

*Technical Memorandum – Traffic*

**Chula Vista Bayfront  
Master Plan –  
Gaylord**

October 11, 2007

*Prepared for:*  
Gaylord Development  
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R.T.E. 1548



## **Technical Memorandum – Traffic Gaylord Development**

### **Chula Vista Bayfront Master Plan**

#### **Introduction**

An in-depth site access analysis was performed for the Gaylord Hotel & Convention Center site at parcel H-3. The trip generation for this parcel is shown in **Table G-1**. The area is bounded by E Street to the west and north, the BF Goodrich site to the east, and H Street to the south. As part of this analysis, the four adjacent intersections were examined. These intersections are:

- E Street & Gaylord Secondary Driveway
- Main Exit & H Street
- Main Entrance & H Street
- Marina Parkway/Gaylord Truck Driveway & H Street.

The location of the driveways, the geometry of the driveways, and the distribution of traffic using each driveway, is shown in **Figure G-1**. The distributions were based on the distributions used in the July 2006 traffic study, with some modifications based on the refined Gaylord access plan. Most of the parking will be accessed via the main driveway on H Street, west of Marina Parkway. Additional parking is accessible from the secondary driveway off of E Street.

#### **Off-Site Parking**

Parking for the first 1,500 rooms to be constructed by Gaylord is assumed to be on-site at H-3. At build-out of the 2,000 rooms proposed for the Gaylord site, H-18 will provide 500 spaces to meet the parking requirements for H-3. Parking at H-18 will be used for Gaylord employees and during large Gaylord special events, and a shuttle between H-3 and H-18 will be provided. The Gaylord site is expected to require 2,816 parking spaces; 2,316 of those spaces will be provided on H-3. Thus, 18% of the total parking will be provided off-site at H-18. Therefore, 82% of trips were distributed to H-3 and 18% of trips were distributed to H-18. This is indicated on Figure 19.

#### **Analysis Results**

The analysis of the Gaylord access driveways uses the Year 2030 volumes from the updated traffic study discussed above. The exit driveway only allows movements exiting the site and the entrance driveway only allows movements entering the site. Both entering and exiting movements are allowed at the other driveways. The results of the intersection analysis are shown in **Table G-2**. As shown in the table, the main entrance and main exit driveways do not require



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signals, but operate at an acceptable level of service as one-way stop controlled intersections. It is suggested but not required that the main exit driveway provide a dedicated left-turn and a dedicated right-turn lane. The Secondary Gaylord Driveway is required to provide separate left-turn and right-turn lanes in order to operate at an acceptable level of service as a one-way stop controlled intersection. The Gaylord Truck Driveway intersection must be signalized, as shown by the updated traffic impact analysis.

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**TABLE G-1  
GAYLORD TRIP GENERATION SUMMARY**

Land Use	Land Use as listed in SANDAG	Units <sup>1</sup>	Trip Rate <sup>2</sup>	Daily Trips	AM Peak-Hour			PM Peak-Hour						
					% of ADT <sup>2</sup>	In:Out Ratio <sup>2</sup>	In	Out	Total	% of ADT <sup>2</sup>	In:Out Ratio <sup>2</sup>	In	Out	Total
<b>DRIVEWAY TRIPS<sup>3</sup></b>														
<i>Proposed</i>														
Gaylord	Hotel (w/convention facilities/restaurant)	2,000 oc	10 / oc	20,000	6%	6.00 : 4.00	720	480	1,200	8%	6.00 : 4.00	960	640	1,600
<b>NET TRIP GENERATION =</b>					<b>20,000</b>		<b>720</b>	<b>480</b>	<b>1,200</b>			<b>960</b>	<b>640</b>	<b>1,600</b>

Note:  
1. DU = Dwelling Unit  
2. Trip rates referenced from the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG, April 2002  
3. Driveway trips are the total number of trips generated by a site.

**TABLE G-2**  
**GAYLORD ACCESS**  
**PEAK-HOUR DRIVEWAY LEVEL OF SERVICE SUMMARY**

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	ALTERNATIVE 1	
				DELAY (a)	LOS (b)
1	Secondary Dwy & E Street	Actuated-Uncoordinated Signal	AM	9.4	A
			PM	13.9	B
2	H Street & Gaylord Exit	Two-Way Stop	AM	14.6	B
			PM	22.6	C
3	H Street & Truck Access	Actuated-Uncoordinated Signal	AM	9.4	A
			PM	13.9	B
4	H Street & Gaylord Entrance	Two-Way Stop	AM	9.0	A
			PM	10.4	B

Notes:

**Bold** values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0