AREA: N
SPRINKLERS REQD FOR — HGT. IN FT.

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: F. Ramirez — DATE: 4/16/76
PLANS APPROVED: C. L. Steyers — DATE: 8/6/76
PLOT PLAN CHK'D & APPR'D — DATE

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: C. L. Steyers
DATE: 8/6/76 INSPECTOR

ENGINEERING & DEV. APPROVAL: — ZONING APPROVAL: — INSPECTION — HEALTH DEPT. APPROVAL:

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS, INC.

MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE -WEST

CITY: SAN DIEGO 92108 — TELEPHONE NUMBER: 291-2232

DESIGNER

NAME: HENDRICK & MOCK ARCH

ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE

CITY: SAN DIEGO 92116 — TELEPHONE NUMBER: 280-6282

BUILDER

NAME: ROEL CONST. CO.

ADDRESS (NUMBER) (STREET): 3455 HANCOCK ST.

CITY: SAN DIEGO — TELEPHONE NUMBER: 297-4156

STATE LICENSE NUMBER	CLASS. NO.	CITY LICENSE NUMBER
184531	B-1	02425

JOB LOCATION

LOT: 1 & POR LOT 4 — BLOCK: — SUBDIVISION: TOWN & COUNTRY HOTEL P.L. 1105 — UNIT:

JOB ADDRESS: 500 W. HOTEL CIRCLE

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 35 BLDG'S. (HOTEL) CONV. CTR DINING

PROPOSED WORK

DESCRIBE WORK TO BE DONE: ADDITION OF EXHIBIT HALL TO EXIST CONV. CENTER

EXISTING USE OF BUILDING OR PROPERTY: CONVENTION CENTER HOTEL & DINING

PROPOSED USE OF BUILDING OR PROPERTY: EXHIBIT HALL

PARCEL NO.

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 9-2-75

AGENT FOR: ATLAS HOTELS INC

ADDRESS: 500 W. HOTEL CIRCLE S.D.

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS

SEWER	NO. ADDITIONAL CONNECTIONS REQ'D.	TYPE CONN	CHECKED BY

REMARKS

1N-258 (REV. 12-70)

JOB ADDRESS: 500 W. Hotel Circle

CENSUS TRACT NUMBER: 89.00 — PERMIT NUMBER: [illegible]

PLANNING

USE ZONE	COORD. INDEX	PLAN FILE NO.
CR	217-1717	75-64-[illegible]

LOT AREA	ALLOW COVERAGE	TOTAL AREA COVERED
	35 %	SQ. FT.

SETBACK FRONT YARD	REAR YD.	SIDE (INT.)	SIDE (STR.)	NAME OF STREET
25	25	10	25	

VARIANCE NO.	LOT SPLIT DATE	HEALTH DEPT APPROVAL

ENG.

L.D. PRMT REQ'D	ST. IMP. PRMT. REQ'D	ENCR PRMT REQ'D	CHECKED BY
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	

CURB TO P.L. F. S.

PLAN CHK. RECP'T. NO.: H0404

PLAN CHK RECP'T. AMT: $863.25

WORK TO BE DONE: ☐ SIGN ☐ ALTER ☐ REPAIR ☐ NEW ☒ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL

B.C. CODE: 220

NO. BEDROOMS

DWELLING UNITS

VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
		2,500,000 —	2,500,000.00

	FUND & ACC'T.		
	PLAN CHECK FEE	863.25	
	SUPPLEMENTAL PLAN CHK. FEE		450.00
	BUILDING PERMIT FEE		2620.50
100 7342	SUB-TOTAL		~~[illegible]~~
506 79750	SEWER FEE		
500 79080	WATER FEE		
	State law		175.00

SPECIAL INSPECTION REQUIRED FOR: ☒ CONCRETE ☐ MASONRY ☒ WELDING, H.S. BOLTS ☐ PILE DRIVING ☒ OTHER (IDENTIFY) SOILS

TOTAL FEES DUE: 3251.50

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	I SPR	B-2

BLDG. AREA	NO. STORIES	TOT. FLR. AREA
+37761	2+B	+43879

SPRINKLERS REQD FOR: 1973 UBC SEC 3802 (a) 9.

ATTENTION
THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

INSPECTION DEPARTMENT

CITY OF SAN DIEGO

PLANS CHECKED: [signature] — DATE: 10-17-75

PLANS APPROVED: [signature] — DATE: 2-18-76

PLOT PLAN CHK'D & APPR'D: PER ZONING V.B. — DATE: 10-10-75

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF DEPT. OF INSP. DEPUTY: W Ausler

DATE: 2/18/76

INSPECTOR

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): Atlas Hotel

MAILING ADDRESS (NUMBER) (STREET): 500 Hotel Circle North

CITY: San Diego ZIP TELEPHONE NUMBER: 291-7121

DESIGNER

NAME

ADDRESS (NUMBER) (STREET)

CITY ZIP TELEPHONE NUMBER

BUILDER

NAME: Melhorn Const. Co.

ADDRESS (NUMBER) (STREET): 2147 San Diego Ave

CITY: San Diego ZIP TELEPHONE NUMBER: 296-2117

STATE LICENSE NUMBER: 199084 CLASS. NO.: B1 CITY LICENSE NUMBER: 722

JOB LOCATION

LOT: 1-2 BLOCK SUBDIVISION: Seven Seas" UNIT

JOB ADDRESS: 500 Hotel Circle North

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: Motel - Hotel

PROPOSED WORK

DESCRIBE WORK TO BE DONE: 290' - 8' Fence

EXISTING USE OF BUILDING OR PROPERTY: Hotel - Motel

PROPOSED USE OF BUILDING OR PROPERTY: Hotel Motel

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SIGNATURE (OWNER OR AGENT): Edward F. McGinn DATE SIGNED: 8-26-76

AGENT FOR: Melhorn Const. Co.

ADDRESS: 2147 San Diego Ave

WATER

METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D.	TYPE CONN	CHECKED BY

REMARKS

JOB ADDRESS: 500 Hotel Circle North

CENSUS TRACT NUMBER: 89.00 PERMIT NUMBER: L00672

USE ZONE: CR COORD. INDEX: 217-1717 PLAN FILE NO.: 86443-D

SETBACK FRONT YARD | REAR YD | SIDE YD | (INT) | (STR) | NAME OF STREET

ALLOWABLE COVERAGE % | FLOOR AREA RATIO ALLOWED | MAX. ALLOWABLE HEIGHT (FT.) | VARIANCE NO.

LOT SPLIT DATE | AGREEMENT NO.: | NO. OF BAR SINKS | CURB TO P.L. F. S.

DATE PLANS SUBMITTED:

PLAN CHK. RECP'T. NO.

PLAN CHK RECP'T. AMT. $

WORK TO BE DONE: ☐ SIGN ☒ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL

B.C. CODE: 820 DWELL. UNITS

BEDROOMS: S 1 2 3 4 5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK			2100
100 73421	PLAN CHECK FEE		11 50	23 00
73421	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE		DBL FEE	46 00
320 8660	STATE FEE			50
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 69 50

FIRE ZONE: 3 | TYPE OF CONST. | OCCUP. GRP.: J

BLDG. AREA: — | NO. STORIES: — | TOT. FLR. AREA: —

SPRINKLERS REQD FOR: | HGT. IN FT.

5560 8267603 8 26 76 69.50

PLANS CHECKED | DATE

PLANS APPROVED | DATE 8/26/76

PLOT PLAN CHK'D & APPR'D: Zoning | DATE 8/26/76

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY

DATE: 8/26/76 INSPECTOR

69.50+ 69.50+T

ENGINEERING & DEV. APPROVAL: | INSPECTION | ZONING APPROVAL: | HEALTH DEPT. APPROVAL

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

COUNTERMAN NAME

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTEL
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE North
CITY: San Diego ZIP TELEPHONE NUMBER: 291-7131

DESIGNER
NAME
ADDRESS (NUMBER) (STREET)
CITY ZIP TELEPHONE NUMBER

BUILDER
NAME: McLHORN Const. Co
ADDRESS (NUMBER) (STREET): 2147 San Diego Ave
CITY: San Diego ZIP TELEPHONE NUMBER: 296-2117
STATE LICENSE NUMBER: 199084 CLASS. NO.: B1 CITY LICENSE NUMBER: 722

JOB LOCATION
LOT: 1 BLOCK SUBDIVISION: Town & Country Map UNIT 6275
JOB ADDRESS: 500 Hotel Circle North
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: HOTEL

PROPOSED WORK
DESCRIBE WORK TO BE DONE: INTERIOR PARTITION - STORAGE Room
EXISTING USE OF BUILDING OR PROPERTY: HOTEL
PROPOSED USE OF BUILDING OR PROPERTY: HOTEL

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction, and in doing the work authorized thereby no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation insurance.

SIGNATURE (OWNER OR AGENT): [signature] DATE SIGNED: 9-3-76
AGENT FOR: Melhorn Const. Co
ADDRESS: 2147 San Diego Ave

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY
	REMARKS			

SEWER	NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY
	REMARKS		

IN-258 (REV. 9-75)

JOB ADDRESS: 500 Hotel Circle North
CENSUS TRACT NUMBER: 89.00 PERMIT NUMBER: L01919
USE ZONE: CR COORD. INDEX: 217-1718 PLAN FILE NO.: 85159-B ADD TO
SETBACK FRONT YARD | REAR YD | SIDE YD | (INT) | (STR) | NAME OF STREET
ALLOWABLE COVERAGE % | FLOOR AREA RATIO ALLOWED | MAX. ALLOWABLE HEIGHT (FT.) | VARIANCE NO.
LOT SPLIT DATE | AGREEMENT NO.: | NO. OF BAR SINKS | CURB TO P.L. F. S.
DATE PLANS SUBMITTED:
PLAN CHK. RECP'T NO
PLAN CHK RECP'T AMT. $

WORK TO BE DONE: ☐ SIGN ☐ ALTER ☐ REPAIR ☐ NEW ☒ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL

B.C. CODE: 220 DWELL. UNITS
BEDROOMS: S 1 2 3 4 5+

FUND & ACCT.	VALUATION OF WORK	NO UNITS	PER UNIT	TOTAL
				100 —
100	PLAN CHECK FEE			
73421	SUPPLEMENTAL PLAN CHK FEE			
100 73422	BUILDING PERMIT FEE			5 —
320 8660	STATE FEE			50
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 5 50
FIRE ZONE: 3 TYPE OF CONST.: V N OCCUP. GRP.: F2
BLDG AREA: NC NO. STORIES: 1 TOT. FLR. AREA: NC
SPRINKLERS REQD FOR | HGT. IN FT.

PLANS CHECKED | DATE
PLANS APPROVED: [signature] DATE: 9/3/76
PLOT PLAN CHK'D & APPR'D | DATE

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT
CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: [signature]
DATE: 9/3/76, INSPECTOR

ENGINEERING & DEV. APPROVAL:
ZONING APPROVAL:
INSPECTION
HEALTH DEPT. APPROVAL:
PARCEL NO.

04 05 2000

...ng Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS.

MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE

CITY: SAN DIEGO — TELEPHONE NUMBER: 2912232

DESIGNER

NAME: HENDRICK AND MOCK ARCH

ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE

CITY: SAN DIEGO — TELEPHONE NUMBER: 2806282

BUILDER

NAME: OWNER

ADDRESS (NUMBER) (STREET):

CITY: — TELEPHONE NUMBER:

STATE LICENSE NUMBER — CLASS. NO. — CITY LICENSE NUMBER

JOB LOCATION

LOT: 1 — BLOCK: — SUBDIVISION: #6274 T & C HOTEL — UNIT:

JOB ADDRESS: 500 HOTEL CIRCLE No.

CONDITION OF SOIL AT JOB SITE: [X] ORIGINAL [ ] COMPACTED FILL [ ] LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: HOTEL & MEETING RMS

PROPOSED WORK

DESCRIBE WORK TO BE DONE: 365 SF ADD'N TO RESERVATION CENTER

EXISTING USE OF BUILDING OR PROPERTY: HOTEL

PROPOSED USE OF BUILDING OR PROPERTY: SAME

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction; and in doing the work authorized thereby, no person will be employed in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

SIGNATURE (OWNER OR AGENT): Corry Taylor — DATE SIGNED: 11/3/77

AGENT FOR: ATLAS HOTELS

ADDRESS: DESIGNER

COUNTERMAN NAME

PARCEL NO.

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY
	REMARKS			

SEWER	NO. ADDITIONAL CONNECTIONS REQ'D	TYPE CONN.	CHECKED BY
	REMARKS		

IN-258 (REV. 12-74)

JOB ADDRESS: 500 HOTEL CIR. NO.

CENSUS TRACT NUMBER: 89.02 — PERMIT NUMBER: L74645

USE ZONE: CR — COORD. INDEX: 216-1716 — PLAN FILE NO.: F58631

SETBACK FRONT YARD — REAR YD — SIDE YD — (INT) — (STR) — NAME OF STREET

ALLOWABLE COVERAGE % — FLOOR AREA RATIO ALLOWED — MAX. ALLOWABLE HEIGHT (FT.) — VARIANCE NO.

LOT SPLIT DATE — AGREEMENT NO.: — NO. OF BAR SINKS — CURB TO P.L. F. S.

DATE PLANS SUBMITTED: 11-3-77

PLAN CHK. RECP'T. NO.: 44857

PLAN CHK RECP'T AMT: 5K $19.00

WORK TO BE DONE: [ ] SIGN [ ] MOVE [ ] ALTER [ ] DEMOLISH [ ] REPAIR [X] NON-RESID [ ] NEW [ ] RESIDENTIAL [X] ADD

B.C. CODE: 220 — DWELL UNITS

BEDROOMS: S, 1, 2, 3, 4, 5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		8,000 —	8,000
100	PLAN CHECK FEE		19 —	
73421	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE			38 —
320 9660	STATE FEE			56
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: [ ] CONCRETE [ ] MASONRY [ ] WELDING, H.S. BOLTS [ ] PILE DRIVING [ ] OTHER (IDENTIFY)

TOTAL FEES DUE: 38 56

FIRE ZONE: 3 — TYPE OF CONST.: V N — OCCUP. GRP.: F2

BLDG. AREA: 1504 — NO. STORIES: 1 — TOT. FLR. AREA

SPRINKLERS REQD FOR — HGT. IN FT.

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

11 18 77 1877903 38.56

PLANS CHECKED: LYONS — DATE: 11/8/77

PLANS APPROVED: D. Schwartz — DATE: 11/18/77

PLOT PLAN CHK'D & APPR'D: per ZONING — DATE: 11/16/77

APPLICATION APPROVAL

THE PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: D. Schwartz

DATE: 11/18/77

38.56+T

INSPECTOR

ENGINEERING & DEV. APPROVAL: — INSPECTION — ZONING APPROVAL: — HEALTH DEPT. APPROVAL:

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS, INC

MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE NO

CITY: SAN DIEGO ZIP: 92138 TELEPHONE NUMBER: 291 2232

DESIGNER

NAME: HENDRICK + MOCK ARCH

ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE

CITY: SAN DIEGO ZIP: 92116 TELEPHONE NUMBER: 2806282

BUILDER

NAME: OWNER

ADDRESS (NUMBER) (STREET):

CITY: ZIP: TELEPHONE NUMBER:

STATE LICENSE NUMBER: CLASS NO: CITY LICENSE NUMBER:

JOB LOCATION

LOT: 1 BLOCK: SUBDIVISION: TOWN & COUNTRY UNIT:

JOB ADDRESS: 500 HOTEL CIRCLE NO

CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: 36 HOTEL/RESTAURANT

PROPOSED WORK

DESCRIBE WORK TO BE DONE: CEILING ALTERATIONS ADD INSUL AND SHEETROCK FOR 101 RMS.

EXISTING USE OF BUILDING OR PROPERTY: HOTEL

PROPOSED USE OF BUILDING OR PROPERTY: SAME

I hereby acknowledge that I have read this application, that the information given is correct, and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction. In the event I do not comply with the Workman's Compensation law, this permit shall be deemed revoked.

SIGNATURE (OWNER OR AGENT): [signature] DATE SIGNED: 4/28/78

AGENT FOR: ATLAS HOTELS, INC.

ADDRESS:

WATER

METER SIZE: SERVICE SIZE: CREDIT: CHECKED BY:

REMARKS:

SEWER

NO ADDITIONAL CONNECTIONS REQ'D | CHECKED BY:

REMARKS:

IN-258 (REV. 8/77)

APPLICATION RECD. AT COUNTER BY

EXPIRATION DATE

WORKMAN'S INSURANCE

ZONE: CR | COORD. INDEX: 216-1716 | PLAN FILE NO.: F64250

SETBACK FRONT YARD | REAR YD. | SIDE | UNIT | STR. | NAME OF STREET

ALLOWABLE COVERAGE | FLOOR AREA RATIO % ALLOWED | MAX. ALLOWABLE HEIGHT (FT.) | VARIANCE NO.

LOT SPLIT DATE | AGREEMENT NO. | NO. OF BATH SINKS | CURB TO P.L.

DATE PLANS SUBMITTED:

PLAN CHK. RECP'T. NO.

PLAN CHECK RECP'T. AMT. $

WORK TO BE DONE: ☐ SIGN ☒ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☐ NONRESID ☒ RESIDENTIAL

CODE / DWELL UNITS: 210 / NC

NO. UNITS | PER UNIT | TOTAL

FUND & ACCT.				TOTAL
	VALUATION OF WORK			20,000
100	PLAN CHECK FEE			37
73421	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE		DBL FEE	148 / 140
320 9680	STATE FEE			
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

TOTAL FEES DUE: 186.40

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ SOILS ☐ OTHER (IDENTIFY)

FIRE ZONE: 3 | TYPE OF CONST.: V-N | OCCUP. GRP.: H

BLDG. AREA: NC | NO. STORIES: 1 | TOT. FLR. AREA: NC

SPRINKLERS REQD FOR: | HGT. IN FT.

PLANS CHECKED | DATE

PLANS APPROVED: [signature] | DATE: 4/28/78

PLOT PLAN CHK'D & APPR'D | DATE

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED. BUILDING INSPECTION DEPARTMENT. CITY OF SAN DIEGO

JH 98 #18640

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: Adams

DATE: 4-28-78

FILE

INSPECTION | HEALTH DEPT. APPROVAL

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTEL INC
MAILING ADDRESS (NUMBER) (STREET): 500 H HOTEL CIRCLE
CITY / ZIP / TELEPHONE NUMBER: SAN DIEGO 92108 2912232

DESIGNER
NAME: HENDRICK & MACK ARCH
ADDRESS (NUMBER) (STREET):
CITY / ZIP / TELEPHONE NUMBER:

BUILDER
NAME:
ADDRESS (NUMBER) (STREET):
CITY / ZIP / TELEPHONE NUMBER:
STATE LICENSE NUMBER / CLASS NO. / CITY LICENSE NUMBER

JOB LOCATION
LOT / BLOCK / SUBDIVISION / UNIT
JOB ADDRESS
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE

DESCRIBE WORK TO BE DONE

I acknowledge that I am the ... of the ... or the ... agent of the owner ... state laws regulating construction ... in the event I do not comply with the Workman's Compensation ... this permit shall be deemed revoked.

SIGNATURE (OWNER OR AGENT) / DATE SIGNED
AGENT FOR
ADDRESS

APPLICATION RECD AT COUNTER BY
EXPIRATION DATE
WORKMAN'S INSURANCE

JOB ADDRESS: 500
PLAN CHK RECPT NUMBER: 79934

USE ZONE	COORD. INDEX	PERMIT FILE NO.
CR	217-1717	E65110

SETBACK FRONT YARD / REAR YD / SIDE YD / (INT) / (STR) / NAME OF STREET
ALLOWABLE COVERAGE / FLOOR AREA RATIO % ALLOWED / MAX. ALLOWABLE HEIGHT (FT.) / VARIANCE NO.
LOT SPLIT-DATE / AGREEMENT NO. / NO. OF PARKING SPACES / CURB TO P.L.

DATE PLANS SUBMITTED:
PLAN CHK. RECP'T. NO. 79934
PLAN CHECK RECP'T. AMT. $ 13.00

WORK TO BE DONE: ☒ SIGN ☐ MOVE ☒ ALTER ☐ DEMOLISH ☐ REPAIR ☒ NON-RESID ☐ NEW ☐ RELOCATION ☐ ADD

FUND & ACCT.	VALUATION OF WORK	NO. UNITS	PER UNIT	TOTAL
			3500	3500
100	PLAN CHECK FEE		13 —	
73421	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE			26 —
320 9880	STATE FEE			.50
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☐ SOILS ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 26.50

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP
3	I	F2
BLDG. AREA	NO. STORIES	TOT. FLR AREA
NC		NC
SPRINKLERS REQD FOR		HGT. INFT.

PLANS CHECKED: [signature] DATE 6/7/78
PLANS APPROVED: Mickelson DATE 6/9/78
PLOT PLAN CHK'D & APPR'D / DATE

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
BUILDING INSPECTION DEPARTMENT
CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: Mickelson
DATE 6/9/78

FILE

WATER: METER SIZE / SERVICE SIZE / CREDIT / CHECKED BY
REMARKS

SEWER: NO ADDITIONAL CONNECTIONS REQ'D / CHECKED BY
REMARKS

IN-280 (REV. 3-77)

04 05 2000

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

JOB ADDRESS: 500 HOTEL CIRCLE NORTH

CENSUS TRACT NUMBER: 89.02 | PERMIT NUMBER: T45596

USE ZONE: CR/FPF | COORD. INDEX: 218-1718 | PLAN FILE NO.: E73009

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTELS
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE NO
CITY / ZIP: SAN DIEGO 92138 | TELEPHONE NUMBER: 291-2232

DESIGNER
NAME: HENDRICK & MOCK ARCH.
ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE
CITY / ZIP: SAN DIEGO 92116 | TELEPHONE NUMBER: 2806282

BUILDER
NAME: MELHORN CONSTRUCTION
ADDRESS (NUMBER) (STREET): 2147 SAN DIEGO AVE
CITY: SAN DIEGO | ZIP | TELEPHONE NUMBER
STATE LICENSE NUMBER: 199084 | CLASS. NO.: B1 | CITY LICENSE NUMBER: 722

JOB LOCATION
LOT / BLOCK / SUBDIVISION / UNIT: SEVEN INNS SUBD. MAP 5671 / TOWN & COUNTRY · MAP 6274
JOB ADDRESS: 500 HOTEL CIRCLE NO
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE: HOTEL/CONVENTION CENTER

PROPOSED WORK
DESCRIBE WORK TO BE DONE: CONSTRUCT 2 STORY STORAGE/OFFICE/REPAIR SHOP
EXISTING USE OF BUILDING OR PROPERTY: HOTEL/CONVENTION
PROPOSED USE OF BUILDING OR PROPERTY: ~~B&B~~ ENGINEERING OFFICE

I hereby acknowledge that I have read this application and state that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction. In the event I do not comply with the Workman's Compensation law, this permit shall be deemed revoked.

SIGNATURE (OWNER OR AGENT): Gary Taylor | DATE SIGNED: 12.14.78
AGENT FOR: OWNER
ADDRESS:

SETBACK FRONT YARD | REAR YD | SIDE YD (INT) (STR) | NAME OF STREET
ALLOWABLE COVERAGE % | FLOOR AREA RATIO ALLOWED | MAX. ALLOWABLE HEIGHT (FT.) | VARIANCE NO.
LOT SPLIT DATE | AGREEMENT NO.: | NO. OF SINKS | CURB TO P.L. F. S.

DATE PLANS SUBMITTED: 12/14/78
PLAN CHK. RECP'T. NO.: 08636-21B
PLAN CHECK RECP'T. AMT. $: 111 xx

WORK TO BE DONE: ☐ SIGN ☐ ALTER ☐ REPAIR ☒ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL
U.B.C. CODE: 450 | DWELL UNITS: NA

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		96,700 =	105,000 —
100	PLAN CHECK FEE		111 =	
73421	SUPPLEMENTAL PLAN CHK. FEE			4.75
100 73422	BUILDING PERMIT FEE			231.50
320 9660	STATE FEE			7.35
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☒ SOILS ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 246.60

FIRE ZONE: 2 | TYPE OF CONST.: V-N | OCCUP. GRP.: F2
BLDG. AREA: 2800 | NO. STORIES: 2 | TOT. FLR. AREA: 5600
SPRINKLERS REQD FOR: | HGT. INFT.:

JAN 10 79 · 335 IP *** 246.60

PLANS CHECKED: HASCHKE | DATE: 1/10/79
PLANS APPROVED: G Hazel | DATE: 1/19/79
PLOT PLAN CHK'D & APPR'D: Zoning | DATE: 1/19/79

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
BUILDING INSPECTION DEPARTMENT
CITY OF SAN DIEGO

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: G Hazel
DATE: 1/19/79 FILE

WATER
METER SIZE: 2 1/2" | SERVICE SIZE | CREDIT | CHECKED BY: Sh
REMARKS:

SEWER
NO. ADDITIONAL CONNECTIONS REQ'D. | TYPE CONN. | CHECKED BY: Sh
REMARKS: See attached receipt

04 05 2000

LOCATION RECEIVED AT COUNTER BY

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS

MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE NO

CITY: SAN DIEGO ZIP: 92038 TELEPHONE NUMBER: 2912232

DESIGNER

NAME: HENDRICK & MOCK, A.I.A.

ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE

CITY: SAN DIEGO ZIP: 92116 TELEPHONE NUMBER: 2805002

BUILDER

NAME: OWNER

ADDRESS (NUMBER) (STREET):

CITY: ZIP: TELEPHONE NUMBER:

STATE LICENSE NUMBER: CLASS. NO.: CITY LICENSE NUMBER:

JOB LOCATION

LOT: 1 BLOCK: SUBDIVISION: TOWN & COUNTRY HOTEL UNIT:

JOB ADDRESS: 500 HOTEL CIRCLE NO

CONDITION OF SOIL AT JOB SITE: ☐ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO OF EXISTING BUILDINGS ON LOT AND USE: HOTEL/CONVENTION CTR

PROPOSED WORK

DESCRIBE WORK TO BE DONE: ~~ADD~~ elec. OFFICE PARTITIONS IN EXISTING BLDG

EXISTING USE OF BUILDING OR PROPERTY: CONVENTION CTR

PROPOSED USE OF BUILDING OR PROPERTY: SAME

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction. In the event I do not comply with the Workman's Compensation law, this permit shall be deemed revoked.

SIGNATURE (OWNER OR AGENT): Gary Taylor DATE SIGNED: 1-3-78

AGENT FOR: ATLAS HOTEL

ADDRESS:

JOB ADDRESS: 500 Hotel Cir N

CENSUS TRACT NUMBER: 89.02 ~~90~~ PERMIT NUMBER: B46058

USE ZONE: CR COORD. INDEX: 216-1716 PLAN FILE NO.: E73509

SETBACK FRONT YARD: REAR YD: SIDE YD: (INT) (STR) NAME OF STREET

ALLOWABLE COVERAGE: FLOOR AREA RATIO % ALLOWED: MAX. ALLOWABLE HEIGHT (FT.): VARIANCE NO.:

LOT SPLIT DATE: AGREEMENT NO.: NO. OF BAR SINKS: CURB TO P.L. F. S.

DATE PLANS SUBMITTED: 1/4/79

PLAN CHK. RECP'T. NO.: 8902

PLAN CHECK RECP'T. AMT. $

WORK TO BE DONE: SIGN ☐ MOVE ☐ ALTER ☒ DEMOLISH ☐ REPAIR ☐ NON-RESID ☒ NEW ☐ RESIDENTIAL ☐ ADD ☐

B.C. CODE: 220 DWELL UNITS BEDROOMS: S 1 2 3 4 5

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		3000	3000
100	PLAN CHECK FEE		11.50	
73421	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE			
320 9660	STATE FEE			23 —
506 79750	SEWER FEE			.50
500 79000	WATER FEE			
73423	PARK FEE			

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING & H.S. BOLTS ☐ PILE DRIVING ☐ SOILS ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 23.50

FIRE ZONE: 3 TYPE OF CONST.: V-1 OCCUP. GRP.: B-2

BLDG. AREA: NC NO. STORIES: NC TOT. FLR. AREA: NC

SPRINKLERS REQD FOR: HGT. IN FT.:

1 1247900 3 23.50 3 CODE

PLANS CHECKED: [signature] DATE: 1-17-79

PLANS APPROVED: [signature] DATE: 1-17-79

PLOT PLAN CHK'D & APPR'D: DATE:

ATTENTION: THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

23.50+ 23.50+1

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: C. L. Stevens

DATE: 1/24/79 FILE

WATER

METER SIZE: SERVICE SIZE: CREDIT: CHECKED BY:

REMARKS:

SEWER

NO. ADDITIONAL CONNECTIONS REQ'D: TYPE CONN: CHECKED BY:

REMARKS:

Building Permit Application — APPLICANT FILL INSIDE HEAVY LINES

500 Hotel Circl 04 05 2000

OWNER
NAME (OR NAME OF BUSINESS): ATLAS HOTEL
MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE N.
CITY: S.D ZIP TELEPHONE NUMBER: 291-2230

DESIGNER
NAME: FINE LINE DRAFTG ASSN
ADDRESS (NUMBER) (STREET): 3572 HANCOCK ST
CITY: S.D CA. ZIP TELEPHONE NUMBER: 298 4472

BUILDER
NAME: LENDI INDUS. INC.
ADDRESS (NUMBER) (STREET): 1044 PIONEER WAY
CITY: EL CAJON. ZIP TELEPHONE NUMBER: 440 4011
STATE LICENSE NUMBER: 334608 CLASS. NO.: B1 CITY LICENSE NUMBER: 65514

JOB LOCATION
LOT: 1&2 BLOCK SUBDIVISION: SEVEN INNS UNIT
JOB ADDRESS: 500 HOTEL CIRCLE N
CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL
NO. OF EXISTING BUILDINGS ON LOT AND USE

PROPOSED WORK
DESCRIBE WORK TO BE DONE: STORAGE SHED & GARAGE 1000 #
EXISTING USE OF BUILDING OR PROPERTY: HOTEL
PROPOSED USE OF BUILDING OR PROPERTY

I hereby acknowledge that I have read this application, that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction. In the event I do not comply with the Workman's Compensation law, this permit shall be deemed revoked.

SIGNATURE (OWNER OR AGENT): [signature] DATE SIGNED: 1-15-79
AGENT FOR: FINE LINE DRAFTG ASSN
ADDRESS: 3572 HAN-COCK ST

WATER
METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY

REMARKS

SEWER
NO ADDITIONAL CONNECTIONS REQ'D.	TYPE CONN	CHECKED BY

REMARKS

CENSUS TRACT NUMBER: 89.02 PERMIT NUMBER: M51038
USE ZONE: CR COORD. INDEX: 215-1717 PLAN FILE NO.: G/ 5535
SETBACK FRONT YARD / REAR YD / SIDE YD / (INT) (STR) NAME OF STREET
ALLOWABLE COVERAGE % / FLOOR AREA RATIO ALLOWED / MAX. ALLOWABLE HEIGHT (FT.) / VARIANCE NO.
LOT SPLIT DATE / AGREEMENT NO.: / NO. OF BAR SINKS / CURB TO P.L. F. S.
DATE PLANS SUBMITTED: 1-15-79
PLAN CHK. RECP'T. NO.: 08943 6B
PLAN CHECK RECPT. AMT.: $25.00
WORK TO BE DONE: ☐ SIGN ☐ ALTER ☐ REPAIR ☐ NEW ☐ ADD ☐ MOVE ☐ DEMOLISH ☒ NON-RESID ☐ RESIDENTIAL
U.C. CODE: 190 DWELL UNITS
BEDROOMS: S 1 2 3 4 5+

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		12,000 —	12,000 —
100	PLAN CHECK FEE		25.00	
73421	SUPPLEMENTAL PLAN CHK. FEE			
100 73422	BUILDING PERMIT FEE			50 —
320 9660	STATE FEE			.84
506 79750	SEWER FEE			
500 79080	WATER FEE			
73423	PARK FEE			
	TOTAL FEES DUE			50.84

SPECIAL INSPECTION REQUIRED FOR
☐ CONCRETE
☐ MASONRY
☐ WELDING, H.S. BOLTS
☐ PILE DRIVING
☐ SOILS
☐ OTHER (IDENTIFY)

FIRE ZONE: 3 TYPE OF CONST.: V N OCCUP. GP.: F-1
BLDG. AREA: 1000 NO. STORIES: 1 TOT. FLR. AREA: 1000
SPRINKLERS REQD FOR: HGT. INFT.

FEB 27-79 ... 176816 ****50.84

ENGINEERING & DEV. APPROVAL / INSPECTION / ZONING APPROVAL

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED
BUILDING INSPECTION DEPARTMENT
CITY OF SAN DIEGO

PLANS CHECKED: HASCHKE DATE: 2-9-79
PLANS APPROVED: M. HAVKILLA DATE: 2-26-79
PLOT PLAN CHK'D & APPR'D: ZONING DATE: 1-23-79

APPLICATION APPROVAL
THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY, AND FEES ARE PAID, AND RECEIPT ACKNOWLEDGED IN SPACE PROVIDED.
SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: [signature]
DATE

FILE

04 05 2000

Building Permit Application

APPLICANT FILL INSIDE HEAVY LINES

OWNER

NAME (OR NAME OF BUSINESS): ATLAS HOTELS

MAILING ADDRESS (NUMBER) (STREET): 500 HOTEL CIRCLE NO

CITY: SAN DIEGO — ZIP: 92108 — TELEPHONE NUMBER: 291-2232

DESIGNER

NAME: HENDRICK & MOCK A.I.A.

ADDRESS (NUMBER) (STREET): 3901 ADAMS AVE

CITY: SAN DIEGO 92116 — ZIP — TELEPHONE NUMBER: 280 6282

BUILDER

NAME: MELHORN CONST. CO

ADDRESS (NUMBER) (STREET): 2147 SAN DIEGO AVE

CITY: SAN DIEGO — ZIP — TELEPHONE NUMBER: 2962117

STATE LICENSE NUMBER: 345079 — CLASS. NO.: B-1 — CITY LICENSE NUMBER: 00722

JOB LOCATION

LOT: 1 — BLOCK — SUBDIVISION: TOWN & COUNTRY — UNIT

JOB ADDRESS: 500 HOTEL CIRCLE NO

CONDITION OF SOIL AT JOB SITE: ☒ ORIGINAL ☐ COMPACTED FILL ☐ LOOSE FILL

NO. OF EXISTING BUILDINGS ON LOT AND USE: HOTEL / BANQUET

PROPOSED WORK

DESCRIBE WORK TO BE DONE: CONSTRUCT NEW LAUNDRY FACILITIES

EXISTING USE OF BUILDING OR PROPERTY: HOTEL

PROPOSED USE OF BUILDING OR PROPERTY: HOTEL SERVICES

I hereby acknowledge that I have read this application; that the information given is correct; and that I am the owner, or the duly authorized agent of the owner. I agree to comply with city and state laws regulating construction. In the event I do not comply with the Workman's Compensation law, this permit shall be deemed revoked.

SIGNATURE (OWNER OR AGENT): [signature] — DATE SIGNED: 4/9/79

AGENT FOR: OWNER

ADDRESS

EXPIRATION DATE

WATER	METER SIZE	SERVICE SIZE	CREDIT	CHECKED BY
	EX			

REMARKS

SEWER	NO ADDITIONAL CONNECTIONS REQ'D	TYPE CONN	CHECKED BY
		EX	

REMARKS: See attached receipt

JOB ADDRESS: 500 HOTEL CIRCLE N.

CENSUS TRACT NUMBER: 89.02 — PERMIT NUMBER: [redacted]

USE ZONE: CR — COORD. INDEX: 217-1717 — PLAN FILE NO.: E 70808

SETBACK FRONT YARD — REAR YD — SIDE YD — (INT) — (STR) — NAME OF STREET

ALLOWABLE COVERAGE % — FLOOR AREA RATIO ALLOWED — MAX. ALLOWABLE HEIGHT (FT.) — VARIANCE NO.

LOT SPLIT DATE — AGREEMENT NO.: — NO. OF BAR SINKS — CURB TO P.L. F. S.

DATE PLANS SUBMITTED: 4/11/79

WORK TO BE DONE: ☐ SIGN ☐ MOVE ☐ ALTER ☐ DEMOLISH ☐ REPAIR ☒ NON-RESID ☒ NEW ☐ RESIDENTIAL ☐ ADD

B.C. CODE: 190 — DWELL UNITS

BEDROOMS: S, 1, 2, 3, 4, 5+

PLAN CHK. RECP'T. NO.: 26554 73

PLAN CHECK RECP'T. AMT. $123.75

FUND & ACCT.		NO. UNITS	PER UNIT	TOTAL
	VALUATION OF WORK		121,000 —	121,000 —
100 73421	PLAN CHECK FEE		123 75	—
	SUPPLEMENTAL PLAN CHK. FEE			—
100 73422	BUILDING PERMIT FEE			247 50
320 9660	STATE FEE			8 47
506 79750	SEWER FEE			—
500 79080	WATER FEE			—
73423	PARK FEE			—

SPECIAL INSPECTION REQUIRED FOR: ☐ CONCRETE ☐ MASONRY ☐ WELDING, H.S. BOLTS ☐ PILE DRIVING ☒ SOILS ☐ OTHER (IDENTIFY)

TOTAL FEES DUE: 255 97

FIRE ZONE	TYPE OF CONST.	OCCUP. GRP.
3	II N	F-2

BLDG. AREA	NO. STORIES	TOT. FLR. AREA
6690	2	8063

SPRINKLERS REQD FOR: — HGT. IN FT.

INSPECTION

	DATE
PLANS CHECKED: RIDEOUT	6-6-79
PLANS APPROVED: [signature]	6-11-79
PLOT PLAN CHK'D & APPR'D: PER ZONING	6-6-79

ATTENTION THIS PERMIT AUTHORIZES ONLY THE WORK NOTED

BUILDING INSPECTION DEPARTMENT

CITY OF SAN DIEGO

APPLICATION APPROVAL

THIS PERMIT DOES NOT BECOME VALID UNTIL SIGNED BY THE DIRECTOR OF BUILDING INSPECTION, OR HIS DEPUTY; AND FEES ARE PAID, AND RECEIPT IS ACKNOWLEDGED IN SPACE PROVIDED.

SIGNATURE OF BUILD. INSP. DEPT. DEPUTY: [signature]

DATE: 6-11-79

FILE

04 05 2000

PERMIT APPLICATION

CITY OF SAN DIEGO BUILDING INSPECTION DEPARTMENT

1. **PROJECT INFORMATION**

Plan File No. ECC4665 87

2. **APPLICANT**

3. **PROPERTY OWNER**

4. **CONTRACTOR**

225-941-3214

WORKER'S COMPENSATION

6. **OWNER-BUILDER DECLARATION**

7. **CONSTRUCTION LENDING AGENCY**

8. **APPLICANT'S SIGNATURE**

02022

Cr H0 3099 DEMO

04 05 2000

Permit Application

B000637-90

City of San Diego Building Inspection Department
1222 First Avenue, MS 301, San Diego, CA 92101 (619) 236-6270

A000806-90

1. Permit Type
ISSUED: 7-5-90 FINALED: 7-16-90

☐ Combination ☐ Building ☐ Mobile Home ☐ Electrical ☐ Plumbing & Gas ☐ Mechanical ☒ Demolition
☐ Relocation ☒ Remove Building

2. Project Information
Plan File No.

Address 500 Hotel Circle North — Building or Suite No.

Legal Description
Lot No. 1 — Block No. — Subdivision Name TOWN AND COUNTRY — Unit No. — Map No. 6274

Parcel No. — Parcel Map No. — Assessor's Parcel No.

Existing Use Gas Station — Condition of Soil at Site ☐ Undisturbed ☒ Compact Fill ☐ Loose Fill

Description of Work Demolition Single Story Structure — Total Floor Area 1,000 S.F.

Designer name FINALED: 7-16-90 — Address

City Rel: 8-14-90 — State — Zip Code — Telephone — License Number

3. Applicant
☐ Contractor ☐ Agent for Contractor ☒ Owner ☐ Agent for Owner

Name Atlas Hotel / Renovations — Address 875 Hotel Circle So.

City San Diego, CA. 92108 — State — Zip Code — Telephone 291-8005

4. Property Owner
☒ Owner ☐ Lessee or Tenant

Name Atlas Hotel Inc. — Address 500 Hotel Circle North

City San Diego, CA. 92108 — State — Zip Code — Telephone 291-8005

5. Contractor
Name — Address

City — State — Zip Code — Telephone

State License No. — License Class — City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
Signature — Title — Date

6. Workers' Compensation
200949

☐ Workers' Compensation Declaration: I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation insurance, or a certified copy thereof filed with the Building Inspection Department (Sec. 3800, Lab. C).
Insurance Company Fremont Comp. — Policy No. 1Y89-004399-17 — Expiration Date May 1, 1990

☐ Certificate of Exemption: I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California.
Signature — Date 1-25-90

7. Owner-Builder Declaration
Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Sec. ______ B.&P.C. for this reason

Signature — Date 1-25-90

8. Construction Lending Agency
I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).
Lender's Name N/A — Lender's Address

9. Applicant's Signature
I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Worker's Compensation provisions of the Labor Code I should become subject to its provisions, I will forthwith comply. In the event I do not comply with the Worker's Compensation Law, this permit shall be deemed revoked.

Signature — Date 1-25-90

IN-3032 (Rev. 2-89)

04 05 2000

Permit Application

City of San Diego Building Inspection Department
1222 First Avenue, MS 301, San Diego, CA 92101 (619) 236-6270

1. Permit Type

☐ Combination ☒ Building ☐ Mobile Home ☐ Electrical ☐ Plumbing & Gas ☐ Mechanical ☐ Demolition ☐ Relocation ☐ Remove Building

2. Project Information

Plan File No. A003879-92

Address: 500 HOTEL CIRCLE NORTH SAN DIEGO
Building or Suite No.

Legal Description
Lot No. 1 Block No. Subdivision Name Unit No. Map No. 6274
Parcel No. 2 Parcel Map No. Assessor's Parcel No. 437.260.27

Existing Use: HOTEL
Condition of Soil at Site ☐ Undisturbed ☒ Compact Fill ☐ Loose Fill

Description of Work: REMOVE FOOTBRIDGE/REPLACE SPAN (NOW IN DISREPAIR)
Total Floor Area ± 900 S.F.

Designer Name: LARRY YEAKEL ARCH.
Address: 1237 Camino del Mar #F
City: DEL MAR State: CA Zip Code: 92014 Telephone: 619.792-5733 License Number: C5512

3. Applicant

☐ Contractor ☐ Agent for Contractor ☐ Owner ☒ Agent for Owner

Name: L. PIERCE
Address: 1237 CAMINO DEL MAR #F
City: DEL MAR State: CA Zip Code: 92014 Telephone: 619.792-5733

4. Property Owner

☒ Owner ☐ Lessee or Tenant

Name: ATLAS HOTELS/DAVE HOMA
Address: 500 HOTEL CIRCLE NORTH
City: SAN DIEGO State: CA Zip Code Telephone: 291.2232

5. Contractor

Name: Stone & Nelson
Address: 205 Claydelle Avenue Suite 201
City: El Cajon, State: CA Zip Code: 92020 Telephone
State License No. #281870 License Class B City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature [signature] Title Pres Date 9-18-92

6. Workers' Compensation

☐ Workers' Compensation Declaration: I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof filed with the Building Inspection Department (Sec. 3800, Lab. C).

Insurance Company STATE COMP Policy No. 459714 Expiration Date

☐ Certificate of Exemption: I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California.

Signature Margaret Jackson Date 9-30-92

7. Owner-Builder Declaration

Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Section ________ B.&P.C. for this reason.

Signature Date

8. Construction Lending Agency

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).

Lender's Name N/A Lender's Address

9. Applicant's Signature

I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Worker's Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Worker's Compensation Law, this permit shall be deemed revoked.

Signature [signature] Date 6.3.93

04 05 2000

ATLAS HOTELS

Permit Application

City of San Diego Building Inspection Department
1222 First Avenue, MS 301, San Diego, CA 92101 (619) 236-6270

1. Permit Type

☐ Combination ☐ Building ☐ Mobile Home ☐ Electrical ☐ Plumbing & Gas ☐ Mechanical ☐ Demolition ☐ Relocation ☐ Remove Building

2. Project Information

Plan File No. A007265-93

Address: 500 Hotel Circle North — Building or Suite No.: Cafe Potpourri

Legal Description

Lot No. — Block No. — Subdivision Name — Unit No. — Map No.

Parcel No. — Parcel Map No. — Assessor's Parcel No.

Existing Use: Ext. Column — Condition of Soil at Site ☐ Undisturbed ☐ Compact Fill ☐ Loose Fill

Description of Work: Replace exterior column damaged by auto — Total Floor Area: N/A

3. Designer

Designer Name: CGI — Address: 4042 52nd St.

City: San Diego — State: CA — Zip Code: 92105 — Telephone: 282-8171 — License Number: (C41950)

4. Applicant

☒ Contractor ☐ Agent for Contractor ☐ Owner ☐ Agent for Owner

Name: Barbara Harris — Address: P.O. Box 930

City: Poway — State: CA — Zip Code: 92074 — Telephone: 486-5081

5. Property Owner

☐ Owner ☐ Lessee or Tenant

Name: Atlas Hotels — Address: 500 Hotel Circle No

City: San Diego — State: CA — Zip Code: 92108 — Telephone:

6. Contractor

Name: RHI — Address: 499 Raven St.

City: San Diego — State: CA — Zip Code: 92102 — Telephone: 264-1111

State License No.: 477372 — License Class — City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature: Barbara Harris — Title: Agent — Date: 11/16/93

7. Worker's Compensation

☐ Workers' Compensation Declaration: I hereby affirm that I have a certificate of consent to self insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof filed with the Building Inspection Department (Sec. 3800, Lab. C).

Insurance Company: Ins. Co. of the West — Policy No. 793827 — Expiration Date: 9/3/94

☐ Certificate of Exemption: I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Signature: Barbara Harris — Date: 11/16/93

8. Owner-Builder Declaration

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000 of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars.)

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Section ____________, B.&P.C. for this reason:

Signature — Date

9. Construction Lending Agency

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).

Lender's Name — Lender's Address

10. Applicant's Signature

I hereby certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked.

Signature: Barbara Harris — Date: 11/16/93

City of San Diego
Permit Services Division
Development Services Department
Permit Center • 1222 First Ave. • MS-301
San Diego, CA 92101
(619) 236-6270

Permit Application

1. Permit Type: ☐ Combination ☒ Building ☐ Mobile Home ☐ Electrical ☐ Plumbing & Gas ☐ Mechanical ☐ Demolition/Relocation/Remove Building ☐ Signs

2. Project Address: *Include Building or Suite No.* 500 HOTEL CIRCLE NORTH
Plan File No. *For City Use Only* A106588-94

Lot No. 1 & 2 Block No. Subdivision Name [crossed out] SEVEN INNS Unit No. Map No. 5671

Parcel No. Parcel Map No. Assessor's Parcel No. 437-260-27

Existing Use RESTURANT Condition of Soil at Site: ☒ Undisturbed ☐ Compact Fill ☐ Loose Fill

Description of Work PATIO / TRELLIS & FENCE
Total Floor Area 610 # PATIO 25 L.F. OF FENCE

3. Designer name Joseph Wong Address 2359 4th ave
City SAN DIEGO State CA Zip Code 92101 Telephone 233-6777 License Number C-9136

4. Applicant Name *Please check one* ☐ Contractor ☐ Agent for Contractor ☐ Owner ☒ Agent for Owner
SUNSHINE PERMIT SERVICE
Address 8678 SKY RIM DR City LAKESIDE State CA Zip Code 92040 Telephone 443-8716

5. Property Owner/Lessee Tenant Name *Please check one* ☐ Owner ☐ Lessee or Tenant
ATLAS HOTELS, INC
Address 500 HOTEL CIRCLE N. City SAN DIEGO State CA Zip Code 92108 Telephone 291-2232

6. Contractor Name
Address City State Zip Code Telephone
State License No. License Class City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
Signature Title Date

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☒ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company FREMONT COMPENSATION Policy No. WN 9400 4399 Expiration Date 5/1/95
(This section need not be completed if the permit is for one hundred dollars ($100) or less).

☐ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature [signature] Date January 23 1995

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:

☒ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Section ________, B.&P.C. for this reason:

Signature [signature] Vice President Date January 23, 1995

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).
Lender's Name N/A Lender's Address

10. Applicant's Signature: I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked.

Signature Margaret Jackson Date 1-17-95

This information is available in alternative formats for persons with disabilities.

04 05 2000

95-8618

Permit Application

City of San Diego
Permit Services Division
Development Services Department
Permit Center • 1222 First Ave. • MS-301
San Diego, CA 92101
(619) 236-6270

1. Permit Type: ☐ Combination ☐ Building ☐ Mobile Home ☐ Electrical ☒ Plumbing & Gas ☐ Mechanical ☐ Demolition/Relocation/Remove Building ☐ Signs

Plan File No. For City Use Only: P807601-96

2. Project Address: Include Building or Suite No. Chief Engineer: Cesar Saldana
500 Hotel Circle North - Lanai Coffee Shop

Unit No. | Map No.

Lot No. N/A | Block No. | Subdivision Name | Assessor's Parcel No.

Parcel No. N/A | Parcel Map No. | Condition of Soil at 5%: ☐ Undisturbed ☐ Compact Fill ☐ Loose Fill

Existing Use: Hotel | Total Floor Area

Description of Work: Modifications to waste piping/installation of grease trap.

3. Designer Name: N/A | Address | Telephone | License Number

City | State | Zip Code

4. Applicant Name: Please check one ☐ Contractor ☒ ☐ Agent for Contractor ☐ Owner ☐ Agent for Owner
Barbara Krueger | State CA | Zip Code 92111 | Telephone (619)565-4131

Address 4777 Ruffner Street | City San Diego

5. Property Owner/Lessee Tenant Name: Please check one ☒ Owner ☐ Lessee or Tenant
Atlas Hotels | City San Diego | State CA | Zip Code 92108 | Telephone (619)291-7131 Ext.3840

Address 500 Hotel Circle North

6. Contractor Name A.O. Reed & Co. | City San Diego | State CA | Zip Code 92111 | Telephone (619)565-4131

Address 4777 Ruffner Street | License Class C-36 | City Business Tax No. 3D74000228

State License No. 7731

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature *Barbara Krueger* | Title Service Office Mgr. | Date 12/18/96

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company Indemnity of N. America | Policy No. C29466464 | Expiration Date 12-31-96

(This section need not be completed if the permit is for one hundred dollars ($100) or less)

☐ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature *Barbara Krueger* | Date 12-18-96

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: [illegible]

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. [illegible]

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. [illegible]

☐ I am exempt under Section ______ B.&P.C. for this reason: [illegible] | Date

Signature N/A

9. Construction Lending Agency: [illegible]

Lender's Name N/A | Lender's Address

10. [illegible]

Signature *Barbara Krueger* | Date 12-18-96

04 05 2000

$34.65

City of San Diego
Permit Services Division
Development Services Department
Permit Center • 1222 First Ave. • MS-301
San Diego, CA 92101
(619) 236-6270

Permit Application

1. Permit Type: ☐ Combination ☐ Building ☐ Mobile Home ☐ Electrical ☑ Plumbing & Gas ☐ Mechanical ☐ Demolition/Relocation/Remove Building ☐ Signs

2. Project Address: *Include Building or Suite No.* 500 Hotel Circle ~~S~~ N.

~~Plan File No.~~ *For City Use Only* P803628-97

Lot No. Block No. Subdivision Name Unit No. Map No.

Parcel No. Parcel Map No. Assessor's Parcel No.

Existing Use Hotel

Condition of Soil at Site: ☐ Undisturbed ☐ Compact Fill ☐ Loose Fill

Description of Work Install Grease Trap

Total Floor Area

3. Designer name Address

City State Zip Code Telephone License Number

4. Applicant Name *Please check one* ☐ Contractor ☐ Agent for Contractor ☑ Owner ☐ Agent for Owner

Total Plumbing - Danny Lott

Address 4698 Alvarado Cyn. Rd. "P" City SD State CA Zip Code 92120 Telephone 286-6311

5. Property Owner/Lessee Tenant Name *Please check one* ☐ Owner ☐ Lessee or Tenant

Atlas Hotels

Address 500 Hotel Circle N. City S.D. State CA. Zip Code 92108 Telephone 291-7131

6. Contractor Name Total Plumbing - Danny Lott

Address 4698 Alvarado Cyn. Rd. "P" City SD State CA Zip Code 92120 Telephone 286-6311

State License No. 731366 License Class City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature Danny Lott Title Owner Date 6-2-97

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☑ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Insurance Company State Fund Policy No. 046-97-46727 Expiration Date 1-1-98

(This section need not be completed if the permit is for one hundred dollars ($100) or less).

☐ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions

Signature Kit Healy Date 6/2/97

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Section __________ B.&P.C. for this reason:

Signature Date

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).

Lender's Name Lender's Address

10. Applicant's Signature: I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked.

X Signature Danny Lott Date 6-2-97

This information is available in alternative formats for persons with disabilities.
To request this information in alternative format, call (619) 236-7703 or (800) 735-2929 (TT)

DS-3032 (1-96)

04 05 2000

MJFD 217-1718

City of San Diego
Development Services
1222 First Ave. • MS-301
San Diego, CA 92101-4154 TS201593-99 E. 502632-99
(619) 236-6270

Permit Application

P803349-99 M701337-99

1. Permit Type: ☐ Combination ☒ Building ☐ Mobile Home ☐ Electrical ☐ Plumbing & Gas ☐ Mechanical ☐ Demolition/Relocation/Remove Building ☐ Signs

2. Project Address: *Include Building or Suite No.* 504 Hotel Circle North

Plan File No. *For City Use Only* A102750-99

Lot No. 1 Block No. Subdivision Name Unit No. Map No. 6274

Parcel No. Parcel Map No. Assessor's Parcel No.

Existing Use Condition of Soil at Site: ☒ Undisturbed ☐ Compact Fill ☐ Loose Fill

Description of Work new windows TI, ele, partitions, ductwork, plumbing Total Floor Area 14,000

3. Designer name Address

City State Zip Code Telephone License Number

4. Applicant Name *Please check one* ☐ Contractor ☐ Agent for Contractor ☐ Owner ☐ Agent for Owner
Jerry Montalto

Address 4715 60th St City SD State Zip Code 92115 Telephone 229-0642

5. Property Owner/Lessee/Tenant Name *Please check one* ☒ Owner ☐ Lessee or Tenant
Prime Salem

Address 6790 Top Gun St. City State Zip Code 92121 Telephone 552-3450

6. Contractor Name Jnyo Corp

Address 3588 4th Ave City SD State Zip Code 92101 Telephone 299-2071

State License No. 699390 License Class B City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
Signature [signature] Title Agent Date 5.18.99

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☒ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company State Fund Policy No. 1377914-98 Expiration Date 6.1.99

(This section need not be completed if the permit is for one hundred dollars ($100) or less).

☐ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature [signature] Date 5.18.99

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Sec. ________, B&P.C. for this reason:

Signature Date

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).
Lender's Name None Lender's Address

10. Applicant's Signature: I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked.

Signature [signature] Date 3.11.99

This information is available in alternative formats for persons with disabilities.
To request this information in alternative format, call (619) 236-7703 or (800)735-2929 (TT)

DS-3032 (Rev. 12-98)

04 05 2000

E504825-99
P805659-99
M702406-99

City of San Diego
Planning and Development Review
1222 First Ave. • MS-301
San Diego, CA 92101-4154
(619) 236-6270

Permit Application

B202843-99

1. **Permit Type:** ☐ Combination ☒ Building ☐ Mobile Home ☒ Electrical ☒ Plumbing & Gas ☒ Mechanical ☐ Demolition/Relocation/Remove Building ☐ Signs

2. **Project Address:** *Include Building or Suite No.* 500 HOTEL CIRCLE NORTH
Plan File No. *For City Use Only* A-107797-99
Lot No. 4 Block No. Subdivision Name Unit No. Map No.
Parcel No. Parcel Map No. Assessor's Parcel No. 437-260-27-00
Existing Use HOTEL Condition of Soil at Site: ☒ Undisturbed ☐ Compact Fill ☐ Loose Fill
Description of Work BATHROOM UPGRADE Total Floor Area

3. **Designer name** J.W.DA. Address
City State Zip Code Telephone License Number

4. **Applicant Name** *Please check one* ☐ Contractor ☐ Agent for Contractor ☐ Owner ☐ Agent for Owner
SUNSHINE PERMIT SERVICE
Address 8678 SKY RIM DR. City LAKESIDE, State CA. Zip Code 92040-5551 Telephone (619) 559-1704

5. **Property Owner/Lessee Tenant Name** *Please check one* ☐ Owner ☐ Lessee or Tenant
Town & Country Resort Hotel, LLC
Address 500 Hotel Circle City San Diego State CA Zip Code 92108 Telephone 619-291-2232

6. **Contractor Name** OWNER BUILDER.
Address 500 Hotel Circle City San Diego State CA Zip Code 92108 Telephone 619-291-2232
State License No. License Class City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
Signature Title Date

7. **Workers' Compensation Declaration:** I hereby affirm under penalty of perjury one of the following declarations:
☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
☒ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company ____________ Policy No. ____________ Expiration Date ____________
(This section need not be completed if the permit is for one hundred dollars ($100) or less).
☒ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.
* Signature [signature] Vice President Date 8/24/99
Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. **Owner-Builder Declaration:** I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:
☒ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).
☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).
☐ I am exempt under Section ________ B.&P.C. for this reason:
* Signature [signature] Vice President Date 8/24/99

9. **Construction Lending Agency:** I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).
Lender's Name N/A Lender's Address

10. **Applicant's Signature:** I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked.
Signature [signature] Date 8-24-99

This information is available in alternative formats for persons with disabilities.
To request this information in alternative format, call (619) 236-7703 or (800) 735-2929 (TT)

DS-3032 (5-99)

04 05 2000

88-0885

City of San Diego
Development Services
1222 First Ave. • MS-301
San Diego, CA 92101-4154
(619) 236-6270

Permit Application

B303304-99

1. **Permit Type:** X Combination X Building ☐ Mobile Home ☐ Electrical ☐ Plumbing & Gas ☐ Mechanical ☐ Demolition/Relocation/Remove Building ☐ Signs

2. **Project Address:** *Include Building or Suite No.* 504 HOTEL CIRCLE NORTH

Plan File No. *For City Use Only* A109754-99

Lot No. Block No. Subdivision Name Unit No. Map No.

Parcel No. Parcel Map No. Assessor's Parcel No. 437-260-27

Existing Use HEALTH SPA

Condition of Soil at Site: X Undisturbed ☐ Compact Fill ☐ Loose Fill

Description of Work (2) SPAS M/#77

Total Floor Area

3. **Designer name** Address

City State Zip Code Telephone License Number

4. **Applicant Name** *Please check one* ☐ Contractor X Agent for Contractor ☐ Owner ☐ Agent for Owner

MISSION VALLEY POOLS / DAN

Address 8284 MIRAMAR RD City S.D. 92126 State Zip Code Telephone 619 483-8212

5. **Property Owner/Lessee Tenant Name** *Please check one* X Owner ☐ Lessee or Tenant

~~[illegible]~~ PRIOMO SALON & DAY SPA

Address 6790 TOP GUN ST. City State Zip Code Telephone

6. **Contractor Name** MISSION VALLEY POOLS

Address 8284 MIRAMAR RD City S.D. 92126 State Zip Code Telephone 689-[illegible]

State License No. 409386 License Class C-53 City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature [signature] Title OWNER Date 9-22-99

7. **Workers' Compensation Declaration:** I hereby affirm under penalty of perjury one of the following declarations:

a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

X b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Insurance Company [illegible] Policy No. _____ Expiration Date _____

(This section need not be completed if the permit is for one hundred dollars ($100) or less).

c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature [signature] Date 9-22-99

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. **Owner-Builder Declaration:** I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Section _____ B.&P.C. for this reason

Signature Date

9. **Construction Lending Agency:** I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C)

Lender's Name Lender's Address

10. **Applicant's Signature:** I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked.

Signature [signature] Date

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DS-3032 (Rev. 12-98)

04 05 2000

SJV
Final

City of San Diego
Planning and Development Review
1222 First Ave. • MS-301
San Diego, CA 92101-4154
(619) 446-5000

THE CITY OF SAN DIEGO

Permit Application

71.00

1. Permit Type: ❑ Combination ❑ Building ❑ Mobile Home ☑ Electrical ❑ Plumbing & Gas ❑ Mechanical ❑ Demolition/Relocation/Remove Building ❑ Signs

2. Project Address: *Include Building or Suite No.* 500 Hotel Circle North — Cesar Saldana Chief engineer

Plan File No. *For City Use Only* E502560-00

Lot No. Block No. Subdivision Name Unit No. Map No.

Parcel No. Parcel Map No. Assessor's Parcel No.

Existing Use Commercial

Condition of Soil at Site: ❑ Undisturbed ❑ Compact Fill ❑ Loose Fill

Description of Work (T-I) 300 Amp Chiller / 100 Amp Panel / Circ pump / Condenser

Total Floor Area

3. Designer name Address

City State Zip Code Telephone License Number

4. Applicant Name *Please check one* ❑ Contractor ☑ Agent for Contractor ❑ Owner ❑ Agent for Owner
PRICE ELECTRIC

Address 14625 Yukon City San Diego State CA Zip Code 92129 Telephone 858 672 0943

5. Property Owner/Lessee Tenant Name *Please check one* ❑ Owner ❑ Lessee or Tenant
ATLAS HOTELS

Address City State Zip Code Telephone

6. Contractor Name PRICE ELECTRIC

Address 14625 Yukon City San Diego State CA Zip Code 92129 Telephone 858 672 0943

State License No. 685631 License Class C-10 City Business Tax No.

Licensed Contractor's Declaration. I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature [signature] Title Agent Date 4/27/2000

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

❑ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☑ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company State Comp Ins Fund Policy No. 229-99 0018588 Expiration Date 1-1-2000
(This section need not be completed if the permit is for one hundred dollars ($100) or less).

❑ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions

Signature [signature] Date 4/27/2000

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:

❑ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

❑ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

❑ I am exempt under Section ________, B.&P.C. for this reason:

Signature Date

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).

Lender's Name Lender's Address

10. Applicant's Signature: I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked.

Signature [signature] Date 4/27/2000

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To request this information in alternative format, call (619) 446-5446 or (800) 735-2929 (TT)

04 05 2000

2/7-17/B $315.58

City of San Diego
Planning and Development Review
1222 First Ave. • MS-301
San Diego, CA 92101-4154
(619) 236-6270

Permit Application

B200440-00

1. Permit Type: ☐ Combination ☒ Building ☐ Mobile Home ☐ Electrical ☐ Plumbing & Gas ☐ Mechanical ☐ Demolition/Relocation/Remove Building ☐ Signs

2. Project Address: *Include Building or Suite No.* 500 HOTEL CIRCLE NO., BLDG 3500 — Plan File No. *For City Use Only* A100718-00

Lot No. 4 Block No. Subdivision Name PUEBLO Unit No. Map No. 1105

Parcel No. Parcel Map No. Assessor's Parcel No.

Existing Use MECHANICAL ROOM — Condition of Soil at Site: ☒ Undisturbed ☐ Compact Fill ☐ Loose Fill

Description of Work ADDITION OF NON-BEARING WALL AND RELOCATION OF MECH. UNIT — Total Floor Area

3. Designer name JOSEPH WONG Address 2359 FOURTH AVE.

City SAN DIEGO State CA Zip Code 92101 Telephone (619) 233-6777 License Number C9136

4. Applicant Name *Please check one* ☐ Contractor ☐ Agent for Contractor ☐ Owner ☒ Agent for Owner
JOSEPH WONG

Address 2359 FOURTH AVE. City SAN DIEGO State CA Zip Code 92101 Telephone (619) 233-6777

5. Property Owner/Lessee Tenant Name *Please check one* ☐ Owner ☐ Lessee or Tenant
ATLAS HOTELS

Address 500 HOTEL CIRCLE NO. City SAN DIEGO State CA Zip Code 92108 Telephone (619) 291-2232

6. Contractor Name

Address City State Zip Code Telephone

State License No. License Class City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
Signature Title Date

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☒ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company Legion Insurance Co. Policy No. WC11002572 Expiration Date 5-1-00
(This section need not be completed if the permit is for one hundred dollars ($100) or less).

☐ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions

Signature [signature] V.P. Date 1-31-00

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:

☒ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Section ________ B.&P.C. for this reason:

Signature [signature] V.P. Date 1-31-00

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).
Lender's Name Lender's Address

10. Applicant's Signature: I certify that I have read this application and state that the above information is correct, and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of the City of San Diego to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Workers' Compensation provisions of the Labor Code I should become subject to such provisions, I will forthwith comply. In the event I do not comply with the Workers' Compensation Law, this permit shall be deemed revoked.

Signature T. Vega Date 1-14-00

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City of San Diego
Planning and Development Review
1222 First Ave. • MS 301
San Diego, CA 92101-4154
(619) 446-5000
THE CITY OF SAN DIEGO www.ci.san-diego.ca.us/development-services

General Application

1. Approval Type: •Construction Permits: X Structure ❑ Grading ❑ Public Right-of-Way: • X Electrical • X Plumbing/Mechanical • ❑ Sign • ❑ Subdivision • ❑ Demolition/Removal • Development Permits: ❑ Neighborhood Use ❑ Coastal ❑ Neighborhood Development ❑ Site Development ❑ Planned Development ❑ Conditional Use ❑ Variance ❑ • Other

Part I

2. Project Address: *Include Building or Suite No.* 500 HOTEL CIRCLE NORTH
Project Title: CHARLIE'S REST ROOMS
Project No. *For City Use Only* A101575-01

Lot No. 41 | Block No. | Subdivision Name PUEBLO LOT 1105 | Unit No. | Map No.

Parcel No. | Parcel Map No. 6274 | Assessor's Parcel No. 437-260-27-00

Project Description: INTERIOR REMODEL OF EXISTING REST ROOMS FOR ADA COMPLIANCE
Total Floor Area

3. Designer name JOSEPH WONG | Address 2359 FOURTH AVE #300 | Fax Number (619) 237-0541
City SAN DIEGO | State CA | Zip Code 92101 | Telephone (619) 233-6777 | License Number C9136

4. Applicant Name *Please check one* ❑ Contractor ❑ Agent for Contractor ❑ Owner X Agent for Owner
JOSEPH WONG | Fax Number
Address 2359 FOURTH AVE. #300 | City SAN DIEGO | State CA | Zip Code 92101 | Telephone (619) 233-6777

5. Property Owner/Lessee Tenant Name *Please check one* X Owner ❑ Lessee or Tenant
ATLAS HOTELS | Fax Number
Address 500 HOTEL CIRCLE N. | City SAN DIEGO | State CA | Zip Code 92108 | Telephone (619) 291-2232

6. Contractor Name *(not required for development permits)* | Fax Number
Address | City | State | Zip Code | Telephone
State License No. | License Class | City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature ______ Title ______ Date ______

Part II

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

❑ I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

❑ I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company Legion Insurance Policy No. WC11002572 Expiration Date 5-1-01
(This section need not be completed if the permit is for one hundred dollars ($100) or less).

❑ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature Mitchell Glazier Date 2/26/01

Warning: Failure to secure workers' compensation coverage is unlawful and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:

❑ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

❑ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

❑ I am exempt under Section ______ B.&P.C. for this reason:

Signature Mitchell Glazier Date 2/26/01

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).
Lender's Name | Lender's Address

Part III

10. Applicant's Signature:
Signature [signature] Date 2-5-01

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04 05 2000

MISC PERMITS

P806934-02.

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San Diego, CA 92101-4154
(619) 446-5000
THE CITY OF SAN DIEGO www.ci.san-diego.ca.us/development-services

~~P806984-02~~
E504734-02

General Application

N702331-02

Part I

1. Approval Type: • Construction Permits: ☑ Structure ❑ Grading ❑ Public Right-of-Way; • ❑ **Electrical** • ❑ **Plumbing/Mechanical** • ❑ **Sign** • ❑ **Subdivision** • ❑ **Demolition/Removal** • **Development Permits:** ❑ Neighborhood Use ❑ Coastal ❑ Neighborhood Development ❑ Site Development ❑ Planned Development ❑ Conditional Use ❑ Variance • ❑ **Other** A105212-02

2. Project Address: *Include Building or Suite No.* 500 HOTEL CIRCLE NORTH
Project Title: TERRACE CAFE RESTROOMS
Project No. *For City Use Only* A 105212-02

Lot No. 4 | Block No. | Subdivision Name PUEBLO LOT 118 | Unit No. | Map No.

Existing Use: RESTAURANT | Parcel No. | Parcel Map No. | Assessor's Parcel No.

Project Description: ADA UPGRADES OF EXISTING RESTROOMS
Total Floor Area 116 S.F.

3. Designer name JOSEPH WONG | Address 2359 FOURTH AVE | Fax Number 619.237.0541
City SAN DIEGO | State CA | Zip Code 92101 | Telephone 619.233.6777 | License Number C9136

4. Applicant Name *Please check one* ❑ Contractor ❑ Agent for Contractor ❑ Owner ☒ Agent for Owner | Fax Number 619.237.0541
JOSEPH WONG
Address 2359 FOURTH AVE. | City SAN DIEGO | State CA | Zip Code 92101 | Telephone 619.233.6777

5. Property Owner/Lessee Tenant Name *Please check one* ☒ Owner ❑ Lessee or Tenant | Fax Number
ATLAS HOTELS
Address 500 HOTEL CIRCLE NORTH | City SAN DIEGO | State CA | Zip Code 92108 | Telephone 619.291.2232

6. Contractor Name *(not required for development permits)* | Fax Number
OWNER.
Address | City | State | Zip Code | Telephone

State License No. | License Class | City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature | Title | Date

Part II

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

❑ a. I have and will maintain a certificate of consent to self insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☑ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company State Fund Policy No. 294283801 Expiration Date 5-1-03
(This section need not be completed if the permit is for one hundred dollars ($100) or less)

❑ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature David L Honma Date 9-5-02

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:

☑ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

❑ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law)

❑ I am exempt under Sec. ______ B.&P.C. for this reason.

Signature David L Honma Date 9-5-02

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).

Lender's Name | Lender's Address

Part III

10. Applicant's Signature:

Signature T. Vega Date 4-30-02

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ES03053-02
P804421-02

General Application

B 201772-02

Part I

1. Approval Type: • **Construction Permits** ☑ Structure ☐ Grading ☐ Public Right-of-Way; • ☑ Electrical ☑ Plumbing/Mechanical • ☐ **Sign** • ☐ **Subdivision** • ☐ **Demolition/Removal** • **Development Permits:** ☐ Neighborhood Use ☐ Coastal ☐ Neighborhood Development ☐ Site Development ☐ Planned Development ☐ Conditional Use ☐ Variance • ☑ Other TI

2. Project Address: *Include Building or Suite No.* 500 Hotel Circle N. | **Project Title:** Royal Palm | **Project No.** *For City Use Only* A105242-02

Lot No. 1 ~~1-05~~ | Block No. | Subdivision Name Pueblo | Unit No. | Map No. 62-74

Existing Use: Hotel | Parcel No. | Parcel Map No. | Assessor's Parcel No. 437-260-27-00

Project Description: Interior Remodel, walls, plumbing, electr. & ductwork | Total Floor Area 3,160#

3. Designer name Joseph Wong Design Assoc | Address 2351 Fourth Ave | Fax Number
City San Diego | State CA | Zip Code 92101 | Telephone 233-6777 | License Number

4. Applicant Name *Please check one* ☐ Contractor ☑ Agent for Contractor ☐ Owner ☐ Agent for Owner | Fax Number
Sunshine Permit Service
Address 8678 Sky Rim Dr | City Lakeside | State CA | Zip Code 92040 | Telephone 559-1704

5. Property Owner/Lessee Tenant Name *Please check one* ☑ Owner ☐ Lessee or Tenant | Fax Number
Atlas Hotel
Address 500 Hotel Circle N. | City San Diego | State CA | Zip Code 92108 | Telephone 291-2242

6. Contractor Name *(not required for development permits)* | Fax Number
Address | City | State | Zip Code | Telephone
State License No. | License Class | City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature | Title | Date

N/C MB 5/31

Part II

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☑ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company State Fund | Policy No. 163124202 | Expiration Date 5/1/03
(This section need not be completed if the permit is for one hundred dollars ($100) or less).

☐ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature David K Horn | Date 5-31-02

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)):

☑ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Section ______ B.&P.C. for this reason

Signature David K Horn | Date 5-31-02

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C)
Lender's Name N/A | Lender's Address

Part III

10. Applicant's Signature:
Signature Margaret Jackson | Date 5/29/02

CONTINUED ON REVERSE SIDE

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The City of San Diego

General Application

1. Approval Type: • **Construction Permits** X Structure ❑ Grading ❑ Public Right-of-Way: • ❑ **Electrical** • ❑ **Plumbing/Mechanical** • ❑ **Sign** • ❑ **Subdivision** • ❑ **Demolition/Removal** • **Development Permits:** ❑ Neighborhood Use ❑ Coastal ❑ Neighborhood Development ❑ Site Development ❑ Planned Development ❑ Conditional Use ❑ Variance • ❑ Other ______

2. Project Address: *Include Building or Suite No* 500 Hotel Circle North, San Diego
Project Title: Town + Country Hotel
Project No. *For City Use Only*

Lot No | Block No | Subdivision Name | Unit No | Map No

Existing Use: Hotel
Parcel No. Portion of Lot 4, Pueblo Lot 1105 | Parcel Map No. | Assessor's Parcel No.

Project Description: Change of Use only from lobby to exhibit space. (No construction work)
Total Floor Area

3. Designer name Joseph Wong Design Associates
Address 2359 Fourth Ave, San Diego, CA
Fax Number (619) 237-0541
City San Diego | State CA | Zip Code 92101 | Telephone (619) 233-6777 | License Number

4. Applicant Name *Please check one* ❑ Contractor ❑ Agent for Contractor ❑ Owner X Agent for Owner
Schirmer Engineering
Fax Number (858) 673-5847
Address 11770 Bernardo Plaza Court | City San Diego | State CA | Zip Code 92128 | Telephone (858) 673-5845

5. Property Owner/Lessee Tenant Name *Please check one* ✓ Owner ❑ Lessee or Tenant
Atlas Hotels
Fax Number (619) 291-4097
Address 500 Hotel Circle North | City San Diego | State CA | Zip Code 92108 | Telephone (619) 291-2232

6. Contractor Name *(not required for development permits)*
Fax Number
Address | City | State | Zip Code | Telephone
State License No | License Class | City Business Tax No

Licensed Contractor's Declaration I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature | Title | Date

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations
❑ I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
❑ I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company ______ Policy No ______ Expiration Date ______
(This section need not be completed if the permit is for one hundred dollars ($100) or less)
❑ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature ______ Date ______

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)):

❑ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

X I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

❑ I am exempt under Section ______ B & P C for this reason

Signature [signature] ______ Date ______

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C)
Lender's Name | Lender's Address

10. Applicant's Signature:
Signature [signature] Date 12/16/2003

Part I | Part II | Part III

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General Application

Part I

1. Approval Type: • **Construction Permits:** ☒ Structure ☐ Grading ☐ Public Right-of-Way; • ☐ **Electrical** • ☐ **Plumbing/Mechanical** • ☐ **Sign** • ☐ **Subdivision** • ☐ **Demolition/Removal** • **Development Permits:** ☐ Neighborhood Use ☐ Coastal ☐ Neighborhood Development ☐ Site Development ☐ Planned Development ☐ Conditional Use ☐ Variance • ☐ **Other** ____________

2. Project Address: *Include Building or Suite No.* 500 HOTEL CIRCLE NORTH, SAN DIEGO, CA 92108
Project Title: ROYAL PALM TOWER FACADE IMP.
Project No. *For City Use Only* 68848
Lot No. 4 Block No. Subdivision Name Unit No. Map No. 6274
Existing Use: HOTEL Parcel No. Parcel Map No. Assessor's Parcel No. 273-370-02
Project Description: ADDITION OF ~~SIGNAGE~~ TOWER FASCIA AND PORTE COCHERE
Total Floor Area 1516 sq. ft.

3. Designer name JOSEPH WONG DESIGN ASSOCIATES
Address 2359 FOURTH AVE. SAN DIEGO, CA 92101
Fax Number 619 237 0541
City SAN DIEGO State CA Zip Code 92101 Telephone 619-233-6777 License Number C9136

4. Applicant Name *Please check one* ☐ Contractor ☐ Agent for Contractor ☐ Owner ☐ Agent for Owner
JOSEPH WONG DESIGN ASSOCIATES
Fax Number 619 237 0541
Address 2359 FOURTH AVE. City SAN DIEGO State CA Zip Code 92101 Telephone 619 233 6777

5. Property Owner/Lessee Tenant Name *Please check one* ☒ Owner ☐ Lessee or Tenant
ATLAS HOTELS
Fax Number (619) 291-4097
Address 500 HOTEL CIRCLE NORTH City SAN DIEGO State CA Zip Code 92108 Telephone (619) 291-2232

6. Contractor Name *(not required for development permits)* Leonard J. Salmon VSR DESIGN & DEV.
Fax Number
Address P.O. BOX 1797 City Lakeside State CA Zip Code 92040 Telephone (619) 443-0208
State License No. 479195 License Class City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature B. Harris Title Agent Date 8/15/05

Part II

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☒ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My insurance carrier and policy number are:
Insurance Company STATE FUND Policy No. 1803254 Expiration Date / /
(This section need not be completed if the permit is for one hundred dollars ($100) or less).

☐ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions

Signature B. Harris Date ____________

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason [Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)]:

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Section ________B.&P.C. for this reason:

Signature ____________ Date ____________

9. Construction Lending Agency: I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C).
Lender's Name Lender's Address

Part III

10. Applicant's Signature:
Signature Joseph Wong Date 3/23/05

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JOHN MCMURRY SHL RL

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CCD
75.0555 SCR $7140

General Application

Part I

1. Approval Type: • Construction Permits: ☐ Structure ☐ Grading ☐ Public Right-of-Way; • ☐ Electrical • ☐ Plumbing/Mechanical • ☐ Sign • ☐ Subdivision • ☒ Demolition/Removal • Development Permits: ☐ Neighborhood Use ☐ Coastal ☐ Neighborhood Development ☐ Site Development ☐ Planned Development ☐ Conditional Use ☐ Variance • ☐ Other ____________

2. Project Address: *Include Building or Suite No.* 500 HOTEL CIRCLE N.
Project Title: TOWN & COUNTRY HOTEL
Project No. *For City Use Only* 55349
Lot No. Block No. Subdivision Name Unit No. Map No.

Existing Use: SPA
Parcel No. Parcel Map No. Assessor's Parcel No.

Project Description: BUILDING DEMOLITION
Total Floor Area -10,020 ft

3. Designer name Address Fax Number
City State Zip Code Telephone License Number

4. Applicant Name *Please check one* ☒ Contractor ☐ Agent for Contractor ☐ Owner ☐ Agent for Owner
CASPER COMPANY — Fax Number (619) 589-7158
Address 3825 BANCROFT DR. City SPRING VALLEY State CA Zip Code 91977 Telephone (619) 589-6001

5. Property Owner/Lessee Tenant Name *Please check one* ☒ Owner ☐ Lessee or Tenant
ATLAS HOTELS — Fax Number (619) 291-4097
Address 500 HOTEL CIRCLE NORTH City SAN DIEGO State CA Zip Code 92108 Telephone (619) 291-2232

6. Contractor Name *(not required for development permits)*
CASPER COMPANY — Fax Number (619) 589-7158
Address 3825 BANCROFT DR. City SPRING VALLEY State CA Zip Code 91977 Telephone (619) 589-6001
State License No 478960 License Class C21 City Business Tax No.

Licensed Contractor's Declaration: I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Signature Mike Pitman Title PROJECT MANAGER Date

Part II

7. Workers' Compensation Declaration: I hereby affirm under penalty of perjury one of the following declarations:

☐ a. I have and will maintain a certificate of consent to self-insure for workers' compensation as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☒ b. I have and will maintain workers' compensation, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Insurance Company AMERICAN HOME ASSURANCE CO. Policy No. 3420486 Expiration Date 10/1/06
(This section need not be completed if the permit is for one hundred dollars ($100) or less)

☐ c. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Signature Mike Pitman Date ____________

Warning: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest and attorney's fees.

8. Owner-Builder Declaration: I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).)

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Sec. ______ B&P.C. for this reason ______

Signature ____________ Date ____________

9. Construction Lending Agency I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097 Civ. C).
Lender's Name ____________ Lender's Address ____________

Part III

10. Applicant's Signature:
Signature Mike Pitman Date ____________

CONTINUED ON REVERSE SIDE

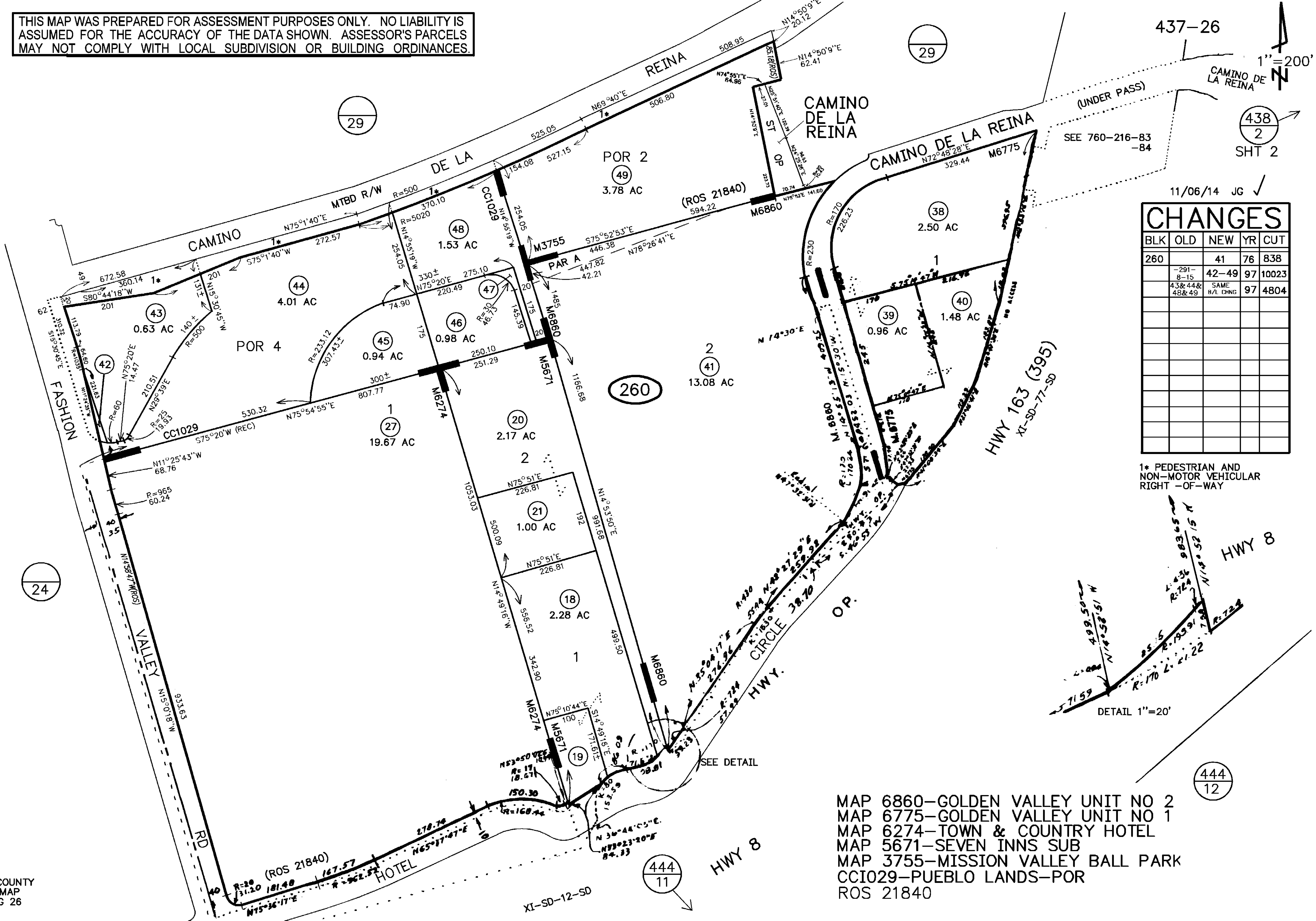
This information is available in alternative formats for persons with disabilities.
To request this information in alternative format, call (619) 446-5446 or (800) 735-2929 (TT)

DS-3032 (02-01)

LOT AND BLOCK BOOK PAGE

437-260&310

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCELS MAY NOT COMPLY WITH LOCAL SUBDIVISION OR BUILDING ORDINANCES.



11/06/14 JG ✓

CHANGES				
BLK	OLD	NEW	YR	CUT
260		41	76	838
	-291- 8-15	42-49	97	10023
	43& 44& 48& 49	SAME B/L CHNG	97	4804

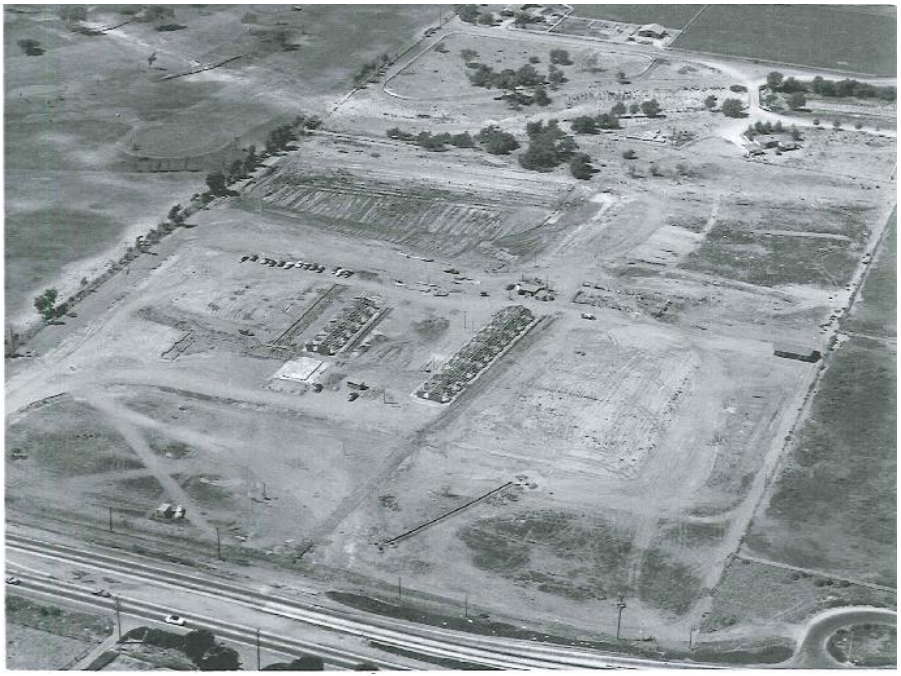
1* PEDESTRIAN AND NON-MOTOR VEHICULAR RIGHT -OF-WAY

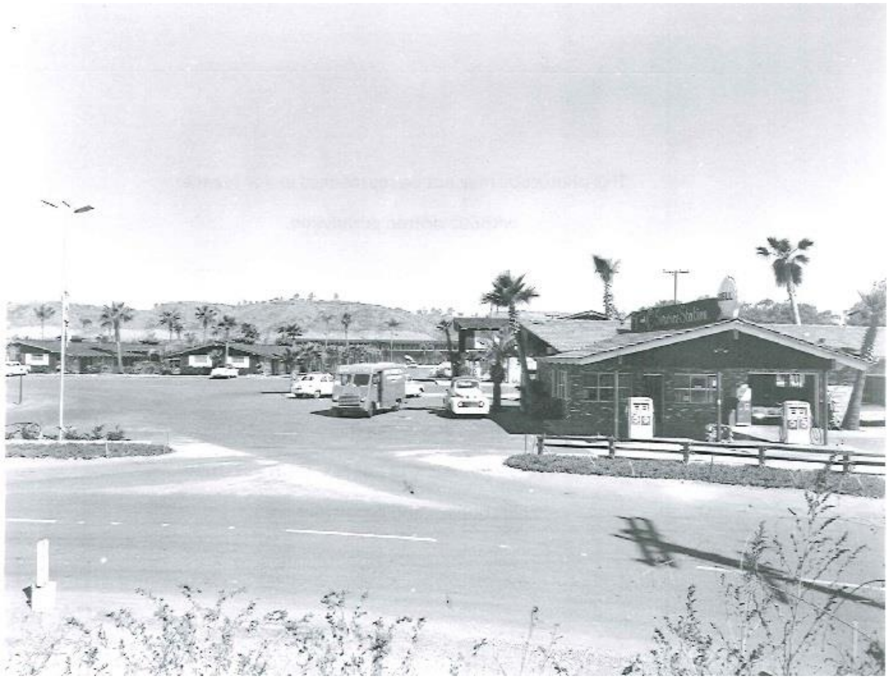
MAP 6860—GOLDEN VALLEY UNIT NO 2
MAP 6775—GOLDEN VALLEY UNIT NO 1
MAP 6274—TOWN & COUNTRY HOTEL
MAP 5671—SEVEN INNS SUB
MAP 3755—MISSION VALLEY BALL PARK
CCI029—PUEBLO LANDS—POR
ROS 21840

B.V.B. 8-5-74

SAN DIEGO COUNTY ASSESSOR'S MAP BOOK 437 PG 26

HISTORIC PHOTOGRAPHS


Construction. Aerial, looking north (1953 San Diego History Center)



Service Station (1958 San Diego History Center)

Brochure Cover, Front (c. 1958 AAA)

Brochure Cover, Back (c. 1958 AAA)

Postcard (c. 1958 San Diego History Center)

Restaurant (c. 1961 San Diego History Center)

Swimming Pool (c. 1961 San Diego History Center)


Aerial, looking east (January 1961 San Diego History Center)

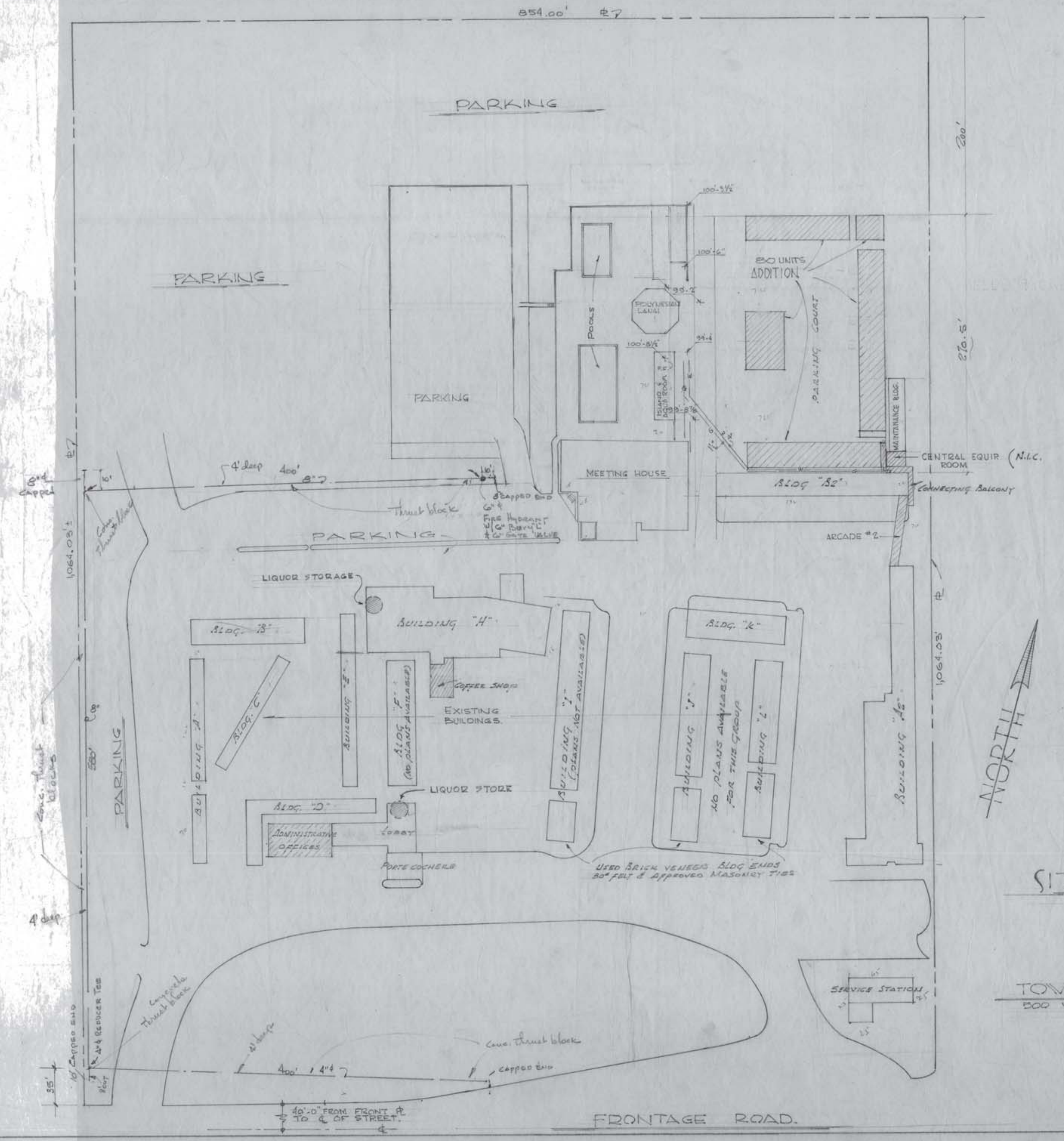

Aerial (January 1961 San Diego History Center)

Aerial, looking north (November 1961 San Diego History Center)


USDA Aerial Map (1964 USDA)

BUILDING PLANS
(Not available for all buildings)

Town & Country Hotel (various buildings, incomplete set)
Bldg. 3600 complex
Regency Tower



BUILDING	COVERAGE	INCIDENTAL-USE	MOTEL USE 1ST FLOOR	MOTEL USE 2ND FLOOR
A –	2,815#	294#	2,521#	
B –	3,323	——	3,323	
C –	1,793	——	1,793	
D –	2,823	476	2,347	
E –	2,601	——	2,601	
F –	3,953	579	3,374	
(GENERAL OFFICES) G –	2,110	2,110	——	
(DINING & KITCHEN) H –	10,071	10,071	——	
I –	5,341	749	4,592	
J –	4,037	266	3,771	
K –	2,340	——	2,340	
L –	4,938	——	4,938	
A_2 –	11,811	1,286	11,168	11,168
B_2 –	4,287	546	4,016	4016
MEETING HOUSE –	11,552	11,552	——	
ISLAND & AQUA RMS. –	1,362	1,362	——	
POLY. LANAI –	1,598	1,598	——	
SERVICE STATION –	1,612	1,612	——	
MAINT. BLDG. –	1,972	1,972	——	
TOTALS =	80,339#	34,473#	46,782#	15,182#
FUTURE 80 MOTEL UNITS	14,249	——	14,249	14,249
FUTURE COFFEE SHOP	967	967	——	——
FUTURE ADMIN. OFFICES	2,244	2,244	——	——
FUTURE TOTALS =	97,799#	37,684#	61,031#	29,431#

EXISTING MOTEL USE TOTAL: 46,782 – 1ST FLOOR + 15,182 – 2ND FLOOR → 61,964#

FUTURE MOTEL USE TOTAL: 61,031 – 1ST FLOOR + 29,431 – 2ND FLOOR → 90,462#

TOTAL LAND AREA = 908,656 SQ. FEET (#)

SITE PLAN

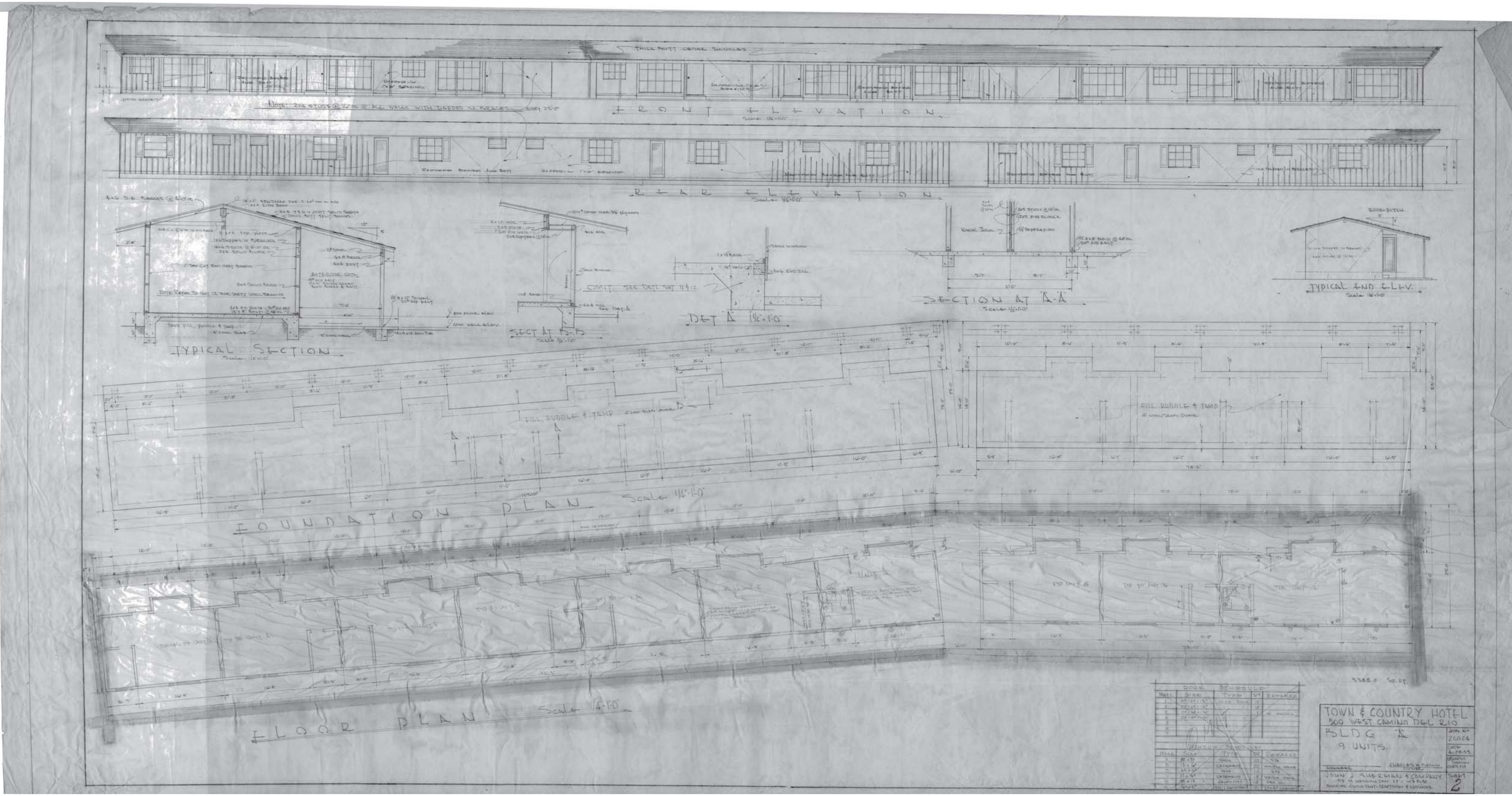
SCALE 1" = 50'-0"

LEGAL DESCRIPTION
PORTION OF LOT 4
PARTITION OF PUEBLO LOT 1105
CITY & COUNTY OF SAN DIEGO

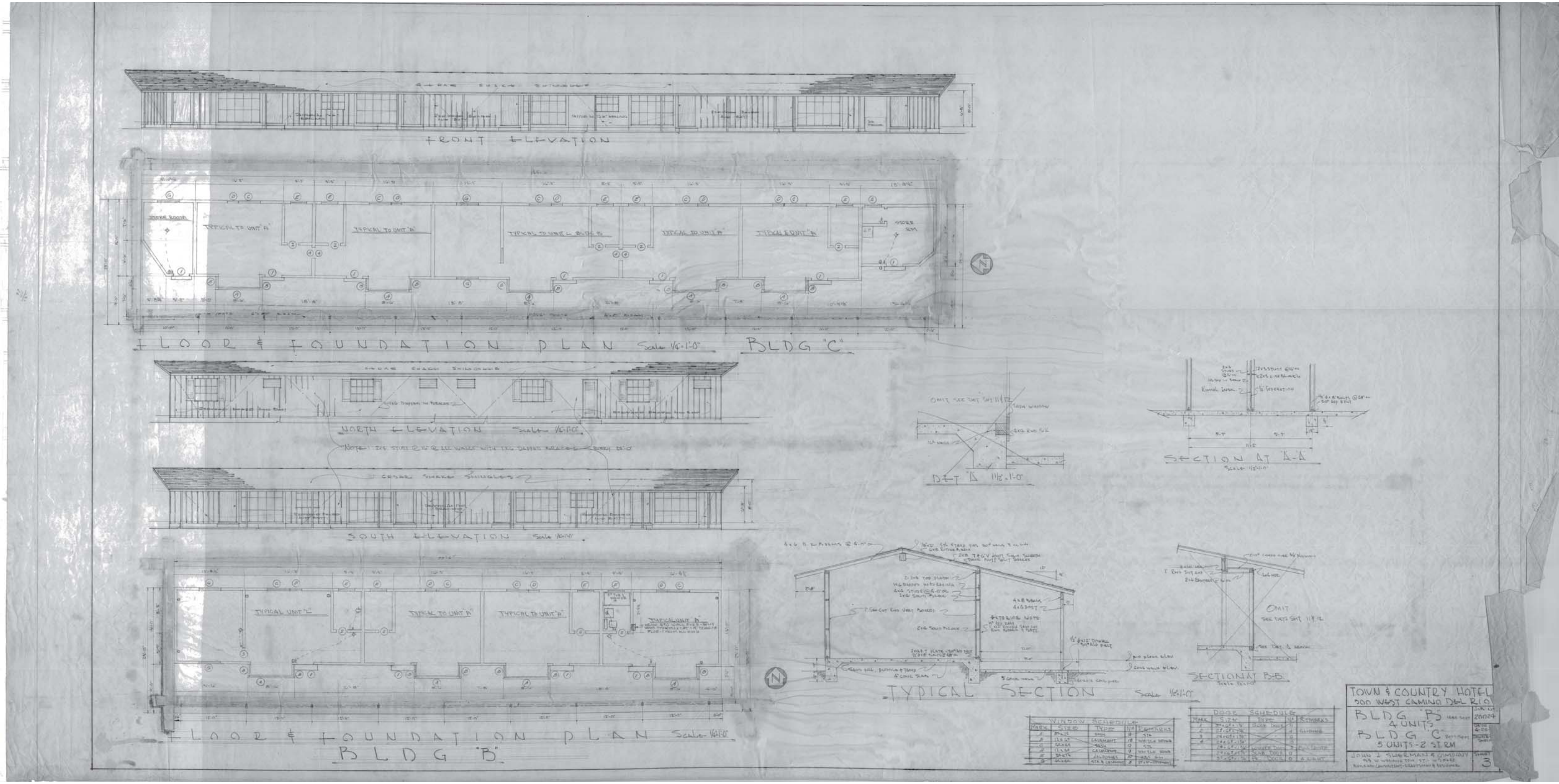
TOWN & COUNTRY DEVELOPMENT INC.
500 WEST CAMINO DEL RIO SAN DIEGO CALIF.

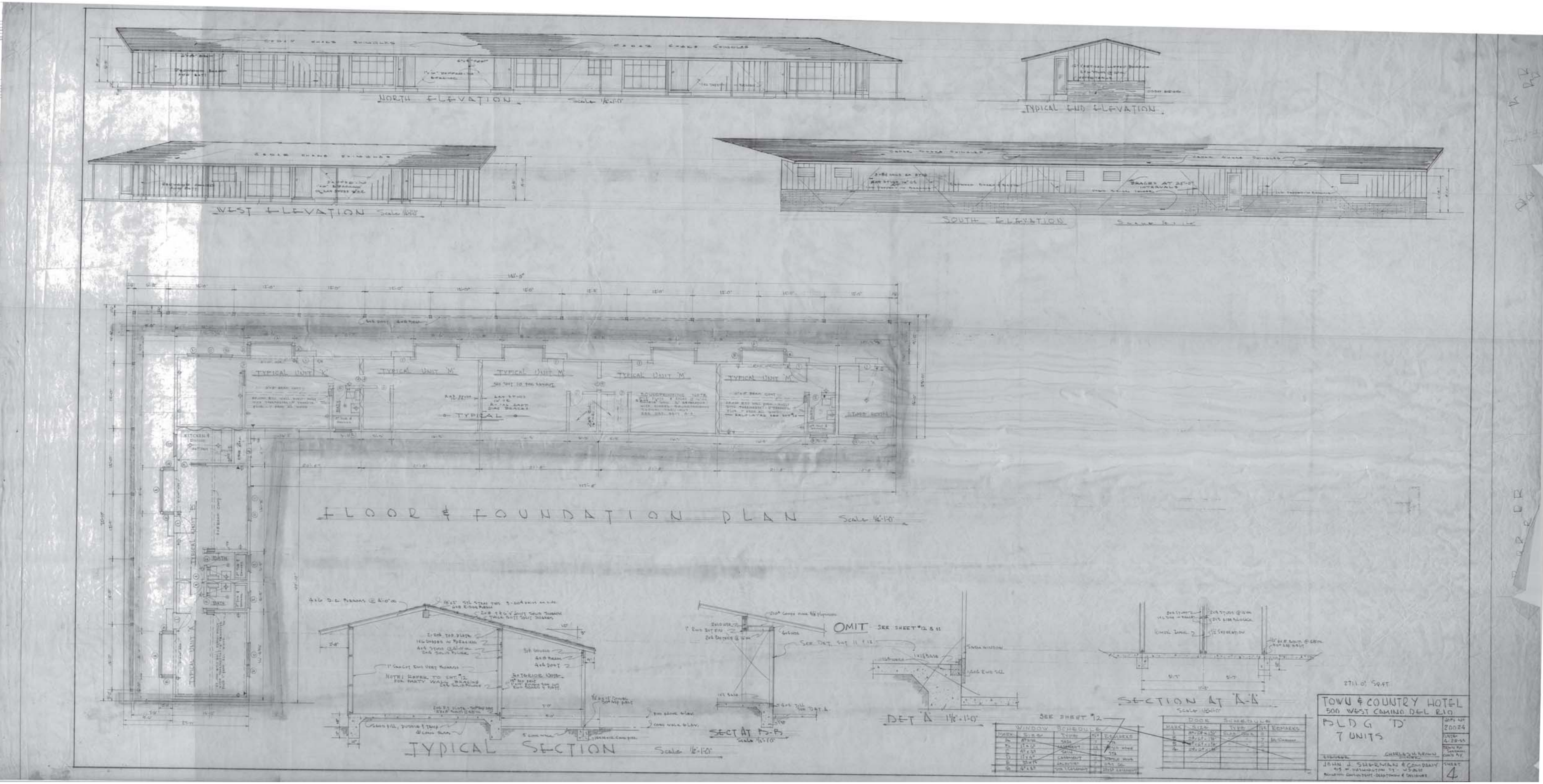
E. D. Hayward & Associates
3748 - 6th Ave.
CY 6-6119 San Diego 3
A B I D

JOB NO. 243
SHEET 1 OF 12

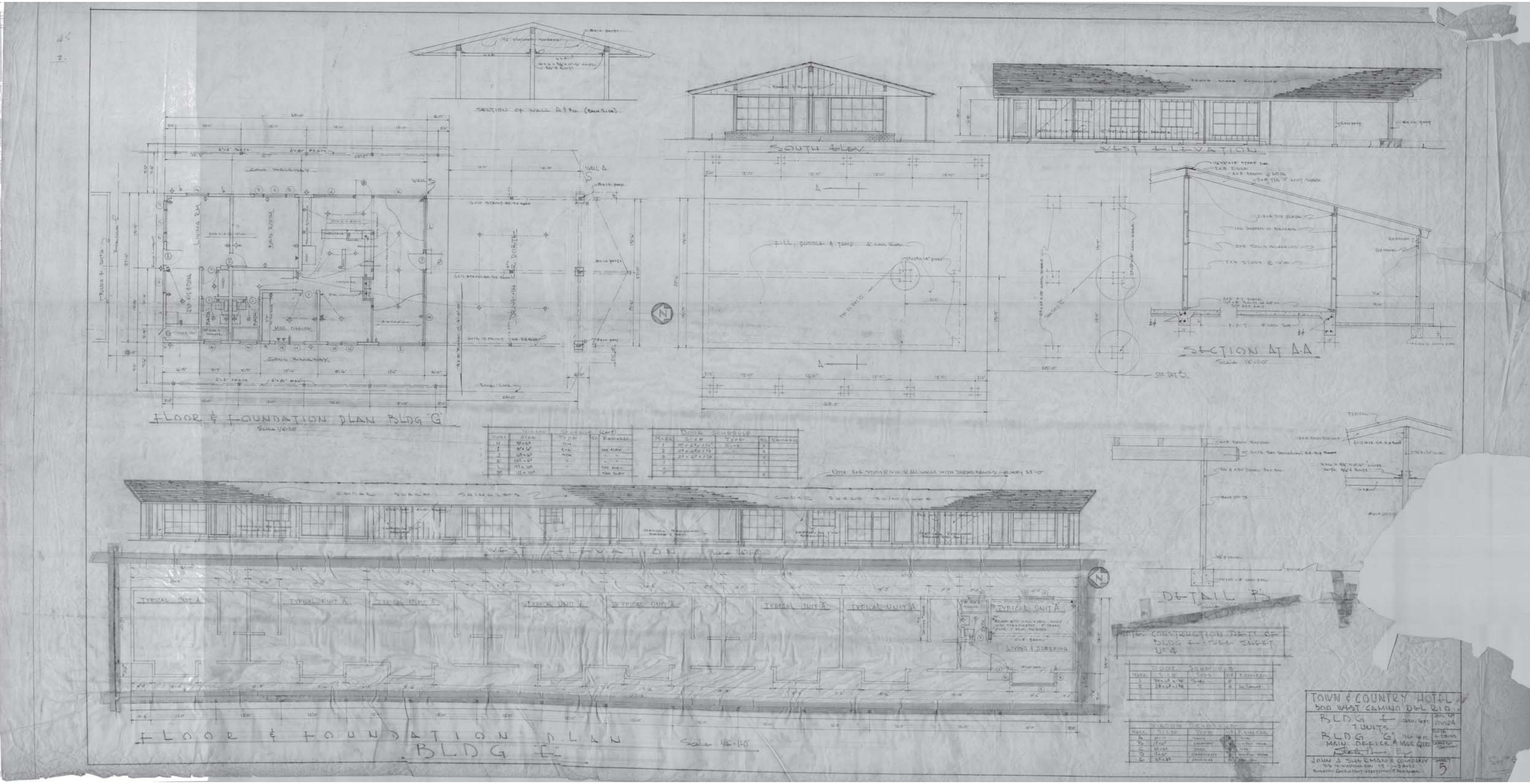

FRONT ELEVATION
REAR ELEVATION
TYPICAL SECTION
SECT AT B-B
OMIT SEE DETL SHT 11 & 12
DET "A" 1½"=1'-0"
SECTION AT "A-A"
TYPICAL END ELEV.
FILL PUDDLE & TAMP
FOUNDATION PLAN Scale 1/4"=1'-0"
FLOOR PLAN Scale 1/4"=1'-0"
5365.0 SQ. FT.
DOOR SCHEDULE
MARK
SIZE
TYPE
Nº
REMARKS
OMIT
WINDOW SCHEDULE
TOWN & COUNTRY HOTEL
500 WEST CAMINO DEL RIO
BLDG "A"
9 UNITS.
JOB Nº
20024
DATE
4-28-53
CHARLES W. HARRIS
OWNER
JOHN J. SHERMAN & COMPANY
SHEET
2

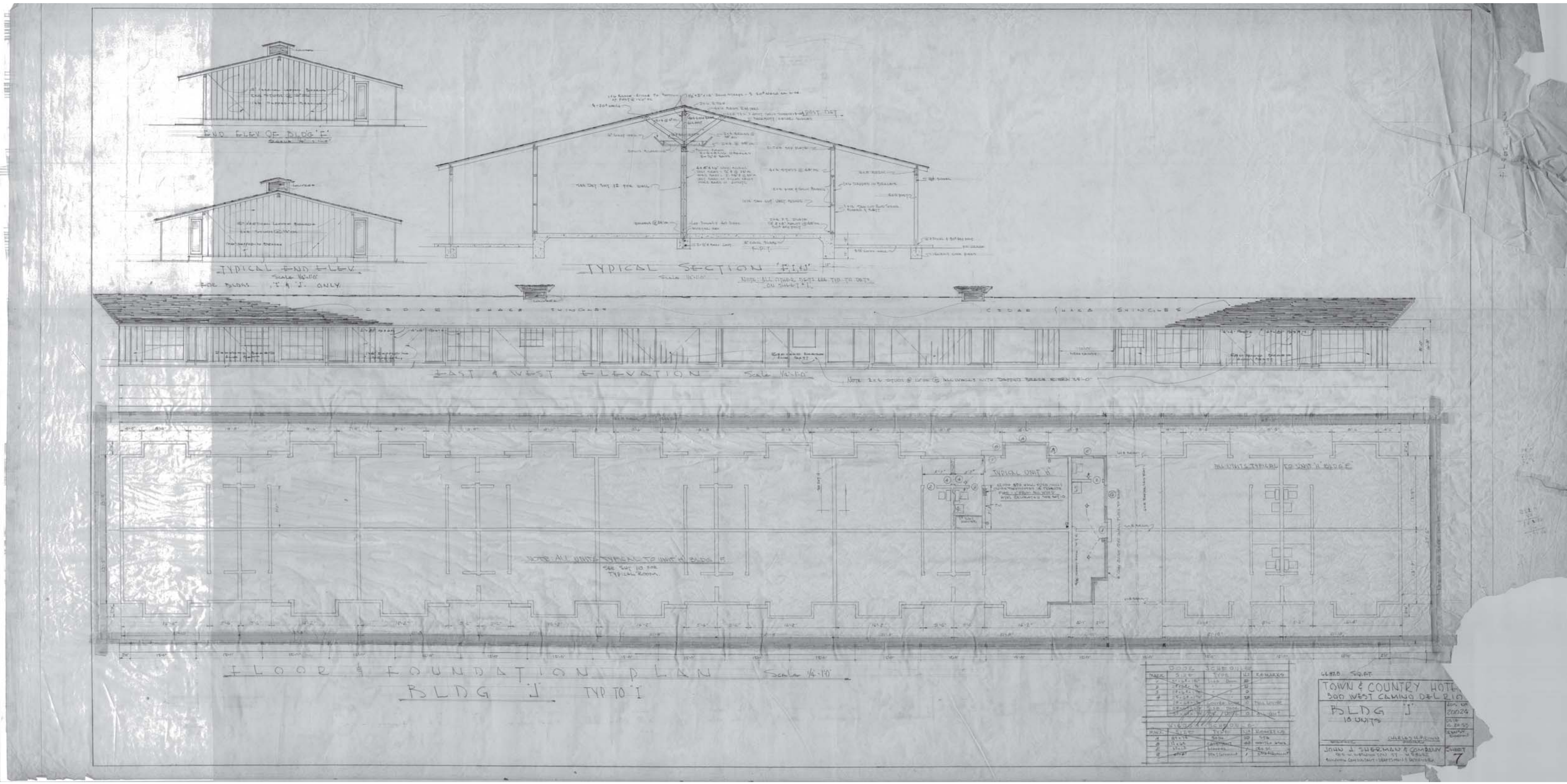
FRONT ELEVATION
REAR ELEVATION
TYPICAL SECTION
SECT AT B-B
OMIT SEE DET SHT 11 & 12
DET 'A'
SECTION AT 'A-A'
TYPICAL END ELEV.
FILL, PUDDLE & TAMP
FOUNDATION PLAN Scale 1/4"=1'-0"
FLOOR PLAN Scale 1/4"=1'-0"
Unit 'A'
DOOR SCHEDULE
WINDOW SCHEDULE
OMIT
TOWN & COUNTRY HOTEL
500 WEST CAMINO DEL RIO
BLDG 'A'
9 UNITS.
JOHN J SHERMAN & COMPANY
SHEET
2

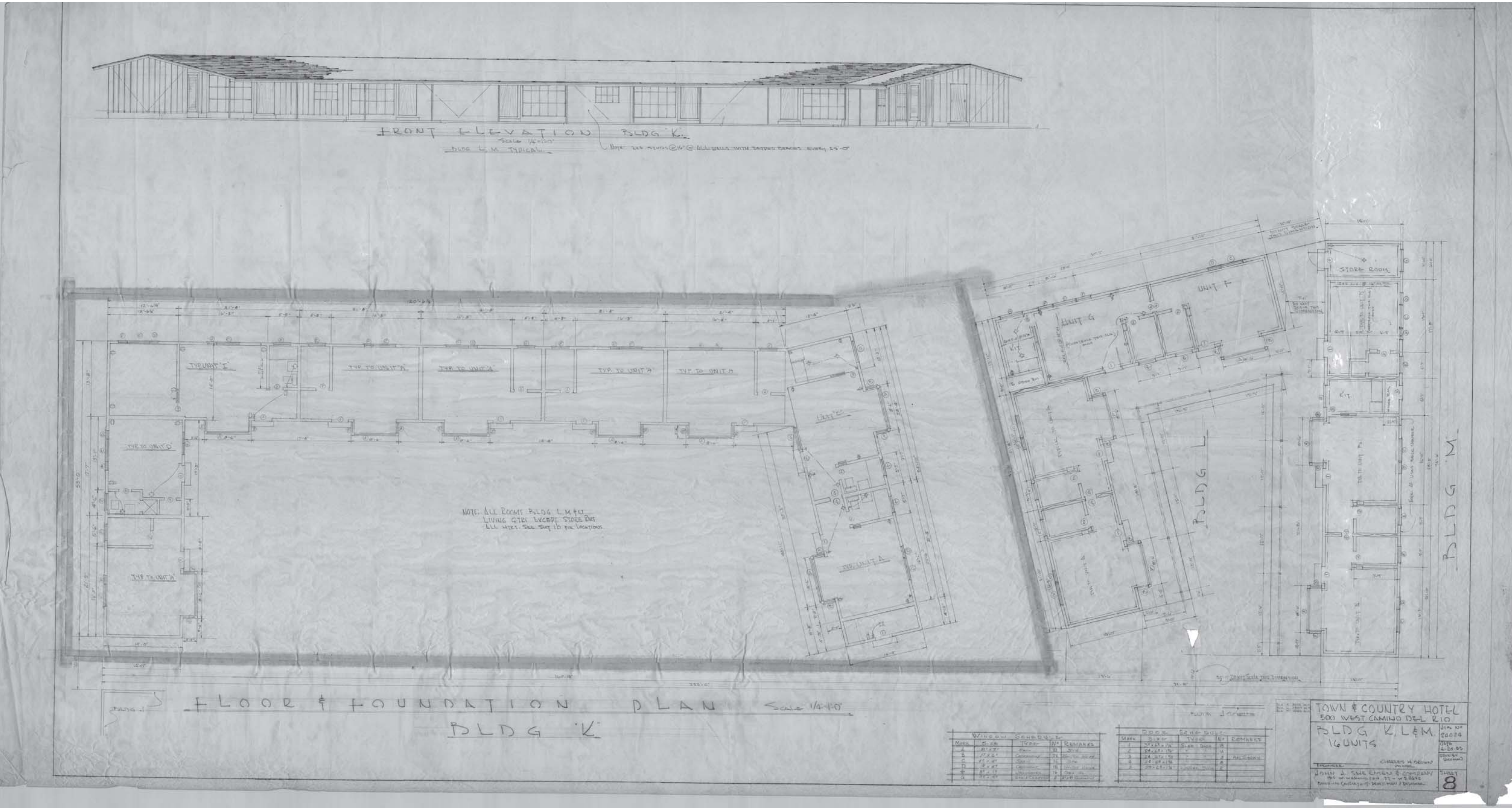

FRONT ELEVATION
FLOOR & FOUNDATION PLAN Scale 1/8"=1'-0"
BLDG "C"
TYPICAL TO UNIT "A"
NORTH ELEVATION
CEDAR SHAKE SHINGLES
SOUTH ELEVATION
FLOOR & FOUNDATION PLAN
BLDG "B"
TYPICAL UNIT "C"
TYPICAL TO UNIT "A"
DET "A"
SECTION AT "A-A"
TYPICAL SECTION
OMIT
SECTION AT B-B
WINDOW SCHEDULE
DOOR SCHEDULE
REMARKS
TOWN & COUNTRY HOTEL
300 WEST CAMINO DEL RIO
BLDG "B"
4 UNITS
BLDG "C"
5 UNITS - 2 ST. RM
JOHN J. SHERMAN & COMPANY
20024
3

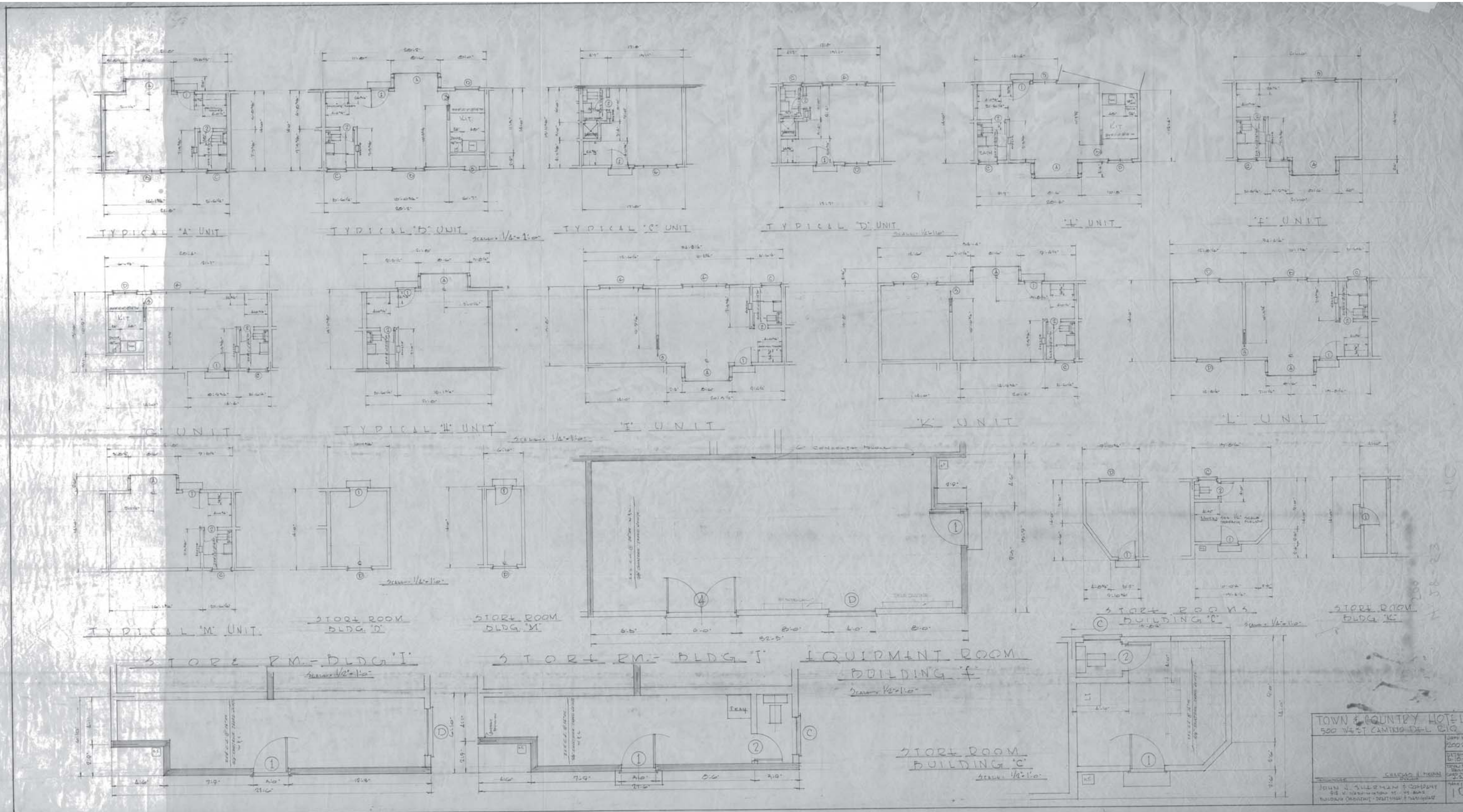


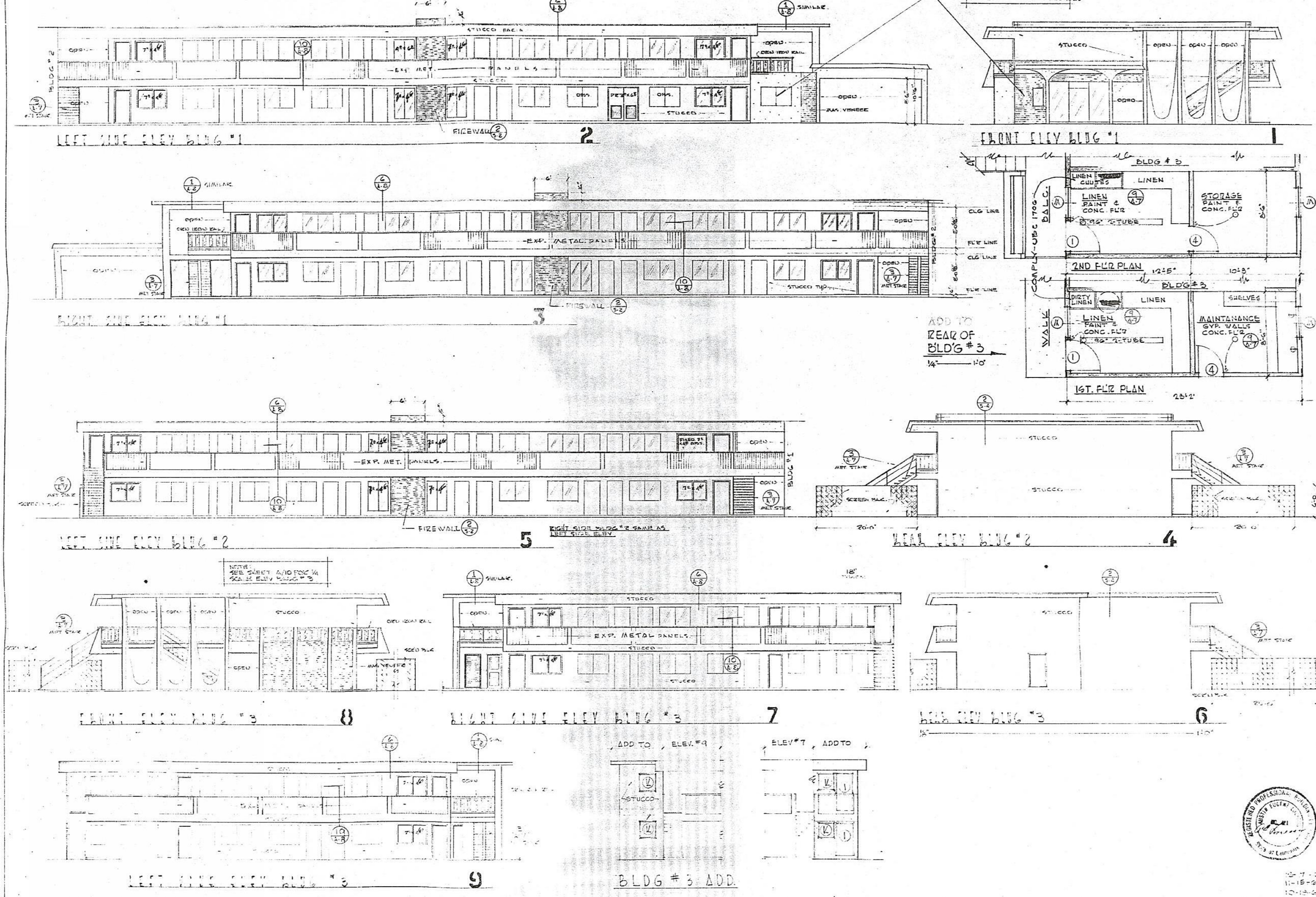
NORTH ELEVATION
TYPICAL END ELEVATION
WEST ELEVATION
SOUTH ELEVATION
TYPICAL UNIT "M"
FLOOR & FOUNDATION PLAN
TYPICAL SECTION
OMIT
SECT AT B-B
DET "A"
SECTION AT "A-A"
2711.0' SQ.FT
SEE SHEET #12
WINDOW SCHEDULE
DOOR SCHEDULE
TOWN & COUNTRY HOTEL
500 WEST CAMINO DEL RIO
BLDG "D"
7 UNITS
CHARLES H. BROWN
JOHN J. SHERMAN & COMPANY
SHEET
4


SECTION OF WALL A.A.
SOUTH ELEV.
WEST ELEVATION
FLOOR & FOUNDATION PLAN BLDG "G"
SECTION AT A-A
DETAIL "B"
WEST ELEVATION
FLOOR & FOUNDATION PLAN BLDG "E"
TYPICAL UNIT "A"
LIVING & SLEEPING
DOOR SCHEDULE
WINDOW SCHEDULE
TOWN & COUNTRY HOTEL
500 WEST CAMINO DEL RIO
BLDG "E"
7 UNITS
BLDG "G"
MAIN OFFICE & MGR QTRS
JOHN J. SHERMAN & COMPANY
SHEET 5


END ELEV OF BLDG 'F'
TYPICAL END ELEV
FOR BLDGS 'I' & 'J' ONLY
TYPICAL SECTION 'E-H'
CEDAR SHAKE SHINGLES
EAST & WEST ELEVATION
NOTE ALL UNITS TYPICAL TO UNIT 'A' BLDG 'F'
TYPICAL UNIT 'J'
ALL UNITS TYPICAL TO UNIT 'A' BLDG 'F'
FLOOR & FOUNDATION PLAN
BLDG 'J' TYP TO 'I'
DOOR SCHEDULE
MARK
SIZE
TYPE
REMARKS
WINDOW SCHEDULE
6687.0 SQ. FT.
TOWN & COUNTRY HOTE
500 WEST CAMINO DEL RIO
BLDG 'J'
18 UNITS
20024
JOHN A SHERMAN & COMPANY
SHEET
7


FRONT ELEVATION BLDG K.
BLDG L.M. TYPICAL
TYP. TO UNIT "A"
UNIT F
UNIT G
STORE ROOMS
KIT.
BLDG L
BLDG M
NOTE: ALL ROOMS BLDG L.M.&K.
LIVING QTRS EXCEPT STORE RMS
FLOOR & FOUNDATION PLAN
BLDG K
WINDOW SCHEDULE
MARK
SIZE
TYPE
NO.
REMARKS
DOOR SCHEDULE
TOWN & COUNTRY HOTEL
500 WEST CAMINO DEL RIO
BLDG K, L & M.
16 UNITS
JOB NO.
20024
DATE
4-28-53
ENGINEER
CHARLES H. BROWN
JOHN J. SHERMAN & COMPANY
SHEET
8


TYPICAL "A" UNIT
TYPICAL "B" UNIT
TYPICAL "C" UNIT
TYPICAL "D" UNIT
"E" UNIT
"F" UNIT
"G" UNIT
TYPICAL "H" UNIT
"I" UNIT
"K" UNIT
"L" UNIT
TYPICAL "M" UNIT
STORE ROOM BLDG "D"
STORE ROOM BLDG "H"
EQUIPMENT ROOM BUILDING "F"
STORE ROOMS BUILDING "E"
STORE ROOM BLDG "K"
STORE RM - BLDG "I"
STORE RM - BLDG "J"
STORE ROOM BUILDING "C"
TOWN & COUNTRY HOTEL
500 WEST CAMINO DEL RIO
20024
10



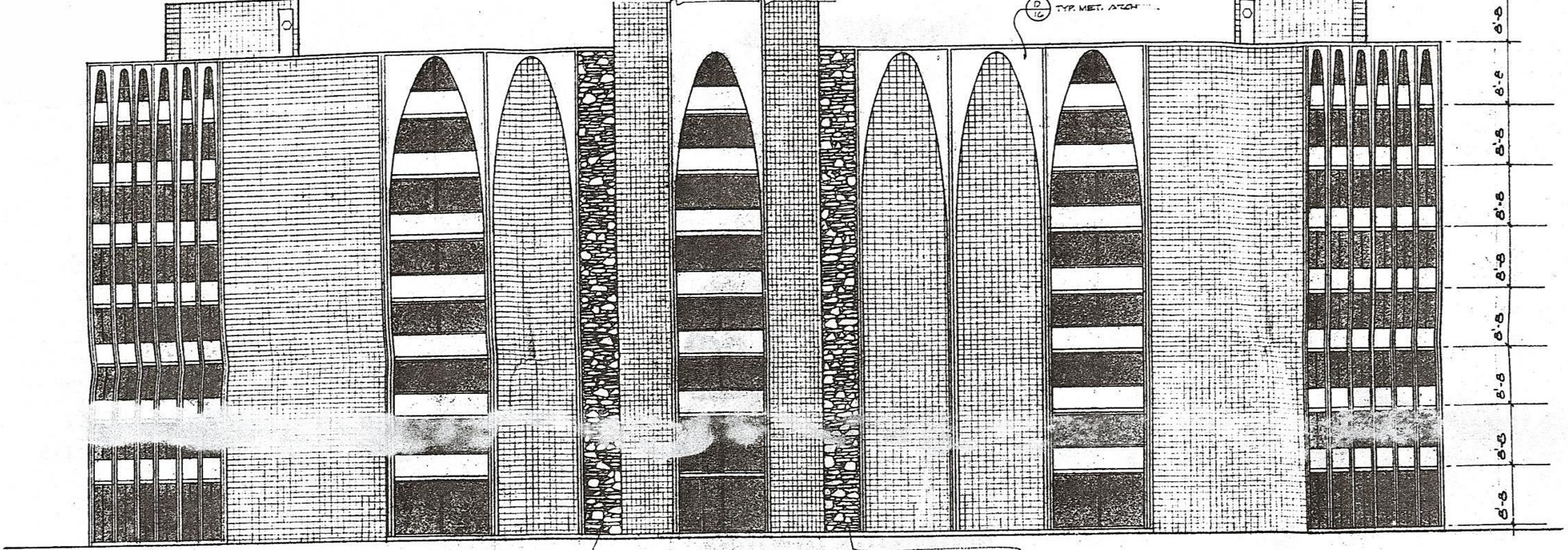
ELEVATIONS PLANS
BLDG'S 1,2 & 3

INNS OF AMERICA INC.
3133 INDUSTRIAL ROAD LAS VEGAS, NEVADA

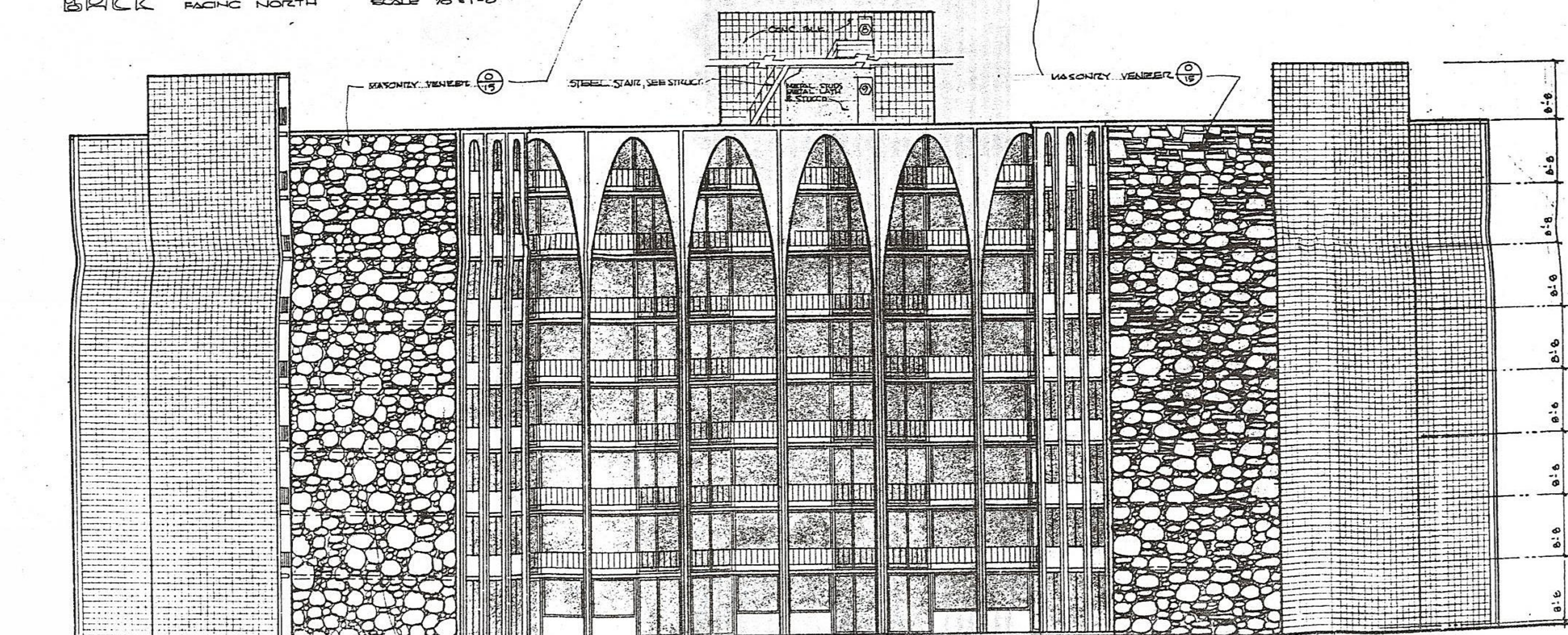
DRAWN BY

DATE 7-12-65

SHEET NO A-4 OF 11



BACK FACING NORTH SCALE 1/8" = 1'-0



FRONT FACING SOUTH SCALE 1/8" = 1'-0

250 HOTEL CIRCLE INC.	
SEVEN INNS OF AMERICA TWO HUNDRED AND SEVEN UNIT HOTEL · MISSION VALLEY	
SCALE:	APPROVED BY: R.K. Davis C-2482
DATE: 11-22-67	DRAWN BY: E.D.-S.C.
	REVISED
ARCHITECT A.I.A. RONALD K. DAVIS	
ELEVATIONS	DRAWING NUMBER 9 OF 17

APPENDIX B

OWERSHIP AND OCCUPANT INFORMATION

- CHAIN OF TITLE
- CITY DIRECTORY LISTING OF OCCUPANTS
- DEED FROM DATE OF CONSTRUCTION

CHAIN OF TITLE

Chain of Title

Search Through:	October 24, 2014
Property Address:	500 Hotel Circle N San Diego, CA 92108
Assessor's Parcel Nos.:	437-260-(18, 19, 20, 21, 27, 42, 43, 44, 46, 47, 48, 49)-00
Use:	Hotel and Convention Center

1. Deed

Grantor:	E.F. Weerts, Clara S. Weerts, and John M. Sachs
Grantee:	Hotel Circle Inc.
Recorded:	December 10, 1965, #234899, Reel: 65-99

2. Deed

Grantor:	
Grantee:	Town & Country Hotel, Inc.
Recorded:	January 24, 1969, #15049, Reel: 69-8

3. Deed

Grantor:	Hotel Circle, Inc.
Grantee:	Cabot , Cabot & Forbes Land Trust
Recorded:	August 2, 1974, Reel: 4959 Image: 981

4. Reconveyance

Grantor:	Cabot , Cabot & Forbes Land Trust
Grantee:	Hotel Circle, Inc.
Recorded:	August 2, 1974, Reel: 4959 Image: 982

5. Deed

Grantor:	Atlas Hotels, Inc.
Grantee:	Hotel Circle Inc./Le Baron Hotel
Recorded:	December 23, 1975, Reel: 5377, Image: 1143

6. Deed

Grantor:	Town & Country Hotel Inc./Atlas Hotels Inc.
Grantee:	Wells Fargo
Recorded:	January 18, 1982, Reel: 7759 Image: 586

7. Reconveyance

Grantor:	Wells Fargo
Grantee:	Town & Country Hotel Inc.
Recorded:	January 18, 1982, Reel: 7759 Image: 586

8. Deed

Grantor:	Town & Country Hotel Inc.
Grantee:	Atlas Hotels Inc.
Recorded:	February 3, 1989, Reel: 11269 Image: 512

9. Deed

Grantor:	Atlas Hotels Inc.
Grantee:	Price Co.
Recorded:	May 8, 1990, Reel: 12107 Image: 169

10. AGST Trust Deed

Grantor:	Price Co.
Grantee:	Price Enterprises, Inc.
Recorded:	January 10, 1995, Reel: 15995, Image: 1091

11. Quitclaim Deed

Grantor:	Price Enterprises, Inc.
Grantee:	Atlas Hotels, Inc.
Recorded:	April 3, 1995, Reel: 16140, Image: 805

12. Grant Deed

Grantor:	Atlas Hotels, Inc.
Grantee:	Town & Country Resort Hotel, LLC
Recorded:	May 15, 1997, Reel: 17953, Image: 662

13. Grant Deed

Grantor:	Town & Country Resort Hotel, LLC
Grantee:	Town & Country Hotel, LLC
Recorded:	July 30, 2004, Reel: 21765, Image: 19965

14. Grant Deed

Grantor:	Town & Country Hotel, LLC
Grantee:	Hotel Circle Property, LLC
Recorded:	June 3, 2014, # 2014-0226692

CITY DIRECTORY LISTING OF OCCUPANTS

Date: 10/24/2014 **Recorder:** C. Recksieck

RESOURCE APN 437-260-19

CURRENT ADDRESS 248/250 Hotel Circle N

Date of construction ☐ Known ☐ Estimate ______________________

City	Year	Resident	Business
San Diego	1967	Emery Clinton	Kelly's Prime Steaks; Seven Inns of America Hotel
San Diego	1968		Kelly's Prime Steaks; The Le Baron Hotel
San Diego	1969-1971		Kelly's Prime Steaks; The Le Baron Hotel; VIP Lounge
San Diego	1972		Kelly's Prime Steaks; The Le Baron Hotel; VIP Lounge; Allan Ken Men's Hairstylist; Gifts by Memco
San Diego	1973-1974		Kelly's Prime Steaks; The Le Baron Hotel; VIP Lounge and Restaurant; Gifts by Tina; California Divorce Council; Resumes, Etc.; Jabberwocky Club; Sal Khoury; Hal Smith Real Estate
San Diego	1975		Kelly's Steak House

Notes:

In 1975, address for Kelly's Steak House turns to 248 Hotel Circle N, and in 1976 Town & Country took over the rest of 250 Hotel Circle N

Date: 10/24/2014 **Recorder:** C. Recksieck

RESOURCE APN 437-260-45-00

CURRENT ADDRESS 500 Hotel Circle N (Historic 308 W Camino Del Rio)

Date of construction ☐ Known ☐ Estimate ____

City	Year	Resident	Business
San Diego	1955-1961	Ewart R Stevenson (o)	
San Diego	1962-1965	Al Smith	Meadow Horse Ranch
San Diego	1966	HL Smith	Meadow Horse Ranch
San Diego	1967-1968	Lewis K Pratt	Meadow Horse Ranch
San Diego	1969-1970	N/A	

Notes:

Date: 10/24/2014 **Recorder:** C. Recksieck

RESOURCE APN

CURRENT ADDRESS 500 Hotel Circle N (Historic 310 W Camino Del Rio)

Date of construction ☐ Known ☐ Estimate ______

City	Year	Resident	Business
San Diego	1956	Latson Russell	Valley Lane Farm
San Diego	1957-1959	William Rowan	Valley Lane Farm
San Diego	1960	William and Leta Rowan	Valley Lane Farm
San Diego	1961-1964	William and George Rowan	Valley Lane Farm
San Diego	1965-1966	William Rowan	Valley Lane Farm
San Diego	1967-1970	Robert L Rowan	Valley Lane Farm

Notes:

AECOM **City Directory Form**

Date: 10/24/2014 **Recorder:** C. Recksieck

RESOURCE APN

CURRENT ADDRESS 500 Hotel Circle N (Historic 312 W Hotel Circle)

Date of construction ☐ Known ☐ Estimate ______

City	Year	Resident	Business
San Diego	1968		Hal Smith Real Estate
San Diego	1969-1970	Vacant	

Notes:

Date: 10/24/2014 **Recorder:** C. Recksieck

RESOURCE APN

CURRENT ADDRESS 500 Hotel Circle N (Historic 316 W Camino Del Rio)

Date of construction ☐ Known ☐ Estimate ______________________

City	Year	Resident	Business
San Diego	1956-1962	Frank C. Kibbee (o)	
San Diego	1962-1967	Frank C. Kibbee	Frank C. Kibbee Stables
San Diego	1968	No Return	
San Diego	1969-1970	N/A	

Notes:

Date: 10/24/2014 **Recorder:** C. Recksieck

RESOURCE APN

CURRENT ADDRESS 500 Hotel Circle N (Historic 320 Hotel Circle N)

Date of construction ☐ Known ☐ Estimate ______________________

City	Year	Resident	Business
San Diego	1956-1966	David G. Freeman (o)	
San Diego	1967-1968	Vacant	
San Diego	1969	N/A	

Notes:

Date: 10/24/2014 **Recorder:** C. Recksieck

RESOURCE APN 437-260-18, 19, 20, 21, 27, 42, 43, 44, 45, 46, 47, 48, 49

CURRENT ADDRESS 500 Hotel Circle N (Historic 500 W Camino Del Rio)

Date of construction ☐ Known ☒ Estimate 1953/1954

City	Year	Resident	Business
San Diego	1953-1954	Chas J Brown	Town & Country Development Inc.
San Diego	1955	Chas J Brown	Town & Country Hotel and Club; Town & Country Development, Inc.
San Diego	1956-1957	Chas J Brown; Pearl M. Brown	Town & Country Hotel and Club; Town & Country Development, Inc.
San Diego	1958	Chas J Brown	Town & Country Hotel and Club; Town & Country Development, Inc.
San Diego	1959-60	Atlas Hotels Inc.	Town & Country Hotel and Club; Town & Country Development, Inc.
San Diego	1961	Atlas Hotels Inc.	Town & Country Hotel; Town & Country Development, Inc.; Town & Country Gift Shop; Town & Country Motel and Restaurant
San Diego	1962-1968	Atlas Hotels Inc.	Town & Country Hotel; Town & Country Development, Inc.; Town & Country Gift Shop; Town & Country Motel and Restaurant; Design Construction Company; Sample Brown Enterprises Inc.
San Diego	1969-1970	Atlas Hotels Inc.	Town & Country Hotel; Town & Country Development, Inc.; Town & Country Gift Shop; Town & Country Motel and Restaurant; Design Construction Company; Sample Brown Enterprises Inc.; Palais Five Hudred Restaurant; Town & Country Gourmet Room Restaurant; Town & Country Apparel Shop

San Diego	**1971-1974**	**Atlas Hotels Inc.**	**Town & Country Hotel; Town & Country Development, Inc.; Town & Country Gift Shop; Town & Country Motel and Restaurant; Design Construction Company; Sample Brown Enterprises Inc.; Palais Five Hudred Restaurant; Town & Country Gourmet Room Restaurant; Town & Country Apparel Shop**
San Diego	**1975-1976**	**Atlas Hotels Inc.**	**Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town & Country Styling Salon; Western Airlines Inc.**
San Diego	**1977**	**Atlas Hotels Inc.**	**Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town & Country Styling Salon; Western Airlines Inc.; Crystal T's Restaurant**
San Diego	**1978**	**Atlas Hotels Inc.**	**Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual**

			Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town & Country Styling Salon; Western Airlines Inc.; Crystal T's Restaurant; Café Potpourri; Crest Advertising
San Diego	1979	Atlas Hotels Inc.	Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Men's Wear; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town & Country Styling Salon; Western Airlines Inc.; Crystal T's Restaurant; Café Potpourri; Crest Advertising;
San Diego	1980	Atlas Hotels Inc.	Atlas Central Catering; Design Construction Company; Herz Rent-A-Car; Lanai Coffee Shop; Lanai Gifts and Sundries; Mutual Hotel Supply; Swim and Sweater Shop; Town & Country Barber Shop; Town & Country Florists; Town & Country Men's Wear; Town & Country Hotel and Restaurant; Town & Country Hotel Gift Shop; Town & Country Gourmet Room Restaurant; Town & Country Hotel Apparel Shop; Town & Country Convention Center; Town &

			Country Styling Salon; Western Airlines Inc.; Crystal T's Restaurant; Café Potpourri; Crest Advertising; Abilene Country and Western Bar

Notes:

Date: 10/24/2014 **Recorder:** C. Recksieck

RESOURCE APN

CURRENT ADDRESS 504 Hotel Circle N

Date of construction ☐ Known ☐ Estimate ____________________

City	Year	Resident	Business
San Diego	1961-1968		Town & Country Service Gas Station
San Diego	1969-1970		Herz Rent-A-Car; Hotel Circle Service Station
San Diego	1971-1973		National Car Rental; Hotel Circle Service Station
San Diego	1974-1975		Hotel Circle Service Station

Notes:

DEED FROM DATE OF CONSTRUCTION

825

TITLE ORDER NO. 227018-K

ESCROW NO. 201-32919

AFTER RECORDING MAIL TO

Hotel Circle Inc.

c/o Land Title Ins. Co.
225 Broadway, San Diego, Cal.
92101 Attn. R. Kelly

FILE/PAGE NO 234899
RECORDED REQUEST OF
LAND TITLE INSURANCE CO.

DEC 30 9 01 AM '65

SERIES 6 BOOK 1965
OFFICIAL RECORDS
SAN DIEGO COUNTY, CALIF.
A. S. GRAY, RECORDER
$3.60

SPACE ABOVE FOR RECORDER'S USE ONLY

GRANT DEED

By this instrument dated December 10, 1965, for a valuable consideration,

Affix IRS $

E. F. Weerts and Clara S. Weerts and John M. Sachs

hereby GRANTS to HOTEL CIRCLE INC., a California corporation

The following described Real Property in the State of California, County of San Diego

(LEGAL DESCRIPTION ATTACHED HERETO)

E. F. Weerts
E. F. Weerts

John M. Sachs
John M. Sachs

Clara S. Weerts
Clara S. Weerts

STATE OF CALIFORNIA
COUNTY OF San Diego } ss.

On .... before me, the undersigned, a Notary Public in and for said County and State, personally appeared E. F. Weerts, Clara S. Weerts and John M. Sachs, known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same,

Signature Raymond D. Kelly

Name (Typed or Printed) RAYMOND D. KELLY
Notary Public in and for said County and State

Commission expires Dec. 28, 1965

FOR NOTARY SEAL OR STAMP

RAYMOND D. KELLY
SAN DIEGO COUNTY

MAIL TAX STATEMENTS TO KENNETH R. RILEY 3133 INDUSTRIAL ROAD LAS VEGAS, NEVADA

NAME ADDRESS ZIP

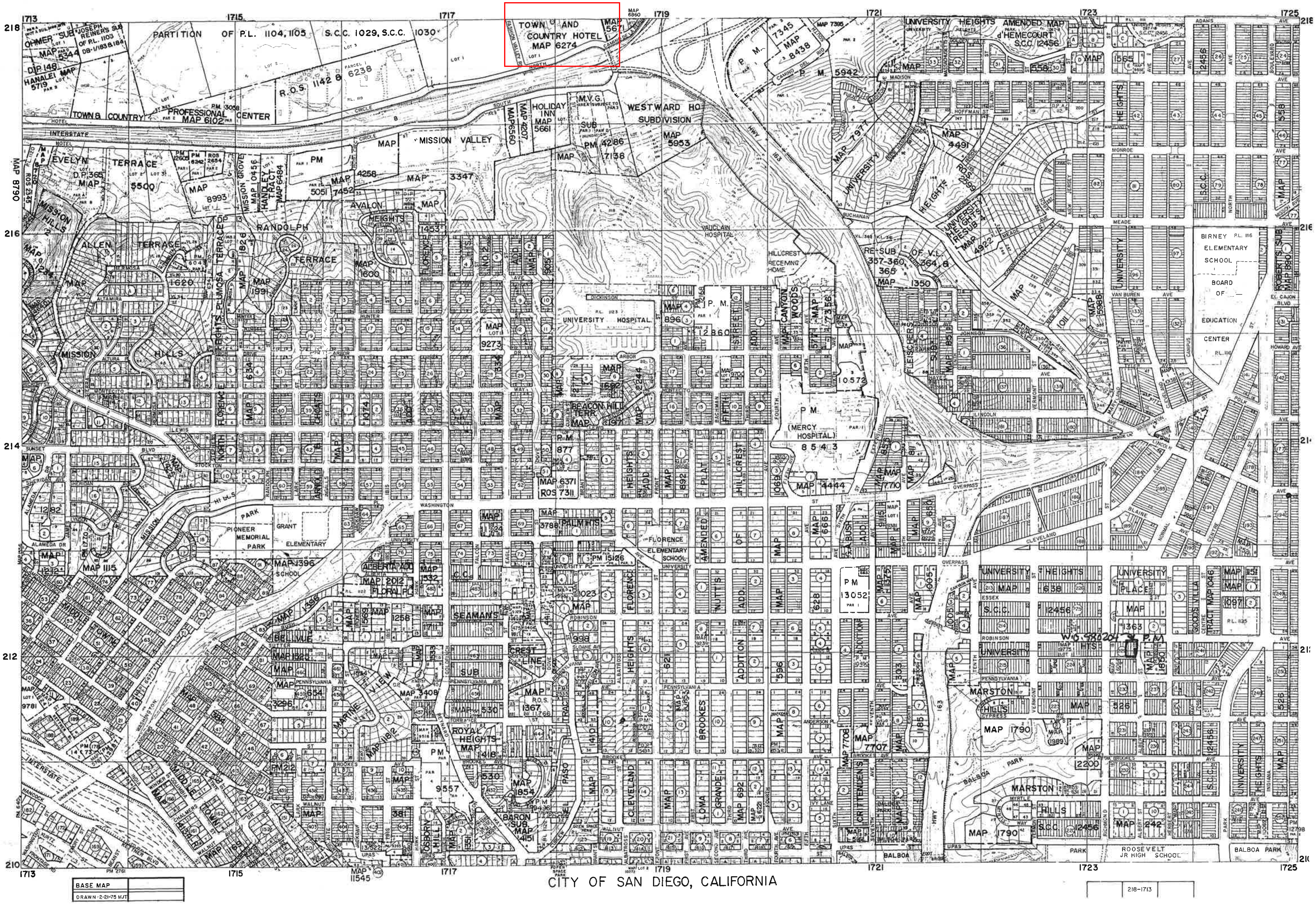
50-LT.

APPENDIX C

MAPS

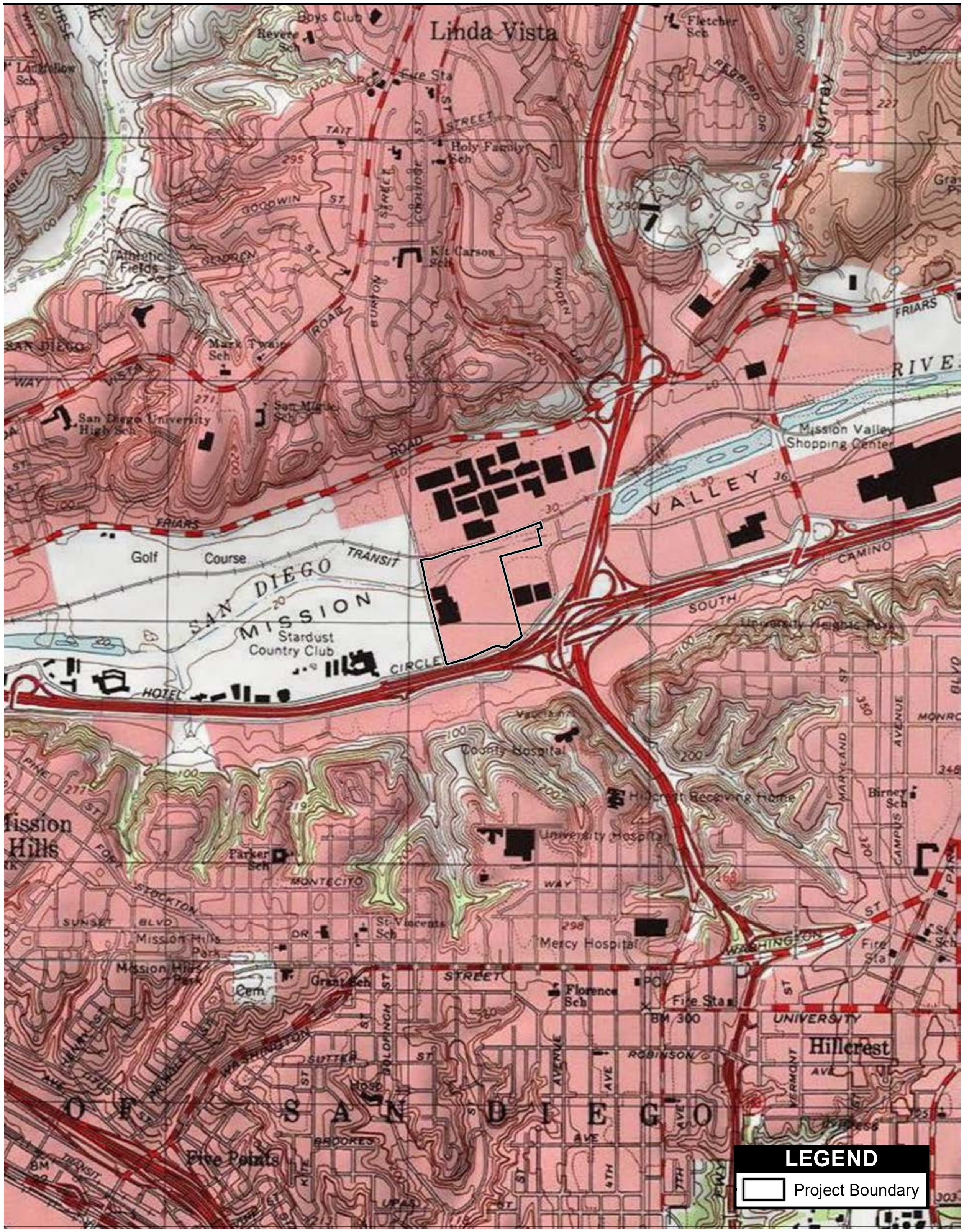
- **CITY OF SAN DIEGO 800 SCALE ENGINEERING MAP**
- **USGS MAP**
- **ORIGINAL SUBDIVISION MAP**
- **SANBORN FIRE INSURANCE MAPS (None)**

CITY OF SAN DIEGO 800 SCALE ENGINEERING MAP



CITY OF SAN DIEGO, CALIFORNIA

USGS MAP



Source: ESRI 2014; USGS 7.5' Topo Quad La Jolla, CA; AECOM 2014

2,000 1,000 0 2,000 Feet

Scale: 1 = 24,000; 1 inch = 2,000 feet

Town & Country Resort and Convention Center Redevelopment Project

Path: P:\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922_Maps\Cultural\Draft_Memo\Vicinity.mxd, 9/26/2014, sorensenj

ORIGINAL SUBDIVISION MAP

MAP N

SEVEN INNS SUBDIVISION

BEING A SUBDIVISION OF A PORTION OF LOT 4 OF THE PARTITION OF PUEBLO LOT 1105, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO REFEREE'S MAP THEREOF MADE IN THE ACTION OF THOMAS J. DALEY VS. ARPAD HARASZTHY, ET AL, BEING NUMBERED SUPERIOR COURT CASE NO. 1029 IN THE SUPERIOR COURT OF THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, WHICH SAID MAP IS ON FILE IN THE OFFICE OF THE COUNTY CLERK OF SAID COUNTY OF SAN DIEGO.

SHEET NO.

owners of, or are interested in,
ivision to be known as SEVEN INNS
nt to the preparation and
of 2 sheets and described in the
ate to public use a portion of
his map within this subdivision.

Clara S. Weerts
a S. Weerts, wife.

poration

Attest: [signature]
Secretary

Y, a California corporation, as
March 23, 1959 in Book 7562 at
recorded December 10, 1965
, Series 6, Book 1965 of
he Recorder of San Diego County,

Attest: [signature]
Assistant Secretary

On this 5th day of November 1965,
before me, the undersigned,
unty and State, personally appeared
, known to me to be the persons
e within instrument and
cuted the same.

reunto set my hand and affixed my
this certificate first above written.

SUSAN FORDYCE RICK
NOTARY PUBLIC
San Diego County, Calif.

1965

On this 6th day of December 1965,
before me, the undersigned,
unty and State, personally appeared
e the person whose name is
and acknowledged to me that he

reunto set my hand and affixed my
this certificate first above written.

SUSAN FORDYCE RICK
NOTARY PUBLIC
San Diego County, Calif.

1965

On this 24th day of November 1965,
before me, the undersigned,
unty and State, personally
, known to me to be
, known
of Hotel Circle, Inc., a
executed the within instrument and
executed the same on behalf of
d to me that said corporation
By-laws or resolution of its

hand and affixed my
first above written.

SUSAN FORDYCE RICK
NOTARY PUBLIC
San Diego County, Calif.

1965

On this 8th day of Dec., 1965,
before me, the undersigned,
unty and State, personally appeared
, known to me to be Asst.
Frazee, known
Land Title Insurance Company,
t executed the within instrument as
persons who executed the same on
nowledged to me that said
trustee, pursuant to its By-laws or
ors.

unto set my hand and affixed my
this certificate first above written.

Carole Ann Hardcastle
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
SAN DIEGO COUNTY

Order No. 206813-D
The Land Title Insurance Company, of San Diego, California, hereby certifies that according to the Official Records of the County of San Diego, California, on the 30th day of November, 1965, at 8:00 o'clock A.M., E. F. Weerts and Clara S. Weerts, husband and wife; John M. Sachs; Hotel Circle, Inc., a California corporation, as owners; and Land Title Insurance Company, a California corporation, as trustee in deeds of trust recorded March 23, 1959 in Book 7562, page 40 of Official Records, and recorded December 10, 1965 at File/Page Nos. 223200, Series 6, Book 1965 all of Official Records, were all the owners and the only parties interested in and whose consent was necessary to pass a clear title to the land embraced within the subdivision to be known as Seven Inns Subdivision, as shown on this map consisting of 2 sheets and particularly described in the caption thereof, other than the San Diego Gas & Electric Company, owner of easements granted in deeds recorded January 27, 1947 as Document No. 10021 in Book 2323, page 385; December 26, 1947 as Document No. 134606 in Book 2593, page 375 and May 9, 1958 as Document No. 74962 in Book 7073, page 535, all of Official Records, none of which said easements can ripen into a fee.

IN WITNESS WHEREOF, said Land Title Insurance Company has caused this instrument to be executed under its corporate name and seal by its proper officers thereunto duly authorized the day and year in this certificate first above written.

LAND TITLE INSURANCE COMPANY, a corporation:

By: [signature] Attest: [signature]
Asst. Vice President Assistant Secretary

We, the undersigned San Diego Gas & Electric Company, a corporation, hereby certify that we are interested in the land embraced within the subdivision to be known as SEVEN INNS SUBDIVISION, by virtue of easements recorded January 27, 1947 as Document No. 10021 in Book 2323 at Page 385; recorded December 26, 1947 as Document No. 134606 in Book 2593 at Page 375; and recorded May 9, 1958 as Document No. 74962 in Book 7073 at Page 535, all of Official Records in the office of the County Recorder of San Diego County, California, and we hereby consent to the preparation and recordation of this map consisting of 2 sheets and described in the caption thereof, and we hereby dedicate to public use a portion of HOTEL CIRCLE shown hereon and no others.

SAN DIEGO GAS & ELECTRIC COMPANY, a corporation:

By: P. M. Klauber Attest: J. A. Graham
Vice President Secretary

STATE OF CALIFORNIA } ss. On this 18th day of Nov., 1965, before me, the undersigned,
COUNTY OF San Diego }
a Notary Public in and for said County and State, personally appeared P. M. Klauber, known to me to be Vice President and J. A. Graham, known to me to be Secretary of San Diego Gas & Electric Company, a corporation, the corporation that executed the within instrument and known to me to be the persons who executed the same on behalf of said corporation and acknowledged to me that said corporation executed the same, pursuant to its By-laws or a resolution of its Board of Directors.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal, the day and year in this certificate first above written.

[signature]
Notary Public in and for said
County and State
My Commission Expires 16 June 1967

OFFICIAL SEAL
JOHN W. SIMMONS
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
SAN DIEGO COUNTY

We, G. J. Feeley, CITY TREASURER, and J. P. Fowler, STREET SUPERINTENDENT, both of the City of San Diego, California, hereby certify that there are no unpaid bonds issued under the Street Improvement Acts of the State of California against the tract, or subdivision, or any part thereof, as shown on the annexed map consisting of 2 sheets and described in the caption thereof.

G. J. Feeley By: [signature] Dated: 11-19-65
CITY TREASURER Deputy

J. P. Fowler By: J. P. Fowler Dated: 12-6-65
STREET SUPERINTENDENT Deputy

We the undersigned hereby certify that we have examined each lot of the subdivision shown on the annexed map as to its value for residential or commercial purposes and we find said subdivision suitable for such purposes.

E. F. Gabrielson By: E. F. Gabrielson Dated: 12-7-65
CITY ENGINEER

James Fairman By: [signature] Dated: 12-7-65
CITY PLANNING DIRECTOR Deputy

I, Phillip Acker, CITY CLERK of the City of San Diego, California, hereby certify that, by Resolution No. 185197, the Council of said City has approved this map of SEVEN INNS SUBDIVISION consisting of 2 sheets and described in the caption thereof and has accepted on behalf of the public a portion of HOTEL CIRCLE, all as shown on this map within this subdivision.

IN WITNESS WHEREOF, said Council has caused these presents to be executed by the City Clerk and attested by its seal this 16th day of December, 1965.

Phillip Acker By: Helen L. Stephens
CITY CLERK Deputy

I, William B. Rick, a Regi
California, hereby certify
made by me or under my di
September 14, 1965 and th
shown. Within thirty days
improvements and their acc
as follows which shall occ
be sufficient to enable the
subdivision boundary at co
two (2) inch diameter pipes
(3/4) inch diameter pipes;
dedicated streets—discs s
property line in the sidewa
sidewalk is contiguous to t
where the sidewalk is not c
side lot lines are not radia
line such offset points wil
inch diameter pipes will be

By: William B.
WILLIAM B. RICK, Register

I, E. F. Gabrielson
California, hereby certify t
this subdivision to be know
consisting of
thereof, and have found th
it appeared on the tentative
thereof; that all the provisi
of the State of California,
said City applicable at the
have been complied with,
technically correct. I here

E. F. Gabrielson By:
CITY ENGINEER

Approved and recommended
after examination of map an

CITY PLANNING COMMISSI
CALIFORNIA

By: Carl T. [signature]
Chairman

Approved this 15 day of
map and certificates thereo

Edward T. Butler By:
CITY ATTORNEY

We, COUNTY TREASURER o
COUNTY SURVEYOR of said
SPECIAL DISTRICT SERVICES
there are no unpaid special
in full shown by the books
subdivision, or any part th
described in the caption th

D. J. Dickson By:
COUNTY TREASURER

D. K. Speer By:
COUNTY SURVEYOR

Warren A. Berney By:
COUNTY DIRECTOR OF
SPECIAL DISTRICT SERVICES

I, Helen Kleckner, CLER
County of San Diego, Calif
of Chapter 2, Part 2, Divis
Code of the State of Califor
regarding deposits for taxe

Helen Kleckner By:
CLERK OF THE BOARD OF
SUPERVISORS

I, A. S. Gray, COUN
California, hereby approve
for the
consisting of 2 sheets an

A. S. Gray By:
COUNTY RECORDER

File No. 234902
I, A. S. Gray, COUN
California, hereby certify
map filed at the request of
December, 1965, at

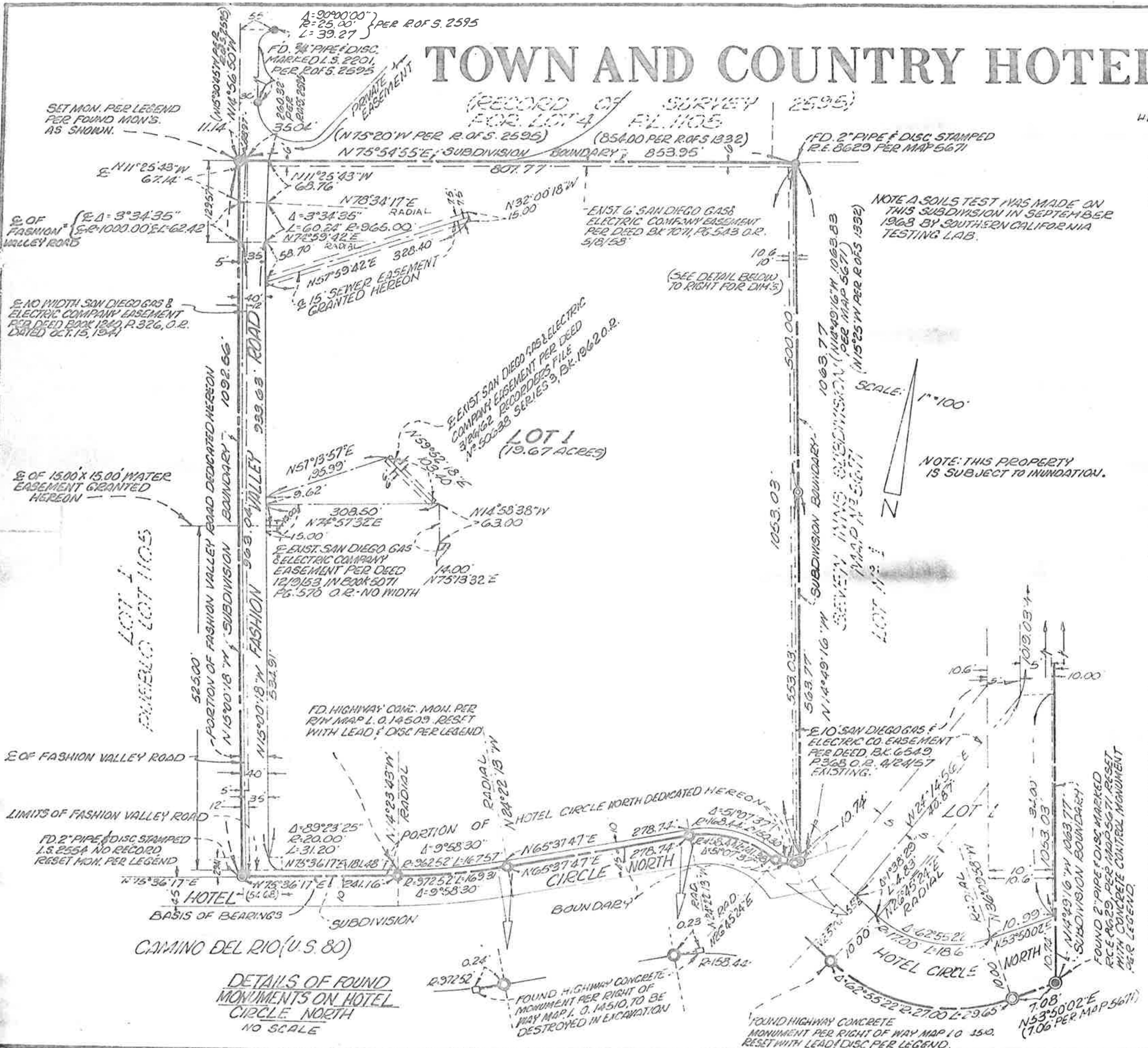
A. S. Gray By:
COUNTY RECORDER

Fee: $700

MAP NO. 6274

TOWN AND COUNTRY HOTEL

SHEET 2 OF 2 SHEETS



STATE OF CALIFORNIA
COUNTY OF SAN DIEGO } S.S. On this 30th day of DEC. 1968, before me, the undersigned a Notary Public in and for said County and State personally appeared H.B. ZITLAU known to me to be Vice President, and D.R. GREEN known to me to be Assistant Secretary of SAN DIEGO GAS & ELECTRIC COMPANY, a corporation, the corporation that executed the within instrument and known to me to be the persons who executed the same on behalf of said corporation and acknowleged to me that said corporation executed the same pursuant to its By-laws or a resolution of its Board of Directors.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal, the day and year in this certificate first above written.

Edward R. Knippel
Notary Public in and for said County and State
My comission Expires Nov. 20 1972.

LEGEND

- FOUND MONUMENTS AS NOTED SHOWN THUS:
- SET 2"X 24" PIPE & DISC MARKED R.C.E. 1534 SHOWN THUS:
- CONCRETE CONTROL MONUMENT PER M-20-65 SHOWN THUS:
- ALL MONUMENTS SET FLUSH WITH THE GROUND.
- SET LEAD & DISC MARKED R.C.E. 1534 SHOWN THUS:

BASIS OF BEARINGS IS WEST LINE OF OF SEVEN INNS SUBDIVISION, MAP Nº 5671, IE, N14°49'16"W.

NO. LOTS = 1
NO. ACRES = 20.88 AC GROSS

I, BYRL D. PHELPS, A REGISTERED CIVIL ENGINEER OF THE STATE OF CALIFORNIA, HEREBY CERTIFY THAT THE SURVEY OF THIS SUBDIVISION WAS MADE BY ME OR UNDER MY DIRECTION BETWEEN SEPTEMBER 17, 1968, AND OCTOBER 1, 1968, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN. WITHIN THIRTY DAYS AFTER THE INSTALLATION OF THE REQUIRED IMPROVEMENTS AND THEIR ACCEPTANCE BY THE CITY ENGINEER, I WILL SET MONUMENTS AS FOLLOWS WHICH SHALL OCCUPY THE POSITIONS SHOWN ON THIS MAP AND BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED: ALONG THE SUBDIVISION BOUNDARY AT CORNERS, ANGLE POINTS AND POINTS OF CURVE-TWO (2) INCH DIAMETER PIPES, UNLESS OTHERWISE NOTED; AT INTERIOR LOT CORNERS ONE-HALF (1/2) INCH DIAMETER PIPES; AT LOT CORNERS AND ALL POINTS OF CURVE ALONG DEDICATED STREETS - DISCS SET RADIAL OR AT RIGHT ANGLES TO THE STREET PROPERTY LINE IN THE SIDEWALK AT AN OFFSET OF 6.00 FEET WHERE THE SIDEWALK IS CONTIGUOUS TO THE CURB AND AT AN OFFSET OF 3.00 FEET WHERE THE SIDEWALK IS NOT CONTIGUOUS TO THE CURB, EXCEPT THAT WHERE SIDE LOT LINES ARE NOT RADIAL OR AT RIGHT ANGLE TO THE STREET PROPERTY LINE SUCH OFFSET POINTS WILL NOT BE SET BUT INSTEAD ONE-HALF (1/2) INCH DIAMETER PIPES WILL BE SET AT THE TRUE LOT CORNERS.

DATED: OCT. 30, 1968

Byrl D. Phelps
BYRL D. PHELPS
REGISTERED CIVIL ENGINEER Nº 1534

MUNICIPAL ENGINEERS INC.
JOB Nº 5696

APPENDIX D

DPR FORMS

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #___________________________________
HRI # ___________________________________
Trinomial ___________________________________

***Resource Name or #:** Town and Country

P1. Other Identifier: Town and Country Hotel, Town and Country Club, Convention Center, 7 Inns of America, Le Baron Hotel
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County:** San Diego
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad: Date:** **T** N/A; **R** N/A **¼ of¼ of Sec ; B.M.** S.B.B.M.
c. Address: 500 Hotel Circle North City: San Diego Zip: 92108
d. UTM: Zone: ;
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
The resource is bounded by Hotel Circle N to the south, Fashion Valley Road to the west, a property line to the east, and the San Diego River to the north.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

See Continuation Sheets.

***P3b. Resource Attributes:** (List attributes and codes) HP5 – Hotel/motel

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: Town and Country signage, view facing west, November 4, 2014.

***P6. Date Constructed/Age and Sources:** ☑Historic ☐Prehistoric ☐Both
1953 – 2007

***P7. Owner and Address:**
Lowe Enterprises
500 Hotel Circle North
San Diego, CA 92108

***P8. Recorded by:**
AECOM
401 W A Street
San Diego, CA 92101

***P9. Date Recorded:** 01/18/2016

***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM, 2016. *Historical Resource Technical Report for the Town and Country Hotel and Convention Center Redevelopment Project*
***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☑Continuation Sheet ☑Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S
***Resource Name or #** Town and Country

B1. Historic Name: Town and Country Hotel, Town and Country Club, Convention Center, 7 Inns of America, Le Baron Hotel
B2. Common Name: Town and Country
B3. Original Use: Hotel **B4. Present Use:** Hotel and Convention Center
***B5. Architectural Style:** Tiki-Polynesian, Futurist, Brutalism, Ranch and Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The eight original buildings of the Town and Country Hotel constructed in 1953-55 include Bldg. 3100, Bldg. 3200, Lexington Rooms, Lobby, Offices, and Trellises Restaurant. From 1956-1962, Bldg. 3300, Bldg. 3400, Bldg. 3500, Meeting House, Dover/Stratford, and Tiki Pavilion were constructed. The Terrace Café, the Lanai Gift Shop, and the Bella Tosca Day Spa and Salon were constructed in 1969. The Royal Palm Towers were built in 1969. The Convention Center was constructed 1970-1975. Additional support buildings, including Laundry, Gardening, Engineering, and Maintenance, were built in 1979. In 2006-2007 the Receiving Building and the Grand Exhibit Hall were added to the property.

(See Continuation Sheet.)

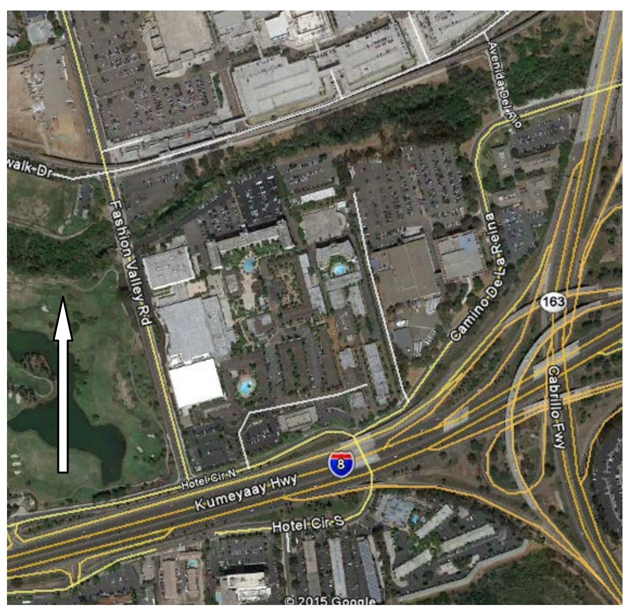
***B7. Moved?** ☑**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** Ornamental objects are ubiquitous on the property, including fountains, statuary, fences, brick piers with lanterns, brick planters, arbors, trellises, lattice fences, potted plants, concrete and bricked paths, sun umbrellas, and a variety of cast iron, wood, and plastic outdoor seating. The site has an assortment of vegetation, including mature palm, fichus, and other decorative trees, as well as rose bushes, geraniums, climbing vines, birds of paradise, ferns, and other plants.

B9a. Architect: John J. Sherman Company of San Diego, Hendrick & Mock, Ronald K. Davis
b. Builder: Town and Country Development, Inc.
***B10. Significance:** Architecture **Theme:** Mid-20th Century Futurist Architecture **Area:** San Diego
Period of Significance: 1967-1968 **Property Type:** Motel Conference Center **Applicable Criteria:** CRHR 3/HRB C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The historical significance of the Town and Country property was determined by applying the significcance criteria for the Calfornia Register of Historical Resources (CRHR) and the City of San Diego Historical Resources Board (HRB).

The Town and Country property contains one resource that appears eligible for the CRHR and/or HRB. The Regency Conference Center individually meets CRHR Criterion 3 and HRB Criterion C for its embodiment of the Futurist style, with a period of significance from 1967 to 1968.
(See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
For a full list of references, see: AECOM, 2016. *Historical Resource Technical Report for the Town and Country Hotel and Convention Center Redevelopment Project*



B13. Remarks:

***B14. Evaluator:** M.K. Meiser, M.A., AECOM

***Date of Evaluation:** 01/18/2016

(This space reserved for official comments.)

***B6. Construction History** (continued)
The property has had several building campaigns reflecting several architectural styles since the original construction of the Town and Country Hotel in 1953, then the Le Baron Hotel on the adjacent parcel in 1966, and the Convention Center in 1970. Alterations have included the addition of several buildings, the removal of buildings and features, the renovation of interior and exterior hotel and conference facilities, and the redesign of landscape features.

The Town and Country Hotel's first buildings (1953–1955) were one-story Ranch-style buildings surrounded by a transitional, open agricultural setting. The next set of Town and Country Hotel buildings (1956–1958) were two-story Ranch or Contemporary buildings with complementary characteristics in a developing commercial setting. As the Town and Country Hotel further developed (1961–1969), it embraced the Tiki-Polynesian style in its building and landscape theme. The Le Baron Hotel developed its buildings (1966–1968) with Contemporary and Futurist-style characteristics in the increasingly commercialized setting of Mission Valley. Expansion of both hotel properties in 1969 included the addition of modern high-rise hotel towers at the rear of the parcels, close to, but facing away from the San Diego River, changing the open setting of Mission Valley and the river way. The development of the Convention Center (1970–1975) on the west side of the Town and Country property further changed the setting with the introduction of a massive facility demonstrating Brutalist and Contemporary architecture, since original portions of the property were replaced. The recent addition of the Grand Exhibit Hall (2007) required the removal of some of the original 1953 Town and Country Hotel buildings.

The buildings have undergone several alterations, particularly the common areas, offices, and storage spaces. The Lobby was altered and added to in 1961, 1962, 1969, 1976, and in 2010, with the addition of a parallel gable to its porte-cochere, office spaces, and brick veneer at the exterior, and replacement of windows and interior finishes. Windows have been replaced with modern vinyl or steel windows in several buildings. Brick veneer was added to eight buildings in 1962. The doors and siding of the Tiki Pavilion, Terrace Café, and Lanai Gift Shop have been replaced. Several buildings have replacement doors.

A comprehensive list of the extensive interior alterations of the hotel buildings has not been developed, but the interiors of the buildings have also been altered to reflect changing styles and tastes in the same pattern. The original interiors of the Town and Country Hotel reflected the modernity of the Contemporary style (1953–1968), with interior wood and stone paneling, upholstery, and low-profile mid-century-type furniture. However, the open beam ceilings in several rooms were enclosed with drywall in 1978. Alterations in the 1990s and 2000s modified the interiors for bathroom upgrades and Americans with Disabilities Act compliance. Interior renovations changed the aesthetic to Classical/English country-type furniture, fabric and carpet patterns, and accessories.

Since the hotel properties were combined in 1975, few buildings have been added, including the Laundry, Engineering, and Gardening facilities (1979); Receiving (2006); and the Grand Exhibit Hall (2007). Alterations to the landscape have attempted to unite the property aesthetically. Bricked courtyards were installed at the Atlas Ballroom, the Bldg. 3500 complex, and the Regency Conference Center (c.2000). The landscape alterations have been the pervasive installation of stucco, brick, tile, and lattice fencing; lattice arbors; wood trellises; Classical statues, fountains, and stone benches; gazebos; planters; and a variety of outdoor furniture. The landscape evolved from open ranchlands, to a Ranch-style garden hotel resort, to a Tiki-Polynesian theme with palm trees and tropical plants, to a manicured Classical/English country garden theme with climbing vines, hedges, rosebushes, and shrubbery.

***P3a. Description:** (continued)

Thirty permanent buildings and structures were identified on the Town and Country property. In addition, several other structures located around the property were observed, including three swimming pools, gazebos, fountains, statuary, and planters. See Figure 1 for references to the locations of each resource described in Table 1.

Figure 1. Town and Country Locator Map

Table 1. Description of Resources

<table>
<tr><td>

1. Offices Building

Style: Ranch

Built in 1953, this is a one-story building with board and batten siding, low-pitched wood shake roof with exposed eaves and rafter tails, multi-light windows, and glazed doors.

Alterations: Removal of portion of building for construction of the adjacent Exhibit Hall in 2007; replacement of windows and doors; interior alterations in 2010.

</td><td>

Offices Building

</td></tr>
<tr><td>

2. Lobby

Style: Ranch

Built in 1953, the building is a one-story building with board and batten and brick siding, low-pitched wood shake roof with exposed eaves, multi-light and picture windows, and glazed doors.

Alterations: Interior configuration change and office addition in 1961; brick veneer added in 1962; major remodel and extension of lobby and offices, roof replacement, window replacement in 1968–1969; remodel of carport entrance, including construction of an additional gable in 1969 and/or 1976; extensive alterations in 1999 for Americans with Disabilities Act (ADA) compliance (the addition of new entryways, expansion of existing entryways, and the addition of railings and ramps); and further interior finish alterations in 2010.

</td><td>

Lobby

</td></tr>
<tr><td>

3. Bldg. 3100

Style: Ranch

Built in 1953, this is a one-story building with board and batten siding, low-pitched wood shake roof with exposed eaves, original multi-light windows, and replacement doors.

Alterations: Doors replaced c. 1990; fencing around the pool perimeter was added c. 1990; interior finish alterations in 2010.

</td><td>

Building 3100

</td></tr>
</table>

4. Trellises Restaurant

Style: Ranch

Built in 1953, this is a one-story building with board and batten siding, low-pitched wood shake roof with exposed eaves, covered porch with stone-sided supports, multi-light windows and glazed doors.

Alterations: Interior finish alterations in 1976; shutters were added to the windows in the 1980s; addition and outside dinning patio was added c. 1985; sunroom added to the building in 1995; replacement of windows and doors, interior finishes alterations, enclosure of poolside patio, and changes to roof vent in 2005.

Trellises Restaurant

5. Lexington Rooms

Style: Ranch

Built in 1955, this is a one-story building with board and batten siding, low-pitched wood shake roof with exposed eaves, multi-light windows and glazed doors.

Alterations: Valet waiting room was added to the building c. 1980; replacement of windows and doors in 1996; an office was added to the building c. 2000.

Lexington Rooms

6. Bldg. 3200 Complex

Style: Ranch

Built in 1955, this is composed of seven one-story motel building components that are connected under a continuous roof and covered walkways. The complex has one-story buildings with rectangular plans, board and batten and brick siding, low-pitched wood shake roof with exposed eaves, original multi-light windows, and replacement doors.

Alterations: Doors replaced c. 1990; interior finishes alterations in 2007.

Building 3200

***Resource Name or #:** Town and Country

***Recorded by:** AECOM ***Date:** 01/18/2016 ☒Continuation ☐ Update

7. Bldg. 3300

Style: Ranch

Built in 1956, this is a two-story motel building with a long, narrow plan with cross-gabled end, board-and-batten and brick siding, low-pitched wood shake roof with exposed eaves, multi-light windows and glazed doors, and exterior second-story gallery with board and batten enclosed handrails.

Alterations: Interior finish alterations in 1996; window replacement, date unknown.

Building 3300

8. Meeting House

Style: Ranch/Contemporary

Built circa 1962, this is a one-story building with board and batten and brick siding, low-pitched wood shake roof with exposed eaves, and built-up roof with shake awning and exposed eaves, multi-light windows, and glazed doors.

Alterations: Exterior terrace added c.1990; replaced windows in 1992; interior finished alterations in 1996.

Meeting House

9. Bldg. 3400

Style: Ranch/Contemporary

Built in 1956, is a two-story motel building with rectangular plan, board and batten siding, low-pitched wood shake roof with exposed eaves, multi-light windows and glazed doors, and exterior gallery with board and batten enclosed handrails.

Alterations: Replacement windows and doors, and interior finishes alterations in 2009.

Building 3400

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Trinomial________________

***Resource Name or #:** Town and Country

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10. Dover/Stratford Building

Style: Ranch

Built circa 1962, is a one-story building with rectangular plan, board and batten and brick siding, low-pitched wood shake roof with exposed eaves, full-length overhang with square supports and decorative brackets, and multi-light windows and glazed doors.

Alterations: Replacement windows and doors, and interior finishes alterations in the 1990s.

Dover/Stratford Building

11. Tiki Pavilion

Style: Tiki-Polynesian

Built in 1961, this building is an octagonal, one-story building with stucco siding, multi-light windows, multiple glazed doors, and a wood shake roof with a pent pinnacle and exposed eaves.

Alterations: Replacement windows and doors; enclosure of the pavilion c. 2000.

Tiki Pavilion

12. Bldg. 3500 Complex

Style: Ranch/Contemporary

Built in 1962, this is a drive-up motel complex composed of a U-shaped building and a free-standing building opposite. The complex has two-story buildings with, stucco and board and batten siding, low-pitched wood shake roofing with enclosed eaves, multi-light windows and glazed doors, exterior galleries with metal grill rails and stairs.

Alterations: Original breezeblock screen doors removed c. 1980; 10 additional rooms, window shutters were added c.1980; replacement windows and doors, and interior finishes alterations in 2000; exterior brickwork features added, parking removed in 2002.

Building 3500

***Resource Name or #:** Town and Country

***Recorded by:** AECOM ***Date:** 01/18/2016 ☒Continuation ☐ Update

13. Terrace Café

Style: Tiki-Polynesian

Alterations: Stucco enclosure; replacement windows and doors, and interior finishes alterations in 2001.

Terrace Café

14. Lanai Gift Shop

Style: Tiki-Polynesian

Built in 1969, this is a one-story building with polygonal plan, including a notch that contains a mature palm tree; stucco siding, low-pitched wood shake roof over boxed eaves, and picture windows and glazed doors.

Alterations: Replacement of windows and doors and changes to stucco siding and eaves c. 2010.

Lanai Gift Shop

15. Royal Palm Towers

Style: Contemporary with Brutalist influence

Built in 1969, this is a ten-story building that reflects the Brutalist style with its multi-story, monolithic, textured concrete construction. The building has a U-plan, textured cement block (concrete masonry unit (CMU)) walls, flat roof, multi-light windows and glazed doors, exterior galleries with metal grill handrails.

Alterations: Interior finishes alterations in 2011.

Royal Palm Towers

16. Bella Tosca Spa & Salon

Style: Tiki-Polynesian

Built it 1969, this is a one-story building with rectangular plan and projecting porch, board and batten and stucco siding, dual pitch, hipped wood shake and flat built-up roof above enclosed eaves, multi-light windows, and glazed doors.

Alterations: Extensive alterations in 1999 for ADA compliance (the addition of new entryways, expansion of existing entryways, and the addition of railings and ramps); interior finishes alterations in 2008.

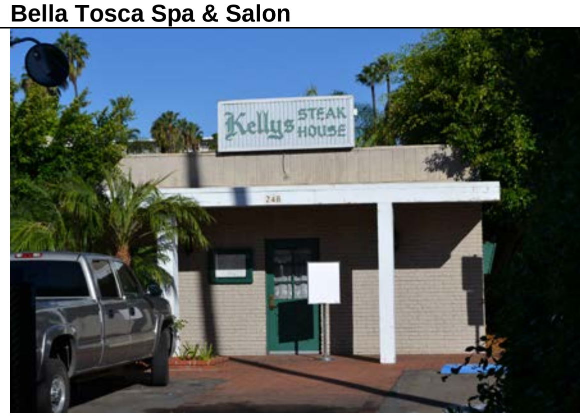
Bella Tosca Spa & Salon

17. Kelly's Restaurant

Style: Contemporary

Constructed in 1966, the one-story building has a rectangular plan, projecting porches, and brick, stucco, and paneled siding. The building has a flat built-up composite roof, and multi-light windows and glazed doors.

Alterations: Replacement windows and doors, and interior finishes alterations in 2008. The building is no longer used for service and is now used for storage.



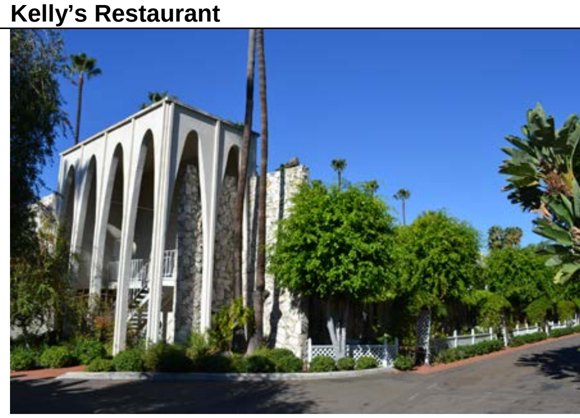
Kelly's Restaurant

18. Bldg. 3600 Complex

Style: Contemporary with Futurist alterations

The Building 3600 complex includes a long, rectangular two-story motel building and a smaller, freestanding, two-story motel building separated by a driveway. Constructed c.1965, the main building has a prominent façade at its south end, facing Hotel Circle North and the highway, with an expressive Futurist-style form consisting of a series of parabolic arches projecting from a stone-sided exterior wall. The motel building has a long rectangular plan and cross plan at the south end, mixed stone, stucco, and concrete siding, built-up roof over boxed eaves, aluminum sliding windows, solid and molded doors, and a highly stylized façade with two-story elliptical arches and masonry walls. A small, one-story wing is attached to the front of the façade. The remainder of the building features an exterior gallery with access to the second floor motel rooms and metal grille handrails. The second building has similar Contemporary-style features to the motel portions of the main building, with two-stories and exterior entrances to the motel rooms. Shadow block partitions are present at the exterior of the buildings.

Alterations: Addition of office at south elevation in 1966, including enclosure of porte-cochere that shifted orientation of the entrance; interior finishes alterations in 1997.



Building 3600

Building 3600

Building 3600

19. Regency Conference Center

Style: Futurist

The Regency Conference Center is a two-story Futurist-style building. Constructed in 1967, the building has an arcade of parabolic arches, plate glass windows, and decorative stone and concrete exterior walls defining the south and east walls of the Garden Ballroom, and open arches at the second story of the north side. The building has rectangular plan and projecting covered entrance, mixed stone, stucco, and concrete siding, flat built-up roof, fixed plate glass windows, solid and molded doors, and a highly stylized façade with two-story elliptical arches and masonry walls. The building has a one-story addition with rectangular plan, stucco siding, flat built-up roof, and minimal fenestration.

Alterations: Additions in 1968 and 1971 of the banquet and conference rooms at rear of building; interior finishes alterations in 1997 and 2011.

Regency Conference Center

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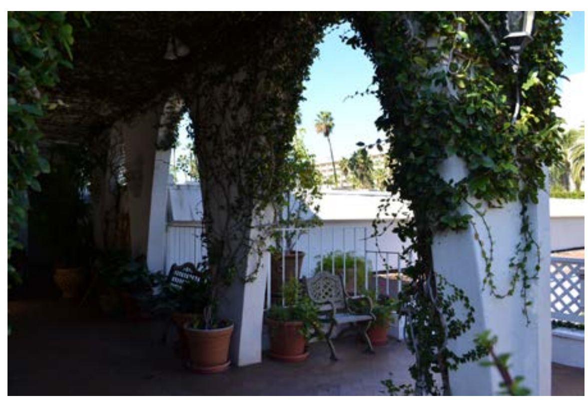
Regency Conference Center, main (south) entrance

Regency Conference Center, courtyard; 1971 banquet room addition



Regency Conference Center

***Recorded by:** AECOM ***Date:** 01/18/2016 ☒Continuation ☐ Update

20. Bldg. 3700 Complex

Style: Contemporary with Futurist influence

This complex contains three adjacent two-story motel buildings, a timekeeping office, and a housekeeping facility with connected roof system. Constructed in 1968, these buildings have Contemporary features. The complex has stucco siding, built-up roof over enclosed eaves, multi-light windows, solid and molded doors, and an exterior second floor gallery with post and grille rail. The south façade is stylized with two-story oblong/square columns.

Alterations: Interior finishes alterations and exterior alterations in 1997, 2001, and 2010, and c. 2014, including one-story office addition on west side, new handrails, replacement windows and doors.

Building 3700

Building 3700

Housekeeping

21. Regency Tower

Style: Contemporary with Futurist influence

The Regency Tower, once part of the Le Baron Hotel, has an eclectic design, with angular massing, a boxed roofline, and mixed siding. The nine-story building, constructed in 1969, has a complex plan, mixed concrete, masonry and metal panel siding, complex built-up roof, operable casement windows, glazed doors, and an exterior glass elevator.

Alterations: Ninth story and exterior elevator added, exterior parabolic arches removed in 1972; interior finishes and appliances alterations in 1973 and 1976; new entryway doors, awnings, exterior signage, window shutters, and exterior restrooms added c.1994; and major alterations to interior public spaces in 2011.

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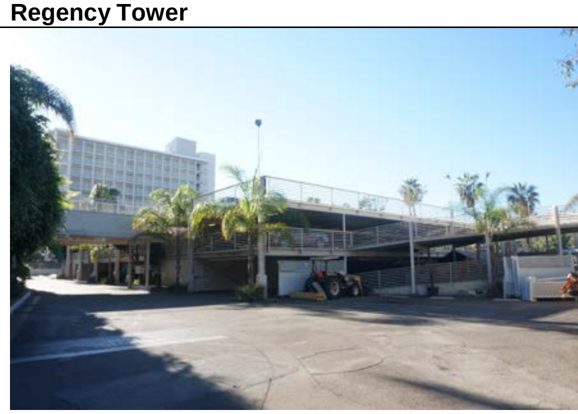
Regency Tower

Regency Tower

22. Parking Structure

The Parking Structure, once part of the Le Baron Hotel, was constructed in 1969. The three-story structure has a concrete deck and metal railings, connected by pedestrian bridge to the Regency Tower. A ramp was added later in the 1970s.

Alterations: A ramp was added later in the 1970s.



Parking Structure

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23. Convention Center – Atlas Ballroom Style: Contemporary with Brutalist influence The Atlas Ballroom is a two-story building, constructed in 1970, that has pebble and concrete siding, flat built-up composite roof, multi-light window and glazed door configurations, and stylized signage. The Atlas Ballroom, particularly its façade, grand entrance, and lobby, exhibits Brutalism in its exposed and expressive concrete forms and finishes. The building also has underground parking below. Alterations: Interior finishes alterations in 1978; original exterior orange tilework removed c. 2000; patio added in 2005; interior alterations in 2008, including wall partition changes and replacement of finishes (carpet, wall coverings, furniture).	 **Atlas Ballroom**
24. Convention Center – Palm Court Terrace Style: Contemporary influence The one-story building has a prominent roof form and overhang, and mixed, textured siding. The one-story building, built in 1970, has concrete walls, multi-light windows, and a flat built-up composite roof over boxed, wide overhanging eaves covered with an undulating metal form siding. Alterations: Replacement windows and doors, and interior alterations c. 2008. Concurrent alteration with the Atlas Ballroom.	 **Palm Court Terrace**
25. Convention Center – Golden Pacific Ballroom Style: Contemporary/Neoeclectic influence The building, constructed in 1975, is a one-story building with stucco and tile siding, minimal fenestration including four paired glazed doors at the main entrance and utility doors around the building, and a dual pitch built-up roof over boxed, wide overhanging eaves covered with metal seamed siding. Alterations: Interior finishes replaced in 1996.	 **Golden Pacific Ballroom**

***Resource Name or #:** Town and Country

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26. Convention Center – Grand Exhibit Hall

Style: 21st Century concrete tilt-up construction with eclectic classical ornamentation

Built in 2007 as an addition to the Convention Center, the two-story building exhibits current architectural design and construction methods. The design mimics the column shape and scale of the Atlas Ballroom, enhanced with Classical molding. The building has a rectangular plan.

No major alterations.

Grand Exhibit Hall

27. Laundry Building

Style: Neoeclectic/Utilitarian

Constructed in 1979, this is a neoeclectic two-story building with a rectangular plan, stucco siding, and a dual pitch wood shake and built-up roof. The utilitarian building has a large roll-up garage door, a single door, vents, and no other fenestration.

No major alterations.

Laundry Building

28. Maintenance Building

Style: Utilitarian

Built in 1969, this is a two-story auxiliary building with rectangular plan, board and batten siding, flat built-up roof, utility doors. Attached to the Maintenance Building, there is a gardening storage facility that was added in 1979. The facility is a one-story greenhouse storage structure with a curvilinear glass form over a concrete block foundation.

Alterations: Addition of the gardening storage facility and adjacent Laundry and Engineering buildings in 1979.

Maintenance Building, Gardening Storage

29. Engineering Building

Style: Neoeclectic/Utilitarian

Constructed in 1979, this is a two-story neoeclectic building with a rectangular plan, stucco siding, and a dual pitch wood shake and built-up roof. The building has paired solid entrance doors with a fixed hoist above, and aluminum sliding windows.

No major alterations.

Engineering Building

30. Pedestrian Bridge

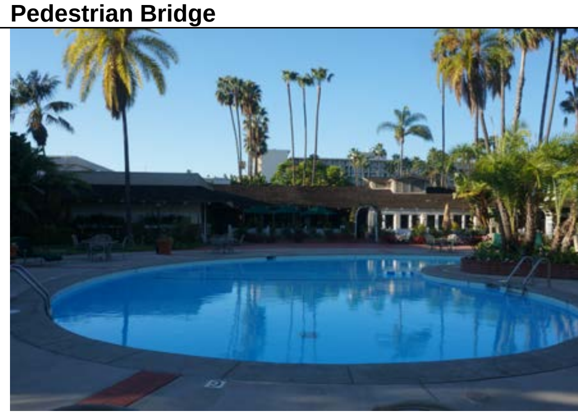
Installed in 1992, the bridge is a single-span pedestrian bridge crossing the San Diego River, leading to Fashion Valley Mall. The bridge is concrete with a wood plank deck and round metal handrails. A previous bridge at this site predated the Town and Country Hotel to the ranching period of Mission Valley.

A previous bridge at this site predated Town and Country Hotel to the ranching period of Mission Valley.

Pedestrian Bridge

Related Features

The property contains three swimming pools, including the original Town and Country Hotel kidney-shaped pool, the Royal Palms Tower kidney-shaped pool, and the former Le Baron Hotel oval-shaped pool. Other structures on the property installed in the 2000s include several gazebos, fountains, arbors, trellises, and outdoor furniture.



Town and Country Hotel Pool

Regency Tower Pool

***B10. Significance:** (continued)

Prior to 1953, Mission Valley was primarily open agricultural land, with few agricultural or residential structures. After the development of flood control channels and the construction of U.S. Highway 90 in the 1940s and 1950s, Mission Valley opened to commercial development. Early development particularly focused on recreation and tourism. In 1953, the Town and Country Hotel began construction in Mission Valley. The hotel was planned for and designed by architects from John J. Sherman Company of San Diego, while construction was handled by the Town and Country Development, Inc., headed by Charles Brown (*San Diego Union* 1953a and 1953b). The hotel continued to develop through the 1970s, with new facilities, some designed by E. D. Hayward & Associates, and others by Martin D. Rubenstein. Starting in 1965, the Seven Inns of America (later, the Le Baron Hotel) developed a motel on a narrow parcel adjacent to the Town and Country Hotel to the east. The hotel was developed by Kenneth R. Riley and designed A. E. Lucious, George H. Schreiber, and Ronald K. Davis. The San Diego location was the first of a limited chain of Le Baron Hotels in San Diego, Buena Park, and Burlingame, California, and Dallas, Texas.

The rise in urban and commercial development in Mission Valley continued into the 1970s, and the Town and Country and Le Baron properties were further developed with high-rise towers, the Convention Center, and conference facilities. The Convention Center and several other new features were designed by Hendrick & Mock, Architects. In 1974, the Le Baron Hotel filed for bankruptcy, and Atlas Hotels, the owner of Town and Country Hotel, purchased the Le Baron property circa 1975. The combined property was fully developed by 1979. Since the 1970s, the buildings and landscape have been altered periodically for upkeep and modernization of the hotel and conference facilities.

Evaluation and Significance Summary:

For the full evaluation of the Town and Country property resources, please see the *Historical Resource Technical Report for the Town and Country Hotel and Convention Center Redevelopment Project* on file with the City of San Diego. Table 2 summarizes the results of the evaluation. The evaluation of the Town and Country property under CRHR and HRB designation criteria and the assessment of integrity resulted in the following conclusions:

- The original Town and Country Hotel buildings (Offices; Lobby; Trellises Restaurant; Lexington Rooms; Meeting House; Dover/Stratford; Bldgs. 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion) meet CRHR Criterion 1 and HRB Criterion A for a period of significance of 1953–1962 and CRHR Criterion 2 and HRB Criterion B for a period of significance of 1953–1967. However, due to loss of integrity in design, materials, setting, and feeling, these buildings do not appear eligible for listing in the CRHR or the local register.
- The Bldg. 3600 complex meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967–1968, as a local example of Futurist architecture. However, the Bldg. 3600 complex's integrity of design has been substantially altered by the enclosure of its porte-cochere and the reorientation of its main entrance, and it does not appear to have sufficient integrity to be eligible for the CRHR or the local register.
- The Regency Conference Center meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967–1968, as a local example of Futurist architecture. It retains integrity of design, materials, and workmanship, as well as location, setting, feeling, and association, to be eligible for the CRHR and the local register.

- The Convention Center meets CRHR Criterion 3 and HRB Criterion C for its period of significance, 1970, as important and representative design of a specific building type from the late Modernist period, for which Hendrick & Mock won an award in civic building design. While the building, particularly the Atlas Ballroom, retains several character-defining features of the original design, the building has been substantially altered with intrusive additions and the removal of the original orange tile in the façade, an important feature of the original design. The Convention Center does not appear to retain sufficient integrity of design and materials to be eligible under these criteria for the CRHR or the local register.

In summary, the Regency Conference Center appears eligible for the CRHR and the local register, and is considered a historical resource.

References:

City of San Diego
2007 *San Diego Modernism Historic Context Statement*.

2011 *Biographies of Established Masters*. Prepared for the Historical Resources Board.

Van Wormer, Stephen R.
2013 Mission Valley Inn Complex, DPR 523 series form. Prepared for Caribou Industries. On file at City of San Diego.

Table 2. Summary of Eligibility

Ref. #	Name	Date	Style	Association	Eligibility	Status Code
1	Offices	1953	Ranch	Town and Country Hotel	Not Eligible	6Z
2	Lobby	1953	Ranch	Town and Country Hotel	Not Eligible	6Z
3	Bldg. 3100	1953	Ranch	Town and Country Hotel	Not Eligible	6Z
4	Trellises Restaurant	1953	Ranch	Town and Country Hotel	Not Eligible	6Z
5	Lexington Rooms	1955	Ranch	Town and Country Hotel	Not Eligible	6Z
6	Bldg. 3200 Complex	1955	Ranch	Town and Country Hotel	Not Eligible	6Z
7	Bldg. 3300	1956	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
8	Meeting House	1962	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
9	Bldg. 3400	1956	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
10	Dover/Stratford	1962	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
11	Tiki Pavilion	1961	Tiki-Polynesian	Town and Country Hotel	Not Eligible	6Z
12	Bldg. 3500 Complex	1962	Ranch/Contemporary	Town and Country Hotel	Not Eligible	6Z
13	Terrace Café	1969	Tiki-Polynesian	Town and Country Hotel	Not Eligible	6Z
14	Lanai Gift Shop	1969	Tiki-Polynesian	Town and Country Hotel	Not Eligible	6Z
15	Royal Palm Towers	1969	Brutalism	Town and Country Hotel	Not Eligible	6Z
16	Bella Tosca Spa & Salon	1969	Tiki-Polynesian	Town and Country Hotel	Not Eligible	6Z
17	Kelly's Restaurant	1966	Contemporary	Le Baron Hotel	Not Eligible	6Z
18	Bldg. 3600 Complex	1966	Contemporary/Futurist	Le Baron Hotel	Not Eligible	6Z
19	**Regency Conference Center**	**1967**	**Futurist**	**Le Baron Hotel**	**Eligible (CRHR Criterion 3/ HRB Criterion C)**	**3S**
20	Bldg. 3700 Complex	1968	Contemporary/Futurist	Le Baron Hotel	Not Eligible	6Z
21	Regency Tower	1969	Contemporary/Futurist	Le Baron Hotel	Not Eligible	6Z
22	Parking Structure	1969	N/A	Le Baron Hotel	Not Eligible	6Z
23	Atlas Ballroom	1970	Contemporary/ Brutalist	Convention Center	Not Eligible	6Z
24	Palm Court Terrace	1970	Contemporary	Convention Center	Not Eligible	6Z
25	Golden Pacific Ballroom	1975	Contemporary	Convention Center	Not Eligible	6Z
26	Grand Exhibit Hall	2007	21st c. Tilt-up	Convention Center	Not Eligible	6Z
27	Laundry	1979	Neoeclectic	Town and Country Hotel	Not Eligible	6Z
28	Maintenance	1969	Utilitarian	Town and Country Hotel	Not Eligible	6Z
29	Engineering	1979	Neoeclectic	Town and Country Hotel	Not Eligible	6Z
30	Pedestrian Bridge	1992	N/A	Town and Country Hotel	Not Eligible	6Z

APPENDIX E

PREPARERS' QUALIFICATIONS

M.K. Meiser, M.A. (M.A. Historic Preservation Planning, Cornell University; B.A. History, Kenyon College), is a historic preservation planner and meets the Secretary of the Interior's qualifications (36 Code of Federal Register Part 61) in architectural history and history. Ms. Meiser has more than 10 years of experience in identifying and planning for cultural resources, including historic structures, districts, and landscapes. She specializes in technical analysis to support regulatory compliance, specifically under Section 106 of the National Historic Preservation Act, the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA). Ms. Meiser conducts cultural resources studies, including inventory, survey, and evaluation reports; impacts analyses and findings of effect; National Register of Historic Places (NRHP) nominations; and Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documents. She consults on a variety of rehabilitation, transportation, energy, military, and community projects with clients, designers, and agencies. Her experience in historic preservation provides a strong understanding of federal, state, and local regulations and a thorough knowledge of the Secretary of the Interior's Standards for the Treatment of Historic Properties and their function in architectural design and historic preservation planning.

Trina Meiser
Senior Historic Preservation Planner

Education
MA, Historic Preservation Planning, Cornell University
BA, History, Kenyon College

Technical Specialties
Architectural History
Historic Architectural Assessment
Historic Preservation Planning
NHPA Section 106 Consultation
NEPA Compliance

Trina Meiser is a historic preservation planner and meets the Secretary of the Interior's qualifications (36 CFR Part 61) in architectural history and history. Ms. Meiser has more than 10 years of experience in identifying and planning for cultural resources, including historic structures, districts, and landscapes. She specializes in technical analysis to support regulatory compliance, specifically under the California Environmental Quality Act, Section 106 of the National Historic Preservation Act, and the National Environmental Policy Act. She conducts cultural resources studies, including inventory, survey, and evaluation reports; impacts analyses and findings of effect; National Register of Historic Places (NRHP) nominations; and Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documents. She consults on a variety of rehabilitation, transportation, energy, military, and community projects with clients, designers, and agencies. Her experience in historic preservation provides a strong understanding of federal, state, and local regulations and a thorough knowledge of the Secretary of the Interior's Standards for the Treatment of Historic Properties and their function in architectural design and historic preservation planning.

Project Experience

City of San Diego, World Trade Center Rehabilitation Project, San Diego, CA
Evaluated the condition and integrity of the 1928 Art Deco-style San Diego Athletic Club. Prepared documentation in support of CEQA and Section 106 consultation on behalf of the City of San Diego under requirements of the Department of House and Urban Development.

GSA, San Ysidro Land Port of Entry Historic Customs House Rehabilitation Project, San Diego, CA
Consulted with architects to ensure environmental compliance with the Secretary of Interior's Standards in rehabilitation project design of NRHP-listed Historic Customs House. Prepared documentation for Section 106 consultation.

LACTMA/FTA, Regional Connector Cultural Resources Mitigation Management Plan and HABS/HAER, Los Angeles, CA
Prepared mitigation management plan to fulfill requirements set forth in an MOA and EIS/EIR for the project to connect two light-rail transit lines in downtown Los Angeles. Prepaed HABS documentation for the Atomic Café in Little Tokyo.

National Capital Planning Commission, Redevelopment of the Carnegie Library at Mount Vernon Square, Washington, DC
Preparing historic architectural survey report and impacts analysis for the Section 106 process and the environmental assessment (EA) for the undertaking. Assessing existing character-defining features and integrity to analyze potential adverse effects and to recommend appropriate treatments for the redevelopment.

Department of State, Potomac Annex Buildings 1, 3-4, and 5 Rehabilitation Projects, Washington, DC
Performed a conditions assessment of Buildings 1, 3-4, and 5 in the Potomac Annex Historic District to assess existing character-defining features and integrity. Prepared analysis of potential adverse effects that recommends appropriate treatments to maintain the property's integrity as part of rehabilitation efforts under the Section 106 process.

LACTMA, Lankershim Depot Project, Los Angeles, CA
Under on-call contract, providing consultation services and review of architectural plans and construction to determine whether the project to rehabilitate a late 19th century railroad depot is in adherence with the Secretary of Interior's Standards. Consultation services under LACTMA master contract.

US Coast Guard, Los Angeles Harbor Light Station Rehabilitation Project, San Pedro, CA
Under IDIQ contract, evaluated potential adverse effects to NRHP-listed "Angel's Gate" lighthouse. Conducted historical research to determine historically significant and character-defining features. As consultant to US Coast Guard, prepared Finding of No Adverse Effect for Section 106 consultation.

US Navy, Naval Base Kitsap Bremerton, Keyport, Indian Island, and Bangor Integrated Cultural Resources Management Plans (ICRMP), Bangor, WA
For Naval Facilities Engineering Command (NAVFAC), Atlantic Division, prepared Integrated Cultural Resources Management Plans for facilities at Naval Base Kitsap that outline management policies for World War II- and Cold War-era buildings and surveys under Section 110 of NHPA. Coordinated with NAVFAC staff to develop best practices for the management of cultural resources.

California Department of Transportation (Caltrans), State Route 94 Express Lanes Project, San Diego, CA
As project manager for cultural resources studies, conducted historic and archaeological surveys and evaluations of resources within the Area of Potential Effects for a segment of State Route 94 widening in a highly urbanized area of San Diego. Prepared Historic Property Survey Report and Historical Resources Evaluation Report to Caltrans standards.

County of San Diego, Rancho Santa Fe Roundabouts Project, Rancho Santa Fe, CA
Assessed significant impacts to the significant resource, the community of Rancho Santa Fe, in a Historical Resources Evaluation Report Addendum and Historic Property Survey Report. Established the historic character-defining features to be preserved in compliance with the Secretary of Interior's Standards.

US Veterans Administration, Veterans Affairs Medical Center (SFVAMC) Seismic Upgrade Project, San Francisco, CA
Consulted with architects and designers for the rehabilitation and seismic retrofit of the 1930s-era Art Deco SFVAMC buildings. Evaluated design of new additions and alterations to contributing buildings to a National Register-listed historic district. Engaged in Section 106 consultation with the SHPO.

California High Speed Rail Authority, California High Speed Train Project, Merced to Fresno Segment, Central CA
Inventoried and evaluated more than 400 properties in Merced, Madera, and Fresno Counties in compliance with Section 106. Evaluations were conducted under a Programmatic Agreement between the State Historic Preservation Office and the California High-Speed Train Authority.

US Navy, National Register Eligibility Assessment for Naval Base Ventura County, Port Hueneme, CA
For Naval Facilities Engineering Command Southwest, recorded and evaluated 18 buildings at the Naval Construction Training Center at Port Hueneme for eligibility to the National Register. Completed Department of Parks and Recreation forms and incorporated findings in a technical report.

US Navy, National Register Eligibility Assessment for Naval Base China Lake, China Lake, CA
For Naval Facilities Engineering Command (NAVFAC) Southwest, recorded and evaluated various unrecorded buildings in the National Register of Historic Places (NRHP)-eligible China Lake Pilot Plant Historic District at Naval Weapons Station China Lake for eligibility to the NRHP. Completed inventory forms and a technical report.

APPENDIX D-2

HISTORICAL RESOURCES REVIEW BOARD DETERMINATION

The City of SAN DIEGO
Planning Department
Environmental & Policy Analysis Division

Historical Resources Board

April 5, 2016

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

Dear Homeowner:

Subject: Historical Resources Board Hearing of 3/24/2016

The City of San Diego Historical Resources Board held a noticed public hearing on 3/24/2016 to consider the historical site designation for the following property:

500 HOTEL CIRCLE NORTH, SAN DIEGO, CA 92108
ASSESSOR PARCEL NUMBER: 437-260-18

At the hearing the Board voted not to designate this property as a historical resource. In arriving at their decision, the Board considered the information submitted including the historical report prepared by the applicant, the staff report and recommendation, and all other materials submitted prior to and at the public hearing, including public testimony. Additionally, the members of the Board voting on the designation personally inspected the property prior to the hearing. **The action of the Board is final and is not subject to appeal.** If you have any questions, please feel free to call me at (619) 533-6301, or email me at santhony@sandiego.gov.

Sincerely,

Shannon Anthony
Historical Resource Board Secretary

cc: Consultant
Council District
File

APPENDIX D-3

ARCHAEOLOGICAL RESOURCES REPORT

ARCHAEOLOGICAL RESOURCES REPORT
FOR THE
TOWN & COUNTRY HOTEL AND
CONVENTION CENTER REDEVELOPMENT PROJECT
SAN DIEGO, CALIFORNIA

Prepared for:

Lowe Enterprises
11777 San Vicente Blvd., Suite 900
Los Angeles, California 90049

Prepared by:

AECOM Technical Services, Inc.
401 West A Street, Suite 1200
San Diego, California 92101

September 2015

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SECTION 1.0 PROJECT DESCRIPTION AND LOCATION

At the request of Lowe Enterprises, AECOM conducted a preliminary assessment to identify cultural resources within the project area of the Town and Country Hotel and Convention Center Redevelopment Project (project) in support of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA). This report contains preliminary documentation of efforts to identify cultural resources, including pedestrian survey, with descriptions of known and potential cultural resources within the project area. Although no new cultural resources were identified as part of this survey, there are previously recorded resources within the project and surrounding area and most of the project area is paved or otherwise inaccessible to survey. Given the archaeological sensitivity of the area, as described below, this report includes recommendations for addressing unanticipated cultural resources that may be identified during project construction. These recommendations are provided to assist ongoing design planning decisions for the project.

The project is located on approximately 39 acres in the City of San Diego. The project area (Section 9.0, Attachments: Figure 1) includes the entire Town and Country site. The project site is bounded by Hotel Circle North on the south, Fashion Valley Road on the west, and Riverwalk Drive on the north (Section 9.0, Attachments: Figure 2). The adjacent land uses include Interstate 8 on the south, a golf course on the west, Fashion Valley Shopping and Transit Center on the north, and the Union Tribune newspaper offices and warehouse on the east. The project site is located in Pueblo Lands of the San Diego Land Grant on the La Jolla U.S. Geological Survey (USGS) 7.5-minute quadrangle map (USGS 1983). A portion of the undeveloped land within the project sits along the San Diego River (Section 9.0, Attachments: Figure 3).

The central and southern portions of the project site are currently developed as a hotel and related supporting facilities. This includes 954 hotel rooms and a 212,762-square-foot convention center. The northern portion of the project site is the floodway of the San Diego River and is currently mostly developed as parking in support of the hotel and convention center.

The project will reduce the total hotel rooms to 700 and the convention space to 177,137 square feet. The hotel will be renovated and will offer new recreation facilities and food and beverage services with a focus on attracting guests attending the on-site convention center and their families from across the country. The renovated hotel complex will provide an affordable hotel/conference experience in central San Diego. The project will also add residential land uses to portions of the property on the eastern and southern boundaries. The residential land uses will include four sites for three- to five-story multifamily residential units. The four sites will total up to 840 units.

SECTION 2.0 SETTING

2.1 Natural Setting

The project area is located in a transitional zone along the San Diego River channel, just east of where it widens to form a large lagoon or estuary depositional environment. Prehistorically, the mouth of the San Diego River formed a wide delta of marsh lands with the actual river alternately emptying into San Diego Bay or False Bay (Mission Bay). During the 1950s and 1960s, the re-channelization of the San Diego River changed the landscape of the area significantly. Sediments within the project area consist of alluvial/estuarine deposits. These deposits are composed of loose to dense sand with some mixed silt layers (Geotechnics Inc. 2000). The project site has several permanent and temporary buildings, and the remainder of the project area is covered with asphalt parking areas, with the exception of open area along the San Diego River (Bowden-Renna and Dolan 2006).

2.2 Prehistoric Setting

Paleoamerican Period (12,000 to 7,000 Years Before Present [B.P.])

Although the archaeological record indicates that humans had appeared at southern California's Channel Islands by about 12,000 years ago, the oldest well-dated mainland sites are less than 10,000 years old. In the San Diego area, these early materials belong to the San Dieguito complex, thought by most researchers to reflect an emphasis on big game hunting and coastal resources. Diagnostic artifact types and categories associated with the San Dieguito complex include scraper planes; choppers; scraping tools; crescentics; elongated bifacial knives; and Silver Lake, Lake Mojave, and leaf shaped projectile points (Rogers 1939; Warren 1967). Coastal ecosystems during this period were strongly influenced by the rapid rate of marine transgression after the last glacial maximum around 18,000 years ago. Caused mainly by melting glaciers, this transgression had the dual effect of destroying many early archaeological sites along the coast and creating a series of deep lagoons that provided important resources for the region's earliest inhabitants. One such lagoon would have formed along the lower San Diego River, although its configuration at the close of the Pleistocene is currently unknown. However, it is possible that very early archaeological materials in this area may lie deeply buried under alluvial sediments.

Archaic Period (7000 to 1500 B.P.)

Sea level rise slowed dramatically after about 7000 B.P., a process that may have allowed the formation of a complex mosaic of productive lagoon and estuary habitats along many of San Diego County's major drainages. These seem to have supported a significant population during the early Archaic, as numerous coastal components have been found that date to this interval.

The local cultural manifestations of the Archaic period are called the La Jollan complex along the coast, and the Pauma complex inland. La Jollan sites often contain dense shellfish remains as well as rough, cobble-based choppers and scrapers and slab and basin metates. Pauma complex sites contain similar tool assemblages but generally lack shellfish. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. During the later portion of the Archaic, there is some evidence for increasing use of inland settings, possibly in part a response to the depletion of coastal resources and the siltation of lagoons.

Late Prehistoric Period (1500 B.P. to 1769)

Near the coast and in the Peninsular Mountains beginning as far back as approximately 1,500 years ago, patterns began to emerge that seem to suggest the presence of the ethnohistoric Kumeyaay and Luiseño (including the Juaneño). This period is characterized by higher population densities and elaborations in social, political, and technological systems, some of which probably derived from the Gabrielino and Chumash to the north. On the other hand, some traits probably originated with the Hohokam and diffused west by way of the lower Colorado River tribes, to which the Kumeyaay are closely related. Economic systems diversified and intensified during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive but effective technological innovations.

Subsistence is thought to be focused on the utilization of acorns and grass seeds, with small game serving as a primary protein resource and big game as a secondary resource. Fish and shellfish were also secondary resources except in coastal; settings where they assumed primary importance (Bean and Shipek 1978:552; Sparkman 1908:200). The settlement system is characterized by seasonal villages where people utilized a central-based collecting subsistence strategy.

Late Prehistoric assemblages in San Diego County are characterized by a wide variety of artifacts, including steatite arrow shaft straighteners, steatite pendants (some of these steatite items are incised with crosshatching), steatite comales (heating stones, some of which are biconically drilled on one end), Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, miniature pottery, various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, and mortars and pestles. The arrow point assemblage is dominated by the Desert Side-notched series, but Cottonwood series and the Dos Cabazas Serrated type also occur.

2.3 Ethnographic Background

The project area is in the traditional territory of the Kumeyaay. Also known as Kamia, Ipai, Tipai, and Diegueño, the Kumeyaay occupied the southern two-thirds of San Diego County. The Kumeyaay spoke a language within the Hokan family, which includes languages spoken by the lower Colorado River tribes (e.g., Quechan [Yuma], Mohave, Halchidhoma, Cocopa) and Arizona groups (e.g., Maricopa, Havasupai, Paipai) to whom they are closely related. The term Kamia and Kumeyaay are variants of the same word meaning westerner, from the point of view of the Colorado River groups (i.e., the Quechan and Mohave) (Bowden-Renna and Dolan 2006).

The Kumeyaay lived in semi-sedentary, politically autonomous villages or rancherias. Most rancherias were the seat of a clan, although it is thought that aboriginally some clans had more than one rancheria and some rancherias contained more than one clan. The most basic social and economic unit was the patrilocal extended family. Within the family, there was a basic division of labor based upon gender and age, but it was not rigid. Women made pottery and baskets, gathered plant resources, ground seeds and acorns, and prepared meals. Men hunted, fished, occasionally helped collect and carry acorns and other heavy tasks, and made tools for the hunt. Old women were active in teaching and caring for children while younger women were busy with other tasks. Older men were involved in politics; ceremonial life; teaching young men; and making nets, stone tools, and ceremonial paraphernalia (Bean and Shipek 1978:555).

The settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places. Major coastal villages were known to have existed along the San Diego River, including the village of Kosti or Cosoy near the mouth of the river (Kroeber 1925). While the actual location of the village is unknown, Bancroft (1884) reported a site called Cosoy by the Native Americans was in the vicinity of Presidio Hill and Old Town. Several recent investigations have identified possible locations for the village of Cosoy (Clement and Van Bueren 1993; Felton 1996); however, the actual site has not been found.

2.4 Historic Setting

Spanish Period

The Spanish period (1769-1821) represents a time of European exploration and settlement. While California was, in theory, a colony of Spain since its discovery by Juan Cabrillo in 1542, it was more than 200 years later that Spain established colonies in the area. Military and naval forces along with a religious contingent founded the San Diego Presidio, the pueblo of San Diego, and the San Diego Mission in 1769 (Pourade 1960; Rolle 1998). Gaspar de Portola, former governor of Baja California headed the military expedition to Alta California. He split the land expedition into two groups. He headed one, which included Padre Junipero Serra, who would go on to found the missions system of Alta California. The other group was led by Capitan Fernando Rivera y Mankato, accompanied by Padre Juan Crespo, who left a journal of great value to future historians and anthropologists. The naval contingent consisted of three small ships, the San Antonio, San Jose, and San Carlos. The San Jose was lost at sea with all hands; the other two ships arrived in San Diego Bay ahead of the overland expeditions. Of the 300 men who set out for Alta California in these various parties, less than 200 survived to see San Diego (Pourade 1960, 1961; Rolle 1998:30-31).

Serra founded the first eight of a series of 21 Franciscan missions located near the coast from San Diego to San Francisco Solan de Sonora (now known as simply Sonora). These were located approximately one day’s travel apart, between 20 and 50 miles. Each mission was originally granted a huge tract of land to be held in trust for the Native Americans (Pourade 1961; Rolle 1998:33). At first, Mission San Diego de Alcala consisted of wooden and brush structures near the Presidio at what is now Old Town. The priests became immediately concerned about the soldiers and the abuse of neophytes and moved the mission to its present location approximately 5 miles up the San Diego River in what is now known as Mission Valley. The mission system in general utilized forced Native American labor, encouraged by liberal use of corporal punishment, to build the mission, tend the fields and flocks, and build infrastructure needed to support European settlement.

The missions, pueblos, and a few well-connected Spaniards were granted large tracts of land on which to graze their cattle, horses, and sheep. The Mission San Diego Grant Boundary extends north to modern-day Del Mar and Poway. Extensive livestock grazing brought hunger and hardship for Native American people who depended on grass seeds as a dietary staple (Carrico 1987). From the arrival of the Spanish, Native Americans repeatedly attempted to revolt and repel the invaders; however, these efforts met with very limited success, and Native American culture in the coastal strip of California rapidly deteriorated (Cook 1976; Hurtado 1988).

Mexican Period

At the beginning of the 19th century, the far-flung Spanish colonies became restless under the distant rule of the Spanish Crown. In Mexico City, Agustin Iturbide, a colonel in the Spanish Imperial Army, defected to the insurgents in February 1821 and declared the independence of Mexico. It was not until April 1822, some 14 months later, that Californian governmental officials acknowledged the new government in Mexico City (Pourade 1961; Rolle 1998). The new Mexican government encouraged increased settlement and trade in Alta California.

In the Mexican period (1822-1848), the rancho system was dramatically expanded. Approximately 600 large tracts of land were granted to individuals and families. The mission system was secularized by the Mexican government over a period of years with 1834 usually given as the time of completion. After the mission system was secularized, the expansion of the rancho system was based largely on former mission lands. The project area was once a part of the Pueblo Lands.

The southern California economy became increasingly based on cattle ranching during the Mexican period. Meat, both fresh and dried, was the mainstay of the menu and the resourceful Californios used leather, bone, and horn for a wide variety of items. Tallow and dried hides became major items of export in exchange for cloth, household furnishings, and manufactured goods. Indeed, dried steer hides were even a medium of exchange called “California Bank Notes” and worth about one dollar U.S. The cattle industry required large numbers of vaqueros or buckaroos to handle the hundreds of horses and thousands of cattle. Despite fictional cowboy and Indian accounts to come, in California during the Spanish and Mexican periods, the cowboys were the Indians. Some larger ranchos employed over 100 native laborers. The Mexican period ended when Mexico ceded California to the United States after the Mexican-American War (1846-1848), which concluded with the Treaty of Guadalupe Hidalgo (Rolle 1998; Bowden-Renna and Dolan 2006).

American Period (1848-present)

In 1848, gold was discovered in California. The great influx of Americans and Europeans that resulted quickly overwhelmed many of the Spanish and Mexican cultural traditions and greatly increased the rate of decline among Native American communities. A few small ranches and farms were established in San Diego rural areas, but most communities of San Diego County were settled during the land booms and busts of the 1880s following the Santa Fe and Southern Pacific railroads linking San Diego with the Los Angeles region and with the eastern United States.

During this time, the project area was part of the San Diego River floodplain as it flowed to San Diego Bay when silt blocked its usual outlet at Mission Bay. The first recorded occurrence of this was in the winter of 1769, and the river returned to its course through Mission Bay (then known as False Bay) in the winter of 1774. Occurring again in 1833, the river flowed into San Diego Bay until 1853, when the Derby Dike was built using funds allocated by Congress. Lasting only one year, the Derby Dike was destroyed by rains in the winter of 1854. With the help of congressional funds in 1872, work began on another levee, which would lead to the permanent diversion of the San Diego River into False Bay (Davis 1953:20).

Originally the Mission owned the fields in the valley, until 1824 when the land came under the jurisdiction of the recently independent Mexican government, who expanded the rancho system in the valley and throughout Alta California. For the next 24 years, residents of nearby Old Town utilized the area for their own purposes, planting gardens and using it primarily as range for cattle and other livestock. Despite the population booms in San Diego in the late 19th century, and also despite the fact that it was subdivided as early as 1873, Mission Valley remained mostly a place for grazing livestock; it was not until the period of 1915 to 1926 that the area would become occupied (Bowden-Renna and Dolan 2006).

Serviced by a variety of old dirt trails, existing since the early Spanish period, and a main dirt road, Mission Valley saw the construction of a paved, two-lane road in the early 1930s. Built by the San Diego County Highway Development Association, the new road was constructed to better facilitate trucking and freight services. Despite this, throughout the 1940s, efforts to develop Mission Valley were few, especially as the Mission Valley Improvement Association fought against its commercialization, preferring instead to keep it a place of horse trails and small farms (Freischlag 1971). Very few sparsely scattered buildings along the river appear on the 1903, 1930, and 1943 USGS topographic maps of Mission Valley.

The area experienced periodic and frequent flooding, which often wiped out whole fields, the area was not very amenable to activity other than farming. New development was slow to occur, since the railroads and highways mostly bypassed the area. Such flooding became the single largest impediment to Mission Valley’s development. Despite several previous attempts at flood control, it was not until 1953 when the Army Corps of Engineers finished its work on a new control channel at the mouth of the San Diego River, begun in 1947, that the San Diego River was tamed. Expansion of development into Mission Valley became feasible (Freischlag 1971). With the breaking of ground on control channel projects and the increased demand for land in San Diego caused by massive population expansion during and following World War II, business leaders, including Charles Brown, looked at Mission Valley and its immense potential for development (Freischlag 1971).

In anticipation of the Army Corps' control channel, developers moved quickly to acquire land and promote construction, including the creation of the Mission Valley Golf Club in 1947 (Freischlag 1971). Rapid development occurred in the 1950s, with the construction of several hotels, including the Town and Country Hotel in 1953 (see Plate 1), at what would become Hotel Circle, and Westgate Park, home to the San Diego Padres, which opened in 1955 (Crawford 1995; Freischlag 1971). These initial projects served to fulfill early developers' original intention of catering the area to recreation/tourism (Crawford 1995). However, as San Diego's population continued to rapidly expand, so did the development possibilities (Crawford 1995; Freischlag 1971).

Beginning in the late-1950s, the construction of U.S. 90, later I-8, facilitated higher volumes of visitors to the area, and Mission Valley saw a major rise in urban development and commercialization. Included among the many of these commercial achievements were the creation of the Mission Valley Shopping Center in 1958, the construction of Jack Murphy Stadium in 1967, and the development of the Fashion Valley Shopping Center in 1969. Contemporary and subsequent improvements, such as the construction of other major highways, including SR-163 and I-805, completed by 1971, and updates to the flood channel during the 1960s and 1970s, helped to increase commercial development (City of San Diego 2013; Freischlag 1971). By the 1970s and the 1980s, the last remnants of the region's historical agricultural economy were all but gone, having given way to enlarged commercialization (City of San Diego 2013).

Built in 1953, the Town and Country Hotel was the first hotel constructed in Mission Valley. The hotel was planned for and designed by architects from John J. Sherman Company of San Diego, while construction was handled by the Town and Country Development, Inc., headed by Charles Brown (San Diego Union 1953a and 1953b). In an effort to increase property values, Brown sought to draw business toward Mission Valley and away from downtown (Potter 2013). As part of this effort, the new convention center at Town and Country was the first in San Diego. In 1973, publisher Jim Copley, a close friend of Brown's, decided to relocate the headquarters of the *Union* and *Evening Tribune* right next door to the hotel (Potter 2013). The hotel remained an important part of Mission Valley throughout the area's successful development and subsequent redevelopments into the 21st century.

Plate 1. Brochure of the Town and Country Hotel, circa 1958.

SECTION 3.0 AREA OF POTENTIAL AFFECT (APE)

Since alterations are proposed throughout the project property, the APE for this project is considered to be the entire footprint of the project area. Direct impacts within the APE will be limited primarily to excavations that occur below the fill layer of soil and in previously undisturbed soil. Since most of the APE is paved or otherwise developed, it is not known how deep these deposits may be or whether excavations will reach these depths.

SECTION 4.0 STUDY METHODS

For the preliminary cultural resources assessment, identification efforts consisted of archival research including a records search and review of historical maps and literature, and an intensive pedestrian survey of the project area. A Sacred Lands File Search was requested from the Native American Heritage Commission (NAHC) on August 19, 2015, for the Project. To date, there has been no response.

4.1 Archival Research

A records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University on September 23, 2014. The records search area included the project area and a 0.25-mile buffer. The archival research involved review of cultural resources site records, historic maps, and historic site and building inventories. Listings in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California State Historic Resources Inventory (HRI), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI) were reviewed for resources located within the study area.

4.2 Archaeological Survey

AECOM conducted a pedestrian survey of the project are on September 23 and 24, 2014. Due to the previous disturbance from modern development, specifically the construction of the Town and Country Hotel and Convention Center and extensive parking lot paving and landscaping, a limited pedestrian survey to identify archaeological resources was conducted. The project area is almost entirely paved or landscaped, with the exception of the areas adjacent to the San Diego River (See Plates 2 and 3). The area south of the river and adjacent to the parking lots were surveyed but were heavily landscaped or overgrown with brush.

Plate 2. The majority of the Town and Country Hotel site is paved, built on or has mature landscaping (view from northwest portion of property looking southeast).

Plate 3. The largest open area is along the San Diego River at the north of the property between the two arrows (view from Royal Palm Tower looking northwest).

SECTION 5.0 RESULTS OF STUDY

5.1 Background Research

The records search revealed that 45 cultural resources investigations were previously conducted within a 0.25-mile radius of the project site (Table 1). Of the 45 cultural resources investigations, 14 were conducted within the project area. Six of the investigations are archaeological evaluation reports.

Table 1. Previous Cultural Resources Surveys within 0.25 Mile of the Project Area

Author	Report #	Title	Date
Loughlin, Barbara A.	SD-01138	An Environmental Impact Report (Archaeology) for Science Applications Incorporated of a Forty Acre Parcel Including University Hospital in San Diego, California.	1974
Cupples, Sue Ann	SD-00546*	An Archaeological Survey of the San Diego River Valley	1975
Kaldenberg, Russell L.	SD-00717	Results of an Archaeological Test at the Friars Road Condominiums Project	1975

Author	Report #	Title	Date
City of San Diego	SD-02069*	Draft Environmental Impact Report Atlas Hotel Specific Plan	1984
City of San Diego	SD-02825	Proposed Mitigated Negative Declaration for East Linda Vista Trunk Sewer, San Diego, California	1991
City of San Diego	SD-02894*	Mitigated Negative Declaration Replacement of Water and Sewer Pipes: La Jolla, Uptown, Mission Valley, Midway and Navajo Communities	1993
Kyle, Carolyn and Dennis Gallegos	SD-02985	Archaeological Testing of Seven Sites for the Stardust Golf Course Realignment Project, City of San Diego, California	1995
Kyle, Carolyn And Dennis Gallegos	SD-03000*	Archaeological Testing of Prehistoric Site CA-SDI-12126 for the North Mission Valley Interceptor Sewer Phase 2, City of San Diego, California	1995
Kyle, Carolyn And Dennis Gallegos	SD-03019	Historic Properties Inventory for the Sewer Replacement Groups 72 and 80 Project, City of San Diego	1996
Cooley, Theodore And Patricia Mitchell	SD-03429	Limited Data Recovery Investigations at Site CA-SDI-11767, a La Jolla Complex Site Along the Lower San Diego River Valley Mission Valley West Light Transit Project San Diego California	1996
Gilmer, Jo Anne And Dayle M. Cheever	SD-03556*	Results of an Archaeological Monitoring of the North Mission Valley Interceptor Sewer Replacement- Phase II. San Diego, California.	1997
Cooley, Theodore And Patricia Mitchell	SD-03429	Limited Data Recovery Investigations at Site CA-SDI-11767, A La Jolla Complex Site Along the Lower San Diego River Valley Mission Valley West Light Rail Transit Project, San Diego, California	1996
Brown, Joan	SD-04690	Archaeological Monitoring of Excavation During Construction of the East Linda Vista Trunk Sewer Project Dep. No 91-0684, Located in the City of San Diego, California	1996
Kinnetic Laboratories Incorporated	SD-04868	Environmental Assessment for the North Mission Valley Interceptor Sewer Phase II- City Contract	1996
Caltrans	SD-05008	Historic Property Survey Report for an Interstate 5 and State Route 163 Pavement Rehabilitation Project	2000
Brown, Joan	SD-05196	Archaeological Monitoring of Construction Excavation, North Mission Valley Interceptor Sewer, Phase II, DEP No. 94-0573, Addendum to DEP No. 94-0160, located in the City of San Diego, California	1997
Gilmer Joanne And Dayle M. Cheever	SD-05238	Results of Archaeological Monitoring of the North Mission Valley Interceptor Sewer Replacement Phase II	1997
Pigniolo, Andrew	SD-05674	Cultural Resource Testing and Evaluation for the Mission Valley West Light Rail Transit Project San Diego, California	1991
City of San Diego	SD-05903	DEIR for Riverwalk	1992
Kyle, Carolyn	SD-06101	Historic Properties Inventory for the Sewer Replacement Groups 72 & 80 Project City Of San Diego	1996

Author	Report #	Title	Date
Pigniolo, Andrew	SD-06159	Historic Properties Evaluation for the North Mission Valley Interceptor Sewer Phase II Project City of San Diego, California	1994
City of San Diego	SD-06382	Public Notice of a Proposed Mitigated Negative Declaration-Stardust Golf Course Reconfiguration	1995
Caltrans	SD-07335	Historic Property Survey Report for an Interstate 5 & State Route 163 Pavement Rehabilitation Project	2000
Pigniolo, Andrew	SD-07471	Historic Properties Evaluation for the North Mission Valley Interceptor Sewer Phase II Project City of San Diego, California	1994
Robbins-Wade, Mary	SD-07541*	Cultural Resources Inventory for the Hoffman Canyon Sewer Project San Diego	1990
McGinnis, Patrick	SD-08820	Cultural Resource Survey for the Proposed Van Nuys Canyon Sewer, Canyon Access Project, San Diego, California	2003
Rosen, Martin D.	SD-09007	Historical Resources Compliance Report for the Implementation of a Corridor Management Plan (CMP) on State Route 163 Through Balboa Park, City of San Diego, California	2004
Ni Ghabhlain, Sinead	SD-09367	Cultural Resources Initial Study for the Boulevard at North Park Project	2004
Case, Robert P. and Carol Serr	SD-09742	Cultural Resources Mitigation Monitoring Report for the Archstone Presidio View Apartment Project (MV PDO 99-0348), Mission Valley Community Planning Area, City of San Diego, California	2005
Robbins-Wade, Mary	SD-10012	Historic Property Survey report SR 163/Friars Road Interchange San Diego, California	2005
May, Vonn Marie	SD-10444	Uptown Historic Architectural and Cultural Landscape Reconnaissance Survey	2006
Arrington, Cindy	SD-10551*	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State Of California	2006
Rosenberg, Seth A. and Brian F. Smith	SD-11529	Archaeological Resource Report Form: Archaeological Survey of The Hampton Inn Suites Project	2007
Robbins-Wade, Mary	SD-11826*	Archaeological Resources Analysis for the Master Stormwater System Maintenance Program, San Diego, California Project. No. 42891	2008
Herrmann, Myra	SD-12200*	Draft Environmental Impact Report for the Master Storm Water System Maintenance Program (MSWSMP)	2009
Ni Ghabhlain, Sinead and Drew Pallette	SD-12422*	A Cultural Resources Inventory for the Route Realignment of the Proposed Pf. Net / AT&T Fiber Optics Conduit Oceanside to San Diego, California	2001
Rosen, Martin	SD-12425	Historic Property Survey Report for the Construction of a Multiuse Bicycle and Pedestrian Path in Mission Valley, San Diego, California	2009

Author	Report #	Title	Date
Case, Robert P.	SD-12426	Phase I Archaeological Survey for the San Diego River Multi-Use Bicycle and Pedestrian Path Project (Work Order No. 581910), Mission Valley Community Planning Area, City Of San Diego, California	2009
Shearer-Nguyen, Elizabeth	SD-12637	State Route 163/Friars Road Interchange Project	2010
Robbins-Wade, Mary	SD-13006*	Master Storm Water System Maintenance Program	2011
Rosen, Martin D.	SD-13202*	Cultural Resources Technical Assessment for the Program Environmental Impact Report for the San Diego River Park Master Plan, City of San Diego, California	2011
Robbins-Wade, Mary	SD-13461	Mission Valley Waterline Break Emergency Archaeological Monitoring	2012
City Of San Diego	SD-13918*	The San Diego River Park Master Plan	2012
Robbins-Wade, Mary	SD-13956	Archaeological Resources Inventory for the Hazard Center Drive Extension Project, San Diego, California	2013
Prouty, Michael	SD-13987*	An Archaeological Overview of the San Diego River Watershed, San Diego County, California	2013

*Within the APE.

The records search indicated that 14 cultural resources were previously recorded within 0.25 mile of the project site (Table 2). Of the 14 sites within the 0.25-mile buffer, one site and one isolate are located within the project area.

Table 2. Previously Recorded Resources within 0.5 Mile of the Project Area

P Number	Trinomial Number	Description
P-37-11767	CA-SDI-11767	Shell and lithic scatter
P-37-12128	CA-SDI-12128	Shell scatter
P-37-12132	CA-SDI-12132	Shell scatter
P-37-26842	CA-SDI-17577	Historic trash scatter
P-37-29700	CA-SDI-18995	Shell scatter
P-37-29807	--	San Diego River Bridge
P-37-30928	--	Isolate
P-37-30929*	--	Isolate
P-37-30931	--	Isolate
P-37-30932	--	Isolate
P-37-30933	--	Isolate
P-37-30938*	CA-SDI-19631	Historic trash deposit
P-37-30943	CA-SDI-19636	Historic trash deposit
P-37-30944	CA-SDI-19637	Modern trash scatter

*Within the Project Area.

The site located in the project area, P-37-30938, is a historic trash deposit that was found during trenching for the Hotel Circle undergrounding project (Davidson 2008). The deposit boundary was not defined by the project and likely extends both north and east from where it was found in the southeastern portion of the project area (near the property line roughly across the driveway from the Clarendon room.) The artifacts, one whole glass medicine bottle, four ceramic plate fragments, and several pieces of unidentified rusted metal, appeared to date to the late 1880s.

The isolate, P-37-30929, consists of three fragments of an historic plate of unspecified age. Of the original plate, these fragments comprise only approximately one-third of its total. This isolate was discovered above an existing pipe near the southeast corner of the Town and Country Hotel. It was found during the monitoring of underground trenching activities.

5.2 Native American Contact Program

A letter was sent to the Native American Heritage Commission (NAHC) on August 19, 2015. A response letter from the NAHC was received on September 3, 2015. A search of the Sacred Lands File by the NAHC failed to indicate the presence of cultural resources within the project area or the immediate surrounding area. The NAHC response also included a list of local Native American tribes and contacts that are traditionally and culturally affiliated with the area. On September 16, 2015, letters were sent to the list of Native American contacts provided by the NAHC (listed below), requesting further information on resources and soliciting comment on the project survey. The letters included a description of the project, a map of the project area, and a response form with self-addressed envelope. To date, no responses have been received. Follow-up phone calls will be placed to attempt to reach the Native American contacts. Copies of all correspondence with Native American representatives are attached in Section 9.0 Attachments.

Barona Group of the Capitan Grande
Clifford LaChappa, Chairperson
1095 Barona Road
Lakeside, CA 92040
cloyd@barona-nsn.gov
(619)443-6612
(619)443-0681

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
8 Crestwood Road
Boulevard, CA 91905
LP13boots@aol.com
(619)478-2113
(610)478-2125

Ewiiaapaayp Tribal Office
Robert Pinto Sr., Chairperson
4054 Willows Road
Alpine, CA 91901
wmicklin@leaningrock.net
(619)445-6315

Manzanita Band of Kumeyaay Nation
Angela Elliott Santos, Chairperson
P.O. Box 1302
Boulevard, CA 91905
aelliottsantos7@aol.com
(619)766-4930

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
P.O. Box 365
Valley Center, CA 92082
allenl@sanpasqualtribe.org
(760)749-3200

Sycuan Band of the Kumeyaay Nation
Cody J. Martinez, Chairperson
1 Kwaaypaay Court
El Cajon, CA 92019
ssilva@sycuan-nsn.gov
(619)445-2613

Viejas Band of Kumeyaay Indians
Anthony R. Pico, Chairperson
P.O. Box 908
Alpine, CA 91903
jhagen@viejas-nsn.gov
(619)445-3810

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1
Campo, CA 91906
rgoff@campo-nsn.gov
(619)478-9046

Jamul Indian Village
Raymond Hunter, Chairperson
P.O. Box 612
Jamul, CA 91935
Rhunter1948@yahoo.com
(619)669-4785

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

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

Inaja Band of Mission Indians
Rebecca Osuna, Chairman
2005 S. Escondido Blvd
Escondido, CA 92025
(760)737-7628

Iipay Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507
Santa Ysabel, CA 92070
cjlinton73@aol.com
(760)803-5694

Iipay Nation of Santa Ysabel
Virgil Perez, Chairperson
P.O. Box 130
Santa Ysabel, CA 92070
(760)765-0845

5.3 Field Reconnaissance

No artifacts were observed during the field reconnaissance. The previously recorded archaeological site (P-32-30938) and isolate (P-37-30929) were not relocated due to their respective locations having been paved. No new archaeological resources were identified in the project area.

SECTION 6.0 RECOMMENDATIONS

The project area is in an area of high archaeological sensitivity. Its location next to the San Diego River would have made it highly attractive for both historic and prehistoric settlement. Historic roads passed near the project area on the way to the Mission San Diego de Alcala. Because of the alluvial nature of soil deposition in the valley, archaeological sites could be deeply buried within the project area beneath the soils previously disturbed by construction. Many prehistoric sites have been identified within the valley with cultural remains recovered at depths up to four meters below the ground surface with intact deposits well below the water table. Known sites near the project area include at least seven prehistoric resources located within the Riverwalk Golf Course immediately west of the Town and Country property, with most dating to less than 2,500 years B.P. A large prehistoric site, CA-SDI-12,126 was found just west of the project area (see Section 10.0, Confidential Appendices).

While deep construction in areas of the complex would likely have destroyed some archaeological remains in the project area, the possibility exists that intact significant archaeological deposits may be present in undisturbed soils beneath the developed area. Archaeological monitoring is recommended and will likely be required by the City’s Development Services Department (DSD) and Mitigation Monitoring Coordination (MMC) section. A Mitigation Monitoring and Reporting Program that outlines the level of monitoring and identifies protocols for discovery situations should be prepared prior to construction and in consultation with the City. Additionally, some form of pre-construction subsurface excavation such as backhoe trenching is may be warranted in areas of highest disturbance.

SECTION 7.0 SOURCES CONSULTED (September 2014)

National Register of Historic Places
California Register of Historical Resources
City of San Diego Historical Resources Register
South Coastal Information Center (Archaeological/Historical Records)

7.1 Other Sources Consulted

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SECTION 8.0 CERTIFICATION

Preparers:

X Christy C V Dolan

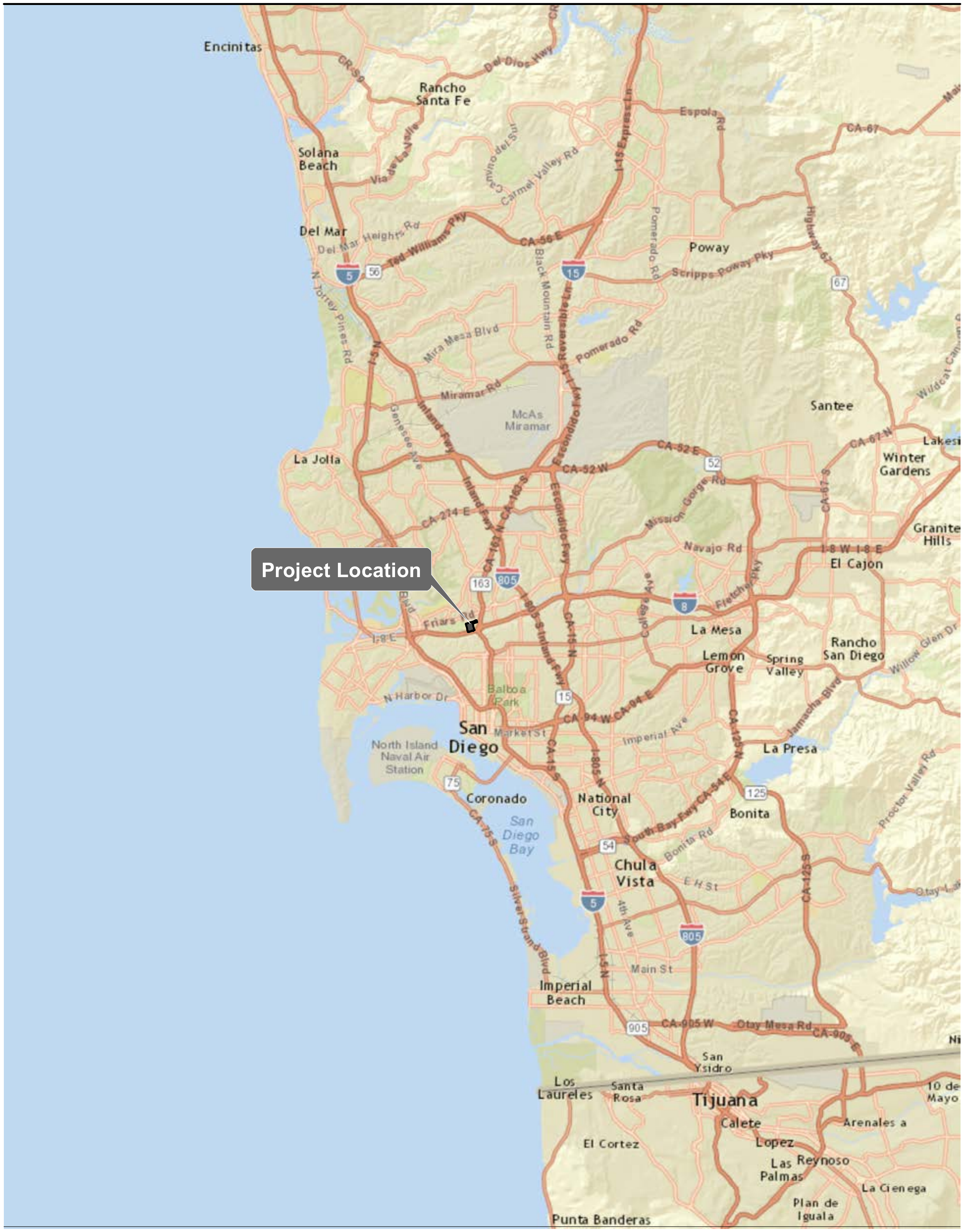
Christy Dolan
Title: Senior Archaeologist

X Patrick McGinnis

Patrick McGinnis
Title: Senior Archaeologist

SECTION 9.0

ATTACHMENTS



Source: USGS 7.5' USGS La Jolla Quadrangle; AECOM 2014

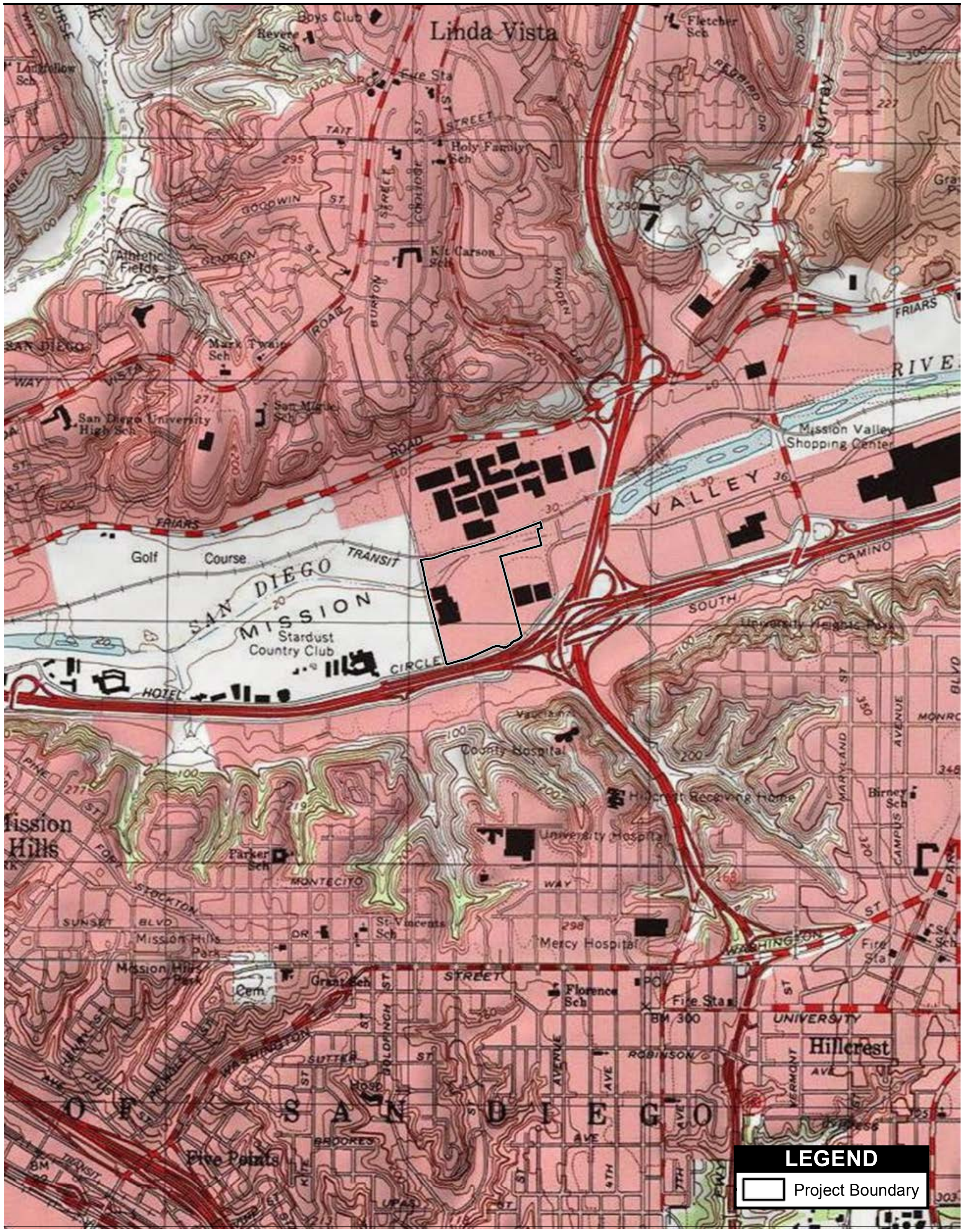
5 2.5 0 5 Miles

Scale: 1 = 316,800; 1 inch = 5 miles

Figure 1
Regional Map

Town & Country Resort and Convention Center Redevelopment Project

Path: P:\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922_Maps\Cultural\Draft_Memo\Regional.mxd, 9/26/2014, sorensenj



Source: ESRI 2014; USGS 7.5' Topo Quad La Jolla, CA; AECOM 2014

2,000 1,000 0 2,000 Feet

Scale: 1 = 24,000; 1 inch = 2,000 feet

Figure 2
Project Vicinity

Town & Country Resort and Convention Center Redevelopment Project

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Source: SanGIS 2014; AECOM 2014; BING 2014

300 150 0 300 Feet

Scale: 1 = 3,600; 1 inch = 300 feet

Figure 3
Project Area

Town & Country Resort and Convention Center Redevelopment Project
Path: P:\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922_Maps\Cultural\Draft_Memo\Area_Aerial.mxd, 9/26/2014, sorensenj

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX

September 3, 2015

Colin Recksieck
Historian
AECOM
401 West A Street, Suite 1200
San Diego, CA 92101

Sent by email: colin.recksieck@aecom.com
Pages: 3

RE: Native American Consultation, Pursuant to Public Resources Code Sections 21080.1, 21080.3.1 and 21080.3.2, Town & County Hotel Property, Community of Mission Valley, San Diego County

Dear Mr. Recksieck:

Attached is a consultation list of tribes traditionally and culturally affiliated with the above referenced project area. A Native American Heritage Commission (NAHC) Sacred Lands File check was completed for the USGS coordinates you provided (La Jolla quadrangle, Township 16 south, Range 3 west) with negative results.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the NAHC for the purpose mitigating impacts to tribal cultural resources:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC requests that lead agencies include in their notifications information regarding any cultural resources assessment that has been completed on a potential "area of project affect" (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;

- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

   All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check provided by the NAHC. The SFL was checked and no sites were found.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

Lead agencies or agencies potentially undertaking a project are encouraged to send more than one written notice to tribes that are traditionally and culturally affiliated to a potential APE during the 30-day notification period to ensure that the information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: rob.wood@nahc.ca.gov.

Sincerely,

Rob Wood

Rob Wood
Associate Program Analyst

Native American Heritage Commission
Tribal Consultation List
San Diego County
September 3, 2015

Barona Group of the Capitan Grande
Clifford LaChappa, Chairperson
1095 Barona Road — Diegueno
Lakeside, CA 92040
cloyd@barona-nsn.gov
(619) 443-6612
(6190 443-0681

Sycuan Band of the Kumeyaay Nation
Cody J. Martinez, Chairperson
1 Kwaaypaay Court — Diegueno/Kumeyaay
El Cajon, CA 92019
ssilva@sycuan-nsn.gov
(619) 445-2613

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

Viejas Band of Kumeyaay Indians
Anthony R. Pico, Chairperson
P.O. Box 908 — Diegueno/Kumeyaay
Alpine, CA 91903
jhagen@viejas-nsn.gov
(619) 445-3810

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
8 Crestwood Road — Diegueno/Kumeyaay
Boulevard, CA 91905
LP13boots@aol.com
(619) 478-2113
(619) 478-2125

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1 — Diegueno/Kumeyaay
Campo, CA 91906
rgoff@campo-nsn.gov
(619) 478-9046

Manzanita Band of Kumeyaay Nation
Angela Elliott Santos, Chairperson
P.O. Box 1302 — Diegueno/Kumeyaay
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(619) 766-4930

Jamul Indian Village
Raymond Hunter, Chairperson
P.O. Box 612 — Diegueno/Kumeyaay
Jamul, CA 91935
Rhunter1948@yahoo.com
(619) 669-4785

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
P.O. Box 365 — Diegueno
Valley Center, CA 92082
allenl@sanpasqualtribe.org
(760) 749-3200

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

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.
This list is applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 and 21080.3.2.
Town and Country Hotel Property, Community of Mission Valley, San Diego County.

Native American Heritage Commission
Tribal Consultation List
San Diego County
September 3, 2015

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

Inaja Band of Mission Indians
Rebecca Osuna, Chairman
2005 S. Escondido Blvd. — Diegueno
Escondido , CA 92025
(760) 737-7628

Iipay Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507 — Diegueno/Kumeyaay
Santa Ysabel , CA 92070
cjlinton73@aol.com
(760) 803-5694

Iipay Nation of Santa Ysabel
Virgil Perez, Chairperson
P.O. Box 130 — Diegueno/Kumeyaay
Santa Ysabel , CA 92070
(760) 765-0845

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.
This list is applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 and 21080.3.2.
Town and Country Hotel Property, Community of Mission Valley, San Diego County.

AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
www.aecom.com

619.610.7600 tel
619.610.7601 fax

September 17, 2015

Mr. First Last
Addressee Title
Address Line 1
Address Line 2
Address Line 3

Dear Mr. Last:

AECOM, at the request of Lowe Enterprises, is currently preparing an Environmental Impact Report (EIR) to evaluate potential environmental impacts associated with the Town and Country Resort and Convention Center Redevelopment Project. This project will reduce the total number of rooms and convention space square footage, and renovate and create new recreation facilities and food and beverage services at the Town and Country Resort and Convention Center.

Project Location

The project area is located on approximately 39 acres in the City of San Diego, and includes the entire Town and Country site (see map enclosed).The project site is bounded by Hotel Circle North on the south, Fashion Valley Road on the west, and Riverwalk Drive on the north. Because the proposed alterations are throughout the project property, the area of potential affect (APE) is considered to be the entire footprint of the project area.

Background

The Town and Country Hotel was the first hotel constructed in Mission Valley. It was built in 1953 as an effort by Charles Brown, the head of Town and Country Hotel's planning and construction, to draw business toward Mission Valley and away from downtown.

Prehistorically, the project area is in the traditional territory of the Kumeyaay. Their settlement system typically consisted of two or more seasonal villages with temporary camps radiating away from these central places. Major coastal villages were known to have existed along the San Diego River, including one at the mouth of the river. However, despite numerous recent investigations, the actual site has not been found.

Historically, the project area is located on what were once Pueblo Lands. These were ranch lands that were previously part of the mission system. Mission land became part of the rancho system once the Spanish mission system was secularized by the Mexican government over a period of years, with 1834 usually given as the time of completion. The population of San Diego boomed in the late 19th century, but Mission Valley remained mostly a place for grazing livestock; it was not until the period of 1915 to 1926 that the area would become occupied. Development of the Mission Valley didn't become feasible until 1953 when the Army Corps of Engineers finished work on a control channel at the mouth of the San Diego River to control the area's frequent flooding. Because of this control channel, rapid development occurred in the early 1950s, including the construction of the Town and Country Hotel.

Cultural Resources

A records and literature search was conducted at the South Coastal Information Center (SCIC) at San Diego State University on September 23, 2014. The records search indicated that 14 cultural resources were previously recorded within 0.25 mile of the project site. Of the 14 resources within the 0.25-mile buffer, one site and one isolate are located within the project area. The site is a historic trash deposit from the late 1880s, and the isolate is fragments of a historic plate of unknown age.

A pedestrian survey of the project area was also conducted by AECOM on September 23 and 24, 2014. The survey was limited due to the fact that the project area is almost entirely paved or landscaped, with the exception of the areas adjacent to the San Diego River. No artifacts were observed during the field reconnaissance. The previously recorded archaeological site was not relocated due to its location having been paved. No new archaeological resources were identified in the project area.

The purpose of this letter is to notify you of this project and to solicit your input. We would like to know if you have any questions, comments, or concerns. A project map, a reply form, and a self-addressed stamped envelope have been included for your convenience. Providing comments now does not limit your ability to comment at a later time. Please write or call by October 30, 2015 so that we may include your views in our report.

Sincerely,

L. Trimble

Lauren Trimble
Archaeologist

Enclosure: Map
Response Form
Stamped reply envelope

CONTACT PROGRAM RESPONSE FORM

Town and Country Resort and Convention Center Redevelopment Project (60329917)

<name>
<title>
<tribe>
<address>
<city>, CA <zip>

Please check all that apply:

❑ Please call me to discuss the project further; my day-time phone number is (_____)________________

or my evening phone number is (_____)________________

❑ I have further comments as provided below

❑ I do not have any comments

Comments:

____

____

____

____

____

____

____

____

____

Signature:

____ ____________________

<name>, <title> Date

SECTION 10.0

CONFIDENTIAL APPENDICES
(bound separately)