Attachment 9

Traffic Study
April 11, 2019

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TRAFFIC STUDY
OAKMONT OF SOQUEL
ASSISTED LIVING FACILITY
SOQUEL, CALIFORNIA IN
SANTA CRUZ COUNTY

APRIL 11, 2019

Prepared for: Oakmont Senior Living

Prepared by: CRANE TRANSPORTATION GROUP

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I. INTRODUCTION

This report has been prepared by Crane Transportation Group to present traffic and parking information associated with the proposed Oakmont of Soquel Assisted Living Facility proposed in Soquel, California (Santa Cruz County). **Figure 1** shows the project location map.

Oakmont Senior Living proposes development of a 3.5 acre site located at 5630 Soquel Drive. The site is currently occupied by a church, consisting of a large assembly hall, offices and parking lots; all existing structures would be demolished and replaced by Oakmont's proposed senior housing facility. The new development would provide eighty-two (82) assisted living units and a total of eighty-nine (89) beds, with seventy-six (76) parking spaces. Primary access would be via a newly-constructed driveway intersecting Soquel Drive, located about 100 feet west of the existing access driveway serving the church. Emergency access would be provided via Rochelle Lane, an existing two-lane street dead-ending approximately mid-way at the project site's eastern boundary. Rochelle Lane connects to Monterey Avenue, a north-south, two-lane residential street intersecting Soquel Drive. **Figure 2** provides a map of roadways and lane configurations (roadway geometrics), and **Figure 3** shows the Site Plan.

II. PROJECT DESCRIPTION

The proposed project will provide eighty-two (82) assisted living units, 23 of which would be reserved for residents needing memory care assistance. Seven (7) of the 82 units will provide two bedrooms, thus, there would be a total of eighty-nine (89) beds. All units will be licensed by the State of California Department of Social Services as a Residential Care Facility for the elderly, classified as "assisted living". Residents will receive meals in the dining room, and will be provided housekeeping services, a wide range of assistance from trained staff, an emergency response system and health screening. Breakfast will be served from 7:00 to 9:30AM, lunch from 11:30 AM to 1:30 PM, and dinner from 5:00 to 8:00 PM.

At move-in, the majority of Oakmont's residents will be in their early to late eighties. It is expected that few residents will drive, thus, Oakmont will provide a small bus with driver, available at all times, as well as a town car to take residents to shops, medical appointments and community activities.

The licensed facility will be operated on a 24-hour basis, seven days a week. The number of employees will fluctuate throughout the day. An estimated sixteen (16) employees will be required during the day and evening shifts, with six (6) employees during the night shift. At other Oakmont facilities over fifty percent employees are residents of the local community, and similar percentage of employees living in Santa Cruz County is anticipated for this facility.

III. EXISTING CIRCULATION SYSTEM EVALUATION PROCEDURES

The project site is within Santa Cruz County, and is subject to County guidelines and analysis criteria. The County determined the need for a Traffic Impact Analysis (TIA), and County staff

specifically requested analysis of the intersections of Soquel Drive with Fairway Drive, Monterey Avenue and Park Avenue during weekday AM and PM peak hours in a letter dated 11/09/2018. Analysis was requested for existing, Near Term and Long Term (2035) conditions.

A. ANALYSIS LOCATIONS

The following locations have been evaluated.

- Soquel Drive/Fairway Drive
- Soquel Drive/ Project Access intersection
- Soquel Drive/ Monterey Avenue
- Soquel Drive / Park Avenue

Figure 2 presents approach geometrics and effective control at the analysis intersections.

B. VOLUMES

Weekday peak period turning movement counts were conducted as directed by Crane Transportation Group (CTG) in January 2019. Count periods were 7:00 to 9:00 AM and 4:00 to 6:00 PM. The peak traffic hours occurred 7:45 to 8:45 AM and 4:45 to 5:45 PM. Count results are shown on **Figure 4**, and raw count data are provided in the Appendix. Two-way peak hour volumes along Soquel Drive east of Fairway Drive were 1,516 vehicles during the AM peak hour and 2,042 vehicles during the PM peak hour.

The Inner Light Ministries Church pastor[1] stated that the church experiences virtually no traffic during the weekday AM or PM ambient peak periods, thus, counts were not conducted at the existing project access.

C. ROADWAYS, INTERSECTIONS AND SITE ACCESS

The project site is accessed via a two-way driveway intersecting Soquel Drive. Neighboring land uses are all residential properties. The Santa Cruz Metropolitan Transit District (METRO) provides public transit along Soquel Drive; the nearest bus stops are located within a three or four minute walk to/from the project site.

Soquel Drive is an east-west arterial roadway that extends between downtown Santa Cruz as "Soquel Avenue" becoming Soquel Drive east of its interchange with Highway 1. It is designated Soquel Drive in the Santa Cruz County communities of Soquel and Aptos, and serves a wide variety of residential and commercial land uses. In the project vicinity the arterial is posted 35 miles per hour and is a four-lane divided arterial with left turn pockets serving intersecting driveways. It has signal controls at Fairway Drive and Park Avenue, with pedestrian signals, crosswalks and ramps for accessibility on all but the east leg of the Fairway Drive intersection, and on all legs of the Park Avenue intersection. Continuous curbs, gutters and

[1] Telephone discussion with Reverend Deborah, Inner Light Ministries, February 5, 2019.

sidewalks are provided on both sides of the roadway in the project vicinity. A Class II (signed, striped) bike lane is provided along both sides of the roadway.

Fairway Drive is a north-south minor arterial extending from a signalized intersection with Soquel Drive, opposite Izant Court, northward to terminate at an intersection with Metalwood Drive – Ironwood Ranch Way in the hills north of the community of Soquel. The roadway serves a mix of land uses, but is predominantly residential-serving. At Soquel Drive the roadway has curbs, gutters and sidewalks on both sides.

Monterey Avenue is a north-south, two-lane residential road that extends from a dead-end within a residential area just north of Highway 1, north to a stop sign controlled intersection with Soquel Drive. The roadway and neighborhood have a rural atmosphere, without curbs, gutters or sidewalks.

Rochelle Lane, a short two-way, paved residential roadway without curb, gutter or sidewalk. It would provide emergency access to the project site mid-way along the eastern site boundary. Rochelle Lane is approximately 275 feet long, extending from a gate at the project site's eastern boundary to intersect Monterey Avenue.

Park Avenue is a generally north-south arterial roadway that extends northeast from an intersection with Monterey Avenue near Capitola Beach to a full interchange with Highway 1. North of the Highway 1 interchange, Park Avenue serves a variety of commercial and educational uses. At its intersection with Soquel Drive it is a commercial-serving arterial roadway with signal, crosswalk and pedestrian heads on all approaches. Curbs, gutters and sidewalks are provided on both sides of the roadway. Park Avenue narrows and there are no sidewalks north of Soquel Drive. The roadway terminates in the hills just north of Viking Court.

Site access would be via a single, two-way driveway intersecting Soquel Drive; the current driveway serving the Inner Light Ministries church would be relocated to the west to best accommodate the new Assisted Living facility layout. The main access drive would be restricted to right turn in, right turn out vehicle movements. A "NO LEFT TURN" sign would be posted on the outbound project driveway near Soquel Drive. The driveway would serve all staff, residents and visitors, and would lead to the front-door drop-off/pick-up as well as the 76 onsite parking spaces. Three handicapped parking spaces would be located convenient to the building's front portico.

Transit: The Santa Cruz Metropolitan Transit District (METRO) provides public transit along Soquel Drive; the nearest bus stops are located within a three or four minute walk to/from the project site.

D. INTERSECTION LEVEL OF SERVICE

1. ANALYSIS METHODOLOGY

Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system.

Signalized Intersections. For signalized intersections, the 2010 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology was utilized. With this methodology, operations are defined by the level of service and average control delay per vehicle (measured in seconds) for the entire intersection. For a signalized intersection, control delay is the portion of the total delay attributed to traffic signal operation. This includes delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 1** summarizes the relationship between delay and LOS for signalized intersections.

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2010 *Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay reported for the stop sign controlled approaches or turn movements, although overall delay is also typically reported for intersections along state highways. The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 1

SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

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

Table 2

UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	≤ 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

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

2. MINIMUM ACCEPTABLE OPERATION

The Santa Cruz County General Plan considers Level of Service C (LOS C) as the desired objective, but accepts Level of Service D (LOS D) as the poorest acceptable operation for signalized intersections and unsignalized (side street stop sign controlled approaches at two-way stop intersections and all-way-stop) intersections.

The following conditions would result in a significant impact at a County intersection:

1. If the intersection operates at an acceptable LOS (i.e., A, B, C, or D) without the project during the weekday peak hour and degrades to an unacceptable LOS (i.e., LOS E or F) with the project during the weekday peak hour.

2. If the intersection operates at an unacceptable LOS (i.e., LOS E or F) without the project during the weekday peak hour and the project adds trips.

IV. EXISTING AND PROJECTED LEVEL OF SERVICE AT STUDY INTERSECTIONS

Traffic operations were evaluated at study intersections based on existing lane geometry, traffic control and peak hour volumes. Traffic volumes for Near Term (2021), shown in **Figure 5**, and Long Term (2035), shown in **Figure 6**, were determined by applying an annual growth rate of 0.72 percent, based on data available for Soquel Drive from the Santa Cruz County Regional Transportation Commission (SCCRTC) ADT data.[2] Near Term 2021 is considered the first year the project would be operating and fully occupied. Long Term 2035 (Cumulative) is the horizon date for long-term planning in Santa Cruz County. Intersection geometrics are unchanged for the future analysis time periods.

As shown in **Table 3**, all study intersections currently operate acceptably at or better than LOS D, and would continue to operate acceptably with Near Term and Long Term conditions.

[2] Santa Cruz County Regional Transportation Commission (SCCRTC) ADT data, consistent with the growth rate applied to Soquel Drive volumes in the Santa Cruz Nissan Traffic Impact Analysis, October, 2017.

Table 3

INTERSECTION LEVEL OF SERVICE

EXISTING – 2019

LOCATION	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR	
	W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
Park Ave. /Soquel Dr. (1)	C-32.4	C-32.5	D-36.6	D-36.7
Monterey Ave./Soquel Dr.(2)	B-12.3	B-12.4	C-20.7	C-20.9
Project Access/Soquel Dr. (2)	na	B-11.9	na	C-24.2
Fairway Dr./ Soquel Dr. (1)	B-18.4	B-18.4	B-19.4	B-19.5

YEAR 2021 NEAR TERM

LOCATION	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR	
	W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
Park Ave. /Soquel Dr. (1)	C-32.9	C-32.9	D-37.3	D-37.4
Monterey Ave./Soquel Dr.(2)	B-12.4	B-12.5	C-22.3	C-22.5
Project Access/Soquel Dr. (2)	na	B-12.1	na	C-24.7
Fairway Dr./ Soquel Dr. (1)	B-18.7	B-18.7	B-19.8	B-19.9

YEAR 2035 CUMULATIVE

LOCATION	WEEKDAY AM PEAK HOUR		WEEKDAY PM PEAK HOUR	
	W/O PROJECT	WITH PROJECT	W/O PROJECT	WITH PROJECT
Park Ave. /Soquel Dr. (1)	D-37.1	D-37.2	D-43.7	D-44.1
Monterey Ave./Soquel Dr.(2)	B-13.0	B-13.0	C-24.4	C-24.5
Project Access/Soquel Dr. (2)	na	B-13.5	na	D-25.2
Fairway Dr./ Soquel Dr. (1)	C-20.5	C-20.5	C-23.6	C-23.8

(1) Signalized level of service – control delay in seconds.

(2) Unsignalized level of service – control delay in seconds for the stop sign controlled northbound Monterey Avenue approach to Soquel Drive.

(3) Unsignalized level of service – control delay in seconds for the stop sign controlled northbound Project Access approach to Soquel Drive.

Year 2017 Highway Capacity Manual (HCM) 6th Edition Analysis Methodology – Synchro software.
Source: Crane Transportation Group

V. PROPOSED PROJECT

A. TRIP GENERATION AND ASSIGNMENT

Trip rates utilized in this evaluation are from the traffic engineering profession's standard source of trip rate data: *Trip Generation – An ITE Informational Report*, 10th Edition, by the Institute of Transportation Engineers, 2017. Although occupancy is typically closer to 95 percent than 100 percent, the higher percentage is used in this evaluation to present a conservative analysis. Table 4 shows project trip generation.

As shown in **Table** , the proposed 82 unit, 89-bed facility would be expected to generate about 232 daily two-way trips (116 inbound and 116 outbound), with11 inbound and 6 outbound trips during the ambient commute AM peak hour, and 9 inbound and 14 outbound trips during the ambient commute PM peak hour. Volumes are shown in **Figure 7** with trip distribution shown in **Table 5.** .

This type of land use typically results in very low levels of trip generation; project trips have not been reduced to account for the existing (church) land use because there are few to no existing trips during the weekday AM or PM peak hours.

Table 4
PEAK HOUR PROJECT TRIP GENERATION[1]

USE	SIZE OR # UNITS	DAILY 2-WAY TRIPS		AM PEAK HOUR VOLUMES				PM PEAK HOUR VOLUMES			
				IN		OUT		IN		OUT	
		RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
Assisted Living Facility	89 beds	2.60[2]	232[3]	.12[2]	11[4]	.07[2]	6[4]	.10[2]	9[4]	.16[2]	14[4]

[1]Trip Rate Source: *Trip Generation, 10th Edition, Institute of Traffic Engineers (ITE) September 2017, Land Use #254.*
[2] Average rates. ITE Trip Generation provides no fitted curve equation for daily or peak hour conditions.
[3] Rounded to the nearest even number.
[4] Rounded up or down to the nearest 1.0.

Compiled by: Crane Transportation Group

Project trip assignment considered the commute patterns evident along Soquel Drive where there is major freeway access both east and west of the project site, as well as the inbound and outbound AM and PM commute peak hour patterns at the nearby Monterey Avenue intersection, and in anticipation of the NO LEFT TURN restriction at the project driveway.[3] Note that trips were not patterned after the existing (church) land use trip distribution because there were no existing church-related trips during the weekday AM or PM ambient peak hours anticipated to occur at this intersection.[4]

Table 5

PROJECT TRIP DISTRIBUTION TO/FROM SOQUEL DRIVE

AM PEAK HOUR

	INBOUND		OUTBOUND	
	EAST	WEST	EAST	WEST
Project Trips	36%	64%	66%	33%

PM PEAK HOUR

	INBOUND		OUTBOUND	
	EAST	WEST	EAST	WEST
Project Trips	44%	56%	57 %	43%

* Project trip distribution is influenced by existing peak hour turn movement counts and distribution patterns at the Soquel Drive/Monterey Avenue intersection and consideration of the NO LEFT TURN prohibition at the project site driveway.

Source: Crane Transportation Group

[3] AM peak hour: 25% inbound from the east, and 75% inbound from the west; and 60% outbound to the east and 40%outbound to the west. PM peak hour 30% inbound from the east, and 70% inbound from the west; and 60% outbound to the east and 40% outbound to the west.

[4] Telephone discussion with Reverend Deborah, Inner Light Ministries, January, 2019.

B. EXISTING AND PROJECTED LEVEL OF SERVICE AT STUDY INTERSECTIONS – WITH PROJECT

As shown in **Table 3**, all study intersections currently operating acceptably at or better than LOS D would continue to operate acceptably with the addition of project trips. With-project volumes are shown in **Figures 9, 10 and 11.**

VI. PROJECT PARKING DEMAND

The Project Site Plan is shown in **Figure 3**. The facility would provide assisted living services that are personalized to the individual needs of those who require help with all activities of daily living, such as bathing, dressing, eating, toileting, mobility, and medication management. In assisted living, residents receive three meals a day, housekeeping services, and weekly laundry of linens and personal clothing. Specialized recreational and social programs would be provided.

A typical assisted living resident needs help with at least three or more activities of daily living, and the 23 residents who would occupy the memory care units would need help with all activities. Also, in a dedicated assisted living and memory care building the social, recreational and dining programs are structured to meet the resident's needs, as residents are less mobile and must make use of more adaptive devices. Oakmont's staff is licensed in a wide range of care-giving, and requires few specialty caregivers over and above the Oakmont staff.[5]

Oakmont staff would comprise the primary daily parking demand. **Table 6** provides a sampling of three weekday time periods when parking demand would likely be greatest.

Note: the morning and afternoon non-administrative staff shift changes *will not* coincide with the weekday ambient AM and PM commute peak traffic hours. Shift changes at Oakmont facilities have been observed to occur gradually, with employees arriving and departing over a ½ hour period, rather than in a highly concentrated peak.

Basis of Parking Supply and Demand

The facility will be in operation on a 24-hour basis, seven days per week. Most residents would require high levels of care, with some requiring memory care assistance. Few to none of the residents would drive; very few would be expected to require a parking space for car storage. The non-administrative staff shift schedule would be 6:00 AM - 2:30 PM (morning shift), 2:00 PM – 10:30 PM (afternoon shift) and 10:00 PM - 6:30 AM (nighttime shift). Non-administrative staff would total 16 for the morning shift, 15.5 for the afternoon shift, and 3 for the nighttime shift. Eleven (11) administrative staff would follow an 8:00 AM – 5:00 PM schedule. Not all staff would be expected to drive to work – some may use transit, and others may combine public transit and walking or bicycle riding.

[5] Hannah Daugherty, Project Manager, Oakmont Assisted Living, and William Mabry, Partner, Project Development, Oakmont Assisted Living, personal communication with Crane Transportation Group, January, 2019.

It is expected that many would be dropped off at work (this was observed at Cardinal Point I), and others would rideshare to and from work. July 2013 surveys of Oakmont's Cardinal Point I facility revealed that 33 percent of morning shift staff used alternative modes of travel to and from work.

The facility would provide car service for its residents, and at any given time, a vehicle would be parked with a driver on call, as needed.

Deliveries and Visitors

- Daily deliveries - produce, bread, milk
- Weekly or monthly deliveries - staples, paper goods, nursing supplies, office supplies, cleaning supplies
- There would be no restrictions on visiting hours. The majority of weekday visits would occur during evenings from 6:00 to 8:00 PM. Although most medical and therapeutic services would be available through the Oakmont staff, a few residents would have in-house visits from aids or therapists, and these would generally occur between 10:00 AM and 2:00 PM. Weekend visits would occur at anytime from about 10:00 AM to 6:00 PM.

Table 6
TYPICAL DAY MAXIMUM WEEKDAY PARKING DEMAND DURING THREE SAMPLE TIME PERIODS

STAFF	7:30-8:30 AM	2:30-3:30 PM	5:30-6:30 PM
Administrative	11	11	0
Morning Shift * (6 AM - 2 PM}	16*	0	0
Afternoon Shift * (2 PM – 10 PM)	0	16*	16*
Visitors (including visiting health professionals)	5	5	7
Oakmont Service Car (on-call service for all residents)	1	1	1
TOTAL	33	33	24

* Based upon surveys conducted by Crane Transportation Group in July 2013 for the Cardinal Point I and II Senior and Assisted Living facilities in Alameda, California, 33 percent of employees used modes of travel to work other than a single-occupant vehicle. The modes observed included walking, bicycle, public transit, rideshare and drop-off. To present a conservative analysis, the morning and afternoon shifts have not been reduced in this table

Compiled by: Crane Transportation Group

VII. PARKING REQUIREMENT

The project would be expected to have sufficient parking with its proposed 76 on-site parking spaces, and would not depend upon any off-site, on-street parking spaces. See **Table 7**.

Table 7
A SAMPLING OF ASSISTED CARE PARKING REQUIREMENTS IN CALIFORNIA CITIES

Jurisdiction	Facility Type	Parking Requirements
City of Alameda	Residential Care Facility	0.34 spaces per bed
	With 89 beds:	**30 spaces required**
City of Corte Madera	Convalescent hospital or rest home	0.33 spaces per bed
	With 89 beds:	**29 spaces required**
City of Danville	Convalescent Home, Rest Home, Nursing Home,	0.33 spaces per bed
	With 89 beds:	**29 spaces required**
City of Novato	Residential Care	0.33 spaces per bed
	With 89 beds:	**29 spaces required**
City of San Francisco	Group Housing (of any kind)	0.33 spaces per bed + 1 space for manager
	With 89 beds:	**30 spaces required**
City of Concord	Residential Care	0.41 spaces per bed*
	With 89 beds:	**36 spaces required**
City of Upland	Residential Care Facility	0.41 spaces per bed*
	With 89 beds:	**36 spaces required**
City of Carmichael	Residential Care Facility	0.34 spaces per bed*
	With 89 beds:	**30 spaces required**
City of Thousand Oaks	Residential Care Facility	0.29 spaces per bed*
	With 89 beds:	**26 spaces required**
City of Pleasant Hill	Residential Care Facility	0.37 spaces per bed*
	With 89 beds:	**33 spaces required**
City of Moraga	Residential Care Facility	0.33 spaces per bed*
	With 89 beds:	**29 spaces required**

*Calculated based upon actual Use Permit approvals, and rounded up or down to the nearest 1.0.

As can be seen from the above data, the 76 proposed parking spaces would be greater than the number of spaces required by the cities listed above for various types of assisted care (including convalescent and rest home) facilities.

According to the study *Assisted Living Residences: A Study of Traffic and Parking Implications*, prepared by the American Seniors Housing Association, parking demand is low to moderate compared to other housing types. The study cites a parking demand for assisted living facilities as low as 0.22 per unit (the equivalent of 18 spaces for a 82-unit facility). The reason cited for this comparatively low parking requirement is: residents do not drive, and visitors typically arrive and depart during all hours of the day rather than concentrating during a specific period of the day.

IX. CONCLUSIONS

- The project will have no significant impact on the capacity or operation of the surrounding roadway network.
- The project will have sufficient parking with its proposed 76 on-site parking spaces, and would not depend upon any off-site, on-street parking spaces.

We hope this information is responsive to your needs. Please call if questions arise.

Sincerely,

Carolyn Cole, AICP
Principal

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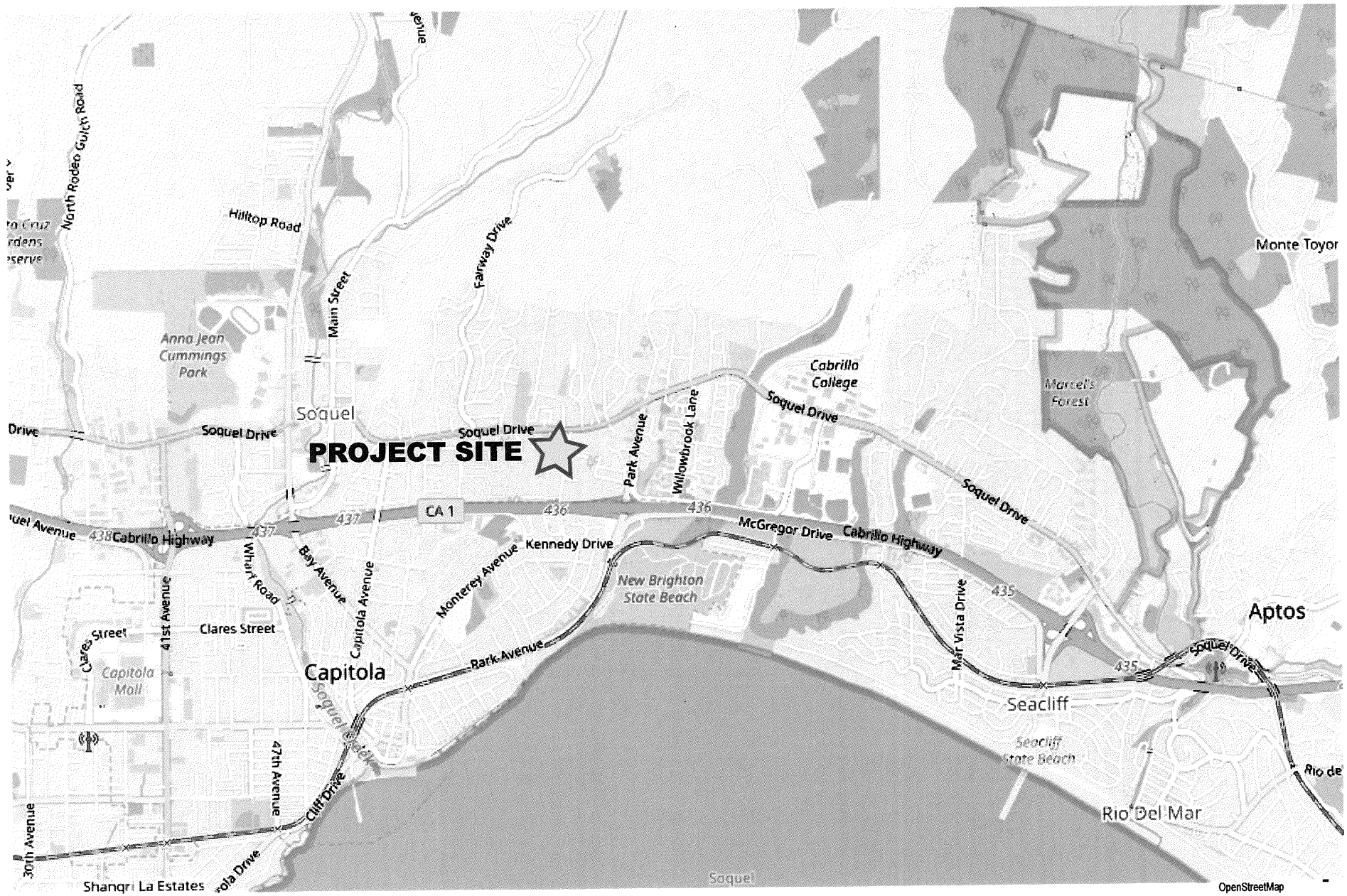
FIGURES



Oakmont of Soquel Traffic Study

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Figure 1
Area Map

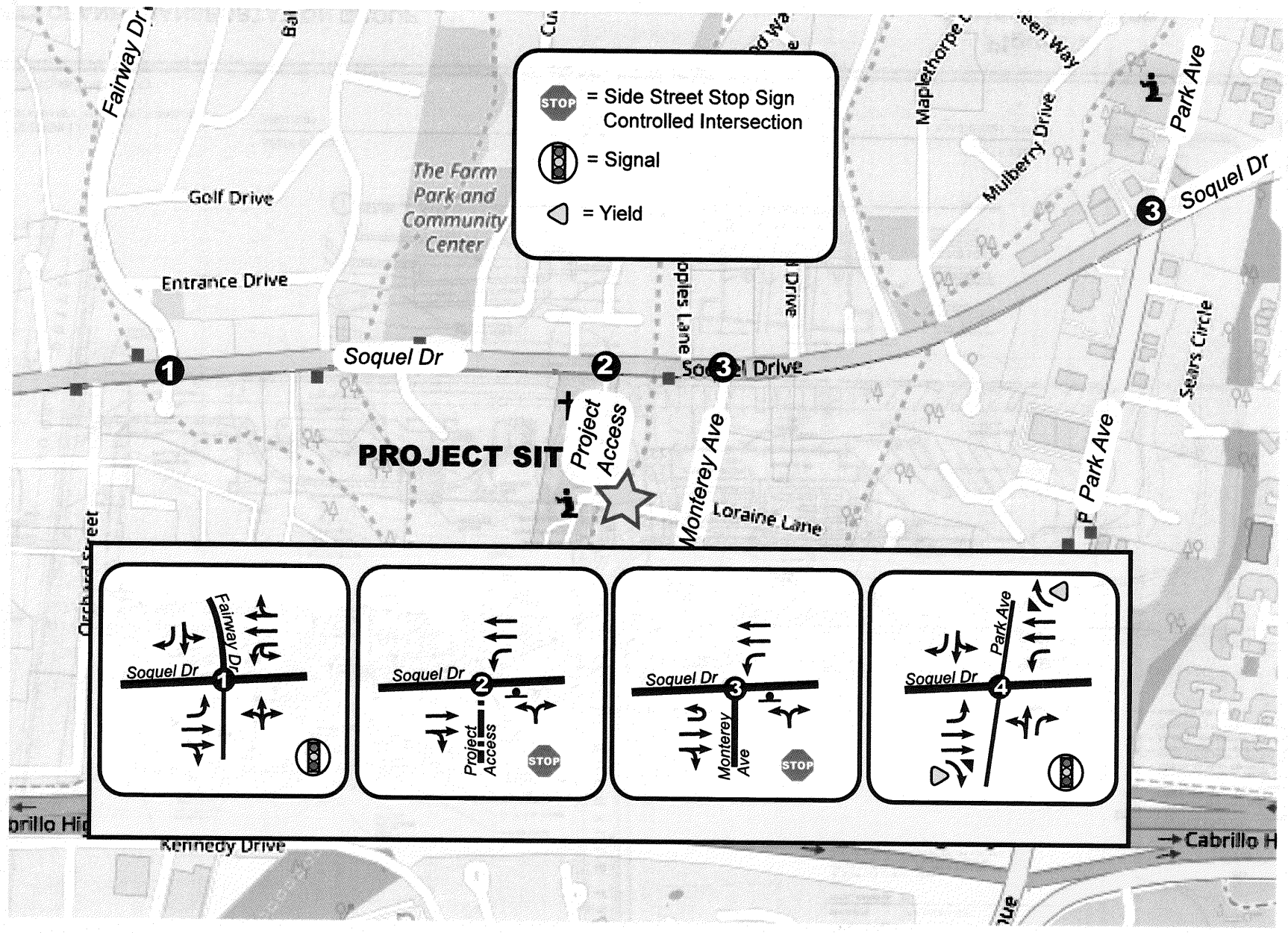

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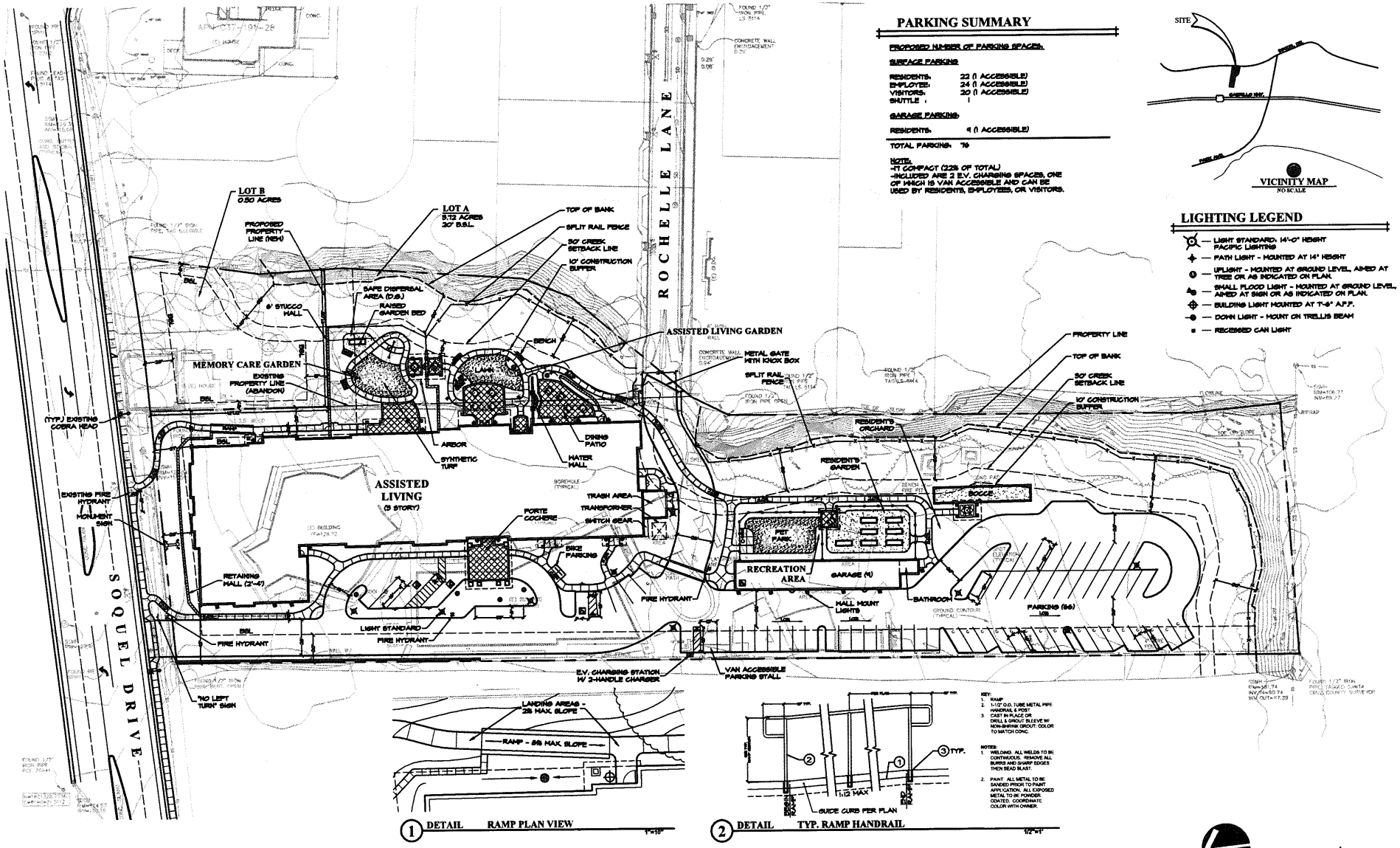
Figure 2
Existing Lane Geomerics and Intersection Control



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APRIL 2019

SOQUEL, CALIFORNIA

SITE PLAN

LANDESIGN GROUP

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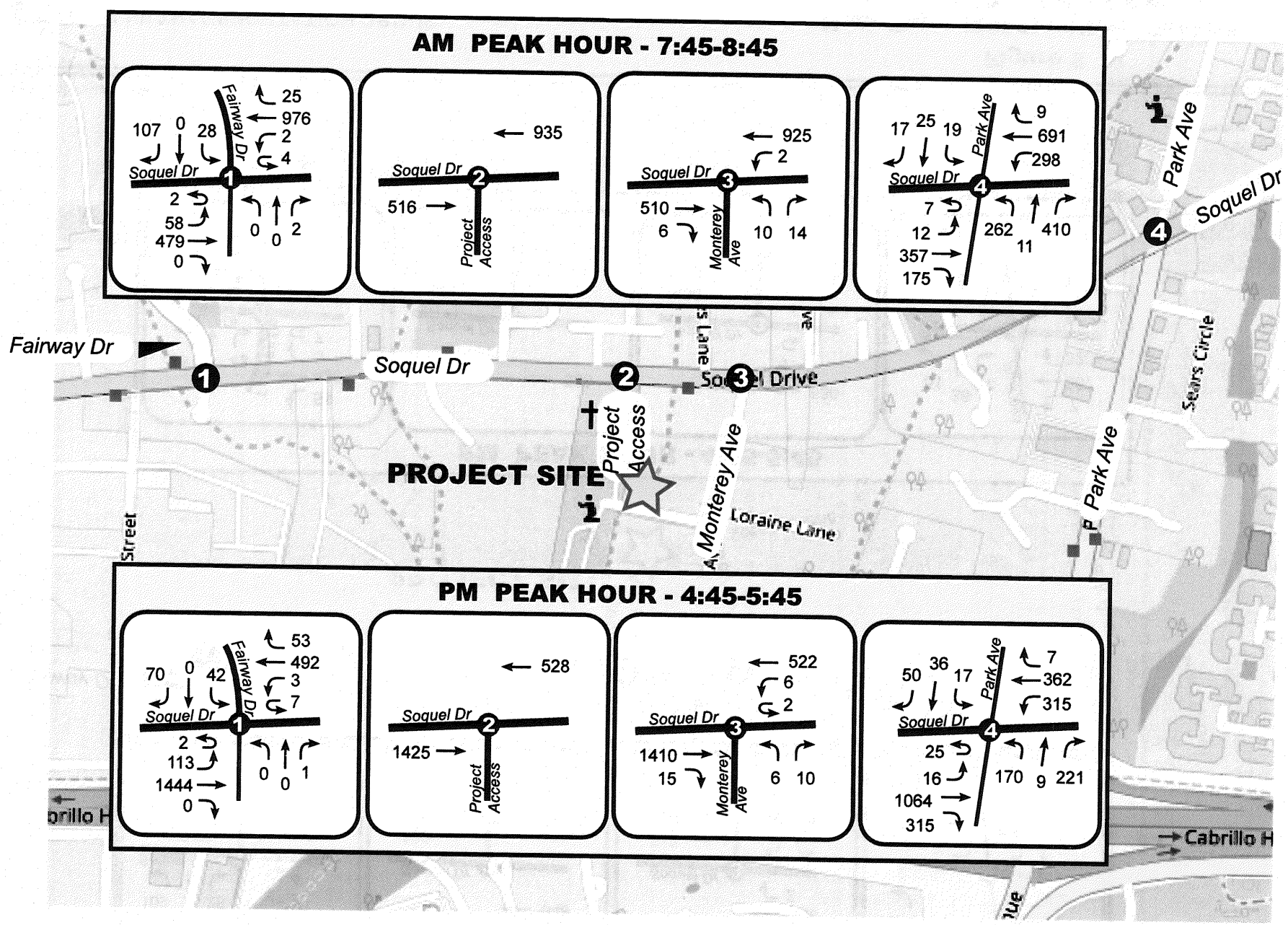
Figure 3
Project Site Plan



Oakmont of Soquel Traffic Study

OpenStreetMap

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Figure 4
Existing (without Project)
AM and PM Peak Hour Volumes

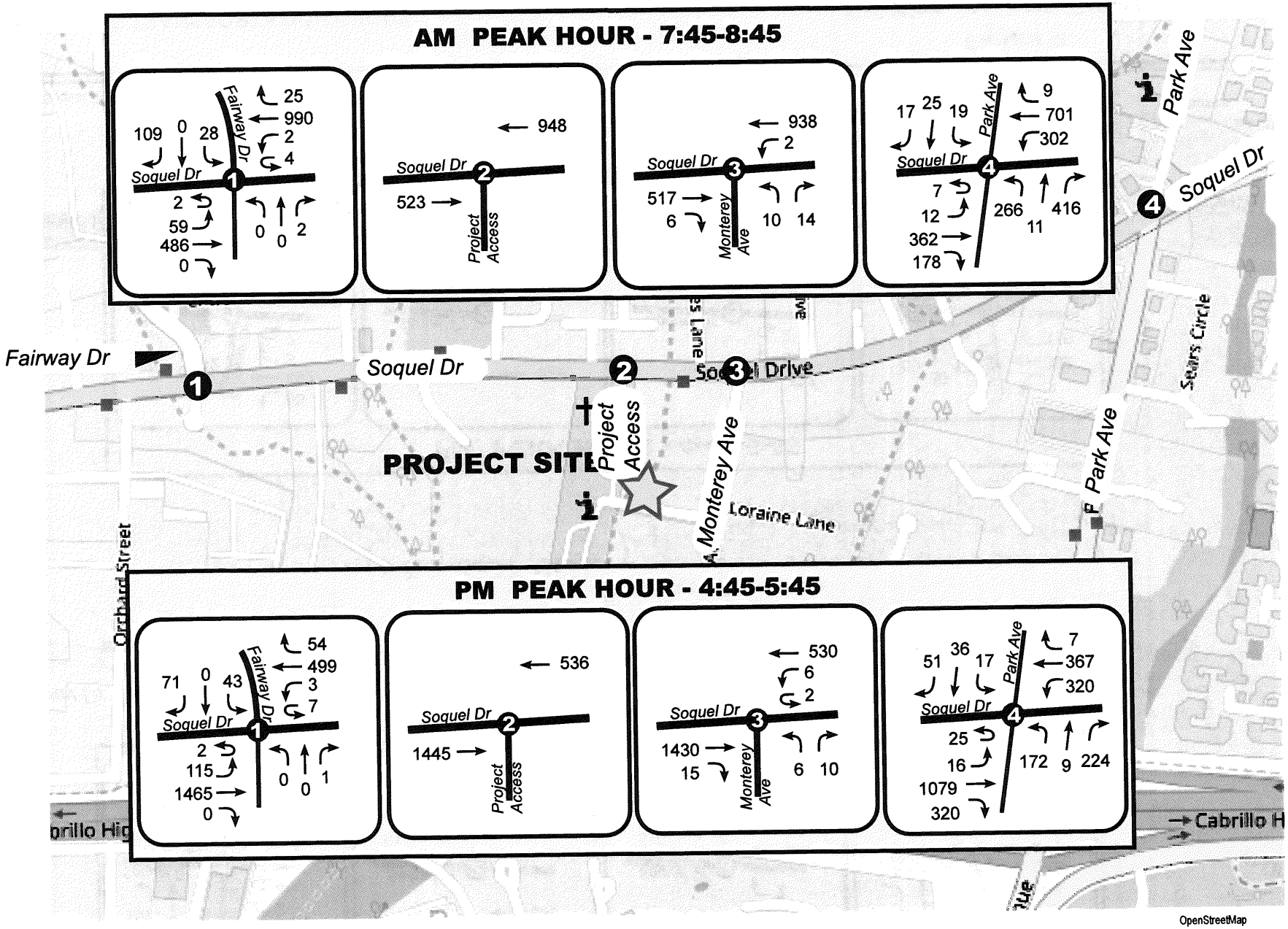

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Figure 5
Near Term (2021) without Project
AM and PM Peak Hour Volumes

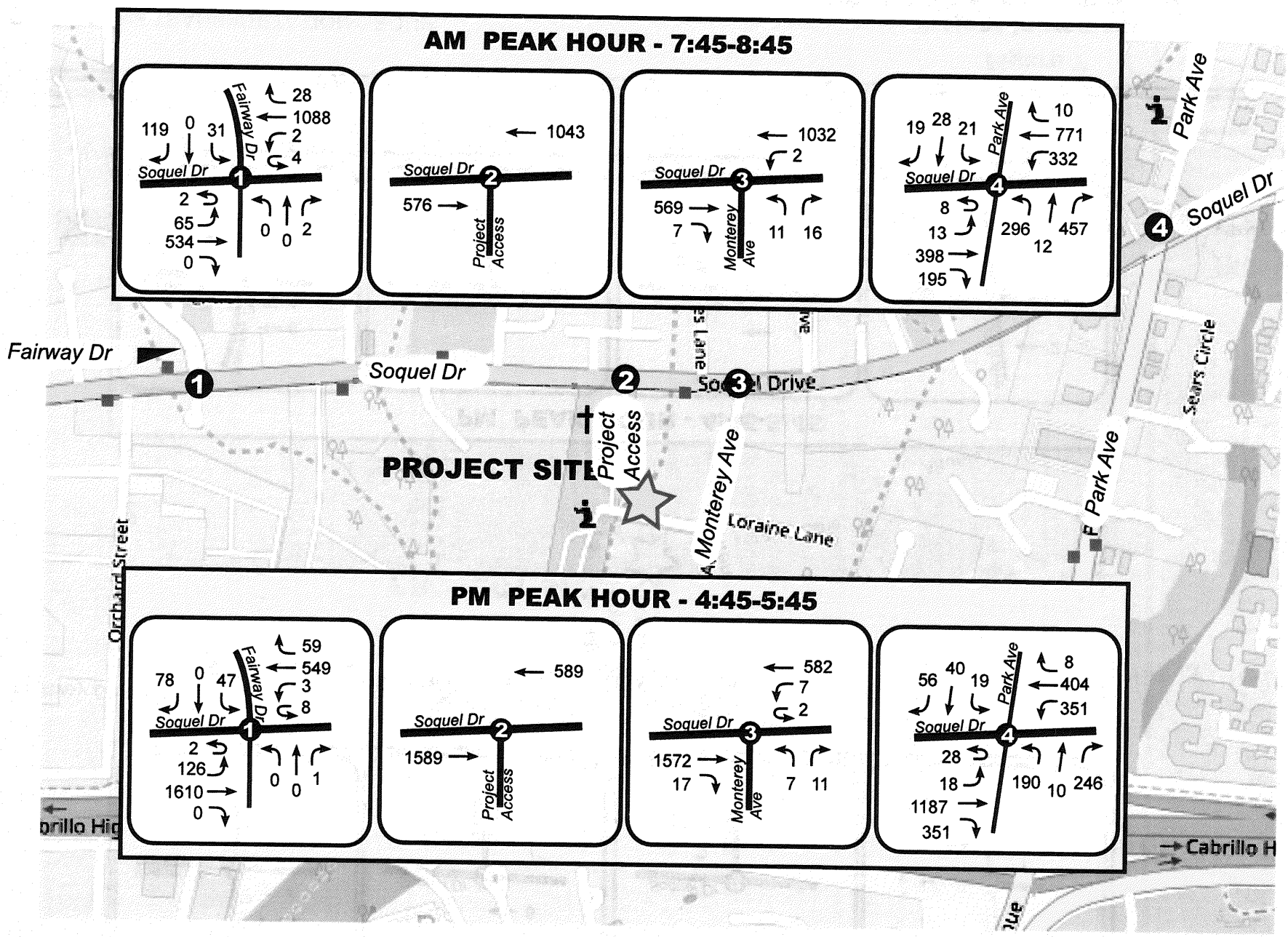

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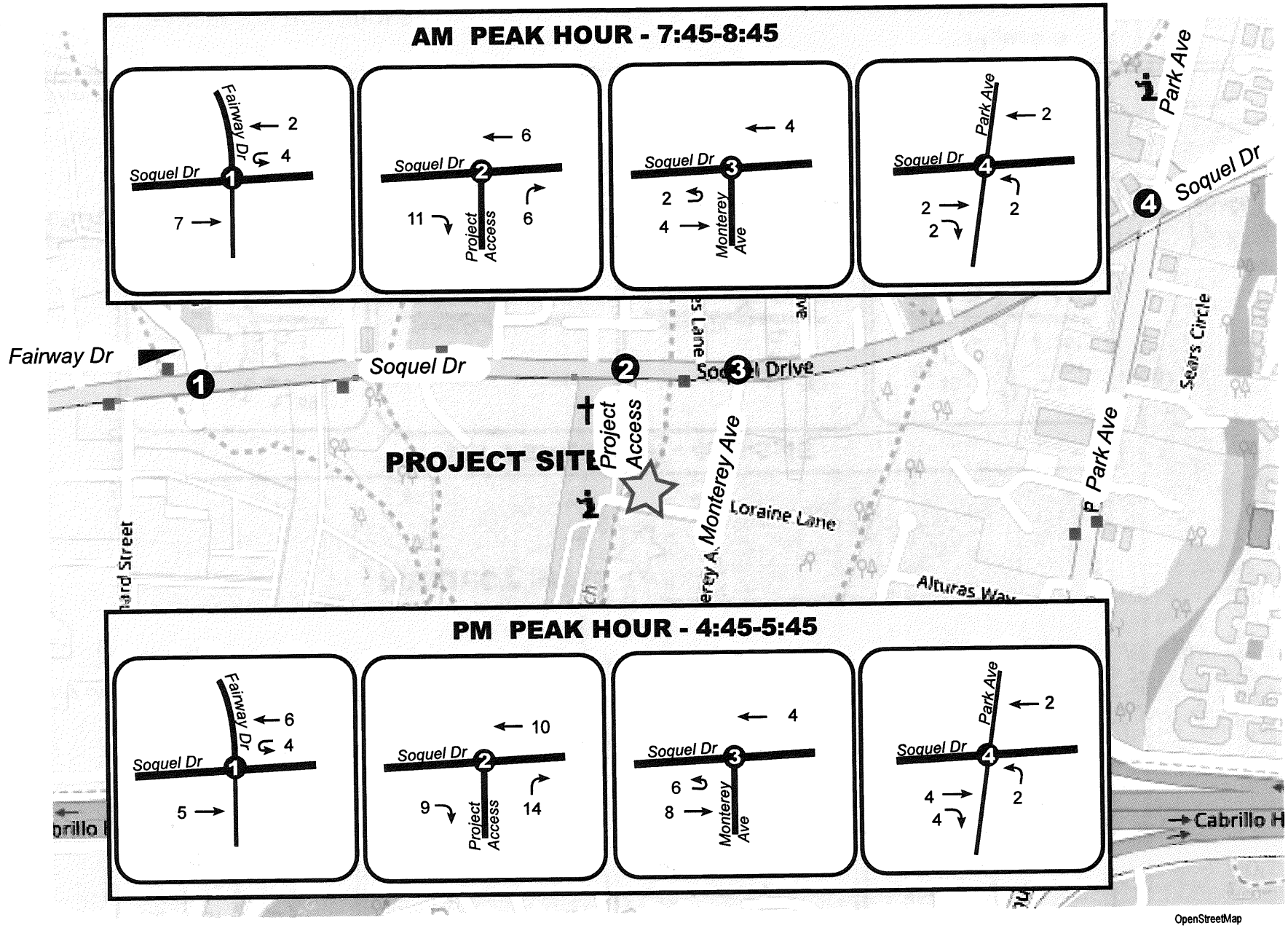
Figure 6
Long Term (2035) without Project
AM and PM Peak Hour Volumes



Oakmont of Soquel Traffic Study

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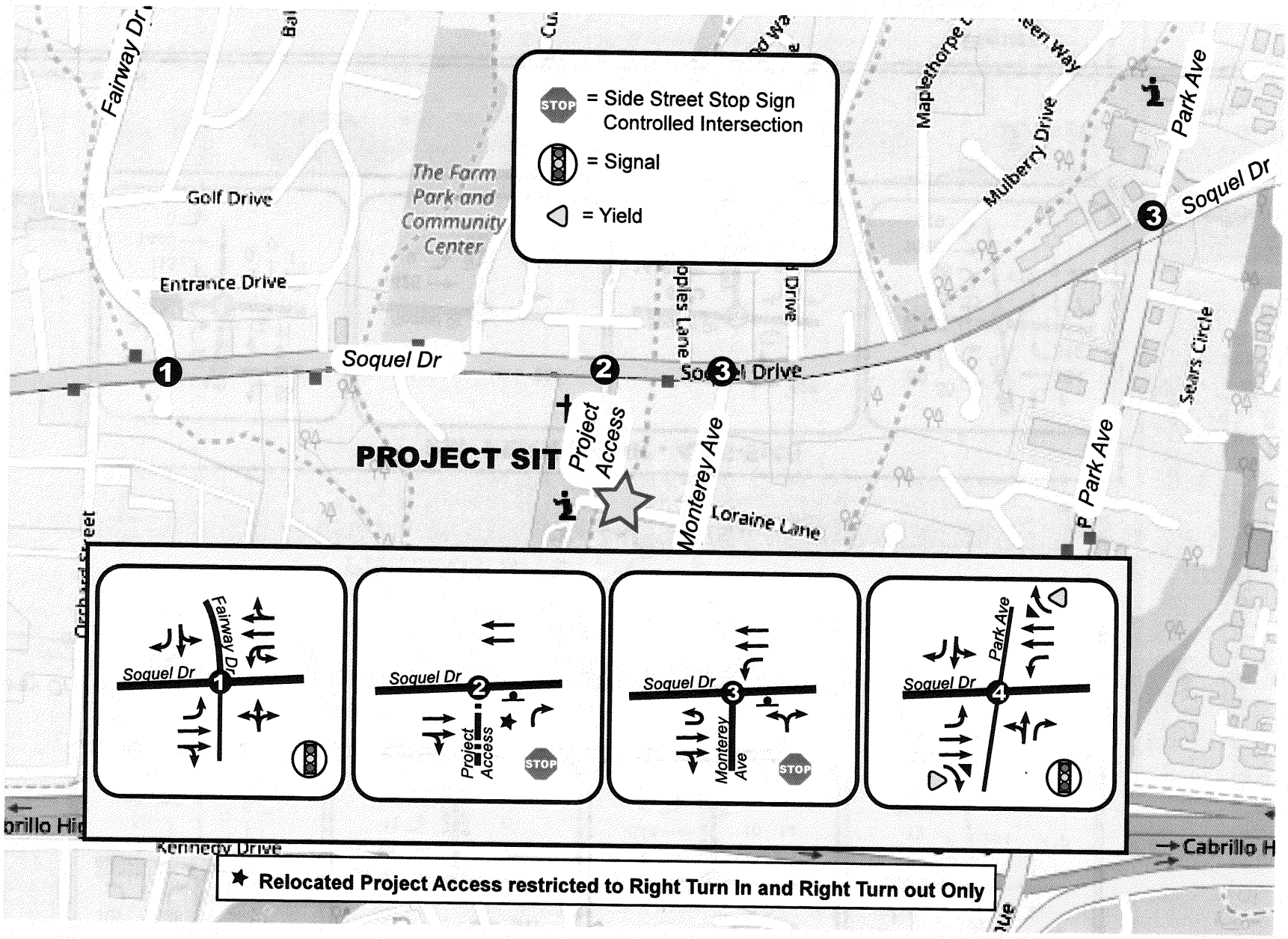
Figure 7
Project Increment
AM and PM Peak Hour Volumes



Oakmont of Soquel Traffic Study

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Figure 8
With Project Lane Geomerics and Intersection Control

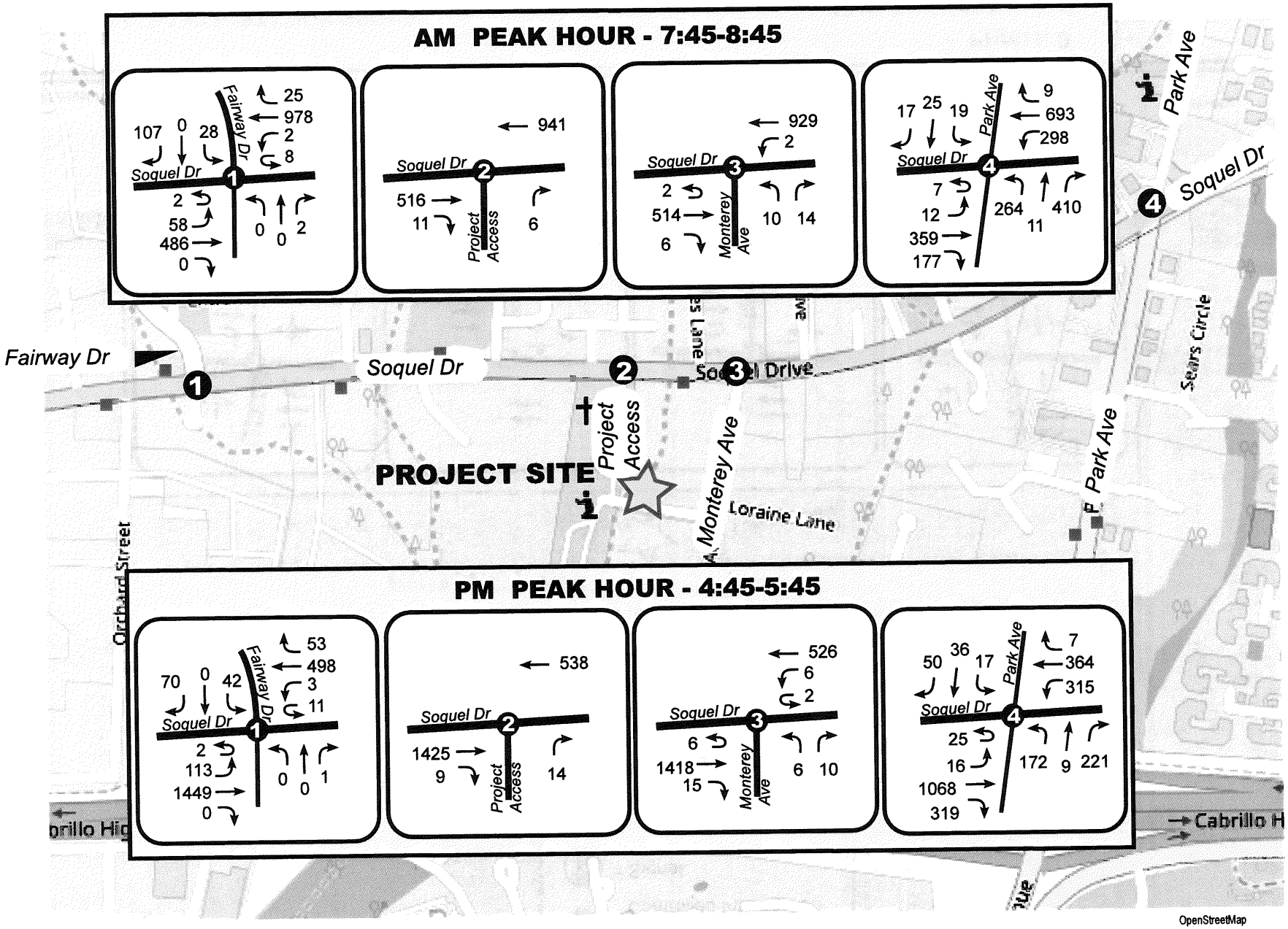

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Figure 9
Existing + Project
AM and PM Peak Hour Volumes

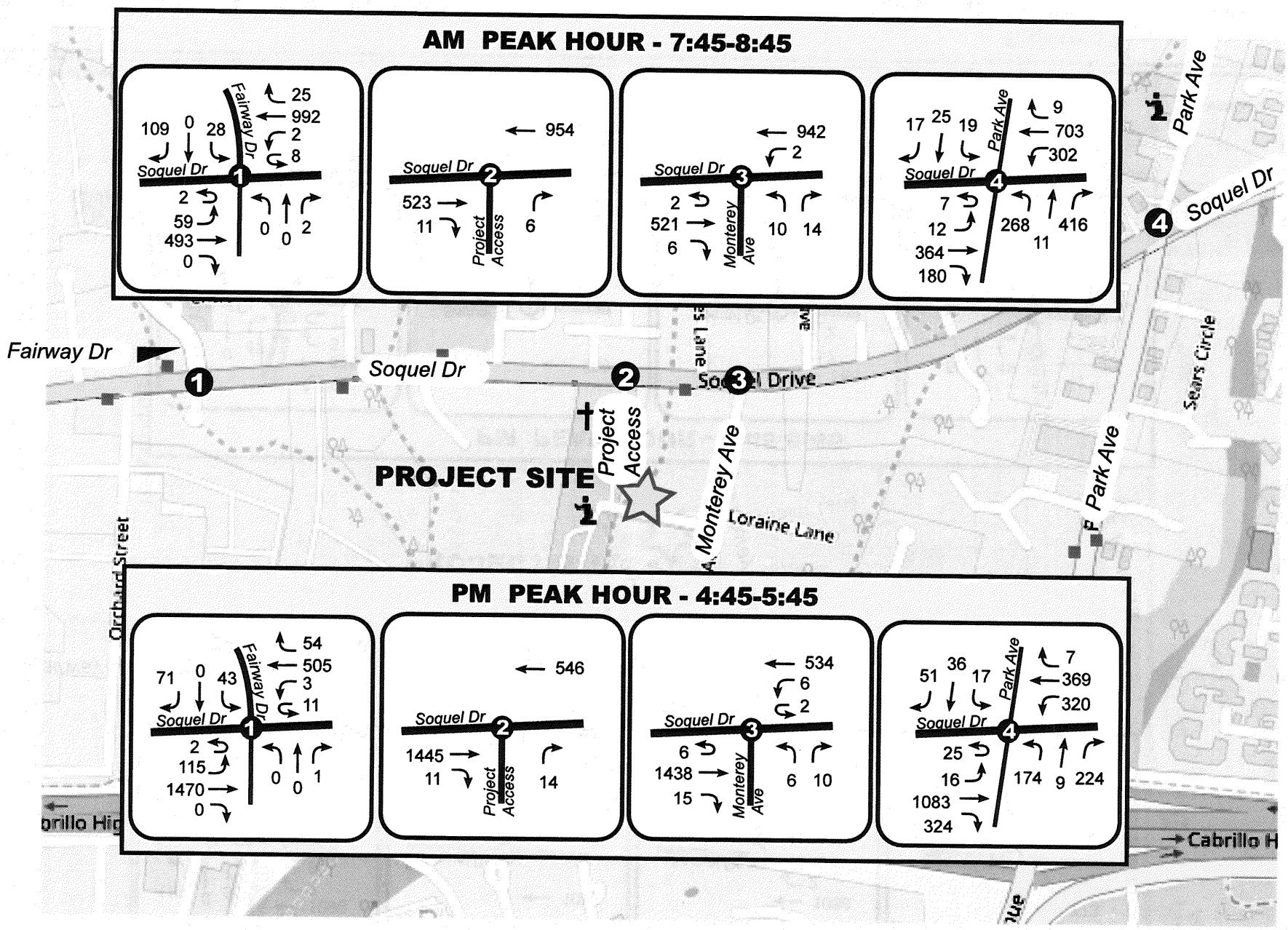

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Figure 10
Near Term (2021) with Project
AM and PM Peak Hour Volumes

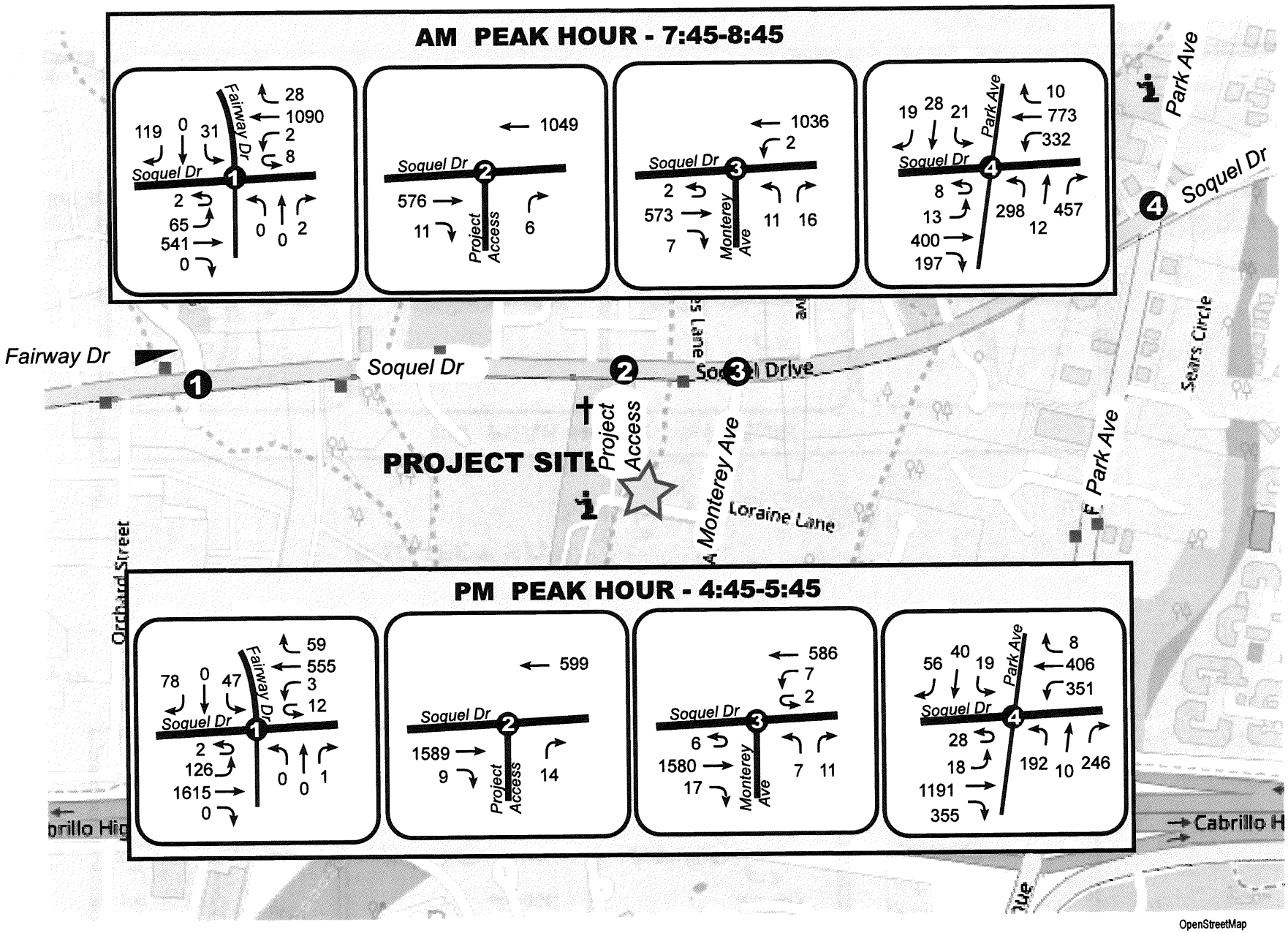

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Figure 11
Long Term (2035) with Project
AM and PM Peak Hour Volumes

APPENDIX

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

02-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	58	479	0	4	2	976	25	0	0	2	28
Future Volume (veh/h)	2	58	479	0	4	2	976	25	0	0	2	28
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		64	526	-22		2	1073	16	0	0	2	31
Peak Hour Factor		0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		103	1478	0		5	1297	19	0	0	528	611
Arrive On Green		0.06	0.42	0.00		0.00	0.36	0.36	0.00	0.00	0.34	0.34
Sat Flow, veh/h		1810	3647	0		1810	3582	53	0	0	1572	1429
Grp Volume(v), veh/h		64	504	0		2	532	557	0	0	2	31
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1858	0	0	1573	1429
Q Serve(g_s), s		1.9	5.3	0.0		0.1	15.0	15.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s		1.9	5.3	0.0		0.1	15.0	15.0	0.0	0.0	0.0	0.9
Prop In Lane		1.00		0.00		1.00		0.03	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		103	1478	0		5	643	673	0	0	528	611
V/C Ratio(X)		0.62	0.34	0.00		0.40	0.83	0.83	0.00	0.00	0.00	0.05
Avail Cap(c_a), veh/h		411	2130	0		164	823	861	0	0	528	611
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		25.4	10.9	0.0		27.4	16.0	16.0	0.0	0.0	12.2	12.4
Incr Delay (d2), s/veh		6.1	0.1	0.0		45.5	5.6	5.4	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.9	1.8	0.0		0.1	6.2	6.4	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		31.5	11.1	0.0		72.9	21.6	21.4	0.0	0.0	12.2	12.6
LnGrp LOS		C	B	A		E	C	C	A	A	B	B
Approach Vol, veh/h			568				1091			2		
Approach Delay, s/veh			13.4				21.6			12.2		
Approach LOS			B				C			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	4.7	27.4	23.0	7.6	24.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	5.0	33.0	18.5	12.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	2.1	7.3	3.5	3.9	17.0
Green Ext Time (p_c), s	0.0	0.0	2.0	0.2	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	107
Future Volume (veh/h)	0	107
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	63
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	0	0
Cap, veh/h	0	528
Arrive On Green	0.00	0.34
Sat Flow, veh/h	0	1573
Grp Volume(v), veh/h	0	63
Grp Sat Flow(s),veh/h/ln	0	1573
Q Serve(g_s), s	0.0	1.5
Cycle Q Clear(g_c), s	0.0	1.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	528
V/C Ratio(X)	0.00	0.12
Avail Cap(c_a), veh/h	0	528
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	13.1
LnGrp LOS	A	B
Approach Vol, veh/h	94	
Approach Delay, s/veh	12.9	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
7: Park Ave & Soquel Dr

02-11-2019

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	7	12	357	175	298	691	9	262	11	410	19	25
Future Volume (veh/h)	7	12	357	175	298	691	9	262	11	410	19	25
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		13	392	0	327	759	0	288	12	314	21	27
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		29	552		422	929		445	19	403	174	224
Arrive On Green		0.02	0.15	0.00	0.12	0.26	0.00	0.26	0.26	0.26	0.22	0.22
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1727	72	1562	807	1038
Grp Volume(v), veh/h		13	392	0	327	759	0	300	0	314	48	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1799	0	1562	1845	0
Q Serve(g_s), s		0.5	7.5	0.0	6.5	14.3	0.0	10.7	0.0	13.4	1.5	0.0
Cycle Q Clear(g_c), s		0.5	7.5	0.0	6.5	14.3	0.0	10.7	0.0	13.4	1.5	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.96		1.00	0.44	
Lane Grp Cap(c), veh/h		29	552		422	929		464	0	403	399	0
V/C Ratio(X)		0.46	0.71		0.78	0.82		0.65	0.00	0.78	0.12	0.00
Avail Cap(c_a), veh/h		190	899		485	1018		464	0	403	399	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		35.0	28.8	0.0	30.6	25.0	0.0	23.7	0.0	24.7	22.6	0.0
Incr Delay (d2), s/veh		10.9	1.7	0.0	6.7	4.9	0.0	6.8	0.0	13.9	0.6	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
%ile BackOfQ(50%),veh/ln		0.3	3.2	0.0	3.0	6.3	0.0	5.1	0.0	6.2	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		45.9	30.5	0.0	37.3	29.9	0.0	30.5	0.0	38.6	23.3	0.0
LnGrp LOS		D	C		D	C		C	A	D	C	A
Approach Vol, veh/h			405	A		1086	A		614			59
Approach Delay, s/veh			31.0			32.1			34.7			23.1
Approach LOS			C			C			C			C

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	13.2	15.6	20.0	5.6	23.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	10.0	18.0	15.5	7.6	20.4
Max Q Clear Time (g_c+I1), s	15.4	8.5	9.5	3.5	2.5	16.3
Green Ext Time (p_c), s	0.7	0.2	1.0	0.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (veh/h)	17
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	11
Peak Hour Factor	0.91
Percent Heavy Veh, %	1
Cap, veh/h	337
Arrive On Green	0.22
Sat Flow, veh/h	1558
Grp Volume(v), veh/h	11
Grp Sat Flow(s),veh/h/ln	1558
Q Serve(g_s), s	0.4
Cycle Q Clear(g_c), s	0.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	337
V/C Ratio(X)	0.03
Avail Cap(c_a), veh/h	337
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	22.2
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	22.4
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	510	6	2	925	10	14
Future Vol, veh/h	510	6	2	925	10	14
Conflicting Peds, #/hr	0	3	3	0	3	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	531	6	2	964	10	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	540	0	1026	275
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1039	-	234	729
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1036	-	233	725
Mov Cap-2 Maneuver	-	-	-	-	366	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	586	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	-	-	1036	-
HCM Lane V/C Ratio	0.049	-	-	0.002	-
HCM Control Delay (s)	12.3	-	-	8.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	113	1444	0	8	3	492	54	0	0	1	42
Future Volume (veh/h)	2	113	1444	0	8	3	492	54	0	0	1	42
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		118	1504	0		3	512	51	0	0	1	44
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		156	1694	0		7	1283	127	0	0	477	550
Arrive On Green		0.09	0.48	0.00		0.00	0.39	0.39	0.00	0.00	0.30	0.30
Sat Flow, veh/h		1810	3647	0		1810	3252	323	0	0	1570	1431
Grp Volume(v), veh/h		118	1504	0		3	279	284	0	0	1	44
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1798	0	0	1571	1431
Q Serve(g_s), s		4.0	24.0	0.0		0.1	7.1	7.1	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s		4.0	24.0	0.0		0.1	7.1	7.1	0.0	0.0	0.0	1.4
Prop In Lane		1.00		0.00		1.00		0.18	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		156	1694	0		7	701	709	0	0	477	550
V/C Ratio(X)		0.76	0.89	0.00		0.41	0.40	0.40	0.00	0.00	0.00	0.08
Avail Cap(c_a), veh/h		564	1846	0		145	701	709	0	0	477	550
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		28.0	14.9	0.0		31.1	13.6	13.6	0.0	0.0	15.2	15.7
Incr Delay (d2), s/veh		7.3	5.4	0.0		32.6	0.4	0.4	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	9.3	0.0		0.1	2.6	2.6	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		35.3	20.3	0.0		63.6	14.0	14.0	0.0	0.0	15.2	16.0
LnGrp LOS		D	C	A		E	B	B	A	A	B	B
Approach Vol, veh/h			1622				566			1		
Approach Delay, s/veh			21.4				14.2			15.2		
Approach LOS			C				B			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.5	4.8	34.3	23.5	9.9	29.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	5.0	32.5	19.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	2.0	2.1	26.0	3.4	6.0	9.1
Green Ext Time (p_c), s	0.0	0.0	3.8	0.2	0.2	1.4

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	70
Future Volume (veh/h)	0	70
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	47
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	0	477
Arrive On Green	0.00	0.30
Sat Flow, veh/h	0	1571
Grp Volume(v), veh/h	0	47
Grp Sat Flow(s),veh/h/ln	0	1571
Q Serve(g_s), s	0.0	1.3
Cycle Q Clear(g_c), s	0.0	1.3
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	477
V/C Ratio(X)	0.00	0.10
Avail Cap(c_a), veh/h	0	477
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.6
Incr Delay (d2), s/veh	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	16.1
LnGrp LOS	A	B
Approach Vol, veh/h	91	
Approach Delay, s/veh	16.0	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
7: Park Ave & Soquel Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	25	16	1064	315	315	362	7	170	9	221	17	36
Future Volume (veh/h)	25	16	1064	315	315	362	7	170	9	221	17	36
Initial Q (Qb), veh		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		0.80	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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		16	1086	0	321	369	0	173	9	98	17	37
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		33	1199		397	1543		338	18	251	96	208
Arrive On Green		0.02	0.33	0.00	0.11	0.43	0.00	0.20	0.20	0.20	0.16	0.16
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1711	89	1272	584	1272
Grp Volume(v), veh/h		16	1086	0	321	369	0	182	0	98	54	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1800	0	1272	1856	0
Q Serve(g_s), s		0.8	27.4	0.0	8.5	6.2	0.0	8.6	0.0	6.3	2.4	0.0
Cycle Q Clear(g_c), s		0.8	27.4	0.0	8.5	6.2	0.0	8.6	0.0	6.3	2.4	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.95		1.00	0.31	
Lane Grp Cap(c), veh/h		33	1199		397	1543		355	0	251	304	0
V/C Ratio(X)		0.49	0.91		0.81	0.24		0.51	0.00	0.39	0.18	0.00
Avail Cap(c_a), veh/h		176	1304		489	1543		355	0	251	304	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		46.1	30.1	0.0	40.9	17.1	0.0	33.9	0.0	33.1	34.1	0.0
Incr Delay (d2), s/veh		11.0	8.8	0.0	8.0	0.1	0.0	5.2	0.0	4.5	1.3	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
%ile BackOfQ(50%),veh/ln		0.5	12.8	0.0	4.0	2.5	0.0	4.2	0.0	2.2	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		57.1	38.9	0.0	49.0	17.2	0.0	39.1	0.0	37.6	35.4	0.0
LnGrp LOS		E	D		D	B		D	A	D	D	A
Approach Vol, veh/h			1102	A		690	A		280			98
Approach Delay, s/veh			39.1			32.0			38.6			35.5
Approach LOS			D			C			D			D

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	23.2	15.3	36.2		20.0	6.2	45.3
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	18.7	13.3	34.5		15.5	9.3	38.5
Max Q Clear Time (g_c+I1), s	10.6	10.5	29.4		4.4	2.8	8.2
Green Ext Time (p_c), s	0.6	0.3	2.3		0.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	50
Future Volume (veh/h)	50
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.94
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	44
Peak Hour Factor	0.98
Percent Heavy Veh, %	1
Cap, veh/h	247
Arrive On Green	0.16
Sat Flow, veh/h	1507
Grp Volume(v), veh/h	44
Grp Sat Flow(s),veh/h/ln	1507
Q Serve(g_s), s	2.4
Cycle Q Clear(g_c), s	2.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	247
V/C Ratio(X)	0.18
Avail Cap(c_a), veh/h	247
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	34.1
Incr Delay (d2), s/veh	1.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	35.7
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1410	15	2	6	522	6	10
Future Vol, veh/h	1410	15	2	6	522	6	10
Conflicting Peds, #/hr	0	4	0	4	0	4	4
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	-	0	1	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	99	99	92	99	99	99	99
Heavy Vehicles, %	2	0	2	0	2	0	0
Mvmt Flow	1424	15	2	6	527	6	10

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	1439	1443	0	1720	728
Stage 1	-	-	-	-	-	1436	-
Stage 2	-	-	-	-	-	284	-
Critical Hdwy	-	-	6.44	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.52	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	173	476	-	82	370
Stage 1	-	-	-	-	-	189	-
Stage 2	-	-	-	-	-	745	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	320	320	-	79	368
Mov Cap-2 Maneuver	-	-	-	-	-	157	-
Stage 1	-	-	-	-	-	188	-
Stage 2	-	-	-	-	-	724	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	245	-	-	320	-
HCM Lane V/C Ratio	0.066	-	-	0.026	-
HCM Control Delay (s)	20.7	-	-	16.5	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

02-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	59	486	0	4	2	990	25	0	0	2	28
Future Volume (veh/h)	2	59	486	0	4	2	990	25	0	0	2	28
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		65	534	-22		2	1088	16	0	0	2	31
Peak Hour Factor		0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		103	1491	0		5	1308	19	0	0	525	607
Arrive On Green		0.06	0.42	0.00		0.00	0.37	0.37	0.00	0.00	0.33	0.33
Sat Flow, veh/h		1810	3647	0		1810	3583	53	0	0	1572	1429
Grp Volume(v), veh/h		65	512	0		2	540	564	0	0	2	31
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1858	0	0	1572	1429
Q Serve(g_s), s		1.9	5.4	0.0		0.1	15.3	15.3	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s		1.9	5.4	0.0		0.1	15.3	15.3	0.0	0.0	0.0	0.9
Prop In Lane		1.00		0.00		1.00		0.03	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		103	1491	0		5	649	679	0	0	525	607
V/C Ratio(X)		0.63	0.34	0.00		0.40	0.83	0.83	0.00	0.00	0.00	0.05
Avail Cap(c_a), veh/h		408	2117	0		163	818	856	0	0	525	607
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		25.5	10.9	0.0		27.6	16.0	16.0	0.0	0.0	12.3	12.6
Incr Delay (d2), s/veh		6.2	0.1	0.0		45.5	5.9	5.7	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	1.8	0.0		0.1	6.4	6.6	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		31.7	11.0	0.0		73.1	22.0	21.7	0.0	0.0	12.3	12.7
LnGrp LOS		C	B	A		E	C	C	A	A	B	B
Approach Vol, veh/h			577				1106			2		
Approach Delay, s/veh			13.4				21.9			12.3		
Approach LOS			B				C			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	4.7	27.7	23.0	7.7	24.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	5.0	33.0	18.5	12.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	2.1	7.4	3.6	3.9	17.3
Green Ext Time (p_c), s	0.0	0.0	2.1	0.2	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	109
Future Volume (veh/h)	0	109
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	65
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	0	0
Cap, veh/h	0	525
Arrive On Green	0.00	0.33
Sat Flow, veh/h	0	1572
Grp Volume(v), veh/h	0	65
Grp Sat Flow(s),veh/h/ln	0	1572
Q Serve(g_s), s	0.0	1.6
Cycle Q Clear(g_c), s	0.0	1.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	525
V/C Ratio(X)	0.00	0.12
Avail Cap(c_a), veh/h	0	525
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.8
Incr Delay (d2), s/veh	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	13.3
LnGrp LOS	A	B
Approach Vol, veh/h	96	
Approach Delay, s/veh	13.1	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
7: Park Ave & Soquel Dr

02-11-2019

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	7	12	362	178	302	701	9	266	11	416	19	25
Future Volume (veh/h)	7	12	362	178	302	701	9	266	11	416	19	25
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		13	398	0	332	770	0	292	12	320	21	27
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		29	557		426	938		444	18	401	174	223
Arrive On Green		0.02	0.16	0.00	0.12	0.26	0.00	0.26	0.26	0.26	0.22	0.22
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1728	71	1562	807	1038
Grp Volume(v), veh/h		13	398	0	332	770	0	304	0	320	48	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1799	0	1562	1845	0
Q Serve(g_s), s		0.5	7.6	0.0	6.7	14.6	0.0	10.9	0.0	13.8	1.5	0.0
Cycle Q Clear(g_c), s		0.5	7.6	0.0	6.7	14.6	0.0	10.9	0.0	13.8	1.5	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.96		1.00	0.44	
Lane Grp Cap(c), veh/h		29	557		426	938		462	0	401	397	0
V/C Ratio(X)		0.46	0.71		0.78	0.82		0.66	0.00	0.80	0.12	0.00
Avail Cap(c_a), veh/h		189	895		484	1015		462	0	401	397	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		35.1	28.9	0.0	30.7	25.0	0.0	23.9	0.0	25.0	22.8	0.0
Incr Delay (d2), s/veh		10.9	1.7	0.0	7.1	5.1	0.0	7.2	0.0	15.2	0.6	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
%ile BackOfQ(50%),veh/ln		0.3	3.3	0.0	3.1	6.5	0.0	5.3	0.0	6.5	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		46.0	30.6	0.0	37.7	30.1	0.0	31.1	0.0	40.2	23.4	0.0
LnGrp LOS		D	C		D	C		C	A	D	C	A
Approach Vol, veh/h			411	A		1102	A		624			59
Approach Delay, s/veh			31.1			32.4			35.7			23.2
Approach LOS			C			C			D			C

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	13.3	15.7	20.0	5.6	23.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	10.0	18.0	15.5	7.6	20.4
Max Q Clear Time (g_c+I1), s	15.8	8.7	9.6	3.5	2.5	16.6
Green Ext Time (p_c), s	0.7	0.2	1.0	0.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (veh/h)	17
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	11
Peak Hour Factor	0.91
Percent Heavy Veh, %	1
Cap, veh/h	335
Arrive On Green	0.22
Sat Flow, veh/h	1558
Grp Volume(v), veh/h	11
Grp Sat Flow(s),veh/h/ln	1558
Q Serve(g_s), s	0.4
Cycle Q Clear(g_c), s	0.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	335
V/C Ratio(X)	0.03
Avail Cap(c_a), veh/h	335
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	22.3
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	22.5
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↰	↑↑	⅄	
Traffic Vol, veh/h	517	6	2	938	10	14
Future Vol, veh/h	517	6	2	938	10	14
Conflicting Peds, #/hr	0	3	3	0	3	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	539	6	2	977	10	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	548	0	1041	279
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1032	-	229	724
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1029	-	228	720
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	-	-	1029	-
HCM Lane V/C Ratio	0.049	-	-	0.002	-
HCM Control Delay (s)	12.4	-	-	8.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	115	1465	0	7	3	499	54	0	0	1	43
Future Volume (veh/h)	2	115	1465	0	7	3	499	54	0	0	1	43
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		120	1526	0		3	520	51	0	0	1	45
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		158	1705	0		7	1291	126	0	0	474	546
Arrive On Green		0.09	0.48	0.00		0.00	0.40	0.40	0.00	0.00	0.30	0.30
Sat Flow, veh/h		1810	3647	0		1810	3257	318	0	0	1570	1431
Grp Volume(v), veh/h		120	1526	0		3	283	288	0	0	1	45
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1799	0	0	1570	1431
Q Serve(g_s), s		4.1	24.7	0.0		0.1	7.2	7.3	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s		4.1	24.7	0.0		0.1	7.2	7.3	0.0	0.0	0.0	1.5
Prop In Lane		1.00		0.00		1.00		0.18	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		158	1705	0		7	704	713	0	0	474	546
V/C Ratio(X)		0.76	0.90	0.00		0.41	0.40	0.40	0.00	0.00	0.00	0.08
Avail Cap(c_a), veh/h		560	1835	0		144	704	713	0	0	474	546
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		28.1	14.9	0.0		31.3	13.6	13.7	0.0	0.0	15.4	15.9
Incr Delay (d2), s/veh		7.2	5.9	0.0		32.6	0.4	0.4	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	9.6	0.0		0.1	2.6	2.7	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		35.3	20.8	0.0		63.8	14.0	14.0	0.0	0.0	15.4	16.2
LnGrp LOS		D	C	A		E	B	B	A	A	B	B
Approach Vol, veh/h			1646				574			1		
Approach Delay, s/veh			21.9				14.3			15.4		
Approach LOS			C				B			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.5	4.8	34.7	23.5	10.0	29.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	5.0	32.5	19.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	2.0	2.1	26.7	3.5	6.1	9.3
Green Ext Time (p_c), s	0.0	0.0	3.5	0.2	0.2	1.4

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	71
Future Volume (veh/h)	0	71
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	48
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	0	474
Arrive On Green	0.00	0.30
Sat Flow, veh/h	0	1570
Grp Volume(v), veh/h	0	48
Grp Sat Flow(s),veh/h/ln	0	1570
Q Serve(g_s), s	0.0	1.4
Cycle Q Clear(g_c), s	0.0	1.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	474
V/C Ratio(X)	0.00	0.10
Avail Cap(c_a), veh/h	0	474
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.8
Incr Delay (d2), s/veh	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	16.3
LnGrp LOS	A	B
Approach Vol, veh/h	93	
Approach Delay, s/veh	16.2	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
7: Park Ave & Soquel Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	25	16	1079	320	320	367	7	172	9	224	17	36
Future Volume (veh/h)	25	16	1079	320	320	367	7	172	9	224	17	36
Initial Q (Qb), veh		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		0.80	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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		16	1101	0	327	374	0	176	9	101	17	37
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		33	1208		402	1557		336	17	249	95	207
Arrive On Green		0.02	0.34	0.00	0.12	0.43	0.00	0.20	0.20	0.20	0.16	0.16
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1712	88	1270	584	1272
Grp Volume(v), veh/h		16	1101	0	327	374	0	185	0	101	54	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1800	0	1270	1856	0
Q Serve(g_s), s		0.8	28.1	0.0	8.7	6.3	0.0	8.8	0.0	6.6	2.4	0.0
Cycle Q Clear(g_c), s		0.8	28.1	0.0	8.7	6.3	0.0	8.8	0.0	6.6	2.4	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.95		1.00	0.31	
Lane Grp Cap(c), veh/h		33	1208		402	1557		353	0	249	302	0
V/C Ratio(X)		0.49	0.91		0.81	0.24		0.52	0.00	0.41	0.18	0.00
Avail Cap(c_a), veh/h		175	1296		486	1557		353	0	249	302	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		46.4	30.2	0.0	41.2	17.0	0.0	34.4	0.0	33.5	34.5	0.0
Incr Delay (d2), s/veh		11.0	9.5	0.0	8.6	0.1	0.0	5.5	0.0	4.8	1.3	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
%ile BackOfQ(50%),veh/ln		0.5	13.2	0.0	4.2	2.5	0.0	4.3	0.0	2.3	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		57.4	39.7	0.0	49.8	17.1	0.0	39.8	0.0	38.3	35.7	0.0
LnGrp LOS		E	D		D	B		D	A	D	D	A
Approach Vol, veh/h			1117	A		701	A		286			99
Approach Delay, s/veh			40.0			32.3			39.3			35.9
Approach LOS			D			C			D			D

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	23.2	15.5	36.7		20.0	6.2	46.0
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	18.7	13.3	34.5		15.5	9.3	38.5
Max Q Clear Time (g_c+I1), s	10.8	10.7	30.1		4.5	2.8	8.3
Green Ext Time (p_c), s	0.6	0.3	2.1		0.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	51
Future Volume (veh/h)	51
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.94
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	45
Peak Hour Factor	0.98
Percent Heavy Veh, %	1
Cap, veh/h	245
Arrive On Green	0.16
Sat Flow, veh/h	1506
Grp Volume(v), veh/h	45
Grp Sat Flow(s),veh/h/ln	1506
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	245
V/C Ratio(X)	0.18
Avail Cap(c_a), veh/h	245
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	34.5
Incr Delay (d2), s/veh	1.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	36.1
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1430	15	2	6	530	6	10
Future Vol, veh/h	1430	15	2	6	530	6	10
Conflicting Peds, #/hr	0	4	0	4	0	4	4
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	-	0	1	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	99	99	92	99	99	99	99
Heavy Vehicles, %	2	0	2	0	2	0	0
Mvmt Flow	1444	15	2	6	535	6	10

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	1460	1463	0	1744	738
Stage 1	-	-	-	-	-	1456	-
Stage 2	-	-	-	-	-	288	-
Critical Hdwy	-	-	6.44	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.52	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	167	468	-	79	365
Stage 1	-	-	-	-	-	184	-
Stage 2	-	-	-	-	-	741	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	312	312	-	76	363
Mov Cap-2 Maneuver	-	-	-	-	-	153	-
Stage 1	-	-	-	-	-	183	-
Stage 2	-	-	-	-	-	720	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	240	-	-	312	-
HCM Lane V/C Ratio	0.067	-	-	0.026	-
HCM Control Delay (s)	21.1	-	-	16.9	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

02-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	65	534	0	4	2	1088	28	0	0	2	31
Future Volume (veh/h)	2	65	534	0	4	2	1088	28	0	0	2	31
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		71	580	-22		2	1183	19	0	0	2	34
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		107	1566	0		5	1375	22	0	0	506	585
Arrive On Green		0.06	0.44	0.00		0.00	0.38	0.38	0.00	0.00	0.32	0.32
Sat Flow, veh/h		1810	3647	0		1810	3577	57	0	0	1572	1428
Grp Volume(v), veh/h		71	558	0		2	588	614	0	0	2	34
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1857	0	0	1572	1428
Q Serve(g_s), s		2.2	6.0	0.0		0.1	17.5	17.5	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s		2.2	6.0	0.0		0.1	17.5	17.5	0.0	0.0	0.0	1.0
Prop In Lane		1.00		0.00		1.00		0.03	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		107	1566	0		5	683	714	0	0	506	585
V/C Ratio(X)		0.67	0.36	0.00		0.40	0.86	0.86	0.00	0.00	0.00	0.06
Avail Cap(c_a), veh/h		393	2040	0		157	788	824	0	0	506	585
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		26.5	10.7	0.0		28.6	16.3	16.3	0.0	0.0	13.2	13.6
Incr Delay (d2), s/veh		6.9	0.1	0.0		45.6	8.6	8.3	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.1	2.0	0.0		0.1	7.7	8.0	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		33.4	10.8	0.0		74.2	24.9	24.5	0.0	0.0	13.3	13.8
LnGrp LOS		C	B	A		E	C	C	A	A	B	B
Approach Vol, veh/h			629				1204			2		
Approach Delay, s/veh			13.4				24.8			13.3		
Approach LOS			B				C			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	4.7	29.8	23.0	7.9	26.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	5.0	33.0	18.5	12.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	2.1	8.0	4.0	4.2	19.5
Green Ext Time (p_c), s	0.0	0.0	2.3	0.2	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	119
Future Volume (veh/h)	0	119
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	75
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	0	0
Cap, veh/h	0	506
Arrive On Green	0.00	0.32
Sat Flow, veh/h	0	1572
Grp Volume(v), veh/h	0	75
Grp Sat Flow(s),veh/h/ln	0	1572
Q Serve(g_s), s	0.0	2.0
Cycle Q Clear(g_c), s	0.0	2.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	506
V/C Ratio(X)	0.00	0.15
Avail Cap(c_a), veh/h	0	506
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.9
Incr Delay (d2), s/veh	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	14.5
LnGrp LOS	A	B
Approach Vol, veh/h	109	
Approach Delay, s/veh	14.3	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
7: Park Ave & Soquel Dr

02-11-2019

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	13	398	195	332	771	10	296	12	457	21	28
Future Volume (veh/h)	8	13	398	195	332	771	10	296	12	457	21	28
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		14	433	0	361	838	0	322	13	361	23	30
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		30	586		449	988		435	18	393	169	220
Arrive On Green		0.02	0.16	0.00	0.13	0.28	0.00	0.25	0.25	0.25	0.21	0.21
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1729	70	1561	801	1044
Grp Volume(v), veh/h		14	433	0	361	838	0	335	0	361	53	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1799	0	1561	1845	0
Q Serve(g_s), s		0.6	8.5	0.0	7.4	16.3	0.0	12.6	0.0	16.5	1.7	0.0
Cycle Q Clear(g_c), s		0.6	8.5	0.0	7.4	16.3	0.0	12.6	0.0	16.5	1.7	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.96		1.00	0.43	
Lane Grp Cap(c), veh/h		30	586		449	988		453	0	393	389	0
V/C Ratio(X)		0.46	0.74		0.80	0.85		0.74	0.00	0.92	0.14	0.00
Avail Cap(c_a), veh/h		186	877		474	994		453	0	393	389	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		35.8	29.2	0.0	31.1	25.2	0.0	25.3	0.0	26.8	23.6	0.0
Incr Delay (d2), s/veh		10.5	1.8	0.0	9.3	7.0	0.0	10.4	0.0	29.0	0.7	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
%ile BackOfQ(50%),veh/ln		0.3	3.6	0.0	3.6	7.4	0.0	6.4	0.0	8.9	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		46.3	31.1	0.0	40.4	32.1	0.0	35.7	0.0	55.7	24.3	0.0
LnGrp LOS		D	C		D	C		D	A	E	C	A
Approach Vol, veh/h			447	A		1199	A		696			66
Approach Delay, s/veh			31.6			34.6			46.1			24.1
Approach LOS			C			C			D			C

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	14.0	16.5	20.0	5.7	24.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	10.0	18.0	15.5	7.6	20.4
Max Q Clear Time (g_c+I1), s	18.5	9.4	10.5	3.7	2.6	18.3
Green Ext Time (p_c), s	0.0	0.1	1.1	0.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	19
Future Volume (veh/h)	19
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	13
Peak Hour Factor	0.92
Percent Heavy Veh, %	1
Cap, veh/h	328
Arrive On Green	0.21
Sat Flow, veh/h	1558
Grp Volume(v), veh/h	13
Grp Sat Flow(s),veh/h/ln	1558
Q Serve(g_s), s	0.5
Cycle Q Clear(g_c), s	0.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	328
V/C Ratio(X)	0.04
Avail Cap(c_a), veh/h	328
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	23.1
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	23.3
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	569	7	2	1032	11	16
Future Vol, veh/h	569	7	2	1032	11	16
Conflicting Peds, #/hr	0	3	3	0	3	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	593	7	2	1075	11	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	603	0	1145	306
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	984	-	196	696
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	982	-	195	693
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	549	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	982	-
HCM Lane V/C Ratio	0.059	-	-	0.002	-
HCM Control Delay (s)	13	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

02-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	126	1610	0	8	3	549	59	0	0	1	47
Future Volume (veh/h)	2	126	1610	0	8	3	549	59	0	0	1	47
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.97	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		130	1660	0		3	566	56	0	0	1	48
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		171	1757	0		7	1316	130	0	0	460	530
Arrive On Green		0.09	0.49	0.00		0.00	0.40	0.40	0.00	0.00	0.29	0.29
Sat Flow, veh/h		1810	3647	0		1810	3254	321	0	0	1570	1431
Grp Volume(v), veh/h		130	1660	0		3	308	314	0	0	1	48
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1799	0	0	1570	1431
Q Serve(g_s), s		4.5	28.7	0.0		0.1	8.1	8.2	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s		4.5	28.7	0.0		0.1	8.1	8.2	0.0	0.0	0.0	1.6
Prop In Lane		1.00		0.00		1.00		0.18	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		171	1757	0		7	718	727	0	0	460	530
V/C Ratio(X)		0.76	0.94	0.00		0.41	0.43	0.43	0.00	0.00	0.00	0.09
Avail Cap(c_a), veh/h		544	1782	0		140	718	727	0	0	460	530
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		28.6	15.5	0.0		32.2	13.9	13.9	0.0	0.0	16.2	16.8
Incr Delay (d2), s/veh		6.9	10.9	0.0		32.6	0.4	0.4	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.2	12.2	0.0		0.1	3.0	3.0	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		35.5	26.4	0.0		64.8	14.3	14.3	0.0	0.0	16.2	17.1
LnGrp LOS		D	C	A		E	B	B	A	A	B	B
Approach Vol, veh/h			1790				625			1		
Approach Delay, s/veh			27.1				14.6			16.2		
Approach LOS			C				B			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.5	4.8	36.6	23.5	10.6	30.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	5.0	32.5	19.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	2.0	2.1	30.7	3.6	6.5	10.2
Green Ext Time (p_c), s	0.0	0.0	1.3	0.2	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	78
Future Volume (veh/h)	0	78
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	54
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	0	0
Cap, veh/h	0	460
Arrive On Green	0.00	0.29
Sat Flow, veh/h	0	1570
Grp Volume(v), veh/h	0	54
Grp Sat Flow(s),veh/h/ln	0	1570
Q Serve(g_s), s	0.0	1.6
Cycle Q Clear(g_c), s	0.0	1.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	460
V/C Ratio(X)	0.00	0.12
Avail Cap(c_a), veh/h	0	460
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8
Incr Delay (d2), s/veh	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	17.3
LnGrp LOS	A	B
Approach Vol, veh/h	102	
Approach Delay, s/veh	17.2	
Approach LOS	B	
Timer - Assigned Phs		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	28	18	1187	351	351	404	8	190	10	246	19	40
Future Volume (veh/h)	28	18	1187	351	351	404	8	190	10	246	19	40
Initial Q (Qb), veh		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		0.79	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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		18	1211	0	358	412	0	194	10	123	19	41
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		35	1251		427	1619		324	17	238	92	199
Arrive On Green		0.02	0.35	0.00	0.12	0.45	0.00	0.19	0.19	0.19	0.16	0.16
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1711	88	1259	588	1268
Grp Volume(v), veh/h		18	1211	0	358	412	0	204	0	123	60	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1800	0	1259	1856	0
Q Serve(g_s), s		1.0	32.9	0.0	9.9	7.0	0.0	10.2	0.0	8.7	2.8	0.0
Cycle Q Clear(g_c), s		1.0	32.9	0.0	9.9	7.0	0.0	10.2	0.0	8.7	2.8	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.95		1.00	0.32	
Lane Grp Cap(c), veh/h		35	1251		427	1619		341	0	238	291	0
V/C Ratio(X)		0.51	0.97		0.84	0.25		0.60	0.00	0.52	0.21	0.00
Avail Cap(c_a), veh/h		169	1251		469	1619		341	0	238	291	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		48.0	31.6	0.0	42.4	16.8	0.0	36.6	0.0	36.0	36.3	0.0
Incr Delay (d2), s/veh		10.8	18.3	0.0	11.8	0.1	0.0	7.6	0.0	7.8	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
%ile BackOfQ(50%),veh/ln		0.5	16.8	0.0	4.9	2.8	0.0	5.2	0.0	3.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		58.8	49.9	0.0	54.2	16.8	0.0	44.2	0.0	43.8	37.9	0.0
LnGrp LOS		E	D		D	B		D	A	D	D	A
Approach Vol, veh/h			1229	A		770	A		327			110
Approach Delay, s/veh			50.1			34.2			44.0			38.1
Approach LOS			D			C			D			D

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	23.2	16.6	39.0		20.0	6.4	49.2
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	18.7	13.3	34.5		15.5	9.3	38.5
Max Q Clear Time (g_c+I1), s	12.2	11.9	34.9		4.9	3.0	9.0
Green Ext Time (p_c), s	0.6	0.2	0.0		0.2	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	56
Future Volume (veh/h)	56
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.94
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	50
Peak Hour Factor	0.98
Percent Heavy Veh, %	1
Cap, veh/h	236
Arrive On Green	0.16
Sat Flow, veh/h	1504
Grp Volume(v), veh/h	50
Grp Sat Flow(s),veh/h/ln	1504
Q Serve(g_s), s	2.9
Cycle Q Clear(g_c), s	2.9
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	236
V/C Ratio(X)	0.21
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	36.3
Incr Delay (d2), s/veh	2.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	38.4
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1572	17	2	7	582	7	11
Future Vol, veh/h	1572	17	2	7	582	7	11
Conflicting Peds, #/hr	0	4	0	4	0	4	4
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	-	0	1	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	99	99	92	99	99	99	99
Heavy Vehicles, %	2	0	2	0	2	0	0
Mvmt Flow	1588	17	2	7	588	7	11

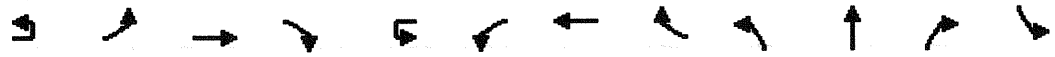
Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	1605	1609	0	1917	811
Stage 1	-	-	-	-	-	1601	-
Stage 2	-	-	-	-	-	316	-
Critical Hdwy	-	-	6.44	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.52	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	135	411	-	61	327
Stage 1	-	-	-	-	-	154	-
Stage 2	-	-	-	-	-	718	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	272	272	-	59	325
Mov Cap-2 Maneuver	-	-	-	-	-	129	-
Stage 1	-	-	-	-	-	154	-
Stage 2	-	-	-	-	-	692	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	204	-	-	272	-
HCM Lane V/C Ratio	0.089	-	-	0.034	-
HCM Control Delay (s)	24.4	-	-	18.7	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

04-11-2019



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	58	486	0	8	2	978	25	0	0	2	28
Future Volume (veh/h)	2	58	486	0	8	2	978	25	0	0	2	28
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		64	534	-22		2	1075	16	0	0	2	31
Peak Hour Factor		0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		103	1480	0		5	1298	19	0	0	528	610
Arrive On Green		0.06	0.42	0.00		0.00	0.36	0.36	0.00	0.00	0.34	0.34
Sat Flow, veh/h		1810	3647	0		1810	3582	53	0	0	1572	1429
Grp Volume(v), veh/h		64	512	0		2	533	558	0	0	2	31
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1858	0	0	1573	1429
Q Serve(g_s), s		1.9	5.4	0.0		0.1	15.1	15.1	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s		1.9	5.4	0.0		0.1	15.1	15.1	0.0	0.0	0.0	0.9
Prop In Lane		1.00		0.00		1.00		0.03	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		103	1480	0		5	644	674	0	0	528	610
V/C Ratio(X)		0.62	0.35	0.00		0.40	0.83	0.83	0.00	0.00	0.00	0.05
Avail Cap(c_a), veh/h		411	2129	0		164	822	860	0	0	528	610
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		25.4	11.0	0.0		27.4	16.0	16.0	0.0	0.0	12.2	12.5
Incr Delay (d2), s/veh		6.1	0.1	0.0		45.5	5.6	5.4	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.9	1.8	0.0		0.1	6.2	6.4	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		31.5	11.1	0.0		73.0	21.6	21.4	0.0	0.0	12.2	12.6
LnGrp LOS		C	B	A		E	C	C	A	A	B	B
Approach Vol, veh/h			576				1093			2		
Approach Delay, s/veh			13.4				21.6			12.2		
Approach LOS			B				C			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	4.7	27.4	23.0	7.6	24.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	5.0	33.0	18.5	12.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	2.1	7.4	3.5	3.9	17.1
Green Ext Time (p_c), s	0.0	0.0	2.1	0.2	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	107
Future Volume (veh/h)	0	107
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	63
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	0	0
Cap, veh/h	0	528
Arrive On Green	0.00	0.34
Sat Flow, veh/h	0	1572
Grp Volume(v), veh/h	0	63
Grp Sat Flow(s),veh/h/ln	0	1572
Q Serve(g_s), s	0.0	1.5
Cycle Q Clear(g_c), s	0.0	1.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	528
V/C Ratio(X)	0.00	0.12
Avail Cap(c_a), veh/h	0	528
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.7
Incr Delay (d2), s/veh	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	13.1
LnGrp LOS	A	B
Approach Vol, veh/h	94	
Approach Delay, s/veh	13.0	
Approach LOS	B	
Timer - Assigned Phs		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	7	12	359	177	298	693	9	264	11	410	19	25
Future Volume (veh/h)	7	12	359	177	298	693	9	264	11	410	19	25
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		13	395	0	327	762	0	290	12	314	21	27
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		29	555		422	932		445	18	402	174	224
Arrive On Green		0.02	0.15	0.00	0.12	0.26	0.00	0.26	0.26	0.26	0.22	0.22
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1727	71	1562	807	1038
Grp Volume(v), veh/h		13	395	0	327	762	0	302	0	314	48	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1799	0	1562	1845	0
Q Serve(g_s), s		0.5	7.5	0.0	6.5	14.4	0.0	10.8	0.0	13.4	1.5	0.0
Cycle Q Clear(g_c), s		0.5	7.5	0.0	6.5	14.4	0.0	10.8	0.0	13.4	1.5	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.96		1.00	0.44	
Lane Grp Cap(c), veh/h		29	555		422	932		463	0	402	398	0
V/C Ratio(X)		0.46	0.71		0.78	0.82		0.65	0.00	0.78	0.12	0.00
Avail Cap(c_a), veh/h		190	898		485	1017		463	0	402	398	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		35.0	28.8	0.0	30.6	25.0	0.0	23.8	0.0	24.8	22.7	0.0
Incr Delay (d2), s/veh		10.9	1.7	0.0	6.8	5.0	0.0	7.0	0.0	14.0	0.6	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
%ile BackOfQ(50%),veh/ln		0.3	3.2	0.0	3.0	6.4	0.0	5.2	0.0	6.2	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		45.9	30.5	0.0	37.4	29.9	0.0	30.8	0.0	38.7	23.3	0.0
LnGrp LOS		D	C		D	C		C	A	D	C	A
Approach Vol, veh/h			408	A		1089	A		616			59
Approach Delay, s/veh			31.0			32.2			34.8			23.1
Approach LOS			C			C			C			C

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	13.2	15.6	20.0	5.6	23.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	10.0	18.0	15.5	7.6	20.4
Max Q Clear Time (g_c+I1), s	15.4	8.5	9.5	3.5	2.5	16.4
Green Ext Time (p_c), s	0.7	0.2	1.0	0.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (veh/h)	17
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	11
Peak Hour Factor	0.91
Percent Heavy Veh, %	1
Cap, veh/h	336
Arrive On Green	0.22
Sat Flow, veh/h	1558
Grp Volume(v), veh/h	11
Grp Sat Flow(s),veh/h/ln	1558
Q Serve(g_s), s	0.4
Cycle Q Clear(g_c), s	0.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	336
V/C Ratio(X)	0.03
Avail Cap(c_a), veh/h	336
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	22.2
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	22.4
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	2	514	6	2	929	10	14
Future Vol, veh/h	2	514	6	2	929	10	14
Conflicting Peds, #/hr	0	0	3	3	0	3	3
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	0	-	-	50	-	0	-
Veh in Median Storage, #	-	0	-	-	0	1	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	96	96	96	96	96	96
Heavy Vehicles, %	2	2	0	0	2	0	0
Mvmt Flow	2	535	6	2	968	10	15

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	968	0	0	544	0	1036	277
Stage 1	-	-	-	-	-	545	-
Stage 2	-	-	-	-	-	491	-
Critical Hdwy	6.44	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	5.8	-
Follow-up Hdwy	2.52	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	348	-	-	1035	-	231	726
Stage 1	-	-	-	-	-	551	-
Stage 2	-	-	-	-	-	586	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	348	-	-	1032	-	228	722
Mov Cap-2 Maneuver	-	-	-	-	-	361	-
Stage 1	-	-	-	-	-	547	-
Stage 2	-	-	-	-	-	584	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	348	-	-	1032	-
HCM Lane V/C Ratio	0.049	0.006	-	-	0.002	-
HCM Control Delay (s)	12.4	15.4	-	-	8.5	-
HCM Lane LOS	B	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	516	11	0	941	0	6
Future Vol, veh/h	516	11	0	941	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	1	1	2	1	1
Mvmt Flow	567	12	0	1034	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	290
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	710
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	710
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	710	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	10.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	113	1449	0	11	3	498	53	0	0	1	42
Future Volume (veh/h)	2	113	1449	0	11	3	498	53	0	0	1	42
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		118	1509	0		3	519	50	0	0	1	44
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		156	1696	0		7	1290	124	0	0	476	549
Arrive On Green		0.09	0.48	0.00		0.00	0.40	0.40	0.00	0.00	0.30	0.30
Sat Flow, veh/h		1810	3647	0		1810	3264	313	0	0	1570	1431
Grp Volume(v), veh/h		118	1509	0		3	282	287	0	0	1	44
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1800	0	0	1571	1431
Q Serve(g_s), s		4.0	24.2	0.0		0.1	7.1	7.2	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s		4.0	24.2	0.0		0.1	7.1	7.2	0.0	0.0	0.0	1.4
Prop In Lane		1.00		0.00		1.00		0.17	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		156	1696	0		7	702	712	0	0	476	549
V/C Ratio(X)		0.76	0.89	0.00		0.41	0.40	0.40	0.00	0.00	0.00	0.08
Avail Cap(c_a), veh/h		563	1843	0		144	702	712	0	0	476	549
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		28.0	14.9	0.0		31.1	13.6	13.6	0.0	0.0	15.2	15.7
Incr Delay (d2), s/veh		7.3	5.5	0.0		32.6	0.4	0.4	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	9.4	0.0		0.1	2.6	2.7	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		35.3	20.4	0.0		63.7	14.0	14.0	0.0	0.0	15.2	16.0
LnGrp LOS		D	C	A		E	B	B	A	A	B	B
Approach Vol, veh/h			1627				572			1		
Approach Delay, s/veh			21.5				14.3			15.2		
Approach LOS			C				B			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.5	4.8	34.4	23.5	9.9	29.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	5.0	32.5	19.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	2.0	2.1	26.2	3.4	6.0	9.2
Green Ext Time (p_c), s	0.0	0.0	3.7	0.2	0.2	1.4

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	70
Future Volume (veh/h)	0	70
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	47
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	0	476
Arrive On Green	0.00	0.30
Sat Flow, veh/h	0	1571
Grp Volume(v), veh/h	0	47
Grp Sat Flow(s),veh/h/ln	0	1571
Q Serve(g_s), s	0.0	1.3
Cycle Q Clear(g_c), s	0.0	1.3
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	476
V/C Ratio(X)	0.00	0.10
Avail Cap(c_a), veh/h	0	476
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.7
Incr Delay (d2), s/veh	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	16.1
LnGrp LOS	A	B
Approach Vol, veh/h	91	
Approach Delay, s/veh	16.0	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
7: Park Ave & Soquel Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	25	16	1068	319	315	364	7	172	9	221	17	36
Future Volume (veh/h)	25	16	1068	319	315	364	7	172	9	221	17	36
Initial Q (Qb), veh		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		0.80	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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		16	1090	0	321	371	0	176	9	98	17	37
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		33	1202		397	1546		338	17	251	95	208
Arrive On Green		0.02	0.34	0.00	0.11	0.43	0.00	0.20	0.20	0.20	0.16	0.16
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1712	88	1272	584	1272
Grp Volume(v), veh/h		16	1090	0	321	371	0	185	0	98	54	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1800	0	1272	1856	0
Q Serve(g_s), s		0.8	27.6	0.0	8.5	6.2	0.0	8.7	0.0	6.4	2.4	0.0
Cycle Q Clear(g_c), s		0.8	27.6	0.0	8.5	6.2	0.0	8.7	0.0	6.4	2.4	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.95		1.00	0.31	
Lane Grp Cap(c), veh/h		33	1202		397	1546		355	0	251	303	0
V/C Ratio(X)		0.49	0.91		0.81	0.24		0.52	0.00	0.39	0.18	0.00
Avail Cap(c_a), veh/h		176	1303		488	1546		355	0	251	303	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		46.1	30.1	0.0	41.0	17.1	0.0	34.1	0.0	33.1	34.2	0.0
Incr Delay (d2), s/veh		11.0	8.9	0.0	8.1	0.1	0.0	5.4	0.0	4.5	1.3	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
%ile BackOfQ(50%),veh/ln		0.5	12.9	0.0	4.1	2.5	0.0	4.3	0.0	2.2	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		57.1	39.0	0.0	49.1	17.2	0.0	39.5	0.0	37.6	35.5	0.0
LnGrp LOS		E	D		D	B		D	A	D	D	A
Approach Vol, veh/h			1106	A		692	A		283			98
Approach Delay, s/veh			39.3			32.0			38.8			35.6
Approach LOS			D			C			D			D

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	23.2	15.3	36.3		20.0	6.2	45.4
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	18.7	13.3	34.5		15.5	9.3	38.5
Max Q Clear Time (g_c+I1), s	10.7	10.5	29.6		4.4	2.8	8.2
Green Ext Time (p_c), s	0.6	0.3	2.3		0.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	50
Future Volume (veh/h)	50
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.94
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	44
Peak Hour Factor	0.98
Percent Heavy Veh, %	1
Cap, veh/h	246
Arrive On Green	0.16
Sat Flow, veh/h	1507
Grp Volume(v), veh/h	44
Grp Sat Flow(s),veh/h/ln	1507
Q Serve(g_s), s	2.4
Cycle Q Clear(g_c), s	2.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	246
V/C Ratio(X)	0.18
Avail Cap(c_a), veh/h	246
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	34.2
Incr Delay (d2), s/veh	1.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	35.8
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Vol, veh/h	6	1418	15	2	6	526	6	10
Future Vol, veh/h	6	1418	15	2	6	526	6	10
Conflicting Peds, #/hr	0	0	4	0	4	0	4	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	50	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	1	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	99	99	92	99	99	99	99
Heavy Vehicles, %	2	2	0	2	0	2	0	0
Mvmt Flow	7	1432	15	2	6	531	6	10

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	531	0	0	1447	1451	0	1744	732
Stage 1	-	-	-	-	-	-	1458	-
Stage 2	-	-	-	-	-	-	286	-
Critical Hdwy	6.44	-	-	6.44	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	-
Follow-up Hdwy	2.52	-	-	2.52	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	662	-	-	171	473	-	79	368
Stage 1	-	-	-	-	-	-	184	-
Stage 2	-	-	-	-	-	-	743	-
Platoon blocked, %		-	-			-		
Mov Cap-1 Maneuver	662	-	-	317	317	-	76	366
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	-
Stage 1	-	-	-	-	-	-	181	-
Stage 2	-	-	-	-	-	-	722	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	240	662	-	-	317	-
HCM Lane V/C Ratio	0.067	0.01	-	-	0.026	-
HCM Control Delay (s)	21.1	10.5	-	-	16.7	-
HCM Lane LOS	C	B	-	-	C	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1425	9	0	538	0	14
Future Vol, veh/h	1425	9	0	538	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1566	10	0	591	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	788
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	334
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	334
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	334	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-
HCM Control Delay (s)	16.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	59	493	0	8	2	992	25	0	0	2	28
Future Volume (veh/h)	2	59	493	0	8	2	992	25	0	0	2	28
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		65	542	-22		2	1090	16	0	0	2	31
Peak Hour Factor		0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		103	1492	0		5	1310	19	0	0	525	607
Arrive On Green		0.06	0.42	0.00		0.00	0.37	0.37	0.00	0.00	0.33	0.33
Sat Flow, veh/h		1810	3647	0		1810	3583	53	0	0	1572	1429
Grp Volume(v), veh/h		65	520	0		2	541	565	0	0	2	31
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1858	0	0	1572	1429
Q Serve(g_s), s		1.9	5.5	0.0		0.1	15.4	15.4	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s		1.9	5.5	0.0		0.1	15.4	15.4	0.0	0.0	0.0	0.9
Prop In Lane		1.00		0.00		1.00		0.03	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		103	1492	0		5	650	679	0	0	525	607
V/C Ratio(X)		0.63	0.35	0.00		0.40	0.83	0.83	0.00	0.00	0.00	0.05
Avail Cap(c_a), veh/h		408	2116	0		163	818	855	0	0	525	607
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		25.6	10.9	0.0		27.6	16.0	16.0	0.0	0.0	12.3	12.6
Incr Delay (d2), s/veh		6.2	0.1	0.0		45.5	6.0	5.7	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	1.9	0.0		0.1	6.4	6.6	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		31.7	11.1	0.0		73.1	22.0	21.8	0.0	0.0	12.3	12.8
LnGrp LOS		C	B	A		E	C	C	A	A	B	B
Approach Vol, veh/h			585				1108			2		
Approach Delay, s/veh			13.4				22.0			12.3		
Approach LOS			B				C			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	4.7	27.8	23.0	7.7	24.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	5.0	33.0	18.5	12.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	2.1	7.5	3.6	3.9	17.4
Green Ext Time (p_c), s	0.0	0.0	2.1	0.2	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	109
Future Volume (veh/h)	0	109
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	65
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	0	0
Cap, veh/h	0	525
Arrive On Green	0.00	0.33
Sat Flow, veh/h	0	1572
Grp Volume(v), veh/h	0	65
Grp Sat Flow(s),veh/h/ln	0	1572
Q Serve(g_s), s	0.0	1.6
Cycle Q Clear(g_c), s	0.0	1.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	525
V/C Ratio(X)	0.00	0.12
Avail Cap(c_a), veh/h	0	525
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.8
Incr Delay (d2), s/veh	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	13.3
LnGrp LOS	A	B
Approach Vol, veh/h	96	
Approach Delay, s/veh	13.1	
Approach LOS	B	
Timer - Assigned Phs		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	7	12	364	180	302	703	9	268	11	416	19	25
Future Volume (veh/h)	7	12	364	180	302	703	9	268	11	416	19	25
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		13	400	0	332	773	0	295	12	320	21	27
Peak Hour Factor		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		29	559		426	940		444	18	401	174	223
Arrive On Green		0.02	0.16	0.00	0.12	0.26	0.00	0.26	0.26	0.26	0.22	0.22
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1728	70	1562	807	1038
Grp Volume(v), veh/h		13	400	0	332	773	0	307	0	320	48	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1799	0	1562	1845	0
Q Serve(g_s), s		0.5	7.6	0.0	6.7	14.6	0.0	11.0	0.0	13.8	1.5	0.0
Cycle Q Clear(g_c), s		0.5	7.6	0.0	6.7	14.6	0.0	11.0	0.0	13.8	1.5	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.96		1.00	0.44	
Lane Grp Cap(c), veh/h		29	559		426	940		462	0	401	397	0
V/C Ratio(X)		0.46	0.72		0.78	0.82		0.66	0.00	0.80	0.12	0.00
Avail Cap(c_a), veh/h		189	895		483	1014		462	0	401	397	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		35.1	28.9	0.0	30.7	25.0	0.0	24.0	0.0	25.0	22.8	0.0
Incr Delay (d2), s/veh		10.9	1.7	0.0	7.1	5.2	0.0	7.4	0.0	15.2	0.6	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
%ile BackOfQ(50%),veh/ln		0.3	3.3	0.0	3.1	6.5	0.0	5.4	0.0	6.5	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		46.1	30.6	0.0	37.8	30.2	0.0	31.4	0.0	40.2	23.4	0.0
LnGrp LOS		D	C		D	C		C	A	D	C	A
Approach Vol, veh/h			413	A		1105	A		627			59
Approach Delay, s/veh			31.1			32.5			35.9			23.3
Approach LOS			C			C			D			C

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	23.0	13.3	15.7		20.0	5.6	23.4					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	18.5	10.0	18.0		15.5	7.6	20.4					
Max Q Clear Time (g_c+I1), s	15.8	8.7	9.6		3.5	2.5	16.6					
Green Ext Time (p_c), s	0.7	0.2	1.0		0.1	0.0	1.3					

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (veh/h)	17
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	11
Peak Hour Factor	0.91
Percent Heavy Veh, %	1
Cap, veh/h	335
Arrive On Green	0.22
Sat Flow, veh/h	1558
Grp Volume(v), veh/h	11
Grp Sat Flow(s),veh/h/ln	1558
Q Serve(g_s), s	0.4
Cycle Q Clear(g_c), s	0.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	335
V/C Ratio(X)	0.03
Avail Cap(c_a), veh/h	335
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	22.4
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	22.5
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.2

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	2	521	6	2	942	10	14
Future Vol, veh/h	2	521	6	2	942	10	14
Conflicting Peds, #/hr	0	0	3	3	0	3	3
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	0	-	-	50	-	0	-
Veh in Median Storage, #	-	0	-	-	0	1	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	96	96	96	96	96	96
Heavy Vehicles, %	2	2	0	0	2	0	0
Mvmt Flow	2	543	6	2	981	10	15

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	981	0	0	552	0	1051	281
Stage 1	-	-	-	-	-	553	-
Stage 2	-	-	-	-	-	498	-
Critical Hdwy	6.44	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	5.8	-
Follow-up Hdwy	2.52	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	341	-	-	1028	-	226	722
Stage 1	-	-	-	-	-	546	-
Stage 2	-	-	-	-	-	582	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	341	-	-	1025	-	223	718
Mov Cap-2 Maneuver	-	-	-	-	-	357	-
Stage 1	-	-	-	-	-	542	-
Stage 2	-	-	-	-	-	580	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	341	-	-	1025	-
HCM Lane V/C Ratio	0.05	0.006	-	-	0.002	-
HCM Control Delay (s)	12.5	15.6	-	-	8.5	-
HCM Lane LOS	B	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	523	11	0	954	0	6
Future Vol, veh/h	523	11	0	954	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	575	12	0	1048	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	294
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	702
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	702
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	702	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	115	1470	0	11	3	505	54	0	0	1	43
Future Volume (veh/h)	2	115	1470	0	11	3	505	54	0	0	1	43
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		120	1531	0		3	526	51	0	0	1	45
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		158	1707	0		7	1295	125	0	0	473	545
Arrive On Green		0.09	0.48	0.00		0.00	0.40	0.40	0.00	0.00	0.30	0.30
Sat Flow, veh/h		1810	3647	0		1810	3261	315	0	0	1570	1431
Grp Volume(v), veh/h		120	1531	0		3	286	291	0	0	1	45
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1800	0	0	1570	1431
Q Serve(g_s), s		4.1	24.8	0.0		0.1	7.3	7.3	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s		4.1	24.8	0.0		0.1	7.3	7.3	0.0	0.0	0.0	1.5
Prop In Lane		1.00		0.00		1.00		0.18	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		158	1707	0		7	705	714	0	0	473	545
V/C Ratio(X)		0.76	0.90	0.00		0.41	0.41	0.41	0.00	0.00	0.00	0.08
Avail Cap(c_a), veh/h		560	1832	0		144	705	714	0	0	473	545
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		28.1	15.0	0.0		31.3	13.7	13.7	0.0	0.0	15.4	15.9
Incr Delay (d2), s/veh		7.2	6.0	0.0		32.6	0.4	0.4	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.0	9.7	0.0		0.1	2.7	2.7	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		35.3	21.0	0.0		63.9	14.0	14.0	0.0	0.0	15.4	16.2
LnGrp LOS		D	C	A		E	B	B	A	A	B	B
Approach Vol, veh/h			1651				580			1		
Approach Delay, s/veh			22.0				14.3			15.4		
Approach LOS			C				B			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.5	4.8	34.8	23.5	10.0	29.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	5.0	32.5	19.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	2.0	2.1	26.8	3.5	6.1	9.3
Green Ext Time (p_c), s	0.0	0.0	3.5	0.2	0.2	1.4

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	71
Future Volume (veh/h)	0	71
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	48
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	0	473
Arrive On Green	0.00	0.30
Sat Flow, veh/h	0	1570
Grp Volume(v), veh/h	0	48
Grp Sat Flow(s),veh/h/ln	0	1570
Q Serve(g_s), s	0.0	1.4
Cycle Q Clear(g_c), s	0.0	1.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	473
V/C Ratio(X)	0.00	0.10
Avail Cap(c_a), veh/h	0	473
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.9
Incr Delay (d2), s/veh	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	16.3
LnGrp LOS	A	B
Approach Vol, veh/h	93	
Approach Delay, s/veh	16.2	
Approach LOS	B	
Timer - Assigned Phs		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	25	16	1083	324	320	369	7	174	9	224	17	36
Future Volume (veh/h)	25	16	1083	324	320	369	7	174	9	224	17	36
Initial Q (Qb), veh		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		0.79	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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		16	1105	0	327	377	0	178	9	101	17	37
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		33	1210		402	1559		335	17	249	95	206
Arrive On Green		0.02	0.34	0.00	0.12	0.44	0.00	0.20	0.20	0.20	0.16	0.16
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1713	87	1270	584	1272
Grp Volume(v), veh/h		16	1105	0	327	377	0	187	0	101	54	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1800	0	1270	1856	0
Q Serve(g_s), s		0.8	28.2	0.0	8.8	6.3	0.0	8.9	0.0	6.6	2.4	0.0
Cycle Q Clear(g_c), s		0.8	28.2	0.0	8.8	6.3	0.0	8.9	0.0	6.6	2.4	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.95		1.00	0.31	
Lane Grp Cap(c), veh/h		33	1210		402	1559		352	0	249	301	0
V/C Ratio(X)		0.49	0.91		0.81	0.24		0.53	0.00	0.41	0.18	0.00
Avail Cap(c_a), veh/h		175	1294		485	1559		352	0	249	301	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		46.4	30.3	0.0	41.2	17.0	0.0	34.5	0.0	33.5	34.5	0.0
Incr Delay (d2), s/veh		11.1	9.7	0.0	8.6	0.1	0.0	5.6	0.0	4.9	1.3	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
%ile BackOfQ(50%),veh/ln		0.5	13.3	0.0	4.2	2.6	0.0	4.4	0.0	2.4	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		57.5	39.9	0.0	49.9	17.1	0.0	40.1	0.0	38.4	35.8	0.0
LnGrp LOS		E	D		D	B		D	A	D	D	A
Approach Vol, veh/h			1121	A		704	A		288			99
Approach Delay, s/veh			40.2			32.3			39.5			36.0
Approach LOS			D			C			D			D

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	23.2	15.5	36.8		20.0	6.2	46.1
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	18.7	13.3	34.5		15.5	9.3	38.5
Max Q Clear Time (g_c+I1), s	10.9	10.8	30.2		4.5	2.8	8.3
Green Ext Time (p_c), s	0.6	0.3	2.1		0.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	51
Future Volume (veh/h)	51
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.94
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	45
Peak Hour Factor	0.98
Percent Heavy Veh, %	1
Cap, veh/h	244
Arrive On Green	0.16
Sat Flow, veh/h	1506
Grp Volume(v), veh/h	45
Grp Sat Flow(s),veh/h/ln	1506
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	244
V/C Ratio(X)	0.18
Avail Cap(c_a), veh/h	244
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	34.5
Incr Delay (d2), s/veh	1.7
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	36.2
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Vol, veh/h	6	1438	15	2	6	534	6	10
Future Vol, veh/h	6	1438	15	2	6	534	6	10
Conflicting Peds, #/hr	0	0	4	0	4	0	4	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	50	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	1	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	99	99	92	99	99	99	99
Heavy Vehicles, %	2	2	0	2	0	2	0	0
Mvmt Flow	7	1453	15	2	6	539	6	10

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	539	0	0	1468	1472	0	1769	742
Stage 1	-	-	-	-	-	-	1479	-
Stage 2	-	-	-	-	-	-	290	-
Critical Hdwy	6.44	-	-	6.44	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	-
Follow-up Hdwy	2.52	-	-	2.52	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	654	-	-	165	464	-	76	363
Stage 1	-	-	-	-	-	-	179	-
Stage 2	-	-	-	-	-	-	740	-
Platoon blocked, %		-	-			-		
Mov Cap-1 Maneuver	654	-	-	308	308	-	73	361
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	-
Stage 1	-	-	-	-	-	-	176	-
Stage 2	-	-	-	-	-	-	719	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	234	654	-	-	308	-
HCM Lane V/C Ratio	0.069	0.01	-	-	0.027	-
HCM Control Delay (s)	21.5	10.6	-	-	17	-
HCM Lane LOS	C	B	-	-	C	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1445	11	0	546	0	14
Future Vol, veh/h	1445	11	0	546	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1588	12	0	600	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	800
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	328
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	328
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	328	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-
HCM Control Delay (s)	16.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	65	541	0	8	2	1090	28	0	0	2	31
Future Volume (veh/h)	2	65	541	0	8	2	1090	28	0	0	2	31
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.98	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		71	588	-22		2	1185	19	0	0	2	34
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		107	1567	0		5	1376	22	0	0	505	584
Arrive On Green		0.06	0.44	0.00		0.00	0.38	0.38	0.00	0.00	0.32	0.32
Sat Flow, veh/h		1810	3647	0		1810	3577	57	0	0	1572	1428
Grp Volume(v), veh/h		71	566	0		2	589	615	0	0	2	34
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1857	0	0	1572	1428
Q Serve(g_s), s		2.2	6.1	0.0		0.1	17.5	17.5	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s		2.2	6.1	0.0		0.1	17.5	17.5	0.0	0.0	0.0	1.0
Prop In Lane		1.00		0.00		1.00		0.03	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		107	1567	0		5	684	715	0	0	505	584
V/C Ratio(X)		0.67	0.36	0.00		0.40	0.86	0.86	0.00	0.00	0.00	0.06
Avail Cap(c_a), veh/h		393	2039	0		157	788	823	0	0	505	584
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		26.5	10.7	0.0		28.6	16.3	16.3	0.0	0.0	13.3	13.6
Incr Delay (d2), s/veh		6.9	0.1	0.0		45.6	8.6	8.3	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.1	2.0	0.0		0.1	7.7	8.0	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		33.4	10.8	0.0		74.2	24.9	24.6	0.0	0.0	13.3	13.8
LnGrp LOS		C	B	A		E	C	C	A	A	B	B
Approach Vol, veh/h			637				1206			2		
Approach Delay, s/veh			13.4				24.8			13.3		
Approach LOS			B				C			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	4.7	29.9	23.0	7.9	26.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	5.0	33.0	18.5	12.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	2.1	8.1	4.0	4.2	19.5
Green Ext Time (p_c), s	0.0	0.0	2.3	0.2	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	119
Future Volume (veh/h)	0	119
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	75
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	0	0
Cap, veh/h	0	505
Arrive On Green	0.00	0.32
Sat Flow, veh/h	0	1572
Grp Volume(v), veh/h	0	75
Grp Sat Flow(s),veh/h/ln	0	1572
Q Serve(g_s), s	0.0	2.0
Cycle Q Clear(g_c), s	0.0	2.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	505
V/C Ratio(X)	0.00	0.15
Avail Cap(c_a), veh/h	0	505
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.9
Incr Delay (d2), s/veh	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	14.5
LnGrp LOS	A	B
Approach Vol, veh/h	109	
Approach Delay, s/veh	14.3	
Approach LOS	B	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
7: Park Ave & Soquel Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	13	400	197	332	773	10	298	12	457	21	28
Future Volume (veh/h)	8	13	400	197	332	773	10	298	12	457	21	28
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		14	435	0	361	840	0	324	13	361	23	30
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		30	588		449	990		435	17	393	169	220
Arrive On Green		0.02	0.16	0.00	0.13	0.28	0.00	0.25	0.25	0.25	0.21	0.21
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1729	69	1561	801	1044
Grp Volume(v), veh/h		14	435	0	361	840	0	337	0	361	53	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1799	0	1561	1845	0
Q Serve(g_s), s		0.6	8.5	0.0	7.4	16.3	0.0	12.7	0.0	16.6	1.7	0.0
Cycle Q Clear(g_c), s		0.6	8.5	0.0	7.4	16.3	0.0	12.7	0.0	16.6	1.7	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.96		1.00	0.43	
Lane Grp Cap(c), veh/h		30	588		449	990		452	0	393	389	0
V/C Ratio(X)		0.46	0.74		0.80	0.85		0.75	0.00	0.92	0.14	0.00
Avail Cap(c_a), veh/h		185	876		473	993		452	0	393	389	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		35.8	29.2	0.0	31.1	25.2	0.0	25.4	0.0	26.8	23.6	0.0
Incr Delay (d2), s/veh		10.5	1.8	0.0	9.3	7.0	0.0	10.6	0.0	29.1	0.7	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
%ile BackOfQ(50%),veh/ln		0.3	3.6	0.0	3.6	7.5	0.0	6.5	0.0	9.0	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		46.3	31.1	0.0	40.5	32.2	0.0	36.0	0.0	55.9	24.3	0.0
LnGrp LOS		D	C		D	C		D	A	E	C	A
Approach Vol, veh/h			449	A		1201	A		698			66
Approach Delay, s/veh			31.6			34.7			46.3			24.1
Approach LOS			C			C			D			C

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	23.0	14.0	16.6		20.0	5.7	24.8					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	18.5	10.0	18.0		15.5	7.6	20.4					
Max Q Clear Time (g_c+I1), s	18.6	9.4	10.5		3.7	2.6	18.3					
Green Ext Time (p_c), s	0.0	0.1	1.1		0.1	0.0	0.9					

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	19
Future Volume (veh/h)	19
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.98
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	13
Peak Hour Factor	0.92
Percent Heavy Veh, %	1
Cap, veh/h	328
Arrive On Green	0.21
Sat Flow, veh/h	1558
Grp Volume(v), veh/h	13
Grp Sat Flow(s),veh/h/ln	1558
Q Serve(g_s), s	0.5
Cycle Q Clear(g_c), s	0.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	328
V/C Ratio(X)	0.04
Avail Cap(c_a), veh/h	328
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	23.1
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	23.3
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	2	573	7	2	1036	11	16
Future Vol, veh/h	2	573	7	2	1036	11	16
Conflicting Peds, #/hr	0	0	3	3	0	3	3
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	0	-	-	50	-	0	-
Veh in Median Storage, #	-	0	-	-	0	1	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	96	96	96	96	96	96
Heavy Vehicles, %	2	2	0	0	2	0	0
Mvmt Flow	2	597	7	2	1079	11	17

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	1079	0	0	607	0	1155	308
Stage 1	-	-	-	-	-	608	-
Stage 2	-	-	-	-	-	547	-
Critical Hdwy	6.44	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	5.8	-
Follow-up Hdwy	2.52	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	295	-	-	981	-	193	694
Stage 1	-	-	-	-	-	512	-
Stage 2	-	-	-	-	-	549	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	295	-	-	979	-	190	691
Mov Cap-2 Maneuver	-	-	-	-	-	326	-
Stage 1	-	-	-	-	-	507	-
Stage 2	-	-	-	-	-	547	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	475	295	-	-	979	-
HCM Lane V/C Ratio	0.059	0.007	-	-	0.002	-
HCM Control Delay (s)	13.1	17.3	-	-	8.7	-
HCM Lane LOS	B	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	576	11	0	1049	0	6
Future Vol, veh/h	576	11	0	1049	0	6
Conflicting Peds, #/hr	0	9	9	0	9	9
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	600	11	0	1093	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	324
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	678
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	668
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	668	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
1: Soquel Dr & Fairway Dr

04-11-2019

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	126	1615	0	12	3	555	59	0	0	1	47
Future Volume (veh/h)	2	126	1615	0	12	3	555	59	0	0	1	47
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		0.96	1.00		0.97	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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1870	1870		1900	1870	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h		130	1665	0		3	572	56	0	0	1	48
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	2	2		0	2	2	0	0	0	0
Cap, veh/h		171	1759	0		7	1319	129	0	0	460	530
Arrive On Green		0.09	0.49	0.00		0.00	0.40	0.40	0.00	0.00	0.29	0.29
Sat Flow, veh/h		1810	3647	0		1810	3258	318	0	0	1570	1431
Grp Volume(v), veh/h		130	1665	0		3	311	317	0	0	1	48
Grp Sat Flow(s),veh/h/ln		1810	1777	0		1810	1777	1799	0	0	1570	1431
Q Serve(g_s), s		4.5	28.9	0.0		0.1	8.2	8.2	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s		4.5	28.9	0.0		0.1	8.2	8.2	0.0	0.0	0.0	1.6
Prop In Lane		1.00		0.00		1.00		0.18	0.00		1.00	1.00
Lane Grp Cap(c), veh/h		171	1759	0		7	719	728	0	0	460	530
V/C Ratio(X)		0.76	0.95	0.00		0.41	0.43	0.43	0.00	0.00	0.00	0.09
Avail Cap(c_a), veh/h		544	1781	0		139	719	728	0	0	460	530
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		28.7	15.6	0.0		32.2	13.9	13.9	0.0	0.0	16.2	16.8
Incr Delay (d2), s/veh		6.9	11.1	0.0		32.6	0.4	0.4	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.2	12.4	0.0		0.1	3.0	3.1	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		35.5	26.7	0.0		64.9	14.3	14.4	0.0	0.0	16.2	17.1
LnGrp LOS		D	C	A		E	B	B	A	A	B	B
Approach Vol, veh/h			1795				631			1		
Approach Delay, s/veh			27.4				14.6			16.2		
Approach LOS			C				B			B		

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.5	4.8	36.6	23.5	10.6	30.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	5.0	32.5	19.0	19.5	18.0
Max Q Clear Time (g_c+I1), s	2.0	2.1	30.9	3.6	6.5	10.2
Green Ext Time (p_c), s	0.0	0.0	1.2	0.2	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	78
Future Volume (veh/h)	0	78
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	0	54
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	0	0
Cap, veh/h	0	460
Arrive On Green	0.00	0.29
Sat Flow, veh/h	0	1570
Grp Volume(v), veh/h	0	54
Grp Sat Flow(s),veh/h/ln	0	1570
Q Serve(g_s), s	0.0	1.6
Cycle Q Clear(g_c), s	0.0	1.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	0	460
V/C Ratio(X)	0.00	0.12
Avail Cap(c_a), veh/h	0	460
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8
Incr Delay (d2), s/veh	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	17.3
LnGrp LOS	A	B
Approach Vol, veh/h	102	
Approach Delay, s/veh	17.2	
Approach LOS	B	
Timer - Assigned Phs		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	28	18	1191	355	351	406	8	192	10	246	19	40
Future Volume (veh/h)	28	18	1191	355	351	406	8	192	10	246	19	40
Initial Q (Qb), veh		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		0.79	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
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h		18	1215	0	358	414	0	196	10	123	19	41
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h		35	1251		427	1619		324	17	238	92	199
Arrive On Green		0.02	0.35	0.00	0.12	0.45	0.00	0.19	0.19	0.19	0.16	0.16
Sat Flow, veh/h		1795	3582	1598	3483	3676	0	1712	87	1259	588	1268
Grp Volume(v), veh/h		18	1215	0	358	414	0	206	0	123	60	0
Grp Sat Flow(s),veh/h/ln		1795	1791	1598	1742	1791	0	1800	0	1259	1856	0
Q Serve(g_s), s		1.0	33.0	0.0	9.9	7.1	0.0	10.4	0.0	8.7	2.8	0.0
Cycle Q Clear(g_c), s		1.0	33.0	0.0	9.9	7.1	0.0	10.4	0.0	8.7	2.8	0.0
Prop In Lane		1.00		1.00	1.00		0.00	0.95		1.00	0.32	
Lane Grp Cap(c), veh/h		35	1251		427	1619		341	0	238	291	0
V/C Ratio(X)		0.51	0.97		0.84	0.26		0.60	0.00	0.52	0.21	0.00
Avail Cap(c_a), veh/h		169	1251		469	1619		341	0	238	291	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
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		48.0	31.7	0.0	42.4	16.8	0.0	36.7	0.0	36.0	36.3	0.0
Incr Delay (d2), s/veh		10.8	18.9	0.0	11.8	0.1	0.0	7.8	0.0	7.8	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
%ile BackOfQ(50%),veh/ln		0.5	17.0	0.0	4.9	2.8	0.0	5.2	0.0	3.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		58.8	50.6	0.0	54.2	16.9	0.0	44.4	0.0	43.8	37.9	0.0
LnGrp LOS		E	D		D	B		D	A	D	D	A
Approach Vol, veh/h			1233	A		772	A		329			110
Approach Delay, s/veh			50.7			34.2			44.2			38.1
Approach LOS			D			C			D			D

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	23.2	16.6	39.0		20.0	6.4	49.2
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	18.7	13.3	34.5		15.5	9.3	38.5
Max Q Clear Time (g_c+I1), s	12.4	11.9	35.0		4.9	3.0	9.1
Green Ext Time (p_c), s	0.6	0.2	0.0		0.2	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	56
Future Volume (veh/h)	56
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.94
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1885
Adj Flow Rate, veh/h	50
Peak Hour Factor	0.98
Percent Heavy Veh, %	1
Cap, veh/h	236
Arrive On Green	0.16
Sat Flow, veh/h	1504
Grp Volume(v), veh/h	50
Grp Sat Flow(s),veh/h/ln	1504
Q Serve(g_s), s	2.9
Cycle Q Clear(g_c), s	2.9
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	236
V/C Ratio(X)	0.21
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	36.3
Incr Delay (d2), s/veh	2.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	38.4
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Vol, veh/h	6	1580	17	2	7	586	7	11
Future Vol, veh/h	6	1580	17	2	7	586	7	11
Conflicting Peds, #/hr	0	0	4	0	4	0	4	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	50	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	1	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	99	99	92	99	99	99	99
Heavy Vehicles, %	2	2	0	2	0	2	0	0
Mvmt Flow	7	1596	17	2	7	592	7	11

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	592	0	0	1613	1617	0	1941	815
Stage 1	-	-	-	-	-	-	1623	-
Stage 2	-	-	-	-	-	-	318	-
Critical Hdwy	6.44	-	-	6.44	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	-
Follow-up Hdwy	2.52	-	-	2.52	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	605	-	-	133	408	-	58	325
Stage 1	-	-	-	-	-	-	150	-
Stage 2	-	-	-	-	-	-	716	-
Platoon blocked, %		-	-			-		
Mov Cap-1 Maneuver	605	-	-	269	269	-	55	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	-
Stage 1	-	-	-	-	-	-	148	-
Stage 2	-	-	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	199	605	-	-	269	-
HCM Lane V/C Ratio	0.091	0.011	-	-	0.034	-
HCM Control Delay (s)	24.9	11	-	-	18.9	-
HCM Lane LOS	C	B	-	-	C	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1589	9	0	599	0	14
Future Vol, veh/h	1589	9	0	599	0	14
Conflicting Peds, #/hr	0	9	9	0	9	9
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1605	9	0	605	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	825
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	320
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	315
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	315	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	17	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

RAW COUNT DATA

Prepared by NDS/ATD

VOLUME

Soquel Dr E/O Monterey Ave

Day: Wednesday
Date: 1/30/19

City: Soquel
Project #: CA19_8040_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,655	7,986	17,641

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			8	5	13	12:00			145	111	256
00:15			4	6	10	12:15			177	134	311
00:30			4	8	12	12:30			147	156	303
00:45			12	28 4 23	16 51	12:45			151 620	186 587	337 1207
01:00			2	1	3	13:00			130	130	260
01:15			3	4	7	13:15			132	119	251
01:30			1	4	5	13:30			133	134	267
01:45			1	7 4 13	5 20	13:45			135 530	147 530	282 1060
02:00			3	2	5	14:00			153	160	313
02:15			1	3	4	14:15			201	139	340
02:30			0	2	2	14:30			181	153	334
02:45			0	4 1 8	1 12	14:45			243 778	144 596	387 1374
03:00			1	0	1	15:00			253	166	419
03:15			2	1	3	15:15			290	168	458
03:30			6	3	9	15:30			248	137	385
03:45			2	11 1 5	3 16	15:45			292 1083	143 614	435 1697
04:00			4	1	5	16:00			297	138	435
04:15			2	2	4	16:15			329	133	462
04:30			5	6	11	16:30			315	105	420
04:45			4	15 12 21	16 36	16:45			335 1276	144 520	479 1796
05:00			6	7	13	17:00			340	155	495
05:15			10	10	20	17:15			372	118	490
05:30			14	11	25	17:30			354	127	481
05:45			14	44 17 45	31 89	17:45			329 1395	120 520	449 1915
06:00			28	24	52	18:00			291	106	397
06:15			22	33	55	18:15			219	85	304
06:30			19	55	74	18:30			171	82	253
06:45			41	110 55 167	96 277	18:45			121 802	84 357	205 1159
07:00			46	100	146	19:00			79	72	151
07:15			69	168	237	19:15			68	63	131
07:30			139	174	313	19:30			67	68	135
07:45			154	408 219 661	373 1069	19:45			56 270	49 252	105 522
08:00			112	281	393	20:00			42	53	95
08:15			142	229	371	20:15			47	50	97
08:30			150	197	347	20:30			62	39	101
08:45			130	534 207 914	337 1448	20:45			37 188	69 211	106 399
09:00			117	185	302	21:00			47	62	109
09:15			113	139	252	21:15			25	52	77
09:30			89	130	219	21:30			12	40	52
09:45			111	430 119 573	230 1003	21:45			12 96	26 180	38 276
10:00			94	127	221	22:00			21	31	52
10:15			120	113	233	22:15			26	16	42
10:30			111	116	227	22:30			15	14	29
10:45			134	459 152 508	286 967	22:45			10 72	9 70	19 142
11:00			102	141	243	23:00			10	9	19
11:15			107	144	251	23:15			16	17	33
11:30			106	137	243	23:30			14	12	26
11:45			131	446 149 571	280 1017	23:45			9 49	2 40	11 89
TOTALS				2496 3509	6005	TOTALS				7159 4477	11636
SPLIT %				41.6% 58.4%	34.0%	SPLIT %				61.5% 38.5%	66.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,655	7,986	17,641

AM Peak Hour		11:45	07:45	07:45	PM Peak Hour	16:45 14:30 16:45
AM Pk Volume		600	926	1484	PM Pk Volume	1401 631 1945
Pk Hr Factor		0.847	0.824	0.944	Pk Hr Factor	0.942 0.939 0.982
7 - 9 Volume		942	1575	2517	4 - 6 Volume	2671 1040 3711
7 - 9 Peak Hour		07:45	07:45	07:45	4 - 6 Peak Hour	16:45 16:45 16:45
7 - 9 Pk Volume		558	926	1484	4 - 6 Pk Volume	1401 544 1945
Pk Hr Factor		0.906	0.824	0.944	Pk Hr Factor	0.942 0.877 0.982

Prepared by NDS/ATD

VOLUME

Soquel Dr E/O Monterey Ave

Day: Thursday
Date: 1/31/19

City: Soquel
Project #: CA19_8040_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,044	8,097	18,141

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			12	6	18	12:00			140	147	287
00:15			7	10	17	12:15			169	123	292
00:30			5	1	6	12:30			141	179	320
00:45			1 25	0 17	1 42	12:45			136 586	168 617	304 1203
01:00			6	1	7	13:00			130	137	267
01:15			4	2	6	13:15			139	130	269
01:30			9	8	17	13:30			153	114	267
01:45			3 22	1 12	4 34	13:45			149 571	143 524	292 1095
02:00			2	2	4	14:00			164	172	336
02:15			2	0	2	14:15			200	171	371
02:30			0	1	1	14:30			190	180	370
02:45			2 6	2 5	4 11	14:45			247 801	149 672	396 1473
03:00			0	1	1	15:00			265	150	415
03:15			3	1	4	15:15			272	146	418
03:30			4	0	4	15:30			261	138	399
03:45			2 9	4 6	6 15	15:45			280 1078	129 563	409 1641
04:00			3	3	6	16:00			293	149	442
04:15			2	3	5	16:15			342	124	466
04:30			1	4	5	16:30			373	130	503
04:45			4 10	3 13	7 23	16:45			343 1351	128 531	471 1882
05:00			5	10	15	17:00			384	141	525
05:15			9	8	17	17:15			364	159	523
05:30			11	17	28	17:30			410	132	542
05:45			17 42	22 57	39 99	17:45			426 1584	120 552	546 2136
06:00			17	34	51	18:00			302	101	403
06:15			23	25	48	18:15			268	96	364
06:30			19	61	80	18:30			143	63	206
06:45			31 90	71 191	102 281	18:45			108 821	76 336	184 1157
07:00			47	129	176	19:00			85	49	134
07:15			74	153	227	19:15			80	58	138
07:30			122	143	265	19:30			71	68	139
07:45			130 373	248 673	378 1046	19:45			66 302	62 237	128 539
08:00			128	281	409	20:00			54	44	98
08:15			129	255	384	20:15			53	52	105
08:30			124	232	356	20:30			51	40	91
08:45			124 505	220 988	344 1493	20:45			46 204	42 178	88 382
09:00			125	198	323	21:00			53	62	115
09:15			121	179	300	21:15			31	35	66
09:30			102	178	280	21:30			29	33	62
09:45			86 434	131 686	217 1120	21:45			29 142	23 153	52 295
10:00			106	115	221	22:00			35	18	53
10:15			89	96	185	22:15			21	19	40
10:30			138	94	232	22:30			21	11	32
10:45			131 464	159 464	290 928	22:45			16 93	5 53	21 146
11:00			111	171	282	23:00			21	9	30
11:15			110	119	229	23:15			12	7	19
11:30			124	116	240	23:30			8	12	20
11:45			137 482	124 530	261 1012	23:45			8 49	11 39	19 88
TOTALS			2462	3642	6104	TOTALS			7582	4455	12037
SPLIT %			40.3%	59.7%	33.6%	SPLIT %			63.0%	37.0%	66.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,044	8,097	18,141

AM Peak Hour			11:45	07:45	07:45	PM Peak Hour			17:00	14:00	17:00
AM Pk Volume			587	1016	1527	PM Pk Volume			1584	672	2136
Pk Hr Factor			0.868	0.904	0.933	Pk Hr Factor			0.930	0.933	0.978
7 - 9 Volume	0	0	878	1661	2539	4 - 6 Volume	0	0	2935	1083	4018
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	511	1016	1527	4 - 6 Pk Volume	0	0	1584	560	2136
Pk Hr Factor	0.000	0.000	0.983	0.904	0.933	Pk Hr Factor	0.000	0.000	0.930	0.881	0.978

Prepared by NDS/ATD

VOLUME

Soquel Dr E/O Monterey Ave

Day: Friday
Date: 2/1/19

City: Soquel
Project #: CA19_8040_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,848	6,788	16,636

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		6		17		12:00			166		143		309	
00:15			7		6		13		12:15			164		145		309	
00:30			8		8		16		12:30			133		124		257	
00:45			6	32	7	27	13	59	12:45			173	636	114	526	287	1162
01:00			5		6		11		13:00			170		118		288	
01:15			5		4		9		13:15			171		107		278	
01:30			4		4		8		13:30			171		124		295	
01:45			4	18	0	14	4	32	13:45			187	699	160	509	347	1208
02:00			3		7		10		14:00			211		146		357	
02:15			1		1		2		14:15			228		136		364	
02:30			0		0		0		14:30			198		131		329	
02:45			2	6	3	11	5	17	14:45			222	859	114	527	336	1386
03:00			4		1		5		15:00			260		116		376	
03:15			5		2		7		15:15			255		101		356	
03:30			2		0		2		15:30			273		85		358	
03:45			1	12	1	4	2	16	15:45			289	1077	122	424	411	1501
04:00			2		2		4		16:00			310		110		420	
04:15			2		2		4		16:15			350		119		469	
04:30			5		2		7		16:30			367		97		464	
04:45			4	13	2	8	6	21	16:45			374	1401	115	441	489	1842
05:00			3		2		5		17:00			351		116		467	
05:15			6		12		18		17:15			398		101		499	
05:30			11		14		25		17:30			326		86		412	
05:45			19	39	20	48	39	87	17:45			344	1419	88	391	432	1810
06:00			18		21		39		18:00			242		79		321	
06:15			19		23		42		18:15			192		60		252	
06:30			20		42		62		18:30			154		60		214	
06:45			37	94	57	143	94	237	18:45			114	702	49	248	163	950
07:00			35		81		116		19:00			64		62		126	
07:15			46		134		180		19:15			65		57		122	
07:30			95		173		268		19:30			64		41		105	
07:45			109	285	239	627	348	912	19:45			50	243	40	200	90	443
08:00			107		271		378		20:00			41		54		95	
08:15			140		192		332		20:15			50		34		84	
08:30			120		164		284		20:30			42		35		77	
08:45			120	487	152	779	272	1266	20:45			45	178	32	155	77	333
09:00			115		110		225		21:00			35		41		76	
09:15			102		115		217		21:15			29		37		66	
09:30			98		112		210		21:30			29		17		46	
09:45			106	421	118	455	224	876	21:45			26	119	20	115	46	234
10:00			115		114		229		22:00			26		28		54	
10:15			102		116		218		22:15			16		21		37	
10:30			106		120		226		22:30			19		21		40	
10:45			130	453	122	472	252	925	22:45			24	85	17	87	41	172
11:00			115		120		235		23:00			25		20		45	
11:15			136		135		271		23:15			13		9		22	
11:30			108		132		240		23:30			19		16		35	
11:45			137	496	135	522	272	1018	23:45			17	74	10	55	27	129
TOTALS				2356		3110		**5466**	**TOTALS**				7492		3678		**11170**
SPLIT %				43.1%		56.9%		**32.9%**	**SPLIT %**				67.1%		32.9%		**67.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,848	6,788	16,636

AM Peak Hour	11:45	07:30	**07:45**	**PM Peak Hour**	16:30	13:45	**16:30**
AM Pk Volume	600	875	**1342**	**PM Pk Volume**	1490	573	**1919**
Pk Hr Factor	0.904	0.807	**0.888**	**Pk Hr Factor**	0.936	0.895	**0.961**
7 - 9 Volume	772	1406	**2178**	**4 - 6 Volume**	2820	832	**3652**
7 - 9 Peak Hour	08:00	07:30	**07:45**	**4 - 6 Peak Hour**	16:30	16:15	**16:30**
7 - 9 Pk Volume	487	875	**1342**	**4 - 6 Pk Volume**	1490	447	**1919**
Pk Hr Factor	0.870	0.807	**0.888**	**Pk Hr Factor**	0.936	0.939	**0.961**

Prepared by NDS/ATD

VOLUME

Soquel Dr E/O Monterey Ave

Day: Saturday
Date: 2/2/19

City: Soquel
Project #: CA19_8040_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,206	4,709	9,915

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			15		7		22		12:00			106		112		218	
00:15			11		7		18		12:15			117		117		234	
00:30			5		5		10		12:30			111		112		223	
00:45			10	41	8	27	18	68	12:45			119	453	110	451	229	904
01:00			11		7		18		13:00			114		91		205	
01:15			3		4		7		13:15			138		115		253	
01:30			6		3		9		13:30			134		96		230	
01:45			6	26	3	17	9	43	13:45			125	511	107	409	232	920
02:00			3		3		6		14:00			117		97		214	
02:15			1		2		3		14:15			130		109		239	
02:30			0		0		0		14:30			137		99		236	
02:45			4	8	1	6	5	14	14:45			124	508	103	408	227	916
03:00			5		3		8		15:00			99		71		170	
03:15			4		1		5		15:15			122		104		226	
03:30			2		0		2		15:30			127		97		224	
03:45			0	11	0	4	0	15	15:45			122	470	107	379	229	849
04:00			3		3		6		16:00			118		87		205	
04:15			3		1		4		16:15			92		75		167	
04:30			0		1		1		16:30			104		78		182	
04:45			2	8	2	7	4	15	16:45			104	418	97	337	201	755
05:00			6		6		12		17:00			111		114		225	
05:15			0		5		5		17:15			95		72		167	
05:30			5		4		9		17:30			109		62		171	
05:45			9	20	5	20	14	40	17:45			118	433	69	317	187	750
06:00			6		8		14		18:00			88		73		161	
06:15			9		10		19		18:15			79		41		120	
06:30			10		14		24		18:30			66		54		120	
06:45			17	42	22	54	39	96	18:45			59	292	58	226	117	518
07:00			10		16		26		19:00			52		49		101	
07:15			23		15		38		19:15			43		71		114	
07:30			25		27		52		19:30			41		40		81	
07:45			45	103	34	92	79	195	19:45			50	186	37	197	87	383
08:00			38		41		79		20:00			41		39		80	
08:15			45		60		105		20:15			39		36		75	
08:30			57		55		112		20:30			38		20		58	
08:45			64	204	71	227	135	431	20:45			49	167	39	134	88	301
09:00			71		74		145		21:00			56		27		83	
09:15			67		71		138		21:15			35		25		60	
09:30			69		87		156		21:30			31		29		60	
09:45			74	281	112	344	186	625	21:45			39	161	44	125	83	286
10:00			78		85		163		22:00			33		21		54	
10:15			88		106		194		22:15			28		21		49	
10:30			76		94		170		22:30			19		21		40	
10:45			85	327	79	364	164	691	22:45			25	105	17	80	42	185
11:00			95		98		193		23:00			18		23		41	
11:15			86		112		198		23:15			15		5		20	
11:30			102		114		216		23:30			11		13		24	
11:45			95	378	115	439	210	817	23:45			9	53	4	45	13	98
TOTALS				1449		1601		3050	TOTALS				3757		3108		6865
SPLIT %				47.5%		52.5%		30.8%	SPLIT %				54.7%		45.3%		69.2%

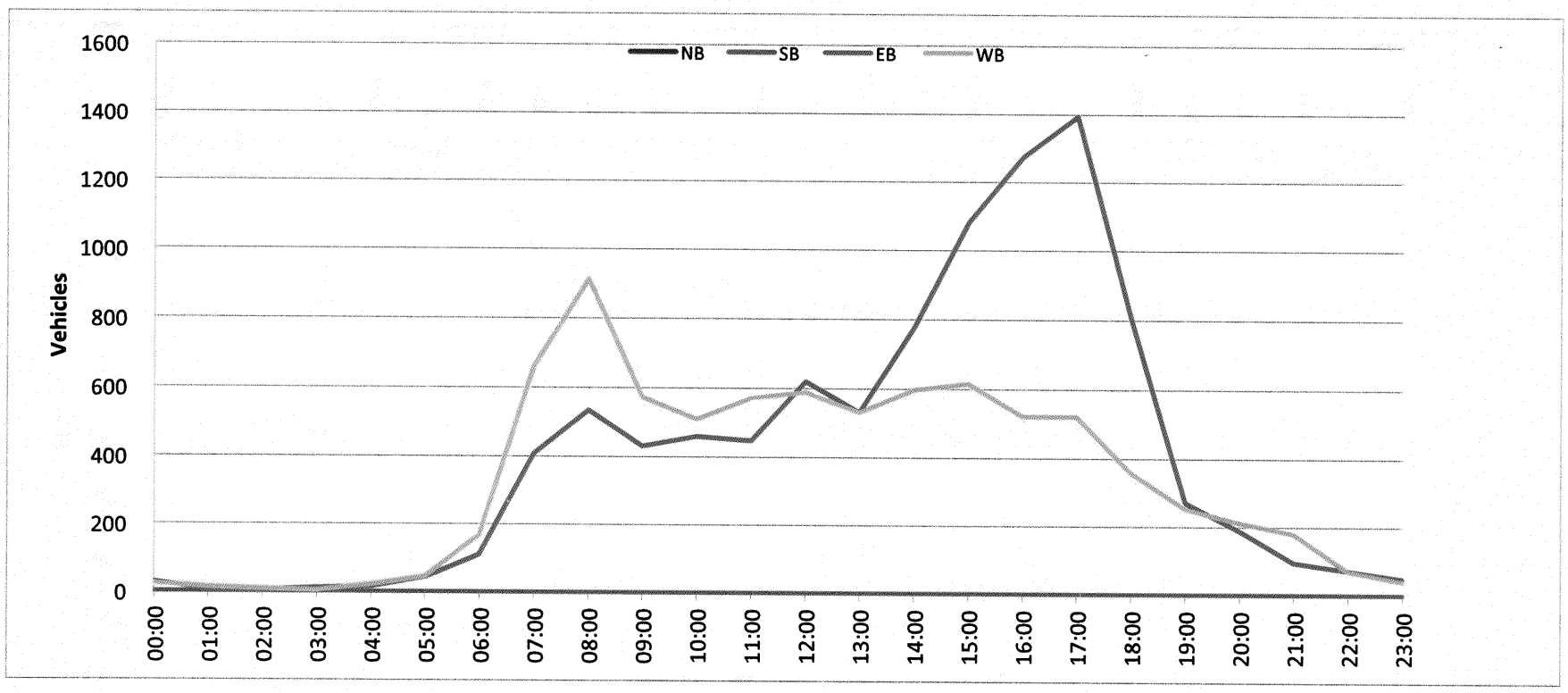
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,206	4,709	9,915

AM Peak Hour			11:45	11:30	11:45	PM Peak Hour	13:15	12:00	13:15
AM Pk Volume			429	458	885	PM Pk Volume	514	451	929
Pk Hr Factor			0.917	0.979	0.946	Pk Hr Factor	0.931	0.964	0.918
7 - 9 Volume	0	0	307	319	626	4 - 6 Volume	851	654	1505
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour	17:00	16:15	16:15
7 - 9 Pk Volume	0	0	204	227	431	4 - 6 Pk Volume	433	364	775
Pk Hr Factor	0.000	0.000	0.797	0.799	0.798	Pk Hr Factor	0.917	0.798	0.861

Prepared by NDS/ATD

Project #: CA19_8040_001 **City:** Soquel

Location: Soquel Dr E/O Monterey Ave **Date:** 1/30/19



Prepared by NDS/ATD

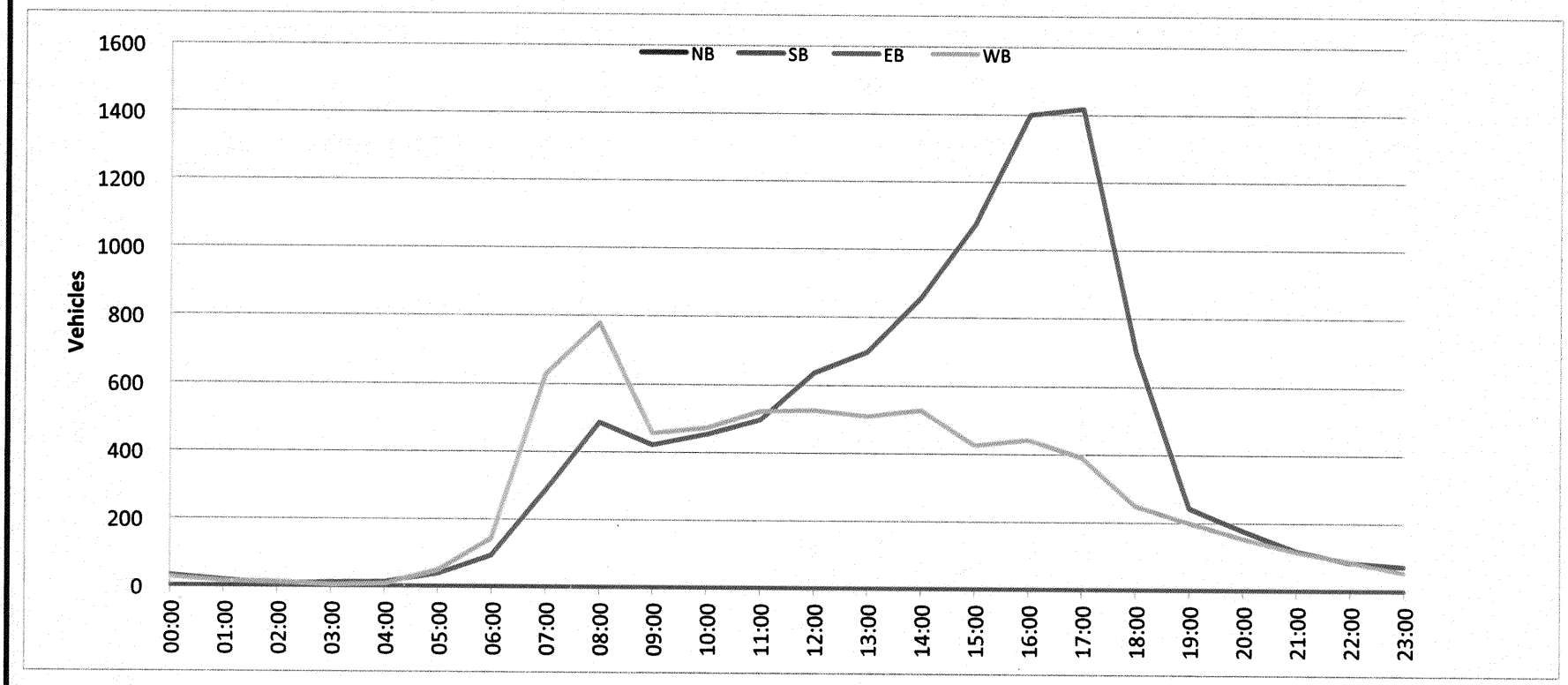
Project #: CA19_8040_001 **City:** Soquel

Location: Soquel Dr E/O Monterey Ave **Date:** 1/31/19

Prepared by NDS/ATD

Project #: CA19_8040_001 **City:** Soquel

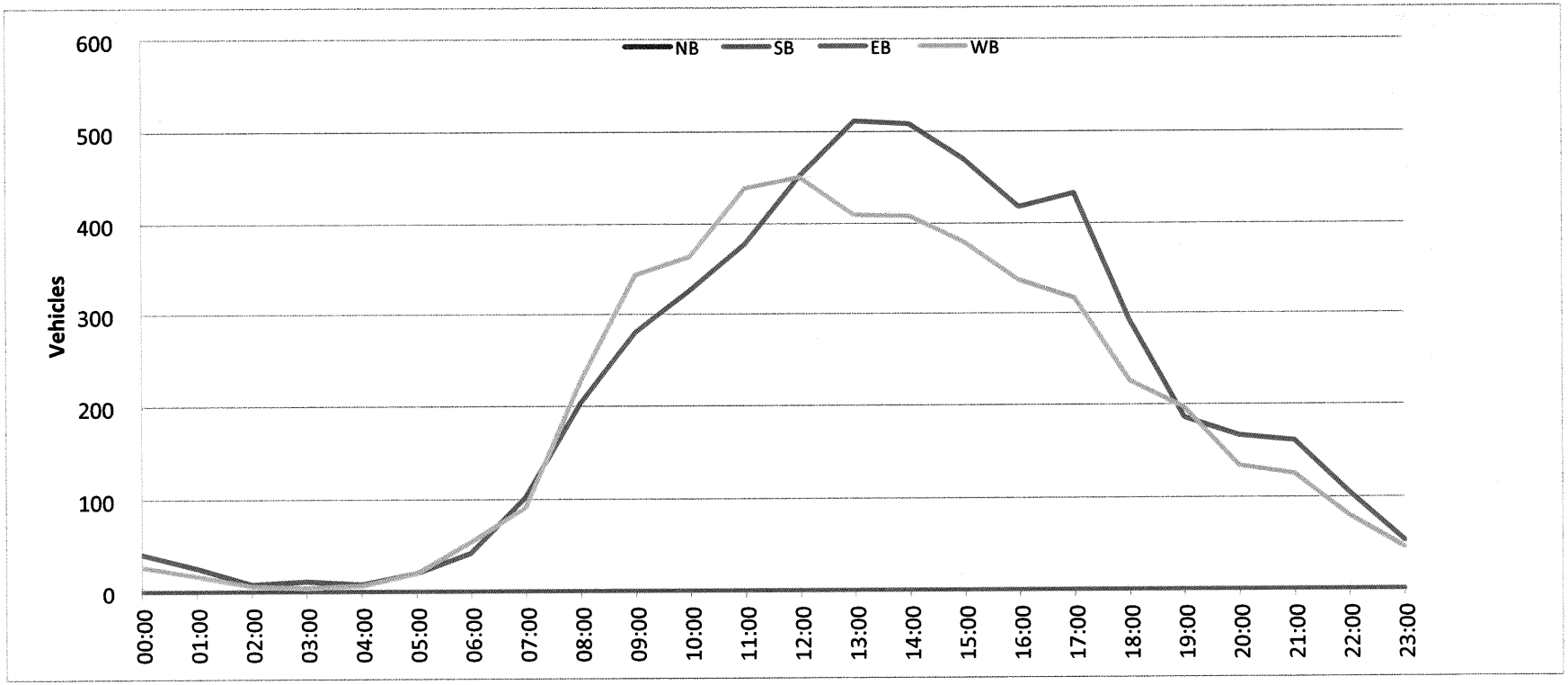
Location: Soquel Dr E/O Monterey Ave **Date:** 2/1/19



Prepared by NDS/ATD

Project #: CA19_8040_001 **City:** Soquel

Location: Soquel Dr E/O Monterey Ave **Date:** 2/2/19



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 19-08039-001
Date : 01/30/2019

Bank 1 Count = Bikes & Peds

	Park Ave Southbound					Soquel Dr Westbound					Park Ave Northbound					Soquel Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	4	0	0	4	0	0	1	1	1	0	0	0	2	0	5	4
7:15	0	0	0	1	0	2	2	0	1	4	0	0	1	0	1	0	0	0	1	0	5	3
7:30	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	5	0
7:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	2	1	4	2
Total	0	1	0	2	1	5	9	0	1	14	0	0	2	1	2	0	2	0	5	2	19	9
8:00	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	2	1	4	2
8:15	0	0	0	1	0	0	0	0	1	0	0	0	4	0	4	0	2	0	0	2	6	2
8:30	0	0	0	3	0	1	1	0	1	2	0	0	0	1	0	0	1	0	2	1	3	7
8:45	0	1	0	1	1	0	0	0	2	0	0	0	0	2	0	0	1	0	2	1	2	7
Total	0	1	0	5	1	1	3	0	4	4	1	0	4	3	5	0	5	0	6	5	15	18
15:00	2	0	1	2	3	0	2	2	1	4	0	0	0	1	0	0	1	0	1	1	8	5
15:15	0	0	0	1	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	2	4
15:30	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	2
15:45	0	0	0	2	0	1	1	0	0	2	0	0	0	0	0	0	2	0	1	2	4	3
Total	2	0	1	7	3	1	6	2	4	9	0	0	0	1	0	0	5	0	2	5	17	14
16:00	0	0	1	2	1	0	3	1	0	4	0	0	0	3	0	0	2	0	2	2	7	7
16:15	0	0	0	11	0	1	3	1	1	5	0	1	0	1	1	0	1	0	2	1	7	15
16:30	0	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	3	0	1	3	5	2
16:45	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	1
Total	0	0	2	15	2	2	9	2	1	13	0	1	0	4	1	0	7	0	5	7	23	25
17:00	1	0	0	6	1	0	3	1	2	4	1	0	1	1	2	0	0	0	0	0	7	9
17:15	1	0	0	5	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	6
17:30	0	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	2	0	1	2	4	5
17:45	0	0	0	3	0	0	1	0	1	1	0	0	1	0	1	0	5	0	0	5	7	4
Total	2	0	0	18	2	0	7	1	4	8	1	0	2	1	3	0	7	0	1	7	20	24
Grand Total	4	2	3	47	9	9	34	5	14	48	2	1	8	10	11	0	26	0	19	26	94	90
Apprch %	44.4%	22.2%	33.3%			18.8%	70.8%	10.4%			18.2%	9.1%	72.7%			0.0%	100.0%	0.0%				
Total %	4.3%	2.1%	3.2%		9.6%	9.6%	36.2%	5.3%		51.1%	2.1%	1.1%	8.5%		11.7%	0.0%	27.7%	0.0%		27.7%	100.0%	

AM PEAK HOUR	Park Ave Southbound					Soquel Dr Westbound					Park Ave Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	2	1	4
8:00	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	2	1	4
8:15	0	0	0	1	0	0	0	0	1	0	0	0	4	0	4	0	2	0	0	2	6
8:30	0	0	0	3	0	1	1	0	1	2	0	0	0	1	0	0	1	0	2	1	3
Total Volume	0	0	0	4	0	1	6	0	2	7	1	0	4	1	5	0	5	0	6	5	17
% App Total	0.0%	0.0%	0.0%			14.3%	85.7%	0.0%			20.0%	0.0%	80.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.250	.500	.000		.583	.250	.000	.250		.313	.000	.625	.000		.625	.708

PM PEAK HOUR	Park Ave Southbound					Soquel Dr Westbound					Park Ave Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
17:00	1	0	0	6	1	0	3	1	2	4	1	0	1	1	2	0	0	0	0	0	7
17:15	1	0	0	5	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	2	0	1	2	4
Total Volume	2	0	0	16	2	0	9	1	3	10	1	0	1	1	2	0	3	0	1	3	17
% App Total	100.0%	0.0%	0.0%			0.0%	90.0%	10.0%			50.0%	0.0%	50.0%			0.0%	100.0%	0.0%			
PHF	.500	.000	.000		.500	.000	.750	.250		.625	.250	.000	.250		.250	.000	.375	.000		.375	.607

File Name: 19-08039-001
Start Date: 01/30/2019
Start Time: 7:00 AM
Site Code:
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	Park Ave Southbound				Soquel Dr Westbound				Park Ave Northbound				Soquel Dr Eastbound				
rt Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	0	0	0	1	0	4	0	0	0	0	1	1	0	0	0	2	19
7:15 AM	0	0	0	1	2	2	0	1	0	0	1	0	0	0	0	1	18
7:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	1	0	0	19
7:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	2	17
8:00 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	2	15
8:15 AM	0	0	0	1	0	0	0	1	0	0	4	0	0	2	0	0	11
8:30 AM	0	0	0	3	1	1	0	1	0	0	0	1	0	1	0	2	5
8:45 AM	0	1	0	1	0	0	0	2	0	0	0	2	0	1	0	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:00 PM	2	0	1	2	0	2	2	1	0	0	0	1	0	1	0	1	17
3:15 PM	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	16
3:30 PM	2	0	0	2	0	1	0	0	0	0	0	0	0	2	0	0	21
3:45 PM	0	0	0	2	1	1	0	0	0	0	0	0	0	2	0	1	23
4:00 PM	0	0	1	2	0	3	1	0	0	0	0	3	0	2	0	2	23
4:15 PM	0	0	0	11	1	3	1	1	0	1	0	1	0	1	0	2	23
4:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0	1	18
4:45 PM	0	0	0	1	0	3	0	0	0	0	0	0	0	1	0	0	17
5:00 PM	1	0	0	8	0	3	1	2	1	0	1	1	0	0	0	0	20
5:15 PM	1	0	0	5	0	1	0	1	0	0	0	0	0	0	0	0	13
5:30 PM	0	0	0	4	0	2	0	0	0	0	0	0	0	2	0	1	11
5:45 PM	0	0	0	3	0	1	0	1	0	0	1	0	0	5	0	0	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Ave & Soquel Dr
City: Soquel
Control: 0

Project ID: 19-08039-001
Date: 1/30/19

Bikes

NS/EW Streets:	Park Ave				Park Ave				Soquel Dr				Soquel Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	5
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0	0	5
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
8:15 AM	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	6	0	0	2	0	0	0	7	0	0	6	12	0	0	34
APPROACH %'s :	14.29%	0.00%	85.71%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	4	0	0	0	0	0	0	5	0	0	1	6	0	0	17
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.250	0.500	0.000	0.000	0.708
	0.313				0.000				0.625				0.583				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	2	0	1	0	0	1	0	0	0	2	2	0	8
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	4
4:00 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	1	0	7
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	1	3	1	0	7
4:30 PM	0	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:00 PM	1	0	1	0	1	0	0	0	0	0	0	0	0	3	1	0	7
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:45 PM	0	0	1	0	0	0	0	0	0	5	0	0	0	1	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	2	0	4	0	3	0	0	19	0	0	3	22	5	0	60
APPROACH %'s :	25.00%	25.00%	50.00%	0.00%	57.14%	0.00%	42.86%	0.00%	0.00%	100.00%	0.00%	0.00%	10.00%	73.33%	16.67%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	0	1	0	2	0	0	0	0	3	0	0	0	9	1	0	17
PEAK HR FACTOR :	0.25	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.750	0.250	0.000	0.607
	0.250				0.500				0.375				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Ave & Soquel Dr
City: Soquel

Project ID: 19-08039-001
Date: 1/30/19

Pedestrians (Crosswalks)

NS/EW Streets:	Park Ave		Park Ave		Soquel Dr		Soquel Dr						
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		SCRAMBLE (NW/SE)		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	1	0	0	2	0	0	0	1	0	5
7:15 AM	1	0	0	0	0	1	1	0	0	0	1	0	4
7:30 AM	0	0	0	0	0	0	0	0	1	1	1	0	3
7:45 AM	0	0	0	0	0	0	1	1	0	0	0	1	3
8:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	4
8:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	3	0	1	0	0	1	2	0	2	0	3	0	12
8:45 AM	1	0	0	2	1	1	2	0	0	0	2	1	10
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	0	1	3	1	4	9	2	3	1	9	3	43
APPROACH %'s :	100.00%	0.00%	25.00%	75.00%	20.00%	80.00%	81.82%	18.18%	75.00%	25.00%	75.00%	25.00%	
PEAK HR :	07:45 AM - 08:45 AM												TOTAL
PEAK HR VOL :	4	0	1	0	0	2	4	2	2	0	4	2	21
PEAK HR FACTOR :	0.333		0.250			0.500	0.500	0.500	0.250		0.333	0.500	0.438
	0.333		0.250		0.500		0.750		0.250		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SCRAMBLE (NE/SW)		SCRAMBLE (NW/SE)		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
3:00 PM	2	0	0	1	1	0	1	0	0	2	0	0	7
3:15 PM	1	0	0	0	0	3	0	0	2	0	0	0	6
3:30 PM	1	1	0	0	0	0	0	0	1	1	1	0	5
3:45 PM	1	1	0	0	0	0	1	0	1	1	2	0	7
4:00 PM	0	2	0	3	0	0	2	0	2	0	2	6	17
4:15 PM	4	7	0	1	1	0	0	2	7	4	2	5	33
4:30 PM	0	1	0	0	0	0	0	1	1	1	0	1	5
4:45 PM	1	0	0	0	0	0	0	0	4	1	0	0	6
5:00 PM	3	3	0	1	2	0	0	0	1	3	1	1	15
5:15 PM	2	3	0	0	0	1	0	0	3	1	0	0	10
5:30 PM	4	0	0	0	0	0	0	1	0	4	1	1	11
5:45 PM	0	3	0	0	1	0	0	0	4	1	0	1	10
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	19	21	0	6	5	4	4	4	26	19	9	15	132
APPROACH %'s :	47.50%	52.50%	0.00%	100.00%	55.56%	44.44%	50.00%	50.00%	57.78%	42.22%	37.50%	62.50%	
PEAK HR :	04:45 PM - 05:45 PM												TOTAL
PEAK HR VOL :	10	6	0	1	2	1	0	1	8	9	2	2	42
PEAK HR FACTOR :	0.625	0.500		0.250	0.250	0.250		0.250	0.500	0.563	0.500	0.500	0.700
	0.667		0.250		0.375		0.250		0.850		0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Ave & Soquel Dr
City: Soquel
Control:

Project ID: 19-08039-001
Date: 1/30/19

Total

NS/EW Streets:	Park Ave				Park Ave				Soquel Dr				Soquel Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	27	2	25	0	5	5	2	0	0	23	25	3	31	69	2	0	219
7:15 AM	31	2	48	0	5	8	3	0	1	44	38	7	37	136	2	0	362
7:30 AM	41	1	107	0	3	12	0	0	0	80	62	2	74	146	2	0	530
7:45 AM	67	2	153	0	4	8	4	0	2	122	40	1	73	149	5	0	630
8:00 AM	82	3	96	0	5	5	4	0	2	52	34	3	81	187	0	0	554
8:15 AM	54	3	80	0	3	9	5	0	2	81	53	3	75	200	2	0	570
8:30 AM	59	3	81	0	7	4	4	0	6	102	48	0	69	155	2	0	540
8:45 AM	48	11	127	0	1	6	2	0	8	85	31	4	67	141	1	0	532
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	409	27	717	0	33	57	24	0	21	589	331	23	507	1183	16	0	3937
APPROACH %'s :	35.47%	2.34%	62.19%	0.00%	28.95%	50.00%	21.05%	0.00%	2.18%	61.10%	34.34%	2.39%	29.72%	69.34%	0.94%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	262	11	410	0	19	26	17	0	12	357	175	7	298	691	9	0	2294
PEAK HR FACTOR :	0.799	0.917	0.670	0.000	0.679	0.722	0.850	0.000	0.500	0.732	0.825	0.583	0.920	0.864	0.450	0.000	0.910
			0.769				0.912				0.835				0.901		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	42	1	48	0	9	11	6	0	4	182	75	5	89	124	4	1	601
3:15 PM	41	7	60	0	9	8	8	0	6	207	71	7	101	109	2	0	636
3:30 PM	48	1	60	0	8	9	4	0	1	171	70	3	79	103	2	0	559
3:45 PM	50	5	48	0	15	16	2	2	2	193	72	8	65	100	3	0	581
4:00 PM	34	2	55	0	8	7	4	0	5	224	86	12	84	114	2	0	637
4:15 PM	33	2	34	0	9	9	2	0	3	254	72	6	57	86	4	0	571
4:30 PM	36	2	49	0	13	11	1	0	3	215	84	2	59	88	1	0	564
4:45 PM	47	3	53	0	17	7	6	0	3	255	70	9	68	111	2	0	651
5:00 PM	47	2	56	0	11	8	6	0	3	252	79	5	89	94	1	0	653
5:15 PM	43	3	49	0	11	11	4	2	5	278	78	7	79	66	3	0	639
5:30 PM	33	1	63	0	11	10	1	0	5	279	88	4	79	91	1	0	666
5:45 PM	49	0	70	0	10	9	2	0	3	252	66	3	50	72	3	0	589
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	503	29	645	0	131	116	46	4	43	2762	911	71	899	1158	28	1	7347
APPROACH %'s :	42.74%	2.46%	54.80%	0.00%	44.11%	39.06%	15.49%	1.35%	1.14%	72.93%	24.06%	1.87%	43.10%	55.51%	1.34%	0.05%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	170	9	221	0	50	36	17	2	16	1064	315	25	315	362	7	0	2609
PEAK HR FACTOR :	0.904	0.750	0.877	0.000	0.735	0.818	0.708	0.250	0.800	0.953	0.895	0.694	0.885	0.815	0.583	0.000	0.979
			0.952				0.875				0.944				0.929		

Prepared by National Data & Surveying Services

Park Ave & Soquel Dr

Peak Hour Turning Movement Count

ID: 19-08039-001
City: Soquel

Day: Wednesday
Date: 01/30/2019

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 03:00 PM - 06:00 PM

Park Ave — SOUTHBOUND

AM	17	26	19	0	32	AM
NOON	0	0	0	0	0	NOON
PM	17	36	50	2	34	PM

Soquel Dr — EASTBOUND

AM	NOON	PM	
977	0	574	⇦
7	0	25	↶ 0
12	0	16	↱ 0
357	0	1064	→ 0
175	0	315	↴ 0
AM	NOON	PM	

CONTROL

0

TEV	2294 AM	0 NOON	2609 PM
PHF	0.91		0.98

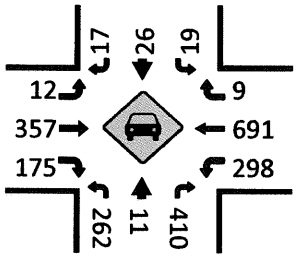
WESTBOUND — Soquel Dr

PM	NOON	AM	
7	0	9	0 ↰
362	0	691	0 ←
315	0	298	0 ↙
0	0	0	0 ↶
1335	0	786	⇨
PM	NOON	AM	

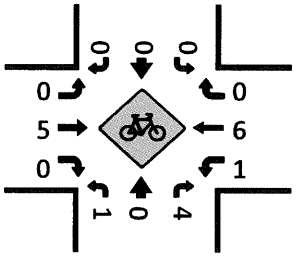
NORTHBOUND — Park Ave

PM	666	0	170	9	221	PM
NOON	0	0	0	0	0	NOON
AM	499	0	262	11	410	AM

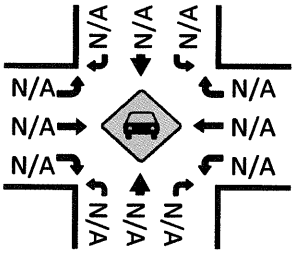
Total Vehicles (AM)



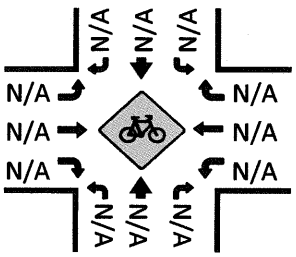
Bikes (AM)



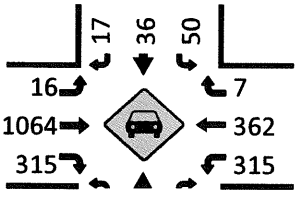
Total Vehicles (Noon)



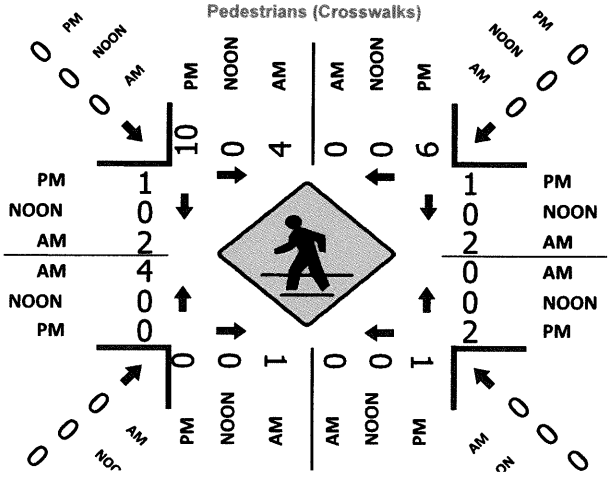
Bikes (NOON)



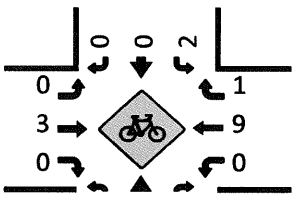
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



N
PM

N
PM

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 19-08039-001
Date : 01/30/2019

Unshifted Count = All Vehicles & Uturns

	Park Ave Southbound					Soquel Dr Westbound					Park Ave Northbound					Soquel Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Utums Total
7:00	5	5	2	0	12	31	69	2	0	102	27	2	25	0	54	0	23	25	3	51	219	3
7:15	5	8	3	0	16	37	136	2	0	175	31	2	48	0	81	1	44	38	7	90	362	7
7:30	3	12	0	0	15	74	146	2	0	222	41	1	107	0	149	0	80	62	2	144	530	2
7:45	4	8	4	0	16	73	149	5	0	227	67	2	153	0	222	2	122	40	1	165	630	1
Total	17	33	9	0	59	215	500	11	0	726	166	7	333	0	506	3	269	165	13	450	1741	13
8:00	5	5	4	0	14	81	187	0	0	268	82	3	96	0	181	2	52	34	3	91	554	3
8:15	3	9	5	0	17	75	200	2	0	277	54	3	80	0	137	2	81	53	3	139	570	3
8:30	7	4	4	0	15	69	155	2	0	226	59	3	81	0	143	6	102	48	0	156	540	0
8:45	1	6	2	0	9	67	141	1	0	209	48	11	127	0	186	8	85	31	4	128	532	4
Total	16	24	15	0	55	292	683	5	0	980	243	20	384	0	647	18	320	166	10	514	2196	10
15:00	9	11	6	0	26	89	124	4	1	218	42	1	48	0	91	4	182	75	5	266	601	6
15:15	9	8	8	0	25	101	109	2	0	212	41	7	60	0	108	6	207	71	7	291	636	7
15:30	8	9	4	0	21	79	103	2	0	184	48	1	60	0	109	1	171	70	3	245	559	3
15:45	15	16	2	2	35	65	100	3	0	168	50	5	48	0	103	2	193	72	8	275	581	10
Total	41	44	20	2	107	334	436	11	1	782	181	14	216	0	411	13	753	288	23	1077	2377	26
16:00	8	7	4	0	19	84	114	2	0	200	34	2	55	0	91	5	224	86	12	327	637	12
16:15	9	9	2	0	20	57	86	4	0	147	33	2	34	0	69	3	254	72	6	335	571	6
16:30	13	11	1	0	25	59	88	1	0	148	36	2	49	0	87	3	215	84	2	304	564	2
16:45	17	7	6	0	30	68	111	2	0	181	47	3	53	0	103	3	255	70	9	337	651	9
Total	47	34	13	0	94	268	399	9	0	676	150	9	191	0	350	14	948	312	29	1303	2423	29
17:00	11	8	6	0	25	89	94	1	0	184	47	2	56	0	105	3	252	79	5	339	653	5
17:15	11	11	4	2	28	79	66	3	0	148	43	3	49	0	95	5	278	78	7	368	639	9
17:30	11	10	1	0	22	79	91	1	0	171	33	1	63	0	97	5	279	88	4	376	666	4
17:45	10	9	2	0	21	50	72	3	0	125	49	0	70	0	119	3	252	66	3	324	589	3
Total	43	38	13	2	96	297	323	8	0	628	172	6	238	0	416	16	1061	311	19	1407	2547	21
Grand Total	164	173	70	4	411	1406	2341	44	1	3792	912	56	1362	0	2330	64	3351	1242	94	4751	11284	99
Apprch %	39.9%	42.1%	17.0%	1.0%		37.1%	61.7%	1.2%	0.0%		39.1%	2.4%	58.5%	0.0%		1.3%	70.5%	26.1%	2.0%			
Total %	1.5%	1.5%	0.6%	0.0%	3.6%	12.5%	20.7%	0.4%	0.0%	33.6%	8.1%	0.5%	12.1%	0.0%	20.6%	0.6%	29.7%	11.0%	0.8%	42.1%	100.0%	

AM PEAK HOUR	Park Ave Southbound					Soquel Dr Westbound					Park Ave Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	4	8	4	0	16	73	149	5	0	227	67	2	153	0	222	2	122	40	1	165	630
8:00	5	5	4	0	14	81	187	0	0	268	82	3	96	0	181	2	52	34	3	91	554
8:15	3	9	5	0	17	75	200	2	0	277	54	3	80	0	137	2	81	53	3	139	570
8:30	7	4	4	0	15	69	155	2	0	226	59	3	81	0	143	6	102	48	0	156	540
Total Volume	19	26	17	0	62	298	691	9	0	998	262	11	410	0	683	12	357	175	7	551	2294
% App Total	30.6%	41.9%	27.4%	0.0%		29.9%	69.2%	0.9%	0.0%		38.4%	1.6%	60.0%	0.0%		2.2%	64.8%	31.8%	1.3%		
PHF	.679	.722	.850	.000	.912	.920	.864	.450	.000	.901	.799	.917	.670	.000	.769	.500	.732	.825	.583	.835	.910

PM PEAK HOUR	Park Ave Southbound					Soquel Dr Westbound					Park Ave Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	17	7	6	0	30	68	111	2	0	181	47	3	53	0	103	3	255	70	9	337	651
17:00	11	8	6	0	25	89	94	1	0	184	47	2	56	0	105	3	252	79	5	339	653
17:15	11	11	4	2	28	79	66	3	0	148	43	3	49	0	95	5	278	78	7	368	639
17:30	11	10	1	0	22	79	91	1	0	171	33	1	63	0	97	5	279	88	4	376	666
Total Volume	50	36	17	2	105	315	362	7	0	684	170	9	221	0	400	16	1064	315	25	1420	2609
% App Total	47.6%	34.3%	16.2%	1.9%		46.1%	52.9%	1.0%	0.0%		42.5%	2.3%	55.3%	0.0%		1.1%	74.9%	22.2%	1.8%		
PHF	.735	.818	.708	.250	.875	.885	.815	.583	.000	.929	.904	.750	.877	.000	.952	.800	.953	.895	.694	.944	.979

File Name: 19-08039-001
Start Date: 01/30/2019
Start Time: 7:00 AM
Site Code:
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	Park Ave Southbound				Soquel Dr Westbound				Park Ave Northbound				Soquel Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	571
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1099
7:00 AM	5	5	2	0	31	69	2	0	27	2	25	0	0	23	25	3	1728
7:15 AM	5	8	3	0	37	136	2	0	31	2	48	0	1	44	38	7	2063
7:30 AM	3	12	0	0	74	146	2	0	41	1	107	0	0	80	82	2	2275
7:45 AM	4	8	4	0	73	149	5	0	67	2	153	0	2	122	40	1	2287
8:00 AM	5	5	4	0	81	187	0	0	82	3	96	0	2	52	34	3	2186
8:15 AM	3	9	5	0	75	200	2	0	54	3	80	0	2	81	53	3	1835
8:30 AM	7	4	4	0	69	155	2	0	59	3	81	0	6	102	48	0	1068
8:45 AM	1	6	2	0	67	141	1	0	48	11	127	0	8	85	31	4	528
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	595
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1224
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1780
3:00 PM	9	11	6	0	89	124	4	1	42	1	48	0	4	182	75	5	2351
3:15 PM	9	8	8	0	101	109	2	0	41	7	60	0	6	207	71	7	2381
3:30 PM	8	9	4	0	79	103	2	0	48	1	60	0	1	171	70	3	2317
3:45 PM	15	16	2	2	65	100	3	0	50	5	48	0	2	193	72	8	2323
4:00 PM	8	7	4	0	84	114	2	0	34	2	55	0	5	224	86	12	2394
4:15 PM	9	9	2	0	57	86	4	0	33	2	34	0	3	254	72	6	2417
4:30 PM	13	11	1	0	59	88	1	0	36	2	49	0	3	215	84	2	2482
4:45 PM	17	7	6	0	68	111	2	0	47	3	53	0	3	255	70	9	2582
5:00 PM	11	8	6	0	89	94	1	0	47	2	56	0	3	252	79	5	2526
5:15 PM	11	11	4	2	79	86	3	0	43	3	49	0	5	278	78	7	1878
5:30 PM	11	10	1	0	79	91	1	0	33	1	63	0	5	279	88	4	1248
5:45 PM	10	9	2	0	50	72	3	0	49	0	70	0	3	252	66	3	586
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 19-08039-002
Date : 01/30/2019

Bank 1 Count = Bikes & Peds

	Monterey Ave Southbound					Soquel Dr Westbound					Monterey Ave Northbound					Soquel Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	0	0	0	0	0	1	3
7:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	1
7:45	0	0	0	0	0	0	3	0	1	3	0	0	0	1	0	0	1	0	0	1	4	2
Total	0	0	0	0	0	0	8	0	2	8	0	0	0	4	0	0	2	0	0	2	10	6
8:00	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	0	1	0	0	1	4	1
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
8:30	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	2	0	0	2	3	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	2	2	3
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	6	0	0	7	0	0	7	12	6
15:00	0	0	0	0	0	0	4	0	0	4	0	0	0	2	0	0	2	0	0	2	6	2
15:15	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	2	1
15:30	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	2	1
15:45	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	4	0	1	4	5	2
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	5	0	0	7	0	1	7	15	6
16:00	0	0	0	0	0	0	4	0	0	4	0	0	1	5	1	0	1	0	0	1	6	5
16:15	0	0	0	0	0	0	4	0	0	4	0	0	0	2	0	0	0	0	0	0	4	2
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
16:45	0	0	0	0	0	0	3	0	1	3	0	0	0	1	0	0	1	0	0	1	4	2
Total	0	0	0	0	0	0	12	0	1	12	0	0	1	8	1	0	5	0	0	5	18	9
17:00	0	0	0	0	0	0	3	0	1	3	0	0	0	0	0	0	1	0	0	1	4	1
17:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4	0
17:30	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	0	3	0	0	3	6	1
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	0
Total	0	0	0	0	0	1	8	0	1	9	0	0	0	1	0	0	11	0	0	11	20	2
Grand Total	0	0	0	0	0	1	41	0	4	42	0	0	1	24	1	0	32	0	1	32	75	29
Apprch %	0.0%	0.0%	0.0%			2.4%	97.6%	0.0%			0.0%	0.0%	100.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	1.3%	54.7%	0.0%		56.0%	0.0%	0.0%	1.3%		1.3%	0.0%	42.7%	0.0%		42.7%	100.0%	

AM PEAK HOUR	Monterey Ave Southbound					Soquel Dr Westbound					Monterey Ave Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	3	0	1	3	0	0	0	1	0	0	1	0	0	1	4
8:00	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	0	1	0	0	1	4
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:30	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	2	0	0	2	3
Total Volume	0	0	0	0	0	0	8	0	1	8	0	0	0	4	0	0	6	0	0	6	14
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.667	.000		.667	.000	.000	.000		.000	.000	.750	.000		.750	.875

PM PEAK HOUR	Monterey Ave Southbound					Soquel Dr Westbound					Monterey Ave Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	3	0	1	3	0	0	0	1	0	0	1	0	0	1	4
17:00	0	0	0	0	0	0	3	0	1	3	0	0	0	0	0	0	1	0	0	1	4
17:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
17:30	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	0	3	0	0	3	6
Total Volume	0	0	0	0	0	1	10	0	2	11	0	0	0	2	0	0	7	0	0	7	18
% App Total	0.0%	0.0%	0.0%			9.1%	90.9%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.250	.833	.000		.917	.000	.000	.000		.000	.000	.583	.000		.583	.750

File Name: 19-08039-002
Start Date: 01/30/2019
Start Time: 7:00 AM
Site Code:
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	Monterey Ave Southbound				Soquel Dr Westbound				Monterey Ave Northbound				Soquel Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
7:45 AM	0	0	0	0	0	3	0	1	0	0	0	1	0	1	0	0	0
8:00 AM	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	2	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:00 PM	0	0	0	0	0	4	0	0	0	0	0	2	0	2	0	0	15
3:15 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	15
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	17
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	4	0	1	19
4:00 PM	0	0	0	0	0	4	0	0	0	0	1	5	0	1	0	0	18
4:15 PM	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	16
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	16
4:45 PM	0	0	0	0	0	3	0	1	0	0	0	1	0	1	0	0	18
5:00 PM	0	0	0	0	0	3	0	1	0	0	0	0	0	1	0	0	20
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	16
5:30 PM	0	0	0	0	0	3	0	0	0	0	0	1	0	3	0	0	12
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	6
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Ave & Soquel Dr
City: Soquel
Control: 0

Project ID: 19-08039-002
Date: 1/30/19

Bikes

NS/EW Streets:	Monterey Ave				Monterey Ave				Soquel Dr				Soquel Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	9	0	0	0	13	0	0	22
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.667	0.000	0.000	0.875
										0.750				0.667			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
4:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	4	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	23	0	0	1	28	0	0	53
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	3.45%	96.55%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	7	0	0	1	10	0	0	18
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.250	0.833	0.000	0.000	0.750
										0.583				0.917			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Ave & Soquel Dr
City: Soquel
Project ID: 19-08039-002
Date: 1/30/19

Pedestrians (Crosswalks)

NS/EW Streets:	Monterey Ave		Monterey Ave		Soquel Dr		Soquel Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	1	0	1	0	0	0	2
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	0	0	0	0	2
8:45 AM	0	0	1	2	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	7	1	1	0	0	12
APPROACH %'s :			30.00%	70.00%	50.00%	50.00%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	2	2	1	0	0	0	5
PEAK HR FACTOR :			0.500	0.500	0.250				0.625
			0.500		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	2	0	0	0	0	0	2
3:15 PM	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	1	0	0	1	0	2
4:00 PM	0	0	0	5	0	0	0	0	5
4:15 PM	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	1	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	10	1	1	1	0	17
APPROACH %'s :			28.57%	71.43%	50.00%	50.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	1	1	1	1	0	0	4
PEAK HR FACTOR :			0.250	0.250	0.250	0.250			0.500
			0.500		0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Ave & Soquel Dr
City: Soquel
Control:

Project ID: 19-08039-002
Date: 1/30/19

Total

NS/EW Streets:	Monterey Ave				Monterey Ave				Soquel Dr				Soquel Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	3	0	0	0	0	0	0	40	0	0	1	97	0	0	143
7:15 AM	1	0	3	0	0	0	0	0	0	65	1	0	1	161	0	0	232
7:30 AM	0	0	5	0	0	0	0	0	0	132	2	0	0	181	0	1	321
7:45 AM	1	0	6	0	0	0	0	0	0	146	1	0	1	215	0	0	370
8:00 AM	2	0	2	0	0	0	0	0	0	84	3	0	0	281	0	0	372
8:15 AM	2	0	4	0	0	0	0	0	0	138	2	0	0	236	0	0	382
8:30 AM	5	0	2	0	0	0	0	0	0	142	0	0	1	193	0	0	343
8:45 AM	2	0	2	0	0	0	0	0	0	131	1	0	0	208	0	0	344
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	0	27	0	0	0	0	0	0	878	10	0	4	1572	0	1	2507
APPROACH %'s :	35.71%	0.00%	64.29%	0.00%					0.00%	98.87%	1.13%	0.00%	0.25%	99.68%	0.00%	0.06%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	10	0	14	0	0	0	0	0	0	510	6	0	2	925	0	0	1467
PEAK HR FACTOR :	0.500	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.873	0.500	0.000	0.500	0.823	0.000	0.000	0.960
	0.857								0.878				0.825				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	2	0	2	0	0	0	0	0	0	257	5	0	1	163	0	0	430
3:15 PM	1	0	4	0	0	0	0	0	0	291	5	0	1	156	0	0	458
3:30 PM	1	0	2	0	0	0	0	0	0	249	2	0	2	132	0	1	389
3:45 PM	3	0	2	0	0	0	0	0	0	291	4	1	2	137	0	1	441
4:00 PM	1	0	4	0	0	0	0	0	0	303	2	0	1	133	0	1	445
4:15 PM	1	0	1	0	0	0	0	0	0	332	1	0	2	127	0	0	464
4:30 PM	0	0	1	0	0	0	0	0	0	327	1	0	1	103	0	0	433
4:45 PM	1	0	1	0	0	0	0	0	0	340	1	0	1	142	0	1	487
5:00 PM	1	0	1	1	0	0	0	0	0	340	5	0	3	146	0	1	498
5:15 PM	2	0	2	0	0	0	0	0	0	379	3	0	2	111	0	0	499
5:30 PM	2	0	6	0	0	0	0	0	0	351	6	0	0	123	0	0	488
5:45 PM	2	0	0	0	0	0	0	0	0	333	2	0	2	114	0	1	454
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	0	26	1	0	0	0	0	0	3793	37	1	18	1587	0	6	5486
APPROACH %'s :	38.64%	0.00%	59.09%	2.27%					0.00%	99.01%	0.97%	0.03%	1.12%	98.51%	0.00%	0.37%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	0	10	1	0	0	0	0	0	1410	15	0	6	522	0	2	1972
PEAK HR FACTOR :	0.750	0.000	0.417	0.250	0.000	0.000	0.000	0.000	0.000	0.930	0.625	0.000	0.500	0.894	0.000	0.500	0.988
	0.531								0.933				0.883				

Prepared by National Data & Surveying Services

Monterey Ave & Soquel Dr

Peak Hour Turning Movement Count

ID: 19-08039-002
City: Soquel

Day: Wednesday
Date: 01/30/2019

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 03:00 PM - 06:00 PM

Monterey Ave — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Soquel Dr — EASTBOUND

AM	NOON	PM	
935	0	528	⇦
0	0	0	↰ 0
0	0	0	↱ 0
510	0	1410	→ 0
6	0	15	↳ 0
AM	NOON	PM	

Soquel Dr — WESTBOUND

PM	NOON	AM	
0	0	0	↰ 0
522	0	925	← 0
6	0	2	↰ 0
2	0	0	↳ 0
1422	0	524	⇨
PM	NOON	AM	

CONTROL

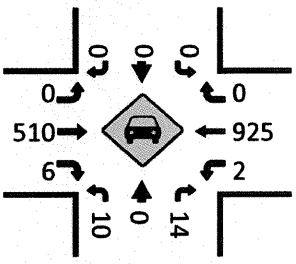
0

TEV	1467 AM	0 NOON	1972 PM
PHF	0.96		0.99

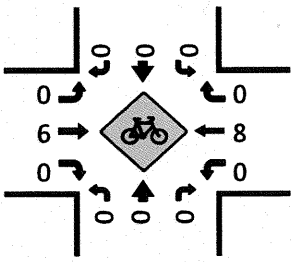
Monterey Ave — NORTHBOUND

PM	22	1	6	0	10	PM
NOON	0	0	0	0	0	NOON
AM	8	0	10	0	14	AM

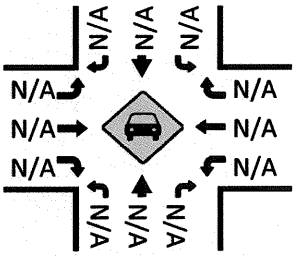
Total Vehicles (AM)



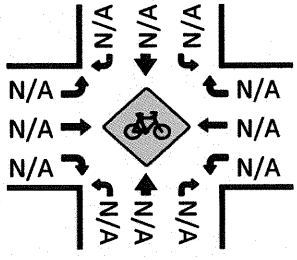
Bikes (AM)



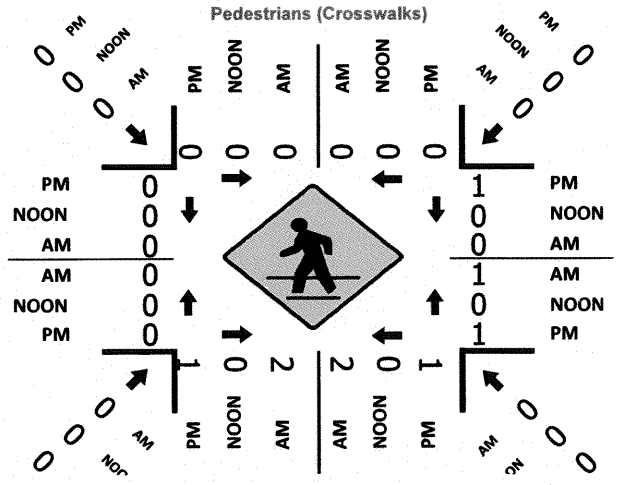
Total Vehicles (Noon)



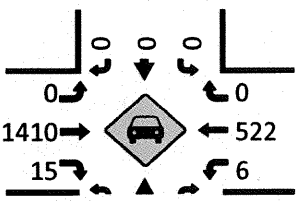
Bikes (NOON)



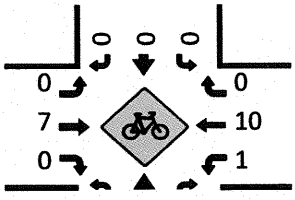
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 19-08039-002
Date : 01/30/2019

Unshifted Count = All Vehicles & Uturns

	Monterey Ave Southbound					Soquel Dr Westbound					Monterey Ave Northbound					Soquel Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	1	97	0	0	98	2	0	3	0	5	0	40	0	0	40	143	0
7:15	0	0	0	0	0	1	161	0	0	162	1	0	3	0	4	0	65	1	0	66	232	0
7:30	0	0	0	0	0	0	181	0	1	182	0	0	5	0	5	0	132	2	0	134	321	1
7:45	0	0	0	0	0	1	215	0	0	216	1	0	6	0	7	0	146	1	0	147	370	0
Total	0	0	0	0	0	3	654	0	1	658	4	0	17	0	21	0	383	4	0	387	1066	1
8:00	0	0	0	0	0	0	281	0	0	281	2	0	2	0	4	0	84	3	0	87	372	0
8:15	0	0	0	0	0	0	236	0	0	236	2	0	4	0	6	0	138	2	0	140	382	0
8:30	0	0	0	0	0	1	193	0	0	194	5	0	2	0	7	0	142	0	0	142	343	0
8:45	0	0	0	0	0	0	208	0	0	208	2	0	2	0	4	0	131	1	0	132	344	0
Total	0	0	0	0	0	1	918	0	0	919	11	0	10	0	21	0	495	6	0	501	1441	0
15:00	0	0	0	0	0	1	163	0	0	164	2	0	2	0	4	0	257	5	0	262	430	0
15:15	0	0	0	0	0	1	156	0	0	157	1	0	4	0	5	0	291	5	0	296	458	0
15:30	0	0	0	0	0	2	132	0	1	135	1	0	2	0	3	0	249	2	0	251	389	1
15:45	0	0	0	0	0	2	137	0	1	140	3	0	2	0	5	0	291	4	1	296	441	2
Total	0	0	0	0	0	6	588	0	2	596	7	0	10	0	17	0	1088	16	1	1105	1718	3
16:00	0	0	0	0	0	1	133	0	1	135	1	0	4	0	5	0	303	2	0	305	445	1
16:15	0	0	0	0	0	2	127	0	0	129	1	0	1	0	2	0	332	1	0	333	464	0
16:30	0	0	0	0	0	1	103	0	0	104	0	0	1	0	1	0	327	1	0	328	433	0
16:45	0	0	0	0	0	1	142	0	1	144	1	0	1	0	2	0	340	1	0	341	487	1
Total	0	0	0	0	0	5	505	0	2	512	3	0	7	0	10	0	1302	5	0	1307	1829	2
17:00	0	0	0	0	0	3	146	0	1	150	1	0	1	1	3	0	340	5	0	345	498	2
17:15	0	0	0	0	0	2	111	0	0	113	2	0	2	0	4	0	379	3	0	382	499	0
17:30	0	0	0	0	0	0	123	0	0	123	2	0	6	0	8	0	351	6	0	357	488	0
17:45	0	0	0	0	0	2	114	0	1	117	2	0	0	0	2	0	333	2	0	335	454	1
Total	0	0	0	0	0	7	494	0	2	503	7	0	9	1	17	0	1403	16	0	1419	1939	3
Grand Total	0	0	0	0	0	22	3159	0	7	3188	32	0	53	1	86	0	4671	47	1	4719	7993	9
Apprch %	0.0%	0.0%	0.0%	0.0%		0.7%	99.1%	0.0%	0.2%		37.2%	0.0%	61.6%	1.2%		0.0%	99.0%	1.0%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	39.5%	0.0%	0.1%	39.9%	0.4%	0.0%	0.7%	0.0%	1.1%	0.0%	58.4%	0.6%	0.0%	59.0%	100.0%	

AM PEAK HOUR	Monterey Ave Southbound					Soquel Dr Westbound					Monterey Ave Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	1	215	0	0	216	1	0	6	0	7	0	146	1	0	147	370
8:00	0	0	0	0	0	0	281	0	0	281	2	0	2	0	4	0	84	3	0	87	372
8:15	0	0	0	0	0	0	236	0	0	236	2	0	4	0	6	0	138	2	0	140	382
8:30	0	0	0	0	0	1	193	0	0	194	5	0	2	0	7	0	142	0	0	142	343
Total Volume	0	0	0	0	0	2	925	0	0	927	10	0	14	0	24	0	510	6	0	516	1467
% App Total	0.0%	0.0%	0.0%	0.0%		0.2%	99.8%	0.0%	0.0%		41.7%	0.0%	58.3%	0.0%		0.0%	98.8%	1.2%	0.0%		
PHF	.000	.000	.000	.000	.000	.500	.823	.000	.000	.825	.500	.000	.583	.000	.857	.000	.873	.500	.000	.878	.960

PM PEAK HOUR	Monterey Ave Southbound					Soquel Dr Westbound					Monterey Ave Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	1	142	0	1	144	1	0	1	0	2	0	340	1	0	341	487
17:00	0	0	0	0	0	3	146	0	1	150	1	0	1	1	3	0	340	5	0	345	498
17:15	0	0	0	0	0	2	111	0	0	113	2	0	2	0	4	0	379	3	0	382	499
17:30	0	0	0	0	0	0	123	0	0	123	2	0	6	0	8	0	351	6	0	357	488
Total Volume	0	0	0	0	0	6	522	0	2	530	6	0	10	1	17	0	1410	15	0	1425	1972
% App Total	0.0%	0.0%	0.0%	0.0%		1.1%	98.5%	0.0%	0.4%		35.3%	0.0%	58.8%	5.9%		0.0%	98.9%	1.1%	0.0%		
PHF	.000	.000	.000	.000	.000	.500	.894	.000	.500	.883	.750	.000	.417	.250	.531	.000	.930	.625	.000	.933	.988

File Name: 19-08039-002
Start Date: 01/30/2019
Start Time: 7:00 AM
Site Code:
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	Monterey Ave Southbound				Soquel Dr Westbound				Monterey Ave Northbound				Soquel Dr Eastbound				
rt Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	375
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	695
7:00 AM	0	0	0	0	1	97	0	0	2	0	3	0	0	40	0	0	1065
7:15 AM	0	0	0	0	1	161	0	0	1	0	3	0	0	65	1	0	1294
7:30 AM	0	0	0	0	0	181	0	1	0	0	5	0	0	132	2	0	1444
7:45 AM	0	0	0	0	1	215	0	0	1	0	6	0	0	146	1	0	1467
8:00 AM	0	0	0	0	0	281	0	0	2	0	2	0	0	84	3	0	1441
8:15 AM	0	0	0	0	0	236	0	0	2	0	4	0	0	138	2	0	1069
8:30 AM	0	0	0	0	1	193	0	0	5	0	2	0	0	142	0	0	687
8:45 AM	0	0	0	0	0	208	0	0	2	0	2	0	0	131	1	0	344
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	888
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1276
3:00 PM	0	0	0	0	1	163	0	0	2	0	2	0	0	257	5	0	1715
3:15 PM	0	0	0	0	1	156	0	0	1	0	4	0	0	291	5	0	1729
3:30 PM	0	0	0	0	2	132	0	1	1	0	2	0	0	249	2	0	1735
3:45 PM	0	0	0	0	2	137	0	1	3	0	2	0	0	291	4	1	1780
4:00 PM	0	0	0	0	1	133	0	1	1	0	4	0	0	303	2	0	1827
4:15 PM	0	0	0	0	2	127	0	0	1	0	1	0	0	332	1	0	1879
4:30 PM	0	0	0	0	1	103	0	0	0	0	1	0	0	327	1	0	1914
4:45 PM	0	0	0	0	1	142	0	1	1	0	1	0	0	340	1	0	1969
5:00 PM	0	0	0	0	3	146	0	1	1	0	1	1	0	340	5	0	1936
5:15 PM	0	0	0	0	2	111	0	0	2	0	2	0	0	379	3	0	1440
5:30 PM	0	0	0	0	0	123	0	0	2	0	6	0	0	351	6	0	941
5:45 PM	0	0	0	0	2	114	0	1	2	0	0	0	0	333	2	0	453
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 19-08039-003
Date : 01/30/2019

Bank 1 Count = Bikes & Peds

	Fairway Dr/Izant Ct Southbound					Soquel Dr Westbound					Fairway Dr/Izant Ct Northbound					Soquel Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	2	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	2
7:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
7:45	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8	1
Total	0	0	0	3	0	0	14	0	0	14	0	0	0	0	0	0	2	0	1	2	16	4
8:00	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	0	1	0	0	1	4	1
8:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	5
8:30	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	1	2	0	0	3	5	2
8:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total	0	0	0	4	0	0	5	0	0	5	0	0	0	4	0	1	6	0	2	7	12	10
15:00	0	0	0	5	0	0	3	0	0	3	0	0	0	1	0	0	2	0	1	2	5	7
15:15	0	0	0	2	0	0	4	0	0	4	0	0	0	1	0	0	0	0	1	0	4	4
15:30	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	1	4
15:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	0
Total	0	0	0	9	0	0	8	0	0	8	0	0	0	3	0	0	7	0	3	7	15	15
16:00	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5	3
16:15	0	0	0	2	0	0	3	0	0	3	0	0	0	7	0	0	0	0	0	0	3	9
16:30	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	6	1
16:45	0	0	0	1	0	0	2	0	0	2	0	0	0	1	0	1	1	0	1	2	4	3
Total	0	0	0	7	0	0	10	0	0	10	0	0	0	8	0	3	5	0	1	8	18	16
17:00	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	3
17:15	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	1
17:30	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	1	2	3
17:45	0	0	0	1	0	0	2	0	0	2	0	0	0	1	0	0	5	0	0	5	7	2
Total	0	0	0	7	0	0	6	0	0	6	0	0	0	1	0	0	9	0	1	9	15	9
Grand Total	0	0	0	30	0	0	43	0	0	43	0	0	0	16	0	4	29	0	8	33	76	54
Apprch %	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			12.1%	87.9%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	56.6%	0.0%		56.6%	0.0%	0.0%	0.0%		0.0%	5.3%	38.2%	0.0%		43.4%	100.0%	

AM PEAK HOUR	Fairway Dr/Izant Ct Southbound					Soquel Dr Westbound					Fairway Dr/Izant Ct Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
8:00	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	0	1	0	0	1	4
8:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
8:30	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	1	2	0	0	3	5
Total Volume	0	0	0	4	0	0	12	0	0	12	0	0	0	3	0	1	6	0	2	7	19
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			14.3%	85.7%	0.0%			
PHF	.000	.000	.000		.000	.000	.429	.000		.429	.000	.000	.000		.000	.250	.750	.000		.583	.594

PM PEAK HOUR	Fairway Dr/Izant Ct Southbound					Soquel Dr Westbound					Fairway Dr/Izant Ct Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	1	0	0	2	0	0	2	0	0	0	1	0	1	1	0	1	2	4
17:00	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
17:15	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
17:30	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	1	2
Total Volume	0	0	0	7	0	0	6	0	0	6	0	0	0	1	0	1	5	0	2	6	12
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			16.7%	83.3%	0.0%			
PHF	.000	.000	.000		.000	.000	.750	.000		.750	.000	.000	.000		.000	.250	.625	.000		.750	.750

File Name: 19-08039-003
Start Date: 01/30/2019
Start Time: 7:00 AM
Site Code:
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	Fairway Dr/Izant Ct Southbound				Soquel Dr Westbound				Fairway Dr/Izant Ct Northbound				Soquel Dr Eastbound				
rt Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	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	1	0	1	0
7:45 AM	0	0	0	1	0	7	0	0	0	0	0	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	0	0
8:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	2	0
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	2	1	2	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	5	0	3	0	0	0	0	0	1	0	2	0	1	0
3:15 PM	0	0	0	2	0	4	0	0	0	0	0	1	0	0	0	1	0
3:30 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	1	0
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0
4:00 PM	0	0	0	3	0	3	0	0	0	0	0	0	1	1	0	0	0
4:15 PM	0	0	0	2	0	3	0	0	0	0	0	7	0	0	0	0	0
4:30 PM	0	0	0	1	0	2	0	0	0	0	0	0	1	3	0	0	0
4:45 PM	0	0	0	1	0	2	0	0	0	0	0	1	1	1	0	1	0
5:00 PM	0	0	0	3	0	2	0	0	0	0	0	0	0	2	0	0	0
5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0
5:30 PM	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	1	0
5:45 PM	0	0	0	1	0	2	0	0	0	0	0	1	0	5	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fairway Dr/Izant Ct & Soquel Dr
City: Soquel
Control: 0

Project ID: 19-08039-003
Date: 1/30/19

Bikes

NS/EW Streets:	Fairway Dr/Izant Ct				Fairway Dr/Izant Ct				Soquel Dr				Soquel Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	8	0	0	0	19	0	0	28
APPROACH %'s :									11.11%	88.89%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	6	0	0	0	12	0	0	19
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.429	0.000	0.000	0.594
										0.583				0.429			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	3	21	0	0	0	24	0	0	48
APPROACH %'s :									12.50%	87.50%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	5	0	0	0	6	0	0	12
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.000	0.000	0.000	0.750	0.000	0.000	0.750
										0.750				0.750			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fairway Dr/Izant Ct & Soquel Dr
City: Soquel
Project ID: 19-08039-003
Date: 1/30/19

Pedestrians (Crosswalks)

NS/EW Streets:	Fairway Dr/Izant Ct		Fairway Dr/Izant Ct		Soquel Dr		Soquel Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	1
7:45 AM	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	2	1	0	0	0	0	1	1	5
8:30 AM	0	0	1	1	0	0	0	0	2
8:45 AM	0	1	0	1	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	4	1	3	0	0	1	2	14
APPROACH %'s :	42.86%	57.14%	25.00%	75.00%			33.33%	66.67%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	3	1	1	2	0	0	1	1	9
PEAK HR FACTOR :	0.375	0.250	0.250	0.500			0.250	0.250	0.450
	0.333		0.375				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	3	2	1	0	0	0	0	1	7
3:15 PM	2	0	0	1	0	0	1	0	4
3:30 PM	0	2	1	0	0	0	1	0	4
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	1	2	0	0	0	0	0	0	3
4:15 PM	1	1	0	7	0	0	0	0	9
4:30 PM	1	0	0	0	0	0	0	0	1
4:45 PM	0	1	1	0	0	0	0	1	3
5:00 PM	0	3	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	2	0	0	0	0	0	1	0	3
5:45 PM	1	0	1	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	12	4	8	0	0	3	2	40
APPROACH %'s :	47.83%	52.17%	33.33%	66.67%			60.00%	40.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	2	5	1	0	0	0	1	1	10
PEAK HR FACTOR :	0.250	0.417	0.250				0.250	0.250	0.833
	0.583		0.250				0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fairway Dr/Izant Ct & Soquel Dr
City: Soquel
Control:

Project ID: 19-08039-003
Date: 1/30/19

Total

NS/EW Streets:	Fairway Dr/Izant Ct				Fairway Dr/Izant Ct				Soquel Dr				Soquel Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	4	0	22	0	5	27	0	0	0	98	1	0	157
7:15 AM	1	0	0	0	7	0	17	0	5	63	0	0	0	165	2	0	260
7:30 AM	1	0	0	0	10	0	29	0	8	118	1	1	0	196	3	0	367
7:45 AM	0	0	1	0	6	0	29	0	14	134	0	1	1	220	4	0	410
8:00 AM	0	0	0	0	6	0	24	0	9	88	0	0	1	292	6	2	428
8:15 AM	0	0	1	0	7	0	30	0	18	130	0	0	0	268	6	1	461
8:30 AM	0	0	0	0	9	0	24	0	17	127	0	1	0	196	9	1	384
8:45 AM	0	0	0	0	12	0	30	0	21	116	0	0	0	217	9	0	405
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	2	0	61	0	205	0	97	803	1	3	2	1652	40	4	2872
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	22.93%	0.00%	77.07%	0.00%	10.73%	88.83%	0.11%	0.33%	0.12%	97.29%	2.36%	0.24%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	2	0	28	0	107	0	58	479	0	2	2	976	25	4	1683
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.778	0.000	0.892	0.000	0.806	0.894	0.000	0.500	0.500	0.836	0.694	0.500	0.913
		0.500				0.912				0.904				0.836			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	5	0	17	0	28	266	0	0	0	160	12	1	489
3:15 PM	0	0	0	0	7	0	13	0	26	310	1	0	1	141	9	0	508
3:30 PM	0	0	0	0	8	0	18	0	12	265	1	1	0	139	4	0	448
3:45 PM	0	0	0	0	5	0	20	0	19	292	0	0	0	130	6	0	472
4:00 PM	0	0	0	0	11	0	14	0	19	298	0	0	1	139	5	3	490
4:15 PM	0	0	0	0	7	0	16	0	21	335	0	3	0	111	8	1	502
4:30 PM	0	0	0	0	10	0	21	0	37	328	0	0	0	106	7	0	509
4:45 PM	0	0	0	0	12	0	14	0	26	337	0	0	0	128	12	1	530
5:00 PM	0	0	0	0	10	0	16	0	28	351	0	0	2	143	17	0	567
5:15 PM	0	0	1	0	12	0	20	0	34	390	0	1	0	108	11	3	580
5:30 PM	0	0	0	0	8	0	20	0	25	366	0	1	1	113	13	3	550
5:45 PM	0	0	1	0	7	0	15	0	20	339	2	1	0	110	9	0	504
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	102	0	204	0	295	3877	4	7	5	1528	113	12	6149
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	33.33%	0.00%	66.67%	0.00%	7.05%	92.68%	0.10%	0.17%	0.30%	92.16%	6.82%	0.72%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	42	0	70	0	113	1444	0	2	3	492	53	7	2227
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.875	0.000	0.875	0.000	0.831	0.926	0.000	0.500	0.375	0.860	0.779	0.583	0.960
		0.250				0.875				0.917				0.856			

Prepared by National Data & Surveying Services

Fairway Dr/Izant Ct & Soquel Dr

Peak Hour Turning Movement Count

ID: 19-08039-003
City: Soquel

Day: Wednesday
Date: 01/30/2019

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

Fairway Dr/Izant Ct — SOUTHBOUND

AM	107	0	28	0	83	AM
NOON	0	0	0	0	0	NOON
PM	70	0	42	0	166	PM

EASTBOUND — Soquel Dr

AM	NOON	PM	
1085	0	564	⇦
2	0	2	↶ 0
58	0	113	↱ 0
479	0	1444	→ 0
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — Soquel Dr

PM	NOON	AM	
53	0	25	↰ 0
492	0	976	← 0
3	0	2	↶ 0
7	0	4	↷ 0
1494	0	513	⇨
PM	NOON	AM	

CONTROL

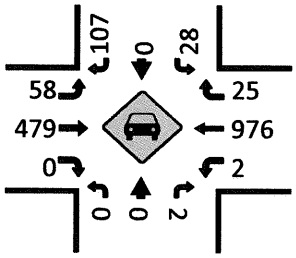
0

	AM	NOON	PM
TEV	1683	0	2227
PHF	0.91		0.96

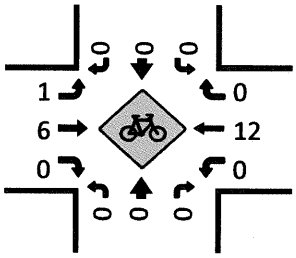
NORTHBOUND — Fairway Dr/Izant Ct

PM	3	0	0	0	1	PM
NOON	0	0	0	0	0	NOON
AM	2	0	0	0	2	AM

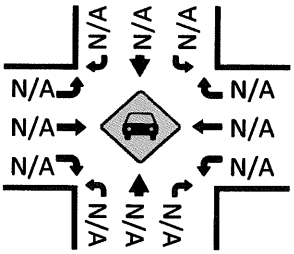
Total Vehicles (AM)



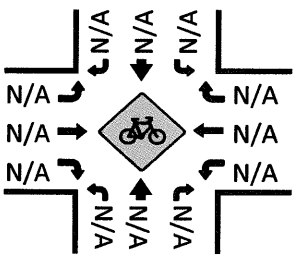
Bikes (AM)



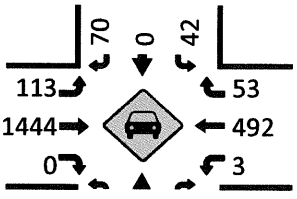
Total Vehicles (Noon)



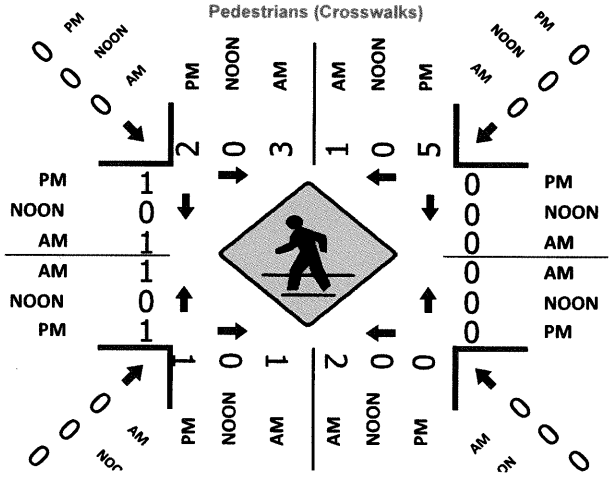
Bikes (NOON)



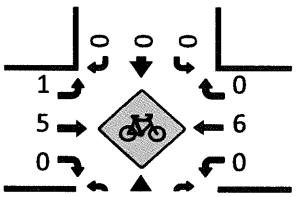
Total Vehicles (PM)

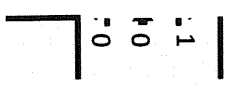


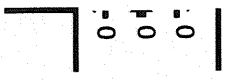
Pedestrians (Crosswalks)



Bikes (PM)







ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 19-08039-003
Date : 01/30/2019

Unshifted Count = All Vehicles & Uturns

	Fairway Dr/Izant Ct Southbound					Soquel Dr Westbound					Fairway Dr/Izant Ct Northbound					Soquel Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	4	0	22	0	26	0	98	1	0	99	0	0	0	0	0	5	27	0	0	32	157	0
7:15	7	0	17	0	24	0	165	2	0	167	1	0	0	0	1	5	63	0	0	68	260	0
7:30	10	0	29	0	39	0	196	3	0	199	1	0	0	0	1	8	118	1	1	128	367	1
7:45	6	0	29	0	35	1	220	4	0	225	0	0	1	0	1	14	134	0	1	149	410	1
Total	27	0	97	0	124	1	679	10	0	690	2	0	1	0	3	32	342	1	2	377	1194	2
8:00	6	0	24	0	30	1	292	6	2	301	0	0	0	0	0	9	88	0	0	97	428	2
8:15	7	0	30	0	37	0	268	6	1	275	0	0	1	0	1	18	130	0	0	148	461	1
8:30	9	0	24	0	33	0	196	9	1	206	0	0	0	0	0	17	127	0	1	145	384	2
8:45	12	0	30	0	42	0	217	9	0	226	0	0	0	0	0	21	116	0	0	137	405	0
Total	34	0	108	0	142	1	973	30	4	1008	0	0	1	0	1	65	461	0	1	527	1678	5
15:00	5	0	17	0	22	0	160	12	1	173	0	0	0	0	0	28	266	0	0	294	489	1
15:15	7	0	13	0	20	1	141	9	0	151	0	0	0	0	0	26	310	1	0	337	508	0
15:30	8	0	18	0	26	0	139	4	0	143	0	0	0	0	0	12	265	1	1	279	448	1
15:45	5	0	20	0	25	0	130	6	0	136	0	0	0	0	0	19	292	0	0	311	472	0
Total	25	0	68	0	93	1	570	31	1	603	0	0	0	0	0	85	1133	2	1	1221	1917	2
16:00	11	0	14	0	25	1	139	5	3	148	0	0	0	0	0	19	298	0	0	317	490	3
16:15	7	0	16	0	23	0	111	8	1	120	0	0	0	0	0	21	335	0	3	359	502	4
16:30	10	0	21	0	31	0	106	7	0	113	0	0	0	0	0	37	328	0	0	365	509	0
16:45	12	0	14	0	26	0	128	12	1	141	0	0	0	0	0	26	337	0	0	363	530	1
Total	40	0	65	0	105	1	484	32	5	522	0	0	0	0	0	103	1298	0	3	1404	2031	8
17:00	10	0	16	0	26	2	143	17	0	162	0	0	0	0	0	28	351	0	0	379	567	0
17:15	12	0	20	0	32	0	108	11	3	122	0	0	1	0	1	34	390	0	1	425	580	4
17:30	8	0	20	0	28	1	113	13	3	130	0	0	0	0	0	25	366	0	1	392	550	4
17:45	7	0	15	0	22	0	110	9	0	119	0	0	1	0	1	20	339	2	1	362	504	1
Total	37	0	71	0	108	3	474	50	6	533	0	0	2	0	2	107	1446	2	3	1558	2201	9
Grand Total	163	0	409	0	572	7	3180	153	16	3356	2	0	4	0	6	392	4680	5	10	5087	9021	26
Apprch %	28.5%	0.0%	71.5%	0.0%		0.2%	94.8%	4.6%	0.5%		33.3%	0.0%	66.7%	0.0%		7.7%	92.0%	0.1%	0.2%			
Total %	1.8%	0.0%	4.5%	0.0%	6.3%	0.1%	35.3%	1.7%	0.2%	37.2%	0.0%	0.0%	0.0%	0.0%	0.1%	4.3%	51.9%	0.1%	0.1%	56.4%	100.0%	

AM PEAK HOUR	Fairway Dr/Izant Ct Southbound					Soquel Dr Westbound					Fairway Dr/Izant Ct Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	6	0	29	0	35	1	220	4	0	225	0	0	1	0	1	14	134	0	1	149	410
8:00	6	0	24	0	30	1	292	6	2	301	0	0	0	0	0	9	88	0	0	97	428
8:15	7	0	30	0	37	0	268	6	1	275	0	0	1	0	1	18	130	0	0	148	461
8:30	9	0	24	0	33	0	196	9	1	206	0	0	0	0	0	17	127	0	1	145	384
Total Volume	28	0	107	0	135	2	976	25	4	1007	0	0	2	0	2	58	479	0	2	539	1683
% App Total	20.7%	0.0%	79.3%	0.0%		0.2%	96.9%	2.5%	0.4%		0.0%	0.0%	100.0%	0.0%		10.8%	88.9%	0.0%	0.4%		
PHF	.778	.000	.892	.000	.912	.500	.836	.694	.500	.836	.000	.000	.500	.000	.500	.806	.894	.000	.500	.904	.913

PM PEAK HOUR	Fairway Dr/Izant Ct Southbound					Soquel Dr Westbound					Fairway Dr/Izant Ct Northbound					Soquel Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	12	0	14	0	26	0	128	12	1	141	0	0	0	0	0	26	337	0	0	363	530
17:00	10	0	16	0	26	2	143	17	0	162	0	0	0	0	0	28	351	0	0	379	567
17:15	12	0	20	0	32	0	108	11	3	122	0	0	1	0	1	34	390	0	1	425	580
17:30	8	0	20	0	28	1	113	13	3	130	0	0	0	0	0	25	366	0	1	392	550
Total Volume	42	0	70	0	112	3	492	53	7	555	0	0	1	0	1	113	1444	0	2	1559	2227
% App Total	37.5%	0.0%	62.5%	0.0%		0.5%	88.6%	9.5%	1.3%		0.0%	0.0%	100.0%	0.0%		7.2%	92.6%	0.0%	0.1%		
PHF	.875	.000	.875	.000	.875	.375	.860	.779	.583	.856	.000	.000	.250	.000	.250	.831	.926	.000	.500	.917	.960

File Name: 19-08039-003
Start Date: 01/30/2019
Start Time: 7:00 AM
Site Code:
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	Fairway Dr/Izant Ct Southbound				Soquel Dr Westbound				Fairway Dr/Izant Ct Northbound				Soquel Dr Eastbound				
rt Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157
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6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	783
7:00 AM	4	0	22	0	0	98	1	0	0	0	0	0	5	27	0	0	1192
7:15 AM	7	0	17	0	0	165	2	0	1	0	0	0	5	63	0	0	1461
7:30 AM	10	0	29	0	0	196	3	0	1	0	0	0	8	118	1	1	1661
7:45 AM	6	0	29	0	1	220	4	0	0	0	1	0	14	134	0	1	1677
8:00 AM	6	0	24	0	1	292	6	2	0	0	0	0	9	88	0	0	1673
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11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment 10

VMT Analysis
October 8, 2019

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CRANE TRANSPORTATION GROUP

Central Valley Office:
2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3406 *phone*
(916) 647-3408 *fax*

San Francisco Bay Area Office:
6220 Bay View Avenue
San Pablo, CA 94806
(510) 236-9375 *phone*
(510) 236-1091 *fax*

October 8, 2019

Mr. Bill Mabry
Partner, Project Development
Ms. Hannah Daugherty
Project Manager
Oakmont Senior Living
9240 Old Redwood Hwy; Suite 200
Windsor, CA 95492

RE: OAKMONT OF SOQUEL ASSISTED LIVING FACILITY – VMT ISSUES

Dear Mr. Mabry and Ms. Daugherty:

At your request, Crane Transportation Group (CTG) has prepared this letter to address potential VMT analysis for the Oakmont Soquel facility.

I. State Guidelines

The April 2018 Guidelines from the State of California Office of Planning and Research (OPR) pertain to compliance with Senate Bill 743 regarding planning tools for reducing carbon emissions. The purpose of the Guidelines is to build into projects ways to reduce the total Vehicle Miles Traveled (VMT), thereby reducing greenhouse gas emissions.

OPR's lengthy Technical Advisory sets forth recommended VMT screening thresholds and thresholds of significance for various types of land use development projects. Under the heading Screening Thresholds for Small Projects, the Guidelines state "Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than- significant transportation impact.

Based on ITE Trip Generation 10th Edition trip rates, the project would produce 232 daily two-way trips (116 inbound trips + 116 outbound trips), see **Table 1.**

It would replace the existing trips to and from the existing church. Based on ITE Trip Generation 10th Edition trip rates for the average size church (using available ITE data), the church might produce 146 daily two-way trips (73 inbound trips + 73 outbound trips), see **Table 2.** It should be noted that churches can be extremely high traffic generators, or rather low generators, depending upon the size and range of services they provide, thus the trip rate used may not accurately reflect the existing church square footage or its range of services.

Table 1
DAILY AND PEAK HOUR PROJECT TRIP GENERATION[1]

USE	SIZE OR # UNITS	DAILY 2-WAY TRIPS		AM PEAK HOUR VOLUMES				PM PEAK HOUR VOLUMES			
				IN		OUT		IN		OUT	
		RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
Assisted Living Facility	89 beds	2.60[2]	232[3]	.12	11[4]	.07	6[4]	.10	9[4]	.16	14[4]

[1]Trip Rate Source: *Trip Generation, 10th Edition, Institute of Traffic Engineers (ITE) September 2017, Land Use #254.*
[2] Average rates.
[3] Rounded to the nearest even number.
[4] Peak hour of generator, rounded up or down to the nearest 1.0.

Compiled by: Crane Transportation Group

Table 2
DAILY AND PEAK HOUR CHURCH (EXISTING USE) TRIP GENERATION

USE	SIZE OR # UNITS	DAILY 2-WAY TRIPS		AM PEAK HOUR VOLUMES				PM PEAK HOUR VOLUMES			
				IN		OUT		IN		OUT	
		RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
Church	21,000 sq. ft.[1]	6.95[2]	146[3]	.35[4]	7[5]	.30[4]	6[5]	.50[4]	11[5]	.30[4]	14[5]

[1]Trip Rate Source: *Trip Generation, 10th Edition, Institute of Traffic Engineers (ITE) September 2017, Land Use #560.*
Average size church per available ITE daily data.
[2] Average rates per ITE.
[3] Rounded to the nearest even number.
[4] Peak hour of generator.
[5] Rounded up or down to the nearest 1.0.

Compiled by: Crane Transportation Group

Subtracting the 146 daily trips for the church from the projected 232 daily trips for the Oakmont Assisted Living facility, a potential 86 net new trips might result, thus, the project might be considered to be exempt from VMT analysis.

County of Santa Cruz VMT Requirements

The County of Santa Cruz has not yet established VMT screening thresholds or defined

its VMT analysis process.[1]

A Simple VMT Analysis would provide the following:

(1) A "setting" section to present available sources of information regarding regional VMT, including a description of existing modeling data.

(2) Calculation of existing "without" and "with-project" daily trips times the County model's average daily trip length, *assuming **trip length data** can be supplied by the County from the current regional traffic model for residential, retail (restaurant) and recreational trips.*

(3) Provide ways the project can reduce VMT through Travel Demand Analysis VMT reduction measures.

The VMT analysis would include:

- A table showing with versus without project Vehicle Miles Traveled (VMT) projections.
- Measures to reduce VMT associated with the project, agreeable to the applicant.

II. Measures to Reduce VMT

The following measures should be considered in order to minimize the project's carbon emissions due to vehicle exhaust:

The most effective measures for reducing vehicle emissions due to the project will be to reduce employee commute trips as much as possible.

It is expected that many employees would be dropped off at work (this was observed during surveys conducted at Oakmont's Cardinal Point I facility in Alameda, California), and others would rideshare or use public transit to and from work. July 2013 surveys of Oakmont's Cardinal Point I facility revealed that 33 percent of morning shift staff used alternative modes of travel to and from work. As in Alameda, the project site in Soquel has nearby transit service and pedestrian facilities and bike lanes are available for employees who prefer to walk or bicycle to work. For example. Soquel Drive has signal controls at Fairway Drive and Park Avenue, with pedestrian signals, crosswalks and

[1] Based on a telephone conversation with Nathan MacBeth, Planning Department, County of Santa Cruz.

ramps for accessibility on all but the east leg of the Fairway Drive intersection, and on all legs of the Park Avenue intersection. Continuous curbs, gutters and sidewalks are provided on both sides of the roadway in the project vicinity. A Class II (signed, striped) bike lane is provided along both sides of the roadway.

The project should encourage employees to use public transit, carpooling and ridesharing, and assist employees in this process, such as providing carpool/rideshare sign-up sheets at the concierge desk. For those biking to work, secure bicycle storage should be provided.

As stated in the traffic study, the facility would provide car service for its residents, and at any given time, a vehicle would be parked with a driver on call, as needed.

Attachment 11

Sewer Availability Letter
October 16, 2018

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Santa Cruz County Sanitation District

701 OCEAN STREET, SUITE 410, SANTA CRUZ, CA 95060-4073
(831) 454-2160 FAX (831) 454-2089 TDD/TTY- CALL 711

MATT MACHADO, DISTRICT ENGINEER

OCTOBER 16, 2018

BILL MABRY
OAKMONT SENIOR LIVING
9240 OLD REDWOOD HWY., STE. 200
WINDSOR, CA 04952

SUBJECT: SEWER AVAILABILITY AND DISTRICT'S CONDITIONS OF SERVICE FOR THE FOLLOWING PROPOSED DEVELOPMENT
APN: 037-191-14
APPLICATION NO.: N/A
PARCEL ADDRESS: 5630 SOQUEL DR.
PROJECT DESCRIPTION: LICENSED RESIDENTIAL CARE FACILITY FOR THE ELDERLY (RCFE), 84 UNITS, ESTIMATE OF 8,597 GALLONS PER DAY.

Dear Mr. Mabry:

We have received your inquiry regarding sewer service availability for the subject parcel(s). Sewer service is available in Soquel Drive for the subject development.

No downstream capacity problem or other issue is known at this time. However, downstream sewer requirements will again be studied at time of Planning Permit review, at which time the District reserves the right to add or modify downstream sewer requirements.

This notice is valid for one year from the date of this letter. If, after this time frame, this project has not yet received approval from the Planning Department, then this determination of availability will be considered to have expired and will no longer be valid.

Also, for your reference, we have attached a list of common items required during the review of sanitation projects.

Thank you for your inquiry. If you have any questions, please call Robert Hambelton at (831) 454-2160.

Yours truly,

MATT MACHADO
District Engineer

By:
Ashleigh Trujillo
Sanitation Engineer

RLH:tlp/265

Common Items Required During the Review of Sanitation Projects

What to show on the drawings: When you begin the design process, please show:

On the plot/site/utility plan:

1. location of any **existing** on-site sewer lateral(s), clean-out(s), and connection(s) to existing public sewer on the site (plot) plan.

2. location of any **proposed** on-site sewer lateral(s), clean-out(s), and connection(s) to existing public sewer on the site (plot) plan.

   Place a note, *"Existing" or "(E)"*,on each existing item that is to be removed.
   Place a note, *"To be removed"*, on each existing item that is to be removed.
   Place a note, *"New" or "(N)"*, on each item that is to be new.

On a floor plan:

1. all plumbing fixtures both existing and new (label *"(E)"* or *"(N)"*) on a floor plan of the entire building. Completely describe all plumbing fixtures according to table T-702.1 of the California Plumbing Code.

(Sanitation District Code sections 7.04.040 and 7.04.430)

Design and Construction Standards

The project sewer design and connection of the project to the Santa Cruz County Sanitation District system will be required to conform to the County of Santa Cruz Design Criteria (CDC) Part 4, Sanitary Sewer Design, February 2017 edition.
Reference for County Design Criteria:
http://www.dpw.co.santa-cruz.ca.us/Portals/19/pdfs/DESIGNCRITERIA.pdf

Demolition and sewer abandonment

If the proposed plans will involve some demolition, the existing sewer lateral(s) must be properly abandoned (including inspection by District) prior to issuance of demolition permit or relocation or disconnection of structure. An abandonment permit (either temporary or permanent) for disconnection work must be obtained from the District. This process is often overlooked until the last minute and can result in unnecessary delays, and you are encouraged to plan for the relatively short time and small expense to fulfill this requirement. There is no charge for either permit or inspection.
(Sanitation District Code section 7.04.410)

New Connection

If the proposed plans will involve one or more new sewer connections, we must issue a new sewer connection permit for each new connection. The final connection charges can be determined only after the District and, as needed, other Department of Public Works divisions have reviewed and approved the final engineered sewer improvement plans. (Sanitation District Code section 7.04.410)

Inspection of existing lateral for new or remodel construction

If the development will involve the reuse of an existing sewer lateral for a new or remodeled structure, then, before the approval of the building permit, the applicant shall have the sanitary sewer system inspected and certified by a licensed plumber to be in good working order and free of obstructions and breaks. Repairs shall be made to any damaged or deteriorated pipe, misalignment of pipe segments, leaking pipes, root intrusion, open joints, cracks or breaks, sags, damaged or defective cleanout, inflow and infiltration of extraneous water, older pipe materials that are known to be inadequate, inadequate lift or pump stations, inadequate alarm systems for overflows, and inadequate maintenance of lift stations. You must obtain a sewer repair permit (no charge) from the District and shall have repairs inspected by the District inspector (no charge) prior to backfilling of pipe or structure.
(Sanitation District Code section 7.04.375.A.3 Private Sanitary Sewer System Repair)

Increase in the number of plumbing fixtures
If the proposed plans will involve an increase in the fixture unit count for the existing sewer connection, additional fixture unit fees may be due. The exact amount will be calculated at the time a Sewer Connection Permit is issued. (Sanitation District Code section 7.04.040)

Tentative, parcel, or final map required
When any new *tentative, parcel,* or *final* map is required, please show the following on the improvement plans:

1. All adjacent or impacted roads and easements,
2. All on- and off-site sewer improvements needed to provide service to each lot or unit proposed. The plans must conform to the County's "Design Criteria."

If a tentative, parcel, or final map is NOT required, please provide to the District written proof of recordation (in the form of copies of the recorded documents) of any and all existing or proposed easement(s).

Non-residential water use (This may or may not apply, depending on the structure of operation.) Provide to the District a written estimate the amount of domestic water (average gallons per day) that will be used on this parcel after it is fully developed. You may need to engage an engineer or other knowledgeable person to provide an accurate estimate. This information will be used in the determination of both fees and waste pretreatment requirements. Connection permits can only be issued after these requirements are determined. (Sanitation District Code section 5.04.100)

Multi-unit development with a private collector line
If the development will require a private collector line serving several separate units or parcels, which will be individually and separately owned, prior to any land split or building permit, the applicant must form a homeowners' association with ownership and maintenance responsibilities for all on-site sewers for this project. Please reference this homeowner's association directly on the *tentative map* and *final map,* as well as in the Association's recorded CC&R's. Please record those CC&Rs, and provide a copy of the recorded documents, with proof of recordation, to the District prior to the filing of the final map.

Public sewer (existing) on the property
If a public sewer main is located on the property, any improvements in the easement will need to be removed if the District needs to replace the sewer main. It will be a condition of any development permit that the existing sewer system line and easement shall be surveyed and plotted on the site plan for the development or building permit application. No permanent improvements may be constructed within the easement boundaries. (Sanitation District Code section 7.04.430)

Backflow prevention device
A backflow preventive device may be required. While this determination is often made "in the field" at the time of installation, if you are engaging a surveyor, civil engineer, or knowledgeable contractor, there is nothing to prevent you from making that determination while in the design process. (Sanitation District Code section 7.04.100 and 7.04.375.A.4)

Attachment 12

Phase 1 Environmental Site Assessment
June 19, 2018

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FIRSTCARBONSOLUTIONS™

Phase I Environmental Site Assessment
Soquel Assisted Living Facility Project
5630 Soquel Drive and the Southern Portion of 5650 Soquel Drive
City of Soquel, Santa Cruz County, California 95073

Prepared for:
Oakmont Senior Living
9240 Old Redwood Highway; Suite 200
Windsor, California 95492
707.535.3211

Contact: Ms. Hanna Daugherty, Project Development

Prepared by:
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
925.357.2562

Contact: Jason Brandman, Vice President

Report Date: June 19, 2018

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Appendix A: Parcel Map and Aerial Site Plan
Appendix B: Street Map and Topographic Map
Appendix C: Site Photographs
Appendix D: Historical Aerial Photographs and Topographic Maps
Appendix E: Wetlands Map and Flood Map
Appendix F: Sanborn Fire Insurance Map Report
Appendix G: City Directory Report
Appendix H: EDR/FirstSearch Government Database Report
Appendix I: Questionnaires and Supporting Documents

FIRSTCARBON SOLUTIONS™

Report

June 19, 2018

Ms. Hanna Daugherty
Project Development
Oakmont Senior Living
9240 Old Redwood Highway; Suite 200
Windsor, California 95492

Subject: **Phase I Environmental Site Assessment, Soquel Assisted Living Facility Project, 5630 Soquel Drive and the Southern Portion of 5650 Soquel Drive, Soquel, California 95073**

Dear Ms. Daugherty:

FirstCarbon Solutions (FCS) has completed a Phase I Environmental Site Assessment (ESA) for the above referenced site in substantial compliance with the scope and limitations of the American Society of Testing Materials (ASTM), Standard Practices for ESAs: The Phase I ESA Process, Designation E1527-13. For the purposes of this report, the land area associated with 5630 Soquel Drive and the southern portion of 5650 Soquel Drive, Santa Cruz County Assessor's Parcel Number (APN) 037-191-14 and the southern portion of APN 037-191-15 (the focus of this report) is referred to as the Property, Subject Property, and Site.

Executive Summary

We have performed a Phase I Environmental Site Assessment of the property located at 5630 Soquel Drive and the southern portion of 5650 Soquel Drive, Santa Cruz County Assessor's Parcel Number (APN) 037-191-14 and the southern portion of APN 037-191-15, Soquel, California 95073 in substantial conformance with the scope and limitations of ASTM Standard E-1527-13. The Property located at 5630 Soquel Drive is owned by Inner Light Ministries and consists of a 3.34-acre parcel occupied by an office/recreational building built in 1964, a sanctuary building built in 1972, a playground, asphalt-paved parking areas and driveways, unpaved and grass-covered areas with automobiles, recreational vehicles, and storage sheds, and landscaped areas. 5650 Soquel Drive is privately owned and consists of a 0.74-acre parcel occupied by a single-family residence and its environs including a garage, grass-covered areas, mature trees, and landscaped areas. Only the southern portion of the residential property at 5650 Soquel Drive is included as part of the Subject Property; the approximately 15,000 SF northern portion of this residential property, which includes the residence and its environs, is not part of this assessment and is considered an adjoining property. An intermittent stream runs along the eastern portion of the Subject Property. In addition, an east-west trending asphalt-paved access road leads from the central portion of the Subject Property to Monterey Avenue to the east. Oakmont Senior Living is proposing to redevelop the Subject Property into a new assisted living facility.

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Pasadena, CA 91101

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Walnut Creek, CA 94597

Central Valley
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Fresno, CA 93720

Inland Empire
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San Bernardino, CA 92408

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Based on a site reconnaissance and a review of physiographic, historical and regulatory information, there is no evidence of recognized environmental conditions (as defined by ASTM standards) in connection with the Property.

However, the following business environmental risks (BERs) were identified which warrant mention:

- Based on information obtained from the Property Owner interview and historical records review, the on-site office/recreational building and sanctuary building were constructed at a time when asbestos-containing materials (ACMs) and lead-based paints (LBPs) were commonly used in building materials. In addition, painted wood fences and painted storage sheds were observed at the Property during the site visit. Based on this information, there is a potential that ACMs and/or LBPs are present within these on-site structures. As all on-site buildings/structures are to be demolished during redevelopment activities, **FCS recommends that a comprehensive asbestos and lead paint survey be conducted prior to the disturbance or removal of any suspect ACMs and LBPs; these materials should be characterized for asbestos and lead by a reliable method. All activities involving ACMs and LBPs should be conducted in accordance with governmental regulations.**
- Mold was observed within the interior of the wood storage shed located along the eastern property line. Therefore, the construction contractor should be notified of the presence of mold and that appropriate mitigation steps are taken during demolition/redevelopment.

Of note, the following items warrant mention:

- Automobiles and recreational vehicles are stored throughout the southern portion of the Property with no significant staining observed. Disposal/removal of these vehicles should be conducted in accordance with governmental regulations.
- Numerous one-gallon containers of paint were observed within a metal storage container located in the eastern portion of the Property. One partially full five-gallon container labeled "fuel" was observed within a storage shed located in the western portion of the Property. Disposal of these items, and any additional similar items, should be conducted in accordance with governmental regulations.
- Standard dust mitigation measures should be implemented during all redevelopment and soil handling activities. During any grading or excavation activities of the property, redevelopment personnel must be made aware to look for unusual conditions suggesting buried debris or other potential adverse environmental conditions that may be discovered on the Property. In addition, if any abnormal soils are discovered during redevelopment, such as stains or odors, construction activities should cease at once and FCS be contacted immediately for further assessment and monitoring.

Introduction

The purpose of this Phase I ESA was to identify recognized environmental conditions associated with the Property. To achieve this objective, the Phase I ESA included visual observations of the Property and observations of the surrounding properties, a visual survey for suspect asbestos-containing materials/debris piles/lead-based paint, limited historical land use review, review of regulatory database listings, and reviews of readily available geologic and hydrogeologic data. This report represents a summary of these findings. A parcel map, aerial site plan, current street and topographic maps, historical aerial photos and topographic maps, site photographs, Sanborn Map report, City Directory Report, wetlands map, flood hazard map, regulatory database report, questionnaires, and supporting documentation are included as attachments to this report.

FCS visually observed the Property on June 8, 2018 to identify potential sources or indications of chemical contamination such as underground storage tanks (USTs), aboveground storage tanks (ASTs), polychlorinated biphenyls (PCBs), chemicals and hazardous waste materials, areas with surficial staining or distressed vegetation, and visual evidence of asbestos containing materials (ACMs) and/or lead-based paint. Lands immediately adjacent to the Property were visually inspected for possible sources of contamination or environmental impairment, which could migrate to the Site via surface water runoff, groundwater transport, and other pathways. FCS conducted a regulatory records review, reviewed historical aerial photographs, historical maps, building permits (upon availability), and contacted regulatory agency personnel.

Site Location and Description

The Property is located at 5630 Soquel Drive and the southern portion of 5650 Soquel Drive, Soquel, California. The Property is accessible via a paved access driveway located on the south side of Soquel Drive and via an east-west paved access road located on the west side of Monterey Avenue. For the purpose of this report, the land area associated with Santa Cruz County Assessor's Parcel Number (APN) 037-191-14 and the southern portion of APN 037-191-15 (the focus of this report) is referred to as the Property, Subject Property, and Site. The Property is located in Section 11 of Township 11S and Range 1W of the Mt. Diablo Base and Meridian, as depicted on the United States Geological Survey (USGS) 7.5-Minute *Soquel, CA* Topographic Quadrangle (see Appendices). The Property is located in a gently sloping area with slight gradients descending toward the south.

The Property located at 5630 Soquel Drive is owned by Inner Light Ministries and consists of a 3.34-acre parcel occupied by an office/recreational building built in 1964, a sanctuary building built in 1972, a playground, asphalt-paved parking areas and driveways, unpaved and grass-covered areas with automobiles, recreational vehicles, and storage sheds, and landscaped areas. 5650 Soquel Drive is privately owned and consists of a 0.74-acre parcel occupied by a single-family residence and its environs including a garage, grass-covered areas, mature trees, and landscaped areas. Only the southern portion of the residential property at 5650 Soquel Drive is included as part of the Subject Property; the approximately 15,000 SF northern portion of this residential property, which includes the residence and its environs, is not

part of this assessment and is considered an adjoining property. An intermittent stream runs along the eastern portion of the Subject Property. In addition, an east-west trending asphalt-paved access road leads from the central portion of the Subject Property to Monterey Avenue to the east. Oakmont Senior Living is proposing to redevelop the Subject Property into a new assisted living facility.

Physical Setting

Based on the USGS *Soquel, CA* topographic quadrangle, the Property has an average elevation of approximately 125 feet above mean sea level, with a slight gradient descending toward the south. Storm water runoff is expected to flow off the Site toward the south.

According to the U.S. Geological Survey, Geologic Map of California (2012), the Property is underlain by Quaternary alluvial and marine deposits (Pliocene to Holocene) consisting of unconsolidated and semi-consolidated clay, silt, sand, and gravel; mostly nonmarine, but includes marine deposits near the coast.

According to information from local area subsurface investigations obtained from the State Water Resources Control Board, GeoTracker regulated facilities database, groundwater in the vicinity of the Property is anticipated to be over 16 feet below the ground surface with a flow direction toward the south-southwest. Therefore, areas located north-northeast of the Property are considered upgradient. However, actual groundwater flow direction is often locally influenced by factors such as rainfall, geologic structure, seasonal fluctuations, soil and bedrock geology, production wells, and other factors beyond the scope of this study. The actual groundwater flow direction under the site can be accurately determined only by installing groundwater monitoring wells, which was beyond this scope of this project.

Site Reconnaissance and Observation

On June 8, 2018, FCS personnel conducted a site reconnaissance of the Property. The site reconnaissance is documented in the site photographs (see Appendices). During the Site visit, the FCS representative was granted access by Property Owner Reverend Deborah L. Johnson and was accompanied during the site walk by Property Representative Ms. Ginny Mitchell. In addition, a walk along the perimeter of the Property and a drive around roads in the immediate area were conducted. At the time of the Site inspection, the weather was clear with a temperature of approximately 75° Fahrenheit.

The purpose of the site reconnaissance was to visually and physically observe the site and adjoining properties for conditions indicating an existing release, past release, or threatened release of any hazardous substances or petroleum products into structures of the site, or into soil and/or groundwater beneath the site. This would include any evidence of contamination, distressed vegetation, petroleum-hydrocarbon staining, waste drums, illegal dumping, or improper waste storage/handling.

Underground Storage Tanks/Aboveground Storage Tanks

No evidence for the presence of USTs or ASTs on or immediately upgradient of the Property was observed during the site reconnaissance. A review of Santa Cruz County Environmental Health Service

Department records indicated no USTs or ASTs currently on the Property. Reviews of the FirstSearch government database report and the State Water Resources Control Board online GeoTracker database did not reveal any USTs or ASTs associated with the Property. In addition, Property Owner Reverend Johnson stated that there are currently no USTs or ASTs located at the Property and indicated that she was unaware of any USTs or ASTs located at the Property in the past.

Leaking Underground Storage Tanks (LUSTs)

No evidence for the presence of leaking underground storage tanks on or immediately upgradient of the Property was observed during the site reconnaissance.

Dry Cleaners

No dry-cleaning activity was observed on or immediately upgradient of the Property during the site reconnaissance.

Landfills

No evidence of solid waste disposal was observed on or adjacent to the Property during the site reconnaissance.

Polychlorinated Biphenyls (PCBs)

No leaking or stained equipment that would have the potential to contain PCBs (e.g., transformers, capacitors, light ballasts, hydraulic equipment) was observed on or adjacent to the Property during the site reconnaissance.

Waste Management and Chemical Handling

No large drums or containers of hazardous materials/substances, evidence of hazardous waste storage or disposal, or petroleum products were observed on or upgradient of the Property during the site visit.

Asbestos-Containing Materials (ACMs) and Lead-Based Paint (LBP)

Based on information obtained from the Property Owner interview and historical records review, the on-site office/recreational building and sanctuary building were constructed at a time when asbestos-containing materials (ACMs) and lead-based paints (LBPs) were commonly used in building materials. In addition, painted wood fences and painted storage sheds were observed at the Property during the site visit. Based on this information, there is a potential that ACMs and/or LBPs are present within these on-site structures. As all on-site buildings/structures are to be demolished during redevelopment activities, **FCS recommends that a comprehensive asbestos and lead paint survey be conducted prior to the disturbance or removal of any suspect ACMs and LBPs; these materials should be characterized for asbestos and lead by a reliable method. All activities involving ACMs and LBPs should be conducted in accordance with governmental regulations**.

Underground Oil or Gas Pipelines

No evidence of oil or gas pipelines was observed on the Property during the site reconnaissance.

Stained Soil or Asphalt Patches

No stained soil or asphalt patches were observed within or adjacent to the Property during the site reconnaissance.

Demolition Debris

No evidence of demolition debris was observed on the Property during the site reconnaissance.

Pits, Ponds, or Lagoons

No pits, ponds, or lagoons were observed within the Property during the site reconnaissance.

Radon

Radon gas is a naturally occurring radioactive gas that is invisible and odorless. It forms from the radioactive decay of small amounts of uranium and thorium naturally present in rocks and soils, so some radon exists in all rocks and soils. Because radon is a gas, it can easily move through soil and cracks in building slabs or basement walls and concentrate in a building's indoor air. According to the government database Federal EPA Radon Zone for Santa Cruz County (http://www.city-data.com/radon-zones/California/California.html), 94 radon tests have taken place in sites located within the Property's zip code of 95073, and 2 tests came back positive for radon levels of 4 picocuries per liter (pCi/L) or above, which is the state of California's recommended action level. Based on this information, the presence of on-site radon levels above California's recommended action level is unlikely.

Clarifiers or Sumps

No clarifiers or sumps were observed or noted within or next to the Property during the site reconnaissance.

Air Emissions

No air emissions were observed or noted to be emanating from the Property during the site reconnaissance.

Flood Zone

According to the Federal Emergency Management Agency, *Flood Insurance Rate Map of Santa Cruz County California,* Map Number 06087C0352F Effective Date September 29, 2017, the Property is located within Zone X (flood hazard areas determined to be outside the 0.2% annual chance floodplain).

Wetlands Designation

According to a review of the U.S. fish and Wildlife Service National Wetlands Inventory Mapper as viewed on http://www.fws.gov/wetlands/Data/Mapper.html, a riverine is located along the eastern portion of the Property and is shown to bisect the southern portion of the Property. However, based on information obtained during the site visit, the existing riverine (intermittent stream) is located entirely along the Property's eastern edge including an artificial culvert running underneath the east-west trending access road that leads from the central portion of the Property to Monterey Avenue to the east.

Pesticides/Herbicides

No pesticides or herbicides were observed being stored or used within the Property at the time of the site reconnaissance. According to Property Owner Reverend Johnson, the Property has not been used for agricultural purposes in the past.

Septic Systems

Septic systems are important, as they can be a venue for mismanagement of hazardous or regulated wastes. No evidence of septic systems was observed during the site reconnaissance. According to County Environmental Health Department representative Ms. Amy Obrien, all records, if any, related the Subject Property addresses are available on the County Environmental Health Department's website. A search of Environmental Health Department online records did not reveal any files for the Property including septic system and well documents.

On-site Containers

No containers or drums were observed or noted on or adjacent to the Property during the site reconnaissance.

Adjoining Properties

FCS observed lands adjoining to the Property to identify environmental concerns. The Property is bordered to the north by Soquel Drive followed by residential land uses. The Property is bordered to the east, south, and west by residential land uses with vacant areas.

FCS conducted a reconnaissance of the adjoining properties to evaluate the potential for off-site impacts. These would include evidence of improper chemical storage or usage, surface staining or leakage, distressed vegetation, or evidence of dumping. A visual inspection from the public right-of-way did not reveal any issues of concern.

Regulatory Records Review

FCS reviewed available databases from federal and state regulatory agencies to identify use, generation, storage, treatment and/or disposal of hazardous materials and chemicals or release incidents of such materials, which may have impacted the Property. The regulatory databases were provided to FCS from

EDR. The EDR FirstSearch Report is included in the Appendix C. The environmental and regulatory databases that were included in this review follow the ASTM standard E1527-13 guidelines.

- Federal National Priorities Listing (NPL) Sites
- Federal Delisted NPL Sites
- Comprehensive Environmental Response Compensation And Liability Information System List (CERCLIS)
- Federal CERCLIS: No Further Remedial Action Planned (NFRAP) Site List
- Federal Resource Conservation And Recovery Act (RCRA) Generator's List
- Federal RCRA Non-CORRACTS TSD Facilities List
- Federal RCRA CORRACTS Facilities List
- Federal RCRA Treatment, Storage And Disposal Facilities (TSDF's) List
- Federal Institutional Control/Engineering Control (IC/EC) Registries
- Federal Emergency Response Notification System (ERNS) List
- State And Tribal Lists Of Hazardous Waste Sites Identified For Investigation Or Remediation:
  - State-And Tribal-Equivalent NPL
  - State-And Tribal-Equivalent CERCLIS
  - State-And Tribal-*Landfill* And/or *Solid* Waste Disposal Site Lists
  - State-And Tribal-Leaking Storage Tanks Lists
  - State And Tribal Registered Storage Tank Lists
  - State And Tribal *Institutional Control/Engineering Control* Registries
  - State And Tribal Voluntary Cleanup Sites
  - State And Tribal Brownfield Sites

The Subject Property was not identified in the FirstSearch Report. The date of the most recent database update and a plotted map of the aforementioned listings, if any, depicting their location relative to the Property is included in the Appendices of this report.

Information obtained from the FirstSearch Report indicated that the Property has not been included on any institutional/engineering control databases that track activity and use limitations on properties.

Adjoining Properties

No immediately adjoining properties were cross-referenced on any regulatory databases including those indicative of releases, spills, or contamination conditions. As no current or pending violations were noted, immediately adjoining properties are not considered a significant concern.

Surrounding Area Properties

Due to the Property's location in a dense urban area, numerous additional facilities are identified within multiple databases in the EDR FirstSearch Report. No facilities indicative of a contamination condition, release, or spill were located directly upgradient of the Subject Property. In addition, all facilities listed in the EDR FirstSearch Report within a database indicative of a contamination condition, release, or spill, have a regulatory status of Completed—Case Closed or No Further Action as confirmed by the State Water Resources Control Board, GeoTracker regulated facilities database. FCS reviewed the available information for these facilities and determined that based on their regulatory status, distance, depth to groundwater, and/or hydraulic location, none of these additional facilities are suspected as having had a negative impact on the Property and do not represent a recognized environmental condition for the Property.

Orphan Sites

No facilities are listed as unmapped or nongeocoded sites in the FirstSearch report. The regulatory records review has revealed no evidence of recognized environmental conditions in connection with the Property.

Information and Interviews from Local Records and Site Contact

Santa Cruz County Planning/Building and Safety Department

FCS contacted the Santa Cruz County Planning/Building and Safety Department to obtain information for the Property. According to a telephone interview with Planning Building and Safety representative Mr. Joe Mathieu, no records of environmental concern are on file for the Property addresses.

Santa Cruz County Fire Department/Central Fire Protection District

FCS contacted the Santa Cruz County Fire Department/Central Fire Protection District for files related to possible recognized environmental conditions for The Property. According to a telephone interview with Central Fire Protection District representative Ms. Karen, no records of environmental concern are on file for the church Property address of 5630 Soquel Drive. Ms. Karen stated that the Central Fire Protection District does not inspect residential properties and therefore did not have any records regarding 5650 Soquel Drive. In addition, Ms. Karen referred FCS to the Santa Cruz County Environmental Health Department for information regarding any on-site hazardous materials or fuel storage tanks.

Santa Cruz County Environmental Health Department

FCS contacted the Santa Cruz County Environmental Health Department for files related to possible recognized environmental conditions for the Property. According to County Environmental Health Department representative Ms. Amy Obrien, all records, if any, related the Subject Property addresses are available on the County Environmental Health Department's website. A search of Environmental Health Department online records did not reveal any files for the Property including hazardous materials documents and septic system & well documents.

California Environmental Protection Agency, State Water Resources Control Board, Geo Tracker regulated facilities database

FCS reviewed the California Environmental Protection Agency, State Water Resources Control Board, GeoTracker regulated facilities database for files related to possible recognized environmental conditions for the Property and adjoining properties. No records for the Property or any adjoining properties are listed in the State GeoTracker database.

State of California, Department of Toxic Substances Control (DTSC) EnviroStor database

FCS reviewed the Department of Toxic Substances Control (DTSC) EnviroStor database for files related to possible environmental concerns for the Property and adjoining properties. No records for the Property or any adjoining properties are listed in the State EnviroStor database.

Site Contact Interview

FCS interviewed Property Owner Reverend Deborah L. Johnson, who has owned the Property for the last 15 years, regarding whether any recognized or potential recognized environmental conditions are associated with the Property. Reverend Johnson indicated that she had no knowledge of recognized environmental conditions for the Property.

FCS received completed Property Representative and User Questionnaires dated May 22 and May 23, 2018 regarding the Subject Property. No evidence of recognized environmental conditions was discovered by reviewing these questionnaires (See Appendices).

Former Site Contact Interview

FCS was unable to obtain contact information for the previous Property owner for the purposes of conducting an interview regarding whether any recognized or potential recognized environmental conditions were associated with the Property during their ownership.

Previous Environmental Reports

FCS Reviewed a Biological Resource Agency Jurisdictional Analysis report for 5630 Soquel Drive, Soquel, California, dated July 21, 2016 and prepared by Monk & Associates, Inc. (M&A) on behalf of Pacific Union Land Company. The M&A report was not analyzed for accuracy and a critique of the report is beyond the scope of this Phase I report. A review of the M&A Biological Resource Agency Jurisdictional Analysis report has revealed no evidence of recognized environmental conditions in connection with the Property.

No additional previously completed environmental reports were provided to FCS during the course of preparation of this report.

Historical Use Information Review

Aerial Photographs and Topographic Maps

FCS reviewed historical aerial photographs and historical topographic maps provided by EDR/FirstSearch for information pertaining to possible environmental concerns for the Property and surrounding properties for the following years:

1912 The Property is depicted as vacant land with no structures. Areas to the north are depicted as Soquel Drive followed by vacant land and a dwelling. Areas to the east and west are depicted as vacant land with scattered dwellings. Areas to the south are depicted as vacant land. The surrounding vicinity is characterized as mostly residential with open space hillsides (USGS 15-Minute *Capitola, CA*).

1914 The Property, all adjoining properties, and surrounding vicinity were depicted in similar land uses as the previous topographic map (USGS 15-Minute *Capitola, CA*).

1943 The Property appears as vacant land with no structures including no residential structure associated with 5650 Soquel Drive. All adjoining areas appear as residential and vacant land. An intermittent stream appears to run along the eastern property line. The surrounding vicinity is characterized as mostly residential, open space, and agricultural lands (EDR Aerial Collection).

1948 The church property at 5630 Soquel Drive appears as a vacant lot with no structures and has been subdivided from the residential property at 5650 Soquel Drive which appears with a residence adjacent to the south of Soquel Drive. All adjoining properties appear as residential and vacant land. The surrounding vicinity is characterized similar to the previous aerial photograph; Highway 1 to the south appears to be undergoing the initial stages of grading (EDR Aerial Collection).

1954 Two dwellings are depicted along Soquel Drive in the vicinity of the present-day single-family residence; the remainder of the Property appears vacant. All adjoining areas are depicted as residential and/or vacant. The surrounding vicinity is depicted with increases in urban development including Highway 1 farther to the south followed by a small airport (USGS 7.5-Minute *Soquel, CA*).

1956 There are no significant changes to the Property or any adjoining properties. The surrounding vicinity appears with increases in urban development including Highway 1 farther to the south (EDR Aerial Collection).

1968 The Property is depicted similar to the previous topographic map including an improved access driveway located west of the dwellings. Areas to the north are depicted with additional dwellings. Areas to the east, south, and west are depicted similar to the

previous topographic map. The surrounding vicinity is depicted with further increases in urban development (USGS 7.5-Minute *Soquel, CA*).

1968 The Property now appears occupied by the office/recreational building. There are no significant changes to any adjoining properties. The surrounding vicinity appears with further increases in urban development (EDR Aerial Collection).

1974 The Property now appears occupied by the sanctuary building. There are no significant changes to any adjoining properties. The surrounding vicinity appears with further increases in urban development (EDR Aerial Collection).

1980 The Property is now depicted with the on-site office/recreational building and sanctuary building. Areas to the west are depicted with additional buildings. Areas to the north, east, and south are depicted similar to the previous topographic map. The surrounding vicinity is depicted with further increases in urban development (USGS 7.5-Minute *Soquel, CA*).

1982 There are no significant changes to the Property or any adjoining properties. The surrounding vicinity appears with further increases in urban development (EDR Aerial Collection).

1987 The Property is depicted similar to present day including an intermittent stream bisecting the central portion of the parcel similar to the riverine depicted on the Wetlands Map (see Site Reconnaissance and Observation section above). All adjoining areas are depicted similar to present-day. The surrounding vicinity is depicted similar to the previous topographic map (USGS 15-Minute *Capitola, CA*).

1993 There are no significant changes to the Property or any adjoining properties with the exception of additional dwellings to the north. The surrounding vicinity appears with further increases in urban development (EDR Aerial Collection).

1994 The Property, all adjoining properties and surrounding vicinity were depicted similar to the previous topographic map (USGS 7.5-Minute *Soquel, CA*).

2005 There are no significant changes to the Property or any adjoining properties. The surrounding vicinity appears with further increases in urban development (EDR Aerial Collection).

2009 There are no significant changes to the Property, adjoining properties, or the surrounding vicinity (EDR Aerial Collection).

2012 The Property, all adjoining properties and surrounding vicinity were depicted in similar land uses as today (USGS 7.5-Minute *Soquel, CA*).

2012 The Property, all adjoining properties, and surrounding vicinity similar to present-day (EDR Aerial Collection).

No recognized environmental conditions were discovered for the Property by reviewing the available historical aerial photographs and topographic maps.

Sanborn Fire Maps

FCS reviewed Sanborn Fire Insurance Maps for information pertaining to possible environmental concerns for the Property and surrounding properties; no coverage was available (See Appendices).

Oil and Gas Fields

Based on the oil and gas well maps of the California Division of Oil, Gas, & Geothermal Resources, no production wells are shown on or adjacent to the Property.

Vapor Intrusion Condition (VIC)

As the Property and adjoining properties are not identified in any regulatory databases indicating a release or spill including any Institutional/Engineering Controls databases, a potential vapor intrusion condition (VIC) does not appear to exist in connection with the Property.

City Directories

FCS reviewed historical city directory information provided by EDR/FirstSearch for information pertaining to possible environmental concerns for the Property and surrounding properties. The City Directory Report dated back to 1960. Regarding the Subject Property, neither address was listed in 1960. The church property address of 5630 Soquel Drive was identified as occupied by Cabrillo Assembly of God in 1967; Cabrillo Assembly of God and Sherwood Pre-School in 1971, 1975, 1980, and 1985; Cabrillo Assembly of God in 1992; Cabrillo Assembly of God and Soquel Church of Grace in 1995; Soquel Church of Grace in 2000; Inner Light Ministries in 2005; and by Soquel Church of Grace in 2010. The church property was not listed in 1964 or 2014. The single-family residence address of 5650 Soquel Drive was identified as occupied by residential listings in 1964, 1967, 1971, 1975, 1980, 1985, 1995, 2000, 2005, 2010, and 2014. No adjoining properties were listed as environmentally significant. No recognized environmental conditions were discovered for the Property or any surrounding properties during the city directory review.

Historical Data Gaps

During the historical research process of the preparation of this report, there were no gaps exceeding five years in which FCS was unable to ascertain the probable on-site land use.

Conclusions and Recommendations

We have performed a Phase I Environmental Site Assessment of the property located 5630 Soquel Drive and the southern portion of 5650 Soquel Drive, Soquel, California 95073 in substantial conformance with

the scope and limitations of ASTM Standard E-1527-13. Based on a site reconnaissance and a review of physiographic, historical and regulatory information, there is no evidence of recognized environmental conditions (as defined by ASTM standards) in connection with the Property.

However, the following business environmental risks (BERs) were identified which warrant mention:

- Based on information obtained from the Property Owner interview and historical records review, the on-site office/recreational building and sanctuary building were constructed at a time when asbestos-containing materials (ACMs) and lead-based paints (LBPs) were commonly used in building materials. In addition, painted wood fences and painted storage sheds were observed at the Property during the site visit. Based on this information, there is a potential that ACMs and/or LBPs are present within these on-site structures. As all on-site buildings/structures are to be demolished during redevelopment activities, **FCS recommends that a comprehensive asbestos and lead paint survey be conducted prior to the disturbance or removal of any suspect ACMs and LBPs; these materials should be characterized for asbestos and lead by a reliable method. All activities involving ACMs and LBPs should be conducted in accordance with governmental regulations.**
- Mold was observed within the interior of the wood storage shed located along the eastern property line. Therefore, the construction contractor should be notified of the presence of mold and that appropriate mitigation steps are taken during demolition/redevelopment.

Of note, the following items warrant mention:

- Automobiles and recreational vehicles are stored throughout the southern portion of the Property with no significant staining observed. Disposal/removal of these vehicles should be conducted in accordance with governmental regulations.
- Numerous one-gallon containers of paint were observed within a metal storage container located in the eastern portion of the Property. One partially full five-gallon container labeled "fuel" was observed within a storage shed located in the western portion of the Property. Disposal of these items, and any additional similar items, should be conducted in accordance with governmental regulations.
- Standard dust mitigation measures should be implemented during all redevelopment and soil handling activities. During any grading or excavation activities of the property, redevelopment personnel must be made aware to look for unusual conditions suggesting buried debris or other potential adverse environmental conditions that may be discovered on the Property. In addition, if any abnormal soils are discovered during redevelopment, such as stains or odors, construction activities should cease at once and FCS be contacted immediately for further assessment and monitoring.

Resources Consulted

- California Division of Oil, Gas, and Geothermal Resources;
- USGS Topographic Maps; California Division of Mines and Geology Maps;
- EDR FirstSearch Report;
- EDR Certified Sanborn Map Report;
- EDR City Directory Image Report;
- U.S. Fish and Wildlife Service, National Wetlands Inventory;
- FEMA Flood Map Service Center;
- Federal EPA Radon Zone for Santa Cruz County (http://www.city-data.com/radon-zones/California/California.html)

Agencies Contacted

- City of Soquel Planning/Building and Safety Department;
- Santa Cruz County Fire Department/Central Fire Protection District;
- Santa Cruz County Environmental Health Department;
- California Environmental Protection Agency;
- State Water Resources Control Board;
- State of California, Department of Toxic Substances Control

Limitations

The professional opinions contained in this report are based solely on the laws, regulations, and technical data known to FCS at the time of report preparation. The conclusions of this assessment rely on reasonably obtainable information from site reconnaissance, interviews with on-site personnel and public officials, and public records. No warranty is made regarding the accuracy of the publicly documented information or the opinions of officials or personnel consulted for the study. All known information has been disclosed and a good-faith effort has been made to consult pertinent sources.

It should be noted that all environmental assessments are inherently limited in the sense that conclusions are drawn, and recommendations developed, from information obtained from limited research and site evaluation. Subsurface conditions were not investigated as part of this study and may differ from the conditions implied by visual observations. Additionally, the passage of time may result in a change in environmental characteristics at this site and on surrounding properties.

This report does not warrant against future operations, activities, or conditions that may occur. This report is not a regulatory compliance audit. A regulatory compliance audit of the tenant operation would analyze compliance of the operation with regulatory requirements and accepted industry practices. The scope of the Phase I ESA focused on the likelihood or potential presence of recognized environmental conditions at the Subject Property, according to ASTM standards. Contents of on-site containers were not inspected; however, detailed information regarding container contents was not provided by the tenant operator.

This study is not intended to assess or otherwise determine if any soil contamination, waste emplacement, or groundwater contamination exists on the Subject Property. This investigation has been based only upon prior site history, previous documentation, and observable conditions. Existing hazardous materials and contaminants can escape detection using these methods. If the results of this study suggest that it is possible that hazardous materials contamination exists at the Subject Property, then further investigation (regulatory file review, subsurface testing) may be necessary to make a definite assessment. Our conclusions regarding the potential environmental impact from off-site facilities near the Subject Property are based on readily available information from the environmental databases and the assumed groundwater flow direction. A detailed file review of each facility was beyond the scope of work.

We appreciate the opportunity to be of service to Oakmont Senior Living, for this project and look forward to working with you on future assignments. In the interim, if you should have any further questions, please contact Jason Brandman at 925.200.1656 or by e-mail at jbrandman@fcs-intl.com.

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental professional as defined in Section 312.10 of 40 CFR 312 and I have the specific qualifications based on education, training, and experience to assess a Property of the nature, history, and setting of the Subject Property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

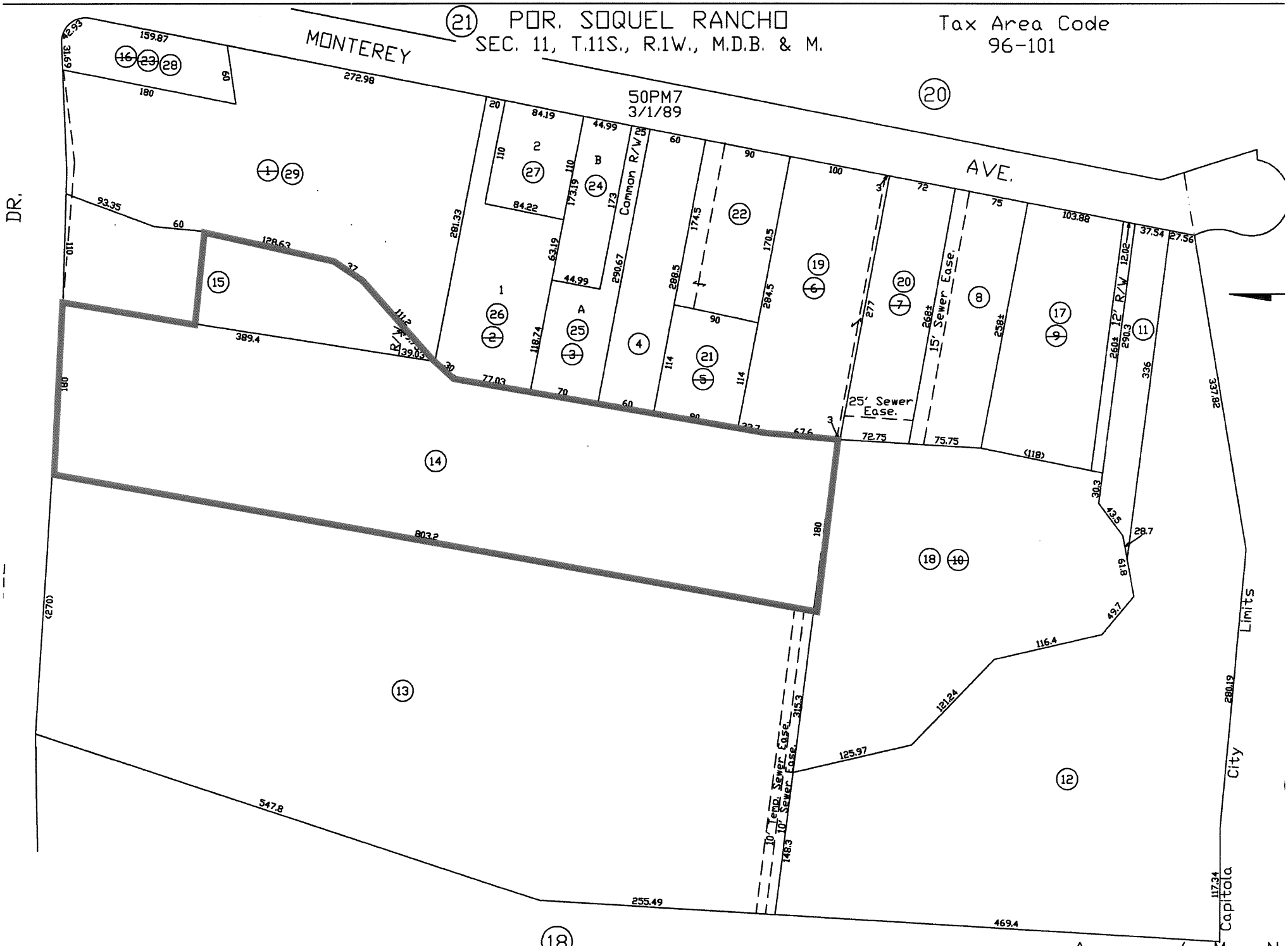
Sincerely,

Jeff Randle, Environmental Professional
FirstCarbon Solutions
250 Commerce, Suite 250
Irvine, CA 92602

Jason Brandman, Vice President
FirstCarbon Solutions
250 Commerce, Suite 250
Irvine, CA 92602

Enc: Appendix A: Parcel Map and Aerial Site Plan
Appendix B: Street Map, Topographic Map
Appendix C: Site Photographs
Appendix D: Historical Aerial Photographs and Topographic Maps
Appendix E: Wetlands Map and Flood Map
Appendix F: Sanborn Fire Insurance Map Report
Appendix G: City Directory Report
Appendix H: EDR/FirstSearch Government Database Report
Appendix I: Questionnaires and Supporting Documents

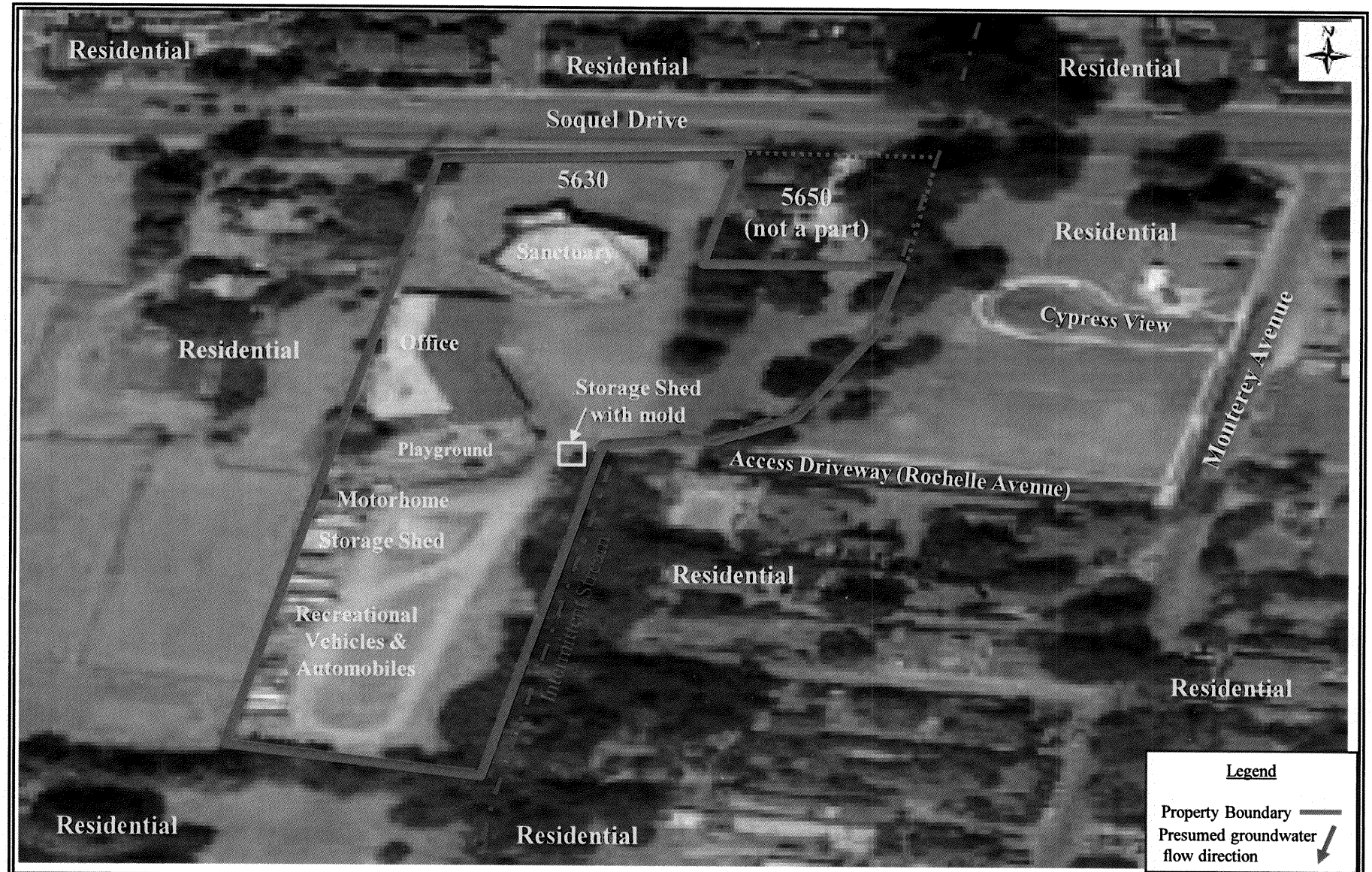
Appendix A:
Parcel Map and Aerial Site Plan



18

Note - Assessor's Parcel & Block Numbers Shown in Circles.

Assessor's Map No
County of Santa C
May, 1998



SITE PLAN

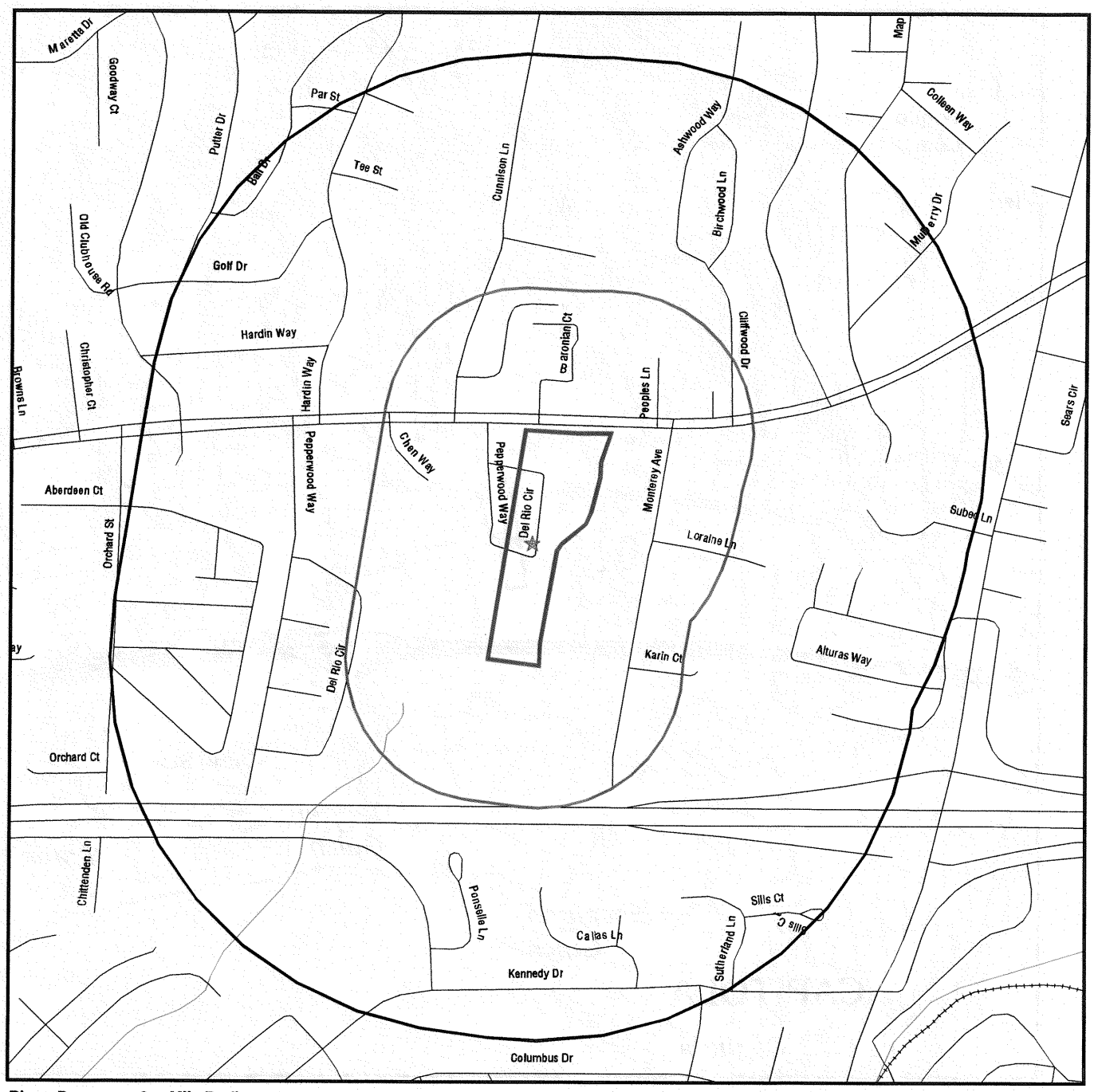
5630 & 5650 Soquel Drive Soquel, California 95073	FirstCarbon® SOLUTIONS	Boundaries are approximate. Not to scale.

FIRSTCARBON
SOLUTIONS™

Appendix B:
Street Map and Topographic Map

Environmental FirstSearch
0.25 Mile Radius

5630 SOQUEL DRIVE SOQUEL, CA 95073



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

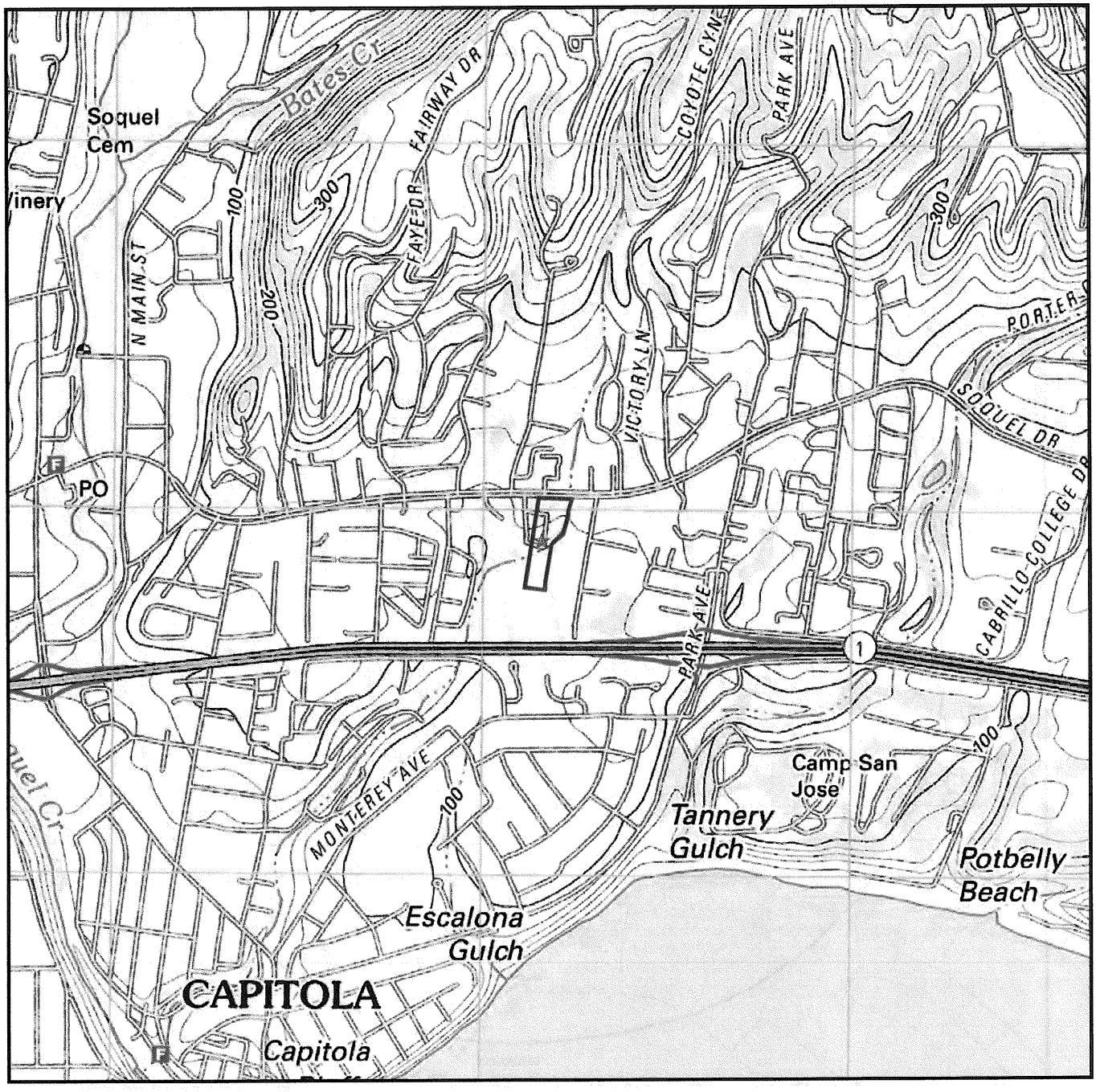
★ **Target Property (Latitude: 36.986598 Longitude: 121.94193)**

EDR Reference Code (EDR Internal use only): 05324424.2r
Copyright © 2018 EDR, Inc. © 2015 TomTom Rel. 2015.
18-06-07.12:14:19.Thu

Site location Map

Topo: 0.75 Mile Radius

5630 SOQUEL DRIVE SOQUEL, CA 95073



Map Image Position: TP
Map Reference Code & Name: 5619822 Soquel
Map State(s): CA
Version Date: 2012

Appendix C:
Site Photographs

Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive

Typical Interior – 5630 Soquel Drive

Typical Interior – 5630 Soquel Drive

Typical Interior – 5630 Soquel Drive

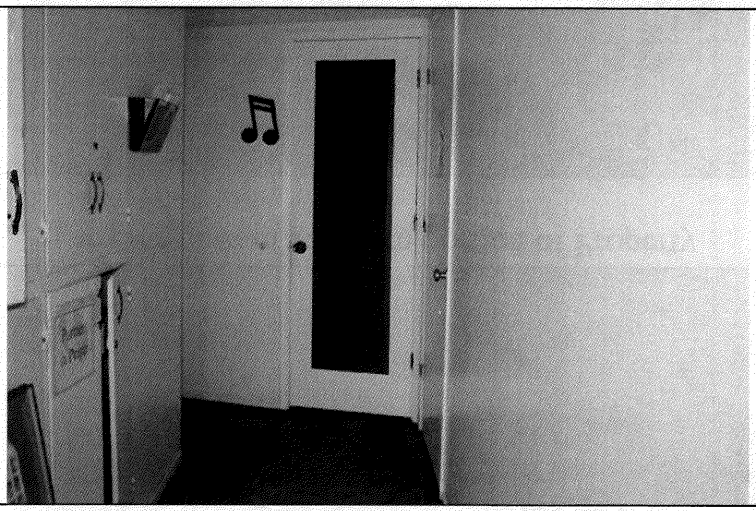
Typical Interior – 5630 Soquel Drive

FirstCarbon® SOLUTIONS

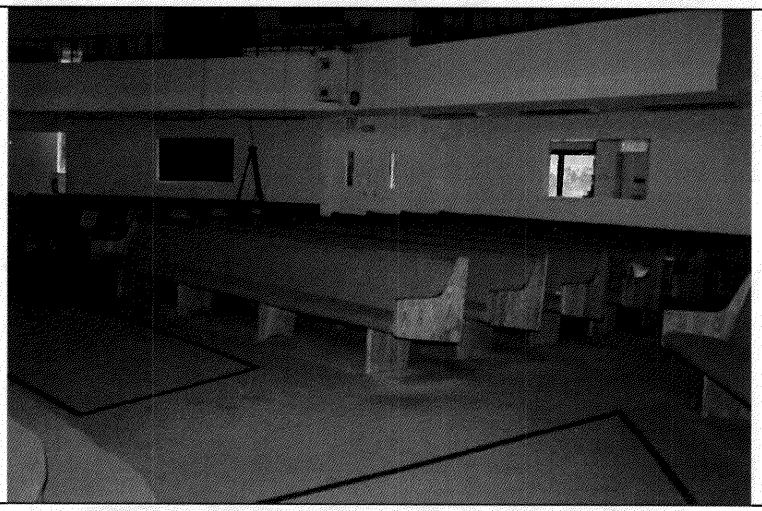
Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive

Typical Interior – 5630 Soquel Drive

Typical Interior – 5630 Soquel Drive



Typical Interior – 5630 Soquel Drive



Typical Interior – 5630 Soquel Drive

FirstCarbon® SOLUTIONS

Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive

View South of southern portion of Property

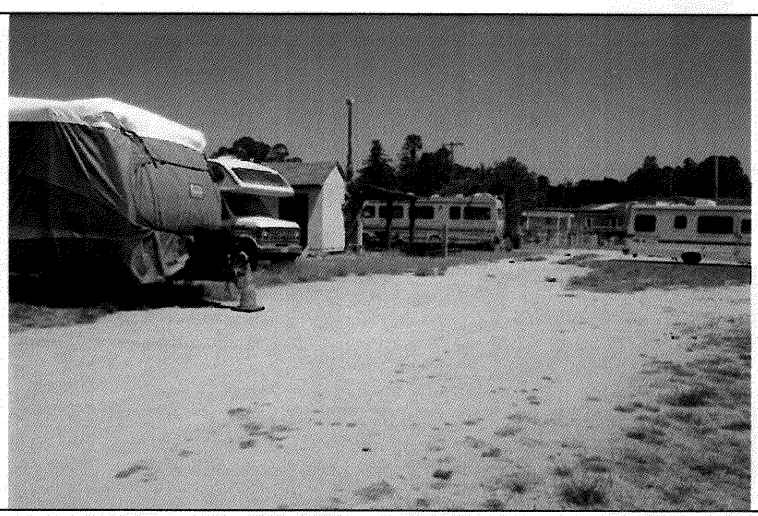
View South of southern portion of Property

View South along eastern property line

View Northwest toward on-site playground area

FirstCarbon® SOLUTIONS

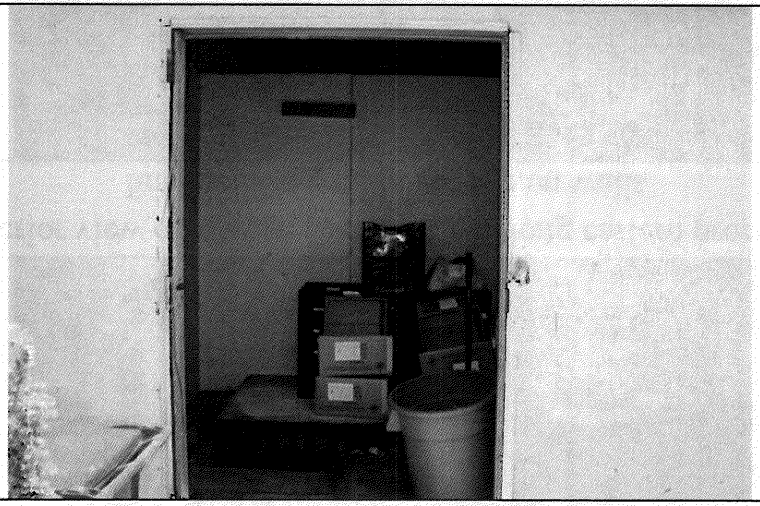
Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive



View North toward on-site recreational vehicles

View West toward storage area along
located along western property line

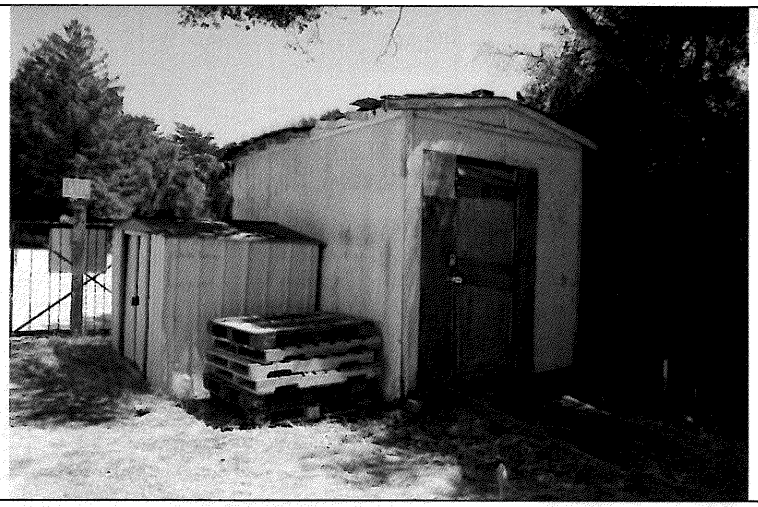
View Northwest toward storage shed
located along western property line



Interior view of storage shed
located along western property line

FirstCarbon® SOLUTIONS

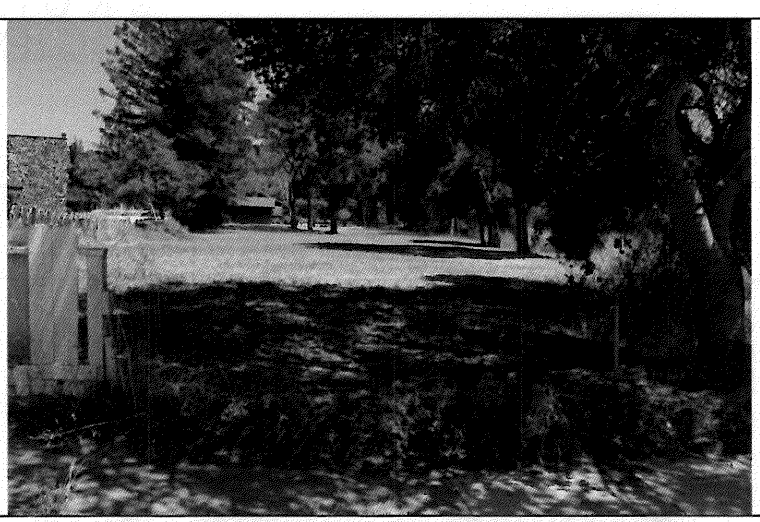
Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive

	
View of storage sheds located along eastern property line; mold growth was observed within the larger shed	Interior view of storage shed located along eastern property line including mold growth on walls
Additional view of mold growth within storage shed located along eastern property line	View of typical paint storage within metal storage shed

FirstCarbon® SOLUTIONS

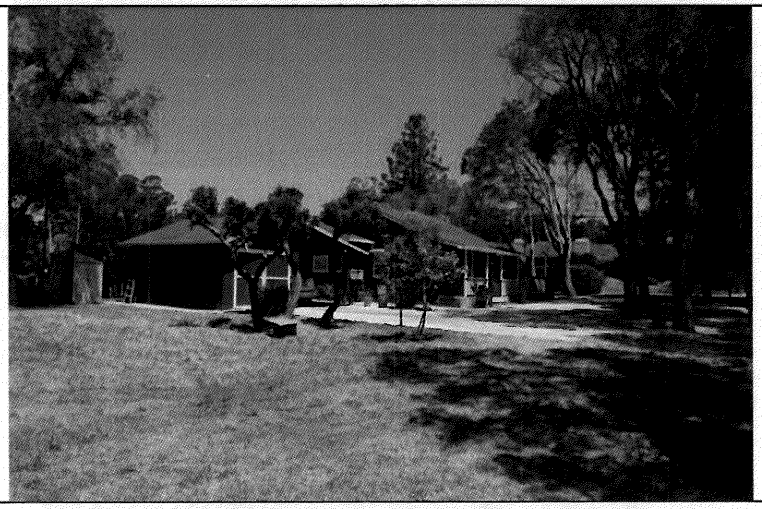
Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive

View of east-west trending access road leading from central portion of property toward Monterey Avenue to the east



View North of southern portion of 5650 Soquel Drive that is to be included as part of the assisted living redevelopment

View North along the eastern property line



View North toward residential portions of 5650 Soquel Drive that are not part of the assisted living redevelopment

FirstCarbon® SOLUTIONS

Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive

View North of on-site fencing exhibiting signs of peeling paint

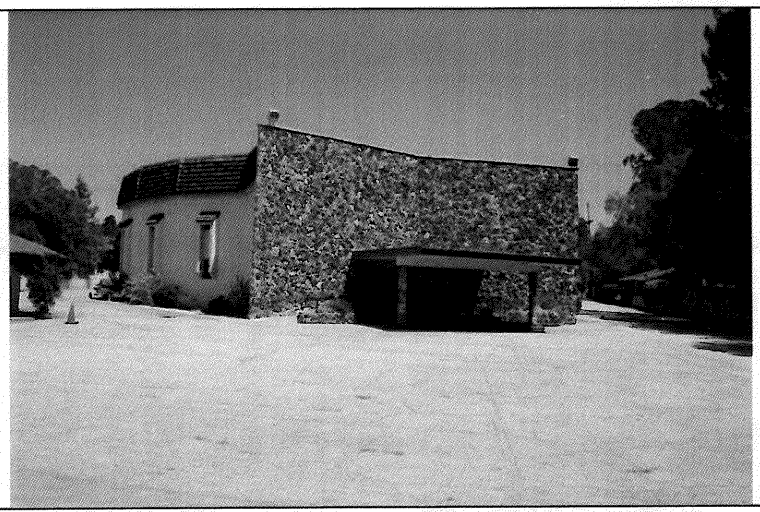
Close view of on-site fencing exhibiting signs of peeling paint

View North toward on-site office/recreational building

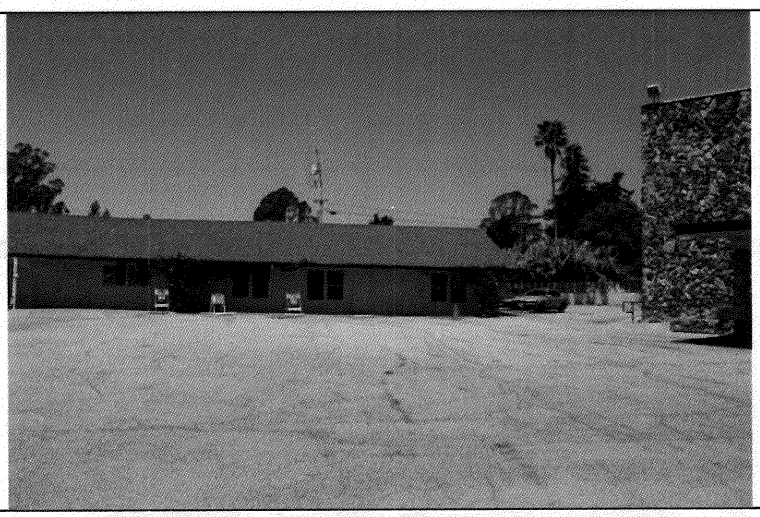
View West toward the property's dumpster area

FirstCarbon® SOLUTIONS

Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive



View North toward on-site sanctuary building



View West toward office/recreational building

View East toward on-site sanctuary building

View South toward on-site sanctuary building

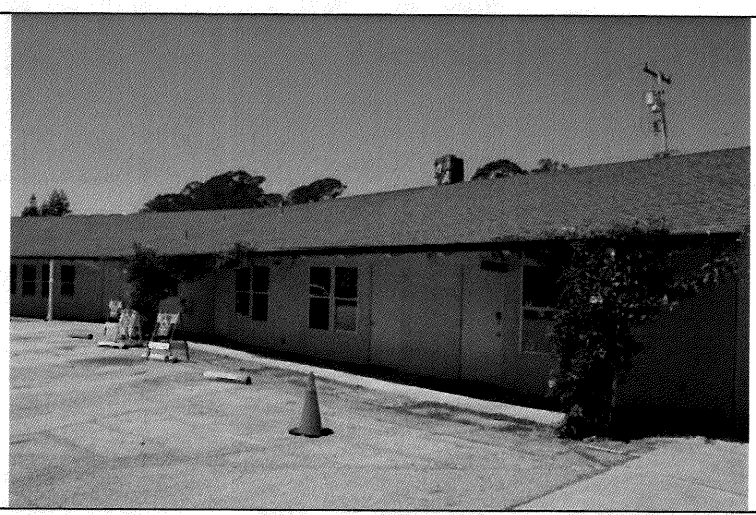
FirstCarbon® SOLUTIONS

Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive

View South along western property line

View East along northern property line

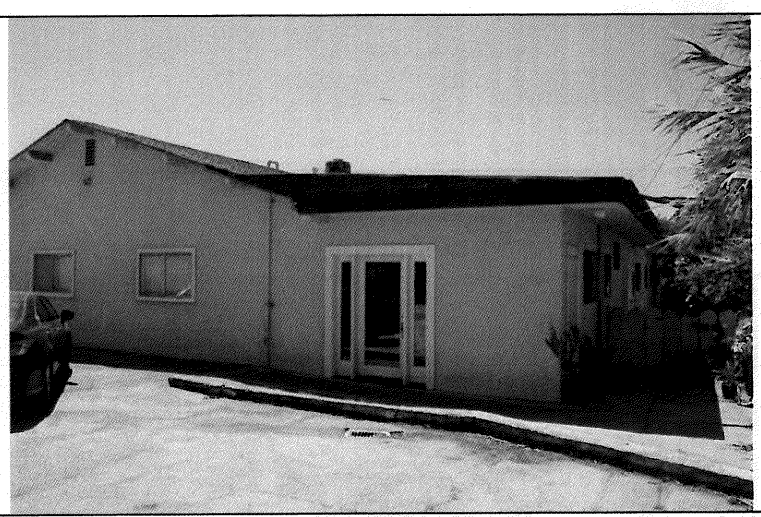
View South toward the property's entrance/access driveway located in the northeast corner of the property



View Southwest toward on-site office/recreational building

FirstCarbon® SOLUTIONS

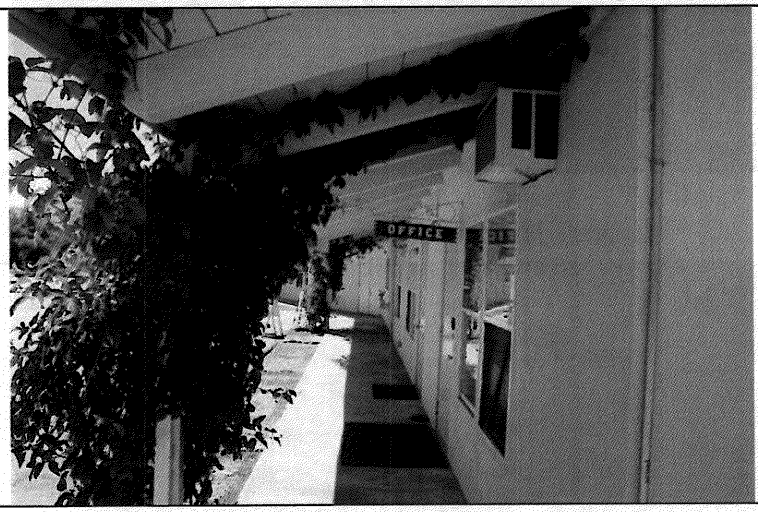
Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive



View South toward on-site office/recreational building

View South along western portion of on-site office/recreational building

View South toward central portion of property and on-site parking lot area

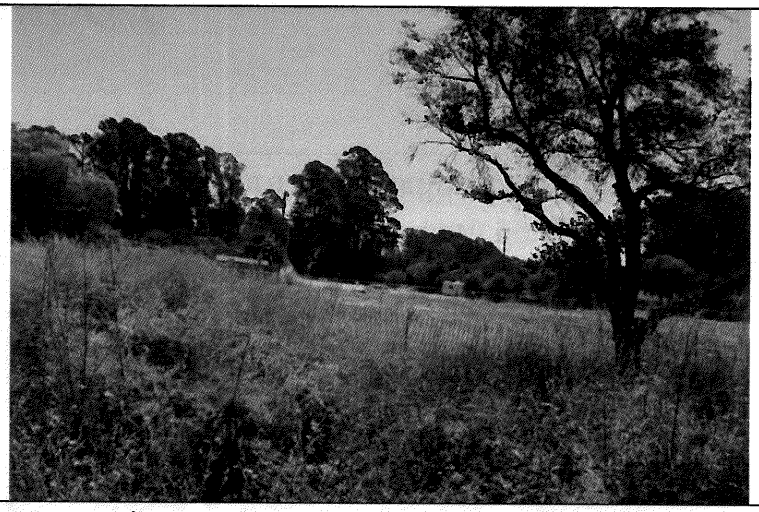


View South along eastern portion of on-site office/recreational building

FirstCarbon® SOLUTIONS

Phase I Site Photos: Proposed Assisted Living Facility - 5630 Soquel Drive & southern portion of 5650 Soquel Drive

View North across Soquel Drive toward adjoining properties



View East toward adjoining properties

View West toward adjoining properties

View South toward adjoining properties

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Appendix D:
Historical Aerial Photographs and Topographic Maps

Soque Drive
5630 Soquel Drive
Soquel, CA 95073

Inquiry Number: 5324424.10
June 11, 2018

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

06/11/18

Site Name:

Soque Drive
5630 Soquel Drive
Soquel, CA 95073
EDR Inquiry # 5324424.10

Client Name:

Env. Assessment Specialists
71 San Marino Ave
Ventura, CA 93003-0000
Contact: FCS

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
1993	1"=500'	Acquisition Date: June 14, 1993	USGS/DOQQ
1982	1"=500'	Flight Date: July 05, 1982	USGS
1974	1"=500'	Flight Date: June 07, 1974	USGS
1968	1"=500'	Flight Date: June 14, 1968	USGS
1956	1"=500'	Flight Date: June 02, 1956	USDA
1948	1"=500'	Flight Date: May 14, 1948	USFS
1943	1"=500'	Flight Date: October 05, 1943	USDA

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INQUIRY #: 5324424.10

YEAR: 2016

= 500'

N

EDR

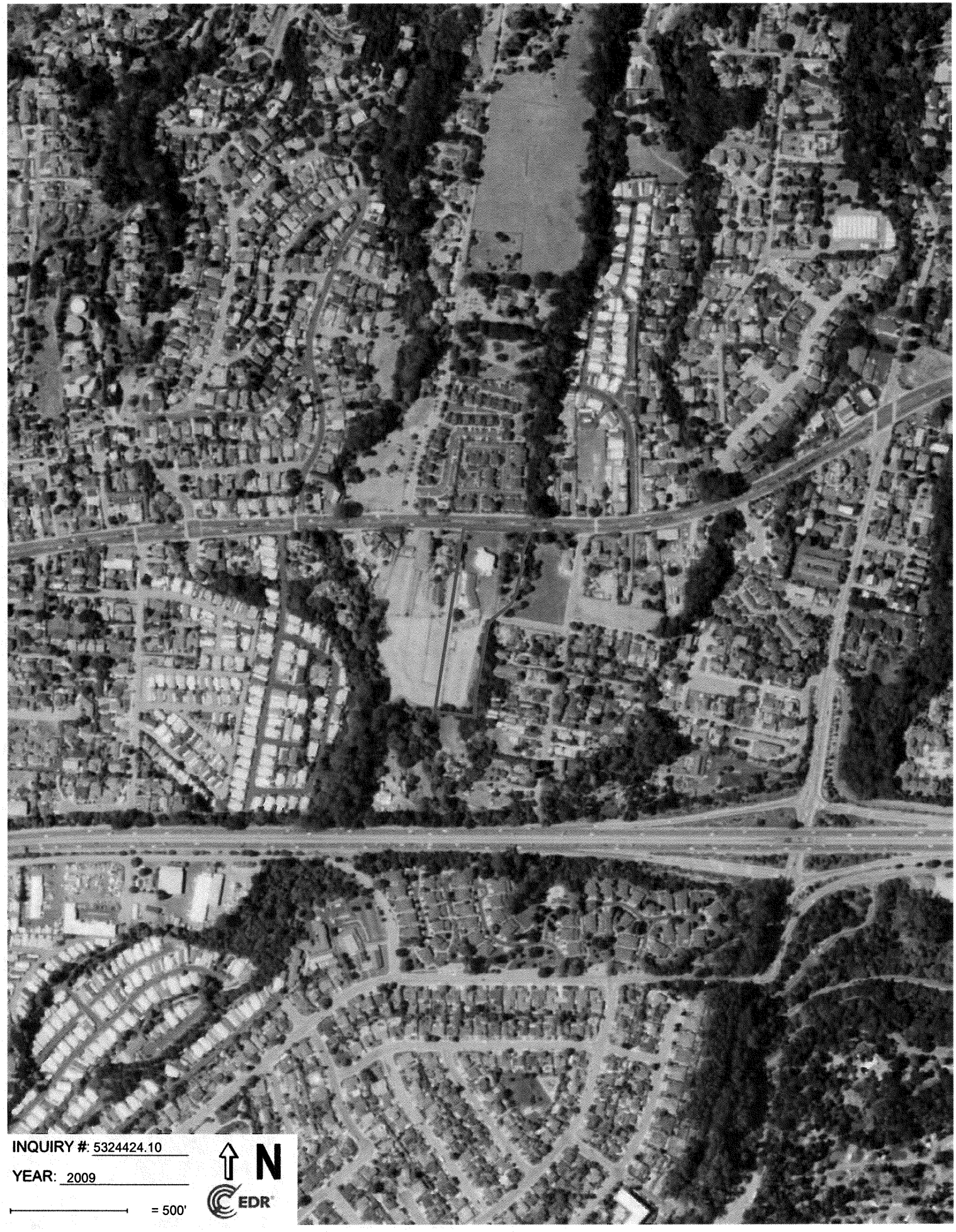
INQUIRY #: 5324424.10

YEAR: 2012

= 500'

N

EDR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YEAR: 2009
= 500'
N
EDR

INQUIRY #: 5324424.10
YEAR: 2005
= 500'
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EDR

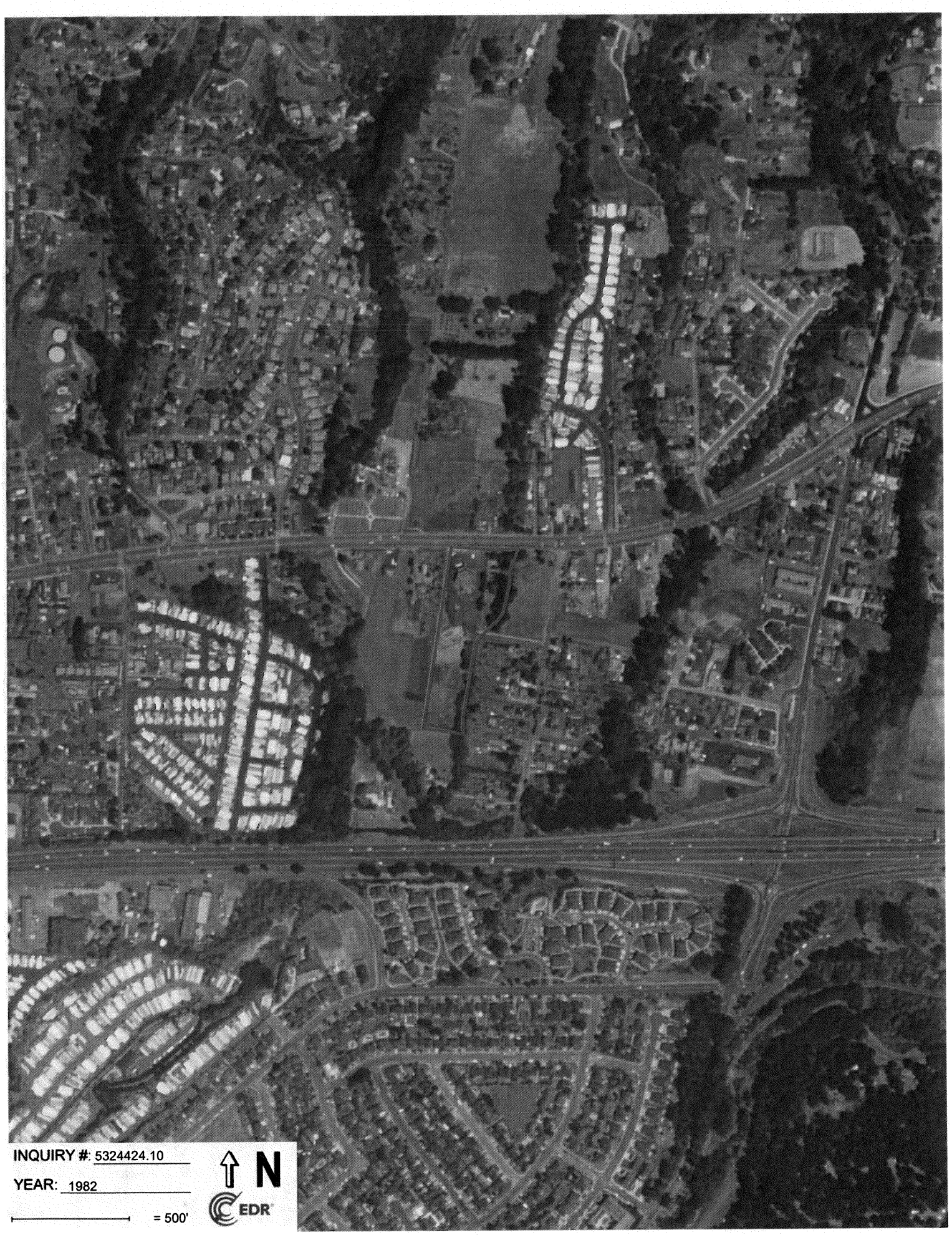
INQUIRY #: 5324424.10

YEAR: 1993

= 500'

N

EDR



INQUIRY #: 5324424.10

YEAR: 1982

= 500'

N

EDR

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YEAR: 1974

= 500'

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EDR

INQUIRY #: 5324424.10
YEAR: 1968
= 500'
N
EDR

INQUIRY #: 5324424.10

YEAR: 1956

= 500'

N

EDR

INQUIRY #: 5324424.10
YEAR: 1948
= 500'
N
EDR

INQUIRY #: 5324424.10

YEAR: 1943

= 500'

N

EDR

Soque Drive
5630 Soquel Drive
Soquel, CA 95073

Inquiry Number: 5324424.4
June 07, 2018

EDR Historical Topo Map Report
with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

06/07/18

Site Name:	Client Name:
Soque Drive	Env. Assessment Specialists
5630 Soquel Drive	71 San Marino Ave
Soquel, CA 95073	Ventura, CA 93003-0000
EDR Inquiry # 5324424.4	Contact: FCS

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Env. Assessment Specialists were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:		*Coordinates:*	
P.O.#	NA	**Latitude:**	36.986598 36° 59' 12" North
Project:	Soquel Drive	**Longitude:**	-121.94193 -121° 56' 31" West
		UTM Zone:	Zone 10 North
		UTM X Meters:	594160.92
		UTM Y Meters:	4093908.75
		Elevation:	111.22' above sea level

Maps Provided:

2012
1994
1987
1978, 1980
1968
1954, 1955
1914
1912

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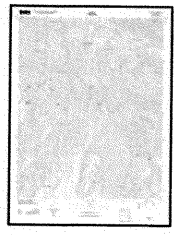
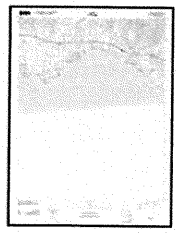
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2012 Source Sheets

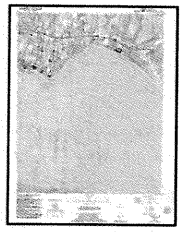


Laurel
2012
7.5-minute, 24000



Soquel
2012
7.5-minute, 24000

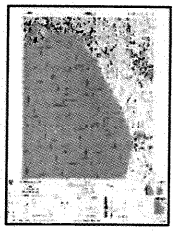
1994 Source Sheets



Soquel
1994
7.5-minute, 24000
Aerial Photo Revised 1987

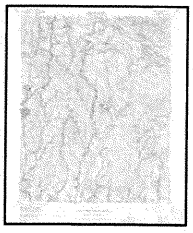
Laurel
1994
7.5-minute, 24000
Aerial Photo Revised 1987

1987 Source Sheets



CAPITOLA
1987
15-minute, 50000

1978, 1980 Source Sheets



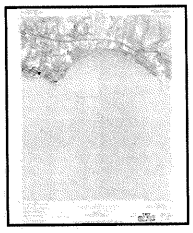
Laurel
1978
7.5-minute, 24000
Aerial Photo Revised 1968

Soquel
1980
7.5-minute, 24000
Aerial Photo Revised 1978

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

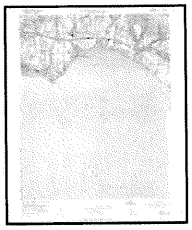
1968 Source Sheets



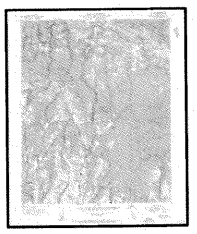
Soquel
1968
7.5-minute, 24000
Aerial Photo Revised 1968

Laurel
1968
7.5-minute, 24000
Aerial Photo Revised 1968

1954, 1955 Source Sheets



Soquel
1954
7.5-minute, 24000
Aerial Photo Revised 1952



Laurel
1955
7.5-minute, 24000
Aerial Photo Revised 1953

1914 Source Sheets

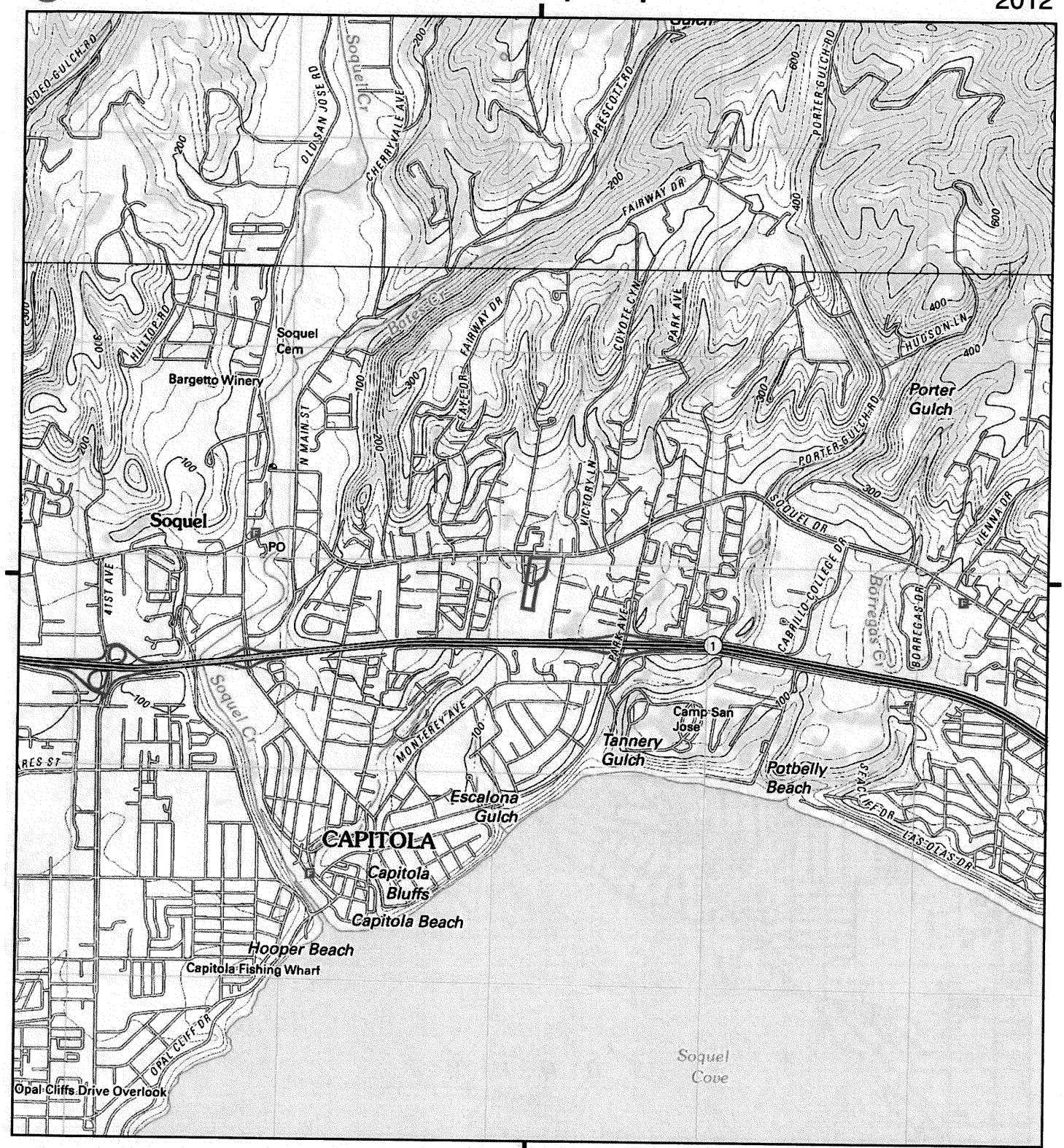
Capitola
1914
15-minute, 62500

1912 Source Sheets

Capitola
1912
15-minute, 62500

Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

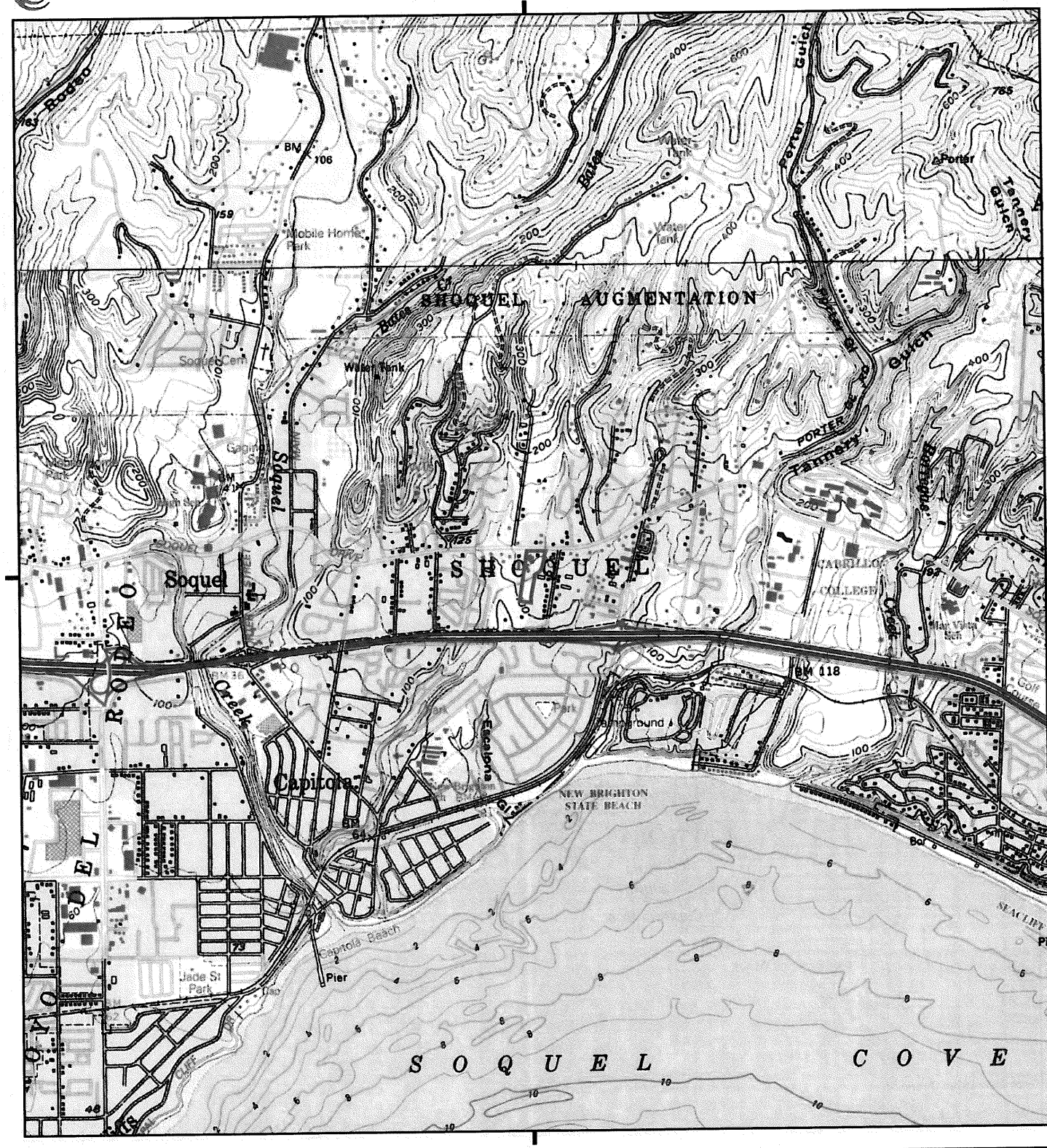
TP, Soquel, 2012, 7.5-minute
N, Laurel, 2012, 7.5-minute

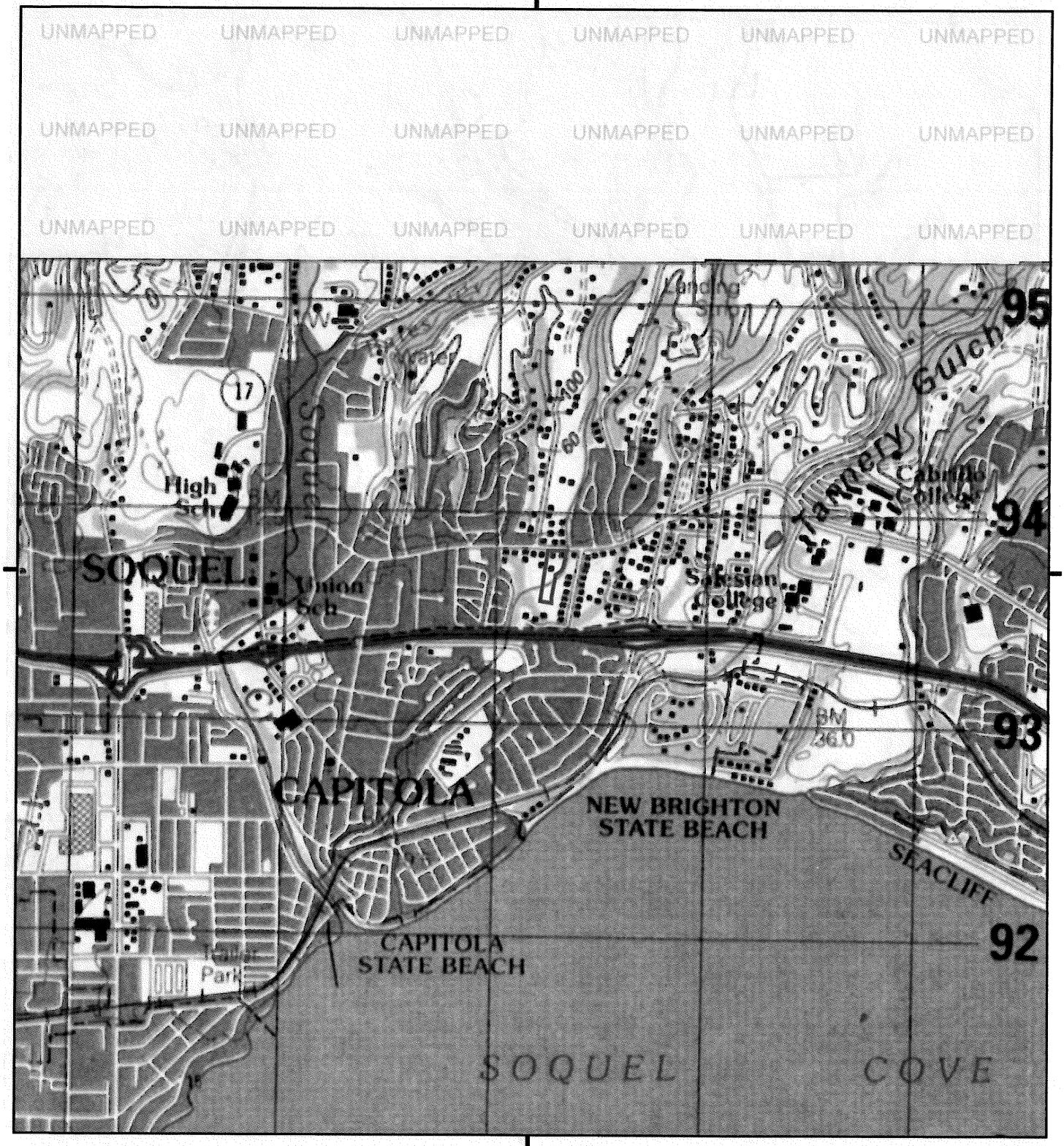
SITE NAME: Soque Drive
ADDRESS: 5630 Soquel Drive
Soquel, CA 95073
CLIENT: Env. Assessment Specialists

N

Historical Topo Map

1994


SOQUEL AUGMENTATION
SOQUEL
SOQUEL COVE
Soquel
Capitola
Soquel Creek
Tannery Gulch
Porter Gulch
Porter
Soquel Landing
NEW BRIGHTON STATE BEACH
Cabrillo College
Cabrillo College Creek
Jade St Park
Pier
Mobile Home Park
Water Tank
Water Tank
Water Tank
Rodeo
Bulb
Bulb
Soquel Cem
Gage St
Soquel Creek
Escalona Gulch
Soquel Landing
Porter Gulch
Tannery Gulch
Cabrillo College Creek
Soquel Creek
Soquel Creek
Soquel



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

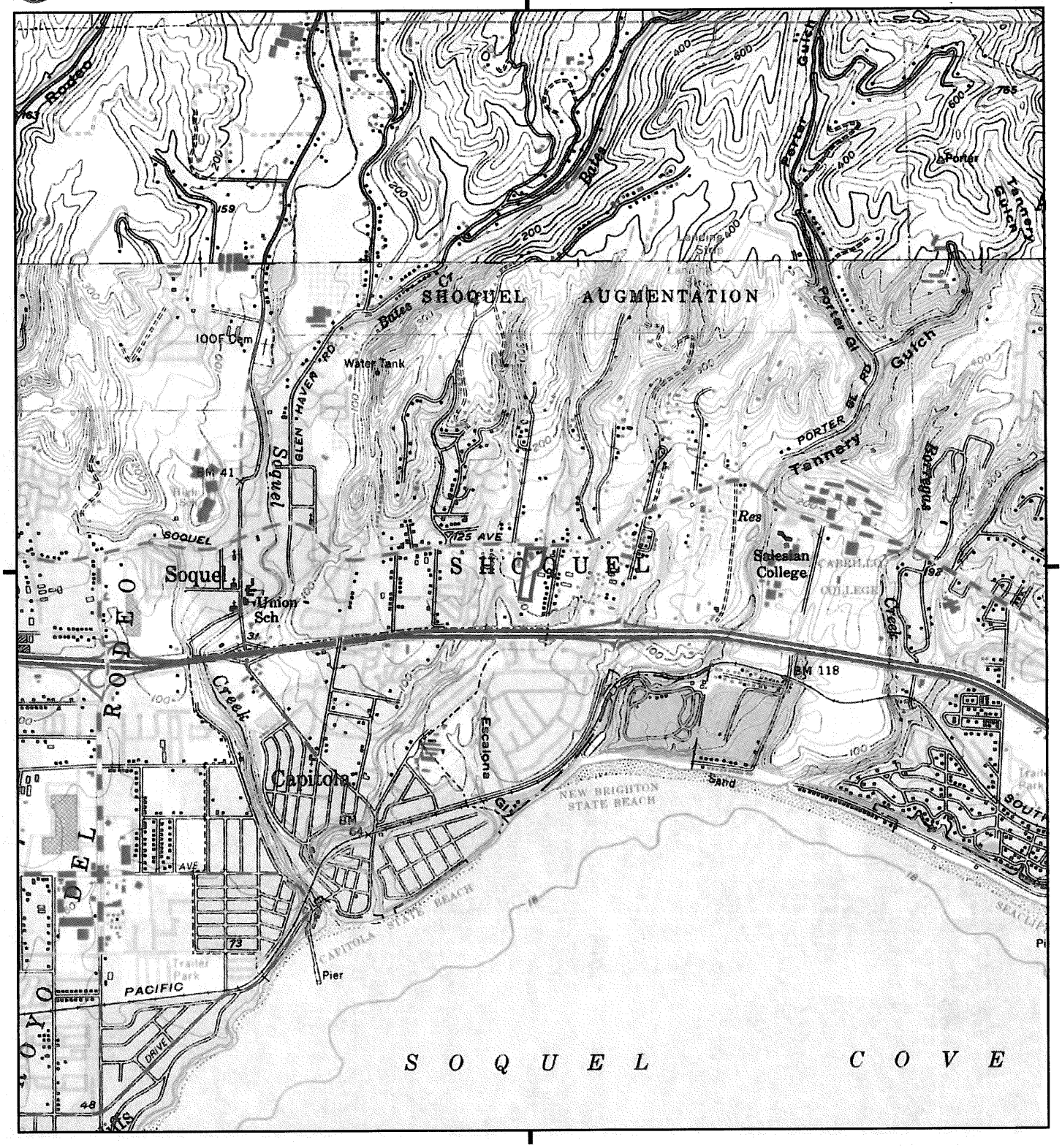
TP, CAPITOLA, 1987, 15-minute

SITE NAME: Soque Drive
ADDRESS: 5630 Soquel Drive
Soquel, CA 95073
CLIENT: Env. Assessment Specialists

N

Historical Topo Map

1978, 1980



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

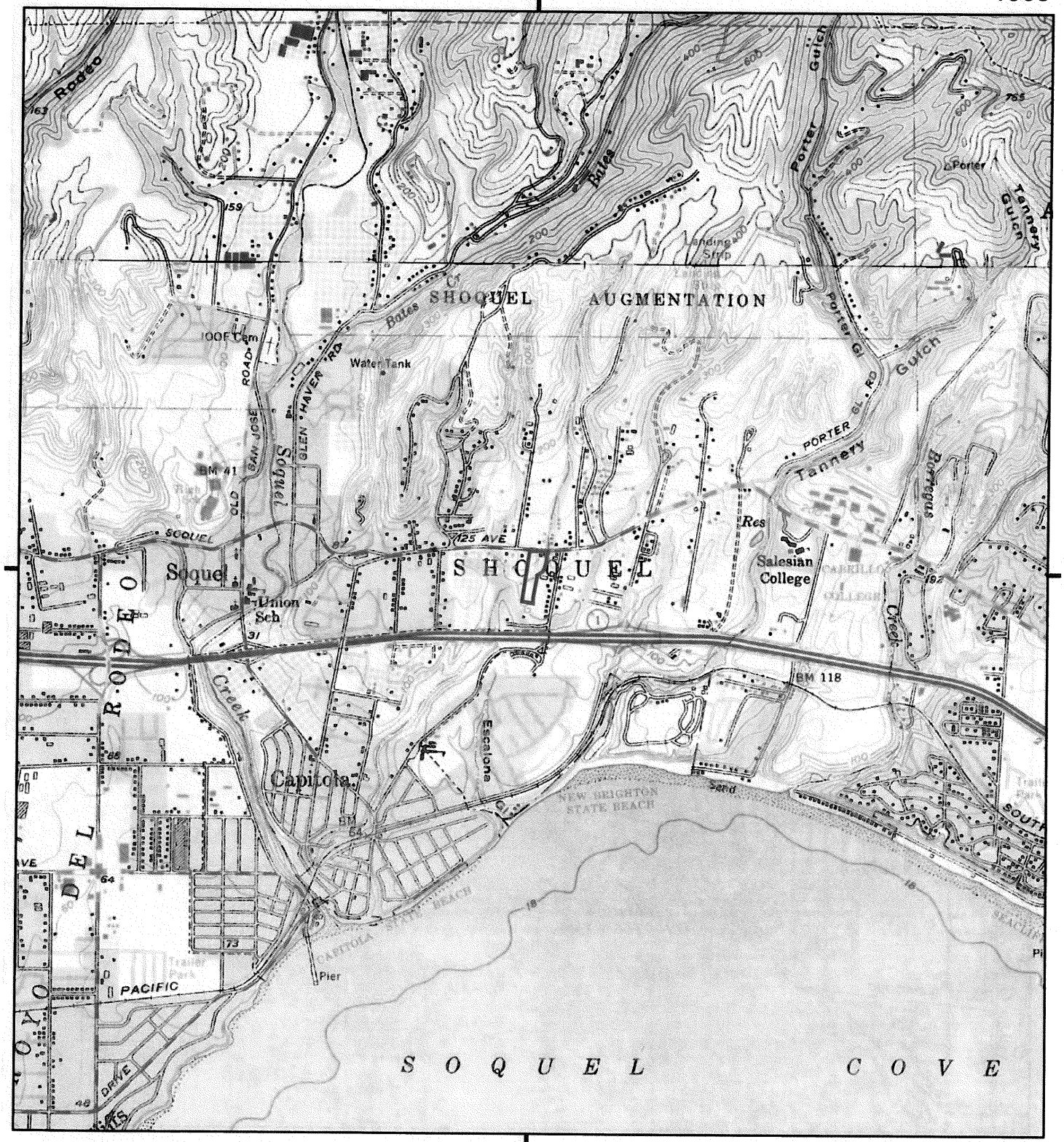
TP, Soquel, 1980, 7.5-minute
N, Laurel, 1978, 7.5-minute

SITE NAME: Soque Drive
ADDRESS: 5630 Soquel Drive
Soquel, CA 95073
CLIENT: Env. Assessment Specialists

N

Historical Topo Map

1968



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

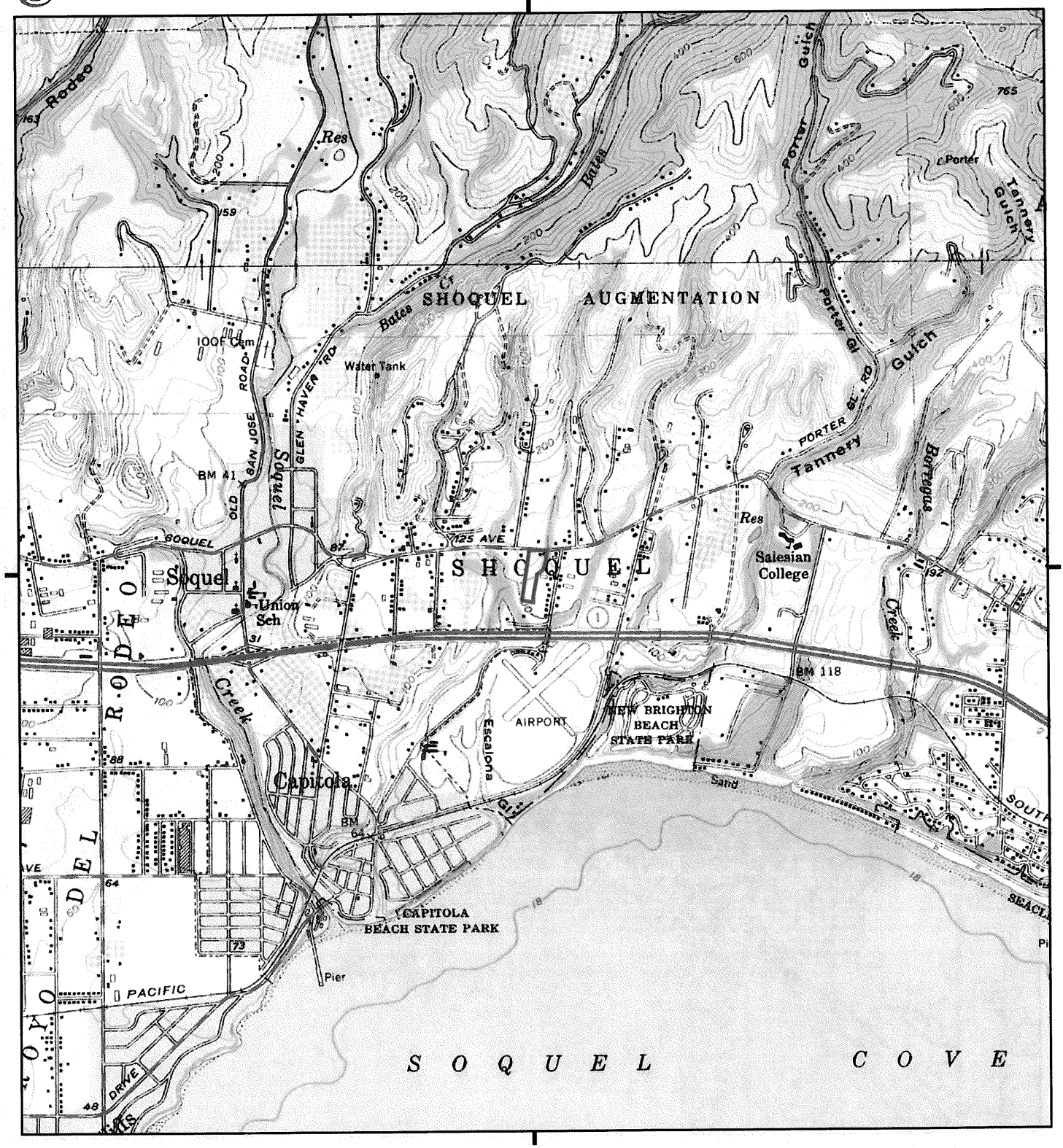
TP, Soquel, 1968, 7.5-minute
N, Laurel, 1968, 7.5-minute

SITE NAME: Soque Drive
ADDRESS: 5630 Soquel Drive
Soquel, CA 95073
CLIENT: Env. Assessment Specialists

N

Historical Topo Map

1954, 1955



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

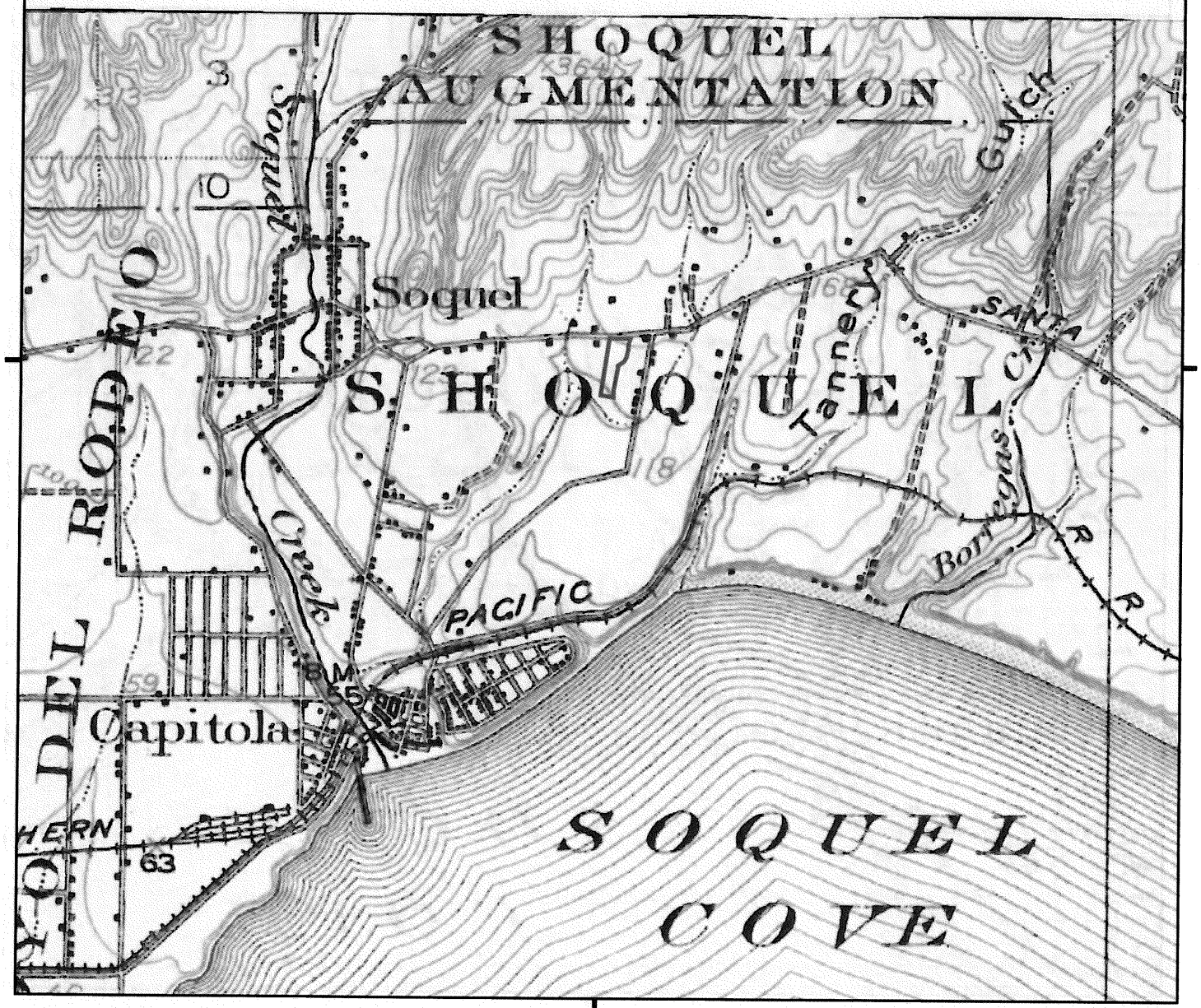
NW N NE
W E
SW S SE

TP, Soquel, 1954, 7.5-minute
N, Laurel, 1955, 7.5-minute

SITE NAME: Soque Drive
ADDRESS: 5630 Soquel Drive
Soquel, CA 95073
CLIENT: Env. Assessment Specialists

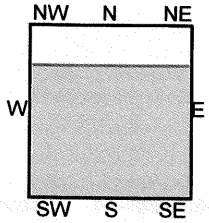
N

UNMAPPED UNMAPPED UNMAPPED UNMAPPED UNMAPPED UNMAPPED
UNMAPPED UNMAPPED UNMAPPED UNMAPPED UNMAPPED UNMAPPED
UNMAPPED UNMAPPED UNMAPPED UNMAPPED UNMAPPED UNMAPPED



This report includes information from the following map sheet(s).

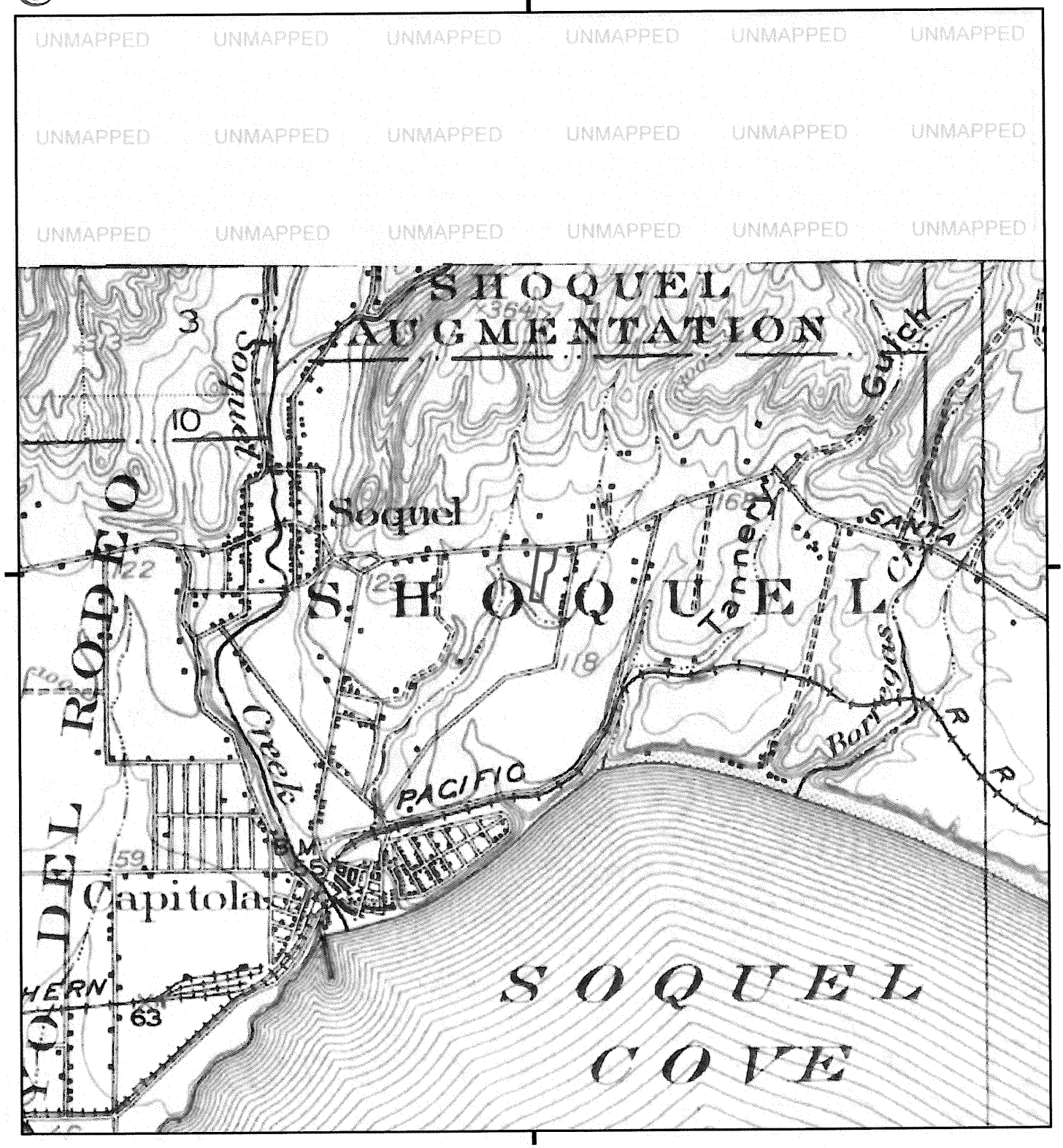
0 Miles 0.25 0.5 1 1.5



TP, Capitola, 1914, 15-minute

SITE NAME: Soque Drive
ADDRESS: 5630 Soquel Drive
Soquel, CA 95073
CLIENT: Env. Assessment Specialists

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Capitola, 1912, 15-minute

SITE NAME: Soque Drive
ADDRESS: 5630 Soquel Drive
Soquel, CA 95073
CLIENT: Env. Assessment Specialists

N

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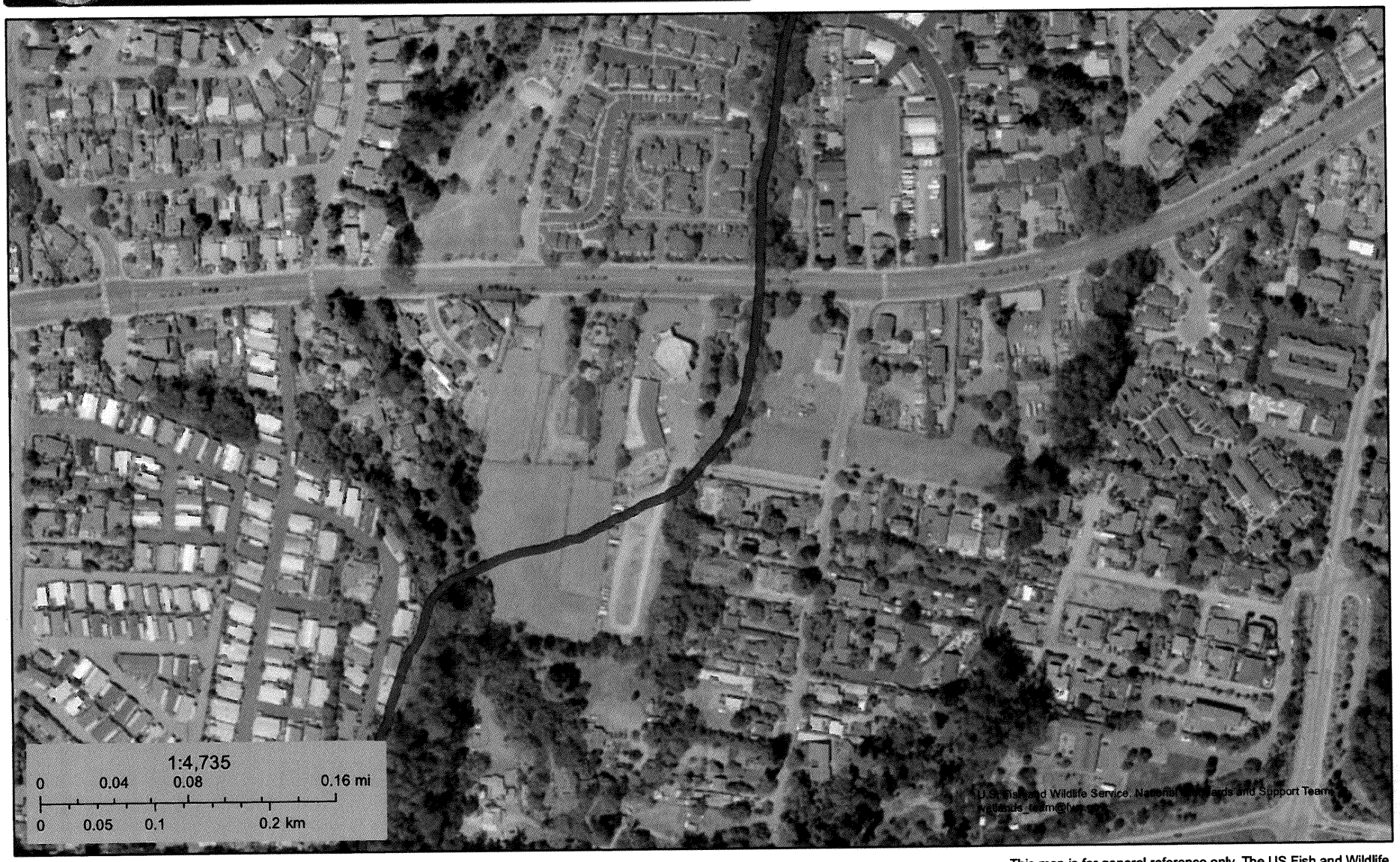
Appendix E:
Wetlands Map and Flood Map

U.S. Fish and Wildlife Service

National Wetlands Inventory

5630 & 5650 Soquel Drive



June 11, 2018

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

National Flood Hazard Layer FIRMette

FEMA

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth
- Regulatory Floodway *Zone AE, AO, AH, VE, AR*

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The base map shown complies with FEMA's base map accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/15/2018 at 6:18:11 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: base map imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

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Appendix F:
Sanborn Fire Insurance Map Report

Soque Drive
5630 Soquel Drive
Soquel, CA 95073

Inquiry Number: 5324424.3
June 07, 2018

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

06/07/18

Site Name:

Soque Drive
5630 Soquel Drive
Soquel, CA 95073
EDR Inquiry # 5324424.3

Client Name:

Env. Assessment Specialists
71 San Marino Ave
Ventura, CA 93003-0000
Contact: FCS

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Env. Assessment Specialists were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 2262-4645-93C7

PO # NA

Project Soquel Drive

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: 2262-4645-93C7

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ✓ Library of Congress
- ✓ University Publications of America
- ✓ EDR Private Collection

The Sanborn Library LLC Since 1866™

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Appendix G:
City Directory Report

Soque Drive
5630 Soquel Drive
Soquel, CA 95073

Inquiry Number: 5324424.11
June 12, 2018

The EDR-City Directory Image Report

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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Data by
infoUSA®
Copyright©2008
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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	Target Street	Cross Street	Source
2014	☑	☐	EDR Digital Archive
2010	☑	☐	EDR Digital Archive
2005	☑	☐	EDR Digital Archive
2000	☑	☐	EDR Digital Archive
1995	☑	☐	EDR Digital Archive
1992	☑	☐	EDR Digital Archive
1985	☑	☐	Haines Criss-Cross Directory
1980	☑	☐	Haines Criss-Cross Directory
1975	☑	☐	Haines Criss-Cross Directory
1971	☑	☐	Polk's City Directory
1967	☑	☐	Polk's City Directory
1964	☑	☐	Polk's City Directory
1960	☑	☐	Polk's City Directory

FINDINGS

TARGET PROPERTY STREET

5630 Soquel Drive
Soquel, CA 95073

Year	CD Image	Source
SOQUEL DR		
2014	pg A1	EDR Digital Archive
2010	pg A2	EDR Digital Archive
2005	pg A3	EDR Digital Archive
2000	pg A4	EDR Digital Archive
1995	pg A5	EDR Digital Archive
1992	pg A6	EDR Digital Archive
1985	pg A7	Haines Criss-Cross Directory
1980	pg A8	Haines Criss-Cross Directory
1975	pg A9	Haines Criss-Cross Directory
1971	pg A10	Polk's City Directory
1971	pg A11	Polk's City Directory
1967	pg A12	Polk's City Directory
1967	pg A13	Polk's City Directory
1964	pg A14	Polk's City Directory
1964	pg A15	Polk's City Directory
1960	pg A16	Polk's City Directory
1960	pg A17	Polk's City Directory

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

Target Street	Cross Street	Source
✔	-	EDR Digital Archive

SOQUEL DR 2014

5439	CALIFRNANS FOR RENEWABLE ENRGY
5441	CHARISMA BEAUTY SALON
5461	LOU S TILE & GROUT REPAIR
5469	WADSWORTH, MILES N
5470	SOQUEL GLEN MOBILE HOME PARK
5481	GARCIA, RONNETTE
5483	CAPARRA, TRICIA
5485	HUANG, YIQING
5489	OCCUPANT UNKNOWN,
5505	QUIK STOP INC
5593	TAYLOR, THERESA D
5606	SELISKAR, STEPHEN M
5650	SANDERS, LARRY M
5661	LINDENFELD FAMILY SCHOOL
	VARGUS, CINDY
5663	HABERSAAT, DANIEL F
5667	MOORE, SYDNIE J
5669	ERVIN, LAURENCE W
5700	CYPERT, DEBORAH M
5701	JANSEN, MOLLY E
	STOCKTON, BRETT
5705	HAIR WAII
5710	MARSALISI, STEPHEN A
5712	YAMASHITA, ERI
5730	MARATHON GARDENING
5732	ALCOHOLICS ANONYMOUS
5734	SOQUEL DONUT STATION
5736	WRIGHT SERVICES

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

SOQUEL DR 2010

5439	CALIFRNANS FOR RENEWABLE ENRGY
5441	CHARISMA BEAUTY SALON
5461	LOU S TILE & GROUT REPAIR
5469	WADSWORTH, MILES N
5470	SOQUEL GLEN MOBILE HOME PARK
5481	OCCUPANT UNKNOWN,
5483	SUMMER, ERIC W
5485	RODRIGUEZ, LETICIA
	SANTA CRUZ HOUSE CLEANING
5489	BARNES, GENE D
5490	OKELLEY, JERALD D
5505	KROGER CO
	QUIK STOP INC
5593	TAYLOR, B M
5606	SELISKAR, ALOJZ
5630	SOQUEL CHURCH OF GRACE
5650	GROH, DANIEL
5661	LINDENFELD FAMILY SCHOOL
	LINDENFELD, DAVID
5667	FIRTH FLASH DESIGNS
	STEARNS, KENNETH T
5669	WALL, CHARLES M
5700	CYPERT, DEBORAH M
	F & W CONNECTION CO
5701	URIOSTE, ANDREW R
5705	HAIR WAII
5710	SILVA, MIKE L
5712	YAMASHITA, ERI
5730	MARATHON GARDENING
5732	ALCOHOLICS ANONYMOUS
	CLIFFS CUSTOM PAINTING
5734	SOQUEL DONUT STATION
5736	MUSIC LADY
	WRIGHT SERVICES
5737	ENVIED NEST

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

SOQUEL DR 2005

5441	CHARISMA BEAUTY SALON
5469	WADSWORTH, MILES N
5481	NAHM, GENA M
5483	OREILLY, CAITLIN
5489	BARNES, DOSS
5490	OKELLEY, JERALD D
5505	QUIK STOP INC
5593	TAYLOR, B M
5606	SELISKAR, ALOJZ
5630	INNER LIGHT MINISTRIES BO
5650	OCCUPANT UNKNOWN,
5661	LINDENFELD FAMILY SCHOOL
	LINDENFELD, DAVID
5665	DOERKSEN, ROBERT
	STOVBE, FINN A
5667	STEARNS, KENNETH T
5669	WALL, ERVIN H
5700	CYPERT, DEBORAH M
	F & W CONNECTION CO
5701	CARRINGTON, JESSE
	URIOSTE, ANDREW R
5710	TRYBOM, MICHELLE D
5712	COASTAL EXPRESS
	MEYERS, NANCY L
5730	MARATHON GARDENING
	WRIGHT SERVICES
5732	ALCOHOLIC ANONYMOUS WORLD SVCS
	COASTWIDE CONTRACTORS INC
5734	SOQUEL DONUT STATION
5736	APPLIANCE HOME REPAIR
	MUSIC LADY
	SERVICES UNLIMITED

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

SOQUEL DR 2000

5441	CHARISMA BEAUTY SALON
5469	WADSWORTH, MILES
5480	OCCUPANT UNKNOWN,
5483	MOLLER, BRUCE
5485	JOHNSON, ROBERT R
5489	OCCUPANT UNKNOWN,
5490	OKELLEY, JERALD
5505	QUIK STOP INC
5593	TAYLOR, B M
5606	SELISKAR, IVANA
5630	SOQUEL CHURCH OF GRACE
5650	NORTH, PATRICK W
5661	HABERSAAT, DAN
	LINDENFELD FAMILY SCHOOL
5667	FIRTH, JANET C
	STEARNS, KENNETH T
5669	WALL, ERVIN H
5700	F & W CONNECTION CO
	OCCUPANT UNKNOWN,
5714	SLAUGHTER, CLAYTON J
5730	MARATHON GARDENING
5732	ALCOHOLIC ANONYMOUS WORLD SVCS
5734	FERRELLS ORIGINAL DONUTS
5736	APPLIANCE HOME REPAIR
	CAFE NIMBUS
	SERVICES UNLIMITED

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

SOQUEL DR 1995

5441	CHARISMA BEAUTY SALON
5469	WADSWORTH, MILES
5480	OCCUPANT UNKNOWNN
5483	MOLLER, BRUCE
5485	KENNEY, SALLY
5489	OCCUPANT UNKNOWNN
5490	OKELLEY, JERRY
5600	SELISKAR ANTHONY
5606	SELISKAR, IVANA
5630	CABRILLO ASSEMBLY OF GOD
	SOQUEL CHURCH OF GRA
5650	OCCUPANT UNKNOWNN
5661	OCCUPANT UNKNOWNN
5665	HOLLISTER, RICHARD C
5667	FIRTH, JANET C
	STEARNS, KENNETH T
5669	WALL, ERVIN H
5700	CYPERT, DEBORAH M
	F & W CONNECTION CO
5701	OCCUPANT UNKNOWNN
5705	CESSARO, MYKAEL E
5707	SWEET, STEVEN C
5714	DENNISON, KATHY
5732	CLIFFS CUSTOM PAINTING
	MAR VISTA WATER CO
5734	ORIGINAL FERREL S 3
5736	DAILY GRIND

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

SOQUEL DR 1992

5441	CHARISMA BEAUTY SALON
5469	MORNING GLORY EXCHANGE
5480	AQUA SMITH
5483	MOLLER, BRUCE
5490	OKELLEY, JERRY
5505	QUIK STOP
5555	BOYSOL, STEPHEN
	FARM BAKERY
	MARTENSEN, E
5600	SELISKAR ANTHONY
5606	SELISKAR, ALOJZ
5630	CABRILLO ASSEMBLY OF GOD
5667	FIRTH, JANET C
5669	WALL, ERVIN H
5700	F & W CONNECTION CO
5701	SULTZE, EARL B
5705	MID-WAY MOBILE HOME SALES
5710	LE BARRES AUTO UPHOLSTERY
5730	MID COUNTIES DELIVERY SERVICE
5732	CLIFFS CUSTOM PAINTING
5734	ORIGINAL FERREL S 3
5736	DAILY GRIND

Target Street	Cross Street	Source
✔	-	Haines Criss-Cross Directory

SOQUEL DR 1985

5500	XXXX	00	
5505	QUIK STOP MARKETS	476-6413	
5520	MURPHY DENIS P	475-8719	1
	REID RICHARD C	476-3512	2
5555	BOYSOL STEPHEN	476-5613	+5
	BOYSOL STEVE	476-1197	9
	FARM THE	476-5613	3
	GRANARY AT THE FARM	476-3754	0
	GREENHOUSE FARM	476-5613	3
	THE FARM	476-5613	8
	WINE BARREL	476-9921	2
5600	COUNTRY FRUIT & VEG	475-3036	+5
5606	SELISKAR ALOJZ	475-1300	
5630	CABRILLO ASSMBLY GD	475-2545	
	SHERWOOD CH PRE SCH	476-4817	0
5650	MARTIN JOHN A	462-0594	+5
5661	BULFIN MARY	476-3510	+5
5667	FIRTH J C	475-4129	8
5669	B&W SERVICES	475-0583	1
	WALL ERVIN H	476-0668	
5700	F&W CONNECTION CO	462-3121	3
5701	EARLS ALL SHARP	476-1144	0
	SULTZE EARL B	476-1144	9
	WILDER CHRISTOPHER	462-1591	2
5705	MID WAY MOBILE HOME	475-9300	
	SWEETS MID WAY MBL	475-9300	6

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

SOQUEL DR 1980

5500	ZELLER RON	476-7026	9
5505 *	QUIK STOP MKT NO 78	476-6413	5
5520	APARTMENTS		
	BUENO ERNIE	475-5190	+0
	CARBAJAL EFRAIN	475-0130	+0
	CASTRO E J JR	476-3621	+0
	LAMANTIA RON	476-5543	+0
	LEWIS BILL	462-2859	9
5520			
5555	BOYSOL STEVE	476-1197	9
*	GRANARY AT THE FARM	476-3754	+0
*	THE FARM	476-5613	8
5600 *	STEVES FRUIT&VEG	475-3036	8
5606	SELISKAR ALOJZ	475-1300	
5630 *	CABRILLO ASSMBLY GD	475-2545	
*	SHERWOOD CH PRE SCH	476-4817	+0
5645	DODDS E J	476-6308	6
5650	LINDSAY FRED J	475-4176	
5661	DISBROW CINDEE	462-4494	+0
5663	XXXX	00	
5665	ALLSHOUSE DENNIS R	476-6753	9
	DIETHRICK RONALD	475-2819	+0
5667	FIRTH JANET C	475-4129	8
5669 *	B&W GARDENING SERV	475-0583	
*	WALL ERVIN H	475-0583	
	WALL ERVIN H	476-0668	
5700	LONG GEO	688-3091	7

Target Street	Cross Street	Source
✔	-	Haines Criss-Cross Directory

SOQUEL DR 1975

```
5470 BRIGHTWELL CHESTER 475-1507 4
     DAHLSTROM A J      476-8405+5
     DOUGLAS WM H       476-5044
    *SOQUEL GLEN MBL HME476-5044
5485 SORIA LINDA        476-3635
     THEVENIN ALBERT JR 476-6071 4
5500  XXXX              OO
5505*QUIK STOP MKT NO 78476-6413+5
5520 MARQUEZ ALVINO M   475-7962
     WEST DEBORAH       476-1442 4
     WILLIAMS GARY      475-7086+5
     YEE LIBBY          475-2086 4
5606 SELISKAR ALOJZ     475-1300
    *SELISKAR TRACTOR SV475-3036+5
5630*CABRILLO ASSMBLY GD475-2545
    *SHERWOOD PRE SCHOOL476-4817
5645 GILKISON L A       475-3265
5650 LINDSAY FRED J     475-4176
5661 KELLY NAOMI JANE   475-4078
5665 CAMPBELL MICHAEL P 475-6793+5
     WICKERSHAM SHARON  475-5653
5667  XXXX              OO
5669*BEW GARDENING SERV 475-0583
    *WALL ERVIN H       475-0583
     WALL ERVIN H       476-0668
5670 HEIMANN JOAN       475-8204+5
5700 DUTTON WM G        475-0449+5
```

Target Street	Cross Street	Source
✓	-	Polk's City Directory

SOQUEL DR 1971

5401 Pete's Septic Tank Service 475-0959
Walquist Pete © 475-0959
ORCHARD ST INTERSECTS
5440 Izant Bertram F © 475-3806
5500 Pollos Paul © 475-3621
Rear Vacant
5520 Hide-A-Way Cottages apts 475-5088
Kennemer Willie N © 475-5088
1 Hewett Ron
2 Everson Mark

SOQUEL DR 1971

SOQUEL DR (S)—Contd

3 Hicks Jon
4 Steinman Terry
5 De Moupied Steve
6 Yang Chung S
7 Annechiaco Pat
8 Marquez Alvino
9 Bond Marion
10 Vacant

5521 Bowman Bill W © 475-6460
5606 Seliskar Alojz © 475-1300
5630 Cabrillo Assembly Of God 475-2545
Sherwood Pre School 475-2545
5645 Gilkison Lawrence A © 475-3265
5650 Lindsay Fred J 475-4176
5661 Kelly Naomi J Mrs © 475-4078
5663 Raethel Walter F ©
5665 Holt Virgil
5667 Vacant
5669 Wall Ervin H landscape gdnr © 475-0583
5670 Hughes Grocery 475-3675
Hughes James © 475-3675

Target Street	Cross Street	Source
✓	-	Polk's City Directory

SOQUEL DR 1967

5401 PETE'S SEPTIC TANK SERVICE
475-0959
WALQUIST PETE ● 475-0959
---ORCHARD INTERSECTS
5440 IZANT BERTRAM F ● 475-3806
5500 FREEDMAN DOROTHY L MRS
475-8210
5520 HIDE-A-WAY COTTAGES
1 KENNEMER WILLIE N ●
475-5088
2 VACANT
3 MONZETTE PETE
4 BOND MARION
5 SKELTON WM
6 THOMPSON PAUL
7 ALLISON NELS L
8 MARQUEZ ALVINO
9 BROWNING WM
10 ATWOOD DANL

Target Street	Cross Street	Source
✔	-	Polk's City Directory

SOQUEL DR 1967

SOQUEL DR (S)—Contd

5521 BOWMAN BILL W ● 475-6460
5606 SELISKAR ALOJZ ● 475-1300
5630 CABRILLO ASSEMBLEY OF GOD
475-2545
5645 GILKISON LAWRENCE A ●
475-3265
5650 LINDSAY FRED J 475-4176
5661 KELLY NAOMI J MRS ● 475-4078
5663 RAETHEL WALTER F ●
5665 BATTERY SHOP THE 476-1676
5665 KEAR JAMES
5667 VACANT
5669 WALL IRVIN H LANDSCAPE GDNR
● 475-0583
5670 HUGHES GROCERY
HUGHES JAMES 475-3675

Target Street	Cross Street	Source
✓	-	Polk's City Directory

SOQUEL DR 1964

5400 GREENE KENNETH
5401 PETE'S SEPTIC TANK SERVICE
475-0959
WALQUIST PETE ● 475-0959
---ORCHARD INTERSECTS
5440 IZANT BERTRAM F ● 475-3806
5500 FREEDMAN MAURICE
475-8210
5520 KENNEMER WILLIE N ◎
475-5088
APARTMENTS
1 FAIRLY LEON
2 VACANT
3 VACANT
4 BOND MARION
5 VACANT
6 CHURCHILL HOWARD
7 VACANT
8 MARQUEZ ALVINO

Target Street	Cross Street	Source
✔	-	Polk's City Directory

SOQUEL DR 1964

SOQUEL DR (SOQ)--CONTD
APTS--CONTD

9 LOPEZ FRANK
10 VACANT
STREET CONTINUED
5521 BOWMAN BILL W • 475-6460
5606 SELISKAR ALOIZ • 475-1300
5645 GILKISON LAWRENCE A •
475-3265
APARTMENTS
1 VACANT
2 BROWN DEWEY
STREET CONTINUED
5650 LINDSAY FRED 475-4176
5661 KELLY NAOMI J MRS • 475-4078
5663 RAETHEL WALTER F •
5665 CARVALHO A C • 475-5510
5667 TRAUTH EUG G • 475-6137
5669 WALL IRVIN H LANDSCAPE GDNR
• 475-0583
5670 HUGHES GROCERY
HUGHES JAMES 475-3675
5700 HILL DONALD C 475-3773

Target Street	Cross Street	Source
✔	-	Polk's City Directory

SOQUEL DR 1960

5361 Hutcheon Arth A
△GR5-0081
5370 Dull Lily Mrs ◎
△GR5-1839
5375 Valencia Chas J ◎
△GR5-4733
5380 Pete's Septic Tank Serv
△GR5-0959
Walquist Pete ◎
△GR5-0959
Orahard intersects

Target Street	Cross Street	Source
✔	-	Polk's City Directory

SOQUEL DR 1960

SOQUEL (S)—Contd

5400 Greene Kenneth V ◎
△GR5-2455

5401 Trent Wm M

6000 Sears Robt H Real Est
△GR5-0628

FIRSTCARBON
SOLUTIONS™

Appendix H:
EDR/FirstSearch Government Database Report

Soque Drive
5630 Soquel Drive
Soquel, CA 95073

Inquiry Number: 05324424.2r
June 07, 2018

FirstSearch Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Search Summary Report

TARGET SITE **5630 SOQUEL DRIVE**
SOQUEL, CA 95073

Category	Sel	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
NPL	Y	0	0	0	0	0	0	0
NPL Delisted	Y	0	0	0	0	0	0	0
CERCLIS	Y	0	0	0	0	-	0	0
NFRAP	Y	0	0	0	0	-	0	0
RCRA COR ACT	Y	0	0	0	0	0	0	0
RCRA TSD	Y	0	0	0	0	-	0	0
RCRA GEN	Y	0	0	1	-	-	0	1
Federal IC / EC	Y	0	0	0	0	-	0	0
ERNS	Y	0	-	-	-	-	0	0
State/Tribal NPL	Y	0	0	0	0	0	0	0
State/Tribal CERCLIS	Y	0	0	0	0	1	0	1
State/Tribal SWL	Y	0	0	0	0	-	0	0
State/Tribal LTANKS	Y	0	3	1	2	-	0	6
State/Tribal Tanks	Y	0	1	2	-	-	0	3
State/Tribal VCP	Y	0	0	0	0	-	0	0
US Brownfields	Y	0	0	0	0	-	0	0
Other SWF	Y	0	0	0	0	-	0	0
Other Haz Sites	Y	0	0	0	-	-	0	0
Other Tanks	Y	0	1	1	-	-	0	2
Local Land Records	Y	0	0	0	0	-	0	0
Spills	Y	0	-	-	-	-	0	0
Other	Y	0	5	8	-	-	0	13
	- Totals --	0	10	13	2	1	0	26

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Search Summary Report

TARGET SITE: **5630 SOQUEL DRIVE**
SOQUEL, CA 95073

Category	Database	Update	Radius	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
NPL	NPL	12/11/2017	1.000	0	0	0	0	0	0	0
	Proposed NPL	12/11/2017	1.000	0	0	0	0	0	0	0
NPL Delisted	Delisted NPL	12/11/2017	1.000	0	0	0	0	0	0	0
CERCLIS	SEMS	01/09/2018	0.500	0	0	0	0	-	0	0
NFRAP	SEMS-ARCHIVE	01/09/2018	0.500	0	0	0	0	-	0	0
RCRA COR ACT	CORRACTS	12/11/2017	1.000	0	0	0	0	0	0	0
RCRA TSD	RCRA-TSDF	12/11/2017	0.500	0	0	0	0	-	0	0
RCRA GEN	RCRA-LQG	12/11/2017	0.250	0	0	0	-	-	0	0
	RCRA-SQG	12/11/2017	0.250	0	0	1	-	-	0	1
	RCRA-CESQG	12/11/2017	0.250	0	0	0	-	-	0	0
Federal IC / EC	US ENG CONTROLS	02/13/2018	0.500	0	0	0	0	-	0	0
	US INST CONTROL	02/13/2018	0.500	0	0	0	0	-	0	0
ERNS	ERNS	01/16/2018	TP	0	-	-	-	-	0	0
State/Tribal NPL	RESPONSE	01/30/2018	1.000	0	0	0	0	0	0	0
State/Tribal CERCLIS	ENVIROSTOR	01/30/2018	1.000	0	0	0	0	1	0	1
State/Tribal SWL	SWF/LF	02/12/2018	0.500	0	0	0	0	-	0	0
State/Tribal LTANKS	LUST	03/12/2018	0.500	0	2	1	1	-	0	4
	INDIAN LUST	10/14/2017	0.500	0	0	0	0	-	0	0
	CPS-SLIC	03/12/2018	0.500	0	1	0	1	-	0	2
State/Tribal Tanks	UST	03/12/2018	0.250	0	1	0	-	-	0	1
	AST	07/06/2016	0.250	0	0	2	-	-	0	2
	INDIAN UST	10/14/2017	0.250	0	0	0	-	-	0	0
State/Tribal VCP	VCP	01/30/2018	0.500	0	0	0	0	-	0	0
US Brownfields	US BROWNFIELDS	01/19/2018	0.500	0	0	0	0	-	0	0

Search Summary Report

TARGET SITE: **5630 SOQUEL DRIVE**
SOQUEL, CA 95073

Category	Database	Update	Radius	Site	1/8	1/4	1/2	> 1/2	ZIP	TOTALS
Other SWF	WMUDS/SWAT	04/01/2000	0.500	0	0	0	0	-	0	0
Other Haz Sites	SCH	01/30/2018	0.250	0	0	0	-	-	0	0
	US CDL	02/22/2018	TP	0	-	-	-	-	0	0
Other Tanks	SWEEPS UST	06/01/1994	0.250	0	1	1	-	-	0	2
	CA FID UST	10/31/1994	0.250	0	0	0	-	-	0	0
Local Land Records	DEED	02/08/2018	0.500	0	0	0	0	-	0	0
Spills	HMIRS	01/19/2018	TP	0	-	-	-	-	0	0
	CHMIRS	02/15/2018	TP	0	-	-	-	-	0	0
	SPILLS 90	06/06/2012	TP	0	-	-	-	-	0	0
Other	RCRA NonGen / NLR	12/11/2017	0.250	0	0	0	-	-	0	0
	TSCA	12/31/2016	TP	0	-	-	-	-	0	0
	TRIS	12/31/2016	TP	0	-	-	-	-	0	0
	SSTS	12/31/2009	TP	0	-	-	-	-	0	0
	RAATS	04/17/1995	TP	0	-	-	-	-	0	0
	PRP	10/25/2013	TP	0	-	-	-	-	0	0
	PADS	06/01/2017	TP	0	-	-	-	-	0	0
	ICIS	11/18/2016	TP	0	-	-	-	-	0	0
	FTTS	04/09/2009	TP	0	-	-	-	-	0	0
	MLTS	08/30/2016	TP	0	-	-	-	-	0	0
	RADINFO	01/03/2018	TP	0	-	-	-	-	0	0
	INDIAN RESERV	12/31/2014	1.000	0	0	0	0	0	0	0
	US AIRS	10/12/2016	TP	0	-	-	-	-	0	0
	FINDS	02/21/2018	TP	0	-	-	-	-	0	0
	Cortese	03/26/2018	0.500	0	0	0	0	-	0	0
	CUPA Listings		0.250	0	2	1	-	-	0	3
	HAZNET	12/31/2016	0.250	0	3	7	-	-	0	10
	WDS	06/19/2007	TP	0	-	-	-	-	0	0
	- Totals --			0	10	13	2	1	0	26

Site Information Report

Request Date: JUNE 7, 2018
Request Name: FCS

Search Type: COORD
Job Number: NA

Target Site: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

Site Location

	Degrees (Decimal)	Degrees (Min/Sec)	UTMs
Longitude:	121.941930	121.9419300 - 121° 56' 30.94"	Easting: 594163.2
Latitude:	36.986598	36.9865980 - 36° 59' 11.75"	Northing: 4093705.5
Elevation:	112 ft. above sea level		Zone: Zone 10

Demographics

Sites: 26 **Non-Geocoded:** 0 **Population:** N/A

RADON

Federal EPA Radon Zone for SANTA CRUZ County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for SANTA CRUZ COUNTY, CA

Number of sites tested: 9

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.100 pCi/L	89%	11%	0%
Living Area - 2nd Floor	1.900 pCi/L	100%	0%	0%
Basement	Not Reported	Not Reported	Not Reported	Not Reported

Site Information Report

RADON

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95073	96	2

Target Site Summary Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

TOTAL: 26 GEOCODED: 26 NON GEOCODED: 0

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.

No sites found for target address

Sites Summary Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

TOTAL: 26 GEOCODED: 26 NON GEOCODED: 0

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
1	HAZNET --CAC002618086	JERRY BEST PAINTING	3015 BARONIAN CT SOQUEL, CA 95073	0.06 North	+ 21	1
A2	CPS-SLIC --T10000005849 --Completed - Case Closed	THE FARM PROPERTY	5555 SOQUEL DRIVE SOQUEL, CA 95073	0.09 NW	+ 7	2
B3	HAZNET --CAC002729814	NATURE FIRST TREE CARE, INC.	5738 SOQUEL DR SOQUEL, CA 95073	0.11 ENE	+ 14	3
B4	CUPA Listings --FA0002828	SCWD - TANNERY WELL	5738 SOQUEL DR SOQUEL, CA 95073	0.11 ENE	+ 14	4
A5	CUPA Listings --FA0003440	QUIK STOP MARKET NO 78	5505 SOQUEL DR SOQUEL, CA 95073	0.12 NW	+ 10	5
A5	LUST --Remedial action (cleanup) Underway --T0608700177	QUIK STOP MARKET NO 78	5505 SOQUEL DR SOQUEL, CA 95073	0.12 NW	+ 10	6
A6	HAZNET --CAL000045901	QUIK STOP MARKETS INC MKT #78	5505 SOQUEL DRIVE SOQUEL, CA 95073	0.12 NW	+ 10	8
A7	SWEEPS UST --A --A --6247	QUIK STOP MARKET #78	5505 SOQUEL DR SOQUEL, CA 95073	0.12 NW	+ 10	11
A7	UST	QUIK STOP MARKET #78	5505 SOQUEL DR SOQUEL, CA 95073	0.12 NW	+ 10	12
A8	LUST --Completed - Case Closed --T0608700177	QUIK STOP MARKET NO 78	5505 SOQUEL DR SOQUEL, CA 95073	0.12 NW	+ 10	13
C9	HAZNET --CAC002636304	SHORELINE PROPERTY MGMT	1143 CALLAS LN CAPITOLA, CA 95010	0.15 South	+ 3	30
C10	HAZNET --CAC002813205	DANIEL, MICHAEL	1136 CALLAS LN APT 3 CAPITOLA, CA 95010	0.16 South	+ 7	31

Sites Summary Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

TOTAL: 26 GEOCODED: 26 NON GEOCODED: 0

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
11	HAZNET --CAC002818584	DELORES FAUL	1122 SUTHERLAND LN APT 4 CAPITOLA, CA 95010	0.17 SSE	+ 14	32
12	HAZNET --CAC002852277	CAROLYN BUSENHART	5441 SOQUEL DR. SOQUEL, CA 95073	0.20 WNW	+ 22	33
D13	CUPA Listings --FA0002268	CORPORATION YARD	430 KENNEDY DR CAPITOLA, CA 95010	0.20 SW	- 30	34
D13	AST	CORPORATION YARD	430 KENNEDY DR CAPITOLA, CA 95010	0.20 SW	- 30	35
D14	SWEEPS UST --A --A --30346	CAPITOLA CORPORATION YARD	430 KENNEDY DR CAPITOLA, CA 95010	0.20 SW	- 30	36
D14	LUST --Case Closed --Completed - Case Closed --T0608700303 --T0608700303	CAPITOLA CORPORATION YARD	430 KENNEDY DR CAPITOLA, CA 95010	0.20 SW	- 30	39
D15	AST	CORPORATION YARD	430 KENNEDY CAPITOLA, CA	0.20 SW	- 30	42
D16	HAZNET --CAL000082633	CITY OF CAPITOLA	430 KENNEDY DRIVE CAPITOLA, CA 95010	0.20 SW	- 30	43
17	HAZNET --CAC000741248	GRACE COMMUNITY CHURCH	875 MONTEREY ST CAPITOLA, CA 95010	0.20 SSW	- 1	46
E18	RCRA-SQG --CAD982440273	BAY PHOTO LAB	2853 PARK AVENUE SOQUEL, CA 95073	0.23 East	+ 34	47
E19	HAZNET --CAD982440273	BAY PHOTO INC MAIN LAB	2853 PARK AVE SOQUEL, CA 95073	0.23 East	+ 34	49
20	LUST --Completed - Case Closed --T0608700221	93475	5998 SOQUEL DR SOQUEL, CA 95073	0.26 ENE	+ 34	52

Sites Summary Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

TOTAL: 26 GEOCODED: 26 NON GEOCODED: 0

Map ID	DB Type --ID/Status	Site Name	Address	Dist/Dir	ElevDiff	Page No.
21	CPS-SLIC --T10000006291 --Open - Site Assessment	MCGREGOR PROPERTY	1560 MCGREGOR DRIVE CAPTITOLA, CA 95010	0.42 ESE	+ 14	53
22	ENVIROSTOR --60000900 --No Further Action	SILVERCREST APARTMENTS	750 BAY AVENUE CAPITOLA, CA 95010	0.75 WSW	- 55	54

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S112962321 **DIST/DIR:** 0.064 North **ELEVATION:** 133 **MAP ID:** 1

NAME: JERRY BEST PAINTING
ADDRESS: 3015 BARONIAN CT
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAC002618086

HAZNET:
envid: S112962321
Year: 2007
GEPAID: CAC002618086
Contact: Jerry Best
Telephone: 8314793646
Mailing Name: Not reported
Mailing Address: 3015 Baronian Ct
Mailing City,St,Zip: SOQUEL, CA 95073
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

CPS-SLIC

EDR ID: S116381382 **DIST/DIR:** 0.085 NW **ELEVATION:** 119 **MAP ID:** A2

NAME: THE FARM PROPERTY
ADDRESS: 5555 SOQUEL DRIVE
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: T10000005849
ID/Status: Completed - Case Closed

CPS-SLIC:
Region: STATE
Facility Status: Completed - Case Closed
Status Date: 12/17/2014
Global Id: T10000005849
Lead Agency: SANTA CRUZ COUNTY
Lead Agency Case Number: RO0000273
Latitude: 36.9890144649051
Longitude: -121.942973158722
Case Type: Cleanup Program Site
Case Worker: JBG
Local Agency: SANTA CRUZ COUNTY
RB Case Number: Not reported
File Location: Not reported
Potential Media Affected: Soil
Potential Contaminants of Concern: Chlordane, Other Insecticides / Pesticide / Fumigants / Herbicides, Arsenic, Lead
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S117291732 **DIST/DIR:** 0.110 ENE **ELEVATION:** 126 **MAP ID:** B3

NAME: NATURE FIRST TREE CARE, INC.
ADDRESS: 5738 SOQUEL DR
SOQUEL, CA 95073
44
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAC002729814

HAZNET:
envid: S117291732
Year: 2013
GEPAID: CAC002729814
Contact: DICK SCOPPETTONE
Telephone: 8314628233
Mailing Name: Not reported
Mailing Address: 5738 SOQUEL DR
Mailing City,St,Zip: SOQUEL, CA 950732811
Gen County: Santa Cruz
TSD EPA ID: CAD059494310
TSD County: Santa Clara
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0825
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

CUPA Listings

EDR ID: S110743161 **DIST/DIR:** 0.110 ENE **ELEVATION:** 126 **MAP ID:** B4

NAME: SCWD - TANNERY WELL
ADDRESS: 5738 SOQUEL DR
SOQUEL, CA 95073

Rev:
ID/Status: FA0002828

SOURCE: CA Please see county level database for agency information.

CUPA SANTA CRUZ:
Facility Id: FA0002828
Cross Street: VICTORY LANE
Description: HMMP STANDARD FORM QR 2

Facility Id: FA0002828
Cross Street: VICTORY LANE
Description: HMMP STANDARD FORM FILING FEE

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

CUPA Listings

EDR ID: S104405620 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A5

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA Please see county level database for agency information.

Rev:
ID/Status: FA0003440

CUPA SANTA CRUZ:
Facility Id: FA0003440
Cross Street: HARDIN WAY
Description: HAZARDOUS WASTE GENERATOR (HMMP STD FORM)

Facility Id: FA0003440
Cross Street: HARDIN WAY
Description: HMMP STANDARD FORM QR 3

Facility Id: FA0003440
Cross Street: HARDIN WAY
Description: STATE UST SURCHARGE

Facility Id: FA0003440
Cross Street: HARDIN WAY
Description: HMMP STANDARD FORM FILING FEE

Facility Id: FA0003440
Cross Street: HARDIN WAY
Description: UNDERGROUND STORAGE TANK PROGRAM

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: S104405620 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A5

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Remedial action (cleanup) Underway
ID/Status: T0608700177

LUST REG 3:
Region: 3
Regional Board: Central Coast Region
Facility County: Santa Cruz
Global ID: T0608700177
Status: Remedial action (cleanup) Underway
Case Number: 3257
Local Case Num: Not reported
Case Type: O
Substance: Gasoline
Quantity: Not reported
Abatement Method: Vapor Extraction, Pump and Treat Ground Water - generally employed to remove dissolved contaminants, Remove Free Product - remove floating product from water table
Leak Source: UNK
Leak Cause: UNK
How Stopped: Not reported
How Discovered: Tank Closure
Release Date: 11/12/1998
Discovered Date: 11/12/98
Enter Date: 03/21/2000
Stop Date: 11/12/98
Review Date: 08/20/2002
Enforce Date: 1/1/65
Close Date: Not reported
Enforcement Type: LET
Responsible Party: MIKE KARVELOT
RP Address: 4567 ENTERPRISE ST
Contact: Not reported
Cross Street: HARDIN WAY
Local Agency: 44000
Lead Agency: Regional Board
Staff Initials: TAS
Confirm Leak: Not reported
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: 10/15/1999
Remedial Plan: Not reported
Remedial Action: 10/30/00
Monitoring: / /
Pilot Program: UST
Interim Action: Y
Funding: Not reported
MTBE Class: A

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: S104405620 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A5

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Remedial action (cleanup) Underway
ID/Status: T0608700177

Max MTBE Grnd Wtr: 46000
Max MTBE Soil: Not reported
Max MTBE Data: 09/05/2002
MTBE Tested: YES
Lat/Long: 36.9879772 / -121.9445225
Soil Qualifier: Not reported
Grnd Wtr Qualifier: =
Mtbe Concentratn: 12
Mtbe Fuel: 1
Org Name: Not reported
Basin Plan: Not reported
Beneficial: MUN
Priority: Not reported
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: CITY OF WATSONVILLE
Well Name: WELL 19
Distance From Well: 0
Assigned Name: 4410011-016
Summary: THREE PUBLIC WATER SUPPLY WELLS ARE LESS THAN 2000 FEET FROM THE SITE. THE CLOSEST WELL IS APPROXIMATELY 1600 FEET AWAY. (CATOX SYSTEM STARTED 7/5/02.) DOWNGRADIENT CREEK SAMPLE "A" MTBE 2.1 PPB. DOWNGRADIENT WELL MW-6 MTBE 3300 PPB. 7/31/02 CATOX RE

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113040137 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A6

NAME: QUIK STOP MARKETS INC MKT #78
ADDRESS: 5505 SOQUEL DRIVE
SOQUEL, CA 95073
44
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAL000045901

HAZNET:
envid: S113040137
Year: 2016
GEPAID: CAL000045901
Contact: ROGER BATRA
Telephone: 5104452285
Mailing Name: Not reported
Mailing Address: 4567 ENTERPRISE ST
Mailing City,St,Zip: FREMONT, CA 945387605
Gen County: Santa Cruz
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.126
Cat Decode: Aqueous solution with total organic residues less than 10 percent
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Santa Cruz

envid: S113040137
Year: 2015
GEPAID: CAL000045901
Contact: ROGER BATRA
Telephone: 5104452285
Mailing Name: Not reported
Mailing Address: 4567 ENTERPRISE ST
Mailing City,St,Zip: FREMONT, CA 945387605
Gen County: Santa Cruz
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113040137
Year: 2015
GEPAID: CAL000045901
Contact: ROGER BATRA

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113040137 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A6

NAME: QUIK STOP MARKETS INC MKT #78
ADDRESS: 5505 SOQUEL DRIVE
SOQUEL, CA 95073
44
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAL000045901

Telephone: 5104452285
Mailing Name: Not reported
Mailing Address: 4567 ENTERPRISE ST
Mailing City,St,Zip: FREMONT, CA 945387605
Gen County: Santa Cruz
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: 0.2
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113040137
Year: 2015
GEPAID: CAL000045901
Contact: ROGER BATRA
Telephone: 5104452285
Mailing Name: Not reported
Mailing Address: 4567 ENTERPRISE ST
Mailing City,St,Zip: FREMONT, CA 945387605
Gen County: Santa Cruz
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.273
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113040137
Year: 2015
GEPAID: CAL000045901
Contact: ROGER BATRA
Telephone: 5104452285
Mailing Name: Not reported
Mailing Address: 4567 ENTERPRISE ST
Mailing City,St,Zip: FREMONT, CA 945387605
Gen County: Santa Cruz
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Other empty containers 30 gallons or more

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113040137 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A6

NAME: QUIK STOP MARKETS INC MKT #78
ADDRESS: 5505 SOQUEL DRIVE
SOQUEL, CA 95073
44
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAL000045901

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.03
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

Click this hyperlink while viewing on your computer to access
24 additional CA_HAZNET: record(s) in the EDR Site Report.

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

SWEEPS UST

EDR ID: U003941261 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A7

NAME: QUIK STOP MARKET #78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 06/01/1994
ID/Status: A
ID/Status: A
ID/Status: 6247

SWEEPS UST:
Status: Active
Comp Number: 6247
Number: 1
Board Of Equalization: 44-027068
Referral Date: 06-13-90
Action Date: 06-13-90
Created Date: 12-31-88
Owner Tank Id: 52
SWRCB Tank Id: 44-000-006247-000001
Tank Status: A
Capacity: 10000
Active Date: 06-13-90
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: 2

Status: Active
Comp Number: 6247
Number: 1
Board Of Equalization: 44-027068
Referral Date: 06-13-90
Action Date: 06-13-90
Created Date: 12-31-88
Owner Tank Id: 53
SWRCB Tank Id: 44-000-006247-000002
Tank Status: A
Capacity: 10000
Active Date: 06-13-90
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

UST

EDR ID: U003941261 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A7

NAME: QUIK STOP MARKET #78 **Rev:** 03/12/2018

ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ

SOURCE: CA SWRCB

UST:
Facility ID: Not reported
Permitting Agency: Santa Cruz County Environmental Health
Latitude: 36.9882
Longitude: -121.94411

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

LUST:
Lead Agency: CENTRAL COAST RWQCB (REGION 3)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608700177
Global Id: T0608700177
Latitude: 36.9879686302154
Longitude: -121.944318652115
Status: Completed - Case Closed
Status Date: 03/04/2014
Case Worker: TAS
RB Case Number: 3257
Local Agency: SANTA CRUZ COUNTY
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply, Other Groundwater (uses other than drinking water), Soil, Surface water
Potential Contaminants of Concern: MTBE / TBA / Other Fuel Oxygenates, Gasoline
Site History: Semiannual Monitoring and Sampling,

LUST:
Global Id: T0608700177
Contact Type: Local Agency Caseworker
Contact Name: Rebecca Supplee
Organization Name: SANTA CRUZ COUNTY
Address: 701 OCEAN STREET, ROOM 312
City: SANTA CRUZ
Email: rebecca.supplee@co.santa-cruz.ca.us
Phone Number: Not reported

Global Id: T0608700177
Contact Type: Regional Board Caseworker
Contact Name: TOM SAYLES
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: tsayles@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0608700177
Action Type: RESPONSE
Date: 12/20/2004
Action: Remedial Progress Report

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 06/30/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 04/17/2001
Action: 13267 Monitoring Program

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/30/2009
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/12/2001
Action: Site Assessment Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/30/2001
Action: Soil and Water Investigation Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/20/2002
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2003
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 05/16/2003
Action: Staff Letter

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 05/03/2003
Action: 13267 Requirement

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 07/21/2013
Action: Other Report / Document

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 04/07/2009
Action: File review

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 04/16/2009
Action: 13267 Requirement

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/20/2003
Action: Well Installation Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 11/01/2003
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2003
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 11/20/2005
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/20/2006
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/20/2005
Action: Remedial Progress Report

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: ENFORCEMENT
Date: 08/07/2013
Action: 13267 Requirement

Global Id: T0608700177
Action Type: RESPONSE
Date: 03/30/2007
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/20/2008
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: REMEDIATION
Date: 11/23/2009
Action: In Situ Biological Treatment

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/30/2012
Action: Request for Closure - Regulator Responded

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 08/13/2009
Action: 13267 Requirement

Global Id: T0608700177
Action Type: RESPONSE
Date: 08/15/2004
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/20/2004
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 05/01/2004
Action: Monitoring Report - Quarterly

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 07/20/2004
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 08/20/2005
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 09/20/2005
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/20/2005
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: REMEDIATION
Date: 01/08/2006
Action: Soil Vapor Extraction (SVE)

Global Id: T0608700177
Action Type: RESPONSE
Date: 05/15/2004
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 06/20/2005
Action: Other Report / Document

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 10/18/2012
Action: 13267 Requirement

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 09/01/2006
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 06/01/2006
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/01/2006
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/30/2006
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/20/2007
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 08/01/2006
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 06/30/2009
Action: CAP/RAP - Other Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 06/30/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/30/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: Other
Date: 11/12/1998
Action: Leak Discovery

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 07/20/2009
Action: 13267 Requirement

Global Id: T0608700177
Action Type: RESPONSE
Date: 11/25/2003
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 02/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 11/30/2006
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2004
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/20/2004
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 09/15/2003
Action: Remedial Progress Report

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 12/30/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/30/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/01/2004
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2004
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 03/20/2009
Action: CAP/RAP - Feasibility Study Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 09/01/2008
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 08/01/2008
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/20/2009
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/30/2007
Action: Other Report / Document

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 12/30/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/20/2008
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 05/01/2008
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/29/1999
Action: Soil and Water Investigation Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/10/1998
Action: Tank Removal Report / UST Sampling Report

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 01/30/2009
Action: 13267 Requirement

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 01/08/2009
Action: File review

Global Id: T0608700177
Action Type: RESPONSE
Date: 07/30/2007
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 07/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 03/15/2005
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 05/04/2001
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2006
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 05/01/2006
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 02/28/2007
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2008
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 05/21/2013
Action: Notification - Fee Title Owners Notice

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 08/05/1999
Action: Well Installation Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 06/10/1999
Action: Soil and Water Investigation Report

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 06/29/2009
Action: Staff Letter

Global Id: T0608700177
Action Type: RESPONSE
Date: 08/01/2003
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/20/2005
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 06/15/2004
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: Other
Date: 11/12/1998
Action: Leak Reported

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2009
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2009
Action: Monitoring Report - Quarterly

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 07/20/2009
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2006
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/30/2007
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/30/2008
Action: Other Report / Document

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2002
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 02/15/2014
Action: Well Destruction Report - Regulator Responded

Global Id: T0608700177
Action Type: ENFORCEMENT
Date: 03/04/2014
Action: Closure/No Further Action Letter

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/20/2003
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 05/07/2003
Action: Remedial Progress Report

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: RESPONSE
Date: 07/20/2003
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 12/14/2001
Action: Unknown

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2005
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 02/20/2006
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 03/20/2006
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2007
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2007
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 10/20/2007
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2008
Action: Monitoring Report - Quarterly

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Action Type: Other
Date: 11/12/1998
Action: Leak Stopped

Global Id: T0608700177
Action Type: REMEDIATION
Date: 04/01/2001
Action: Pump & Treat (P&T) Groundwater

Global Id: T0608700177
Action Type: RESPONSE
Date: 06/30/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0608700177
Action Type: RESPONSE
Date: 01/20/2006
Action: Remedial Progress Report

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/20/2006
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 04/20/2007
Action: Monitoring Report - Quarterly

Global Id: T0608700177
Action Type: RESPONSE
Date: 06/30/2012
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0608700177
Status: Open - Case Begin Date
Status Date: 11/12/1998

Global Id: T0608700177
Status: Open - Site Assessment
Status Date: 10/15/1999

Global Id: T0608700177

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Status: Open - Remediation
Status Date: 10/30/2000

Global Id: T0608700177
Status: Open - Remediation
Status Date: 05/07/2003

Global Id: T0608700177
Status: Open - Remediation
Status Date: 08/11/2003

Global Id: T0608700177
Status: Open - Remediation
Status Date: 09/15/2003

Global Id: T0608700177
Status: Open - Remediation
Status Date: 10/20/2003

Global Id: T0608700177
Status: Open - Remediation
Status Date: 05/21/2004

Global Id: T0608700177
Status: Open - Remediation
Status Date: 06/23/2004

Global Id: T0608700177
Status: Open - Remediation
Status Date: 08/17/2004

Global Id: T0608700177
Status: Open - Remediation
Status Date: 12/22/2004

Global Id: T0608700177
Status: Open - Verification Monitoring
Status Date: 02/20/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 02/24/2005

Global Id: T0608700177
Status: Open - Remediation

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Status Date: 03/21/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 04/20/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 07/20/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 08/20/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 09/20/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 10/24/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 11/20/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 12/28/2005

Global Id: T0608700177
Status: Open - Remediation
Status Date: 01/23/2006

Global Id: T0608700177
Status: Open - Remediation
Status Date: 03/25/2006

Global Id: T0608700177
Status: Open - Remediation
Status Date: 08/02/2006

Global Id: T0608700177
Status: Open - Remediation
Status Date: 08/23/2006

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602121 **DIST/DIR:** 0.118 NW **ELEVATION:** 122 **MAP ID:** A8

NAME: QUIK STOP MARKET NO 78
ADDRESS: 5505 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700177

Global Id: T0608700177
Status: Open - Remediation
Status Date: 03/30/2007

Global Id: T0608700177
Status: Open - Remediation
Status Date: 04/15/2007

Global Id: T0608700177
Status: Open - Remediation
Status Date: 10/18/2007

Global Id: T0608700177
Status: Open - Eligible for Closure
Status Date: 03/11/2013

Global Id: T0608700177
Status: Completed - Case Closed
Status Date: 03/04/2014

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S112974011 **DIST/DIR:** 0.146 South **ELEVATION:** 115 **MAP ID:** C9

NAME: SHORELINE PROPERTY MGMT
ADDRESS: 1143 CALLAS LN
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAC002636304

HAZNET:
envid: S112974011
Year: 2008
GEPAID: CAC002636304
Contact: MARY TAYLOR EXT 108
Telephone: 8314268013
Mailing Name: Not reported
Mailing Address: 1100 WATER ST
Mailing City,St,Zip: SANTA CRUZ, CA 950621546
Gen County: Not reported
TSD EPA ID: CAD981382732
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 1.2
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S118917788 **DIST/DIR:** 0.164 South **ELEVATION:** 119 **MAP ID:** C10

NAME: DANIEL, MICHAEL
ADDRESS: 1136 CALLAS LN APT 3
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAC002813205

HAZNET:
envid: S118917788
Year: 2015
GEPAID: CAC002813205
Contact: DANIEL, MICHAEL
Telephone: 8313458539
Mailing Name: Not reported
Mailing Address: 1136 CALLAS LN APT 3
Mailing City,St,Zip: CAPITOLA, CA 950102429
Gen County: Santa Cruz
TSD EPA ID: CAD981382732
TSD County: Alameda
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.23
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S118921393 **DIST/DIR:** 0.173 SSE **ELEVATION:** 126 **MAP ID:** 11

NAME: DELORES FAUL

ADDRESS: 1122 SUTHERLAND LN APT 4
CAPITOLA, CA 95010
SANTA CRUZ

SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAC002818584

HAZNET:
envid: S118921393
Year: 2015
GEPAID: CAC002818584
Contact: CAROLYN FAUL
Telephone: 4152547443
Mailing Name: Not reported
Mailing Address: 8601 CASTLE CREEK DR
Mailing City,St,Zip: ROSEVILLE, CA 956617351
Gen County: Santa Cruz
TSD EPA ID: CAD981382732
TSD County: Alameda
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.23
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S120993743 **DIST/DIR:** 0.199 WNW **ELEVATION:** 134 **MAP ID:** 12

NAME: CAROLYN BUSENHART
ADDRESS: 5441 SOQUEL DR.
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAC002852277

HAZNET:
envid: S120993743
Year: 2016
GEPAID: CAC002852277
Contact: CAROLYN BUSENHART
Telephone: 8318184549
Mailing Name: Not reported
Mailing Address: 5441 SOQUEL DR.
Mailing City,St,Zip: SOQUEL, CA 95073
Gen County: Santa Cruz
TSD EPA ID: CAD982042475
TSD County: Solano
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 2.76
Cat Decode: Asbestos containing waste
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Santa Cruz

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

CUPA Listings

EDR ID: U001600924 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D13

NAME: CORPORATION YARD
ADDRESS: 430 KENNEDY DR
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA Please see county level database for agency information.

Rev:
ID/Status: FA0002268

CUPA SANTA CRUZ:
Facility Id: FA0002268
Cross Street: MONTEREY AVE
Description: HMMP STANDARD FORM QR 2

Facility Id: FA0002268
Cross Street: MONTEREY AVE
Description: ABOVEGROUND PETROLEUM STORAGE-SPCC FACILITY

Facility Id: FA0002268
Cross Street: MONTEREY AVE
Description: HMMP STANDARD FORM FILING FEE

Facility Id: FA0002268
Cross Street: MONTEREY AVE
Description: HMMP STANDARD FORM QR 4

Facility Id: FA0002268
Cross Street: MONTEREY AVE
Description: HAZARDOUS WASTE GENERATOR (HMMP STD FORM)

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

AST

EDR ID: U001600924 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D13

NAME: CORPORATION YARD **Rev:** 07/06/2016

ADDRESS: 430 KENNEDY DR
CAPITOLA, CA 95010
SANTA CRUZ

SOURCE: CA California Environmental Protection Agency

AST:
Certified Unified Program Agencies: Not reported
Owner: CITY OF CAPITOLA
Total Gallons: Not reported
CERSID: 10192399
Facility ID: FA0002268
Business Name: CITY OF CAPITOLA CORPORATION YARD
Phone: (831) 476-4227
Fax: (831) 476-1674
Mailing Address: 420 CAPITOLA AVENUE
Mailing Address City: CAPITOLA
Mailing Address State: CA
Mailing Address Zip Code: 95010
Operator Name: Eddie Ray Garcia
Operator Phone: (831) 475-7300
Owner Phone: (831) 475-7300
Owner Mail Address: 420 CAPITOLA AVENUE
Owner State: CA
Owner Zip Code: 95010
Owner Country: United States
Property Owner Name: CITY OF CAPITOLA
Property Owner Phone: (831) 475-7300
Property Owner Mailing Address: 420 CAPITOLA AVENUE
Property Owner City: CAPITOLA
Property Owner Stat : CA
Property Owner Zip Code: 95010
Property Owner Country: United States
EPAID: CAL000082633

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

SWEEPS UST

EDR ID: S101304402 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D14

NAME: CAPITOLA CORPORATION YARD
ADDRESS: 430 KENNEDY DR
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 06/01/1994
ID/Status: A
ID/Status: A
ID/Status: 30346

SWEEPS UST:
Status: Not reported
Comp Number: 30346
Number: Not reported
Board Of Equalization: 44-031737
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 44-000-030346-000001
Tank Status: Not reported
Capacity: 4000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 30346
Number: Not reported
Board Of Equalization: 44-031737
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 44-000-030346-000002
Tank Status: Not reported
Capacity: 2000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 30346
Number: Not reported
Board Of Equalization: 44-031737
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 44-000-030346-000004

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

SWEEPS UST

EDR ID: S101304402 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D14

NAME: CAPITOLA CORPORATION YARD
ADDRESS: 430 KENNEDY DR
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 06/01/1994
ID/Status: A
ID/Status: A
ID/Status: 30346

Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 30346
Number: 4
Board Of Equalization: 44-031737
Referral Date: 10-04-90
Action Date: 10-04-90
Created Date: 12-31-88
Owner Tank Id: 2
SWRCB Tank Id: 44-000-030346-000003
Tank Status: A
Capacity: 1000
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: 3

Status: Active
Comp Number: 30346
Number: 4
Board Of Equalization: 44-031737
Referral Date: 10-04-90
Action Date: 10-04-90
Created Date: 12-31-88
Owner Tank Id: 2
SWRCB Tank Id: 44-000-030346-000005
Tank Status: A
Capacity: 1000
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 30346
Number: 4

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

SWEEPS UST

EDR ID: S101304402 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D14

NAME: CAPITOLA CORPORATION YARD
ADDRESS: 430 KENNEDY DR
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 06/01/1994
ID/Status: A
ID/Status: A
ID/Status: 30346

Board Of Equalization: 44-031737
Referral Date: 10-04-90
Action Date: 10-04-90
Created Date: 12-31-88
Owner Tank Id: 1
SWRCB Tank Id: 44-000-030346-000006
Tank Status: A
Capacity: 4000
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: S101304402 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D14

NAME: CAPITOLA CORPORATION YARD
ADDRESS: 430 KENNEDY DR
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Case Closed
ID/Status: Completed - Case Closed
ID/Status: T0608700303
ID/Status: T0608700303

LUST:
Lead Agency: SANTA CRUZ COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608700303
Global Id: T0608700303
Latitude: 36.983086
Longitude: -121.944885
Status: Completed - Case Closed
Status Date: 07/28/1992
Case Worker: Not reported
RB Case Number: 920
Local Agency: Not reported
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0608700303
Action Type: ENFORCEMENT
Date: 07/28/1992
Action: State Water Board Closure Order

Global Id: T0608700303
Action Type: ENFORCEMENT
Date: 10/09/1990
Action: Unauthorized Release Form

Global Id: T0608700303
Action Type: ENFORCEMENT
Date: 10/03/1990
Action: Staff Letter

Global Id: T0608700303
Action Type: Other
Date: 10/09/1990
Action: Leak Reported

Global Id: T0608700303
Action Type: Other
Date: 05/30/1990
Action: Leak Stopped

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: S101304402 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D14

NAME: CAPITOLA CORPORATION YARD
ADDRESS: 430 KENNEDY DR
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Case Closed
ID/Status: Completed - Case Closed
ID/Status: T0608700303
ID/Status: T0608700303

LUST:
Global Id: T0608700303
Status: Open - Case Begin Date
Status Date: 05/30/1990

Global Id: T0608700303
Status: Open - Site Assessment
Status Date: 10/09/1990

Global Id: T0608700303
Status: Completed - Case Closed
Status Date: 07/28/1992

LUST REG 3:
Region: 3
Regional Board: Central Coast Region
Facility County: Santa Cruz
Global ID: T0608700303
Status: Case Closed
Case Number: 920
Local Case Num: Not reported
Case Type: S
Substance: Diesel
Quantity: Not reported
Abatement Method: U
Leak Source: Tank
Leak Cause: Overfill
How Stopped: Not reported
How Discovered: Tank Closure
Release Date: 10/09/1990
Discovered Date: Not reported
Enter Date: 01/01/1980
Stop Date: 5/30/90
Review Date: 03/14/1994
Enforce Date: 1/1/65
Close Date: 7/28/92
Enforcement Type: None Taken
Responsible Party: Not reported
RP Address: Not reported
Contact: Not reported
Cross Street: MONTEREY AVENUE
Local Agency: 44000
Lead Agency: Local Agency

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: S101304402 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D14

NAME: CAPITOLA CORPORATION YARD

ADDRESS: 430 KENNEDY DR
CAPITOLA, CA 95010
SANTA CRUZ

SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Case Closed
ID/Status: Completed - Case Closed
ID/Status: T0608700303
ID/Status: T0608700303

Staff Initials: HDC
Confirm Leak: 10/9/90
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: / /
Remedial Plan: Not reported
Remedial Action: Not reported
Monitoring: / /
Pilot Program: UST
Interim Action: 0
Funding: R
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NRQ
Lat/Long: 36.9836043 / -121.9446394
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 0
Org Name: Not reported
Basin Plan: 4.13
Beneficial: Not reported
Priority: 0
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: SOQUEL CREEK WATER DISTRICT
Well Name: MONTEREY WTP - TREATED
Distance From Well: 0
Assigned Name: E44/017-TRTDMON
Summary: **** CASE CLOSED ****

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

AST

EDR ID: A100339552 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D15

NAME: CORPORATION YARD **Rev:** 07/06/2016

ADDRESS: 430 KENNEDY
CAPITOLA, CA
SANTA CRUZ

SOURCE: CA California Environmental Protection Agency

AST:
Certified Unified Program Agencies: Santa Cruz
Owner: CITY OF CAPITOLA
Total Gallons: 3,000
CERSID: Not reported
Facility ID: Not reported
Business Name: Not reported
Phone: Not reported
Fax: Not reported
Mailing Address: Not reported
Mailing Address City: Not reported
Mailing Address State: Not reported
Mailing Address Zip Code: Not reported
Operator Name: Not reported
Operator Phone: Not reported
Owner Phone: Not reported
Owner Mail Address: Not reported
Owner State: Not reported
Owner Zip Code: Not reported
Owner Country: Not reported
Property Owner Name: Not reported
Property Owner Phone: Not reported
Property Owner Mailing Address: Not reported
Property Owner City: Not reported
Property Owner Stat : Not reported
Property Owner Zip Code: Not reported
Property Owner Country: Not reported
EPAID: Not reported

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113053685 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D16

NAME: CITY OF CAPITOLA
ADDRESS: 430 KENNEDY DRIVE
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAL000082633

HAZNET:
envid: S113053685
Year: 2016
GEPAID: CAL000082633
Contact: EDDIE RAY GARCIA
Telephone: 8314764227
Mailing Name: Not reported
Mailing Address: 420 CAPITOLA AVE
Mailing City,St,Zip: CAPITOLA, CA 950100000
Gen County: Santa Cruz
TSD EPA ID: CAD059494310
TSD County: Santa Clara
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.125
Cat Decode: Other organic solids
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Santa Cruz

envid: S113053685
Year: 2009
GEPAID: CAL000082633
Contact: ED MORRISON
Telephone: Not reported
Mailing Name: Not reported
Mailing Address: 420 CAPITOLA AVE
Mailing City,St,Zip: CAPITOLA, CA 950100000
Gen County: Not reported
TSD EPA ID: CAD009466392
TSD County: Not reported
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Other Treatment
Tons: 0.4
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113053685
Year: 2009
GEPAID: CAL000082633
Contact: ED MORRISON
Telephone: Not reported

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113053685 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D16

NAME: CITY OF CAPITOLA
ADDRESS: 430 KENNEDY DRIVE
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAL000082633

Mailing Name: Not reported
Mailing Address: 420 CAPITOLA AVE
Mailing City,St,Zip: CAPITOLA, CA 950100000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.021
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113053685
Year: 2004
GEPAID: CAL000082633
Contact: ED MORRISON
Telephone: --
Mailing Name: Not reported
Mailing Address: 420 CAPITOLA AVE
Mailing City,St,Zip: CAPITOLA, CA 950100000
Gen County: Not reported
TSD EPA ID: CAD059494310
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.8
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113053685
Year: 2003
GEPAID: CAL000082633
Contact: ED MORRISON
Telephone: --
Mailing Name: Not reported
Mailing Address: 420 CAPITOLA AVE
Mailing City,St,Zip: CAPITOLA, CA 950100000
Gen County: Not reported
TSD EPA ID: CAD009452657
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113053685 **DIST/DIR:** 0.199 SW **ELEVATION:** 82 **MAP ID:** D16

NAME: CITY OF CAPITOLA
ADDRESS: 430 KENNEDY DRIVE
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAL000082633

Tons: 0.05
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S112841956 **DIST/DIR:** 0.202 SSW **ELEVATION:** 111 **MAP ID:** 17

NAME: GRACE COMMUNITY CHURCH
ADDRESS: 875 MONTEREY ST
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAC000741248

HAZNET:
envid: S112841956
Year: 1997
GEPAID: CAC000741248
Contact: GRACE COMMUNITY CHURCH
Telephone: 4084627490
Mailing Name: Not reported
Mailing Address: 875 MONTEREY ST
Mailing City,St,Zip: CAPITOLA, CA 950100000
Gen County: Not reported
TSD EPA ID: CAD981388952
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: .7750
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

RCRA-SQG

EDR ID: 1000593353 **DIST/DIR:** 0.228 East **ELEVATION:** 146 **MAP ID:** E18

NAME: BAY PHOTO LAB
ADDRESS: 2853 PARK AVENUE
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: US Environmental Protection Agency

Rev: 12/11/2017
ID/Status: CAD982440273

RCRA-SQG:
Date form received by agency: 10/12/2000
Facility name: BAY PHOTO LAB
Site name: BAY PHOTO, INC
Facility address: 2853 PARK AVENUE
SOQUEL, CA 95073
EPA ID: CAD982440273
Contact: PATRICK JAGGER
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: 831-475-6686
Telephone ext.: 102
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: County
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

RCRA-SQG

EDR ID: 1000593353 **DIST/DIR:** 0.228 East **ELEVATION:** 146 **MAP ID:** E18

NAME: BAY PHOTO LAB
ADDRESS: 2853 PARK AVENUE
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: US Environmental Protection Agency

Rev: 12/11/2017
ID/Status: CAD982440273

Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: BAY PHOTO LAB
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: BAY PHOTO LAB
Classification: Small Quantity Generator

Date form received by agency: 12/07/1994
Site name: BAY PHOTO LAB INC.
Classification: Large Quantity Generator

Date form received by agency: 03/25/1991
Site name: BAY PHOTO LAB
Classification: Small Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 12/23/1997
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113016117 **DIST/DIR:** 0.228 East **ELEVATION:** 146 **MAP ID:** E19

NAME: BAY PHOTO INC MAIN LAB
ADDRESS: 2853 PARK AVE
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAD982440273

HAZNET:
envid: S113016117
Year: 2001
GEPAID: CAD982440273
Contact: PATRICK JAGGER-PROD MGR
Telephone: 8314756686
Mailing Name: Not reported
Mailing Address: 2853 PARK AVE
Mailing City,St,Zip: SOQUEL, CA 950732819
Gen County: Not reported
TSD EPA ID: CAD982440273
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 7.53
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113016117
Year: 2001
GEPAID: CAD982440273
Contact: PATRICK JAGGER-PROD MGR
Telephone: 8314756686
Mailing Name: Not reported
Mailing Address: 2853 PARK AVE
Mailing City,St,Zip: SOQUEL, CA 950732819
Gen County: Not reported
TSD EPA ID: CAD982440273
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 19.74
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113016117
Year: 2000
GEPAID: CAD982440273
Contact: PATRICK JAGGER-PROD MGR
Telephone: 8314756686
Mailing Name: Not reported
Mailing Address: 2853 PARK AVE

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113016117 **DIST/DIR:** 0.228 East **ELEVATION:** 146 **MAP ID:** E19

NAME: BAY PHOTO INC MAIN LAB
ADDRESS: 2853 PARK AVE
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAD982440273

Mailing City,St,Zip: SOQUEL, CA 950732819
Gen County: Not reported
TSD EPA ID: CAD982440273
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 9.54
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113016117
Year: 2000
GEPAID: CAD982440273
Contact: PATRICK JAGGER-PROD MGR
Telephone: 8314756686
Mailing Name: Not reported
Mailing Address: 2853 PARK AVE
Mailing City,St,Zip: SOQUEL, CA 950732819
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Tons: 0.02
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Santa Cruz

envid: S113016117
Year: 2000
GEPAID: CAD982440273
Contact: PATRICK JAGGER-PROD MGR
Telephone: 8314756686
Mailing Name: Not reported
Mailing Address: 2853 PARK AVE
Mailing City,St,Zip: SOQUEL, CA 950732819
Gen County: Not reported
TSD EPA ID: CAD982440273
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 0.53
Cat Decode: Not reported
Method Decode: Not reported

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

HAZNET

EDR ID: S113016117 **DIST/DIR:** 0.228 East **ELEVATION:** 146 **MAP ID:** E19

NAME: BAY PHOTO INC MAIN LAB
ADDRESS: 2853 PARK AVE
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA California Environmental Protection Agency

Rev: 12/31/2016
ID/Status: CAD982440273

Facility County: Santa Cruz

Click this hyperlink while viewing on your computer to access
41 additional CA_HAZNET: record(s) in the EDR Site Report.

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

LUST

EDR ID: U001602106 **DIST/DIR:** 0.259 ENE **ELEVATION:** 146 **MAP ID:** 20

NAME: 93475
ADDRESS: 5998 SOQUEL DR
SOQUEL, CA 95073
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: Completed - Case Closed
ID/Status: T0608700221

LUST:
Lead Agency: SANTA CRUZ COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608700221
Global Id: T0608700221
Latitude: 36.9887042848879
Longitude: -121.936247967594
Status: Completed - Case Closed
Status Date: 08/12/1985
Case Worker: RS
RB Case Number: 491
Local Agency: SANTA CRUZ COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0608700221
Action Type: Other
Date: 06/25/1985
Action: Leak Reported

LUST:
Global Id: T0608700221
Status: Open - Case Begin Date
Status Date: 06/25/1985

Global Id: T0608700221
Status: Completed - Case Closed
Status Date: 08/12/1985

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

CPS-SLIC

EDR ID: S117338910 **DIST/DIR:** 0.421 ESE **ELEVATION:** 126 **MAP ID:** 21

NAME: MCGREGOR PROPERTY
ADDRESS: 1560 MCGREGOR DRIVE
CAPTITOLA, CA 95010
SANTA CRUZ
SOURCE: CA State Water Resources Control Board

Rev: 03/12/2018
ID/Status: T10000006291
ID/Status: Open - Site Assessment

CPS-SLIC:
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 10/21/2014
Global Id: T10000006291
Lead Agency: SANTA CRUZ COUNTY
Lead Agency Case Number: RO0000350
Latitude: 36.9834492549967
Longitude: -121.934639099042
Case Type: Cleanup Program Site
Case Worker: SC
Local Agency: SANTA CRUZ COUNTY
RB Case Number: Not reported
File Location: Local Agency
Potential Media Affected: Soil, Under Investigation
Potential Contaminants of Concern: Arsenic, Lead
Site History: Initial laboratory reports indicate that fill materials at the site may have elevated concentrations of lead and arsenic. 10/21/2014. Work plan dated 11/11/2014 proposing additional soil investigation approved by SCCEHS in correspondence dated 11/12/2014.

Click here to access the California GeoTracker records for this facility:

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

ENVIROSTOR

EDR ID: S109691809 **DIST/DIR:** 0.749 WSW **ELEVATION:** 57 **MAP ID:** 22

NAME: SILVERCREST APARTMENTS
ADDRESS: 750 BAY AVENUE
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA Department of Toxic Substances Control

Rev: 01/30/2018
ID/Status: 60000900
ID/Status: No Further Action

ENVIROSTOR:
Facility ID: 60000900
Status: No Further Action
Status Date: 03/25/2011
Site Code: 201791
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 4.7
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Henry Chui
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Assembly: 29
Senate: 17
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 36.98051
Longitude: -121.9538
APN: 036-051-33
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: Arsenic Dieldrin
Confirmed COC: Arsenic Dieldrin
Potential Description: SOIL
Alias Name: 036-051-33
Alias Type: APN
Alias Name: 201791
Alias Type: Project Code (Site Code)
Alias Name: 60000900
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 06/05/2008
Comments: VCA fully executed on 6/5/08. Copy mailed to RP on 6/5/08.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 12/17/2008

- Continued on next page -

Site Detail Report

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

ENVIROSTOR

EDR ID: S109691809 **DIST/DIR:** 0.749 WSW **ELEVATION:** 57 **MAP ID:** 22

NAME: SILVERCREST APARTMENTS
ADDRESS: 750 BAY AVENUE
CAPITOLA, CA 95010
SANTA CRUZ
SOURCE: CA Department of Toxic Substances Control

Rev: 01/30/2018
ID/Status: 60000900
ID/Status: No Further Action

Comments: First Amendment to the VCA fully executed on 12/17/08.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 08/06/2008
Comments: DTSC review completed and determination letter issued on 8/6/08.
Based on exisitng data, current site conditions do not pose a human
or ecological risk under a residential land use scenario.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 03/27/2009
Comments: DTSC approves workplan 3/27/09.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/10/2009
Comments: Field work completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 03/25/2011
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Database Descriptions

NPL: NPL National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices. NPL - National Priority List Proposed NPL - Proposed National Priority List Sites.

NPL Delisted: Delisted NPL The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. Delisted NPL - National Priority List Deletions

CERCLIS: SEMS SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL. SEMS - Superfund Enterprise Management System

NFRAP: SEMS-ARCHIVE SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site. SEMS-ARCHIVE - Superfund Enterprise Management System Archive

RCRA COR ACT: CORRACTS CORRACTS identifies hazardous waste handlers with RCRA corrective action activity. CORRACTS - Corrective Action Report

RCRA TSD: RCRA-TSDF RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste. RCRA-TSDF - RCRA - Treatment, Storage and Disposal

RCRA GEN: RCRA-LQG RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. RCRA-LQG - RCRA - Large Quantity Generators RCRA-SQG - RCRA - Small Quantity Generators. RCRA-CESQG - RCRA - Conditionally Exempt Small Quantity Generators.

Federal IC / EC: US ENG CONTROLS A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health. US ENG CONTROLS - Engineering Controls Sites List US INST CONTROL - Sites with Institutional Controls.

Database Descriptions

ERNS: ERNS Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances. ERNS - Emergency Response Notification System

State/Tribal NPL: RESPONSE Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. RESPONSE - State Response Sites

State/Tribal CERCLIS: ENVIROSTOR The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. ENVIROSTOR - EnviroStor Database

State/Tribal SWL: SWF/LF (SWIS) Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites. SWF/LF (SWIS) - Solid Waste Information System

State/Tribal LTANKS: SAN DIEGO CO. SAM LUST REG 6L - Leaking Underground Storage Tank Case Listing. LUST REG 9 - Leaking Underground Storage Tank Report. LUST - Leaking Underground Fuel Tank Report (GEOTRACKER). RIVERSIDE CO. LUST - Listing of Underground Tank Cleanup Sites. SAN MATEO CO. LUST - Fuel Leak List. SOLANO CO. LUST - Leaking Underground Storage Tanks. LUST SANTA CLARA - LOP Listing. VENTURA CO. LUST - Listing of Underground Tank Cleanup Sites. LUST REG 1 - Active Toxic Site Investigation. LUST REG 6V - Leaking Underground Storage Tank Case Listing. ORANGE CO. LUST - List of Underground Storage Tank Cleanups. LUST REG 2 - Fuel Leak List. LUST REG 4 - Underground Storage Tank Leak List. LUST REG 5 - Leaking Underground Storage Tank Database. LUST REG 7 - Leaking Underground Storage Tank Case Listing. LUST REG 8 - Leaking Underground Storage Tanks. SONOMA CO. LUST - Leaking Underground Storage Tank Sites. NAPA CO. LUST - Sites With Reported Contamination. SAN FRANCISCO CO. LUST - Local Oversite Facilities. LUST REG 3 - Leaking Underground Storage Tank Database. For more current information, please refer to the State Water Resources Control Board's LUST database. LUST REG 3 - Leaking Underground Storage Tank Case Listing INDIAN LUST R10 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R9 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R4 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R8 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R7 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R6 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R1 - Leaking Underground Storage Tanks on Indian Land. INDIAN LUST R5 - Leaking Underground Storage Tanks on Indian Land. CPS-SLIC - Statewide SLIC Cases (GEOTRACKER). SLIC REG 1 - Active Toxic Site Investigations. SLIC REG 2 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 3 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 4 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 5 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 6V - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 6L - SLIC Sites. SLIC REG 7 - SLIC List. SLIC REG 8 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. SLIC REG 9 - Spills, Leaks, Investigation & Cleanup Cost Recovery Listing. Sacramento Co. CS - Toxic Site Clean-Up List.

State/Tribal Tanks: MILITARY UST SITES UST - Active UST Facilities. UST CLOSURE - Proposed Closure of Underground Storage Tank (UST) Cases. UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders. UST CLOSURE - Proposed Closure of Underground Storage Tank (UST) Cases AST - Aboveground Petroleum Storage Tank Facilities. INDIAN UST R7 - Underground Storage Tanks on Indian Land. INDIAN UST R8 - Underground Storage Tanks on Indian Land. INDIAN UST R6 - Underground Storage Tanks on Indian Land. INDIAN UST R4 - Underground Storage Tanks on Indian Land. INDIAN UST R10 - Underground Storage Tanks on Indian Land. INDIAN UST R5 - Underground Storage Tanks on Indian Land. INDIAN UST R9 - Underground Storage Tanks on Indian Land. INDIAN UST R1 - Underground Storage Tanks on Indian Land.

Database Descriptions

State/Tribal VCP: VCP Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs. VCP - Voluntary Cleanup Program Properties

US Brownfields: US BROWNFIELDS Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs. US BROWNFIELDS - A Listing of Brownfields Sites

Other SWF: CA LA LF VENTURA CO. LF - Inventory of Illegal Abandoned and Inactive Sites. WMUDS/SWAT - Waste Management Unit Database. LOS ANGELES CO. LF - List of Solid Waste Facilities. SAN DIEGO CO. LF - Solid Waste Facilities. San Diego County Solid Waste Facilities. SAN DIEGO CO. LF - Solid Waste Facilities

Other Haz Sites: SCH This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose. SCH - School Property Evaluation Program SAN DIEGO CO. HMMD - Hazardous Materials Management Division Database. US CDL - Clandestine Drug Labs.

Other Tanks: SWEEPS UST Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list. SWEEPS UST - SWEEPS UST Listing ALAMEDA CO. UST - Underground Tanks. KERN CO. UST - Underground Storage Tank Sites & Tank Listing. MARIN CO. UST - Underground Storage Tank Sites. NAPA CO. UST - Closed and Operating Underground Storage Tank Sites. ORANGE CO. UST - List of Underground Storage Tank Facilities. RIVERSIDE CO. UST - Underground Storage Tank Tank List. SAN FRANCISCO CO. UST - Underground Storage Tank Information. SOLANO CO. UST - Underground Storage Tanks. SUTTER CO. UST - Underground Storage Tanks. VENTURA CO. UST - Underground Tank Closed Sites List. YOLO CO. UST - Underground Storage Tank Comprehensive Facility Report. EL SEGUNDO UST - City of El Segundo Underground Storage Tank. LONG BEACH UST - City of Long Beach Underground Storage Tank. UST SAN JOAQUIN - San Joaquin Co. UST. TORRANCE UST - City of Torrance Underground Storage Tank. UST MENDOCINO - Mendocino County UST Database. SAN FRANCISCO AST - Aboveground Storage Tank Site Listing. CA FID UST - Facility Inventory Database.

Local Land Records: DEED Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners. DEED - Deed Restriction Listing

Spills: HMIRS Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT. HMIRS - Hazardous Materials Information Reporting System CHMIRS - California Hazardous Material Incident Report System. Orange Co. Industrial Site - List of Industrial Site Cleanups. SPILLS 90 - SPILLS90 data from FirstSearch.

Database Descriptions

Other: RCRA NonGen / NLR RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste. RCRA NonGen / NLR - RCRA - Non Generators / No Longer Regulated FEDLAND - Federal and Indian Lands. TSCA - Toxic Substances Control Act. TRIS - Toxic Chemical Release Inventory System. SSTS - Section 7 Tracking Systems. RAATS - RCRA Administrative Action Tracking System. PRP - Potentially Responsible Parties. PADS - PCB Activity Database System. ICIS - Integrated Compliance Information System. FTTS - FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act). FTTS INSP - FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act). MLTS - Material Licensing Tracking System. RADINFO - Radiation Information Database. BRS - Biennial Reporting System. INDIAN RESERV - Indian Reservations. US AIRS (AFS) - Aerometric Information Retrieval System Facility Subsystem (AFS). US AIRS MINOR - Air Facility System Data. FINDS - Facility Index System/Facility Registry System. CORTESE - "Cortese" Hazardous Waste & Substances Sites List. CUPA - CUPA Resources List. CUPA AMADOR - CUPA Facility List. CUPA BUTTE - CUPA Facility Listing. CUPA CALVERAS - CUPA Facility Listing. CUPA COLUSA - CUPA Facility List. CUPA DEL NORTE - CUPA Facility List. CUPA EL DORADO - CUPA Facility List. CUPA FRESNO - CUPA Resources List. CUPA HUMBOLDT - CUPA Facility List. CUPA TULARE - CUPA Facility List. CUPA STANISLAUS - CUPA Facility List. CUPA PLUMAS - CUPA Facility List. CUPA GLENN - CUPA Facility List. CUPA IMPERIAL - CUPA Facility List. CUPA TEHAMA - CUPA Facility List. CUPA SAN BENITO - CUPA Facility List. CUPA SAN FRANCISCO CO - CUPA SAN FRANCISCO CO. CUPA LIVERMORE-PLEASANTON - CUPA LIVERMORE-PLEASANTON. CUPA TRINITY - CUPA Facility List. CUPA LASSEN - CUPA Facility List. CUPA INYO - CUPA Facility List. CUPA KINGS - CUPA Facility List. CUPA LAKE - CUPA Facility List. CUPA MADERA - CUPA Facility List. CUPA MERCED - CUPA Facility List. CUPA MONO - CUPA Facility List. CUPA MONTEREY - CUPA Facility Listing. CUPA NEVADA - CUPA Facility List. CUPA SAN LUIS OBISPO - CUPA Facility List. CUPA SANTA BARBARA - CUPA Facility Listing. CUPA SANTA CLARA - Cupa Facility List. CUPA SANTA CRUZ - CUPA Facility List. CUPA SHASTA - CUPA Facility List. CUPA SONOMA - Cupa Facility List. CUPA TUOLUMNE - CUPA Facility List. CUPA YUBA - CUPA Facility List. HAZNET - Facility and Manifest Data. Sacramento Co. ML - Master Hazardous Materials Facility List. San Bern. Co. Permit - Hazardous Material Permits. LA Co. Site Mitigation - Site Mitigation List. WDS - Waste Discharge System. CIWQS - The California Integrated Water Quality System. PROJECT - PROJECT (GEOTRACKER). PROD WATER PONDS - PROD WATER PONDS (GEOTRACKER). MILITARY PRIV SITES - Military Privatized Sites (GEOTRACKER). WELL STIM PROJ - WELL SAMP PROJ (GEOTRACKER). NON-CASE INFO - NON-CASE INFO (GEOTRACKER). UIC GEO - UIC GEO (GEOTRACKER). SAN DIEGO CO LOP - Local Oversight Program Listing. OTHER OIL GAS - OTHER OIL & GAS (GEOTRACKER). SAMPLING POINT - SAMPLING POINT (GEOTRACKER).

Database Sources

NPL: EPA

Updated Quarterly

NPL Delisted: EPA

Updated Quarterly

CERCLIS: EPA

Updated Quarterly

NFRAP: EPA

Updated Quarterly

RCRA COR ACT: EPA

Updated Quarterly

RCRA TSD: Environmental Protection Agency

Updated Quarterly

RCRA GEN: Environmental Protection Agency

Updated Quarterly

Federal IC / EC: Environmental Protection Agency

Varies

ERNS: National Response Center, United States Coast Guard

Updated Quarterly

State/Tribal NPL: Department of Toxic Substances Control

Updated Quarterly

State/Tribal CERCLIS: Department of Toxic Substances Control

Updated Quarterly

State/Tribal SWL: Department of Resources Recycling and Recovery

Updated Quarterly

State/Tribal LTANKS: San Diego County Department of Environmental Health

No Update Planned

Database Sources

State/Tribal Tanks: State Water Resources Control Board

Varies

State/Tribal VCP: Department of Toxic Substances Control

Updated Quarterly

US Brownfields: Environmental Protection Agency

Updated Semi-Annually

Other SWF: Department of Health Services

Varies

Other Haz Sites: Department of Toxic Substances Control

Updated Quarterly

Other Tanks: State Water Resources Control Board

No Update Planned

Local Land Records: DTSC and SWRCB

Updated Semi-Annually

Spills: U.S. Department of Transportation

Updated Quarterly

Other: Environmental Protection Agency

Updated Quarterly

Street Name Report for Streets near the Target Property

Target Property: 5630 SOQUEL DRIVE
SOQUEL, CA 95073

JOB: NA

Street Name	Dist/Dir	Street Name	Dist/Dir
Alturas Way	0.18 ESE		
Ashwood Way	0.22 NNE		
Baronian Ct	0.08 North		
Birchwood Ln	0.22 NNE		
CA-1 N	0.17 South		
CA-1 S	0.19 South		
Cabrillo College Dr	0.23 ESE		
Callas Ln	0.23 South		
Chen Way	0.08 WNW		
Cliffwood Dr	0.15 ENE		
Coyote Cyn	0.22 ENE		
Cunnison Ln	0.10 NNW		
Del Rio Cir	0.00 East		
Fairway Dr	0.24 WNW		
Golf Dr	0.24 NW		
Hardin Way	0.16 WNW		
Izant Ct	0.24 WNW		
Karin Ct	0.10 SE		
Kennedy Dr	0.23 SSW		
Loraine Ln	0.08 East		
Maplethorpe Ln	0.24 ENE		
Monterey Ave	0.08 East		
Nathan Ct	0.19 East		
Peoples Ln	0.11 NE		
Pepperwood Way	0.03 West		
Ponselle Ln	0.21 SSW		
Silver Birch Ln	0.12 WSW		
Soquel Dr	0.08 North		
Subec Ln	0.22 East		
Victory Ln	0.22 ENE		

Environmental FirstSearch

1.000 Mile Radius

ASTM MAP: NPL, RCRACOR, STATES Sites

5630 SOQUEL DRIVE SOQUEL, CA 95073

Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

★ **Target Property (Latitude: 36.986598 Longitude: 121.94193)**

▲ **Identified Sites**

Indian Reservations BIA

National Priority List Sites

EDR Reference Code (EDR Internal use only): 05324424.2r

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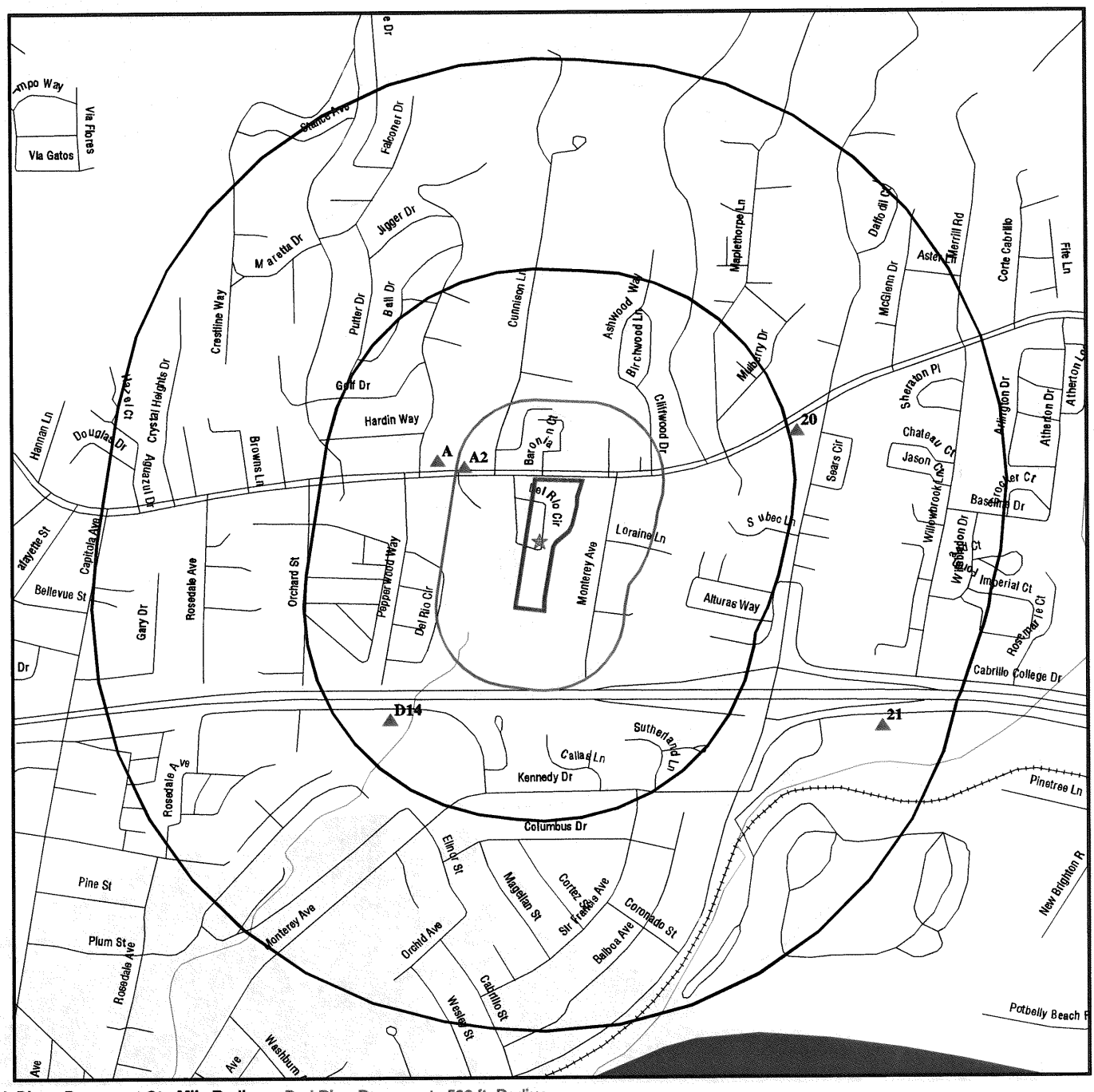
16-06-07.12:14:02.Thu

Environmental FirstSearch

0.500 Mile Radius

ASTM MAP: CERCLIS, RCRATSD, LUST, SWL

5630 SOQUEL DRIVE SOQUEL, CA 95073



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

★ **Target Property (Latitude: 36.986598 Longitude: 121.94193)**

▲ **Identified Sites**

Indian Reservations BIA

National Priority List Sites

EDR Reference Code (EDR Internal use only): 05324424.2r
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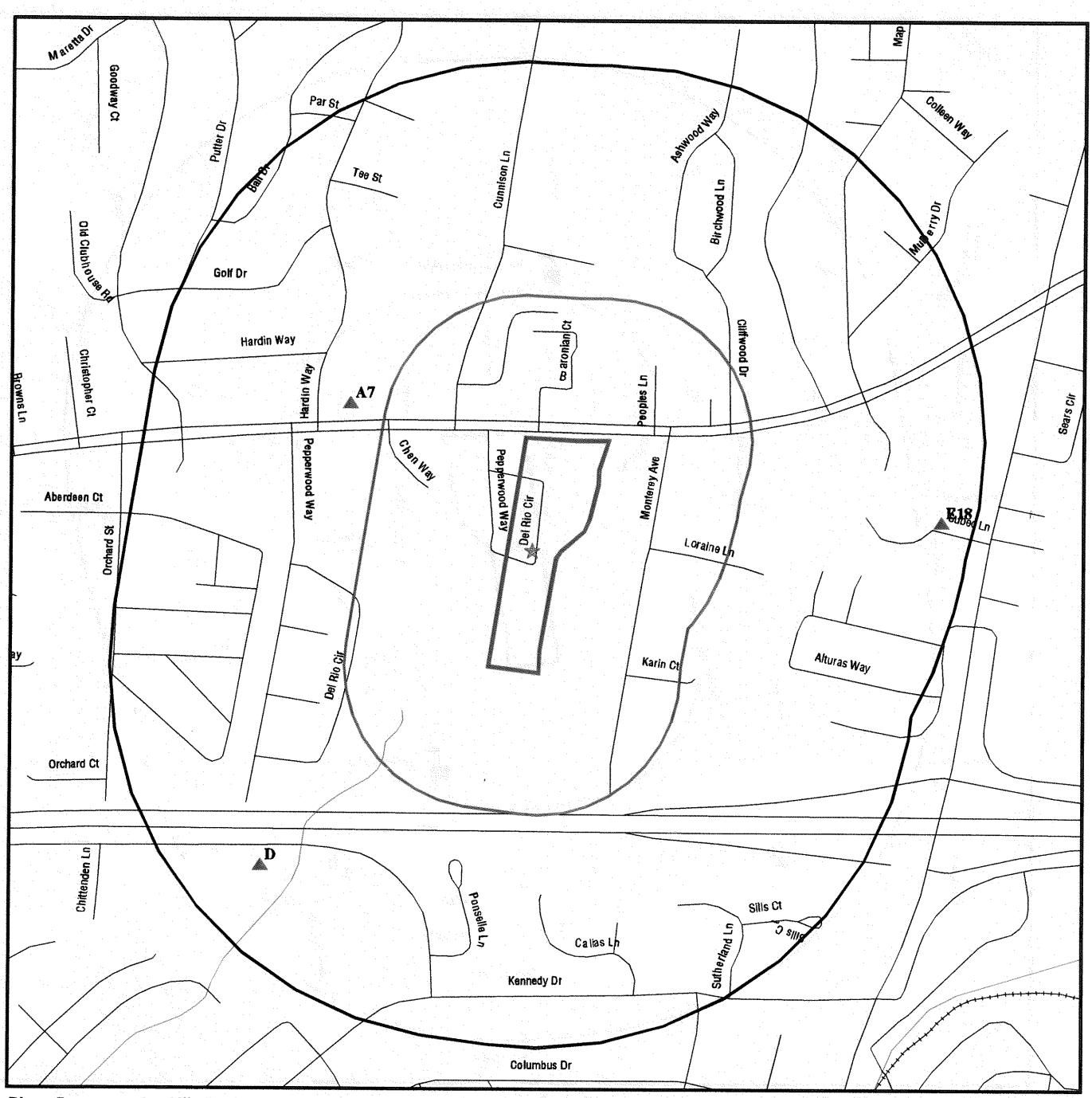
18-06-07.12:14:11.Thu

Environmental FirstSearch

0.25 Mile Radius

ASTM MAP: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS

5630 SOQUEL DRIVE SOQUEL, CA 95073



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

★ **Target Property (Latitude: 36.986598 Longitude: 121.94193)**

▲ **Identified Sites**

Indian Reservations BIA

National Priority List Sites

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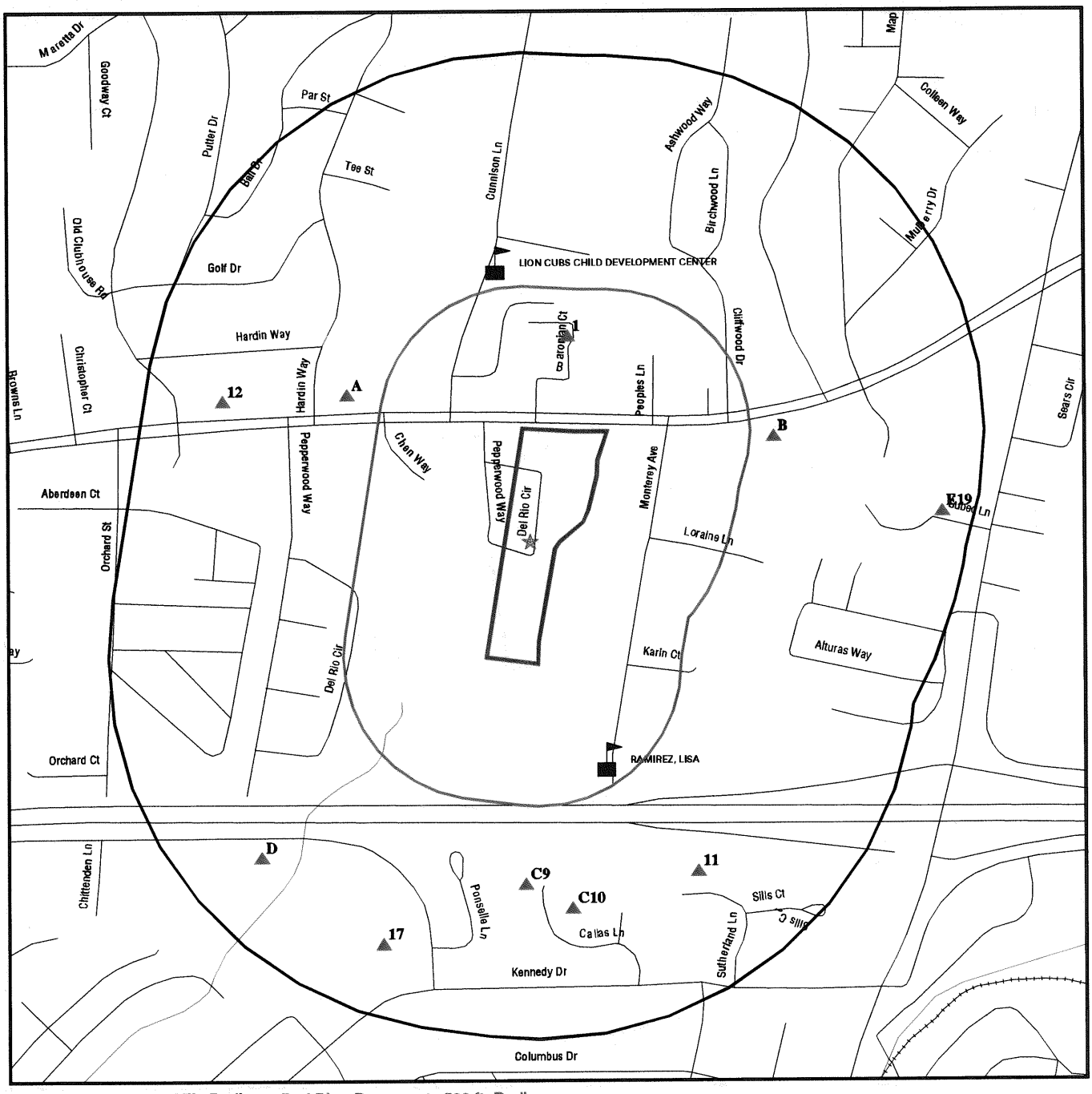
Environmental FirstSearch

0.25 Mile Radius
Non ASTM Map, Spills, FINDS

5630 SOQUEL DRIVE SOQUEL, CA 95073



Black Rings Represent Qtr. Mile Radius; Red Ring Represents 500 ft. Radius

- ★ **Target Property (Latitude: 36.986598 Longitude: 121.94193)**
- ▲ **Identified Sites**
- **Sensitive Receptors**
- **National Priority List Sites**
- **Indian Reservations BIA**

EDR Reference Code (EDR Internal use only): 05324424.2r
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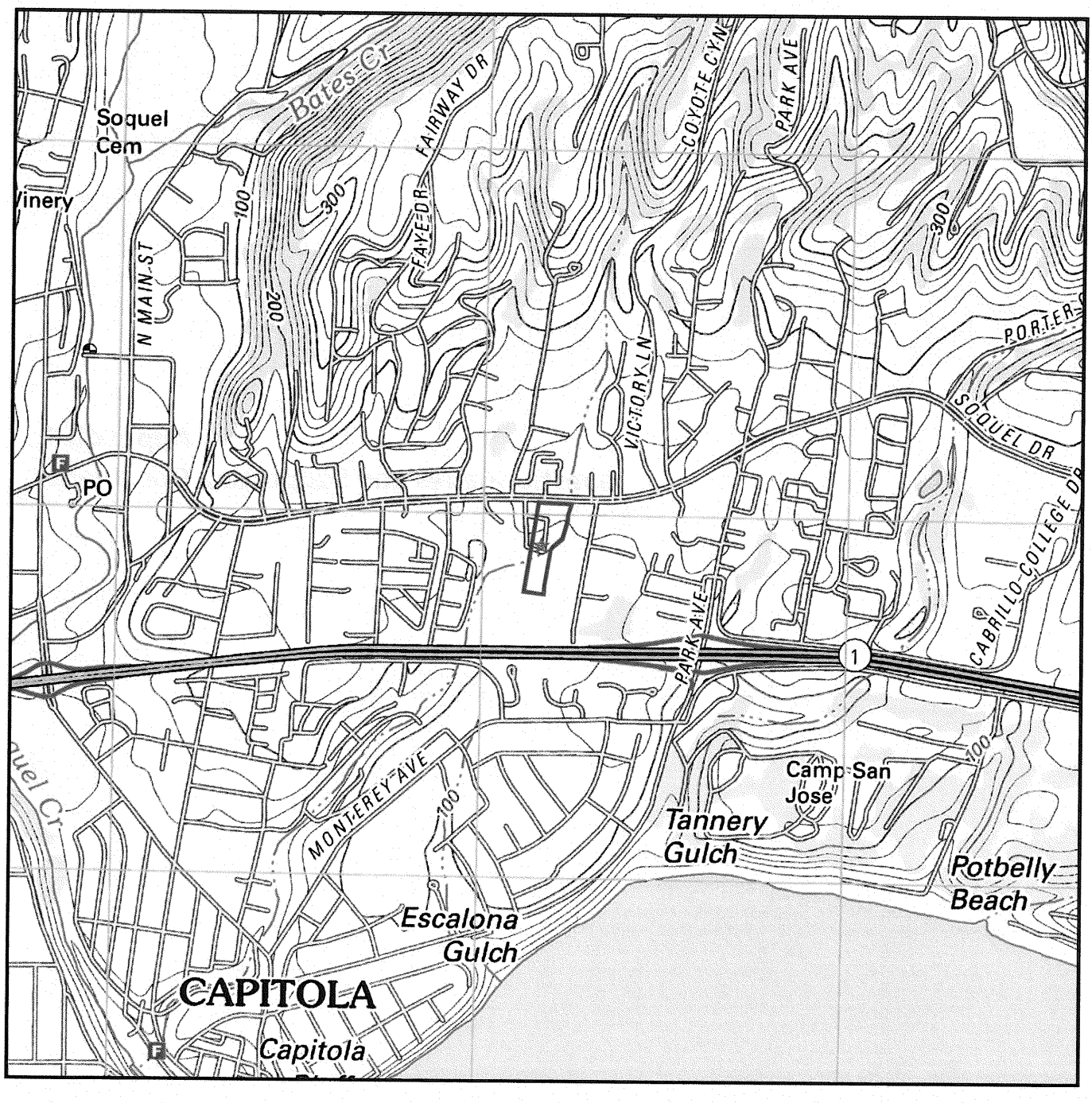
18-06-07.12:14:28.Thu

Site location Map

Topo: 0.75 Mile Radius

5630 SOQUEL DRIVE SOQUEL, CA 95073



Map Image Position: TP
Map Reference Code & Name: 5619822 Soquel
Map State(s): CA
Version Date: 2012

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SOLUTIONS™

Appendix I:
Questionnaires and Supporting Documents

PHASE I ENVIRONMENTAL SITE ASSESSMENT PROPERTY REPRESENTATIVE QUESTIONNAIRE

5630 and 5650 Soquel Drive
Soquel, California 95073

Question	Response	If yes, provide description
1a. Is the *property* used for an industrial use?	Yes (No) Unk	
1b. Is any *adjoining property* used for an industrial use?	Yes (No) Unk	
2a. Did you observe evidence or do you have any prior knowledge that the *property* has been used for an industrial use in the past?	Yes (No) Unk	
2b. Did you observe evidence or do you have any prior knowledge that any *adjoining property* has been used for an industrial use in the past?	Yes (No) Unk	
3a. Is the *property* used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes (No) Unk	
3b. Is any *adjoining property* used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes (No) Unk	
4a. Did you observe evidence or do you have any prior knowledge that the *property* has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes (No) Unk	
4b. Did you observe evidence or do you have any prior knowledge that any *adjoining property* has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes (No) Unk	

Question	Response	If yes, provide description
5a. Are there currently any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the *property* or at the facility?	Yes (No) Unk	
5b. Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the *property* or at the facility?	Yes (No) Unk	
6a. Are there currently any industrial *drums* (typically 55 gal (208 L)) or sacks of chemicals located on the *property* or at the facility?	Yes (No) Unk	
6b. Did you observe evidence or do you have any prior knowledge that there have been previously any industrial *drums* (typically 55 gal (208 L)) or sacks of chemicals located on the *property* or at the facility?	Yes (No) Unk	
7a. Did you observe evidence or do you have any prior knowledge that *fill dirt* has been brought onto the *property* that originated from a contaminated site?	Yes (No) Unk	
7b. Did you observe evidence or do you have any prior knowledge that *fill dirt* has been brought onto the *property* that is of an unknown origin?	Yes (No) Unk	
8a. Are there currently any *pits, ponds*, or *lagoons* located on the *property* in connection with waste treatment or waste disposal?	Yes (No) Unk	
8b. Did you observe evidence or do you have any prior knowledge that there have been previously, any *pits, ponds*, or *lagoons* located on the *property* in connection with waste treatment or waste disposal?	Yes (No) Unk	
9a. Is there currently any stained soil on the *property*?	Yes (No) Unk	

Question	Response	If yes, provide description
9b. Did you observe evidence or do you have any prior knowledge that there has been previously, any stained soil on the *property*?	Yes (No) Unk	
10a. Are there currently any registered or unregistered storage tanks (above or underground) located on the *property*?	Yes (No) Unk	
10b. Did you observe evidence or do you have any prior knowledge that there have been previously, any registered or unregistered storage tanks (above or underground) located on the *property*?	Yes (No) Unk	
11a. Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the *property* or adjacent to any structure located on the *property*?	Yes (No) Unk	
11b. Did you observe evidence or do you have any prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the *property* or adjacent to any structure located on the *property*?	Yes (No) Unk	
12a. Is there currently evidence of leaks, spills or staining by substances other than water, or foul odors, associated with any flooring, drains, walls, ceilings, or exposed grounds on the *property*?	Yes (No) Unk	
12b. Did you observe evidence or do you have any prior knowledge that there have been previously any leaks, spills or staining by substances other than water, or foul odors, associated with any flooring, drains, walls, ceilings, or exposed grounds on the *property*?	Yes (No) Unk	
13a. If the *property* is served by a private well or non-public water system, is there evidence or do you have prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system?	Yes (No) Unk	
13b. If the property is served by a private well or non-pubic water system, is there evidence or do you have prior knowledge that the well has been designated as contaminated by any government environmental/health agency?	Yes (No) Unk	

Question	Response	If yes, provide description
14. Does the *owner* or *occupant* of the *property* have any knowledge of *environmental liens* or governmental notification relating to past or recurrent violations of environmental laws with respect to the *property* or any facility located on the *property*?	Yes (No) Unk	
15a. Has the *owner* or *occupant* of the *property* been informed of the past existence of hazardous substances of *petroleum products* with respect to the *property* or any facility located on the *property*?	Yes (No) Unk	
15b. Has the *owner* or *occupant* of the *property* been informed of the current existence of hazardous substances of *petroleum products* with respect to the *property* or any facility located on the *property*?	Yes (No) Unk	
15c. Has the *owner* or *occupant* of the *property* been informed of the past existence of environmental violations with respect to the *property* or any facility located on the *property*?	Yes (No) Unk	
15d. Has the *owner* or *occupant* of the *property* been informed of the current existence of environmental violations with respect to the *property* or any facility located on the *property*?	Yes (No) Unk	
16. Does the *owner* or *occupant* of the property have any knowledge of any *environmental site assessment* of the property or facility that indicated the presence of *hazardous substances* or *petroleum products* on, or contaminations of, the property or recommended further assessment of the *property*?	Yes (No) Unk	
17. Does the *owner* or *occupant* of the *property* know of any past, threatened, or pending lawsuits or administrative proceedings concerning a release or threatened release of any *hazardous substance* or *petroleum products* involving the *property* by any *owner* or *occupant* of the *property*?	Yes (No) Unk	
18a. Does the *property* discharge *waste-water* (not including sanitary waste or storm water) onto or adjacent to the *property* and/or into a storm water system?	Yes (No) Unk	

Question	Response	If yes, provide description
18b. Does the *property* discharge waste water (not including sanitary waste or storm water) onto or adjacent to the *property* and/or into a sanitary sewer system?	Yes (No) Unk	
19. Did you observe evidence or do you have any prior knowledge that any hazardous substances or petroleum products, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the *property*?	Yes (No) Unk	
20. Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCBs?	Yes (No) Unk	

End of Property Representative Questionnaire.

The Property Representative Questionnaire answers were provided by:

Name: Rev Deborah L Johnson

Title: President / CEO

Firm: Inner Light Ministries

Phone number: 831 465-9090 X202

Email: RevD@InnerLightMinistries.com

Date: 5/22/18

Relationship to the Property/Project: Owner

Number of years with the Property/Project: 15 years

E1527-13 STANDARD PRACTICE FOR ENVIRONMENTAL SITE ASSESSMENTS:

PHASE I ENVIRONMENTAL SITE ASSESSMENT PROCESS

USER QUESTIONNAIRE

5630 and 5650 Soquel Drive, Soquel, California 95073

INTRODUCTION: In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the "Brownfields Amendments"), the user must provide the following information (if available) to the environmental professional. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete.

(1.) Environmental cleanup liens that are filed or recorded against the site.

Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law? Yes_____ No_X_

(2.) Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.

Are you aware of any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law? Yes_____ No_X_

(3.) Specialized knowledge or experience of the person seeking to qualify for the LLP.

As the user of this ESA do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? Yes_____ No_X_

(4.) Relationship of the purchase price to the fair market value of the property if it were not contaminated.

Does the purchase price being paid for this property reasonably reflect the fair market value of the property? Yes_X_ No___
If you conclude the purchase price being paid for this property DOES NOT reasonably reflect the fair market value, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property?

(5.) Commonly known or reasonably ascertainable information about the property.

Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, as user,

(a.) Do you know the past uses of the property? Yes_____ No_X_

(b.) Do you know of specific chemicals that are present or once were present at the property? Yes_____ No_X_

(c.)Do you know of spills or other chemical releases that have taken place at the property? Yes_____ No_X_

(d.) Do you know of any environmental cleanups that have taken place at the property? Yes_____ No_X_

(6.) The degree of obviousness of the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation.

As the user of this ESA, based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of contamination at the property? Yes_____ No_X_

Landowner Liability Protections, or *LLPs*, is the term used to describe the three types of potential defenses to Superfund liability in EPA's Interim Guidance Regarding Criteria Landowners Must Meet in Order to Qualify for Bona Fide Prospective Purchaser, Contiguous Property Owner, or Innocent Landowner Limitations on CERCLA Liability ("Common Elements" Guide) issued on March 6, 2003.

Questionnaire Completed By: Name Haron DAgherty **Date** MAY 4/23, **2018**

County of Santa Cruz

HEALTH SERVICES AGENCY

701 OCEAN STREET, ROOM 312, SANTA CRUZ, CA 95060-4073

(831) 454-2022 FAX: (831) 454-3128 TDD: (831) 454-2123

www.scceh.com

ENVIRONMENTAL HEALTH

REQUEST FOR FILE REVIEW
Hazardous Materials or Site Mitigation Records

Confidential documents such as facility maps showing chemical location cannot be released without a written authorization from the business owner.

Requestor Name: Jeff Randle	Company: FirstCarbon Solutions (FCS)
Phone Number (s): 8183896668	Fax:
E-mail Address: jr1996@easenv.com	
Mailing Address:	
Site Address (Not APN): 5630 Soquel Drive, Soquel, CA 95073	

Every properly completed request will be responded in order it is received within 10 working days.

If there are records for the address you requested, you may visit our office during the business hours (Monday-Friday, 8:00-12:00 and 1:00-5:00, except on holidays and furlough days) to review the files on one of the two public computers. Copies are $0.50 for the first page and $0.10 per page for additional pages. Due to security reasons, the use of external memory devices is prohibited.

If there are only few records found for the address, we may be able to e-mail the files in PDF format. The charge is the same as for paper copies. We will e-mail the documents upon receiving payment.

You may request the documents to be burned on a CD/DVD and mailed to you. The fee is a minimum of one hour based on our current hourly rate. If more than one hour is required due to the large number of records, we will bill our hourly rate for all time required to prepare the CD/DVD. Please refer to the following link for our current fee schedule (http://www.scceh.com/Home/Programs/HazardousMaterialsProgramsCUPA.aspx).

We accept payments by cash or checks only. Please make checks payable to: County of Santa Cruz.

Please call our office at (831) 454-2022 if you have further questions.

Office Use Only

Request received: _____

Records found: ☐ Yes ☐ No Confidential records found: ☐ Yes ☐ No

Notes:

County of Santa Cruz

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We accept payments by cash or checks only. Please make checks payable to: County of Santa Cruz.

Please call our office at (831) 454-2022 if you have further questions.

Office Use Only

Request received: _____

Records found: ☐ Yes ☐ No Confidential records found: ☐ Yes ☐ No

Notes:

From: Amy O"Brien
To: Jeff Randle
Subject: RECORDS REQUEST - 5630 SOQUEL DRIVE - 5650 SOQUEL DRIVE
Date: Thursday, June 7, 2018 8:41:25 AM

Good morning! In response to your Records Request, all records related to the site addresses of **5630 Soquel Drive and 5650 Soquel Drive in Soquel** are available to view and print at no charge on our website as follows:

scceh.com
'Santa Cruz EHS files'
Click on 'All Documents' link
Under the heading of 'Query Value' input the following APN numbers: **037-191-14 for 5630 Soquel Drive and 037-191-15 for 5650 Soquel Drive,** and do additional searches under these addresses to ensure you capture all documents.

Records may be found under both the upper left-hand corner tabs of 'Documents 2001 Forward', or 'Files Old'.

Click on all the desired documents and print.

These are the same records that would be available from us in person at the Environmental Health office.

Please note: the system runs a little slow, but as long as you see it buffering it is working. Just give it some time to cycle through the information.

-
Also, I recommend Google Chrome or Internet Explorer to access the website. It appears that the Firefox web browser does not work too well with our website.

If you have any questions, please feel free to give me a call. Thanks!

Amy O'Brien
Hazmat Program Clerk
County of Santa Cruz Health Services Agency Environmental Health Division
701 Ocean Street, Room 312
Santa Cruz, CA 95060
(831) 454-2766

COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123

KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR

DATE STAMP

PUBLIC RECORDS REQUEST FORM

You are not required to complete this form but completing it will assist us in providing your requested records

_x_ REQUEST TO ACCESS RECORDS
x___ View electronic version OK, if available

x___ REQUEST FOR COPIES
x___ electronic copies OK, if available

REQUESTOR INFORMATION (PLEASE PRINT OR TYPE)

REQUESTOR NAME: Jeff Randle / FirstCarbon Solutions

MAILING ADDRESS: _____

Please indicate the best way for staff to reach you regarding your request:

PHONE: _____ **MOBILE:** _____

E-MAIL: jr1996@easenv.com

DESCRIPTION OF RECORDS REQUESTED (If known, the following information will help fulfill your request)

Assessor's Parcel Number(s): 037-191-14 and 037-191-15

Property Address: 5630 and 5650 Soquel Drive, Soquel, CA 95073

Type of Records, if known:

___Planning ___Building ___Code Enforcement ___Other x__All

Time Period for Records: Beginning Date 1 / 1 /1940 Ending Date 6 /1 /2018

Description: For the purposes of an Environmental Site Assessment, I am interested in any building permits you may have on file; in addition, any fuel storage tank permits, well permits, asbestos removal permits, hazardous materials permits, and Certificates of Occupancy. Thank you !

****

Received by: _____ Date Received: _____

Send to: Executive Secretary and Records Room Staff immediately

EXHIBIT "A"
PUBLIC RECORD REQUEST FORM

Date of Request: 6/7/2018

In accordance with the California Public Records Act (Gov. Code §§. 6250 et seq.), I am requesting to (check one):

☐ inspect the following public records ■ receive copies of the following public records

[Please provide sufficient detail to assist in locating the public records you are seeking]

Type of Record(s): Fuel Storage Tank Records

Date or Date Range of Records: Any on file - 1940 to Present

Incident Location (if applicable): 5630 & 5650 Soquel Drive

Additional Information (if more space needed, attach additional information):

Hazardous Materials Storage/Hazardous Waste records

I understand that the District will respond to all Public Records Act requests in compliance with State law.

For copies of the above-listed public records, I understand the District copying fees will apply or statutory fees for copying may apply. I understand that I will be responsible for payment of all copying fees in advance of delivery of any requested copies. I also understand that the District has 10 days to determine if the request seeks disclosable records in the District's possession. In some instances, the time may be extended by written notice if additional time is required to search for and collect the requested information. If more than fifty (50) pages are requested, the District may require a deposit before making copies.

Name (Please Print): Jeff Randle / FirstCarbon Solutions

Signature of Requester: _____

Address: _____

Phone: 818-389-6668

E-Mail: jr1996@easenv.com