

## APPENDIX L-2

### TRIP GENERATION TABLES

**TABLE A  
PROJECT TRIP GENERATION – PHASE I (YEAR 2025)**

Description and Size	Trip Rate & Credits	ADT <sup>a</sup>	AM Commuter Peak (7 to 9 AM)					PM Commuter Peak (4 to 6 PM)				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
<b>Proposed</b>												
Residential <sup>b</sup> 1,910 DU	Trip Rate (6/DU)	11,460	8%	20:80	183	734	917	9%	70:30	722	309	1,031
	Cumulative (100%)	11,460			183	734	917			722	309	1,031
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	11,460			183	734	917			722	309	1,031
Commercial Retail <sup>c</sup> 110,300 SF	Trip Rate (70/KSF)	7,721	3%	60:40	139	93	232	10%	50:50	386	386	772
	Cumulative (70%)	5,405			97	65	162			270	270	540
	Pass-By (30%)	2,316			42	28	70			116	116	232
	Driveway (100%)	7,721			139	93	232			386	386	772
Commercial Office <sup>d</sup> 52,000 GLA	Trip Rate (Ln Formula)	1,030	13%	90:10	121	13	134	14%	20:80	29	115	144
	Cumulative (100%)	1,030			121	13	134			29	115	144
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	1,030			121	13	134			29	115	144
Park – Developed <sup>e</sup> 1.6 Acres	Trip Rate (50/Acre)	80	4%	50:50	2	1	3	8%	50:50	3	3	6
	Cumulative (100%)	80			2	1	3			3	3	6
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	80			2	1	3			3	3	6
Parks – Undeveloped <sup>f</sup> 3.11 Acres	Trip Rate (5/Acre)	16	4%	50:50	1	0	1	8%	50:50	1	0	1
	Cumulative (100%)	16			1	0	1			1	0	1
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	16			1	0	1			1	0	1
<i>Subtotal Proposed Project</i>	Cumulative	17,991			404	813	1,217			1,025	697	1,722
	Pass-By	2,316			42	28	70			116	116	232
	Driveway	20,307			446	841	1,287			1,141	813	1,954
	<i>MXD Credit (15%, 14% AM, 14% PM<sup>g</sup>)</i>	-2,699			-57	-114	-171			-144	-98	-242
	Cumulative	15,292			347	699	1,046			881	599	1,480
	Pass-By	2,316			42	28	70			116	116	232
Driveway	17,608			389	727	1,116			997	715	1,712	
<b>Existing (to be removed)</b>												
Existing Golf Course <sup>h</sup> (9 holes)	Trip Rate (40/hole)	-360	6%	80:20	-18	-4	-22	9%	30:70	-10	-22	-32
	Cumulative (100%)	-360			-18	-4	-22			-10	-22	-32
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	-360			-18	-4	-22			-10	-22	-32
<b>Trip Generation Summary</b>												
<b>Net Project Total (Proposed – Existing)</b>	<b>Cumulative</b>	<b>14,932</b>			<b>329</b>	<b>695</b>	<b>1,024</b>			<b>871</b>	<b>577</b>	<b>1,448</b>
	<b>Pass-By</b>	<b>2,316</b>			<b>42</b>	<b>28</b>	<b>70</b>			<b>116</b>	<b>116</b>	<b>232</b>
	<b>Driveway</b>	<b>17,248</b>			<b>371</b>	<b>723</b>	<b>1,094</b>			<b>987</b>	<b>693</b>	<b>1,680</b>

**Footnotes:**

- Traffic volumes expressed in vehicles per day.
- Per City of San Diego Trip Generation Manual, trip rate for Multi-Family Dwelling Unit (over 20 dwelling units/acre) is 6/DU with AM splits as 8% ADT with 20:80 (In:Out). PM splits are 9% ADT with 70:30 (In:Out).
- Per City of San Diego Trip Generation Manual, trip rate for Community Shopping Center (greater than 100,000 GSF) is 70/KSF with AM splits as 3% ADT with 60:40 (In:Out). PM splits are 10% ADT with 50:50 (In:Out).
- Per City of San Diego Trip Generation Manual, trip rate for Commercial Office is  $\ln(T) = 0.756 \ln(x) + 3.95$  with AM splits as 13% ADT with 90:10 (In:Out). PM splits are 14% ADT with 20:80 (In:Out). Per City of San Diego Trip Generation Manual, gross leasable area (GLA) was used for Commercial Office.
- Per City of San Diego Trip Generation Manual, trip rate for Developed Park is 50/acre with AM splits as 4% ADT and PM splits are 8% ADT. The City Trip Generation Manual does not provide peak hour splits for Park uses, therefore 50:50 (In:Out) was used for both AM and PM peak hours. Additionally, per the current project description, the total Developed Parks acreage in Phase I is 0.9 acres. However, to be conservative, 1.6 acres was used in the trip generation calculations.
- Per City of San Diego Trip Generation Manual, trip rate for Undeveloped Park is 5/acre with AM splits as 4% ADT and PM splits are 8% ADT. The City Trip Generation Manual does not provide peak hour splits for Park uses, therefore 50:50 (In:Out) was used for both AM and PM peak hours. Additionally, per the current project description, the total Undeveloped Parks acreage in Phase I is 2.4 acres. However, to be conservative, 3.11 acres was used in the trip generation calculations.
- The project is a mixed-use development with residential, office and retail uses within walking distance between the uses. To account for the synergy and interaction between the uses, per SANDAG MXD model, a 15% ADT and a 14% AM and PM peak hour mixed-use reduction was applied based on site-specific calculations shown in *Appendix F*. No transit credit was applied in project Phase I as the on-site trolley station is not proposed until Phase II.
- Per City of San Diego Trip Generation Manual, trip rate for golf course is 40 trips/hole with AM splits as 6% ADT with 80:20 (In:Out). PM splits are 9% ADT with 30:70 (In:Out).

**General Notes:**

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

**TABLE B**  
**PROJECT TRIP GENERATION – PHASES I + II (YEAR 2030)**

Description and Size	Trip Rate & Credits	ADT <sup>a</sup>	AM Commuter Peak (7 to 9 AM)					PM Commuter Peak (4 to 6 PM)				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
<i>Phase I</i>												
Residential 1,910 DU	Trip Rate (6/DU)	11,460	8%	20:80	183	734	917	9%	70:30	722	309	1,031
	Cumulative (100%)	11,460			183	734	917			722	309	1,031
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	11,460			183	734	917			722	309	1,031
Commercial Retail 110,300 SF	Trip Rate (70/KSF)	7,721	3%	60:40	139	93	232	10%	50:50	386	386	772
	Cumulative (70%)	5,405			97	65	162			270	270	540
	Pass-By (30%)	2,316			42	28	70			116	116	232
	Driveway (100%)	7,721			139	93	232			386	386	772
Commercial Office 52,000 GLA	Trip Rate (Ln Formula)	1,030	13%	90:10	121	13	134	14%	20:80	29	115	144
	Cumulative (100%)	1,030			121	13	134			29	115	144
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	1,030			121	13	134			29	115	144
Park – Developed 1.6 Acres	Trip Rate (50/Acre)	80	4%	50:50	2	1	3	8%	50:50	3	3	6
	Cumulative (100%)	80			2	1	3			3	3	6
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	80			2	1	3			3	3	6
Parks – Undeveloped 3.11 Acres	Trip Rate (5/Acre)	16	4%	50:50	1	0	1	8%	50:50	1	0	1
	Cumulative (100%)	16			1	0	1			1	0	1
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	16			1	0	1			1	0	1
<i>Subtotal Phase I</i>	<i>Cumulative</i>	<i>17,991</i>			<i>404</i>	<i>813</i>	<i>1,217</i>			<i>1,025</i>	<i>697</i>	<i>1,722</i>
	<i>Pass-By</i>	<i>2,316</i>			<i>42</i>	<i>28</i>	<i>70</i>			<i>116</i>	<i>116</i>	<i>232</i>
	<i>Driveway</i>	<i>20,307</i>			<i>446</i>	<i>841</i>	<i>1,287</i>			<i>1,141</i>	<i>813</i>	<i>1,954</i>
<i>Phase II</i>												
Residential <sup>b</sup> 2,390 DU	Trip Rate (6/DU)	14,340	8%	20:80	229	918	1,147	9%	70:30	904	387	1,291
	Cumulative (100%)	14,340			229	918	1,147			904	387	1,291
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	14,340			229	918	1,147			904	387	1,291
Commercial Retail <sup>c</sup> 13,100 SF	Trip Rate (70/KSF)	917	3%	60:40	16	11	27	10%	50:50	46	46	92
	Cumulative (70%)	642			11	8	19			33	32	65
	Pass-By (30%)	275			5	3	8			13	14	27
	Driveway (100%)	917			16	11	27			46	46	92
Park – Developed <sup>d</sup> 26.27 Acres	Trip Rate (50/Acre)	1,314	4%	50:50	27	26	53	8%	50:50	53	52	105
	Cumulative (100%)	1,314			27	26	53			53	52	105
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	1,314			27	26	53			53	52	105
Parks – Undeveloped <sup>e</sup> 53.48 Acres	Trip Rate (5/Acre)	267	4%	50:50	6	5	11	8%	50:50	11	10	21
	Cumulative (100%)	267			6	5	11			11	10	21
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	267			6	5	11			11	10	21
<i>Subtotal Phase II Project</i>	<i>Cumulative</i>	<i>16,563</i>			<i>273</i>	<i>957</i>	<i>1,230</i>			<i>1,001</i>	<i>481</i>	<i>1,482</i>
	<i>Pass-By</i>	<i>275</i>			<i>5</i>	<i>3</i>	<i>8</i>			<i>13</i>	<i>14</i>	<i>27</i>
	<i>Driveway</i>	<i>16,838</i>			<i>278</i>	<i>960</i>	<i>1,238</i>			<i>1,014</i>	<i>495</i>	<i>1,509</i>
	<i>MXD Credit (16%,17%AM,16%PM<sup>f</sup>)</i>	<i>-5,529</i>			<i>-115</i>	<i>-301</i>	<i>-416</i>			<i>-324</i>	<i>-188</i>	<i>-512</i>
<i>Subtotal Phase I + II Project</i>	<i>Cumulative</i>	<i>29,025</i>			<i>562</i>	<i>1,469</i>	<i>2,031</i>			<i>1,702</i>	<i>990</i>	<i>2,692</i>
	<i>Pass-By</i>	<i>2,591</i>			<i>47</i>	<i>31</i>	<i>78</i>			<i>129</i>	<i>130</i>	<i>259</i>
	<i>Driveway</i>	<i>31,616</i>			<i>609</i>	<i>1,500</i>	<i>2,109</i>			<i>1,831</i>	<i>1,120</i>	<i>2,951</i>
<i>Existing (to be removed)</i>												
Existing Golf Course <sup>g</sup> (18 holes)	Trip Rate (40/hole)	-720	6%	80:20	-34	-9	-43	9%	30:70	-20	-45	-65
	Cumulative (100%)	-720			-34	-9	-43			-20	-45	-65
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	-720			-34	-9	-43			-20	-45	-65

**TABLE B**  
**PROJECT TRIP GENERATION – PHASES I + II (YEAR 2030)**

Description and Size	Trip Rate & Credits	ADT <sup>a</sup>	AM Commuter Peak (7 to 9 AM)			PM Commuter Peak (4 to 6 PM)						
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
<b><i>Trip Generation Summary</i></b>												
<b><i>Net Project Phase I+ II Total (Proposed – Existing)</i></b>	<b><i>Cumulative</i></b>	<b>28,305</b>			<b>528</b>	<b>1,460</b>	<b>1,988</b>			<b>1,682</b>	<b>945</b>	<b>2,627</b>
	<b><i>Pass-By</i></b>	<b>2,591</b>			<b>47</b>	<b>31</b>	<b>78</b>			<b>129</b>	<b>130</b>	<b>259</b>
	<b><i>Driveway</i></b>	<b>30,896</b>			<b>575</b>	<b>1,491</b>	<b>2,066</b>			<b>1,811</b>	<b>1,075</b>	<b>2,886</b>

**Footnotes:**

- a. Traffic volumes expressed in vehicles per day.
- b. Per City of San Diego Trip Generation Manual, trip rate for Multi-Family Dwelling Unit (over 20 dwelling units/acre) is 6/DU with AM splits as 8% ADT with 20:80 (In:Out). PM splits are 9% ADT with 70:30 (In:Out).
- c. Per City of San Diego Trip Generation Manual, trip rate for Community Shopping Center (greater than 100,000 GSF) is 70/KSF with AM splits as 3% ADT with 60:40 (In:Out). PM splits are 10% ADT with 50:50 (In:Out). The Community Commercial uses in Phase I of 110,300 SF and Phase II of 13,100 SF are collectively shown.
- d. Per City of San Diego Trip Generation Manual, trip rate for Developed Park is 50/acre with AM splits as 4% ADT and PM splits are 8% ADT. The City Trip Generation Manual does not provide peak hour splits for Park uses, therefore 50:50 (In:Out) was used for both AM and PM peak hours. Additionally, per the current project description, the total Developed Parks acreage in Phase II is 19.1 acres. However, to be conservative, 26.27 acres was used in the trip generation calculations.
- e. Per City of San Diego Trip Generation Manual, trip rate for Undeveloped Park is 5/acre with AM splits as 4% ADT and PM splits are 8% ADT. The City Trip Generation Manual does not provide peak hour splits for Park uses, therefore 50:50 (In:Out) was used for both AM and PM peak hours. Additionally, per the current project description, the total Undeveloped Parks acreage in Phase II is 39.9 acres. However, to be conservative, 53.48 acres was used in the trip generation calculations.
- f. The project is a mixed-use transit-oriented development with residential, office and retail uses within walking distance between the uses. To account for the synergy and interaction between the uses as well as the on-site transit opportunities, per SANDAG MXD model, a 16% ADT, 17% AM peak hour and 16% PM peak hour mixed-use and transit reduction were applied based on site-specific calculations as shown in *Appendix F*.
- g. Per City of San Diego Trip Generation Manual, trip rate for golf course is 40 trips/hole with AM splits as 6% ADT with 80:20 (In:Out). PM splits are 9% ADT with 30:70 (In:Out).

**General Notes:**

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

**TABLE C  
BUILDOUT PROJECT TRIP GENERATION – PHASES I + II + III (YEAR 2035)**

Description and Size	Trip Rate & Credits	ADT <sup>a</sup>	AM Commuter Peak (7 to 9 AM)					PM Commuter Peak (4 to 6 PM)				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
<i>Phase I</i>												
Residential 1,910 DU	Trip Rate (6/DU)	11,460	8%	20:80	183	734	917	9%	70:30	722	309	1,031
	Cumulative (100%)	11,460			183	734	917			722	309	1,031
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	11,460			183	734	917			722	309	1,031
Commercial Retail 110,300 SF	Trip Rate (70/KSF)	7,721	3%	60:40	139	93	232	10%	50:50	386	386	772
	Cumulative (70%)	5,405			97	65	162			270	270	540
	Pass-By (30%)	2,316			42	28	70			116	116	232
	Driveway (100%)	7,721			139	93	232			386	386	772
Commercial Office 52,000 GLA	Trip Rate (Ln Formula)	1,030	13%	90:10	121	13	134	14%	20:80	29	115	144
	Cumulative (100%)	1,030			121	13	134			29	115	144
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	1,030			121	13	134			29	115	144
Park – Developed 1.6 Acres	Trip Rate (50/Acre)	80	4%	50:50	2	1	3	8%	50:50	3	3	6
	Cumulative (100%)	80			2	1	3			3	3	6
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	80			2	1	3			3	3	6
Parks – Undeveloped 3.11 Acres	Trip Rate (5/Acre)	16	4%	50:50	1	0	1	8%	50:50	1	0	1
	Cumulative (100%)	16			1	0	1			1	0	1
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	16			1	0	1			1	0	1
<i>Subtotal Phase I</i>	<i>Cumulative</i>	<i>17,991</i>			<i>404</i>	<i>813</i>	<i>1,217</i>			<i>1,025</i>	<i>697</i>	<i>1,722</i>
	<i>Pass-By</i>	<i>2,316</i>			<i>42</i>	<i>28</i>	<i>70</i>			<i>116</i>	<i>116</i>	<i>232</i>
	<i>Driveway</i>	<i>20,307</i>			<i>446</i>	<i>841</i>	<i>1,287</i>			<i>1,141</i>	<i>813</i>	<i>1,954</i>
<i>Phase II</i>												
Residential 2,390 DU	Trip Rate (6/DU)	14,340	8%	20:80	229	918	1,147	9%	70:30	904	387	1,291
	Cumulative (100%)	14,340			229	918	1,147			904	387	1,291
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	14,340			229	918	1,147			904	387	1,291
Commercial Retail 13,100 SF	Trip Rate (70/KSF)	917	3%	60:40	16	11	27	10%	50:50	46	46	92
	Cumulative (70%)	642			11	8	19			33	32	65
	Pass-By (30%)	275			5	3	8			13	14	27
	Driveway (100%)	917			16	11	27			46	46	92
Park – Developed 26.27 Acres	Trip Rate (50/Acre)	1,314	4%	50:50	27	26	53	8%	50:50	53	52	105
	Cumulative (100%)	1,314			27	26	53			53	52	105
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	1,314			27	26	53			53	52	105
Parks – Undeveloped 53.48 Acres	Trip Rate (5/Acre)	267	4%	50:50	6	5	11	8%	50:50	11	10	21
	Cumulative (100%)	267			6	5	11			11	10	21
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	267			6	5	11			11	10	21
<i>Subtotal Phase II</i>	<i>Cumulative</i>	<i>16,563</i>			<i>273</i>	<i>957</i>	<i>1,230</i>			<i>1,001</i>	<i>481</i>	<i>1,482</i>
	<i>Pass-By</i>	<i>275</i>			<i>5</i>	<i>3</i>	<i>8</i>			<i>13</i>	<i>14</i>	<i>27</i>
	<i>Driveway</i>	<i>16,838</i>			<i>278</i>	<i>960</i>	<i>1,238</i>			<i>1,014</i>	<i>495</i>	<i>1,509</i>
<i>Phase III</i>												
Commercial Retail <sup>b</sup> 28,600 SF	Trip Rate (120/KSF)	3,432	3%	60:40	62	41	103	10%	50:50	172	171	343
	Cumulative (60%)	2,059			37	25	62			103	103	206
	Pass-By (40%)	1,373			25	16	41			69	68	137
	Driveway (100%)	3,432			62	41	103			172	171	343
Commercial Office <sup>c</sup> 203,920 GLA	Trip Rate (Ln Formula)	2,893	13%	90:10	338	38	376	14%	20:80	81	324	405
	Cumulative (100%)	2,893			338	38	376			81	324	405
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	2,893			338	38	376			81	324	405
Commercial Office <sup>c</sup> 255,680 GLA	Trip Rate (Ln Formula)	3,433	13%	90:10	401	45	446	14%	20:80	96	385	481
	Cumulative (100%)	3,433			401	45	446			96	385	481
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	3,433			401	45	446			96	385	481
Commercial Office <sup>c</sup> 288,400 GLA	Trip Rate (Ln Formula)	3,760	13%	90:10	440	49	489	14%	20:80	105	421	526
	Cumulative (100%)	3,760			440	49	489			105	421	526
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	3,760			440	49	489			105	421	526
Parks – Undeveloped <sup>d</sup> 2.20 Acres	Trip Rate (5/Acre)	11	4%	50:50	0	0	0	8%	50:50	1	0	1
	Cumulative (100%)	11			0	0	0			1	0	1
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	11			0	0	0			1	0	1

**TABLE C  
BUILDOUT PROJECT TRIP GENERATION – PHASES I + II + III (YEAR 2035)**

Description and Size	Trip Rate & Credits	ADT <sup>a</sup>	AM Commuter Peak (7 to 9 AM)			PM Commuter Peak (4 to 6 PM)						
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
<i>Subtotal Project Phase III</i>	Cumulative	12,156			1,216	157	1,373			386	1,233	1,619
	Pass-By	1,373			25	16	41			69	68	137
	Driveway	13,529			1,241	173	1,414			455	1,301	1,756
	<i>MXD Credit (18%, 17% AM, 17% PM<sup>e</sup>)</i>	-8,408			-322	-328	-650			-410	-410	-820
<i>Subtotal Project Phase I + II + III</i>	Cumulative	38,302			1,571	1,599	3,170			2,002	2,001	4,003
	Pass-By	3,964			72	47	119			198	198	396
	Driveway	42,266			1,643	1,646	3,289			2,200	2,199	4,399
<b>Existing (to be removed)</b>												
Existing Golf Course <sup>f</sup> (27 holes)	Trip Rate (40/hole)	-1,080	6%	80:20	-52	-13	-65	9%	30:70	-29	-68	-97
	Cumulative (100%)	-1,080			-52	-13	-65			-29	-68	-97
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway (100%)	-1,080			-52	-13	-65			-29	-68	-97
<b>Trip Generation Summary</b>												
<b>Net Project Buildout (Proposed – Existing)</b>	<b>Cumulative</b>	<b>37,222</b>			<b>1,519</b>	<b>1,586</b>	<b>3,105</b>			<b>1,973</b>	<b>1,933</b>	<b>3,906</b>
	<b>Pass-By</b>	<b>3,964</b>			<b>72</b>	<b>47</b>	<b>119</b>			<b>198</b>	<b>198</b>	<b>396</b>
	<b>Driveway</b>	<b>41,186</b>			<b>1,591</b>	<b>1,633</b>	<b>3,224</b>			<b>2,171</b>	<b>2,131</b>	<b>4,302</b>

**Footnotes:**

- Traffic volumes expressed in vehicles per day.
- Per City of San Diego Trip Generation Manual, trip rate for Neighborhood Shopping Center (less than 100,000 GSF) is 120/KSF with AM splits as 3% ADT with 60:40 (In:Out). PM splits are 10% ADT with 50:50 (In:Out).
- Per City of San Diego Trip Generation Manual, trip rate for Commercial Office is  $(Ln(T) = 0.756 Ln(x) + 3.95)$  with AM splits as 13% ADT with 90:10 (In:Out). PM splits are 14% ADT with 20:80 (In:Out). Per City of San Diego Trip Generation Manual, gross leasable area (GLA) was used for Commercial Office.
- Per City of San Diego Trip Generation Manual, trip rate for Undeveloped Park is 5/acre with AM splits as 4% ADT and PM splits are 8% ADT. The City Trip Generation Manual does not provide peak hour splits for Park uses, therefore 50:50 (In:Out) was used for both AM and PM peak hours. Additionally, per the current project description, there are no Undeveloped Parks in Phase III. However, to be conservative, 2.20 acres from an earlier project description was used in the trip generation calculations.
- The project is a mixed-use transit-oriented development with residential, office and retail uses within walking distance between the uses. To account for the synergy and interaction between the uses as well as the on-site transit opportunities, per SANDAG MXD model, an 18% ADT, 17% AM peak hour and 17% PM peak hour mixed-use and transit reduction were applied based on site-specific calculations shown in *Appendix F*.
- Per City of San Diego Trip Generation Manual, trip rate for golf course is 40 trips/hole with AM splits as 6% ADT with 80:20 (In:Out). PM splits are 9% ADT with 30:70 (In:Out).

**General Notes:**

- All trip rates and percentages are based on the City of San Diego Trip Generation Manual, May 2003.
- Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By).
- Cumulative Trips—net new vehicles added to the network.
- Pass-By Trips—vehicles already on the street network diverting to the project site.
- The total acreage for Developed Parks used in the trip generation calculations from an earlier project description equals 27.87 acres. Per the current project description, the total Developed Parks acreage is 20 acres (Phase I: 0.9 acres and Phase II: 19.1 acres) including a recreation center identified in the 2019 Mission Valley Community Plan. However, to be conservative, the 27.87 acres was used in the trip generation calculations.
- The total acreage for Undeveloped Parks used in the trip generation calculations from an earlier project description equals 58.79 acres. Per the current project description, the total Undeveloped Parks acreage is 42.3 acres (Phase I: 2.4 acres and Phase II: 39.9 acres). However, to be conservative, the 58.79 acres was used in the trip generation calculations.
- The total acreage for Open Space from an earlier project description totals 28 acres. Per the current project description, the total Open Space acreage is 35 acres.