receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity, and turbulence can further impact have far sound can travel.

3.0 Ground-Borne Vibration Fundamentals

3.1 Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude

VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

3.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

3.3 Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wavefront. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.0 Regulatory Setting

The proposed project is located in Riverside County, California and noise regulations are addressed through the efforts of various federal, state and local government agencies. The agencies responsible for regulating noise are discussed below.

4.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible for regulating noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible for regulating noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers. The Housing and Urban Development (HUD) is responsible for establishing noise regulations as it relates to exterior/interior noise levels for new HUD-assisted housing developments near high noise areas.

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

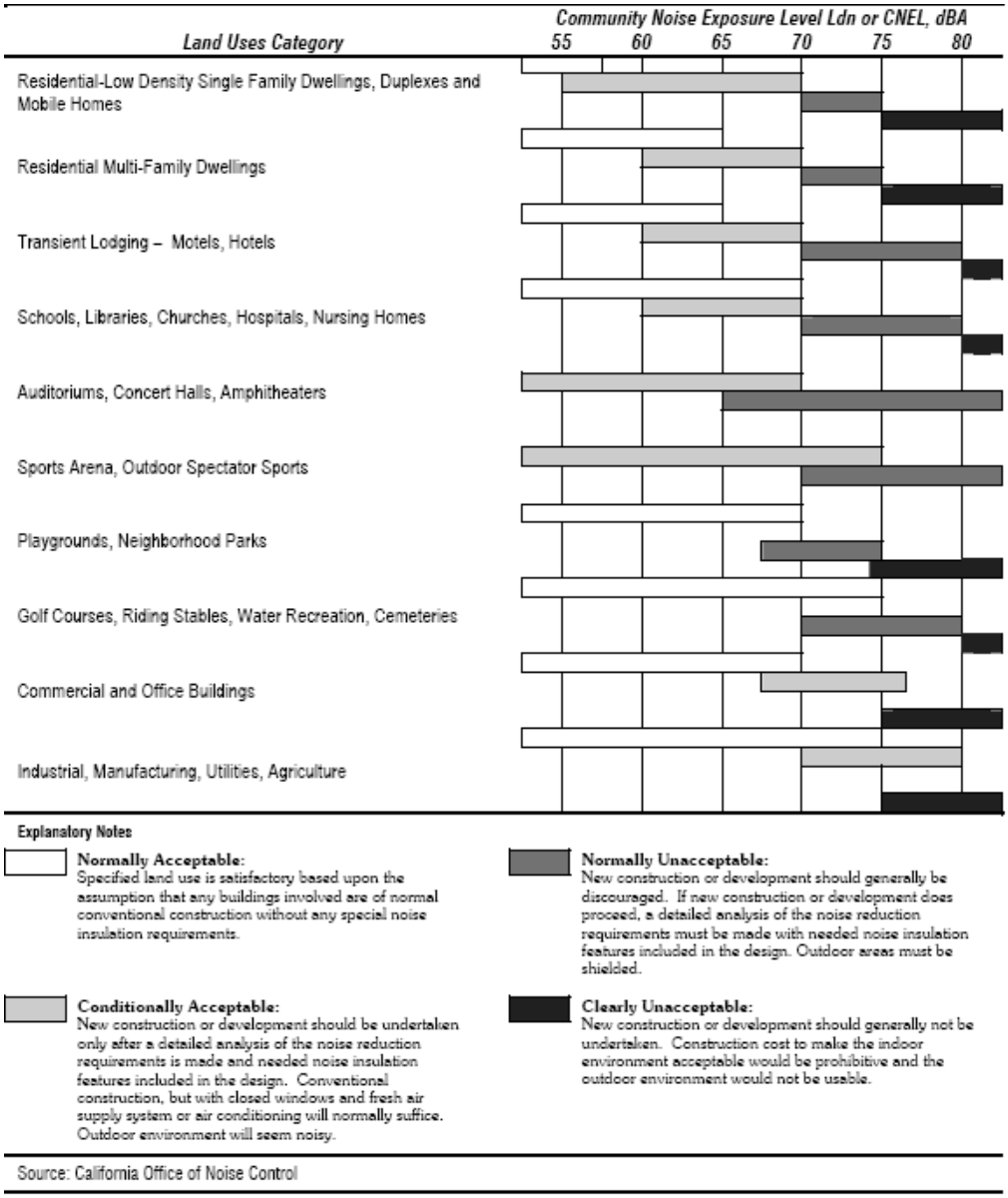
4.2 State Regulations

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the “Land Use Compatibility for Community Noise Environments Matrix.” The matrix allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold. The State mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general

plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in Exhibit D.

Exhibit D: Land Use Compatibility Guidelines



4.3 County of Riverside Noise Regulations

The County of Riverside outlines their noise regulations and standards within the Municipal Code and the Noise Element of the County of Riverside General Plan.

County of Riverside Municipal Code

CHAPTER 9.52 –Noise Regulations

9.52.010. - Intent

At certain levels, sound becomes noise and may jeopardize the health, safety or general welfare of Riverside County residents and degrade their quality of life. Pursuant to its police power, the board of supervisors declares that noise shall be regulated in the manner described in this chapter. This chapter is intended to establish county-wide standards regulating noise. This chapter is not intended to establish thresholds of significance for the purpose of any analysis required by the California Environmental Quality Act and no such thresholds are established.
(Ord. 847 § 1, 2006)

9.52.020. - Exemptions

A. Sound emanating from the following sources is exempt from the provisions of this chapter:
B. Facilities owned or operated by or for a governmental agency;
C. Capital improvement projects of a governmental agency;
D. The maintenance or repair of public properties;
E. Public safety personnel in the course of executing their official duties, including, but not limited to, sworn peace officers, emergency personnel and public utility personnel. This exemption includes, without limitation, sound emanating from all equipment used by such personnel, whether stationary or mobile;
F. Public or private schools and school-sponsored activities;
G. Agricultural operations on land designated "Agriculture" in the Riverside County general plan, or land zoned A-l (light agriculture), A-P (light agriculture with poultry), A-2 (heavy agriculture), A-D (agriculture-dairy) or C/V (citrus/vineyard), provided such operations are carried out in a manner consistent with accepted industry standards. This exemption includes, without limitation, sound emanating from all equipment used during such operations, whether stationary or mobile;
H. Wind energy conversion systems (WECS), provided such systems comply with the WECS noise provisions of Riverside County Ordinance No. 348;
I. Private construction projects located one-quarter of a mile or more from an inhabited dwelling;
J. Private construction projects located within one-quarter of a mile from an inhabited dwelling, provided that:
   1. Construction does not occur between the hours of six p.m. and six a.m. during the months of June through September, and
   2. Construction does not occur between the hours of six p.m. and seven a.m. during the months of October through May;
K. Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of seven a.m. and eight p.m.;
L. Motor vehicles, other than off-highway vehicles. This exemption does not include sound emanating from motor vehicle sound systems;

M. Heating and air conditioning equipment;
Safety, warning and alarm devices, including, but not limited to, house and car alarms, and other warning devices that are designed to protect the public health, safety, and welfare;
N. The discharge of firearms consistent with all state laws.

(Ord. 847 § 2, 2006)

County of Riverside – Noise Ordinance

No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in Table 1.

Table 1: Riverside County Allowable Exterior Noise Level[1]

Sound Level Standards (dBA Leq)*

General Plan Land Use Designation	Maximum Decibel Level	
	7 a.m. - 10 p.m.	10 p.m. - 7 a.m.
Light Industrial	75	55
Residential	65	45

(Ord. 847 § 4, 2006)

County of Riverside General Plan

Goals, Policies, and Implementation Measures

Policies, goals and implementation program measures from the Noise Element that would mitigate potential impacts on noise include the following.

N2.1 Create a County Noise Inventory to identify major noise generators and noise-sensitive land uses, and to establish appropriate noise mitigation strategies.

N2.2 Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise.

N2.3 Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources

City of Lake Elsinore Municipal Code

CHAPTER 17.176 - NOISE CONTROL

Sec. 17.176.010. - Purpose

In order to control unnecessary, excessive and annoying noise and vibration in the City, it is hereby declared to be the policy of the City to prohibit such noise and vibration generated from or by all sources as specified in this chapter. It shall be the policy of the City to maintain quiet in those areas which exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the City where noise levels are above acceptable values.

It is determined that certain noise levels and vibrations are detrimental to the public health, welfare and safety, and are contrary to public interest. Therefore, the City Council does ordain and declare that creating, maintaining, causing or allowing to be created, caused or maintained, any noise or vibration in a manner prohibited by or not in conformity with the provisions of this chapter, is a public nuisance and shall be punishable as such.

[Ord. 772 § 17.78.010, 1986. Code 1987 § 17.78.010].

City of Lake Elsinore – Noise Ordinance

Section 17.176.060 from the noise ordinance outlines the City's exterior noise limits as it relates to stationary noise sources.

Table 2: Lake Elsinore Allowable Exterior Noise Level[1]

Sound Level Standards (dBA Leq)*

General Plan Land Use Designation	Maximum Decibel Level	
	7 a.m. - 10 p.m.	10 p.m. - 7 a.m.
Single-Family Residential	50	40
Multiple Dwelling Residential	50	45
Commercial and Office	60	55
General Commercial	65	60
Light Industrial	70	70
Heavy Industrial	75	75

(Ord. 772 § 17.78.060, 1986. Code 1987 § 17.78.060)

5.0 Study Method and Procedure

The following section describes the noise modeling procedures and assumptions used for this assessment.

5.1 Noise Measurement Procedure and Criteria

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent of the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance to the City's and Caltrans (TeNS) technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5-feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawn mowers, or aircraft fly-overs were noted
- Temperature and sky conditions were observed and documented

5.2 Noise Measurement Locations

Noise monitoring locations were selected based on the nearest sensitive receptors relative to the proposed onsite noise sources. one (1) long-term 24-hour noise measurements was conducted at or near the project site and are illustrated in Exhibit E. Appendix A includes photos, field sheet, and measured noise data.

5.3 Stationary Noise Modeling

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP is capable of evaluating multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (parking spaces, and gas canopy). The model assumes approximately 22 parking spots and 6 fueling stations under the gas canopy.

The gas canopy was modeled as an area source with a reference level of 65 dBA. The reference equipment sound level data is provided in Appendix B. This includes average noise levels associated with the closing of car doors, turning on/off vehicles, low voltage speakers associated with the gas canopy, and talking.

The SP model assumes that all noise sources are operating simultaneously (worst-case scenario), when in actuality the noise will be intermittent and lower in noise level. SP modeling inputs and outputs ate provided in Appendix C.

5.4 FHWA Traffic Noise Prediction Model

Traffic noise from vehicular traffic was projected using a computer program that replicates the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Roadway volumes and percentages correspond to the project's traffic scoping agreement as prepared by Integrated Engineering Group, the City's traffic counts, and roadway classification. The referenced traffic data was applied to the model and is in Appendix B. The following outlines the key adjustments made to the REMEL for the roadway inputs:

- Roadway classification – (e.g. freeway, major arterial, arterial, secondary, collector, etc),
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g. soft vs. hard)
- Percentage of total ADT which flows each hour through-out a 24-hour period

Table 3 indicates the roadway parameters and vehicle distribution utilized for this study.

<Table 3 Next Page>

Table 3: Roadway Parameters and Vehicle Distribution

Roadway	Segment	Existing ADT	Existing Plus Project ADT	Speed (MPH)	Site Conditions
SH-74/Central Ave	Ardenwood Way to Conard Ave	36,267	36,875	40	Hard
Vehicle Distribution (Truck Mix)[2]					
Motor-Vehicle Type		**Daytime % (7AM to 7 PM)**	**Evening % (7 PM to 10 PM)**	**Night % (10 PM to 7 AM)**	**Total % of Traffic Flow**
Automobiles		75.5	14.0	10.5	97.42
Medium Trucks		48.9	2.2	48.9	1.84
Heavy Trucks		47.3	5.4	47.3	0.74

Notes:
[1] Integrated Engineering Group (Central Avenue Commercial Retails), and The City's traffic counts.

The following outlines key adjustments to the REMEL for project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source)
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

5.5 FHWA Roadway Construction Noise Model

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM), together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site.

The project was analyzed based on the different construction phases. Construction noise is expected to be loudest during the grading, concrete and building phases of construction. The construction noise calculation output worksheet is located in Appendix E. The following assumptions relevant to short-term construction noise impacts were used:

- It is estimated that construction will occur over a 6-month time period. Construction noise is expected to be the loudest during the grading, concrete, and building phases.

1 = short-term
Monitoring Location

Exhibit E

Measurement Locations

6.0 Existing Noise Environment

A twenty-four (24) hour ambient noise measurement was conducted at the property site. The noise measurement location was chosen based on the similar horizontal distance from the centerline of Central Avenue from the residential uses to the east. The noise measurement was taken to determine the existing ambient noise levels. Noise data indicates that traffic along SH-74/Central Avenue is the primary source of noise impacting the site and the adjacent uses. This assessment utilizes the ambient noise data as a basis and compares project operational levels to said data.

6.1 Long-Term Noise Measurement Results

The results of the Long-term noise data are presented in Table 4.

Table 4: Long-Term Noise Measurement Data[1]

Date	Time	dB(A)							
		L_{EQ}	L_{MAX}	L_{MIN}	L_2	L_8	L_{25}	L_{50}	L_{90}
1/6/2021	7PM-8PM	67.8	89.8	50.9	76.7	72.7	71.0	62.6	56.0
7/20/2020	8PM-9PM	66.7	88.7	49.8	75.6	71.6	69.9	61.5	54.9
7/20/2020	9PM-10PM	66.0	88.0	49.1	74.9	70.9	69.2	60.8	54.2
7/20/2020	10PM-11PM	65.0	87.0	48.1	73.9	69.9	68.2	59.8	53.2
7/20/2020	11PM-12AM	64.4	86.4	47.5	73.3	69.3	67.6	59.2	52.6
7/20/2020	12AM-1AM	62.8	84.8	45.9	71.7	67.7	66.0	57.6	51.0
7/20/2020	1AM-2AM	60.4	82.4	43.5	69.3	65.3	63.6	55.2	48.6
7/20/2020	2AM-3AM	59.1	81.1	42.2	68.0	64.0	62.3	53.9	47.3
7/20/2020	3AM-4AM	57.4	79.4	40.5	66.3	62.3	60.6	52.2	45.6
7/20/2020	4AM-5AM	58.4	80.4	41.5	67.3	63.3	61.6	53.2	46.6
7/21/2020	5AM-6AM	62.2	84.2	45.3	71.1	67.1	65.4	57.0	50.4
7/21/2020	6AM-7AM	68.6	90.6	51.7	77.5	73.5	71.8	63.4	56.8
7/21/2020	7AM-8AM	70.9	92.9	54.0	79.8	75.8	74.1	65.7	59.1
7/21/2020	8AM-9AM	69.0	91.0	52.1	77.9	73.9	72.2	63.8	57.2
7/21/2020	9AM-10AM	68.0	90.0	51.1	76.9	72.9	71.2	62.8	56.2
7/21/2020	10AM-11AM	67.9	89.9	51.0	76.8	72.8	71.1	62.7	56.1
7/21/2020	11AM-12PM	68.1	90.1	51.2	77.0	73.0	71.3	62.9	56.3
7/21/2020	12PM-1PM	68.2	90.2	51.3	77.1	73.1	71.4	63.0	56.4
7/21/2020	1PM-2PM	68.3	90.3	51.4	77.2	73.2	71.5	63.1	56.5
7/21/2020	2PM-3PM	68.5	90.5	51.6	77.4	73.4	71.7	63.3	56.7
7/21/2020	3PM-4PM	69.7	91.7	52.8	78.6	74.6	72.9	64.5	57.9
7/21/2020	4PM-5PM	71.2	93.2	54.3	80.1	76.1	74.4	66.0	59.4
7/21/2020	5PM-6PM	70.9	92.9	54.0	79.8	75.8	74.1	65.7	59.1
7/21/2020	6PM-7PM	69.1	91.1	52.2	78.0	74.0	72.3	63.9	57.3
LDN		71.6							

Notes:
[1.] Long-term noise monitoring location (LT1) is illustrated in Exhibit E. The quietest hourly nighttime noise interval is highlighted in blue when project operations could occur.

Noise data indicates the ambient noise level ranged between 57.4 dBA Leq(h) to 70.9 dBA Leq(h) at the project site. Maximum levels reach 70.9 dBA as a result of traffic along SH-74/Central Avenue. Additional field notes and photographs are provided in Appendix A.

For this evaluation, MD has utilized the quietest hourly level (during potential operational hours) and has compared the project's projected noise levels to the said ambient level. The quietest (lowest) nighttime hourly level occurred between 3AM to 4AM (57.4 dBA, Leq(h)).

7.0 Future Noise Environment Impacts and Mitigation

This assessment analyzes future noise impacts as a result of the project. The analysis details the estimated exterior noise levels. Stationary noise impacts are analyzed from the on-site noise sources such as cars coming and going, and drive-thru restaurant speakerphone.

7.1 Future Exterior Noise

The following outlines the exterior noise levels associated with the proposed project.

7.1.1 Noise Impacts to Off-Site Receptors Due to Stationary Sources

Sensitive receptors that may be affected by project operational noise include commercial and residential to the north and single family residential to the east (across Highway 74) and multi-family residential uses to the southeast (across Highway 74). The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. Worst-case assumes that all project activities are always operational when in reality the noise will be intermittent and cycle on/off depending on customer usage. Project convenience store and gas pumps are anticipated to be operational 24-hours a day.

A total of four (4) receptors were modeled to evaluate the proposed project's operational impact. A receptor is denoted by a yellow dot. All yellow dots represent either a property line or a sensitive receptor such as an outdoor sensitive area (courtyard, patio, backyard, etc).

This study compares the Project's operational noise levels to two (2) different noise assessment scenarios: 1) Project Only operational noise level projections, 2) Project plus ambient noise level projections.

Project Operational Noise Levels
Exhibit F shows the "project only" operational noise levels at the project site and illustrates how the noise will propagate at the property lines and/or sensitive receptor area. Operational noise levels at the adjacent uses are anticipated to range between 40 dBA to 53 dBA Leq (depending on the location).

Project Plus Ambient Operational Noise Levels
Table 5 demonstrates the project plus the ambient noise levels. Project plus ambient noise level projections are anticipated to range between 57 to 59 dBA Leq depending on location. Therefore, the project has been compared to the quietest hourly average ambient noise level for comparative purposes.

<Table 5 on Next Page>

Table 5: Worst-case Predicted Noise Level (dBA, Leq)

Receptor[1]	Floor	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Nighttime (10PM – 7AM) Stationary Noise Limit (dBA, Leq)[4]	Change in Noise Level as Result of Project
1	1	57	40	57	**45**	0.1
2	1		53	59	**55**	1.4
3	1		40	57	**40**	0.1
4	1		40	57	**45**	0.1

Notes:
[1.] Receptors 1 is the nearest north property approximately 140' from the site, Receptor-2 is the west property line of the site. R1 and R2 follow the County of Riverside Ordinance. Receptor 3 is the nearest property line to the east 200' to the east, Receptor-4 is the nearest southern property 225' from the site, both R3 and R4 follow the City of Lake Elsinore Ordinance.
[2.] Existing ambient taken as one-hour measurement.
[3.] See Exhibit G for the operational noise level projections at said receptors.
[4.] Per the County of Riverside noise ordinance Chapter 9.52 and the City of Lake Elsinore Municipal Code Section 17.176.060.

As shown in Table 5, the project does not exceed the County of Riverside and City of Lake Elsinore's nighttime exterior noise limits. The predicted exterior noise level will range between 40 to 53 dBA. Project operations are anticipated to remain below the County and City respective noise limits. Therefore, the impact is less than significant.

When comparing the baseline plus project condition the change in noise level will be between 0.1 to 1.4 dBA, Leq as shown in Table 5.

Table 6 provides the characteristics associated with changes in noise levels.

Table 6: Change in Noise Level Characteristics[1]

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

The change in noise level at all receptors would fall within the "Not Perceptible" acoustic characteristic. Therefore, the impact would be considered less than significant.

7.1.2 Noise Impacts to Off Site Receptors Due to Project Generated Traffic

A worst-case project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 50 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing

barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference with and without project conditions. In addition, the noise contours for 60, 65 and 70 dBA CNEL were calculated. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

Existing Year (without Project): This scenario refers to existing year traffic noise conditions.

Existing Year (Plus Project): This scenario refers to existing year + project traffic noise conditions.

Table 7 compares the without and with project scenario and shows the change in traffic noise levels as a result of the proposed project. It takes a change of 3 dB or more to hear a perceptible difference. As demonstrated in Table 6, the project is anticipated to change the noise 0.1 dBA CNEL.

The County of Riverside uses the FICON Approach. Because the ambient noise condition is over 65 dBA the noise is allowed a 1.5 dB increase. Although there is an increase in traffic noise levels the impact is considered less than significant as the noise levels at or near any existing proposed sensitive receptor would be 73.2 dBA and increase less than 1.5 dB. Therefore, no further mitigation is required.

Table 7: Existing Scenario - Noise Levels Along Roadways (dBA CNEL)

Existing Without Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
SH-74/Central Ave	Ardenwood Way to Conard Ave	73.2	81	175	377	812

Existing With Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
SH-74/Central Ave	Ardenwood Way to Conard Ave	73.2	82	177	380	819

Change in Existing Noise Levels as a Result of Project

Roadway[1]	Segment	CNEL at 50 Feet dBA[2]			
		Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact
SH-74/Central Ave	Ardenwood Way to Conard Ave	73.2	73.2	0.0	No

Notes:
[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.

7.1.3 Noise Impacts to On Site Receptors Due to Project Generated Traffic

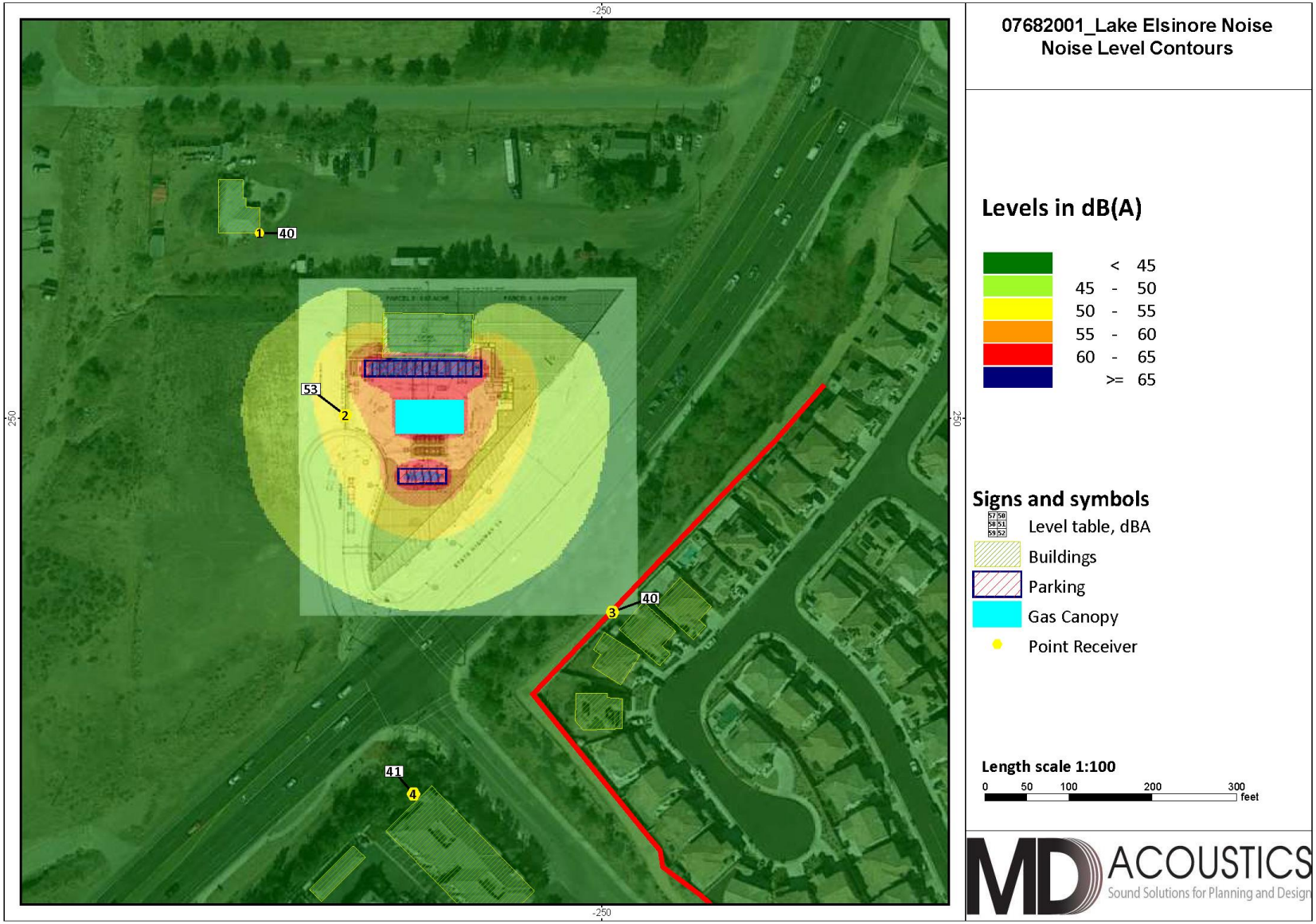
The project site is located approximately 78 feet from the center line of SH-74/Central Ave and would fall within the 70 dBA CNEL or less contour. Therefore, the project would be normally acceptable per the County's Land Use Compatibility Matrix.

7.2 Mitigation Measures

The project will meet the County's nighttime noise ordinance as well as the City of Lake Elsinore's Nighttime noise standard. Therefore, no further mitigation is required.

Exhibit F

Operational Noise Levels Leq(h)



8.0 Construction Noise Impact

The degree of construction noise may vary for different areas of the project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction.

8.1 Construction Noise

The Environmental Protection Agency (EPA) has compiled data regarding the noise generated characteristics of typical construction activities. The data is presented in Table 8.

Table 8: Typical Construction Equipment Noise Levels[1]

Type	Lmax (dBA) at 50 Feet
Backhoe	80
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74

Notes:
[1] Referenced Noise Levels from FTA noise and vibration manual.

Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the County of Riversides Ordinance no.847, and the City of Lake Elsinore's Noise Element Section 17.176.060 Table 1. Construction is anticipated to occur during the permissible hours according to the County's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Furthermore, noise reduction measures are provided to further reduce construction noise. The impact is considered less than significant however construction noise level projections are provided.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during grading phase. A likely worst-case construction noise scenario during grading assumes the use of 1-grader, 1-dozer, and 1-backhoe operating at 134 feet from the nearest property line.

Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 134 feet have the potential to reach 74 dBA L_{eq} at the nearest sensitive receptors during building construction. Noise levels for the other construction phases would be lower, approximately 74 dBA. This is below the NIOSH 85 dBA Leq 8hr standard.

8.2 Construction Vibration

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{equipment} = PPV_{ref} (100/D_{rec})^n$$

Where: PPV_{ref} = reference PPV at 100ft.
D_{rec} = distance from equipment to receiver in ft.
n = 1.1 (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in Table 9 (below) provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Table 9: Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013.
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 10 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Table 10: Vibration Source Levels for Construction Equipment[1]

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

[1] Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

At a distance of 134 feet, a large bulldozer would yield a worst-case 0.020 PPV (in/sec) which may be perceptible for short periods of time during grading along the southern property line of the project site, but is below any threshold of damage. The impact is less than significant and no mitigation is required.

8.3 Construction Noise Reduction Measures

Construction operations must follow the City and County's General Plan and the Noise Ordinance, which states that construction, repair or excavation work performed must occur within the permissible hours. To further ensure that construction activities do not disrupt the adjacent land uses, the following measures should be taken:

1. Construction should occur during the permissible hours as defined in Ordinance No. 847 and Section 17.176.060.

2. During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.

3. The contractor should locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

4. Idling equipment should be turned off when not in use.

5. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

9.0 References

State of California General Plan Guidelines: 1998. Governor's Office of Planning and Research

City of Lake Elsinore: General Plan Noise Element. Chapter 3.

City of Lake Elsinore: Municipal Code. Chapter 17.176 Noise Control

City of Lake Elsinore Ordinance no.847

City of Lake Elsinore: Traffic Counts

Integrated Engineering Group, Central Avenue Gas Station Scoping Agreement

County of Riverside Municipal Code Chapter 9.52-Noise Regulations

Appendix A:

Photographs and Field Measurement Data

MD ACOUSTICS
Sound Solutions for Planning and Design
www.mdacoustics.com

AZ Office
4960 S. Gilbert Rd, Ste 1-461
Chandler, AZ 85249

CA Office
1197 E Los Angeles Ave, C-256
Simi Valley, CA 93065

24-Hour Continuous Noise Measurement Datasheet

Project: 28771 Central Ave - Gas Station/Convenience
Site Address/Location: 28771 Central Ave, Lake Elsinore, CA
Date: 1/6/2021 to 1/7/2021
Field Tech/Engineer: Jason Schuyler

Site Observations: Clear Sky, mid 70s during the day, 50s at night. Measured 83 feet from the center line of Central Avenue

General Location:
Sound Meter: NTi XL2 **SN:** 80206
Settings: A-weighted, slow, 1-min, 24-hour duration
Meteorological Con.: 73 degrees F, 2 to 5 mph wind, west to east diretion
Site ID: LT-1

Site Topo: Flat
Ground Type: Soft site, Open raw ground with a road

Noise Source(s) w/ Distance:
C/L of Central Ave is 83 feet from meter

Figure 1: LT-1 Monitoring Location

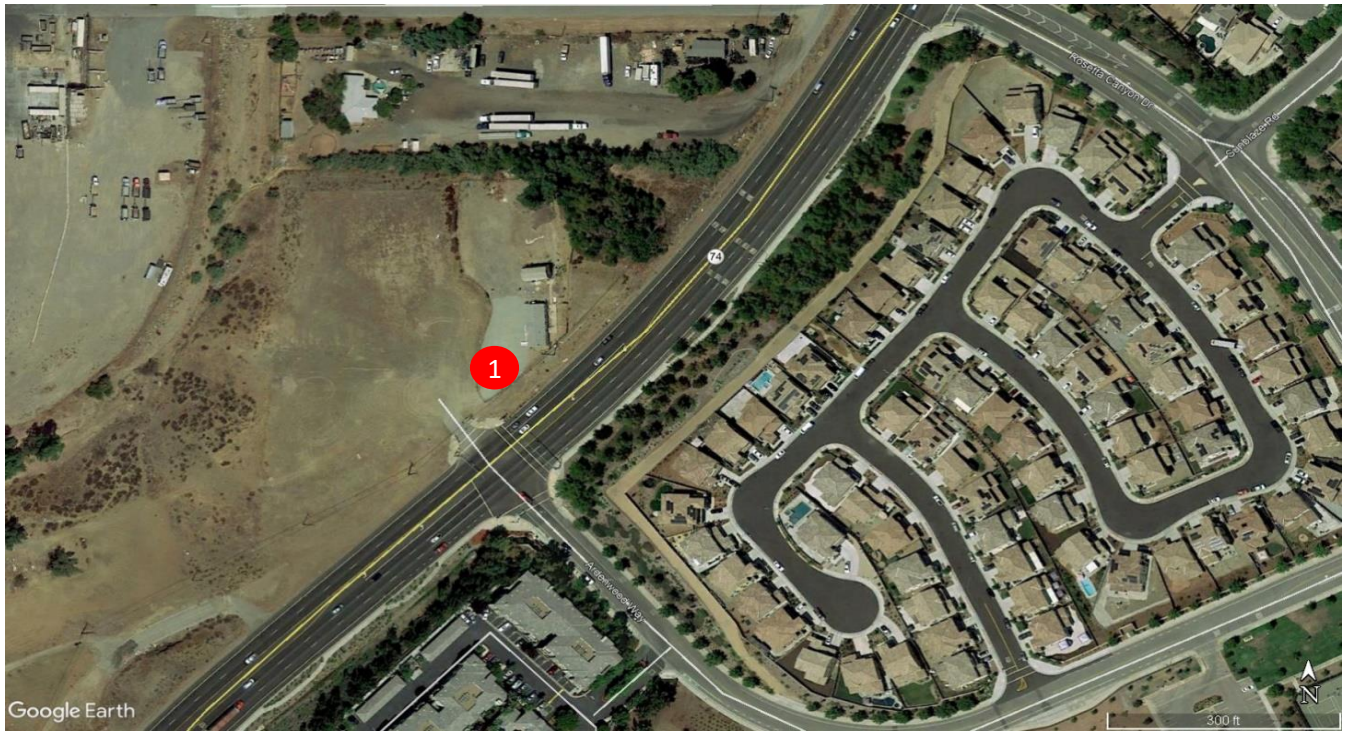


Figure 2: LT-1 Photo

MD ACOUSTICS
Sound Solutions for Planning and Design
www.mdacoustics.com

AZ Office
4960 S. Gilbert Rd, Ste 1-461
Chandler, AZ 85249

CA Office
1197 E Los Angeles Ave, C-256
Simi Valley, CA 93065

24-Hour Noise Measurement Datasheet - Cont.

Project: 28771 Central Ave - Gas Station/Convenience Store **Day:** 1 of 1
Site Address/Location: 28771 Central Ave, Lake Elsinore, CA
Site ID: LT-1

Date	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
1/6/2021	7:00 PM	8:00 PM	67.8	89.8	50.9	76.7	72.7	71.0	62.6	56.0
1/6/2021	8:00 PM	9:00 PM	66.7	88.7	49.8	75.6	71.6	69.9	61.5	54.9
1/6/2021	9:00 PM	10:00 PM	66.0	88.0	49.1	74.9	70.9	69.2	60.8	54.2
1/6/2021	10:00 PM	11:00 PM	65.0	87.0	48.1	73.9	69.9	68.2	59.8	53.2
1/6/2021	11:00 PM	12:00 AM	64.4	86.4	47.5	73.3	69.3	67.6	59.2	52.6
1/7/2021	12:00 AM	1:00 AM	62.8	84.8	45.9	71.7	67.7	66.0	57.6	51.0
1/7/2021	1:00 AM	2:00 AM	60.4	82.4	43.5	69.3	65.3	63.6	55.2	48.6
1/7/2021	2:00 AM	3:00 AM	59.1	81.1	42.2	68.0	64.0	62.3	53.9	47.3
1/7/2021	3:00 AM	4:00 AM	57.4	79.4	40.5	66.3	62.3	60.6	52.2	45.6
1/7/2021	4:00 AM	5:00 AM	58.4	80.4	41.5	67.3	63.3	61.6	53.2	46.6
1/7/2021	5:00 AM	6:00 AM	62.2	84.2	45.3	71.1	67.1	65.4	57.0	50.4
1/7/2021	6:00 AM	7:00 AM	68.6	90.6	51.7	77.5	73.5	71.8	63.4	56.8
1/7/2021	7:00 AM	8:00 AM	70.9	92.9	54.0	79.8	75.8	74.1	65.7	59.1
1/7/2021	8:00 AM	9:00 AM	69.0	91.0	52.1	77.9	73.9	72.2	63.8	57.2
1/7/2021	9:00 AM	10:00 AM	68.0	90.0	51.1	76.9	72.9	71.2	62.8	56.2
1/7/2021	10:00 AM	11:00 AM	67.9	89.9	51.0	76.8	72.8	71.1	62.7	56.1
1/7/2021	11:00 AM	12:00 PM	68.1	90.1	51.2	77.0	73.0	71.3	62.9	56.3
1/7/2021	12:00 PM	1:00 PM	68.2	90.2	51.3	77.1	73.1	71.4	63.0	56.4
1/7/2021	1:00 PM	2:00 PM	68.3	90.3	51.4	77.2	73.2	71.5	63.1	56.5
1/7/2021	2:00 PM	3:00 PM	68.5	90.5	51.6	77.4	73.4	71.7	63.3	56.7
1/7/2021	3:00 PM	4:00 PM	69.7	91.7	52.8	78.6	74.6	72.9	64.5	57.9
1/7/2021	4:00 PM	5:00 PM	71.2	93.2	54.3	80.1	76.1	74.4	66.0	59.4
1/7/2021	5:00 PM	6:00 PM	70.9	92.9	54.0	79.8	75.8	74.1	65.7	59.1
1/7/2021	6:00 PM	7:00 PM	69.1	91.1	52.2	78.0	74.0	72.3	63.9	57.3

CNEL: 71.6

MD ACOUSTICS
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AZ Office
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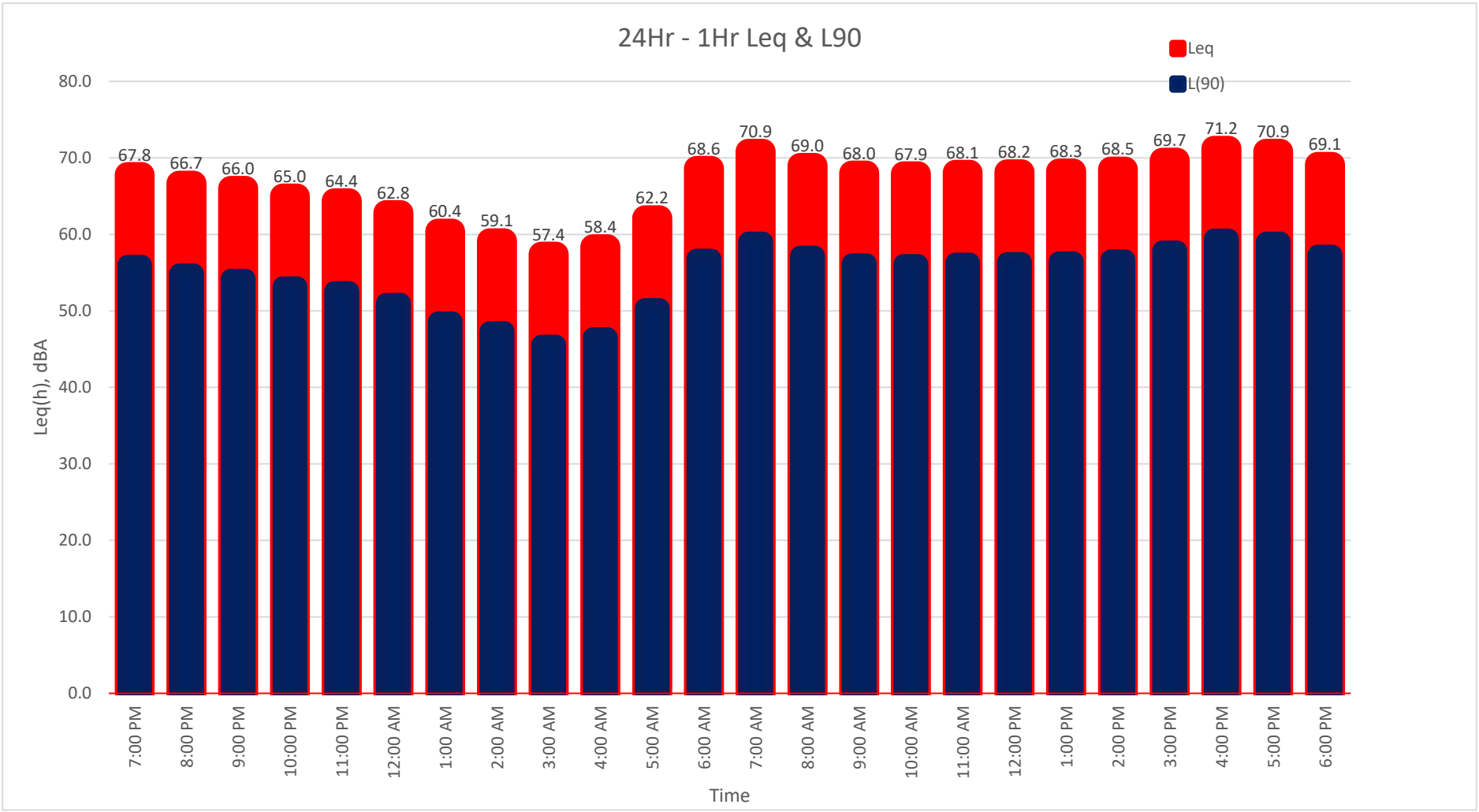
Simi Valley, CA 93065

24-Hour Continuous Noise Measurement Datasheet - Cont.

Project: 28771 Central Ave - Gas Station/Convenience Store **Day:** 1 of 1

Site Address/Location: 28771 Central Ave, Lake Elsinore, CA

Site ID: LT-1



Appendix B:

SoundPlan Input/Output

Lake Elsinore Noise
Octave spectra of the sources in dB(A) - Situation 1: Outdoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Auto Gas Canopy	Area	300.56			54.1	78.8	0.0	0.0		0	100%/24h					78.8					
Auto Parking 1	PLot	236.11			56.5	80.2	0.0	0.0		0	Parking	Typical spectrum	63.6	75.2	67.7	72.2	72.3	72.7	70.0	63.8	51.0
Auto Parking 2	PLot	92.92			55.8	75.5	0.0	0.0		0	Parking	Typical spectrum	58.8	70.4	62.9	67.4	67.5	67.9	65.2	59.0	46.2

Lake Elsinore Noise
Input data parking lots - Situation 1: Outdoor SP

Parking lot	PLT	f	Unit B0	rence val	Sep.Mtd.	NRT	KPA dB	KI dB	KD dB	KStrO	he hist.
Auto Parking 1	3	1	0	14	False	False	0	4	1.747 42496 01364 1	0	1
Auto Parking 2	3	1	0	7	False	False	0	4	0	0	1

Lake Elsinore Noise
Contribution level - Situation 1: Outdoor SP

Source	Source group	Source ty	Tr. lane	Ldn dB(A)	A dB	
Receiver Receiver 1 Fl GF dB(A) Ldn 40.2 dB(A)						
Auto Gas Canopy	Default industrial noise	Area		34.5	0.0	
Auto Parking 1	Default parking lot noise	PLot		37.5	0.0	
Auto Parking 2	Default parking lot noise	PLot		33.0	0.0	
Receiver Receiver 2 Fl GF dB(A) Ldn 53.1 dB(A)						
Auto Gas Canopy	Default industrial noise	Area		46.8	0.0	
Auto Parking 1	Default parking lot noise	PLot		51.2	0.0	
Auto Parking 2	Default parking lot noise	PLot		43.6	0.0	
Receiver Receiver 3 Fl GF dB(A) Ldn 40.4 dB(A)						
Auto Gas Canopy	Default industrial noise	Area		36.0	0.0	
Auto Parking 1	Default parking lot noise	PLot		37.6	0.0	
Auto Parking 2	Default parking lot noise	PLot		33.2	0.0	
Receiver Receiver 4 Fl GF dB(A) Ldn 41.4 dB(A)						
Auto Gas Canopy	Default industrial noise	Area		34.1	0.0	
Auto Parking 1	Default parking lot noise	PLot		39.0	0.0	
Auto Parking 2	Default parking lot noise	PLot		35.4	0.0	

Lake Elsinore Noise
Contribution spectra - Situation 1: Outdoor SP

Source	Time slice	Sum	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	12.5kHz	16kHz	20kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Receiver Receiver 1 Fl GF dB(A) Ldn 40.2 dB(A)																													
Auto Parking 1	Ldn	37.5	20.1	20.1	20.1	29.0	29.0	29.0	18.3	18.3	18.3	20.8	20.8	20.8	24.1	24.1	24.1	25.9	25.9	25.9	21.6	21.6	21.6	9.7	9.7	9.7	-19.6	-19.6	-19.6
Auto Gas Canopy	Ldn	34.5										29.8	29.8	29.8															
Auto Parking 2	Ldn	33.0	15.6	15.6	15.6	24.4	24.4	24.4	13.3	13.3	13.3	15.6	15.6	15.6	20.0	20.0	20.0	22.0	22.0	22.0	16.7	16.7	16.7	1.6	1.6	1.6	-37.6	-37.6	-37.6
Receiver Receiver 2 Fl GF dB(A) Ldn 53.1 dB(A)																													
Auto Parking 1	Ldn	51.2	31.9	31.9	31.9	42.2	42.2	42.2	31.1	31.1	31.1	35.1	35.1	35.1	38.4	38.4	38.4	39.9	39.9	39.9	36.5	36.5	36.5	27.8	27.8	27.8	8.5	8.5	8.5
Auto Gas Canopy	Ldn	46.8										42.1	42.1	42.1															
Auto Parking 2	Ldn	43.6	25.2	25.2	25.2	34.7	34.7	34.7	22.9	22.9	22.9	26.8	26.8	26.8	30.6	30.6	30.6	32.2	32.2	32.2	28.7	28.7	28.7	19.5	19.5	19.5	-1.7	-1.7	-1.7
Receiver Receiver 3 Fl GF dB(A) Ldn 40.4 dB(A)																													
Auto Parking 1	Ldn	37.6	16.1	16.1	16.1	29.5	29.5	29.5	19.6	19.6	19.6	23.0	23.0	23.0	24.2	24.2	24.2	25.1	25.1	25.1	19.7	19.7	19.7	2.4	2.4	2.4	-41.9	-41.9	-41.9
Auto Gas Canopy	Ldn	36.0										31.3	31.3	31.3															
Auto Parking 2	Ldn	33.2	13.2	13.2	13.2	25.1	25.1	25.1	15.5	15.5	15.5	18.9	18.9	18.9	19.7	19.7	19.7	20.5	20.5	20.5	15.9	15.9	15.9	0.7	0.7	0.7	-37.3	-37.3	-37.3
Receiver Receiver 4 Fl GF dB(A) Ldn 41.4 dB(A)																													
Auto Parking 1	Ldn	39.0	19.4	19.4	19.4	31.0	31.0	31.0	15.5	15.5	15.5	18.8	18.8	18.8	25.9	25.9	25.9	28.0	28.0	28.0	21.6	21.6	21.6	2.0	2.0	2.0	-50.0	-50.0	-50.0
Auto Parking 2	Ldn	35.4	16.3	16.3	16.3	26.9	26.9	26.9	11.7	11.7	11.7	15.1	15.1	15.1	22.8	22.8	22.8	24.9	24.9	24.9	19.2	19.2	19.2	2.7	2.7	2.7	-39.2	-39.2	-39.2
Auto Gas Canopy	Ldn	34.1										29.3	29.3	29.3															

Appendix C:

Traffic Noise Modeling Output

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: Convenience Store/Gas Station
ROADWAY SH-74/Central Ave
SEGMENT Ardenwood Way to Conard Ave
LOCATION: City of Lake Elsinore SCENARIO: Existing

JOB #: 0768-20-01
DATE: 18-Jan-21
ENGINEER: R. Pearson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	36,267
SPEED =	40
PK HR % =	10
NEAR LANE/FAR LANE DIST =	44
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	3,627

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0 FT
AMBIENT =	0
BARRIER =	0 (0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.974
MEDIUM TRUCKS	0.489	0.022	0.489	0.018
HEAVY TRUCKS	0.473	0.054	0.473	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	45.0	- -
MEDIUM TRUCKS=	4.00	44.9	- -
HEAVY TRUCKS =	8.01	45.0	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.9	68.9	67.6	61.6	70.0	70.6
MEDIUM TRUCKS	62.6	58.7	51.3	60.0	66.1	66.2
HEAVY TRUCKS	63.5	59.5	56.1	60.7	66.9	67.0
VEHICULAR NOISE	72.1	69.7	68.0	65.6	72.8	**73.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	81	175	377	812
LDN	77	165	356	767

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: Convenience Store/Gas Station
ROADWAY SH-74/Central Ave
SEGMENT Ardenwood Way to Conard Ave
LOCATION: City of Lake Elsinore SCENARIO: E+P

JOB #: 0768-20-01
DATE: 18-Jan-21
ENGINEER: R. Pearson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	36,875
SPEED =	40
PK HR % =	10
NEAR LANE/FAR LANE DIST =	44
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	3,688

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0 FT
AMBIENT =	0
BARRIER =	0 (0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.974
MEDIUM TRUCKS	0.489	0.002	0.489	0.018
HEAVY TRUCKS	0.473	0.054	0.473	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	45.0	- -
MEDIUM TRUCKS=	4.00	44.9	- -
HEAVY TRUCKS =	8.01	45.0	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.0	69.0	67.6	61.6	70.1	70.7
MEDIUM TRUCKS	62.7	58.8	41.4	60.0	66.2	66.2
HEAVY TRUCKS	63.6	59.5	56.1	60.8	67.0	67.1
VEHICULAR NOISE	72.2	69.8	68.0	65.6	72.9	**73.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	82	177	380	819
LDN	77	167	360	775

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated February 2005.

Case No. CUP# 200043
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Central Avenue Gas Station
Project Address: Central Avenue and Ardenwood Way
Project Description: Project is proposing the construction of a gas station with 6 fuel dispensers and a 4k square feet C-store

	Consultant	Developer
Name:	Integrated Engineering Group	Western States Engineering
Address:	23905 Clinton Keith Road 114-280 Wildomar CA 92562	4887 E. La Palma, ste. 707 Anaheim CA, 92807
Telephone:	951-833-3105	714-695-9300
Fax:		

A. Trip Generation Source: (ITE 10th Edition)

Current GP Land Use	*Provide General Plan Land Use Designation (e.g.: MDR, CR, etc)*	Proposed Land Use	
Current Zoning	M-SC	Proposed Zoning	

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	64	64	128
PM Trips	0	0	0	61	61	122

Internal Trip Allowance ☐ Yes ☐ No (0 % Trip Discount)
Pass-By Trip Allowance ☐ Yes ☐ No (62/56 % AM/PM Trip Discount)*

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

* Pass-by reduction rates provided by the ITE Trip Generation Handbook (3rd Edition, 2017) were used in calculating the project trip generation.

B. Trip Geographic Distribution: N 20 % S 30 % E 25 % W 25 %
(attach exhibit for detailed assignment)

C. Background Traffic

Project Build-out Year: 2022
Annual Ambient Growth Rate: 2 %
Phase Year(s) N/A

Other area projects to be analyzed: Central Avenue Commercial Retail cumulative project will be included in the analysis

Model/Forecast methodology No buildout analysis

Exhibit B – Scoping Agreement – Page 2

***D.* Study intersections:** *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. SH-74/Central Avenue and Ardenwood Way
2. SH-74/Central Avenue and Conrad Avenue
3. SH-74/Central Avenue and Allan Street
4. SH-74/Central Avenue and Rosetta Canyon Rd.
5. SH-74/Central Avenue and Crater Drive
6.
7.
8.
9.
10.

***E.* Study Roadway Segments:** *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☐ Yes ☐ No

If so, name of City Jurisdiction: Lake Elsinore

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)
VMT analysis will be provided for County staff review and approval

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts
Intersection turning movement counts conducted on October 22, 2020 will be used in the TIA.

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:

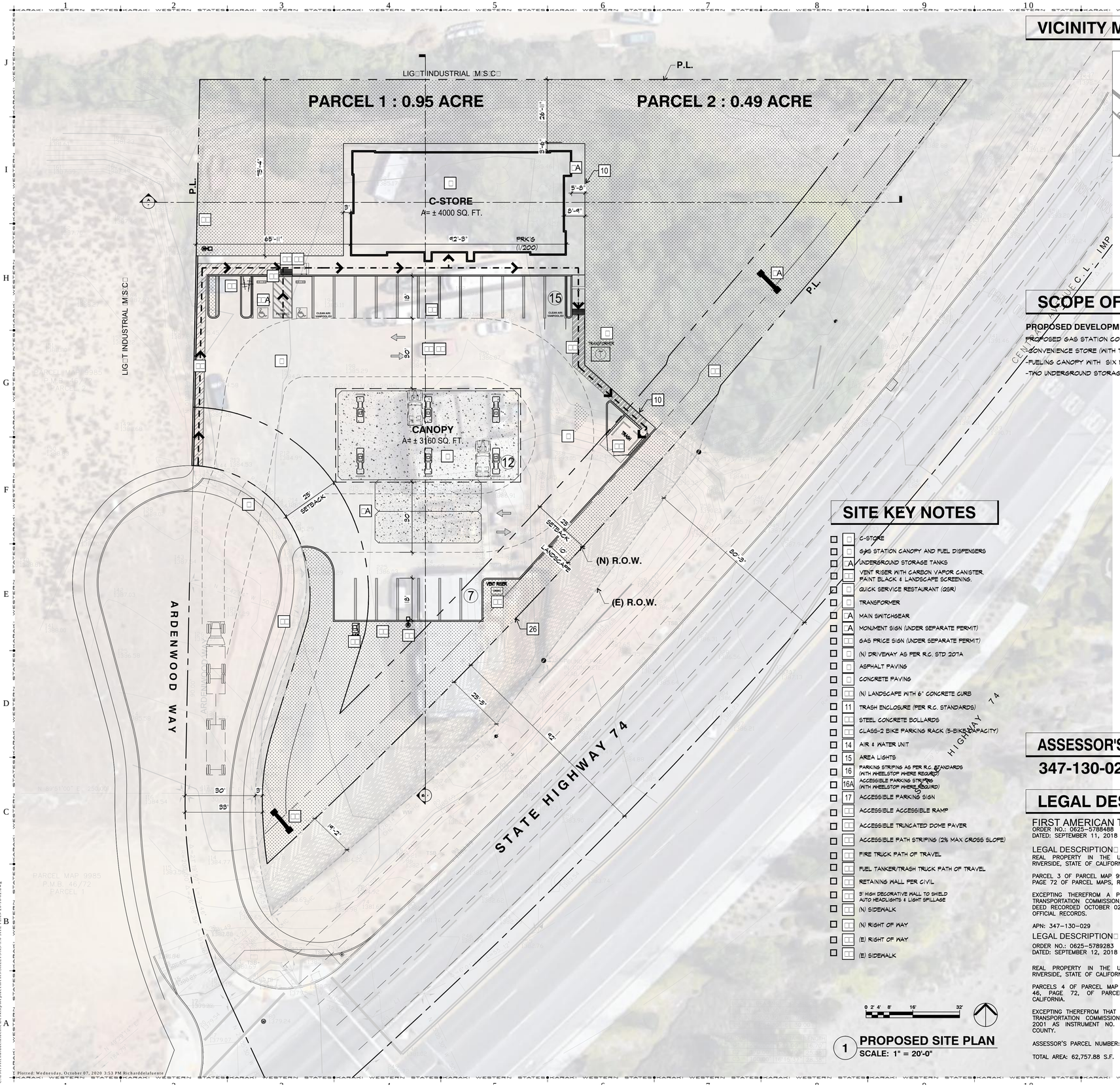
George Ghossain 12/16/20
Consultant's Representative Date

Approved Scoping Agreement:

Riverside County Transportation Department Date

Scoping Agreement Submitted on 12/16/20

Revised on



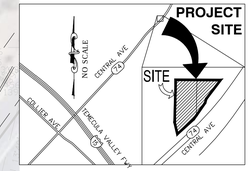
SITE KEY NOTES

- C-STORE
- GAS STATION CANOPY AND FUEL DISPENSERS
- A UNDERGROUND STORAGE TANKS
- VENT RISER WITH CARBON VAPOR CANISTER. PAINT BLACK & LANDSCAPE SCREENING.
- QUICK SERVICE RESTAURANT (QSR)
- TRANSFORMER
- A MAIN SWITCHGEAR
- A MONUMENT SIGN (UNDER SEPARATE PERMIT)
- GAS PRICE SIGN (UNDER SEPARATE PERMIT)
- (N) DRIVEWAY AS PER R.C. STD 207A
- ASPHALT PAVING
- CONCRETE PAVING
- (N) LANDSCAPE WITH 6" CONCRETE CURB
- 11 TRASH ENCLOSURE (PER R.C. STANDARDS)
- STEEL CONCRETE BOLLARDS
- CLASS-2 BIKE PARKING RACK (5-BIKE CAPACITY)
- 14 AIR & WATER UNIT
- 15 AREA LIGHTS
- 16 PARKING STRIPING AS PER R.C. STANDARDS (WITH WHEELSTOP WHERE REQUIRED)
- 16A ACCESSIBLE PARKING STRIPING (WITH WHEELSTOP WHERE REQUIRED)
- 17 ACCESSIBLE PARKING SIGN
- ACCESSIBLE ACCESSIBLE RAMP
- ACCESSIBLE TRUNCATED DOME PAVER
- ACCESSIBLE PATH STRIPING (2% MAX CROSS SLOPE)
- FIRE TRUCK PATH OF TRAVEL
- FUEL TANKER/TRASH TRUCK PATH OF TRAVEL
- RETAINING WALL PER CIVIL
- 5' HIGH DECORATIVE WALL TO SHIELD AUTO HEADLIGHTS & LIGHT SPILLAGE
- (N) SIDEWALK
- (N) RIGHT OF WAY
- (E) RIGHT OF WAY
- (E) SIDEWALK

0 2' 4' 8' 16' 32'

1 PROPOSED SITE PLAN
SCALE: 1" = 20'-0"

VICINITY MAP



LEGEND

- NO. OF PARKING SPACES
- ACCESSIBLE PARKING
- PROPERTY LINE
- PROPOSED PARCEL SUBDIVISION
- ADA PATH OF TRAVEL
- CONCRETE PAVING AREA
- DECORATIVE PAVING AREA
- LANDSCAPED AREA
- DIRECTIONAL ARROW
- R.O.W. DEDICATION
- AREA LIGHTS
- WALL MOUNTED DECORATIVE AREA LIGHTS
- (E) FIRE HYDRANT
- (E) SEWER MANHOLE
- (E) SEWER CLEANOUT
- (E) POWER POLE
- M (E) WATER METER
- (E) WATER POINT
- (E) SIGN

SCOPE OF WORK

PROPOSED DEVELOPMENT

PROPOSED GAS STATION COMPRISING OF:
- CONVENIENCE STORE (WITH TYPE 20-ABC)
- FUELING CANOPY WITH SIX MULTI-PRODUCT DISPENSERS
- TWO UNDERGROUND STORAGE TANKS

PROJECT DATA

ZONING	LIGHT INDUSTRIAL
LAND USE	MANUFACTURING-SERVICE COMMERCIAL
AREA OF SITE (GROSS ACREAGE)	
TOTAL AREA : ± 62,726 S.F. (1.44 acre)	
AREA OF PROJECT (NET ACREAGE)	
TOTAL AREA : ± 62,726 S.F. (1.44 acre)	

BLDG SETBACKS	REQUIRED	PROVIDED
FRONT (SOUTH)	25'-0"	25'-0"
REAR (NORTH)	0'-0"	0'-0"
LEFT (WEST)	25'-0"	25'-0"
RIGHT (EAST)	0'-0"	0'-0"
LANDSCAPE AREA	10%	29,002 S.F. (51%)
FLOOR AREA RATIO	-	± 0.11
MAXIMUM HEIGHT	40'-0"	28'-0"
PARKING	39	51

BUILDING DATA

C-STORE

AREAS	± 4,000 SF
OCCUPANCY	M
TYPE OF CONST	V-B
NUMBER OF STORY	1
BLDG HEIGHT	± 28'-0"
SPRINKLERS	NONE

CANOPY

AREA	± 3,160 SF
OCCUPANCY	M
TYPE OF CONST	II-B
NUMBER OF STORY	1
BLDG HEIGHT	20'-0"
SPRINKLERS	NONE

TOTAL BUILDINGS AREA (GFA) ± 9,160 SF
± 0.15 ACRE (NET ACREAGE)

ASSESSOR'S PARCEL NUMBER

347-130-028 & 347-130-029

LEGAL DESCRIPTION

FIRST AMERICAN TITLE COMPAN□
ORDER NO.: 0625-5788488
DATED: SEPTEMBER 11, 2018

LEGAL DESCRIPTION□
REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 3 OF PARCEL MAP 9985, AS SHOWN BY MAP ON FILE IN BOOK 46, PAGE 72 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM A PORTION THAT GRANTS TO RIVERSIDE COUNTY TRANSPORTATION COMMISSION, A POLITICAL SUBDIVISION AS DESCRIBED IN DEED RECORDED OCTOBER 02, 2001 AS INSTRUMENT NO. 2001-478038 OF OFFICIAL RECORDS.

APN: 347-130-029

LEGAL DESCRIPTION□
ORDER NO.: 0625-5789283
DATED: SEPTEMBER 12, 2018

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 4 OF PARCEL MAP 9985, AS SHOWN BY MAP ON FILE IN BOOK 46, PAGE 72, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION, BY GRANT DEED RECORDED OCTOBER 09, 2001 AS INSTRUMENT NO. 01-489377, OF OFFICIAL RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 347-130-028

TOTAL AREA: 62,757.88 S.F. (1.441 ACRES)

PARKING COMPUTATION

PARKING STANDARDS

TYPE	SIZE
REGULAR	9'-0" X 18'-0"
COMPACT	8'-6" X 16'-0" (UP TO 20% OF TOTAL)
HANDICAP	17'-0" X 18'-0" (VAN ACCESSIBLE)

PARKING REQUIREMENTS

USE	FORMULA	REQUIRED	PROVIDED
C-STORE	(1/200 S.F.)	20	22
CANOPY		-	12
TOTAL PARKING		20	34

HANDICAP PARKING REQUIREMENTS

FORMULA	REQUIRED	PROVIDED
26-50 PARKING SPACES	(2)	(2)

CLEAN AIR/ELECTRIC VEHICLE PARKING

FORMULA		
SECTION 17.18.045 R.C. MUN CODE	(2)	(2)
(WITH 25-49 PARKING = 2 EV CHARGING SPACES		

KARAKI WSe
WESTERN STATES ENGINEERING
A DESIGN-BUILD COMPANY
4887 E. LA PALMA STE. 707
ANAHEIM, CA 92807
TEL: (714)695-9300 FAX: (714)693-1002
www.westernsec.com

■ CONSULTANT/ SEALS

REGISTERED PROFESSIONAL ENGINEER — HAMID B. MOHAFEZ — No. C051050 Exp. 9/30/17 — CIVIL — STATE OF CALIFORNIA

■ SUBMITTAL

NO.	DESCRIPTION	DATE
1		
2		
3		
4		

■ REVISIONS

NO.	DESCRIPTION	DATE
△		
△		
△		
△		
△		

■ OWNER NAME & ADDRESS
DA□ER OIL INC□
□□□□□ESPERAN□A RD□
□OR□A LINDA CA □□□□□

■ PROJECT NAME & ADDRESS
GAS STATION □
CON□ENIENCE STORE
□□□□□ CENTRAL A□E□□□ □□ □□
LA□E ELSINORE□CA □□□□□

■ NOTE TO CONTRACTOR
CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL UTILITIES ON-SITE AND OFF-SITE PRIOR TO START OF CONSTRUCTION.

■ CONFIDENTIALITY STATEMENT

THESE DRAWINGS, WITH ITS ACCOMPANYING CONTRACT DOCUMENTS, ACTING HERE FOR AS INSTRUMENTS OF SERVICE, ARE THE EXCLUSIVE PROPERTIES OF THIS DESIGNER WHETHER THE PROJECT FOR WICH THEY WERE PREPARED IS EXECUTED AND CONSTRUCTED OR NOT, THESE DOCUMENTS ARE NOT TO BE REPRODUCED, DISTRIBUTED, DISCLOSED, OR BE FURNISHED, IN PART OR IN WHOLE, FOR ANY INDIVIDUAL, CORPORATE ENTITY AND/ OR AGENCY, WITHOUT EXPRESSED, LEGAL AUTHORIZATION FROM ITS OWNER/ AUTHOR. THEY ARE NOT TO BE USED BY THE OWNER NOR ANY OTHER ENTITY ON ANY PROJECT OR FOR ANY EXTENSIONS OR ADDITIONS OR ALTERATIONS TO THE ORIGINAL PROJECT EXPECT BY WRITTEN AUTHORIZATION AND PERMISSION FROM AND AGREEMENT WITH THE DESIGNER.THE LEGAL/ ILLEGAL USE OF THESE DOCUMENTS IS BOUNDED BY EXISTING PROPRIETARY RIGHTS ACT AND LAW OF THE STATE.

■ DESIGNED BY: □S
■ DRAWN BY: □S
■ CHECKED BY: J□
■ PLOT DATE: □□□□□□□
■ SCALE: AS S□O□N
■ SHEET TITLE

PROPOSED SITE PLAN

■ SHEET NUMBER

AS-1.0

■ JOB No E□□□□□
■ PAR / CUP No PAR□□□□□□

C:\Users\richarddelafuente\Desktop\Replacement\SHEETS\AS-1.0 SITE PLAN 20-10-02.dwg
Plotted: Wednesday, October 07, 2020 3:53 PM Richarddelafuente

Trip Generation Calculation:

Trip Generation Rates

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Super Convenience Market/Gas Station	VFP	960	14.04	14.04	28.08	11.48	11.48	22.96	231

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

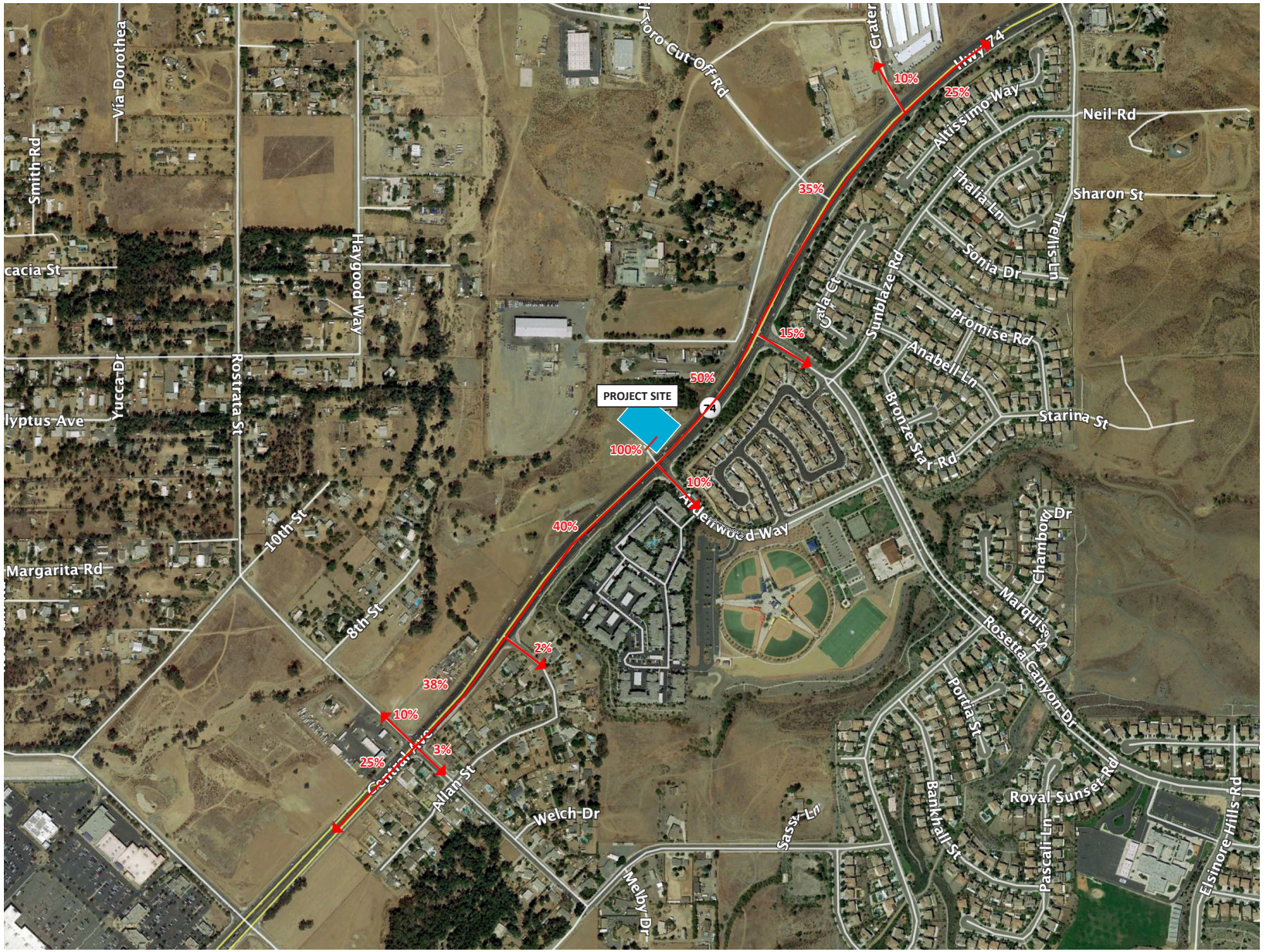
[2] VFP = Vehicle Fueling Positions

Project Trip Generation

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Service Station									
Super Convenience Market/Gas Station	12	VFP	168	168	337	138	138	276	2,766
Pass-by Reduction (62% AM Peak Hour, 56% - PM Peak Hour)[2]			104	104	209	77	77	154	*1,549*
		TOTAL	*64*	*64*	*128*	*61*	*61*	*122*	*1,217*

[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

[2] Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017).



INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Central Avenue Gas Station
Project Trip Distribution

Counts Unlimited, Inc

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

City of Lake Elsinore
Highway 74
B/ Ardenwood Way - Conard Avenue
24 Hour Directional Volume Count

LKE012
Site Code: 017-14077

Start Time	01-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		41	209			22	205				
12:15		40	210			21	203				
12:30		27	204			16	192				
12:45		28	226	136	849	19	226	78	826	214	1675
01:00		23	246			15	215				
01:15		17	244			19	218				
01:30		16	268			15	203				
01:45		22	301	78	1059	13	**288**	62	924	140	1983
02:00		17	246			15	**304**				
02:15		14	255			13	**256**				
02:30		14	306			14	**281**				
02:45		16	356	61	1163	18	233	60	1074	121	2237
03:00		17	330			26	213				
03:15		22	343			24	240				
03:30		13	325			55	276				
03:45		17	345	69	1343	75	242	180	971	249	2314
04:00		27	325			102	240				
04:15		39	342			117	260				
04:30		37	342			145	242				
04:45		55	**442**	158	1451	184	263	548	1005	706	2456
05:00		63	**402**			190	241				
05:15		51	**393**			213	263				
05:30		65	**383**			257	274				
05:45		80	371	259	1549	269	246	929	1024	1188	2573
06:00		113	365			233	215				
06:15		145	300			274	221				
06:30		174	304			278	192				
06:45		198	286	630	1255	303	210	1088	838	1718	2093
07:00		**213**	278			**394**	191				
07:15		**250**	234			**407**	158				
07:30		**319**	228			**394**	151				
07:45		**256**	221	1038	961	**370**	132	1565	632	2603	1593
08:00		187	228			314	111				
08:15		155	212			246	122				
08:30		147	171			255	102				
08:45		156	173	645	784	261	107	1076	442	1721	1226
09:00		146	178			191	82				
09:15		150	130			253	83				
09:30		141	120			257	59				
09:45		161	101	598	529	238	69	939	293	1537	822
10:00		146	103			219	56				
10:15		167	79			200	49				
10:30		204	77			199	52				
10:45		182	79	699	338	199	44	817	201	1516	539
11:00		205	64			193	51				
11:15		172	38			198	35				
11:30		169	48			254	34				
11:45		196	52	742	202	216	19	861	139	1603	341
Total		5113	11483	5113	11483	8203	8369	8203	8369	13316	19852
Combined Total		16596		16596		16572		16572		33168	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1038	-	-	-	1565	-	-	-	-	-
P.H.F.		0.813				0.961					
PM Peak	-	-	04:45	-	-	-	01:45	-	-	-	-
Vol.	-	-	1620	-	-	-	1129	-	-	-	-
P.H.F.			0.916				0.928				
Percentage		30.8%	69.2%			49.5%	50.5%				
ADT/AADT		ADT 33,168		AADT 33,168							

Appendix D:

Construction Noise Modeling Output

Activity	L_{eq} at 134 feet dBA	L_{Max} at 134 feet dBA
Grading	74	78
Building Construction	74	76
Paving	74	76

Equipment Summary	Reference (dBA) 50 ft Lmax
Rock Drills	96
Jack Hammers	82
Pneumatic Tools	85
Source: MD Acoustics, Nov 2020.	80
Dozers	85
Scrappers	87
Haul Trucks	88
Cranes	82
Portable Generators	80
Rollers	80
Tractors	80
Front-End Loaders	86
Hydraulic Excavators	86
Graders	86
Air Compressors	86
Trucks	86

Grading **L_{Max} at 137 feet dBA**

Noise Level Calculation Prior to Implementation of Noise Attenuation Requirements

No.	Equipment Description	Reference (dBA) 50 ft Lmax	Quantity	Usage Factor[1]	Distance to Receptor (ft)	Ground Effect	Shielding (dBA)	Calculated (dBA) Lmax	Calculated (dBA) Leq	Energy
1	Grader	86	1	40	134	0.5	0	75.3	71.3	13543253.5
2	Dozer	85	1	40	134	0.5	0	74.3	70.3	10757788.6
3	Tractor/Backhoe	80	1	40	134	0.5	0	69.3	65.3	3401911.46
							Lmax*	**78**	**Leq**	**74**
							Lw	**109**	**Lw**	**106**

Source: MD Acoustics, Nov 2020.

1- Percentage of time that a piece of equipment is operating at full power.

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

Feet	Meters	Ground Effect	No Shielding Leq dBA	1 dBA Shielding Leq dBA	2 dBA Shielding Leq dBA	3 dBA Shielding Leq dBA	4 dBA Shielding Leq dBA	5 dBA Shielding Leq dBA	6 dBA Shielding Leq dBA	7 dBA Shielding Leq dBA	8 dBA Shielding Leq dBA	9 dBA Shielding Leq dBA	10 dBA Shielding Leq dBA	11 dBA Shielding LeqdBA	12 dBA Shielding Leq dBA	13 dBA Shielding Leq dBA	14 dBA Shielding Leq dBA	15 dBA Shielding Leq dBA
50	**15.2**	**0.5**	**74**	**73**	**72**	**71**	**70**	**69**	**68**	**67**	**66**	**65**	**64**	**63**	**62**	**61**	**60**	**59**
60	18.3	0.5	72	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57
70	21.3	0.5	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
80	24.4	0.5	69	68	67	66	65	64	63	62	61	60	59	58	57	56	55	54
90	27.4	0.5	68	67	66	65	64	63	62	61	60	59	58	57	56	55	54	53
100	30.5	0.5	67	66	65	64	63	62	61	60	59	58	57	56	55	54	53	52
110	33.5	0.5	66	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51
120	36.6	0.5	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50
130	39.6	0.5	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49
140	42.7	0.5	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48
150	45.7	0.5	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47
160	48.8	0.5	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47
170	51.8	0.5	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46
180	54.9	0.5	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46
190	57.9	0.5	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45
200	61.0	0.5	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44
210	64.0	0.5	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44
220	67.1	0.5	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43
230	70.1	0.5	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43
240	73.1	0.5	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
250	76.2	0.5	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
260	79.2	0.5	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
270	82.3	0.5	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41
280	85.3	0.5	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41
290	88.4	0.5	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
300	91.4	0.5	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
310	94.5	0.5	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
320	97.5	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
330	100.6	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
340	103.6	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
350	106.7	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38
360	109.7	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38
370	112.8	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38

Building Construction L_{Max} **at 137 feet dBA**

		Noise Level Calculation Prior to Implementation of Noise Attenuation Requirements								
								Calculated (dBA)		
No.	**Equipment Description**	**Reference (dBA) 50 ft Lmax**	**Quantity**	**Usage Factor[1]**	**Distance to Receptor (ft)**	**Ground Effect**	**Shielding (dBA)**	**Lmax**	**Leq**	**Energy**
1	Cranes	82	2	40	134	0.5	0	74.3	70.3	10783332.6
2	Forklift/Tractor	80	2	40	134	0.5	0	72.3	68.3	6803822.92
3	Generator	80	1	40	134	0.5	0	69.3	65.3	3401911.46
4	Tractor/Backhoe	80	2	40	134	0.5	0	72.3	68.3	6803822.92
							Lmax*	**76**	**Leq**	**74**
							Lw	**108**	**Lw**	**106**

Source: MD Acoustics, Nov 2020.

1- Percentage of time that a piece of equipment is operating at full power.

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

Feet	**Meters**	**Ground Effect**	**No Shielding Leq dBA**	**1 dBA Shielding Leq dBA**	**2 dBA Shielding Leq dBA**	**3 dBA Shielding Leq dBA**	**4 dBA Shielding Leq dBA**	**5 dBA Shielding Leq dBA**	**6 dBA Shielding Leq dBA**	**7 dBA Shielding Leq dBA**	**8 dBA Shielding Leq dBA**	**9 dBA Shielding Leq dBA**	**10 dBA Shielding Leq dBA**	**11 dBA Shielding LeqdBA**	**12 dBA Shielding Leq dBA**	**13 dBA Shielding Leq dBA**	**14 dBA Shielding Leq dBA**	**15 dBA Shielding Leq dBA**
50	**15.2**	**0.5**	**74**	**73**	**72**	**71**	**70**	**69**	**68**	**67**	**66**	**65**	**64**	**63**	**62**	**61**	**60**	**59**
60	18.3	0.5	72	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57
70	21.3	0.5	71	70	69	68	67	66	65	64	63	62	61	60	59	58	57	56
80	24.4	0.5	69	68	67	66	65	64	63	62	61	60	59	58	57	56	55	54
90	27.4	0.5	68	67	66	65	64	63	62	61	60	59	58	57	56	55	54	53
100	30.5	0.5	67	66	65	64	63	62	61	60	59	58	57	56	55	54	53	52
110	33.5	0.5	66	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51
120	36.6	0.5	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50
130	39.6	0.5	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49
140	42.7	0.5	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48
150	45.7	0.5	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48
160	48.8	0.5	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47
170	51.8	0.5	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46
180	54.9	0.5	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46
190	57.9	0.5	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45
200	61.0	0.5	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44
210	64.0	0.5	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44
220	67.1	0.5	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43
230	70.1	0.5	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43
240	73.1	0.5	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
250	76.2	0.5	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
260	79.2	0.5	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
270	82.3	0.5	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41
280	85.3	0.5	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41
290	88.4	0.5	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
300	91.4	0.5	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
310	94.5	0.5	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
320	97.5	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
330	100.6	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
340	103.6	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
350	106.7	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38
360	109.7	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38
370	112.8	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38

Paving **L_{Max} at 137 feet dBA**

Noise Level Calculation Prior to Implementation of Noise Attenuation Requirements

No.	Equipment Description	Reference (dBA) 50 ft Lmax	Quantity	Usage Factor[1]	Distance to Receptor (ft)	Ground Effect	Shielding (dBA)	Calculated (dBA) Lmax	Calculated (dBA) Leq	Energy
1	Pavers	86	1	40	134	0.5	0	75.3	71.3	13543253.5
2	Rollers	80	1	40	134	0.5	0	69.3	65.3	3401911.46
3	Paving Equipment	80	1	40	134	0.5	0	69.3	65.3	3401911.46
4	Tractor/Backhoe	80	1	40	134	0.5	0	72.3	68.3	6803822.92
							Lmax*	**76**	**Leq**	**74**
							Lw	**108**	**Lw**	**106**

Source: MD Acoustics, Nov 2020.

1- Percentage of time that a piece of equipment is operating at full power.

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

Feet	Meters	Ground Effect	No Shielding Leq dBA	1 dBA Shielding Leq dBA	2 dBA Shielding Leq dBA	3 dBA Shielding Leq dBA	4 dBA Shielding Leq dBA	5 dBA Shielding Leq dBA	6 dBA Shielding Leq dBA	7 dBA Shielding Leq dBA	8 dBA Shielding Leq dBA	9 dBA Shielding Leq dBA	10 dBA Shielding Leq dBA	11 dBA Shielding LeqdBA	12 dBA Shielding Leq dBA	13 dBA Shielding Leq dBA	14 dBA Shielding Leq dBA	15 dBA Shielding Leq dBA
50	**15.2**	**0.5**	**74**	**73**	**72**	**71**	**70**	**69**	**68**	**67**	**66**	**65**	**64**	**63**	**62**	**61**	**60**	**59**
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100	30.5	0.5	67	66	65	64	63	62	61	60	59	58	57	56	55	54	53	52
110	33.5	0.5	66	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51
120	36.6	0.5	65	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50
130	39.6	0.5	64	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49
140	42.7	0.5	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48
150	45.7	0.5	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47
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170	51.8	0.5	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46
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230	70.1	0.5	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43
240	73.1	0.5	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
250	76.2	0.5	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42
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270	82.3	0.5	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41
280	85.3	0.5	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41
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330	100.6	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
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350	106.7	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38
360	109.7	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38
370	112.8	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38

VIBRATION LEVEL IMPACT

Project:	Lake Elsinore Gas and Store	Date: 1/12/21
Source:	Large Bulldozer	
Scenario:	Unmitigated	
Location:	Project Site	
Address:		

PPV = PPVref(25/D)^n (in/sec)

DATA INPUT

Equipment = Type	2	Large Bulldozer	INPUT SECTION IN BLUE
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	96.00	Distance from Equipment to Receiver (ft)	
n =	1.10	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

DATA OUT RESULTS

PPV =	**0.020**	IN/SEC	OUTPUT IN RED

Paleontological Resources Assessment Report for the 28771 Highway 74 Project, APNs 347-130-028 and 347-130-029, Lake Elsinore, Riverside County, California

April 2021

Conditional Use Permit No. 200043

Lake Elsinore, California USGS 7.5' Quad, Township 5 South, Range 4 West, Section 29

Prepared for:

County of Riverside, Planning Department
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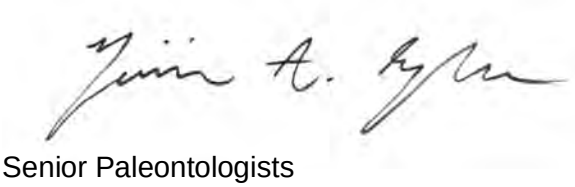

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and
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MANAGEMENT SUMMARY

This report provides the results of a paleontological resources assessment completed by Red Tail Environmental (Red Tail) for the proposed 28771 Highway 74 Project (Project) in Lake Elsinore, Riverside County, California. The purpose of this report is to summarize identified paleontological resources occurring within the vicinity of the Project location, identify any Project activity that may negatively impact paleontological resources, and provide recommendations to mitigate impacts to less than significant levels.

The proposed Project includes developing two parcels to construct a gas station with a convenience market, a fueling canopy with six multi-product dispensers, and two underground storage tanks. Specific details on planned earthwork activity for this project are currently undefined, however over-excavation and recompaction earthwork over the entire Project area is anticipated.

Published geologic maps for the Project indicates the Project area is underlain by Mesozoic quartz-rich deposits, or phyllite (Morton, 2003; Morton and Miller, 2006; Morton and Weber, 2002)

Following paleontological guidelines are outlined in City of Lake Elsinore General Plan and supported by the occurrence of known fossils near the Project area and in other parts of western Riverside County, the geologic units underlying the Project have been assigned a low paleontological sensitivity. No recorded fossil collection localities are known from within a 1-mile radius of the Project site.

When existing information indicates that the proposed Project site is located completely within a zone with low paleontological sensitivity, no direct mitigation is required unless a fossil is encountered during site development. Therefore, in the case that a fossil is encountered during Project development, the Riverside County Geologist must be notified and a paleontologist must be retained by the Project proponent. The paleontologist will document the extent and potential significance of the paleontological resources discovered at the Project site and will establish appropriate mitigation measures for further site development.

1. INTRODUCTION

PURPOSE OF STUDY

This report provides the results of a paleontological resources assessment completed by Red Tail Environmental (Red Tail) for the proposed 28771 Highway 74 Project (Project) in Lake Elsinore, Riverside County, California, on the northwest side of State Route 74 between Rosetta Canyon Drive and Ardenwood Way (Figures 1 and 2). The Project area straddles Assessor Parcel Numbers (APN) 347-130-028 on the east and 347-130-029 on the west. The proposed Project includes developing two parcels to construct a gas station with a convenience market, a fueling canopy with six multi-product dispensers, and two underground storage tanks. Specific details on planned earthwork activity for this project are not currently defined, however over-excavation and recompaction earthwork over the entire Project area is anticipated.

A paleontological resources assessment was conducted in order to evaluated whether the proposed Project has the potential to negatively impact paleontological resources. This assessment report summarizes existing data of paleontological resource at the Project site, discusses the significance of these resources, evaluates possible Project-related impacts to paleontological resources, and provides recommendations to mitigate any impacts to these resources. This report was prepared by Jennifer DiCenzo and Spencer Bietz.

DEFINITION OF PALEONTOLOGICAL RESOURCES

Paleontological resources, or fossils, are the buried remains and traces of once-living organisms preserved in the geological formations within which they were originally buried. These include bones, teeth, shells, wood, leaf impressions, footprints, burrows and microscopic remains. Fossils are typically older than 10,000 years but remains of early Holocene age can also be considered to represent fossils because they represent a record of life in the past. Additionally, the localities of the fossil collections and the geological formations containing those localities are also considered paleontological resources.

Fossils are considered non-renewable resources because typically the organisms they represent no longer exist, and once destroyed can never be replaced. Fossils are important scientifically and educationally because they are evidence of prehistoric life on Earth. Paleontologists use fossils remains to better understand aspects of paleoenvironments and paleoclimates, to study patterns and processes of evolution and extinction, and to determine relationships between extinct and extant organisms. Fossil resources vary widely in their relative abundance and distribution and not all are regarded as significant. Preserved vertebrate fossils remains or track ways are classed as significant by most state and federal agencies and professional groups (and are specifically protected under the California Public Resources Code). In some cases, fossils of plants or invertebrate animals are also considered significant and can provide important information about ancient local environments.

A significant paleontological resource is considered to be of scientific interest if it is a rare or previously unknown species, it is of high quality and well preserved, it preserves a previously unknown anatomical or other characteristic, provides new information about the history of life on earth, or has an identified educational or recreational value. Paleontological resources that may be considered not to have scientific significance include those that lack provenience or context, lack physical integrity due to decay or natural erosion, or that are overly redundant or are otherwise not useful for research. The full significance of fossil specimens or fossil assemblages

cannot be accurately predicted before they are collected, and in many cases, before they are prepared in the laboratory and compared with previously collected fossils. Pre-construction assessment of significance associated with an area or formation must be made based on previous finds, characteristics of the sediments, and other methods that can be used to determine depositional conditions.

REGULATORY FRAMEWORK

Paleontological resources are considered scientifically and educationally significant nonrenewable resources protected under federal, state, and local laws, regulations, and ordinances including: The Antiquities Act of 1906; National Environmental Policy Act of 1969; Federal Land Policy Management Act of 1976; Paleontological Resources Preservation Act of 2009; California Environmental Quality Act; and Public Resources Code. The Project site is located within the County of Riverside (County), and the paleontological guidelines from the General Plan are summarized below.

2. METHODS

PALEONTOLOGICAL RECORDS SEARCH AND LITERATURE REVIEW

A fossil locality records search was performed at the Western Science Center (WSC), Department of Paleontology. The records search included examination of the WSC paleontological database to identify if any previously recorded fossil localities were recorded within or near the Project area. The locality records search was also conducted in order to identify if other fossil localities were present within similar geologic contexts and to identify the locations of sensitive geologic formations that are conducive to fossil preservations. Additional review of relevant published geologic maps (Morton, 2003; Morton and Miller, 2006; Morton and Weber, 2002) was conducted in order to understand where fossil may be found by directly correlating paleontological resource potential with the geologic rock units underlying the Project site.

PALEONTOLOGICAL RESOURCE ASSESSMENT CRITERIA

The County uses specific criteria consistent with guidelines published by the Society of Vertebrate Paleontology (SVP, 2010) to assess the paleontological potential of geologic units to contain fossils. The geologic units underlying the County have been assigned paleontological sensitivity ratings based on the following scale: High Potential (High A and High B subgroups), Low Potential, and Undetermined Potential. The following is a summary of the criteria for determining paleontological sensitivity.

High Sensitivity

Geologic units are assigned a high sensitivity rating when they are known to contain paleontological localities with rare, well-preserved fossil material, have critical fossil material available for stratigraphic or paleoenvironmental interpretation, and fossils with important data about the paleobiology and phylogeny of plant and animal groups, or if the rock unit is considered to have the potential to produce these kinds of remains.

Additionally, the County further divides rock units assigned a high paleontological sensitivity ratings into two subgroups: High Paleontological Potential A and High Paleontological Potential B. Rock units are assigned to group A if they are present immediately at the surface, and are assigned to group B if the rock unit is found at a depth of four or more feet below the existing surface.

Low Sensitivity

Geologic units are assigned a low sensitivity based on their relatively “young” age or high-energy depositional history. Rock units are considered to have a low sensitivity when they are unlikely to produce significant fossil remains, if they produce a low abundance of fossil remains, are igneous in origin and therefore have no potential for containing fossil remains, or if they are artificial fill materials.

Undetermined Sensitivity

Geologic Units assigned an undetermined sensitivity rating are those which display geologic features and preservational conditions conducive to producing fossils but little information may be known about the geology or paleontological resources because little data from the formation exists.

PALEONTOLOGICAL IMPACT ANALYSIS

Impacts to paleontological resources occur when construction activity such as grading, trenching and drilling physically destroy fossil remains. Ground-disturbing activities which destroy or modify units that have the potential to produce fossils have the potential to significantly impact fossil resources. Paleontological mitigation during construction is usually recommended to reduce these impacts to a less than significant level.

The purpose of this report is to determine if any of the proposed Project-related ground-disturbing activities may impact potentially fossiliferous geologic units, and to examine where and at what depth this may occur. The paleontological impact analysis involved examining available Project documents and other geological and paleontological data gathered during the records search and literature review.

3. EXISTING GEOLOGICAL SETTING

The Project site is located in the Elsinore Trough within the Perris Block of the Peninsular Ranges Geomorphic Province (English, 1926; Norris and Webb, 1990). At the surface, this structural block is a relatively low relief, weathered basin characterized by hills and small mountains, bordered by the Santa Ana Mountains to the west and south, the San Jacinto Mountains to the east, and the San Gabriel and San Bernardino Mountains to the north. The Elsinore Trough is a fault-controlled, complex geologic structure formed by extensional faulting along the Elsinore Fault Zone, the mechanism responsible for the uplift of those surrounding mountain ranges and the sinking of the Perris Block. Subsequently, the uplifted ranges are actively eroding sediment into nearby lower-lying basins and depositing sediment as alluvial fans and stream deposits.

4. RESULTS

RESULTS OF THE RECORDS SEARCH AND LITERATURE REVIEW

The results of the paleontological assessment are summarized below.

Project Paleontology

A records search of paleontological collections data was requested from the WSC. The results of the records search were negative, there were zero records of localities within the Project area or within a one-mile radius of the Project area (WSC, 2021; Appendix A). The results indicate that the Mesozoic quartz and phyllite deposits underlying the project (described below) are considered to be of low paleontological sensitivity and are not known to produce fossil material within the region. The WSC suggests that given the geologic makeup of the sediments underlying the project, it is unlikely that fossil material will be present.

A records search of paleontological collections data was completed by Red Tail using the University of California Museum of Paleontology (UCMP) database, which also returned negative results, there are zero records of localities within similar rock units in the County.

Project Geology

Published geologic maps (Morton, 2003; Morton and Miller, 2006; Morton and Weber, 2002) indicate the Project area is underlain by Mesozoic quartz-rich deposits and phyllite (depicted in Figure 3). Quartz-rich rocks of contain quartzite and quartz-rich metasandstone. The fissile black phyllite in this area commonly has sheen produced by very fine-grained white mica on the surface and locally contains small elongate prisms of fine-grained white mica, which may be pseudomorphs after chiastolite. Within the project area, the phyllite appears a rusty reddish brown on the surface (Figure 4).

A geotechnical report for the Project site was prepared by Geotechnical and Environmental Engineering Consultants, Inc. Their field study included three exploratory borings drilled to a maximum of 50 feet below the existing surface and soils encountered were logged by the field technician. Samples of undisturbed soils were retained in brass rings and tested at a laboratory. The geotechnical report describes the geology as consisting of a moist moderately dense brown-orange sandy silt “top native soil” containing sand and gravel, or alluvium, that continued to the maximum depth of 50 feet at all three boring locations.

RESULTS OF THE PALEONTOLOGICAL SENSITIVITY ANALYSIS

The rock units underlying the Project area have been assigned a low paleontological sensitivity based on the aforementioned criteria set by the County, and the occurrence of known fossils elsewhere in western Riverside County. Sensitivity assignment for rock units located within the County are graphically represented in Figure 5.

RESULTS OF THE PALEONTOLOGICAL IMPACT ANALYSIS

Details regarding exact amounts of excavation are not clearly defined at this time, however preliminary Project plans indicate several thousand cubic yards of sediment would need to be excavated or graded to complete proposed Project construction. Additionally, the geotechnical report recommends the “proposed building areas should be overexcavated to a depth of 4.0 feet below the existing soil grad, or 2.0 feet below the proposed footing bottoms, whichever is greater” and “where possible, the limits of overexcavation for building areas shall extend at least 5.0 feet beyond the proposed building limits or to the property line, whichever is less”. Given the proposed ground disturbance and the geotechnical recommendations for overexcavation to complete the Project, it is likely mass grading and excavation will directly impact the Mesozoic deposits (low paleontological sensitivity) underlying the Project Area.

RESULTS OF THE FIELD SURVEY

The project area bisects a low-rolling alluvial terrace that is aligned northeast-southwest and is bordered by a small seasonal drainage to the north and by Central Avenue to the south and east. The parcel immediately west of the Project area has been previously graded but now appears to lie fallow, displaying evidence of on-going opportunistic dumping activities. The south and eastern edges of the project area border an improved storm drain system that appears to be associated with the development along Central Avenue. The western parcel, APN 347-130-029, had been previously graded and was mostly devoid of vegetation but covered in gravel (Figure 6). The eastern parcel, APN 347-130-028, did not appear to have been previously graded or disturbed except for the southern edge which had been benched, presumably for slope retention (Figure 7). The southern border of the east parcel also contained a low-lying concrete retaining wall/curb which appeared to be modern in construction style (Figure 8). The north and northeastern portions of the Project area contained a small east/west-trending (Figure 9). Ground visibility within the north and northeastern portions of the Project Area were moderate (approximately 25 to 50 percent) to low (less than 25 percent) due to vegetation. Visibility within the central and southern portions of the east parcel and the entirety of the west parcel were moderate to good (75 percent and higher).

The pedestrian survey consisted of inspection of the Project area in transects spaced at 10-m intervals and the area was photographed. The survey transects were aligned in cardinal directions in order to survey the maximum amount of visible area. Special attention was given to outcrops, visible sediment in areas devoid of vegetation, and visibly bioturbated sediment.

5. RECOMMENDATIONS AND CONCLUSIONS

Geologists with the County apply general conditions when issuing grading permits for proposed projects. When existing information indicates that a proposed Project site is located completely within a zone with low paleontological sensitivity, no direct mitigation is required unless a fossil is encountered during site development. Therefore, in the case that a fossil is encountered during Project development, the Riverside County Geologist must be notified and a paleontologist must be retained by the Project proponent. The paleontologist will document the extent and potential significance of the paleontological resources discovered at the Project site and will establish appropriate mitigation measures for further site development. The following is an outline of mitigation measures related to paleontological resources encountered during Project construction

MITIGATION MEASURES

In the case that a paleontological resource is discovered during Project construction, the following conditions must be met:

a. All site earthmoving shall be ceased in the area of where the fossil remains are encountered, but earthmoving activities may be diverted to other areas of the site;
b. The owner of the property shall be immediately notified of the fossil discover and in turn shall immediately notify the County geologist of the discovery;
c. The applicant shall retain a qualified paleontologist approved by the County;
d. The paleontologist shall determine the significance of the encountered fossil remains;
e. Paleontological monitoring of ground-disturbing activities will continue thereafter on an as-needed basis by the paleontologist during all such activity that may expose sensitive strata. Ground-disturbing activities in areas of the Project site where previously undisturbed strata will be buried, but not otherwise disturbed, does not need to be monitored. The supervising paleontologist will have the authority to reduce monitoring if it is determined that the probability of encountering any additional fossils has dropped below an acceptable level;
f. If fossil remains are encountered by ground-disturbing activities when the paleontologist is not on site, these activities will be diverted around the fossil site and the paleontologist shall be called to the site immediately to recover the remains;
g. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated, catalogued, and the corresponding geologic and geographic site data will be archived at the appropriate museum or repository. The remains will then be accessioned into the museum or repository fossil collection where they will be permanently stored, maintained, and made available for future study by qualified scientific investigators. The County must be consulted on the repository or museum to receive the fossil material prior to being curated.

6. REFERENCES

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Figures

RED TAIL ENVIRONMENTAL

Figure 1. Project Vicinity Map

Figure 2. Proposed Project Area.

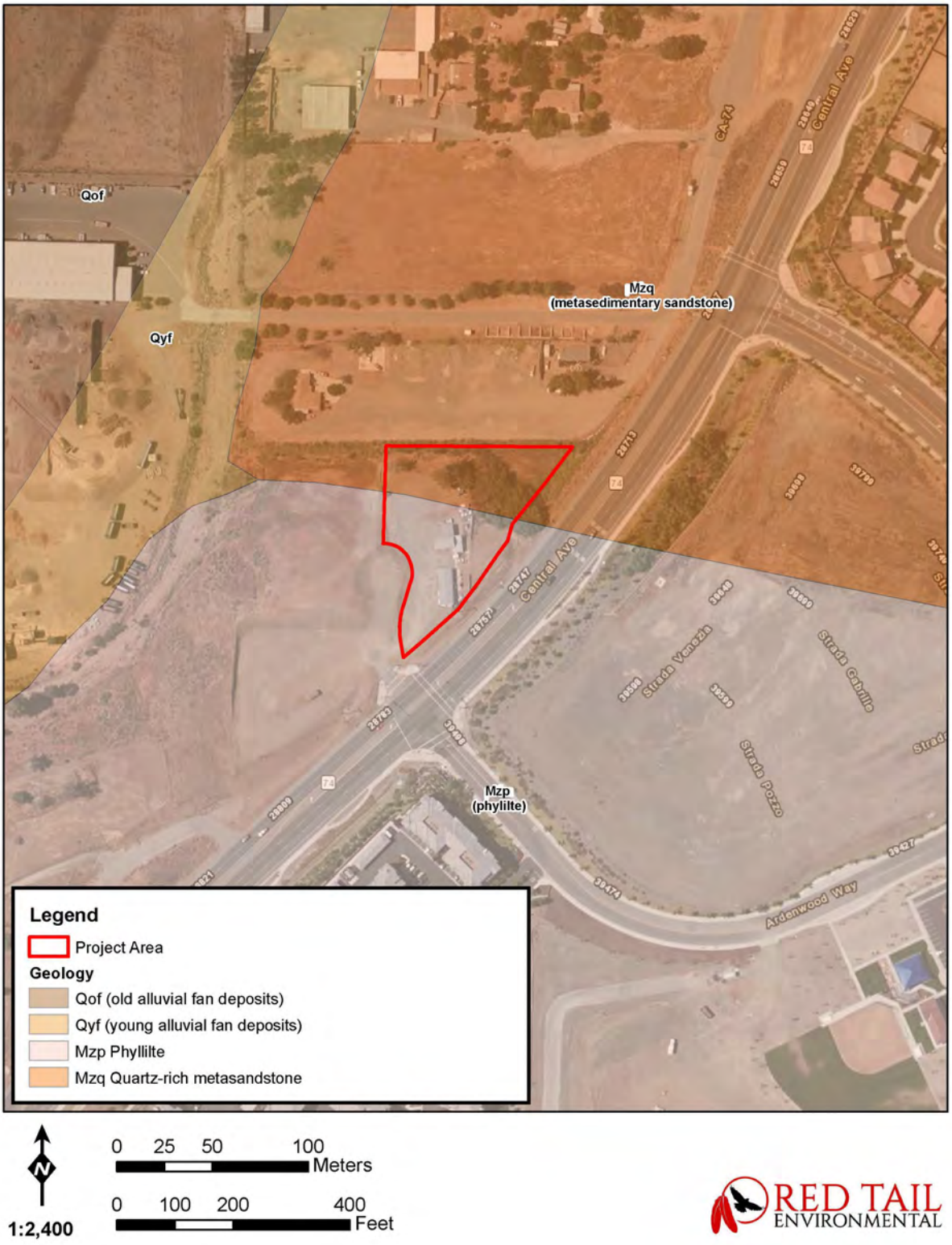


Figure 3. Site Geology

Figure 4. Surface Geology, plan view.

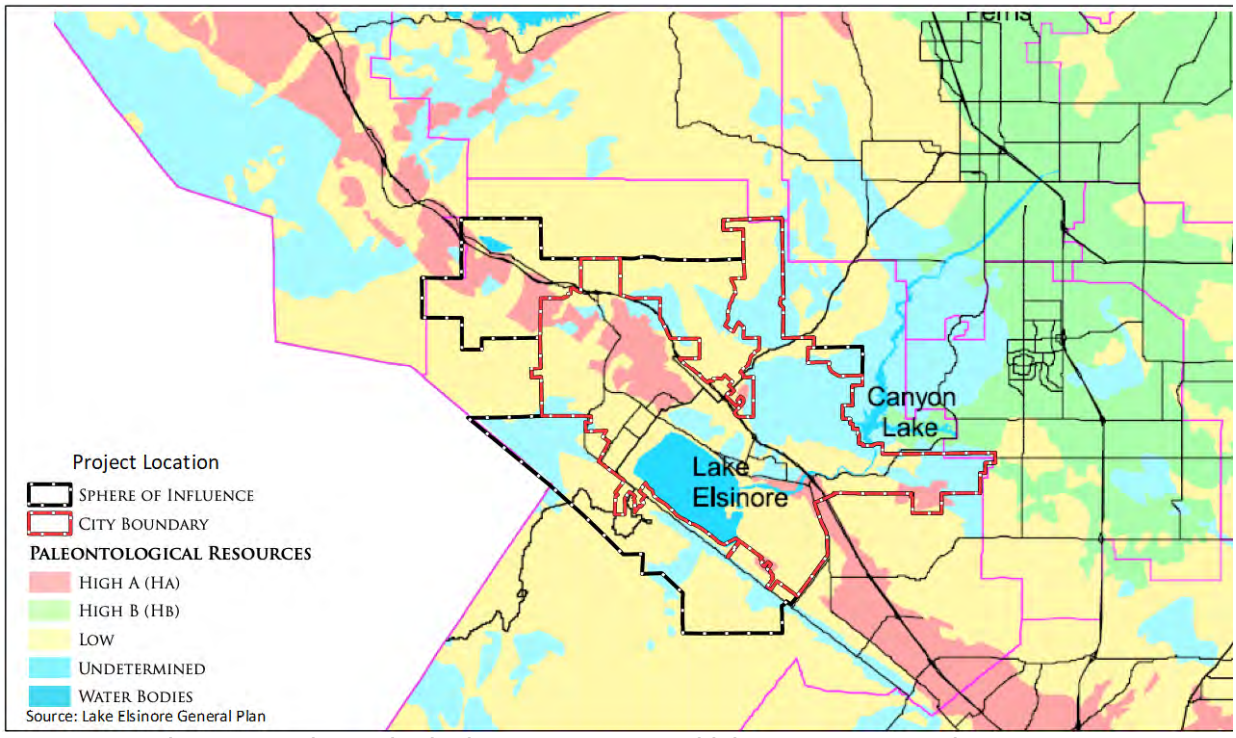


Figure 5. Paleontological Resources Sensitivity Map Near Project Area

Figure 6. Overview of west parcel APN 347-130-029, facing north.

Figure 7. Overview of east parcel APN 347-130-028, facing west.

Figure 8. Overview of modern disturbance at southeast border of Project area, facing northeast.

Figure 9. Overview of drainage at northeast corner of Project Area, facing west.

APPENDIX A

WSC PALEONTOLOGICAL RECORDS SEARCH RESULTS

WESTERN SCIENCE CENTER

Chambers Group
Spencer Bietz
328 State Place
San Diego, CA 92029

February 8, 2021

Dear Mr. Bietz,

This letter presents the results of a record search conducted for the 28771 Highway 74/76 Gas Station Project in the city of Lake Elsinore, Riverside County, California. The project site is located east of Highway 74 between Ardenwood Way and Rosetta Canyon Drive in Township 5 South, Range 4 West in Section 29 on the Lake Elsinore CA USGS 7.5 minute quadrangle.

The geologic units underlying this project are mapped as Mesozoic quartz rich deposits or phyllite (Morton and Webber, 1998). A map showing geologic mapping for the area has been included for your reference. Mesozoic quartz and phyllite deposits are considered to be of low paleontological sensitivity and are not know to produce fossil material within the region. The Western Science Center does not have localities within the project area or within a one mile radius.

Given the geologic makeup of sediments underlying the project area, it is unlikely that fossil material will be present. If you have any questions or would like further information, please feel free to contact me at dradford@westerncentermuseum.org

Sincerely,

Darla Radford
Collections Manager

2345 Searl Parkway ‖ Hemet, CA 92543 ‖ phone 951.791.0033 ‖ fax 951.791.0032 ‖ WesternScienceCenter.org

Central Avenue Gas Station Vehicle Miles Traveled (VMT) Analysis

Prepared for:
Western States Engineering
4887 E. La Palma, Suite 707
Anaheim, CA 92807

Prepared by:

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

23905 Clinton Keith 114-280
Wildomar, CA 92595

March 2021

1.0 PROJECT INTRODUCTION

The purpose of this report is to evaluate the project's VMT analysis requirements and compliance with Senate Bill 743 (SB 743) and The California Environmental Quality Act (CEQA).

1.1 PROJECT DESCRIPTION

The project is located on a vacant lot in the northeast of the intersection of Central Avenue (CA-74) and Ardenwood Way in the County of Riverside. The project is designated as a greenfield development as the existing land is currently vacant/undeveloped. The proposed project is a gas station with a 3,516 square feet convenience store.

Figure 1-1 shows the Project site plan.

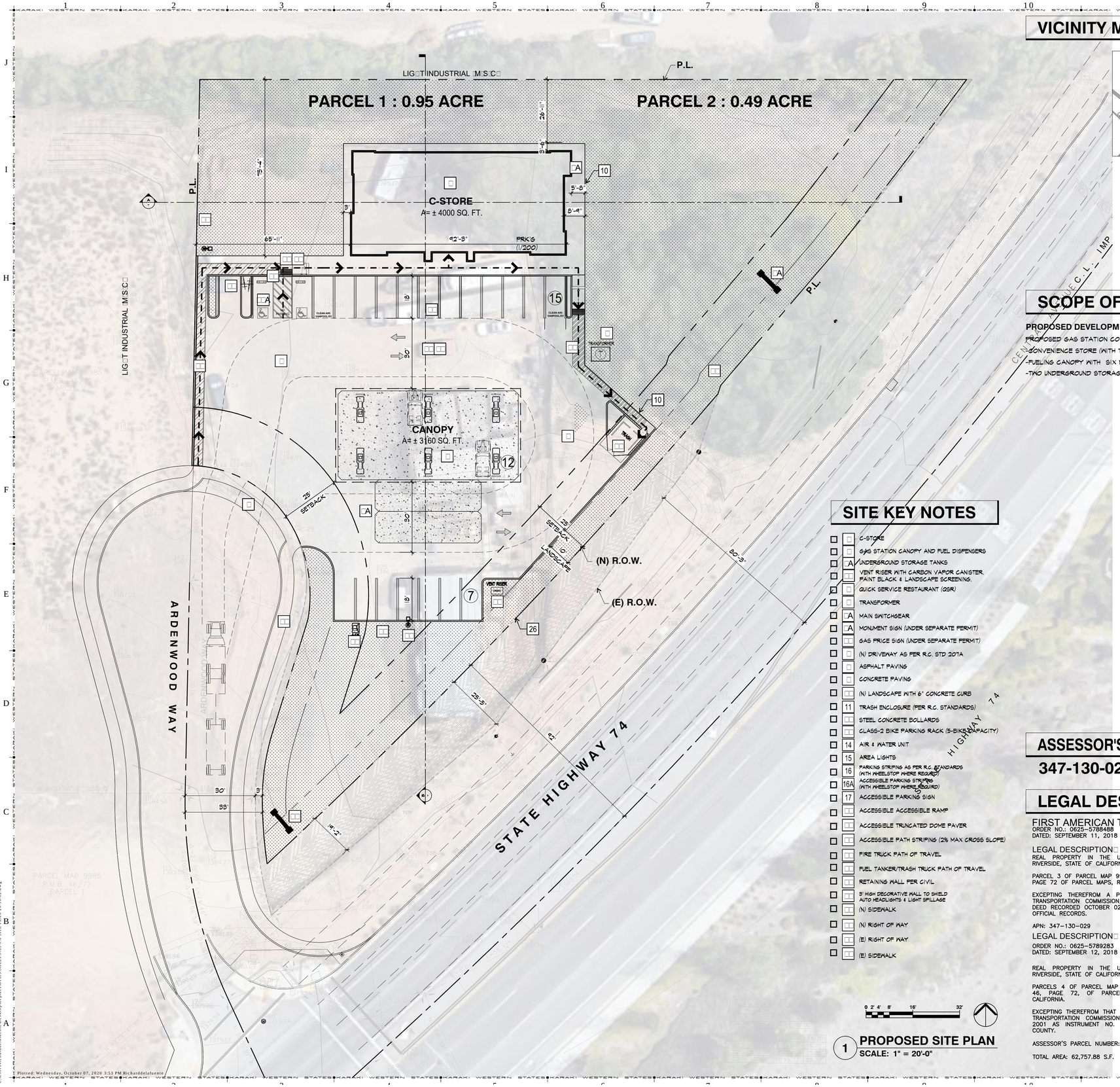
1.2 SENATE BILL 743

On September 27, 2013, SB 743 was signed into State law and started a process intended to fundamentally change transportation impact analysis as part of the CEQA compliance. The California Natural Resource Agency updated the CEQA transportation analysis guidelines in 2018. In this update automobile delay and LOS metrics are no longer to be used in determining transportation impacts. Instead VMT metrics will serve as the basis in determining impacts. Furthermore, the guidelines stated that after July 1, 2020, transportation analysis under CEQA must use VMT to determine impacts for land use projects.

1.3 GUIDANCE DOCUMENTS

The project is located within the jurisdiction of the County of Riverside. The County has adopted guidance on evaluating VMT for transportation impacts under CEQA. For this project the County of Riverside's, "Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled", December 2020[1], hereafter referred to as Guidelines.

[1] https://rctlma.org/Portals/7/2020-12-15%20-%20Transportation%20Analysis%20Guidelines.pdf



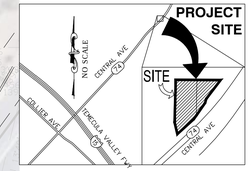
SITE KEY NOTES

- C-STORE
- GAS STATION CANOPY AND FUEL DISPENSERS
- A UNDERGROUND STORAGE TANKS
- VENT RISER WITH CARBON VAPOR CANISTER. PAINT BLACK & LANDSCAPE SCREENING.
- QUICK SERVICE RESTAURANT (QSR)
- TRANSFORMER
- A MAIN SWITCHGEAR
- A MONUMENT SIGN (UNDER SEPARATE PERMIT)
- GAS PRICE SIGN (UNDER SEPARATE PERMIT)
- (N) DRIVEWAY AS PER R.C. STD 207A
- ASPHALT PAVING
- CONCRETE PAVING
- (N) LANDSCAPE WITH 6" CONCRETE CURB
- 11 TRASH ENCLOSURE (PER R.C. STANDARDS)
- STEEL CONCRETE BOLLARDS
- CLASS-2 BIKE PARKING RACK (5-BIKE CAPACITY)
- 14 AIR & WATER UNIT
- 15 AREA LIGHTS
- 16 PARKING STRIPING AS PER R.C. STANDARDS (WITH WHEELSTOP WHERE REQUIRED)
- 16A ACCESSIBLE PARKING STRIPING (WITH WHEELSTOP WHERE REQUIRED)
- 17 ACCESSIBLE PARKING SIGN
- ACCESSIBLE ACCESSIBLE RAMP
- ACCESSIBLE TRUNCATED DOME PAVER
- ACCESSIBLE PATH STRIPING (2% MAX CROSS SLOPE)
- FIRE TRUCK PATH OF TRAVEL
- FUEL TANKER/TRASH TRUCK PATH OF TRAVEL
- RETAINING WALL PER CIVIL
- 5' HIGH DECORATIVE WALL TO SHIELD AUTO HEADLIGHTS & LIGHT SPILLAGE
- (N) SIDEWALK
- (N) RIGHT OF WAY
- (E) RIGHT OF WAY
- (E) SIDEWALK

0 2' 4' 8' 16' 32'

1 PROPOSED SITE PLAN
SCALE: 1" = 20'-0"

VICINITY MAP



LEGEND

- NO. OF PARKING SPACES
- ACCESSIBLE PARKING
- PROPERTY LINE
- PROPOSED PARCEL SUBDIVISION
- ADA PATH OF TRAVEL
- CONCRETE PAVING AREA
- DECORATIVE PAVING AREA
- LANDSCAPED AREA
- DIRECTIONAL ARROW
- R.O.W. DEDICATION
- AREA LIGHTS
- WALL MOUNTED DECORATIVE AREA LIGHTS
- (E) FIRE HYDRANT
- (E) SEWER MANHOLE
- (E) SEWER CLEANOUT
- (E) POWER POLE
- M (E) WATER METER
- (E) WATER POINT
- (E) SIGN

SCOPE OF WORK

PROPOSED DEVELOPMENT

PROPOSED GAS STATION COMPRISING OF:
- CONVENIENCE STORE (WITH TYPE 20-ABC)
- FUELING CANOPY WITH SIX MULTI-PRODUCT DISPENSERS
- TWO UNDERGROUND STORAGE TANKS

PROJECT DATA

ZONING	LIGHT INDUSTRIAL
LAND USE	MANUFACTURING-SERVICE COMMERCIAL
AREA OF SITE (GROSS ACREAGE)	
TOTAL AREA : ± 62,726 S.F. (1.44 acre)	
AREA OF PROJECT (NET ACREAGE)	
TOTAL AREA : ± 62,726 S.F. (1.44 acre)	

BLDG SETBACKS	REQUIRED	PROVIDED
FRONT (SOUTH)	25'-0"	25'-0"
REAR (NORTH)	0'-0"	0'-0"
LEFT (WEST)	25'-0"	25'-0"
RIGHT (EAST)	0'-0"	0'-0"
LANDSCAPE AREA	10%	29,002 S.F. (51%)
FLOOR AREA RATIO	-	± 0.11
MAXIMUM HEIGHT	40'-0"	28'-0"
PARKING	39	51

BUILDING DATA

C-STORE

AREAS	± 4,000 SF
OCCUPANCY	M
TYPE OF CONST	V-B
NUMBER OF STORY	1
BLDG HEIGHT	± 28'-0"
SPRINKLERS	NONE

CANOPY

AREA	± 3,160 SF
OCCUPANCY	M
TYPE OF CONST	II-B
NUMBER OF STORY	1
BLDG HEIGHT	20'-0"
SPRINKLERS	NONE

TOTAL BUILDINGS AREA (GFA) ± 9,160 SF
± 0.15 ACRE (NET ACREAGE)

ASSESSOR'S PARCEL NUMBER

347-130-028 & 347-130-029

LEGAL DESCRIPTION

FIRST AMERICAN TITLE COMPAN□
ORDER NO.: 0625-5788488
DATED: SEPTEMBER 11, 2018

LEGAL DESCRIPTION□
REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 3 OF PARCEL MAP 9985, AS SHOWN BY MAP ON FILE IN BOOK 46, PAGE 72 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM A PORTION THAT GRANTS TO RIVERSIDE COUNTY TRANSPORTATION COMMISSION, A POLITICAL SUBDIVISION AS DESCRIBED IN DEED RECORDED OCTOBER 02, 2001 AS INSTRUMENT NO. 2001-478038 OF OFFICIAL RECORDS.

APN: 347-130-029

LEGAL DESCRIPTION□
ORDER NO.: 0625-5789283
DATED: SEPTEMBER 12, 2018

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 4 OF PARCEL MAP 9985, AS SHOWN BY MAP ON FILE IN BOOK 46, PAGE 72, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION, BY GRANT DEED RECORDED OCTOBER 09, 2001 AS INSTRUMENT NO. 01-489377, OF OFFICIAL RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 347-130-028

TOTAL AREA: 62,757.88 S.F. (1.441 ACRES)

PARKING COMPUTATION

PARKING STANDARDS

TYPE	SIZE
REGULAR	9'-0" X 18'-0"
COMPACT	8'-6" X 16'-0" (UP TO 20% OF TOTAL)
HANDICAP	17'-0" X 18'-0" (VAN ACCESSIBLE)

PARKING REQUIREMENTS

USE	FORMULA	REQUIRED	PROVIDED
C-STORE	(1/200 S.F.)	20	22
CANOPY		-	12
TOTAL PARKING		20	34

HANDICAP PARKING REQUIREMENTS

FORMULA	REQUIRED	PROVIDED
26-50 PARKING SPACES	(2)	(2)

CLEAN AIR/ELECTRIC VEHICLE PARKING

FORMULA		
SECTION 17.18.045 R.C. MUN CODE	(2)	(2)
(WITH 25-49 PARKING = 2 EV CHARGING SPACES		

KARAKI WSe
WESTERN STATES ENGINEERING
A DESIGN-BUILD COMPANY
4887 E. LA PALMA STE. 707
ANAHEIM, CA 92807
TEL: (714)695-9300 FAX: (714)693-1002
www.westernsec.com

■ CONSULTANT/ SEALS

REGISTERED PROFESSIONAL ENGINEER — HAMID B. MOHAFEZ — No. C051050 Exp. 9/30/17 — CIVIL — STATE OF CALIFORNIA

■ SUBMITTAL

NO.	DESCRIPTION	DATE
1		
2		
3		
4		

■ REVISIONS

NO.	DESCRIPTION	DATE
△		
△		
△		
△		
△		

■ OWNER NAME & ADDRESS
DA□ER OIL INC□
□□□□□ESPERAN□A RD□
□OR□A LINDA CA □□□□□

■ PROJECT NAME & ADDRESS
GAS STATION □
CON□ENIENCE STORE
□□□□□ CENTRAL A□E□□□ □□ □□
LA□E ELSINORE□CA □□□□□

■ NOTE TO CONTRACTOR
CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL UTILITIES ON-SITE AND OFF-SITE PRIOR TO START OF CONSTRUCTION.

■ CONFIDENTIALITY STATEMENT

THESE DRAWINGS, WITH ITS ACCOMPANYING CONTRACT DOCUMENTS, ACTING HERE FOR AS INSTRUMENTS OF SERVICE, ARE THE EXCLUSIVE PROPERTIES OF THIS DESIGNER WHETHER THE PROJECT FOR WICH THEY WERE PREPARED IS EXECUTED AND CONSTRUCTED OR NOT, THESE DOCUMENTS ARE NOT TO BE REPRODUCED, DISTRIBUTED, DISCLOSED, OR BE FURNISHED, IN PART OR IN WHOLE, FOR ANY INDIVIDUAL, CORPORATE ENTITY AND/ OR AGENCY, WITHOUT EXPRESSED, LEGAL AUTHORIZATION FROM ITS OWNER/ AUTHOR. THEY ARE NOT TO BE USED BY THE OWNER NOR ANY OTHER ENTITY ON ANY PROJECT OR FOR ANY EXTENSIONS OR ADDITIONS OR ALTERATIONS TO THE ORIGINAL PROJECT EXPECT BY WRITTEN AUTHORIZATION AND PERMISSION FROM AND AGREEMENT WITH THE DESIGNER.THE LEGAL/ ILLEGAL USE OF THESE DOCUMENTS IS BOUNDED BY EXISTING PROPRIETARY RIGHTS ACT AND LAW OF THE STATE.

■ DESIGNED BY: □S
■ DRAWN BY: □S
■ CHECKED BY: J□
■ PLOT DATE: □□□□□□□
■ SCALE: AS S□O□N
■ SHEET TITLE

PROPOSED SITE PLAN

■ SHEET NUMBER

AS-1.0

■ JOB No E□□□□□
■ PAR / CUP No PAR□□□□□□

C:\Users\richarddelafuente\Desktop\Replacement\SHEETS\AS-1.0 SITE PLAN 20-10-02.dwg
Plotted: Wednesday, October 07, 2020 3:53 PM Richarddelafuente

2.0 ANALYSIS METHODOLGY

The Guidelines adopted by Riverside County require a 5-step process[2] for VMT analysis:

1. Project Screening: Identifies if the project needs additional VMT analysis based on if the project meets screening criteria set by Riverside County. Projects that meet any criteria would have a presumption of less than significance.
2. Identify VMT Measure: If the project does not meet any screening criteria, the project will need to identify the appropriate VMT metric as identified in the Guidelines based on land use type.
3. Identify VMT Threshold: Based on the required VMT Measure the project will need to identify the appropriate VMT Measure threshold as required in the Guidelines.
4. Assessment of Impact: Project will need to evaluate its project specific VMT Measure against the appropriate VMT Threshold to determine if the project would have an CEQA transportation VMT impact.
5. Mitigation Measures: If the project would have a VMT impact under CEQA the project would need to mitigate the impact to the extent feasible and disclose whether the project would fully mitigate its impact or require additional analysis.

2.1 SCREENING CRITERIA

2.1.1 County of Riverside Transportation Analysis Guidelines Screening Criteria

The Guidelines recognize that certain projects based on type, location, size and other contexts could lead to a *presumption of less than significance* (i.e. the project's VMT would not cause a transportation impact) and would not need additional VMT analysis. The Guidelines provide the following screening criteria[3]:

1. S*mall Projects*: This applies to projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emissions Screening Tables, result in a 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) per year screening level threshold."
2. *Projects Near High Quality Transit*: High quality transit provides a viable option for many to replace automobile trips with transit trips resulting in an overall reduction in VMT.
3. *Local Retail*: The introduction of new Local-serving retail has been determined to reduce VMT by shortening trips that will occur.
4. *Affordable Housing: Lower-income residents make fewer trips on average, resulting in lower VMT overall*.
5. *Local Essential Service*: As with Local-Serving Retail, the introduction of new Local Essential services shortens non-discretionary trips by putting those goods and services closer to residents.
6. *Map*-Based Screening: This method eliminates the need for complex analyses by allowing existing VMT data to serve as a basis for the screening smaller developments. Note that screening is limited to residential and office projects.
7. *Redevelopment Projects*: Projects with lower VMT than existing on-site uses, can under limited circumstances, be presumed to have a non-significant impact. In the event this

[2] Guidelines, Figure 2 VMT Analysis Flow Chart
[3] Guidelines, Figure 3 Screening Criteria for Development Projects

screening does not apply, projects should be analyzed as though there is no existing uses on site (project analysis cannot take credit for existing VMT).

2.2 VMT ANALYSIS

Projects that do not meet any of the screening criteria identified would need to perform a VMT analysis per the Guidelines. The project would need evaluate the appropriate VMT metrics and compare them to thresholds to determine significance as defined by the Guidelines[4].

2.2.1 VMT Measures

The Guidelines assign the appropriate VMT Measure for land use projects based on land use type. Residential and Office uses are required to use the relevant VMT efficiency metric, VMT per Capita or Work VMT per Employee respectively. Retail and similar uses are required to use a total VMT metric to measure the net change in VMT a project would create due to the "customer component" of the project.

2.3 VMT THRESHOLDS

Once a project identifies the appropriate VMT measures for the proposed land uses it would need to be compared to thresholds for those metrics to determine significance under CEQA. The County has chosen to base its thresholds on the county and county-wide averages.

The thresholds[5] as defined by the Guidelines provides are as follows:

- Residential Projects: exceeding 15.2 VMT/Capita, based on the county-wide average.
- Office and Other Employment Projects: exceeding 14.2 Work VMT/Employee, based on the county-wide average.
- Retail and Other Customer Projects: An increase in total region wide (county) VMT.

3.0 PROJECT ANALYSIS

The project is primarily a retail project consisting of a gas station and complementary convenience.

3.1 RETAIL USE ASSESSMENT

3.1.1 Screening Criteria Assessment

The project proposes a gas station with 3,516 square feet convenience store.

Screening Criteria Small Projects

Based on the Guidelines, Retail buildings with area less than or equal to 60,000 square feet would be presumed to cause a less-than-significant impact, the project would potentially have a gas station with a total of 3,516 square feet of retail/convenience store. **The project's retail component does qualify for the small project screening**.

[4] Guidelines, Figure 4 Threshold Basisskjf

[5] Guidelines, Figure 6 VMT Threshold of Significance

Screening Criteria Local-Serving Retail

The proposed retail would not only serve the other uses on the site but the local community as well. The guidelines state that to be considered local-retail, no single store on-site exceeds 50,000 square feet. As stated previously, the entire project site provides approximately 3,516 square feet of convenience store that is considered local retail. **The project's retail component could qualify for the Local-Serving Retail screening**.

3.1.2 VMT Analysis

As shown in **Table 1**, the project's retail component would qualify for screening for being a small project. **For this reason, the project's retail component would be presumed to be less than significant for VMT impacts**.

3.2 VMT IMPACT ASSESSMENT AND CONCLUSION

The proposed project is presumed to be less than significant for VMT impacts due to all the proposed uses meeting at least one of the County's screening criteria outlined in Section 2.1. The project's VMT impact assessment for the proposed uses is summarized in Table 1:

Table 1: Summary of VMT Impacts

Land Use Type	Proposed Uses	Impact	Commentary
Retail	Gas Station with 3,516 Convenience Store	Presumed to be less than significant	Meets County's Screening Criteria for Small Projects and possibly Local-Serving Retail.

Central Avenue Gas Station
Traffic Impact Analysis

Prepared for:
Western States Engineering
4887 E. La Palma, Suite 707
Anaheim, CA 92807

Prepared by:

INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

23905 Clinton Keith 114-280
Wildomar, CA 92595

October 2021

EXECUTIVE SUMMARY

Purpose of the Report

The purpose of this traffic impact analysis (TIA) report is to identify and document potential traffic deficiencies related to the proposed Central Avenue Gas Station in the County of Riverside. This technical report will also recommend transportation improvements to address potential project deficiencies to local and regional transportation facilities.

Project Overview

The project is proposed to be developed on a vacant site located at the west side of State Highway 74 (SH-74)/Central Avenue and Ardenwood Way intersection. Access to the project site will be provided via a newly constructed driveway and cul-de-sac on the western leg of the SH-74/Central Avenue and Ardenwood Way signalized intersection.

The land use proposed as part of the project is a gas station with 6 fuel dispensers (12 vehicle fueling positions) and 3,516 square feet of convenience store.

The project trip generation was calculated using the ITE Trip Generation Manual (10th Edition). It is estimated that the project will generate 1,217 total daily trips, 128 AM peak hour trips and 122 PM peak hour trips. Project trip distribution and assignment were developed, in coordination with County of Riverside staff and City of Lake Elsinore, based on the land use characteristics of the proposed project and surrounding area, existing travel patterns within the study area, anticipated travel patterns to and from the project site, and approved projects located in the vicinity of the project site. Project scenarios and study area were then established in coordination with County and City staff to determine the potential project deficiencies on the transportation network. Refer to **Appendix A** for approved scoping agreement.

Project Scenarios:

- Existing Conditions (2020)
- Existing Plus Project (EP) Conditions
- Existing Plus Ambient Plus Project (EAP) Conditions
- Existing Plus Ambient Plus Cumulative Plus Project (EACP) Conditions

Study Area Intersections:

1. SH-74/Central Avenue and Conard Avenue
2. SH-74/Central Avenue and Allan Street
3. SH-74/Central Avenue and Ardenwood Way (Project Access)
4. SH-74/Central Avenue and Rosetta Canyon Drive

Analysis Results and Recommendations

<u>Existing Conditions (2020) Scenario</u>

All study area intersections operate at acceptable level of service (LOS) under Existing Conditions 2020 and Existing Plus Project Conditions. Therefore, no improvements are required by this project.

Existing Plus Ambient Plus Project Scenario

All study area intersections operate at acceptable LOS under Existing Plus Ambient Plus Project Conditions except for the intersection of SH-74/Central Avenue and Allan Street. The project will construct a raised median in the north-south direction along SH-74/Central Avenue to restrict access to right in/right out only at the intersection of SH-74/Central Avenue and Allan Street. This improvement will mitigate the deficiency at this location.

Existing Plus Ambient Plus Cumulative Plus Project Scenario

All study area intersections operate at acceptable LOS under Existing Plus Ambient Plus Cumulative Plus Project Conditions except at the intersection of SH-74/Central Avenue and Allan Street. The project will be conditioned to construct a raised median along SH-74/Central Avenue to restrict access to right in/right out vehicular movements at the intersection of SH-74/Central Avenue and Allan Street. With the construction of Central Avenue Commercial project driveway, the intersection of SH-74/Central Avenue and Allan Street is expected to operate at an acceptable level of service throughout the day except during the AM peak hour, where the operation of the driveway is expected to operate at LOS E.

Additionally, the project will be conditioned to widen SH-74/Central Avenue to its ultimate classification, per the City of Lake Elsinore General Plan, along the property frontage to an 8-lane augmented urban arterial including the implementation of a signal modification at the intersection of SH-74/Central Avenue and Ardenwood Way. Improvement plans including ultimate roadway alignment, striping and signage will be submitted to the City of Lake Elsinore for staff review and approval. All proposed improvements shall be constructed per City Standards satisfactory to the City Engineer.

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1.0 PROJECT INTRODUCTION

This traffic impact analysis (TIA) report has been prepared for Central Avenue Gas Station project. The project is proposed to be developed on a vacant site located at the west side of State Highway 74 (SH-74)/Central Avenue and Ardenwood Way intersection.

PROJECT DESCRIPTION

The land use proposed as part of the project is a gas station with six (6) fueling dispensers (12 vehicle fueling positions) and 3,516 square feet of convenience store.

Figure 1-1 shows the project site plan.

STUDY AREA

The study area for this project was developed consistent with the Riverside County TIA Preparation Guide, including all intersections of "Collector" or higher classification streets with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips. IEG prepared a project traffic study scoping agreement defining the study area, which was reviewed and approved by Riverside County and City of Lake Elsinore staff prior to the preparation of this technical report. Refer to **Appendix A** for approved scoping agreement.

Figure 1-2 presents the study area that includes the following key intersection locations:

1. SH-74/Central Avenue and Conard Avenue
2. SH-74/Central Avenue and Allan Street
3. SH-74/Central Avenue and Ardenwood Way (Project Access)
4. SH-74/Central Avenue and Rosetta Canyon Drive

Turning movement counts were conducted for one weekday during the morning and evening peak hours on October 22,2020. Due to the COVID-19 pandemic, traffic patterns are currently disrupted and not typical. Therefore, IEG, in coordination with City of Lake Elsinore staff used the Central Plaza Traffic Impact Study (February 2017) and the Dexter/Central Chick-fil-A Traffic Impact Analysis (July 2018) to calculate an adjustment factor based on the AM and PM peak hour relationship between different intersection count dates. The adjustment factor was applied to the October 22, 2020 turning movement counts to develop Existing Conditions 2020 baseline volumes. The turning movement counts, adjustment factor calculation, and adjusted volumes are provided in **Appendix B.** These baseline volumes will be utilized in Synchro 10 software to determine LOS at all study intersections. The Existing Plus Ambient without Project Conditions traffic volumes will be developed by adding a 2% annual growth for two years to the Existing Year 2020 adjusted baseline volumes.

PROJECT TRIP GENERATION

The trip generation is a measure or forecast of the number of trips that begin or end at the project site. These trips will result in some traffic increases on the streets where they occur. The rates used in this analysis were determined using *Trip Generation, 10th Edition*, published by the Institute of Transportation Engineers (ITE) that is widely used in Southern California. Project ITE average trip generation rates are presented in **Table 1-1**.

Table 1-1
Project Trip Generation Rate

Land Use	Units[1]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Super Convenience Market/Gas Station	VFP	934	14.04	14.04	28.08	11.48	11.48	22.96	231

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017)
[1] VFP = Vehicle Fueling Positions

Tables 1-2 summarizes the calculated trip generation based on the vehicle fueling positions associated with the proposed Project. As shown on Table 1-2, the proposed development is anticipated to generate approximately 1,217 total daily trips, 128 AM peak hour trips and 122 PM peak hour trips.

Table 1-2
Project Trip Generation

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Super Convenience Market/Gas Station	12	VFP	168	168	337	138	138	276	2,766
Pass-by Reduction (62% AM Peak Hour, 56% PM Peak Hour Only)[2]			104	104	209	*77*	*77*	*154*	*1,549*
Total			***64***	***64***	***128***	***61***	***61***	***122***	***1,217***

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017)
[1] VFP = Vehicle Fueling Positions
[2] Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017)

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

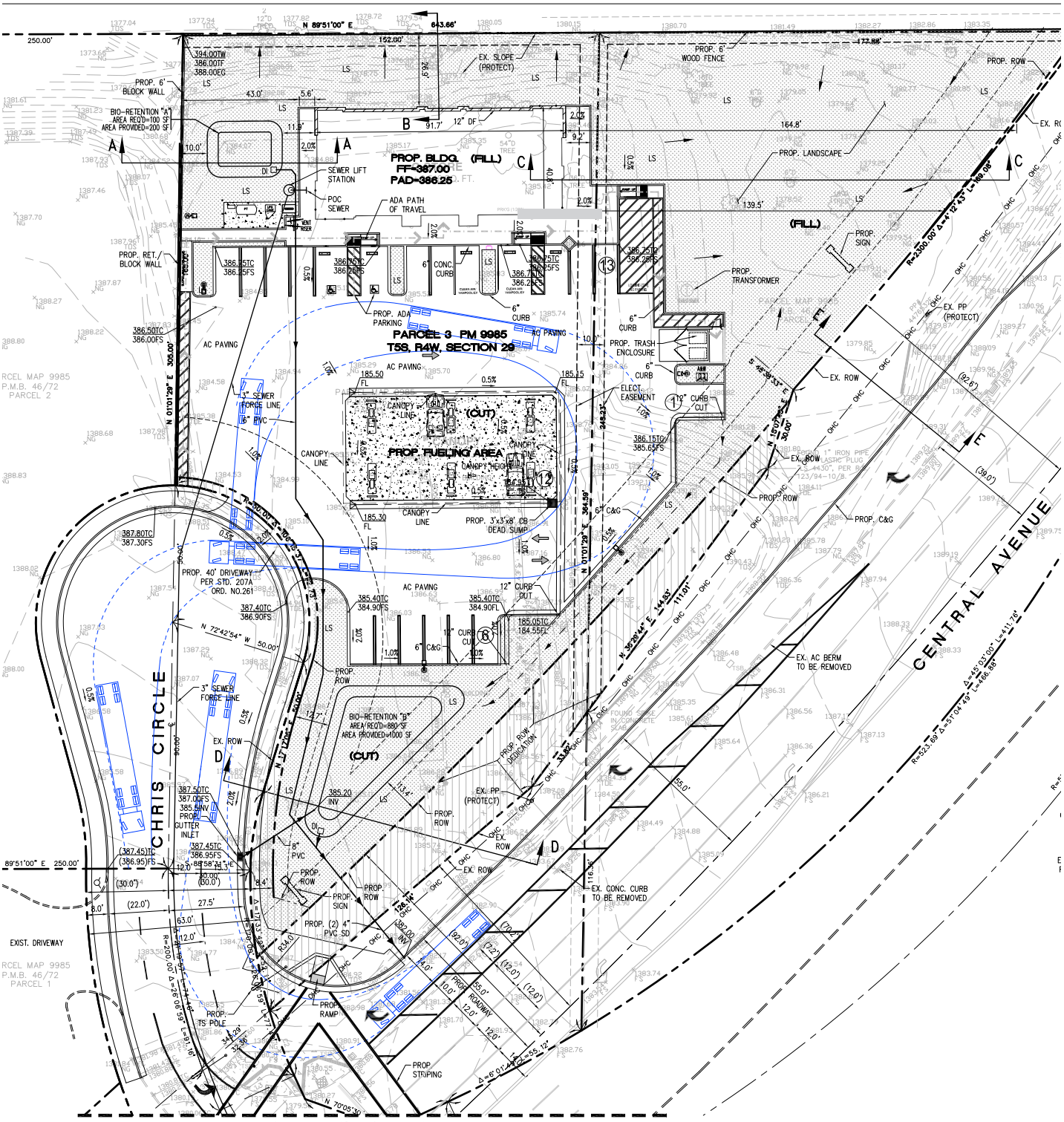
Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will affect. Once the proposed development's trips have been estimated, they are assigned to the study area network. For this development, the project trip distribution and assignment were developed, in coordination with County and City staff, based on the land use characteristics of the proposed project and surrounding area, existing travel patterns within the study area, anticipated travel patterns to and from the project site, and approved projects located in the vicinity of the project site. **Figures 1-1 through 1-3** show project site plan, study area/trip distribution and intersection turning movement volumes.

PROJECT ACCESS AND ON-SITE TRUCK CIRCULATION

Access to the project site will be provided via a newly constructed driveway and cul-de-sac on the northwestern leg of the SH-74/Central Avenue and Ardenwood Way signalized intersection. the on-site/internal truck circulation is adequate per the provided truck turning template shown on **Figure 1-1.**

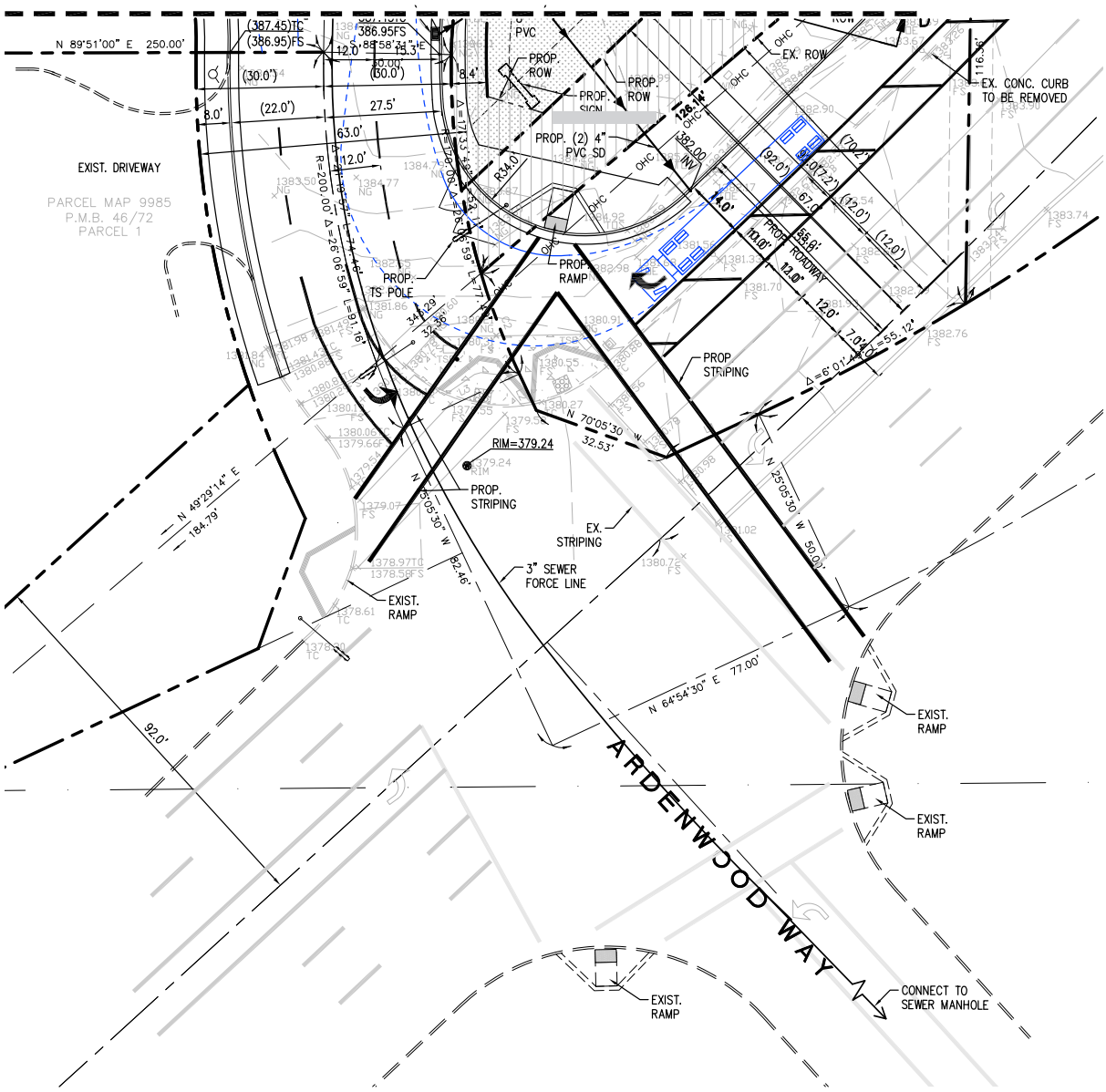
PARKING

The proposed development will be required to provide on-site parking spaces consistent with County of Riverside parking requirements.



INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Central Avenue Gas Station
Project Site Plan
Figure 1-1a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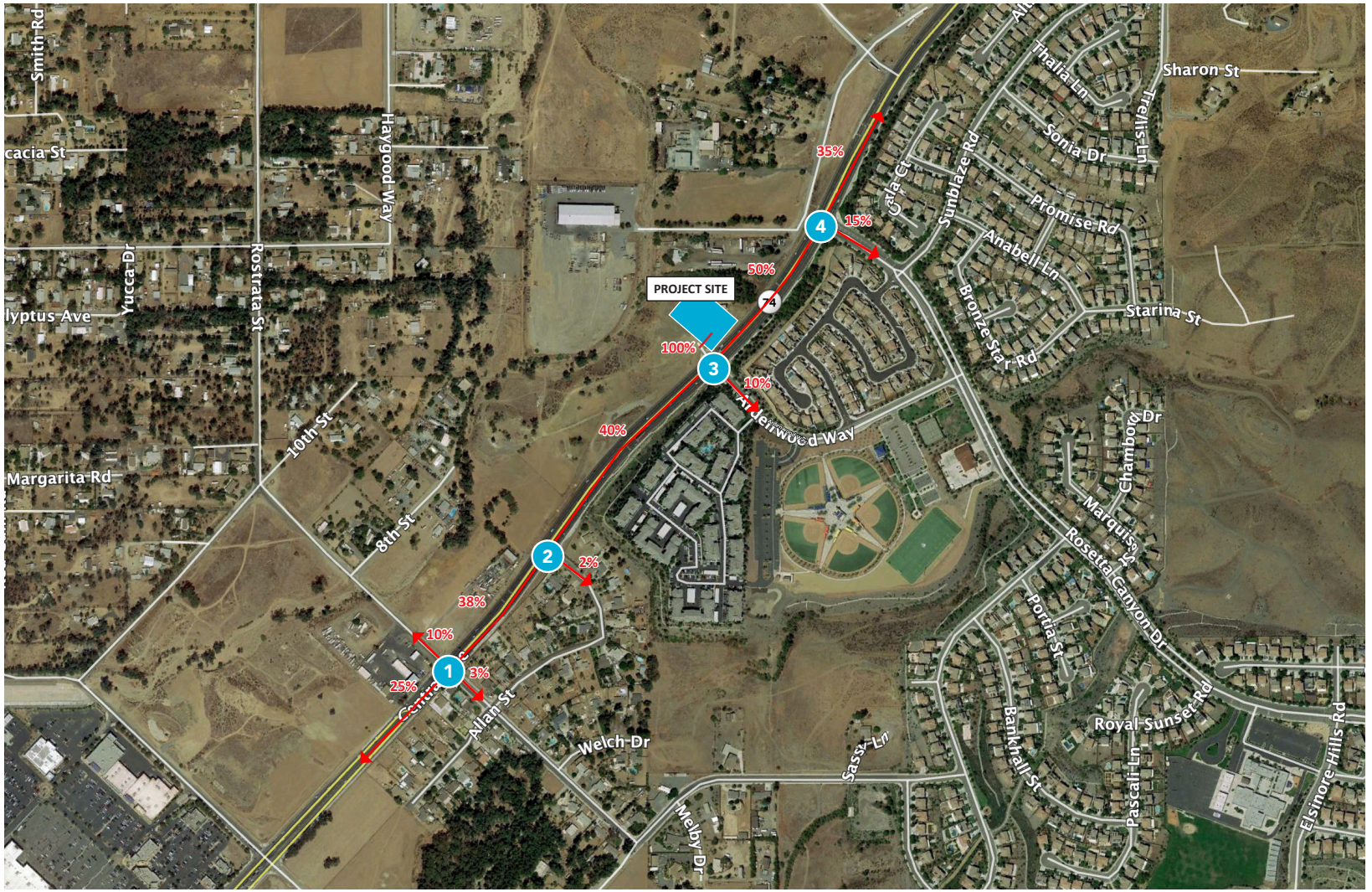
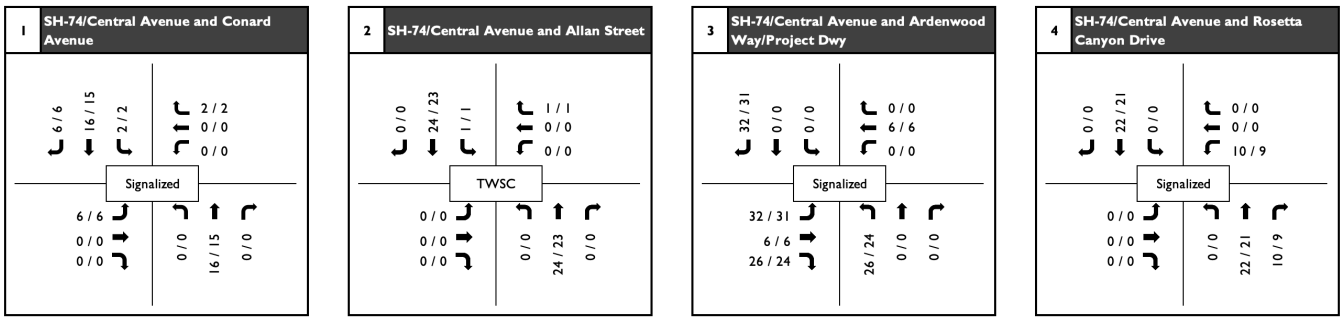
(387.45)TC
(386.95)FS
386.95FS
88°58'31" E
15.3'
12.0'
30.00'
(30.0')
(50.0')
8.4'
PVC
PROP. ROW
PROP. SIGN
PROP. ROW
EX. ROW
EX. CONC. CURB TO BE REMOVED
116.36'
8.0'
(22.0')
27.5'
63.0'
12.0'
EXIST. DRIVEWAY
PARCEL MAP 9985
P.M.B. 46/72
PARCEL 1
PROP. (2) 4" PVC SD
382.00 INV
126.16'
OHC
92.0'
67.0'
(70.2')
(12.0')
(12.0')
PROP. RAMP
PROP. TS POLE
PROP. ROADWAY
PROP STRIPING
RIM=379.24
N 70°05'30" W 32.53'
N 25°05'30" W 50.01'
PROP. STRIPING
EX. STRIPING
3" SEWER FORCE LINE
EXIST. RAMP
N 49°29'14" E 184.79'
N 64°54'30" E 77.00'
ARDENWOOD WAY
EXIST. RAMP
EXIST. RAMP
EXIST. RAMP
CONNECT TO SEWER MANHOLE



LEGEND # Intersection



LEGEND
(AM/PM) Peak Hour Volumes

2.0 METHODOLOGIES

This section documents the methodologies and assumptions used to conduct the circulation impact analysis for the proposed project. This section contains the following background information:

- Study scenarios
- Study time periods
- Analysis methodologies

Refer to **Appendix A** for approved scoping agreement.

STUDY SCENARIOS

This report presents an analysis of the intersections which were selected for the following anticipated timeframe scenarios:

- Existing Conditions (2020)
- Existing Plus Project (EP) Conditions
- Existing Plus Ambient Plus Project (EAP) Conditions
- Existing Plus Ambient Plus Cumulative Plus Project (EACP) Conditions

STUDY TIME PERIODS

The County of Riverside selected the following peak hours for analysis:

- Weekday AM (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM (peak hour between 4:00 PM and 6:00 PM)

ANALYSIS METHODOLOGIES

Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). **Table 2-1** describes generalized definitions of auto LOS A through F.

Table 2-1
Vehicular Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: Highway Capacity Manual, Transportation Research Board (2010)

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the Synchro 10 software program, which uses methodologies defined in the Highway Capacity Manual (HCM) 6th Edition to calculate LOS. Level of service (LOS) for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the "operational analysis" procedure. This technique uses 1,900 passenger cars per hour of green per lane (pcphpl) as the maximum saturation flow of a single lane at an intersection. Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection. **Table 2-2** summarizes the level of service criteria for signalized intersections.

Table 2-2
Signalized Intersection Level of Service HCM Operational Analysis Method

Average Control Delay Per Vehicle (seconds)	Level of Service (LOS) Characteristics
≤10.0	*LOS A* occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
10.1 – 20.0	*LOS B* occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
20.1 – 35.0	*LOS C* occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	*LOS D* occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
55.1 – 80.0	*LOS E* occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	*LOS F* occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual, Transportation Research Board (2010)

All-way Stop-controlled (AWSC) Intersections

The HCM analysis methodology for evaluating all-way Stop-controlled intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. Level of Service for AWSC intersections is also based on the average control delay. However, AWSC intersections have different threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

Two-way Stop-controlled (TWSC) Intersections

The HCM analysis methodology for evaluating two-way Stop-controlled (TWSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approaches. The critical gap (minimum gap that would be acceptable) is defined as the minimum time interval in the major-street traffic stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the "worst approach" are reported. Level of service is not defined for the intersection as a whole. **Table 2-3** summarizes the level of service criteria for unsignalized intersections.

Table 2-3
Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	Level of Service (LOS)
≤10.0	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
>50.0	F

Source: Highway Capacity Manual, Transportation Research Board (2010)

City of Lake Elsinore General Plan Compliance

In coordination with City staff, the traffic impact analysis will identify LOS deficiencies for compliance with City of Lake Elsinore General Plan goals. The City of Lake Elsinore has established LOS "D" as the minimum allowable level of service at intersections. Therefore, any intersection operating at LOS "E" or worse will be considered deficient for the purposes of this analysis.

3.0 EXISTING CONDITIONS (2020) SCENARIO

This section documents the circulation system conditions within the study area of the project under Existing Conditions 2020 project scenario. This section also documents operational deficiencies on the existing local and regional circulation networks. No network improvements are assumed under Existing Conditions 2020 project scenario.

ROADWAY NETWORK

Locally significant roadway located within the study area of the proposed project is discussed below.

SH-74/Central Avenue from Conard Avenue to Rosetta Canyon Drive functions as a 4-lane arterial highway between Conard Avenue and Allan Street and as a 5-lane arterial highway between Allan Street and Rosetta Canyon Drive. The posted speed limit on SH-74/Central Avenue is 55 miles per hour (mph). Per the City of Lake Elsinore General Plan Circulation Element, the buildout classification for this segment of SH-74/Central Avenue is an 8-lane augmented urban arterial – state highway, as shown in **Figure 3-1**.

Figures 3-1 and **3-2** show the City of Lake Elsinore General Plan Circulation Network and Recommended Roadway Cross Sections, respectively.

TRANSIT SYSTEM

The Riverside Transit Agency (RTA) is the main transit agency servicing the County of Riverside. Currently, RTA operates Route 9 within the vicinity of the project. Route 9 operates seven days a week and connects to the Lake Elsinore Outlet Center south of the site and Perris Station Transit Center north of the site. Weekday and weekend service frequency is 60 to 90 minutes. Bus stops for Route 9 are currently located at the intersection of SH-74/Central Avenue and Rosetta Canyon Road for northbound and southbound service, about 1150 feet from the site. Pedestrian accessibility and connectivity from the project site to these bus stops are provided with signalized crossings at the intersection of SH-74/Central Avenue and Ardenwood Way and sidewalk along the south side of SH-74/Central Avenue to the bus stops. Route information is included in **Appendix H**.

ACTIVE TRANSPORTATION SYSTEM

Active transportation facilities including pedestrian and bicycle facilities within the study area of the project are provided. Pedestrian crosswalks are generally provided at signalized intersections along SH-74/Central Avenue with sidewalks along the corridor. Class II bike lanes in both directions are provided along SH-74/Central Avenue.

TRAFFIC VOLUMES

The Existing Year 2020 peak hour intersection turning movement volumes were counted on Thursday October 22, 2020. Due to the COVID-19 pandemic, traffic patterns are currently disrupted and not typical. Therefore, IEG, in coordination with City of Lake Elsinore staff used the Central Plaza Traffic Impact Study (February 2017) and the Dexter/Central Chick-fil-A Traffic Impact Analysis (July 2018) to calculate an adjustment factor based on the AM and PM peak hour relationship between different intersection count dates. The adjustment factor was applied to the October 22,2020 turning movement counts to develop Existing Conditions 2020 baseline volumes. The turning movement counts, adjustment factor calculation, and adjusted volumes are provided in **Appendix B.** The provided October 22,2020 turning movement counts considered SH-74/Central Avenue as a north-

south corridor. Therefore, intersection configurations for Synchro analysis were input consistent with the counts with the SH-74/Central Avenue movements as north and south at all intersections.

ANALYSIS RESULTS

Table 3-1 shows Existing Conditions intersection operation analysis results.

Figures 3-3 and 3-4 show intersection turning movement volumes under Existing Year 2020 and Existing Plus Project (EP) scenarios, respectively.

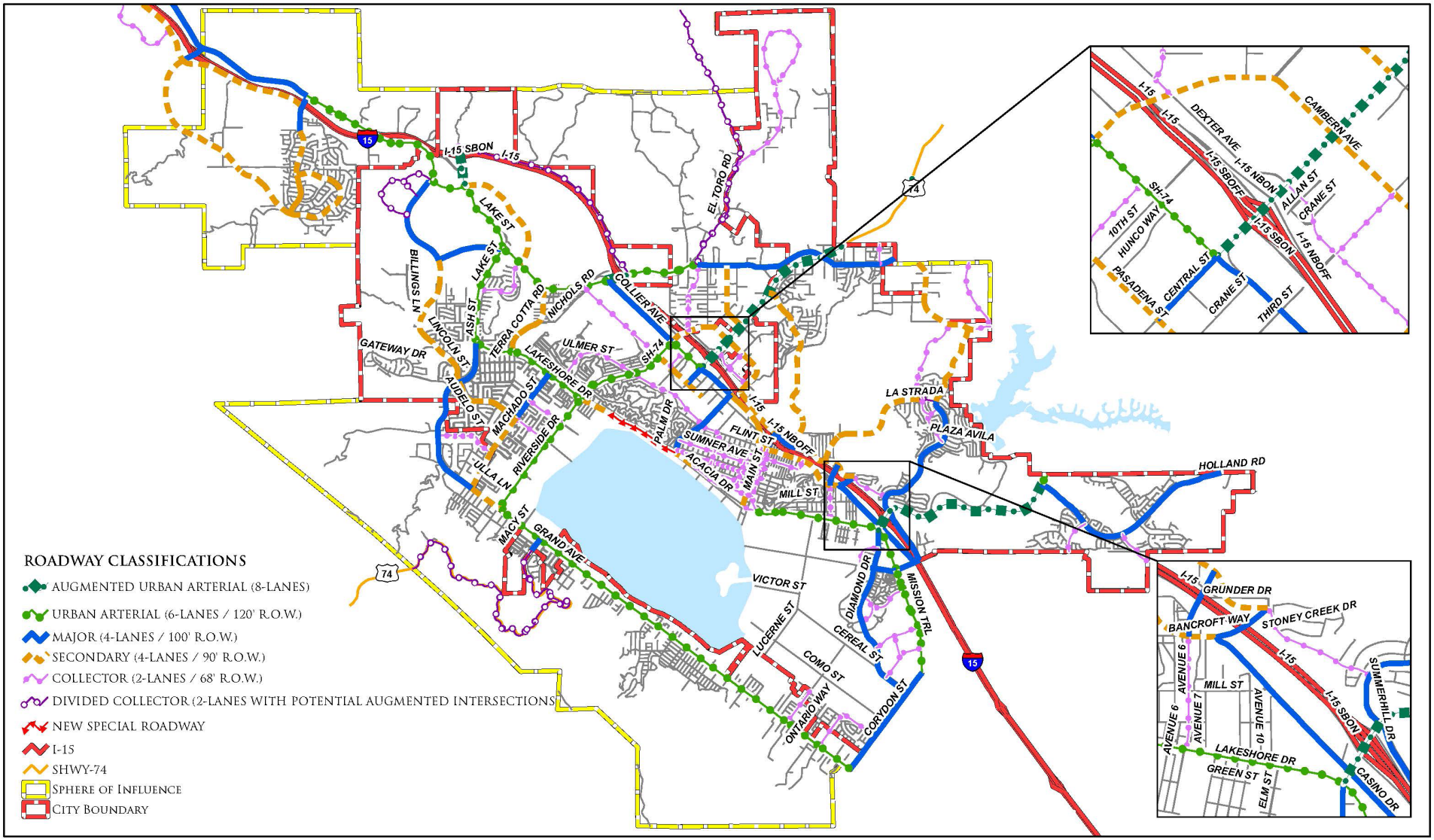
Table 3-1
Existing Condition 2020 Scenario Intersection Operation Analysis

Intersection	Intersection Control	Existing Conditions		Existing Year 2020 With Project	
		Delay (a)	LOS (b)	Delay (a)	LOS (b)
1. SH-74/Central Avenue and Conard Avenue	Signal	11.1/13.7	B/B	12.4/14.4	B/B
2. SH-74/Central Avenue and Allan Street	SSSC	32.1/22.5	D/C	32.9/22.9	D/D
3. SH-74/Central Avenue and Ardenwood Way	Signal	9.7/6.8	A/A	13.6/9.3	B/A
4. SH-74/Central Avenue and Rosetta Canyon Drive	Signal	8.7/8.0	A/A	9.1/8.2	A/A

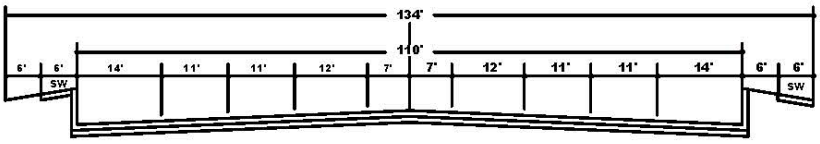
Notes:
SSSC = Side Street Stop Control
(a) Delay refers to the average control delay for the entire intersection, measured in seconds/vehicle. At unsignalized intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

Per the analysis results shown in **Table 3-1**, all analyzed intersections are operating at an acceptable LOS under Existing Year 2020 Conditions and the proposed project would not have any operational deficiency under EP Conditions.

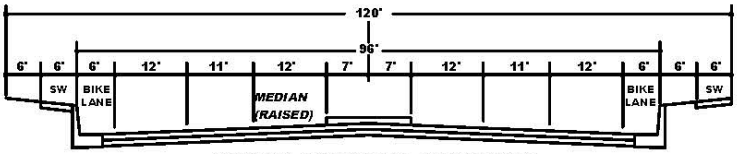
Existing Conditions and Existing Plus Project Conditions peak hour analysis worksheets are provided in **Appendices C** and **D**, respectively.


ROADWAY CLASSIFICATIONS
AUGMENTED URBAN ARTERIAL (8-LANES)
URBAN ARTERIAL (6-LANES / 120' R.O.W.)
MAJOR (4-LANES / 100' R.O.W.)
SECONDARY (4-LANES / 90' R.O.W.)
COLLECTOR (2-LANES / 68' R.O.W.)
DIVIDED COLLECTOR (2-LANES WITH POTENTIAL AUGMENTED INTERSECTIONS
NEW SPECIAL ROADWAY
I-15
SHWY-74
SPHERE OF INFLUENCE
CITY BOUNDARY
I-15 SBON
I-15
I-15 NBOFF
I-15 NBON
I-15 SBOFF
LAKE ST
BILLINGS LN
ASH ST
LINCOLN ST
GATEWAY DR
TERRA COTTA RD
NICHOLS RD
COLLIER AVE
EL TORO RD
ULMER ST
SH-74
LAUDELO ST
MACHADO ST
LAKESHORE DR
RIVERSIDE DR
ULLA LN
PALM DR
SUMNER AVE
ACACIA DR
FLINT ST
MAIN ST
MILL ST
LA STRADA
PLAZA AVILA
HOLLAND RD
MACY ST
GRAND AVE
VICTOR ST
LUCERNE ST
COMO ST
ONTARIO WAY
CEREAL ST
DIAMOND DR
MISSION TRL
CORYDON ST
DEXTER AVE
CAMBERN AVE
ALLAN ST
CRANE ST
10TH ST
HUNCO WAY
PASADENA ST
CENTRAL ST
THIRD ST
GRUNDER DR
BANCROFT WAY
STONEY CREEK DR
AVENUE 6
AVENUE 7
AVENUE 10
SUMMERHILL DR
LAKESHORE DR
GREEN ST
ELM ST
CASINO DR

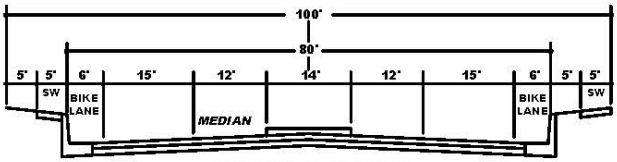
CITY OF LAKE ELSINORE PROPOSED LAND USE PLAN SCENARIO
RECOMMENDED ROADWAY CROSS-SECTIONS



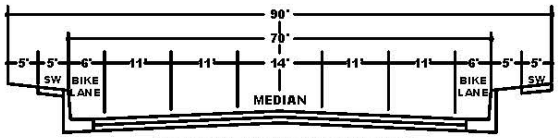
AUGMENTED URBAN ARTERIAL - STATE HIGHWAY
(8-LANE)



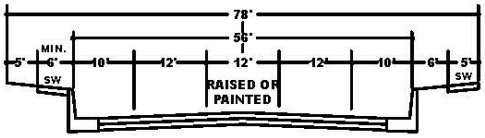
URBAN ARTERIAL HIGHWAY
(6-LANE)



MAJOR HIGHWAY
(4-LANE)

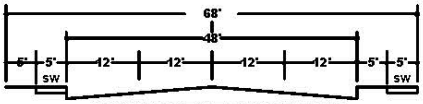


SECONDARY HIGHWAY
(4-LANE)

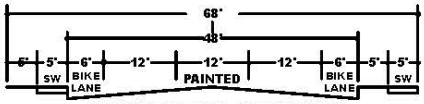


DIVIDED COLLECTOR
(2-LANE)

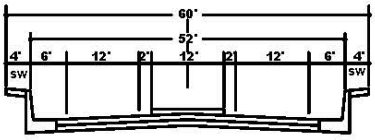
BIKES USE SHOULDER



COLLECTOR HIGHWAY
(4-LANE)



COLLECTOR HIGHWAY
(2-LANE)

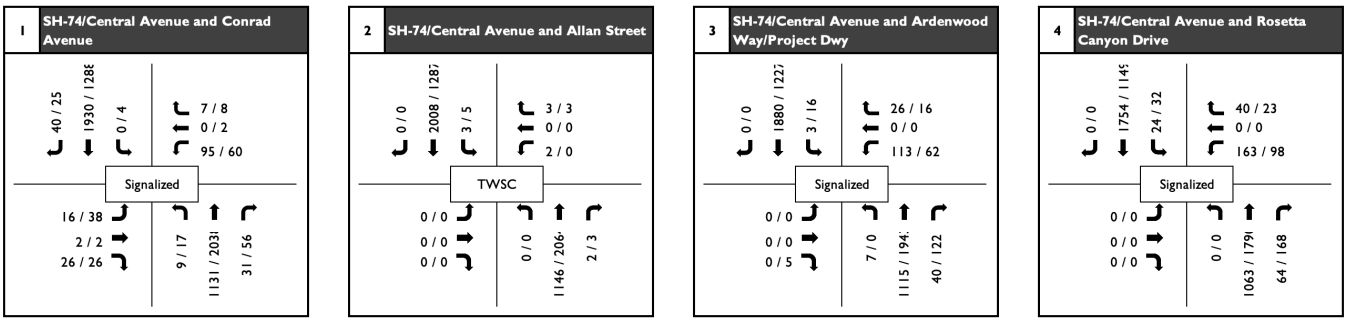


NEW SPECIAL ROADWAY
(2-LANE)

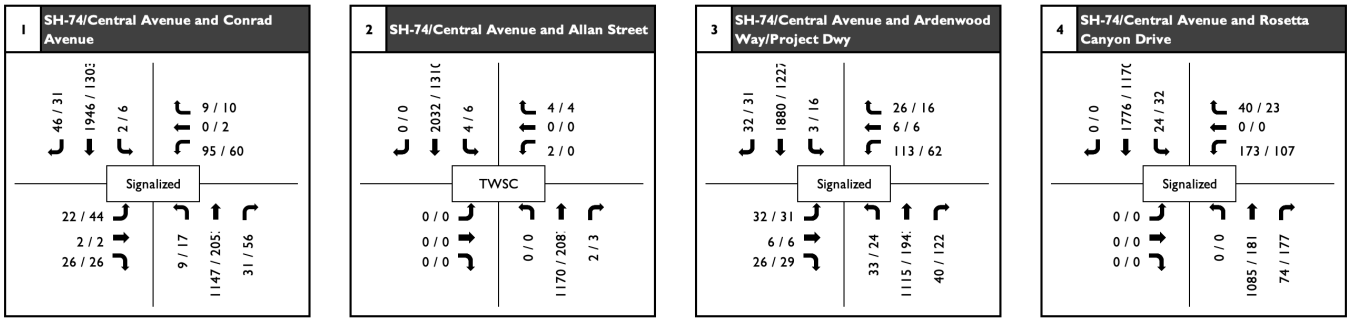
SHOULDER/BIKE LANE

(PROPOSED FOR LAKESHORE DRIVE IN THE COUNTRY CLUB HEIGHT DISTRICT)

* BIKE LANES ARE NOT MANDATORY UNLESS SHOWN ON THE BIKEWAY CIRCULATION ELEMENT PLAN
PRECISE SIDEWALK LOCATION SUBJECT TO CITY ENGINEER APPROVAL
NOTE: CHECK THE DISTRICT PLAN OF YOUR AREA FOR ANY REQUIRED SPECIAL ROADWAY CROSS-SECTION, ESPECIALLY THE LAKE EDGE AND COUNTRY CLUB HEIGHTS DISTRICT PLANS.
STRIPPING OF COLLECTOR HIGHWAY AS DIRECTED BY CITY ENGINEER.



LEGEND
(AM/PM) Peak Hour Volumes



LEGEND
(AM/PM) Peak Hour Volumes

4.0 EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS

This section documents the circulation system conditions within the study area of the project under Existing Plus Ambient Plus Project (EAP) Conditions. Since the project is expected to be built and operational in 2022, a 2% annual growth factor for two years was applied to the adjusted Existing Year 2020 baseline volumes. Project traffic volumes are then added to these volumes to develop EAP Conditions traffic volumes. This section also documents potential operational deficiencies on the existing local and regional circulation networks. No network improvements are assumed under EAP Conditions.

ANALYSIS RESULTS

Table 4-1 shows EAP Conditions intersection operation analysis results.

Figure 4-1 shows intersection turning movement volumes under EAP Conditions.

Table 4-1
EAP Conditions Intersection Operation Analysis

Intersection	Intersection Control	Existing Conditions		EAP Conditions	
		Delay (a)	LOS (b)	Delay (a)	LOS (b)
AM Peak/PM Peak					
1. SH-74/Central Avenue and Conard Avenue	Signal	11.1/13.7	B/B	14.1/16.9	B/B
2. SH-74/Central Avenue and Allan Street	SSSC	32.1/22.5	D/C	35.3/24.4	E/C
3. SH-74/Central Avenue and Ardenwood Way	Signal	9.7/6.8	A/A	15.3/9.4	B/A
4. SH-74/Central Avenue and Rosetta Canyon Drive	Signal	8.7/8.0	A/A	9.6/8.3	A/A

Notes:
SSSC = Side Street Stop Control
(a) Delay refers to the average control delay for the entire intersection, measured in seconds/vehicle. At unsignalized intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

Per the analysis results shown in **Table 4-1**, all analyzed intersections are operating at an acceptable LOS under EAP Conditions except for SH-74/Central Avenue and Allan Street.

TRAFFIC RELATED DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

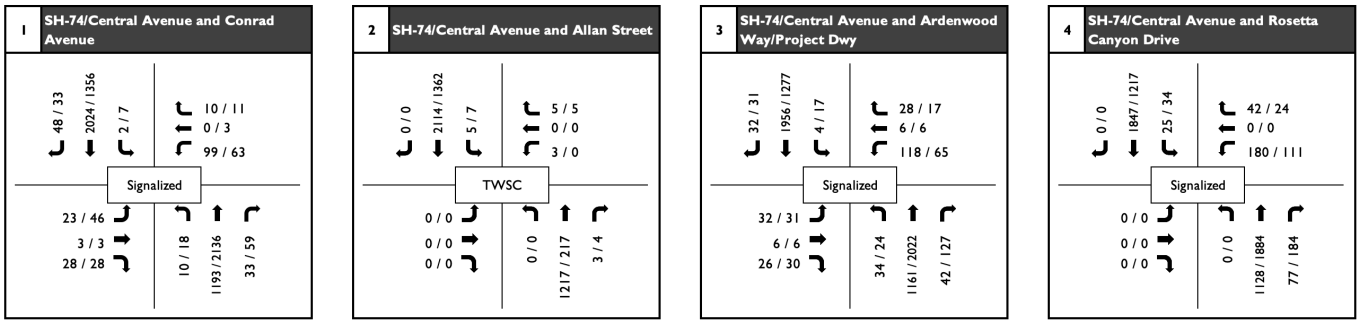
The project would have an operational deficiency under EAP conditions at the intersection of SH-74/Central Avenue and Allan Street. This project will construct a raised median in the north-south direction to restrict access to right in/right out only at the intersection of SH-74/Central Avenue and Allan Street. This improvement will mitigate the deficiency at this location, as shown in **Table 4-2** below.

Table 4-2
EAP Conditions with Improvements Intersection Operation Analysis

Intersection	Intersection Control	EAP Conditions		EAP Conditions with Improvement	
		Delay (a)	LOS (b)	Delay (a)	LOS (b)
AM Peak/PM Peak					
2. SH-74/Central Avenue and Allan Street	SSSC	35.3/24.4	**E**/C	13.9/24.4	B/C

Notes:
SSSC = Side Street Stop Control
(a) Delay refers to the average control delay for the entire intersection, measured in seconds/vehicle. At unsignalized intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

EAP Conditions and Post-Mitigation peak hour analysis worksheets are provided in **Appendix E**.



LEGEND
(AM/PM) Peak Hour Volumes

5.0 EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT CONDITIONS

This section documents the circulation system conditions within the study area of the Project under Existing Plus Ambient Plus Cumulative Plus Project (EACP) Conditions. The EACP Conditions traffic volumes were developed by adding cumulative project trips to the EAP Conditions traffic volumes. These cumulative projects are shown in **Table 5-1** below. The locations and cumulative project trip volumes assigned to the study intersections are shown in **Figure 5-1**. This section also documents potential Cumulative Project impacts to the circulation network. The following network improvement is assumed under EACP conditions:

- SH-74/Central Avenue and Allan Street/Project Driveway – The development of the Central Avenue Commercial Retail project will be conditioned to construct a raised median along its property frontage on SH-74/Central Avenue to restrict access to right in/right out vehicular movements at its new project driveway and Allan Street. Should the Central Avenue Commercial Retail project not develop at the time of the subject project occupancy, it is the obligation of the subject property to construct the median at this location, satisfactory to the City Engineer.

Table 5-1
Cumulative Projects

#	Project/Location	Land Use	Quantity	Units[1]
City of Lake Elsinore				
1	Lake Elsinore Walmart	Retail	151.397	TSF
		Specialty Retail	5.300	TSF
		Fast-Food without Drive-Thru	5.300	TSF
		Fast-Food with Drive-Thru	6.800	TSF
2	Tige Watersports	Boat Dealership	34.5	TSF
3	Kassab Travel Center	Gas Station w/ Convenience Market	18	VFP
		Fast-Food with Drive-Thru	2.54	TSF
4	Nichols Ranch (Phases I and II)	Single Family Residential	168	DU
		Park	8.3	AC
5	Central Avenue Commercial Retail	Shopping Center	10.49	TSF
		Fast-Food with Drive-Thru	1.51	TSF

[1]DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; AC = Acres
*See **Appendix F** for Cumulative Traffic Volumes

ANALYSIS RESULTS

Table 5-2 shows Existing Plus Ambient Plus Cumulative Plus Project Conditions intersection operation analysis results.

Figure 5-2 shows study intersection turning movement volumes under Existing Plus Ambient Plus Cumulative Plus Project Conditions.

Table 5-2
Existing Plus Ambient Plus Cumulative Plus Project Condition Intersection Operation Analysis

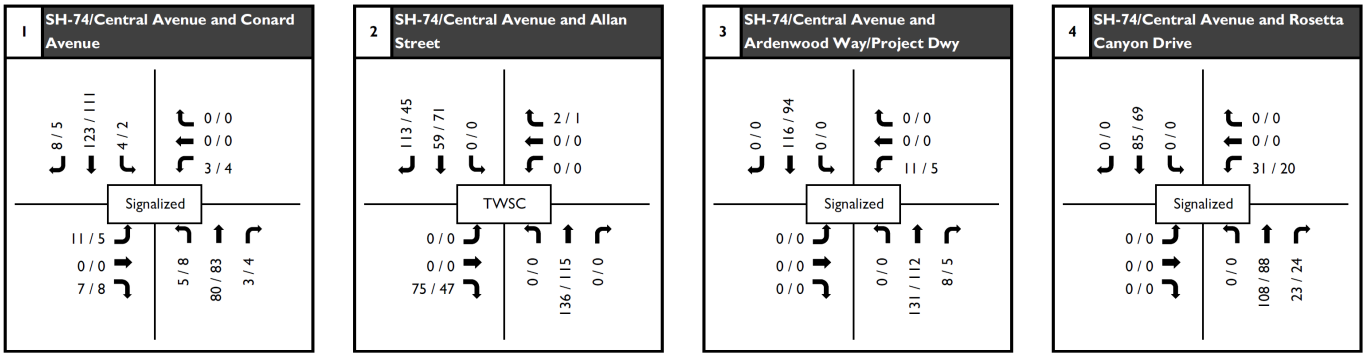
Intersection	Intersection Control	Existing Conditions		EACP Conditions	
		Delay (a)	LOS (b)	Delay (a)	LOS (b)
AM Peak/PM Peak					
1. SH-74/Central Avenue and Conard Avenue	Signal	11.1/13.7	B/B	19.6/22.7	B/C
2. SH-74/Central Avenue and Allan Street	SSSC	32.1/22.5	D/C	36.0/26.2	E/D
3. SH-74/Central Avenue and Ardenwood Way	Signal	9.7/6.8	A/A	18.9/9.5	B/A
4. SH-74/Central Avenue and Rosetta Canyon Drive	Signal	8.7/8.0	A/A	11.3/9.1	B/A

Notes:
SSSC = Side Street Stop Control
(a) Delay refers to the average control delay for the entire intersection, measured in seconds/vehicle. At unsignalized intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

Per the analysis results shown in **Table 5-2**, all study area intersections operate at acceptable LOS under Existing Plus Ambient Plus Cumulative Plus Project Conditions except at the intersection of SH-74/ Central Avenue and Allan Street. The project will be conditioned to construct a raised median along SH-74/Central Avenue to restrict access to right in/right out vehicular movements at the intersection of SH-74/Central Avenue and Allan Street. With the construction of Central Avenue Commercial project driveway, the intersection of SH-74/Central Avenue and Allan Street is expected to operate at an acceptable level of service throughout the day except during the AM peak hour, where the operation of the driveway is expected to operate at LOS E. It should be noted that due to the construction of the raised median, the southbound left turn vehicular trips at the intersection of SH-74/Central Avenue and Allan Street were diverted to the intersection of SH-74/Central Avenue and Conard Avenue. These diverted trips were analyzed as through movements under this scenario. As noted above, the proposed project will be conditioned to construct a raised median along SH-74/Central Avenue to restrict access to right in/right out vehicular movements at the intersection of SH-74/Central Avenue and Allan Street.

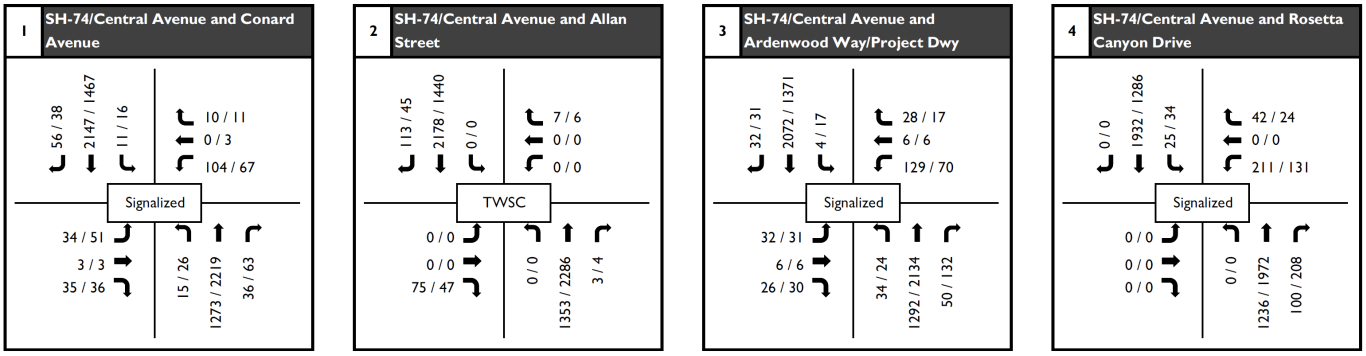
Additionally, the project will be conditioned to widen SH-74/Central Avenue to its ultimate classification, per the City of Lake Elsinore General Plan, along the property frontage to an 8-lane augmented urban arterial including the implementation of a signal modification at the intersection of SH-74/Central Avenue and Ardenwood Way/Chris Circle. The final design detail related to the roadway widening and SH-74/Central Avenue and Ardenwood Way/Chris Circle intersection will be addressed through the City's ministerial approval process. Improvement plans including ultimate roadway alignment, intersection design; and roadway striping and signage will be designed to City of Lake Elsinore Standards and will be submitted for staff review and approval satisfactory to the City Engineer.

EACP peak hour analysis worksheets are provided in **Appendix G**.



① Lake Elsinore Walmart
② Tige Watersports
③ Kassab Travel Center
④ Nichols Ranch
⑤ Central Avenue Retail Center

Central Avenue Gas Station
Cumulative Projects Locations and Peak Hour Volumes
Figure 5-1



LEGEND
(AM/PM) Peak Hour Volumes

APPENDIX A -

SCOPING AGREEMENT

APPENDIX A -

SCOPING AGREEMENT

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Analysis Guidelines dated December 2020.

Case No. CUP# 200043
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Central Avenue Gas Station
Project Address: Central Avenue and Ardenwood Way
Project Description: Project is proposing the construction of a gas station with 6 fuel dispensers (12 fueling positions) and a 4k square feet C-store

	Consultant	Developer
Name:	Integrated Engineering Group	Western States Engineering
Address:	23905 Clinton Keith Road 114-280 Wildomar CA 92562	4887 E. La Palma, ste. 707 Anaheim CA, 92807
Telephone:	951-833-3105	714-695-9300
Fax:		

A. Trip Generation Source: (ITE 10th Edition)

Current GP Land Use *Provide General Plan Land Use Designation (e.g.: MDR, CR, etc)*
Proposed Land Use Service Commercial
Current Zoning M-SC
Proposed Zoning M-SC

Current Trip Generation	In	Out	Total	Proposed Trip Generation In	Out	Total
AM Trips	0	0	0	64	64	128
PM Trips	0	0	0	61	61	122

Internal Trip Allowance ☐ Yes ☐ No (0 % Trip Discount)
Pass-By Trip Allowance ☐ Yes ☐ No (62/56 % AM/PM Trip Discount)*

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

* Pass-by reduction rates provided by the ITE Trip Generation Handbook (3rd Edition, 2017) were used in calculating the project trip generation.

B. Trip Geographic Distribution: N 20 % S 30 % E 25 % W 25 %
(attach exhibit for detailed assignment)

C. Background Traffic

Project Build-out Year: 2022
Annual Ambient Growth Rate: 2 %
Phase Year(s) N/A

Other area projects to be analyzed: Central Avenue Commercial Retail cumulative project will be included in the analysis and other potential cumulative projects to be provided by the City of Lake Elsinore

Model/Forecast methodology No buildout analysis

Exhibit B – Scoping Agreement – Page 2

D. **Study intersections:** *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. SH-74/Central Avenue and Ardenwood Way
2. SH-74/Central Avenue and Conrad Avenue
3. SH-74/Central Avenue and Allan Street
4. SH-74/Central Avenue and Rosetta Canyon Rd.
5.
6.
7.
8.
9.
10.

E. **Study Roadway Segments:** *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☐ Yes ☐ No

If so, name of City Jurisdiction: Lake Elsinore

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)
VMT analysis will be provided for County staff review and approval

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts
Intersection turning movement counts conducted on October 22, 2020 will be used in the TIA. COVID adjustment factor to be provided by the City

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:

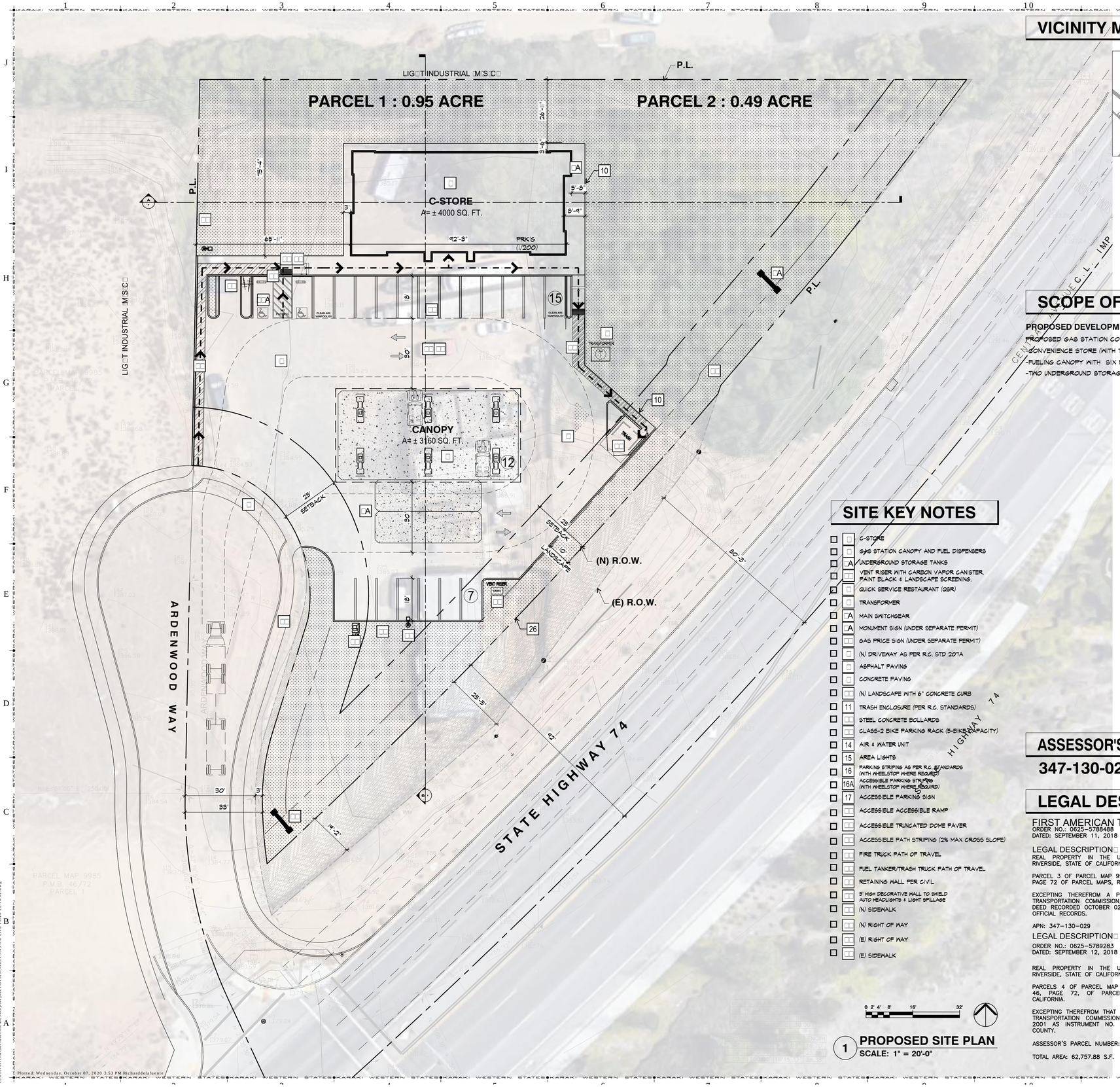
George Ghossain — 12/16/20
Consultant's Representative — Date

Approved Scoping Agreement:

01/27/2021
Riverside County Transportation Department — Date

Scoping Agreement Submitted on 12/16/20

Revised on 1/13/21



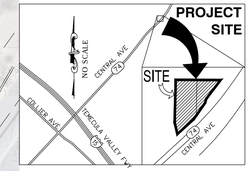
SITE KEY NOTES

- C-STORE
- GAS STATION CANOPY AND FUEL DISPENSERS
- A UNDERGROUND STORAGE TANKS
- VENT RISER WITH CARBON VAPOR CANISTER. PAINT BLACK & LANDSCAPE SCREENING.
- QUICK SERVICE RESTAURANT (QSR)
- TRANSFORMER
- A MAIN SWITCHGEAR
- A MONUMENT SIGN (UNDER SEPARATE PERMIT)
- GAS PRICE SIGN (UNDER SEPARATE PERMIT)
- (N) DRIVEWAY AS PER R.C. STD 207A
- ASPHALT PAVING
- CONCRETE PAVING
- (N) LANDSCAPE WITH 6" CONCRETE CURB
- 11 TRASH ENCLOSURE (PER R.C. STANDARDS)
- STEEL CONCRETE BOLLARDS
- CLASS-2 BIKE PARKING RACK (5-BIKE CAPACITY)
- 14 AIR & WATER UNIT
- 15 AREA LIGHTS
- 16 PARKING STRIPING AS PER R.C. STANDARDS (WITH WHEELSTOP WHERE REQUIRED)
- 16A ACCESSIBLE PARKING STRIPING (WITH WHEELSTOP WHERE REQUIRED)
- 17 ACCESSIBLE PARKING SIGN
- ACCESSIBLE ACCESSIBLE RAMP
- ACCESSIBLE TRUNCATED DOME PAVER
- ACCESSIBLE PATH STRIPING (2% MAX CROSS SLOPE)
- FIRE TRUCK PATH OF TRAVEL
- FUEL TANKER/TRASH TRUCK PATH OF TRAVEL
- RETAINING WALL PER CIVIL
- 5' HIGH DECORATIVE WALL TO SHIELD AUTO HEADLIGHTS & LIGHT SPILLAGE
- (N) SIDEWALK
- (N) RIGHT OF WAY
- (E) RIGHT OF WAY
- (E) SIDEWALK

0 2' 4' 8' 16' 32'

1 PROPOSED SITE PLAN
SCALE: 1" = 20'-0"

VICINITY MAP



LEGEND

- NO. OF PARKING SPACES
- ACCESSIBLE PARKING
- PROPERTY LINE
- PROPOSED PARCEL SUBDIVISION
- ADA PATH OF TRAVEL
- CONCRETE PAVING AREA
- DECORATIVE PAVING AREA
- LANDSCAPED AREA
- DIRECTIONAL ARROW
- R.O.W. DEDICATION
- AREA LIGHTS
- WALL MOUNTED DECORATIVE AREA LIGHTS
- (E) FIRE HYDRANT
- (E) SEWER MANHOLE
- (E) SEWER CLEANOUT
- (E) POWER POLE
- M (E) WATER METER
- (E) WATER POINT
- (E) SIGN

SCOPE OF WORK

PROPOSED DEVELOPMENT

PROPOSED GAS STATION COMPRISING OF:
- CONVENIENCE STORE (WITH TYPE 20-ABC)
- FUELING CANOPY WITH SIX MULTI-PRODUCT DISPENSERS
- TWO UNDERGROUND STORAGE TANKS

PROJECT DATA

ZONING	LIGHT INDUSTRIAL
LAND USE	MANUFACTURING-SERVICE COMMERCIAL
AREA OF SITE (GROSS ACREAGE)	
TOTAL AREA : ± 62,726 S.F. (1.44 acre)	
AREA OF PROJECT (NET ACREAGE)	
TOTAL AREA : ± 62,726 S.F. (1.44 acre)	

BLDG SETBACKS	REQUIRED	PROVIDED
FRONT (SOUTH)	25'-0"	25'-0"
REAR (NORTH)	0'-0"	0'-0"
LEFT (WEST)	25'-0"	25'-0"
RIGHT (EAST)	0'-0"	0'-0"
LANDSCAPE AREA	10%	29,002 S.F. (51%)
FLOOR AREA RATIO	-	± 0.11
MAXIMUM HEIGHT	40'-0"	28'-0"
PARKING	39	51

BUILDING DATA

C-STORE

AREAS	± 4,000 SF
OCCUPANCY	M
TYPE OF CONST	V-B
NUMBER OF STORY	1
BLDG HEIGHT	± 28'-0"
SPRINKLERS	NONE

CANOPY

AREA	± 3,160 SF
OCCUPANCY	M
TYPE OF CONST	II-B
NUMBER OF STORY	1
BLDG HEIGHT	20'-0"
SPRINKLERS	NONE

TOTAL BUILDINGS AREA (GFA) ± 9,160 SF
± 0.15 ACRE (NET ACREAGE)

ASSESSOR'S PARCEL NUMBER

347-130-028 & 347-130-029

LEGAL DESCRIPTION

FIRST AMERICAN TITLE COMPAN□
ORDER NO.: 0625-5788488
DATED: SEPTEMBER 11, 2018

LEGAL DESCRIPTION□
REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 3 OF PARCEL MAP 9985, AS SHOWN BY MAP ON FILE IN BOOK 46, PAGE 72 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM A PORTION THAT GRANTS TO RIVERSIDE COUNTY TRANSPORTATION COMMISSION, A POLITICAL SUBDIVISION AS DESCRIBED IN DEED RECORDED OCTOBER 02, 2001 AS INSTRUMENT NO. 2001-478038 OF OFFICIAL RECORDS.

APN: 347-130-029

LEGAL DESCRIPTION□
ORDER NO.: 0625-5789283
DATED: SEPTEMBER 12, 2018

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 4 OF PARCEL MAP 9985, AS SHOWN BY MAP ON FILE IN BOOK 46, PAGE 72, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION, BY GRANT DEED RECORDED OCTOBER 09, 2001 AS INSTRUMENT NO. 01-489377, OF OFFICIAL RECORDS OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 347-130-028

TOTAL AREA: 62,757.88 S.F. (1.441 ACRES)

PARKING COMPUTATION

PARKING STANDARDS

TYPE	SIZE
REGULAR	9'-0" X 18'-0"
COMPACT	8'-6" X 16'-0" (UP TO 20% OF TOTAL)
HANDICAP	17'-0" X 18'-0" (VAN ACCESSIBLE)

PARKING REQUIREMENTS

USE	FORMULA	REQUIRED	PROVIDED
C-STORE	(1/200 S.F.)	20	22
CANOPY		-	12
TOTAL PARKING		20	34

HANDICAP PARKING REQUIREMENTS

FORMULA	REQUIRED	PROVIDED
26-50 PARKING SPACES	(2)	(2)

CLEAN AIR/ELECTRIC VEHICLE PARKING

FORMULA		
SECTION 17.18.045 R.C. MUN CODE	(2)	(2)
(WITH 25-49 PARKING = 2 EV CHARGING SPACES		

KARAKI WSe
WESTERN STATES ENGINEERING
A DESIGN-BUILD COMPANY
4887 E. LA PALMA STE. 707
ANAHEIM, CA 92807
TEL: (714)695-9300 FAX: (714)693-1002
www.westernsec.com

■ CONSULTANT/ SEALS

REGISTERED PROFESSIONAL ENGINEER — HAMID B. MOHAFEZ — No. C051050 Exp. 9/30/17 — CIVIL — STATE OF CALIFORNIA

■ SUBMITTAL

NO.	DESCRIPTION	DATE
1		
2		
3		
4		

■ REVISIONS

NO.	DESCRIPTION	DATE
△		
△		
△		
△		
△		

■ OWNER NAME & ADDRESS
DA□ER OIL INC□
□□□□□ESPERAN□A RD□
□OR□A LINDA CA □□□□□

■ PROJECT NAME & ADDRESS
GAS STATION □
CON□ENIENCE STORE
□□□□□ CENTRAL A□E□□□ □□ □□
LA□E ELSINORE□CA □□□□□

■ NOTE TO CONTRACTOR
CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL UTILITIES ON-SITE AND OFF-SITE PRIOR TO START OF CONSTRUCTION.

■ CONFIDENTIALITY STATEMENT

THESE DRAWINGS, WITH ITS ACCOMPANYING CONTRACT DOCUMENTS, ACTING HERE FOR AS INSTRUMENTS OF SERVICE, ARE THE EXCLUSIVE PROPERTIES OF THIS DESIGNER WHETHER THE PROJECT FOR WICH THEY WERE PREPARED IS EXECUTED AND CONSTRUCTED OR NOT, THESE DOCUMENTS ARE NOT TO BE REPRODUCED, DISTRIBUTED, DISCLOSED, OR BE FURNISHED, IN PART OR IN WHOLE, FOR ANY INDIVIDUAL, CORPORATE ENTITY AND/ OR AGENCY, WITHOUT EXPRESSED, LEGAL AUTHORIZATION FROM ITS OWNER/ AUTHOR. THEY ARE NOT TO BE USED BY THE OWNER NOR ANY OTHER ENTITY ON ANY PROJECT OR FOR ANY EXTENSIONS OR ADDITIONS OR ALTERATIONS TO THE ORIGINAL PROJECT EXPECT BY WRITTEN AUTHORIZATION AND PERMISSION FROM AND AGREEMENT WITH THE DESIGNER.THE LEGAL/ ILLEGAL USE OF THESE DOCUMENTS IS BOUNDED BY EXISTING PROPRIETARY RIGHTS ACT AND LAW OF THE STATE.

■ DESIGNED BY: □S
■ DRAWN BY: □S
■ CHECKED BY: J□
■ PLOT DATE: □□□□□□□
■ SCALE: AS S□O□N
■ SHEET TITLE

PROPOSED SITE PLAN

■ SHEET NUMBER

AS-1.0

■ JOB No E□□□□□
■ PAR / CUP No PAR□□□□□□

C:\Users\richarddelafuente\Desktop\Replacement\SHEETS\AS-1.0 SITE PLAN 20-10-02.dwg
Plotted: Wednesday, October 07, 2020 3:53 PM Richarddelafuente

Trip Generation Calculation:

Trip Generation Rates

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Super Convenience Market/Gas Station	VFP	960	14.04	14.04	28.08	11.48	11.48	22.96	231

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

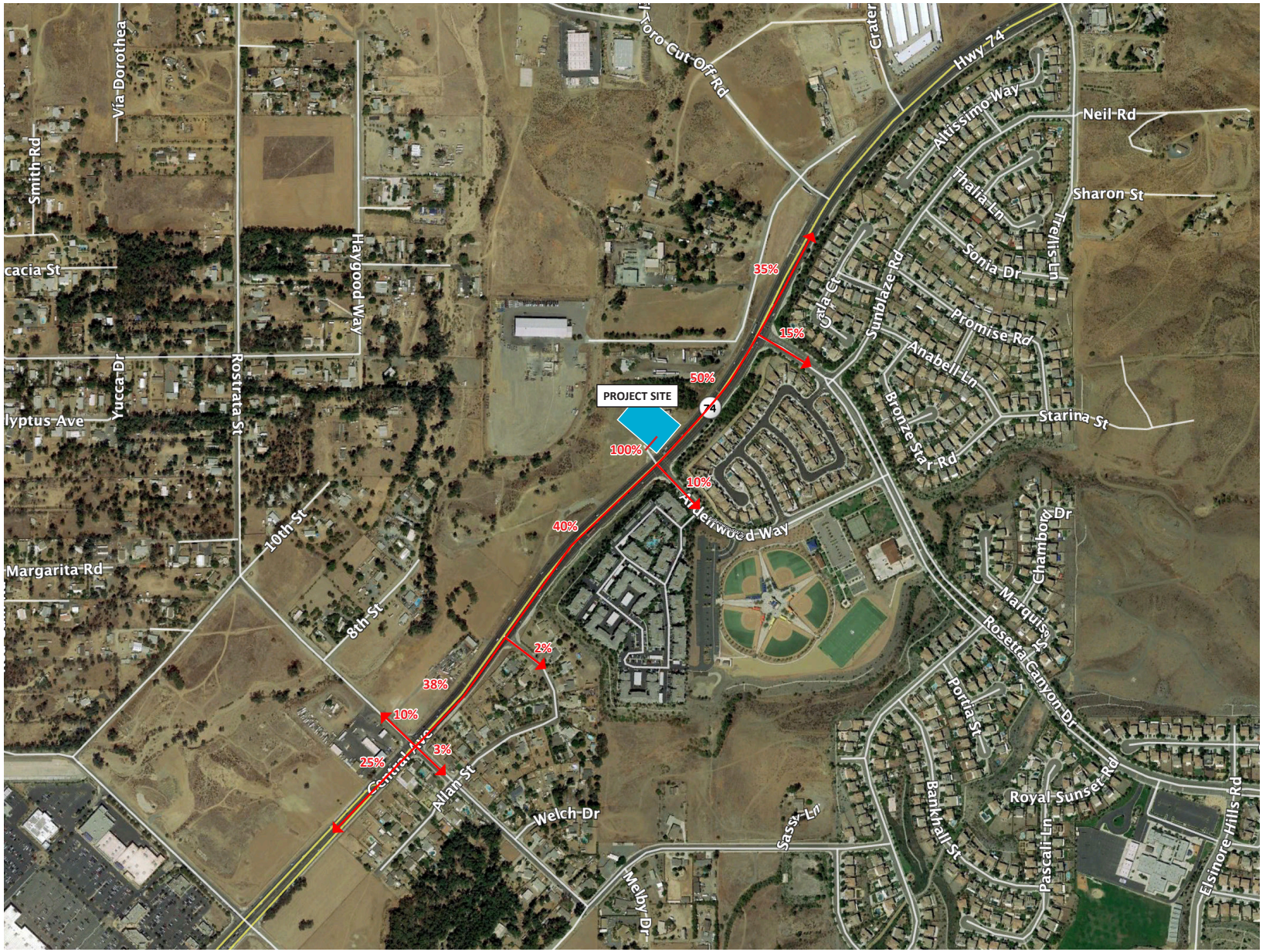
[2] VFP = Vehicle Fueling Positions

Project Trip Generation

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Service Station									
Super Convenience Market/Gas Station	12	VFP	168	168	337	138	138	276	2,766
Pass-by Reduction (62% AM Peak Hour, 56% - PM Peak Hour)[2]			104	104	209	77	77	154	*1,549*
		TOTAL	*64*	*64*	*128*	*61*	*61*	*122*	*1,217*

[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

[2] Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017).



INTEGRATED ENGINEERING GROUP
TRANSPORTATION PLANNING AND ENGINEERING

Central Avenue Gas Station
Project Trip Distribution

APPENDIX B -

TRAFFIC COUNT DATA

APPENDIX B -

TRAFFIC COUNT DATA

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Oct 22, 20

LOCATION: Lake Elsinore
NORTH & SOUTH: Central
EAST & WEST: Conard

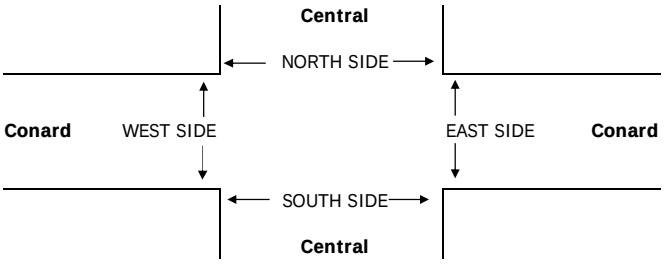
PROJECT #: SC2709
LOCATION #: 1
CONTROL: SIGNAL

NOTES: Minor construction WB 8:00 AM - 4:30 PM

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

Add U-Turns to Left Turns

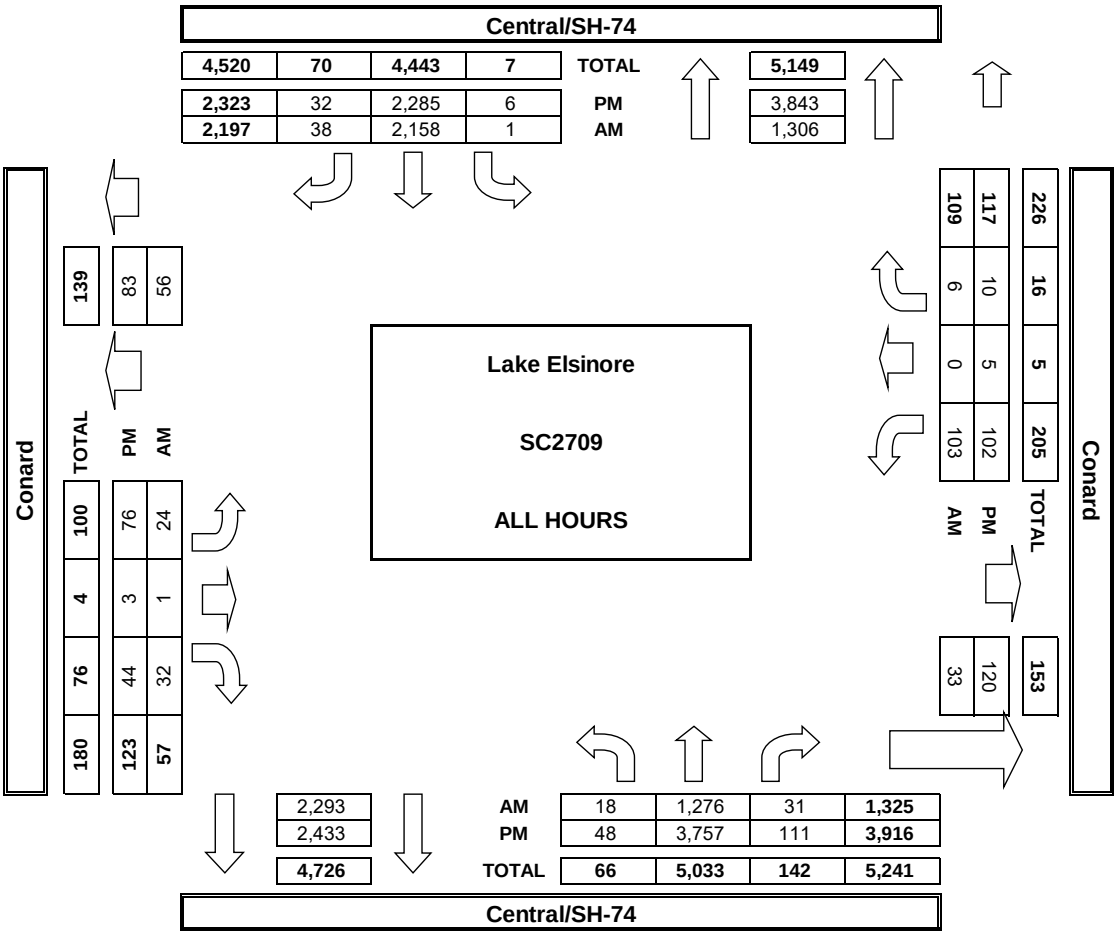
		NORTHBOUND Central/SH-74			SOUTHBOUND Central/SH-74			EASTBOUND Conard			WESTBOUND Conard				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	127	2	0	317	4	4	0	3	10	0	0	470	0	0	0	0	0
	7:15 AM	0	153	0	0	257	6	3	0	5	7	0	0	431	0	0	0	0	0
	7:30 AM	1	148	8	0	303	4	2	0	4	12	0	1	483	0	0	0	0	0
	7:45 AM	2	175	2	0	274	11	1	0	5	17	0	1	488	0	0	0	0	0
	8:00 AM	2	177	8	0	281	2	3	1	1	19	0	2	496	0	0	0	0	0
	8:15 AM	6	138	5	0	254	5	4	0	3	14	0	0	429	0	0	0	0	0
	8:30 AM	4	172	3	0	244	5	4	0	6	14	0	1	453	0	0	0	0	0
	8:45 AM	0	186	3	1	228	1	3	0	5	10	0	1	438	0	0	0	0	0
	VOLUMES	18	1,276	31	1	2,158	38	24	1	32	103	0	6	3,688	0	0	0	0	0
	APPROACH %	1%	96%	2%	0%	98%	2%	42%	2%	56%	94%	0%	6%						
	APP/DEPART	1,325	/	1,306	2,197	/	2,293	57	/	33	109	/	56	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	5	653	18	0	1,115	23	9	1	15	55	0	4	1,898					
	APPROACH %	1%	97%	3%	0%	98%	2%	36%	4%	60%	93%	0%	7%						
	PEAK HR FACTOR		0.904			0.927			0.781			0.702		0.957					
	APP/DEPART	676	/	666	1,138	/	1,185	25	/	19	59	/	28	0					
PM	4:00 PM	9	437	13	1	277	2	6	0	4	12	1	0	762	0	0	0	0	0
	4:15 PM	8	446	14	0	263	3	18	1	6	11	0	1	771	1	0	0	0	1
	4:30 PM	6	453	10	2	344	9	9	0	11	8	0	2	854	0	0	0	0	0
	4:45 PM	5	467	14	2	315	3	9	2	3	18	1	2	841	0	0	0	0	0
	5:00 PM	2	460	12	0	262	3	14	0	6	15	0	0	774	0	0	0	0	0
	5:15 PM	3	517	16	0	278	8	3	0	4	15	1	3	848	1	0	0	0	1
	5:30 PM	5	475	15	0	271	2	14	0	8	12	0	1	803	0	0	0	0	0
	5:45 PM	10	502	17	1	275	2	3	0	2	11	2	1	826	0	0	0	0	0
	VOLUMES	48	3,757	111	6	2,285	32	76	3	44	102	5	10	6,479	2	0	0	0	2
	APPROACH %	1%	96%	3%	0%	98%	1%	62%	2%	36%	87%	4%	9%						
	APP/DEPART	3,916	/	3,843	2,323	/	2,433	123	/	120	117	/	83	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	16	1,897	52	4	1,199	23	35	2	24	56	2	7	3,317					
	APPROACH %	1%	97%	3%	0%	98%	2%	57%	3%	39%	86%	3%	11%						
	PEAK HR FACTOR		0.917			0.863			0.763			0.774		0.971					
	APP/DEPART	1,965	/	1,939	1,226	/	1,280	61	/	58	65	/	40	0					

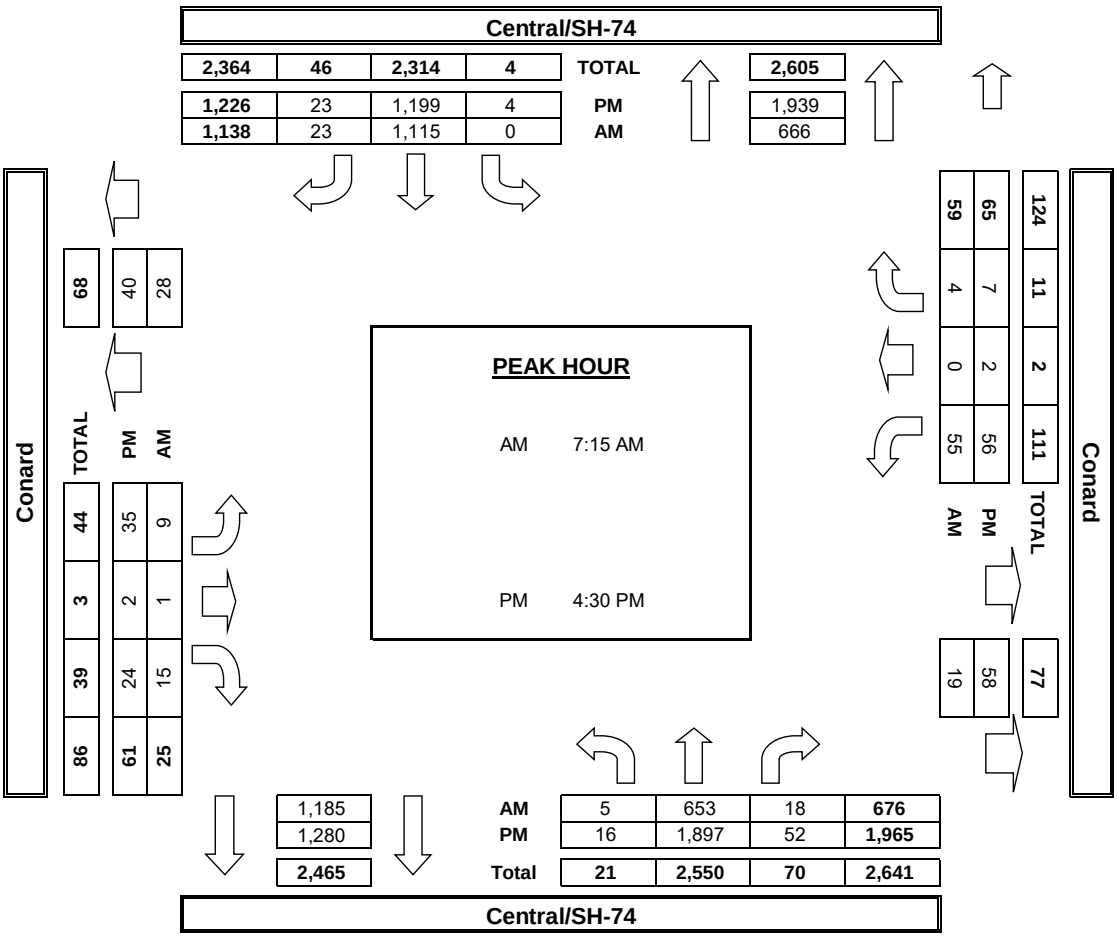


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:30 AM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	2	1	4	1	0	2	1	4	0	0	0	0	0
	AM BEGIN PEAK HR			7:15 AM			0	0	1	0	1					
PM	4:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	6	0	6	0	0	5	0	5	0	0	1	0	1
	PM BEGIN PEAK HR			4:30 PM			0	0	4	0	4					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

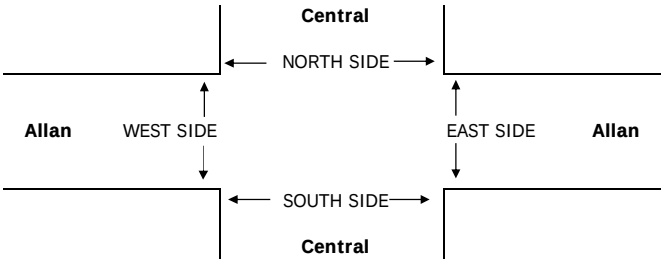
DATE:	LOCATION:	Lake Elsinore	PROJECT #:	SC2709
Thu, Oct 22, 20	NORTH & SOUTH:	Central	LOCATION #:	2
	EAST & WEST:	Allan	CONTROL:	STOP W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

■ Add U-Turns to Left Turns

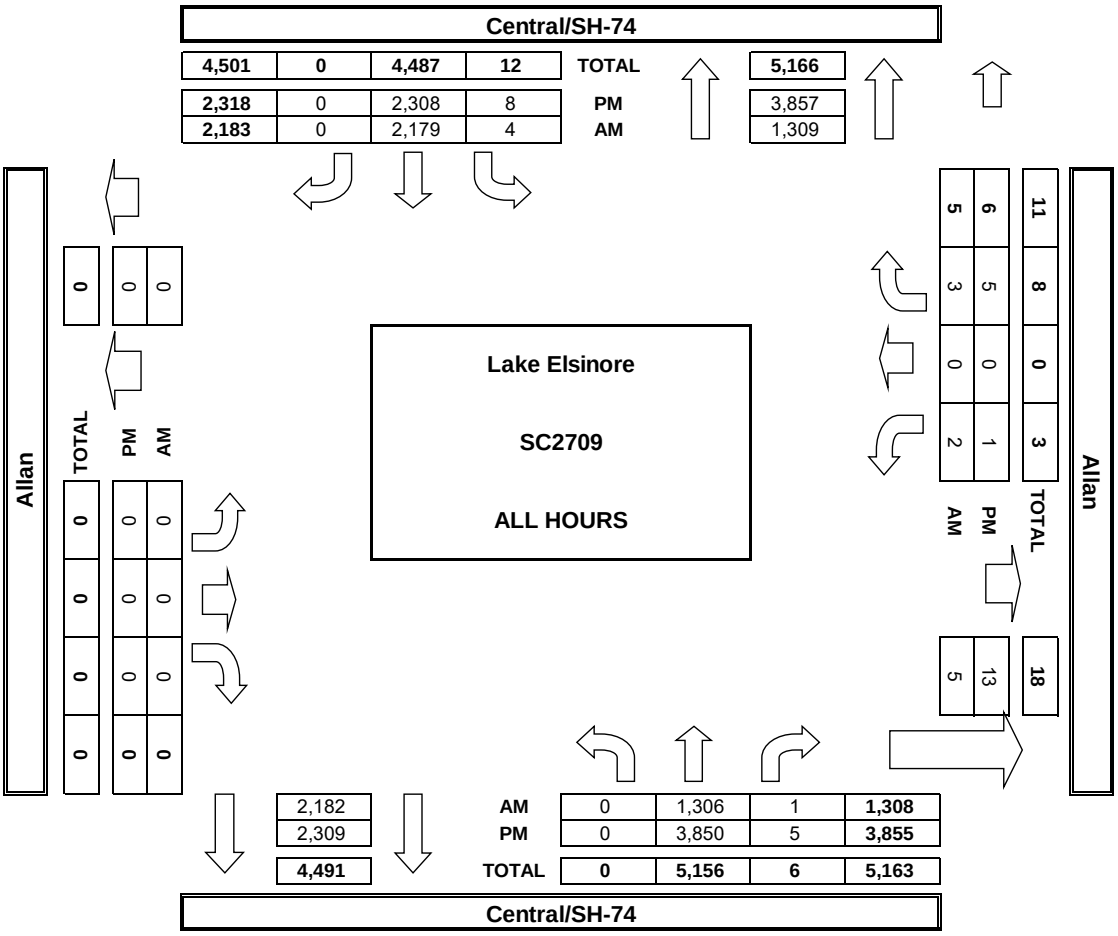
		NORTHBOUND Central/SH-74			SOUTHBOUND Central/SH-74			EASTBOUND Allan			WESTBOUND Allan				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	143	0	1	281	0	0	0	0	0	0	0	425	0	0	0	0	0
	7:15 AM	0	161	0	0	283	0	0	0	0	1	0	0	445	0	0	0	0	0
	7:30 AM	0	160	0	1	308	0	0	0	0	0	0	0	469	0	0	0	0	0
	7:45 AM	0	198	1	0	288	0	0	0	0	0	0	2	489	0	0	0	0	0
	8:00 AM	0	149	0	0	273	0	0	0	0	0	0	0	422	0	0	0	0	0
	8:15 AM	0	160	0	0	236	0	0	0	0	0	0	1	397	0	0	0	0	0
	8:30 AM	0	198	0	0	247	0	0	0	0	0	0	0	445	1	0	0	0	1
	8:45 AM	0	137	0	2	263	0	0	0	0	1	0	0	403	0	0	0	0	0
	VOLUMES	0	1,306	1	4	2,179	0	0	0	0	2	0	3	3,496	1	0	0	0	1
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	40%	0%	60%						
	APP/DEPART	1,308	/	1,309	2,183	/	2,182	0	/	5	5	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	662	1	2	1,160	0	0	0	0	1	0	2	1,828					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	33%	0%	67%						
	PEAK HR FACTOR		0.833			0.940			0.000			0.375		0.935					
	APP/DEPART	663	/	664	1,162	/	1,161	0	/	3	3	/	0	0					
PM	4:00 PM	0	468	0	1	309	0	0	0	0	0	0	1	779	0	0	0	0	0
	4:15 PM	0	485	0	1	310	0	0	0	0	0	0	0	796	0	1	0	0	1
	4:30 PM	0	454	1	0	306	0	0	0	0	0	0	2	763	0	1	0	0	1
	4:45 PM	0	473	1	2	268	0	0	0	0	0	0	0	744	0	0	0	0	0
	5:00 PM	0	509	1	2	314	0	0	0	0	0	0	1	827	0	0	0	0	0
	5:15 PM	0	508	1	1	267	0	0	0	0	0	0	0	777	0	0	0	0	0
	5:30 PM	0	488	0	0	282	0	0	0	0	0	0	0	770	0	0	0	0	0
	5:45 PM	0	465	1	1	252	0	0	0	0	1	0	1	721	0	0	0	0	0
	VOLUMES	0	3,850	5	8	2,308	0	0	0	0	1	0	5	6,179	0	2	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	17%	0%	83%						
	APP/DEPART	3,855	/	3,857	2,318	/	2,309	0	/	13	6	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1,921	3	5	1,198	0	0	0	0	0	0	3	3,132					
	APPROACH %	0%	100%	0%	0%	99%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.943			0.953			0.000			0.375		0.947					
	APP/DEPART	1,924	/	1,926	1,205	/	1,198	0	/	8	3	/	0	0					

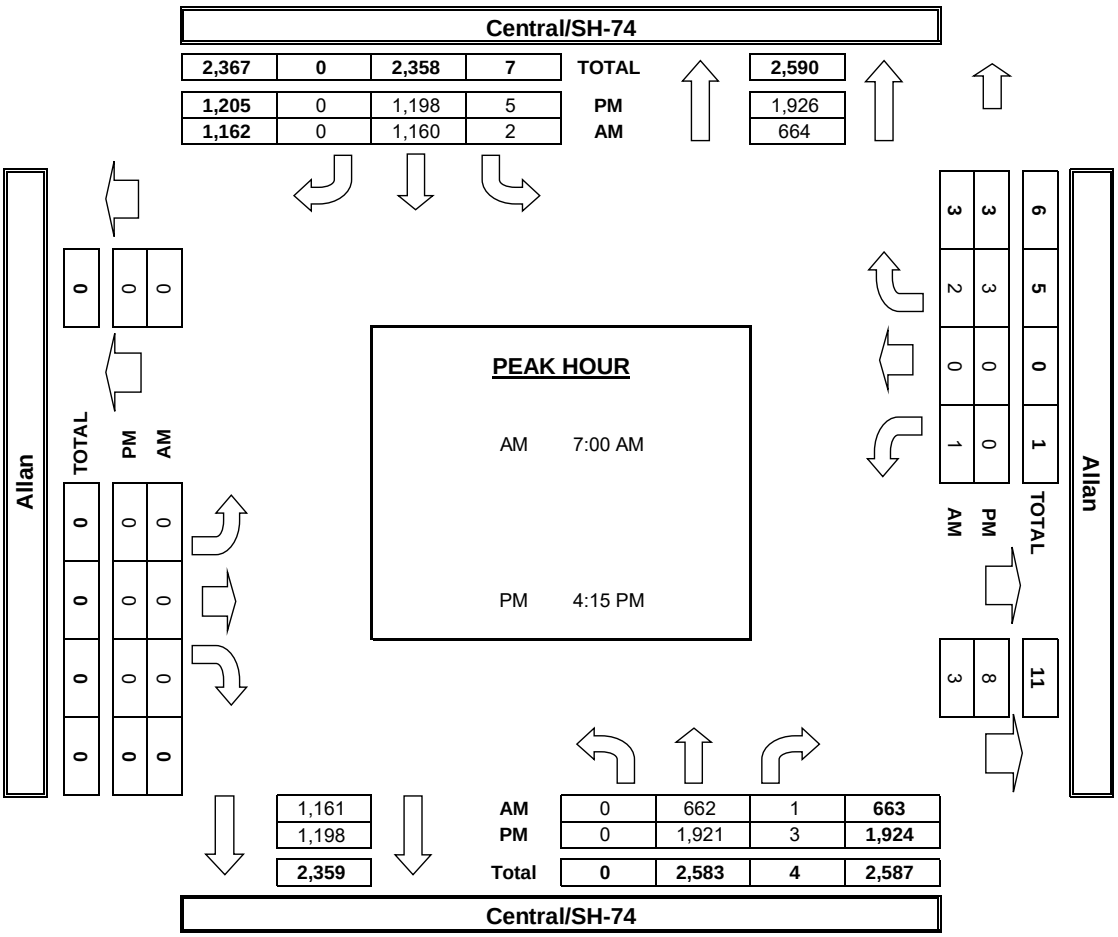


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0
	AM BEGIN PEAK HR			7:00 AM			0	0	2	0	2					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	5	0	5	0	0	4	0	4	0	0	1	0	1
	PM BEGIN PEAK HR			4:15 PM			0	0	4	0	4					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

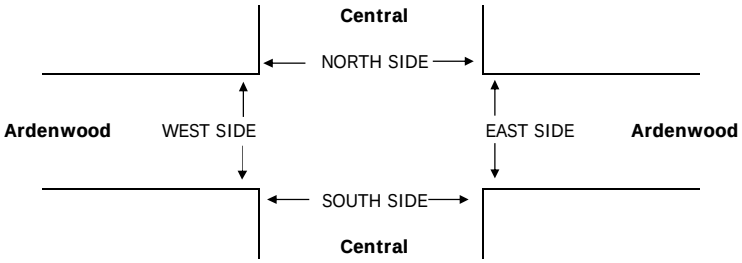
DATE:				
Thu, Oct 22, 20	LOCATION:	Lake Elsinore	PROJECT #:	SC2709
	NORTH & SOUTH:	Central	LOCATION #:	3
	EAST & WEST:	Ardenwood	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

Add U-Turns to Left Turns

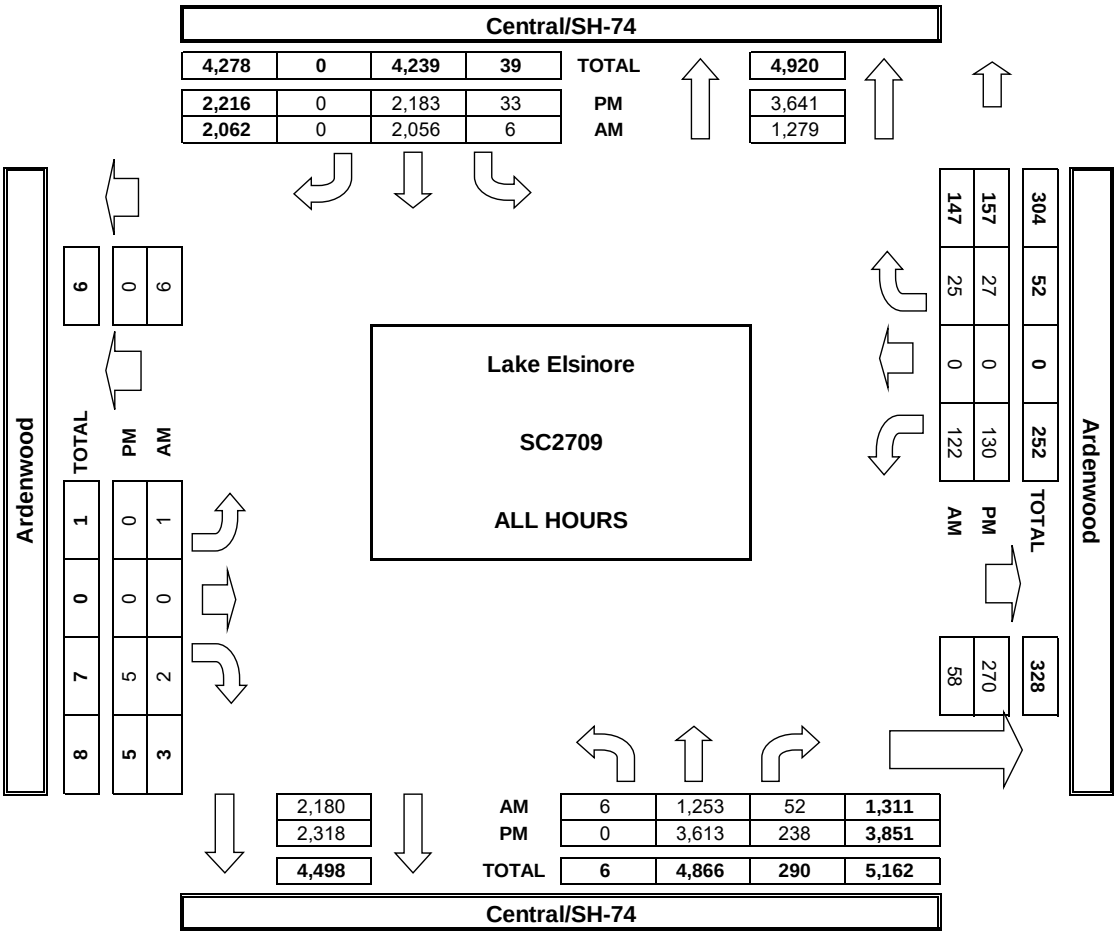
		NORTHBOUND Central/SH-74			SOUTHBOUND Central/SH-74			EASTBOUND Ardenwood			WESTBOUND Ardenwood				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	3	0	1	2	0	0	1	0	1	1	0		0	0	0	0	
AM	7:00 AM	0	134	9	2	266	0	0	0	0	16	0	2	429	0	0	0	0	0
	7:15 AM	0	158	4	0	270	0	0	0	0	12	0	3	447	0	0	0	0	0
	7:30 AM	2	151	7	0	293	0	0	0	0	15	0	3	471	0	0	0	0	0
	7:45 AM	1	196	3	1	272	0	0	0	0	16	0	3	492	0	0	0	0	0
	8:00 AM	1	139	9	1	251	0	0	0	0	22	0	6	429	0	0	0	0	0
	8:15 AM	1	153	8	0	227	0	0	0	0	9	0	5	403	0	0	0	0	0
	8:30 AM	1	189	8	0	230	0	0	0	0	16	0	2	446	0	0	0	0	0
	8:45 AM	0	133	4	2	247	0	1	0	2	16	0	1	406	0	0	0	0	0
	VOLUMES	6	1,253	52	6	2,056	0	1	0	2	122	0	25	3,523	0	0	0	0	0
	APPROACH %	0%	96%	4%	0%	100%	0%	33%	0%	67%	83%	0%	17%						
	APP/DEPART	1,311	/	1,279	2,062	/	2,180	3	/	58	147	/	6	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	4	644	23	2	1,086	0	0	0	0	65	0	15	1,839					
	APPROACH %	1%	96%	3%	0%	100%	0%	0%	0%	0%	81%	0%	19%						
	PEAK HR FACTOR		0.839			0.928			0.000			0.714		0.934					
	APP/DEPART	671	/	659	1,088	/	1,151	0	/	25	80	/	4	0					
PM	4:00 PM	0	452	16	8	291	0	0	0	0	19	0	5	791	0	0	0	0	0
	4:15 PM	0	463	23	3	290	0	0	0	2	20	0	2	803	0	0	0	0	0
	4:30 PM	0	427	29	2	293	0	0	0	1	13	0	2	767	0	0	0	0	0
	4:45 PM	0	443	29	8	256	0	0	0	2	12	0	6	756	0	1	0	0	1
	5:00 PM	0	476	33	2	303	0	0	0	0	13	0	5	832	0	0	0	0	0
	5:15 PM	0	475	32	3	243	0	0	0	0	25	0	2	780	0	0	0	0	0
	5:30 PM	0	441	47	5	264	0	0	0	0	18	0	4	779	0	0	0	0	0
	5:45 PM	0	436	29	2	243	0	0	0	0	10	0	1	721	0	0	0	0	0
	VOLUMES	0	3,613	238	33	2,183	0	0	0	5	130	0	27	6,229	0	1	0	0	1
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	100%	83%	0%	17%						
	APP/DEPART	3,851	/	3,641	2,216	/	2,318	5	/	270	157	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1,809	114	15	1,142	0	0	0	5	58	0	15	3,158					
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	100%	79%	0%	21%						
	PEAK HR FACTOR		0.944			0.948			0.625			0.830		0.949					
	APP/DEPART	1,923	/	1,825	1,157	/	1,205	5	/	128	73	/	0	0					

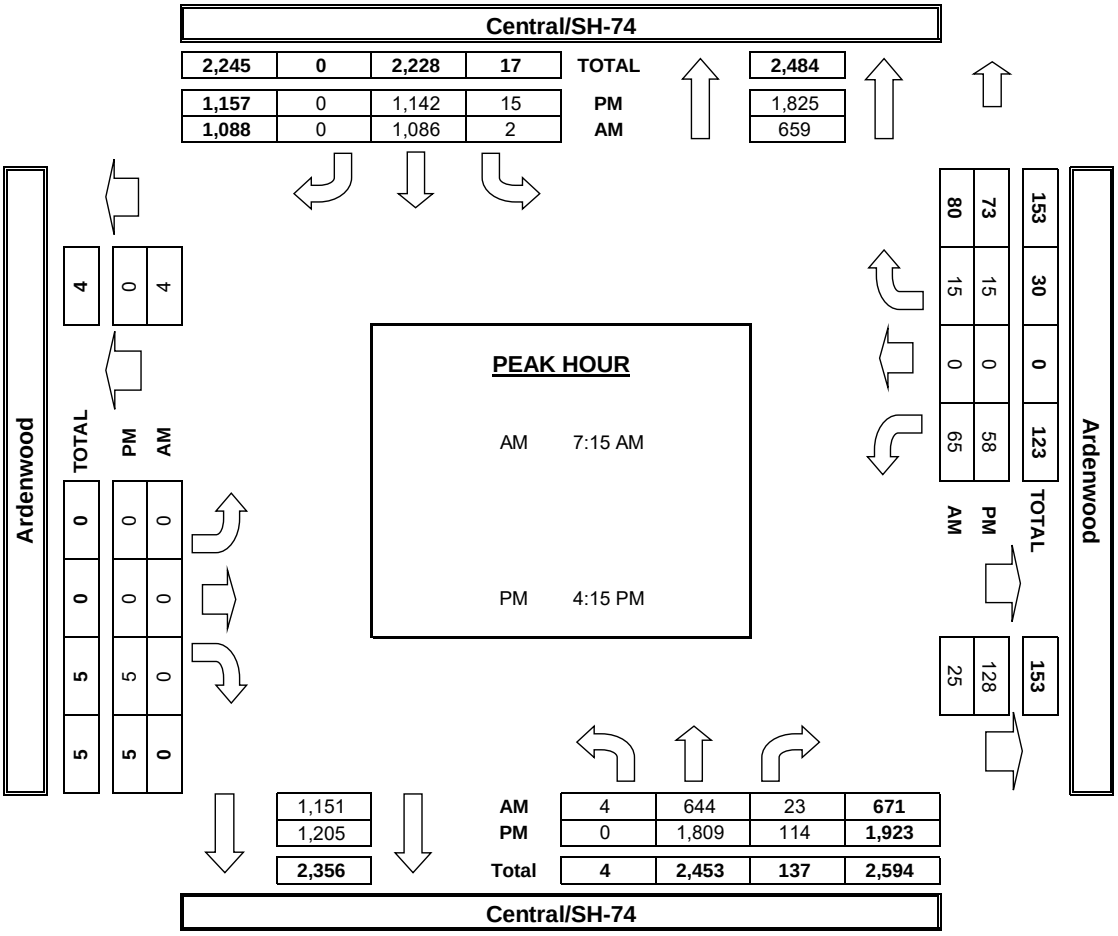


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	0	1	1	3	1	0	1	1	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	8:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	TOTAL	1	0	6	1	8	1	0	6	1	8	0	0	0	0	0
	AM BEGIN PEAK HR			7:15 AM			0	0	1	0	1					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	PM BEGIN PEAK HR			4:15 PM			0	0	1	0	1					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

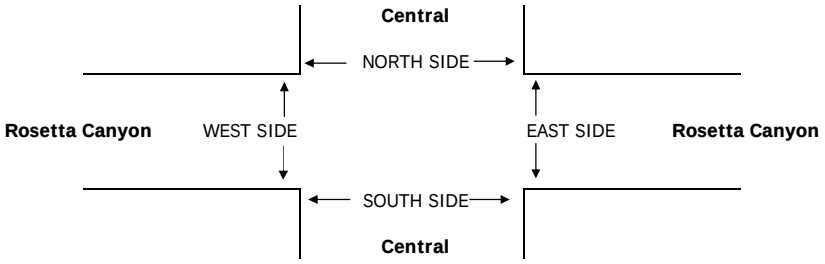
DATE:				
Thu, Oct 22, 20	LOCATION:	Lake Elsinore	PROJECT #:	SC2709
	NORTH & SOUTH:	Central	LOCATION #:	4
	EAST & WEST:	Rosetta Canyon	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

Add U-Turns to Left Turns

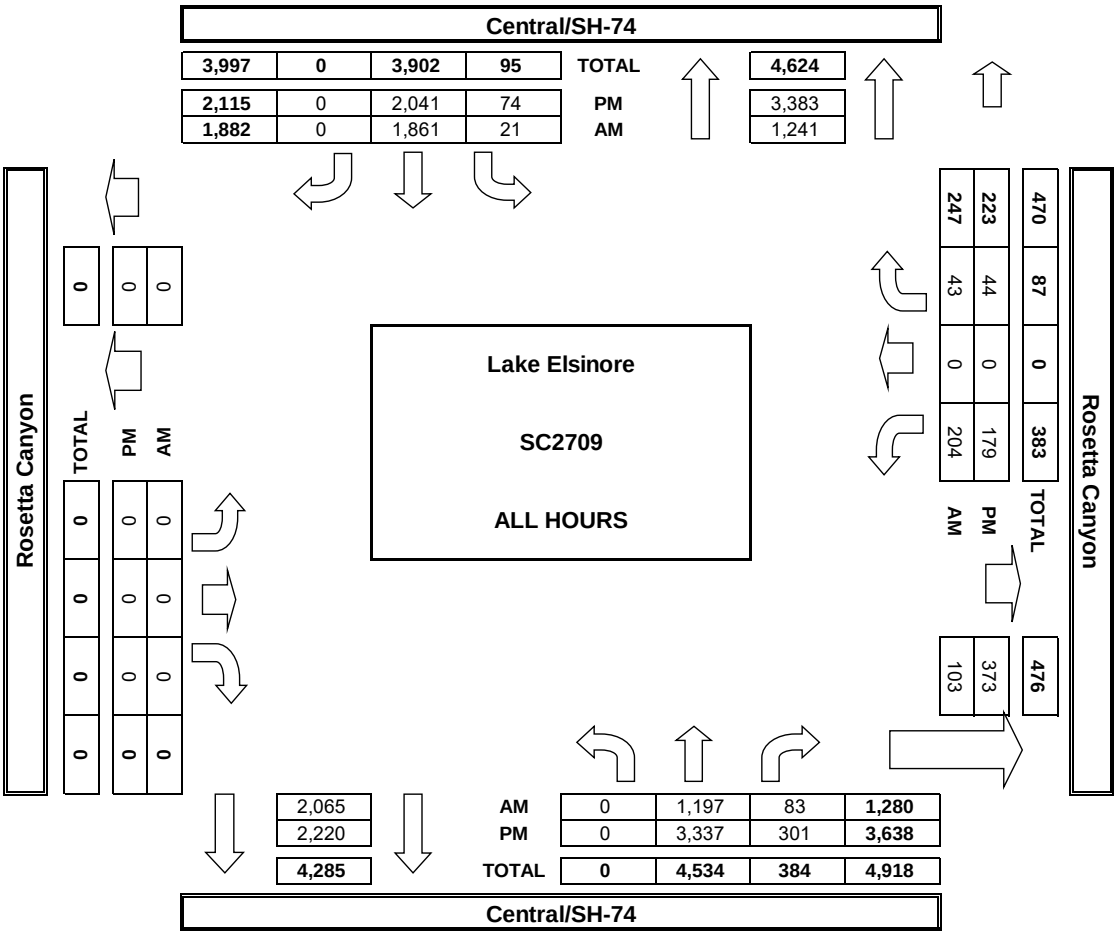
		NORTHBOUND Central/SH-74			SOUTHBOUND Central/SH-74			EASTBOUND Rosetta Canyon			WESTBOUND Rosetta Canyon				U-TURNS				
	LANES:	NL X	NT 3	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	131	5	2	248	0	0	0	0	23	0	4	413	0	0	0	0	0
	7:15 AM	0	152	9	5	252	0	0	0	0	18	0	9	445	0	0	0	0	0
	7:30 AM	0	145	10	6	266	0	0	0	0	27	0	4	458	0	1	0	0	1
	7:45 AM	0	186	13	1	247	0	0	0	0	26	0	6	479	0	0	0	0	0
	8:00 AM	0	135	10	4	226	0	0	0	0	26	0	5	406	0	0	0	0	0
	8:15 AM	0	148	10	0	202	0	0	0	0	25	0	4	389	0	0	0	0	0
	8:30 AM	0	175	16	2	206	0	0	0	0	24	0	8	431	0	0	0	0	0
	8:45 AM	0	125	10	1	214	0	0	0	0	35	0	3	388	0	0	0	0	0
	VOLUMES	0	1,197	83	21	1,861	0	0	0	0	204	0	43	3,409	0	1	0	0	1
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	0%	83%	0%	17%						
	APP/DEPART	1,280	/	1,241	1,882	/	2,065	0	/	103	247	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	614	37	14	1,013	0	0	0	0	94	0	23	1,795					
	APPROACH %	0%	94%	6%	1%	99%	0%	0%	0%	0%	80%	0%	20%						
	PEAK HR FACTOR		0.818			0.944			0.000			0.914		0.937					
	APP/DEPART	651	/	638	1,027	/	1,107	0	/	50	117	/	0	0					
PM	4:00 PM	0	428	29	7	275	0	0	0	0	24	0	7	770	0	1	0	0	1
	4:15 PM	0	424	41	10	276	0	0	0	0	21	0	9	781	0	1	0	0	1
	4:30 PM	0	396	33	7	276	0	0	0	0	19	0	1	732	0	0	0	0	0
	4:45 PM	0	414	36	5	241	0	0	0	0	23	0	7	726	0	0	0	0	0
	5:00 PM	0	432	46	8	277	0	0	0	0	28	0	4	795	0	0	0	0	0
	5:15 PM	0	429	48	13	231	0	0	0	0	15	0	5	741	0	0	0	0	0
	5:30 PM	0	415	30	7	237	0	0	0	0	32	0	7	728	0	0	0	0	0
	5:45 PM	0	399	38	17	228	0	0	0	0	17	0	4	703	0	0	0	0	0
	VOLUMES	0	3,337	301	74	2,041	0	0	0	0	179	0	44	5,976	0	2	0	0	2
	APPROACH %	0%	92%	8%	3%	97%	0%	0%	0%	0%	80%	0%	20%						
	APP/DEPART	3,638	/	3,383	2,115	/	2,220	0	/	373	223	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1,666	156	30	1,070	0	0	0	0	91	0	21	3,034					
	APPROACH %	0%	91%	9%	3%	97%	0%	0%	0%	0%	81%	0%	19%						
	PEAK HR FACTOR		0.953			0.962			0.000			0.875		0.954					
	APP/DEPART	1,822	/	1,688	1,100	/	1,161	0	/	185	112	/	0	0					

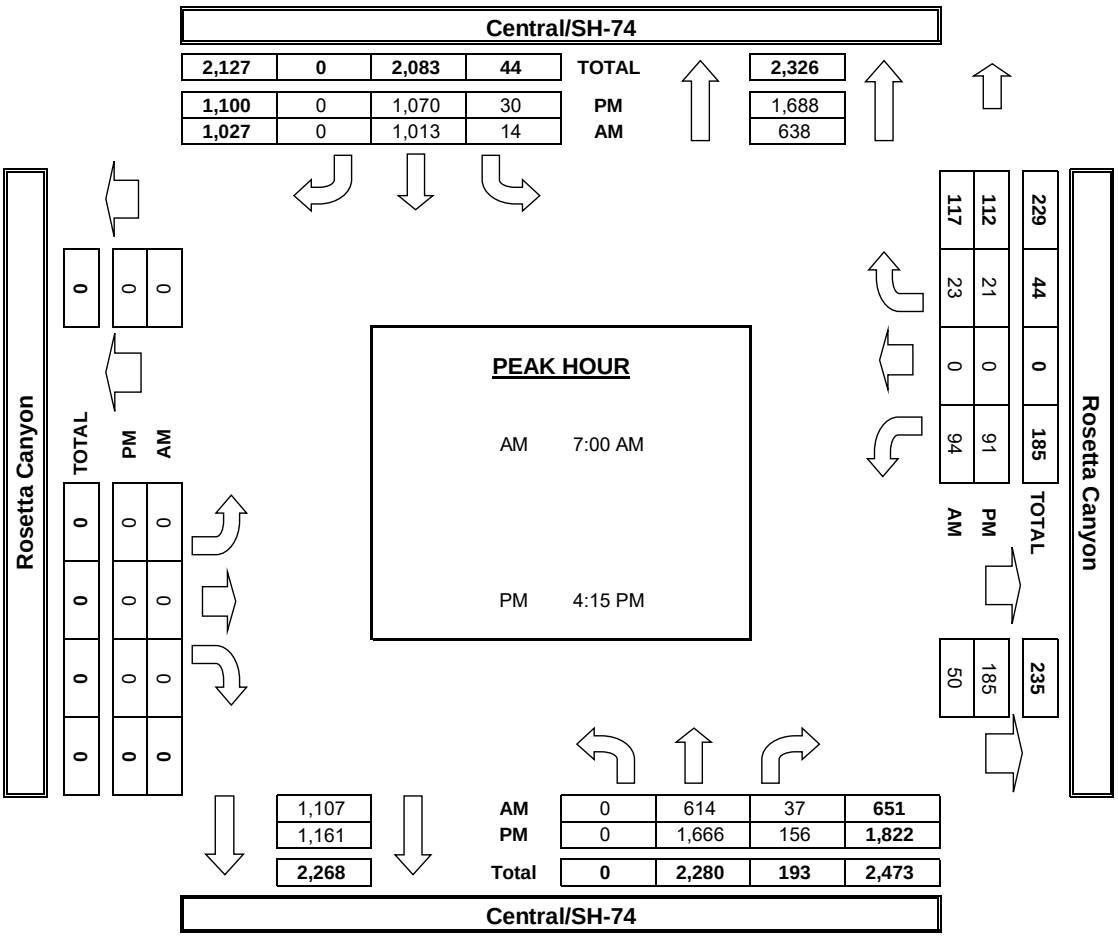


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	TOTAL	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0
	AM BEGIN PEAK HR			7:00 AM			0	0	1	0	1					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2
	TOTAL	0	0	3	0	3	0	0	1	0	1	0	0	2	0	2
	PM BEGIN PEAK HR			4:15 PM			0	0	1	0	1					

AimTD LLC

TURNING MOVEMENT COUNTS





Appendix B - Developed 2020 Volumes

Intersection	Project Source	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	AM Adj	PM Adj
Central Ave/Cambern Ave	Chick-fil-A TIA	115	1017	0	2	1600	92	126	3	80	1	0	1	257	1722	3	4	1101	153	240	3	93	0	3	3	4%	3%
Central Ave/Cambern Ave	Central Plaza TIA	113	987	0	0	1486	114	144	2	78	0	2	0	287	1663	6	1	999	159	252	2	110	4	1	1		
Central Ave/Rosseta Canyon Drive		0	909	299	174	1179	0	0	0	0	315	0	118	0	1547	207	35	949	0	0	0	0	315	0	118		
Central Ave/Rosseta Canyon Drive	Applied growth of 4% AM/3% PM	0	943	310	181	1224	0	0	0	0	327	0	122	0	1590	213	36	975	0	0	0	0	324	0	121	73%	7%
Central Ave/Rosseta Canyon Drive	Central Ave Retail Count	0	614	37	14	1013	0	0	0	0	94	0	23	0	1666	156	30	1070	0	0	0	0	91	0	21		

Intersection	Intersection Name	Scenario	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SH-74/Central Avenue and Conard Avenue	Existing 2020 Counts	5	653	18	0	1115	23	9	1	15	55	0	4	16	1897	52	4	1199	23	35	2	24	56	2	7
2	SH-74/Central Avenue and Allan Street		0	662	1	2	1160	0	0	0	0	1	0	2	0	1921	3	5	1198	0	0	0	0	0	0	3
3	SH-74/Central Avenue and Ardenwood Way/Project Driveway		4	644	23	2	1086	0	0	0	0	65	0	15	0	1809	114	15	1142	0	0	0	5	58	0	15
4	SH-74/Central Avenue and Rosetta Canyon Drive		0	614	37	14	1013	0	0	0	0	94	0	23	0	1666	156	30	1070	0	0	0	0	91	0	21
1	SH-74/Central Avenue and Conard Avenue	Existing 2020 (Applied growth of 73% AM/7% PM)	9	1131	31	0	1930	40	16	2	26	95	0	7	17	2038	56	4	1288	25	38	2	26	60	2	8
2	SH-74/Central Avenue and Allan Street		0	1146	2	3	2008	0	0	0	0	2	0	3	0	2064	3	5	1287	0	0	0	0	0	0	3
3	SH-74/Central Avenue and Ardenwood Way/Project Driveway		7	1115	40	3	1880	0	0	0	0	113	0	26	0	1943	122	16	1227	0	0	0	5	62	0	16
4	SH-74/Central Avenue and Rosetta Canyon Drive		0	1063	64	24	1754	0	0	0	0	163	0	40	0	1790	168	32	1149	0	0	0	0	98	0	23

APPENDIX C -

EXISTING CONDITIONS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX C -

EXISTING CONDITIONS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	2	26	95	0	7	9	1131	31	0	1930	40
Future Volume (veh/h)	16	2	26	95	0	7	9	1131	31	0	1930	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	2	27	99	0	7	9	1178	32	0	2010	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	28	89	0	0	152	29	2634	72	3	2339	49
Arrive On Green	0.10	0.10	0.10	0.00	0.00	0.10	0.02	0.75	0.75	0.00	0.66	0.66
Sat Flow, veh/h	365	289	929	0	0	1585	1781	3534	96	1781	3560	74
Grp Volume(v), veh/h	46	0	0	0	0	7	9	592	618	0	1000	1052
Grp Sat Flow(s),veh/h/ln	1583	0	0	0	0	1585	1781	1777	1853	1781	1777	1857
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.3	0.3	8.8	8.8	0.0	30.5	31.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	0.0	0.3	0.3	8.8	8.8	0.0	30.5	31.0
Prop In Lane	0.37		0.59	0.00		1.00	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	223	0	0	0	0	152	29	1324	1381	3	1167	1220
V/C Ratio(X)	0.21	0.00	0.00	0.00	0.00	0.05	0.31	0.45	0.45	0.00	0.86	0.86
Avail Cap(c_a), veh/h	606	0	0	0	0	1077	180	1324	1381	180	1284	1342
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	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	0.0	0.0	28.4	33.7	3.4	3.4	0.0	9.3	9.4
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.1	6.1	0.2	0.2	0.0	5.5	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.1	0.2	0.9	0.9	0.0	7.7	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	0.0	0.0	0.0	28.5	39.8	3.6	3.6	0.0	14.8	15.0
LnGrp LOS	C	A	A	A	A	C	D	A	A	A	B	B
Approach Vol, veh/h		46			7			1219			2052	
Approach Delay, s/veh		29.5			28.5			3.9			14.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	0.0	57.6	0.0	11.6	6.1	51.5
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	47.0	7.0	50.0	18.0	24.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.3	0.0	10.8	0.0	3.7	2.3	33.0
Green Ext Time (p_c), s	0.0	0.0	8.4	0.0	0.2	0.0	12.4

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

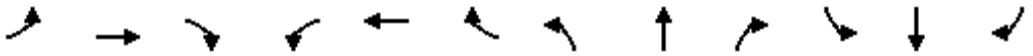
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	3	1146	2	3	2008
Future Vol, veh/h	2	3	1146	2	3	2008
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	1219	2	3	2136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2296	613	0	0	1223	0
Stage 1	1222	-	-	-	-	-
Stage 2	1074	-	-	-	-	-
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	33	435	-	-	566	-
Stage 1	241	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	33	434	-	-	565	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	288	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	135	434	565	-
HCM Lane V/C Ratio	-	-	0.016	0.007	0.006	-
HCM Control Delay (s)	-	-	32.1	13.4	11.4	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	113	0	26	7	1115	40	3	1880	0
Future Volume (veh/h)	0	0	0	113	0	26	7	1115	40	3	1880	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	122	0	28	8	1199	43	3	2022	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	175	0	259	0	149	25	3526	126	10	2446	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.01	0.70	0.70	0.01	0.69	0.00
Sat Flow, veh/h	0	1870	0	1781	0	1585	1781	5060	181	1781	3647	0
Grp Volume(v), veh/h	0	0	0	122	0	28	8	806	436	3	2022	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1585	1781	1702	1838	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	5.2	0.0	1.3	0.3	7.4	7.4	0.1	32.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.2	0.0	1.3	0.3	7.4	7.4	0.1	32.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	0	175	0	259	0	149	25	2372	1281	10	2446	0
V/C Ratio(X)	0.00	0.00	0.00	0.47	0.00	0.19	0.31	0.34	0.34	0.30	0.83	0.00
Avail Cap(c_a), veh/h	0	714	0	772	0	605	159	2903	1567	159	3031	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.6	0.0	32.8	38.3	4.7	4.7	38.9	8.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.6	6.9	0.1	0.2	15.7	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.3	0.0	0.5	0.2	1.4	1.5	0.1	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	36.0	0.0	33.4	45.2	4.8	4.9	54.6	10.5	0.0
LnGrp LOS	A	A	A	D	A	C	D	A	A	D	B	A
Approach Vol, veh/h		0			150			1250			2025	
Approach Delay, s/veh		0.0			35.5			5.1			10.6	
Approach LOS					D			A			B	

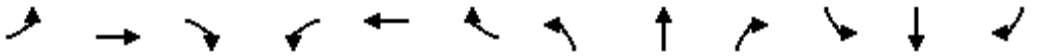
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.4	5.4	60.7		12.4	6.1	60.1				
Change Period (Y+Rc), s		5.0	5.0	6.0		5.0	5.0	6.0				
Max Green Setting (Gmax), s		30.0	7.0	67.0		30.0	7.0	67.0				
Max Q Clear Time (g_c+I1), s		7.2	2.1	9.4		0.0	2.3	34.3				
Green Ext Time (p_c), s		0.4	0.0	9.1		0.0	0.0	19.7				

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	163	40	1063	64	24	1754
Future Volume (veh/h)	163	40	1063	64	24	1754
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	43	1131	68	26	1866
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	232	207	2871	173	72	2489
Arrive On Green	0.13	0.13	0.58	0.58	0.04	0.70
Sat Flow, veh/h	1781	1585	5093	296	1781	3647
Grp Volume(v), veh/h	173	43	782	417	26	1866
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1817	1781	1777
Q Serve(g_s), s	6.1	1.6	8.1	8.1	0.9	21.5
Cycle Q Clear(g_c), s	6.1	1.6	8.1	8.1	0.9	21.5
Prop In Lane	1.00	1.00		0.16	1.00	
Lane Grp Cap(c), veh/h	232	207	1985	1059	72	2489
V/C Ratio(X)	0.74	0.21	0.39	0.39	0.36	0.75
Avail Cap(c_a), veh/h	850	756	3457	1845	192	4265
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	27.2	25.3	7.3	7.3	30.4	6.1
Incr Delay (d2), s/veh	4.7	0.5	0.1	0.2	3.0	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	2.7	0.5	1.8	2.0	0.4	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.9	25.7	7.5	7.6	33.4	6.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	216		1199			1892
Approach Delay, s/veh	30.7		7.5			7.0
Approach LOS	C		A			A

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.5	7.6	43.9		51.5
Change Period (Y+Rc), s		5.0	5.0	6.0		6.0
Max Green Setting (Gmax), s		31.0	7.0	66.0		78.0
Max Q Clear Time (g_c+I1), s		8.1	2.9	10.1		23.5
Green Ext Time (p_c), s		0.6	0.0	8.7		22.0

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	2	26	60	2	8	17	2038	56	4	1288	25
Future Volume (veh/h)	38	2	26	60	2	8	17	2038	56	4	1288	25
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	2	27	62	2	8	18	2101	58	4	1328	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	21	56	0	30	122	53	2373	65	13	2318	45
Arrive On Green	0.09	0.09	0.09	0.00	0.09	0.09	0.03	0.67	0.67	0.01	0.65	0.65
Sat Flow, veh/h	698	224	607	0	327	1308	1781	3530	97	1781	3565	70
Grp Volume(v), veh/h	68	0	0	0	0	10	18	1052	1107	4	662	692
Grp Sat Flow(s),veh/h/ln	1530	0	0	0	0	1635	1781	1777	1850	1781	1777	1858
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.4	0.7	33.5	34.4	0.2	14.6	14.6
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	0.0	0.4	0.7	33.5	34.4	0.2	14.6	14.6
Prop In Lane	0.57		0.40	0.00		0.80	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	223	0	0	0	0	152	53	1194	1244	13	1155	1208
V/C Ratio(X)	0.31	0.00	0.00	0.00	0.00	0.07	0.34	0.88	0.89	0.30	0.57	0.57
Avail Cap(c_a), veh/h	590	0	0	0	0	1092	177	1262	1314	177	1262	1319
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	0.0	0.0	0.0	29.1	33.5	9.3	9.4	34.7	6.9	6.9
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.2	3.8	7.2	7.7	12.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	0.0	0.2	0.3	8.6	9.3	0.1	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	0.0	0.0	0.0	29.3	37.3	16.5	17.1	46.8	7.4	7.4
LnGrp LOS	C	A	A	A	A	C	D	B	B	D	A	A
Approach Vol, veh/h		68			10			2177			1358	
Approach Delay, s/veh		31.0			29.3			17.0			7.5	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	5.5	53.3	0.0	11.5	7.1	51.8
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	47.0	7.0	50.0	18.0	24.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.4	2.2	36.4	0.0	4.9	2.7	16.6
Green Ext Time (p_c), s	0.0	0.0	10.9	0.0	0.3	0.0	9.7

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

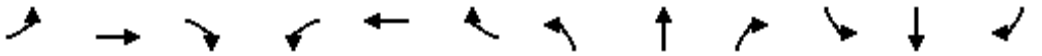
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	2064	3	5	1287
Future Vol, veh/h	0	3	2064	3	5	1287
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	2173	3	5	1355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2867	1092	0	0	2180	0
Stage 1	2179	-	-	-	-	-
Stage 2	688	-	-	-	-	-
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	13	210	-	-	240	-
Stage 1	72	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	209	-	-	239	-
Mov Cap-2 Maneuver	59	-	-	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0.1
HCM LOS	C		

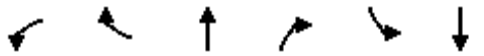
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	209	239	-
HCM Lane V/C Ratio	-	-	-	0.015	0.022	-
HCM Control Delay (s)	-	-	0	22.5	20.4	-
HCM Lane LOS	-	-	A	C	C	-
HCM 95th %tile Q(veh)	-	-	-	0	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	62	0	16	0	1943	122	16	1227	0
Future Volume (veh/h)	0	0	5	62	0	16	0	1943	122	16	1227	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	5	65	0	17	0	2045	128	17	1292	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	135	227	0	135	3	3145	196	51	2649	0
Arrive On Green	0.00	0.00	0.09	0.09	0.00	0.09	0.00	0.64	0.64	0.03	0.75	0.00
Sat Flow, veh/h	0	0	1585	1411	0	1585	1781	4913	306	1781	3647	0
Grp Volume(v), veh/h	0	0	5	65	0	17	0	1414	759	17	1292	0
Grp Sat Flow(s),veh/h/ln	0	0	1585	1411	0	1585	1781	1702	1815	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.2	2.9	0.0	0.6	0.0	16.6	16.8	0.6	9.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	3.1	0.0	0.6	0.0	16.6	16.8	0.6	9.5	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	135	227	0	135	3	2179	1162	51	2649	0
V/C Ratio(X)	0.00	0.00	0.04	0.29	0.00	0.13	0.00	0.65	0.65	0.34	0.49	0.00
Avail Cap(c_a), veh/h	0	0	780	801	0	780	192	3403	1814	192	3552	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	27.3	28.7	0.0	27.5	0.0	7.2	7.2	31.0	3.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.7	0.0	0.4	0.0	0.3	0.6	3.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.0	0.0	0.2	0.0	3.1	3.4	0.3	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	27.4	29.4	0.0	27.9	0.0	7.5	7.9	34.8	3.4	0.0
LnGrp LOS	A	A	C	C	A	C	A	A	A	C	A	A
Approach Vol, veh/h		5			82			2173			1309	
Approach Delay, s/veh		27.4			29.1			7.6			3.9	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.5	6.9	47.6		10.5	0.0	54.5				
Change Period (Y+Rc), s		5.0	5.0	6.0		5.0	5.0	6.0				
Max Green Setting (Gmax), s		32.0	7.0	65.0		32.0	7.0	65.0				
Max Q Clear Time (g_c+I1), s		5.1	2.6	18.8		2.2	0.0	11.5				
Green Ext Time (p_c), s		0.2	0.0	22.8		0.0	0.0	11.1				

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	98	23	1790	168	32	1149
Future Volume (veh/h)	98	23	1790	168	32	1149
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	24	1884	177	34	1209
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	173	154	2885	270	88	2607
Arrive On Green	0.10	0.10	0.61	0.61	0.05	0.73
Sat Flow, veh/h	1781	1585	4918	444	1781	3647
Grp Volume(v), veh/h	103	24	1347	714	34	1209
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1790	1781	1777
Q Serve(g_s), s	3.6	0.9	16.7	16.9	1.2	8.9
Cycle Q Clear(g_c), s	3.6	0.9	16.7	16.9	1.2	8.9
Prop In Lane	1.00	1.00		0.25	1.00	
Lane Grp Cap(c), veh/h	173	154	2067	1087	88	2607
V/C Ratio(X)	0.60	0.16	0.65	0.66	0.39	0.46
Avail Cap(c_a), veh/h	933	830	3303	1737	192	4105
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	28.1	26.9	8.3	8.3	29.9	3.5
Incr Delay (d2), s/veh	3.3	0.5	0.4	0.7	2.8	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	1.6	0.3	3.5	3.9	0.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.4	27.4	8.6	9.0	32.7	3.6
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	127		2061			1243
Approach Delay, s/veh	30.6		8.8			4.4
Approach LOS	C		A			A

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		11.3	8.2	45.4		53.6
Change Period (Y+Rc), s		5.0	5.0	6.0		6.0
Max Green Setting (Gmax), s		34.0	7.0	63.0		75.0
Max Q Clear Time (g_c+I1), s		5.6	3.2	18.9		10.9
Green Ext Time (p_c), s		0.3	0.0	20.5		10.1

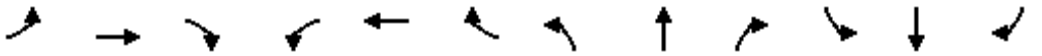
Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

APPENDIX D -

EXISTING PLUS PROJECT CONDITIONS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX D -

EXISTING PLUS PROJECT CONDITIONS PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2	26	95	0	9	9	1147	31	2	1946	46
Future Volume (veh/h)	22	2	26	95	0	9	9	1147	31	2	1946	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	2	27	99	0	9	9	1195	32	2	2027	48
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	27	78	0	0	152	29	2373	64	7	2339	55
Arrive On Green	0.10	0.10	0.10	0.00	0.00	0.10	0.02	0.67	0.67	0.00	0.66	0.66
Sat Flow, veh/h	469	285	815	0	0	1585	1781	3535	95	1781	3548	84
Grp Volume(v), veh/h	52	0	0	0	0	9	9	600	627	2	1011	1064
Grp Sat Flow(s),veh/h/ln	1569	0	0	0	0	1585	1781	1777	1853	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.4	0.3	11.7	11.7	0.1	31.4	32.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.0	0.0	0.4	0.3	11.7	11.7	0.1	31.4	32.0
Prop In Lane	0.44		0.52	0.00		1.00	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	225	0	0	0	0	152	29	1193	1244	7	1171	1223
V/C Ratio(X)	0.23	0.00	0.00	0.00	0.00	0.06	0.31	0.50	0.50	0.29	0.86	0.87
Avail Cap(c_a), veh/h	599	0	0	0	0	1067	179	1272	1327	179	1272	1328
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	0.0	0.0	0.0	28.7	34.0	5.7	5.7	34.7	9.4	9.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.2	6.1	0.3	0.3	22.3	6.0	6.1
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	0.1	0.2	2.2	2.3	0.1	8.1	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	0.0	0.0	0.0	0.0	28.9	40.1	6.0	6.0	57.0	15.4	15.7
LnGrp LOS	C	A	A	A	A	C	D	A	A	E	B	B
Approach Vol, veh/h		52			9			1236			2077	
Approach Delay, s/veh		30.0			28.9			6.3			15.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	5.3	52.9	0.0	11.7	6.1	52.0
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	47.0	7.0	50.0	18.0	24.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.4	2.1	13.7	0.0	4.0	2.3	34.0
Green Ext Time (p_c), s	0.0	0.0	8.4	0.0	0.2	0.0	12.0

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

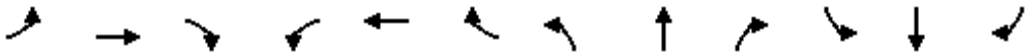
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	4	1170	2	4	2032
Future Vol, veh/h	2	4	1170	2	4	2032
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	4	1245	2	4	2162

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2337	626	0	0	1249	0
Stage 1	1248	-	-	-	-	-
Stage 2	1089	-	-	-	-	-
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	31	427	-	-	553	-
Stage 1	234	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	31	426	-	-	552	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	282	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	131	426	552	-
HCM Lane V/C Ratio	-	-	0.016	0.01	0.008	-
HCM Control Delay (s)	-	-	32.9	13.5	11.6	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	6	26	113	6	26	33	1115	40	3	1880	32
Future Volume (veh/h)	32	6	26	113	6	26	33	1115	40	3	1880	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	6	28	122	6	28	35	1199	43	3	2022	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	33	65	241	30	138	82	3571	128	10	2379	40
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.05	0.71	0.71	0.01	0.67	0.67
Sat Flow, veh/h	585	324	636	1375	287	1341	1781	5060	181	1781	3576	60
Grp Volume(v), veh/h	68	0	0	122	0	34	35	806	436	3	1002	1054
Grp Sat Flow(s),veh/h/ln	1545	0	0	1375	0	1629	1781	1702	1838	1781	1777	1860
Q Serve(g_s), s	1.4	0.0	0.0	3.1	0.0	1.6	1.6	7.9	7.9	0.1	37.2	37.8
Cycle Q Clear(g_c), s	3.4	0.0	0.0	6.4	0.0	1.6	1.6	7.9	7.9	0.1	37.2	37.8
Prop In Lane	0.50		0.41	1.00		0.82	1.00		0.10	1.00		0.03
Lane Grp Cap(c), veh/h	222	0	0	241	0	168	82	2402	1297	10	1182	1237
V/C Ratio(X)	0.31	0.00	0.00	0.51	0.00	0.20	0.43	0.34	0.34	0.30	0.85	0.85
Avail Cap(c_a), veh/h	588	0	0	578	0	568	145	2649	1430	145	1383	1447
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	36.1	0.0	0.0	37.3	0.0	35.4	40.0	4.9	4.9	42.6	11.1	11.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.6	0.0	0.6	3.5	0.1	0.2	15.8	4.5	4.5
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	1.3	0.0	0.0	2.5	0.0	0.7	0.8	1.6	1.8	0.1	10.7	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	0.0	39.0	0.0	36.0	43.4	5.0	5.0	58.4	15.6	15.7
LnGrp LOS	D	A	A	D	A	D	D	A	A	E	B	B
Approach Vol, veh/h		68			156			1277			2059	
Approach Delay, s/veh		36.9			38.3			6.0			15.7	
Approach LOS		D			D			A			B	

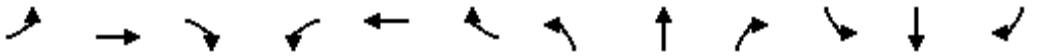
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.9	5.5	66.8		13.9	9.0	63.3				
Change Period (Y+Rc), s		5.0	5.0	6.0		5.0	5.0	6.0				
Max Green Setting (Gmax), s		30.0	7.0	67.0		30.0	7.0	67.0				
Max Q Clear Time (g_c+I1), s		8.4	2.1	9.9		5.4	3.6	39.8				
Green Ext Time (p_c), s		0.5	0.0	9.1		0.3	0.0	17.5				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	173	40	1085	74	24	1776
Future Volume (veh/h)	173	40	1085	74	24	1776
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	43	1154	79	26	1889
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	216	2861	196	71	2490
Arrive On Green	0.14	0.14	0.59	0.59	0.04	0.70
Sat Flow, veh/h	1781	1585	5048	334	1781	3647
Grp Volume(v), veh/h	184	43	805	428	26	1889
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1810	1781	1777
Q Serve(g_s), s	6.7	1.6	8.6	8.6	1.0	22.9
Cycle Q Clear(g_c), s	6.7	1.6	8.6	8.6	1.0	22.9
Prop In Lane	1.00	1.00		0.18	1.00	
Lane Grp Cap(c), veh/h	243	216	1996	1061	71	2490
V/C Ratio(X)	0.76	0.20	0.40	0.40	0.36	0.76
Avail Cap(c_a), veh/h	820	729	3334	1773	185	4114
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	28.0	25.8	7.6	7.6	31.5	6.4
Incr Delay (d2), s/veh	4.8	0.4	0.1	0.2	3.1	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	3.0	0.6	2.0	2.2	0.4	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.9	26.3	7.7	7.8	34.6	6.9
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	227		1233			1915
Approach Delay, s/veh	31.6		7.7			7.3
Approach LOS	C		A			A

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.2	7.7	45.5		53.2
Change Period (Y+Rc), s		5.0	5.0	6.0		6.0
Max Green Setting (Gmax), s		31.0	7.0	66.0		78.0
Max Q Clear Time (g_c+I1), s		8.7	3.0	10.6		24.9
Green Ext Time (p_c), s		0.6	0.0	9.1		22.3

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	2	26	60	2	10	17	2053	56	6	1303	31
Future Volume (veh/h)	44	2	26	60	2	10	17	2053	56	6	1303	31
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	2	27	62	2	10	18	2116	58	6	1343	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	19	52	0	25	126	52	2369	65	20	2314	55
Arrive On Green	0.09	0.09	0.09	0.00	0.09	0.09	0.03	0.67	0.67	0.01	0.65	0.65
Sat Flow, veh/h	764	199	553	0	271	1355	1781	3531	96	1781	3547	84
Grp Volume(v), veh/h	74	0	0	0	0	12	18	1059	1115	6	672	703
Grp Sat Flow(s),veh/h/ln	1516	0	0	0	0	1626	1781	1777	1850	1781	1777	1855
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.5	0.7	34.5	35.5	0.2	15.0	15.1
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.0	0.0	0.5	0.7	34.5	35.5	0.2	15.0	15.1
Prop In Lane	0.61		0.36	0.00		0.83	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	223	0	0	0	0	151	52	1192	1241	20	1159	1210
V/C Ratio(X)	0.33	0.00	0.00	0.00	0.00	0.08	0.34	0.89	0.90	0.31	0.58	0.58
Avail Cap(c_a), veh/h	583	0	0	0	0	1075	175	1249	1301	175	1249	1304
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	0.0	0.0	0.0	0.0	29.5	33.8	9.5	9.7	34.9	6.9	6.9
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.2	3.8	7.9	8.4	8.5	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.2	0.3	9.2	9.9	0.1	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	0.0	0.0	0.0	29.7	37.7	17.4	18.1	43.4	7.5	7.5
LnGrp LOS	C	A	A	A	A	C	D	B	B	D	A	A
Approach Vol, veh/h		74			12			2192			1381	
Approach Delay, s/veh		31.5			29.7			17.9			7.6	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		11.6	5.8	53.7	0.0	11.6	7.1	52.4				
Change Period (Y+Rc), s		5.0	5.0	6.0	5.0	5.0	5.0	6.0				
Max Green Setting (Gmax), s		47.0	7.0	50.0	18.0	24.0	7.0	50.0				
Max Q Clear Time (g_c+I1), s		2.5	2.2	37.5	0.0	5.2	2.7	17.1				
Green Ext Time (p_c), s		0.0	0.0	10.2	0.0	0.3	0.0	9.9				

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

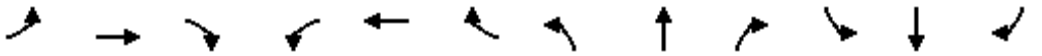
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	2087	3	6	1310
Future Vol, veh/h	0	4	2087	3	6	1310
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	2197	3	6	1379

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2905	1104	0	0	2204	0
Stage 1	2203	-	-	-	-	-
Stage 2	702	-	-	-	-	-
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	12	206	-	-	235	-
Stage 1	70	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	12	205	-	-	234	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	70	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.9	0	0.1
HCM LOS	C		

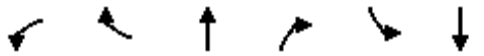
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	205	234	-
HCM Lane V/C Ratio	-	-	-	0.021	0.027	-
HCM Control Delay (s)	-	-	0	22.9	20.8	-
HCM Lane LOS	-	-	A	C	C	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	6	29	62	6	16	24	1943	122	16	1227	31
Future Volume (veh/h)	31	6	29	62	6	16	24	1943	122	16	1227	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	6	31	65	6	17	25	2045	128	17	1292	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	32	68	260	43	121	69	3109	194	51	2203	56
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.04	0.63	0.63	0.03	0.62	0.62
Sat Flow, veh/h	546	321	689	1371	431	1220	1781	4913	306	1781	3540	90
Grp Volume(v), veh/h	70	0	0	65	0	23	25	1414	759	17	648	677
Grp Sat Flow(s),veh/h/ln	1557	0	0	1371	0	1651	1781	1702	1815	1781	1777	1854
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.8	0.9	17.4	17.6	0.6	14.5	14.5
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.3	0.0	0.8	0.9	17.4	17.6	0.6	14.5	14.5
Prop In Lane	0.47		0.44	1.00		0.74	1.00		0.17	1.00		0.05
Lane Grp Cap(c), veh/h	234	0	0	260	0	164	69	2154	1148	51	1106	1154
V/C Ratio(X)	0.30	0.00	0.00	0.25	0.00	0.14	0.36	0.66	0.66	0.34	0.59	0.59
Avail Cap(c_a), veh/h	805	0	0	781	0	791	187	3314	1767	187	1730	1805
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	28.3	0.0	0.0	28.1	0.0	27.5	31.3	7.7	7.7	31.8	7.5	7.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.5	0.0	0.4	3.1	0.3	0.7	3.9	0.5	0.5
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	1.0	0.0	0.3	0.4	3.5	3.9	0.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	0.0	28.6	0.0	27.9	34.4	8.0	8.4	35.7	8.0	8.0
LnGrp LOS	C	A	A	C	A	C	C	A	A	D	A	A
Approach Vol, veh/h		70			88			2198			1342	
Approach Delay, s/veh		29.0			28.4			8.5			8.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.6	6.9	48.3		11.6	7.6	47.5				
Change Period (Y+Rc), s		5.0	5.0	6.0		5.0	5.0	6.0				
Max Green Setting (Gmax), s		32.0	7.0	65.0		32.0	7.0	65.0				
Max Q Clear Time (g_c+I1), s		4.3	2.6	19.6		4.7	2.9	16.5				
Green Ext Time (p_c), s		0.3	0.0	22.6		0.3	0.0	10.0				

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	107	23	1811	177	32	1170
Future Volume (veh/h)	107	23	1811	177	32	1170
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	24	1906	186	34	1232
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	173	154	2894	281	88	2617
Arrive On Green	0.10	0.10	0.61	0.61	0.05	0.74
Sat Flow, veh/h	1781	1585	4901	459	1781	3647
Grp Volume(v), veh/h	113	24	1368	724	34	1232
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1787	1781	1777
Q Serve(g_s), s	4.0	0.9	17.3	17.5	1.2	9.3
Cycle Q Clear(g_c), s	4.0	0.9	17.3	17.5	1.2	9.3
Prop In Lane	1.00	1.00		0.26	1.00	
Lane Grp Cap(c), veh/h	173	154	2082	1093	88	2617
V/C Ratio(X)	0.65	0.16	0.66	0.66	0.39	0.47
Avail Cap(c_a), veh/h	916	815	3244	1703	189	4031
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	28.8	27.3	8.3	8.4	30.5	3.5
Incr Delay (d2), s/veh	4.1	0.5	0.4	0.7	2.8	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	1.8	0.3	3.7	4.0	0.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.9	27.8	8.7	9.1	33.3	3.7
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	137		2092			1266
Approach Delay, s/veh	32.0		8.8			4.4
Approach LOS	C		A			A

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		11.4	8.3	46.4		54.7
Change Period (Y+Rc), s		5.0	5.0	6.0		6.0
Max Green Setting (Gmax), s		34.0	7.0	63.0		75.0
Max Q Clear Time (g_c+I1), s		6.0	3.2	19.5		11.3
Green Ext Time (p_c), s		0.4	0.0	20.9		10.4

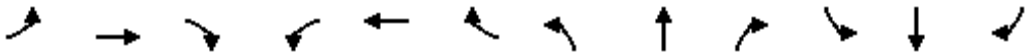
Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

APPENDIX E -

EXISTING PLUS AMBIENT PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX E -

EXISTING PLUS AMBIENT PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	3	28	99	0	10	10	1193	33	2	2024	48
Future Volume (veh/h)	23	3	28	99	0	10	10	1193	33	2	2024	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	3	29	103	0	10	10	1243	34	2	2108	50
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	28	77	0	0	149	31	2398	66	7	2359	56
Arrive On Green	0.09	0.09	0.09	0.00	0.00	0.09	0.02	0.68	0.68	0.00	0.66	0.66
Sat Flow, veh/h	463	294	813	0	0	1585	1781	3533	97	1781	3548	84
Grp Volume(v), veh/h	56	0	0	0	0	10	10	625	652	2	1051	1107
Grp Sat Flow(s),veh/h/ln	1571	0	0	0	0	1585	1781	1777	1853	1781	1777	1855
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.4	0.4	12.5	12.5	0.1	34.8	35.5
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	0.0	0.4	0.4	12.5	12.5	0.1	34.8	35.5
Prop In Lane	0.43		0.52	0.00		1.00	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	220	0	0	0	0	149	31	1206	1258	7	1181	1234
V/C Ratio(X)	0.25	0.00	0.00	0.00	0.00	0.07	0.32	0.52	0.52	0.29	0.89	0.90
Avail Cap(c_a), veh/h	584	0	0	0	0	1039	174	1239	1292	174	1239	1294
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	0.0	0.0	29.6	34.8	5.7	5.7	35.6	9.9	10.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.2	5.7	0.4	0.3	22.3	8.1	8.3
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	0.9	0.0	0.0	0.0	0.0	0.2	0.2	2.4	2.5	0.1	9.5	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	0.0	0.0	0.0	29.8	40.5	6.1	6.1	57.9	17.9	18.3
LnGrp LOS	C	A	A	A	A	C	D	A	A	E	B	B
Approach Vol, veh/h		56			10			1287			2160	
Approach Delay, s/veh		31.0			29.8			6.3			18.2	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	5.3	54.7	0.0	11.8	6.3	53.7
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	47.0	7.0	50.0	18.0	24.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.4	2.1	14.5	0.0	4.2	2.4	37.5
Green Ext Time (p_c), s	0.0	0.0	9.0	0.0	0.2	0.0	10.1

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

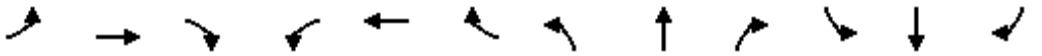
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	1217	3	5	2114
Future Vol, veh/h	3	5	1217	3	5	2114
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	5	1295	3	5	2249

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2434	651	0	0	1300	0
Stage 1	1299	-	-	-	-	-
Stage 2	1135	-	-	-	-	-
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	26	411	-	-	529	-
Stage 1	220	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	410	-	-	528	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	267	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0
HCM LOS	C		

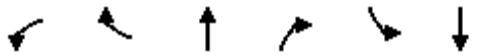
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	122	410	528	-
HCM Lane V/C Ratio	-	-	0.026	0.013	0.01	-
HCM Control Delay (s)	-	-	35.3	13.9	11.9	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	6	26	118	6	28	34	1161	42	4	1956	32
Future Volume (veh/h)	32	6	26	118	6	28	34	1161	42	4	1956	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	6	28	127	6	30	37	1248	45	4	2103	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	33	67	240	29	143	83	3594	130	13	2401	39
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.05	0.71	0.71	0.01	0.67	0.67
Sat Flow, veh/h	595	312	634	1375	271	1355	1781	5059	182	1781	3579	58
Grp Volume(v), veh/h	68	0	0	127	0	36	37	840	453	4	1041	1096
Grp Sat Flow(s),veh/h/ln	1540	0	0	1375	0	1626	1781	1702	1837	1781	1777	1860
Q Serve(g_s), s	1.6	0.0	0.0	3.6	0.0	1.8	1.8	8.6	8.6	0.2	42.2	42.7
Cycle Q Clear(g_c), s	3.5	0.0	0.0	7.1	0.0	1.8	1.8	8.6	8.6	0.2	42.2	42.7
Prop In Lane	0.50		0.41	1.00		0.83	1.00		0.10	1.00		0.03
Lane Grp Cap(c), veh/h	222	0	0	240	0	172	83	2418	1305	13	1192	1248
V/C Ratio(X)	0.31	0.00	0.00	0.53	0.00	0.21	0.44	0.35	0.35	0.30	0.87	0.88
Avail Cap(c_a), veh/h	559	0	0	551	0	539	138	2519	1360	138	1315	1376
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	37.7	0.0	0.0	39.2	0.0	37.0	42.0	5.0	5.0	44.7	11.8	11.9
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.8	0.0	0.6	3.7	0.1	0.2	12.4	6.3	6.3
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	2.8	0.0	0.7	0.8	1.8	2.0	0.1	12.8	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	41.0	0.0	37.6	45.7	5.1	5.2	57.1	18.1	18.3
LnGrp LOS	D	A	A	D	A	D	D	A	A	E	B	B
Approach Vol, veh/h		68			163			1330			2141	
Approach Delay, s/veh		38.5			40.2			6.3			18.3	
Approach LOS		D			D			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.6	5.7	70.3		14.6	9.2	66.7				
Change Period (Y+Rc), s		5.0	5.0	6.0		5.0	5.0	6.0				
Max Green Setting (Gmax), s		30.0	7.0	67.0		30.0	7.0	67.0				
Max Q Clear Time (g_c+I1), s		9.1	2.2	10.6		5.5	3.8	44.7				
Green Ext Time (p_c), s		0.5	0.0	9.7		0.3	0.0	16.0				

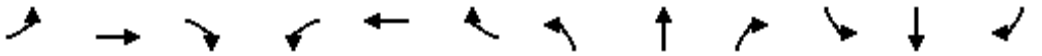
Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	180	42	1128	77	25	1847
Future Volume (veh/h)	180	42	1128	77	25	1847
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	45	1200	82	27	1965
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	246	219	2935	201	72	2525
Arrive On Green	0.14	0.14	0.60	0.60	0.04	0.71
Sat Flow, veh/h	1781	1585	5049	333	1781	3647
Grp Volume(v), veh/h	191	45	837	445	27	1965
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1810	1781	1777
Q Serve(g_s), s	7.5	1.8	9.5	9.5	1.1	26.1
Cycle Q Clear(g_c), s	7.5	1.8	9.5	9.5	1.1	26.1
Prop In Lane	1.00	1.00		0.18	1.00	
Lane Grp Cap(c), veh/h	246	219	2047	1089	72	2525
V/C Ratio(X)	0.78	0.21	0.41	0.41	0.37	0.78
Avail Cap(c_a), veh/h	734	653	3133	1666	171	3857
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	30.3	27.8	7.7	7.7	34.0	6.8
Incr Delay (d2), s/veh	5.2	0.5	0.1	0.2	3.2	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	0.6	2.3	2.5	0.5	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.5	28.3	7.8	7.9	37.2	7.4
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	236		1282			1992
Approach Delay, s/veh	34.1		7.8			7.8
Approach LOS	C		A			A

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.1	7.9	49.8		57.7
Change Period (Y+Rc), s		5.0	5.0	6.0		6.0
Max Green Setting (Gmax), s		30.0	7.0	67.0		79.0
Max Q Clear Time (g_c+I1), s		9.5	3.1	11.5		28.1
Green Ext Time (p_c), s		0.6	0.0	9.6		23.7

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	3	28	63	3	11	18	2136	59	7	1356	33
Future Volume (veh/h)	46	3	28	63	3	11	18	2136	59	7	1356	33
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	3	29	65	3	11	19	2202	61	7	1398	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	19	51	0	32	119	55	2381	66	23	2328	57
Arrive On Green	0.09	0.09	0.09	0.00	0.09	0.09	0.03	0.67	0.67	0.01	0.66	0.66
Sat Flow, veh/h	758	201	556	0	351	1287	1781	3530	97	1781	3545	86
Grp Volume(v), veh/h	79	0	0	0	0	14	19	1102	1161	7	700	732
Grp Sat Flow(s),veh/h/ln	1515	0	0	0	0	1639	1781	1777	1850	1781	1777	1855
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.6	0.8	38.6	39.8	0.3	16.2	16.3
Cycle Q Clear(g_c), s	3.5	0.0	0.0	0.0	0.0	0.6	0.8	38.6	39.8	0.3	16.2	16.3
Prop In Lane	0.59		0.37	0.00		0.79	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	219	0	0	0	0	151	55	1199	1248	23	1167	1218
V/C Ratio(X)	0.36	0.00	0.00	0.00	0.00	0.09	0.35	0.92	0.93	0.31	0.60	0.60
Avail Cap(c_a), veh/h	571	0	0	0	0	1060	172	1223	1273	172	1223	1276
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	0.0	0.0	0.0	0.0	30.2	34.5	10.1	10.3	35.5	7.1	7.1
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.3	3.7	11.1	11.9	7.5	0.8	0.7
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	1.3	0.0	0.0	0.0	0.0	0.2	0.4	11.2	12.1	0.2	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	0.0	0.0	0.0	30.4	38.2	21.2	22.2	43.1	7.8	7.8
LnGrp LOS	C	A	A	A	A	C	D	C	C	D	A	A
Approach Vol, veh/h		79			14			2282			1439	
Approach Delay, s/veh		32.5			30.4			21.9			8.0	
Approach LOS		C			C			C			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	5.9	55.0	0.0	11.7	7.2	53.7
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	47.0	7.0	50.0	18.0	24.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.6	2.3	41.8	0.0	5.5	2.8	18.3
Green Ext Time (p_c), s	0.0	0.0	7.2	0.0	0.3	0.0	10.5

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

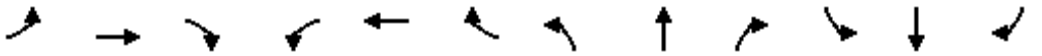
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	2171	4	7	1362
Future Vol, veh/h	0	5	2171	4	7	1362
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	2285	4	7	1434

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3022	1149	0	0	2293	0
Stage 1	2291	-	-	-	-	-
Stage 2	731	-	-	-	-	-
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	10	192	-	-	217	-
Stage 1	62	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	10	191	-	-	216	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	62	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	191	216	-
HCM Lane V/C Ratio	-	-	-	0.028	0.034	-
HCM Control Delay (s)	-	-	0	24.4	22.3	-
HCM Lane LOS	-	-	A	C	C	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	6	30	65	6	17	24	2022	127	17	1277	31
Future Volume (veh/h)	31	6	30	65	6	17	24	2022	127	17	1277	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	6	32	68	6	18	25	2128	134	18	1344	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	30	67	252	40	119	69	3166	198	53	2253	55
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.04	0.64	0.64	0.03	0.64	0.64
Sat Flow, veh/h	542	312	701	1370	412	1236	1781	4911	307	1781	3545	87
Grp Volume(v), veh/h	71	0	0	68	0	24	25	1471	791	18	673	704
Grp Sat Flow(s),veh/h/ln	1555	0	0	1370	0	1648	1781	1702	1815	1781	1777	1855
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.9	1.0	18.8	19.1	0.7	15.5	15.5
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.5	0.0	0.9	1.0	18.8	19.1	0.7	15.5	15.5
Prop In Lane	0.46		0.45	1.00		0.75	1.00		0.17	1.00		0.05
Lane Grp Cap(c), veh/h	225	0	0	252	0	158	69	2194	1170	53	1129	1179
V/C Ratio(X)	0.32	0.00	0.00	0.27	0.00	0.15	0.36	0.67	0.68	0.34	0.60	0.60
Avail Cap(c_a), veh/h	772	0	0	749	0	757	179	3176	1693	179	1658	1730
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	29.7	0.0	0.0	29.6	0.0	28.9	32.7	7.7	7.8	33.1	7.4	7.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.4	3.2	0.4	0.7	3.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.1	0.0	0.4	0.4	3.8	4.2	0.3	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	0.0	0.0	30.2	0.0	29.3	35.9	8.1	8.5	36.9	8.0	7.9
LnGrp LOS	C	A	A	C	A	C	D	A	A	D	A	A
Approach Vol, veh/h		71			92			2287			1395	
Approach Delay, s/veh		30.5			29.9			8.5			8.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.7	7.1	50.9		11.7	7.7	50.3				
Change Period (Y+Rc), s		5.0	5.0	6.0		5.0	5.0	6.0				
Max Green Setting (Gmax), s		32.0	7.0	65.0		32.0	7.0	65.0				
Max Q Clear Time (g_c+I1), s		4.5	2.7	21.1		4.9	3.0	17.5				
Green Ext Time (p_c), s		0.3	0.0	23.8		0.3	0.0	10.7				

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	111	24	1884	184	34	1217
Future Volume (veh/h)	111	24	1884	184	34	1217
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	25	1983	194	36	1281
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	168	149	2959	287	90	2657
Arrive On Green	0.09	0.09	0.63	0.63	0.05	0.75
Sat Flow, veh/h	1781	1585	4900	459	1781	3647
Grp Volume(v), veh/h	117	25	1422	755	36	1281
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1787	1781	1777
Q Serve(g_s), s	4.4	1.0	18.7	19.1	1.4	9.9
Cycle Q Clear(g_c), s	4.4	1.0	18.7	19.1	1.4	9.9
Prop In Lane	1.00	1.00		0.26	1.00	
Lane Grp Cap(c), veh/h	168	149	2129	1118	90	2657
V/C Ratio(X)	0.70	0.17	0.67	0.68	0.40	0.48
Avail Cap(c_a), veh/h	819	729	3181	1670	179	3933
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	29.0	8.4	8.4	32.0	3.5
Incr Delay (d2), s/veh	5.2	0.5	0.4	0.7	2.9	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	2.0	0.4	4.0	4.4	0.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.7	29.5	8.7	9.2	34.9	3.6
LnGrp LOS	D	C	A	A	C	A
Approach Vol, veh/h	142		2177			1317
Approach Delay, s/veh	34.6		8.9			4.5
Approach LOS	C		A			A

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		11.5	8.5	49.5		58.0
Change Period (Y+Rc), s		5.0	5.0	6.0		6.0
Max Green Setting (Gmax), s		32.0	7.0	65.0		77.0
Max Q Clear Time (g_c+I1), s		6.4	3.4	21.1		11.9
Green Ext Time (p_c), s		0.4	0.0	22.5		11.1

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	1217	3	0	2119
Future Vol, veh/h	0	5	1217	3	0	2119
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1295	3	0	2254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	651	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	411	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	410	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	410	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	13.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	2171	4	0	1369
Future Vol, veh/h	0	5	2171	4	0	1369
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	2285	4	0	1441

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1149	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	192	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	191	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	191	-
HCM Lane V/C Ratio	-	-	0.028	-
HCM Control Delay (s)	-	-	24.4	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

APPENDIX F -

CUMULATIVE PROJECT TRIP DISTRIBUTION

APPENDIX F -

CUMULATIVE PROJECT TRIP DISTRIBUTION

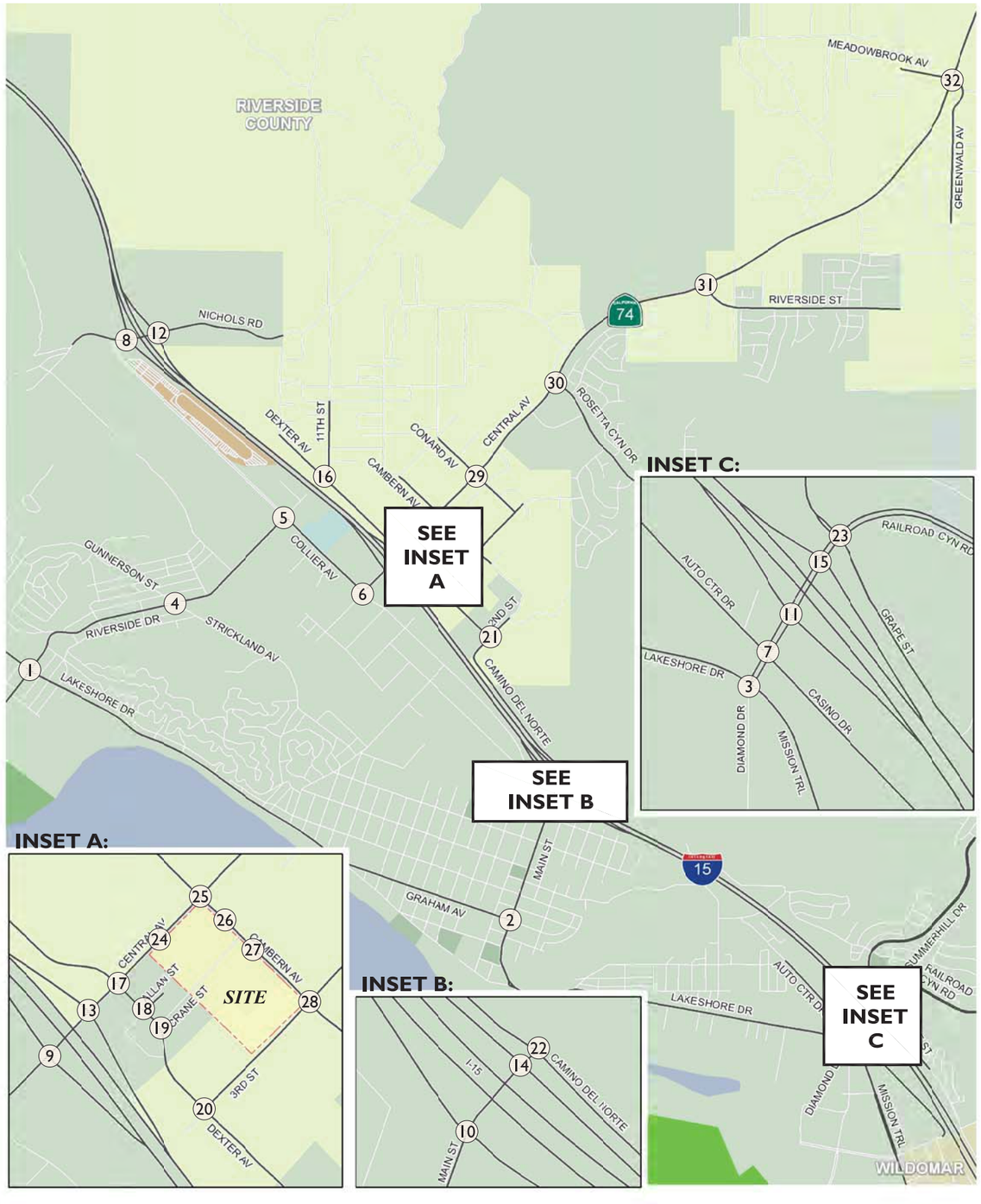
EXHIBIT 4-4

PROJECT ONLY
WEEKDAY AM PEAK HOUR INTERSECTION VOLUMES

1 Lakeshore Dr. & Riverside Dr. (SR-74)	2 Graham Av. & Main St.	3 Lakeshore Dr./ Mission Bl. & Diamond Dr.	4 Gunnerson St./ Strickland Av. & Riverside Dr. (SR-74)	5 Collier Av. & Riverside Dr. (SR-74)	6 Collier Av. & Central Av. (SR-74)	7 Auto Center Dr. & Diamond Dr.
0 0 10 → 8 8 8	0 0 → 5 10 0	0 3 0 → 0 5 5	0 0 10 → 8 26 8	0 0 0 → 0 0 0	0 0 68 → 51 5 5	0 0 0 → 0 10 3
0 10 0 → 0 0 10	0 14 0 → 0 0 0	0 7 0 → 0 3 7	0 34 0 → 0 0 10	0 0 54 → 41 8 0	0 7 0 → 0 0 7	0 13 0 → 0 0 3
8 I-15 SB Ramps & Nichols Rd.	**9 I-15 SB Ramps & Central Av. (SR-74)**	**10 I-15 SB Ramps & Main St.**	**11 I-15 SB Ramps & Railroad Canyon Rd.**	**12 I-15 NB Ramps & Nichols Rd.**	**13 I-15 NB Ramps & Central Av. (SR-74)**	**14 I-15 NB Ramps & Main St.**
0 0 0 → 8 3	0 0 68 → 61 61	0 0 0 → 21 0	13 0 18 → 0 0	0 → 0 3	0 → 51 123	0 → 0 21
0 10 →	81 0 →	27 0 →	17 0 →	0 0 → 8 0 3	0 149 → 0 0 81	0 27 → 0 0 0
15 I-15 NB Ramps & Railroad Canyon Rd.	**16 Dexter Av. & 11th St.**	**17 Dexter Av. & Central Av. (SR-74)**	**18 Dexter Av. & Allan St.**	**19 Dexter Av. & Crane St.**	**20 Dexter Av. & 3rd St.**	**21 Dexter Av. & 2nd St.**
24 0 →	0 0 0 → 0 0 10	0 17 0 → 0 115 0	95 → 39	0 0 95 → 33 0 20	0 20 0 → 0 0 0	21 0 0 → 0 0 0
17 18 → 0 0 0	0 0 0 → 0 5 8	0 152 78 → 59 13 0	0 → 33 14	0 0 0 → 0 14 14	0 0 0 → 0 27 0	27 0 0 → 0 0 0
22 Camino Del Norte & Main St.	**23 Summerhill Dr./ Grape St. & Railroad Canyon Rd.**	**24 Driveway 1 & Central Av. (SR-74)**	**25 Cambern Av. & Central Av. (SR-74)**	**26 Cambern Av. & Driveway 2**	**27 Cambern Av. & Driveway 3**	**28 Cambern Av. & 3rd St.**
21 0 → 27 0 → 0 0	7 0 0 → 0 10 0 → 5 5 5 → 7 0 0	→ 115 0 168 → 105	0 7 0 → 0 0 54 → 12 26 51 → 103 5 15	61 51 → 0 → 123	51 0 → 123 3 → 3 0	0 0 3 → 3 0 0 → 0 0 0
29 Conard Av. & Central Av. (SR-74)	**30 Rosetta Cyn. Dr. & Central Av. (SR-74)**	**31 Riverside St. & Central Av. (SR-74)**	**32 Meadowbrook Av./ Greenwald Av. & Central Av. (SR-74)**			
7 0 0 → 0 44 0 → 5 33 3 → 3 0 0	→ 34 0 → 26 8 → 10 0	→ 24 0 → 18 5 → 7 0	0 0 0 → 0 10 0 → 0 8 5 → 7 0 0			

EXHIBIT 4-5

PROJECT ONLY
WEEKDAY PM PEAK HOUR INTERSECTION VOLUMES



1 Lakeshore Dr. & Riverside Dr. (SR-74) 0 0 12 ← 13 ← 13 ← 13 0 → 12 → 0 0 0 0 ← 0 ← 12	**2** Graham Av. & Main St. 0 0 8 ← 8 ← 17 ← 0 0 → 17 → 0 0 0 0 ← 0 ← 0	**3** Lakeshore Dr./ Mission Bl. & Diamond Dr. 0 4 0 ← 0 ← 8 ← 8 0 → 8 → 0 0 4 8 ← 0 ← 8	**4** Gunnerson St./ Strickland Av. & Riverside Dr. (SR-74) 0 0 12 ← 13 ← 42 ← 13 0 → 41 → 0 0 0 12 ← 0 ← 12	**5** Collier Av. & Riverside Dr. (SR-74) 0 12 0 ← 0 ← 0 ← 0 0 → 0 → 66 67 13 0 ← 0 ← 0	**6** Collier Av. & Central Av. (SR-74) 0 0 82 ← 83 ← 8 ← 8 8 → 0 → 0 0 0 8 ← 0 ← 0	**7** Auto Center Dr. & Diamond Dr. 0 0 0 ← 0 ← 17 ← 4 0 → 16 → 0 0 0 4 ← 0 ← 0
8 I-15 SB Ramps & Nichols Rd. 0 0 0 ← 13 ← 4 0 → 12	**9** I-15 SB Ramps & Central Av. (SR-74) 0 0 82 ← 100 ← 100 99 → 0	**10** I-15 SB Ramps & Main St. 0 0 0 ← 33 ← 0 33 → 0	**11** I-15 SB Ramps & Railroad Canyon Rd. 21 0 29 ← 0 ← 0 21 → 0	**12** I-15 NB Ramps & Nichols Rd. ← 0 ← 4 0 → 0 13 0 4 ← 0 ← 4	**13** I-15 NB Ramps & Central Av. (SR-74) ← 83 ← 200 0 → 181 0 0 99 ← 0 ← 99	**14** I-15 NB Ramps & Main St. ← 0 ← 33 0 → 33 0 0 0 ← 0 ← 0
15 I-15 NB Ramps & Railroad Canyon Rd. ← 29 ← 0 21 → 29 0 0 0 ← 0 ← 0	**16** Dexter Av. & 11th St. 0 8 0 ← 0 ← 0 ← 12 0 → 0 → 0 0 0 8 ← 0 ← 13	**17** Dexter Av. & Central Av. (SR-74) 0 21 0 ← 0 ← 187 ← 0 0 → 185 → 95 96 21 0 ← 0 ← 0	**18** Dexter Av. & Allan St. 0 116 ← 63 0 → 54 → 16	**19** Dexter Av. & Crane St. 0 0 116 ← 54 ← 0 ← 33 0 → 0 → 0 0 16 16 ← 0 ← 0	**20** Dexter Av. & 3rd St. 0 33 0 ← 0 ← 0 ← 0 0 → 0 → 0 0 0 33 ← 0 ← 0	**21** Dexter Av. & 2nd St. 33 0 0 ← 0 ← 0 ← 0 33 → 0 → 0 0 0 0 ← 0 ← 0
22 Camino Del Norte & Main St. 33 0 ← 0 33 → 0 0 0 ← 0 ← 0	**23** Summerhill Dr./ Grape St. & Railroad Canyon Rd. 8 0 0 ← 0 ← 12 ← 0 8 → 13 → 8 8 0 0 ← 0 ← 0	**24** Driveway 1 & Central Av. (SR-74) ← 187 14 → 171 110 ← 0	**25** Cambern Av. & Central Av. (SR-74) 0 8 0 ← 0 ← 0 ← 66 20 → 42 → 62 167 8 25 ← 0 ← 0	**26** Cambern Av. & Driveway 2 74 62 ← 0 0 → 200	**27** Cambern Av. & Driveway 3 62 0 ← 0 200 → 4 4 0 ← 0 ← 0	**28** Cambern Av. & 3rd St. 0 0 4 ← 4 ← 0 ← 0 0 → 0 → 0 0 0 0 ← 0 ← 0
29 Conard Av. & Central Av. (SR-74) 8 0 0 ← 0 ← 54 ← 0 8 → 54 → 4 4 0 0 ← 0 ← 0	**30** Rosetta Cyn. Dr. & Central Av. (SR-74) ← 41 ← 0 42 → 13 12 ← 0	**31** Riverside St. & Central Av. (SR-74) ← 29 ← 0 29 → 8 8 ← 0	**32** Meadowbrook Av./ Greenwald Av. & Central Av. (SR-74) 0 0 0 ← 0 ← 12 ← 0 0 → 13 → 8 8 0 0 ← 0 ← 0			

ALBERT WILSON & ASSOCIATES

TRAFFIC ENGINEERS

SCOPING AGREEMENT

FOR

PROPOSED BOAT SALE AND MANUFACTURING FACILITY ON RIVERSIDE DRIVE (APN: 378-030-006)

CITY OF LAKE ELSINORE CA.

Revised June 30, 2017

REGISTERED PROFESSIONAL ENGINEER
CHIDI N ONUMONU
C046055
Exp. 12-31-18
CIVIL
STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
CHIDI N ONUMONU
T2088
Exp. 6-30-18
TRAFFIC
STATE OF CALIFORNIA

7866 Henbane Street, Rancho Cucamonga Ca. 91739; Phone:909-483-4876; Fax: 909-989-1576; www.awatraffic.com

TABLE 1:

PROJECT TRIP GENERATION- Boat Manufacturing/Sales Facility

LAND USE	UNITS	A.M. PEAK HOUR			P.M. PEAK HOUR			DAILY		
		IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
PHASE !: Land Use 140- Manufacturing	25.682 TSF									
Trips/Unit		0.57	0.16	0.73	0.26	0.47	0.73	1.91	1.91	3.82
Trips		15	4	19	7	12	19	49	49	98
PHASE 2: Land Use 140- Manafacturing	9.8 TSF	0.57 6	0.16 2	0.73 8	0.26 3	0.47 5	0.73 8	1.91 19	1.91 19	3.82 38
Total New Trips		21	6	27	10	17	27	68	68	136

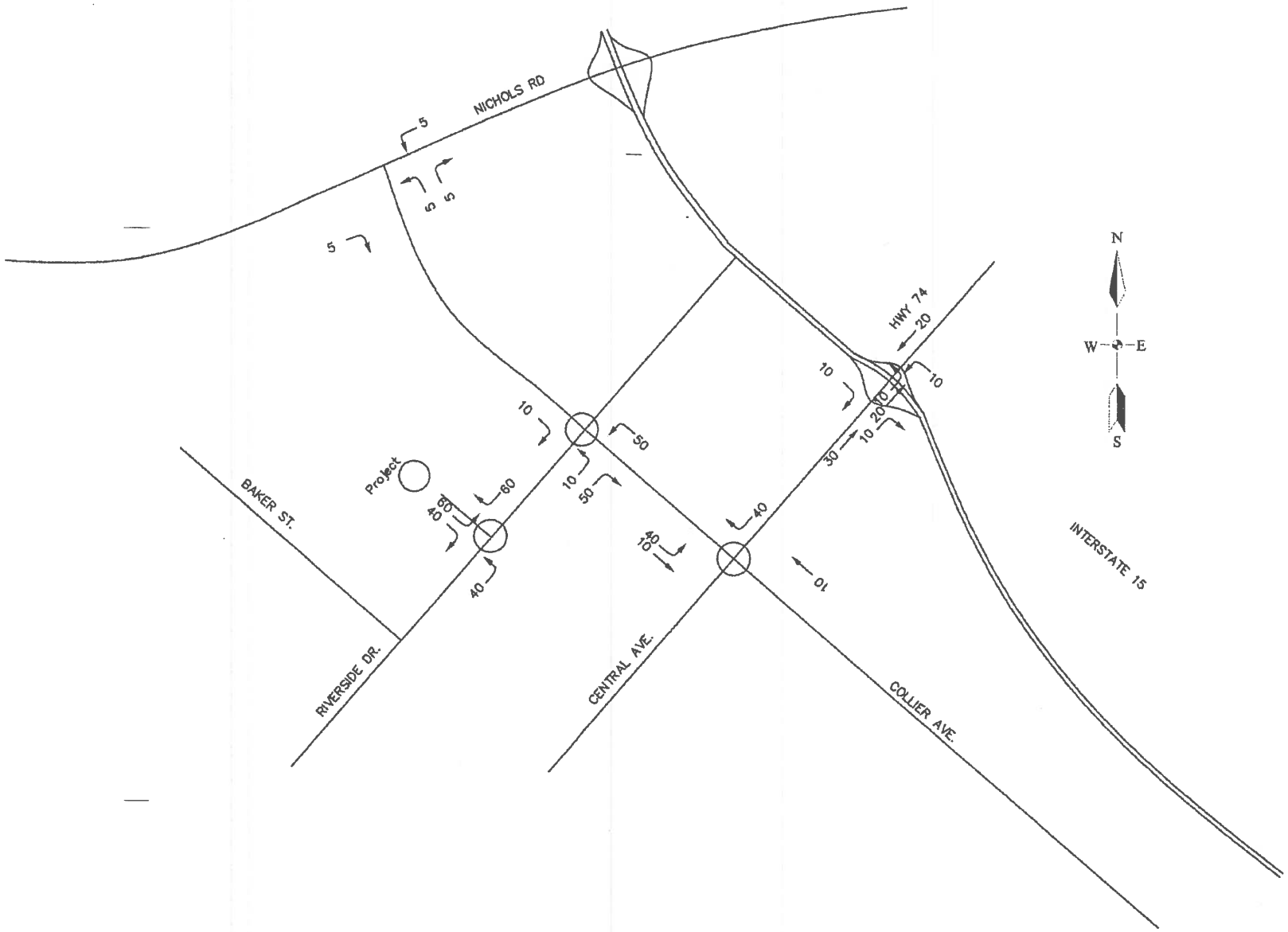
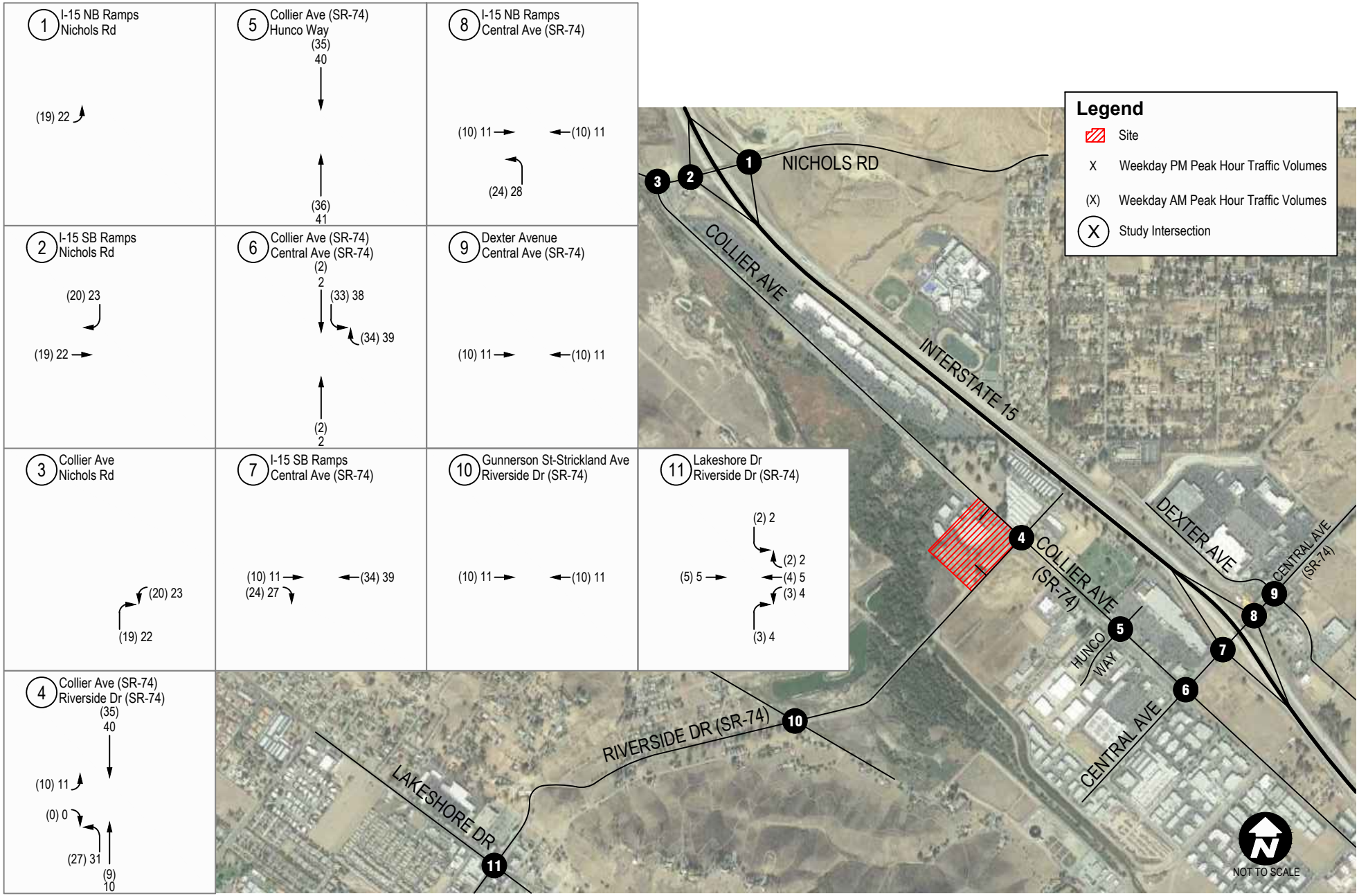


EXHIBIT 2: PROJECT TRIP DISTRIBUTION %



Source: Google Maps, 10/2016

Project Net Total Trip Assignment

Kassab Travel Center TIA

FIGURE
5

1 INTRODUCTION

This report presents the results of the traffic impact analysis (TIA) for the proposed Nichols Ranch (referred to as "Project") located south of Nichols Road and east of the I-15 Freeway in the City of Lake Elsinore as shown on Exhibit 1-1.

The purpose of this traffic impact analysis is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and to recommend improvements to achieve acceptable circulation system operational conditions. As directed by City of Lake Elsinore staff, this traffic study has been prepared in accordance with the County of Riverside's Traffic Impact Analysis Preparation Guide (April 2008), the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies (December 2002), and consultation with City of Lake Elsinore staff during the scoping process. (1) (2) The approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TIA.

1.1 PROJECT OVERVIEW

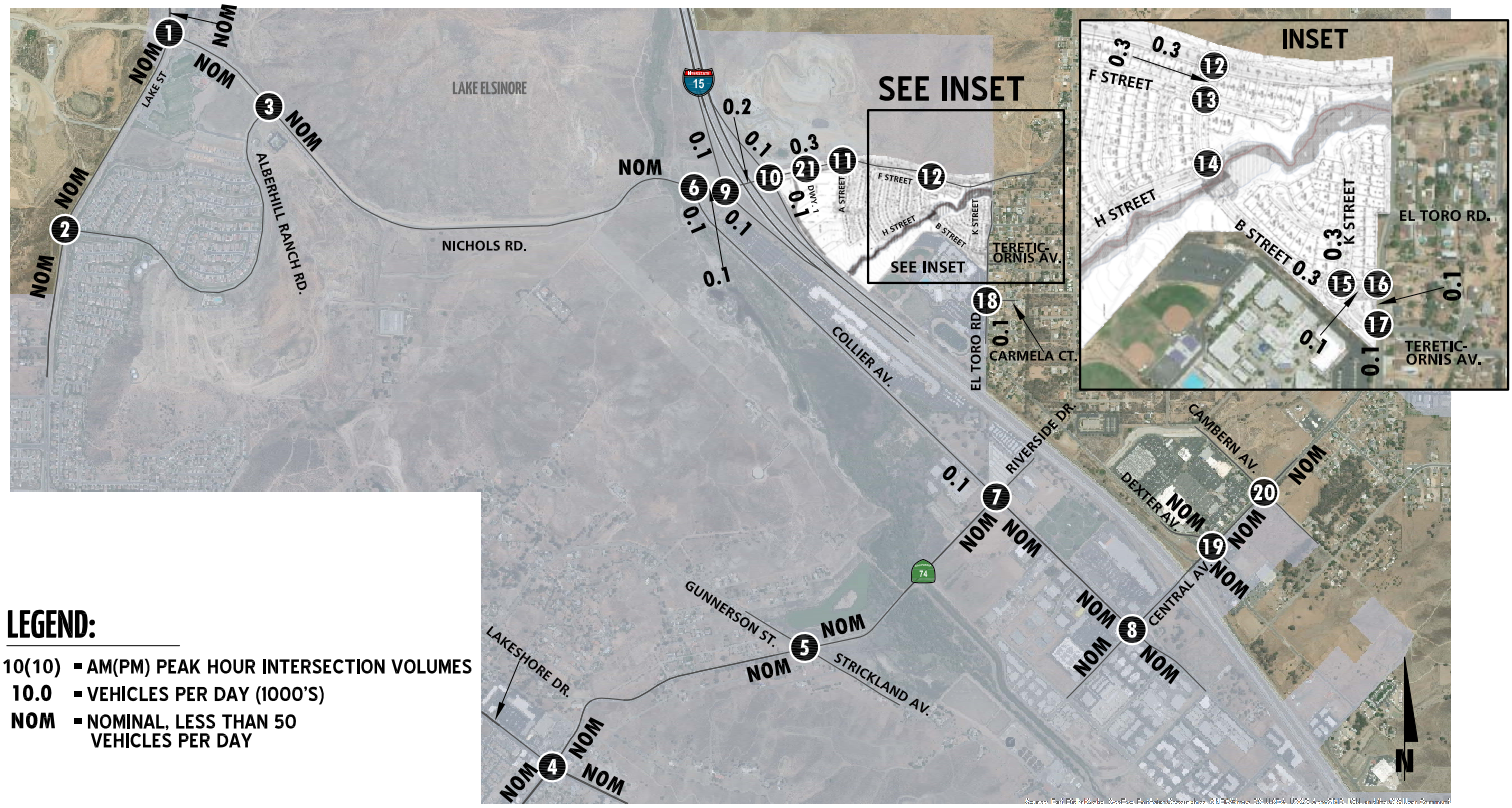
The proposed Project is located within the Alberhill Ranch Specific Plan and a portion (southern parcel) lies outside of the Specific Plan. For purposes of the traffic analysis it is anticipated that the Project will be evaluated in 3 phases, with Phase 1 having a projected Opening Year of 2020, Phase 2 having a project Opening Year of 2021, and Project Buildout anticipated to occur in 2024.

- Phase 1 (2020): 34 low-medium density residential dwelling units
- Phase 2 (2021): Phase 1 (2020) development plus 134 additional low-medium density residential dwelling units (buildout of residential) and an 8.3-acre park
- Phase 3 (2024): Phase 1 (2020) and Phase 2 (2021) development plus 6,000 square feet (sf) of fast-food restaurant with drive-through window use, 9,400 sf of high turnover (sit-down) restaurant use, 8,000 sf of health and fitness club use, 43,000 sf of office use, 5,500 sf of fast food without drive-through, a 16-vehicle fueling position gas station with convenience store and car wash, and 130 room hotel

As indicated on Exhibit 1-1, access to the Project site is proposed to be provided by Nichols Road via A Street and B Street and El Toro Road via B Street. The Project will construct B Street between El Toro Road and Nichols Road in Phase 1 (2020). Regional access to the Project site is provided via the I-15 Freeway at Nichols Road interchange.

Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (3) The Project is estimated to generate a net total of 6,900 trip-ends per day on a typical weekday with approximately 734 AM peak hour trips, and 622 PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

EXHIBIT 4-4: PROJECT ONLY (PHASE 1) TRAFFIC VOLUMES



LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
10.0 = VEHICLES PER DAY (1000'S)
NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

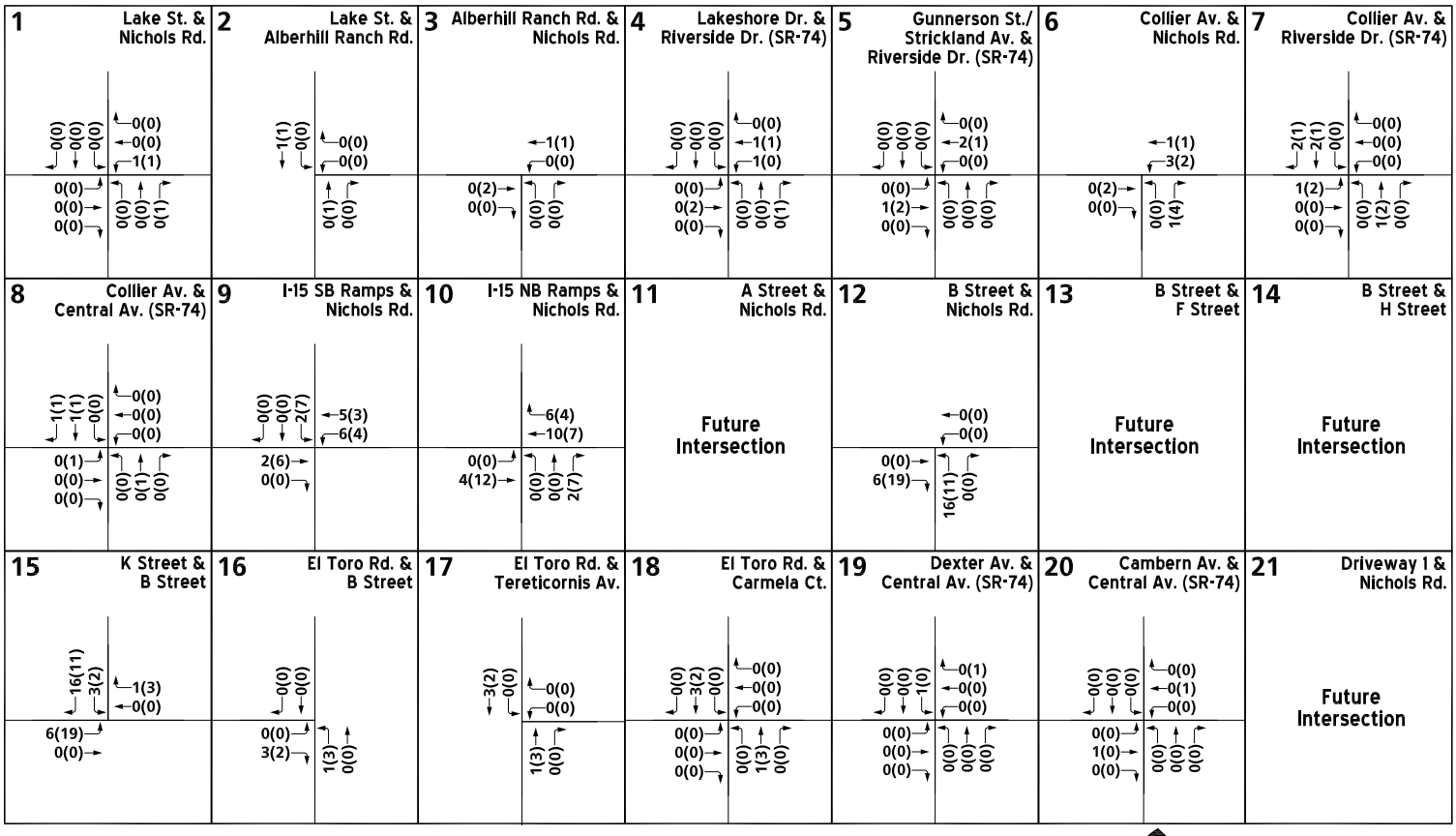
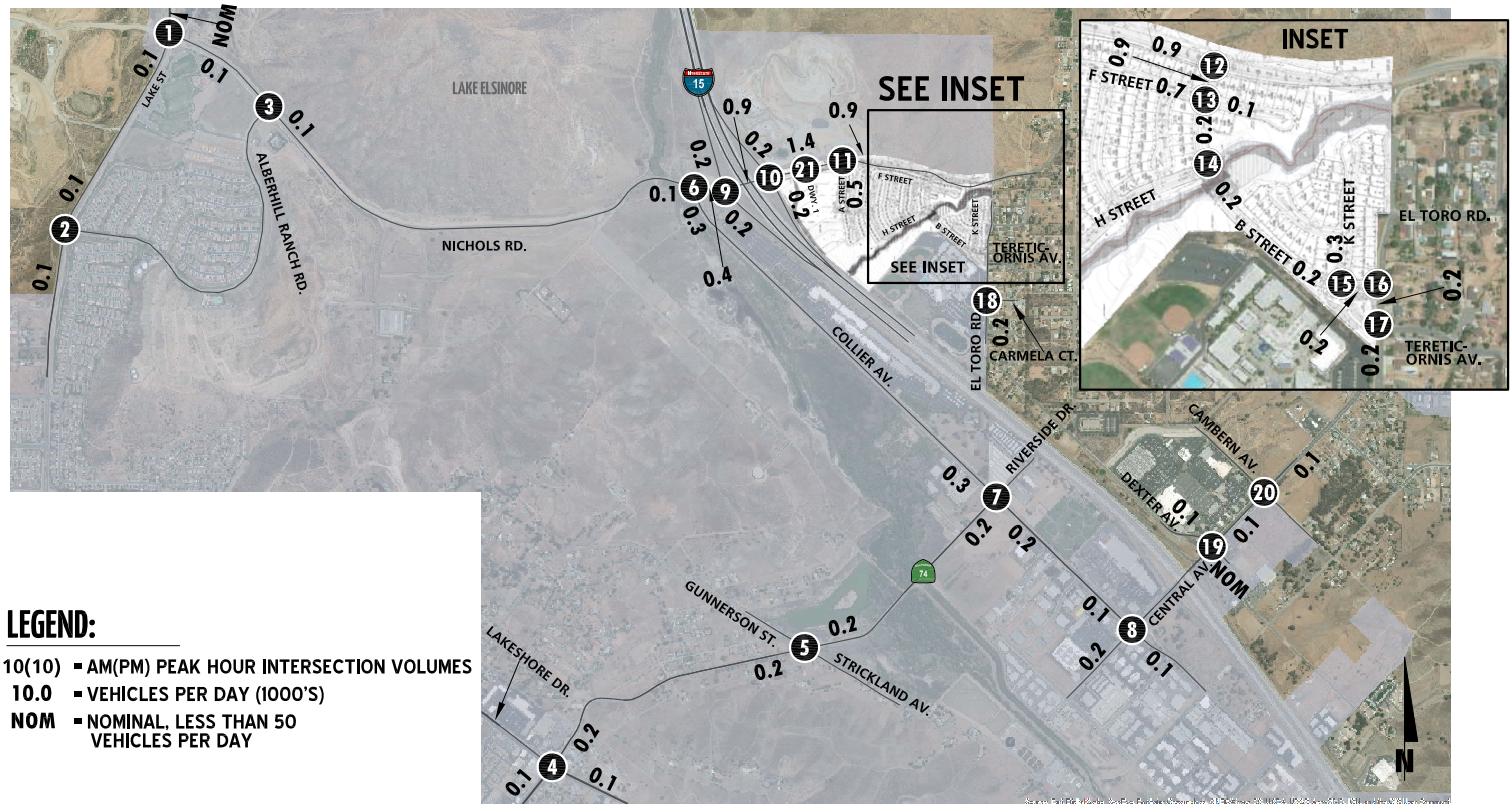


EXHIBIT 4-5: PROJECT ONLY (PHASE 2) TRAFFIC VOLUMES



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10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
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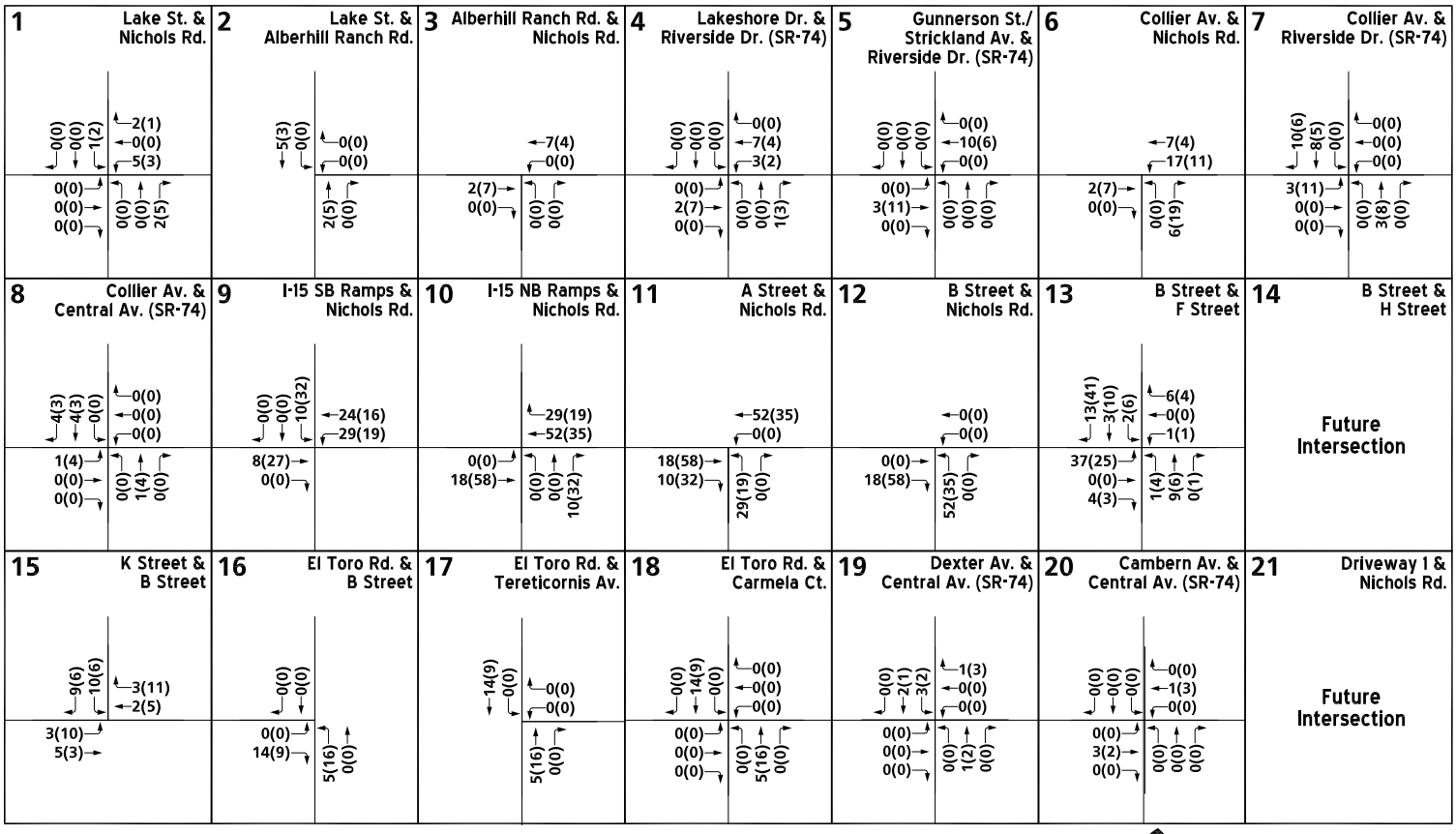
NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

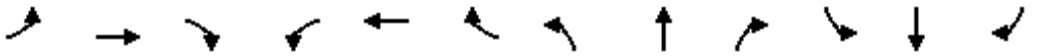


APPENDIX G -

EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

APPENDIX G -

EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	3	35	104	0	10	15	1273	36	11	2147	56
Future Volume (veh/h)	34	3	35	104	0	10	15	1273	36	11	2147	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1477	1870	1870
Adj Flow Rate, veh/h	35	3	36	108	0	10	16	1326	38	11	2236	58
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	21	69	0	0	146	47	2376	68	27	2358	61
Arrive On Green	0.09	0.09	0.09	0.00	0.00	0.09	0.03	0.67	0.67	0.02	0.67	0.67
Sat Flow, veh/h	566	229	753	0	0	1585	1781	3528	101	1406	3539	91
Grp Volume(v), veh/h	74	0	0	0	0	10	16	667	697	11	1118	1176
Grp Sat Flow(s),veh/h/ln	1547	0	0	0	0	1585	1781	1777	1852	1406	1777	1854
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.4	0.7	14.6	14.6	0.6	42.1	43.1
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	0.0	0.4	0.7	14.6	14.6	0.6	42.1	43.1
Prop In Lane	0.47		0.49	0.00		1.00	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	214	0	0	0	0	146	47	1197	1248	27	1184	1235
V/C Ratio(X)	0.35	0.00	0.00	0.00	0.00	0.07	0.34	0.56	0.56	0.41	0.94	0.95
Avail Cap(c_a), veh/h	560	0	0	0	0	1001	168	1197	1248	132	1194	1245
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	0.0	0.0	0.0	30.9	35.6	6.3	6.4	36.1	11.2	11.3
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.2	4.2	0.6	0.6	9.6	14.6	15.5
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	1.3	0.0	0.0	0.0	0.0	0.2	0.3	3.1	3.2	0.3	13.6	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	0.0	0.0	0.0	0.0	31.1	39.8	6.9	6.9	45.7	25.8	26.8
LnGrp LOS	C	A	A	A	A	C	D	A	A	D	C	C
Approach Vol, veh/h		74			10			1380			2305	
Approach Delay, s/veh		33.1			31.1			7.3			26.4	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	6.4	56.1	0.0	11.9	7.0	55.6
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	47.0	7.0	50.0	18.0	24.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.4	2.6	16.6	0.0	5.3	2.7	45.1
Green Ext Time (p_c), s	0.0	0.0	9.8	0.0	0.3	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

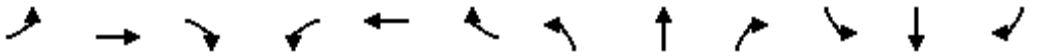
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑			↑↑	↱
Traffic Vol, veh/h	0	0	75	0	0	7	0	1353	3	0	2178	113
Future Vol, veh/h	0	0	75	0	0	7	0	1353	3	0	2178	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	79	0	0	7	0	1424	3	0	2293	119

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1147	-	-	714	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	193	0	0	374	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-							-	-		-	-
Mov Cap-1 Maneuver	-	-	193	-	-	374	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36	14.8	0	0
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	193	374	-	-
HCM Lane V/C Ratio	-	-	0.409	0.02	-	-
HCM Control Delay (s)	-	-	36	14.8	-	-
HCM Lane LOS	-	-	E	B	-	-
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	6	26	129	6	28	34	1292	50	4	2072	32
Future Volume (veh/h)	32	6	26	129	6	28	34	1292	50	4	2072	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1477	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	6	28	139	6	30	37	1389	54	4	2228	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	33	71	246	31	153	64	3596	140	13	2418	37
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.05	0.71	0.71	0.01	0.67	0.67
Sat Flow, veh/h	611	292	632	1375	271	1355	1406	5043	196	1781	3583	55
Grp Volume(v), veh/h	68	0	0	139	0	36	37	938	505	4	1102	1160
Grp Sat Flow(s),veh/h/ln	1535	0	0	1375	0	1626	1406	1702	1835	1781	1777	1860
Q Serve(g_s), s	1.8	0.0	0.0	4.6	0.0	1.9	2.5	10.5	10.5	0.2	51.0	51.8
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.4	0.0	1.9	2.5	10.5	10.5	0.2	51.0	51.8
Prop In Lane	0.50		0.41	1.00		0.83	1.00		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	230	0	0	246	0	184	64	2428	1309	13	1199	1255
V/C Ratio(X)	0.30	0.00	0.00	0.56	0.00	0.20	0.58	0.39	0.39	0.30	0.92	0.92
Avail Cap(c_a), veh/h	526	0	0	520	0	508	102	2428	1309	130	1239	1297
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	39.4	0.0	0.0	41.3	0.0	38.7	44.9	5.5	5.5	47.5	13.4	13.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	2.0	0.0	0.5	7.9	0.1	0.2	12.5	10.9	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	3.3	0.0	0.8	1.0	2.4	2.6	0.1	17.2	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	0.0	43.3	0.0	39.2	52.8	5.6	5.6	59.9	24.2	24.5
LnGrp LOS	D	A	A	D	A	D	D	A	A	E	C	C
Approach Vol, veh/h		68			175			1480			2266	
Approach Delay, s/veh		40.1			42.4			6.8			24.4	
Approach LOS		D			D			A			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.9	5.7	74.5		15.9	9.4	70.8				
Change Period (Y+Rc), s		5.0	5.0	6.0		5.0	5.0	6.0				
Max Green Setting (Gmax), s		30.0	7.0	67.0		30.0	7.0	67.0				
Max Q Clear Time (g_c+I1), s		10.4	2.2	12.5		5.7	4.5	53.8				
Green Ext Time (p_c), s		0.5	0.0	11.6		0.3	0.0	11.1				

Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	211	42	1236	100	25	1932
Future Volume (veh/h)	211	42	1236	100	25	1932
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	45	1315	106	27	2055
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	275	244	2948	238	70	2531
Arrive On Green	0.15	0.15	0.61	0.61	0.04	0.71
Sat Flow, veh/h	1781	1585	4984	388	1781	3647
Grp Volume(v), veh/h	224	45	929	492	27	2055
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1800	1781	1777
Q Serve(g_s), s	10.0	2.0	12.0	12.0	1.2	32.5
Cycle Q Clear(g_c), s	10.0	2.0	12.0	12.0	1.2	32.5
Prop In Lane	1.00	1.00		0.22	1.00	
Lane Grp Cap(c), veh/h	275	244	2084	1102	70	2531
V/C Ratio(X)	0.82	0.18	0.45	0.45	0.39	0.81
Avail Cap(c_a), veh/h	650	578	2774	1467	152	3415
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	33.6	30.3	8.5	8.5	38.5	8.1
Incr Delay (d2), s/veh	5.9	0.4	0.2	0.3	3.5	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	4.5	0.7	3.1	3.4	0.6	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.5	30.6	8.7	8.8	42.0	9.2
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	269		1421			2082
Approach Delay, s/veh	38.0		8.7			9.6
Approach LOS	D		A			A

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		17.7	8.2	56.3		64.5
Change Period (Y+Rc), s		5.0	5.0	6.0		6.0
Max Green Setting (Gmax), s		30.0	7.0	67.0		79.0
Max Q Clear Time (g_c+I1), s		12.0	3.2	14.0		34.5
Green Ext Time (p_c), s		0.7	0.0	11.3		24.1

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	3	36	67	3	11	26	2219	63	16	1467	38
Future Volume (veh/h)	51	3	36	67	3	11	26	2219	63	16	1467	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1477	1870	1870
Adj Flow Rate, veh/h	53	3	37	69	3	11	27	2288	65	16	1512	39
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	14	55	0	32	117	72	2356	67	37	2316	60
Arrive On Green	0.09	0.09	0.09	0.00	0.09	0.09	0.04	0.67	0.67	0.03	0.65	0.65
Sat Flow, veh/h	753	156	600	0	351	1287	1781	3527	100	1406	3539	91
Grp Volume(v), veh/h	93	0	0	0	0	14	27	1146	1207	16	758	793
Grp Sat Flow(s),veh/h/ln	1509	0	0	0	0	1639	1781	1777	1850	1406	1777	1854
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.6	1.1	45.1	46.5	0.8	19.2	19.3
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	0.0	0.6	1.1	45.1	46.5	0.8	19.2	19.3
Prop In Lane	0.57		0.40	0.00		0.79	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	213	0	0	0	0	150	72	1187	1236	37	1163	1213
V/C Ratio(X)	0.44	0.00	0.00	0.00	0.00	0.09	0.38	0.97	0.98	0.43	0.65	0.65
Avail Cap(c_a), veh/h	554	0	0	0	0	1031	167	1189	1238	132	1189	1240
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	0.0	0.0	0.0	31.1	34.9	11.6	11.8	35.8	7.8	7.8
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.0	0.3	3.3	18.4	20.0	7.6	1.2	1.2
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	1.7	0.0	0.0	0.0	0.0	0.2	0.5	15.4	16.9	0.3	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	0.0	0.0	0.0	31.4	38.2	30.0	31.9	43.5	9.0	9.0
LnGrp LOS	C	A	A	A	A	C	D	C	C	D	A	A
Approach Vol, veh/h		93			14			2380			1567	
Approach Delay, s/veh		34.2			31.4			31.0			9.4	
Approach LOS		C			C			C			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	7.0	55.9	0.0	11.8	8.0	54.9
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	47.0	7.0	50.0	18.0	24.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.6	2.8	48.5	0.0	6.4	3.1	21.3
Green Ext Time (p_c), s	0.0	0.0	1.4	0.0	0.4	0.0	11.5

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

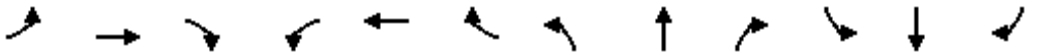
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	47	0	0	6	0	2286	4	0	1440	45
Future Vol, veh/h	0	0	47	0	0	6	0	2286	4	0	1440	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	49	0	0	7	0	2406	4	0	1516	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	758	-	-	1205	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	350	0	0	176	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	350	-	-	176	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	26.2	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	350	176	-	-
HCM Lane V/C Ratio	-	-	0.141	0.037	-	-
HCM Control Delay (s)	-	-	17	26.2	-	-
HCM Lane LOS	-	-	C	D	-	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	6	30	70	6	17	24	2134	132	17	1371	31
Future Volume (veh/h)	31	6	30	70	6	17	24	2134	132	17	1371	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1477	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	6	32	74	6	18	25	2246	139	18	1443	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	28	64	240	38	113	53	3261	200	52	2324	53
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.66	0.66	0.03	0.65	0.65
Sat Flow, veh/h	549	304	700	1370	412	1236	1406	4918	302	1781	3551	81
Grp Volume(v), veh/h	71	0	0	74	0	24	25	1549	836	18	721	755
Grp Sat Flow(s),veh/h/ln	1553	0	0	1370	0	1648	1406	1702	1816	1781	1777	1856
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	1.0	1.3	20.8	21.3	0.7	17.5	17.6
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.9	0.0	1.0	1.3	20.8	21.3	0.7	17.5	17.6
Prop In Lane	0.46		0.45	1.00		0.75	1.00		0.17	1.00		0.04
Lane Grp Cap(c), veh/h	214	0	0	240	0	151	53	2257	1204	52	1163	1214
V/C Ratio(X)	0.33	0.00	0.00	0.31	0.00	0.16	0.47	0.69	0.69	0.35	0.62	0.62
Avail Cap(c_a), veh/h	685	0	0	670	0	668	133	3081	1643	168	1608	1679
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	31.9	0.0	0.0	31.9	0.0	31.0	34.9	7.7	7.8	35.2	7.4	7.5
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.7	0.0	0.5	6.2	0.4	0.8	3.9	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.3	0.0	0.4	0.5	4.3	4.8	0.3	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	0.0	32.6	0.0	31.5	41.1	8.1	8.6	39.1	8.0	8.0
LnGrp LOS	C	A	A	C	A	C	D	A	A	D	A	A
Approach Vol, veh/h		71			98			2410			1494	
Approach Delay, s/veh		32.8			32.3			8.6			8.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.8	7.2	55.1		11.8	7.8	54.4				
Change Period (Y+Rc), s		5.0	5.0	6.0		5.0	5.0	6.0				
Max Green Setting (Gmax), s		30.0	7.0	67.0		30.0	7.0	67.0				
Max Q Clear Time (g_c+I1), s		4.9	2.7	23.3		5.1	3.3	19.6				
Green Ext Time (p_c), s		0.3	0.0	25.8		0.3	0.0	12.2				

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	131	24	1972	208	34	1286
Future Volume (veh/h)	131	24	1972	208	34	1286
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	25	2076	219	36	1354
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	185	165	2979	311	88	2665
Arrive On Green	0.10	0.10	0.63	0.63	0.05	0.75
Sat Flow, veh/h	1781	1585	4864	490	1781	3647
Grp Volume(v), veh/h	138	25	1498	797	36	1354
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1782	1781	1777
Q Serve(g_s), s	5.7	1.1	21.6	22.3	1.5	11.6
Cycle Q Clear(g_c), s	5.7	1.1	21.6	22.3	1.5	11.6
Prop In Lane	1.00	1.00		0.27	1.00	
Lane Grp Cap(c), veh/h	185	165	2160	1130	88	2665
V/C Ratio(X)	0.75	0.15	0.69	0.70	0.41	0.51
Avail Cap(c_a), veh/h	757	674	2940	1539	166	3636
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	32.8	30.7	9.0	9.1	34.7	3.8
Incr Delay (d2), s/veh	5.9	0.4	0.4	0.9	3.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.4	5.0	5.5	0.7	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.6	31.1	9.4	10.0	37.8	3.9
LnGrp LOS	D	C	A	B	D	A
Approach Vol, veh/h	163		2295			1390
Approach Delay, s/veh	37.5		9.6			4.8
Approach LOS	D		A			A

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.8	8.7	53.7		62.4
Change Period (Y+Rc), s		5.0	5.0	6.0		6.0
Max Green Setting (Gmax), s		32.0	7.0	65.0		77.0
Max Q Clear Time (g_c+I1), s		7.7	3.5	24.3		13.6
Green Ext Time (p_c), s		0.4	0.0	23.5		12.2

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

APPENDIX H -

TRANSIT ROUTE INFORMATION

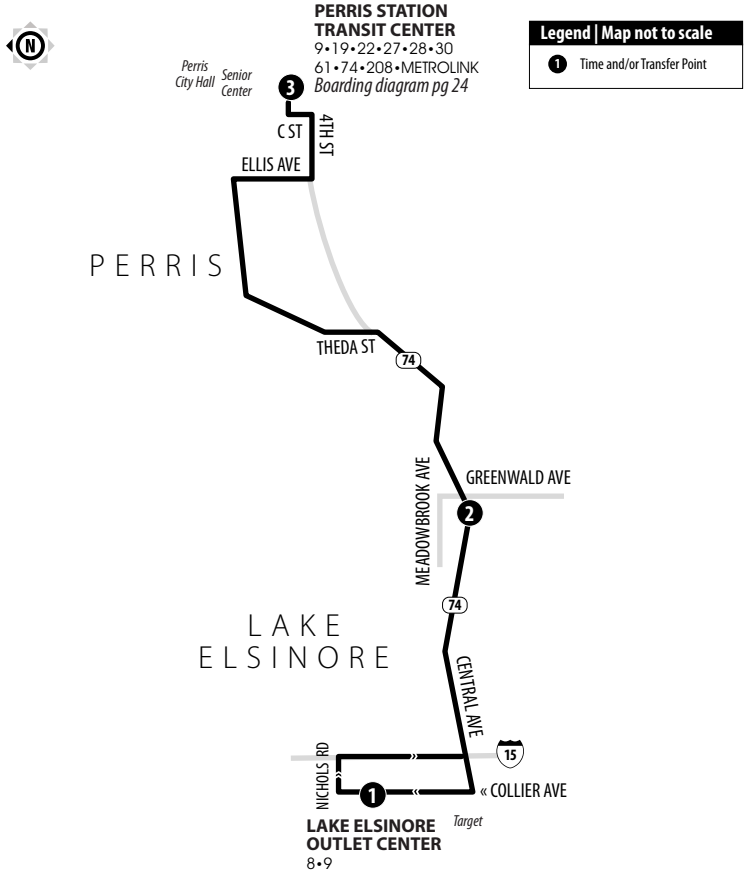
APPENDIX H -

TRANSIT ROUTE INFORMATION

9 PERRIS STATION TRANSIT CENTER - LAKE ELSINORE OUTLET CENTER

Information Center
(951) 565-5002
RiversideTransit.com
RTABus.com

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



9 Northbound to Perris Station Transit Center | Weekdays & Weekends

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

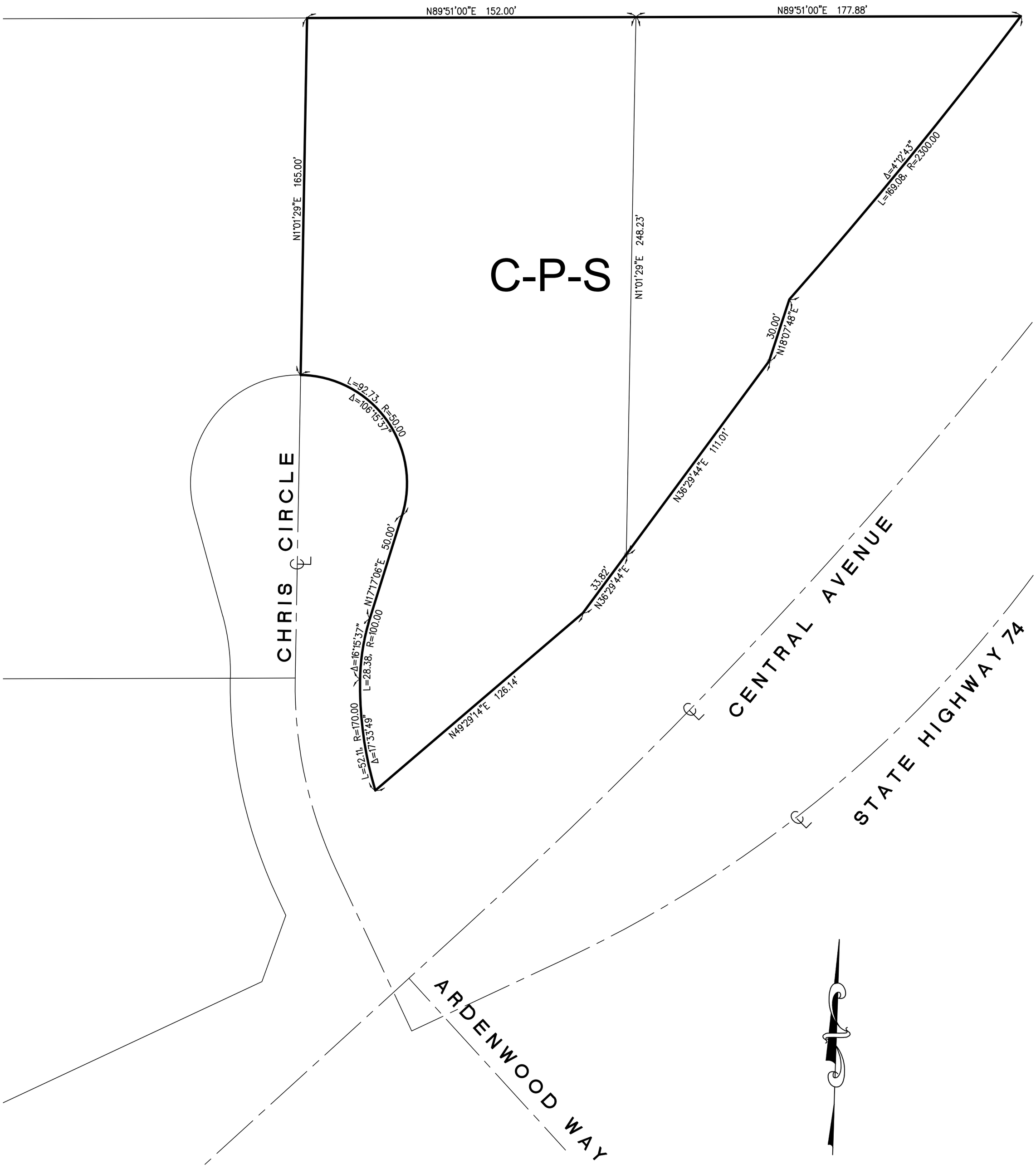
Lake Elsinore Outlet Center	Hwy. 74 & Meadowbrook	Perris Station Transit Center
1	2	3
6:38	6:48	7:03
7:50	8:00	8:15
9:26	9:37	9:52
10:36	10:47	11:02
11:45	11:56	**12:13**
12:46	**12:59**	**1:16**
1:59	**2:12**	**2:29**
3:11	**3:24**	**3:41**
4:21	**4:34**	**4:51**
5:36	**5:48**	**6:05**
6:37	**6:49**	**7:04**

9 Southbound to Lake Elsinore Outlet Center | Weekdays & Weekends

A.M. times are in PLAIN, **P.M. times are in BOLD** | Times are approximate

Perris Station Transit Center	Hwy. 74 & Meadowbrook	Lake Elsinore Outlet Center
3	2	1
6:50	7:02	7:13
7:50	8:02	8:13
8:45	8:57	9:08
10:07	10:19	10:31
11:15	11:28	11:40
12:25	**12:38**	**12:50**
1:34	**1:47**	**1:59**
2:37	**2:50**	**3:02**
3:59	**4:12**	**4:24**
5:02	**5:15**	**5:27**
6:14	**6:27**	**6:39**

SEC. 29, T5S., R. 4W. S.B.M.



LEGEND

C-P-S

SCENIC HIGHWAY COMMERCIAL

30' 15' 0 30' 60'

GRAPHIC SCALE : 1" = 30'

CHANGE OF OFFICIAL ZONING PLAN
AMENDING
MAP NO. 2.2521 ORDINANCE NO. 348.5054

CHANGE OF ZONE CASE NO. 2400053
ADOPTED BY ORDINANCE NO. 348.5054
MAY 5, 2026
RIVERSIDE COUNTY BOARD OF SUPERVISORS

APN'S: 347-130-028 and 347-130-029

STANDARD CHANGE OF ZONE APPLICATION

28771 CENTRAL AVENUE (74 HWY), LAKE ELSINORE, CA 92532

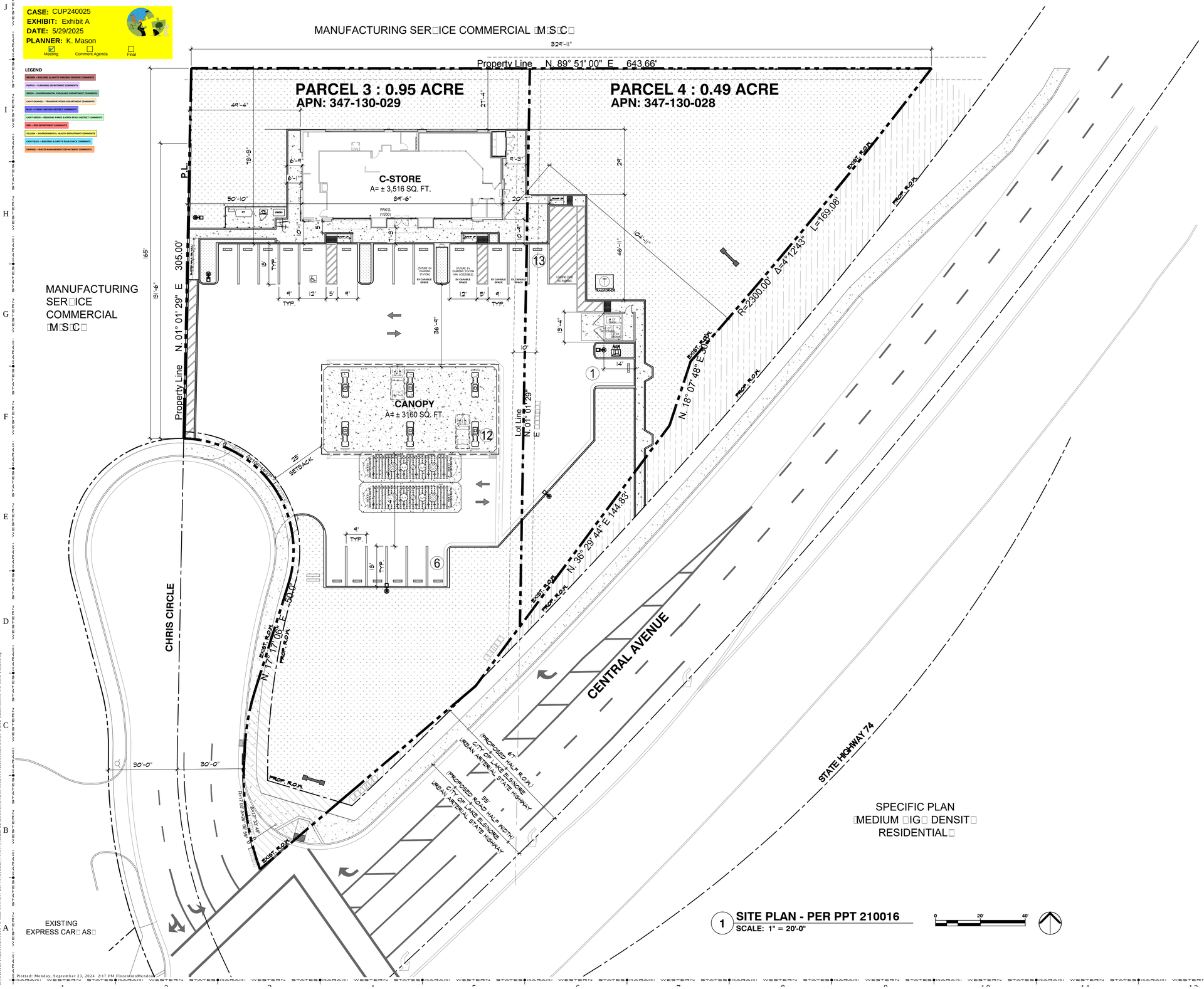
CASE: CUP240025
EXHIBIT: Exhibit A
DATE: 5/29/2025
PLANNER: K. Mason

☑ Meeting ☐ Comment Agenda ☐ Final

LEGEND

- RED1 = BUILDING & SAFETY GRADING DIVISION COMMENTS
- PURPLE = PLANNING DEPARTMENT COMMENTS
- GREEN = ENVIRONMENTAL PROGRAMS DEPARTMENT COMMENTS
- LIGHT ORANGE = TRANSPORTATION DEPARTMENT COMMENTS
- BLUE = FLOOD CONTROL DISTRICT COMMENTS
- LIGHT GREEN = REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS
- RED 2 = RBI DEPARTMENT COMMENTS
- YELLOW = ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS
- LIGHT BLUE = BUILDING & SAFETY PLAN CHECK COMMENTS
- ORANGE = WASTE MANAGEMENT DEPARTMENT COMMENTS

MANUFACTURING SER□ICE COMMERCIAL □M□S□C□

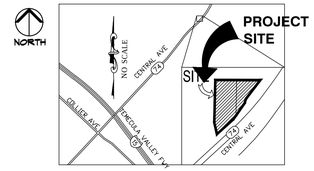


SPECIFIC PLAN
□MEDIUM □IG□ DENSIT□
RESIDENTIAL□

1 **SITE PLAN - PER PPT 210016**
SCALE: 1" = 20'-0"

0 20' 40'

VICINITY MAP



PROJECT DATA

EXISTING / PROPOSED ZONING

EXISTING □ONING

(E) ZONING M-SC (MANUFACTURING-SERVICE COMMERCIAL)

(E) LAND USE COMMERCIAL RETAIL

PROPOSED □ONING

(N) ZONING CI / CPI (GENERAL COMMERCIAL)

(E) LAND USE COMMERCIAL RETAIL

ASSESSOR'S PARCEL NUMBER

347-130-028 & 347-130-029

LEGAL DESCRIPTION

APN □□□□□□□□□□

LEGAL DESCRIPTION:□

T□E LAND REFERRED TO □EREIN □ELO□ IS SITUATED IN T□E CIT□ OF LA□E ELSINORE□ COUNT□ OF RI□ERSIDE□STATE OF CALIFORNIA□DESCRI□ED AS FOLLO□S:□

PARCEL □ OF PARCEL MAP □□□□□AS S□O□N □□ MAP ON FILE IN □OO□ □□□PAGE □□ OF PARCEL MAPS□RECORDS OF RI□ERSIDE COUNT□□CALIFORNIA□

EXCEPTING T□EREFROM T□AT PORTION CON□E□ED TO T□E RI□ERSIDE COUNT□ TRANSPORTATION COMMISSION□ □□ GRANT DEED RECORDED OCTO□ER □□,□□□ AS INSTRUCMENT NO□□□□□□□□□OF OFFICIAL RECORDS OF SAID COUNT□□

APN □□□□□□□□□□

LEGAL DESCRIPTION:□

T□E LAND REFERRED TO □EREIN □ELO□ IS SITUATED IN T□E CIT□ OF LA□E ELSINORE□ COUNT□ OF RI□ERSIDE□STATE OF CALIFORNIA□DESCRI□ED AS FOLLO□S:□

PARCEL □ OF PARCEL MAP □□□□□AS S□O□N □□ MAP ON FILE IN □OO□ □□□PAGE □□ OF PARCEL MAPS□RECORDS OF RI□ERSIDE COUNT□□CALIFORNIA□

EXCEPTING T□EREFROM T□AT PORTION AS DESCRI□ED IN DEED RECORDED □□□□□□□ AS INSTRUMENT NO□□□□□□□□AND ALSO RECORDED □□□□□□□AS INSTRUMENT NO□ □□□□□□□□□□ □OT□ OF OFFICIAL RECORDS OF RI□ERSIDE COUNT□ STATE OF CALIFORNIA□

AREA OF SITE

TOTAL AREA : ± 62,726 S.F. (1.44 acre)

PROJECT DIRECTORY

POWER	**SOCAL EDISON** TEL 800-655-4500 FAX EMAIL CONTACT:
GAS	**SOCAL GAS COMPANY** TEL 800-427-2200 FAX EMAIL CONTACT:
WATER/SEWER	**ELISNORE VALLEY MUNICIPAL WATER DISTRICT** 31315 CHANEY STREET LAKE ELSINORE CA 92530 TEL 951-674-3146 FAX EMAIL CONTACT:
TELEPHONE/CABLE	**AT&T / SPECTRUM / FRONTIER** TEL FAX EMAIL CONTACT:
SCHOOL DISTRICT	**LAKE ELSINORE SCHOOL DISTRICT** 545 CHANEY STREET LAKE ELSINORE CA 92530 TEL 951-253-7000 FAX EMAIL CONTACT:

KARAKI WESTERN STATES ENGINEERING
A DESIGN-BUILD COMPANY
4887 E. LA PALMA STE. 707
ANAHEIM, CA 92807
TEL: (714)695-9300 FAX: (714)693-1002
www.westernsec.com

■ CONSULTANT/ SEALS

REGISTERED PROFESSIONAL ENGINEER
KAMRAN B MCHAFF
No. C057050
Exp. 9/30/25
CIVIL
STATE OF CALIFORNIA

■ SUBMITTAL

NO□	DESCRIPTION	□□	DATE
1			
2			
3			
4			
5			
6			
7			
8			

■ REVISIONS

NO□	DESCRIPTION	□□	DATE
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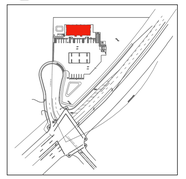


■ OWNER NAME & ADDRESS

□□ □IG□□ A□ OIL INC□

□□□□ □ □LA PALMA A□E SUITE □□□
ANA□EIM CA □□□□□

■ PROJECT NAME & ADDRESS

GAS STATION □
CON□ENIENCE STORE

□□□□□ CENTRAL A□E□□□ □□ □□
LA□E ELSINORE□CA □□□□□

■ NOTE TO CONTRACTOR

CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL UTILITIES ON-SITE AND OFF-SITE PRIOR TO START OF CONSTRUCTION.

■ CONFIDENTIALITY STATEMENT

THESE DRAWINGS, WITH ITS ACCOMPANYING CONTRACT DOCUMENTS, ACTING HERE FOR AS INSTRUMENTS OF SERVICE, ARE THE EXCLUSIVE PROPERTIES OF THIS DESIGNER WHETHER THE PROJECT FOR WICH THEY WERE PREPARED IS EXECUTED AND CONSTRUCTED OR NOT, THESE DOCUMENTS ARE NOT TO BE REPRODUCED, DISTRIBUTED, DISCLOSED, OR BE FURNISHED, IN PART OR IN WHOLE, FOR ANY INDIVIDUAL, CORPORATE ENTITY AND/ OR AGENCY, WITHOUT EXPRESSED, LEGAL AUTHORIZATION FROM ITS OWNER/ AUTHOR. THEY ARE NOT TO BE USED BY THE OWNER NOR ANY OTHER ENTITY ON ANY PROJECT OR FOR ANY EXTENSIONS OR ADDITIONS OR ALTERATIONS TO THE ORIGINAL PROJECT EXPECT BY WRITTEN AUTHORIZATION AND PERMISSION FROM AND AGREEMENT WITH THE DESIGNERTHE LEGAL/ ILLEGAL USE OF THESE DOCUMENTS IS BOUNDED BY EXISTING PROPRIETARY RIGHTS ACT AND LAW OF THE STATE.

■ DESIGNED BY: □S
■ DRAWN BY: □S
■ CHECKED BY: J□
■ PLOT DATE: □□□□□□□□
■ SCALE: AS S□O□N
■ SHEET TITLE

PROPOSED ZONE CHANGE SITE PLAN EXHIBIT-A

■ SHEET NUMBER

AS-1.0

■ JOB No E□□□□□ ■ BP # / CUP No □NR□□□□□□□ □EL□□□□□□□ □NR□□□□□□□ FPC□P□□□□□□□ □PL□□□□□□□ PPT□□□□□□

Z:_Current Projects\E93317 76 GAS STN_CW 28771_Central_74_HWY_LAKE ELSINORE_CADs_Architectural\SHEETS\CUP-ZONE CHANGE\AS-1.0 SITE PLAN.dwg

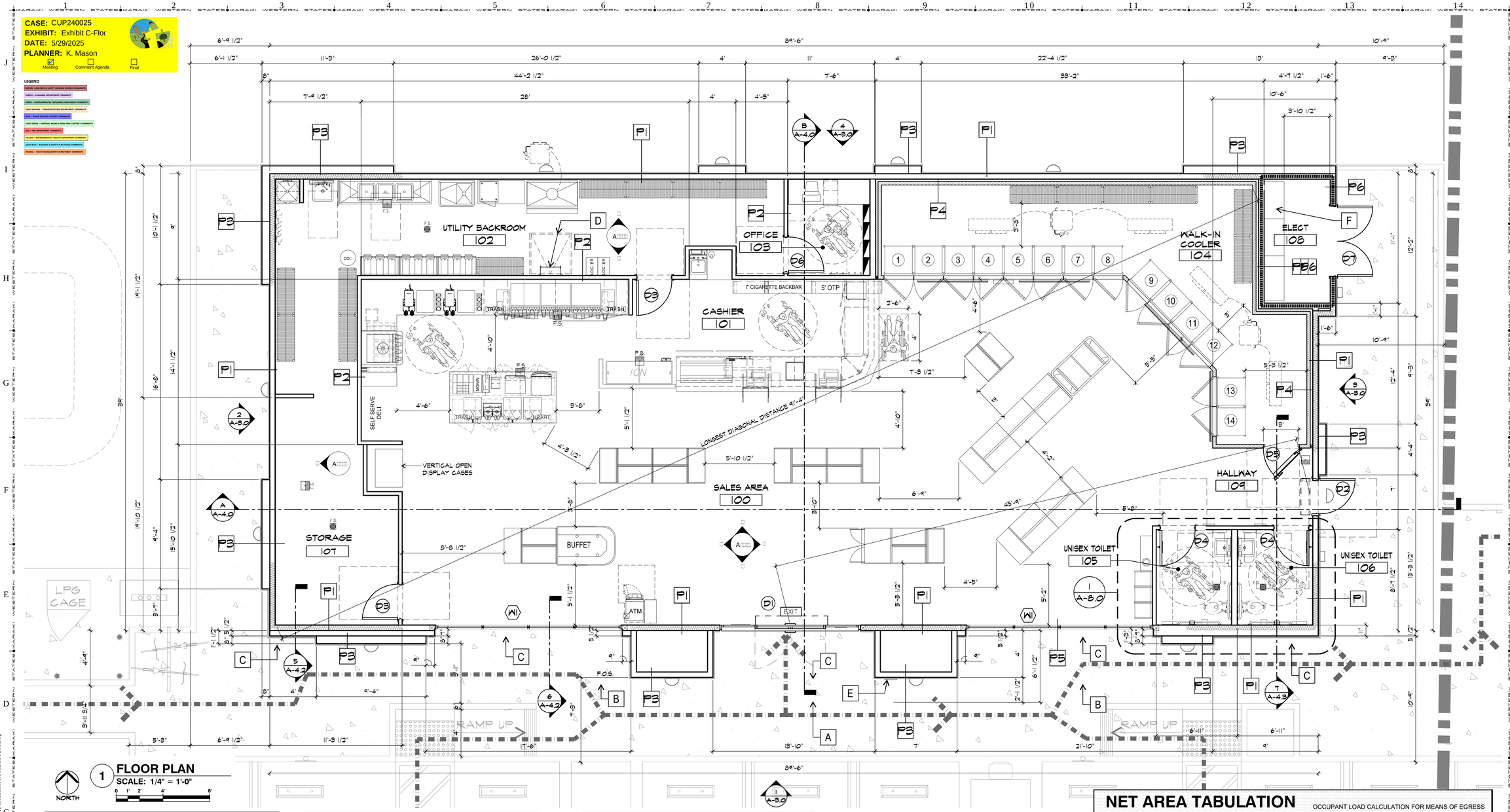
Plotted: Monday, September 23, 2024 2:17 PM FlorentinoMendoza

CASE: CUP240025
EXHIBIT: Exhibit C-Floc
DATE: 5/29/2025
PLANNER: K. Mason

☑ Meeting ☐ Comment Agenda ☐ Final

LEGEND

- BROWN = BUILDING & SAFETY HOLDING DIVISION COMMENTS
- PURPLE = PLANNING DEPARTMENT COMMENTS
- GREEN = ENVIRONMENTAL PROGRAMS DEPARTMENT COMMENTS
- LIGHT ORANGE = TRANSPORTATION DEPARTMENT COMMENTS
- BLUE = YORBA CENTRAL DISTRICT COMMENTS
- LIGHT GREEN = REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS
- RED = FIRE DEPARTMENT COMMENTS
- YELLOW = ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS
- LIGHT BLUE = BUILDING & SAFETY PLAN CHECK COMMENTS
- ORANGE = WASTE MANAGEMENT DEPARTMENT COMMENTS



1 **FLOOR PLAN**
SCALE: 1/4" = 1'-0"
0 1' 2' 4' 8'

NORTH

WALL LEGEND

- P1 — 2" x 6" EXTERIOR STUD WALL @ 16" O.C. (7/8" CEMENT PLASTER OVER EXPANDED METAL LATH AND 2 LAYERS #15 GRADE D BUILDING PAPER WITH R-19 BATT INSULATION-EXTERIOR SIDE) + (5/8" GYP BD.-INTERIOR SIDE) SEE EXTERIOR ELEVATIONS FOR COLORS & FINISHES; REFER TO INTERIOR ELEVATIONS & FINISH SCHEDULE FOR INTERIOR FINISHES
- P2 — 2" x 4" (2" x 6" @TOILET WALLS ADJ. TO PLUMBING FIXTURES & TO WALLS WHERE YOU HAVE PLUMBING PIPES) INTERIOR STUD WALL @ 16" O.C WITH 5/8" GYP BD ON EACH SIDE U.O.N. (REFER TO INTERIOR ELEVATIONS & FINISH SCHEDULE FOR FINISHES)
- P3 — 2" x 6" EXTERIOR WALL POP-OUTS AS PER P-1 (SEE EXTERIOR ELEVATIONS FOR COLORS & FINISHES)
- P4 — 3-1/2" WALK-IN COOLER WALLS AS PER MANUFACTURER'S SPECS
- P5 — NEW STOREFRONT SYSTEM

WALL LEGEND

- P6 — 2" x 6" 1 HR RATED EXTERIOR STUD WALL @ 16" O.C. (7/8" CEMENT PLASTER OVER EXPANDED METAL LATH AND 2 LAYERS #15 GRADE D BUILDING PAPER WITH R-19 BATT INSULATION-EXTERIOR SIDE) + (5/8" GYP BD.-INTERIOR SIDE) -SEE DETAIL # 1 ON SHEET A-6.1
- P7 — 8" SPLIT FACED C.M.U. WALL STC 50 - ALL CELLS FILLED; FULL SHOVED HEAD JOINTS (PER LADBS P/BC 2008-068)
- ACCESSIBLE PATH OF TRAVEL

KEY NOTES

- A — LINE OF METAL CANOPY ABOVE
- □ — LINE OF FABRIC AWNING ABOVE
- C — LINE OF SOFFIT ABOVE
- D — ROOF ACCESS HATCH AND LADDER TO ROOF
- E — 'NO SMOKING SIGN' 2019 CFC SECTION 310
- F — ELECTRICAL SWITCHGEAR SEE ELECTRICAL PLANS

NOTES

FLOOR PLAN NOTES:

1. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH STRUCTURAL, ELECTRICAL, MECHANICAL & PLUMBING DRAWINGS. COORDINATE ANY DISCREPANCIES WITH ARCHITECT/ENGINEER FOR CLARIFICATION BEFORE COMMENCING ANY WORK.
2. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.
3. COORDINATE ALL DIMENSIONS AND SETOUTS (NEW / EXISTING) WITH CIVIL, STRUCTURAL AND EMP DRAWINGS.
4. 3-1/2" MIN. ACOUSTIC BATT INSULATION REQUIRED ON ALL RESTROOM WALLS & CEILING.
5. PROVIDE & INSTALL ALL WOOD BLOCKING / FURRING STRIPS REQUIRED TO PROVIDE ANCHORAGE FOR ALL FINISHES, ACCESSORIES, FIXTURES, ETC. TO COMPLETE ALL WORK.
6. PROVIDE PORTABLE FIRE EXTINGUISHERS IN LOCATIONS AS REQUIRED BY FIRE CODE AND LOCAL FIRE AUTHORITY.
7. ALL WINDOWS / STOREFRONTS ARE FIXED.
8. ALL ENTRANCE / EXIT DOORS ARE SELF-CLOSING DOORS.

NOTES

ACCESSIBILITY NOTES:

1. AN INTERNATIONAL ACCESSIBILITY SYMBOL AT ALL ACCESSIBLE ENTRANCES PER SEC. 11B.701. THE SIGN COMPLY WITH CBC SEC. 11B.703.4.2 WHERE A TACTILE SIGN IS PROVIDED AT A DOOR, THE SIGN SHALL BE LOCATED ALONGSIDE THE DOOR AT THE LATCH SIDE. WHERE A TACTILE SIGN IS PROVIDED AT DOUBLE DOORS THE SIGN SHALL BE LOCATED AT THE RIGHT OF THE RIGHT HAND DOOR.
2. THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL COMPLY WITH FIGURE 11B-703.7.2.1. THE SYMBOL SHALL CONSIST OF A WHITE FIGURE ON A BLUE BACKGROUND. THE BLUE SHALL BE COLOR No. 15090 IN FEDERAL STANDARD 595 B.
3. PICTOGRAMS SHALL COMPLY WITH SECTION 11B-703.6 PICTOGRAMS SHALL HAVE A FIELD HEIGHT OF 6 INCHES MINIMUM. CHARACTER AND BRAILLE SHALL NOT BE LOCATED IN THE PICTOGRAM FIELD. IT SHOULD HAVE NON-GLARE FINISH AND CONTRAST WITH THEIR FIELD.
4. SIGNS SHALL COMPLY WITH SECTION 11B-703. WHERE BOTH VISUAL AND TACTILE CHARACTERS ARE REQUIRED, RISE CHARACTERS SHALL COMPLY WITH SECTION 11B-703.2 AND SHALL BE DUPLICATED IN BRAILLE COMPLYING WITH SECTION 11B-703.3. ALL BRAILLE TO BE CONTRACTED GRADE 2 AND RISED 1/32". VERIFY CORRECT BRAILLE SPELLING. CHARACTERS SHALL BE SANS SERIF. CHARACTERS SHALL NOT BE ITALIC, OBLIQUE, SCRIPT, HIGHLY DECORATIVE, OR OF OTHER UNUSUAL FORMS.

NET AREA TABULATION

OCCUPANT LOAD CALCULATION FOR MEANS OF EGRESS

ROOM NAME & NUMBER	NET AREA	FUNCTION OF SPACE	LOAD FACTOR	OCC. LOAD
C-STORE (+/- 3,516 SQ. FT.)				
SALES AREA 100	1834 S.F.	MERCANTILE	60	31
CASHIER 101	173 S.F.	BUSINESS	100	2
UTILITY/BACKROOM 102	419 S.F.	S-1	300	2
OFFICE 103	58 S.F.	BUSINESS	100	1
WALK-IN COOLER 104	405 S.F.	S-2	300	2
UNISEX TOILET 105	53 S.F.	-	-	-
UNISEX TOILET 106	53 S.F.	-	-	-
STORAGE 107	197 S.F.	S-2	300	1
ELECT. ROOM 108	54 S.F.	ACCESSORY	300	1
HALLWAY 109	78 S.F.	-	-	-
		TOTAL OCCUP. LOAD		44

KARAKI WESTERN STATES ENGINEERING
A DESIGN-BUILD COMPANY
4887 E. LA PALMA STE. 707
ANAHEIM, CA 92807
TEL: (714)695-9300 FAX: (714)693-1002
www.westernsec.com

■ CONSULTANT/ SEALS

REGISTERED PROFESSIONAL ENGINEER — KAMRAN B. MOHAMMADI — RCE C051050 Exp. 9/30/25 — CIVIL — STATE OF CALIFORNIA

■ SUBMITTAL

NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
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8		

■ REVISIONS

NO.	DESCRIPTION	DATE
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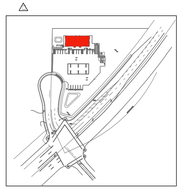

■ OWNER NAME & ADDRESS
□□ □IG□□ A□ OIL INC□

□□□□ □ □LA PALMA A□E SUITE □□□
ANA□EIM CA □□□□□

■ PROJECT NAME & ADDRESS
GAS STATION □
CON□ENIENCE STORE

□□□□□ CENTRAL A□E□□□□ □□ □□
LA□E ELSINORE□CA □□□□□

■ NOTE TO CONTRACTOR
CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL UTILITIES ON-SITE AND OFF-SITE PRIOR TO START OF CONSTRUCTION.

■ CONFIDENTIALITY STATEMENT
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■ DESIGNED BY: □S
■ DRAWN BY: □S
■ CHECKED BY: J□
■ PLOT DATE: □□□□□□□
■ SCALE: □□" □ □□"
■ SHEET TITLE

C-STORE FLOOR PLAN

EXHBIT-C

■ SHEET NUMBER

A-1.0

■ JOB No E□□□□□
■ BP # / CUP No
□NR□□□□□□ □EL□□□□□□
□NR□□□□□□ FPC□P□□□□□□
□PL□□□□□□ PPT□□□□□

Z:\Current Projects\ed\93917\PW\GAS STN_CW 28771_Central_74.0WY_LAKE ELSINORE_CADD_Architectural\SHEETS\CUP-ZONE CHANGE\A-1.0 FLOOR PLAN.dwg
Plotted: Monday, September 23, 2024 2:18 PM FlorentinoMendoza

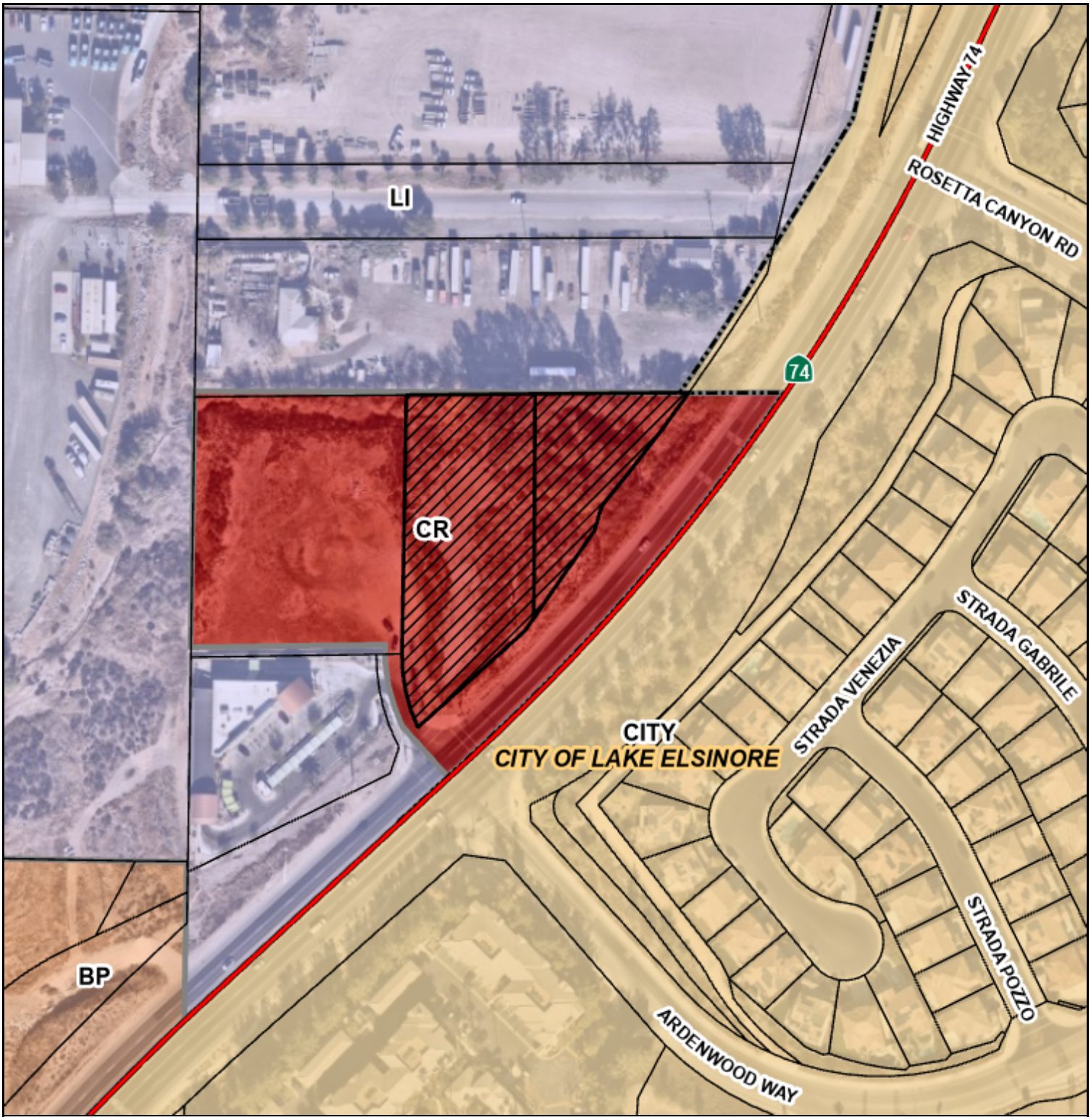
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP240025

EXISTING GENERAL PLAN

Supervisor: KAREN SPIEGEL
District: 2

Date: 9-3-2025
Exhibit: 5



Zoning Area/District: MEADOWBROOK

Author:

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

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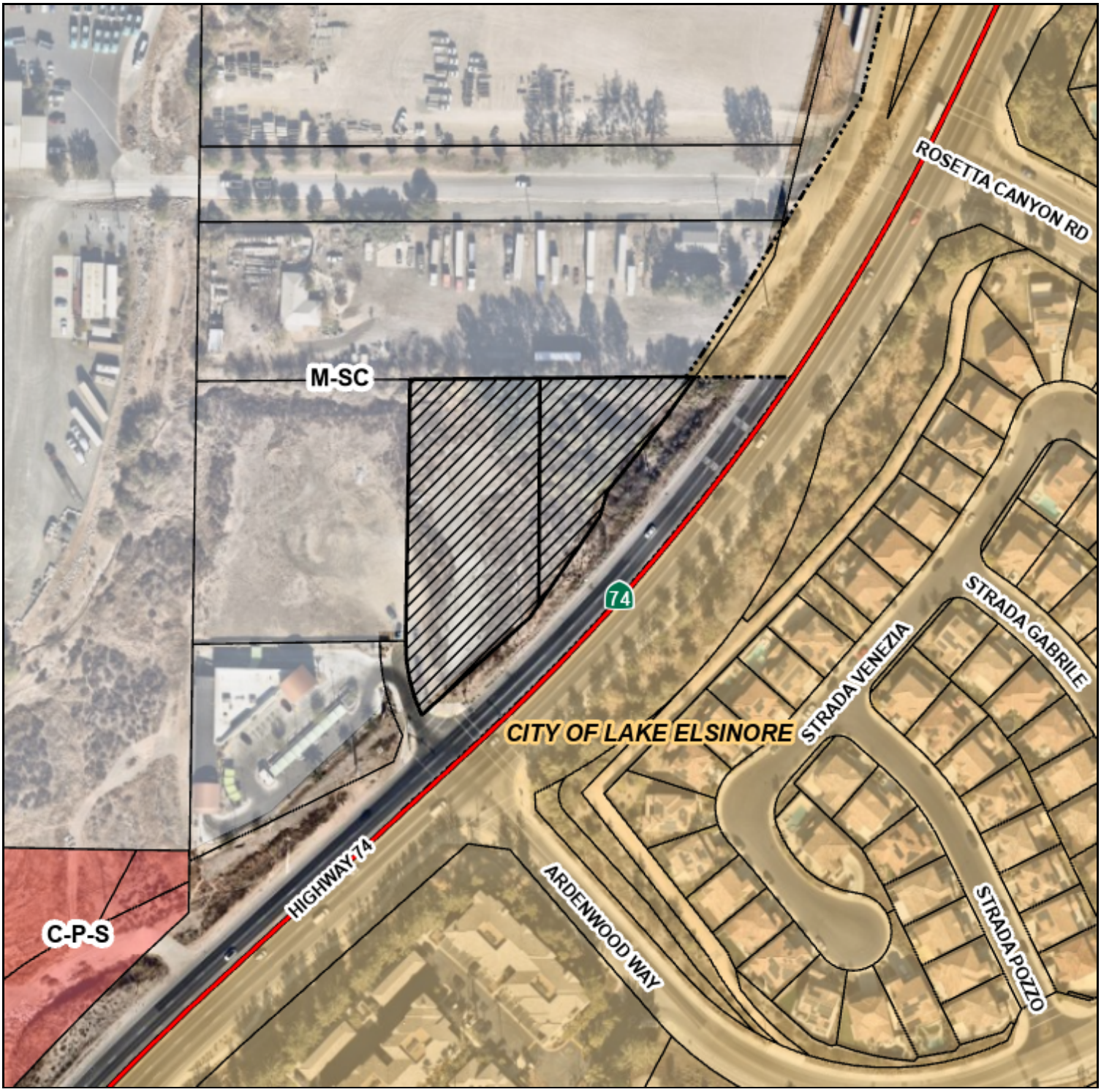
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP240025

EXISTING ZONING

Supervisor: KAREN SPIEGEL
District: 2

Date: 9-3-2025
Exhibit: 2



Zoning Area/District: MEADOWBROOK

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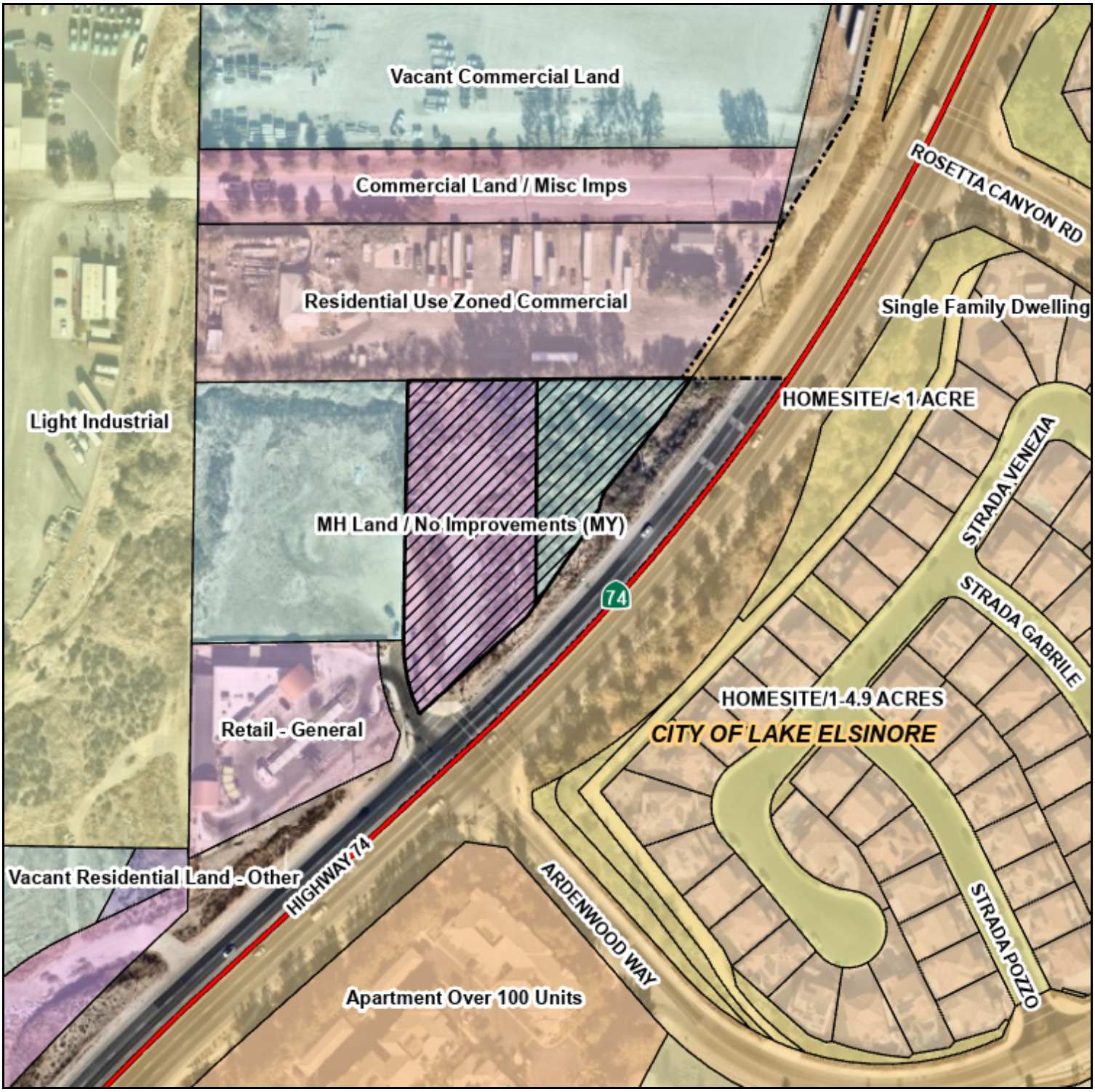
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP240025

LAND USE

Supervisor:KAREN SPIEGEL
District: 2

Date: 9-3-2025
Exhibit: 1



Zoning District: MEADOWBROOK

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

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RIVERSIDE COUNTY PLANNING DEPARTMENT

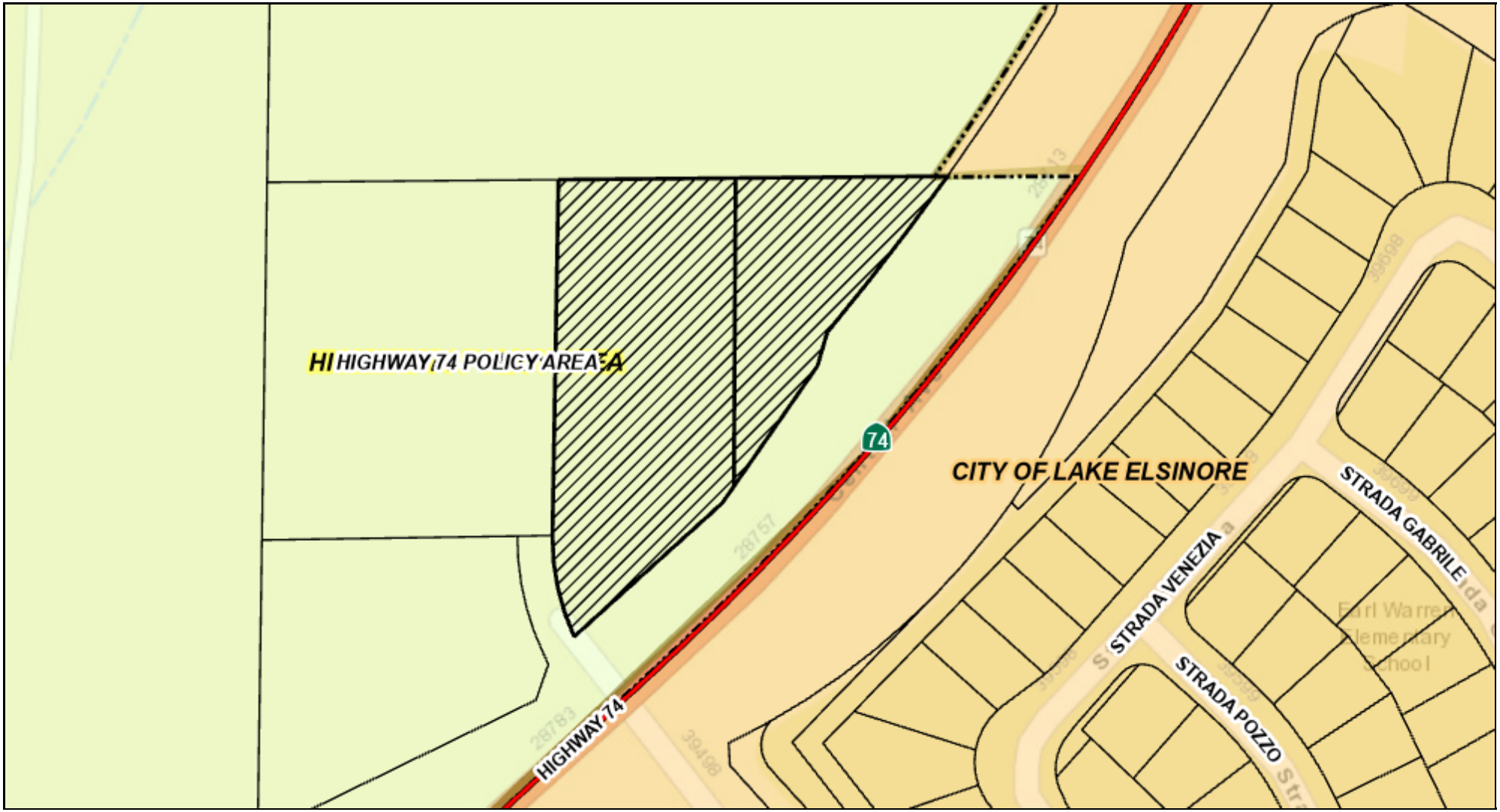
CUP240025

VICINITY/POLICY AREAS

Supervisor: KAREN SPIEGEL

District: 2

Date: 9-3-2025



Zoning Area/District: MEADOWBROOK

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

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347120034
RIDGESTONE PARTNERS
PO BOX A3878
CHICAGO IL 60690

347120050
CITY OF LAKE ELSINORE
130 S MAIN ST
LAKE ELSINORE CA 92530

347130002
DANNY STEVENS
28601 N FRONTAGE RD
LAKE ELSINORE CA 92532

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HENDERSON NV 89044

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RANCHO PALOS VERDES CA 90275

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ANAHEIM CA 92807

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12368 VALLEY BL NO 107
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347440032
JOHN D. CUNNINGHAM
45023 CARLA CT
LAKE ELSINORE CA 92532

347440033
DUANE R. RICHARD
45021 CARLA CT
LAKE ELSINORE CA 92532

347440034
ARELI OLAGUIVEL DURAN LAURA
45019 CARLA CT
LAKE ELSINORE CA 92532

347440035
TOM LAM
45017 CARLA CT
LAKE ELSINORE CA 92532

347440036
RIGOBERTO DELAFUENTE
45015 CARLA CT
LAKE ELSINORE CA 92532

347440037
WILLIAM D. OATES
45013 CARLA CT
LAKE ELSINORE CA 92532

347440038
JAIME MORA
45011 CARLA CT
LAKE ELSINORE CA 92532

347440039
HECTOR AVILA
45009 CARLA CT
LAKE ELSINORE CA 92532

347440040
JERRY L. STOREY
45007 CARLA CT
LAKE ELSINORE CA 92532

347440041
DAVID ALAN GRAVLEY
7918 EL CAJON BL NO N359
LA MESA CA 91942

347440042
PETER VERILE
45003 CARLA CT
LAKE ELSINORE CA 92532

347440043
ESTHER J. HAN
10729 ELDERWOOD LN
SAN DIEGO CA 92131

347440044
LATOYA KENNEYBREW
45002 CARLA CT
LAKE ELSINORE CA 92532

347440045
TEJEDA JUAN & ELINA REV LIVING TRUST
1718 ORIZABA AVE
LONG BEACH CA 90804

347440046
STANCIL MARVIN REVOCABLE TRUST DTD 07/27/22
45006 CARLA CT
LAKE ELSINORE CA 92532

347440047
LUIS ANTHONY PADILLA
45008 CARLA CT
LAKE ELSINORE CA 92532

347440048
CHER MARIE B PIZANA
45001 BLUE MOON ST
LAKE ELSINORE CA 92532

347440049
MARILYN K. BROWN
45003 BLUE MOON ST
LAKE ELSINORE CA 92532

347440050
BRYAN WALKER
45005 BLUE MOON ST
LAKE ELSINORE CA 92532

347440051
MITCHELL A. LIVINGSTON
45007 BLUE MOON ST
LAKE ELSINORE CA 92532

347440052
ROSETTA CANYON COMMUNITY ASSN
1451 RIMPAU AVE STE 107
CORONA CA 92879

347450001
MARVIN FLORES
45001 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450002
FRANCISCO ALMEDA
45003 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450003
GUSTAVO RUIZ
45005 BRONZE STAR RD
LAKE ELSINORE CA 92532

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BRYCE EDWARD WILLIAMS
45007 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450005
WEIMIN ZHANG
45009 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450006
RANDY W. NORDLUND
45011 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450007
MICHAEL A. FLORES
45013 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450008
MARK A. PARKER
45015 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450009
HASHIM MAJEED JAKVANI
1110 MANDEVILLA WAY
CORONA CA 92879

347450010
MARC A. TINTORER
45019 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450011
LARRY TYLER BRITTAIN
45021 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450033
ROSETTA CANYON COMMUNITY ASSN
2280 WARDLOW CIR STE 150
CORONA CA 92880

347590001
WIESEN FAMILY TRUST DTD 12/14/23
39772 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590002
COLTON LAWRENCE ESTEP
39770 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590003
PRINCESS QUINONEZ JIMENEZ
39766 STRADA FIRENZE ST
LAKE ELSINORE CA 92532

347590004
JENNIFER CHEN
111 PANORAMA
IRVINE CA 92618

347590005
CASTLE AVRY TRUST DATED 04/29/2025
39758 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590006
DANNY HIGUERA
39752 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590007
GUADALUPE SALVADOR MONCADA PONCE
39750 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590008
BENJAMIN R. CENTEIO
39620 STRADA BOSCO RD
LAKE ELSINORE CA 92532

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SYLVIA YUNGJOO YUN
39616 STRADA BOSCO RD
LAKE ELSINORE CA 92532

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JOSE LUIS SAAVEDRA
39612 STRADA BOSCO RD
LAKE ELSINORE CA 92532

347590011
RONALD A. CARTER
39610 STRADA BOSCO
LAKE ELSINORE CA 92532

347590013
MAURICIO RUIZ
39602 STRADA BOSCO RD
LAKE ELSINORE CA 92532

347590014
HIRAM ROMERO
39651 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590015
EDGAR L. SMITH
39655 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590016
MICHAEL CHADDICK
39659 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590017
HECTOR E. ROCHA-MARTINEZ
39663 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590018
HINE FAMLIY TRUST DTD 4/18/16
39667 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590019
ALMA IBARRA
39671 STRADA GABRILE
LAKE ELSINORE CA 92532

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TODD WILLIAMS
39675 STRADA GABRILE
LAKE ELSINORE CA 92532

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MIGUEL QUESADA
39582 STRADA POZZO
LAKE ELSINORE CA 92532

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WILFREDO TAN
39580 STRADA POZZO
LAKE ELSINORE CA 92532

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RICHARD ERIC O ATANGAN
39576 STRADA POZZO
LAKE ELSINORE CA 92532

347590024
VEGESNA FAMILY TRUST DATED 12/17/2016
11367 HERBERT ST
LOS ANGELES CA 90066

347590025
CRAIG GRAHAM EDMONDSON
5440 RYAN DR
YORBA LINDA CA 92887

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LUIS JAVIER VALDEZ
39562 STRADA POZZO
LAKE ELSINORE CA 92532

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PATRICIA BARAJAS OTTESON
39560 STRADA POZZO
LAKE ELSINORE CA 92532

347590028
JIN MA
1121 GERANIO DR
ALHAMBRA CA 91801

347590029
JOSE ALONSO GARCIA
39553 STRADA POZZO
LAKE ELSINORE CA 92532

347590030
RAMIREZ CONCEPCION SOLIVEN LIV
TRUST DTD 07/17/2023
39557 STRADA POZZO
LAKE ELSINORE CA 92532

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JUAN FRANCISCO GONZALEZ
39561 STRADA POZZO
LAKE ELSINORE CA 92532

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STEVEN MARTIN
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LAKE ELSINORE CA 92532

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ANTHONY LUIS PAPA
39569 STRADA POZZO
LAKE ELSINORE CA 92532

347590034
ALEJANDRO RIVAS
39573 STRODA POZZO
LAKE ELSINORE CA 92532

347590035
YIXIN LIU
10 MAGAZINE ST # 702
CAMBRIDGE MA 02139

347590036
ANTHONY JOSEPH GONZALEZ
39552 STRADA SCALA
LAKE ELSINORE CA 92532

347590037
FELIX PONCE
26951 LA ALAMEDA # 1112
MISSION VIEJO CA 92691

347590038
CARAMELLA WARNER TRUST DTD 09/12/22
39551 STRADA SCALA
LAKE ELSINORE CA 92532

347590039
MARIANITO RONQUILLO
39555 STRODA SCALA
LAKE ELSINORE CA 92532

347590040
VILIVONG VANTHOUVATH LIVING TRUST
U/A DTD 10/3/2019
41002 SUNSPRITE ST
LAKE ELSINORE CA 92532

347590041
JUAN CARLOS GUZMAN
39563 STRADA SCALA
LAKE ELSINORE CA 92532

347590042
TOMMY J. MOUNG
39567 STRADA SCALA
LAKE ELSINORE CA 92532

347590043
BRYAN E. MAKILING
PO BOX 26351
SANTA ANA CA 92799

347590044
TIMOTHY RICHARD WALSH
39575 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590045
HIVIDAR KHENDARI
39579 STRADA VENEZIA
LAKE ELSINORE CA 92532

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RANDY COOPER
39583 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590047
ADRIAN STOICA
39587 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590048
DANIEL CSOTAI
39591 STRADA VENEZIA
LAKE ELSINORE CA 92532

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CHRISTOPHER M. ANCHONDO
39595 STRADA VENEZIA
LAKE ELSINORE CA 92532

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BRUSHARI HILL
39599 STRADA VENEZIA
LAKE ELSINORE CA 92532

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MICHAEL JUSTON CABALLERO
39603 STRADA VENEZIA
LAKE ELSINORE CA 92532

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CARLOS MANUEL GUTIERREZ
39607 STRADA VENEZIA
LAKE ELSINORE CA 92532

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JOSE MANUEL GARCIA
39611 STRADA VENEZIA
LAKE ELSINORE CA 92532

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WILLIAM DOUGLAS BAILEY
39615 STRADA VENEZIA RD
LAKE ELSINORE CA 92532

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DIOSDADO D. ESTOESTA
39619 STRADA VENEZIA RD
LAKE ELSINORE CA 92532

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GEORGE D. GARCIA
39623 STRADA VENEZIA RD
LAKE ELSINORE CA 92532

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AARON MATTHEW MARTINEZ
39627 STRADA VENEZIA RD
LAKE ELSINORE CA 92532

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RODRIGO VALENCIA VALENCIA
39782 STRADA FIRENZE
LAKE ELSINORE CA 92532

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CHUNHONG YONG
39780 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590060
RONALD JASON SCHINDLER
6581 BUTTERFIELD WAY
PLACERVILLE CA 95667

347590061
ALBERT L. WILLIAMS
39779 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590062
WALTER A. BLANCO
39775 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

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DAVID RUBIO
39771 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590064
TIFFANY PALMER
39767 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590065
JARON SHELBY WHITE
39763 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

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SHAZAF AREEJ
39759 STRADA FIRENZE
LAKE ELSINORE CA 92532

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LIU & LI REVOCABLE LIVING TRUST DTD 8/25/20
112 WHITEPLUME
IRVINE CA 92618

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RICHARD MANUEL FEMATT
39751 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

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JENNIFER ALEXIE JOOSTE
39652 STRADA GABRILE ST
LAKE ELSINORE CA 92532

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LIU & LI REVOCABLE LIVING TRUST DTD 8/25/20
112 WHITEPLUM
IRVINE CA 92603

347590071
FRANCISCO CELIS
39660 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590072
KENNY AU
39662 STRADA GABRILE ST
LAKE ELSINORE CA 92532

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HAROLD J. ESTRADA
39672 STRADA GABRILE
LAKE ELSINORE CA 92532

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VASQUEZ REVOCABLE TRUST DTD 03/28/2024
39676 STRADA GABRILE
LAKE ELSINORE CA 92532

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TRIESTE HOMEOWNERS ASSN
16775 VON KARMAN AVE 100
IRVINE CA 92606

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ROSETTA CANYON COMMUNITY ASSN
31608 RAILROAD CANYON AVE
CANYON LAKE CA 92587

347590080
TRIESTE HOMEOWNERS ASSN
41593 WINCHESTER NO 113
TEMECULA CA 92590

347590085
TRIESTE HOMEOWNERS ASSN
2922 DAIMLER ST
SANTA ANA CA 92705

377372008
BUREK RON & HEATHER LIVING TRUST U/T DECLARATION DTD 12/13/07
20 OLD RANCH RD
LAGUNA BEACH CA 92677

377372009
DE LA HERRAN REVOCABLE LIVING FAMILY TRUST DTD 8/23/18
5116 BRANDING IRON PL
RANCHO CUCAMONGA CA 91739

377373011
PLAZA APARTMENTS INV
9191 TOWN CENTRE DR STE 180
SAN DIEGO CA 92122

City of Lake Elsinore – Planning Department
301 N. Spring St.
Lake Elsinore, CA 92530

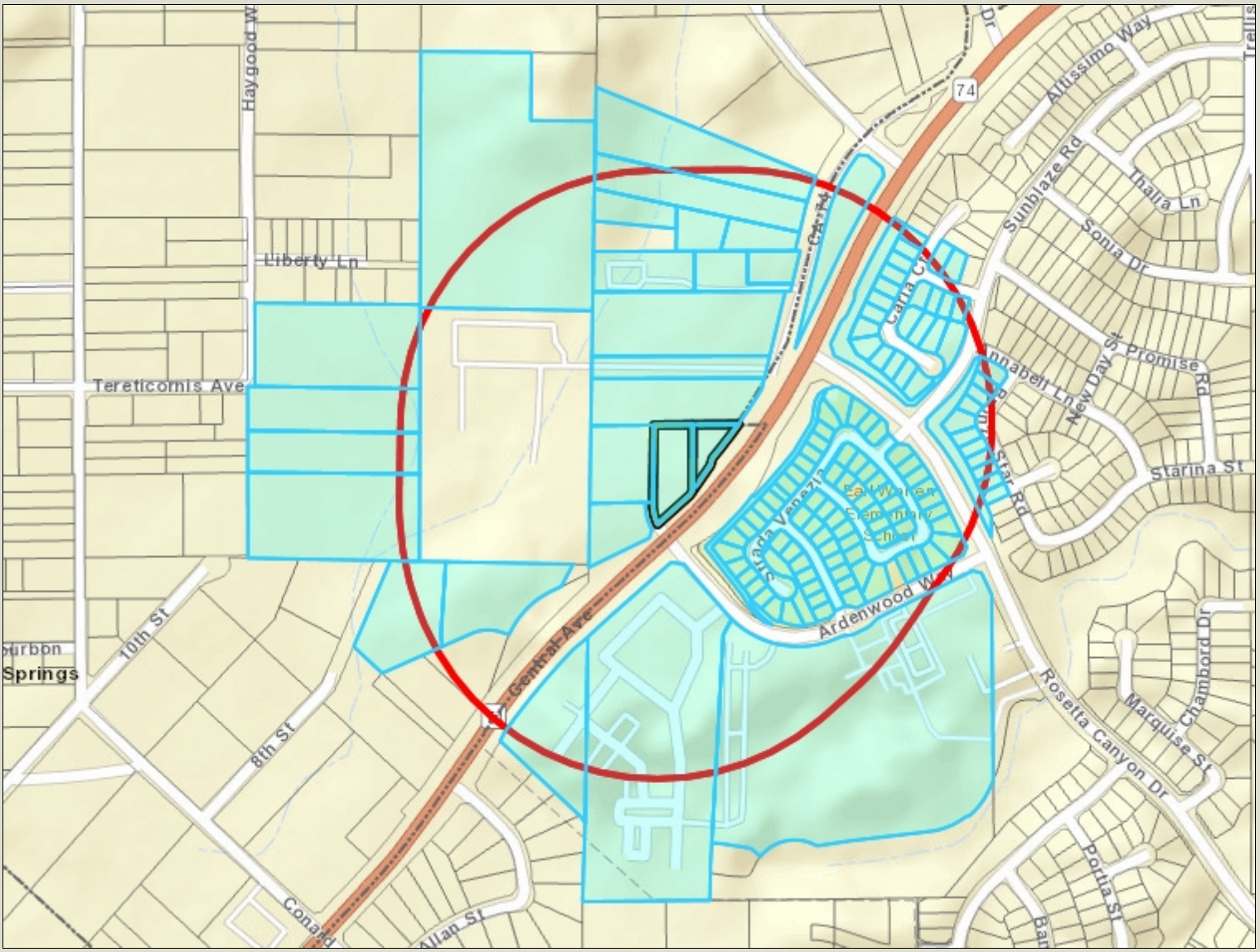
JOSEPH KARAKI
4887 E LA PALMA AVE Unit: SUITE 707
ANAHEIM, CA 92807

Second District - Supervisor Karen Spiegel
4080 Lemon Street - 5th Floor
Riverside, CA 92501

Salim Daher
5782 Kellog Drive
Yorba Linda, CA 92886

Riverside County GIS Mailing Labels (CZ2400053 & CUP240025)

1000 FOOT RADIUS



Legend

- County Boundary
- Cities
- Parcels
- World_Street_Map

Notes

0 752 1,505 Feet

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RIVERSIDE COUNTY
PLANNING DEPARTMENT

John Hildebrand
Planning Director

DATE: April 9, 2026

TO: Clerk of the Board of Supervisors

FROM: Planning Department – Riverside – **Suhaim Bawany, Principal Planner 5-3103 (BOS date 5/5/2026)**

SUBJECT: **MT#30176** – CZ2400053, CUP240025
(Charge your time to these case numbers)

CHANGE OF ZONE NO. 2400053 (CZ2400053) and CONDITIONAL USE PERMIT NO. 240025 (CUP240025) – Addendum to Initial Study/Mitigated Negative Declaration for Plot Plan No. 210016 (PPT210016), pursuant to State CEQA Guidelines Section 15164 – Applicant: Joseph Karaki – Second Supervisorial District – Meadowbrook Zoning Area – Elsinore Area Plan – Land Use: Commercial Retail (CR) – Zoning: Manufacturing–Service Commercial (M-SC) – Location: 28771 Central Avenue, west of Highway 74 and east of Chris Circle – APNs: 347-130-028 and 347-130-029 – 1.44 Acres – REQUEST: CZ2400053 is a request to change the existing zoning classification of the subject site from Manufacturing – Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S) to allow for the sale of alcoholic beverages in conjunction with a gas station within the C-P-S zoning classification. CUP240025 is a request to allow for the sale of alcoholic beverages for off-premises consumption by establishing a Type 21 (Off-Sale Beer, Wine & Spirits) ABC license in conjunction with the proposed convenience store and gas station established under the previously approved Plot Plan No. 210016 (PPT210016). APN(s): 347-130-028, 347-130-029 – Project Planner: Suhaim Bawany at 951-955-3103 or email at sbawany@rivco.org .

Planning Commission Date: March 18, 2026
Commissioner Vote: 4-0

The attached item(s) require the following action(s) by the Board of Supervisors:

☐ Place on Administrative Action

☒ Set for Hearing (Legislative Action Required; CZ, GPA, SP, SPA)

☒ Labels provided If Set For Hearing ☐ 10 Day ☒ 20 Day ☐ 30 day

☒ Publish in Newspaper:
(2nd Dist) Press Enterprise

☐ CEQA Exempt
☐ 10 Day ☐ 20 Day ☐ 30 day

☒ Notify Property Owners (app/agencies/property owner labels provided)

Designate Newspaper used by Planning Department for Notice of Hearing:
(2nd Dist) Press Enterprise

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

"Planning Our Future… Preserving Our Past

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Riverside County GIS Mailing Labels (CZ2400053 & CUP240025)

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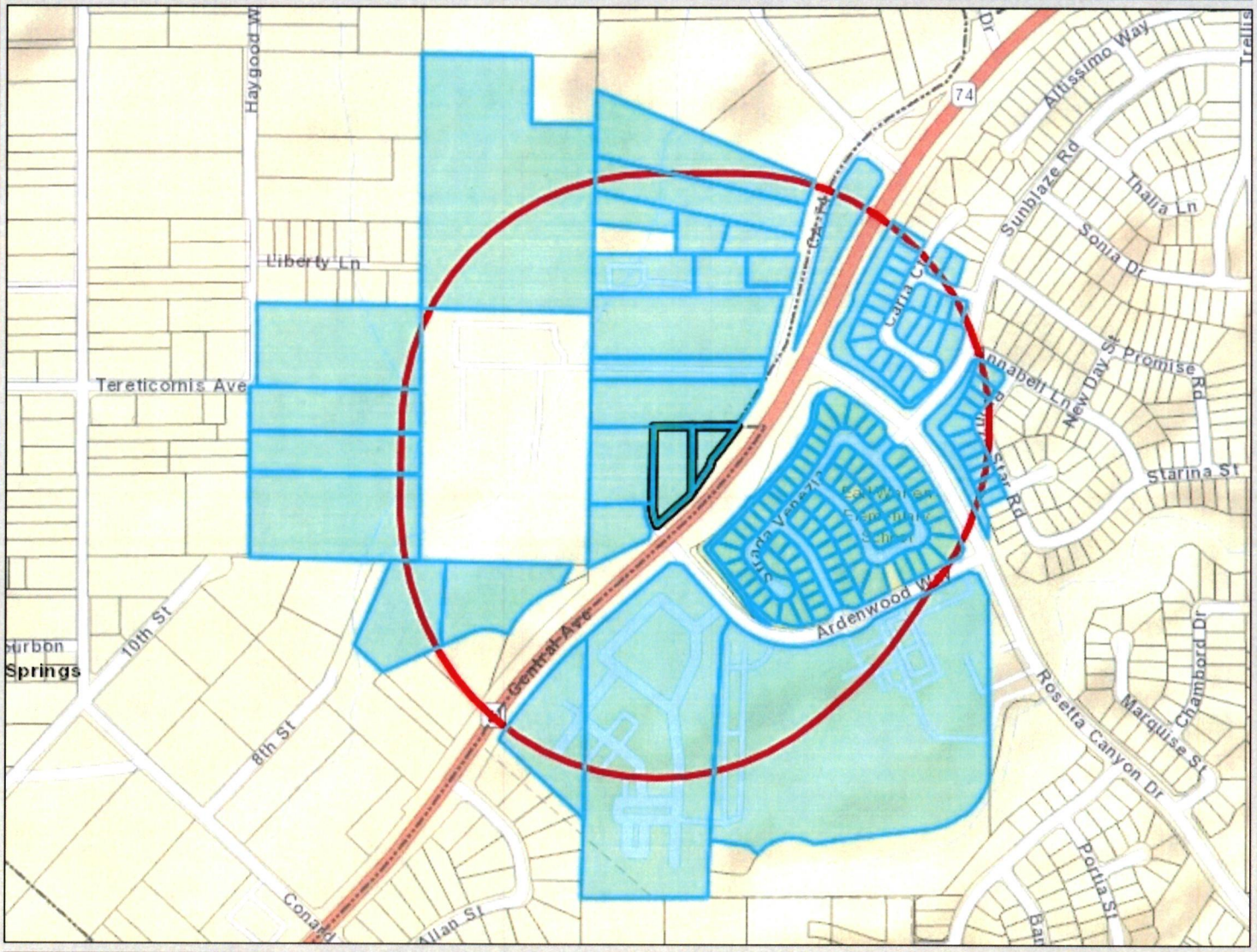

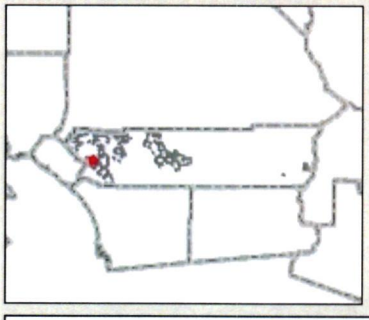

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PO BOX A3878
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LAKE ELSINORE CA 92532

347440032
JOHN D. CUNNINGHAM
45023 CARLA CT
LAKE ELSINORE CA 92532

347440033
DUANE R. RICHARD
45021 CARLA CT
LAKE ELSINORE CA 92532

347440034
ARELI OLAGUIVEL DURAN LAURA
45019 CARLA CT
LAKE ELSINORE CA 92532

347440035
TOM LAM
45017 CARLA CT
LAKE ELSINORE CA 92532

347440036
RIGOBERTO DELAFUENTE
45015 CARLA CT
LAKE ELSINORE CA 92532

347440037
WILLIAM D. OATES
45013 CARLA CT
LAKE ELSINORE CA 92532

347440038
JAIME MORA
45011 CARLA CT
LAKE ELSINORE CA 92532

347440039
HECTOR AVILA
45009 CARLA CT
LAKE ELSINORE CA 92532

347440040
JERRY L. STOREY
45007 CARLA CT
LAKE ELSINORE CA 92532

347440041
DAVID ALAN GRAVLEY
7918 EL CAJON BL NO N359
LA MESA CA 91942

347440042
PETER VERILE
45003 CARLA CT
LAKE ELSINORE CA 92532

347440043
ESTHER J. HAN
10729 ELDERWOOD LN
SAN DIEGO CA 92131

347440044
LATOYA KENNEYBREW
45002 CARLA CT
LAKE ELSINORE CA 92532

347440045
TEJEDA JUAN & ELINA REV LIVING TRUST
1718 ORIZABA AVE
LONG BEACH CA 90804

347440046
STANCIL MARVIN REVOCABLE TRUST DTD 07/27/22
45006 CARLA CT
LAKE ELSINORE CA 92532

347440047
LUIS ANTHONY PADILLA
45008 CARLA CT
LAKE ELSINORE CA 92532

347440048
CHER MARIE B PIZANA
45001 BLUE MOON ST
LAKE ELSINORE CA 92532

347440049
MARILYN K. BROWN
45003 BLUE MOON ST
LAKE ELSINORE CA 92532

347440050
BRYAN WALKER
45005 BLUE MOON ST
LAKE ELSINORE CA 92532

347440051
MITCHELL A. LIVINGSTON
45007 BLUE MOON ST
LAKE ELSINORE CA 92532

347440052
ROSETTA CANYON COMMUNITY ASSN
1451 RIMPAU AVE STE 107
CORONA CA 92879

347450001
MARVIN FLORES
45001 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450002
FRANCISCO ALMEDA
45003 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450003
GUSTAVO RUIZ
45005 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450004
BRYCE EDWARD WILLIAMS
45007 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450005
WEIMIN ZHANG
45009 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450006
RANDY W. NORDLUND
45011 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450007
MICHAEL A. FLORES
45013 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450008
MARK A. PARKER
45015 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450009
HASHIM MAJEED JAKVANI
1110 MANDEVILLA WAY
CORONA CA 92879

347450010
MARC A. TINTORER
45019 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450011
LARRY TYLER BRITTAIN
45021 BRONZE STAR RD
LAKE ELSINORE CA 92532

347450033
ROSETTA CANYON COMMUNITY ASSN
2280 WARDLOW CIR STE 150
CORONA CA 92880

347590001
WIESEN FAMILY TRUST DTD 12/14/23
39772 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590002
COLTON LAWRENCE ESTEP
39770 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590003
PRINCESS QUINONEZ JIMENEZ
39766 STRADA FIRENZE ST
LAKE ELSINORE CA 92532

347590004
JENNIFER CHEN
111 PANORAMA
IRVINE CA 92618

347590005
CASTLE AVRY TRUST DATED 04/29/2025
39758 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590006
DANNY HIGUERA
39752 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590007
GUADALUPE SALVADOR MONCADA PONCE
39750 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590008
BENJAMIN R. CENTEIO
39620 STRADA BOSCO RD
LAKE ELSINORE CA 92532

347590009
SYLVIA YUNGJOO YUN
39616 STRADA BOSCO RD
LAKE ELSINORE CA 92532

347590010
JOSE LUIS SAAVEDRA
39612 STRADA BOSCO RD
LAKE ELSINORE CA 92532

347590011
RONALD A. CARTER
39610 STRADA BOSCO
LAKE ELSINORE CA 92532

347590013
MAURICIO RUIZ
39602 STRADA BOSCO RD
LAKE ELSINORE CA 92532

347590014
HIRAM ROMERO
39651 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590015
EDGAR L. SMITH
39655 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590016
MICHAEL CHADDICK
39659 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590017
HECTOR E. ROCHA-MARTINEZ
39663 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590018
HINE FAMLIY TRUST DTD 4/18/16
39667 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590019
ALMA IBARRA
39671 STRADA GABRILE
LAKE ELSINORE CA 92532

347590020
TODD WILLIAMS
39675 STRADA GABRILE
LAKE ELSINORE CA 92532

347590021
MIGUEL QUESADA
39582 STRADA POZZO
LAKE ELSINORE CA 92532

347590022
WILFREDO TAN
39580 STRADA POZZO
LAKE ELSINORE CA 92532

347590023
RICHARD ERIC O ATANGAN
39576 STRADA POZZO
LAKE ELSINORE CA 92532

347590024
VEGESNA FAMILY TRUST DATED 12/17/2016
11367 HERBERT ST
LOS ANGELES CA 90066

347590025
CRAIG GRAHAM EDMONDSON
5440 RYAN DR
YORBA LINDA CA 92887

347590026
LUIS JAVIER VALDEZ
39562 STRADA POZZO
LAKE ELSINORE CA 92532

347590027
PATRICIA BARAJAS OTTESON
39560 STRADA POZZO
LAKE ELSINORE CA 92532

347590028
JIN MA
1121 GERANIO DR
ALHAMBRA CA 91801

347590029
JOSE ALONSO GARCIA
39553 STRADA POZZO
LAKE ELSINORE CA 92532

347590030
RAMIREZ CONCEPCION SOLIVEN LIV
TRUST DTD 07/17/2023
39557 STRADA POZZO
LAKE ELSINORE CA 92532

347590031
JUAN FRANCISCO GONZALEZ
39561 STRADA POZZO
LAKE ELSINORE CA 92532

347590032
STEVEN MARTIN
39565 STRADA POZZO
LAKE ELSINORE CA 92532

347590033
ANTHONY LUIS PAPA
39569 STRADA POZZO
LAKE ELSINORE CA 92532

347590034
ALEJANDRO RIVAS
39573 STRODA POZZO
LAKE ELSINORE CA 92532

347590035
YIXIN LIU
10 MAGAZINE ST # 702
CAMBRIDGE MA 02139

347590036
ANTHONY JOSEPH GONZALEZ
39552 STRADA SCALA
LAKE ELSINORE CA 92532

347590037
FELIX PONCE
26951 LA ALAMEDA # 1112
MISSION VIEJO CA 92691

347590038
CARAMELLA WARNER TRUST DTD 09/12/22
39551 STRADA SCALA
LAKE ELSINORE CA 92532

347590039
MARIANITO RONQUILLO
39555 STRODA SCALA
LAKE ELSINORE CA 92532

347590040
VILIVONG VANTHOUVATH LIVING TRUST
U/A DTD 10/3/2019
41002 SUNSPRITE ST
LAKE ELSINORE CA 92532

347590041
JUAN CARLOS GUZMAN
39563 STRADA SCALA
LAKE ELSINORE CA 92532

347590042
TOMMY J. MOUNG
39567 STRADA SCALA
LAKE ELSINORE CA 92532

347590043
BRYAN E. MAKILING
PO BOX 26351
SANTA ANA CA 92799

347590044
TIMOTHY RICHARD WALSH
39575 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590045
HIVIDAR KHENDARI
39579 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590046
RANDY COOPER
39583 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590047
ADRIAN STOICA
39587 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590048
DANIEL CSOTAI
39591 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590049
CHRISTOPHER M. ANCHONDO
39595 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590050
BRUSHARI HILL
39599 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590051
MICHAEL JUSTON CABALLERO
39603 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590052
CARLOS MANUEL GUTIERREZ
39607 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590053
JOSE MANUEL GARCIA
39611 STRADA VENEZIA
LAKE ELSINORE CA 92532

347590054
WILLIAM DOUGLAS BAILEY
39615 STRADA VENEZIA RD
LAKE ELSINORE CA 92532

347590055
DIOSDADO D. ESTOESTA
39619 STRADA VENEZIA RD
LAKE ELSINORE CA 92532

347590056
GEORGE D. GARCIA
39623 STRADA VENEZIA RD
LAKE ELSINORE CA 92532

347590057
AARON MATTHEW MARTINEZ
39627 STRADA VENEZIA RD
LAKE ELSINORE CA 92532

347590058
RODRIGO VALENCIA VALENCIA
39782 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590059
CHUNHONG YONG
39780 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590060
RONALD JASON SCHINDLER
6581 BUTTERFIELD WAY
PLACERVILLE CA 95667

347590061
ALBERT L. WILLIAMS
39779 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590062
WALTER A. BLANCO
39775 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590063
DAVID RUBIO
39771 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590064
TIFFANY PALMER
39767 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590065
JARON SHELBY WHITE
39763 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590066
SHAZAF AREEJ
39759 STRADA FIRENZE
LAKE ELSINORE CA 92532

347590067
LIU & LI REVOCABLE LIVING TRUST DTD 8/25/20
112 WHITEPLUME
IRVINE CA 92618

347590068
RICHARD MANUEL FEMATT
39751 STRADA FIRENZE RD
LAKE ELSINORE CA 92532

347590069
JENNIFER ALEXIE JOOSTE
39652 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590070
LIU & LI REVOCABLE LIVING TRUST DTD 8/25/20
112 WHITEPLUM
IRVINE CA 92603

347590071
FRANCISCO CELIS
39660 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590072
KENNY AU
39662 STRADA GABRILE ST
LAKE ELSINORE CA 92532

347590074
HAROLD J. ESTRADA
39672 STRADA GABRILE
LAKE ELSINORE CA 92532

347590075
VASQUEZ REVOCABLE TRUST DTD 03/28/2024
39676 STRADA GABRILE
LAKE ELSINORE CA 92532

347590076
TRIESTE HOMEOWNERS ASSN
16775 VON KARMAN AVE 100
IRVINE CA 92606

347590077
ROSETTA CANYON COMMUNITY ASSN
31608 RAILROAD CANYON AVE
CANYON LAKE CA 92587

347590080
TRIESTE HOMEOWNERS ASSN
41593 WINCHESTER NO 113
TEMECULA CA 92590

347590085
TRIESTE HOMEOWNERS ASSN
2922 DAIMLER ST
SANTA ANA CA 92705

377372008
BUREK RON & HEATHER LIVING TRUST U/T DECLARATION DTD 12/13/07
20 OLD RANCH RD
LAGUNA BEACH CA 92677

377372009
DE LA HERRAN REVOCABLE LIVING FAMILY TRUST DTD 8/23/18
5116 BRANDING IRON PL
RANCHO CUCAMONGA CA 91739

377373011
PLAZA APARTMENTS INV
9191 TOWN CENTRE DR STE 180
SAN DIEGO CA 92122

City of Lake Elsinore – Planning Department
301 N. Spring St.
Lake Elsinore, CA 92530

JOSEPH KARAKI
4887 E LA PALMA AVE Unit: SUITE 707
ANAHEIM, CA 92807

Second District - Supervisor Karen Spiegel
4080 Lemon Street - 5th Floor
Riverside, CA 92501

Salim Daher
5782 Kellog Drive
Yorba Linda, CA 92886

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON CHANGE OF ZONE, AND CONDITIONAL USE PERMIT SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, May 5, 2026 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **Change of Zone No. 2400053 (CZ2400053) and Conditional Use Permit No. 240025 (CUP240025).** CZ2400053 is a request to change the existing zoning classification of the subject site from Manufacturing – Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S) to allow for the sale of alcoholic beverages in conjunction with a gas station within the C-P-S zoning classification. CUP240025 is a request to allow for the sale of alcoholic beverages for off-premises consumption by establishing a Type 21 (Off-Sale Beer, Wine & Spirits) ABC license in conjunction with the proposed convenience store and gas station established under the previously approved Plot Plan No. 210016 (PPT210016). The proposed project is located on 28771 Central Avenue, west of Highway 74 and east of Chris Circle – APNs: 347-130-028 and 347-130-029 – 1.44 Acres in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors **APPROVE Change of Zone No. 2400053 (CZ2400053) and APPROVE Conditional Use Permit No. 240025 (CUP240025).**

On March 18, 2026, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 4-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT SUHAIM BAWANY, PROJECT PLANNER, AT 951-955-3103 OR EMAIL SBAWANY@RIVCO.ORG

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors who will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org.

Dated: April 13, 2026

Kimberly A. Rector, Clerk of the Board
By: Ana Garcia, Clerk of the Board Assistant

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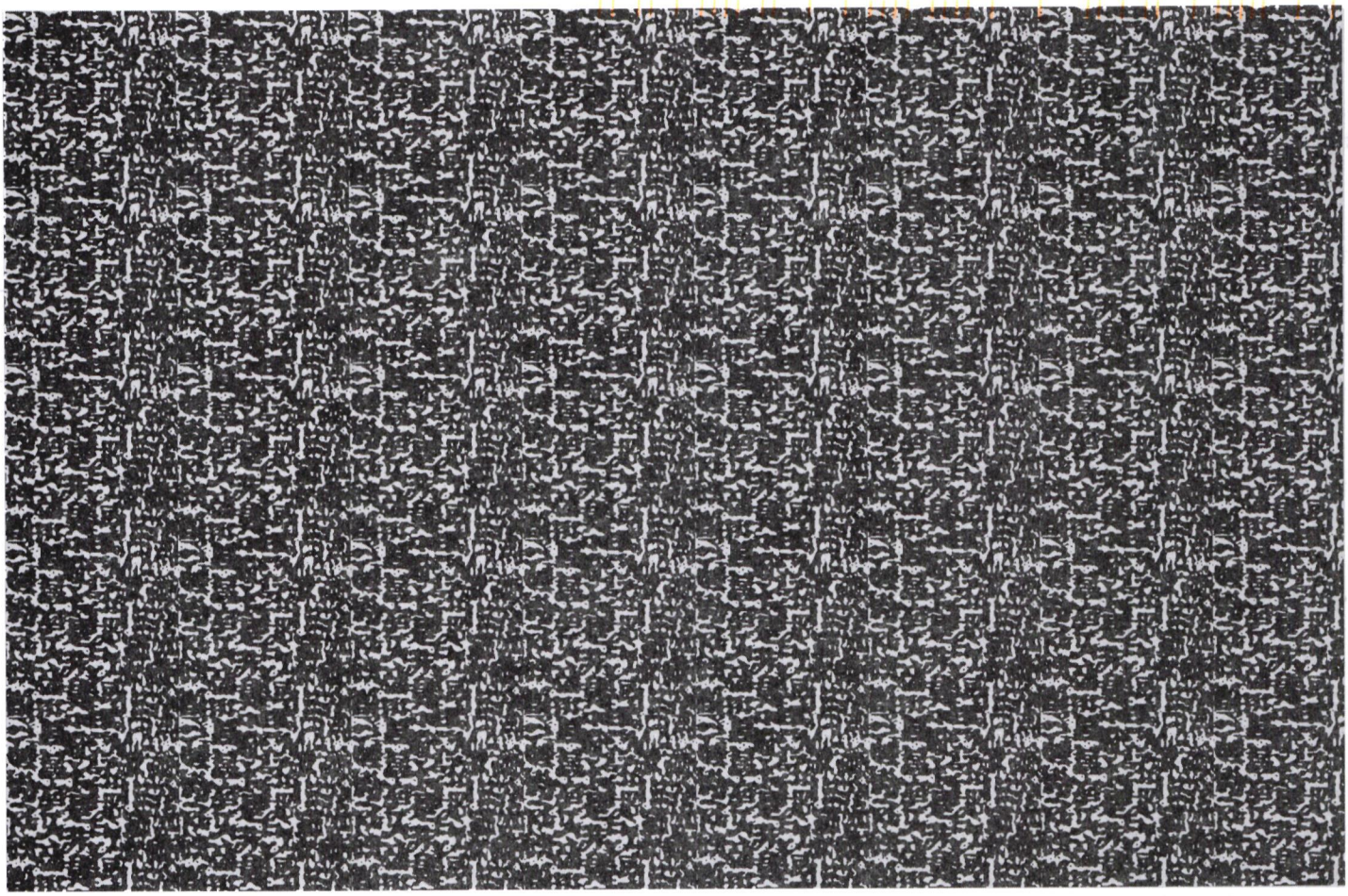

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PUBLIC HEARING NOTICE

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347590020
TODD WILLIAMS
39675 STRADA GABRILE
LAKE ELSINORE CA 92532

910 N7E 127012SI0004/17/26
FORWARD TIME EXP RTN TO SEND
WILLIAMS
114-128
6848 N GOVERNMENT WAY STE 114
DALTON GDNS ID 83815-7799
RETURN TO SENDER

DNT

CSJMRM 92502>1147

AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE CAMBIO DE ZONA Y PERMISO DE USO CONDICIONAL SEGUNDO DISTRITO DE SUPERVISIÓN

POR LA PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del Primer Piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 5 de mayo de 2026 a las 10:00 A.M.**, en la que se escuchará a todas las personas interesadas. o tan pronto como sea posible después, para considerar la recomendación de la Comisión de Planificación de aprobar el **Cambio de Zona No. 2400053 (CZ2400053) y el Permiso de Uso Condicional No. 240025 (CUP240025)**. CZ2400053 es una solicitud para cambiar la clasificación de zonificación existente del sitio en cuestión de Manufactura – Comercial de Servicios (M-SC) a Comercial de Carretera Escénica (C-P-S) para permitir la venta de bebidas alcohólicas junto con una gasolinera dentro de la clasificación de zonificación C-P-S. CUP240025 es una solicitud para permitir la venta de bebidas alcohólicas para consumo fuera del local mediante el establecimiento de una licencia ABC Tipo 21 (Cerveza, Vino y Licores para llevar) en conjunto con la tienda de conveniencia y gasolinera propuestas establecidas bajo el Plan de Parcela No. 210016 (PPT210016) previamente aprobado. El proyecto propuesto está ubicado en 28771 Central Avenue, al oeste de la autopista 74 y al este de Chris Circle – APNs: 347-130-028 y 347-130-029 – 1.44 acres en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores **APRUEBE el Cambio de Zona No. 2400053 (CZ2400053) y APRUEBE el Permiso de Uso Condicional No. 240025 (CUP240025).**

El 18 de marzo de 2026, la Comisión de Planificación recomendó la aprobación del proyecto tal como se presentó a la Junta de Supervisores, con una votación de 4-0. Los documentos de la reunión del Departamento de Planificación para el proyecto propuesto se pueden consultar en línea bajo la fecha de la audiencia de la Comisión de Planificación en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA MÁS INFORMACIÓN SOBRE ESTE PROYECTO, POR FAVOR CONTACTE A SUHAIM BAWANY, PLANIFICADOR DE PROYECTOS, AL 951-955-3103 O POR CORREO ELECTRÓNICO A SBAWANY@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en el lugar y hora indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, que considerará dichos comentarios, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

Si impugna el artículo anterior en los tribunales, es posible que se limite a plantear solo los temas que usted u otra persona planteó en la audiencia pública descrita en este aviso, o en la correspondencia escrita al Departamento de Planificación o a la Junta de Supervisores en, o antes de, la audiencia pública. Se informa que como resultado de la audiencia pública y la consideración de todos los comentarios públicos, escritos y orales, la Junta de Supervisores puede modificar, en su totalidad o en parte, el proyecto y/o el documento ambiental relacionado. En consecuencia, las designaciones, normas de desarrollo, diseño o mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, pueden modificarse de manera diferente a lo propuesto específicamente.

Formatos alternativos disponibles bajo petición para personas con discapacidad. Si necesita una adaptación razonable, póngase en contacto con la Secretaria de la Junta al (951) 955-1069.

Por favor, envíe toda la correspondencia escrita a: Secretaria de la Junta, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 o envíe un correo electrónico a cob@rivco.org.

Fecha: 13 de abril de 2026

Kimberly A. Rector, Secretaria de la Junta
Por: Ana Garcia, Asistente de Secretaria de la Junta

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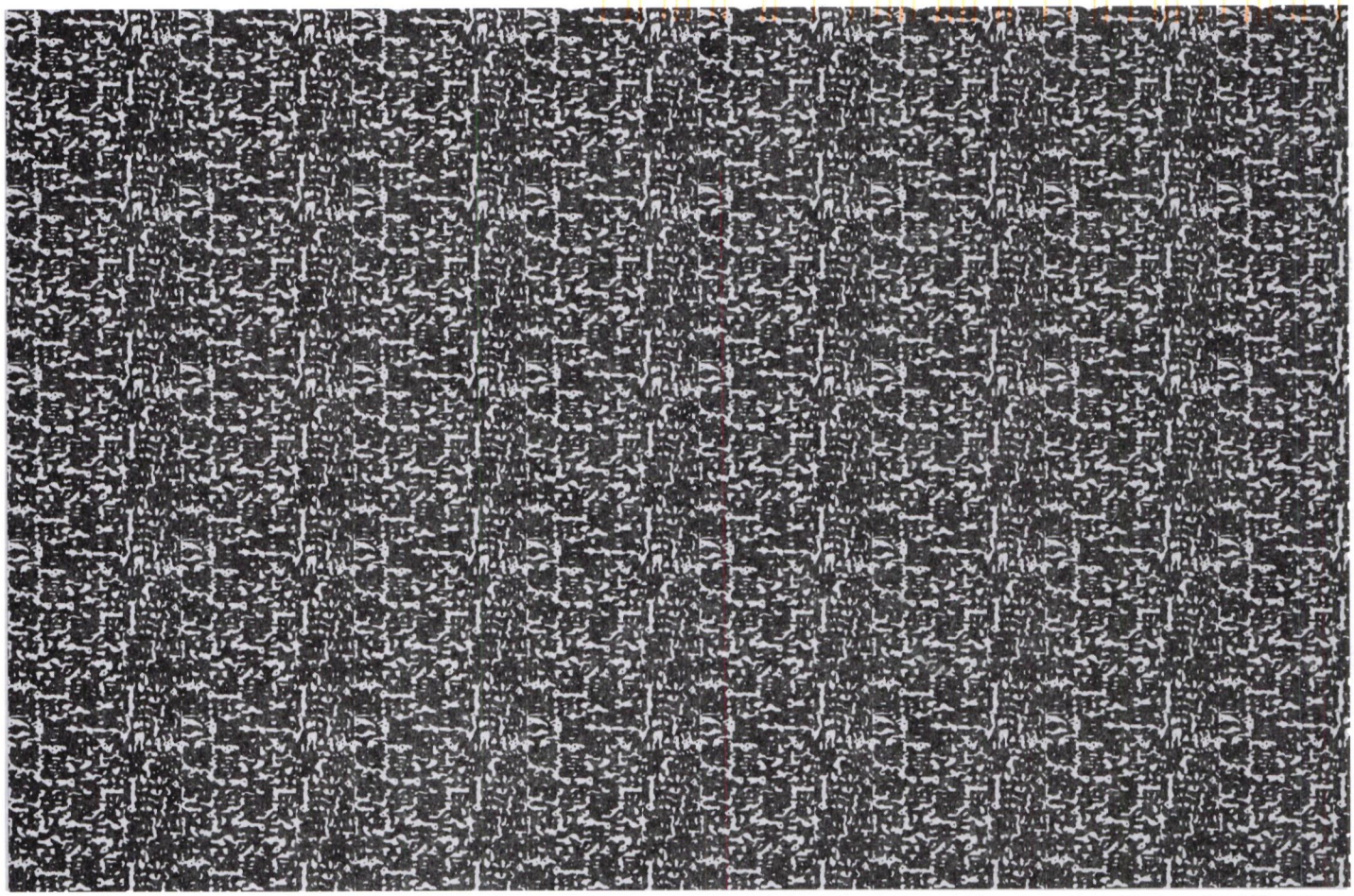

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CSJMRMP 925

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Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org.

Dated: April 13, 2026

Kimberly A. Rector, Clerk of the Board
By: Ana Garcia, Clerk of the Board Assistant

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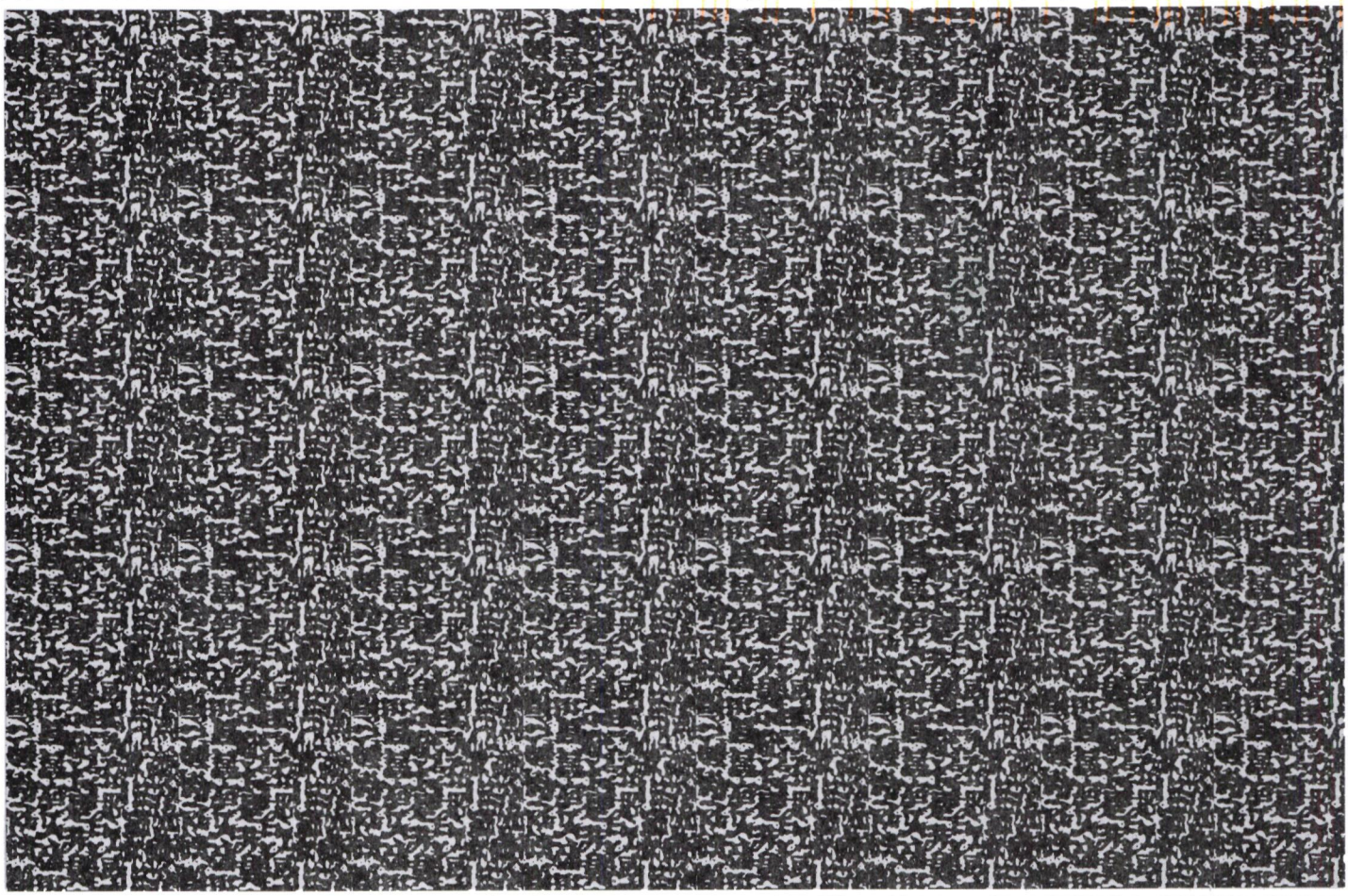

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PUBLIC HEARING NOTICE

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RAMIREZ CONCEPCION SOLIVEN LIV
TRUST DTD 07/17/2023
39557 STRADA POZZO
LAKE ELSINORE CA 92532

910 NFE 1270425I0004/17/26
FORWARD TIME EXP RTN TO SEND
RAMIREZ'CONCEPCION
31617 BOULDER VISTA DR
LAKE ELSINORE CA 92532-0108

RETURN TO SENDER

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AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE CAMBIO DE ZONA Y PERMISO DE USO CONDICIONAL SEGUNDO DISTRITO DE SUPERVISIÓN

POR LA PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del Primer Piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 5 de mayo de 2026 a las 10:00 A.M.**, en la que se escuchará a todas las personas interesadas. o tan pronto como sea posible después, para considerar la recomendación de la Comisión de Planificación de aprobar el **Cambio de Zona No. 2400053 (CZ2400053) y el Permiso de Uso Condicional No. 240025 (CUP240025)**. CZ2400053 es una solicitud para cambiar la clasificación de zonificación existente del sitio en cuestión de Manufactura – Comercial de Servicios (M-SC) a Comercial de Carretera Escénica (C-P-S) para permitir la venta de bebidas alcohólicas junto con una gasolinera dentro de la clasificación de zonificación C-P-S. CUP240025 es una solicitud para permitir la venta de bebidas alcohólicas para consumo fuera del local mediante el establecimiento de una licencia ABC Tipo 21 (Cerveza, Vino y Licores para llevar) en conjunto con la tienda de conveniencia y gasolinera propuestas establecidas bajo el Plan de Parcela No. 210016 (PPT210016) previamente aprobado. El proyecto propuesto está ubicado en 28771 Central Avenue, al oeste de la autopista 74 y al este de Chris Circle – APNs: 347-130-028 y 347-130-029 – 1.44 acres en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores **APRUEBE el Cambio de Zona No. 2400053 (CZ2400053) y APRUEBE el Permiso de Uso Condicional No. 240025 (CUP240025).**

El 18 de marzo de 2026, la Comisión de Planificación recomendó la aprobación del proyecto tal como se presentó a la Junta de Supervisores, con una votación de 4-0. Los documentos de la reunión del Departamento de Planificación para el proyecto propuesto se pueden consultar en línea bajo la fecha de la audiencia de la Comisión de Planificación en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA MÁS INFORMACIÓN SOBRE ESTE PROYECTO, POR FAVOR CONTACTE A SUHAIM BAWANY, PLANIFICADOR DE PROYECTOS, AL 951-955-3103 O POR CORREO ELECTRÓNICO A SBAWANY@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en el lugar y hora indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, que considerará dichos comentarios, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

Si impugna el artículo anterior en los tribunales, es posible que se limite a plantear solo los temas que usted u otra persona planteó en la audiencia pública descrita en este aviso, o en la correspondencia escrita al Departamento de Planificación o a la Junta de Supervisores en, o antes de, la audiencia pública. Se informa que como resultado de la audiencia pública y la consideración de todos los comentarios públicos, escritos y orales, la Junta de Supervisores puede modificar, en su totalidad o en parte, el proyecto y/o el documento ambiental relacionado. En consecuencia, las designaciones, normas de desarrollo, diseño o mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, pueden modificarse de manera diferente a lo propuesto específicamente.

Formatos alternativos disponibles bajo petición para personas con discapacidad. Si necesita una adaptación razonable, póngase en contacto con la Secretaria de la Junta al (951) 955-1069.

Por favor, envíe toda la correspondencia escrita a: Secretaria de la Junta, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 o envíe un correo electrónico a cob@rivco.org.

Fecha: 13 de abril de 2026

Kimberly A. Rector, Secretaria de la Junta
Por: Ana Garcia, Asistente de Secretaria de la Junta

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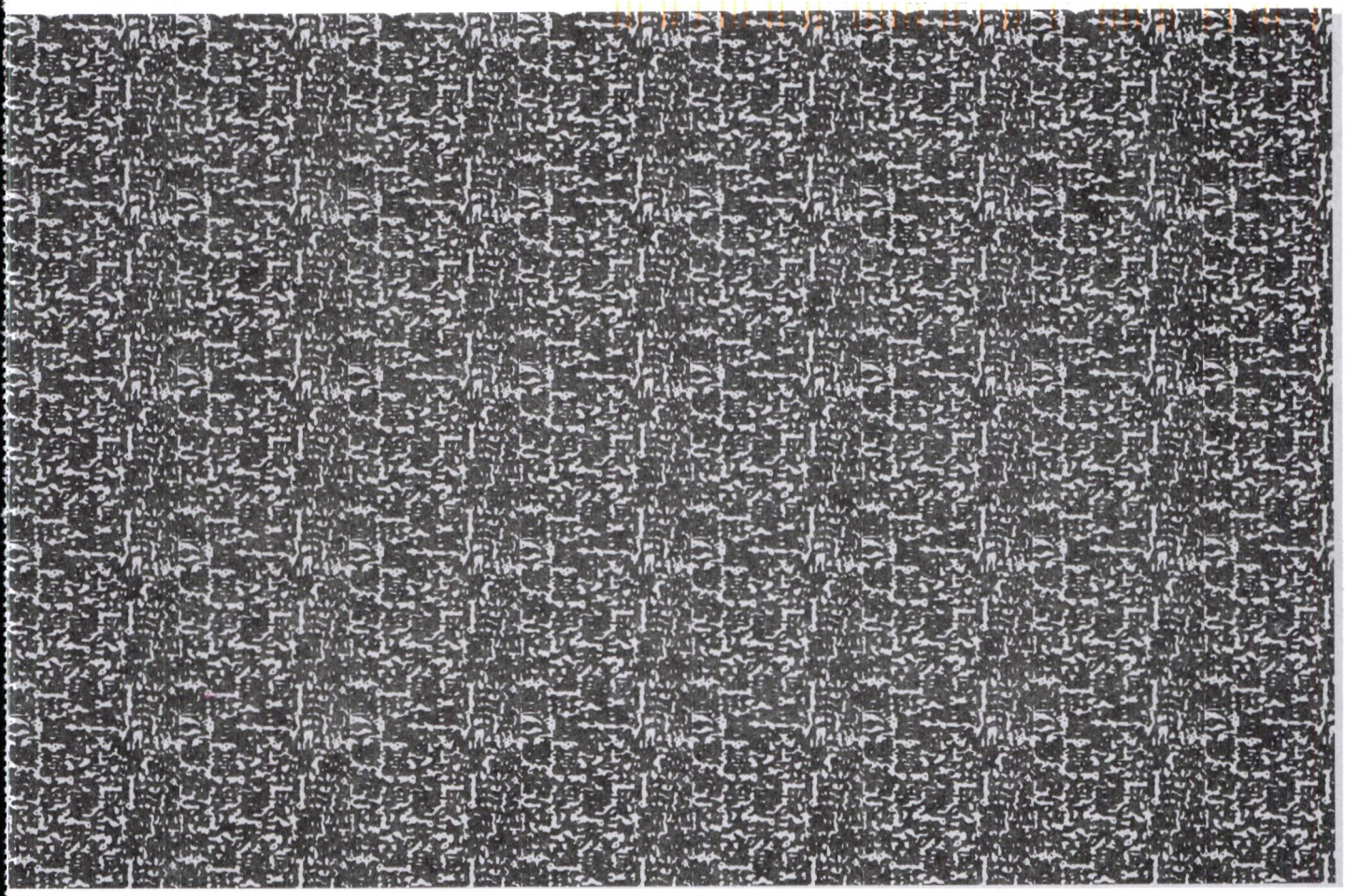

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NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON CHANGE OF ZONE, AND CONDITIONAL USE PERMIT SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, May 5, 2026 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **Change of Zone No. 2400053 (CZ2400053) and Conditional Use Permit No. 240025 (CUP240025).** CZ2400053 is a request to change the existing zoning classification of the subject site from Manufacturing – Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S) to allow for the sale of alcoholic beverages in conjunction with a gas station within the C-P-S zoning classification. CUP240025 is a request to allow for the sale of alcoholic beverages for off-premises consumption by establishing a Type 21 (Off-Sale Beer, Wine & Spirits) ABC license in conjunction with the proposed convenience store and gas station established under the previously approved Plot Plan No. 210016 (PPT210016). The proposed project is located on 28771 Central Avenue, west of Highway 74 and east of Chris Circle – APNs: 347-130-028 and 347-130-029 – 1.44 Acres in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors **APPROVE Change of Zone No. 2400053 (CZ2400053) and APPROVE Conditional Use Permit No. 240025 (CUP240025).**

On March 18, 2026, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 4-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

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Dated: April 13, 2026

Kimberly A. Rector, Clerk of the Board
By: Ana Garcia, Clerk of the Board Assistant

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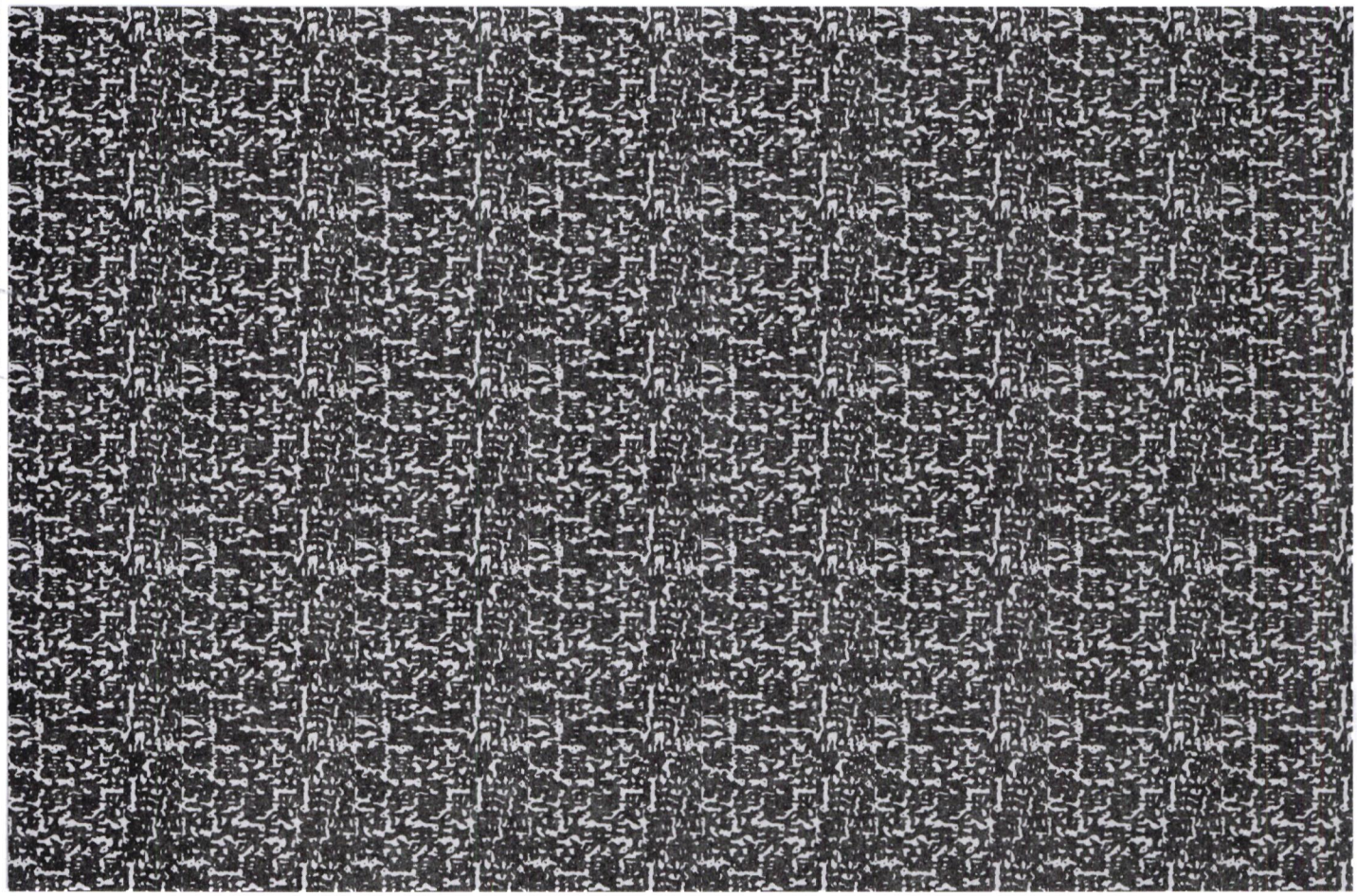

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2026 APR 21 AM 10:34

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FELIX PONCE
26951 LA ALAMEDA # 1112
MISSION VIEJO CA 92691

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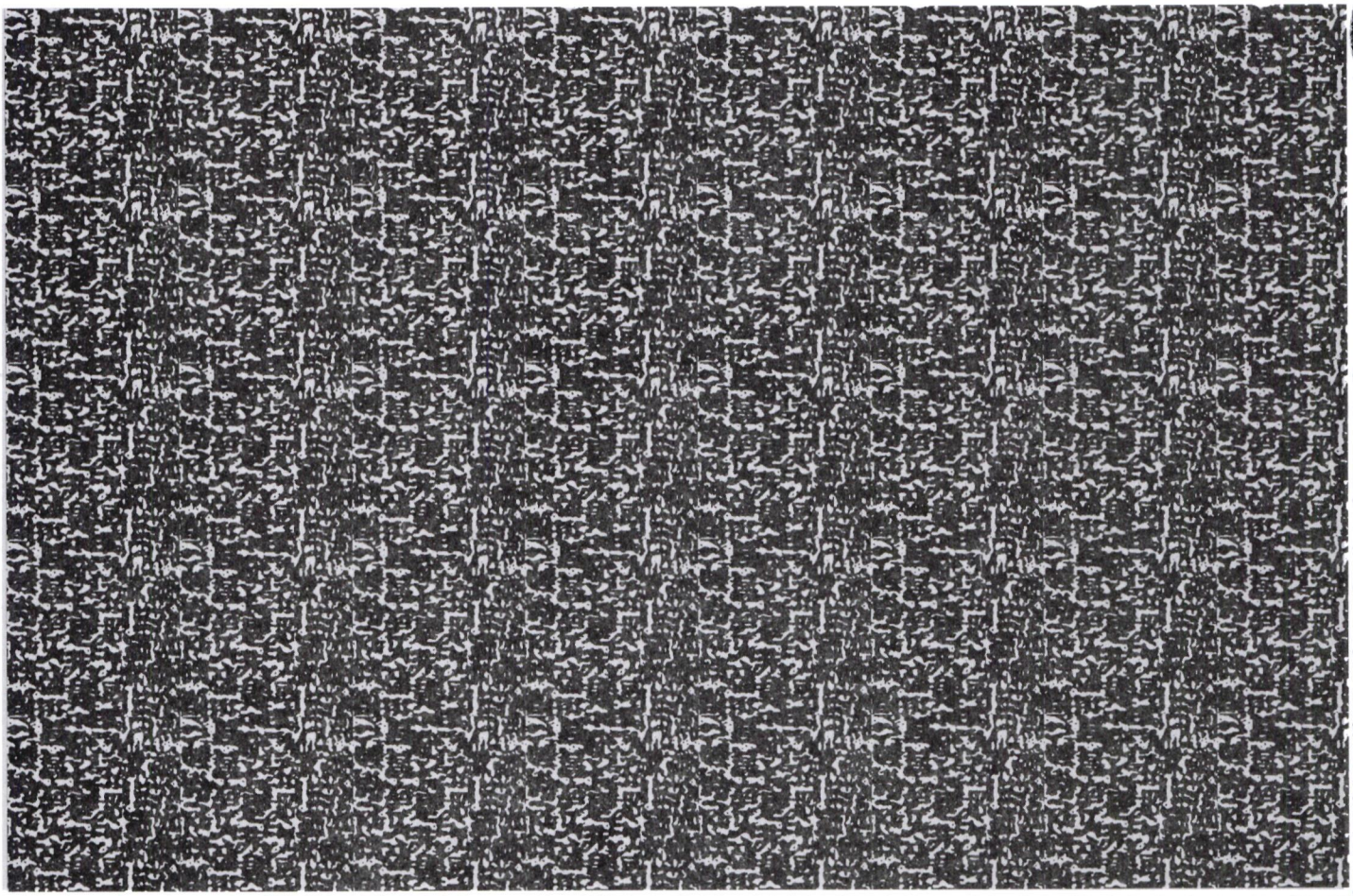

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347590085
TRIESTE HOMEOWNERS ASSN
2922 DAIMLER ST
SANTA ANA CA 92705

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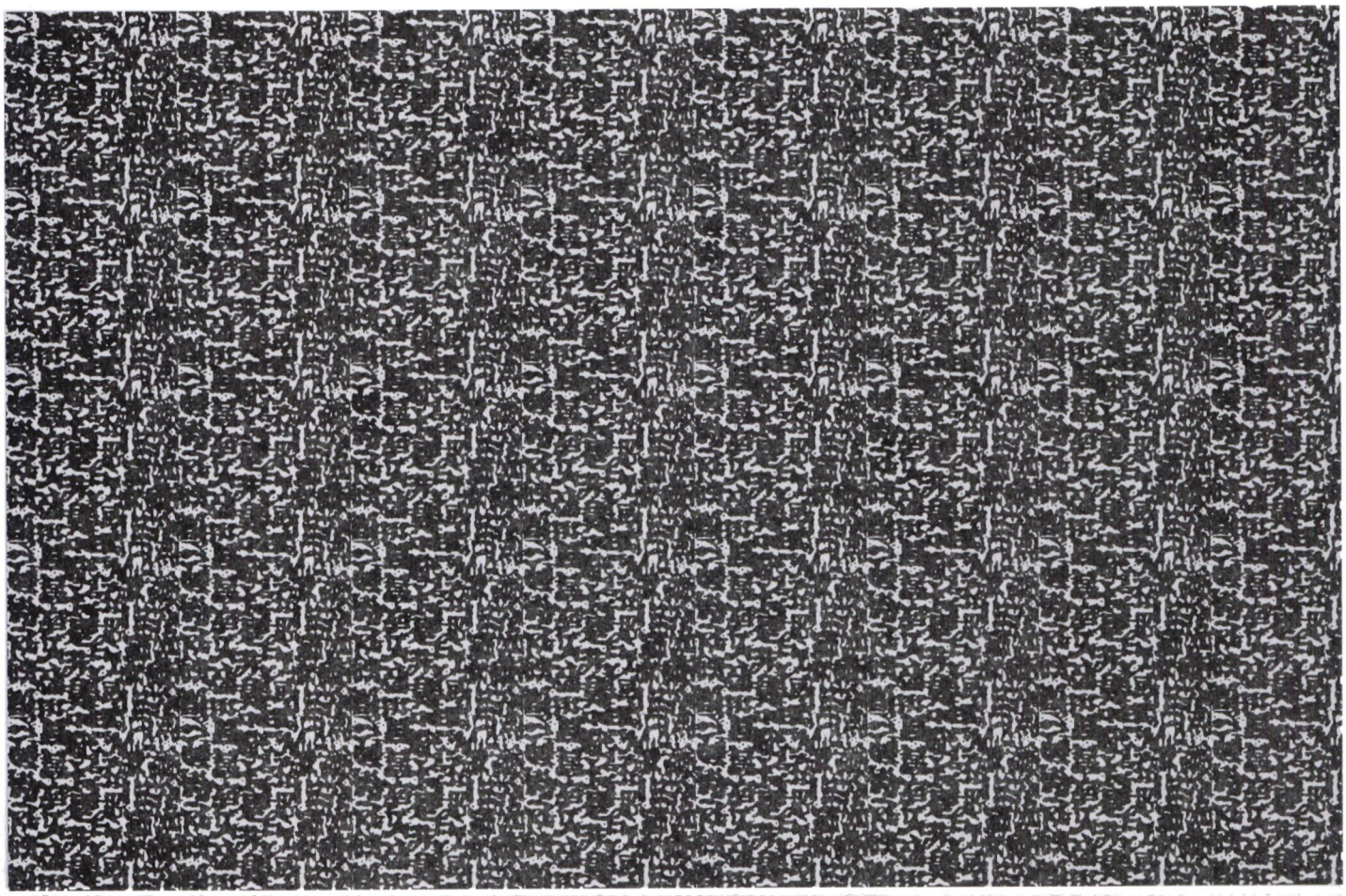

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TRIESTE HOMEOWNERS ASSN
16775 VON KARMAN AVE 100
IRVINE CA 92606

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2026 APR 21 AM 10:35

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Dated: April 13, 2026

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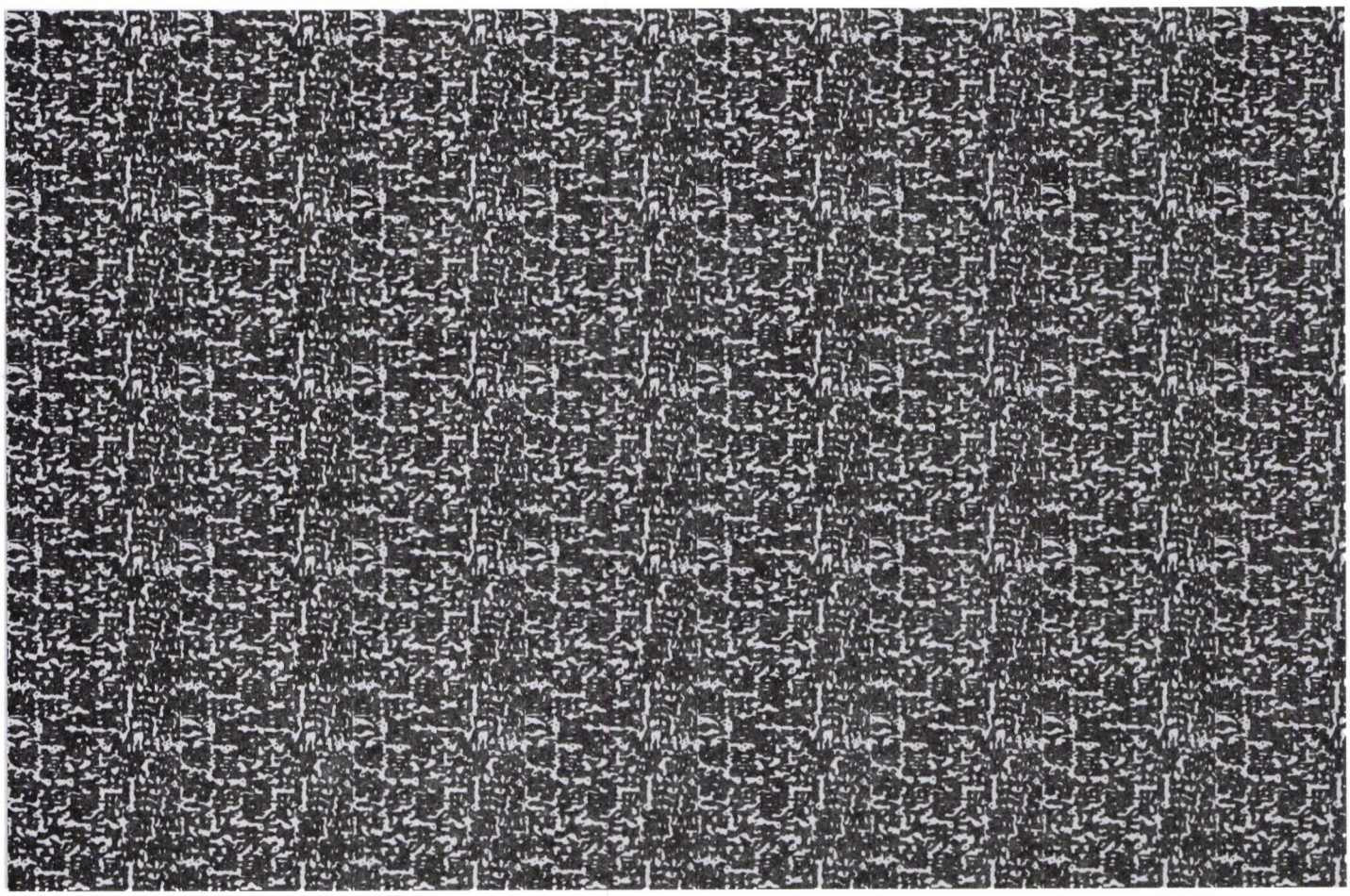

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SANTA ANA CA 92799

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AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE CAMBIO DE ZONA Y PERMISO DE USO CONDICIONAL SEGUNDO DISTRITO DE SUPERVISIÓN

POR LA PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del Primer Piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 5 de mayo de 2026 a las 10:00 A.M.**, en la que se escuchará a todas las personas interesadas. o tan pronto como sea posible después, para considerar la recomendación de la Comisión de Planificación de aprobar el **Cambio de Zona No. 2400053 (CZ2400053) y el Permiso de Uso Condicional No. 240025 (CUP240025)**. CZ2400053 es una solicitud para cambiar la clasificación de zonificación existente del sitio en cuestión de Manufactura – Comercial de Servicios (M-SC) a Comercial de Carretera Escénica (C-P-S) para permitir la venta de bebidas alcohólicas junto con una gasolinera dentro de la clasificación de zonificación C-P-S. CUP240025 es una solicitud para permitir la venta de bebidas alcohólicas para consumo fuera del local mediante el establecimiento de una licencia ABC Tipo 21 (Cerveza, Vino y Licores para llevar) en conjunto con la tienda de conveniencia y gasolinera propuestas establecidas bajo el Plan de Parcela No. 210016 (PPT210016) previamente aprobado. El proyecto propuesto está ubicado en 28771 Central Avenue, al oeste de la autopista 74 y al este de Chris Circle – APNs: 347-130-028 y 347-130-029 – 1.44 acres en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores **APRUEBE el Cambio de Zona No. 2400053 (CZ2400053) y APRUEBE el Permiso de Uso Condicional No. 240025 (CUP240025).**

El 18 de marzo de 2026, la Comisión de Planificación recomendó la aprobación del proyecto tal como se presentó a la Junta de Supervisores, con una votación de 4-0. Los documentos de la reunión del Departamento de Planificación para el proyecto propuesto se pueden consultar en línea bajo la fecha de la audiencia de la Comisión de Planificación en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA MÁS INFORMACIÓN SOBRE ESTE PROYECTO, POR FAVOR CONTACTE A SUHAIM BAWANY, PLANIFICADOR DE PROYECTOS, AL 951-955-3103 O POR CORREO ELECTRÓNICO A SBAWANY@RIVCO.ORG.

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Por favor, envíe toda la correspondencia escrita a: Secretaria de la Junta, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 o envíe un correo electrónico a cob@rivco.org.

Fecha: 13 de abril de 2026

Kimberly A. Rector, Secretaria de la Junta
Por: Ana Garcia, Asistente de Secretaria de la Junta

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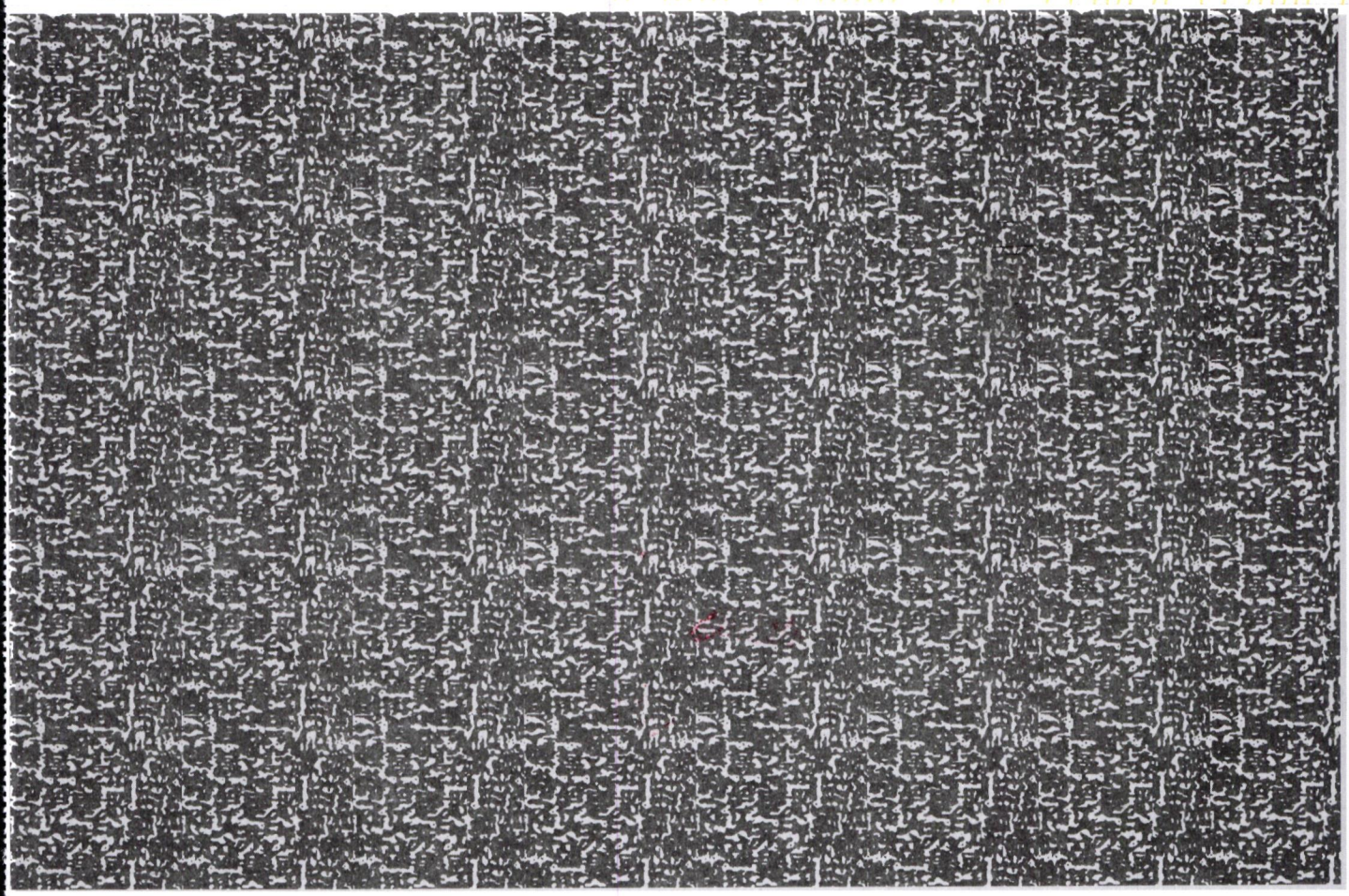

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AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE CAMBIO DE ZONA Y PERMISO DE USO CONDICIONAL SEGUNDO DISTRITO DE SUPERVISIÓN

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El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores **APRUEBE el Cambio de Zona No. 2400053 (CZ2400053) y APRUEBE el Permiso de Uso Condicional No. 240025 (CUP240025).**

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Fecha: 13 de abril de 2026

Kimberly A. Rector, Secretaria de la Junta
Por: Ana Garcia, Asistente de Secretaria de la Junta

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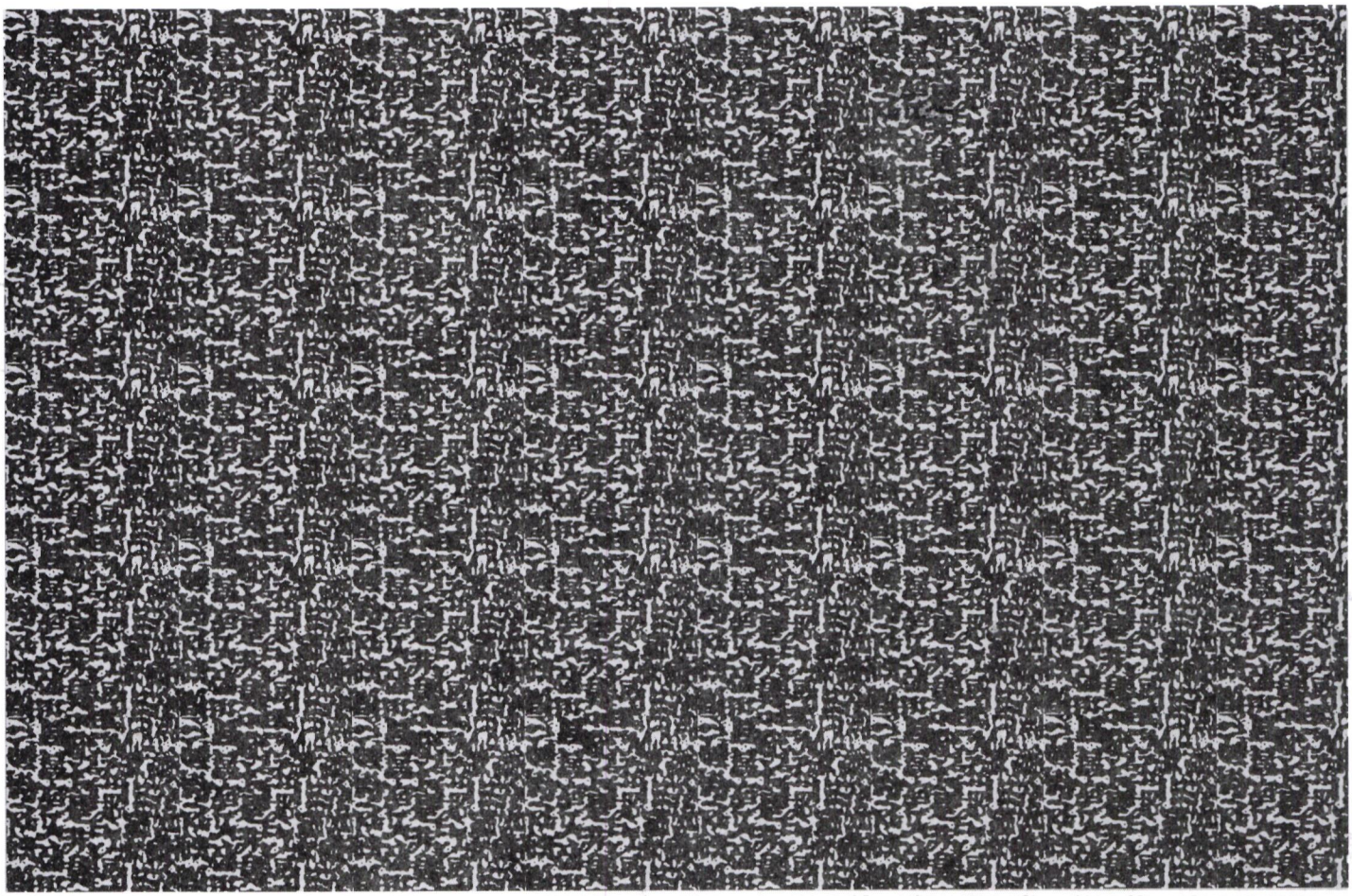

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AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE CAMBIO DE ZONA Y PERMISO DE USO CONDICIONAL SEGUNDO DISTRITO DE SUPERVISIÓN

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Fecha: 13 de abril de 2026

Kimberly A. Rector, Secretaria de la Junta
Por: Ana Garcia, Asistente de Secretaria de la Junta

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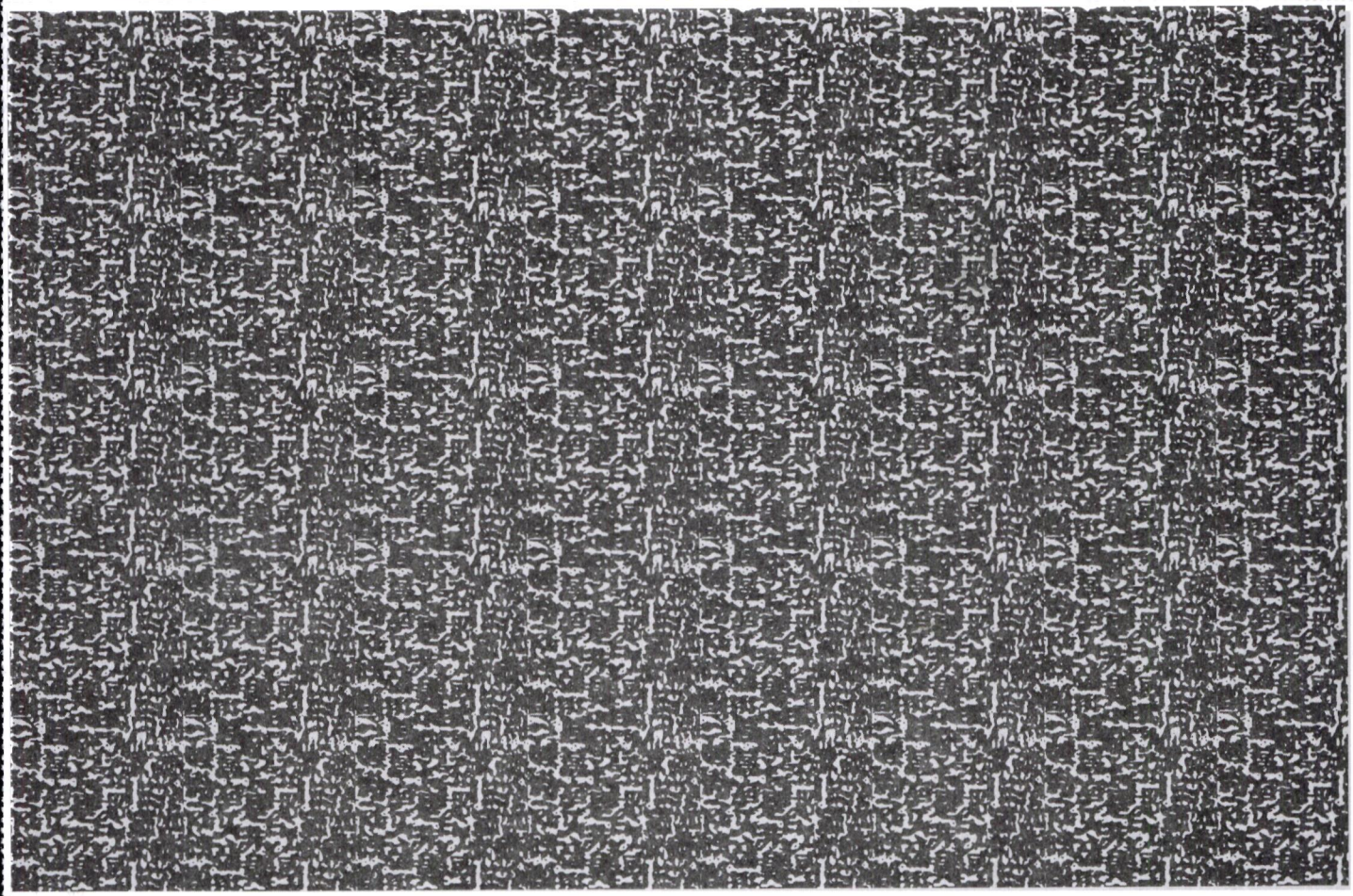

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AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE CAMBIO DE ZONA Y PERMISO DE USO CONDICIONAL SEGUNDO DISTRITO DE SUPERVISIÓN

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Fecha: 13 de abril de 2026

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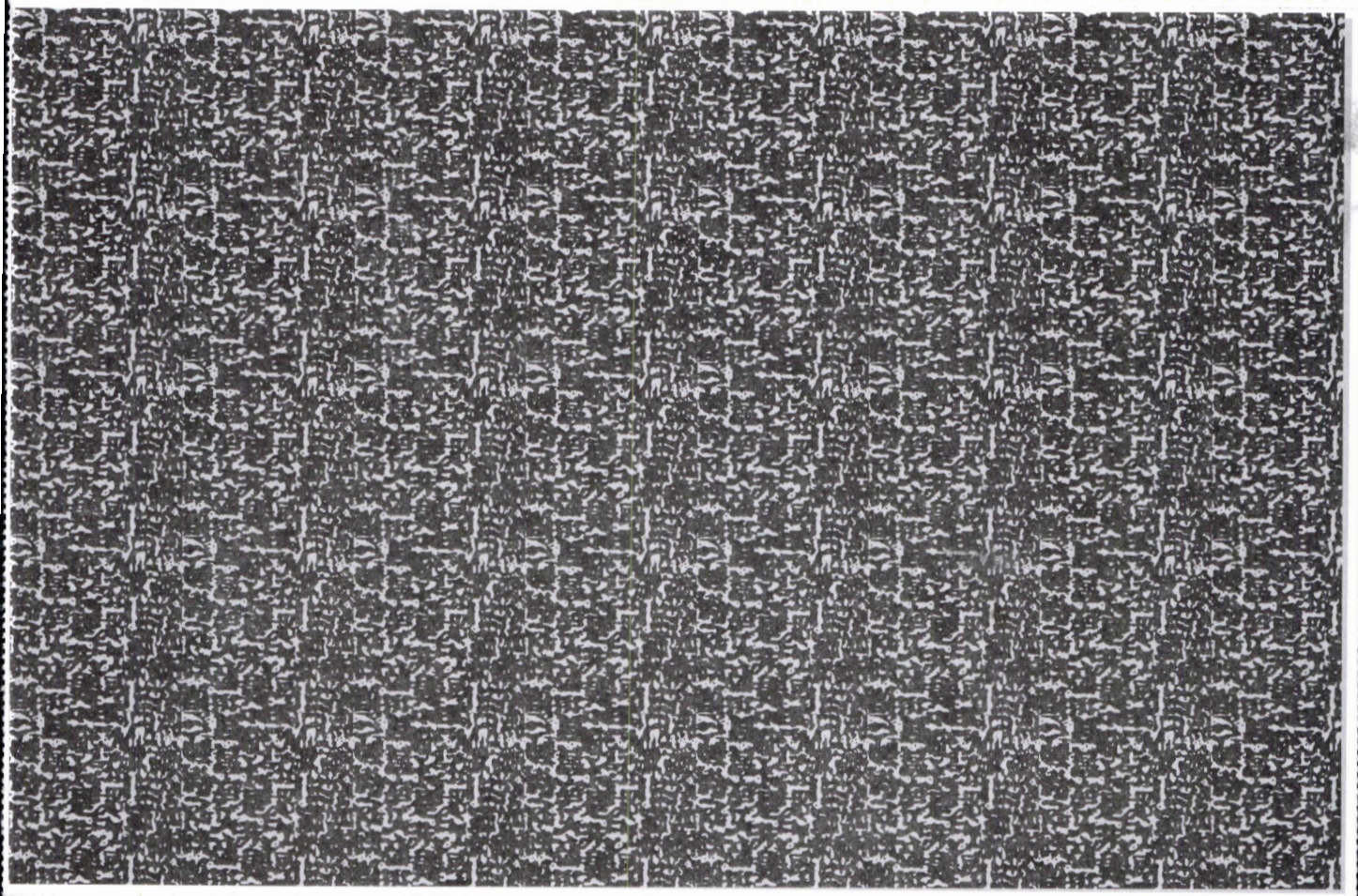

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NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON CHANGE OF ZONE, AND CONDITIONAL USE PERMIT SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, May 5, 2026 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **Change of Zone No. 2400053 (CZ2400053) and Conditional Use Permit No. 240025 (CUP240025).** CZ2400053 is a request to change the existing zoning classification of the subject site from Manufacturing – Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S) to allow for the sale of alcoholic beverages in conjunction with a gas station within the C-P-S zoning classification. CUP240025 is a request to allow for the sale of alcoholic beverages for off-premises consumption by establishing a Type 21 (Off-Sale Beer, Wine & Spirits) ABC license in conjunction with the proposed convenience store and gas station established under the previously approved Plot Plan No. 210016 (PPT210016). The proposed project is located on 28771 Central Avenue, west of Highway 74 and east of Chris Circle – APNs: 347-130-028 and 347-130-029 – 1.44 Acres in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors **APPROVE Change of Zone No. 2400053 (CZ2400053) and APPROVE Conditional Use Permit No. 240025 (CUP240025).**

On March 18, 2026, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 4-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT SUHAIM BAWANY, PROJECT PLANNER, AT 951-955-3103 OR EMAIL SBAWANY@RIVCO.ORG

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors who will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org.

Dated: April 13, 2026

Kimberly A. Rector, Clerk of the Board
By: Ana Garcia, Clerk of the Board Assistant

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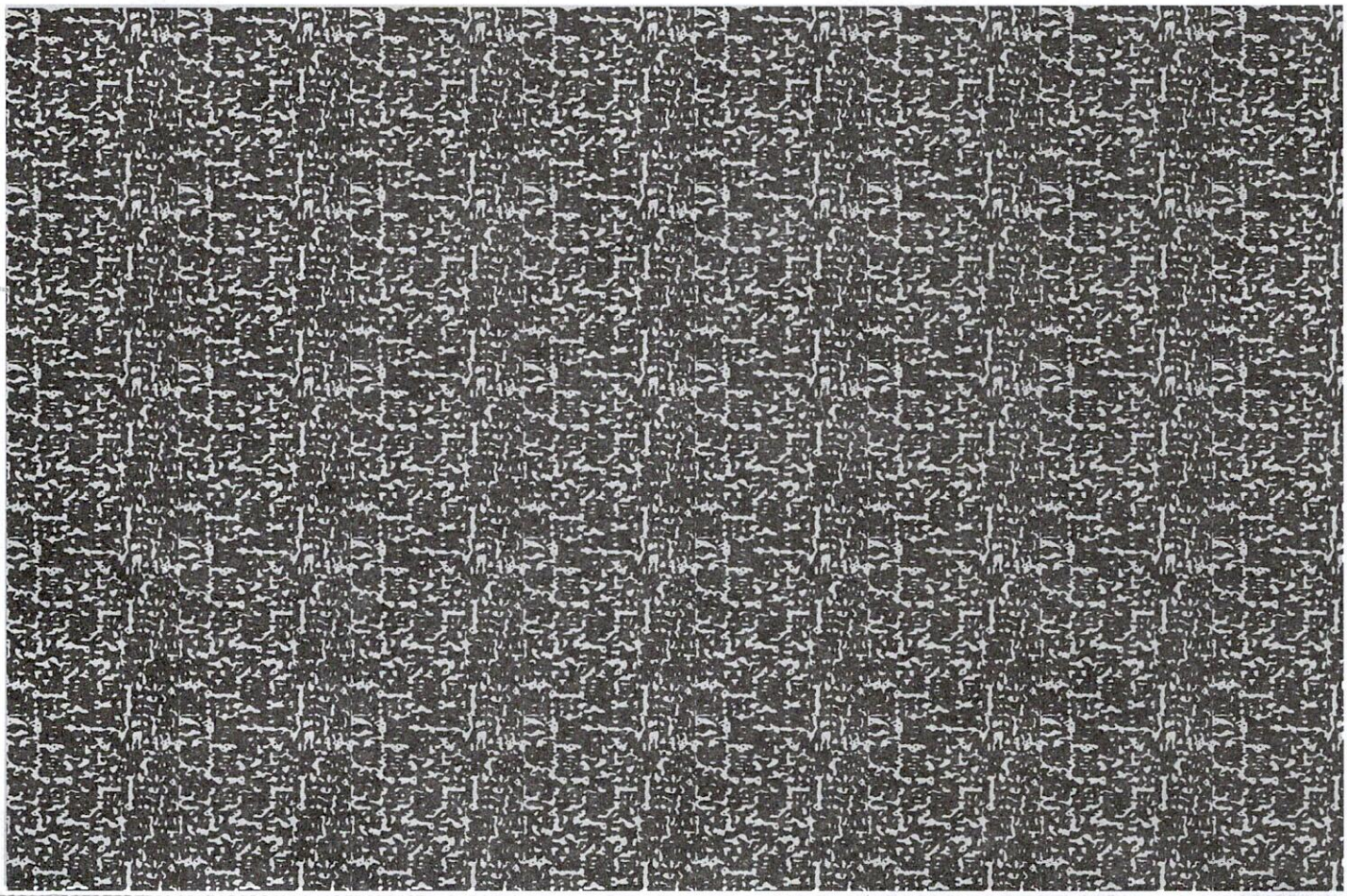

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AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE CAMBIO DE ZONA Y PERMISO DE USO CONDICIONAL SEGUNDO DISTRITO DE SUPERVISIÓN

POR LA PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del Primer Piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 5 de mayo de 2026 a las 10:00 A.M.**, en la que se escuchará a todas las personas interesadas. o tan pronto como sea posible después, para considerar la recomendación de la Comisión de Planificación de aprobar el **Cambio de Zona No. 2400053 (CZ2400053) y el Permiso de Uso Condicional No. 240025 (CUP240025)**. CZ2400053 es una solicitud para cambiar la clasificación de zonificación existente del sitio en cuestión de Manufactura – Comercial de Servicios (M-SC) a Comercial de Carretera Escénica (C-P-S) para permitir la venta de bebidas alcohólicas junto con una gasolinera dentro de la clasificación de zonificación C-P-S. CUP240025 es una solicitud para permitir la venta de bebidas alcohólicas para consumo fuera del local mediante el establecimiento de una licencia ABC Tipo 21 (Cerveza, Vino y Licores para llevar) en conjunto con la tienda de conveniencia y gasolinera propuestas establecidas bajo el Plan de Parcela No. 210016 (PPT210016) previamente aprobado. El proyecto propuesto está ubicado en 28771 Central Avenue, al oeste de la autopista 74 y al este de Chris Circle – APNs: 347-130-028 y 347-130-029 – 1.44 acres en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores **APRUEBE el Cambio de Zona No. 2400053 (CZ2400053) y APRUEBE el Permiso de Uso Condicional No. 240025 (CUP240025).**

El 18 de marzo de 2026, la Comisión de Planificación recomendó la aprobación del proyecto tal como se presentó a la Junta de Supervisores, con una votación de 4-0. Los documentos de la reunión del Departamento de Planificación para el proyecto propuesto se pueden consultar en línea bajo la fecha de la audiencia de la Comisión de Planificación en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA MÁS INFORMACIÓN SOBRE ESTE PROYECTO, POR FAVOR CONTACTE A SUHAIM BAWANY, PLANIFICADOR DE PROYECTOS, AL 951-955-3103 O POR CORREO ELECTRÓNICO A SBAWANY@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en el lugar y hora indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, que considerará dichos comentarios, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

Si impugna el artículo anterior en los tribunales, es posible que se limite a plantear solo los temas que usted u otra persona planteó en la audiencia pública descrita en este aviso, o en la correspondencia escrita al Departamento de Planificación o a la Junta de Supervisores en, o antes de, la audiencia pública. Se informa que como resultado de la audiencia pública y la consideración de todos los comentarios públicos, escritos y orales, la Junta de Supervisores puede modificar, en su totalidad o en parte, el proyecto y/o el documento ambiental relacionado. En consecuencia, las designaciones, normas de desarrollo, diseño o mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, pueden modificarse de manera diferente a lo propuesto específicamente.

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Por favor, envíe toda la correspondencia escrita a: Secretaria de la Junta, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 o envíe un correo electrónico a cob@rivco.org.

Fecha: 13 de abril de 2026

Kimberly A. Rector, Secretaria de la Junta
Por: Ana Garcia, Asistente de Secretaria de la Junta

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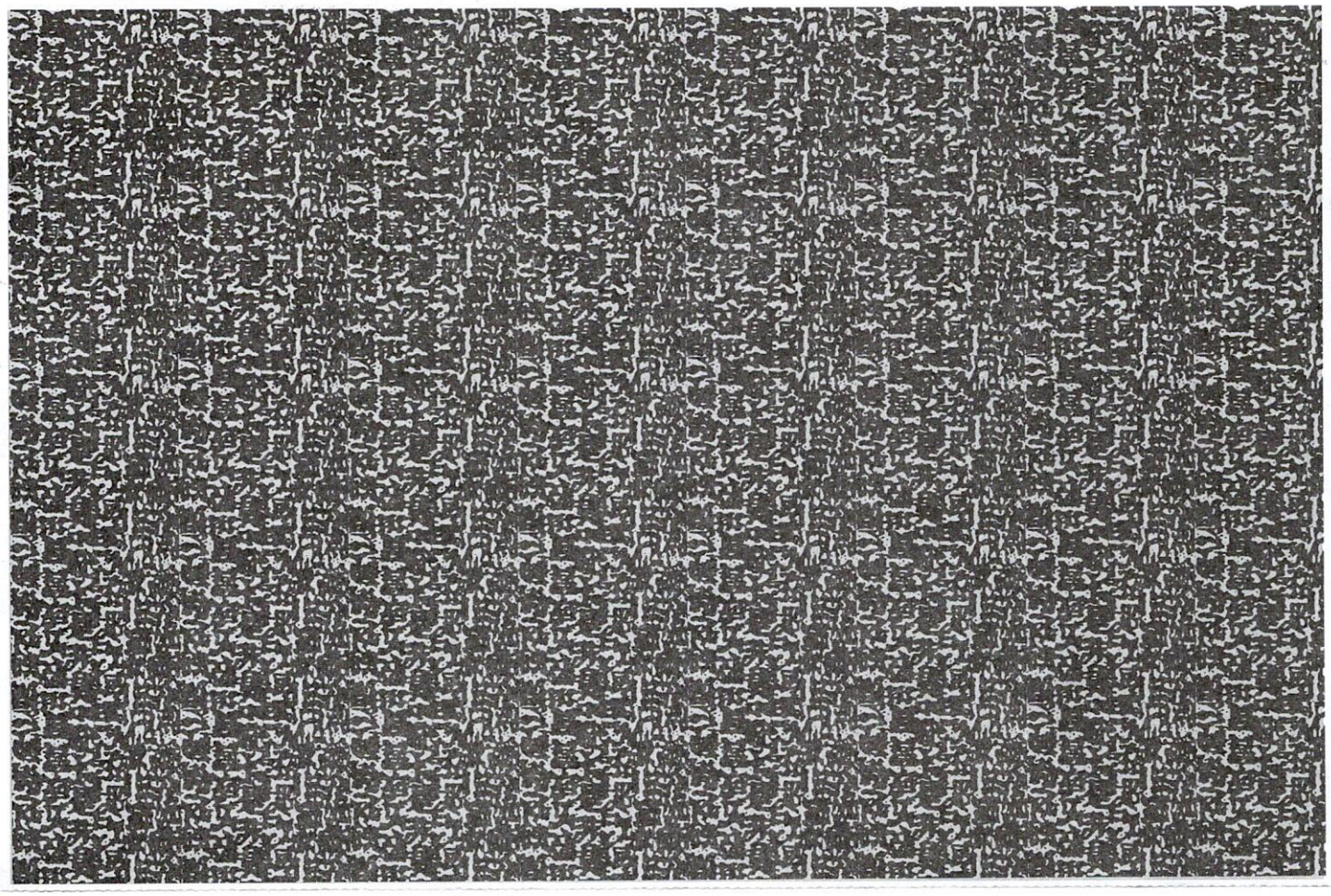

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Account Number:	5209148
Ad Order Number:	0011788423
Customer's Reference / PO Number:	CZ2400053, CUP240025
Publication:	The Press-Enterprise
Publication Dates:	04/15/2026
Amount:	$1,251.20
Payment Amount:	$0.00

Invoice Text: **NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON CHANGE OF ZO AND CONDITIONAL USE PERMIT SECOND SUPERVISORIAL DISTRICT**

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, May 5, 2026 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **Change of Zone No. 2400053 (CZ2400053) and Conditional Use Permit No. 240025 (CUP240025)**. CZ2400053 is a request to change the existing zoning classification of the subject site from Manufacturing Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S) to allow for the sale of alcoholic beverages in conjunction with a gas station within the C-P-S zoning classification. CUP240025 is a request to allow for the sale of alcoholic beverages for off-premises consumption by establishing a Type 21 (Off-Sale Beer, Wine & Spirits) ABC license in conjunction with the proposed convenience store and gas station established under the previously approved Plot Plan No. 210016 (PPT210016). The proposed project is located on 28771 Central Avenue, west of Highway 74 and east of Chris Circle APNs: 347-130-028 and 347-130-029 1.44 Acres in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors **APPROVE Change of Zone No. 2400053 (CZ2400053) and APPROVE Conditional Use Permit No. 240025 (CUP240025).**

On March 18, 2026, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 4-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT SUHAIM BAWANY, PROJECT PLANN 951-955-3103 OR EMAIL SBAWANY@RIVCO.ORG

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors who will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org.

Dated: April 13, 2026 Kimberly A. Rector, Clerk of the Board
By: Ana Garcia, Clerk of the Board Assistant

AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE CAMBI DE ZONA Y PERMISO DE USO CONDICIONAL SEGUNDO DISTRITO DE SUPERVISIÓN

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El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores **APRUEBE el Cambio de Zona No. 2400053 (CZ2400053) y APRUEBE el Permiso de Uso Condicional No. 240025 (CUP240025).**

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Fecha: 13 de abril de 2026 Kimberly A. Rector, Secretaria de la Junta
Por: Ana Garcia, Asistente de Secretaria de la Junta

Published The Press-Enterprise 4/15/2026

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COUNTY OF RIVERSIDE
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Publication: The Press-Enterprise

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Ad Desc: CZ2400053, CUP240025

FILE NO. CZ2400053, CUP240025

PROOF OF PUBLICATION

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

04/15/2026

I certify (or declare) under penalty of perjury that the foregoing is true and correct:

Date: April 15, 2026.
At: Riverside, California

Legal Advertising Representative, The Press-Enterprise

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Ad Copy:

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON CHANGE OF ZONE, AND CONDITIONAL USE PERMIT SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, May 5, 2026 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **Change of Zone No. 2400053 (CZ2400053) and Conditional Use Permit No. 240025 (CUP240025)** . CZ2400053 is a request to change the existing zoning classification of the subject site from Manufacturing – Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S) to allow for the sale of alcoholic beverages in conjunction with a gas station within the C-P-S zoning classification. CUP240025 is a request to allow for the sale of alcoholic beverages for off-premises consumption by establishing a Type 21 (Off-Sale Beer, Wine & Spirits) ABC license in conjunction with the proposed convenience store and gas station established under the previously approved Plot Plan No. 210016 (PPT210016). The proposed project is located on 28771 Central Avenue, west of Highway 74 and east of Chris Circle – APNs: 347-130-028 and 347-130-029 – 1.44 Acres in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors **APPROVE Change of Zone No. 2400053 (CZ2400053) and APPROVE Conditional Use Permit No. 240025 (CUP240025).**

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Dated: April 13, 2026

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By: Ana Garcia, Clerk of the Board Assistant

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Kimberly A. Rector, Secretaria de la Junta
Por: Ana Garcia, Asistente de Secretaria de la Junta

Published The Press-Enterprise 4/15/2026