Noise Analysis for the Southwest Village Specific Plan San Diego, California PRJ-614791

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ATTACHMENTS

List of Acronyms and Abbreviations

ABM2	Activity Based Model
ASMD	area specific management directive
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City of San Diego
CNEL	community noise equivalent level
dB	decibel
dB(A)	A-weighted decibel
EVA	emergency vehicle access
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
HVAC	heating, ventilation, and air conditioning
I-805	Interstate 805
L_{eq}	one-hour equivalent noise level
$L_{eq(12)}$	12-hour equivalent noise level
LOS	Level of Service
L_{pw}	sound power level
MHPA	Multi-Habitat Planning Area
MSCP	Multiple Species Conservation Program
OMCP	Otay Mesa Community Plan
RTP	Regional Transportation Plan
SANDAG	San Diego Association of Governments
SEL	sound exposure level
Specific Plan	Southwest Village Specific Plan
SR-905	State Route 905
VTM	vesting tentative map

Executive Summary

The purpose of this report is to assess potential noise impacts resulting from development of the proposed Southwest Village Specific Plan (Specific Plan), and the proposed Vesting Tentative Map (VTM). This report includes a project-level analysis of certain components necessary for the VTM development, and a program-level analysis of the remainder Specific Plan components. The project-level analysis addresses Phase 1 grading and construction and associated infrastructure, as well as Phase 2 and a portion of Phase 4 rough grading, and drainage. The program-level analysis addresses implementation of the remaining Specific Plan development areas (Phases 3, a portion of Phase 4, and Phases 5 to 7) in addition to project construction and associated infrastructure improvements within Phase 2 and construction of the southeastern sewer lift station. As future development is proposed within the program-level analysis areas, future project specific impact analysis would be required.

The Specific Plan boundary encompasses approximately 490 acres, would allow up to 5,130 attached and detached residences, and would facilitate creation of a new village anchored by up to 175,000 square feet of commercial and retail uses in a Mixed-Use Village Core. The Specific Plan would provide public facilities including dedication of a new elementary school, developed parks in addition to trails, natural open space, and habitat conservation.

Program-level Analysis

Construction Noise

Specific Plan construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, building construction, loading, unloading, and placing materials and paving. Construction noise would potentially result in short-term impacts to surrounding properties. Nearby receivers include existing and planned multi-family residential (Candlelight and Southwind) uses and San Ysidro High School to the north near the current terminus of Caliente Avenue, and residential uses and San Ysidro Middle School located west of the Beyer Boulevard extension. Two multi-family projects known as the Candlelight and Southwind projects are either entitled or pending entitlement and would be located just south of the current terminus of Caliente Avenue. These projects would be sensitive receivers located adjacent to the project-level analysis area once constructed. Additionally, as development within the Specific Plan area is phased, the project would construct residential and school uses that could be occupied as construction activities in the Specific Plan continue. As calculated in this analysis, construction noise levels are not anticipated to exceed 75 A-weighted decibel one-hour equivalent noise level [dB(A) L_{eq}] at the adjacent uses or at sensitive land uses constructed during earlier phases of construction. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Additionally, construction activities are not anticipated to exceed 75 dB(A) L_{eq}. Considering the construction noise levels, construction noise levels would not interfere with normal business communications as well. As construction activities associated with the Specific Plan would comply with noise level limits from Noise Abatement

and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant.

Program-level and project-level construction noise levels have the potential to exceed 60 dB(A) L_{eq} adjacent to the Specific Plan Area. For the program-level areas, the presence and potential impacts to other sensitive wildlife species would need to be addressed through future project-level analysis and identification of avoidance measures. While implementation of program-level areas would require consistency with the City of San Diego's (City's) Land Use Adjacency Guidelines and requirements for avoidance measures during construction, at a program-level of review and without project specific development plans, indirect impacts to sensitive wildlife species would be considered significant. The Otay Mesa Community Plan (OMCP) Final Environmental Impact Report (FEIR) determined that impacts to sensitive wildlife species (including temporary and permanent noise impacts) resulting from future projects implemented in accordance with the OMCP would be mitigated to less than significant with implementation of mitigation measures BIO-1 through BIO-4 and LU-2. As detailed in the Biological Resources Report Southwest Village Specific Plan (RECON Environmental, Inc. 2024a), implementation of the requirements of LU-2, Land Use Adjacency Guidelines are standard conditions for projects adjacent to the Multi-Habitat Planning Area (MHPA), which would ensure implementation of LU-2. Implementation of SP-BIO-1 and SP-BIO-2 as detailed in the Biological Resources Report for the Southwest Village Specific Plan would ensure temporary construction noise impacts to sensitive wildlife would be reduced to less than significant.

Vehicle Traffic Noise

On-site Noise Compatibility

Exterior Noise

The City's Noise Element of the General Plan specifies compatibility standards for different land use categories. Future vehicle traffic noise contours throughout the Specific Plan area were calculated. Exterior noise levels would be less than 70 community noise equivalent level (CNEL) through the entire program-level analysis area.

Exterior noise levels at the single-family use proposed within Planning Areas 10 and 12 would be above the City's exterior significance threshold of 65 CNEL. These Planning Areas are within the Phase 1 area and are addressed in detail as a part of the project-level analysis below. Exterior noise levels at all other single-family uses within the program-level analysis area would be less than the City's compatibility standards, and impacts would be less than significant.

Exterior noise levels at multi-family ground floor exterior use areas and second- or third-floor balconies facing Beyer Boulevard or Caliente Avenue at Planning Areas 1, 7, 26, and 27 would have the potential to exceed the City's multi-family noise compatibility standards. The OMCP FEIR provides a mitigation framework to reduce noise impacts. As required by Mitigation Framework NOI-1 of the OMCP FEIR, prior to the issuance of building permits, site specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the review of future residential development proposals under the

program-level analysis. The OMCP FEIR Mitigation Framework NOI-1 would be carried forward for the program-level component. Implementation of Mitigation Framework NOI-1 would reduce noise compatibility impacts for future development to a level less than significant.

A school would be constructed in Planning Area 16. Noise levels would be 60 CNEL or less at Planning Area 16; thus, exterior noise impacts to the school at Planning Area 16 would be less than significant. Noise levels at the school overlay Planning Area 7 would exceed the City's compatibility standards should the future site design for the school place exterior use areas or classrooms within 50 feet of Caliente Avenue. This impact would be significant and unavoidable as the City does not have land use authority over school site design and development.

Exterior noise levels at all other commercial/retail and park uses throughout the program-level analysis area would be less than the City's compatibility standards, and impacts would be less than significant.

Vehicle traffic noise after the buildout of the Specific Plan would not exceed 60 CNEL within the surrounding open space, with the exception of limited areas along the Beyer Boulevard alignment and near the Caliente Avenue extension that are addressed in the project-level analysis below.

Interior Noise

Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. Assuming an exterior-to-interior noise reduction of 20 dB(A), interior noise levels would be reduced to 45 CNEL or less in areas that are exposed to exterior noise levels of 65 CNEL or less. Exterior noise levels are projected to exceed 65 CNEL only at those areas closest to Beyer Boulevard and Caliente Avenue within Planning Areas 1, 7, 8, 11, 26, and 27. Planning Areas 8 and 11 are within the Phase 1 area and are addressed in detail as a part of the project-level analysis below. To address these exterior noise levels exceeding 65 CNEL, OMCP FEIR Mitigation Framework NOI-2 would be carried forward and implemented for the program-level component. As required by the OMCP FEIR Mitigation Framework NOI-2, prior to the issuance of building permits, a site-specific interior noise analysis would be prepared demonstrating that the window, door, and wall components would achieve a necessary sound transmission class rating required to reduce interior noise levels to 45 CNEL or less.

Off-site Noise Compatibility

The Specific Plan would increase traffic volumes on local roadways. The primary factor affecting off-site noise levels would be increased traffic volumes. A significant impact would occur if buildout of the program-level component would result in traffic noise levels that exceed the City's significance thresholds for traffic noise. Per the City's significance determination thresholds, if a land use is currently at or exceeds the significance thresholds for traffic noise, then an increase of more than 3 dB is considered significant.

As calculated in this analysis, a significant off-site noise increase would occur at uses located adjacent to the following roadway segments:

- Beyer Boulevard between Smythe Avenue and Enright Drive
- Caliente Avenue south of Airway Road
- Center Street between East Beyer Boulevard and San Ysidro Boulevard
- East Beyer Boulevard between Beyer Boulevard and Center Street/Hill Street
- Otay Mesa Road between Ocean View Hills Parkway and Emerald Crest Court

The OMCP FEIR concluded that project traffic noise effects on existing residences would be significant because traffic noise levels would exceed the applicable standards at existing residences. Due to the fact that these would be older homes which would not have been constructed to achieve current interior noise standards, there is the potential that project traffic would generate noise levels that exceed current interior noise standards at these existing residences. The OMCP FEIR found that no mitigation is available for traffic noise impacts to existing residences and impacts would remain significant and unavoidable. The program-level component would result in the same significant and unavoidable impact.

On-site Generated Noise

On-site stationary sources of noise are regulated by Section 59.5.0401 of the City's Noise Abatement and Control Ordinance. Residential heating, ventilation, and air conditioning (HVAC) units would have the potential to produce noise in excess of City limits. The program-level component also proposes a mixed-use area that would include residential and commercial/retail uses. Additionally, two pump stations would be required to serve the program-level area. Noise sources associated with the commercial/retail uses may include HVAC equipment, restaurant or cafe ventilation fans, and deliveries. Pump station mechanical equipment would include pumps, HVAC units, and emergency generators. Due to the close proximity of residential uses in the mixed-use area, these noise sources would be potentially significant. The OMCP FEIR Mitigation Framework NOI-3 would be carried forward and implemented for the program-level component. As required by Mitigation Framework NOI-3, prior to the issuance of building permits, a site specific acoustical/noise analysis of any on-site generated noise sources shall be prepared that demonstrates that future projects would not exceed the limits established in the City's Noise Abatement and Control Ordinance. This measure would apply to future development within the Specific Plan program-level area, including the mixed-use site, and would reduce impacts to a level less than significant.

Project-level Analysis

In addition to the program-level component, the project includes entitlements for the first phase of development (Planning Areas 8 to 14 plus supporting infrastructure) and rough grading of Phase 2 (Planning Areas 15 to 20) and a portion of Phase 4 (Planning Areas 1, 2 and 7) for the construction of roadways as well as future residential development. The project-level component also includes grading and improvements to an existing dirt road to provide secondary emergency vehicle access. A VTM, Site Development Permit, Planned Development Permit, and MHPA Boundary Adjustment is requested in order to develop approximately 74 acres. Phase 1 includes 920 residential units,

including up to 142 multi-family detached units (evaluated as single family units), up to 498 detached multi-family units (under 20 dwelling units per acre) and up to 280 multi-family attached units (over 20 dwelling units per acre). The environmental analysis considers 920 units as a conservative unit count as the ultimate number of residential units is refined through the planning process. The project-level components also include the extension of Beyer Boulevard, widening of the State Route 905 and Caliente Avenue westbound on-ramp, water and sewer improvements, grading, trail improvements, and landscaping and restoration.

Construction Noise

Project-level components of the Specific Plan include Phase 1 of the residential development including infrastructure to support Phase 1 including construction of Beyer Boulevard, water and sewer infrastructure, pump station grading, and State Route 905 westbound ramp widening. The project-level component also includes Phase 2 rough grading areas to provide balanced grading. Drainage outfalls, a pump station/sewer lift station, and certain trails are also part of the Phase 2 components. Construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent uses or at sensitive land uses constructed during earlier phases of construction. Construction noise would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant.

In the project-level areas, potential construction and restoration related indirect noise impacts to sensitive wildlife, including coastal California gnatcatcher located inside the MHPA, coastal cactus wren, least Bell's vireo, and burrowing owl, would be avoided through mitigation measures and species-specific area specific management directives (ASMD) identified in the Biological Resources Report and compliance with the City's Land Use Adjacency Guidelines, which are implemented as City standard conditions of approval for projects adjacent to the MHPA during construction and restoration activities proposed during the breeding season of each species. During construction and restoration, pre-construction bird nesting surveys would be required during the applicable breeding seasons of each species to determine the presence or absence. If present, no construction would occur, or measures would be implemented to ensure noise levels do not exceed 60 dB(A) L_{eq}, or ambient noise level if greater than 60 dB(A) L_{eq}, at wildlife use areas. Therefore, noise impact to sensitive nesting avian species, during construction and restoration would be less than significant with the incorporation of the mitigation measures and species-specific ASMDs identified in the Biological Resources Report and the City's Land Use Adjacency Guidelines, which are implemented as City standard conditions of approval for projects adjacent to the MHPA. Construction and restoration noise impacts to sensitive species would be less than significant.

Vehicle Traffic Noise

On-site Noise Compatibility

Exterior Noise

Future vehicle traffic noise levels that take into account proposed grading were calculated. Exterior noise levels would exceed the significance threshold of 65 CNEL at the single-family and multi-family

duplex lots located closest to Beyer Boulevard (receivers 26 through 28). To reduce noise levels, a 6-foot barrier was modeled along the southern perimeter of these backyards as detailed in this analysis. With incorporation of this barrier, first-floor exterior noise levels would be reduced to 62 to 64 CNEL and would be reduced to a level less than significant.

For the multi-family attached uses, exterior noise levels would exceed 65 CNEL at the buildings located closest to Caliente Avenue and Beyer Boulevard (Receivers 1 through 8, 30 through 33, and 35 through 39). The exact building design and balcony locations are not known at this time. However, if balconies would be located at these buildings facing Caliente Avenue and Beyer Boulevard, exterior noise levels would exceed 65 CNEL. Exterior noise levels with incorporation of a 3.5-foot solid balcony railing were modeled at possible balcony locations facing the roadways. It was found that noise levels would be reduced to 65 CNEL or less at all balconies facing Beyer Boulevard and Caliente Avenue with incorporation of a 3.5-foot solid railing. The buildings that would require 3.5-foot solid balcony railings are detailed in this analysis.

Along Caliente Avenue, there is no adjacent MHPA lands and existing habitats consist of non-native grasslands with no noise sensitive species known to be present; therefore, impacts to sensitive species from transportation noise would not be anticipated.

Vehicle traffic noise impacts to sensitive species within open space lands surrounding the planned Beyer Boulevard extension were analyzed as part of the project-level analysis. The 60 CNEL contour that runs parallel to Beyer Boulevard is due to vehicle traffic on Beyer Boulevard, and it generally stays within the project-level analysis boundary with the exception of approximately 0.094-acre area of suitable coastal California gnatcatcher habitat and 0.457-acre area of suitable cactus wren habitat. This impact would be significant and mitigated through additional habitat preservation. Preservation of approximately 200 acres of sensitive upland vegetation communities and preservation of approximately 150 acres of maritime succulent scrub through dedication to the City would reduce the significant impact form operational noise impacts from Beyer Boulevard to less than significant.

Interior Noise

The interior noise level standard for residential uses is 45 CNEL. Assuming an exterior-to-interior noise reduction of 20 dB(A), interior noise levels would be reduced to 45 CNEL or less in areas that are exposed to exterior noise levels of 65 CNEL or less. As calculated in this analysis, exterior noise levels would range from 55 to 74 CNEL. A noise level reduction of up to 29 dB(A) would be required to achieve an interior noise level of 45 CNEL. To mitigate for this potential impact, Mitigation Framework NOI-2 of the OMCP FEIR would be required and carried forward for the project-level analysis area. As required by Mitigation Framework NOI-2 of the OMCP FEIR, prior to the issuance of building permits, a site specific interior noise analysis would be prepared demonstrating that the window, door, and wall components would achieve a necessary sound transmission class rating required to reduce interior noise levels to 45 CNEL or less. With implementation of Mitigation Framework NOI-2, interior noise impacts would be reduced to a level less than significant.

Off-site Noise Compatibility

Since the off-site vehicle transportation noise associated with the project-level components is captured within the overall buildout numbers associated with the Specific Plan, the program-level

analysis conservatively addresses project-level impacts related to off-site noise compatibility. Project-level impacts related to off-site noise compatibility are the same impacts identified above for the program-level analysis. As discussed, no mitigation is available for traffic noise impacts to existing residences, and consistent with the findings of the OMCP FEIR, this impact remains significant and unavoidable.

On-site Generated Noise

The primary noise sources on-site would be ground-floor HVAC equipment at the multi-family attached uses. Noise levels were modeled at a series of receivers located adjacent to the Phase 1 residential development, including the multi-family detached areas evaluated as single-family lots, the Candlelight and Southwind multi-family development to the north, and adjacent Planning Areas 7, 15, 16, 25, 26, 27, and 30. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. Thus, the most restrictive applicable noise ordinance limit at the property line between the single-family and multi-family uses would be 42.5 dB(A) L_{eq} (i.e., the arithmetic mean between the single-family nighttime noise level limit of 40 dB(A) L_{eq} and the multi-family limit of 45 dB(A) L_{eq}), and the most restrictive noise limit between the multi-family uses is 45 dB(A) L_{eq}. As calculated in this analysis, HVAC noise levels are not projected to exceed the applicable Noise Abatement and Control Ordinance limits at the adjacent uses and planning areas. Impacts associated with residential HVAC units would be less than significant.

Additionally, temporary and permanent pump station noise levels are not projected to exceed the applicable Noise Abatement and Control Ordinance limits at the adjacent uses and planning areas. Impacts associated with the pump stations would be less than significant.

1.0 Project Description

1.1 Specific Plan

The Southwest Village Specific Plan (Specific Plan) provides a comprehensive policy framework intended to guide future development in Southwest Village, consistent with land uses envisioned in the Otay Mesa Community Plan (OMCP) and consistent with the City of San Diego's (City's) City of Villages strategy. The Specific Plan boundary encompasses approximately 490 acres, would allow up to 5,130 attached and detached residences, and would facilitate creation of a new village anchored by up to 175,000 square feet of commercial and retail uses in a mixed-use Village Core. The Specific Plan would provide public facilities including dedication of a new elementary school, more than 36 acres of developed parks, in addition to trails, natural open space and habitat conservation. Access to the Specific Plan area would be via two main access points including Caliente Avenue at the north and an extension of Beyer Boulevard that would be implemented concurrent with Phase 1. Figure 1 shows the regional location and Figure 2 shows an aerial photograph of the project area.

The Specific Plan identifies a range of allowable residential densities for each planning area to allow for flexibility in future planning and design. Figure 3 shows the Specific Plan development concept. The following land use designations are proposed:

- Medium-Low Density Residential allowing 18 to 22 dwelling units per acre
- Medium Density Residential allowing 15 to 29 dwelling units per acre
- Medium-High Density Residential allowing 20 to 44 dwelling units per acre
- Mixed-Use allowing up to 175,000 square feet of commercial and retail uses at a maximum floor area ratio of 3.0 and multi-family attached residential units at a density range of 30 to 62 dwelling units per acre

Implementation of the Specific Plan would require a number of discretionary approvals including but not limited to adoption of the Specific Plan, an amendment to the Otay Mesa Community Plan related to trail alignments and circulation changes, adoption of a Specific Plan to define the framework for development of the Specific Plan area, a rezone to implement Specific Plan land uses and a Multiple Habitat Planning Area (MHPA) Boundary Line Adjustment.

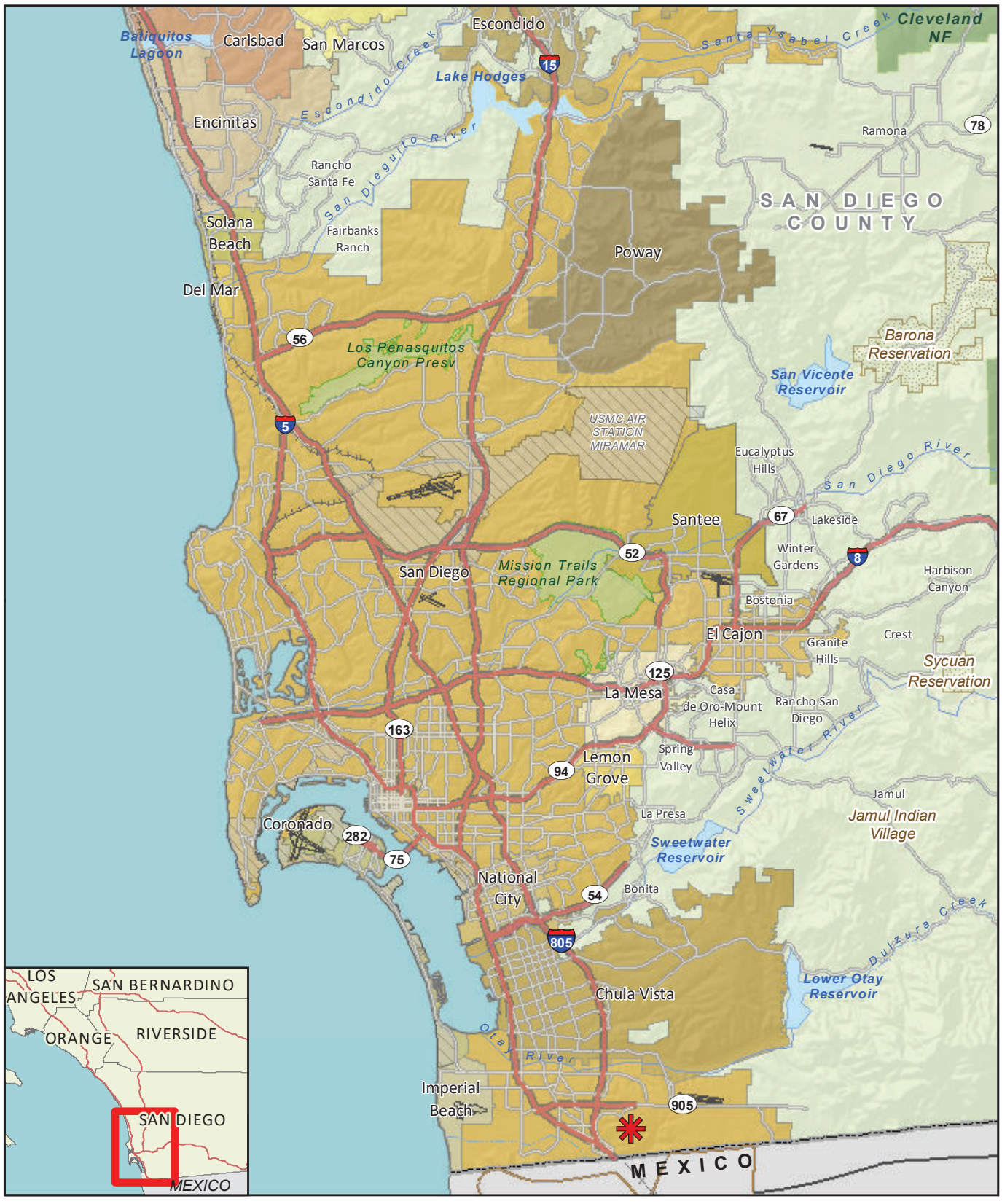
For the purpose of the environmental analysis included in this report, a full buildout scenario for Specific Plan was analyzed. As the Specific Plan is under multiple property ownerships and the timing of buildout is not known at this time, the ultimate mix of residential densities cannot be known with certainty. However, the following assumptions consistent with the Specific Plan land use framework were used in the environmental analysis that identifies buildout of up to:

- 1,424 single-family residential units
- 2,234 multi-family units under 20 dwelling units per acre
- 1,472 multi-family units over 20 dwelling units per acre
- 175,000 square feet of commercial/retail

The Specific Plan would be implemented in phases as detailed in Figure 4. The Planning Area phasing represented in Figure 4 is conceptual and implementation may occur in any order provided services are provided concurrent with development. This noise report analyzes implementation of the Specific Plan at a program-level considering build-out of all future phases of the Specific Plan. Figure 5 identifies grading phases.

1.1.1 Program-level Components

Program-level components of the Specific Plan would involve future site-specific tentative maps and grading plans to be processed within Planning Areas 1 through 5 and 15 through 27 (see Figure 4). As future Planning Areas are built, improvements would be constructed concurrently including but not limited to internal roadways, parks, water and sewer lines, and trail alignments (see Figure 6 for the proposed trail network). Two permanent sewer pump stations would ultimately be required within the program-level area, including one in the southeastern portion of the Specific Plan area (Planning Area 30) and a second pump station within the southern tip of Planning Area 5 (see Figure 7 for the anticipated location of permanent sewer lift stations). While the project-level rough grading accounts for grading within Phase 2 Planning Areas and the future permanent sewer pump station area in Planning Area 30, noise is evaluated at the program-level for both permanent sewer lift stations, since specific designs for the pump stations are not available at this time.



Project Location

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FIGURE 1
Regional Location

Image Source: NearMap (Flown January 2024)

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FIGURE 2
Project Location on Aerial Photograph

Map Source: Placeworks

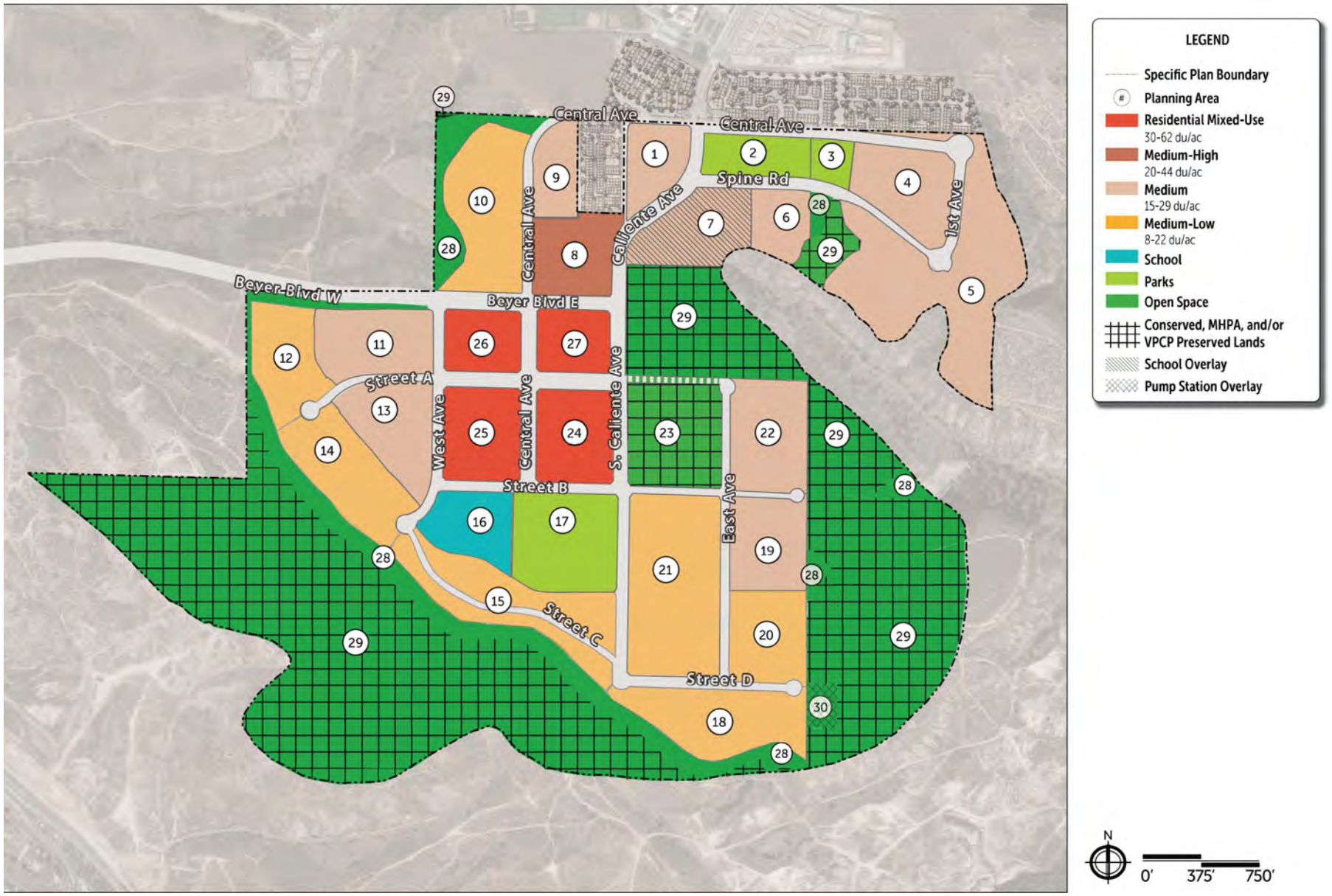

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FIGURE 3

Specific Plan Development Concept

Map Source: Placeworks

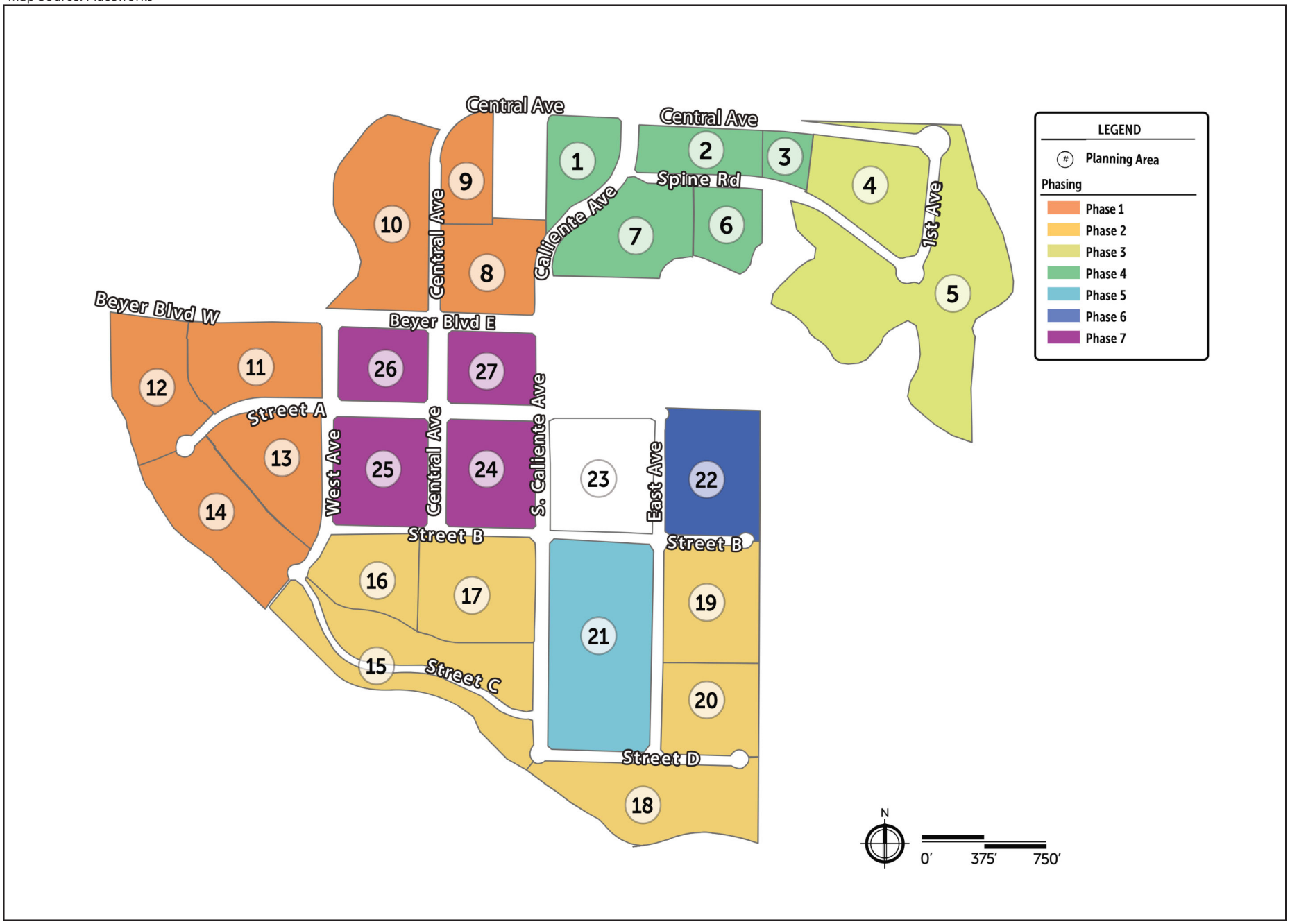

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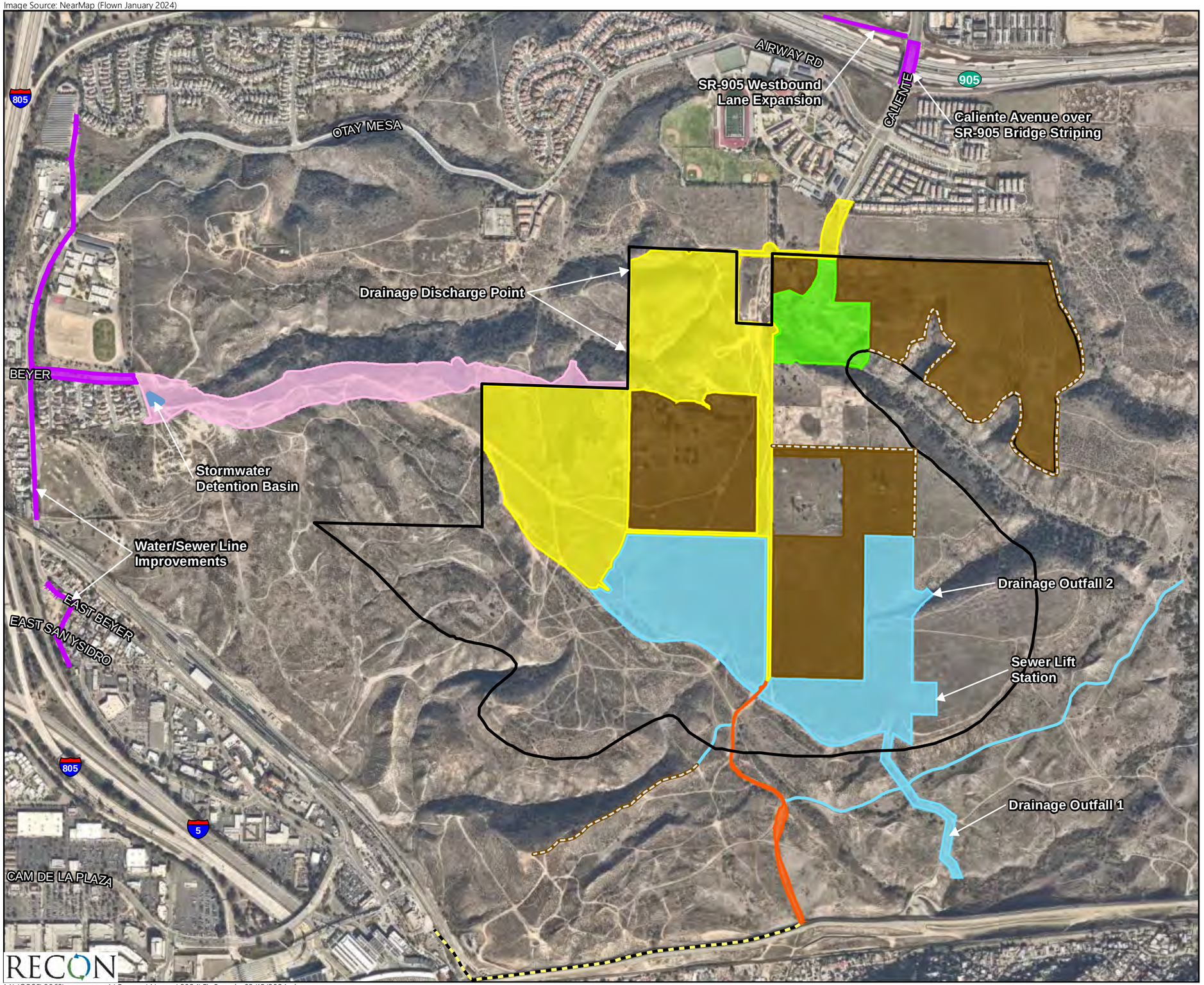
FIGURE 4

Specific Plan Development Phasing

Image Source: NearMap (Flown January 2024)



- Specific Plan Boundary
- Phase 1
- Phase 2
- Phase 4
- Beyer Boulevard
- Off-site Improvements
- Emergency Vehicle Access Road
- Emergency Vehicle Access Road - No Improvements Required (Existing Road)
- Program-level Analysis Phases 3-7
- Program-level Conceptual Trails*

* Program-level Conceptual trails require further evaluation and study to identify final alignments. The identification of conceptual trail alignments graphic does authorize public use of trails.

0 Feet 900

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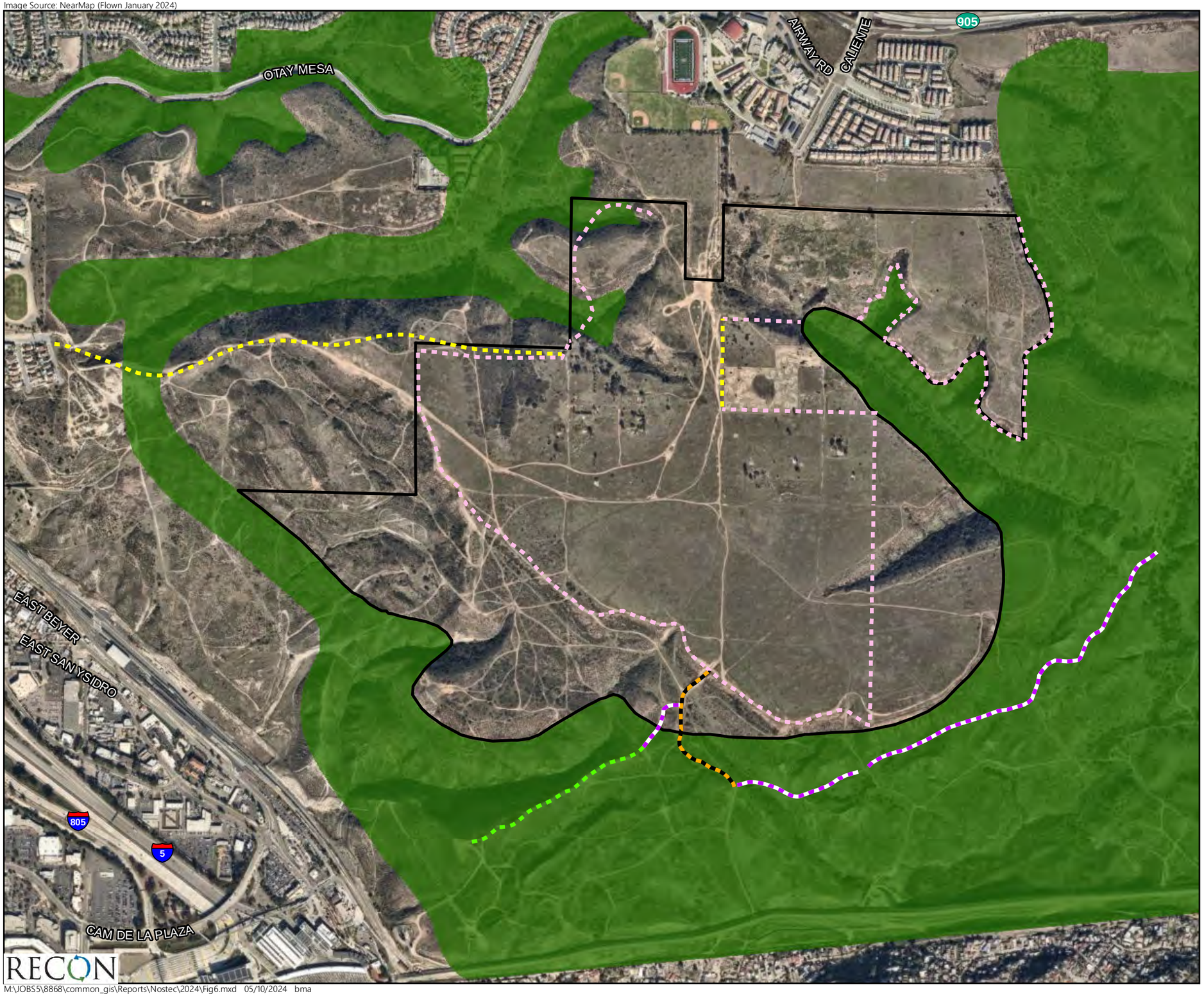
FIGURE 5
Grading Phasing

Image Source: NearMap (Flown January 2024)



Specific Plan Boundary

City of SD MHPA

Proposed Trails

Public Sidewalk

Perimeter Trail (Borders Development)

Trail Within Existing Disturbance

Program-level Trail (within Existing Disturbance)

Emergency Vehicle Access Road/
Connection to Primitive Trail Network

0 Feet 850

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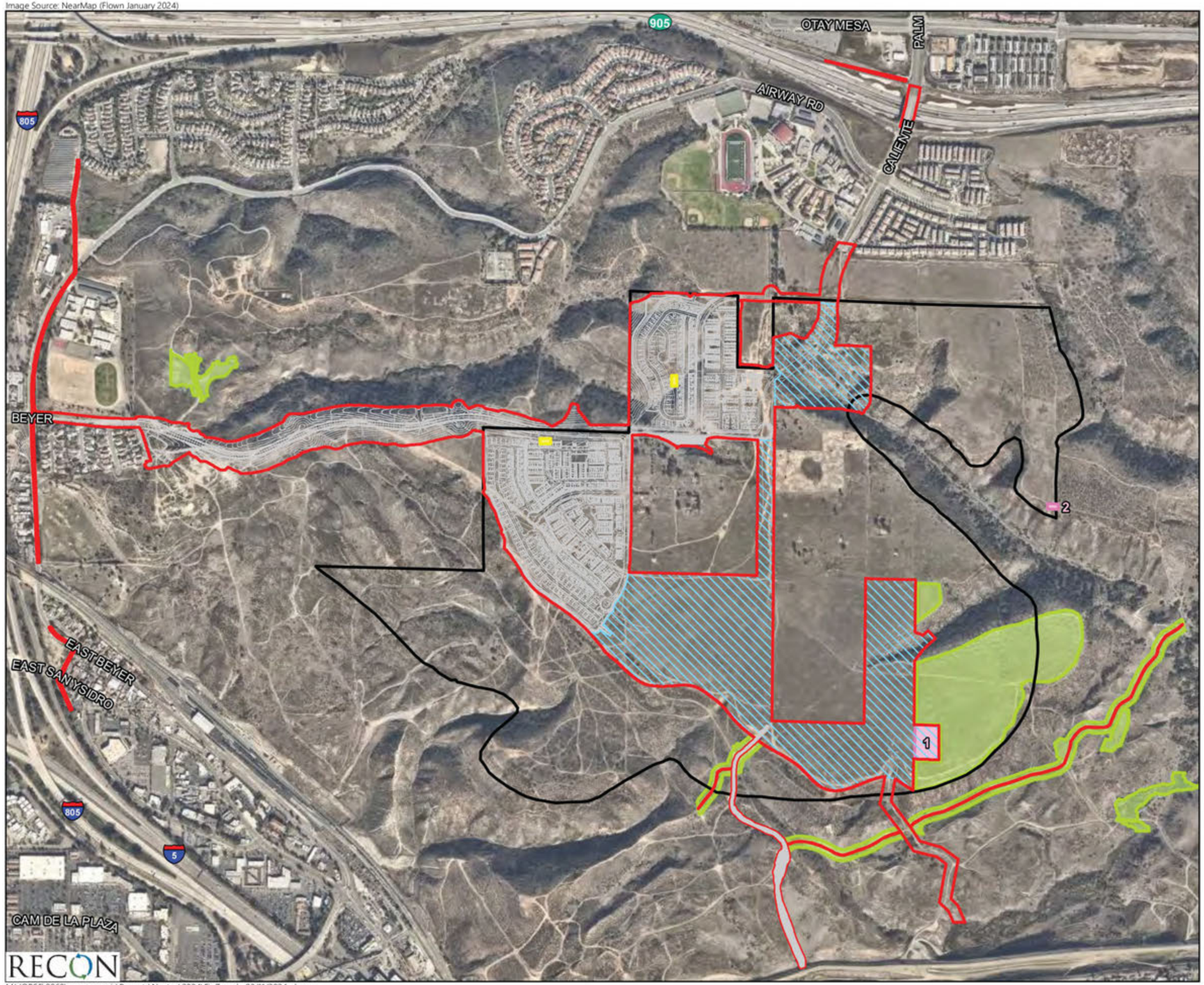
FIGURE 6
Trail Network

Image Source: NearMap (Flown January 2024)



Project-level Analysis Grading Footprint

Project-level Analysis - Construction and Operational

Project-level Analysis - Rough Grading Only

Permanent Sewer Lift Station

Temporary Sewer Lift Station

Specific Plan Boundary

Habitat Restoration Areas

0 Feet 900

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FIGURE 7
Project-level Analysis Area

As future projects come forward within the program-level area, they would require additional environmental review and project-specific noise analysis to identify project-specific construction and operational noise impacts and propose project-specific mitigation. The program-level analysis herein is intended to address potential noise impacts at the program-level based development of future program-level Planning Areas, in addition to identifying a mitigation framework for the future development consistent with the OMCP Final Environmental Impact Report (FEIR).

Program-level Design Features

All pump stations would be enclosed within masonry block or similar materials to fully attenuate noise.

1.1.2 Project-level Components

A Vesting Tentative Map (VTM), Site Development Permit, and Multi-Habitat Planning Area (MHPA) Boundary Adjustment is requested in order to develop approximately 74 acres within Planning Areas 8 through 14 to implement a portion of the residential components of the Specific Plan.

Components of the Specific Plan evaluated at the project-level include construction and operation of Phase 1 of the residential development (Planning Areas 8 through 14) in addition to infrastructure improvements, grading, trail improvements, landscaping and restoration, and other project design features. Implementation of the project-level components is detailed below.

1.1.2.1 Residential Components

The residential components evaluated at the project level include construction and operation of Phase 1, which includes Planning Areas 8 through 14. These Planning Areas are addressed in the VTM, which identifies up to 920 residential dwelling units, including 142 multi-family detached units (under 20 dwelling units per acre), 498 multi-family attached units (under 20 dwelling units per acre), and 280 multi-family attached units (over 20 dwelling units per acre). Implementation of residential components would occur in phases as detailed below.

a. Phase 1a

Phase 1a would involve construction of access to the Specific Plan area via Caliente Avenue and Central Avenue in addition to construction of the first 200 residential units. The anticipated site plan for Phase 1a is depicted on Figure 8. The Caliente Avenue extension south of its existing terminus to Central Avenue may be constructed by another developer or this project; thus, this access is included as part of the project description in the event this project proceeds first. Phase 1a would involve construction of the first 200 residential units within Planning Areas 8 through 10 in addition to a temporary sewer lift station as depicted on Figure 8. Due to the area topography in relation to sewer treatment, a temporary sewer pump station would be required to serve these first 200 units until such time permanent sewer and water lines are constructed.

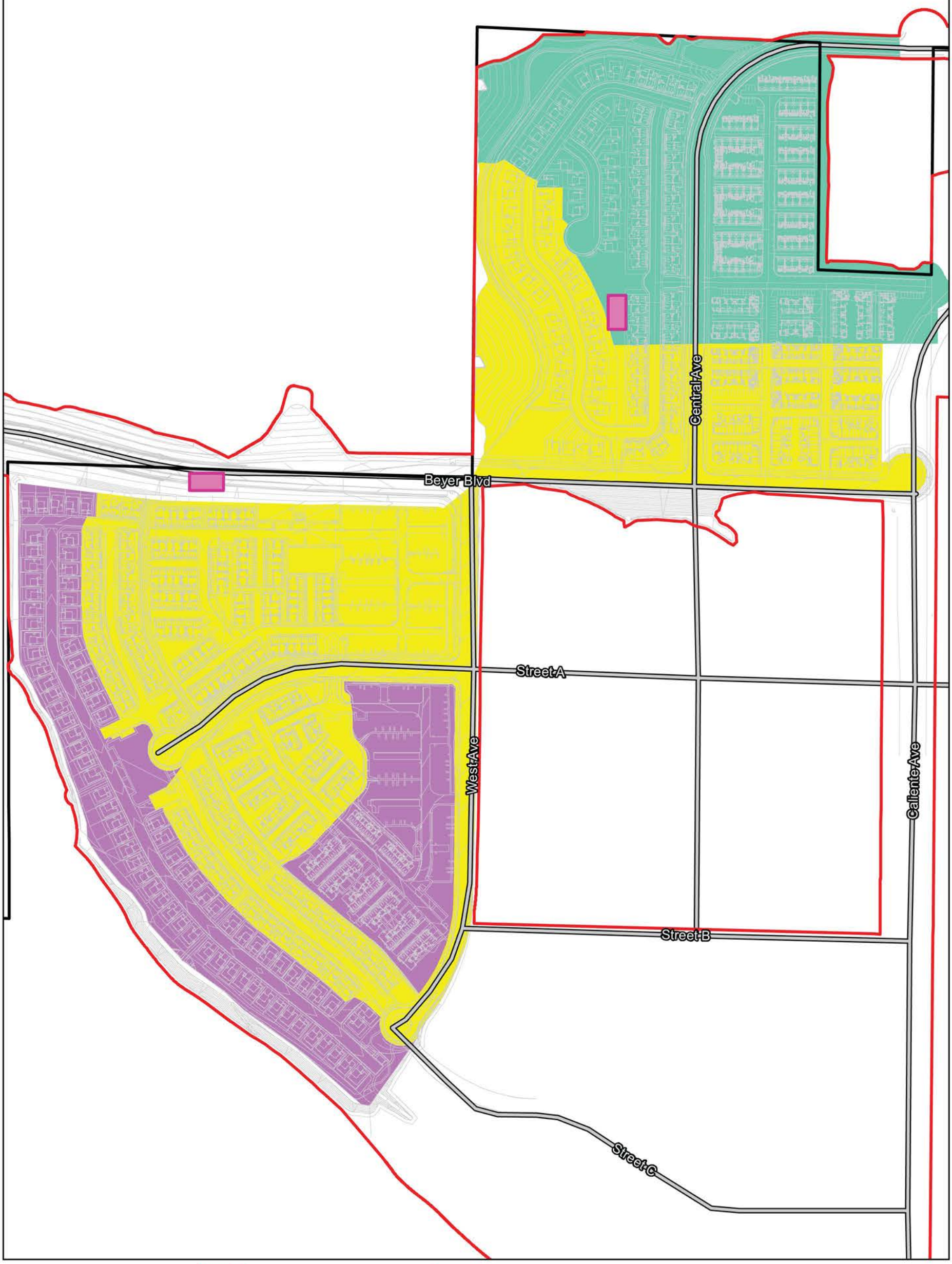

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FIGURE 8
Phase 1

b. Phase 1b

Phase 1b would involve construction of up to an additional 499 units for a total of 699 residential units. The anticipated site plan for this phase is depicted on Figure 8. As part of this phase, an emergency vehicle access (EVA) road would be improved to provide a secondary EVA road for residents. Refer to Section 1.1.2.2(a) for additional details about the secondary access road. Phase 1b would also require the construction of a temporary sewer lift station as depicted in Figure 8.

c. Phase 1c

Phase 1c would involve construction of the Beyer Boulevard extension in addition to the remaining 221 residential units within Planning Areas 8 through 14. Internal to the Specific Plan, implementation of the project-level areas would include construction of internal streets within Planning Areas 8 through 14. Refer to Figure 8 for the Phase 1c residential component and Figures 9.1 through 9.5 for Beyer Boulevard.

d. Phase 2

Within Phase 2 areas of the Specific Plan, the project-level analysis assumes rough grading to support a balanced grading operation. Additionally, Phase 2 includes implementation of primitive trails and trail restoration south of the Specific Plan area (see Figure 5 and Section 1.1.2.4 below). Future site-specific grading and development plans would need to be evaluated within Phase 2 areas as development is proposed.

e. Phase 4

Rough grading would be conducted within portions of Phase 4 areas, primarily supporting grading for Caliente Avenue, south of Central Avenue and future residential development within Planning Area 7. Future site-specific grading and development plans would be required within Phase 4 areas as development is proposed. Grading estimates for Phase 4 include approximately 22,500 cubic yards of cut and 342,500 cubic yards of fill with anticipated import volumes of 320,000 cubic yards originating from other portions of the project site.

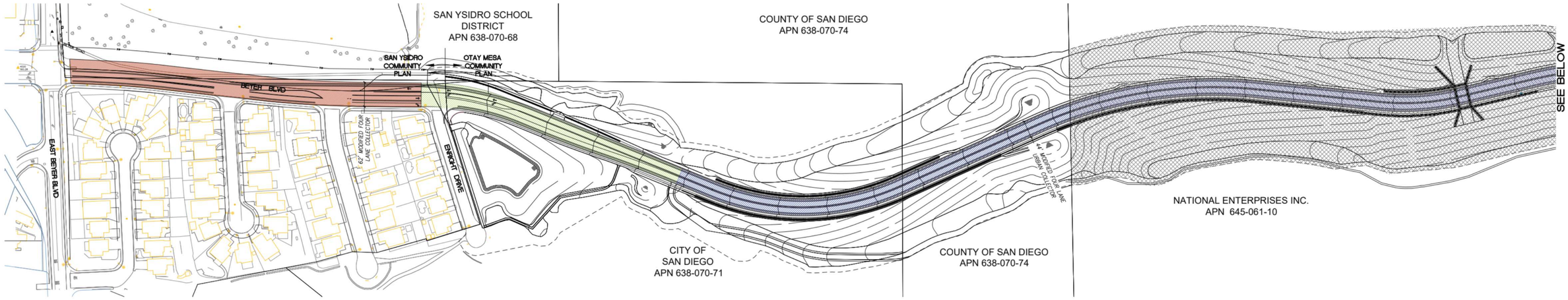
1.1.2.2 Infrastructure Improvements

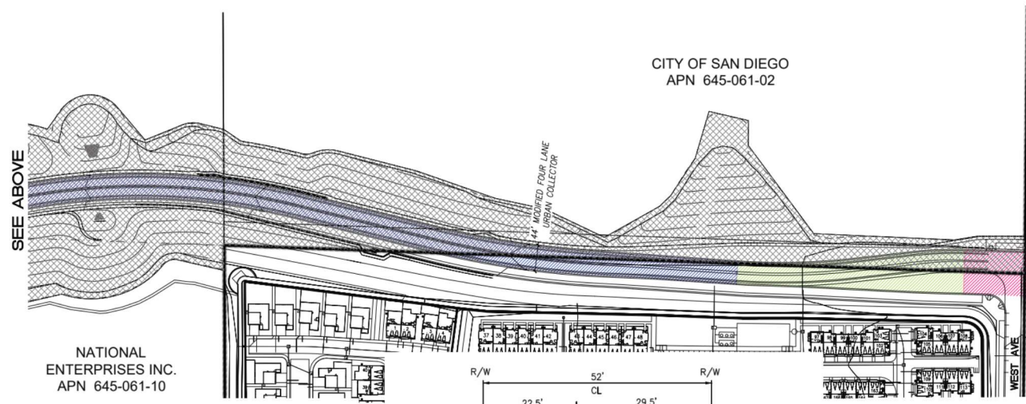
a. Roadway Improvements

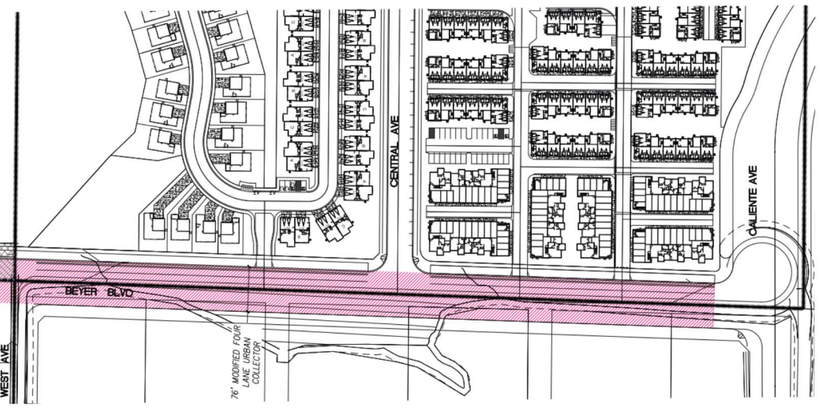
Caliente Avenue and Central Avenue

Access to proposed Phase 1a residential development would require construction of Caliente Avenue north of the Specific Plan boundary from its current terminus in Otay Mesa, south to the planned connection with Central Avenue. Phase 1a would include construction of this segment of Caliente Avenue as well as Central Avenue west of Caliente Avenue. Caliente Avenue south of Central Avenue is part of the Phase 4 component.

Map Source: Civil Sense, Inc.





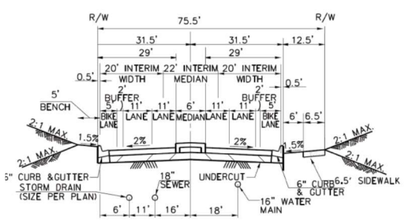


LEGEND

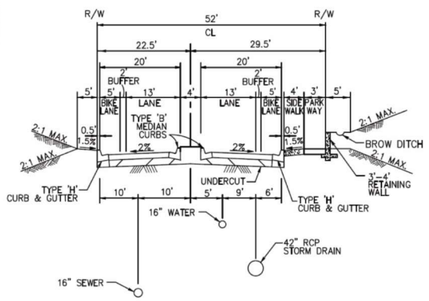
- FOUR LANE COLLECTOR WITHIN SAN YSIDRO COMMUNITY PLAN
- TRANSITION AREA TO FOUR LANES WHEN WARRANTED
- MODIFIED 4 LANE URBAN COLLECTOR CONSTRUCTED WITH TWO LANES DUE TO ENVIRONMENTALLY SENSITIVE HABITAT
- FOUR LANE URBAN MAJOR
- APPROXIMATE LIMITS OF CONSERVATION EASEMENT MODIFICATION

TOTAL LENGTH OF BEYER BLVD (FROM EAST BEYER BLVD TO CALIENTE AVE) = 6,800 FEET

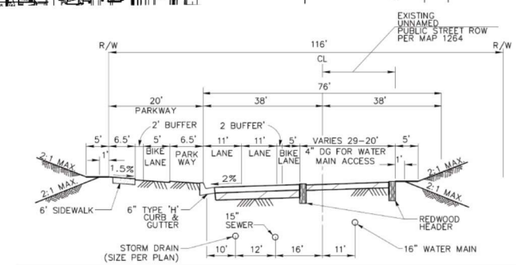
TOTAL LENGTH OF 2 LANE SECTION (FROM END OF TRANSITION EAST OF ENRIGHT DRIVE TO START OF TRANSITION WEST OF WEST AVE) = 3,500 FEET



MODIFIED 4 LANE URBAN COLLECTOR
CITY SUPPORTED MODIFIED BEYER BLVD SECTION
(FROM ENRIGHT DRIVE TO WEST AVE)
NOT TO SCALE



MODIFIED 4 LANE URBAN COLLECTOR
PROPOSED BEYER BLVD SECTION
(FROM ENRIGHT DRIVE TO WEST AVE)
NOT TO SCALE



4 LANE URBAN MAJOR
INTERIM BEYER BLVD EAST SECTION
(FROM WEST AVE TO CALIENTE AVE)
NOT TO SCALE

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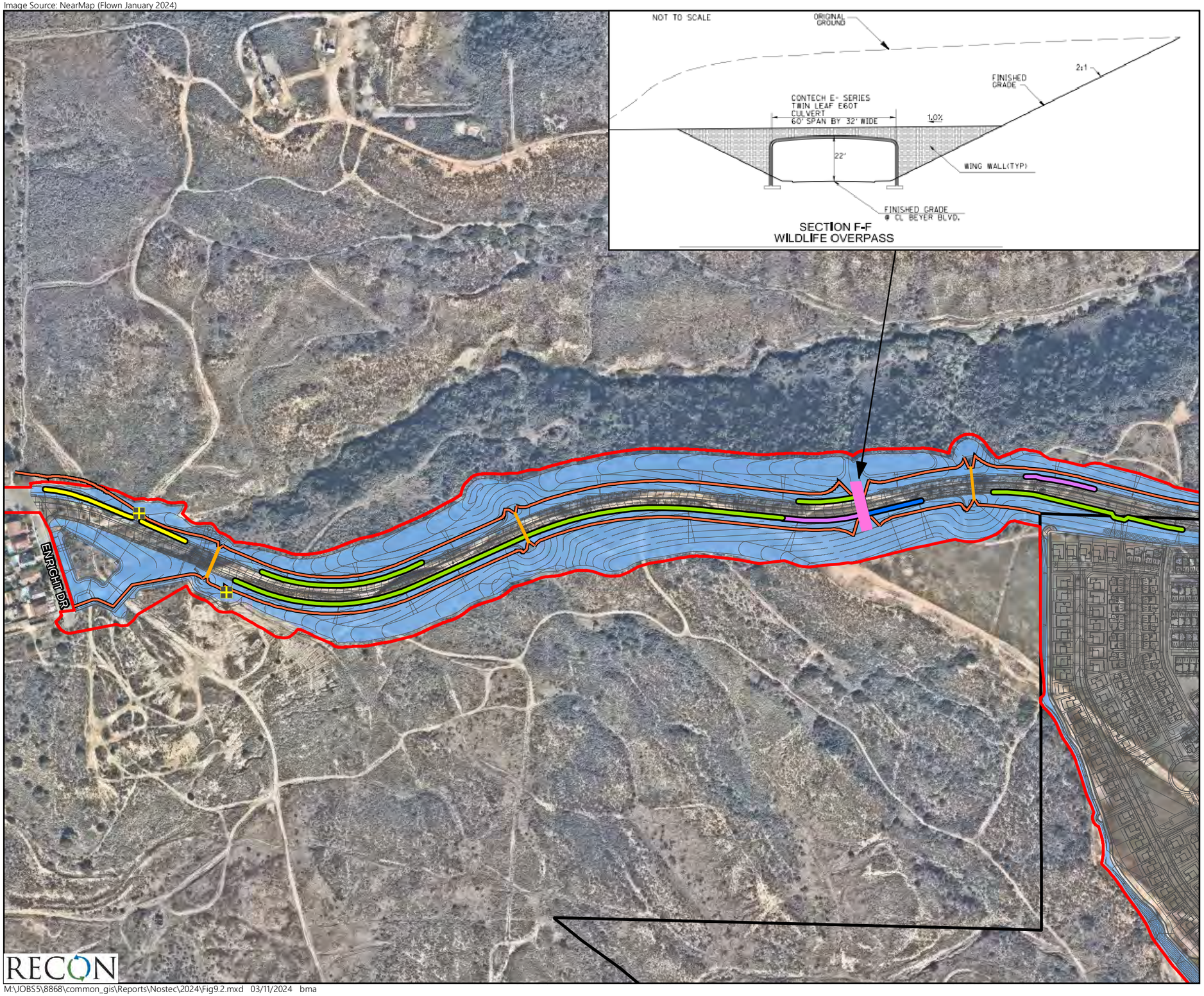
FIGURE 9.1
Beyer Boulevard

Image Source: NearMap (Flown January 2024)



Project-level Analysis Area
Specific Plan Boundary
4-foot Retaining Wall
6-foot Masonry Noise Wall
0 - 8-foot Retaining Wall
12-foot Retaining Wall
SDG&E Access Gate
Wildlife Fence
Critter Crossing Culvert (6' dia.)
Wildlife Overcrossing (32' wide by 60' long)
Site Plan
Manufactured Slopes to be Revegetated with Native Species

0 Feet 300

RECON

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FIGURE 9.2
Beyer Boulevard Wildlife Crossings, Wildlife Fencing, and Retaining Walls

Map Source: Leppert Engineering Corp.

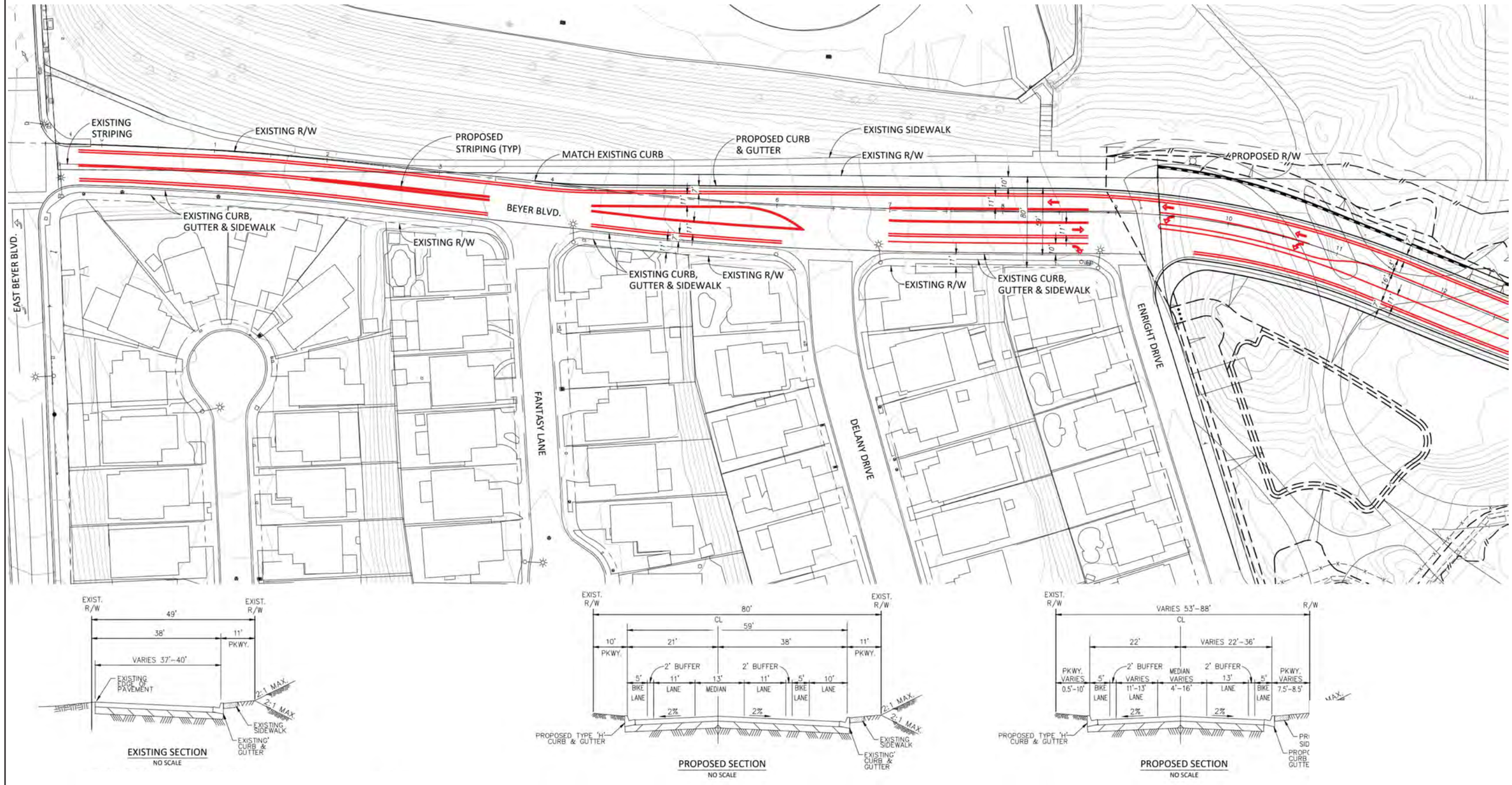

FIGURE 9.3
Beyer Boulevard between Enright Drive and East Beyer Boulevard - Interim Condition

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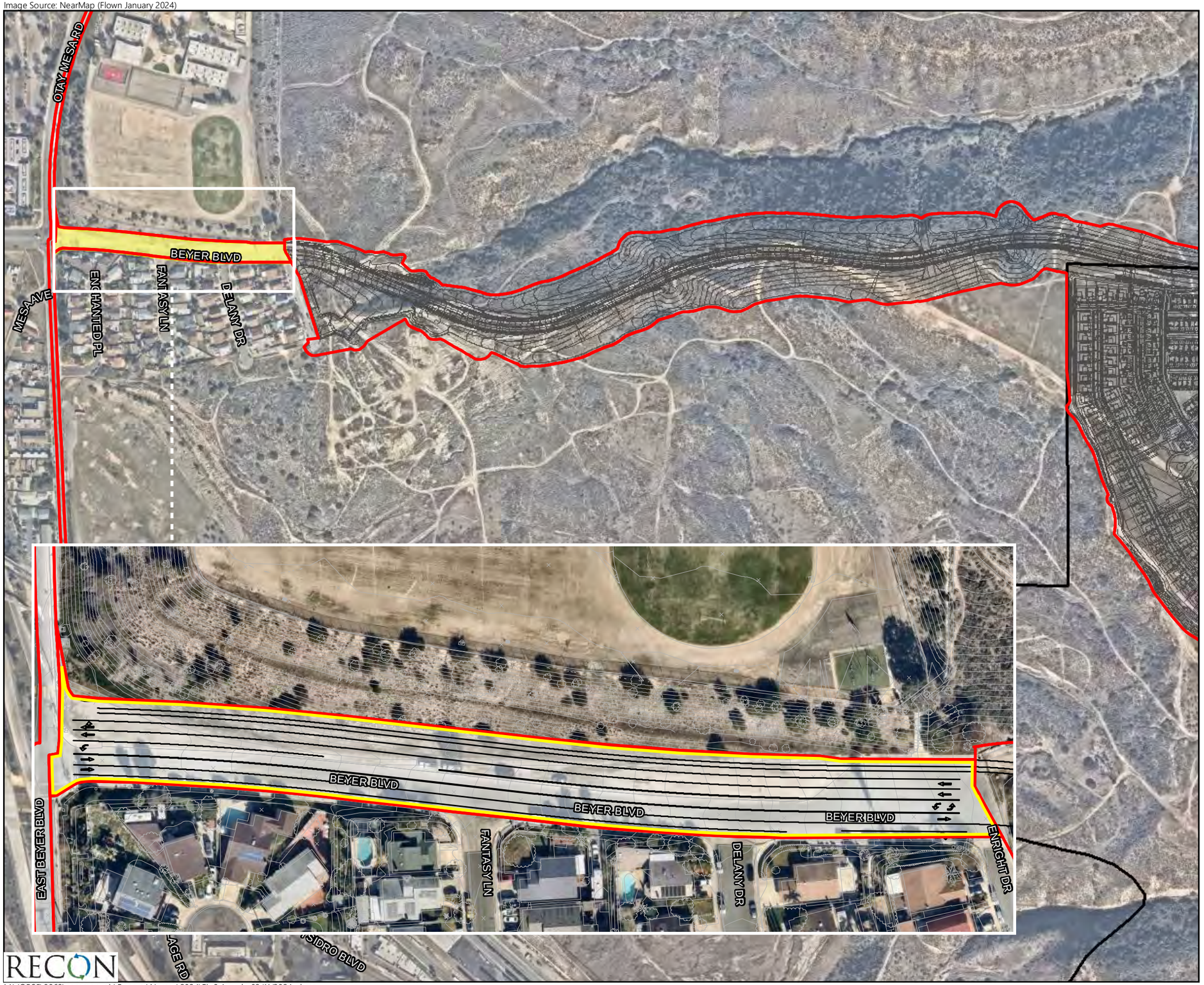
Image Source: NearMap (Flown January 2024)



Project-level Analysis Area
Beyer Boulevard Widening
Specific Plan Boundary
Site Plan

0 Feet 400

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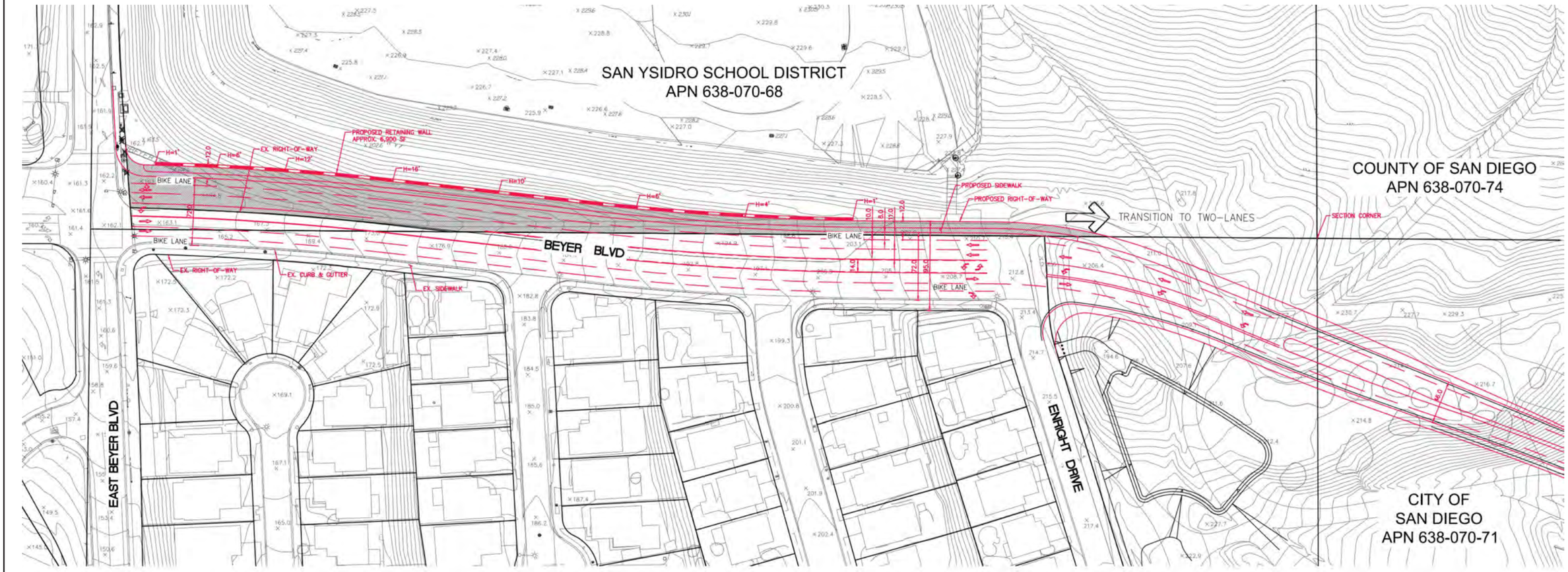
FIGURE 9.4
Beyer Boulevard Widening between Enright Drive and East Beyer Boulevard - Ultimate Condition

Map Source: Civil Sense



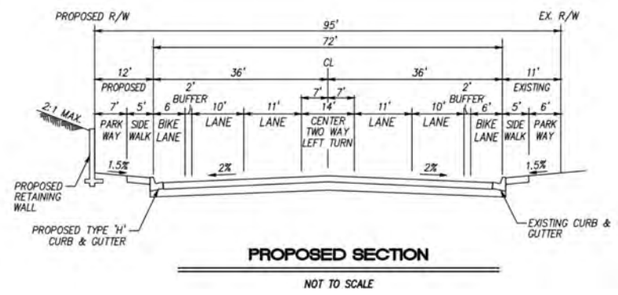


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FIGURE 9.5

Beyer Boulevard between Enright Drive and East Beyer Boulevard - Ultimate Four Lane Option

Beyer Boulevard

Implementation of the project-level areas would require construction of an extension of Beyer Boulevard providing access from San Ysidro to the Specific Plan area (see Figures 9.1 through 9.5).

Beyer Boulevard East

As detailed in the Specific Plan, Beyer Boulevard within the Specific Plan boundary is referred to as Beyer Boulevard East and would be constructed as a modified 4-lane Urban Major.

Beyer Boulevard West

The extension of Beyer Boulevard West of the Specific Plan from Enright Drive to West Avenue is referred to as Beyer Boulevard West, which is planned as a modified 4-lane Urban Collector. Although planned as a modified 4-lane Urban Collector, the roadway is constrained by environmental resources and the Specific Plan specifies that this segment would be built with 2 instead of 4 lanes (see Figure 9.1). All manufactured slopes surrounding Beyer Boulevard would be revegetated with native plant species.

The proposed Beyer Boulevard extension would incorporate wildlife movement features including undercrossings, an overcrossing, and wildlife fencing along both sides of the road. Along the western extent of the proposed Beyer Boulevard extension, a 6-foot-tall masonry wall would be constructed on the north side of the road to provide separation and noise attenuation from the adjacent habitat. Two San Diego Gas and Electric access points with gates are proposed along Beyer Boulevard to provide ongoing access to San Diego Gas and Electric easements and power lines within the surrounding open space. A number of retaining walls have been incorporated into the roadway design largely to limit habitat impacts. Retaining walls include 4-foot to 12-foot retaining walls along the north and south sides of Beyer Boulevard to minimize impacts to conserved properties (see Figure 9.2).

Beyer Boulevard between Otay Mesa Road and Enright Drive (San Ysidro)

As detailed in Figure 9.3, the current Beyer Boulevard in San Ysidro between Otay Mesa Road and Enright Drive is proposed to be improved with revised striping within the existing right-of-way limits during Grading Phase 1b. This is an interim improvement that would ensure adequate roadway functioning until the final roadway improvement is implemented as part of Phase 4 of the Specific Plan.

The limits of disturbance for this segment assume a wider area in anticipation of the requirement to widen this segment to 4 lanes to its ultimate improvement width which would require acquisition of right-of-way from the San Ysidro School District. The ultimate Beyer Boulevard improvement between Enright Drive and Otay Mesa Road is depicted on Figure 9.4. The required timing for this improvement corresponds to the implementation of Phase 4 of the Specific Plan prior to issuance of occupancy permits for the 3,301st dwelling unit (after construction of an elementary school and a 17.6-acre public park), although it may be implemented sooner.

As detailed in Figure 9.5, the ultimate widening of Beyer Boulevard between Enright Drive and Otay Mesa Road would include construction of an approximately 6,900-linear-foot retaining wall ranging in height from 1 to 16 feet at its highest point located along the northern side of the road adjacent to the San Ysidro School District property.

West Avenue and Street A

Internal to the Specific Plan, Phase 1b would also include construction of West Avenue and Street A to provide access to residential development areas.

State Route 905 and Caliente Avenue Improvements

The project proposes improvements to the State Route 905 (SR-905) and Caliente Avenue interchange. The improvements detailed below shall be completed and operational prior to occupancy of the 201st dwelling unit.

SR-905 Westbound On-ramp Widening

Widening of approximately 775 linear feet of the westbound SR-905 on-ramp at Caliente Avenue is required to ensure adequate roadway operations with implementation of Phase 1 of the project. This improvement involves adding a lane within the existing California Department of Transportation right-of-way (Figure 10.1)

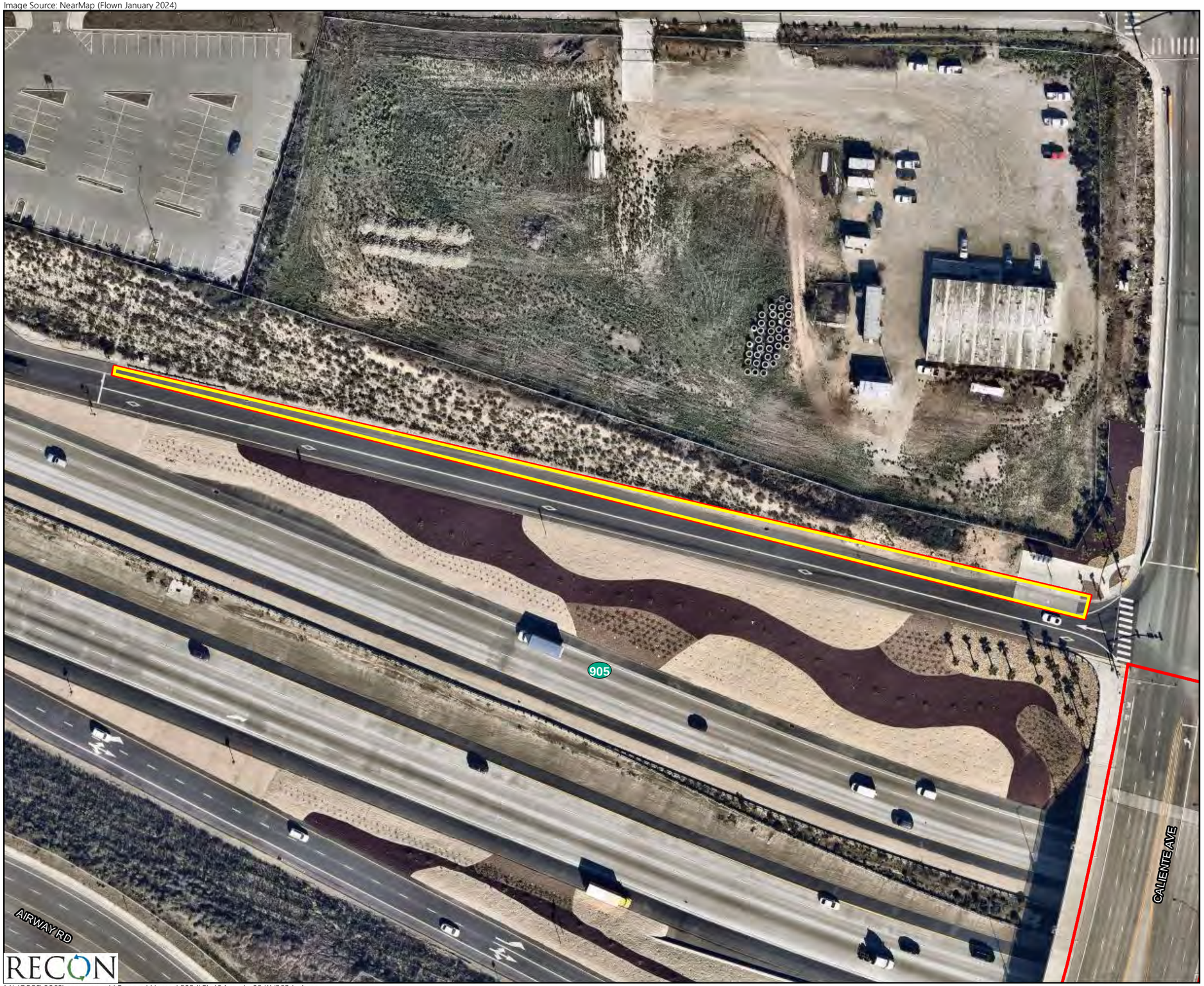
Restriping and Signal Modifications within the Caliente Avenue Bridge over SR-905

Intersection reconfiguration of Caliente Avenue/SR-905 westbound ramps are proposed to install a second northbound left turn lane (through re-striping on the bridge over SR-905), construct a second receiving lane to the on-ramp, and restripe the number one left turn lane from 100 feet of storage to 300 feet of storage (Figure 10.2). Traffic signal modifications, designed to the satisfaction of the City Engineer and California Department of Transportation (Caltrans) Engineer, may also be required.

Southern Emergency Vehicle Access Road

The project is subject to the City's Fire Protection and Prevention regulations (SDMC Section 511.0104), which adopted the 2022 California Fire Code, Appendix D, Section D106.2, "Multiple-Family Residential Developments with Significant Fire Risk" which states that multi-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system. Accordingly, the project requires a secondary access route prior to occupancy of the 200th unit. The secondary emergency access is proposed to be provided through either the construction of Beyer Boulevard or through improving an existing utility road south of the Specific Plan area to an EVA road that meets secondary emergency access requirements (see Figure 10.3). The Beyer Boulevard connection is required to be operational prior to occupancy of the 700th unit for transportation and circulation purposes.

Image Source: NearMap (Flown January 2024)



Project-level Analysis Area
Road Widening
Specific Plan Boundary

0 Feet 75

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FIGURE 10.1
State Route 905 & Caliente Avenue
Westbound On-Ramp

Map Source: Civil Sense, Inc.

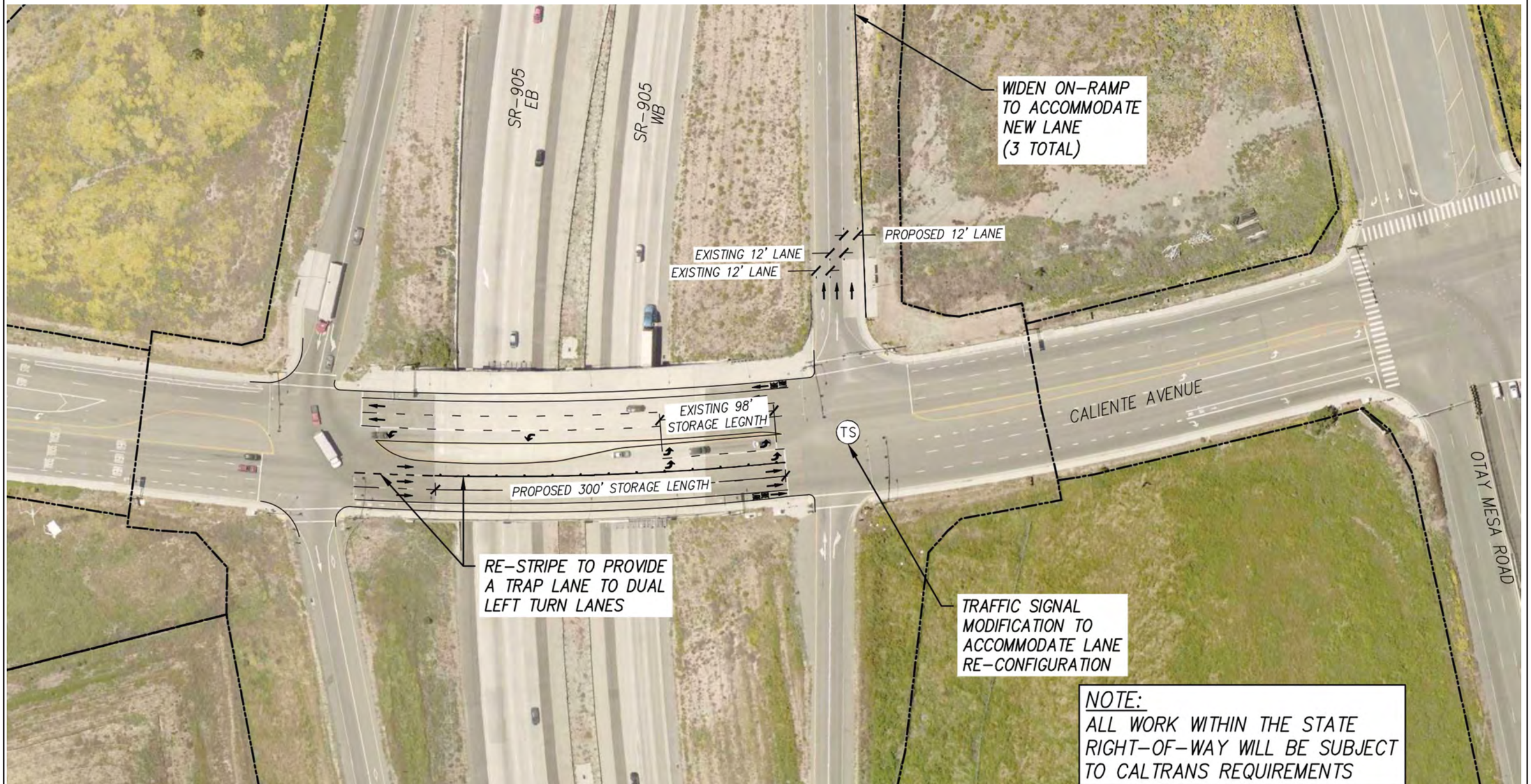

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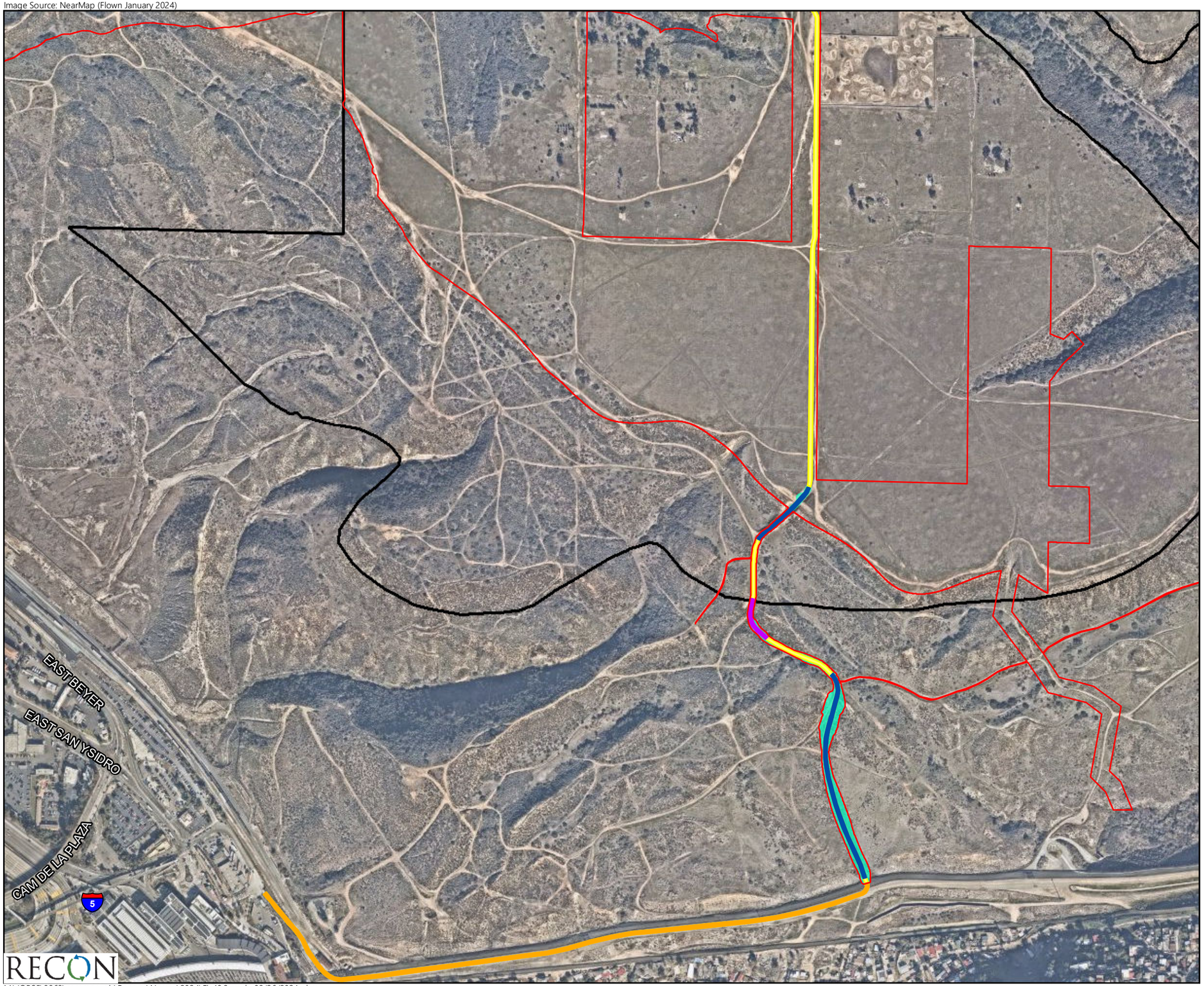
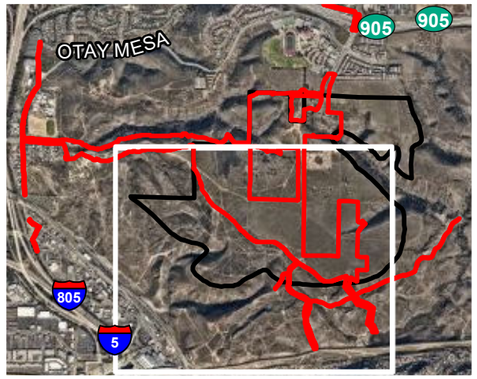
FIGURE 10.2
Caliente Avenue SR-905 Bridge Restriping and Signal Improvements

Image Source: NearMap (Flown January 2024)





Project-level Analysis Area

Specific Plan Boundary

20-foot Wide Emergency Vehicle Access (EVA)*

Asphalt Paving Required

Concrete Paving Required (15% Grade)

Decomposed Granite/Gravel Surfacing

Existing Access Road

Grading

*Narrows to 14 feet to avoid grading into sensitive resources

Note: The ultimate location of the emergency access route on the top of the mesa is conceptual and may shift within the project-level grading footprint based on need.

0 Feet 550

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FIGURE 10.3
Emergency Vehicle Access Road

In the event the EVA road is implemented as a component of this project, improvements would involve grading, scraping, and placement of surfacing including concrete, asphalt, and/or decomposed granite or gravel. The road width would be 20 feet wide except in one location it would narrow to 14 feet to avoid sensitive environmental resources. Grading is required along portions of the road to reduce the steepness and achieve a maximum 15 percent grade.

Approximately 1.99 acres of grading would be required with the remaining disturbance limited to scraping the road to achieve a consistently flat surface. Approximately 0.74 acre of the roadway would require concrete surfacing in areas that would be at a 15 percent grade. A 0.12-acre portion of the road would require asphalt due to steep grades, while the remaining portions of the road (approximately 2.09 acres) would be surfaced with decomposed granite or gravel for stabilization. Grading quantities include approximately 6,780 cubic yards of cut and 8,220 cubic yards of fill, which is captured as part of the overall project-level grading quantities reported in Section 1.1.2.3 due to grading balancing.

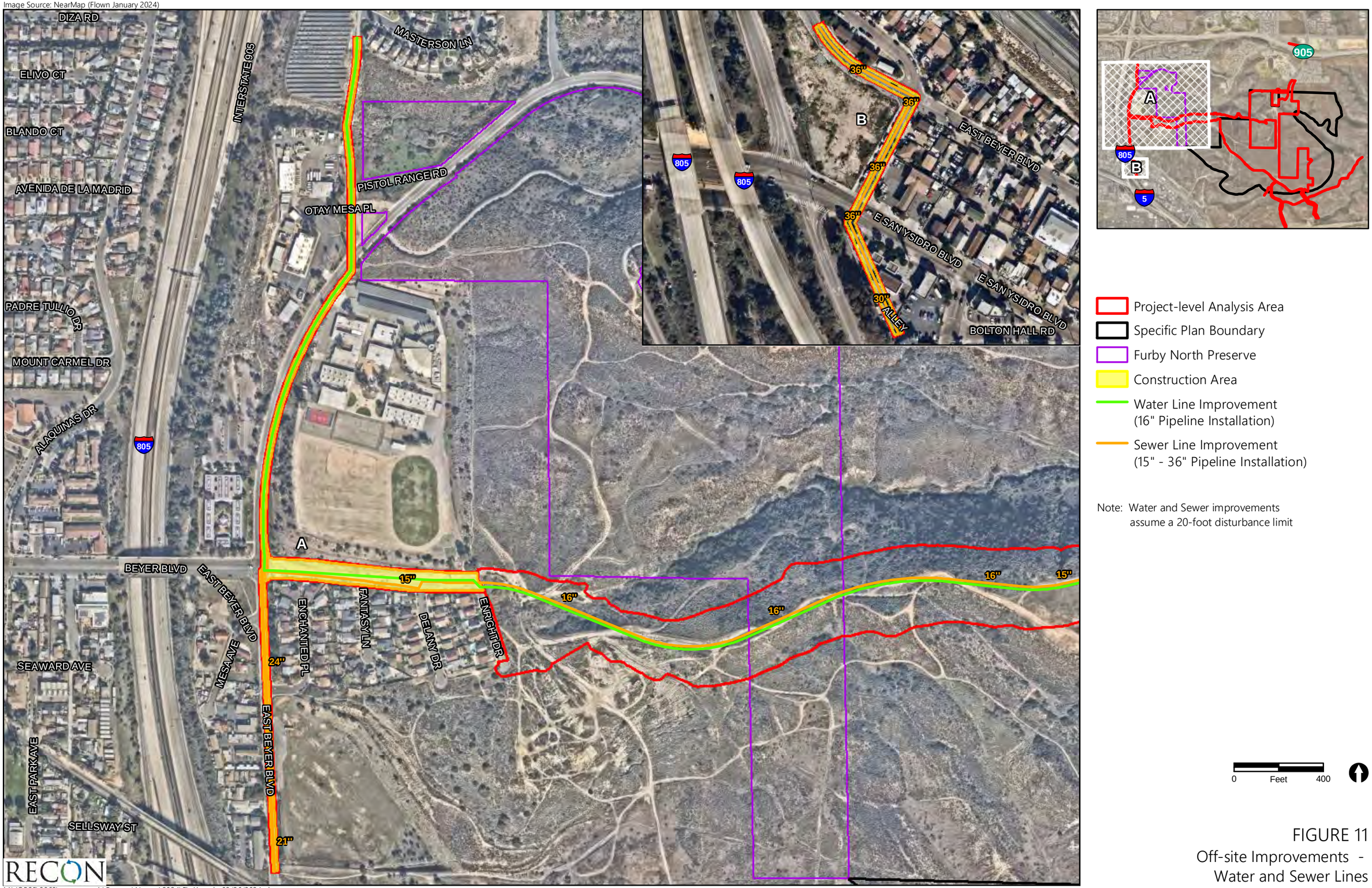
The EVA road would provide secondary emergency only vehicle access for up to the first 699 units within Phase 1. Ultimately, after build-out of Phase 2 residential components and public roadways including South Caliente Avenue, the EVA road access would be provided from the intersection of South Caliente Avenue and D Street. Access to the EVA road would be gated to prohibit public vehicular access; however, pedestrian and non-motorized bicycles would be permitted along the EVA road to allow connection to the proposed primitive trail network.

b. Water and Sewer Improvements

As shown in Figure 8, a temporary sewer pump station would be installed to serve the first 200 residential units and a second temporary sewer pump station would be installed to serve Phase 1b. Water and sewer lines would ultimately be constructed within Beyer Boulevard concurrent with the construction of the Beyer Boulevard extension. After construction of Beyer Boulevard and installation of off-site water and sewer line connections (shown in Figure 11), the temporary pump stations would be removed, and residential units would be connected to the permanent water and sewer facilities.

Water and sewer infrastructure would include the construction of approximately 5,176 linear feet of sewer pipelines and 4,987 linear feet of water pipelines. A 16-inch water line connection would extend west within existing Beyer Boulevard in San Ysidro and north within Otay Mesa Road and Otay Mesa Place connecting to the Princess Park Pump Station located at 1740 Masterson Lane (see Figure 11). Sewer line improvements would require construction of a pipeline within East Beyer Boulevard and Center Street connecting to existing sewer lines. Construction of water and sewer lines would require installation using a backhoe straddling the new pipeline installation trench, requiring a disturbance width of 20 feet along pipeline installation locations.

Image Source: NearMap (Flown January 2024)



- Project-level Analysis Area
- Specific Plan Boundary
- Furby North Preserve
- Construction Area
- Water Line Improvement (16" Pipeline Installation)
- Sewer Line Improvement (15" - 36" Pipeline Installation)

Note: Water and Sewer improvements assume a 20-foot disturbance limit

0 Feet 400

FIGURE 11
Off-site Improvements - Water and Sewer Lines

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1.1.2.3 Grading

The project-level grading component includes grading within Phase 1 areas including (Planning Areas 8 through 14), the Beyer Boulevard extension, the EVA road, and off-site improvement areas. Rough grading areas include Phase 2 (Planning Areas 15 to 20) and Phase 4 (a portion of Planning Area 1 and Planning Area 7). Grading volumes for include 1,936,352 cubic yards of cut and 1,850,224 cubic yards of fill, with anticipated export volumes of approximately 86,128 cubic yards, which would be placed within rough grading areas located within Planning Areas 15 through 18 or used for balancing grading requirements for the EVA road and Phase 4. Grading volumes for Phase 4 are included in the overall grading volumes discussed above, but individually include 22,500 cubic yards of cut and 342,500 cubic yards of fill originating from other portions of the project site. Grading volumes for the EVA road are similarly included in the overall grading volumes discussed above, but individually include 6,780 cubic yards of cut and 8,220 cubic yards of fill, with anticipated import volumes of 1,440 cubic yards coming from other portions of the project site. Anticipated grading phasing is depicted on Figure 5. As shown, grading would be implemented in phases, with Phase 1 including grading to allow the development of up to 920 residential units, Phase 2 including the rough grading areas, the EVA road phase including grading within the EVA road area, the Beyer Boulevard phase includes grading for the Beyer Boulevard extension and off-site improvements are identified as their own phase.

1.1.2.4 Trail Improvements

Consistent with the OMCP Recreation Element Policy 7.2-5, the final trail alignments within the Specific Plan area were to be finalized and analyzed with future Specific Plans and project-specific proposals. Due to the Specific Plan connection to the surrounding OMCP conceptual trail network, the overall trail network surrounding the Specific Plan area was evaluated as part of the project. The proposed trail networks evaluated and implemented as part of the project-level components include those portions of the perimeter trail located adjacent to Planning Areas 9, 10, 12 and 14, in addition to the major east west primitive trail located south/southeast of the Specific Plan area (see Figure 6 for the proposed trail network and Figure 5 for those portions of the primitive trail within the surrounding open space that would be implemented as part of the Phase 2b project-level component. The project-level perimeter trail would be implemented as future subdivision maps are proposed, corresponding with Phases 2a and 2b.

An existing utility trail would be maintained to provide a connection to the southern border wall road. From the utility trail, access would be provided to two primitive trails including one out and back trail segment west of the utility road and another east west primitive trail to the east (Figure 6). The eastern primitive trail may ultimately provide connections to future primitive trails associated with the OMCP trail network; however, at this time, specific alignments are not known.

Approximately 0.96 mile of primitive trails (4 feet wide) are proposed to be improved both within the Specific Plan and south of the Specific Plan boundary. Trail improvements would include trail stabilization, erosion control, and closure of unauthorized trail routes in proximity to proposed formal trail alignments. Primitive trails would be a natural soil/dirt surface and would be for passive recreation only.

In order to close unauthorized trails, restoration of disturbed land and non-native grassland areas within a 100-foot-wide trail corridor (50 feet on each side of the trail) is proposed. Habitat enhancement would be implemented in disturbed lands and non-native grasslands. At trailheads leading into the primitive trail network surrounding the open space, trash cans would be provided, and signage would be installed to notify trail users to remain on designated trails. Within the primitive trail network, the trail would be a natural dirt surface. Where needed to protect sensitive resources such as aquatic resources or sensitive plant species, peeler pole fencing would be installed to ensure trail users do not disturb these features.

1.1.2.5 Landscaping and Restoration

A landscape plan has been prepared covering Planning Areas 8 through 14 in addition to the Beyer Boulevard extension. After manufactured slopes are created, landscaping would be installed. Manufactured slopes near or within open space areas would be revegetated with native species. A drainage outfall proposed to be installed in the open space southeast of the Specific Plan would also be subject to revegetation after pipe installation.

In addition to typical slope revegetation efforts, the project includes a number of habitat restoration efforts including restoration of disturbed lands within a 100-foot corridor of the primitive trail alignments as detailed in Figure 7, in addition to implementation of restoration activities to create Otay tarplant habitat within existing non-native grassland, creation of coastal cactus wren habitat within disturbed lands, creation of a vernal pool and Quino checkerspot butterfly habitat restoration area, in addition to wetland restoration located within Spring Canyon (southeast of the Specific Plan area). These restoration, habitat creation, and revegetation efforts would include some limited grading and contouring activities, non-native species removal, salvage and translocation of sensitive species, and planting of native species to create native habitats. Habitat management and maintenance efforts would be implemented over a specified period to control non-natives and ensure success criteria for each of the restoration efforts.

1.1.2.6 Project Design Features

Buildings with balconies facing Beyer Boulevard and Caliente Avenue would incorporate a minimum 3.5-foot solid balcony railings at balcony locations facing these roadways. Additionally, all temporary and permanent pump stations would be enclosed within masonry block or similar materials to fully attenuate noise. These features would be incorporated as conditions of approval for the VTM.

1.2 Fundamentals of Noise

Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

Additionally, in technical terms, sound levels are described as either a "sound power level" or a "sound pressure level," which while commonly confused are two distinct characteristics of sound. Both share the same unit of measure, the dB. However, sound power, expressed as L_{pw}, is the energy

converted into sound by the source. The L_{pw} is used to estimate how far a noise will travel and to predict the sound levels at various distances from the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an eardrum or microphone and is the sound pressure level. Noise measurement instruments only measure sound pressure, and noise level limits used in standards are generally sound pressure levels.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the "A-weighted" noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the one-hour equivalent noise level (L_{eq}), the community noise equivalent level (CNEL), and the sound exposure level (SEL). The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night. The SEL is a noise level over a stated period of time or event and normalized to one second.

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) receives an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would attenuate at 7.5 dB(A) per doubling of distance.

Human perception of noise has no simple correlation with acoustical energy. A change in noise levels is generally perceived as follows: 3 dB(A) barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (California Department of Transportation [Caltrans] 2013).

2.0 Regulatory Framework

2.1 State Regulations

2.1.1 California Code of Regulations – Residential Interior Noise Standard

Interior noise levels for habitable rooms are regulated by Title 24 of the California Code of Regulations (CCR; 2016), California Noise Insulation Standards. Title 24, Chapter 12, Section 1206.4 of the 2022 California Building Code requires that interior noise levels, attributable to exterior sources, not exceed 45 CNEL in any habitable room within a residential structure. A habitable room in a building is used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation (24 CCR 1207 2022).

2.1.2 California Code of Regulations – Nonresidential Interior Noise Standards

For nonresidential structures, Title 24, Chapter 12, Section 1207.5 refers to 2022 California Green Building Standards, Chapter 5 – Nonresidential Mandatory Measures, Division 5.5 – Environmental Quality, Section 5.507 – Environmental Comfort, Subsection 5.507.4 – Acoustical Control. Pursuant to these standards, all nonresidential building construction shall employ building assemblies and components that achieve a composite sound transmission class rating of at least 50 or shall otherwise demonstrate that exterior noise shall not result in interior noise environment where noise levels exceed 50 dB(A) L_{eq} in occupied areas during any hour of operation (24 CCR 1207.5 2022).

2.2 Local Regulations

2.2.1 City of San Diego General Plan

The City's Noise Element of the General Plan specifies compatibility standards for different land use categories (Table 1).

Table 1
City of San Diego Land Use – Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure [dB(A) CNEL] 60	65	70	75
Parks and Recreational				
Parks, Active and Passive Recreation				50
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities				
Agricultural				
Crop Raising and Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables				
Residential				
Single Dwelling Units; Mobile Homes		45		
Multiple Dwelling Units **For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.*		45	45	
Institutional				
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities		45		
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities		45	45	
Cemeteries				
Retail Sales				
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories			50	50
Commercial Services				
Building Services; Business Support; Eating and Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly and Entertainment (includes public and religious assembly); Radio and Television Studios; Golf Course Support			50	50
Visitor Accommodations		45	45	45
Offices				
Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters			50	50
Vehicle and Vehicular Equipment Sales and Services Use				
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking				
Wholesale, Distribution, Storage Use Category				
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution				
Industrial				
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries				
Research and Development				50

	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.
		Outdoor Uses	Activities associated with the land use may be carried out.
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.
	Incompatible	Indoor Uses	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

SOURCE: City of San Diego 2015.

Single-family residential uses are considered "compatible" with exterior noise levels up to 60 CNEL and "conditionally compatible" with exterior noise levels up to 65 CNEL. Multi-family residential uses are considered "compatible" with exterior noise levels up to 60 CNEL and "conditionally compatible" with exterior noise levels up to 70 CNEL. The City's interior noise level standard for all residential uses is 45 CNEL.

Retail uses are considered "compatible" with exterior noise levels up to 65 CNEL and "conditionally compatible" with exterior noise levels up to 75 CNEL, with an interior noise level standard of 50 CNEL.

Schools are considered "compatible" with exterior noise levels up to 60 CNEL and "conditionally compatible" with exterior noise levels up to 65 CNEL, with an interior noise level standard of 45 CNEL.

Park uses are considered "compatible" with exterior noise levels up to 70 CNEL and "conditionally compatible" with exterior noise levels up to 75 CNEL.

2.2.2 CEQA Significance Thresholds

The noise section of the City of San Diego's Significance Determination Thresholds for the California Environmental Quality Act (CEQA) identifies thresholds related to noise. The applicable thresholds for traffic noise, stationary noise, noise impacts to sensitive wildlife, construction noise and noise/land use compatibility are discussed below. As the project is outside of any airport noise contours, airport noise thresholds are not addressed.

The City thresholds for traffic noise (City of San Diego 2022). These noise thresholds are summarized in Table 2 below.

Table 2
Traffic Noise Significance Thresholds

Structure or Proposed Use that would be Impacted by Traffic Noise	Interior Space	Exterior Useable Space*	General Indication of Potential Significance
Single-family detached	45 CNEL	65 CNEL	Structure or outdoor useable area is <50 feet from the center of the closest (outside) lane on a street with existing or future ADT >7,500
Multi-family, school, library, hospital, day care center, hotel, motel, park, convalescent home	Development Services Department ensures 45 dB pursuant to Title 24	65 CNEL	
Office, church, business, professional uses	n/a	70 CNEL	Structure or outdoor useable area is <50 feet from the center of the closest lane on a street with existing or future ADT >20,000
Commercial, retail, industrial, outdoor spectator sports uses	n/a	75 CNEL	Structure or outdoor useable area is <50 feet from the center of the closest lane on a street with existing or future ADT >40,000

SOURCE: City of San Diego 2022.
CNEL = community noise equivalent level; dB = decibel; ADT = average daily traffic
*If a project is currently at or exceeds the significance thresholds for traffic noise described above and noise levels would result in less than a 3 dB increase, then the impact is not considered significant.

Noise thresholds for stationary uses are based on the City's Noise Ordinance Standards as measured at the property line. A project generating noise levels at the property line over the City's Noise Ordinance Standards is considered potentially significant. If a non-residential use, such as a commercial, industrial, or school use, is proposed to abut an existing residential use, the decibel level at the property line should be the arithmetic mean of the decibel levels allowed for each use as set forth in Section 59.5.0401 of the Municipal Code. Although the noise level above could be consistent with the City's Noise Ordinance Standards, a noise level above 65 dB(A) CNEL at the residential property line could be considered a significant environmental impact.

City noise thresholds related to impacts to sensitive wildlife state that impacts may be considered significant if noise levels resulting from the project would exceed 60 dB(A) or the existing ambient noise level if above 60 dB(A). The significance of impacts depends on the species present and the location of the noise within or outside of the MHPA.

Temporary construction noise impacts are based on consistency with the Noise Abatement and Control Administrator, in conformance with Municipal Code Section 59.5.0404, which states noise in excess of 75 dB(A) L_{eq} at a sensitive receptor would be considered significant. Construction noise levels measured at or beyond the property lines of any property zoned residential shall not exceed an average sound level greater than 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m. In addition, construction activity is prohibited between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Municipal Code Section 21.04, with exception of Columbus Day and Washington's Birthday, or on Sundays, that would create disturbing, excessive, or offensive noise unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator, in conformance with Municipal Code Section 59.5.0404. Additionally, where temporary construction noise would substantially interfere with normal business communication, or affect sensitive receptors, such as daycare facilities, a significant noise impact may be identified.

Noise/land use compatibility impacts may result if incompatible land uses are proposed adjacent to each other. Compatibility is based on the application of the Land Use-Noise Compatibility Guidelines contained in the City's General Plan Noise Element Table NE-3, which are cited in Table 1 in Section 2.2.1.

2.2.3 City of San Diego Municipal Code

2.2.3.1 On-site Generated Noise

Section 59.5.0401 of the City's Noise Abatement and Control Ordinance states that:

A. It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit.

B. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

The applicable noise limits of the City's Noise Abatement and Control Ordinance are summarized in Table 3.

Table 3
Applicable Noise Level Limits

Land Use	Time of Day	One-Hour Average Sound Level [dB(A) L_{eq}]
Single-family Residential	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	50 45 40
Multi-family Residential (up to a maximum density of 1 unit/2,000 square feet)	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	55 50 45
All other Residential	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	60 55 50
Commercial	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	65 60 60
Industrial or Agricultural	Anytime	75

SOURCE: City of San Diego Noise Abatement and Control Ordinance Section 59.5.0401.
dB(A) L_{eq} = A-weighted decibels equivalent noise level

2.2.3.2 Construction Noise

Section 59.5.0404 of the City's Noise Abatement and Control Ordinance states that:

> A. It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. . . .
>
> B. . . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

Construction would be restricted to between the hours of 7:00 a.m. and 7:00 p.m. and construction noise levels may not exceed a 12-hour equivalent noise level [dB(A) $L_{eq(12)}$] of 75 dB(A) $L_{eq(12)}$ as assessed at or beyond the property line of a property zoned residential. As discussed, there are residential uses located north of the project site.

2.2.4 City of San Diego Multiple Species Conservation Program Subarea Plan

The Multiple Species Conservation Program (MSCP) is implemented in the city of San Diego through the City's MSCP Subarea Plan (City of San Diego 1997). The City's MSCP Subarea Plan identifies lands designated as MHPA, which is a "hard-line" preserve developed by the City of San Diego in cooperation with the wildlife agencies, developers, property owners, and various environmental groups. Within the MHPA, biological core resource areas and corridors targeted for conservation are identified and discussed, in which development restrictions may occur (City of San Diego 1997). Development adjacent to MHPA is subject to the City's Land Use Adjacency Guidelines which include minimizing noise impacts to the MHPA as well as control of noise during the breeding season of sensitive species. MHPA is located on-site and adjacent to the Specific Plan area and portions of the proposed Beyer Boulevard Extension.

2.2.5 Otay Mesa Community Plan Update Mitigation Framework

Noise impacts associated with the OMCP were addressed in the OMCP Final Environmental Impact Report (FEIR; Project Number 30330/304032, SCH No. 2004051076) approved by the City of San Diego in 2013 (City of San Diego 2013). The following Mitigation Framework was identified in the OMCP FEIR:

Traffic Generated Noise Impacts

NOI-1: Prior to the issuance of building permits, site specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site specific exterior noise analyses.

NOI-2: Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the interior noise compatibility standards of the City's General Plan and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the noise compatibility standards of the City's General Plan. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning (HVAC) in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site specific exterior noise analyses.

Stationary Source Noise

NOI-3: Prior to the issuance of a building permit, a site specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's Noise Abatement and Control Ordinance. Noise reduction measures shall include building noise-attenuating walls, reducing noise at the source by requiring quieter machinery or limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site specific noise analyses.

Construction Noise

NOI-4: For projects that exceed daily construction noise thresholds established by the City of San Diego, best construction management practices shall be used to reduce construction noise levels to comply with standards established by the Municipal Code in Chapter 5, Article 9.5, Noise Abatement and Control. The project applicant shall prepare and implement a Construction Noise Management Plan. Appropriate management practices shall be determined on a project-by-project basis and are specific to the location. Control measures shall include:

a. Minimizing simultaneous operation of multiple construction equipment units;

b. Locating stationary equipment as far as reasonable from sensitive receptors;

c. Requiring all internal combustion-engine-driven equipment to be equipped with mufflers that are in good operating condition and appropriate for the equipment; and

d. Construction of temporary noise barriers around construction sites that block the line-of-sight to surrounding receptors.

Sensitive Habitat

In addition, the OMCP FEIR indicates that impacts from noise and construction activity resulting from future development under the community plan update would occur if construction occurs during the raptor or migratory bird nesting season. Mitigation measure LU-2 requires future development to comply with Land Use Adjacency Guidelines of the MSCP in terms of noise:

LU-2: All subsequent development projects implemented in accordance with the CPU which is adjacent to designated MHPA areas shall comply with the Land Use Adjacency Guidelines of the MSCP in terms of land use, drainage, access, toxic substances in runoff, lighting, noise, invasive plant species, grading, and brush management requirements. Mitigation measures include, but are not limited to: sufficient buffers and design features, barriers

(rocks, boulders, signage, fencing, and appropriate vegetation) where necessary, lighting directed away from the MHPA, and berms or walls adjacent to commercial or industrial areas and any other use that may introduce construction noise or noise from future development that could impact or interfere with wildlife utilization of the MHPA. The project biologist for each proposed project would identify specific mitigation measures needed to reduce impacts to below a level of significance. Subsequent environmental review would be required to determine the significance of impacts from land use adjacency and compliance with the Land Use Adjacency Guidelines of the MSCP. Prior to approval of any subsequent development project in an area adjacent to a designated MHPA, the City of San Diego shall identify specific conditions of approval in order to avoid or to reduce potential impacts to adjacent the MHPA.

The U.S. Fish and Wildlife Service and other resource agencies, such as the U.S. Army Corps of Engineers and California Department of Fish and Wildlife, require limitation of noise levels adjacent to the habitats of threatened and endangered birds, such as the light-footed Ridgway's rail. Although no formal standards have been issued by these agencies, the precedent set over many years is that projects shall not result in noise levels that exceed 60 dB(A) L_{eq}, or the existing ambient noise level if greater than 60 dB(A) L_{eq}, at designated habitat or a known nesting site for a federally listed threatened or endangered bird species during the breeding season. Based on this precedent, during the breeding seasons, the City requires that noise levels generated by a project shall not exceed 60 dB(A) L_{eq} at the edge of the occupied habitat or the existing ambient level if the ambient level is above 60 dB(A) L_{eq} (City of San Diego 2018).

3.0 Existing Conditions

Existing noise levels at the project site were measured on February 6, 2019, using one Larson-Davis LxT Sound Expert Sound Level Meters, serial number 3827. The following parameters were used:

Filter:	A-weighted
Response:	Slow
Time History Period:	5 seconds

The meter was calibrated before and after each measurement. The meter was set 5 feet above the ground level for each measurement.

Noise measurements were taken to obtain typical ambient noise levels at the project site and in the vicinity. Measurement locations are shown on Figure 12, and detailed data is contained in Attachment 1. As shown in Figure 12, the project site is currently undeveloped. The main sources of noise are aircraft traffic from Brown Field and the Tijuana International Airport located south of the U.S./Mexico border. Vehicle traffic from Interstate 805 (I-805) and State Route 905 (SR-905) was audible in the distances. Other sources include bird vocalization. Two measurements were taken as shown on Figure 12 and summarized in Table 4. As shown, the average measured noise level during Measurement 1 was 49.9 dB(A) L_{eq} and the average measured noise level during Measurement 2 was 50.5 dB(A) L_{eq}.

Image Source: NearMap (Flown January 2024)

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FIGURE 12
Noise Measurement Locations

Table 4 Noise Measurements			
Measurement	Time	Noise Source	L_{eq}
1	8:07 a.m. – 8:50 a.m.	Aircraft, distant vehicle traffic, and bird vocalizations	49.9
2	9:19 a.m. – 10:35 a.m.		50.5
NOTE: Noise measurement data is contained in Attachment 1. L_{eq} = one-hour equivalent noise level			

4.0 Analysis Methodology

Noise level predictions and contour mapping were developed using noise modeling software, SoundPLAN Essential, version 4.1 (Navcon Engineering 2018). SoundPLAN calculates noise propagation based on the International Organization for Standardization method (ISO 9613-2 – Acoustics, Attenuation of Sound during Propagation Outdoors). The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. The model outputs can be developed as noise level contour maps or noise levels at specific receivers. In all cases, receivers were modeled at 5 feet above ground elevation, which represents the average height of the human ear.

4.1 Construction Noise Analysis

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, building construction, loading, unloading, and placing materials and paving. Diesel engine-driven trucks also would bring materials to the site and import or export soils during grading.

Construction equipment with a diesel engine typically generates maximum noise levels from 80 to 90 dB(A) L_{eq} at a distance of 50 feet (Federal Highway Administration [FHWA] 2006). Table 5 summarizes typical construction equipment noise levels.

During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels from the grading phase of construction would be 82 to 86 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. When construction equipment is working over a given area each day, the acoustic center of the construction activities would be the center of the construction area. To reflect the nature of grading and construction activities, equipment was modeled as an area source distributed over the footprint each construction phase.

Table 5 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt ampts or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
Insitu Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%
SOURCE: FHWA 2006. dB(A) L_{eq} = A-weighted decibels equivalent noise level		

4.2 Traffic Noise Analysis

4.2.1 On-site Noise Compatibility

The SoundPLAN program uses the FHWA Traffic Noise Model algorithms and reference levels to calculate traffic noise levels at selected receiver locations. The model uses various input parameters, such as projected hourly average traffic rates; vehicle mix, distribution, and speed; roadway lengths and gradients; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. Receivers, roadways, and barriers were input into the model using three-dimensional coordinates. The locations of future buildings were obtained from project drawings.

The main source of future traffic noise at the project site is vehicle traffic on the 4-lane Major roads: Caliente Avenue and Beyer Boulevard. Freeway traffic on I-805 and SR-905 is also audible in the distance. Additionally, the future on-site circulation pattern would include several 2-lane Collectors.

The traffic impact analysis prepared for the Specific Plan provides buildout year with project traffic volumes for Beyer Boulevard, Caliente Avenue, and all on-site roadways. These future traffic volumes were used to model traffic noise levels on the project site for those roadways. Future freeway traffic volumes for I-805 and SR-905 were obtained from the OMCP FEIR.

Vehicle classification mixes for I-805 and SR-905 were obtained from the Caltrans truck counts (Caltrans 2020). Caltrans does not provide counts for buses or motorcycles. To account for these vehicle types, 1 percent of the automobiles were modeled as buses and 1 percent were modeled as motorcycles. For the remaining circulation roadways, a standard mix of 90 percent cars, 3 percent medium trucks, 2 percent heavy trucks, 2 percent buses, and 3 percent motorcycles was modeled (City of San Diego 2013).

Table 6 summarizes the traffic parameters used in the program-level and project-level compatibility analysis.

Table 6 On-site Compatibility Analysis Traffic Parameters								
		Future		Vehicle Mix (percent)				
Roadway	Segment	Traffic Volume	Speed (mph)	Auto-mobile	Medium Truck	Heavy Truck	Bus	Motor-cycle
I-805	Palm Avenue to SR-905	147,000	65/55*	93.0	2.6	2.2	1.0	1.0
	SR-905 to San Ysidro Boulevard	83,000	65/55*	93.0	2.6	2.2	1.0	1.0
SR-905	Smythe Avenue to I-805	94,200	65/55*	87.5	7.5	5.3	1.0	1.0
	I-805 to Caliente Avenue	139,400	65/55*	87.5	7.5	5.3	1.0	1.0
	Caliente Avenue to Britannia Boulevard	126,900	65/55*	87.5	7.5	5.3	1.0	1.0
Beyer Boulevard	Enright Drive to Caliente Avenue	28,100	45	90.0	3.0	2.0	2.0	3.0
Caliente Avenue	Airway Road to Central Avenue	36,900	45	90.0	3.0	2.0	2.0	3.0
	Central Avenue to Spine Road	29,200	45	90.0	3.0	2.0	2.0	3.0
	Spine Road to Beyer Boulevard	29,200	45	90.0	3.0	2.0	2.0	3.0
	Beyer Boulevard to Street A	17,100	45	90.0	3.0	2.0	2.0	3.0
	Street A to Street B	14,300	35	90.0	3.0	2.0	2.0	3.0
	Street B to Street C	6,600	35	90.0	3.0	2.0	2.0	3.0
	Street C to Street D	3,000	35	90.0	3.0	2.0	2.0	3.0
Central Avenue	West of 1st Avenue	6,000	30	90.0	3.0	2.0	2.0	3.0
	East of Caliente Avenue	7,200	30	90.0	3.0	2.0	2.0	3.0
	Caliente Avenue to Central Avenue Curve	3,800	30	90.0	3.0	2.0	2.0	3.0
	Central Avenue Curve to Beyer Boulevard	4,500	30	90.0	3.0	2.0	2.0	3.0
	Beyer Boulevard to Street A	7,600	35	90.0	3.0	2.0	2.0	3.0
	Street A to Street B	5,300	25	90.0	3.0	2.0	2.0	3.0
East Avenue	Street A to Street B	1,700	30	90.0	3.0	2.0	2.0	3.0
	Street B to Street D	4,700	30	90.0	3.0	2.0	2.0	3.0
Spine Road	West Half	6,500	35	90.0	3.0	2.0	2.0	3.0
	East Half	2,700	30	90.0	3.0	2.0	2.0	3.0
Street A	West of West Avenue	5,800	30	90.0	3.0	2.0	2.0	3.0
	West Avenue to Central Avenue	6,300	25	90.0	3.0	2.0	2.0	3.0
	Central Avenue to Caliente Avenue	6,600	25	90.0	3.0	2.0	2.0	3.0
Street B	Street C to West Avenue	3,700	30	90.0	3.0	2.0	2.0	3.0
	West Avenue to Central Avenue	2,500	30	90.0	3.0	2.0	2.0	3.0
	Central Avenue to Caliente Avenue	3,500	30	90.0	3.0	2.0	2.0	3.0
	Caliente Avenue to East Avenue	8,700	30	90.0	3.0	2.0	2.0	3.0
	East Avenue to Eastern Terminus	2,300	30	90.0	3.0	2.0	2.0	3.0
Street C	West Avenue to S. Caliente Avenue	4,000	30	90.0	3.0	2.0	2.0	3.0
Street D	S. Caliente Avenue to East Avenue	2,900	30	90.0	3.0	2.0	2.0	3.0
	East Avenue to Eastern Terminus	1,300	30	90.0	3.0	2.0	2.0	3.0
West Avenue	Beyer Boulevard to Street A	7,800	35	90.0	3.0	2.0	2.0	3.0
	Street A to Street B	4,100	30	90.0	3.0	2.0	2.0	3.0
1st Avenue	Central Avenue to Spine Road	4,000	30	90.0	3.0	2.0	2.0	3.0

SOURCE: LOS Engineering, Inc. 2023
mph = miles per hour; I-805 = Interstate 805; SR-905 = State Route 905
*Freeway speed limit is 65 mph for all vehicles except trucks; truck speed limit is 55 mph.

4.2.2 Off-site Vehicle Traffic Noise

An off-site traffic noise impact analysis was prepared for the program-level and the project-level. Off-site traffic noise was modeled using the FHWA Traffic Noise Prediction Model algorithms and reference levels. Traffic noise levels were calculated at 50 feet from the centerline of the affected roadways to determine the noise level increase associated with the project. The model uses various input parameters, such as traffic volumes, vehicle mix, distribution, and speed. The analysis of the noise environment considered that the topography was flat with no intervening terrain between

sensitive land uses and roadways. Because modeled predicted noise levels do not account for obstructions, they are higher than those that would actually occur. In actuality, buildings and other obstructions along the roadways would shield distant receivers from the traffic noise.

The analysis of the increase in off-site vehicle traffic noise levels is based on existing (year 2018) vehicle traffic counts (Attachment 2) and San Diego Association of Governments (SANDAG) future Activity Based Model (ABM2)/2019 Regional Transportation Plan (RTP) traffic projections which include traffic generated by the Specific Plan (SANDAG 2023). Because these future projections include both project-level and program-level traffic volumes, the analysis of impacts presented in Section 5.2.2 is the same for both the project-level and the program-level.

Table 7 summarizes the roadway segment volumes used to analyze off-site program-level and project-level noise impacts.

Table 7
Specific Plan Off-Site Traffic Parameters

Roadway	Segment	Existing ADT[1]	Year 2035 + Specific Plan ADT[2]	Year 2050 + Specific Plan ADT[2]	Speed (mph)
Airway Road	(Old) Otay Mesa Road to Driveway	2,558	8,500	9,200	25
	Driveway to Caliente Avenue	2,558	10,500	11,000	25
	Caliente Avenue to Santa Rosa	1,986	13,200	13,900	25
Beyer Boulevard	SR-905 WB Ramp to Centerline of SR-905	17,570	16,000	16,400	55
	Centerline of SR-905 to SR-905 EB Ramp/Dairy Mary	17,570	16,000	16,400	55
	SR-905 EB Ramp/Dairy Mary to Precision Park Lane	7,536	11,200	11,800	55
	Precision Park Lane to Del Sur Boulevard	7,536	8,500	9,200	55
	Del Sur Boulevard to Driveway	7,530	10,000	10,700	55
	Driveway to Midpoint of South Vista Avenue	7,530	11,000	11,700	55
	Midpoint of South Vista Avenue to Smythe Crossing	7,530	11,000	11,700	55
	Smythe Crossing to Smythe Avenue	7,530	10,800	11,500	55
	Smythe Avenue to Cottonwood Road	8,836	14,500	15,100	55
	Cottonwood Road to Camino de Los Ninos	8,836	14,500	15,100	55
	Camino de Los Ninos to Alaquinas Drive/Park Avenue	8,836	14,300	14,900	55
	Alaquinas Drive/Park Avenue to (Old) Otay Mesa Road	6,563	19,500	20,600	55
	(Old) Otay Mesa Road to Delany Drive	695	26,200	27,700	55
	Delany Drive to Enright Drive	695	25,500	27,000	55
	Enright Drive to Caliente Avenue	0	25,500	27,000	55
Caliente Avenue	Otay Mesa Road to SR-905 WB Ramp	20,951	17,200	17,500	55
	SR-905 WB Ramp to SR-905 EB Ramp	14,288	21,300	23,100	55
	SR-905 EB Ramp to Airway Road	7,947	24,100	26,700	55
	Airway Road to Southern Terminus	1,617	28,800	32,500	55
	Southern Terminus to Central Avenue	0	10,100	14,600	55
	Central Avenue to Beyer Boulevard	0	21,300	23,100	55
Center Street	East Beyer Boulevard to San Ysidro Boulevard	4,308	9,100	9,700	25
Corporate Center Drive	Progressive Avenue to Otay Mesa Road	4,223	6,500	4,900	30
Datsun Street	Innovative Drive to Otay Valley Road	3,852	7,300	6,900	35
East Beyer Boulevard	Beyer Boulevard to Filoi Avenue	5,599	5,599	17,000	30
	Filoi Avenue to Center Street/Hill Street	5,599	5,599	19,000	30
Innovative Drive	Datsun Street to Progressive Avenue	1,864	4,200	3,900	30
	Progressive Avenue to Otay Mesa Road	1,365	11,500	10,700	30
Ocean View Hills Parkway	Starfish Way/Westport to Sea Drift Way	12,963	13,600	13,800	45
	Sea Drift Way to Del Sol Boulevard	10,919	13,200	13,600	45

Table 7 Specific Plan Off-Site Traffic Parameters					
Roadway	Segment	Existing ADT[1]	Year 2035 + Specific Plan ADT[2]	Year 2050 + Specific Plan ADT[2]	Speed (mph)
	Del Sol Boulevard to Sea Fire Point	10,048	11,600	12,500	45
	Sea Fire Point to Hidden Trails Road	9,591	8,200	8,400	45
	Hidden Trails Road to Otay Mesa Road	11,405	10,500	11,100	45
Otay Mesa Road	Ocean View Hills Parkway to Emerald Crest Court	16,330	20,500	21,400	50
	Emerald Crest Court to Corporate Center Drive	15,855	21,100	21,600	50
	Corporate Center Drive to Innovative Drive	10,499	14,700	16,700	50
	Innovative Drive to Heritage Road	11,864	8,800	9,200	50
Otay Valley Road	Avenida de las Vistas to Datsun Street	5,911	29,200	20,200	50
Progressive Avenue	Corporate Center Drive to Innovative Drive	1,016	0	0	30
San Ysidro Boulevard	I-805 SB Ramp to I-805 NB Ramp	24,074	20,200	21,400	25
I-805	North of SR-905	139,556	154,000	147,200	65
	South of SR-905	70,689	76,500	83,000	65
SR-905	West of I-805	61,889	91,500	94,200	65
	I-805 to Caliente Avenue	99,322	140,200	139,400	65
	East of Caliente Avenue	87,956	126,200	126,900	65

ADT = average daily traffic; mph = miles per hour; I-805 = Interstate 805; SR-905 = State Route 905; WB = westbound; EB = eastbound

[1]Existing roadway segment ADT is based on 2018 traffic counts (see Attachment 2). Existing freeway ADT is based on SANDAG ABM2/2019 RTP. To be consistent with 2018 traffic counts, 2018 volumes were extrapolated from 2016 and 2025 volumes by subtracting the 2016 volume from the 2025 volume and dividing by 9 years to determine the average increase in traffic per year between 2016 and 2025, and then adding two years' worth of traffic to the 2016 volumes to obtain 2018 volumes.

[2] Year 2035 and 2050 plus Specific Plan ADT are volumes from SANDAG ABM2/2019 RTP forecasts. SANDAG ABM2/2019 RTP reports Specific Plan volumes of 38,900 ADT for year 2035 and 47,300 ADT for year 2050, which are slightly less than the assumed Specific Plan buildout assumption of 55,288 ADT. However, the SANDAG ABM2 modeling includes internal trip capture (trips not leaving the traffic analysis zone within the Specific Plan area) and some of the SANDAG Master Geographic Reference File boundaries do not align with the Specific Plan boundary map, which when combined account for lower volumes shown on the model centroid connectors versus the Specific Plan trip generation table. The buildout volumes are based on the best available data, as the SANDAG ABM2+/2021 Regional Plan forecasts do not account for Specific Plan buildout as of June 2023.

4.3 On-site Generated Operational Noise Analysis

Stationary sources of noise include activities associated with a given land use. The Specific Plan area includes residential, school, retail, and park uses. Noise sources typical of these types of uses include vehicles arriving and leaving, children at play, landscape maintenance activity, HVAC equipment, and retail truck deliveries. Stationary noise is considered a "point source" and attenuates over distance at a rate of 6 dB(A) for each doubling of distance. For the Specific Plan, the exact location and nature of future stationary noise sources is not known at this time and therefore cannot be calculated in this analysis. Impacts are assessed in this analysis by identifying potential types of stationary sources and locations of mixed-use land use interfaces (i.e., residential and retail interfaces) and identifying applicable regulations and mitigation framework for addressing impacts.

The main source of stationary noise would be the residential ground-floor HVAC equipment in addition to temporary pump station operations associated with Phase 1a. It is not known at this time which manufacturer, brand, or model of HVAC unit or units would be selected for use in the project.

For the purposes of this analysis, to determine what general noise levels the HVAC units would generate, it was assumed that the units would be similar to a Trane split system unit with a sound power level of 72 dB(A). Units were modeled at 100 percent capacity during the daytime and evening hours and 50 percent capacity during the nighttime hours.

Construction of Phase 1a would require a temporary sewer lift station located within Planning Area 10 to service the first 200 units. Additionally, a temporary sewer lift station within Phase 1b would be required to support sewer service for this phase before Beyer Boulevard is constructed. After Beyer Boulevard is constructed and associated sewer and water utilities are in place along the Beyer Boulevard alignment, the temporary pump stations would be removed. Two permanent sewer pump stations would ultimately be required within the Specific Plan area, including one in the southeastern portion of the Specific Plan area and a second pump station within the southern tip of Planning Area 5. Noise levels generated by the temporary pump stations were modeled using SoundPLAN. As discussed later in Section 5.3.1, noise associated with the permanent pump stations are not calculated at the program level in accordance with Mitigation Framework NOI-3 of the OMCP FEIR since the exact design is not known at this time. However, the noise generated by the permanent pump stations would be similar to that generated by the temporary pump stations. The temporary pump stations would include enclosed electric pumps, an HVAC unit, and an enclosed emergency generator. The exact pump, HVAC, and generator models and specifications are not known at this time. Operational noise levels were modeled for a sample Trane HVAC unit that generates a sound power level of 72 dB(A), which is approximately to a sound pressure level of 40 dB(A) L_{eq} at 50 feet, and a Kohler generator that generates a sound power level of 100 dB(A), which is approximately to a sound pressure level of 68 dB(A) L_{eq} at 50 feet. Pump noise was not modeled as the pumps would be enclosed in a concrete block building, which is a project design feature for both the Specific Plan and project-level areas, detailed in Section 1.1.1 and 1.2.6 The emergency generator would also be enclosed in a concrete block building; however, it was included in the noise analysis since it generates louder noise levels that may be audible outside the building. It was assumed that the HVAC unit would run continuously, and that the emergency generator would be tested for 15 minutes during the daytime hours.

5.0 Future Acoustical Environment and Impacts

5.1 Construction Noise

5.1.1 Construction Noise Impacts to Sensitive Land Uses

5.1.1.1 Program-level and Project-level Analysis

Construction noise generated during the implementation of Phase 1 construction activities would be similar to the noise levels generated during each subsequent phase of development at the program-level. As a result, the construction noise analysis for the program-level and project-level areas is combined because construction equipment required at the program level would be similar and generate the same noise levels as the equipment required at the project level. Construction noise contours were modeled for each phase of development as detailed in Table 8, representing

noise levels if each Phase were constructed without overlapping construction efforts. Additionally, construction noise was modeled for all phases combined as a worst-case analysis, in the event simultaneous construction activities occur throughout the Specific Plan area.

Table 8
Construction Noise Levels

Receiver	Land Use	Construction Noise Level [dB(A) L_{eq}]									
		Phase									All Phases
		1a	1b	1c	2	3	4	5	6	7	
1	Candlelight Multi-Family Residential	61	50	44	43	47	58	44	47	49	63
2		69	52	45	44	47	57	45	48	51	69
3		67	56	45	46	48	61	47	51	54	69
4		63	49	43	43	49	62	44	48	49	66
5	Southwind Multi-Family Residential	56	47	41	43	52	63	44	48	47	64
6		49	45	40	43	60	61	44	48	45	64
7		46	43	38	42	63	53	43	46	44	64
8	Candlelight Multi-Family Residential	69	54	45	45	47	58	46	49	52	69
9	Phase 1a – Planning Areas 8 through 10	--	64	46	47	48	59	48	52	56	66
10		--	65	47	47	46	55	47	51	57	66
11		--	62	49	46	45	52	46	49	55	64
12		--	63	49	45	44	51	45	47	52	64
13	Phase 1b – Planning Areas 8 through 14	--	--	70	61	41	44	50	48	54	71
14		--	--	47	48	47	55	49	53	62	63
15		--	--	50	48	45	51	48	50	62	63
16		--	--	63	50	41	44	47	47	53	64
17		--	--	63	47	40	44	45	45	51	63
18		--	--	61	47	42	47	46	47	55	63
19		--	--	54	49	43	48	48	49	63	64
20		--	--	53	53	43	47	49	50	64	65
21	Phase 1c – Planning Area 14	--	--	--	61	42	45	50	49	56	63
22	Phase 2 – Planning Areas 15 through 20	--	--	--	--	43	46	53	51	61	62
23		--	--	--	--	45	48	57	56	61	64
24		--	--	--	--	45	47	63	56	55	64
25		--	--	--	--	43	44	62	51	51	63
26		--	--	--	--	43	44	62	50	48	63
27		--	--	--	--	45	45	60	53	48	61
28		--	--	--	--	47	47	62	58	50	64
29		--	--	--	--	49	48	58	64	50	65
30	Phase 3 – Planning Areas 4 and 5	--	--	--	--	--	57	47	53	47	59
31		--	--	--	--	--	61	46	50	47	61
32		--	--	--	--	--	63	45	49	46	63
33	Phase 4 – Planning Areas 1, 2, 3, 6, and 7	--	--	--	--	--	--	48	53	49	55
34		--	--	--	--	--	--	48	54	53	57
35		--	--	--	--	--	--	47	51	53	56
36	Phase 5 – Planning Area 21	--	--	--	--	--	--	--	64	53	65
37		--	--	--	--	--	--	--	64	55	64
38	Phase 6 – Planning Areas 22	--	--	--	--	--	--	--	--	59	59
39		--	--	--	--	--	--	--	--	60	60

Table 8 Construction Noise Levels											
		Construction Noise Level [dB(A) L_{eq}]									
		Phase									All
Receiver	Land Use	1a	1b	1c	2	3	4	5	6	7	Phases
40	Enright	39	41	62	37	34	36	37	36	39	62
41	Drive/Beyer Boulevard Single Family Residences	39	41	58	37	34	36	36	36	39	58
42	San Ysidro Middle School	39	41	56	37	34	36	36	36	39	57
dB(A) L_{eq} = A-weighted decibels equivalent noise level -- = Not applicable. Land use would be constructed during later phases of construction.											

According to the City's CEQA Determination Thresholds detailed in Section 2.2.2, impacts related to construction noise are based on consistency with the Noise Abatement and Control Ordinance (Municipal Code Section 59.5.0404), which states noise in excess of 75 dB(A) L_{eq} at a sensitive receptor would be considered significant.

Noise associated with the grading, building, and paving for the project would potentially result in short-term impacts to surrounding properties. Residential uses and San Ysidro High School are located north of the project site, and residential uses and San Ysidro Middle School are located west of the Beyer Boulevard extension. Additionally, as development within the Specific Plan area would be phased, the project would construct residential and school uses that could be occupied as construction activities in the Specific Plan continue.

A variety of noise-generating equipment would be used during the construction phase of the project, such as excavators, backhoes, front-end loaders, and concrete saws, along with others. The exact number and pieces of construction equipment required are not known at this time. Although maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels would be lower when taking into account the equipment usage factors. The loudest phase of construction would be the grading/excavation phase and would include dozers, loaders, and excavators. Construction noise levels were calculated based on four large pieces of equipment, such as four graders, being active simultaneously.

Construction noise is considered a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. Average hourly noise levels due to simultaneous activity would be 86 dB(A) L_{eq} at 50 feet. To reflect the nature of grading and construction activities, equipment was modeled as an area source distributed over the footprint each construction phase.

It is anticipated that Phase 1 would include construction of Planning Areas 8 through 14, and the Phase 1 grading area shown on Figure 5. Grading within Phase 2 would be required to support a balanced grading operation. Phase 1a would construct 200 units in the northwest portion of the Specific Plan area and a temporary pump station. Phase 1b would construct up to an additional 499 units and an additional temporary pump station. The EVA road improvements south of the Specific Plan would occur prior to occupancy of Phase 1b residential units. Phase 1c would construct the remaining Phase 1 units. Beyer Boulevard would be required to be operational prior to occupancy of Phase 1c residential units. Once Beyer Boulevard is operational, the temporary pump station would

be removed and replaced with the infrastructure within Beyer Boulevard. Construction noise levels were modeled over the areas shown in Figure 13.1. Phase 2 would construct Planning Areas 15 through 20, although grading would occur in this location to allow for a balanced grading operation associated with Phase 1 construction. Phase 2 would also include grading of the southeast sewer pump station site. Phase 3 would construct Planning Areas 4 and 5, Phase 4 would construct Planning Areas 1, 2, 3, 6, and 7, Phase 5 would construct Planning Area 21, Phase 6 would construct Planning Areas 22 and 23, and Phase 7 would construct Planning Areas 24 through 27. As a worst-case analysis, modeled noise levels for each phase of construction were combined to determine construction noise impacts associated with simultaneous construction activities throughout the Specific Plan area.

Table 8 summarizes the construction noise levels for each phase of construction. Construction contours are shown in Figure 13.1 and SoundPLAN data are contained in Attachment 3.

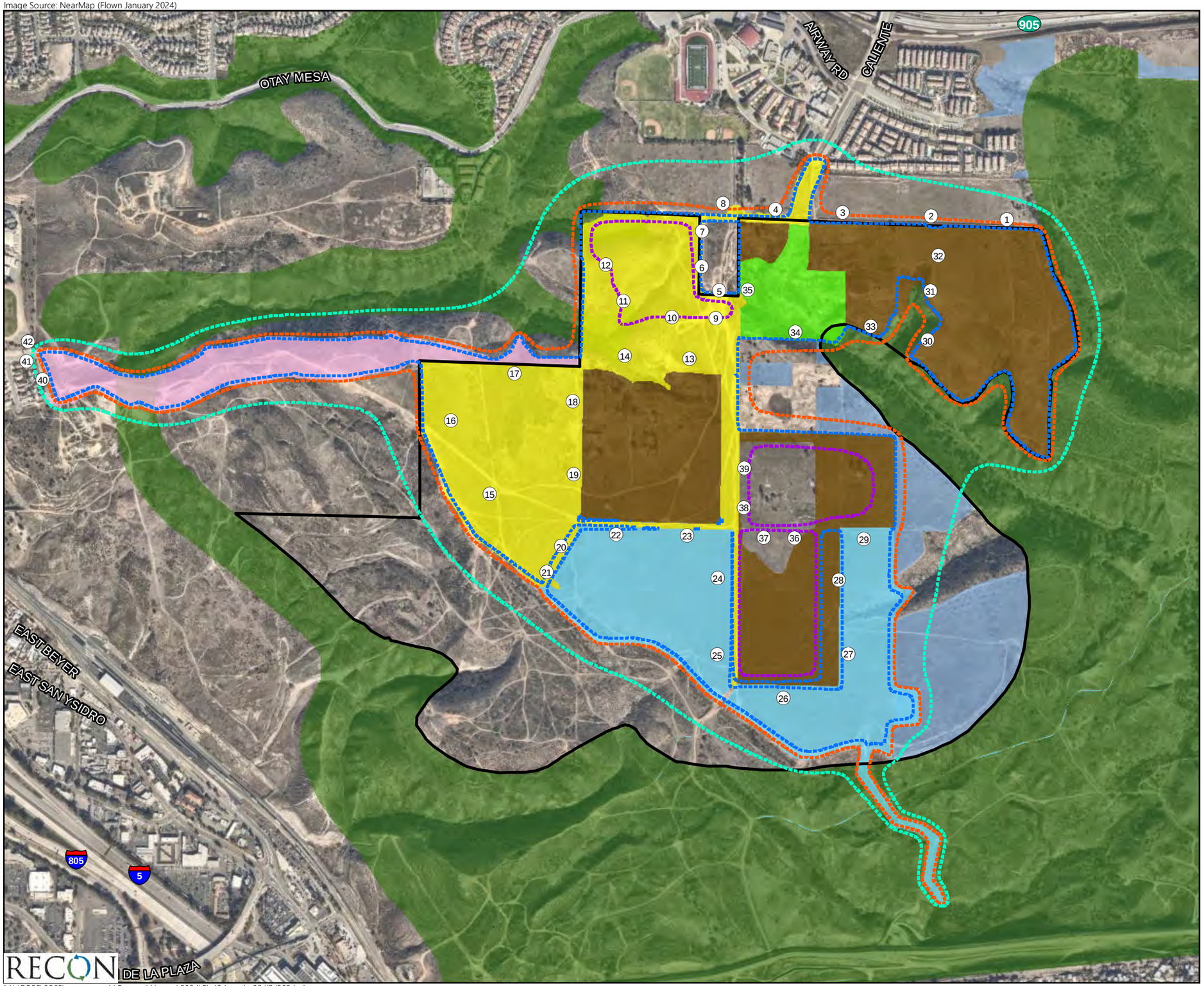
The project-level analysis also includes off-site components including widening the SR-905 westbound on-ramp at Caliente Avenue, off-site water and sewer infrastructure, and construction of the EVA road. There are existing residential uses located adjacent to the proposed water and sewer lines, and multi-family residential uses being constructed east of the SR-905 westbound ramp. Construction of water and sewer lines would require installation using a backhoe straddling the new pipeline installation trench, requiring a disturbance width of 20 feet along pipeline installation locations. Construction noise levels were modeled assuming the use of a backhoe working approximately 350 linear feet per day. Construction noise due to widening of the SR-905 ramp were modeled assuming the simultaneous use of a backhoe and an excavator. Construction noise due to the EVA road were modeled assuming the simultaneous use of an excavator and grader. Construction noise contours associated with the water and sewer lines are shown in Figure 13.2, construction noise contours associated with the SR-905 ramp widening are shown in Figure 13.3, and construction noise contours associated with the EVA road are shown in Figure 13.4. SoundPLAN data is provided in Attachment 3.

As shown in Figures 13.1 through 13.4 and summarized in Table 8, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent uses or at sensitive land uses constructed during earlier phases of construction. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Considering the construction noise levels would be within allowable limits pursuant to the City's Noise Abatement and Control Ordinance, construction noise levels would not interfere with normal business communications as well. As construction activities associated with the project would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, consistent with the City's CEQA threshold for construction noise, temporary increases in noise levels from construction activities would be less than significant.

5.1.2 Construction Noise Impacts to Sensitive Habitats

According to the City's CEQA thresholds for noise, impacts to certain avian species during their breeding season could be considered significant. Noise impacts to coastal California gnatcatcher are considered less than significant for any noise effects outside of the MHPA. Noise impacts to other species may be considered significant, regardless of the presence of MHPA.

Image Source: NearMap (Flown January 2024)



- Specific Plan Boundary
- City of San Diego MHPA
- VPHCP MHPA
- Noise Receivers

Construction Noise

- 60 dB(A) L_{eq}
- 65 dB(A) L_{eq}
- 70 dB(A) L_{eq}
- 75 dB(A) L_{eq}

Project-level Phase

- Phase 1
- Phase 2
- Phase 4
- Beyer Boulevard
- Program-level Phases 3-7

0 Feet 800

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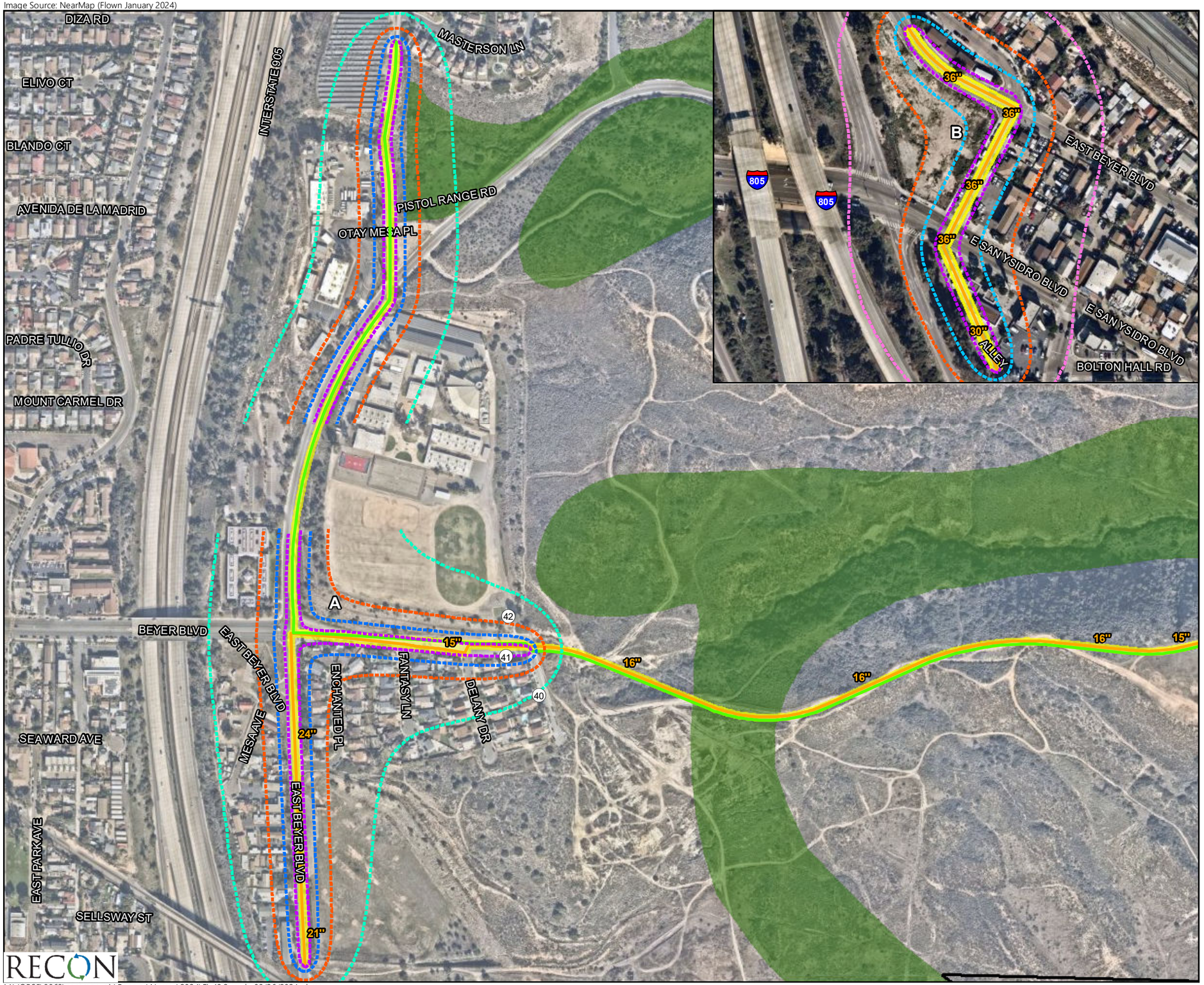
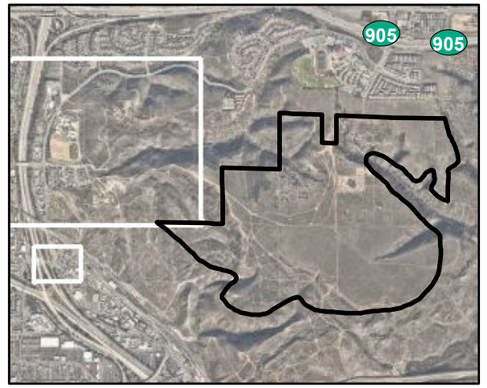
FIGURE 13.1
Construction Noise Contours

Image Source: NearMap (Flown January 2024)





- Specific Plan Boundary
- Construction Area
- Water Line Improvement (16" Pipeline Installation)
- Sewer Line Improvement (15" - 36" Pipeline Installation)
- Noise Receivers
- City of San Diego MHPA

Construction Noise

- 60 dB(A) L_{eq}
- 65 dB(A) L_{eq}
- 70 dB(A) L_{eq}
- 75 dB(A) L_{eq}

Note: Water and Sewer improvements assume a 20-foot disturbance limit

0 Feet 400

FIGURE 13.2
Construction Noise Contours - Off-site Water and Sewer Lines

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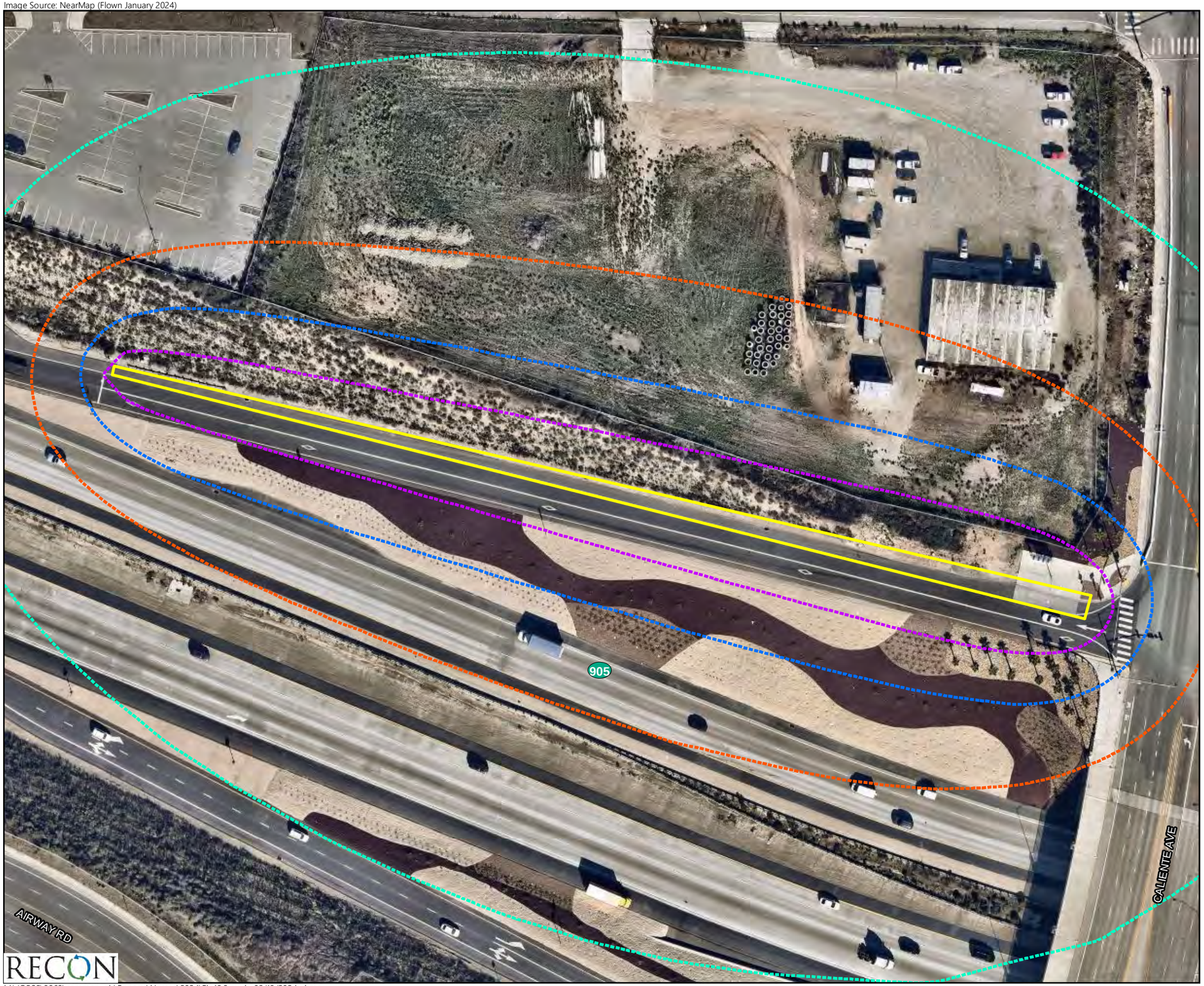
Image Source: NearMap (Flown January 2024)



Specific Plan Boundary

Road Widening

Construction Noise

60 dB(A) L_{eq}

65 dB(A) L_{eq}

70 dB(A) L_{eq}

75 dB(A) L_{eq}

0 Feet 75

RECON

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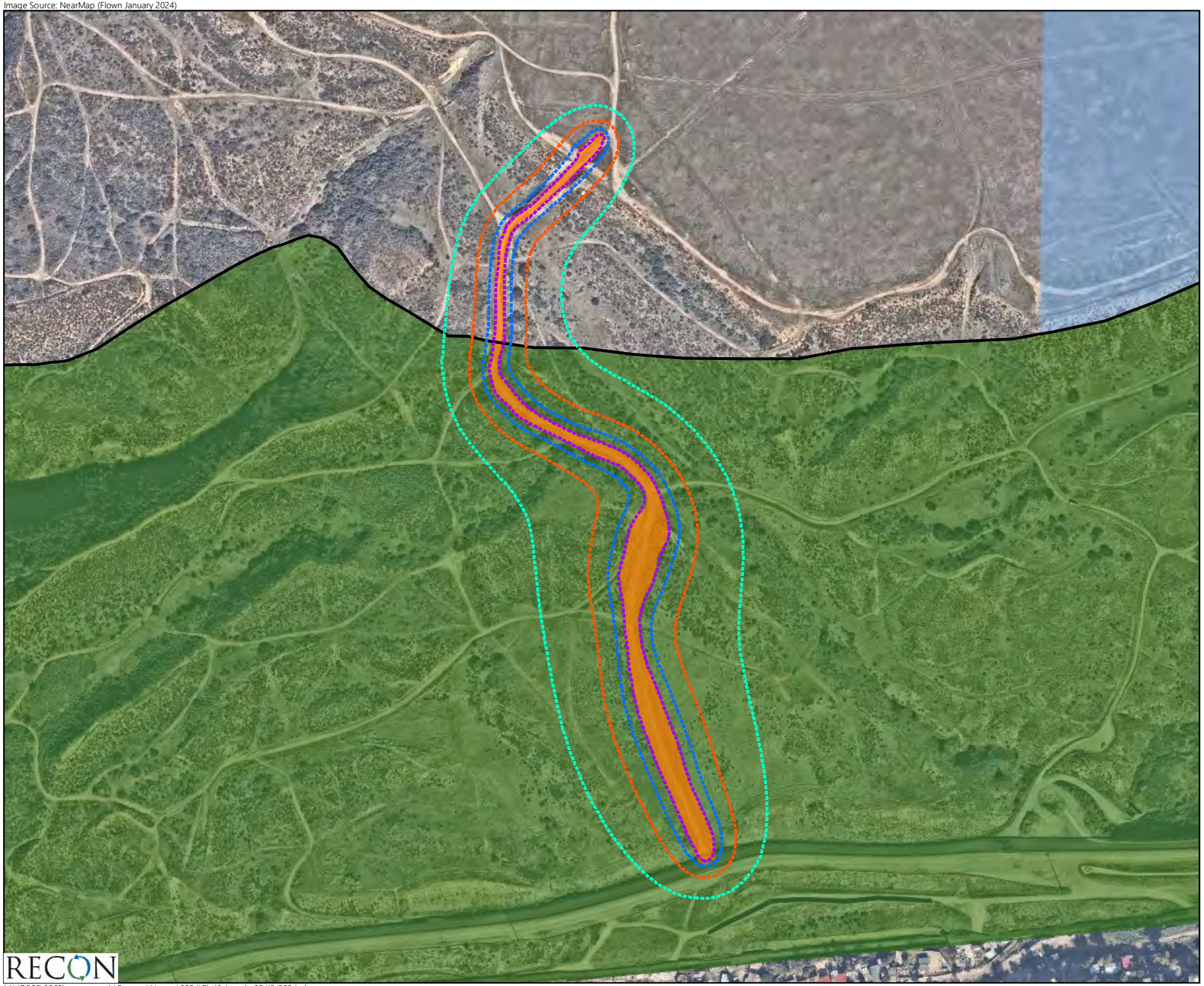
FIGURE 13.3
Construction Noise Contours -
State Route 905 Ramp Widening

Image Source: NearMap (Flown January 2024)



- Emergency Vehicle Access Road
- Specific Plan Boundary
- City of San Diego MHPA
- VPHCP MHPA

Construction Noise

- 60 dB(A) L_{eq}
- 65 dB(A) L_{eq}
- 70 dB(A) L_{eq}
- 75 dB(A) L_{eq}

0 Feet 300

RECON

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FIGURE 13.4
Construction Noise Contours -
Emergency Vehicle Access Road

5.1.2.1 Program-level Analysis

Indirect impacts to breeding wildlife could occur due to construction and restoration related noise if any of these activities occurs during the breeding season (generally, February 1 through September 15) of sensitive wildlife species. According to the City's Biology Guidelines (City of San Diego 2018), wildlife that may occur in suitable habitat in the project vicinity up to 300 feet from the project work areas would be significantly affected by increases in noise. Potential construction related indirect impacts to sensitive wildlife during the breeding season would generally be avoided through consistency with species-specific ASMDs, the City's Land Use Adjacency Guidelines, and mitigation measures that requires avoidance during construction. Potential indirect impacts to coastal California gnatcatcher located inside the MHPA would be avoided through compliance with the City's Land Use Adjacency Guidelines and species-specific ASMDs. Indirect impacts from noise to burrowing owl (February 1 through August 15), least Bell's vireo (March 15 through September 15), and coastal cactus wren (February 1 through August 31) would be significant if construction, restoration, or operational noise levels exceed 60 dB(A) or the existing ambient noise if already above 60 dB(A) during the breeding season. As shown in Figure 13.1, 13.2, and 13.4, program-level and project-level construction noise levels have the potential to exceed 60 dB(A) L_{eq} within adjacent habitat areas.

The presence and potential impacts to other sensitive wildlife species would need to be addressed through future project-level analysis and identification of avoidance measures. While implementation of program-level areas would require consistency with species-specific ASMDs, the City's Land Use Adjacency Guidelines, and mitigation measures that requires avoidance during construction and restoration, at a program-level of review and without project specific development plans, indirect impacts to sensitive wildlife species would be significant. The OMCP FEIR determined that impacts to sensitive wildlife species (including temporary and permanent noise impacts) resulting from future projects implemented in accordance with the OMCP would be mitigated to less than significant with the implementation of mitigation measures BIO-1 through BIO-4 and LU-2. As detailed in the Biological Resources Report Southwest Village Specific Plan (RECON Environmental, Inc. [RECON] 2024a), implementation of the requirements of LU-2, Land Use Adjacency Guidelines are standard conditions for projects adjacent to the MHPA, which would ensure implementation of LU-2. Implementation of SP-BIO-1 and SP-BIO-2 as detailed in the Biological Resources Report for the Southwest Village Specific Plan (RECON 2024a) would ensure temporary construction noise impacts to sensitive wildlife would be reduced to less than significant. For detailed mitigation requirements refer to the Biological Resources Report.

5.1.2.2 Project-level Analysis

Indirect impacts to breeding wildlife could occur due to construction and restoration related noise if any of these activities occurs during the breeding season (generally, February 1 through September 15) of sensitive wildlife species. According to the City's Biology Guidelines (City of San Diego 2018), wildlife that may occur in suitable habitat in the project vicinity up to 300 feet from the project work areas would be significantly affected by increases in noise.

Coastal California Gnatcatcher – City MHPA lands and sensitive habitats are located adjacent to the project site and along the proposed Beyer Boulevard alignment, Beyer Boulevard widening area, as well as the proposed water and sewer line extensions, EVA road, and restoration (see Figures 13.1,

13.2, and 13.4). Potential construction and restoration related indirect impacts to coastal California gnatcatcher located inside the MHPA during the breeding season would be significant. Implementation of MSCP Land Use Adjacency Guidelines as noted in Section 6.2.1.2.d, species-specific ASMDs described in Section 6.2.1.2.g, and mitigation measure identified in Section 8.2.4.5 of the Biological Resources Report during construction and restoration would reduce adverse impacts to coastal California gnatcatcher inside the MHPA to less than significant.

Coastal Cactus Wren – Indirect impacts associated with construction and restoration noise may also occur if construction activities are conducted during the coastal cactus wren breeding season. Occupied suitable habitat for this species occurs adjacent to the project impact area both inside and outside of the MHPA and construction or restoration is likely to cause noise levels within these adjacent habitat areas to exceed 60 dB(A) L_{eq}, which would be considered a significant indirect impact requiring mitigation. These impacts would be addressed through the implementation of the Breeding Season Avoidance/Preconstruction Survey mitigation measures provided in Section 8.2.4.9 of the Biological Resources Report.

Least Bell's Vireo – Indirect impacts to least Bell's vireo are not anticipated from construction or operational noise given that the occupied habitat within Beyer Boulevard footprint would be removed completely and the species would not be subject to construction or operational noise impacts.

Indirect impacts associated with restoration noise may occur if restoration activities are conducted during this species' breeding season. Occupied suitable habitat for this species occurs adjacent to the wetland restoration area within Spring Canyon which is likely to cause noise levels within the adjacent habitat areas to exceed 60 dB(A) average sound level (L_{eq}), which would be considered a significant indirect impact requiring mitigation. Impacts to least Bell's vireo associated with wetland restoration activities would be addressed through implementation of the mitigation measure provided in Section 8.2.4.4 of the Biological Resources Report.

Burrowing Owl – Indirect noise impacts to burrowing owl during construction or restoration would be avoided through compliance with City standard conditions which require avoidance of construction during the breeding season of February 1–August 31. If construction or restoration must occur during this period, pre-construction bird surveys would be completed, and if needed, noise reduction measures would be implemented in accordance with the Biology Guidelines. Indirect impacts to burrowing owl during construction would be significant. These impacts would be addressed through the implementation of the Breeding Season Avoidance/Preconstruction Survey mitigation measures provided in Section 8.2.4.9 of the Biological Resources Report.

Other Nesting Avian Species - Indirect impacts associated with construction or restoration noise may also occur if activities are conducted during other nesting avian species breeding season. Sensitive species present within or adjacent to construction areas include northern harrier, Cooper's hawk, southern rufous-crowned, white-tailed kite, merlin, California horned lark, yellow-breasted chat, grasshopper sparrow, yellow warbler, loggerhead shrike, and Bell's sage sparrow. Indirect impacts to these species would be significant. Implementation of the Breeding Season Avoidance/Preconstruction Survey mitigation measure provided in Section 8.2.4.9 of the Biological Resources Report would be required.

Mitigation identified in the Biological Resources Report would require bird nesting surveys during the applicable breeding seasons of each species to determine presence or absence. If present, no noise producing construction or restoration activities would occur, or mitigation measures would be implemented to either avoid work during the breeding season or ensure noise levels do not exceed 60 dB(A) L_{eq}, or ambient noise level if greater than 60 dB(A) L_{eq}, at wildlife use areas. Therefore, noise impacts to sensitive nesting avian species during construction and restoration activities would be reduced to less than significant with incorporation of the mitigation measures and species-specific ASMDs identified in the Biological Resources Report and compliance with the City's Land Use Adjacency Guidelines, which are implemented as City standard conditions of approval for projects adjacent to the MHPA.

Additional discussion of noise impacts to sensitive wildlife is provided in Section 5.2.1.2.a as it pertains to transportation noise associated with Beyer Boulevard where it passes through open space lands.

5.2 Vehicle Traffic Noise

5.2.1 On-site Noise Compatibility

The project site is located within the OMCP area. As discussed, noise impacts were addressed in the OMCP FEIR that was approved in 2013. As required by Mitigation Framework NOI-1, this site-specific noise analysis calculates exterior noise levels and analyzes noise reduction measures, as necessary, to demonstrate that future noise would not exceed the noise compatibility standards of the General Plan, which are as follows:

- Single-family residential uses are considered "compatible" with exterior noise levels up to 60 CNEL and "conditionally compatible" with exterior noise levels up to 65 CNEL. Multi-family residential uses are considered "compatible" with exterior noise levels up to 60 CNEL and "conditionally compatible" with exterior noise levels up to 70 CNEL.

- Commercial/Retail uses are considered "compatible" with exterior noise levels up to 65 CNEL and "conditionally compatible" with exterior noise levels up to 75 CNEL, with an interior noise level standard of 50 CNEL.

- Schools are considered "compatible" with exterior noise levels up to 60 CNEL and "conditionally compatible" with exterior noise levels up to 65 CNEL, with an interior noise level standard of 45 CNEL.

- Park uses are considered "compatible" with exterior noise levels up to 70 CNEL and "conditionally compatible" with exterior noise levels up to 75 CNEL.

Based on these standards, where noise levels exceed the "conditionally compatible" levels, noise mitigation measures should be analyzed to reduce noise levels at the proposed land uses. Where noise levels are within the "conditionally compatible" range, building structures should be analyzed to determine if they would attenuate exterior noise levels to the interior noise level standards.

5.2.1.1 Program-level Analysis

a. Exterior Noise

Using the traffic parameters discussed in Section 4.2.1 and shown in Table 6, flat-site noise contours were calculated for the Specific Plan area. Since these contours do not take grading, topography, or shielding into account, they are considered conservative. Future Specific Plan noise contours are shown in Figure 14. SoundPLAN data are provided in Attachment 4. As shown, flat-site, ground-floor exterior noise levels would be 70 CNEL only at the areas of Planning Areas 8, 10, 26, and 27 immediately adjacent to Caliente Avenue and Beyer Boulevard. Exterior noise levels would be less than 70 CNEL across the majority of the planning area. The following is a discussion of the land uses proposed in each of the planning areas and the future noise compatibility impacts. Table 9 summarizes the detailed impacts for each planning area.

Residential Uses

Multi-family detached residential units, evaluated as single-family residential, would be constructed in areas designated medium-low density residential (Planning Areas 10, 12, 14, 15, 18, 20, and 21). As shown on Figure 14, flat-site, ground-floor noise levels would exceed 65 CNEL only at the portions of Planning Areas 10 and 12 closest to the future extension of Beyer Boulevard. These planning areas are a part of the proposed Phase 1. Refined noise levels that take into account the grading for these project-level planning areas were calculated and are discussed in detail in Section 5.2.1.2. Noise levels would be 60 CNEL or less at Planning Areas 14, 15, 18, 20, and 21. Thus, exterior noise impacts at single-family residential uses would be less than significant.

Multi-family attached residential uses would be constructed in areas designated medium-density residential (Planning Areas 1, 4 through 7, 9, 11, 13, 19, and 22), medium-high-density residential (Planning Area 8), and mixed-use (Planning Areas 24 through 27). As shown on Figure 14, flat-site, ground-floor noise levels would exceed 70 CNEL only at the very edges of Planning Areas 8, 26, and 27 closest to Beyer Boulevard. Planning Areas 8, 9, 11, and 13 are a part of the project-level analysis and are discussed in detail in Section 5.2.1.2. For Planning Areas 1, 7, 26, and 27, ground-floor noise levels would exceed 65 CNEL only at the portions of planning areas closest to Beyer Boulevard and Caliente Avenue. Should ground-floor exterior use space or second- or third-floor balconies facing Beyer Boulevard and Caliente Avenue be included in future multi-family project designs, it is possible that these exterior use areas and balconies would be exposed to higher noise levels above 70 CNEL due to their elevated exposure to the Specific Plan roadways. Exterior noise impacts to multi-family ground floor exterior use space and second- or third-floor balconies facing Beyer Boulevard or Caliente Avenue at Planning Areas 1, 7, 26, and 27 would be potentially significant. Exterior noise levels at all other multi-family attached planning areas would be less than significant.

As required by Mitigation Framework NOI-2 of the OMCP FEIR (see Section 2.1), prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the review of future residential development proposals. Implementation of Mitigation Framework NOI-2 would reduce noise compatibility impacts for future development to a level less than significant.

Image Source: NearMap (Flown January 2024)

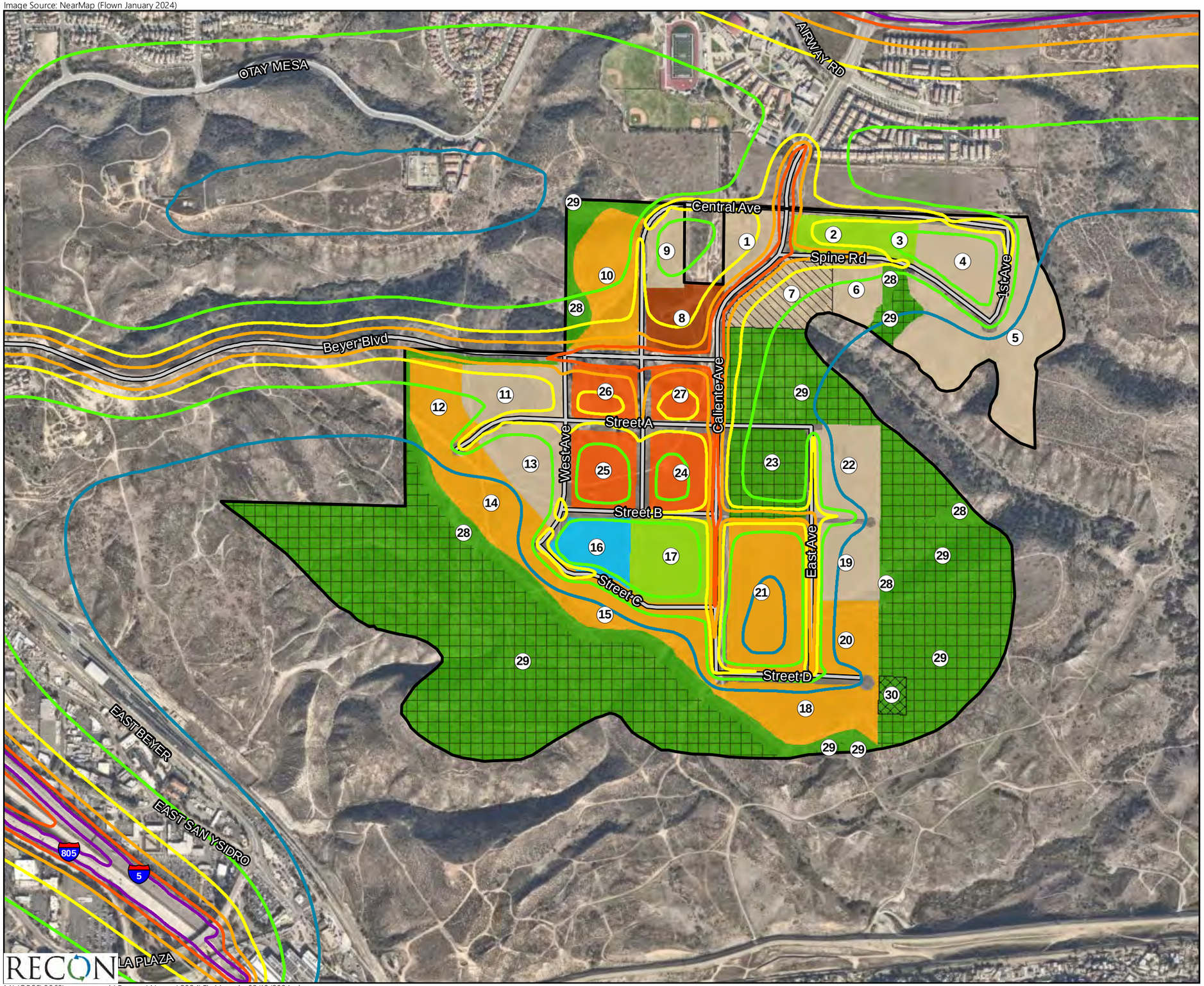

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FIGURE 14
Specific Plan Vehicle
Traffic Noise Contours

Table 9 Specific Plan Noise Compatibility Impacts					
Planning Area	Land Use Plan Designation	Land Uses	Noise Standard ("Compatible"/ "Conditionally Compatible")	Future Noise Levels	Significance of Impact/ Required Mitigation
1	Residential - Medium	Multi-Family Residential	60/70	65 CNEL contour extends 55 feet and 60 CNEL contour extends 175 feet within PA-1. Ground-floor noise levels would not exceed 70 CNEL. 2nd- or 3rd-floor noise levels have potential to exceed 70 CNEL.	Potentially significant at 2nd- or 3rd-floor balconies/Mitigation NOI-1
2	Park	Park	70/75	Less than 70 CNEL across entire planning area.	Less than significant/ No mitigation required
3	Park	Park	70/75	Less than 65 CNEL across entire planning area.	Less than significant/ No mitigation required
4	Residential – Medium	Multi-Family Residential	60/70	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required
5	Residential – Medium	Multi-Family Residential	60/70	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required
6	Residential – Medium	Multi-Family Residential	60/70	Less than 65 CNEL across entire planning area. 60 CNEL contour extends 50 feet within PA-6. Noise levels would not exceed 70 CNEL.	Less than significant/ No mitigation required
7	Residential – Medium with School Overlay	Multi-Family Residential or School	60/65* *Most conservative noise standard evaluated (school)	65 CNEL contour extends 50 feet and 60 CNEL contour extends 170 feet within PA-6. Ground-floor noise levels would not exceed 70 CNEL. Multi-family residential 2nd- or 3rd-floor noise levels have potential to exceed 70 CNEL standard.	School – Potentially significant within 50 feet of Caliente Avenue/No feasible mitigation identified. Residential – Potentially significant at 2nd or 3rd floor balconies/ Mitigation NOI-1
8	Residential – Medium-High Part of Project-level Analysis	Multi-Family Residential	60/70	Part of project-level analysis. Detailed analysis conducted. See Section 5.2.1.2, Project-level Analysis.	See Section 5.2.1.2, Project-level Analysis
9	Residential – Medium Part of Project-level Analysis	Multi-Family Residential	60/70	Part of project-level analysis. Detailed analysis conducted. See Section 5.2.1.2, Project-level Analysis.	See Section 5.2.1.2, Project-level Analysis
10	Residential – Medium-Low Part of Project-level Analysis	Single-Family Residential	60/65	Part of project-level analysis. Detailed analysis conducted. See Section 5.2.1.2, Project-level Analysis.	See Section 5.2.1.2, Project-level Analysis

Table 9 Specific Plan Noise Compatibility Impacts					
Planning Area	Land Use Plan Designation	Land Uses	Noise Standard ("Compatible"/ "Conditionally Compatible")	Future Noise Levels	Significance of Impact/ Required Mitigation
11	Residential – Medium Part of Project-level Analysis	Multi-Family Residential	60/70	Part of project-level analysis. Detailed analysis conducted. See Section 5.2.1.2, Project-level Analysis.	See Section 5.2.1.2, Project-level Analysis
12	Residential – Medium-Low Part of Project-level Analysis	Single-Family Residential	60/65	Part of project-level analysis. Detailed analysis conducted. See Section 5.2.1.2, Project-level Analysis.	Less than significant/ No mitigation required. Also see Section 5.2.1.2, Project-level Analysis.
13	Residential – Medium Part of Project-level Analysis	Multi-Family Residential	60/70	Part of project-level analysis. 60 CNEL or less across entire planning area. See Section 5.2.1.2, Project-level Analysis.	Less than significant/ No mitigation required. Also see Section 5.2.1.2, Project-level Analysis.
14	Residential – Medium-Low Part of Project-level Analysis	Single-Family Residential	60/65	Part of project-level analysis. 60 CNEL or less across entire planning area. See Section 5.2.1.2, Project-level Analysis.	Less than significant/ No mitigation required. Also see Section 5.2.1.2, Project-level Analysis.
15	Residential – Medium-Low	Single-Family Residential	60/65	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required
16	School	School	60/65	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required
17	Park	Park	70/75	Less than 65 CNEL across entire planning area.	Less than significant/ No mitigation required
18	Residential – Medium-Low	Single-Family Residential	60/65	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required
19	Residential – Medium	Multi-Family Residential	60/70	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required
20	Residential – Medium-Low	Single-Family Residential	60/65	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required
21	Residential – Medium-Low	Single-Family Residential	60/65	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required
22	Residential – Medium	Multi-Family Residential	60/70	60 CNEL or less across entire planning area.	Less than significant/ No mitigation required

Table 9 Specific Plan Noise Compatibility Impacts					
Planning Area	Land Use Plan Designation	Land Uses	Noise Standard ("Compatible"/ "Conditionally Compatible")	Future Noise Levels	Significance of Impact/ Required Mitigation
23	Conserved Open Space	Open Space	--	60 CNEL contour extends 40 feet within PA-23. Noise levels would not exceed 65 or 70 CNEL.	Less than significant/ No mitigation required
24	Mixed-Use	Multi-Family Residential and Retail	Multi-Family – 60/70 Retail – 65/75	65 CNEL contour located at very edge of PA-24. 60 CNEL contour extends 30 feet within PA-24. Noise levels would not exceed 65 or 70 CNEL.	Less than significant/ No mitigation required
25	Mixed-Use	Multi-Family Residential and Retail	Multi-Family – 60/70 Retail – 65/75	60 CNEL contour located at very edge of PA-25. Noise levels would not exceed 65 or 70 CNEL.	Less than significant/ No mitigation required
26	Mixed-Use	Multi-Family Residential and Retail	Multi-Family – 60/70 Retail – 65/75	70 CNEL contour located at very edge closest to Beyer Boulevard. 65 CNEL contour extends 100 feet and 60 CNEL contour extends 280 feet within PA-27. Ground floor and 2nd- or 3rd-floor noise levels have potential to exceed 70 CNEL.	Potentially significant at ground floor and 2nd- or 3rd-floor balconies/Mitigation NOI-1
27	Mixed-Use	Multi-Family Residential and Retail	Multi-Family – 60/70 Retail – 65/75	70 CNEL contour located at very edge closest to Beyer Boulevard. 65 CNEL contour extends 100 feet and 60 CNEL contour extends 280 feet within PA-26. Ground floor and 2nd- or 3rd-floor noise levels have potential to exceed 70 CNEL.	Potentially significant at ground floor and 2nd- or 3rd-floor balconies/Mitigation NOI-1
CNEL = community noise equivalent level; PA = planning area; VTM = vesting tentative map					

Commercial/Retail Uses

Commercial/retail uses would be constructed in the mixed-use Planning Areas 24 through 27. Noise levels at Planning Areas 24 through 27 would exceed 65 CNEL within 100 feet of Beyer Boulevard and South Caliente Avenue, but would not exceed 75 CNEL. Exterior noise impacts at retail uses would be less than significant.

School

A school would be constructed in Planning Area 16. A school overlay is applied to Planning Area 7, where a second school could potentially be sited. Noise levels would exceed 65 CNEL only at the portion of Planning Area 7 closest to Caliente Avenue. Should the future site design for the school place exterior use areas or classrooms within 50 feet of Caliente Avenue, impacts would be potentially significant. As the City does not have land use authority over school development, it cannot be guaranteed that exterior noise impacts at a potential future school site can be avoided, thus impacts would be considered significant and unavoidable. Noise levels would be 60 CNEL or less at Planning Area 16; thus, exterior noise impacts to the school at Planning Area 16 would be less than significant.

Parks

Parks would be constructed at Planning Areas 2, 3, and 17. Additionally, pocket parks would be located throughout the Specific Plan among the future planning areas. Noise levels would not exceed the compatibility standard of 70 CNEL at any of the park areas. Therefore, exterior noise impacts at parks would be less than significant.

Open Space

Land uses surrounding the program-level area include MHPA and Vernal Pool Habitat Conservation Plan conservation lands and a variety of sensitive habitat types. As shown in Figure 14, vehicle traffic noise after the buildout of the Specific Plan would not exceed 60 CNEL within the surrounding open space, with the exception of limited areas along the Beyer Boulevard alignment and near the Caliente Avenue extension within the project-level area. As the Beyer Boulevard extension is a project-level component, it is discussed in Section 5.2.1.2. Along Caliente Avenue, there are no adjacent MHPA lands and existing habitats consist of non-native grasslands with no noise-sensitive species known to be present; therefore, impacts to sensitive species from transportation noise would not be anticipated. Vehicle traffic noise impacts to open space areas surrounding the program-level components would be less than significant.

b. Interior Noise

Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. According to the FHWA's Highway Traffic Noise Analysis and Abatement Guidance, buildings with masonry façades and double-glazed windows are estimated to provide a noise level reduction of 35 dB, while light-frame structures with double-glazed windows may provide noise level reductions of 20 to 25 dB (FHWA 2011).

Assuming an exterior-to-interior noise reduction of 20 dB(A), interior noise levels would be reduced to 45 CNEL or less in areas that are exposed to exterior noise levels of 65 CNEL or less. As shown in

Figure 14, exterior noise levels are projected to exceed 65 CNEL only at those areas closest to Beyer Boulevard and Caliente Avenue within Planning Areas 1, 7, 8, 10, 11, 26, and 27. A noise reduction of up to 25 to 30 dB would be required to achieve an interior noise level of 45 CNEL or less. As required by Mitigation Framework NOI-2 of the OMCP FEIR (see Section 2.1), prior to the issuance of building permits, a site specific interior noise analysis would be prepared demonstrating that the window, door, and wall components would achieve a necessary sound transmission class rating required to reduce interior noise levels to 45 CNEL or less.

5.2.1.2 Project-level Analysis

a. Exterior Noise

Residential Uses

For Phase 1 development, future vehicle traffic noise level contours that take into account proposed grading were calculated. These contours are shown in Figure 15. Noise levels were then modeled at specific receiver locations, as shown in Figure 15. The results are summarized in Table 10. SoundPLAN data are provided in Attachment 4.

Single-family residences (multi-family detached) and multi-family duplexes are currently proposed as a part of Planning Areas 10, 12 and 14. Noise levels were modeled at a series of 15 receivers (Receivers 17 through 31) located within the backyards of these residential uses along the perimeter of Phase 1. As shown, first-floor exterior noise levels would range from 55 to 72 CNEL. Exterior noise levels would exceed the significance threshold of 65 CNEL at the backyards located closest to Beyer Boulevard (Receivers 26 through 28). To reduce noise levels, a 6-foot barrier was modeled along the southern perimeter of these backyards as shown in Figure 16. With incorporation of this barrier, first-floor exterior noise levels would be reduced to 62 to 64 CNEL and would be less than significant.

Multi-family attached residential uses are currently proposed as a part of Planning Areas 8, 9, 11 and 13. Exterior noise levels were modeled at the multi-family attached residential building façades at the perimeter of these planning areas. As shown, first- through third-floor exterior noise levels would range from 57 to 74 CNEL. Exterior noise levels would exceed 65 CNEL at the buildings located closest to Caliente Avenue and Beyer Boulevard (Receivers 1 through 8, 30 through 33, and 35 through 39). The exact building design and balcony locations are not known at this time. However, if balconies would be located at these buildings facing Caliente Avenue and Beyer Boulevard, exterior noise levels would exceed 65 CNEL. To refine the analysis further, for the buildings located adjacent to Beyer Boulevard and Caliente Avenue, exterior noise levels with incorporation of a 3.5-foot solid balcony railing were modeled at possible balcony locations facing the roadways. Noise levels would be reduced to 65 CNEL or less at all balconies facing Beyer Boulevard and Caliente Avenue with the incorporation of a 3.5-foot solid railing. The buildings that would require 3.5-foot solid balcony railings are shown in Figure 16. With the incorporation of these solid railings, exterior noise impacts at the multi-family portion of Phase 1 would be less than significant. As identified in Section 1.2.6, these solid balcony railings would be a project design feature that would be a condition of approval.

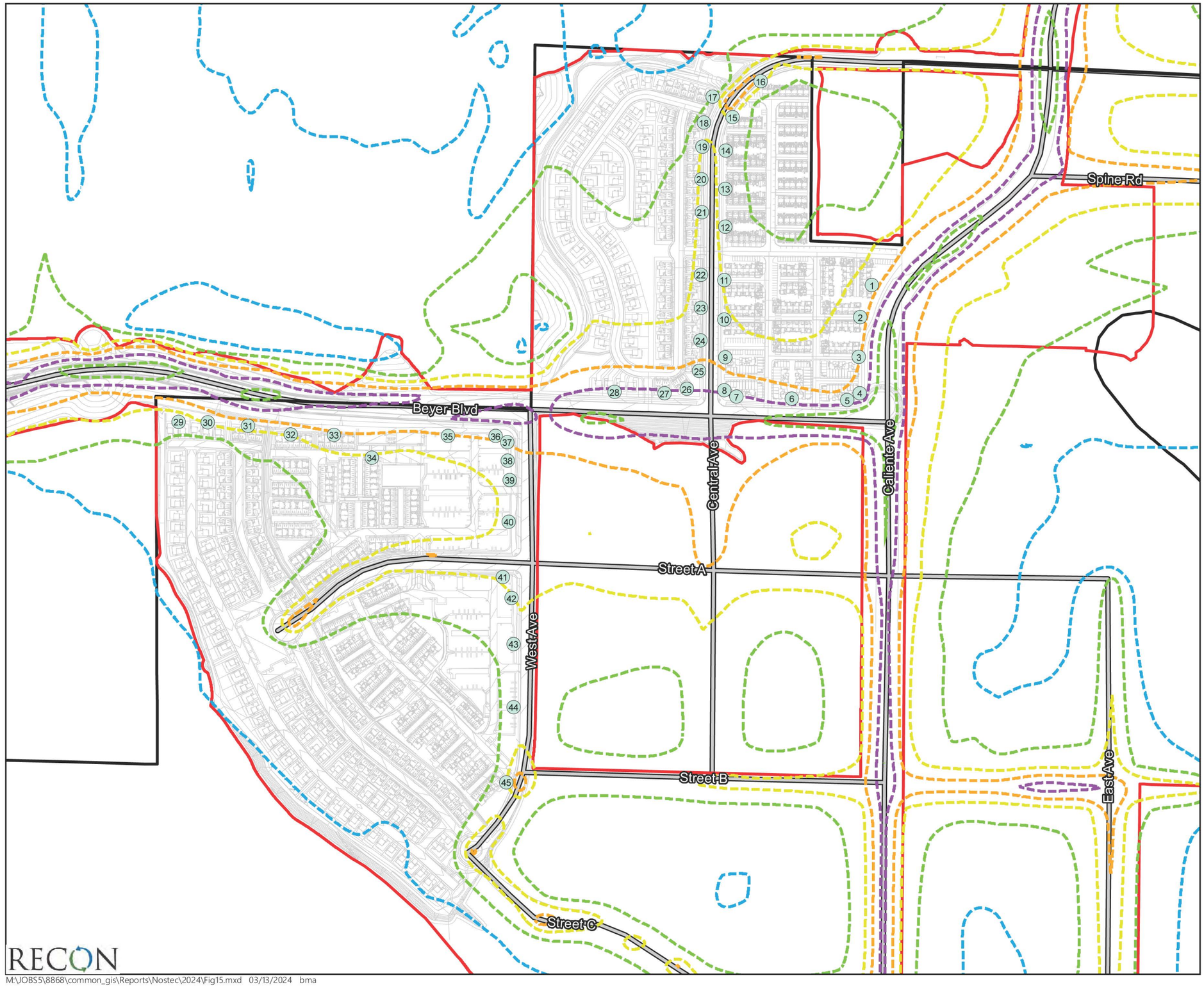

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FIGURE 15
Phase 1 Vehicle Traffic Noise Contours

Table 10 Phase 1 Future Vehicle Traffic Noise Levels				
		Exterior Noise Level (CNEL)		
Receiver	Location	First Floor	Second Floor	Third Floor
1	Planning Area 8 Multi-Family Building Façade	65	**67**	**68**
2	Planning Area 8 Multi-Family Building Façade	63	65	**66**
3	Planning Area 8 Multi-Family Building Façade	64	**66**	**67**
4	Planning Area 8 Multi-Family Building Façade	**66**	**69**	**70**
5	Planning Area 8 Multi-Family Building Façade	**66**	**69**	**70**
6	Planning Area 8 Multi-Family Building Façade	**67**	**69**	**69**
7	Planning Area 8 Multi-Family Building Façade	**72**	**73**	**73**
8	Planning Area 8 Multi-Family Building Façade	**69**	**71**	**72**
9	Planning Area 8 Multi-Family Building Façade	62	64	65
10	Planning Area 8 Multi-Family Building Façade	60	61	62
11	Planning Area 8 Multi-Family Building Façade	58	60	60
12	Planning Area 9 Multi-Family Building Façade	59	61	61
13	Planning Area 9 Multi-Family Building Façade	59	61	61
14	Planning Area 9 Multi-Family Building Façade	59	61	61
15	Planning Area 9 Multi-Family Building Façade	60	61	61
16	Planning Area 9 Multi-Family Building Façade	61	62	62
17	Planning Area 10 Multi-Family Duplex Backyard	55	59	60
18	Planning Area 10 Multi-Family Duplex Backyard	56	60	60
19	Planning Area 10 Multi-Family Duplex Backyard	59	60	61
20	Planning Area 10 Multi-Family Duplex Backyard	59	60	60
21	Planning Area 10 Multi-Family Duplex Backyard	59	61	61
22	Planning Area 10 Multi-Family Duplex Backyard	60	61	61
23	Planning Area 10 Multi-Family Duplex Backyard	60	61	62
24	Planning Area 10 Multi-Family Duplex Backyard	61	63	63
25	Planning Area 10 Multi-Family Duplex Backyard	65	**67**	**68**
26	Planning Area 12 Single Family Backyard	**71**	**72**	**73**
27	Planning Area 10 Multi-Family Duplex Backyard	**72**	**74**	**74**
28	Planning Area 10 Single Family Backyard	**71**	**73**	**73**
29	Planning Area 12 Single Family Backyard	57	61	64
30	Planning Area 12 Single Family Backyard	60	**66**	**67**
31	Planning Area 10 Multi-Family Duplex Backyard	63	**66**	**66**
32	Planning Area 11 Multi-Family Building Façade	62	**67**	**68**
33	Planning Area 11 Multi-Family Building Façade	**66**	**68**	**69**
34	Planning Area 11 Multi-Family Building Façade	60	63	64
35	Planning Area 11 Multi-Family Building Façade	**66**	**68**	**69**
36	Planning Area 11 Multi-Family Building Façade	**67**	**69**	**69**
37	Planning Area 11 Multi-Family Building Façade	**66**	**67**	**68**
38	Planning Area 11 Multi-Family Building Façade	64	**66**	**66**
39	Planning Area 11 Multi-Family Building Façade	63	65	**66**
40	Planning Area 11 Multi-Family Building Façade	62	64	64
41	Planning Area 13 Multi-Family Building Façade	62	63	64
42	Planning Area 13 Multi-Family Building Façade	59	62	62
43	Planning Area 13 Multi-Family Building Façade	58	60	61
44	Planning Area 13 Multi-Family Building Façade	57	59	59
45	Planning Area 13 Multi-Family Building Façade	58	60	60
Bold text = exceeds 65 CNEL				

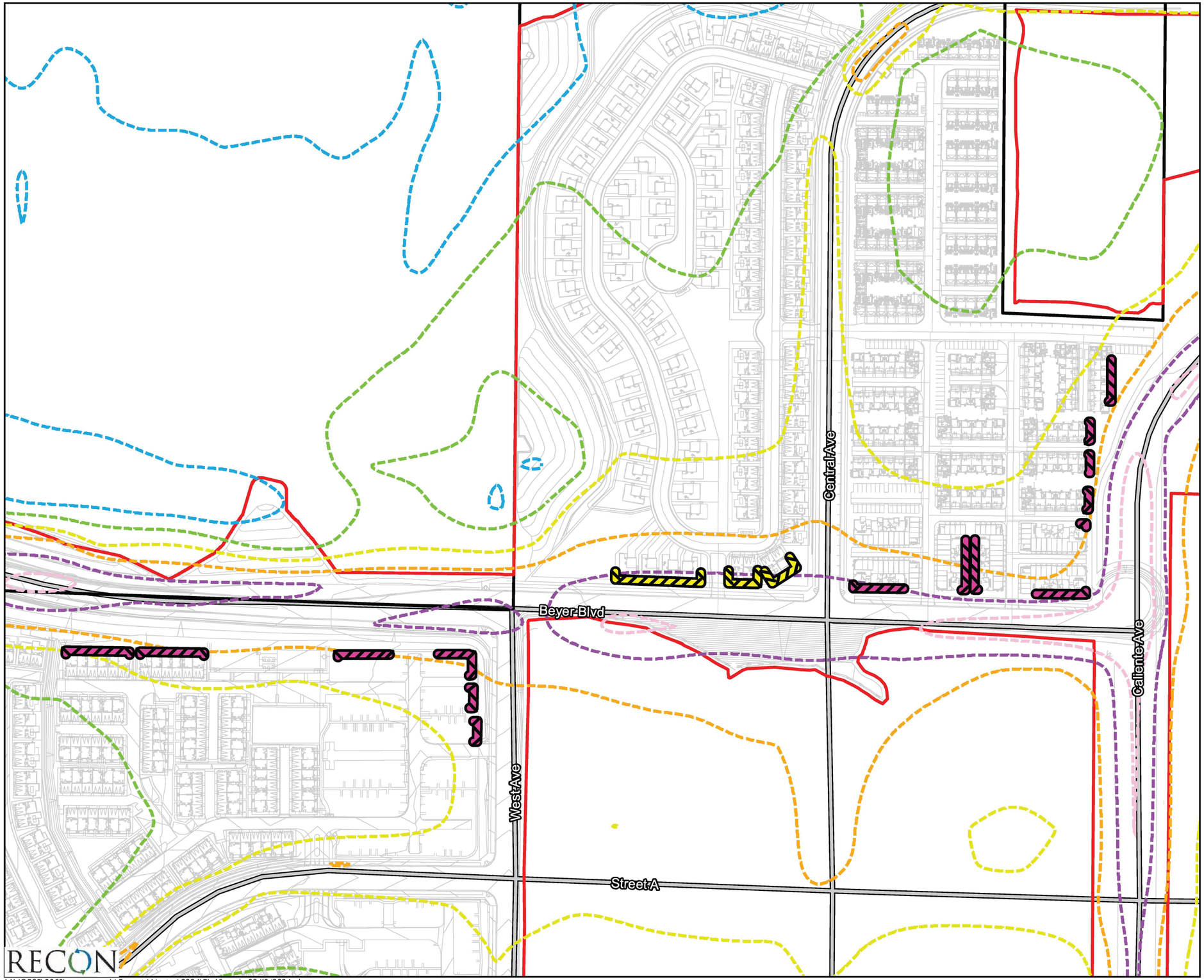

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FIGURE 16
Modeled Barriers

Open Space

Along Caliente Avenue, there are no adjacent MHPA lands and existing habitats consist of non-native grasslands; therefore, impacts to sensitive species from transportation noise would not be anticipated. MHPA lands surround the EVA road. However, the road would be used for emergency access only and would be gated to prohibit public vehicular access and would therefore not be a source of transportation noise beyond existing use levels except when the roadway is utilized in emergency situations. Noise generated from vehicles during an emergency, including from sirens and horns, is allowed per SDMC §59.5.0402, Motor Vehicles, and would be less than significant.

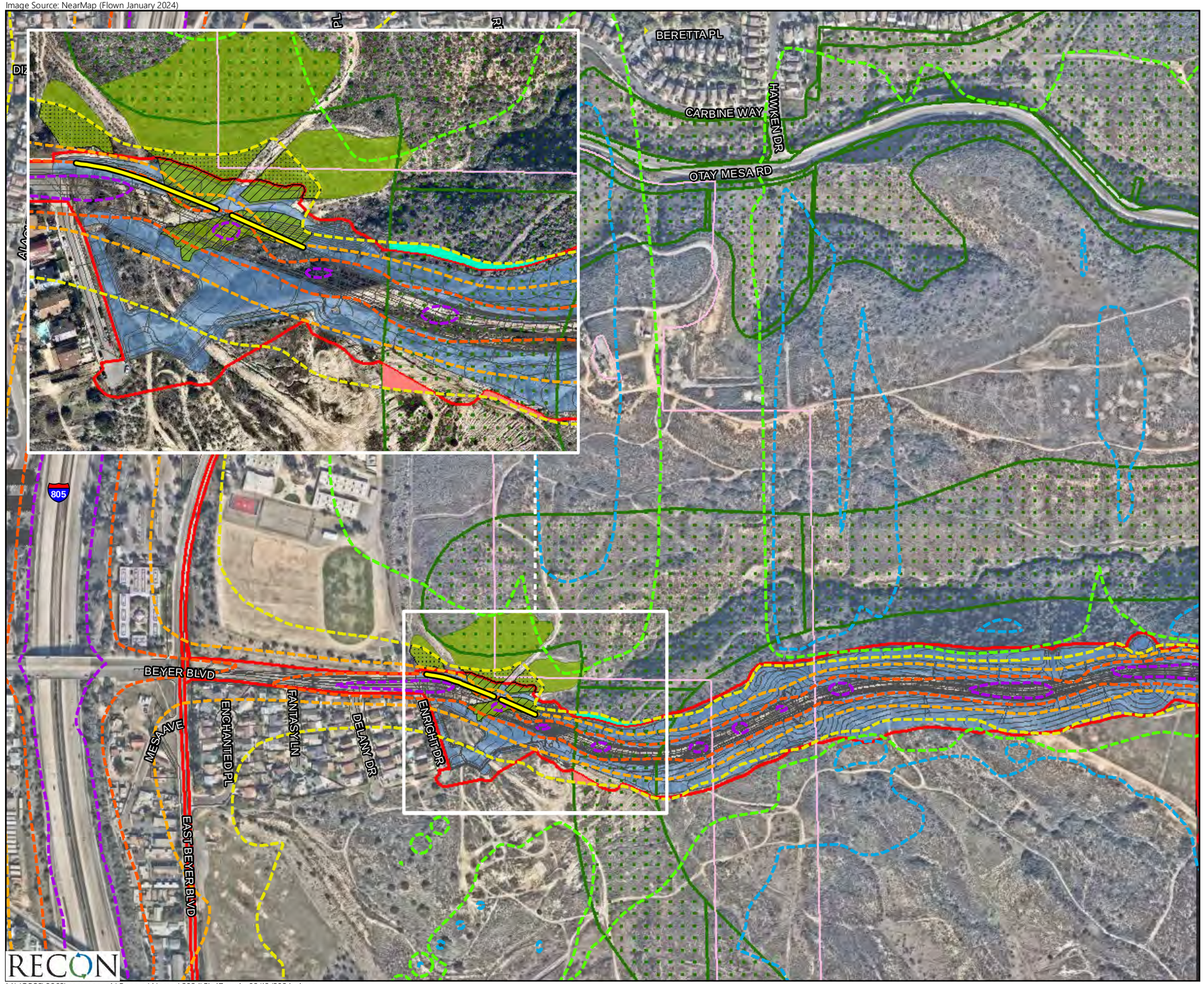
Operational noise associated with Beyer Boulevard traffic noise was modeled to identify the post-project noise contours in relation to the habitat surrounding the proposed Beyer Boulevard extension (Figure 17). Future traffic noise levels that take into account the proposed grading were modeled. Along the western extent of the proposed Beyer Boulevard extension, a 6-foot-tall masonry wall would be constructed on the north side of the road to provide separation and noise attenuation from the adjacent habitat. This wall was also included in the model. It is noted that the north-south trending noise contours shown in Figure 17 are due to vehicle traffic on from I-805 while the east-west noise contours are a result of future Beyer Boulevard traffic.

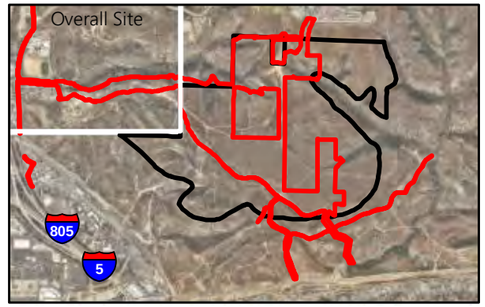
As shown, the 60 CNEL noise contour associated with Beyer Boulevard largely follows the limits of grading for the roadway. The swath of land within the County of San Diego's Furby North preserve would be subject to noise levels of approximately 60 to 65 CNEL after construction; however, those noise levels are due to vehicle traffic on I-805, not the future extension of Beyer Boulevard. The 60 CNEL contour that runs parallel to Beyer Boulevard is due to vehicle traffic on Beyer Boulevard, and it generally stays within the project-level analysis boundary with the exception of approximately 0.094-acre area of suitable coastal California gnatcatcher habitat and 0.457-acre area of suitable cactus wren habitat (see Figure 17). Indirect noise impacts in these areas would occur because they would be subject to noise levels above 60 dB(A) L_{eq} after buildout of the Specific Plan and all associated traffic volumes. This impact would be significant and mitigated through additional coastal cactus wren habitat restoration within the County Furby North Preserve consistent with the Coastal Cactus Wren Mitigation Plan (RECON 2024b). Implementation of cactus wren habitat restoration would reduce the significant noise impact to coastal cactus wren from Beyer Boulevard operational noise to less than significant.

b. Interior Noise

Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. According to the FHWA's Highway Traffic Noise Analysis and Abatement Guidance, buildings with masonry façades and double-glazed windows can be estimated to provide a noise level reduction of 35 dB, while light-frame structures with double-glazed windows may provide noise level reductions of 20 to 25 dB (FHWA 2011).

Image Source: NearMap (Flown January 2024)





- Direct Impact to Cactus Wren Habitat (0.625 acre)
- Indirect Impact to Cactus Wren Habitat (0.457 acre)
- Maritime Succulent Scrub (0.094 acre Indirect impact to Coastal California Gnatcatcher Habitat)
- Disturbed Land
- Project-Level Analysis Area
- Site Plan
- 6-foot Masonry Noise Wall
- Manufactured Slopes to be Revegetated with Native Species
- Specific Plan Boundary
- Furby North Preserve
- Cactus Wren Habitat/Cholla Thicket
- City of SD MHPA

Traffic Noise

- 50 CNEL
- 55 CNEL
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL

0 Feet 400

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FIGURE 17
Beyer Boulevard Noise Contours

The interior noise level standard for residential uses is 45 CNEL. Assuming an exterior-to-interior noise reduction of 20 dB(A), interior noise levels would be reduced to 45 CNEL or less in areas that are exposed to exterior noise levels of 65 CNEL or less. As shown in Table 10, exterior noise levels at the proposed residential uses due to vehicle traffic on surrounding on-site and off-site roadways would range from 55 to 74 CNEL. A noise level reduction of up to 29 dB(A) would be required to achieve an interior noise level of 45 CNEL. Due to the traffic noise increases resulting primarily from project-generated traffic, this impact would be considered significant. To mitigate for this potential impact, Mitigation Framework NOI-2 of the OMCP FEIR (see Section 2.1) would be required and carried forward as mitigation for the project-level analysis area. As required by Mitigation Framework NOI-2, prior to the issuance of building permits, a site specific interior noise analysis would be prepared demonstrating that the window, door, and wall components would achieve a necessary sound transmission class rating required to reduce interior noise levels to 45 CNEL or less. The single-family lots (multi-family detached) and multi-family attached buildings that would require the interior noise analysis are indicated in Figure 18. With implementation of Mitigation Framework NOI-2, interior noise impacts would be reduced to a level less than significant.

5.2.2 Off-Site Vehicle Traffic Noise

The Specific Plan would increase traffic volumes on local roadways. The primary factor affecting off-site noise levels would be increased traffic volumes. While changes in noise levels would occur along any roadway where project-related traffic occurs, for noise assessment purposes, noise level increases are assumed to be greatest nearest the project site, as this location would represent the greatest concentration of project-related traffic. A significant impact would occur if buildout of the Specific Plan or VTM would result in traffic noise levels that exceed the City's significance thresholds for traffic noise (see Table 2). Per the City's significance thresholds, if a land use is currently at or exceeds the significance thresholds for traffic noise, then an increase of more than 3 dB is considered significant.

Table 11 presents a conservative assessment of traffic noise levels based on the existing and year 2050 traffic volumes. Noise level calculations are contained in Attachment 5.

I-805 and SR-905

As shown, for I-805 and SR-905, the total year 2050 increase over existing noise levels would range from 0.2 to 1.9 dB(A). This is less than 3 dB(A) and the Specific Plan's contribution to this increase would be less than 1 dB(A). Therefore, direct and cumulative off-site noise impacts to uses located adjacent to the freeway segments would be less than significant.

Airway Road

The existing uses adjacent to the analyzed segment of Airway Road include San Ysidro High School south of the segment from (Old) Otay Mesa Road to Caliente Avenue and multi-family uses south of the segment from Caliente Avenue to Santa Rosa. Additional development is currently proposed in the vicinity, which would contribute to the traffic noise increases along Airway Road. Noise level increases adjacent to Airway Road between (Old) Otay Mesa Road and Caliente Avenue would exceed 3 dB(A); however, overall exterior noise levels would not exceed the significance threshold of 65 CNEL for schools. Noise level increases east of Caliente Avenue would exceed 3 dB(A) and overall noise levels would exceed 65 CNEL at the residential uses adjacent to this segment. Therefore, noise level increases adjacent to Airway Road between Caliente Avenue and Santa Road would be significant.

FIGURE 18
Buildings Requiring Site-Specific Interior Noise Analysis

Table 11 Specific Plan Increases in Ambient Vehicle Traffic Noise (CNEL at 50 feet from Centerline)				
Roadway	Segment	Existing Noise Level	2050 Noise Level	Increase Over Existing
I-805	North of SR-905	84.4	84.6	0.2
	South of SR-905	81.4	82.1	0.7
SR-905	West of I-805	81.7	83.6	1.9
	I-805 to Caliente Avenue	83.8	85.3	1.5
	East of Caliente Avenue	83.3	84.9	1.6
Airway Road	(Old) Otay Mesa Road to Driveway	58.8	64.4	5.6
	Driveway to Caliente Avenue	58.8	65.2	6.4
	Caliente Avenue to Santa Rosa	**57.7**	**66.2**	**8.5**
Beyer Boulevard	SR-905 WB Ramp to Centerline of SR-905	73.5	73.2	-0.3
	Centerline of SR-905 to SR-905 EB Ramp/Dairy Mary	73.5	73.2	-0.3
	SR-905 EB Ramp/Dairy Mary to Precision Park Lane	69.9	71.8	1.9
	Precision Park Ln to Del Sur Boulevard	69.9	70.7	0.8
	Del Sur Boulevard to Driveway	69.9	71.4	1.5
	Driveway to Midpoint of South Vista Avenue	69.9	71.8	1.9
	Midpoint of South Vista Avenue to Smythe Crossing	69.9	71.8	1.9
	Smythe Crossing to Smythe Avenue	69.9	71.7	1.8
	Smythe Avenue to Cottonwood Road	70.6	72.9	2.3
	Cottonwood Road to Camino de Los Ninos	70.6	72.9	2.3
	Camino de Los Ninos to Alaquinas Drive/Park Avenue	70.6	72.8	2.2
	Alaquinas Drive/Park Avenue to (Old) Otay Mesa Road	**69.3**	**74.2**	**4.9**
	(Old) Otay Mesa Road to Delany Drive	**59.5**	**75.5**	**16.0**
	Delany Drive to Enright Drive	**59.5**	**75.4**	**15.9**
	Enright Drive to Caliente Avenue	**--**	**75.4**	**75.4**
Caliente Avenue	Otay Mesa Road to SR-905 WB Ramp	74.3	73.5	-0.8
	SR-905 WB Ramp to SR-905 EB Ramp	72.6	74.7	2.1
	SR-905 EB Ramp to Airway Road	**70.1**	**75.4**	**5.3**
	Airway Road to Southern Terminus	**63.2**	**76.2**	**13.0**
	Southern Terminus to Central Avenue	**63.2**	**72.7**	**9.5**
	Central Avenue to Beyer Boulevard	**63.2**	**74.7**	**11.5**
Center Street	**East Beyer Boulevard to San Ysidro Boulevard**	**61.1**	**64.6**	**3.5**
Corporate Center Drive	Progressive Avenue to Otay Mesa Road	62.4	63	0.6
Datsun Street	Innovative Drive to Otay Valley Road	62.6	65.2	2.6
East Beyer Boulevard	**Beyer Boulevard to Filoi Avenue**	**63.6**	**68.4**	**4.8**
	Filoi Avenue to Center Street/Hill Street	**63.6**	**68.9**	**5.3**
Innovative Drive	Datsun Street to Progressive Avenue	58.8	62	3.2
	Progressive Avenue to Otay Mesa Road	57.5	66.4	8.9
Ocean View Hills Parkway	Starfish Way/Westport to Sea Drift Way	70.2	70.5	0.3
	Sea Drift Way to Del Sol Boulevard	69.5	70.4	0.9
	Del Sol Boulevard to Sea Fire Point	69.1	70.1	1.0
	Sea Fire Point to Hidden Trails Road	68.9	68.3	-0.6
	Hidden Trails Road to Otay Mesa Road	69.7	69.5	-0.2
Otay Mesa Road	Ocean View Hills Parkway to Emerald Crest Court	72.3	73.4	1.1
	Emerald Crest Court to Corporate Center Drive	72.1	73.5	1.4
	Corporate Center Drive to Innovative Drive	70.3	72.3	2.0
	Innovative Drive to Heritage Road	70.9	69.8	-1.1
Otay Valley Road	Avenida de las Vistas to Datsun Street	67.8	73.2	5.4
Progressive Avenue	Corporate Center Drive to Innovative Drive	56.2	--	--
San Ysidro Boulevard	I-805 SB Ramp to I-805 NB Ramp	68.6	68.1	-0.5
Bold = Significant impact; -- = Does not currently exist CNEL = community noise equivalent level; I-805 = Interstate 805; SR-905 = State Route 905; WB = westbound; EB = eastbound				

Beyer Boulevard

A 3 dB(A) or more noise level increase would occur adjacent to Beyer Boulevard between Alaquinas Drive/Park Avenue and Enright Drive. Residential and commercial uses are currently located adjacent to this segment. As shown, noise levels would exceed the significance threshold of 65 CNEL for residential uses. It should be noted that the noise environment in the vicinity of this roadway segment is dominated by vehicle traffic noise from I-805; thus, the actual noise increase along Beyer Boulevard would be less than what is identified in Table 11. However, due to the magnitude of the noise increase, impacts would be significant. The segment of Beyer Boulevard east of Enright Drive currently does not exist. Future land uses adjacent to this segment would be a part of the Specific Plan. Therefore, noise impacts due to this segment are addressed under Section 5.2.1.1 and 5.2.1.2. As discussed, it was determined that exterior noise levels would exceed 65 CNEL at certain residential backyards and balconies located within Planning Areas 8, 10, 11, and 12; however, construction of the barriers identified in Section 5.2.1.2, exterior noise levels would be reduced to 65 CNEL or less. Noise levels at the commercial/retail uses within Planning Areas 26 and 27 adjacent to Beyer Boulevard would not exceed the compatibility standard of 75 CNEL.

Caliente Avenue

The noise level increases adjacent to Caliente Avenue north of SR-905 are not anticipated to increase by more than 3 dB(A). Newly constructed residential uses and San Ysidro High School are located adjacent to Caliente Avenue between Otay Mesa Road and the southern terminus of Caliente Avenue. Future development is anticipated south of the current terminus of Caliente Avenue including the Candlelight project located just south of the current terminus of Caliente Avenue, and the Southwind project located just south of Candlelight and east of Phase 1. Noise levels due to vehicle traffic on Caliente Avenue would result in a noise increase of more than 3 dB(A) and would exceed the significance threshold of 65 CNEL for schools and residential uses; therefore, this increase would be significant.

Center Street

There are existing single-family residences located adjacent to Center Street. As shown in Table 11, noise level increases are anticipated to exceed 3 dB(A)The noise environment in the vicinity of this roadway segment is dominated by vehicle traffic noise from I-805 and likely exceeds the significance threshold of 65 CNEL for residential uses.. Therefore, due to existing noise levels associated with the proximity to I-805 and the magnitude of the noise increase, impacts would be significant.

Corporate Center Drive

There are existing commercial and industrial uses located adjacent to Corporate Center Drive. The noise level increase would be less than 3 dB(A) and noise levels would not exceed the significance threshold of 75 CNEL for commercial and industrial uses. Impacts would be less than significant.

Datsun Street

There are existing industrial auto salvage yard uses located adjacent to Datsun Street. Direct noise increases would be less than 3 dB(A) and noise levels would not exceed the significance threshold of 75 CNEL for commercial and industrial uses. Impacts would be less than significant.

East Beyer Boulevard

There are existing single-family residences located adjacent to East Beyer Boulevard. As with Center Street, although the noise environment in the vicinity is dominated by vehicle traffic on I-805, the Specific Plan would result in more than a 3 dB(A) increase along East Beyer Boulevard and noise levels would exceed 65 CNEL. Therefore, project noise impacts along East Beyer Boulevard would be significant.

Innovative Drive

There are existing commercial and industrial uses located adjacent to Innovative Drive. As shown in Table 11, noise level increases would exceed 3 dB(A). However, existing and future noise levels would not exceed the significance threshold of 75 CNEL for commercial and industrial uses. Thus, the noise increase would be less than significant.

Ocean View Hills Parkway

There are existing single and multi-family residential uses located adjacent to Ocean View Hills Parkway. As shown in Table 11, noise level increases would be less than 3 dB(A). Impacts would be less than significant.

Otay Mesa Road

There are existing multi-family residential uses located adjacent to the segment between Ocean View Hills Parkway and Emerald Crest Court, and commercial and industrial uses adjacent to the segment between Emerald Crest Court and Heritage Road. As shown in Table 11, noise level increases would be less than 3 dB(A). Therefore, impacts would be less than significant.

Otay Valley Road

There are existing industrial auto salvage yard uses located adjacent to Otay Valley Road. Noise level increases would exceed 3 dB(A). However, existing and future noise levels would not exceed the significance threshold of 75 CNEL for industrial uses. Thus, the noise increase would be less than significant.

Progressive Avenue

There are existing commercial and industrial uses located adjacent to Progressive Avenue. As shown in Table 11, existing noise levels are approximately 56 CNEL. SANDAG traffic projections for this roadway are not available; however, given the low noise levels due to vehicle traffic on Progressive Avenue and its location in relation to the Specific Plan, noise impacts due to the Specific Plan are anticipated to be less than significant.

San Ysidro Boulevard

This roadway segment is a freeway overpass. There are no existing receptors adjacent to this roadway segment and noise level would decrease. Thus, noise impacts adjacent to this segment would be less than significant.

The OMCP FEIR concluded that project traffic noise effects on existing residences would be significant because traffic noise levels would exceed the applicable standards at existing residences. Due to the fact that these would be older homes which would not have been constructed to achieve current interior noise standards, there is the potential that project traffic would generate noise levels that exceed current interior noise standards at these existing residences. The OMCP FEIR found that no mitigation is available for traffic noise impacts to existing residences and impacts would remain significant and unavoidable. The Specific Plan would result in the same significant and unavoidable impacts as the OMCP FEIR for the segments identified above.

5.3 On-site Generated Operational Noise

5.3.1 Program-level Analysis

On-site stationary sources of noise are regulated by Section 59.5.0401 of the City's Noise Abatement and Control Ordinance. As discussed, the Specific Plan would include residential, school, retail, and park uses. The noise sources that are typical of any residential complex include vehicles arriving and leaving, children at play, and landscape maintenance machinery. None of these noise sources is anticipated to violate the City's Noise Abatement and Control Ordinance or result in a substantial permanent increase in existing noise levels. However, residential HVAC units would have the potential to produce noise in excess of City limits (see Table 3). A representative residential HVAC unit generates a sound power level of 72 dB(A). If this representative unit were to run continuously, the most restrictive nighttime Noise Abatement and Control Ordinance limit of 40 dB(A) L_{eq} for single-family uses would be exceeded if the HVAC unit were to operate continuously within 50 feet of the property line. The most restrictive nighttime limit of 45 dB(A) L_{eq} for multi-family uses would be exceeded if the HVAC unit were to operate continuously within 30 feet of the property line. The exact location of future residential HVAC units is not known at this time and impacts would be potentially significant.

The Specific Plan also proposes a mixed-use area that would include residential and commercial/retail uses. Noise sources associated with the commercial/retail uses may include HVAC equipment, restaurant or café ventilation fans, and deliveries. HVAC and ventilation fan noise levels would be similar to those discussed above for residential uses. Delivery trucks can generate sound power levels of approximately 92 dB(A). During the loading/unloading of the truck, the engine can only idle for a maximum of 5 minutes in compliance with state regulations for air quality. A truck idling for 5 minutes would generate an average hourly noise level of approximately 50 dB(A) L_{eq} at 50 feet. Due to the close proximity of residential uses in the mixed-use area, these noise sources would be potentially significant.

As discussed in Section 4.3, two permanent sewer pump stations would ultimately be required within the Specific Plan area, including one in the southeastern portion of the Specific Plan area and a

second pump station within the southern tip of Planning Area 5 (see Figure 7). The pump stations would include enclosed electric pumps, an HVAC unit, and an enclosed emergency generator. The pumps would be enclosed in a concrete building and would not generate significant noise. The emergency generator would also be enclosed in a concrete block building; however, it generates louder noise levels that may be audible outside the building. The HVAC unit would be located outside the building. The exact design of the pump stations and the location of noise generating equipment is not known at the program level. As discussed in Section 4.3, HVAC units generate an approximately sound power level of 72 dB(A), which is approximately to a sound pressure level of 40 dB(A) L_{eq} at 50 feet and generators produce a sound power level of 100 dB(A), which is approximately to a sound pressure level of 68 dB(A) L_{eq} at 50 feet. Since the exact design is not known at this time, impacts would be potentially significant.

As required by Mitigation Framework NOI-3 of the OMCP FEIR (see Section 2.2.5), prior to the issuance of building permits, a site specific acoustical/noise analysis of any on-site generated noise sources shall be prepared that demonstrates that future projects would not exceed the limits established in the City's Noise Abatement and Control Ordinance. This measure would apply to future development within the Specific Plan area, including the mixed-use site, and would reduce impacts to a level less than significant.

5.3.2 Project-level Analysis

The primary noise sources associated with the residential uses on-site would be ground-floor HVAC equipment at the attached multi-family uses located in Phase 1. Using the HVAC parameters discussed in Section 4.3, noise levels were modeled at a series of 27 receivers located adjacent to the Phase 1 residential development area, including the single-family lots (detached multi-family), the Candlelight and Southwind multi-family development to the north, and adjacent Planning Areas 7, 15, 16, 25, 26, 27, and 29. The HVAC units would be located on the ground floor on the sides of each building. Noise generated by HVAC equipment would occur on an intermittent basis, primarily during the day and evening hours and less frequently during the nighttime hours. HVAC units were modeled at full capacity during the daytime hours and 50 percent capacity during the nighttime hours.

The single-family noise level limits were applied to the medium-low density residential uses. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. Thus, the applicable daytime, evening, and nighttime noise level limits between the multi-family residential uses and the single-family uses are 52.5, 47.5, and 42.5 dB(A) L_{eq}, respectively. The applicable daytime, evening, and nighttime noise level limits between multi-family residential uses 55, 50, and 45 dB(A) L_{eq}, respectively. Modeled receivers and the locations of the HVAC units are shown in Figures 19.1 and 19.2. Modeled data is included in Attachment 6. Future projected noise levels are summarized in Table 12.

Project-level Analysis Area
Specific Plan Boundary
New Streets
HVAC Locations
Adjacent Receivers

HVAC Noise

30 dB(A) L_{eq}
35 dB(A) L_{eq}
40 dB(A) L_{eq}
45 dB(A) L_{eq}

Beyer Blvd
Central Ave
Spine Rd
Caliente Ave
West Ave
Street A
Street B
Street C
East Ave

0 Feet 350

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FIGURE 19.1
Daytime/Evening HVAC Noise Contours

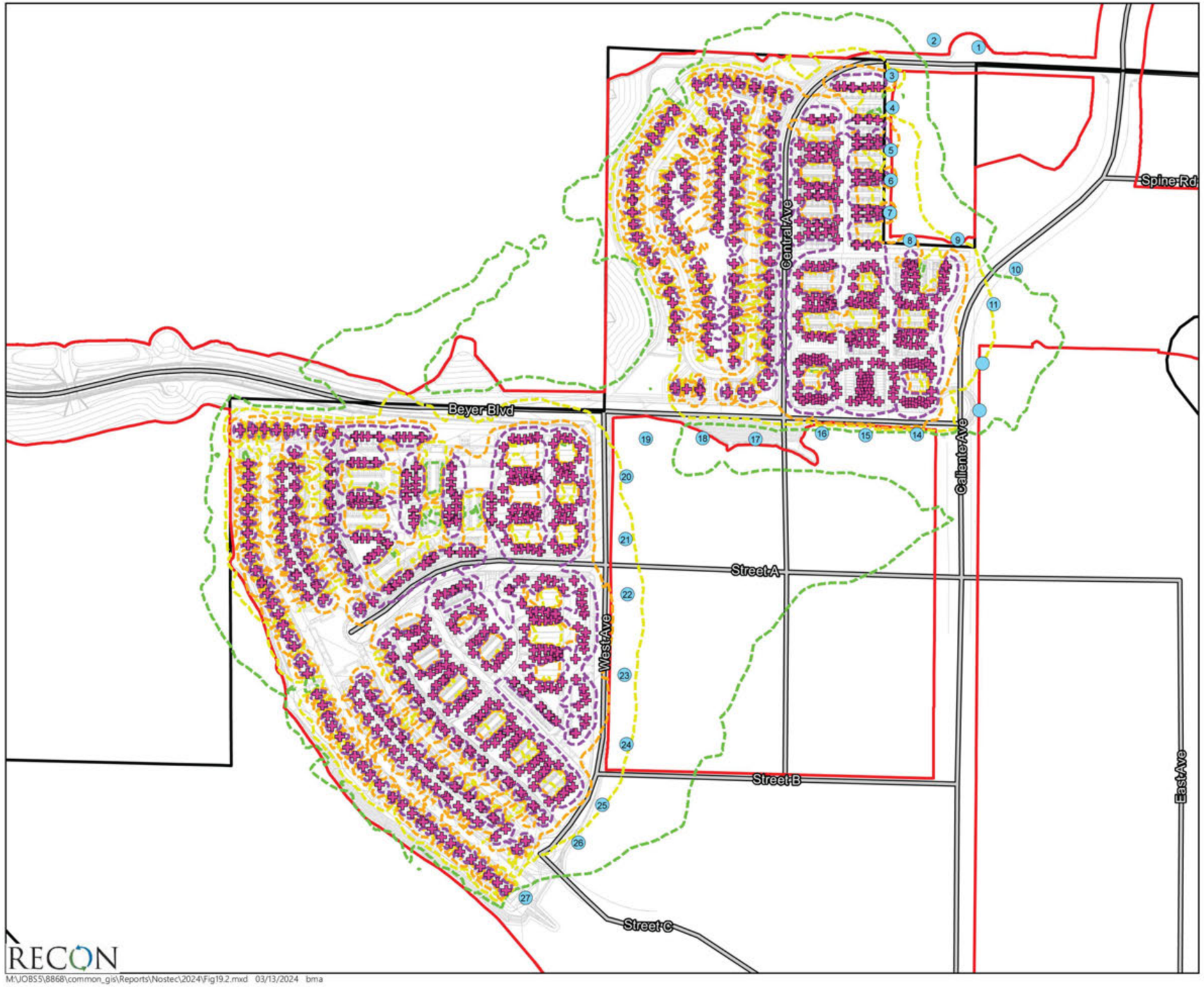


FIGURE 19.2
Nighttime HVAC Noise Contours

Table 12 HVAC Noise Levels at Adjacent Property Lines				
Receiver	Land Use	Applicable Daytime/Evening/ Nighttime Noise Level Limit [dB(A) L_{eq}]	HVAC Noise Level [dB(A) L_{eq}]	
			Daytime/Evening	Nighttime
1	Candlelight Multi-Family Residential	55/50/45	25	22
2		55/50/45	29	26
3	Southwind Multi-Family Residential	55/50/45	44	41
4		55/50/45	36	33
5		55/50/45	45	42
6		55/50/45	47	44
7		55/50/45	47	44
8		55/50/45	43	40
9		55/50/45	38	35
10	Planning Area 7 Medium Density Residential	55/50/45	30	27
11		55/50/45	38	35
12	Planning Area 29 Open Space	---	38	35
13		---	36	33
14	Planning Area 27 Mixed Use	55/50/45	31	28
15		55/50/45	32	29
16		55/50/45	32	29
17	Planning Area 26 Mixed Use	55/50/45	28	25
18		55/50/45	30	27
19		55/50/45	35	32
20		55/50/45	37	34
21		55/50/45	38	35
22	Planning Area 25 Mixed Use	55/50/45	39	36
23		55/50/45	39	36
24		55/50/45	39	36
25	Planning Area 16 School	55/50/45*	38	35
26		55/50/45*	37	34
27	Planning Area 15 Medium-Low Density Residential	52.5/47.5/42.5	31	28
*The Noise Abatement and Control Ordinance does not specify a noise level limit for schools. For purposes of this analysis, the multi-family residential limit was applied.				

As shown, HVAC noise levels are not projected to exceed the applicable Noise Abatement and Control Ordinance limits at the adjacent uses and planning areas. Impacts would be less than significant.

As discussed in Section 4.3, the project-level analysis also includes impacts associated with two temporary sewer lift stations to serve the Phase 1 residential units. As with the permanent pump stations, the temporary pump stations would include enclosed electric pumps, an HVAC unit, and an enclosed emergency generator. The pumps would be enclosed in a masonry block building and would not generate significant noise. This analysis considers noise associated with the HVAC unit and testing of the emergency generator. Note that emergency generator testing would only occur during the daytime hours. Noise level contours associated with the temporary pump stations HVAC units and emergency generator testing are shown in Figures 20.1 and 20.2. SoundPLAN data is provided in Attachment 7.

As shown in Figures 20.1 and 20.2, noise levels associated with the temporary pump stations are not projected to exceed 45 dB(A) L_{eq} at any of the adjacent residential uses, even when the emergency generator is being tested. Noise levels associated with the HVAC units would be much lower than those shown in Figures 20.1 and 20.2. Pump station noise levels are not projected to exceed the applicable Noise Abatement and Control Ordinance limits at the adjacent uses and planning areas. Impacts would be less than significant.

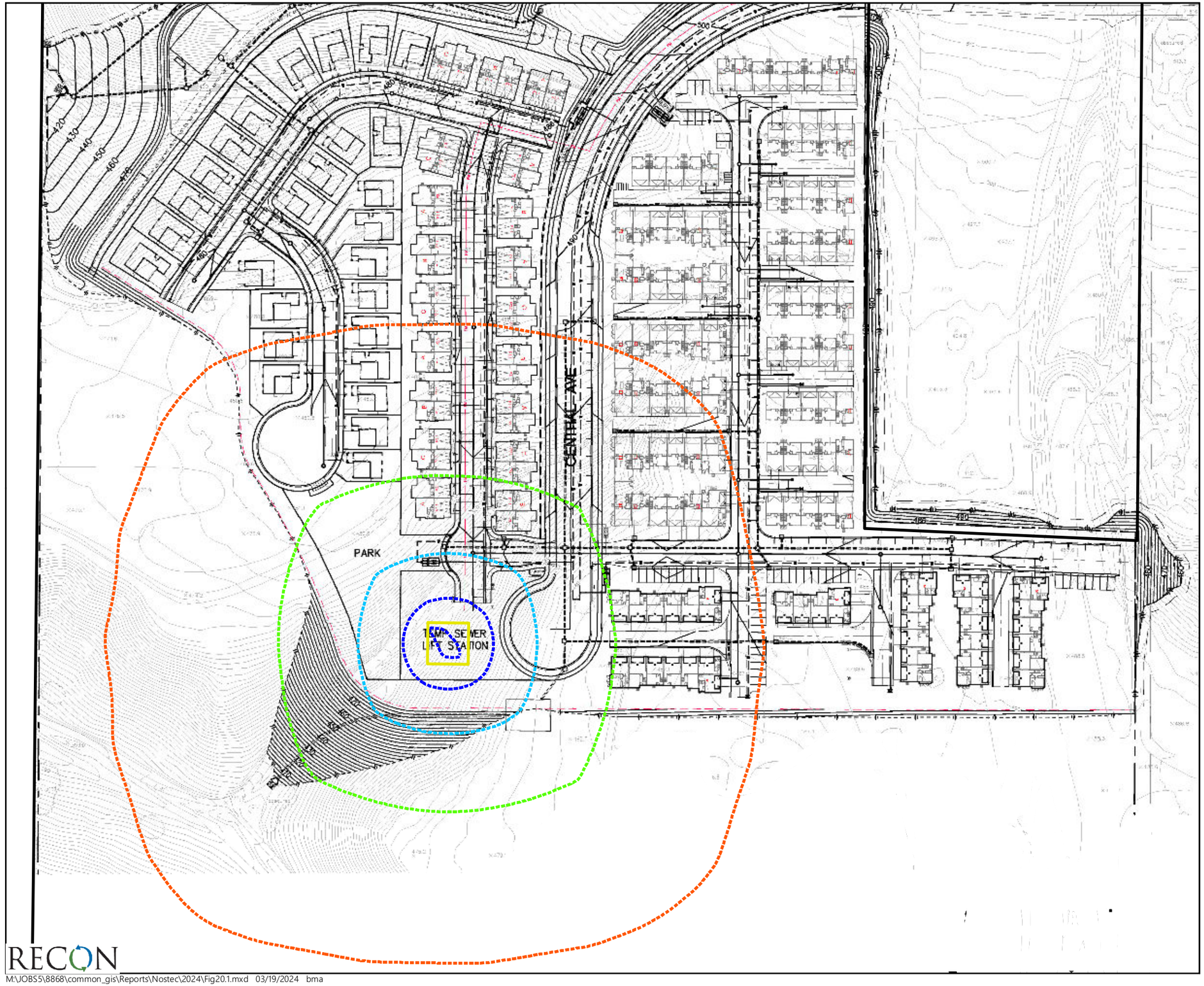
6.0 Conclusions

6.1 Program-level Analysis

6.1.1 Construction Noise

The OMCP FEIR determined that plan buildout has the potential to exceed applicable construction thresholds at future residential properties adjacent to construction sites. The OMCP FEIR identified a potentially significant construction noise impact and provided Mitigation Framework NOI-4 to reduce construction noise.

The Specific Plan construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, building construction, loading, unloading, and placing materials and paving. Construction noise would potentially result in short-term impacts to surrounding properties. Nearby receivers include existing and planned multi-family residential uses and San Ysidro High School to the north near the current terminus of Caliente Avenue, and residential uses and San Ysidro Middle School located west of the Beyer Boulevard extension. Additionally, as development within the Specific Plan area is phased, the project would construct residential and school uses that could be occupied as construction activities in the Specific Plan continue. As shown in Table 8, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent uses or at sensitive land uses constructed during earlier phases of construction. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Additionally, construction activities are not anticipated to exceed 75 dB(A) L_{eq}. Considering the construction noise levels, construction noise levels would not interfere with normal business communications as well. As construction activities associated with the Specific Plan would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant.



Specific Plan Boundary

Temporary Sewer Lift Station

Sewer Lift Station Noise

35 dB(A) L_{eq}

40 dB(A) L_{eq}

45 dB(A) L_{eq}

50 dB(A) L_{eq}

0 Feet 120

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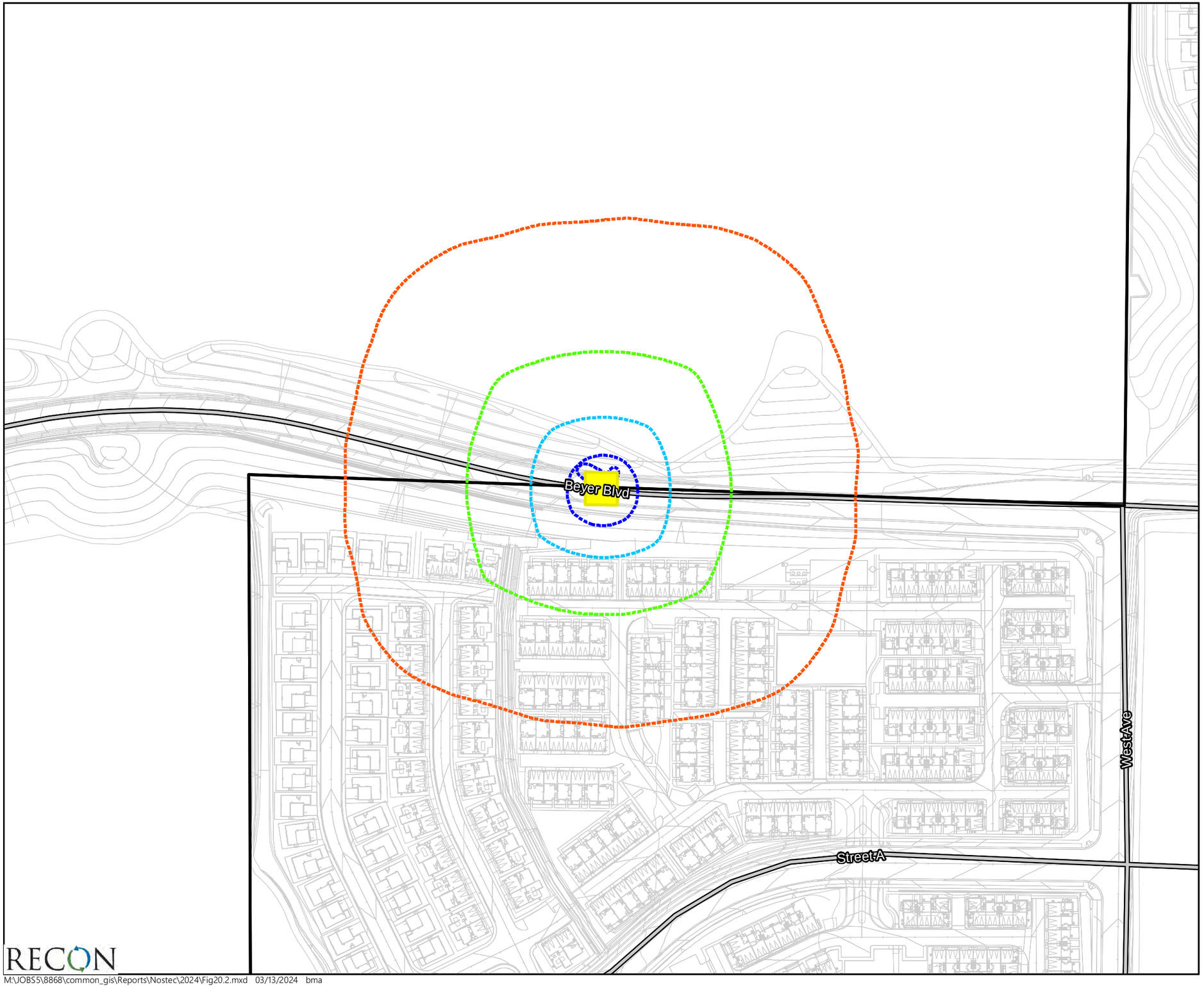
FIGURE 20.1
Phase 1a Temporary Sewer Lift Station
Noise Contours



Specific Plan Boundary
Temporary Sewer Lift Station
New Streets
Site Plan

Sewer Lift Station Noise

35 dB(A) L_{eq}
40 dB(A) L_{eq}
45 dB(A) L_{eq}
50 dB(A) L_{eq}

0 Feet 150

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FIGURE 20.2
Phase 1b Temporary Sewer Lift Station
Noise Contours

Program-level and project-level construction noise levels have the potential to exceed 60 dB(A) L_{eq} adjacent to the Specific Plan Area. The presence and potential impacts to other sensitive wildlife species would need to be addressed through future project-level analysis and identification of avoidance measures. While implementation of program-level areas would require consistency with the City's Land Use Adjacency Guidelines and requirements for avoidance measures during construction, at a program-level of review and without project specific development plans, indirect impacts to sensitive wildlife species would be considered significant. The OMCP FEIR determined that impacts to sensitive wildlife species (including temporary and permanent noise impacts) resulting from future projects implemented in accordance with the OMCP would be mitigated to less than significant with the implementation of the OMCP FEIR Mitigation Framework BIO-1 through BIO-4 and LU-2. As detailed in the Biological Resources Report for the Southwest Village Specific Plan (RECON 2024a), implementation of the requirements of LU-2, Land Use Adjacency Guidelines are standard conditions for projects adjacent to the MHPA, which would ensure implementation of LU-2. Implementation of SP-BIO-1 and SP-BIO-2 as detailed in the Biological Resources Report (RECON 2024a) would ensure temporary construction noise impacts to sensitive wildlife would be reduced to less than significant.

6.1.2 Vehicle Traffic Noise

6.1.2.1 On-site Noise Compatibility

a. Exterior Noise

The City's Noise Element of the General Plan specifies compatibility standards for different land use categories. Future vehicle traffic noise contours throughout the Specific Plan area were calculated. Exterior noise levels would be less than 70 CNEL through the entire program-level analysis area.

Exterior noise levels at the single-family use proposed within Planning Areas 10 and 12 would be above the City's exterior significance threshold of 65 CNEL. These Planning Areas are within the Phase 1 area and are addressed in detail as a part of the project-level analysis. Exterior noise levels at all other single-family uses within the program-level analysis area would be less than the City's compatibility standards, and impacts would be less than significant.

Exterior noise levels at multi-family ground floor exterior use areas and second- or third-floor balconies facing Beyer Boulevard or Caliente Avenue at Planning Areas 1, 7, 26, and 27 would have the potential to exceed the City's multi-family noise compatibility standards. The OMCP FEIR provides a mitigation framework to reduce noise impacts. As required by Mitigation Framework NOI-1 of the OMCP FEIR, prior to the issuance of building permits, site specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the review of future residential development proposals. Implementation of program-level components would require implementation of the OMCP FEIR Mitigation Framework NOI-1. Implementation of Mitigation Framework NOI-1 would reduce noise compatibility impacts for future development to a level less than significant.

A school would be constructed in Planning Area 16. Noise levels would be 60 CNEL or less at Planning Area 16; thus, exterior noise impacts to the school at Planning Area 16 would be less than significant. Noise levels at the school overlay Planning Area 7 would exceed the City's compatibility standards

should the future site design for the school place exterior use areas or classrooms within 50 feet of Caliente Avenue. As the City of San Diego does not have land use authority over the development of schools, there is no mechanism for the City to ensure exterior use areas or classrooms are not located within 60 feet of Caliente Avenue within Planning Area 7. While development of any future school by a school district would likely consider noise constraints at the site, the City cannot enforce noise standards for a potential future school. Thus, on-site noise compatibility impacts associated with potential development of a school within Planning Area 7 would be significant and unavoidable. If no school is developed within Planning Area 7, this potential impact would be avoided.

Exterior noise levels at all other retail and park uses throughout the program-level analysis area would be less than the City's compatibility standards, and impacts would be less than significant.

Vehicle traffic noise after the buildout of the Specific Plan would not exceed 60 CNEL within the surrounding open space, with the exception of limited areas along the Beyer Boulevard alignment and near the Caliente Avenue extension that are addressed in the project-level analysis below.

b. Interior Noise

Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. Assuming an exterior-to-interior noise reduction of 20 dB(A), interior noise levels would be reduced to 45 CNEL or less in areas that are exposed to exterior noise levels of 65 CNEL or less. Exterior noise levels are projected to exceed 65 CNEL only at those areas closest to Beyer Boulevard and Caliente Avenue within Planning Areas 1, 7, 8, 10, 11, 26, and 27. Planning Areas 8 and 11 are within the Phase 1 area and are addressed in detail as a part of the project-level analysis below. The program-level components would be required to implement OMCP FEIR Mitigation Framework NOI-2. As required by the OMCP FEIR Mitigation Framework NOI-2, prior to the issuance of building permits, a site-specific interior noise analysis would be prepared demonstrating that the window, door, and wall components would achieve a necessary sound transmission class rating required to reduce interior noise levels to 45 CNEL or less.

6.1.2.2 Off-site Noise Compatibility

The Specific Plan would increase traffic volumes on local roadways. The primary factor affecting off-site noise levels would be increased traffic volumes. A significant impact would occur if buildout of the program-level components would result in traffic noise levels that exceed the City's significance thresholds for traffic noise. Per the City's significance determination thresholds, if a land use is currently at or exceeds the significance thresholds for traffic noise, then an increase of more than 3 dB is considered significant.

The total year 2050 noise level increases over existing conditions due to both project-related traffic and regional growth were calculated. As shown in Table 11, a significant off-site noise increase would occur at uses located adjacent to the following roadway segments:

- Beyer Boulevard between Smythe Avenue and Enright Drive
- Caliente Avenue south of Airway Road
- Center Street between East Beyer Boulevard and San Ysidro Boulevard

- East Beyer Boulevard between Beyer Boulevard and Center Street/Hill Street
- Otay Mesa Road between Ocean View Hills Parkway and Emerald Crest Court

The OMCP FEIR concluded that project traffic noise effects on existing residences would be significant because traffic noise levels would exceed the applicable standards at existing residences. Due to the fact that these would be older homes that would not have been constructed to achieve current interior noise standards, there is the potential that project traffic would generate noise levels that exceed current interior noise standards at these existing residences. The OMCP FEIR found that no mitigation is available for traffic noise impacts to existing residences and impacts would remain significant and unavoidable. Implementation of the program-level components would result in the same significant and unavoidable impact at the segments identified above.

6.1.3 On-site Generated Noise

On-site stationary sources of noise are regulated by Section 59.5.0401 of the City's Noise Abatement and Control Ordinance. Residential HVAC units would have the potential to produce noise in excess of City limits. The program-level component also proposes a mixed-use area that would include residential and commercial/retail uses. Additionally, two permanent pump stations would be required to serve the program-level area as detailed on Figure 7. Noise sources associated with commercial/retail uses may include HVAC equipment, restaurant or café ventilation fans, and deliveries. Pump station mechanical equipment would include pumps, HVAC units, and emergency generators. Due to the close proximity of residential uses in the mixed-use area, these noise sources would be potentially significant. The program-level components would be required to implement OMCP FEIR Mitigation Framework NOI-3. As required by OMCP FEIR Mitigation Framework NOI-3, prior to the issuance of building permits, a site-specific acoustical/noise analysis of any on-site generated noise sources shall be prepared that demonstrates that future projects would not exceed the limits established in the City's Noise Abatement and Control Ordinance. This measure would apply to future development within the program-level area, including the mixed-use site, and would reduce impacts to a level less than significant.

6.2 Project-level Analysis

6.2.1 Construction Noise

Project-level components of the Specific Plan include Phase 1 of the residential development including infrastructure to support Phase 1 including construction of Beyer Boulevard, water and sewer infrastructure, pump station grading, EVA road improvements, and SR-905 westbound ramp widening. The project-level component also includes Phase 2 and Phase 4 rough grading. Drainage outfalls, temporary pump stations/sewer lift station to support Phase 1 units, and certain trails are also part of the Phase 2 components. As shown in Figures 13.1 through 13.3 and Table 8, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent uses or at sensitive land uses constructed during earlier phases of construction. Construction noise would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant.

In the project-level areas, potential construction and restoration related indirect noise impacts to sensitive wildlife, including coastal California gnatcatcher located inside the MHPA, coastal cactus wren, least Bell's vireo, burrowing owl and other nesting avian species, would be significant. Impacts would beaddressed through mitigation measures and species-specific ASMDs identified in the Biological Resources Report and compliance with the City's Land Use Adjacency Guidelines, which are implemented as City standard conditions of approval for projects adjacent to the MHPA. During construction and restoration, pre-construction bird nesting surveys would be required during the applicable breeding seasons of each species to determine presence or absence. If present, no construction would occur, or avoidance measures would be implemented to ensure noise levels do not exceed 60 dB(A) L_{eq}, or ambient noise level if greater than 60 dB(A) L_{eq}, at wildlife use areas. Therefore, noise impacts to sensitive avian species during construction would be less than significant with incorporation of the mitigation measures identified in the Biological Resources Report and compliance with the City's Land Use Adjacency Guidelines, which are implemented as City standard conditions of approval for projects adjacent to the MHPA.

6.2.2 Vehicle Traffic Noise

6.2.2.1 On-site Noise Compatibility

a. Exterior Noise

Future vehicle traffic noise levels that take into account proposed grading were calculated throughout the Phase 1 residential development area. Exterior noise levels would exceed the significance threshold of 65 CNEL at the single-family and multi-family duplex lots located closest to Beyer Boulevard (Receivers 26 through 28). To reduce noise levels, a 6-foot barrier was included as a project condition and modeled along the southern perimeter of these backyards as shown in Figure 10. With incorporation of this barrier, first-floor exterior noise levels would be reduced to 62 to 64 CNEL, and would be reduced to a level less than significant.

For the multi-family uses, exterior noise levels would exceed 65 CNEL at the buildings located closest to Caliente Avenue and Beyer Boulevard (Receivers 1 through 8, 30 through 33, and 35 through 39). The exact building design and balcony locations are not known at this time. However, if balconies would be located at these buildings facing Caliente Avenue and Beyer Boulevard, exterior noise levels would exceed 65 CNEL. Exterior noise levels with incorporation of a 3.5-foot solid balcony railing were included as a project condition and modeled at possible balcony locations facing the roadways. It was found that noise levels would be reduced to 65 CNEL or less at all balconies facing Beyer Boulevard and Caliente Avenue with incorporation of a 3.5-foot solid railing. The buildings that would require 3.5-foot solid balcony railings are shown in Figure 10.

Along Caliente Avenue, there is no adjacent MHPA lands and existing habitats consist of non-native grasslands without noise-sensitive species; therefore, impacts to sensitive species from transportation noise would not be anticipated.

Vehicle traffic noise impacts to sensitive species within open space lands surrounding the planned Beyer Boulevard extension were analyzed as part of the project-level analysis. The 60 CNEL contour that runs parallel to Beyer Boulevard is due to vehicle traffic on Beyer Boulevard, and it generally

stays within the project-level analysis boundary with the exception of approximately 0.094-acre area of suitable coastal California gnatcatcher habitat and 0.457-acre area of suitable cactus wren habitat. This impact would be significant and mitigated through additional habitat preservation. The additional habitat-based mitigation would reduce the significant impact from operational noise impacts from Beyer Boulevard to less than significant.

b. Interior Noise

The interior noise level standard for residential uses is 45 CNEL. Assuming an exterior-to-interior noise reduction of 20 dB(A), interior noise levels would be reduced to 45 CNEL or less in areas that are exposed to exterior noise levels of 65 CNEL or less. As calculated in this analysis, exterior noise levels would range from 55 to 74 CNEL. A noise level reduction of up to 29 dB(A) would be required to achieve an interior noise level of 45 CNEL. To mitigate for this potential impact, Mitigation Framework NOI-2 of the OMCP FEIR (see Section 2.1) would be required and carried forward as mitigation for the project-level analysis area. As required by OMCP FEIR Mitigation Framework NOI-2, prior to the issuance of building permits, a site specific interior noise analysis would be prepared demonstrating that the window, door, and wall components would achieve a necessary sound transmission class rating required to reduce interior noise levels to 45 CNEL or less. With implementation of Mitigation Framework NOI-2, interior noise impacts would be reduced to a level less than significant.

6.2.2.2 Off-site Noise Compatibility

Since Phase 1 is a part of the Specific Plan, the analysis includes impacts associated with off-site project-level noise impacts. These are the same impacts identified above for the Specific Plan in Section 6.1.2.2. As discussed, this impact would remain significant and unavoidable.

6.2.3 On-site Generated Noise

The primary noise sources on-site would be ground-floor HVAC equipment at the multi-family uses. Noise levels were modeled at a series of receivers located adjacent to the Phase 1 residential development area, including the single-family lots, the Candlelight and Southwind multi-family development to the north, and adjacent Planning Areas 7, 15, 16, 25, 26, 27, and 30. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. Thus, the most restrictive applicable noise ordinance limit at the property line between the single-family and multi-family uses would be 42.5 dB(A) L_{eq} (i.e., the arithmetic mean between the single-family nighttime noise level limit of 40 dB(A) L_{eq} and the multi-family limit of 45 dB(A) L_{eq}), and the most restrictive noise limit between the multi-family uses is 45 dB(A) L_{eq}. As shown in Table 12, HVAC noise levels are not projected to exceed the applicable Noise Abatement and Control Ordinance limits at the adjacent uses and planning areas. Impacts associated with residential HVAC units would be less than significant.

Additionally, the temporary pump station noise levels are not projected to exceed the applicable Noise Abatement and Control Ordinance limits at the adjacent uses and planning areas. Impacts associated with the temporary pump stations in Phase 1 would be less than significant.

7.0 References Cited

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ATTACHMENTS

ATTACHMENT 1

Noise Measurement Data

Summary				
Filename	LxT_Data.001			
Serial Number	3827			
Model	SoundExpert™ LxT			
Firmware Version	2.301			
User	jlf			
Location	8868.0			
Job Description	Southwest Village			
Note				
Measurement Description				
Start	2019/02/06 8:06:38			
Stop	2019/02/06 8:49:27			
Duration	0:42:49.0			
Run Time	0:42:49.0			
Pause	0:00:00.0			
Pre Calibration	2019/02/06 7:59:35			
Post Calibration	None			
Calibration Deviation	---			
Overall Settings				
RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamp	PRMLxT1L			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Normal			
OBA Bandwidth	1/1 and 1/3			
OBA Freq. Weighting	A Weighting			
OBA Max Spectrum	At Lmax			
Overload	121.7 dB			
	A	**C**	**Z**	
Under Range Peak	**78.0**	75.0	80.0 dB	
Under Range Limit	**26.0**	25.2	32.0 dB	
Noise Floor	16.2	16.1	21.9 dB	
Results				
LAeq	49.9 dB			
LAE	84.0 dB			
EA	27.681 µPa²h			
LApeak (max)	2019/02/06 8:07:00	109.8 dB		
LASmax	2019/02/06 8:07:00	73.5 dB		
LASmin	2019/02/06 8:48:56	39.6 dB		
SEA	-99.9 dB			
LAS > 85.0 dB (Exceedence Counts / Duration)	0	0.0 s		
LAS > 115.0 dB (Exceedence Counts / Duration)	0	0.0 s		
LApeak > 135.0 dB (Exceedence Counts / Duration)	0	0.0 s		
LApeak > 137.0 dB (Exceedence Counts / Duration)	0	0.0 s		
LApeak > 140.0 dB (Exceedence Counts / Duration)	0	0.0 s		

Community Noise	**Ldn**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**Lden**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**
	49.9	49.9	-99.9	49.9	49.9	-99.9	-99.9

LCeq	62.8 dB
LAeq	49.9 dB
LCeq - LAeq	13.0 dB
LAleq	57.8 dB
LAeq	49.9 dB
LAleq - LAeq	7.9 dB
# Overloads	0
Overload Duration	0.0 s
# OBA Overloads	0
OBA Overload Duration	0.0 s
Statistics	
LAS5.00	55.8 dB
LAS10.00	51.7 dB
LAS33.30	46.8 dB
LAS50.00	45.3 dB
LAS66.60	44.3 dB
LAS90.00	42.7 dB

Summary								
Filename	LxT_Data.002							
Serial Number	3827							
Model	SoundExpert™ LxT							
Firmware Version	2.301							
User	jlf							
Location	8868.0							
Job Description	Southwest Village							
Note								
Measurement Description								
Start	2019/02/06 9:19:04							
Stop	2019/02/06 10:34:43							
Duration	1:15:39.5							
Run Time	1:15:39.5							
Pause	0:00:00.0							
Pre Calibration	2019/02/06 7:59:35							
Post Calibration	None							
Calibration Deviation	---							
Overall Settings								
RMS Weight	A Weighting							
Peak Weight	A Weighting							
Detector	Slow							
Preamp	PRMLxT1L							
Microphone Correction	Off							
Integration Method	Linear							
OBA Range	Normal							
OBA Bandwidth	1/1 and 1/3							
OBA Freq. Weighting	A Weighting							
OBA Max Spectrum	At Lmax							
Overload	121.7 dB							
	A	**C**	**Z**					
Under Range Peak	**78.0**	75.0	80.0 dB					
Under Range Limit	**26.0**	25.2	32.0 dB					
Noise Floor	16.2	16.1	21.9 dB					
Results								
LAeq	50.5 dB							
LAE	87.0 dB							
EA	56.137 μPa²h							
LApeak (max)	2019/02/06 9:19:36	109.1 dB						
LASmax	2019/02/06 10:16:37	74.7 dB						
LASmin	2019/02/06 9:22:14	37.0 dB						
SEA	-99.9 dB							
LAS > 85.0 dB (Exceedence Counts / Duration)	0	0.0 s						
LAS > 115.0 dB (Exceedence Counts / Duration)	0	0.0 s						
LApeak > 135.0 dB (Exceedence Counts / Duration)	0	0.0 s						
LApeak > 137.0 dB (Exceedence Counts / Duration)	0	0.0 s						
LApeak > 140.0 dB (Exceedence Counts / Duration)	0	0.0 s						
Community Noise	**Ldn**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**Lden**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	50.5	50.5	-99.9	50.5	50.5	-99.9	-99.9	
LCeq	63.6 dB							
LAeq	50.5 dB							
LCeq - LAeq	13.1 dB							
LAIeq	56.4 dB							
LAeq	50.5 dB							
LAIeq - LAeq	6.0 dB							
# Overloads	0							
Overload Duration	0.0 s							
# OBA Overloads	0							
OBA Overload Duration	0.0 s							
Statistics								
LAS5.00	54.6 dB							
LAS10.00	51.0 dB							
LAS33.30	42.5 dB							
LAS50.00	40.8 dB							
LAS66.60	40.0 dB							
LAS90.00	38.9 dB							

ATTACHMENT 2

Existing Traffic Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Airway Road
W/ Caliente Avenue

File Name 005
Site Code: 143-18382
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
5/10/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	17			6	14				
12:15	0	10			2	18				
12:30	1	10			1	12				
12:45	0	18	3	55	1	17	10	61	13	116
1:00	2	13			2	15				
1:15	1	13			3	20				
1:30	0	16			2	23				
1:45	0	13	3	55	0	10	7	68	10	123
2:00	1	22			1	16				
2:15	0	18			0	25				
2:30	1	18			0	24				
2:45	0	21	2	79	1	44	2	109	4	188
3:00	3	19			0	34				
3:15	5	12			3	27				
3:30	0	13			1	36				
3:45	3	32	11	76	0	42	4	139	15	215
4:00	7	25			0	38				
4:15	3	20			0	44				
4:30	6	20			2	22				
4:45	9	28	25	93	1	26	3	130	28	223
5:00	2	20			1	21				
5:15	16	16			1	31				
5:30	16	23			2	24				
5:45	20	25	54	84	1	19	5	95	59	179
6:00	18	9			7	26				
6:15	18	24			6	23				
6:30	28	13			5	30				
6:45	35	11	99	57	13	11	31	90	130	147
7:00	33	12			7	21				
7:15	32	4			19	22				
7:30	38	6			16	22				
7:45	33	11	136	33	14	22	56	87	192	120
8:00	34	9			18	16				
8:15	17	6			41	19				
8:30	20	11			22	29				
8:45	41	5	112	31	25	18	106	82	218	113
9:00	10	10			8	17				
9:15	14	14			12	16				
9:30	16	2			10	12				
9:45	17	9	57	35	8	13	38	58	95	93
10:00	13	4			9	15				
10:15	16	2			7	10				
10:30	11	2			11	4				
10:45	12	3	52	11	9	9	36	38	88	49
11:00	19	1			16	12				
11:15	6	1			13	5				
11:30	12	3			11	4				
11:45	9	2	46	7	21	5	61	26	107	33
Totals	600	616			359	983				
Combined Totals		1216				1342				
ADT										2558
AM Peak Hour	645	AM			800	AM				
Volume	138				106					
P.H.F.	0.908				0.646					
PM Peak Hour		345	PM			330	PM			
Volume		97				160				
P.H.F.		0.758				0.909				
Percentage	49.3%	50.7%			26.8%	73.2%				

Phone: 951-268-6268 counts@countsunlimited.com Phone: 951-268-6268

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Airway Road
E/ Caliente Avenue

File Name 007
Site Code: 143-18382
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
5/10/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	17			1	13				
12:15	4	9			1	14				
12:30	2	12			0	13				
12:45	1	11	8	49	0	8	2	48	10	97
1:00	0	13			0	11				
1:15	0	18			0	6				
1:30	1	14			1	10				
1:45	0	8	1	53	0	12	1	39	2	92
2:00	0	9			0	15				
2:15	8	19			5	19				
2:30	4	20			0	15				
2:45	2	14	14	62	1	22	6	71	20	133
3:00	0	27			1	27				
3:15	2	17			2	27				
3:30	0	13			1	37				
3:45	0	33	2	90	0	25	4	116	6	206
4:00	0	62			1	55				
4:15	2	32			2	25				
4:30	2	19			5	11				
4:45	3	22	7	135	8	15	16	106	23	241
5:00	0	13			6	6				
5:15	3	18			4	16				
5:30	0	21			13	11				
5:45	2	15	5	67	11	12	34	45	39	112
6:00	6	20			17	12				
6:15	13	19			9	18				
6:30	10	17			17	9				
6:45	25	17	54	73	28	8	71	47	125	120
7:00	14	13			21	7				
7:15	10	14			19	2				
7:30	15	10			21	10				
7:45	3	18	42	55	24	5	85	24	127	79
8:00	13	10			19	9				
8:15	16	14			19	1				
8:30	12	15			16	6				
8:45	10	9	51	48	9	8	63	24	114	72
9:00	11	10			14	7				
9:15	12	13			9	5				
9:30	10	7			9	5				
9:45	12	8	45	38	18	1	50	18	95	56
10:00	8	7			15	6				
10:15	10	3			14	4				
10:30	3	4			8	2				
10:45	9	5	30	19	9	0	46	12	76	31
11:00	18	5			8	1				
11:15	6	4			16	1				
11:30	6	7			14	2				
11:45	12	0	42	16	10	0	48	4	90	20
Totals	301	705			426	554				
Combined Totals		1006				980				
ADT										1986
AM Peak Hour	645	AM			645	AM				
Volume	64				89					
P.H.F.	0.640				0.795					
PM Peak Hour		345	PM			315	PM			
Volume		146				144				
P.H.F.		0.589				0.655				
Percentage	29.9%	70.1%			43.5%	56.5%				

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Beyer Boulevard
B/ State Route 905 Westbound - State Route 905 Eastbound

File Name 001
Site Code: 143-18494
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
6/12/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	109			22	150				
12:15	9	121			20	182				
12:30	11	107			23	146				
12:45	10	109	46	446	9	184	74	662	120	1108
1:00	4	95			7	154				
1:15	8	119			7	152				
1:30	9	117			4	191				
1:45	7	104	28	435	7	157	25	654	53	1089
2:00	6	113			12	179				
2:15	7	113			7	186				
2:30	6	114			6	216				
2:45	8	127	27	467	13	179	38	760	65	1227
3:00	6	118			6	213				
3:15	10	119			9	207				
3:30	21	127			14	209				
3:45	13	116	50	480	12	208	41	837	91	1317
4:00	23	122			12	216				
4:15	13	104			16	208				
4:30	27	125			19	222				
4:45	43	128	106	479	25	213	72	859	178	1338
5:00	38	148			24	225				
5:15	41	117			45	208				
5:30	49	109			39	232				
5:45	42	121	170	495	56	178	164	843	334	1338
6:00	50	100			43	230				
6:15	48	119			50	173				
6:30	53	99			78	178				
6:45	81	97	232	415	73	153	244	734	476	1149
7:00	80	98			100	153				
7:15	79	76			117	170				
7:30	83	77			136	166				
7:45	115	77	357	328	153	144	506	633	863	961
8:00	117	95			162	136				
8:15	104	86			101	132				
8:30	101	73			113	133				
8:45	111	56	433	310	110	131	486	532	919	842
9:00	121	59			117	125				
9:15	83	59			99	99				
9:30	107	57			140	111				
9:45	90	44	401	219	144	89	500	424	901	643
10:00	88	42			138	79				
10:15	112	47			113	55				
10:30	103	31			126	58				
10:45	105	19	408	139	145	50	522	242	930	381
11:00	116	22			125	38				
11:15	112	19			143	35				
11:30	113	17			144	31				
11:45	126	24	467	82	154	28	566	132	1033	214
Totals	2725	4295			3238	7312				
Combined Totals		7020				10550				
ADT										17570
AM Peak Hour	1100	AM			715	AM				
Volume	467				568					
P.H.F.	0.927				0.877					
PM Peak Hour		430	PM			445	PM			
Volume		518				878				
P.H.F.		0.875				0.946				
Percentage	38.8%	61.2%			30.7%	69.3%				

Phone: 951-268-6268 counts@countsunlimited.com Phone: 951-268-6268

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Beyer Boulevard
B/ Dairy Mart Road - Del Sur Boulevard

File Name 002
Site Code: 143-18494
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
6/12/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	38			6	57				
12:15	3	62			2	69				
12:30	10	66			8	47				
12:45	5	67	27	233	5	57	21	230	48	463
1:00	3	54			1	52				
1:15	3	48			5	74				
1:30	3	54			4	51				
1:45	5	72	14	228	1	54	11	231	25	459
2:00	5	81			4	53				
2:15	3	74			1	65				
2:30	2	72			3	57				
2:45	9	64	19	291	4	77	12	252	31	543
3:00	3	56			1	71				
3:15	1	76			3	69				
3:30	4	67			8	67				
3:45	4	68	12	267	6	76	18	283	30	550
4:00	8	67			12	80				
4:15	4	55			5	57				
4:30	6	80			11	60				
4:45	10	79	28	281	20	64	48	261	76	542
5:00	8	79			29	68				
5:15	8	72			21	72				
5:30	8	58			29	42				
5:45	22	65	46	274	30	63	109	245	155	519
6:00	9	81			33	64				
6:15	13	65			33	67				
6:30	17	69			46	47				
6:45	24	66	63	281	43	43	155	221	218	502
7:00	28	47			39	44				
7:15	51	52			49	36				
7:30	50	59			67	43				
7:45	74	48	203	206	82	38	237	161	440	367
8:00	56	56			79	47				
8:15	43	56			69	29				
8:30	42	48			70	29				
8:45	36	48	177	208	50	36	268	141	445	349
9:00	41	49			51	22				
9:15	37	42			43	22				
9:30	41	46			63	22				
9:45	55	28	174	165	51	16	208	82	382	247
10:00	48	30			54	16				
10:15	44	26			62	23				
10:30	50	29			53	21				
10:45	41	20	183	105	53	11	222	71	405	176
11:00	52	12			57	15				
11:15	50	16			61	19				
11:30	41	15			55	12				
11:45	68	14	211	57	64	13	237	59	448	116
Totals	1157	2596			1546	2237				
Combined Totals		3753				3783				
ADT										7536
AM Peak Hour	715	AM			745	AM				
Volume	231				300					
P.H.F.	0.780				0.915					
PM Peak Hour		430	PM			315	PM			
Volume		310				292				
P.H.F.		0.969				0.913				
Percentage	30.8%	69.2%			40.9%	59.1%				

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Beyer Boulevard
B/ Del Sur Boulevard - Smythe Avenue

File Name 003
Site Code: 143-18494
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
6/12/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	39			7	58				
12:15	3	61			2	52				
12:30	9	66			6	45				
12:45	5	53	26	219	3	46	18	201	44	420
1:00	2	54			3	49				
1:15	2	62			3	62				
1:30	3	57			3	47				
1:45	2	79	9	252	1	56	10	214	19	466
2:00	8	82			4	87				
2:15	2	75			1	75				
2:30	3	69			2	57				
2:45	10	70	23	296	3	105	10	324	33	620
3:00	2	66			3	81				
3:15	2	70			1	75				
3:30	2	65			7	65				
3:45	4	63	10	264	5	67	16	288	26	552
4:00	7	69			9	77				
4:15	3	62			7	53				
4:30	8	79			11	62				
4:45	10	84	28	294	18	60	45	252	73	546
5:00	10	79			24	75				
5:15	18	73			24	58				
5:30	12	70			25	47				
5:45	22	66	62	288	18	56	91	236	153	524
6:00	15	80			31	59				
6:15	18	61			29	58				
6:30	13	60			32	37				
6:45	23	66	69	267	32	33	124	187	193	454
7:00	31	48			36	37				
7:15	53	52			41	33				
7:30	57	62			54	45				
7:45	76	49	217	211	81	37	212	152	429	363
8:00	65	56			73	41				
8:15	52	49			71	34				
8:30	39	48			63	35				
8:45	50	41	206	194	53	38	260	148	466	342
9:00	38	37			50	22				
9:15	39	44			38	28				
9:30	46	43			50	28				
9:45	56	23	179	147	44	15	182	93	361	240
10:00	50	31			51	20				
10:15	52	29			59	26				
10:30	53	25			48	27				
10:45	44	15	199	100	62	8	220	81	419	181
11:00	64	20			58	19				
11:15	56	18			63	18				
11:30	51	14			59	9				
11:45	76	7	247	59	66	8	246	54	493	113
Totals	1275	2591			1434	2230				
Combined Totals		3866				3664				
ADT										7530
AM Peak Hour	715	AM			745	AM				
Volume	251				288					
P.H.F.	0.826				0.889					
PM Peak Hour		430	PM			245	PM			
Volume		315				326				
P.H.F.		0.938				0.776				
Percentage	33.0%	67.0%			39.1%	60.9%				

Counts Unlimited, Inc.
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City of San Diego
Beyer Boulevard
B/ Smythe Avenue - Avenida De La Cruz

File Name 004
Site Code: 143-18494
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
6/12/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	11	51			9	76				
12:15	6	67			1	60				
12:30	12	74			8	50				
12:45	8	67	37	259	7	51	25	237	62	496
1:00	5	65			7	69				
1:15	5	49			3	73				
1:30	4	71			2	47				
1:45	1	94	15	279	1	69	13	258	28	537
2:00	8	105			4	104				
2:15	1	94			4	112				
2:30	4	81			1	78				
2:45	6	114	19	394	3	79	12	373	31	767
3:00	3	90			3	106				
3:15	4	93			0	68				
3:30	7	83			4	83				
3:45	4	97	18	363	6	63	13	320	31	683
4:00	9	83			12	74				
4:15	2	85			7	54				
4:30	10	93			8	65				
4:45	11	94	32	355	22	81	49	274	81	629
5:00	13	91			28	92				
5:15	11	91			18	60				
5:30	22	92			19	57				
5:45	23	82	69	356	28	68	93	277	162	633
6:00	24	95			24	60				
6:15	20	72			29	47				
6:30	33	79			32	41				
6:45	37	77	114	323	44	39	129	187	243	510
7:00	44	57			41	36				
7:15	68	51			59	41				
7:30	123	65			101	54				
7:45	75	56	310	229	120	37	321	168	631	397
8:00	78	55			76	48				
8:15	98	50			60	34				
8:30	52	59			60	33				
8:45	74	47	302	211	71	45	267	160	569	371
9:00	48	54			46	38				
9:15	58	47			53	29				
9:30	52	35			58	28				
9:45	58	27	216	163	52	18	209	113	425	276
10:00	67	25			60	23				
10:15	51	24			68	25				
10:30	40	24			55	21				
10:45	52	20	210	93	68	13	251	82	461	175
11:00	65	24			61	23				
11:15	68	18			62	15				
11:30	57	13			68	9				
11:45	69	12	259	67	68	6	259	53	518	120
Totals	1601	3092			1641	2502				
Combined Totals		4693				4143				
ADT										8836
AM Peak Hour	730	AM			730	AM				
Volume	374				357					
P.H.F.	0.760				0.744					
PM Peak Hour		200	PM			215	PM			
Volume		394				375				
P.H.F.		0.864				0.837				
Percentage	34.1%	65.9%			39.6%	60.4%				

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Counts Unlimited, Inc.
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City of San Diego
Beyer Boulevard
W/ Otay Mesa Road

File Name 001
Site Code: 143-18382
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
5/10/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	52			5	54				
12:15	6	37			4	34				
12:30	2	64			5	33				
12:45	2	35	18	188	3	45	17	166	35	354
1:00	4	38			5	32				
1:15	2	50			3	54				
1:30	2	48			2	29				
1:45	0	69	8	205	3	39	13	154	21	359
2:00	2	63			3	87				
2:15	3	68			5	67				
2:30	2	60			3	66				
2:45	0	110	7	301	5	57	16	277	23	578
3:00	2	128			3	64				
3:15	3	80			2	40				
3:30	3	71			3	43				
3:45	3	66	11	345	2	43	10	190	21	535
4:00	1	78			4	42				
4:15	3	99			2	48				
4:30	9	86			9	48				
4:45	8	110	21	373	9	39	24	177	45	550
5:00	8	91			17	52				
5:15	13	76			14	50				
5:30	10	85			18	49				
5:45	19	76	50	328	15	49	64	200	114	528
6:00	13	85			14	49				
6:15	16	74			18	41				
6:30	18	68			32	31				
6:45	28	54	75	281	32	29	96	150	171	431
7:00	35	50			43	21				
7:15	87	43			63	29				
7:30	165	52			134	34				
7:45	109	41	396	186	119	36	359	120	755	306
8:00	57	37			71	18				
8:15	71	36			43	18				
8:30	52	29			34	25				
8:45	38	39	218	141	25	12	173	73	391	214
9:00	30	25			30	21				
9:15	23	33			29	20				
9:30	30	29			17	17				
9:45	36	13	119	100	25	17	101	75	220	175
10:00	34	14			22	14				
10:15	35	19			27	16				
10:30	34	16			31	9				
10:45	39	13	142	62	31	15	111	54	253	116
11:00	34	10			41	12				
11:15	41	6			28	14				
11:30	41	9			33	9				
11:45	43	7	159	32	29	11	131	46	290	78
Totals	1224	2542			1115	1682				
Combined Totals		3766				2797				
ADT										6563
AM Peak Hour	715	AM			715	AM				
Volume	418				387					
P.H.F.	0.633				0.722					
PM Peak Hour		245	PM			200	PM			
Volume		389				277				
P.H.F.		0.760				0.796				
Percentage	32.5%	67.5%			39.9%	60.1%				

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City of San Diego
Beyer Boulevard
E/ Otay Mesa Road

File Name 003
Site Code: 143-18382
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
5/10/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	6			1	2				
12:15	0	1			0	6				
12:30	1	5			1	4				
12:45	1	1	3	13	0	2	2	14	5	27
1:00	0	6			0	1				
1:15	2	5			1	3				
1:30	1	5			2	5				
1:45	0	12	3	28	0	7	3	16	6	44
2:00	0	7			0	12				
2:15	0	10			1	13				
2:30	0	7			0	9				
2:45	0	9	0	33	1	6	2	40	2	73
3:00	1	8			0	5				
3:15	0	6			1	5				
3:30	0	4			0	7				
3:45	1	8	2	26	0	4	1	21	3	47
4:00	0	6			1	6				
4:15	0	6			0	4				
4:30	0	8			1	2				
4:45	1	9	1	29	1	2	3	14	4	43
5:00	2	8			7	4				
5:15	0	3			1	8				
5:30	0	11			4	5				
5:45	1	6	3	28	1	6	13	23	16	51
6:00	0	9			6	10				
6:15	1	6			7	4				
6:30	1	8			4	1				
6:45	5	4	7	27	9	6	26	21	33	48
7:00	1	8			6	6				
7:15	10	7			3	5				
7:30	7	2			9	4				
7:45	6	6	24	23	5	5	23	20	47	43
8:00	6	1			13	0				
8:15	9	6			7	2				
8:30	6	5			8	6				
8:45	3	3	24	15	3	1	31	9	55	24
9:00	0	5			5	2				
9:15	3	5			5	3				
9:30	1	5			6	1				
9:45	4	1	8	16	3	2	19	8	27	24
10:00	4	2			2	1				
10:15	5	3			4	0				
10:30	0	0			2	0				
10:45	0	6	9	11	2	2	10	3	19	14
11:00	2	4			3	1				
11:15	3	0			4	1				
11:30	7	3			4	2				
11:45	2	3	14	10	1	0	12	4	26	14
Totals	98	259			145	193				
Combined Totals		357				338				
ADT										695
AM Peak Hour	715	AM			730	AM				
Volume	29				34					
P.H.F.	0.725				0.654					
PM Peak Hour		145	PM			145	PM			
Volume		36				41				
P.H.F.		0.750				0.788				
Percentage	27.5%	72.5%			42.9%	57.1%				

Counts Unlimited, Inc.
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City of San Diego
Caliente Avenue
B/ Otay Mesa Road - Interstate 805 Westbound

File Name 006
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	149			23	173				
12:15	15	151			13	178				
12:30	9	168			13	159				
12:45	9	162	49	630	11	181	60	691	109	1321
1:00	11	198			6	154				
1:15	12	180			2	173				
1:30	6	174			12	179				
1:45	11	212	40	764	9	162	29	668	69	1432
2:00	24	186			14	222				
2:15	12	190			8	208				
2:30	11	181			4	215				
2:45	22	194	69	751	12	260	38	905	107	1656
3:00	13	204			7	253				
3:15	8	209			23	230				
3:30	16	180			15	286				
3:45	17	176	54	769	14	219	59	988	113	1757
4:00	17	216			26	220				
4:15	23	309			34	250				
4:30	20	204			33	225				
4:45	41	160	101	889	47	233	140	928	241	1817
5:00	31	164			62	264				
5:15	40	140			80	212				
5:30	59	147			92	201				
5:45	72	142	202	593	84	198	318	875	520	1468
6:00	67	145			86	169				
6:15	94	136			92	125				
6:30	102	98			105	107				
6:45	192	87	455	466	117	61	400	462	855	928
7:00	115	92			130	82				
7:15	175	82			155	86				
7:30	238	84			221	71				
7:45	266	90	794	348	188	74	694	313	1488	661
8:00	247	73			183	64				
8:15	174	80			158	59				
8:30	185	57			195	66				
8:45	206	55	812	265	206	50	742	239	1554	504
9:00	155	84			163	41				
9:15	138	44			133	55				
9:30	132	50			141	37				
9:45	140	46	565	224	140	28	577	161	1142	385
10:00	128	41			150	50				
10:15	132	41			121	31				
10:30	150	45			139	32				
10:45	119	19	529	146	141	15	551	128	1080	274
11:00	143	25			161	11				
11:15	160	24			160	8				
11:30	166	22			178	10				
11:45	165	41	634	112	182	14	681	43	1315	155
Totals	4304	5957			4289	6401				
Combined Totals		10261				10690				
ADT										20951
AM Peak Hour	715	AM			730	AM				
Volume	926				750					
P.H.F.	0.870				0.848					
PM Peak Hour		345	PM			245	PM			
Volume		905				1029				
P.H.F.		0.732				0.899				
Percentage	41.9%	58.1%			40.1%	59.9%				

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City of San Diego
Caliente Avenue
B/ Interstate 905 Westbound - Interstate 905 Eastbound

File Name 007
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	149			1	27				
12:15	12	162			5	36				
12:30	10	169			0	34				
12:45	10	148	50	628	3	38	9	135	59	763
1:00	13	209			1	26				
1:15	9	175			0	44				
1:30	9	199			0	28				
1:45	8	208	39	791	0	27	1	125	40	916
2:00	24	196			1	52				
2:15	12	194			3	42				
2:30	11	181			1	36				
2:45	19	216	66	787	1	56	6	186	72	973
3:00	16	210			2	60				
3:15	7	220			2	71				
3:30	13	207			1	62				
3:45	18	214	54	851	3	71	8	264	62	1115
4:00	19	341			1	97				
4:15	24	418			3	57				
4:30	33	287			1	40				
4:45	48	192	124	1238	4	62	9	256	133	1494
5:00	45	175			7	41				
5:15	62	176			3	33				
5:30	63	148			8	39				
5:45	92	177	262	676	12	53	30	166	292	842
6:00	84	173			5	41				
6:15	113	178			15	33				
6:30	117	122			18	25				
6:45	216	112	530	585	31	15	69	114	599	699
7:00	156	100			17	17				
7:15	214	111			35	23				
7:30	259	88			64	19				
7:45	318	98	947	397	79	15	195	74	1142	471
8:00	293	80			58	12				
8:15	225	75			66	10				
8:30	276	57			93	18				
8:45	300	65	1094	277	138	12	355	52	1449	329
9:00	248	82			40	12				
9:15	155	56			30	12				
9:30	152	52			24	13				
9:45	144	41	699	231	19	4	113	41	812	272
10:00	128	36			21	13				
10:15	147	48			24	16				
10:30	151	42			24	7				
10:45	135	20	561	146	21	2	90	38	651	184
11:00	162	27			34	5				
11:15	154	22			36	3				
11:30	167	21			45	1				
11:45	172	34	655	104	32	4	147	13	802	117
Totals	5081	6711			1032	1464				
Combined Totals		11792				2496				
ADT										14288
AM Peak Hour	745	AM			800	AM				
Volume	1112				355					
P.H.F.	0.874				0.643					
PM Peak Hour		345	PM			315	PM			
Volume		1260				301				
P.H.F.		0.754				0.776				
Percentage	43.1%	56.9%			41.3%	58.7%				

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City of San Diego
Caliente Avenue
B/ Interstate 905 Eastbound - Airway Road

File Name 008
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	27			5	30				
12:15	2	45			2	33				
12:30	1	26			2	27				
12:45	2	25	6	123	1	32	10	122	16	245
1:00	1	45			4	33				
1:15	1	41			3	49				
1:30	1	46			0	33				
1:45	0	52	3	184	0	41	7	156	10	340
2:00	0	46			1	53				
2:15	1	63			3	39				
2:30	2	40			1	51				
2:45	0	56	3	205	0	56	5	199	8	404
3:00	1	46			3	72				
3:15	2	54			3	81				
3:30	1	62			1	101				
3:45	1	74	5	236	2	165	9	419	14	655
4:00	4	221			0	188				
4:15	8	294			2	111				
4:30	17	157			1	72				
4:45	13	82	42	754	1	76	4	447	46	1201
5:00	26	67			4	66				
5:15	25	55			4	66				
5:30	22	45			4	74				
5:45	31	73	104	240	7	104	19	310	123	550
6:00	35	75			13	98				
6:15	31	78			11	63				
6:30	41	44			30	50				
6:45	46	41	153	238	31	38	85	249	238	487
7:00	58	25			34	38				
7:15	73	39			37	32				
7:30	93	27			71	38				
7:45	130	20	354	111	162	33	304	141	658	252
8:00	116	16			125	23				
8:15	109	13			128	23				
8:30	165	14			223	23				
8:45	232	7	622	50	224	29	700	98	1322	148
9:00	148	13			109	16				
9:15	49	7			44	27				
9:30	43	13			22	21				
9:45	30	4	270	37	36	9	211	73	481	110
10:00	34	3			18	12				
10:15	31	13			30	19				
10:30	31	5			27	12				
10:45	37	3	133	24	30	5	105	48	238	72
11:00	42	7			34	6				
11:15	32	0			34	10				
11:30	33	4			35	6				
11:45	43	0	150	11	34	9	137	31	287	42
Totals	1845	2213			1596	2293				
Combined Totals		4058				3889				
ADT										7947
AM Peak Hour	815	AM			800	AM				
Volume	654				700					
P.H.F.	0.705				0.781					
PM Peak Hour		400	PM			330	PM			
Volume		754				565				
P.H.F.		0.641				0.751				
Percentage	45.5%	54.5%			41.0%	59.0%				

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Caliente Avenue
S/ Airway Road

File Name 006
Site Code: 143-18382
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
5/10/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	6			1	4				
12:15	1	2			1	1				
12:30	0	1			0	4				
12:45	1	2	3	11	1	5	3	14	6	25
1:00	0	2			0	1				
1:15	0	3			0	4				
1:30	0	4			0	3				
1:45	0	2	0	11	0	3	0	11	0	22
2:00	0	5			0	3				
2:15	0	6			1	4				
2:30	0	2			0	2				
2:45	0	3	0	16	0	4	1	13	1	29
3:00	0	8			0	5				
3:15	1	10			1	9				
3:30	0	12			0	22				
3:45	0	45	1	75	0	40	1	76	2	151
4:00	0	130			0	102				
4:15	0	64			0	64				
4:30	0	32			0	21				
4:45	0	19	0	245	0	17	0	204	0	449
5:00	0	12			0	9				
5:15	2	10			1	6				
5:30	1	9			0	5				
5:45	0	4	3	35	0	6	1	26	4	61
6:00	2	22			0	19				
6:15	2	4			2	4				
6:30	2	6			2	5				
6:45	2	3	8	35	2	3	6	31	14	66
7:00	5	0			6	0				
7:15	4	0			4	1				
7:30	11	1			11	1				
7:45	42	0	62	1	30	1	51	3	113	4
8:00	24	0			22	0				
8:15	32	2			29	1				
8:30	64	0			59	2				
8:45	107	0	227	2	101	2	211	5	438	7
9:00	43	0			49	1				
9:15	10	3			9	1				
9:30	15	0			12	0				
9:45	6	3	74	6	7	1	77	3	151	9
10:00	1	1			0	2				
10:15	4	1			1	1				
10:30	1	0			4	0				
10:45	3	0	9	2	3	0	8	3	17	5
11:00	7	2			4	1				
11:15	3	0			4	0				
11:30	7	1			2	1				
11:45	5	1	22	4	4	1	14	3	36	7
Totals	409	443			373	392				
Combined Totals		852				765				
ADT										1617
AM Peak Hour	815 AM				815 AM					
Volume	246				238					
P.H.F.	0.575				0.589					
PM Peak Hour		345 PM				330 PM				
Volume		271				228				
P.H.F.		0.521				0.559				
Percentage	48.0%	52.0%			48.8%	51.2%				

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Center Street
B/ Beyer Boulevard - San Ysidro Boulevard

File Name 005
Site Code: 143-18486
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
6/12/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	30			4	28				
12:15	1	15			1	14				
12:30	3	18			5	26				
12:45	4	30	16	93	0	23	10	91	26	184
1:00	7	23			3	32				
1:15	2	36			1	29				
1:30	2	30			4	18				
1:45	2	33	13	122	3	35	11	114	24	236
2:00	9	40			4	48				
2:15	2	37			4	47				
2:30	2	30			2	68				
2:45	3	31	16	138	9	40	19	203	35	341
3:00	3	39			3	45				
3:15	4	39			3	30				
3:30	7	35			7	37				
3:45	7	33	21	146	11	38	24	150	45	296
4:00	2	30			7	25				
4:15	5	35			13	48				
4:30	7	32			10	42				
4:45	5	44	19	141	16	44	46	159	65	300
5:00	9	40			19	54				
5:15	6	25			27	34				
5:30	13	50			25	37				
5:45	7	36	35	151	35	20	106	145	141	296
6:00	13	25			25	35				
6:15	6	32			41	22				
6:30	14	43			44	34				
6:45	25	29	58	129	51	26	161	117	219	246
7:00	17	30			38	32				
7:15	43	21			37	29				
7:30	50	27			70	23				
7:45	28	34	138	112	61	19	206	103	344	215
8:00	32	23			39	21				
8:15	23	30			23	18				
8:30	24	20			35	24				
8:45	16	28	95	101	28	30	125	93	220	194
9:00	20	25			19	19				
9:15	14	21			25	13				
9:30	12	23			21	17				
9:45	24	18	70	87	28	11	93	60	163	147
10:00	20	18			23	20				
10:15	28	20			24	9				
10:30	24	15			35	18				
10:45	25	7	97	60	18	7	100	54	197	114
11:00	19	11			27	5				
11:15	27	13			32	2				
11:30	13	4			21	6				
11:45	26	13	85	41	36	5	116	18	201	59
Totals	663	1321			1017	1307				
Combined Totals		1984				2324				
ADT										4308
AM Peak Hour	715	AM			715	AM				
Volume	153				207					
P.H.F.	0.765				0.739					
PM Peak Hour		445	PM			200	PM			
Volume		159				203				
P.H.F.		0.795				0.746				
Percentage	33.4%	66.6%			43.8%	56.2%				

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Counts Unlimited, Inc.
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Corona, CA 92878

City of San Diego
Corporate Center Drive
B/ Business Center Court - Progressive Avenue

File Name 002
Site Code: 143-18487
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
6/7/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	42			0	48				
12:15	1	44			13	41				
12:30	0	40			0	35				
12:45	1	47	3	173	1	47	14	171	17	344
1:00	0	31			2	46				
1:15	0	46			0	32				
1:30	3	57			0	38				
1:45	2	36	5	170	1	47	3	163	8	333
2:00	4	51			1	51				
2:15	2	31			0	46				
2:30	1	45			1	59				
2:45	0	37	7	164	0	31	2	187	9	351
3:00	2	47			0	51				
3:15	2	43			0	53				
3:30	3	39			1	67				
3:45	1	29	8	158	3	39	4	210	12	368
4:00	3	41			2	43				
4:15	6	29			1	48				
4:30	4	34			1	52				
4:45	10	41	23	145	1	52	5	195	28	340
5:00	12	39			1	101				
5:15	17	32			4	42				
5:30	22	23			1	32				
5:45	55	24	106	118	12	27	18	202	124	320
6:00	27	33			11	31				
6:15	17	14			14	20				
6:30	45	13			8	16				
6:45	64	14	153	74	5	19	38	86	191	160
7:00	32	7			4	12				
7:15	38	7			5	8				
7:30	61	9			6	9				
7:45	104	12	235	35	18	11	33	40	268	75
8:00	41	8			11	9				
8:15	56	8			23	5				
8:30	46	8			15	17				
8:45	45	2	188	26	15	2	64	33	252	59
9:00	35	6			40	0				
9:15	40	5			37	2				
9:30	38	4			38	3				
9:45	30	5	143	20	30	3	145	8	288	28
10:00	43	4			26	7				
10:15	39	6			43	4				
10:30	30	7			24	3				
10:45	40	3	152	20	30	0	123	14	275	34
11:00	36	2			34	8				
11:15	48	4			30	3				
11:30	40	3			41	1				
11:45	42	2	166	11	38	7	143	19	309	30
Totals	1189	1114			592	1328				
Combined Totals		2303				1920				
ADT										4223
AM Peak Hour	730	AM			900	AM				
Volume	262				145					
P.H.F.	0.630				0.906					
PM Peak Hour		115	PM			415	PM			
Volume		190				253				
P.H.F.		0.833				0.626				
Percentage	51.6%	48.4%			30.8%	69.2%				

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Corona, CA 92878

City of San Diego
Datsun Street
B/ Innovative Drive - Otay Valley Road

File Name 006
Site Code: 143-18487
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
6/7/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	29			2	25				
12:15	1	27			3	30				
12:30	2	25			1	27				
12:45	4	21	10	102	4	28	10	110	20	212
1:00	2	33			0	23				
1:15	0	31			1	22				
1:30	3	28			1	26				
1:45	1	51	6	143	2	27	4	98	10	241
2:00	1	48			1	36				
2:15	0	42			2	43				
2:30	3	44			0	45				
2:45	3	43	7	177	4	56	7	180	14	357
3:00	4	42			3	40				
3:15	0	33			3	36				
3:30	4	30			4	22				
3:45	2	36	10	141	3	44	13	142	23	283
4:00	4	30			5	30				
4:15	8	23			2	38				
4:30	8	28			2	35				
4:45	11	26	31	107	4	32	13	135	44	242
5:00	7	27			11	44				
5:15	10	28			7	45				
5:30	13	22			9	33				
5:45	14	32	44	109	9	36	36	158	80	267
6:00	14	24			5	35				
6:15	10	18			9	31				
6:30	17	23			6	28				
6:45	27	20	68	85	14	25	34	119	102	204
7:00	18	20			17	23				
7:15	47	23			20	17				
7:30	64	21			47	27				
7:45	65	24	194	88	45	22	129	89	323	177
8:00	50	14			43	17				
8:15	37	12			38	23				
8:30	20	24			26	15				
8:45	34	18	141	68	37	20	144	75	285	143
9:00	18	18			18	15				
9:15	27	17			27	25				
9:30	17	8			22	7				
9:45	32	9	94	52	27	14	94	61	188	113
10:00	24	11			29	9				
10:15	25	6			20	6				
10:30	21	8			26	10				
10:45	24	6	94	31	25	8	100	33	194	64
11:00	36	5			26	6				
11:15	28	3			28	11				
11:30	27	5			35	7				
11:45	20	2	111	15	25	2	114	26	225	41
Totals	810	1118			698	1226				
Combined Totals		1928				1924				
ADT										3852
AM Peak Hour	715	AM			730	AM				
Volume	226				173					
P.H.F.	0.869				0.920					
PM Peak Hour		145	PM			215	PM			
Volume		185				184				
P.H.F.		0.907				0.821				
Percentage	42.0%	58.0%			36.3%	63.7%				

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
East Beyer Boulevard
S/ Beyer Boulevard

File Name 002
Site Code: 143-18382
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
5/10/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	39			8	40				
12:15	8	29			5	33				
12:30	5	32			1	51				
12:45	2	36	23	136	2	39	16	163	39	299
1:00	6	44			2	41				
1:15	4	44			2	41				
1:30	0	36			0	32				
1:45	4	42	14	166	1	48	5	162	19	328
2:00	2	42			1	55				
2:15	2	40			5	59				
2:30	3	62			1	55				
2:45	4	43	11	187	3	98	10	267	21	454
3:00	3	49			1	104				
3:15	3	34			3	68				
3:30	1	34			4	57				
3:45	4	33	11	150	5	56	13	285	24	435
4:00	3	33			5	68				
4:15	1	32			6	68				
4:30	11	44			15	54				
4:45	3	34	18	143	10	85	36	275	54	418
5:00	10	39			24	89				
5:15	8	36			23	62				
5:30	6	41			16	74				
5:45	22	43	46	159	29	62	92	287	138	446
6:00	11	43			29	80				
6:15	8	36			27	61				
6:30	17	36			35	55				
6:45	18	30	54	145	46	38	137	234	191	379
7:00	31	33			44	41				
7:15	42	36			57	33				
7:30	70	30			69	48				
7:45	48	33	191	132	118	25	288	147	479	279
8:00	56	17			48	27				
8:15	30	15			64	24				
8:30	31	36			48	19				
8:45	23	20	140	88	43	34	203	104	343	192
9:00	16	30			39	14				
9:15	31	30			27	20				
9:30	14	27			38	18				
9:45	16	23	77	110	32	11	136	63	213	173
10:00	20	16			34	14				
10:15	29	18			35	11				
10:30	20	12			34	15				
10:45	22	11	91	57	31	7	134	47	225	104
11:00	26	23			32	8				
11:15	23	14			38	5				
11:30	24	11			41	8				
11:45	32	16	105	64	41	4	152	25	257	89
Totals	781	1537			1222	2059				
Combined Totals		2318				3281				
ADT										5599
AM Peak Hour	715	AM			730	AM				
Volume	216				299					
P.H.F.	0.771				0.633					
PM Peak Hour		215	PM			245	PM			
Volume		194				327				
P.H.F.		0.782				0.786				
Percentage	33.7%	66.3%			37.2%	62.8%				

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Innovative Drive
B/ Progressive Avenue - Datsun Street

File Name 005
Site Code: 143-18487
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
6/7/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	21			0	16				
12:15	0	20			0	20				
12:30	0	17			0	16				
12:45	1	39	2	97	1	24	1	76	3	173
1:00	0	25			0	21				
1:15	0	17			0	14				
1:30	1	23			0	27				
1:45	1	23	2	88	0	14	0	76	2	164
2:00	3	27			0	21				
2:15	0	26			1	22				
2:30	0	26			0	22				
2:45	0	19	3	98	1	18	2	83	5	181
3:00	0	20			0	22				
3:15	0	21			0	20				
3:30	3	24			2	19				
3:45	1	23	4	88	2	19	4	80	8	168
4:00	0	10			0	26				
4:15	1	17			2	32				
4:30	3	22			1	21				
4:45	0	21	4	70	1	22	4	101	8	171
5:00	4	18			6	41				
5:15	6	15			3	26				
5:30	5	15			6	22				
5:45	10	7	25	55	6	18	21	107	46	162
6:00	4	10			8	13				
6:15	6	8			2	11				
6:30	5	4			8	6				
6:45	6	2	21	24	13	8	31	38	52	62
7:00	8	3			8	7				
7:15	6	4			15	4				
7:30	11	1			8	5				
7:45	21	3	46	11	17	3	48	19	94	30
8:00	9	4			11	9				
8:15	9	3			14	5				
8:30	13	5			15	7				
8:45	19	1	50	13	13	5	53	26	103	39
9:00	9	0			12	2				
9:15	18	2			6	3				
9:30	14	0			12	5				
9:45	15	1	56	3	13	7	43	17	99	20
10:00	16	3			15	4				
10:15	13	2			13	1				
10:30	9	3			20	2				
10:45	14	2	52	10	14	1	62	8	114	18
11:00	18	1			16	1				
11:15	23	1			12	1				
11:30	16	1			19	3				
11:45	17	0	74	3	13	0	60	5	134	8
Totals	339	560			329	636				
Combined Totals		899				965				
ADT										1864
AM Peak Hour	1100	AM			1015	AM				
Volume	74				63					
P.H.F.	0.804				0.788					
PM Peak Hour		1245	PM			415	PM			
Volume		104				116				
P.H.F.		0.667				0.707				
Percentage	37.7%	62.3%			34.1%	65.9%				

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City of San Diego
Innovative Drive
B/ Otay Mesa Road - Progressive Avenue

File Name 004
Site Code: 143-18487
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
6/7/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	15			0	11				
12:15	0	15			0	18				
12:30	0	14			0	12				
12:45	0	27	0	71	1	16	1	57	1	128
1:00	0	17			0	16				
1:15	0	8			0	10				
1:30	1	16			0	15				
1:45	0	11	1	52	0	7	0	48	1	100
2:00	2	15			1	17				
2:15	1	18			1	19				
2:30	0	11			0	23				
2:45	0	14	3	58	1	10	3	69	6	127
3:00	0	10			0	17				
3:15	3	24			0	12				
3:30	2	11			2	19				
3:45	1	14	6	59	1	15	3	63	9	122
4:00	0	6			0	26				
4:15	1	13			1	28				
4:30	3	16			1	20				
4:45	0	12	4	47	1	19	3	93	7	140
5:00	4	6			5	41				
5:15	3	7			3	26				
5:30	3	2			4	17				
5:45	7	3	17	18	4	16	16	100	33	118
6:00	3	2			7	14				
6:15	3	3			0	13				
6:30	4	0			7	6				
6:45	6	0	16	5	10	8	24	41	40	46
7:00	8	1			6	6				
7:15	5	4			10	4				
7:30	7	0			7	6				
7:45	9	1	29	6	10	4	33	20	62	26
8:00	10	2			10	8				
8:15	2	5			9	5				
8:30	16	0			10	8				
8:45	12	1	40	8	11	5	40	26	80	34
9:00	4	0			8	2				
9:15	11	0			5	2				
9:30	5	1			5	2				
9:45	9	0	29	1	10	2	28	8	57	9
10:00	18	2			9	3				
10:15	2	3			7	3				
10:30	7	0			17	4				
10:45	9	1	36	6	10	1	43	11	79	17
11:00	18	0			15	3				
11:15	11	0			11	2				
11:30	12	1			17	3				
11:45	15	1	56	2	14	0	57	8	113	10
Totals	237	333			251	544				
Combined Totals		570				795				
ADT										1365
AM Peak Hour	1100	AM			1100	AM				
Volume	56				57					
P.H.F.	0.778				0.838					
PM Peak Hour		1215	PM			415	PM			
Volume		73				108				
P.H.F.		0.676				0.659				
Percentage	41.6%	58.4%			31.6%	68.4%				

Counts Unlimited, Inc.
PO Box 1178
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City of San Diego
Ocean View Hills Parkway
B/ Starfish Way - Sea Drift Way

File Name 001
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	12	85			14	81				
12:15	7	95			12	95				
12:30	7	90			8	93				
12:45	5	91	31	361	4	98	38	367	69	728
1:00	1	89			7	75				
1:15	3	91			4	73				
1:30	3	78			8	90				
1:45	1	87	8	345	7	98	26	336	34	681
2:00	7	97			4	109				
2:15	4	124			4	107				
2:30	9	113			3	130				
2:45	3	133	23	467	8	122	19	468	42	935
3:00	4	254			4	97				
3:15	8	162			1	118				
3:30	8	112			6	93				
3:45	7	126	27	654	2	109	13	417	40	1071
4:00	4	116			3	133				
4:15	16	188			1	133				
4:30	17	155			10	123				
4:45	28	142	65	601	8	122	22	511	87	1112
5:00	32	128			3	111				
5:15	56	139			12	117				
5:30	57	130			24	94				
5:45	60	139	205	536	19	94	58	416	263	952
6:00	61	103			38	109				
6:15	84	117			33	125				
6:30	79	88			62	83				
6:45	90	47	314	355	81	71	214	388	528	743
7:00	98	70			96	80				
7:15	108	55			112	71				
7:30	131	52			189	74				
7:45	170	52	507	229	161	89	558	314	1065	543
8:00	138	63			180	60				
8:15	194	45			97	80				
8:30	157	51			93	63				
8:45	121	38	610	197	114	57	484	260	1094	457
9:00	132	33			88	54				
9:15	86	35			56	58				
9:30	82	32			65	48				
9:45	92	27	392	127	57	42	266	202	658	329
10:00	84	27			55	41				
10:15	70	27			56	36				
10:30	75	21			75	20				
10:45	89	33	318	108	54	31	240	128	558	236
11:00	73	18			75	26				
11:15	77	16			68	20				
11:30	98	6			49	18				
11:45	78	17	326	57	83	16	275	80	601	137
Totals	2826	4037			2213	3887				
Combined Totals		6863				6100				
ADT										12963
AM Peak Hour	745	AM			715	AM				
Volume	659				642					
P.H.F.	0.849				0.849					
PM Peak Hour		230	PM			400	PM			
Volume		662				511				
P.H.F.		0.652				0.961				
Percentage	41.2%	58.8%			36.3%	63.7%				

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Counts Unlimited, Inc.
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Corona, CA 92878

City of San Diego
Ocean View Hills Parkway
B/ Sea Drift Way - Del Sol Boulevard

File Name 002
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	74			13	78				
12:15	7	64			7	79				
12:30	6	87			1	91				
12:45	2	57	21	282	4	82	25	330	46	612
1:00	4	77			6	62				
1:15	2	64			5	70				
1:30	1	65			7	86				
1:45	5	65	12	271	7	77	25	295	37	566
2:00	5	100			0	109				
2:15	4	102			4	96				
2:30	4	72			3	114				
2:45	3	173	16	447	8	98	15	417	31	864
3:00	9	158			4	95				
3:15	4	104			2	95				
3:30	6	110			5	96				
3:45	7	102	26	474	2	109	13	395	39	869
4:00	10	120			3	132				
4:15	11	165			6	108				
4:30	16	124			7	115				
4:45	21	109	58	518	5	101	21	456	79	974
5:00	30	121			10	89				
5:15	39	116			16	98				
5:30	40	129			20	86				
5:45	44	109	153	475	33	91	79	364	232	839
6:00	46	101			35	98				
6:15	55	79			52	94				
6:30	74	49			68	64				
6:45	64	61	239	290	79	63	234	319	473	609
7:00	66	52			103	61				
7:15	85	42			159	64				
7:30	119	42			148	77				
7:45	110	44	380	180	142	57	552	259	932	439
8:00	118	44			126	63				
8:15	142	43			73	64				
8:30	98	28			116	46				
8:45	96	36	454	151	105	53	420	226	874	377
9:00	80	32			59	40				
9:15	71	27			47	48				
9:30	61	20			49	43				
9:45	64	23	276	102	58	25	213	156	489	258
10:00	59	30			51	32				
10:15	57	15			57	27				
10:30	66	22			65	18				
10:45	63	18	245	85	57	22	230	99	475	184
11:00	53	14			62	13				
11:15	74	6			53	18				
11:30	77	11			62	13				
11:45	61	12	265	43	80	12	257	56	522	99
Totals	2145	3318			2084	3372				
Combined Totals		5463				5456				
ADT										10919
AM Peak Hour	730	AM			715	AM				
Volume	489				575					
P.H.F.	0.861				0.904					
PM Peak Hour		245	PM			345	PM			
Volume		545				464				
P.H.F.		0.788				0.879				
Percentage	39.3%	60.7%			38.2%	61.8%				

Counts Unlimited, Inc.
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City of San Diego
Ocean View Hills Parkway
B/ Del Sol Boulevard - Sea Fire Point

File Name 003
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	88			9	53				
12:15	5	71			4	58				
12:30	6	83			1	72				
12:45	4	60	20	302	4	72	18	255	38	557
1:00	4	83			5	56				
1:15	2	74			0	64				
1:30	1	81			6	50				
1:45	5	110	12	348	5	53	16	223	28	571
2:00	6	111			0	104				
2:15	3	129			3	89				
2:30	4	101			2	89				
2:45	3	114	16	455	5	165	10	447	26	902
3:00	7	102			2	122				
3:15	5	86			3	95				
3:30	2	105			4	84				
3:45	4	94	18	387	4	89	13	390	31	777
4:00	9	139			4	108				
4:15	10	192			6	88				
4:30	9	140			9	87				
4:45	12	103	40	574	12	78	31	361	71	935
5:00	17	122			12	71				
5:15	20	116			23	67				
5:30	30	125			27	75				
5:45	31	103	98	466	28	86	90	299	188	765
6:00	48	97			29	80				
6:15	30	85			29	77				
6:30	50	67			45	56				
6:45	51	60	179	309	59	29	162	242	341	551
7:00	61	60			72	44				
7:15	115	44			100	51				
7:30	141	44			165	50				
7:45	131	47	448	195	135	43	472	188	920	383
8:00	154	40			134	46				
8:15	65	42			132	41				
8:30	76	26			125	31				
8:45	98	34	393	142	123	38	514	156	907	298
9:00	71	28			54	25				
9:15	54	33			55	29				
9:30	51	25			45	30				
9:45	63	21	239	107	45	18	199	102	438	209
10:00	51	28			42	16				
10:15	52	15			58	15				
10:30	62	18			49	12				
10:45	68	21	233	82	42	14	191	57	424	139
11:00	64	10			50	12				
11:15	65	8			44	6				
11:30	68	10			62	6				
11:45	55	16	252	44	59	14	215	38	467	82
Totals	1948	3411			1931	2758				
Combined Totals		5359				4689				
ADT										10048
AM Peak Hour	715	AM			730	AM				
Volume	541				566					
P.H.F.	0.878				0.858					
PM Peak Hour		400	PM			230	PM			
Volume		574				471				
P.H.F.		0.747				0.714				
Percentage	36.4%	63.6%			41.2%	58.8%				

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City of San Diego
Ocean View Hills Parkway
B/ Sea Fire Point - Hidden Trails Road

File Name 004
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	11	64			8	55				
12:15	6	76			4	66				
12:30	6	72			6	53				
12:45	7	57	30	269	1	75	19	249	49	518
1:00	3	61			4	52				
1:15	2	73			2	57				
1:30	3	71			2	62				
1:45	1	77	9	282	7	57	15	228	24	510
2:00	7	115			2	57				
2:15	3	107			1	113				
2:30	3	115			3	92				
2:45	6	113	19	450	6	84	12	346	31	796
3:00	3	104			1	170				
3:15	7	97			3	111				
3:30	2	83			4	74				
3:45	4	107	16	391	6	93	14	448	30	839
4:00	3	100			4	91				
4:15	9	194			1	104				
4:30	11	158			12	77				
4:45	6	115	29	567	14	80	31	352	60	919
5:00	9	110			8	62				
5:15	16	118			22	72				
5:30	21	112			26	61				
5:45	22	117	68	457	28	80	84	275	152	732
6:00	33	105			29	63				
6:15	37	86			28	76				
6:30	40	77			23	61				
6:45	39	57	149	325	46	38	126	238	275	563
7:00	57	55			63	35				
7:15	73	58			76	41				
7:30	139	53			115	37				
7:45	98	41	367	207	170	43	424	156	791	363
8:00	164	49			119	36				
8:15	96	39			143	32				
8:30	58	39			113	34				
8:45	77	33	395	160	145	27	520	129	915	289
9:00	106	29			78	28				
9:15	56	32			53	21				
9:30	62	30			52	25				
9:45	49	23	273	114	53	23	236	97	509	211
10:00	54	30			42	16				
10:15	45	21			56	24				
10:30	42	13			44	8				
10:45	66	23	207	87	32	11	174	59	381	146
11:00	57	10			46	13				
11:15	58	11			45	10				
11:30	53	7			45	5				
11:45	51	20	219	48	52	5	188	33	407	81
Totals	1781	3357			1843	2610				
Combined Totals		5138				4453				
ADT										9591
AM Peak Hour	730	AM			730	AM				
Volume	497				547					
P.H.F.	0.758				0.804					
PM Peak Hour		415	PM			215	PM			
Volume		577				459				
P.H.F.		0.744				0.675				
Percentage	34.7%	65.3%			41.4%	58.6%				

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City of San Diego
Ocean View Hills Parkway
B/ Hidden Trails Road - Otay Mesa Road

File Name 005
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	13	75			11	62				
12:15	8	85			3	76				
12:30	5	66			5	62				
12:45	6	67	32	293	1	78	20	278	52	571
1:00	6	71			5	68				
1:15	2	82			1	70				
1:30	4	90			5	82				
1:45	2	93	14	336	5	66	16	286	30	622
2:00	12	124			1	67				
2:15	2	119			2	127				
2:30	4	133			4	105				
2:45	8	135	26	511	7	106	14	405	40	916
3:00	7	108			2	182				
3:15	6	104			5	125				
3:30	1	104			4	81				
3:45	7	125	21	441	11	106	22	494	43	935
4:00	4	135			5	116				
4:15	13	227			5	116				
4:30	12	167			14	86				
4:45	12	129	41	658	19	88	43	406	84	1064
5:00	19	134			18	73				
5:15	26	131			40	83				
5:30	26	125			39	67				
5:45	33	138	104	528	43	100	140	323	244	851
6:00	43	119			43	80				
6:15	47	99			48	85				
6:30	56	93			47	68				
6:45	64	77	210	388	72	53	210	286	420	674
7:00	72	76			82	44				
7:15	79	66			95	46				
7:30	160	60			135	46				
7:45	116	56	427	258	200	49	512	185	939	443
8:00	190	55			153	42				
8:15	105	47			160	37				
8:30	67	49			121	36				
8:45	88	41	450	192	164	33	598	148	1048	340
9:00	117	33			114	33				
9:15	61	39			57	26				
9:30	75	38			64	30				
9:45	56	28	309	138	63	30	298	119	607	257
10:00	55	40			54	17				
10:15	55	31			57	26				
10:30	47	26			56	14				
10:45	73	24	230	121	36	13	203	70	433	191
11:00	66	13			55	12				
11:15	69	13			63	10				
11:30	63	9			56	6				
11:45	58	27	256	62	73	8	247	36	503	98
Totals	2120	3926			2323	3036				
Combined Totals		6046				5359				
ADT										11405
AM Peak Hour	730	AM			730	AM				
Volume	571				648					
P.H.F.	0.751				0.810					
PM Peak Hour		400	PM			215	PM			
Volume		658				520				
P.H.F.		0.725				0.714				
Percentage	35.1%	64.9%			43.3%	56.7%				

Counts Unlimited, Inc.
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City of San Diego
Otay Mesa Road
B/ Ocean View Hills Parkway - Emerald Crest Court

File Name 009
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	135			15	185				
12:15	9	124			26	167				
12:30	10	150			13	159				
12:45	1	152	34	561	15	144	69	655	103	1216
1:00	7	149			4	165				
1:15	11	172			6	153				
1:30	6	160			6	177				
1:45	8	124	32	605	9	151	25	646	57	1251
2:00	8	165			18	187				
2:15	13	134			12	167				
2:30	9	126			7	181				
2:45	7	144	37	569	5	187	42	722	79	1291
3:00	20	128			12	207				
3:15	11	166			14	193				
3:30	6	163			13	244				
3:45	19	117	56	574	16	228	55	872	111	1446
4:00	13	126			14	210				
4:15	17	127			34	179				
4:30	21	114			24	221				
4:45	29	107	80	474	28	216	100	826	180	1300
5:00	21	87			39	265				
5:15	33	82			42	254				
5:30	37	69			55	211				
5:45	62	61	153	299	53	179	189	909	342	1208
6:00	64	67			62	136				
6:15	65	59			61	128				
6:30	75	69			63	116				
6:45	109	38	313	233	69	64	255	444	568	677
7:00	153	49			67	74				
7:15	94	36			96	85				
7:30	122	40			71	62				
7:45	176	53	545	178	87	67	321	288	866	466
8:00	210	40			79	63				
8:15	168	38			102	51				
8:30	150	38			94	57				
8:45	132	31	660	147	108	49	383	220	1043	367
9:00	136	26			98	43				
9:15	129	41			146	40				
9:30	131	25			129	36				
9:45	124	32	520	124	136	32	509	151	1029	275
10:00	124	19			134	36				
10:15	123	21			135	32				
10:30	143	24			118	25				
10:45	124	11	514	75	140	28	527	121	1041	196
11:00	110	13			131	13				
11:15	126	7			152	6				
11:30	143	16			156	6				
11:45	145	15	524	51	165	14	604	39	1128	90
Totals	3468	3890			3079	5893				
Combined Totals		7358				8972				
ADT										16330
AM Peak Hour	745	AM			1100	AM				
Volume	704				604					
P.H.F.	0.838				0.915					
PM Peak Hour		1245	PM			430	PM			
Volume		633				956				
P.H.F.		0.920				0.902				
Percentage	47.1%	52.9%			34.3%	65.7%				

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City of San Diego
Otay Mesa Road
B/ Emerald Crest Court - Corporate Center Drive

File Name 010
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	13	126			13	177				
12:15	10	129			25	157				
12:30	7	150			14	147				
12:45	1	151	31	556	14	146	66	627	97	1183
1:00	8	162			5	162				
1:15	11	164			4	144				
1:30	7	159			7	176				
1:45	8	133	34	618	9	156	25	638	59	1256
2:00	7	164			19	173				
2:15	15	130			12	172				
2:30	9	132			5	166				
2:45	17	148	48	574	4	192	40	703	88	1277
3:00	8	140			11	194				
3:15	10	166			15	181				
3:30	8	155			13	261				
3:45	18	112	44	573	10	200	49	836	93	1409
4:00	15	131			14	214				
4:15	19	130			33	187				
4:30	20	111			19	195				
4:45	27	112	81	484	23	216	89	812	170	1296
5:00	19	83			31	269				
5:15	41	81			23	236				
5:30	33	70			36	196				
5:45	71	60	164	294	40	169	130	870	294	1164
6:00	67	65			47	127				
6:15	56	63			43	119				
6:30	87	66			51	115				
6:45	124	38	334	232	47	61	188	422	522	654
7:00	140	49			60	70				
7:15	97	34			66	75				
7:30	137	40			65	50				
7:45	183	57	557	180	62	66	253	261	810	441
8:00	206	36			74	60				
8:15	173	39			93	53				
8:30	156	37			77	43				
8:45	125	32	660	144	90	51	334	207	994	351
9:00	137	29			111	38				
9:15	136	38			133	31				
9:30	126	24			112	36				
9:45	138	38	537	129	126	32	482	137	1019	266
10:00	108	13			138	34				
10:15	130	21			112	34				
10:30	142	26			121	22				
10:45	120	7	500	67	132	23	503	113	1003	180
11:00	114	14			139	10				
11:15	124	7			147	5				
11:30	149	15			157	7				
11:45	145	18	532	54	162	16	605	38	1137	92
Totals	3522	3905			2764	5664				
Combined Totals		7427				8428				
ADT										15855
AM Peak Hour	745	AM			1100	AM				
Volume	718				605					
P.H.F.	0.871				0.934					
PM Peak Hour		1245	PM			445	PM			
Volume		636				917				
P.H.F.		0.970				0.852				
Percentage	47.4%	52.6%			32.8%	67.2%				

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Otay Mesa Road
B/ Corporate Center Drive - Innovative Drive

File Name 011
Site Code: 143-18041
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
1/18/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	72			7	119				
12:15	10	76			12	112				
12:30	2	92			10	106				
12:45	3	110	22	350	6	116	35	453	57	803
1:00	9	90			3	107				
1:15	7	98			6	121				
1:30	4	107			10	132				
1:45	8	90	28	385	10	116	29	476	57	861
2:00	8	90			14	121				
2:15	11	105			6	113				
2:30	6	85			6	118				
2:45	13	94	38	374	6	152	32	504	70	878
3:00	9	93			9	131				
3:15	3	92			9	120				
3:30	14	85			12	139				
3:45	13	72	39	342	10	129	40	519	79	861
4:00	10	69			17	129				
4:15	11	91			22	143				
4:30	12	85			21	151				
4:45	15	72	48	317	11	142	71	565	119	882
5:00	15	69			24	177				
5:15	21	62			33	156				
5:30	22	50			30	119				
5:45	39	39	97	220	40	99	127	551	224	771
6:00	28	47			38	93				
6:15	40	40			32	81				
6:30	44	44			46	59				
6:45	63	27	175	158	50	45	166	278	341	436
7:00	53	39			54	65				
7:15	53	26			47	55				
7:30	60	37			63	41				
7:45	86	27	252	129	64	51	228	212	480	341
8:00	87	19			65	45				
8:15	74	33			45	35				
8:30	82	17			71	30				
8:45	72	23	315	92	66	33	247	143	562	235
9:00	87	26			91	26				
9:15	83	17			70	30				
9:30	77	25			77	26				
9:45	56	23	303	91	92	15	330	97	633	188
10:00	66	9			93	37				
10:15	87	15			86	23				
10:30	74	15			86	23				
10:45	77	5	304	44	97	10	362	93	666	137
11:00	61	5			90	8				
11:15	83	6			103	3				
11:30	107	11			102	8				
11:45	83	11	334	33	126	11	421	30	755	63
Totals	1955	2535			2088	3921				
Combined Totals		4490				6009				
ADT										10499
AM Peak Hour	1100 AM				1100 AM					
Volume	334				421					
P.H.F.	0.780				0.835					
PM Peak Hour		1245 PM				430 PM				
Volume		405				626				
P.H.F.		0.920				0.884				
Percentage	43.5%	56.5%			34.7%	65.3%				

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Otay Mesa Road
B/ Innovative Drive - Heritage Road

File Name 001
Site Code: 143-18999
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
9/11/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	112			4	102				
12:15	11	121			2	90				
12:30	9	120			7	107				
12:45	6	104	34	457	5	93	18	392	52	849
1:00	6	109			4	100				
1:15	6	120			8	123				
1:30	3	151			4	103				
1:45	2	107	17	487	4	106	20	432	37	919
2:00	4	142			4	84				
2:15	6	129			8	114				
2:30	8	133			11	93				
2:45	4	150	22	554	5	124	28	415	50	969
3:00	6	147			6	118				
3:15	6	123			6	109				
3:30	11	141			9	111				
3:45	4	150	27	561	8	108	29	446	56	1007
4:00	11	168			11	97				
4:15	18	136			12	105				
4:30	12	147			9	99				
4:45	15	130	56	581	15	90	47	391	103	972
5:00	31	216			16	92				
5:15	24	169			14	87				
5:30	30	127			27	64				
5:45	30	129	115	641	45	58	102	301	217	942
6:00	37	79			17	60				
6:15	34	90			43	44				
6:30	54	78			56	46				
6:45	53	81	178	328	67	54	183	204	361	532
7:00	65	78			61	43				
7:15	81	61			79	25				
7:30	63	55			45	45				
7:45	60	50	269	244	128	42	313	155	582	399
8:00	86	50			107	31				
8:15	93	33			98	30				
8:30	69	26			109	32				
8:45	79	48	327	157	103	22	417	115	744	272
9:00	72	27			100	33				
9:15	88	32			94	14				
9:30	77	29			94	29				
9:45	118	28	355	116	99	19	387	95	742	211
10:00	96	24			91	16				
10:15	109	17			106	20				
10:30	110	20			87	10				
10:45	106	11	421	72	87	12	371	58	792	130
11:00	96	9			106	15				
11:15	100	10			94	10				
11:30	130	14			97	11				
11:45	97	5	423	38	117	15	414	51	837	89
Totals	2244	4236			2329	3055				
Combined Totals		6480				5384				
ADT										11864
AM Peak Hour	945	AM			745	AM				
Volume	433				442					
P.H.F.	0.917				0.863					
PM Peak Hour		430	PM			245	PM			
Volume		662				462				
P.H.F.		0.766				0.931				
Percentage	34.6%	65.4%			43.3%	56.7%				

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Otay Valley Road
B/ Datsun Street - Avenida De Las Vistas

File Name 001
Site Code: 143-18955
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
12/19/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	46			5	65				
12:15	8	51			1	62				
12:30	2	51			3	64				
12:45	2	57	17	205	1	72	10	263	27	468
1:00	2	42			2	56				
1:15	9	63			3	57				
1:30	1	44			2	63				
1:45	1	61	13	210	0	63	7	239	20	449
2:00	3	67			1	69				
2:15	0	61			2	68				
2:30	5	52			3	55				
2:45	4	56	12	236	1	77	7	269	19	505
3:00	2	66			5	55				
3:15	1	80			2	55				
3:30	1	60			6	55				
3:45	7	67	11	273	4	60	17	225	28	498
4:00	2	66			2	47				
4:15	5	63			12	42				
4:30	6	74			25	42				
4:45	7	86	20	289	21	37	60	168	80	457
5:00	6	71			15	38				
5:15	10	46			28	33				
5:30	23	38			32	27				
5:45	21	40	60	195	23	29	98	127	158	322
6:00	15	38			35	32				
6:15	24	29			48	25				
6:30	33	15			57	14				
6:45	20	21	92	103	54	12	194	83	286	186
7:00	29	14			63	16				
7:15	23	21			70	11				
7:30	34	13			97	13				
7:45	32	16	118	64	75	11	305	51	423	115
8:00	28	19			61	4				
8:15	38	15			54	8				
8:30	39	15			84	14				
8:45	31	16	136	65	55	8	254	34	390	99
9:00	40	13			46	16				
9:15	36	12			67	13				
9:30	34	12			50	7				
9:45	42	8	152	45	56	9	219	45	371	90
10:00	41	13			54	6				
10:15	31	12			56	4				
10:30	54	7			58	1				
10:45	47	6	173	38	54	5	222	16	395	54
11:00	50	4			72	2				
11:15	49	4			48	2				
11:30	40	10			53	3				
11:45	67	6	206	24	57	4	230	11	436	35
Totals	1010	1747			1623	1531				
Combined Totals		2757				3154				
ADT										5911
AM Peak Hour	1100	AM			700	AM				
Volume	206				305					
P.H.F.	0.769				0.786					
PM Peak Hour		415	PM			200	PM			
Volume		294				269				
P.H.F.		0.855				0.873				
Percentage	36.6%	63.4%			51.5%	48.5%				

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of San Diego
Progressive Avenue
B/ Corporate Center Drive - Innovative Drive

File Name 003
Site Code: 143-18487
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
6/7/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	12			0	9				
12:15	0	9			0	14				
12:30	0	11			0	7				
12:45	0	10	1	42	0	16	0	46	1	88
1:00	0	11			1	9				
1:15	0	14			0	9				
1:30	0	21			0	10				
1:45	1	18	1	64	0	12	1	40	2	104
2:00	2	15			0	15				
2:15	0	12			0	9				
2:30	0	17			1	9				
2:45	0	8	2	52	0	9	1	42	3	94
3:00	0	15			0	15				
3:15	0	6			0	11				
3:30	1	14			0	4				
3:45	0	11	1	46	1	11	1	41	2	87
4:00	0	9			0	9				
4:15	0	10			0	10				
4:30	0	11			0	11				
4:45	0	14	0	44	0	16	0	46	0	90
5:00	2	14			1	19				
5:15	4	14			0	13				
5:30	5	8			1	9				
5:45	14	5	25	41	3	6	5	47	30	88
6:00	7	11			7	13				
6:15	1	8			1	1				
6:30	8	6			0	2				
6:45	6	2	22	27	3	0	11	16	33	43
7:00	7	2			1	3				
7:15	8	3			3	1				
7:30	13	0			1	4				
7:45	26	4	54	9	3	2	8	10	62	19
8:00	10	1			2	0				
8:15	12	1			6	2				
8:30	8	3			3	0				
8:45	15	0	45	5	3	0	14	2	59	7
9:00	12	2			11	0				
9:15	11	1			2	1				
9:30	9	0			12	1				
9:45	7	3	39	6	4	0	29	2	68	8
10:00	5	1			4	2				
10:15	13	1			8	0				
10:30	6	1			8	2				
10:45	10	1	34	4	6	0	26	4	60	8
11:00	6	0			6	0				
11:15	15	5			5	3				
11:30	7	0			3	0				
11:45	9	0	37	5	1	0	15	3	52	8
Totals	261	345			111	299				
Combined Totals		606				410				
ADT										1016
AM Peak Hour	730	AM			900	AM				
Volume	61				29					
P.H.F.	0.587				0.604					
PM Peak Hour		115	PM			430	PM			
Volume		68				59				
P.H.F.		0.810				0.776				
Percentage	43.1%	56.9%			27.1%	72.9%				

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Counts Unlimited, Inc.
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Corona, CA 92878

City of San Diego
San Ysidro Boulevard
B/ Interstate 805 Southbound - Interstate 805 Northbound

File Name 009
Site Code: 143-18486
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
6/12/2018	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	50	257			18	135				
12:15	59	267			12	138				
12:30	39	265			16	155				
12:45	29	280	177	1069	14	149	60	577	237	1646
1:00	37	240			14	133				
1:15	25	279			9	142				
1:30	27	291			8	130				
1:45	39	290	128	1100	14	148	45	553	173	1653
2:00	23	293			32	148				
2:15	28	275			19	146				
2:30	36	278			21	161				
2:45	40	285	127	1131	21	173	93	628	220	1759
3:00	30	317			20	146				
3:15	33	306			20	161				
3:30	60	319			26	149				
3:45	40	311	163	1253	24	126	90	582	253	1835
4:00	35	295			40	152				
4:15	36	291			25	173				
4:30	54	292			22	156				
4:45	52	264	177	1142	31	152	118	633	295	1775
5:00	65	285			35	153				
5:15	70	243			26	149				
5:30	100	280			37	144				
5:45	118	213	353	1021	41	142	139	588	492	1609
6:00	109	253			49	133				
6:15	126	240			39	139				
6:30	108	258			30	133				
6:45	146	233	489	984	38	128	156	533	645	1517
7:00	145	214			50	103				
7:15	162	214			48	92				
7:30	202	205			75	123				
7:45	202	219	711	852	72	123	245	441	956	1293
8:00	176	183			74	99				
8:15	168	159			72	99				
8:30	175	138			81	91				
8:45	208	126	727	606	81	97	308	386	1035	992
9:00	186	148			110	73				
9:15	195	135			107	61				
9:30	220	116			139	61				
9:45	224	88	825	487	120	67	476	262	1301	749
10:00	233	86			121	48				
10:15	183	73			127	42				
10:30	253	72			127	50				
10:45	238	49	907	280	143	39	518	179	1425	459
11:00	212	39			119	31				
11:15	248	40			142	23				
11:30	236	33			135	24				
11:45	265	25	961	137	156	27	552	105	1513	242
Totals	5745	10062			2800	5467				
Combined Totals		15807				8267				
ADT										24074
AM Peak Hour	1100	AM			1100	AM				
Volume	961				552					
P.H.F.	0.907				0.885					
PM Peak Hour		300	PM			230	PM			
Volume		1253				641				
P.H.F.		0.982				0.926				
Percentage	36.3%	63.7%			33.9%	66.1%				

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CALTRANS 2017 VOLUMES

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	805	SD	0.652	SAN DIEGO, SAN YSIDRO BOULEVARD	4150	56000	50000	5300	69000	66000
11	805	SD	1.805	SAN DIEGO, JCT. RTE. 905	5300	69000	66000	15600	175000	169000
11	905	SD	4.409	SAN DIEGO, PICADOR BOULEVARD	6500	68000	66000	6400	68000	66000
11	905	SD	5.164	JCT. RTE. 805	6400	68000	66000	7300	91000	82000
11	905	SD	6.723	CALIENTE ROAD	7100	86000	82000	6400	74000	73000

ATTACHMENT 3a

SoundPLAN Data – Construction

8868 Southwest Village
SoundPLAN Data - Construction

Source name	Reference	Level Leq1 dB(A)	Cwall dB(A)	Corrections CI dB(A)	CT dB(A)
Construction Phase 1a	Lw/unit	119	-	-	-
Construction Phase 1b	Lw/unit	119	-	-	-
Construction Phase 1c	Lw/unit	119	-	-	-
Construction Phase 2	Lw/unit	119	-	-	-
Construction Phase 3	Lw/unit	119	-	-	-
Construction Phase 4	Lw/unit	119	-	-	-
Construction Phase 5	Lw/unit	119	-	-	-
Construction Phase 6	Lw/unit	119	-	-	-
Construction Phase 7	Lw/unit	119	-	-	-

8868 Southwest Village
SoundPLAN Data - Construction

	X	Y	Phase 1a	Phase 1b	Phase 1c	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	All	First exposed to construction noise during phase:
1	498225.83	3602707.92	61	50	44	43	47	58	44	47	49	63	1a
2	498171.95	3602635.17	69	52	45	44	47	57	45	48	51	69	1a
3	498217.41	3602482.28	67	56	45	46	48	61	47	51	54	69	1a
4	498359.77	3602692.6	63	49	43	43	49	62	44	48	49	66	1a
5	498532.31	3602685.96	56	47	41	43	52	63	44	48	47	64	1a
6	498760.14	3602679.32	49	45	40	43	60	61	44	48	45	64	1a
7	498954.79	3602670.48	46	43	38	42	63	53	43	46	44	64	1a
8	498171.95	3602543.23	69	54	45	45	47	58	46	49	52	69	1a
9	498209	3602411.69		64	46	47	48	59	48	52	56	66	1b
10	498096.04	3602412.69		65	47	47	46	55	47	51	57	66	1b
11	497971.21	3602455.07		62	49	46	45	52	46	49	55	64	1b
12	497926.07	3602547.65		63	49	45	44	51	45	47	52	64	1b
13	497778.49	3601756.03			70	61	41	44	50	48	54	71	1c
14	498142.61	3602307.37			47	48	47	55	49	53	62	63	1c
15	497975.69	3602313.06			50	48	45	51	48	50	62	63	1c
16	497631.62	3601955.87			63	50	41	44	47	47	53	64	1c
17	497530.28	3602144.32			63	47	40	44	45	45	51	63	1c
18	497692.07	3602267			61	47	42	47	46	47	55	63	1c
19	497842.91	3602195.45			54	49	43	48	48	49	63	64	1c
20	497846.7	3602007.67			53	53	43	47	49	50	64	65	1c
21	497815.4	3601822.48				61	42	45	50	49	56	63	2
22	497956.72	3601854.02					43	46	53	51	61	62	3
23	498138.82	3601852.13					45	48	57	56	61	64	3
24	498218.48	3601744.01					45	47	63	56	55	64	3
25	498218.48	3601546.74					43	44	62	51	51	63	3
26	498389.2	3601436.72					43	44	62	50	48	63	3
27	498556.13	3601552.28					45	45	60	53	48	61	3
28	498529.56	3601742.11					47	47	62	58	50	64	3
29	498594.05	3601846.44					49	48	58	64	50	65	3
30	498753.39	3602358.58						57	47	53	47	59	4
31	498760.98	3602485.67						61	46	50	47	61	4
32	498779.94	3602576.72						63	45	49	46	63	4
33	498607.33	3602394.62							48	53	49	55	5
34	498413.86	3602377.55							48	54	53	57	5
35	498290.56	3602485.67							47	51	53	56	5
36	498415.75	3601848.33								64	53	65	6
37	498336.09	3601848.33								64	55	64	6
38	498284.87	3601926.1									59	59	7
39	498284.87	3602026.63									60	60	7
40	496479.51	3602241.2	39	41	62	37	34	36	37	36	39	62	1a
41	496438.24	3602288.78	39	41	58	37	34	36	36	36	39	58	1a
42	496441.15	3602338.8	39	41	56	37	34	36	36	36	39	57	1a
MIN			39	41	38	37	34	36	36	36	39	55	
MAX			69	65	70	61	63	63	63	64	64	71	

All Phases

ATTACHMENT 3b

SoundPLAN Data – Off-Site Sewer and Water Line Construction

8868 Southwest Village
SoundPLAN Data - Water and Sewer Pipeline Construction

	Max Noise Level at 50 feet	Duty Cycle	Average Hourly Noise Level	Sound Power	Distance per Day (	Sound Power per Meter
Backhoe	80	40%	76.0	107.7	106.68	87.38

Source name	Reference	Noise Level dB(A)	Corrections Cwall dB(A)	CI dB(A)	CT dB(A)
Sewer/Water Line	Lw/m,m2	87.3	-	-	-
Sewer/Water Line	Lw/m,m2	87.3	-	-	-
Sewer/Water Line	Lw/m,m2	87.3	-	-	-

ATTACHMENT 3c

SoundPLAN Data – SR-905 Widening Construction

8868 Southwest Village

SoundPLAN Data - SR-905 Ramp Widening

Source name	Reference	Noise Level	Corrections Cwall	CI	CT
		dB(A)	dB(A)	dB(A)	dB(A)
SR-905 Ramp Widening	Lw/unit	113.9	-	-	-

ATTACHMENT 3d

SoundPLAN Data – EVA Road Construction

8868 Southwest Village

SoundPLAN Data - EVA Road Construction

Source name	Reference	Noise Level	Corrections		
			Cwall	CI	CT
		dB(A)	dB(A)	dB(A)	dB(A)
EVA Road	Lw/unit	115.7	-	-	-

ATTACHMENT 4

SoundPLAN Data – Traffic

Station	ADT	Traffic values Vehicles type	Vehicle name	day	evening	night	Speed		Control device	Constr. Speed	Affect. veh.	Road surface	Gradient Min / Max
km	Veh/24h			Veh/h	Veh/h	Veh/h	km/h			km/h	%		%
I-805 NB	Traffic direction:	In entry direction											
0+000	41502	Total	-	2767	1383	461	-		none	-	-	Average (of DGAC and PCC)	0
0+000	41502	Automobiles	-	2579	1289	430		105	none	-	-	Average (of DGAC and PCC)	0
0+000	41502	Medium trucks	-	72	36	12		89	none	-	-	Average (of DGAC and PCC)	0
0+000	41502	Heavy trucks	-	61	30	10		89	none	-	-	Average (of DGAC and PCC)	0
0+000	41502	Buses	-	28	14	5		89	none	-	-	Average (of DGAC and PCC)	0
0+000	41502	Motorcycles	-	28	14	5		105	none	-	-	Average (of DGAC and PCC)	0
0+000	41502	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
1+903	73605	Total	-	4907	2453	818	-		none	-	-	Average (of DGAC and PCC)	0
1+903	73605	Automobiles	-	4573	2286	762		105	none	-	-	Average (of DGAC and PCC)	0
1+903	73605	Medium trucks	-	128	64	21		89	none	-	-	Average (of DGAC and PCC)	0
1+903	73605	Heavy trucks	-	108	54	18		89	none	-	-	Average (of DGAC and PCC)	0
1+903	73605	Buses	-	49	25	8		89	none	-	-	Average (of DGAC and PCC)	0
1+903	73605	Motorcycles	-	49	25	8		105	none	-	-	Average (of DGAC and PCC)	0
1+903	73605	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
3+366	-	-	-	-	-	-							
I-805 SB	Traffic direction:	In entry direction											
0+000	73605	Total	-	4907	2453	818	-		none	-	-	Average (of DGAC and PCC)	0
0+000	73605	Automobiles	-	4573	2286	762		105	none	-	-	Average (of DGAC and PCC)	0
0+000	73605	Medium trucks	-	128	64	21		89	none	-	-	Average (of DGAC and PCC)	0
0+000	73605	Heavy trucks	-	108	54	18		89	none	-	-	Average (of DGAC and PCC)	0
0+000	73605	Buses	-	49	25	8		89	none	-	-	Average (of DGAC and PCC)	0
0+000	73605	Motorcycles	-	49	25	8		105	none	-	-	Average (of DGAC and PCC)	0
0+000	73605	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
1+484	41502	Total	-	2767	1383	461	-		none	-	-	Average (of DGAC and PCC)	0
1+484	41502	Automobiles	-	2579	1289	430		105	none	-	-	Average (of DGAC and PCC)	0
1+484	41502	Medium trucks	-	72	36	12		89	none	-	-	Average (of DGAC and PCC)	0
1+484	41502	Heavy trucks	-	61	30	10		89	none	-	-	Average (of DGAC and PCC)	0
1+484	41502	Buses	-	28	14	5		89	none	-	-	Average (of DGAC and PCC)	0
1+484	41502	Motorcycles	-	28	14	5		105	none	-	-	Average (of DGAC and PCC)	0
1+484	41502	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
3+572	-	-	-	-	-	-							
SR-905 EB	Traffic direction:	In entry direction											
0+000	47097	Total	-	3140	1570	523	-		none	-	-	Average (of DGAC and PCC)	0
0+000	47097	Automobiles	-	2675	1338	446		105	none	-	-	Average (of DGAC and PCC)	0
0+000	47097	Medium trucks	-	236	118	39		89	none	-	-	Average (of DGAC and PCC)	0
0+000	47097	Heavy trucks	-	166	83	28		89	none	-	-	Average (of DGAC and PCC)	0
0+000	47097	Buses	-	31	16	5		89	none	-	-	Average (of DGAC and PCC)	0
0+000	47097	Motorcycles	-	31	16	5		105	none	-	-	Average (of DGAC and PCC)	0
0+000	47097	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
0+360	69699	Total	-	4647	2323	774	-		none	-	-	Average (of DGAC and PCC)	0
0+360	69699	Automobiles	-	3959	1979	659		105	none	-	-	Average (of DGAC and PCC)	0
0+360	69699	Medium trucks	-	349	174	58		89	none	-	-	Average (of DGAC and PCC)	0
0+360	69699	Heavy trucks	-	246	123	41		89	none	-	-	Average (of DGAC and PCC)	0
0+360	69699	Buses	-	46	23	8		89	none	-	-	Average (of DGAC and PCC)	0
0+360	69699	Motorcycles	-	46	23	8		105	none	-	-	Average (of DGAC and PCC)	0
0+360	69699	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
2+817	63450	Total	-	4230	2115	705	-		none	-	-	Average (of DGAC and PCC)	0
2+817	63450	Automobiles	-	3604	1802	601		105	none	-	-	Average (of DGAC and PCC)	0
2+817	63450	Medium trucks	-	317	159	53		89	none	-	-	Average (of DGAC and PCC)	0
2+817	63450	Heavy trucks	-	224	112	37		89	none	-	-	Average (of DGAC and PCC)	0
2+817	63450	Buses	-	42	21	7		89	none	-	-	Average (of DGAC and PCC)	0
2+817	63450	Motorcycles	-	42	21	7		105	none	-	-	Average (of DGAC and PCC)	0
2+817	63450	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
4+771	-	-	-	-	-	-							
SR-905 WB	Traffic direction:	In entry direction											
0+000	63450	Total	-	4230	2115	705	-		none	-	-	Average (of DGAC and PCC)	0
0+000	63450	Automobiles	-	3604	1802	601		105	none	-	-	Average (of DGAC and PCC)	0
0+000	63450	Medium trucks	-	317	159	53		89	none	-	-	Average (of DGAC and PCC)	0
0+000	63450	Heavy trucks	-	224	112	37		89	none	-	-	Average (of DGAC and PCC)	0
0+000	63450	Buses	-	42	21	7		89	none	-	-	Average (of DGAC and PCC)	0
0+000	63450	Motorcycles	-	42	21	7		105	none	-	-	Average (of DGAC and PCC)	0
0+000	63450	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
1+943	69699	Total	-	4647	2323	774	-		none	-	-	Average (of DGAC and PCC)	0
1+943	69699	Automobiles	-	3959	1979	659		105	none	-	-	Average (of DGAC and PCC)	0
1+943	69699	Medium trucks	-	349	174	58		89	none	-	-	Average (of DGAC and PCC)	0
1+943	69699	Heavy trucks	-	246	123	41		89	none	-	-	Average (of DGAC and PCC)	0
1+943	69699	Buses	-	46	23	8		89	none	-	-	Average (of DGAC and PCC)	0
1+943	69699	Motorcycles	-	46	23	8		105	none	-	-	Average (of DGAC and PCC)	0
1+943	69699	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
4+398	47097	Total	-	3140	1570	523	-		none	-	-	Average (of DGAC and PCC)	0
4+398	47097	Automobiles	-	2675	1338	446		105	none	-	-	Average (of DGAC and PCC)	0

4+398	47097	Medium trucks	-	236	118	39	89	none	-	-	Average (of DGAC and PCC)	0
4+398	47097	Heavy trucks	-	166	83	28	89	none	-	-	Average (of DGAC and PCC)	0
4+398	47097	Buses	-	31	16	5	89	none	-	-	Average (of DGAC and PCC)	0
4+398	47097	Motorcycles	-	31	16	5	105	none	-	-	Average (of DGAC and PCC)	0
4+398	47097	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
4+766	-	-	-	-	-	-						
Beyer Boulevard		Traffic direction:	In entry direction									
1+943	28095	Total	-	1873	937	312	-	none	-	-	Average (of DGAC and PCC)	0
1+943	28095	Automobiles	-	1686	843	281	72	none	-	-	Average (of DGAC and PCC)	0
1+943	28095	Medium trucks	-	56	28	9	72	none	-	-	Average (of DGAC and PCC)	0
1+943	28095	Heavy trucks	-	37	19	6	72	none	-	-	Average (of DGAC and PCC)	0
1+943	28095	Buses	-	37	19	6	72	none	-	-	Average (of DGAC and PCC)	0
1+943	28095	Motorcycles	-	56	28	9	72	none	-	-	Average (of DGAC and PCC)	0
1+943	28095	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
4+682	-	-	-	-	-	-						
Caliente Avenue		Traffic direction:	In entry direction									
1+943	36900	Total	-	2460	1230	410	-	none	-	-	Average (of DGAC and PCC)	0
1+943	36900	Automobiles	-	2214	1107	369	72	none	-	-	Average (of DGAC and PCC)	0
1+943	36900	Medium trucks	-	74	37	12	72	none	-	-	Average (of DGAC and PCC)	0
1+943	36900	Heavy trucks	-	49	25	8	72	none	-	-	Average (of DGAC and PCC)	0
1+943	36900	Buses	-	49	25	8	72	none	-	-	Average (of DGAC and PCC)	0
1+943	36900	Motorcycles	-	74	37	12	72	none	-	-	Average (of DGAC and PCC)	0
1+943	36900	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
2+110	29199	Total	-	1947	973	324	-	none	-	-	Average (of DGAC and PCC)	0
2+110	29199	Automobiles	-	1752	876	292	72	none	-	-	Average (of DGAC and PCC)	0
2+110	29199	Medium trucks	-	58	29	10	72	none	-	-	Average (of DGAC and PCC)	0
2+110	29199	Heavy trucks	-	39	19	6	72	none	-	-	Average (of DGAC and PCC)	0
2+110	29199	Buses	-	39	19	6	72	none	-	-	Average (of DGAC and PCC)	0
2+110	29199	Motorcycles	-	58	29	10	72	none	-	-	Average (of DGAC and PCC)	0
2+110	29199	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
2+568	17100	Total	-	1140	570	190	-	none	-	-	Average (of DGAC and PCC)	0
2+568	17100	Automobiles	-	1026	513	171	72	none	-	-	Average (of DGAC and PCC)	0
2+568	17100	Medium trucks	-	34	17	6	72	none	-	-	Average (of DGAC and PCC)	0
2+568	17100	Heavy trucks	-	23	11	4	72	none	-	-	Average (of DGAC and PCC)	0
2+568	17100	Buses	-	23	11	4	72	none	-	-	Average (of DGAC and PCC)	0
2+568	17100	Motorcycles	-	34	17	6	72	none	-	-	Average (of DGAC and PCC)	0
2+568	17100	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Total	-	953	477	159	-	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Automobiles	-	858	429	143	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Medium trucks	-	29	14	5	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Heavy trucks	-	19	10	3	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Buses	-	19	10	3	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Motorcycles	-	29	14	5	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Total	-	440	220	73	-	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Automobiles	-	396	198	66	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Medium trucks	-	13	7	2	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Heavy trucks	-	9	4	1	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Buses	-	9	4	1	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Motorcycles	-	13	7	2	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
3+203	2997	Total	-	200	100	33	-	none	-	-	Average (of DGAC and PCC)	0
3+203	2997	Automobiles	-	180	90	30	56	none	-	-	Average (of DGAC and PCC)	0
3+203	2997	Medium trucks	-	6	3	1	56	none	-	-	Average (of DGAC and PCC)	0
3+203	2997	Heavy trucks	-	4	2	1	56	none	-	-	Average (of DGAC and PCC)	0
3+203	2997	Buses	-	4	2	1	56	none	-	-	Average (of DGAC and PCC)	0
3+203	2997	Motorcycles	-	6	3	1	56	none	-	-	Average (of DGAC and PCC)	0
3+203	2997	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
3+373	-	-	-	-	-	-						
Central Avenue		Traffic direction:	In entry direction									
1+943	6003	Total	-	400	200	67	-	none	-	-	Average (of DGAC and PCC)	0
1+943	6003	Automobiles	-	360	180	60	48	none	-	-	Average (of DGAC and PCC)	0
1+943	6003	Medium trucks	-	12	6	2	48	none	-	-	Average (of DGAC and PCC)	0
1+943	6003	Heavy trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	6003	Buses	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	6003	Motorcycles	-	12	6	2	48	none	-	-	Average (of DGAC and PCC)	0
1+943	6003	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
2+266	7200	Total	-	480	240	80	-	none	-	-	Average (of DGAC and PCC)	0
2+266	7200	Automobiles	-	432	216	72	48	none	-	-	Average (of DGAC and PCC)	0
2+266	7200	Medium trucks	-	14	7	2	48	none	-	-	Average (of DGAC and PCC)	0
2+266	7200	Heavy trucks	-	10	5	2	48	none	-	-	Average (of DGAC and PCC)	0
2+266	7200	Buses	-	10	5	2	48	none	-	-	Average (of DGAC and PCC)	0
2+266	7200	Motorcycles	-	14	7	2	48	none	-	-	Average (of DGAC and PCC)	0
2+266	7200	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
2+512	3795	Total	-	253	127	42	-	none	-	-	Average (of DGAC and PCC)	0

2+512	3795	Automobiles	-	228	114	38	48	none	-	-	Average (of DGAC and PCC)	0
2+512	3795	Medium trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
2+512	3795	Heavy trucks	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	0
2+512	3795	Buses	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	0
2+512	3795	Motorcycles	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
2+512	3795	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
2+773	4500	Total	-	300	150	50	-	none	-	-	Average (of DGAC and PCC)	0
2+773	4500	Automobiles	-	270	135	45	48	none	-	-	Average (of DGAC and PCC)	0
2+773	4500	Medium trucks	-	9	5	2	48	none	-	-	Average (of DGAC and PCC)	0
2+773	4500	Heavy trucks	-	6	3	1	48	none	-	-	Average (of DGAC and PCC)	0
2+773	4500	Buses	-	6	3	1	48	none	-	-	Average (of DGAC and PCC)	0
2+773	4500	Motorcycles	-	9	5	2	48	none	-	-	Average (of DGAC and PCC)	0
2+773	4500	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
3+230	7599	Total	-	507	253	84	-	none	-	-	Average (of DGAC and PCC)	0
3+230	7599	Automobiles	-	456	228	76	56	none	-	-	Average (of DGAC and PCC)	0
3+230	7599	Medium trucks	-	15	8	3	56	none	-	-	Average (of DGAC and PCC)	0
3+230	7599	Heavy trucks	-	10	5	2	56	none	-	-	Average (of DGAC and PCC)	0
3+230	7599	Buses	-	10	5	2	56	none	-	-	Average (of DGAC and PCC)	0
3+230	7599	Motorcycles	-	15	8	3	56	none	-	-	Average (of DGAC and PCC)	0
3+230	7599	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
3+400	5298	Total	-	353	177	59	-	none	-	-	Average (of DGAC and PCC)	0
3+400	5298	Automobiles	-	318	159	53	40	none	-	-	Average (of DGAC and PCC)	0
3+400	5298	Medium trucks	-	11	5	2	40	none	-	-	Average (of DGAC and PCC)	0
3+400	5298	Heavy trucks	-	7	4	1	40	none	-	-	Average (of DGAC and PCC)	0
3+400	5298	Buses	-	7	4	1	40	none	-	-	Average (of DGAC and PCC)	0
3+400	5298	Motorcycles	-	11	5	2	40	none	-	-	Average (of DGAC and PCC)	0
3+400	5298	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
3+628	-	-	-	-	-	-						
1st Avenue	Traffic direction:	In entry direction										
1+943	3999	Total	-	267	133	44	-	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Automobiles	-	240	120	40	48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Medium trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Heavy trucks	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Buses	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Motorcycles	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
2+194	-	-	-	-	-	-						
Spine Road	Traffic direction:	In entry direction										
1+943	2700	Total	-	180	90	30	-	none	-	-	Average (of DGAC and PCC)	0
1+943	2700	Automobiles	-	162	81	27	48	none	-	-	Average (of DGAC and PCC)	0
1+943	2700	Medium trucks	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	2700	Heavy trucks	-	4	2	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	2700	Buses	-	4	2	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	2700	Motorcycles	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	2700	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
2+269	6495	Total	-	433	217	72	-	none	-	-	Average (of DGAC and PCC)	0
2+269	6495	Automobiles	-	390	195	65	56	none	-	-	Average (of DGAC and PCC)	0
2+269	6495	Medium trucks	-	13	7	2	56	none	-	-	Average (of DGAC and PCC)	0
2+269	6495	Heavy trucks	-	9	4	1	56	none	-	-	Average (of DGAC and PCC)	0
2+269	6495	Buses	-	9	4	1	56	none	-	-	Average (of DGAC and PCC)	0
2+269	6495	Motorcycles	-	13	7	2	56	none	-	-	Average (of DGAC and PCC)	0
2+269	6495	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
2+535	-	-	-	-	-	-						
Street A	Traffic direction:	In entry direction										
1+943	5799	Total	-	387	193	64	-	none	-	-	Average (of DGAC and PCC)	0
1+943	5799	Automobiles	-	348	174	58	48	none	-	-	Average (of DGAC and PCC)	0
1+943	5799	Medium trucks	-	12	6	2	48	none	-	-	Average (of DGAC and PCC)	0
1+943	5799	Heavy trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	5799	Buses	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
1+943	5799	Motorcycles	-	12	6	2	48	none	-	-	Average (of DGAC and PCC)	0
1+943	5799	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
2+246	6300	Total	-	420	210	70	-	none	-	-	Average (of DGAC and PCC)	0
2+246	6300	Automobiles	-	378	189	63	40	none	-	-	Average (of DGAC and PCC)	0
2+246	6300	Medium trucks	-	13	6	2	40	none	-	-	Average (of DGAC and PCC)	0
2+246	6300	Heavy trucks	-	8	4	1	40	none	-	-	Average (of DGAC and PCC)	0
2+246	6300	Buses	-	8	4	1	40	none	-	-	Average (of DGAC and PCC)	0
2+246	6300	Motorcycles	-	13	6	2	40	none	-	-	Average (of DGAC and PCC)	0
2+246	6300	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
2+445	6597	Total	-	440	220	73	-	none	-	-	Average (of DGAC and PCC)	0
2+445	6597	Automobiles	-	396	198	66	40	none	-	-	Average (of DGAC and PCC)	0
2+445	6597	Medium trucks	-	13	7	2	40	none	-	-	Average (of DGAC and PCC)	0
2+445	6597	Heavy trucks	-	9	4	1	40	none	-	-	Average (of DGAC and PCC)	0
2+445	6597	Buses	-	9	4	1	40	none	-	-	Average (of DGAC and PCC)	0
2+445	6597	Motorcycles	-	13	7	2	40	none	-	-	Average (of DGAC and PCC)	0
2+445	6597	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0

2+637	-	-	-	-	-	-							
0+000	-	-	-	-	-		0						
Street B	Traffic direction:	In entry direction											
1+943	2505	Total	-	167	83	28	-		none	-	-	Average (of DGAC and PCC)	0
1+943	2505	Automobiles	-	150	75	25		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2505	Medium trucks	-	5	2	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2505	Heavy trucks	-	3	2	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2505	Buses	-	3	2	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2505	Motorcycles	-	5	2	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2505	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+150	3498	Total	-	233	117	39	-		none	-	-	Average (of DGAC and PCC)	0
2+150	3498	Automobiles	-	210	105	35		48	none	-	-	Average (of DGAC and PCC)	0
2+150	3498	Medium trucks	-	7	4	1		48	none	-	-	Average (of DGAC and PCC)	0
2+150	3498	Heavy trucks	-	5	2	1		48	none	-	-	Average (of DGAC and PCC)	0
2+150	3498	Buses	-	5	2	1		48	none	-	-	Average (of DGAC and PCC)	0
2+150	3498	Motorcycles	-	7	4	1		48	none	-	-	Average (of DGAC and PCC)	0
2+150	3498	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+340	8703	Total	-	580	290	97	-		none	-	-	Average (of DGAC and PCC)	0
2+340	8703	Automobiles	-	522	261	87		48	none	-	-	Average (of DGAC and PCC)	0
2+340	8703	Medium trucks	-	17	9	3		48	none	-	-	Average (of DGAC and PCC)	0
2+340	8703	Heavy trucks	-	12	6	2		48	none	-	-	Average (of DGAC and PCC)	0
2+340	8703	Buses	-	12	6	2		48	none	-	-	Average (of DGAC and PCC)	0
2+340	8703	Motorcycles	-	17	9	3		48	none	-	-	Average (of DGAC and PCC)	0
2+340	8703	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+586	2301	Total	-	153	77	26	-		none	-	-	Average (of DGAC and PCC)	0
2+586	2301	Automobiles	-	138	69	23		48	none	-	-	Average (of DGAC and PCC)	0
2+586	2301	Medium trucks	-	5	2	1		48	none	-	-	Average (of DGAC and PCC)	0
2+586	2301	Heavy trucks	-	3	2	1		48	none	-	-	Average (of DGAC and PCC)	0
2+586	2301	Buses	-	3	2	1		48	none	-	-	Average (of DGAC and PCC)	0
2+586	2301	Motorcycles	-	5	2	1		48	none	-	-	Average (of DGAC and PCC)	0
2+586	2301	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+706	-	-	-	-	-	-							
Street C	Traffic direction:	In entry direction											
1+943	3999	Total	-	267	133	44	-		none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Automobiles	-	240	120	40		48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Medium trucks	-	8	4	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Heavy trucks	-	5	3	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Buses	-	5	3	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Motorcycles	-	8	4	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	3999	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+452	-	-	-	-	-	-							
Street D	Traffic direction:	In entry direction											
1+943	2895	Total	-	193	97	32	-		none	-	-	Average (of DGAC and PCC)	0
1+943	2895	Automobiles	-	174	87	29		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2895	Medium trucks	-	6	3	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2895	Heavy trucks	-	4	2	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2895	Buses	-	4	2	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2895	Motorcycles	-	6	3	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	2895	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+185	1299	Total	-	87	43	14	-		none	-	-	Average (of DGAC and PCC)	0
2+185	1299	Automobiles	-	78	39	13		48	none	-	-	Average (of DGAC and PCC)	0
2+185	1299	Medium trucks	-	3	1	0		48	none	-	-	Average (of DGAC and PCC)	0
2+185	1299	Heavy trucks	-	2	1	0		48	none	-	-	Average (of DGAC and PCC)	0
2+185	1299	Buses	-	2	1	0		48	none	-	-	Average (of DGAC and PCC)	0
2+185	1299	Motorcycles	-	3	1	0		48	none	-	-	Average (of DGAC and PCC)	0
2+185	1299	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+311	-	-	-	-	-	-							
East Avenue	Traffic direction:	In entry direction											
1+943	1698	Total	-	113	57	19	-		none	-	-	Average (of DGAC and PCC)	0
1+943	1698	Automobiles	-	102	51	17		48	none	-	-	Average (of DGAC and PCC)	0
1+943	1698	Medium trucks	-	3	2	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	1698	Heavy trucks	-	2	1	0		48	none	-	-	Average (of DGAC and PCC)	0
1+943	1698	Buses	-	2	1	0		48	none	-	-	Average (of DGAC and PCC)	0
1+943	1698	Motorcycles	-	3	2	1		48	none	-	-	Average (of DGAC and PCC)	0
1+943	1698	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+166	4695	Total	-	313	157	52	-		none	-	-	Average (of DGAC and PCC)	0
2+166	4695	Automobiles	-	282	141	47		48	none	-	-	Average (of DGAC and PCC)	0
2+166	4695	Medium trucks	-	9	5	2		48	none	-	-	Average (of DGAC and PCC)	0
2+166	4695	Heavy trucks	-	6	3	1		48	none	-	-	Average (of DGAC and PCC)	0
2+166	4695	Buses	-	6	3	1		48	none	-	-	Average (of DGAC and PCC)	0
2+166	4695	Motorcycles	-	9	5	2		48	none	-	-	Average (of DGAC and PCC)	0
2+166	4695	Auxiliary vehicle	-	-	-	-		-	none	-	-	Average (of DGAC and PCC)	0
2+569	-	-	-	-	-	-							
West Avenue	Traffic direction:	In entry direction											
1+943	7803	Total	-	520	260	87	-		none	-	-	Average (of DGAC and PCC)	0

1+943	7803	Automobiles	-	468	234	78	56	none	-	-	Average (of DGAC and PCC)	0
1+943	7803	Medium trucks	-	16	8	3	56	none	-	-	Average (of DGAC and PCC)	0
1+943	7803	Heavy trucks	-	10	5	2	56	none	-	-	Average (of DGAC and PCC)	0
1+943	7803	Buses	-	10	5	2	56	none	-	-	Average (of DGAC and PCC)	0
1+943	7803	Motorcycles	-	16	8	3	56	none	-	-	Average (of DGAC and PCC)	0
1+943	7803	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
2+112	4101	Total	-	273	137	46	-	none	-	-	Average (of DGAC and PCC)	0
2+112	4101	Automobiles	-	246	123	41	48	none	-	-	Average (of DGAC and PCC)	0
2+112	4101	Medium trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
2+112	4101	Heavy trucks	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	0
2+112	4101	Buses	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	0
2+112	4101	Motorcycles	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0
2+112	4101	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0
2+452	-	-	-	-	-	-						

Station	ADT	Traffic values Vehicles type	Vehicle name	day	evening	night	Speed		Control device	Constr. Speed	Affect. veh.	Road surface	Gradient Min / Max
km	Veh/24h			Veh/h	Veh/h	Veh/h	km/h			km/h	%		%
I-805 NB	Traffic direction:	In entry direction											
0+000	41502	Total	-	2767	1383	461	-		none	-	-	Average (of DGAC and PCC)	-0.695121951
0+000	41502	Automobiles	-	2579	1289	430		105	none	-	-	Average (of DGAC and PCC)	-0.695121951
0+000	41502	Medium trucks	-	72	36	12		89	none	-	-	Average (of DGAC and PCC)	-0.695121951
0+000	41502	Heavy trucks	-	61	30	10		89	none	-	-	Average (of DGAC and PCC)	-0.695121951
0+000	41502	Buses	-	28	14	5		89	none	-	-	Average (of DGAC and PCC)	-0.695121951
0+000	41502	Motorcycles	-	28	14	5		105	none	-	-	Average (of DGAC and PCC)	-0.695121951
0+000	41502	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-0.695121951
1+903	73605	Total	-	4907	2453	818	-		none	-	-	Average (of DGAC and PCC)	0.7 / 4.6
1+903	73605	Automobiles	-	4573	2286	762		105	none	-	-	Average (of DGAC and PCC)	0.7 / 4.6
1+903	73605	Medium trucks	-	128	64	21		89	none	-	-	Average (of DGAC and PCC)	0.7 / 4.6
1+903	73605	Heavy trucks	-	108	54	18		89	none	-	-	Average (of DGAC and PCC)	0.7 / 4.6
1+903	73605	Buses	-	49	25	8		89	none	-	-	Average (of DGAC and PCC)	0.7 / 4.6
1+903	73605	Motorcycles	-	49	25	8		105	none	-	-	Average (of DGAC and PCC)	0.7 / 4.6
1+903	73605	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0.7 / 4.6
3+366	-	-	-	-	-	-							
I-805 SB	Traffic direction:	In entry direction											
0+000	73605	Total	-	4907	2453	818	-		none	-	-	Average (of DGAC and PCC)	44
0+000	73605	Automobiles	-	4573	2286	762		105	none	-	-	Average (of DGAC and PCC)	44
0+000	73605	Medium trucks	-	128	64	21		89	none	-	-	Average (of DGAC and PCC)	44
0+000	73605	Heavy trucks	-	108	54	18		89	none	-	-	Average (of DGAC and PCC)	44
0+000	73605	Buses	-	49	25	8		89	none	-	-	Average (of DGAC and PCC)	44
0+000	73605	Motorcycles	-	49	25	8		105	none	-	-	Average (of DGAC and PCC)	44
0+000	73605	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	44
1+484	41502	Total	-	2767	1383	461	-		none	-	-	Average (of DGAC and PCC)	-1.615384615
1+484	41502	Automobiles	-	2579	1289	430		105	none	-	-	Average (of DGAC and PCC)	-1.615384615
1+484	41502	Medium trucks	-	72	36	12		89	none	-	-	Average (of DGAC and PCC)	-1.615384615
1+484	41502	Heavy trucks	-	61	30	10		89	none	-	-	Average (of DGAC and PCC)	-1.615384615
1+484	41502	Buses	-	28	14	5		89	none	-	-	Average (of DGAC and PCC)	-1.615384615
1+484	41502	Motorcycles	-	28	14	5		105	none	-	-	Average (of DGAC and PCC)	-1.615384615
1+484	41502	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-1.615384615
3+572	-	-	-	-	-	-							
SR-905 EB	Traffic direction:	In entry direction											
0+000	47097	Total	-	3140	1570	523	-		none	-	-	Average (of DGAC and PCC)	0.1 / 1.5
0+000	47097	Automobiles	-	2675	1338	446		105	none	-	-	Average (of DGAC and PCC)	0.1 / 1.5
0+000	47097	Medium trucks	-	236	118	39		89	none	-	-	Average (of DGAC and PCC)	0.1 / 1.5
0+000	47097	Heavy trucks	-	166	83	28		89	none	-	-	Average (of DGAC and PCC)	0.1 / 1.5
0+000	47097	Buses	-	31	16	5		89	none	-	-	Average (of DGAC and PCC)	0.1 / 1.5
0+000	47097	Motorcycles	-	31	16	5		105	none	-	-	Average (of DGAC and PCC)	0.1 / 1.5
0+000	47097	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0.1 / 1.5
0+360	69699	Total	-	4647	2323	774	-		none	-	-	Average (of DGAC and PCC)	-0.394736842
0+360	69699	Automobiles	-	3959	1979	659		105	none	-	-	Average (of DGAC and PCC)	-0.394736842
0+360	69699	Medium trucks	-	349	174	58		89	none	-	-	Average (of DGAC and PCC)	-0.394736842
0+360	69699	Heavy trucks	-	246	123	41		89	none	-	-	Average (of DGAC and PCC)	-0.394736842
0+360	69699	Buses	-	46	23	8		89	none	-	-	Average (of DGAC and PCC)	-0.394736842
0+360	69699	Motorcycles	-	46	23	8		105	none	-	-	Average (of DGAC and PCC)	-0.394736842
0+360	69699	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-0.394736842
2+817	63450	Total	-	4230	2115	705	-		none	-	-	Average (of DGAC and PCC)	-1.034482759
2+817	63450	Automobiles	-	3604	1802	601		105	none	-	-	Average (of DGAC and PCC)	-1.034482759
2+817	63450	Medium trucks	-	317	159	53		89	none	-	-	Average (of DGAC and PCC)	-1.034482759
2+817	63450	Heavy trucks	-	224	112	37		89	none	-	-	Average (of DGAC and PCC)	-1.034482759
2+817	63450	Buses	-	42	21	7		89	none	-	-	Average (of DGAC and PCC)	-1.034482759
2+817	63450	Motorcycles	-	42	21	7		105	none	-	-	Average (of DGAC and PCC)	-1.034482759
2+817	63450	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-1.034482759
4+771	-	-	-	-	-	-							
SR-905 WB	Traffic direction:	In entry direction											
0+000	63450	Total	-	4230	2115	705	-		none	-	-	Average (of DGAC and PCC)	-0.875
0+000	63450	Automobiles	-	3604	1802	601		105	none	-	-	Average (of DGAC and PCC)	-0.875
0+000	63450	Medium trucks	-	317	159	53		89	none	-	-	Average (of DGAC and PCC)	-0.875
0+000	63450	Heavy trucks	-	224	112	37		89	none	-	-	Average (of DGAC and PCC)	-0.875
0+000	63450	Buses	-	42	21	7		89	none	-	-	Average (of DGAC and PCC)	-0.875
0+000	63450	Motorcycles	-	42	21	7		105	none	-	-	Average (of DGAC and PCC)	-0.875
0+000	63450	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-0.875
1+943	69699	Total	-	4647	2323	774	-		none	-	-	Average (of DGAC and PCC)	-15.21428571
1+943	69699	Automobiles	-	3959	1979	659		105	none	-	-	Average (of DGAC and PCC)	-15.21428571
1+943	69699	Medium trucks	-	349	174	58		89	none	-	-	Average (of DGAC and PCC)	-15.21428571
1+943	69699	Heavy trucks	-	246	123	41		89	none	-	-	Average (of DGAC and PCC)	-15.21428571
1+943	69699	Buses	-	46	23	8		89	none	-	-	Average (of DGAC and PCC)	-15.21428571
1+943	69699	Motorcycles	-	46	23	8		105	none	-	-	Average (of DGAC and PCC)	-15.21428571
1+943	69699	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-15.21428571
4+398	47097	Total	-	3140	1570	523	-		none	-	-	Average (of DGAC and PCC)	-15
4+398	47097	Automobiles	-	2675	1338	446		105	none	-	-	Average (of DGAC and PCC)	-15

4+398	47097	Medium trucks	-	236	118	39	89	none	-	-	Average (of DGAC and PCC)	-15
4+398	47097	Heavy trucks	-	166	83	28	89	none	-	-	Average (of DGAC and PCC)	-15
4+398	47097	Buses	-	31	16	5	89	none	-	-	Average (of DGAC and PCC)	-15
4+398	47097	Motorcycles	-	31	16	5	105	none	-	-	Average (of DGAC and PCC)	-15
4+398	47097	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-15
4+766	-	-	-	-	-	-						
Beyer Boulevard		Traffic direction:	In entry direction									
1+943	28095	Total	-	1873	937	312	-	none	-	-	Average (of DGAC and PCC)	-0.958762887
1+943	28095	Automobiles	-	1686	843	281	72	none	-	-	Average (of DGAC and PCC)	-0.958762887
1+943	28095	Medium trucks	-	56	28	9	72	none	-	-	Average (of DGAC and PCC)	-0.958762887
1+943	28095	Heavy trucks	-	37	19	6	72	none	-	-	Average (of DGAC and PCC)	-0.958762887
1+943	28095	Buses	-	37	19	6	72	none	-	-	Average (of DGAC and PCC)	-0.958762887
1+943	28095	Motorcycles	-	56	28	9	72	none	-	-	Average (of DGAC and PCC)	-0.958762887
1+943	28095	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-0.958762887
4+682	-	-	-	-	-	-						
Caliente Avenue		Traffic direction:	In entry direction									
1+943	36900	Total	-	2460	1230	410	-	none	-	-	Average (of DGAC and PCC)	7.25
1+943	36900	Automobiles	-	2214	1107	369	72	none	-	-	Average (of DGAC and PCC)	7.25
1+943	36900	Medium trucks	-	74	37	12	72	none	-	-	Average (of DGAC and PCC)	7.25
1+943	36900	Heavy trucks	-	49	25	8	72	none	-	-	Average (of DGAC and PCC)	7.25
1+943	36900	Buses	-	49	25	8	72	none	-	-	Average (of DGAC and PCC)	7.25
1+943	36900	Motorcycles	-	74	37	12	72	none	-	-	Average (of DGAC and PCC)	7.25
1+943	36900	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	7.25
2+110	29199	Total	-	1947	973	324	-	none	-	-	Average (of DGAC and PCC)	-0.12967033
2+110	29199	Automobiles	-	1752	876	292	72	none	-	-	Average (of DGAC and PCC)	-0.12967033
2+110	29199	Medium trucks	-	58	29	10	72	none	-	-	Average (of DGAC and PCC)	-0.12967033
2+110	29199	Heavy trucks	-	39	19	6	72	none	-	-	Average (of DGAC and PCC)	-0.12967033
2+110	29199	Buses	-	39	19	6	72	none	-	-	Average (of DGAC and PCC)	-0.12967033
2+110	29199	Motorcycles	-	58	29	10	72	none	-	-	Average (of DGAC and PCC)	-0.12967033
2+110	29199	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-0.12967033
2+568	17100	Total	-	1140	570	190	-	none	-	-	Average (of DGAC and PCC)	1.1
2+568	17100	Automobiles	-	1026	513	171	72	none	-	-	Average (of DGAC and PCC)	1.1
2+568	17100	Medium trucks	-	34	17	6	72	none	-	-	Average (of DGAC and PCC)	1.1
2+568	17100	Heavy trucks	-	23	11	4	72	none	-	-	Average (of DGAC and PCC)	1.1
2+568	17100	Buses	-	23	11	4	72	none	-	-	Average (of DGAC and PCC)	1.1
2+568	17100	Motorcycles	-	34	17	6	72	none	-	-	Average (of DGAC and PCC)	1.1
2+568	17100	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	1.1
2+737	14298	Total	-	953	477	159	-	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Automobiles	-	858	429	143	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Medium trucks	-	29	14	5	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Heavy trucks	-	19	10	3	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Buses	-	19	10	3	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Motorcycles	-	29	14	5	56	none	-	-	Average (of DGAC and PCC)	0
2+737	14298	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Total	-	440	220	73	-	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Automobiles	-	396	198	66	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Medium trucks	-	13	7	2	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Heavy trucks	-	9	4	1	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Buses	-	9	4	1	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Motorcycles	-	13	7	2	56	none	-	-	Average (of DGAC and PCC)	0
2+964	6597	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0
3+203	2997	Total	-	200	100	33	-	none	-	-	Average (of DGAC and PCC)	-0.1
3+203	2997	Automobiles	-	180	90	30	56	none	-	-	Average (of DGAC and PCC)	-0.1
3+203	2997	Medium trucks	-	6	3	1	56	none	-	-	Average (of DGAC and PCC)	-0.1
3+203	2997	Heavy trucks	-	4	2	1	56	none	-	-	Average (of DGAC and PCC)	-0.1
3+203	2997	Buses	-	4	2	1	56	none	-	-	Average (of DGAC and PCC)	-0.1
3+203	2997	Motorcycles	-	6	3	1	56	none	-	-	Average (of DGAC and PCC)	-0.1
3+203	2997	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-0.1
3+373	-	-	-	-	-	-						
Central Avenue		Traffic direction:	In entry direction									
1+943	6003	Total	-	400	200	67	-	none	-	-	Average (of DGAC and PCC)	0.5 / 0.7
1+943	6003	Automobiles	-	360	180	60	48	none	-	-	Average (of DGAC and PCC)	0.5 / 0.7
1+943	6003	Medium trucks	-	12	6	2	48	none	-	-	Average (of DGAC and PCC)	0.5 / 0.7
1+943	6003	Heavy trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0.5 / 0.7
1+943	6003	Buses	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	0.5 / 0.7
1+943	6003	Motorcycles	-	12	6	2	48	none	-	-	Average (of DGAC and PCC)	0.5 / 0.7
1+943	6003	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0.5 / 0.7
2+266	7200	Total	-	480	240	80	-	none	-	-	Average (of DGAC and PCC)	0.3
2+266	7200	Automobiles	-	432	216	72	48	none	-	-	Average (of DGAC and PCC)	0.3
2+266	7200	Medium trucks	-	14	7	2	48	none	-	-	Average (of DGAC and PCC)	0.3
2+266	7200	Heavy trucks	-	10	5	2	48	none	-	-	Average (of DGAC and PCC)	0.3
2+266	7200	Buses	-	10	5	2	48	none	-	-	Average (of DGAC and PCC)	0.3
2+266	7200	Motorcycles	-	14	7	2	48	none	-	-	Average (of DGAC and PCC)	0.3
2+266	7200	Auxiliary vehicle	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0.3
2+512	3795	Total	-	253	127	42	-	none	-	-	Average (of DGAC and PCC)	-0.5

2+512	3795	Automobiles	-	228	114	38	48	none	-	-	Average (of DGAC and PCC)	-0.5
2+512	3795	Medium trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	-0.5
2+512	3795	Heavy trucks	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	-0.5
2+512	3795	Buses	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	-0.5
2+512	3795	Motorcycles	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	-0.5
2+512	3795	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-0.5
2+773	4500	Total	-	300	150	50	-	none	-	-	Average (of DGAC and PCC)	3.285714286
2+773	4500	Automobiles	-	270	135	45	48	none	-	-	Average (of DGAC and PCC)	3.285714286
2+773	4500	Medium trucks	-	9	5	2	48	none	-	-	Average (of DGAC and PCC)	3.285714286
2+773	4500	Heavy trucks	-	6	3	1	48	none	-	-	Average (of DGAC and PCC)	3.285714286
2+773	4500	Buses	-	6	3	1	48	none	-	-	Average (of DGAC and PCC)	3.285714286
2+773	4500	Motorcycles	-	9	5	2	48	none	-	-	Average (of DGAC and PCC)	3.285714286
2+773	4500	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	3.285714286
3+230	7599	Total	-	507	253	84	-	none	-	-	Average (of DGAC and PCC)	3.9
3+230	7599	Automobiles	-	456	228	76	56	none	-	-	Average (of DGAC and PCC)	3.9
3+230	7599	Medium trucks	-	15	8	3	56	none	-	-	Average (of DGAC and PCC)	3.9
3+230	7599	Heavy trucks	-	10	5	2	56	none	-	-	Average (of DGAC and PCC)	3.9
3+230	7599	Buses	-	10	5	2	56	none	-	-	Average (of DGAC and PCC)	3.9
3+230	7599	Motorcycles	-	15	8	3	56	none	-	-	Average (of DGAC and PCC)	3.9
3+230	7599	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	3.9
3+400	5298	Total	-	353	177	59	-	none	-	-	Average (of DGAC and PCC)	0.1
3+400	5298	Automobiles	-	318	159	53	40	none	-	-	Average (of DGAC and PCC)	0.1
3+400	5298	Medium trucks	-	11	5	2	40	none	-	-	Average (of DGAC and PCC)	0.1
3+400	5298	Heavy trucks	-	7	4	1	40	none	-	-	Average (of DGAC and PCC)	0.1
3+400	5298	Buses	-	7	4	1	40	none	-	-	Average (of DGAC and PCC)	0.1
3+400	5298	Motorcycles	-	11	5	2	40	none	-	-	Average (of DGAC and PCC)	0.1
3+400	5298	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0.1
3+628	-	-	-	-	-	-						
1st Avenue	Traffic direction:	In entry direction										
1+943	3999	Total	-	267	133	44	-	none	-	-	Average (of DGAC and PCC)	-0.430656934
1+943	3999	Automobiles	-	240	120	40	48	none	-	-	Average (of DGAC and PCC)	-0.430656934
1+943	3999	Medium trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	-0.430656934
1+943	3999	Heavy trucks	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	-0.430656934
1+943	3999	Buses	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	-0.430656934
1+943	3999	Motorcycles	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	-0.430656934
1+943	3999	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-0.430656934
2+194	-	-	-	-	-	-						
Spine Road	Traffic direction:	In entry direction										
1+943	2700	Total	-	180	90	30	-	none	-	-	Average (of DGAC and PCC)	-1.3
1+943	2700	Automobiles	-	162	81	27	48	none	-	-	Average (of DGAC and PCC)	-1.3
1+943	2700	Medium trucks	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	-1.3
1+943	2700	Heavy trucks	-	4	2	1	48	none	-	-	Average (of DGAC and PCC)	-1.3
1+943	2700	Buses	-	4	2	1	48	none	-	-	Average (of DGAC and PCC)	-1.3
1+943	2700	Motorcycles	-	5	3	1	48	none	-	-	Average (of DGAC and PCC)	-1.3
1+943	2700	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-1.3
2+269	6495	Total	-	433	217	72	-	none	-	-	Average (of DGAC and PCC)	0.2
2+269	6495	Automobiles	-	390	195	65	56	none	-	-	Average (of DGAC and PCC)	0.2
2+269	6495	Medium trucks	-	13	7	2	56	none	-	-	Average (of DGAC and PCC)	0.2
2+269	6495	Heavy trucks	-	9	4	1	56	none	-	-	Average (of DGAC and PCC)	0.2
2+269	6495	Buses	-	9	4	1	56	none	-	-	Average (of DGAC and PCC)	0.2
2+269	6495	Motorcycles	-	13	7	2	56	none	-	-	Average (of DGAC and PCC)	0.2
2+269	6495	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	0.2
2+535	-	-	-	-	-	-						
Street A	Traffic direction:	In entry direction										
1+943	5799	Total	-	387	193	64	-	none	-	-	Average (of DGAC and PCC)	-14
1+943	5799	Automobiles	-	348	174	58	48	none	-	-	Average (of DGAC and PCC)	-14
1+943	5799	Medium trucks	-	12	6	2	48	none	-	-	Average (of DGAC and PCC)	-14
1+943	5799	Heavy trucks	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	-14
1+943	5799	Buses	-	8	4	1	48	none	-	-	Average (of DGAC and PCC)	-14
1+943	5799	Motorcycles	-	12	6	2	48	none	-	-	Average (of DGAC and PCC)	-14
1+943	5799	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-14
2+246	6300	Total	-	420	210	70	-	none	-	-	Average (of DGAC and PCC)	1.2
2+246	6300	Automobiles	-	378	189	63	40	none	-	-	Average (of DGAC and PCC)	1.2
2+246	6300	Medium trucks	-	13	6	2	40	none	-	-	Average (of DGAC and PCC)	1.2
2+246	6300	Heavy trucks	-	8	4	1	40	none	-	-	Average (of DGAC and PCC)	1.2
2+246	6300	Buses	-	8	4	1	40	none	-	-	Average (of DGAC and PCC)	1.2
2+246	6300	Motorcycles	-	13	6	2	40	none	-	-	Average (of DGAC and PCC)	1.2
2+246	6300	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	1.2
2+445	6597	Total	-	440	220	73	-	none	-	-	Average (of DGAC and PCC)	-0.4
2+445	6597	Automobiles	-	396	198	66	40	none	-	-	Average (of DGAC and PCC)	-0.4
2+445	6597	Medium trucks	-	13	7	2	40	none	-	-	Average (of DGAC and PCC)	-0.4
2+445	6597	Heavy trucks	-	9	4	1	40	none	-	-	Average (of DGAC and PCC)	-0.4
2+445	6597	Buses	-	9	4	1	40	none	-	-	Average (of DGAC and PCC)	-0.4
2+445	6597	Motorcycles	-	13	7	2	40	none	-	-	Average (of DGAC and PCC)	-0.4
2+445	6597	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-0.4

2+637	-	-	-	-	-	-							
0+000	-	-	-	-	-		0						
Street B	Traffic direction:	In entry direction											
1+943	2505	Total	-	167	83	28	-		none	-	-	Average (of DGAC and PCC)	-0.5
1+943	2505	Automobiles	-	150	75	25	48		none	-	-	Average (of DGAC and PCC)	-0.5
1+943	2505	Medium trucks	-	5	2	1	48		none	-	-	Average (of DGAC and PCC)	-0.5
1+943	2505	Heavy trucks	-	3	2	1	48		none	-	-	Average (of DGAC and PCC)	-0.5
1+943	2505	Buses	-	3	2	1	48		none	-	-	Average (of DGAC and PCC)	-0.5
1+943	2505	Motorcycles	-	5	2	1	48		none	-	-	Average (of DGAC and PCC)	-0.5
1+943	2505	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-0.5
2+150	3498	Total	-	233	117	39	-		none	-	-	Average (of DGAC and PCC)	4.8
2+150	3498	Automobiles	-	210	105	35	48		none	-	-	Average (of DGAC and PCC)	4.8
2+150	3498	Medium trucks	-	7	4	1	48		none	-	-	Average (of DGAC and PCC)	4.8
2+150	3498	Heavy trucks	-	5	2	1	48		none	-	-	Average (of DGAC and PCC)	4.8
2+150	3498	Buses	-	5	2	1	48		none	-	-	Average (of DGAC and PCC)	4.8
2+150	3498	Motorcycles	-	7	4	1	48		none	-	-	Average (of DGAC and PCC)	4.8
2+150	3498	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	4.8
2+691	-	-	-	-	-	-							
Street C	Traffic direction:	In entry direction											
1+943	3999	Total	-	267	133	44	-		none	-	-	Average (of DGAC and PCC)	-0.325
1+943	3999	Automobiles	-	240	120	40	48		none	-	-	Average (of DGAC and PCC)	-0.325
1+943	3999	Medium trucks	-	8	4	1	48		none	-	-	Average (of DGAC and PCC)	-0.325
1+943	3999	Heavy trucks	-	5	3	1	48		none	-	-	Average (of DGAC and PCC)	-0.325
1+943	3999	Buses	-	5	3	1	48		none	-	-	Average (of DGAC and PCC)	-0.325
1+943	3999	Motorcycles	-	8	4	1	48		none	-	-	Average (of DGAC and PCC)	-0.325
1+943	3999	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-0.325
2+452	-	-	-	-	-	-							
Street D	Traffic direction:	In entry direction											
1+943	2895	Total	-	193	97	32	-		none	-	-	Average (of DGAC and PCC)	0.4
1+943	2895	Automobiles	-	174	87	29	48		none	-	-	Average (of DGAC and PCC)	0.4
1+943	2895	Medium trucks	-	6	3	1	48		none	-	-	Average (of DGAC and PCC)	0.4
1+943	2895	Heavy trucks	-	4	2	1	48		none	-	-	Average (of DGAC and PCC)	0.4
1+943	2895	Buses	-	4	2	1	48		none	-	-	Average (of DGAC and PCC)	0.4
1+943	2895	Motorcycles	-	6	3	1	48		none	-	-	Average (of DGAC and PCC)	0.4
1+943	2895	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	0.4
2+185	1299	Total	-	87	43	14	-		none	-	-	Average (of DGAC and PCC)	-9.8
2+185	1299	Automobiles	-	78	39	13	48		none	-	-	Average (of DGAC and PCC)	-9.8
2+185	1299	Medium trucks	-	3	1	0	48		none	-	-	Average (of DGAC and PCC)	-9.8
2+185	1299	Heavy trucks	-	2	1	0	48		none	-	-	Average (of DGAC and PCC)	-9.8
2+185	1299	Buses	-	2	1	0	48		none	-	-	Average (of DGAC and PCC)	-9.8
2+185	1299	Motorcycles	-	3	1	0	48		none	-	-	Average (of DGAC and PCC)	-9.8
2+185	1299	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-9.8
2+311	-	-	-	-	-	-							
East Avenue	Traffic direction:	In entry direction											
1+943	1698	Total	-	113	57	19	-		none	-	-	Average (of DGAC and PCC)	-1.2
1+943	1698	Automobiles	-	102	51	17	48		none	-	-	Average (of DGAC and PCC)	-1.2
1+943	1698	Medium trucks	-	3	2	1	48		none	-	-	Average (of DGAC and PCC)	-1.2
1+943	1698	Heavy trucks	-	2	1	0	48		none	-	-	Average (of DGAC and PCC)	-1.2
1+943	1698	Buses	-	2	1	0	48		none	-	-	Average (of DGAC and PCC)	-1.2
1+943	1698	Motorcycles	-	3	2	1	48		none	-	-	Average (of DGAC and PCC)	-1.2
1+943	1698	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-1.2
2+176	4695	Total	-	313	157	52	-		none	-	-	Average (of DGAC and PCC)	1.7
2+176	4695	Automobiles	-	282	141	47	48		none	-	-	Average (of DGAC and PCC)	1.7
2+176	4695	Medium trucks	-	9	5	2	48		none	-	-	Average (of DGAC and PCC)	1.7
2+176	4695	Heavy trucks	-	6	3	1	48		none	-	-	Average (of DGAC and PCC)	1.7
2+176	4695	Buses	-	6	3	1	48		none	-	-	Average (of DGAC and PCC)	1.7
2+176	4695	Motorcycles	-	9	5	2	48		none	-	-	Average (of DGAC and PCC)	1.7
2+176	4695	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	1.7
2+581	-	-	-	-	-	-							
West Avenue	Traffic direction:	In entry direction											
1+943	7803	Total	-	520	260	87	-		none	-	-	Average (of DGAC and PCC)	2.7
1+943	7803	Automobiles	-	468	234	78	56		none	-	-	Average (of DGAC and PCC)	2.7
1+943	7803	Medium trucks	-	16	8	3	56		none	-	-	Average (of DGAC and PCC)	2.7
1+943	7803	Heavy trucks	-	10	5	2	56		none	-	-	Average (of DGAC and PCC)	2.7
1+943	7803	Buses	-	10	5	2	56		none	-	-	Average (of DGAC and PCC)	2.7
1+943	7803	Motorcycles	-	16	8	3	56		none	-	-	Average (of DGAC and PCC)	2.7
1+943	7803	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	2.7
2+112	4101	Total	-	273	137	46	-		none	-	-	Average (of DGAC and PCC)	-1.5625
2+112	4101	Automobiles	-	246	123	41	48		none	-	-	Average (of DGAC and PCC)	-1.5625
2+112	4101	Medium trucks	-	8	4	1	48		none	-	-	Average (of DGAC and PCC)	-1.5625
2+112	4101	Heavy trucks	-	5	3	1	48		none	-	-	Average (of DGAC and PCC)	-1.5625
2+112	4101	Buses	-	5	3	1	48		none	-	-	Average (of DGAC and PCC)	-1.5625
2+112	4101	Motorcycles	-	8	4	1	48		none	-	-	Average (of DGAC and PCC)	-1.5625
2+112	4101	Auxiliary vehicle	-	-	-	-	-		none	-	-	Average (of DGAC and PCC)	-1.5625
2+452	-	-	-	-	-	-							

8868 Southwest Village
SoundPLAN Data - Traffic

No.	Coordinates X	Y	Floor	Height	Noise Level Day	Evening	Night	Lden
	(meters)			(meters)		dB(A)		
1	498232.63	3602424.77	1.Fl	149.46	63.5	60.5	55.7	64.7
1	498232.63	3602424.77	2.Fl	152.26	65.5	62.5	57.7	66.7
1	498232.63	3602424.77	3.Fl	155.06	66.6	63.6	58.8	67.8
2	498220.17	3602389.47	1.Fl	148.59	61.9	58.9	54.1	63.1
2	498220.17	3602389.47	2.Fl	151.39	63.9	60.9	56.1	65.1
2	498220.17	3602389.47	3.Fl	154.19	64.9	61.9	57.1	66.1
3	498218.89	3602345.92	1.Fl	148.90	62.4	59.4	54.6	63.6
3	498218.89	3602345.92	2.Fl	151.70	64.5	61.5	56.7	65.7
3	498218.89	3602345.92	3.Fl	154.50	65.4	62.4	57.6	66.6
4	498220.38	3602306.10	1.Fl	148.34	64.4	61.3	56.6	65.6
4	498220.38	3602306.10	2.Fl	151.14	67.9	64.9	60.1	69.1
4	498220.38	3602306.10	3.Fl	153.94	68.7	65.7	60.9	69.9
5	498206.42	3602298.30	1.Fl	147.77	65.0	62.0	57.2	66.2
5	498206.42	3602298.30	2.Fl	150.57	68.0	65.0	60.2	69.2
5	498206.42	3602298.30	3.Fl	153.37	68.6	65.6	60.8	69.8
6	498145.89	3602299.59	1.Fl	147.19	65.8	62.8	58.0	67.0
6	498145.89	3602299.59	2.Fl	149.99	67.5	64.5	59.7	68.7
6	498145.89	3602299.59	3.Fl	152.79	68.0	64.9	60.2	69.2
7	498084.96	3602301.18	1.Fl	146.56	70.4	67.4	62.6	71.6
7	498084.96	3602301.18	2.Fl	149.36	71.9	68.9	64.1	73.1
7	498084.96	3602301.18	3.Fl	152.16	72.2	69.2	64.4	73.4
8	498071.47	3602308.28	1.Fl	146.09	68.1	65.1	60.3	69.3
8	498071.47	3602308.28	2.Fl	148.89	69.8	66.8	62.0	71.0
8	498071.47	3602308.28	3.Fl	151.69	70.5	67.5	62.7	71.7
9	498072.56	3602344.64	1.Fl	146.77	60.5	57.4	52.7	61.7
9	498072.56	3602344.64	2.Fl	149.57	62.9	59.9	55.1	64.1
9	498072.56	3602344.64	3.Fl	152.37	63.6	60.6	55.8	64.8
10	498070.87	3602386.13	1.Fl	147.27	58.3	55.3	50.5	59.5
10	498070.87	3602386.13	2.Fl	150.07	59.9	56.8	52.1	61.1
10	498070.87	3602386.13	3.Fl	152.87	60.7	57.7	52.9	61.9
11	498070.76	3602429.34	1.Fl	148.14	57.2	54.2	49.4	58.4
11	498070.76	3602429.34	2.Fl	150.94	58.6	55.6	50.8	59.8
11	498070.76	3602429.34	3.Fl	153.74	59.2	56.2	51.4	60.4
12	498071.31	3602487.71	1.Fl	149.02	58.2	55.2	50.4	59.4
12	498071.31	3602487.71	2.Fl	151.82	59.5	56.5	51.8	60.8
12	498071.31	3602487.71	3.Fl	154.62	59.9	56.9	52.1	61.1
13	498070.90	3602529.51	1.Fl	149.82	58.1	55.1	50.4	59.4
13	498070.90	3602529.51	2.Fl	152.62	59.6	56.6	51.8	60.8
13	498070.90	3602529.51	3.Fl	155.42	59.9	56.9	52.1	61.1
14	498071.55	3602571.75	1.Fl	150.54	58.1	55.1	50.3	59.3
14	498071.55	3602571.75	2.Fl	153.34	59.7	56.7	51.9	60.9
14	498071.55	3602571.75	3.Fl	156.14	60.0	57.0	52.2	61.2
15	498078.31	3602608.18	1.Fl	151.84	58.5	55.5	50.7	59.7
15	498078.31	3602608.18	2.Fl	154.64	59.8	56.8	52.0	61.0
15	498078.31	3602608.18	3.Fl	157.44	60.1	57.1	52.3	61.3
16	498109.41	3602647.94	1.Fl	153.75	59.9	56.9	52.1	61.1
16	498109.41	3602647.94	2.Fl	156.55	60.6	57.5	52.8	61.8
16	498109.41	3602647.94	3.Fl	159.35	60.5	57.5	52.7	61.7

17	498056.41	3602630.38	1.Fl	149.63	53.5	50.4	45.7	54.7
17	498056.41	3602630.38	2.Fl	152.43	57.9	54.9	50.1	59.1
17	498056.41	3602630.38	3.Fl	155.23	58.8	55.8	51.0	60.0
18	498046.97	3602602.18	1.Fl	149.57	55.1	52.1	47.4	56.4
18	498046.97	3602602.18	2.Fl	152.37	58.5	55.5	50.8	59.8
18	498046.97	3602602.18	3.Fl	155.17	59.1	56.1	51.4	60.4
19	498045.49	3602575.66	1.Fl	150.42	57.8	54.8	50.0	59.0
19	498045.49	3602575.66	2.Fl	153.22	59.1	56.1	51.3	60.3
19	498045.49	3602575.66	3.Fl	156.02	59.2	56.2	51.5	60.5
20	498045.06	3602540.03	1.Fl	150.10	57.9	54.9	50.1	59.1
20	498045.06	3602540.03	2.Fl	152.90	59.1	56.1	51.3	60.3
20	498045.06	3602540.03	3.Fl	155.70	59.2	56.2	51.4	60.4
21	498045.49	3602503.87	1.Fl	149.50	58.2	55.2	50.4	59.4
21	498045.49	3602503.87	2.Fl	152.30	59.3	56.3	51.5	60.5
21	498045.49	3602503.87	3.Fl	155.10	59.4	56.4	51.6	60.6
22	498045.28	3602434.94	1.Fl	148.21	58.3	55.3	50.5	59.5
22	498045.28	3602434.94	2.Fl	151.01	59.5	56.5	51.7	60.7
22	498045.28	3602434.94	3.Fl	153.81	59.7	56.7	51.9	60.9
23	498045.28	3602398.57	1.Fl	147.56	58.8	55.8	51.0	60.0
23	498045.28	3602398.57	2.Fl	150.36	60.0	57.0	52.2	61.2
23	498045.28	3602398.57	3.Fl	153.16	60.5	57.5	52.7	61.7
24	498045.28	3602362.73	1.Fl	146.80	60.0	57.0	52.2	61.2
24	498045.28	3602362.73	2.Fl	149.60	61.7	58.7	53.9	62.9
24	498045.28	3602362.73	3.Fl	152.40	62.1	59.1	54.4	63.4
25	498043.54	3602329.01	1.Fl	145.98	63.3	60.3	55.6	64.6
25	498043.54	3602329.01	2.Fl	148.78	65.8	62.8	58.0	67.0
25	498043.54	3602329.01	3.Fl	151.58	66.7	63.7	58.9	67.9
26	498030.43	3602309.28	1.Fl	145.94	69.2	66.2	61.5	70.5
26	498030.43	3602309.28	2.Fl	148.74	71.0	68.0	63.2	72.2
26	498030.43	3602309.28	3.Fl	151.54	71.8	68.8	64.1	73.1
27	498006.04	3602304.19	1.Fl	145.71	71.1	68.1	63.3	72.3
27	498006.04	3602304.19	2.Fl	148.51	72.8	69.8	65.0	74.0
27	498006.04	3602304.19	3.Fl	151.31	73.1	70.1	65.3	74.3
28	497950.90	3602305.57	1.Fl	145.26	69.8	66.8	62.0	71.0
28	497950.90	3602305.57	2.Fl	148.06	71.8	68.8	64.0	73.0
28	497950.90	3602305.57	3.Fl	150.86	72.0	69.0	64.3	73.3
29	497472.48	3602269.25	1.Fl	150.85	55.9	52.9	48.1	57.1
29	497472.48	3602269.25	2.Fl	153.65	59.9	56.9	52.1	61.1
29	497472.48	3602269.25	3.Fl	156.45	63.2	60.2	55.4	64.4
30	497504.72	3602268.98	1.Fl	150.77	58.5	55.5	50.7	59.7
30	497504.72	3602268.98	2.Fl	153.57	64.3	61.2	56.5	65.5
30	497504.72	3602268.98	3.Fl	156.37	65.5	62.5	57.7	66.7
31	497549.15	3602265.45	1.Fl	150.55	61.7	58.7	53.9	62.9
31	497549.15	3602265.45	2.Fl	153.35	64.4	61.4	56.6	65.6
31	497549.15	3602265.45	3.Fl	156.15	64.8	61.8	57.0	66.0
32	497595.96	3602256.43	1.Fl	148.24	61.2	58.2	53.4	62.4
32	497595.96	3602256.43	2.Fl	151.04	65.8	62.8	58.0	67.0
32	497595.96	3602256.43	3.Fl	153.84	66.7	63.7	58.9	67.9
33	497643.39	3602256.06	1.Fl	145.97	64.8	61.8	57.0	66.0
33	497643.39	3602256.06	2.Fl	148.77	66.7	63.7	59.0	68.0
33	497643.39	3602256.06	3.Fl	151.57	67.3	64.3	59.5	68.5

34	497685.08	3602231.40	1.Fl	147.01	58.5	55.5	50.7	59.7
34	497685.08	3602231.40	2.Fl	149.81	61.6	58.6	53.8	62.8
34	497685.08	3602231.40	3.Fl	152.61	62.9	59.9	55.1	64.1
35	497768.53	3602255.61	1.Fl	145.49	64.6	61.6	56.9	65.9
35	497768.53	3602255.61	2.Fl	148.29	66.8	63.8	59.0	68.0
35	497768.53	3602255.61	3.Fl	151.09	67.5	64.5	59.7	68.7
36	497820.74	3602256.16	1.Fl	146.56	65.9	62.9	58.1	67.1
36	497820.74	3602256.16	2.Fl	149.36	67.6	64.6	59.8	68.8
36	497820.74	3602256.16	3.Fl	152.16	67.9	64.9	60.1	69.1
37	497833.51	3602249.51	1.Fl	146.65	64.5	61.5	56.7	65.7
37	497833.51	3602249.51	2.Fl	149.45	66.0	63.0	58.2	67.2
37	497833.51	3602249.51	3.Fl	152.25	66.3	63.3	58.5	67.5
38	497834.37	3602229.15	1.Fl	146.83	62.8	59.8	55.0	64.0
38	497834.37	3602229.15	2.Fl	149.63	64.5	61.5	56.7	65.7
38	497834.37	3602229.15	3.Fl	152.43	64.9	61.9	57.2	66.2
39	497836.72	3602208.02	1.Fl	146.84	61.7	58.6	53.9	62.9
39	497836.72	3602208.02	2.Fl	149.64	64.0	61.0	56.3	65.2
39	497836.72	3602208.02	3.Fl	152.44	64.4	61.4	56.6	65.6
40	497836.09	3602162.14	1.Fl	148.09	61.1	58.1	53.3	62.3
40	497836.09	3602162.14	2.Fl	150.89	62.8	59.8	55.1	64.1
40	497836.09	3602162.14	3.Fl	153.69	63.1	60.1	55.3	64.3
41	497830.23	3602101.30	1.Fl	148.62	60.3	57.3	52.5	61.5
41	497830.23	3602101.30	2.Fl	151.42	62.1	59.1	54.3	63.3
41	497830.23	3602101.30	3.Fl	154.22	62.6	59.5	54.8	63.8
42	497840.00	3602078.16	1.Fl	149.21	58.2	55.2	50.4	59.4
42	497840.00	3602078.16	2.Fl	152.01	60.3	57.3	52.6	61.6
42	497840.00	3602078.16	3.Fl	154.81	60.7	57.7	53.0	61.9
43	497842.12	3602027.63	1.Fl	150.24	56.9	53.9	49.1	58.1
43	497842.12	3602027.63	2.Fl	153.04	59.1	56.0	51.3	60.3
43	497842.12	3602027.63	3.Fl	155.84	59.6	56.6	51.8	60.8
44	497842.99	3601958.47	1.Fl	151.42	55.4	52.4	47.7	56.7
44	497842.99	3601958.47	2.Fl	154.22	57.5	54.5	49.7	58.7
44	497842.99	3601958.47	3.Fl	157.02	58.0	55.0	50.3	59.3
45	497835.38	3601875.78	1.Fl	152.60	56.8	53.8	49.0	58.0
45	497835.38	3601875.78	2.Fl	155.40	58.2	55.2	50.5	59.5
45	497835.38	3601875.78	3.Fl	158.20	58.6	55.6	50.9	59.9

8868 Southwest Village
SoundPLAN Data - Traffic

Source name			Noise Level Day	Evening	Night	Lden		
			dB(A)					
1	1.Fl	63.5	60.5	55.7	64.7	0.0	0.0	0.0	0.0
1st Avenue			22.7	19.7	14.9	23.9		
Beyer Boulevard			41.0	38.0	33.2	42.2		
Caliente Avenue			63.4	60.4	55.6	64.6		
Central Avenue			37.1	34.1	29.3	38.3		
East Avenue			18.8	15.9	11.1	20.1		
I-805 NB			8.1	5.1	0.4	9.4		
I-805 SB			7.7	4.7	-0.1	8.9		
Spine Road			41.6	38.6	33.8	42.8		
SR-905 EB			39.5	36.5	31.8	40.8		
SR-905 WB			37.4	34.4	29.7	38.7		
Street A			24.6	21.6	16.8	25.9		
Street B			22.4	19.4	14.7	23.6		
Street C			13.0	9.9	5.1	14.2		
Street D			16.0	13.0	8.2	17.2		
West Avenue			18.5	15.5	10.8	19.7		
1	2.Fl	65.5	62.5	57.7	66.7	0.0	0.0	0.0	0.0
1st Avenue			24.7	21.7	16.9	25.9		
Beyer Boulevard			43.4	40.4	35.6	44.6		
Caliente Avenue			65.4	62.4	57.6	66.6		
Central Avenue			38.6	35.6	30.8	39.8		
East Avenue			26.3	23.4	18.6	27.6		
I-805 NB			8.7	5.6	0.9	9.9		
I-805 SB			8.5	5.4	0.7	9.7		
Spine Road			43.0	40.0	35.2	44.2		
SR-905 EB			42.8	39.8	35.0	44.0		
SR-905 WB			40.0	36.9	32.2	41.2		
Street A			25.8	22.8	18.0	27.0		
Street B			25.6	22.6	17.9	26.8		
Street C			13.4	10.3	5.5	14.6		
Street D			16.8	13.8	9.0	18.0		
West Avenue			21.0	18.0	13.3	22.3		
1	3.Fl	66.6	63.6	58.8	67.8	0.0	0.0	0.0	0.0
1st Avenue			26.4	23.3	18.5	27.5		
Beyer Boulevard			45.8	42.8	38.0	47.0		
Caliente Avenue			66.4	63.4	58.7	67.7		
Central Avenue			39.6	36.6	31.8	40.8		
East Avenue			29.0	26.0	21.2	30.2		
I-805 NB			12.6	9.6	4.8	13.8		
I-805 SB			12.6	9.6	4.8	13.8		
Spine Road			43.7	40.7	35.9	44.9		
SR-905 EB			46.1	43.1	38.3	47.3		
SR-905 WB			44.2	41.2	36.5	45.5		
Street A			27.2	24.2	19.4	28.4		
Street B			27.0	24.0	19.2	28.2		
Street C			14.8	11.8	7.0	16.0		

Street D			18.2	15.2	10.4	19.4			
West Avenue			24.3	21.3	16.6	25.6			
2	1.Fl	61.9	58.9	54.1	63.1	0.0	0.0	0.0	0.0
1st Avenue			16.8	13.8	9.0	18.0			
Beyer Boulevard			45.3	42.3	37.5	46.5			
Caliente Avenue			61.8	58.8	54.0	63.0			
Central Avenue			34.4	31.4	26.6	35.6			
East Avenue			18.8	15.8	11.0	20.0			
I-805 NB			12.9	9.9	5.1	14.1			
I-805 SB			12.7	9.6	4.9	13.9			
Spine Road			36.8	33.8	29.0	38.0			
SR-905 EB			30.7	27.7	22.9	31.9			
SR-905 WB			28.3	25.3	20.5	29.5			
Street A			25.0	22.0	17.2	26.2			
Street B			20.7	17.7	12.9	21.9			
Street C			7.7	4.7	-0.1	8.9			
Street D			14.6	11.6	6.8	15.8			
West Avenue			21.4	18.4	13.7	22.6			
2	2.Fl	63.9	60.9	56.1	65.1	0.0	0.0	0.0	0.0
1st Avenue			19.3	16.3	11.5	20.5			
Beyer Boulevard			47.4	44.4	39.6	48.6			
Caliente Avenue			63.7	60.7	56.0	65.0			
Central Avenue			35.9	32.9	28.1	37.1			
East Avenue			26.6	23.6	18.8	27.8			
I-805 NB			14.2	11.2	6.4	15.4			
I-805 SB			14.0	10.9	6.2	15.2			
Spine Road			39.6	36.6	31.8	40.8			
SR-905 EB			33.9	30.9	26.2	35.2			
SR-905 WB			30.8	27.8	23.1	32.0			
Street A			28.2	25.2	20.4	29.4			
Street B			26.6	23.6	18.8	27.8			
Street C			13.8	10.8	6.0	15.0			
Street D			17.6	14.6	9.8	18.8			
West Avenue			23.6	20.6	15.9	24.9			
2	3.Fl	64.9	61.9	57.1	66.1	0.0	0.0	0.0	0.0
1st Avenue			22.0	19.0	14.2	23.2			
Beyer Boulevard			49.6	46.6	41.8	50.8			
Caliente Avenue			64.7	61.7	56.9	65.9			
Central Avenue			37.2	34.2	29.4	38.4			
East Avenue			29.5	26.5	21.7	30.7			
I-805 NB			17.6	14.6	9.8	18.8			
I-805 SB			17.7	14.7	9.9	18.9			
Spine Road			40.5	37.5	32.7	41.7			
SR-905 EB			35.0	31.9	27.2	36.2			
SR-905 WB			35.5	32.5	27.7	36.7			
Street A			29.9	26.9	22.1	31.1			
Street B			27.7	24.7	19.9	28.9			
Street C			16.0	13.0	8.2	17.2			
Street D			18.9	15.9	11.0	20.1			

West Avenue			28.2	25.2	20.5	29.5			
3	1.Fl	62.4	59.4	54.6	63.6	0.0	0.0	0.0	0.0
1st Avenue			19.4	16.3	11.5	20.5			
Beyer Boulevard			49.5	46.4	41.7	50.7			
Caliente Avenue			62.1	59.1	54.3	63.3			
Central Avenue			35.1	32.1	27.3	36.3			
East Avenue			21.6	18.6	13.8	22.8			
I-805 NB			12.1	9.1	4.4	13.4			
I-805 SB			12.1	9.1	4.4	13.4			
Spine Road			32.0	29.0	24.2	33.2			
SR-905 EB			36.2	33.2	28.5	37.5			
SR-905 WB			32.1	29.1	24.4	33.4			
Street A			26.3	23.3	18.5	27.5			
Street B			22.8	19.8	15.1	24.0			
Street C			11.2	8.1	3.3	12.4			
Street D			12.6	9.6	4.7	13.8			
West Avenue			22.9	19.9	15.1	24.1			
3	2.Fl	64.5	61.5	56.7	65.7	0.0	0.0	0.0	0.0
1st Avenue			18.5	15.5	10.6	19.7			
Beyer Boulevard			52.4	49.4	44.6	53.6			
Caliente Avenue			64.2	61.2	56.4	65.4			
Central Avenue			36.7	33.7	29.0	38.0			
East Avenue			26.3	23.3	18.5	27.5			
I-805 NB			14.6	11.6	6.8	15.8			
I-805 SB			14.6	11.6	6.8	15.8			
Spine Road			38.4	35.4	30.6	39.6			
SR-905 EB			39.3	36.3	31.5	40.5			
SR-905 WB			36.3	33.3	28.6	37.6			
Street A			29.3	26.2	21.5	30.5			
Street B			25.9	22.9	18.2	27.2			
Street C			15.7	12.6	7.8	16.9			
Street D			16.4	13.4	8.6	17.6			
West Avenue			25.9	22.9	18.1	27.1			
3	3.Fl	65.4	62.4	57.6	66.6	0.0	0.0	0.0	0.0
1st Avenue			21.1	18.0	13.2	22.2			
Beyer Boulevard			53.3	50.3	45.5	54.5			
Caliente Avenue			65.1	62.1	57.3	66.3			
Central Avenue			38.4	35.3	30.6	39.6			
East Avenue			28.9	25.9	21.1	30.1			
I-805 NB			18.2	15.2	10.4	19.4			
I-805 SB			18.7	15.6	10.9	19.9			
Spine Road			39.6	36.6	31.8	40.8			
SR-905 EB			41.6	38.6	33.8	42.8			
SR-905 WB			39.9	36.9	32.2	41.2			
Street A			31.7	28.7	23.9	32.9			
Street B			27.6	24.6	19.8	28.8			
Street C			19.4	16.4	11.6	20.6			
Street D			17.9	14.9	10.1	19.1			
West Avenue			31.6	28.6	23.8	32.8			

4	1.Fl	64.4	61.3	56.6	65.6	0.0	0.0	0.0	0.0
1st Avenue			11.8	8.8	4.0	13.0			
Beyer Boulevard			59.9	56.8	52.1	61.1			
Caliente Avenue			62.4	59.4	54.6	63.6			
Central Avenue			30.2	27.2	22.4	31.4			
East Avenue			20.0	17.0	12.2	21.2			
I-805 NB			6.3	3.3	-1.5	7.5			
I-805 SB			6.2	3.2	-1.6	7.4			
Spine Road			24.2	21.2	16.4	25.4			
SR-905 EB			36.0	33.0	28.2	37.2			
SR-905 WB			34.3	31.3	26.6	35.5			
Street A			28.2	25.2	20.4	29.4			
Street B			23.3	20.3	15.5	24.5			
Street C			10.2	7.2	2.4	11.4			
Street D			18.8	15.8	11.0	20.0			
West Avenue			19.7	16.7	11.9	20.9			
4	2.Fl	67.9	64.9	60.1	69.1	0.0	0.0	0.0	0.0
1st Avenue			19.8	16.8	12.0	21.0			
Beyer Boulevard			62.3	59.3	54.5	63.5			
Caliente Avenue			66.5	63.4	58.7	67.7			
Central Avenue			37.1	34.1	29.3	38.3			
East Avenue			29.7	26.7	21.9	30.9			
I-805 NB			9.1	6.1	1.3	10.3			
I-805 SB			9.0	6.0	1.2	10.2			
Spine Road			38.9	35.9	31.1	40.1			
SR-905 EB			40.3	37.3	32.5	41.5			
SR-905 WB			39.1	36.1	31.3	40.3			
Street A			32.5	29.5	24.7	33.7			
Street B			28.7	25.7	21.0	29.9			
Street C			19.2	16.1	11.3	20.4			
Street D			17.0	14.0	9.1	18.2			
West Avenue			22.0	19.0	14.3	23.2			
4	3.Fl	68.7	65.7	60.9	69.9	0.0	0.0	0.0	0.0
1st Avenue			22.3	19.3	14.5	23.5			
Beyer Boulevard			63.1	60.1	55.4	64.4			
Caliente Avenue			67.2	64.2	59.4	68.4			
Central Avenue			38.6	35.6	30.8	39.8			
East Avenue			32.0	29.0	24.2	33.2			
I-805 NB			14.5	11.5	6.7	15.7			
I-805 SB			14.6	11.6	6.8	15.8			
Spine Road			40.9	37.9	33.1	42.1			
SR-905 EB			41.8	38.8	34.0	43.0			
SR-905 WB			40.4	37.4	32.6	41.6			
Street A			33.9	30.8	26.1	35.1			
Street B			30.0	27.0	22.2	31.2			
Street C			21.1	18.1	13.3	22.3			
Street D			19.5	16.4	11.6	20.6			
West Avenue			27.3	24.3	19.5	28.5			
5	1.Fl	65.0	62.0	57.2	66.2	0.0	0.0	0.0	0.0

1st Avenue			0.9	-2.1	-6.9	2.1			
Beyer Boulevard			64.5	61.5	56.7	65.7			
Caliente Avenue			55.1	52.1	47.3	56.3			
Central Avenue			43.2	40.2	35.4	44.4			
East Avenue			18.6	15.6	10.8	19.8			
I-805 NB			11.4	8.4	3.6	12.6			
I-805 SB			11.9	8.9	4.1	13.1			
Spine Road			13.9	10.9	6.1	15.1			
SR-905 EB			21.5	18.5	13.7	22.7			
SR-905 WB			21.4	18.4	13.6	22.6			
Street A			36.1	33.1	28.3	37.3			
Street B			24.8	21.8	17.1	26.1			
Street C			15.2	12.2	7.4	16.4			
Street D			20.0	17.0	12.2	21.2			
West Avenue			34.7	31.7	26.9	35.9			
5	2.Fl	68.0	65.0	60.2	69.2	0.0	0.0	0.0	0.0
1st Avenue			3.1	0.1	-4.7	4.3			
Beyer Boulevard			67.5	64.5	59.8	68.8			
Caliente Avenue			57.9	54.8	50.1	59.1			
Central Avenue			44.4	41.4	36.6	45.6			
East Avenue			25.7	22.7	17.9	26.9			
I-805 NB			12.7	9.7	5.0	14.0			
I-805 SB			13.1	10.1	5.3	14.3			
Spine Road			16.3	13.3	8.5	17.5			
SR-905 EB			22.9	19.8	15.1	24.1			
SR-905 WB			22.8	19.8	15.0	24.0			
Street A			39.9	36.8	32.1	41.1			
Street B			30.2	27.2	22.4	31.4			
Street C			25.0	21.9	17.1	26.1			
Street D			19.2	16.2	11.4	20.4			
West Avenue			35.8	32.8	28.0	37.0			
5	3.Fl	68.6	65.6	60.8	69.8	0.0	0.0	0.0	0.0
1st Avenue			7.0	4.0	-0.8	8.2			
Beyer Boulevard			68.1	65.1	60.3	69.3			
Caliente Avenue			58.7	55.7	50.9	59.9			
Central Avenue			45.8	42.8	38.0	47.0			
East Avenue			30.6	27.6	22.9	31.9			
I-805 NB			15.3	12.3	7.5	16.5			
I-805 SB			15.6	12.6	7.9	16.8			
Spine Road			19.8	16.8	12.0	21.0			
SR-905 EB			26.7	23.7	18.9	27.9			
SR-905 WB			26.7	23.7	18.9	27.9			
Street A			40.8	37.8	33.0	42.0			
Street B			32.2	29.2	24.4	33.4			
Street C			26.0	23.0	18.2	27.2			
Street D			20.5	17.5	12.7	21.7			
West Avenue			36.4	33.4	28.7	37.7			
6	1.Fl	65.8	62.8	58.0	67.0	0.0	0.0	0.0	0.0
1st Avenue			-0.8	-3.8	-8.6	0.4			

Beyer Boulevard			65.6	62.6	57.9	66.9			
Caliente Avenue			47.3	44.3	39.5	48.5			
Central Avenue			47.5	44.5	39.7	48.7			
East Avenue			21.3	18.3	13.5	22.5			
I-805 NB			14.3	11.3	6.5	15.5			
I-805 SB			13.9	10.9	6.1	15.1			
Spine Road			12.1	9.1	4.3	13.3			
SR-905 EB			23.9	20.9	16.1	25.1			
SR-905 WB			23.8	20.8	16.0	25.0			
Street A			38.0	35.0	30.2	39.3			
Street B			25.1	22.1	17.3	26.3			
Street C			21.1	18.1	13.3	22.3			
Street D			17.4	14.4	9.6	18.6			
West Avenue			36.2	33.2	28.5	37.5			
6	2.Fl	67.5	64.5	59.7	68.7	0.0	0.0	0.0	0.0
1st Avenue			2.5	-0.5	-5.3	3.7			
Beyer Boulevard			67.3	64.3	59.5	68.5			
Caliente Avenue			50.8	47.8	43.0	52.0			
Central Avenue			49.1	46.1	41.3	50.3			
East Avenue			20.8	17.8	13.1	22.1			
I-805 NB			15.6	12.6	7.8	16.8			
I-805 SB			15.2	12.2	7.4	16.4			
Spine Road			15.5	12.5	7.7	16.7			
SR-905 EB			26.0	23.0	18.2	27.2			
SR-905 WB			26.0	22.9	18.2	27.2			
Street A			39.7	36.6	31.9	40.9			
Street B			27.5	24.5	19.8	28.7			
Street C			23.2	20.2	15.4	24.4			
Street D			13.3	10.3	5.5	14.5			
West Avenue			37.1	34.1	29.4	38.3			
6	3.Fl	68.0	64.9	60.2	69.2	0.0	0.0	0.0	0.0
1st Avenue			6.2	3.2	-1.6	7.4			
Beyer Boulevard			67.8	64.8	60.0	69.0			
Caliente Avenue			51.7	48.7	43.9	52.9			
Central Avenue			49.5	46.5	41.7	50.7			
East Avenue			25.6	22.6	17.8	26.8			
I-805 NB			18.5	15.5	10.8	19.8			
I-805 SB			18.1	15.1	10.3	19.3			
Spine Road			19.8	16.8	12.0	21.0			
SR-905 EB			30.8	27.8	23.0	32.0			
SR-905 WB			31.2	28.2	23.4	32.4			
Street A			40.4	37.4	32.6	41.6			
Street B			29.3	26.3	21.6	30.6			
Street C			24.7	21.7	16.9	25.9			
Street D			15.7	12.7	7.8	16.9			
West Avenue			37.8	34.8	30.0	39.0			
7	1.Fl	70.4	67.4	62.6	71.6	0.0	0.0	0.0	0.0
1st Avenue			-2.8	-5.8	-10.6	-1.6			
Beyer Boulevard			70.2	67.2	62.4	71.4			

Caliente Avenue			42.3	39.3	34.5	43.5			
Central Avenue			55.9	52.9	48.1	57.1			
East Avenue			17.7	14.7	9.9	18.9			
I-805 NB			14.0	10.9	6.2	15.2			
I-805 SB			14.3	11.3	6.5	15.5			
Spine Road			9.9	6.9	2.1	11.1			
SR-905 EB			22.3	19.3	14.5	23.5			
SR-905 WB			21.7	18.7	13.9	22.9			
Street A			42.5	39.5	34.7	43.7			
Street B			27.4	24.4	19.7	28.7			
Street C			22.9	19.9	15.1	24.1			
Street D			15.9	12.9	8.1	17.1			
West Avenue			38.6	35.6	30.9	39.8			
7	2.Fl	71.9	68.9	64.1	73.1	0.0	0.0	0.0	0.0
1st Avenue			-2.0	-5.0	-9.8	-0.8			
Beyer Boulevard			71.8	68.8	64.0	73.0			
Caliente Avenue			45.9	42.9	38.1	47.1			
Central Avenue			56.2	53.2	48.4	57.4			
East Avenue			20.6	17.6	12.8	21.8			
I-805 NB			15.2	12.2	7.4	16.4			
I-805 SB			15.4	12.4	7.6	16.6			
Spine Road			10.3	7.3	2.5	11.5			
SR-905 EB			23.6	20.6	15.8	24.8			
SR-905 WB			22.9	19.9	15.2	24.2			
Street A			43.1	40.1	35.3	44.3			
Street B			30.4	27.4	22.7	31.7			
Street C			26.3	23.3	18.5	27.5			
Street D			20.2	17.3	12.4	21.5			
West Avenue			39.1	36.1	31.3	40.3			
7	3.Fl	72.2	69.2	64.4	73.4	0.0	0.0	0.0	0.0
1st Avenue			1.5	-1.5	-6.3	2.7			
Beyer Boulevard			72.0	69.0	64.3	73.3			
Caliente Avenue			47.5	44.5	39.7	48.7			
Central Avenue			56.4	53.3	48.6	57.6			
East Avenue			24.5	21.5	16.7	25.7			
I-805 NB			18.5	15.5	10.7	19.7			
I-805 SB			18.6	15.6	10.8	19.8			
Spine Road			14.0	11.0	6.2	15.2			
SR-905 EB			27.3	24.3	19.6	28.6			
SR-905 WB			26.7	23.7	18.9	27.9			
Street A			43.3	40.3	35.5	44.5			
Street B			31.6	28.6	23.8	32.8			
Street C			27.4	24.3	19.5	28.5			
Street D			21.3	18.3	13.4	22.5			
West Avenue			39.6	36.6	31.8	40.8			
8	1.Fl	68.1	65.1	60.3	69.3	0.0	0.0	0.0	0.0
1st Avenue			-3.8	-6.8	-11.6	-2.6			
Beyer Boulevard			67.4	64.4	59.6	68.6			
Caliente Avenue			29.4	26.4	21.6	30.6			

Central Avenue			59.5	56.5	51.7	60.7			
East Avenue			7.8	4.8	0.0	9.0			
I-805 NB			17.6	14.6	9.8	18.8			
I-805 SB			17.8	14.8	10.1	19.1			
Spine Road			11.1	8.1	3.3	12.3			
SR-905 EB			30.1	27.1	22.3	31.3			
SR-905 WB			28.6	25.5	20.8	29.8			
Street A			42.5	39.5	34.7	43.7			
Street B			27.1	24.1	19.3	28.3			
Street C			23.7	20.7	15.9	24.9			
Street D			2.4	-0.6	-5.4	3.6			
West Avenue			40.4	37.4	32.7	41.7			
8	2.Fl	69.8	66.8	62.0	71.0	0.0	0.0	0.0	0.0
1st Avenue			-1.6	-4.6	-9.4	-0.4			
Beyer Boulevard			69.2	66.2	61.5	70.5			
Caliente Avenue			30.8	27.8	23.0	32.0			
Central Avenue			60.4	57.4	52.6	61.6			
East Avenue			9.7	6.7	2.0	10.9			
I-805 NB			17.9	14.9	10.1	19.1			
I-805 SB			18.4	15.4	10.6	19.6			
Spine Road			11.7	8.7	3.9	12.9			
SR-905 EB			31.6	28.6	23.8	32.8			
SR-905 WB			30.9	27.9	23.2	32.2			
Street A			42.7	39.6	34.9	43.9			
Street B			28.2	25.2	20.5	29.4			
Street C			25.5	22.4	17.6	26.7			
Street D			9.0	6.0	1.2	10.2			
West Avenue			41.1	38.1	33.4	42.4			
8	3.Fl	70.5	67.5	62.7	71.7	0.0	0.0	0.0	0.0
1st Avenue			5.7	2.7	-2.1	6.9			
Beyer Boulevard			70.1	67.0	62.3	71.3			
Caliente Avenue			34.1	31.0	26.3	35.3			
Central Avenue			60.5	57.5	52.7	61.7			
East Avenue			12.3	9.3	4.5	13.5			
I-805 NB			20.5	17.5	12.7	21.7			
I-805 SB			20.9	17.9	13.1	22.1			
Spine Road			12.7	9.7	4.9	13.9			
SR-905 EB			35.0	32.0	27.2	36.2			
SR-905 WB			34.2	31.2	26.4	35.4			
Street A			42.6	39.5	34.8	43.8			
Street B			29.3	26.3	21.5	30.5			
Street C			26.8	23.8	19.0	28.0			
Street D			13.7	10.7	5.9	14.9			
West Avenue			41.9	38.9	34.1	43.1			
9	1.Fl	60.5	57.4	52.7	61.7	0.0	0.0	0.0	0.0
1st Avenue			4.2	1.2	-3.6	5.4			
Beyer Boulevard			57.5	54.5	49.7	58.7			
Caliente Avenue			34.9	31.8	27.1	36.1			
Central Avenue			57.2	54.2	49.5	58.5			

East Avenue			10.5	7.5	2.7	11.7			
I-805 NB			16.4	13.4	8.6	17.6			
I-805 SB			16.4	13.3	8.6	17.6			
Spine Road			17.5	14.5	9.7	18.7			
SR-905 EB			30.1	27.1	22.3	31.3			
SR-905 WB			29.1	26.1	21.4	30.4			
Street A			39.2	36.2	31.4	40.4			
Street B			28.1	25.1	20.4	29.4			
Street C			23.7	20.7	15.9	24.9			
Street D			5.1	2.1	-2.7	6.3			
West Avenue			35.8	32.7	28.0	37.0			
9	2.Fl	62.9	59.9	55.1	64.1	0.0	0.0	0.0	0.0
1st Avenue			3.6	0.6	-4.2	4.8			
Beyer Boulevard			61.0	57.9	53.2	62.2			
Caliente Avenue			36.5	33.5	28.7	37.7			
Central Avenue			58.3	55.3	50.5	59.5			
East Avenue			11.9	8.9	4.1	13.1			
I-805 NB			16.9	13.9	9.1	18.1			
I-805 SB			16.9	13.9	9.2	18.2			
Spine Road			17.0	14.0	9.2	18.2			
SR-905 EB			31.4	28.4	23.6	32.6			
SR-905 WB			30.7	27.7	22.9	31.9			
Street A			39.4	36.4	31.6	40.6			
Street B			28.0	25.0	20.3	29.2			
Street C			25.3	22.3	17.5	26.5			
Street D			6.2	3.2	-1.6	7.4			
West Avenue			36.6	33.6	28.8	37.8			
9	3.Fl	63.6	60.6	55.8	64.8	0.0	0.0	0.0	0.0
1st Avenue			8.3	5.3	0.5	9.5			
Beyer Boulevard			61.9	58.9	54.1	63.1			
Caliente Avenue			39.3	36.3	31.5	40.5			
Central Avenue			58.5	55.5	50.7	59.7			
East Avenue			16.0	13.0	8.2	17.2			
I-805 NB			20.6	17.6	12.8	21.8			
I-805 SB			20.9	17.8	13.1	22.1			
Spine Road			20.9	17.9	13.1	22.1			
SR-905 EB			35.5	32.5	27.7	36.7			
SR-905 WB			34.7	31.6	26.9	35.9			
Street A			39.7	36.7	31.9	40.9			
Street B			29.0	26.0	21.3	30.2			
Street C			26.4	23.4	18.6	27.6			
Street D			10.1	7.1	2.3	11.3			
West Avenue			37.7	34.7	30.0	38.9			
10	1.Fl	58.3	55.3	50.5	59.5	0.0	0.0	0.0	0.0
1st Avenue			4.7	1.6	-3.2	5.8			
Beyer Boulevard			52.1	49.1	44.3	53.3			
Caliente Avenue			38.9	35.9	31.1	40.1			
Central Avenue			56.9	53.9	49.1	58.1			
East Avenue			16.5	13.6	8.8	17.8			

I-805 NB			14.9	11.9	7.1	16.1			
I-805 SB			14.8	11.8	7.0	16.0			
Spine Road			16.3	13.3	8.5	17.5			
SR-905 EB			33.8	30.7	26.0	35.0			
SR-905 WB			30.5	27.5	22.7	31.7			
Street A			36.2	33.2	28.4	37.4			
Street B			30.1	27.0	22.3	31.3			
Street C			23.6	20.6	15.8	24.8			
Street D			10.5	7.5	2.7	11.7			
West Avenue			30.1	27.1	22.3	31.3			
10	2.Fl	59.9	56.8	52.1	61.1	0.0	0.0	0.0	0.0
1st Avenue			13.1	10.0	5.2	14.3			
Beyer Boulevard			54.8	51.8	47.1	56.1			
Caliente Avenue			41.0	38.0	33.2	42.2			
Central Avenue			58.0	55.0	50.3	59.3			
East Avenue			16.0	13.0	8.2	17.2			
I-805 NB			16.5	13.5	8.7	17.7			
I-805 SB			16.5	13.5	8.7	17.7			
Spine Road			18.1	15.1	10.3	19.3			
SR-905 EB			36.2	33.2	28.5	37.5			
SR-905 WB			33.2	30.1	25.4	34.4			
Street A			36.3	33.3	28.5	37.5			
Street B			27.7	24.6	19.9	28.9			
Street C			25.0	21.9	17.1	26.2			
Street D			9.0	6.0	1.1	10.2			
West Avenue			31.0	28.0	23.3	32.3			
10	3.Fl	60.7	57.7	52.9	61.9	0.0	0.0	0.0	0.0
1st Avenue			14.3	11.3	6.5	15.5			
Beyer Boulevard			56.7	53.7	48.9	57.9			
Caliente Avenue			42.8	39.8	35.0	44.0			
Central Avenue			58.2	55.2	50.4	59.4			
East Avenue			18.9	15.9	11.1	20.1			
I-805 NB			20.3	17.3	12.5	21.5			
I-805 SB			20.7	17.7	12.9	21.9			
Spine Road			21.6	18.6	13.8	22.8			
SR-905 EB			37.1	34.1	29.3	38.3			
SR-905 WB			36.3	33.3	28.5	37.5			
Street A			36.6	33.6	28.8	37.8			
Street B			28.6	25.6	20.8	29.8			
Street C			26.0	22.9	18.1	27.1			
Street D			10.7	7.7	2.9	11.9			
West Avenue			33.7	30.7	25.9	34.9			
11	1.Fl	57.2	54.2	49.4	58.4	0.0	0.0	0.0	0.0
1st Avenue			5.5	2.5	-2.3	6.7			
Beyer Boulevard			47.5	44.5	39.7	48.7			
Caliente Avenue			32.3	29.3	24.5	33.5			
Central Avenue			56.6	53.6	48.8	57.8			
East Avenue			9.8	6.8	2.0	11.0			
I-805 NB			16.0	13.0	8.2	17.2			

I-805 SB			15.9	12.9	8.1	17.1			
Spine Road			18.2	15.2	10.5	19.5			
SR-905 EB			34.9	31.9	27.1	36.1			
SR-905 WB			31.7	28.6	23.9	32.9			
Street A			33.2	30.2	25.5	34.5			
Street B			24.5	21.5	16.7	25.7			
Street C			20.1	17.0	12.2	21.3			
Street D			11.4	8.4	3.6	12.6			
West Avenue			26.9	23.9	19.1	28.1			
11	2.Fl	58.6	55.6	50.8	59.8	0.0	0.0	0.0	0.0
1st Avenue			4.6	1.5	-3.3	5.8			
Beyer Boulevard			50.0	47.0	42.2	51.2			
Caliente Avenue			34.2	31.2	26.4	35.4			
Central Avenue			57.8	54.8	50.1	59.1			
East Avenue			12.4	9.4	4.6	13.6			
I-805 NB			16.8	13.8	9.0	18.0			
I-805 SB			16.8	13.8	9.1	18.1			
Spine Road			19.0	16.0	11.2	20.2			
SR-905 EB			37.7	34.7	29.9	38.9			
SR-905 WB			34.3	31.3	26.6	35.6			
Street A			33.5	30.5	25.7	34.7			
Street B			26.5	23.4	18.7	27.7			
Street C			24.0	21.0	16.2	25.2			
Street D			9.3	6.3	1.5	10.5			
West Avenue			27.9	24.9	20.2	29.1			
11	3.Fl	59.2	56.2	51.4	60.4	0.0	0.0	0.0	0.0
1st Avenue			8.1	5.0	0.2	9.2			
Beyer Boulevard			52.3	49.3	44.5	53.5			
Caliente Avenue			38.2	35.2	30.4	39.4			
Central Avenue			58.0	55.0	50.2	59.2			
East Avenue			17.6	14.6	9.8	18.8			
I-805 NB			20.5	17.5	12.7	21.7			
I-805 SB			20.8	17.8	13.0	22.0			
Spine Road			23.8	20.8	16.0	25.0			
SR-905 EB			39.6	36.6	31.8	40.8			
SR-905 WB			38.9	35.9	31.2	40.2			
Street A			33.9	30.9	26.1	35.1			
Street B			27.4	24.4	19.6	28.6			
Street C			25.2	22.2	17.4	26.4			
Street D			10.6	7.6	2.8	11.8			
West Avenue			31.5	28.5	23.8	32.7			
12	1.Fl	58.2	55.2	50.4	59.4	0.0	0.0	0.0	0.0
1st Avenue			1.9	-1.1	-5.9	3.1			
Beyer Boulevard			43.1	40.1	35.3	44.3			
Caliente Avenue			30.3	27.3	22.5	31.5			
Central Avenue			57.9	54.9	50.1	59.1			
East Avenue			7.7	4.7	-0.1	8.9			
I-805 NB			16.5	13.5	8.7	17.7			
I-805 SB			16.6	13.5	8.8	17.8			

Spine Road			15.9	12.9	8.1	17.1			
SR-905 EB			39.6	36.6	31.8	40.8			
SR-905 WB			34.8	31.8	27.0	36.0			
Street A			30.8	27.7	23.0	32.0			
Street B			23.5	20.5	15.8	24.8			
Street C			21.4	18.4	13.6	22.6			
Street D			8.3	5.3	0.5	9.5			
West Avenue			27.2	24.1	19.4	28.4			
12	2.Fl	59.5	56.5	51.8	60.8	0.0	0.0	0.0	0.0
1st Avenue			2.9	-0.2	-5.0	4.1			
Beyer Boulevard			45.6	42.6	37.8	46.8			
Caliente Avenue			31.8	28.8	24.1	33.1			
Central Avenue			59.3	56.3	51.5	60.5			
East Avenue			9.9	6.9	2.1	11.1			
I-805 NB			17.7	14.7	9.9	18.9			
I-805 SB			18.0	15.0	10.2	19.2			
Spine Road			16.9	13.9	9.2	18.2			
SR-905 EB			39.3	36.3	31.5	40.5			
SR-905 WB			36.4	33.4	28.7	37.7			
Street A			31.1	28.1	23.3	32.3			
Street B			24.9	21.9	17.2	26.1			
Street C			23.4	20.3	15.5	24.5			
Street D			7.1	4.1	-0.7	8.3			
West Avenue			28.1	25.1	20.3	29.3			
12	3.Fl	59.9	56.9	52.1	61.1	0.0	0.0	0.0	0.0
1st Avenue			8.9	5.9	1.1	10.1			
Beyer Boulevard			47.3	44.3	39.5	48.5			
Caliente Avenue			36.1	33.1	28.3	37.3			
Central Avenue			59.5	56.4	51.7	60.7			
East Avenue			15.6	12.6	7.8	16.8			
I-805 NB			21.3	18.3	13.5	22.5			
I-805 SB			21.8	18.7	14.0	23.0			
Spine Road			22.5	19.5	14.7	23.7			
SR-905 EB			41.5	38.5	33.7	42.7			
SR-905 WB			40.8	37.8	33.0	42.0			
Street A			31.7	28.7	23.9	32.9			
Street B			25.8	22.8	18.1	27.1			
Street C			24.7	21.7	16.9	25.9			
Street D			9.7	6.7	1.9	10.9			
West Avenue			31.9	28.9	24.1	33.1			
13	1.Fl	58.1	55.1	50.4	59.4	0.0	0.0	0.0	0.0
1st Avenue			2.4	-0.6	-5.4	3.6			
Beyer Boulevard			40.2	37.2	32.4	41.4			
Caliente Avenue			29.8	26.8	22.0	31.0			
Central Avenue			58.0	55.0	50.2	59.2			
East Avenue			7.3	4.3	-0.5	8.5			
I-805 NB			16.6	13.6	8.8	17.8			
I-805 SB			16.5	13.5	8.7	17.7			
Spine Road			16.3	13.3	8.5	17.5			

SR-905 EB			38.0	35.0	30.2	39.2			
SR-905 WB			36.2	33.1	28.4	37.4			
Street A			28.9	25.9	21.1	30.1			
Street B			22.4	19.3	14.6	23.6			
Street C			21.1	18.1	13.3	22.3			
Street D			4.8	1.8	-3.0	6.0			
West Avenue			25.7	22.7	17.9	26.9			
13	2.Fl	59.6	56.6	51.8	60.8	0.0	0.0	0.0	0.0
1st Avenue			2.6	-0.5	-5.3	3.7			
Beyer Boulevard			42.7	39.7	35.0	44.0			
Caliente Avenue			31.1	28.1	23.3	32.3			
Central Avenue			59.4	56.3	51.6	60.6			
East Avenue			9.6	6.6	1.8	10.8			
I-805 NB			18.0	15.0	10.2	19.2			
I-805 SB			18.0	15.0	10.2	19.2			
Spine Road			17.1	14.1	9.3	18.3			
SR-905 EB			42.2	39.1	34.4	43.4			
SR-905 WB			38.6	35.5	30.8	39.8			
Street A			29.5	26.5	21.7	30.7			
Street B			23.7	20.6	15.9	24.9			
Street C			22.6	19.6	14.8	23.8			
Street D			4.5	1.5	-3.3	5.7			
West Avenue			26.6	23.6	18.9	27.9			
13	3.Fl	59.9	56.9	52.1	61.1	0.0	0.0	0.0	0.0
1st Avenue			10.2	7.1	2.3	11.4			
Beyer Boulevard			44.7	41.7	36.9	45.9			
Caliente Avenue			35.9	32.8	28.1	37.1			
Central Avenue			59.5	56.5	51.8	60.7			
East Avenue			14.8	11.8	7.0	16.0			
I-805 NB			21.9	18.9	14.1	23.1			
I-805 SB			22.0	19.0	14.3	23.3			
Spine Road			22.5	19.5	14.7	23.7			
SR-905 EB			44.1	41.1	36.3	45.3			
SR-905 WB			43.2	40.1	35.4	44.4			
Street A			30.2	27.2	22.4	31.4			
Street B			24.6	21.6	16.9	25.9			
Street C			24.1	21.1	16.3	25.3			
Street D			8.2	5.2	0.4	9.4			
West Avenue			30.3	27.3	22.6	31.6			
14	1.Fl	58.1	55.1	50.3	59.3	0.0	0.0	0.0	0.0
1st Avenue			2.9	-0.1	-4.9	4.1			
Beyer Boulevard			38.2	35.2	30.4	39.4			
Caliente Avenue			30.4	27.4	22.6	31.6			
Central Avenue			58.0	55.0	50.2	59.2			
East Avenue			7.0	4.0	-0.8	8.2			
I-805 NB			17.4	14.4	9.6	18.6			
I-805 SB			17.5	14.5	9.7	18.7			
Spine Road			17.3	14.3	9.5	18.5			
SR-905 EB			38.9	35.8	31.1	40.1			

SR-905 WB			38.7	35.7	30.9	39.9			
Street A			27.5	24.5	19.7	28.7			
Street B			21.9	18.9	14.1	23.1			
Street C			21.2	18.2	13.4	22.4			
Street D			0.8	-2.2	-7.1	2.0			
West Avenue			24.6	21.6	16.9	25.8			
14	2.Fl	59.7	56.7	51.9	60.9	0.0	0.0	0.0	0.0
1st Avenue			3.2	0.2	-4.6	4.4			
Beyer Boulevard			40.6	37.5	32.8	41.8			
Caliente Avenue			32.2	29.2	24.4	33.4			
Central Avenue			59.5	56.4	51.7	60.7			
East Avenue			8.8	5.8	1.1	10.1			
I-805 NB			18.5	15.5	10.7	19.7			
I-805 SB			18.8	15.8	11.0	20.0			
Spine Road			18.0	15.0	10.2	19.2			
SR-905 EB			40.9	37.9	33.2	42.1			
SR-905 WB			42.7	39.7	34.9	43.9			
Street A			28.3	25.3	20.5	29.5			
Street B			22.8	19.8	15.1	24.1			
Street C			22.4	19.3	14.5	23.6			
Street D			2.8	-0.2	-5.0	4.0			
West Avenue			25.4	22.4	17.6	26.6			
14	3.Fl	60.0	57.0	52.2	61.2	0.0	0.0	0.0	0.0
1st Avenue			10.0	7.0	2.2	11.2			
Beyer Boulevard			42.6	39.6	34.8	43.8			
Caliente Avenue			36.4	33.4	28.6	37.6			
Central Avenue			59.6	56.6	51.8	60.8			
East Avenue			14.9	11.9	7.1	16.1			
I-805 NB			22.9	19.9	15.1	24.1			
I-805 SB			23.4	20.3	15.6	24.6			
Spine Road			23.1	20.1	15.3	24.3			
SR-905 EB			44.7	41.7	36.9	45.9			
SR-905 WB			45.4	42.4	37.6	46.6			
Street A			29.1	26.1	21.3	30.3			
Street B			24.0	20.9	16.2	25.2			
Street C			23.8	20.8	16.0	25.0			
Street D			7.2	4.2	-0.7	8.3			
West Avenue			28.6	25.6	20.9	29.8			
15	1.Fl	58.5	55.5	50.7	59.7	0.0	0.0	0.0	0.0
1st Avenue			5.9	2.9	-1.9	7.1			
Beyer Boulevard			30.3	27.3	22.5	31.5			
Caliente Avenue			37.0	34.0	29.2	38.2			
Central Avenue			58.2	55.2	50.4	59.4			
East Avenue			6.5	3.5	-1.3	7.7			
I-805 NB			20.8	17.8	13.0	22.0			
I-805 SB			20.9	17.9	13.1	22.1			
Spine Road			17.5	14.5	9.7	18.7			
SR-905 EB			42.5	39.5	34.7	43.7			
SR-905 WB			43.8	40.8	36.0	45.0			

Street A			17.1	14.1	9.3	18.3			
Street B			9.0	6.0	1.2	10.2			
Street C			11.8	8.8	4.0	13.0			
Street D			1.2	-1.8	-6.6	2.4			
West Avenue			24.8	21.8	17.0	26.0			
15	2.Fl	59.8	56.8	52.0	61.0	0.0	0.0	0.0	0.0
1st Avenue			10.1	7.0	2.2	11.3			
Beyer Boulevard			32.3	29.3	24.5	33.5			
Caliente Avenue			38.7	35.7	30.9	39.9			
Central Avenue			59.3	56.3	51.6	60.5			
East Avenue			10.0	7.0	2.2	11.2			
I-805 NB			21.2	18.2	13.4	22.4			
I-805 SB			21.6	18.6	13.8	22.8			
Spine Road			23.9	20.9	16.1	25.1			
SR-905 EB			46.8	43.8	39.0	48.0			
SR-905 WB			46.1	43.1	38.3	47.3			
Street A			20.5	17.5	12.7	21.7			
Street B			13.3	10.3	5.6	14.6			
Street C			15.1	12.0	7.2	16.2			
Street D			3.5	0.5	-4.3	4.7			
West Avenue			25.4	22.4	17.6	26.6			
15	3.Fl	60.1	57.1	52.3	61.3	0.0	0.0	0.0	0.0
1st Avenue			12.8	9.7	4.9	13.9			
Beyer Boulevard			36.4	33.4	28.6	37.6			
Caliente Avenue			38.9	35.9	31.1	40.1			
Central Avenue			59.2	56.2	51.5	60.5			
East Avenue			14.7	11.7	6.9	15.9			
I-805 NB			24.1	21.1	16.3	25.3			
I-805 SB			24.8	21.8	17.0	26.0			
Spine Road			25.9	22.9	18.1	27.1			
SR-905 EB			49.6	46.6	41.8	50.8			
SR-905 WB			48.8	45.8	41.0	50.0			
Street A			25.1	22.1	17.3	26.3			
Street B			18.8	15.7	11.0	20.0			
Street C			20.7	17.7	12.9	21.9			
Street D			5.7	2.7	-2.1	6.9			
West Avenue			28.8	25.8	21.1	30.1			
16	1.Fl	59.9	56.9	52.1	61.1	0.0	0.0	0.0	0.0
1st Avenue			5.5	2.5	-2.3	6.7			
Beyer Boulevard			29.0	26.0	21.2	30.2			
Caliente Avenue			38.7	35.6	30.9	39.9			
Central Avenue			59.4	56.3	51.6	60.6			
East Avenue			9.0	6.0	1.2	10.2			
I-805 NB			21.3	18.3	13.5	22.5			
I-805 SB			23.4	20.4	15.6	24.6			
Spine Road			13.8	10.8	6.0	15.0			
SR-905 EB			47.8	44.8	40.0	49.0			
SR-905 WB			46.9	43.8	39.1	48.1			
Street A			16.6	13.6	8.8	17.9			

Street B			10.2	7.2	2.5	11.5			
Street C			11.6	8.6	3.8	12.8			
Street D			-4.1	-7.2	-12.0	-3.0			
West Avenue			19.7	16.7	11.9	20.9			
16	2.Fl	60.6	57.5	52.8	61.8	0.0	0.0	0.0	0.0
1st Avenue			8.5	5.4	0.6	9.7			
Beyer Boulevard			31.9	28.9	24.1	33.1			
Caliente Avenue			42.8	39.8	35.1	44.1			
Central Avenue			59.9	56.9	52.1	61.1			
East Avenue			12.9	10.0	5.2	14.2			
I-805 NB			23.3	20.3	15.5	24.5			
I-805 SB			24.2	21.2	16.4	25.4			
Spine Road			17.4	14.4	9.6	18.6			
SR-905 EB			48.9	45.8	41.1	50.1			
SR-905 WB			48.0	45.0	40.2	49.2			
Street A			20.8	17.7	13.0	22.0			
Street B			14.6	11.5	6.8	15.8			
Street C			15.7	12.7	7.9	16.9			
Street D			1.5	-1.6	-6.4	2.6			
West Avenue			23.6	20.6	15.9	24.9			
16	3.Fl	60.5	57.5	52.7	61.7	0.0	0.0	0.0	0.0
1st Avenue			10.9	7.8	3.0	12.1			
Beyer Boulevard			34.5	31.5	26.7	35.7			
Caliente Avenue			44.2	41.2	36.4	45.4			
Central Avenue			59.5	56.5	51.7	60.7			
East Avenue			15.2	12.3	7.5	16.5			
I-805 NB			25.1	22.0	17.3	26.3			
I-805 SB			25.3	22.3	17.6	26.5			
Spine Road			22.0	19.0	14.2	23.2			
SR-905 EB			50.4	47.4	42.6	51.6			
SR-905 WB			49.3	46.3	41.5	50.5			
Street A			25.5	22.5	17.8	26.8			
Street B			21.9	18.9	14.1	23.1			
Street C			23.0	20.0	15.2	24.2			
Street D			4.8	1.8	-3.0	6.0			
West Avenue			28.7	25.7	21.0	30.0			
17	1.Fl	53.5	50.4	45.7	54.7	0.0	0.0	0.0	0.0
1st Avenue			8.0	5.0	0.2	9.2			
Beyer Boulevard			33.2	30.2	25.4	34.4			
Caliente Avenue			34.1	31.1	26.3	35.3			
Central Avenue			53.0	50.0	45.2	54.2			
East Avenue			6.8	3.8	-1.0	8.0			
I-805 NB			15.0	12.0	7.2	16.2			
I-805 SB			14.5	11.5	6.7	15.7			
Spine Road			20.4	17.4	12.6	21.6			
SR-905 EB			38.8	35.8	31.1	40.1			
SR-905 WB			39.6	36.6	31.9	40.9			
Street A			21.4	18.4	13.6	22.6			
Street B			16.6	13.6	8.9	17.8			

Street C			16.1	13.1	8.3	17.3			
Street D			3.6	0.6	-4.2	4.8			
West Avenue			19.5	16.5	11.8	20.8			
17	2.Fl	57.9	54.9	50.1	59.1	0.0	0.0	0.0	0.0
1st Avenue			14.7	11.7	6.9	15.9			
Beyer Boulevard			37.5	34.5	29.7	38.7			
Caliente Avenue			39.1	36.1	31.3	40.3			
Central Avenue			57.6	54.6	49.8	58.8			
East Avenue			6.6	3.6	-1.2	7.8			
I-805 NB			15.3	12.3	7.5	16.5			
I-805 SB			15.3	12.3	7.5	16.5			
Spine Road			18.3	15.3	10.5	19.5			
SR-905 EB			40.1	37.1	32.3	41.3			
SR-905 WB			40.3	37.3	32.5	41.5			
Street A			26.4	23.4	18.6	27.6			
Street B			21.8	18.7	14.0	23.0			
Street C			21.2	18.2	13.3	22.4			
Street D			2.0	-1.0	-5.8	3.2			
West Avenue			21.2	18.2	13.4	22.4			
17	3.Fl	58.8	55.8	51.0	60.0	0.0	0.0	0.0	0.0
1st Avenue			18.8	15.7	10.9	20.0			
Beyer Boulevard			39.7	36.7	31.9	40.9			
Caliente Avenue			40.9	37.9	33.1	42.1			
Central Avenue			58.1	55.1	50.3	59.3			
East Avenue			11.5	8.5	3.7	12.7			
I-805 NB			18.7	15.7	10.9	19.9			
I-805 SB			18.9	15.9	11.1	20.1			
Spine Road			19.5	16.5	11.7	20.7			
SR-905 EB			46.5	43.5	38.7	47.7			
SR-905 WB			46.2	43.1	38.4	47.4			
Street A			28.1	25.1	20.3	29.3			
Street B			23.4	20.3	15.6	24.6			
Street C			23.0	19.9	15.1	24.2			
Street D			5.1	2.1	-2.8	6.2			
West Avenue			24.7	21.7	16.9	25.9			
18	1.Fl	55.1	52.1	47.4	56.4	0.0	0.0	0.0	0.0
1st Avenue			6.2	3.1	-1.7	7.4			
Beyer Boulevard			36.5	33.5	28.7	37.7			
Caliente Avenue			31.6	28.6	23.8	32.8			
Central Avenue			54.8	51.8	47.0	56.0			
East Avenue			8.1	5.1	0.3	9.3			
I-805 NB			16.6	13.6	8.9	17.9			
I-805 SB			16.6	13.6	8.8	17.8			
Spine Road			18.4	15.4	10.6	19.6			
SR-905 EB			39.6	36.5	31.8	40.8			
SR-905 WB			39.5	36.5	31.7	40.7			
Street A			23.6	20.6	15.9	24.9			
Street B			19.6	16.6	11.8	20.8			
Street C			18.9	15.9	11.1	20.1			

Street D			4.4	1.4	-3.4	5.6			
West Avenue			22.9	19.9	15.2	24.1			
18	2.Fl	58.5	55.5	50.8	59.8	0.0	0.0	0.0	0.0
1st Avenue			10.4	7.4	2.6	11.6			
Beyer Boulevard			39.1	36.1	31.3	40.3			
Caliente Avenue			35.1	32.1	27.3	36.3			
Central Avenue			58.4	55.4	50.6	59.6			
East Avenue			8.4	5.4	0.6	9.6			
I-805 NB			17.4	14.4	9.6	18.6			
I-805 SB			17.4	14.4	9.6	18.6			
Spine Road			20.0	17.0	12.2	21.2			
SR-905 EB			37.1	34.1	29.3	38.3			
SR-905 WB			36.4	33.3	28.6	37.6			
Street A			27.4	24.4	19.6	28.6			
Street B			22.7	19.7	14.9	23.9			
Street C			21.5	18.5	13.7	22.7			
Street D			3.8	0.8	-4.0	5.0			
West Avenue			24.1	21.1	16.3	25.3			
18	3.Fl	59.1	56.1	51.4	60.4	0.0	0.0	0.0	0.0
1st Avenue			13.4	10.4	5.6	14.6			
Beyer Boulevard			41.4	38.4	33.6	42.6			
Caliente Avenue			37.6	34.6	29.8	38.8			
Central Avenue			58.8	55.8	51.0	60.0			
East Avenue			12.5	9.5	4.7	13.7			
I-805 NB			20.6	17.6	12.9	21.9			
I-805 SB			20.6	17.6	12.8	21.8			
Spine Road			25.5	22.5	17.7	26.7			
SR-905 EB			44.5	41.5	36.7	45.7			
SR-905 WB			42.6	39.6	34.8	43.8			
Street A			28.8	25.8	21.0	30.0			
Street B			24.0	21.0	16.3	25.3			
Street C			23.2	20.2	15.4	24.4			
Street D			5.7	2.7	-2.1	6.9			
West Avenue			27.1	24.1	19.4	28.4			
19	1.Fl	57.8	54.8	50.0	59.0	0.0	0.0	0.0	0.0
1st Avenue			1.8	-1.2	-6.0	3.0			
Beyer Boulevard			36.8	33.8	29.0	38.0			
Caliente Avenue			29.6	26.6	21.8	30.8			
Central Avenue			57.6	54.6	49.8	58.8			
East Avenue			7.5	4.5	-0.3	8.7			
I-805 NB			17.2	14.2	9.5	18.5			
I-805 SB			17.2	14.2	9.5	18.5			
Spine Road			17.0	14.0	9.3	18.3			
SR-905 EB			40.3	37.3	32.5	41.5			
SR-905 WB			40.3	37.3	32.5	41.5			
Street A			25.6	22.6	17.8	26.8			
Street B			20.9	17.9	13.1	22.1			
Street C			19.6	16.6	11.8	20.8			
Street D			2.7	-0.3	-5.1	3.9			

West Avenue			25.3	22.3	17.5	26.5			
19	2.Fl	59.1	56.1	51.3	60.3	0.0	0.0	0.0	0.0
1st Avenue			2.4	-0.6	-5.4	3.6			
Beyer Boulevard			39.3	36.3	31.6	40.6			
Caliente Avenue			32.0	29.0	24.2	33.2			
Central Avenue			58.9	55.9	51.1	60.1			
East Avenue			8.4	5.4	0.6	9.6			
I-805 NB			17.9	14.9	10.1	19.1			
I-805 SB			18.1	15.1	10.3	19.3			
Spine Road			18.9	15.9	11.1	20.1			
SR-905 EB			39.9	36.9	32.1	41.1			
SR-905 WB			38.8	35.8	31.0	40.0			
Street A			27.3	24.3	19.5	28.5			
Street B			22.3	19.2	14.5	23.5			
Street C			21.2	18.2	13.4	22.4			
Street D			3.4	0.4	-4.4	4.6			
West Avenue			26.2	23.2	18.4	27.4			
19	3.Fl	59.2	56.2	51.5	60.5	0.0	0.0	0.0	0.0
1st Avenue			7.5	4.5	-0.3	8.7			
Beyer Boulevard			41.5	38.5	33.7	42.7			
Caliente Avenue			36.3	33.3	28.6	37.6			
Central Avenue			58.9	55.9	51.1	60.1			
East Avenue			13.8	10.8	6.0	15.0			
I-805 NB			21.5	18.5	13.7	22.7			
I-805 SB			21.8	18.8	14.1	23.1			
Spine Road			23.2	20.2	15.4	24.4			
SR-905 EB			44.0	41.0	36.2	45.2			
SR-905 WB			42.4	39.4	34.6	43.6			
Street A			28.4	25.4	20.6	29.6			
Street B			23.4	20.4	15.6	24.6			
Street C			22.6	19.6	14.8	23.8			
Street D			6.8	3.8	-1.0	8.0			
West Avenue			29.8	26.8	22.1	31.1			
20	1.Fl	57.9	54.9	50.1	59.1	0.0	0.0	0.0	0.0
1st Avenue			2.3	-0.8	-5.6	3.5			
Beyer Boulevard			39.4	36.4	31.6	40.6			
Caliente Avenue			30.4	27.3	22.6	31.6			
Central Avenue			57.8	54.8	50.0	59.0			
East Avenue			8.2	5.3	0.5	9.5			
I-805 NB			16.0	13.0	8.2	17.2			
I-805 SB			16.1	13.1	8.4	17.4			
Spine Road			17.2	14.2	9.4	18.4			
SR-905 EB			36.9	33.9	29.1	38.1			
SR-905 WB			37.1	34.0	29.3	38.3			
Street A			27.8	24.8	20.1	29.1			
Street B			22.3	19.2	14.5	23.5			
Street C			20.0	17.0	12.2	21.2			
Street D			2.4	-0.6	-5.4	3.6			
West Avenue			25.9	22.9	18.2	27.2			

20	2.Fl	59.1	56.1	51.3	60.3	0.0	0.0	0.0	0.0
1st Avenue			3.1	0.0	-4.8	4.3			
Beyer Boulevard			41.8	38.8	34.0	43.0			
Caliente Avenue			33.1	30.0	25.3	34.3			
Central Avenue			58.9	55.9	51.2	60.2			
East Avenue			9.2	6.2	1.4	10.4			
I-805 NB			17.2	14.2	9.4	18.4			
I-805 SB			17.5	14.5	9.7	18.7			
Spine Road			18.1	15.1	10.3	19.3			
SR-905 EB			38.1	35.1	30.4	39.4			
SR-905 WB			37.8	34.7	30.0	39.0			
Street A			28.8	25.8	21.0	30.0			
Street B			23.6	20.6	15.9	24.9			
Street C			21.9	18.9	14.1	23.1			
Street D			2.2	-0.9	-5.7	3.3			
West Avenue			27.1	24.0	19.3	28.3			
20	3.Fl	59.2	56.2	51.4	60.4	0.0	0.0	0.0	0.0
1st Avenue			10.7	7.6	2.8	11.8			
Beyer Boulevard			43.9	40.8	36.1	45.1			
Caliente Avenue			37.5	34.4	29.7	38.7			
Central Avenue			58.9	55.9	51.1	60.1			
East Avenue			14.3	11.3	6.5	15.5			
I-805 NB			20.9	17.9	13.1	22.1			
I-805 SB			21.4	18.4	13.6	22.6			
Spine Road			24.0	21.0	16.2	25.2			
SR-905 EB			41.7	38.7	33.9	42.9			
SR-905 WB			40.8	37.8	33.0	42.0			
Street A			29.6	26.6	21.8	30.8			
Street B			24.5	21.5	16.7	25.7			
Street C			23.2	20.1	15.3	24.3			
Street D			5.9	2.9	-1.9	7.1			
West Avenue			30.8	27.8	23.1	32.1			
21	1.Fl	58.2	55.2	50.4	59.4	0.0	0.0	0.0	0.0
1st Avenue			7.4	4.4	-0.4	8.6			
Beyer Boulevard			41.6	38.6	33.9	42.9			
Caliente Avenue			32.6	29.6	24.8	33.8			
Central Avenue			58.0	55.0	50.2	59.2			
East Avenue			9.3	6.3	1.5	10.5			
I-805 NB			16.2	13.2	8.4	17.4			
I-805 SB			16.1	13.1	8.3	17.3			
Spine Road			19.5	16.5	11.7	20.7			
SR-905 EB			32.9	29.9	25.1	34.1			
SR-905 WB			36.5	33.5	28.8	37.8			
Street A			30.1	27.1	22.3	31.3			
Street B			23.3	20.3	15.6	24.6			
Street C			20.2	17.2	12.4	21.4			
Street D			3.9	0.9	-4.0	5.1			
West Avenue			24.5	21.5	16.7	25.7			
21	2.Fl	59.3	56.3	51.5	60.5	0.0	0.0	0.0	0.0

1st Avenue			12.0	9.0	4.2	13.2			
Beyer Boulevard			44.4	41.3	36.6	45.6			
Caliente Avenue			36.1	33.0	28.3	37.3			
Central Avenue			59.0	56.0	51.3	60.3			
East Avenue			9.8	6.8	2.0	11.0			
I-805 NB			17.1	14.1	9.3	18.3			
I-805 SB			17.1	14.1	9.4	18.4			
Spine Road			20.5	17.5	12.7	21.7			
SR-905 EB			37.7	34.7	29.9	38.9			
SR-905 WB			37.1	34.1	29.3	38.3			
Street A			30.4	27.4	22.6	31.6			
Street B			24.6	21.6	16.8	25.8			
Street C			22.2	19.2	14.4	23.4			
Street D			3.1	0.1	-4.7	4.3			
West Avenue			26.0	23.0	18.2	27.2			
21	3.Fl	59.4	56.4	51.6	60.6	0.0	0.0	0.0	0.0
1st Avenue			14.7	11.7	6.9	15.9			
Beyer Boulevard			46.4	43.4	38.7	47.7			
Caliente Avenue			38.9	35.9	31.1	40.1			
Central Avenue			59.0	56.0	51.2	60.2			
East Avenue			14.8	11.8	7.0	16.0			
I-805 NB			20.6	17.6	12.8	21.8			
I-805 SB			20.8	17.8	13.0	22.0			
Spine Road			25.5	22.5	17.7	26.7			
SR-905 EB			40.7	37.7	32.9	41.9			
SR-905 WB			40.5	37.5	32.7	41.7			
Street A			31.0	28.0	23.2	32.2			
Street B			25.4	22.4	17.7	26.7			
Street C			23.6	20.6	15.8	24.8			
Street D			6.1	3.1	-1.7	7.3			
West Avenue			30.3	27.3	22.5	31.5			
22	1.Fl	58.3	55.3	50.5	59.5	0.0	0.0	0.0	0.0
1st Avenue			4.1	1.1	-3.7	5.3			
Beyer Boulevard			46.5	43.5	38.7	47.7			
Caliente Avenue			32.3	29.3	24.5	33.5			
Central Avenue			57.9	54.9	50.2	59.2			
East Avenue			10.5	7.5	2.7	11.7			
I-805 NB			16.5	13.4	8.7	17.7			
I-805 SB			16.5	13.5	8.7	17.7			
Spine Road			17.6	14.6	9.8	18.8			
SR-905 EB			31.9	28.9	24.1	33.1			
SR-905 WB			32.4	29.4	24.7	33.7			
Street A			32.6	29.6	24.8	33.8			
Street B			22.7	19.6	14.9	23.9			
Street C			19.1	16.1	11.3	20.3			
Street D			5.5	2.5	-2.3	6.7			
West Avenue			28.7	25.7	20.9	29.9			
22	2.Fl	59.5	56.5	51.7	60.7	0.0	0.0	0.0	0.0
1st Avenue			4.1	1.1	-3.7	5.3			

Beyer Boulevard			49.0	46.0	41.2	50.2			
Caliente Avenue			34.0	31.0	26.2	35.2			
Central Avenue			59.0	56.0	51.2	60.2			
East Avenue			10.9	7.9	3.1	12.1			
I-805 NB			17.2	14.2	9.4	18.4			
I-805 SB			17.5	14.4	9.7	18.7			
Spine Road			18.8	15.8	11.0	20.0			
SR-905 EB			34.4	31.4	26.6	35.6			
SR-905 WB			34.5	31.5	26.8	35.8			
Street A			32.8	29.8	25.1	34.1			
Street B			25.6	22.6	17.9	26.8			
Street C			22.1	19.1	14.3	23.3			
Street D			4.7	1.7	-3.2	5.9			
West Avenue			29.6	26.6	21.9	30.9			
22	3.Fl	59.7	56.7	51.9	60.9	0.0	0.0	0.0	0.0
1st Avenue			7.1	4.1	-0.7	8.3			
Beyer Boulevard			50.7	47.7	42.9	51.9			
Caliente Avenue			37.9	34.9	30.2	39.1			
Central Avenue			58.9	55.9	51.1	60.1			
East Avenue			16.0	13.0	8.2	17.2			
I-805 NB			20.3	17.2	12.5	21.5			
I-805 SB			20.6	17.6	12.8	21.8			
Spine Road			24.0	21.0	16.3	25.3			
SR-905 EB			38.2	35.2	30.4	39.4			
SR-905 WB			39.5	36.5	31.7	40.7			
Street A			33.4	30.4	25.6	34.6			
Street B			26.6	23.6	18.9	27.8			
Street C			23.7	20.7	15.9	24.9			
Street D			7.3	4.3	-0.5	8.5			
West Avenue			32.8	29.8	25.0	34.0			
23	1.Fl	58.8	55.8	51.0	60.0	0.0	0.0	0.0	0.0
1st Avenue			2.8	-0.2	-5.0	4.0			
Beyer Boulevard			49.6	46.6	41.8	50.8			
Caliente Avenue			32.3	29.3	24.5	33.5			
Central Avenue			58.2	55.2	50.4	59.4			
East Avenue			12.8	9.8	5.1	14.1			
I-805 NB			16.7	13.7	8.9	17.9			
I-805 SB			16.5	13.4	8.7	17.7			
Spine Road			16.7	13.7	8.9	17.9			
SR-905 EB			30.7	27.7	22.9	31.9			
SR-905 WB			30.9	27.9	23.1	32.1			
Street A			34.1	31.1	26.3	35.3			
Street B			28.2	25.2	20.5	29.4			
Street C			19.3	16.2	11.4	20.4			
Street D			14.7	11.7	6.9	15.9			
West Avenue			29.0	26.0	21.2	30.2			
23	2.Fl	60.0	57.0	52.2	61.2	0.0	0.0	0.0	0.0
1st Avenue			3.3	0.3	-4.5	4.5			
Beyer Boulevard			52.1	49.1	44.3	53.3			

Caliente Avenue			34.3	31.3	26.5	35.5			
Central Avenue			59.2	56.2	51.4	60.4			
East Avenue			13.0	10.0	5.2	14.2			
I-805 NB			17.5	14.5	9.7	18.7			
I-805 SB			17.5	14.5	9.7	18.7			
Spine Road			16.4	13.4	8.6	17.6			
SR-905 EB			33.2	30.2	25.5	34.5			
SR-905 WB			33.2	30.2	25.4	34.4			
Street A			34.5	31.5	26.7	35.7			
Street B			26.9	23.9	19.2	28.1			
Street C			22.9	19.9	15.1	24.1			
Street D			10.2	7.2	2.3	11.4			
West Avenue			29.2	26.2	21.5	30.4			
23	3.Fl	60.5	57.5	52.7	61.7	0.0	0.0	0.0	0.0
1st Avenue			7.1	4.1	-0.7	8.3			
Beyer Boulevard			54.4	51.4	46.6	55.6			
Caliente Avenue			38.1	35.1	30.3	39.3			
Central Avenue			59.1	56.1	51.3	60.3			
East Avenue			17.5	14.5	9.7	18.7			
I-805 NB			21.4	18.4	13.6	22.6			
I-805 SB			21.6	18.6	13.8	22.8			
Spine Road			22.6	19.6	14.8	23.8			
SR-905 EB			36.9	33.8	29.1	38.1			
SR-905 WB			37.5	34.5	29.7	38.7			
Street A			35.0	32.0	27.2	36.2			
Street B			28.0	25.0	20.2	29.2			
Street C			24.5	21.4	16.6	25.7			
Street D			12.0	9.0	4.2	13.2			
West Avenue			33.0	30.0	25.3	34.2			
24	1.Fl	60.0	57.0	52.2	61.2	0.0	0.0	0.0	0.0
1st Avenue			3.9	0.9	-3.9	5.1			
Beyer Boulevard			54.6	51.6	46.8	55.8			
Caliente Avenue			37.1	34.1	29.3	38.3			
Central Avenue			58.5	55.5	50.7	59.7			
East Avenue			12.5	9.5	4.7	13.7			
I-805 NB			16.3	13.3	8.6	17.6			
I-805 SB			16.2	13.1	8.4	17.4			
Spine Road			14.0	11.0	6.2	15.3			
SR-905 EB			29.8	26.8	22.0	31.0			
SR-905 WB			29.9	26.9	22.1	31.1			
Street A			37.6	34.6	29.8	38.8			
Street B			26.7	23.7	18.9	27.9			
Street C			21.2	18.1	13.3	22.4			
Street D			11.0	8.0	3.2	12.2			
West Avenue			33.4	30.4	25.7	34.7			
24	2.Fl	61.7	58.7	53.9	62.9	0.0	0.0	0.0	0.0
1st Avenue			10.6	7.6	2.8	11.8			
Beyer Boulevard			57.5	54.5	49.8	58.8			
Caliente Avenue			39.2	36.1	31.4	40.4			

Central Avenue			59.4	56.4	51.6	60.6			
East Avenue			12.8	9.8	5.0	14.0			
I-805 NB			17.2	14.2	9.4	18.4			
I-805 SB			17.1	14.1	9.4	18.4			
Spine Road			16.0	13.0	8.2	17.2			
SR-905 EB			32.5	29.4	24.7	33.7			
SR-905 WB			33.2	30.1	25.4	34.4			
Street A			37.5	34.5	29.7	38.7			
Street B			27.4	24.4	19.7	28.7			
Street C			22.6	19.5	14.7	23.8			
Street D			15.8	12.8	8.0	17.0			
West Avenue			34.0	31.0	26.2	35.2			
24	3.Fl	62.1	59.1	54.4	63.4	0.0	0.0	0.0	0.0
1st Avenue			12.1	9.1	4.3	13.3			
Beyer Boulevard			58.8	55.8	51.0	60.0			
Caliente Avenue			41.2	38.2	33.4	42.4			
Central Avenue			59.3	56.3	51.5	60.5			
East Avenue			17.2	14.2	9.4	18.4			
I-805 NB			21.3	18.3	13.5	22.5			
I-805 SB			21.3	18.3	13.5	22.5			
Spine Road			19.6	16.6	11.8	20.8			
SR-905 EB			35.7	32.7	28.0	37.0			
SR-905 WB			35.3	32.3	27.5	36.5			
Street A			37.6	34.6	29.8	38.8			
Street B			28.5	25.5	20.7	29.7			
Street C			23.9	20.9	16.1	25.1			
Street D			16.7	13.7	8.9	17.9			
West Avenue			36.0	33.0	28.3	37.3			
25	1.Fl	63.3	60.3	55.6	64.6	0.0	0.0	0.0	0.0
1st Avenue			3.9	0.9	-3.9	5.1			
Beyer Boulevard			61.8	58.8	54.0	63.0			
Caliente Avenue			37.3	34.3	29.5	38.5			
Central Avenue			58.0	55.0	50.2	59.2			
East Avenue			15.4	12.4	7.6	16.6			
I-805 NB			16.2	13.2	8.5	17.5			
I-805 SB			16.2	13.1	8.4	17.4			
Spine Road			17.1	14.1	9.3	18.3			
SR-905 EB			29.8	26.8	22.1	31.1			
SR-905 WB			29.1	26.1	21.3	30.3			
Street A			41.7	38.7	33.9	42.9			
Street B			28.9	25.8	21.1	30.1			
Street C			23.9	20.9	16.1	25.1			
Street D			7.8	4.8	0.0	9.0			
West Avenue			34.9	31.9	27.1	36.1			
25	2.Fl	65.8	62.8	58.0	67.0	0.0	0.0	0.0	0.0
1st Avenue			4.3	1.3	-3.5	5.5			
Beyer Boulevard			64.7	61.7	56.9	65.9			
Caliente Avenue			38.7	35.7	30.9	39.9			
Central Avenue			59.1	56.1	51.3	60.3			

East Avenue			16.7	13.7	8.9	17.9			
I-805 NB			16.7	13.6	8.9	17.9			
I-805 SB			16.8	13.8	9.0	18.0			
Spine Road			17.2	14.2	9.4	18.4			
SR-905 EB			31.7	28.7	23.9	32.9			
SR-905 WB			31.3	28.2	23.5	32.5			
Street A			41.7	38.7	33.9	42.9			
Street B			29.8	26.8	22.1	31.1			
Street C			25.4	22.4	17.5	26.6			
Street D			9.7	6.7	1.8	10.9			
West Avenue			35.9	32.9	28.1	37.1			
25	3.Fl	66.7	63.7	58.9	67.9	0.0	0.0	0.0	0.0
1st Avenue			8.0	4.9	0.1	9.1			
Beyer Boulevard			65.8	62.8	58.0	67.0			
Caliente Avenue			40.8	37.8	33.0	42.0			
Central Avenue			59.2	56.2	51.4	60.4			
East Avenue			20.7	17.7	12.9	21.9			
I-805 NB			20.0	17.0	12.3	21.3			
I-805 SB			20.1	17.1	12.3	21.3			
Spine Road			20.3	17.3	12.5	21.5			
SR-905 EB			34.5	31.5	26.7	35.7			
SR-905 WB			33.9	30.9	26.1	35.1			
Street A			41.3	38.3	33.5	42.5			
Street B			30.8	27.8	23.0	32.0			
Street C			26.5	23.4	18.6	27.7			
Street D			17.8	14.9	10.0	19.0			
West Avenue			37.0	34.0	29.3	38.2			
26	1.Fl	69.2	66.2	61.5	70.5	0.0	0.0	0.0	0.0
1st Avenue			1.3	-1.7	-6.5	2.5			
Beyer Boulevard			68.9	65.9	61.1	70.1			
Caliente Avenue			44.3	41.3	36.5	45.5			
Central Avenue			57.3	54.3	49.5	58.5			
East Avenue			18.2	15.2	10.4	19.4			
I-805 NB			16.6	13.6	8.9	17.9			
I-805 SB			16.9	13.8	9.1	18.1			
Spine Road			12.0	9.0	4.2	13.2			
SR-905 EB			25.1	22.1	17.3	26.3			
SR-905 WB			24.2	21.2	16.5	25.5			
Street A			44.4	41.3	36.6	45.6			
Street B			28.8	25.8	21.1	30.0			
Street C			24.0	20.9	16.1	25.1			
Street D			8.2	5.2	0.3	9.3			
West Avenue			38.7	35.7	31.0	40.0			
26	2.Fl	71.0	68.0	63.2	72.2	0.0	0.0	0.0	0.0
1st Avenue			0.4	-2.6	-7.4	1.6			
Beyer Boulevard			70.8	67.8	63.0	72.0			
Caliente Avenue			45.8	42.8	38.1	47.0			
Central Avenue			57.9	54.9	50.1	59.1			
East Avenue			20.1	17.1	12.3	21.3			

I-805 NB			16.7	13.6	8.9	17.9			
I-805 SB			17.1	14.1	9.3	18.3			
Spine Road			11.9	8.9	4.1	13.1			
SR-905 EB			25.7	22.7	17.9	26.9			
SR-905 WB			25.1	22.1	17.3	26.3			
Street A			44.2	41.2	36.4	45.4			
Street B			30.4	27.4	22.7	31.6			
Street C			25.2	22.2	17.4	26.4			
Street D			12.5	9.4	4.6	13.6			
West Avenue			39.8	36.8	32.0	41.0			
26	3.Fl	71.8	68.8	64.1	73.1	0.0	0.0	0.0	0.0
1st Avenue			4.4	1.4	-3.4	5.6			
Beyer Boulevard			71.6	68.6	63.8	72.8			
Caliente Avenue			47.2	44.2	39.4	48.4			
Central Avenue			58.2	55.2	50.4	59.4			
East Avenue			23.1	20.1	15.3	24.3			
I-805 NB			19.6	16.6	11.8	20.8			
I-805 SB			19.9	16.9	12.1	21.1			
Spine Road			16.3	13.3	8.5	17.5			
SR-905 EB			29.2	26.2	21.4	30.4			
SR-905 WB			28.7	25.7	20.9	29.9			
Street A			43.8	40.8	36.0	45.0			
Street B			32.0	29.0	24.2	33.2			
Street C			26.7	23.7	18.8	27.9			
Street D			20.4	17.4	12.6	21.6			
West Avenue			40.5	37.5	32.7	41.7			
27	1.Fl	71.1	68.1	63.3	72.3	0.0	0.0	0.0	0.0
1st Avenue			0.3	-2.7	-7.5	1.5			
Beyer Boulevard			71.0	68.0	63.2	72.2			
Caliente Avenue			48.6	45.6	40.8	49.8			
Central Avenue			54.6	51.6	46.8	55.8			
East Avenue			17.9	15.0	10.2	19.2			
I-805 NB			16.7	13.7	8.9	17.9			
I-805 SB			16.0	13.0	8.2	17.2			
Spine Road			8.9	5.9	1.1	10.1			
SR-905 EB			22.5	19.5	14.7	23.7			
SR-905 WB			21.5	18.5	13.7	22.7			
Street A			45.2	42.2	37.4	46.4			
Street B			29.6	26.6	21.9	30.8			
Street C			25.3	22.3	17.4	26.5			
Street D			8.1	5.1	0.3	9.3			
West Avenue			40.4	37.4	32.7	41.7			
27	2.Fl	72.8	69.8	65.0	74.0	0.0	0.0	0.0	0.0
1st Avenue			0.9	-2.1	-6.9	2.1			
Beyer Boulevard			72.7	69.7	65.0	74.0			
Caliente Avenue			46.9	43.9	39.2	48.2			
Central Avenue			54.9	51.9	47.1	56.1			
East Avenue			19.9	16.9	12.1	21.1			
I-805 NB			17.5	14.5	9.8	18.8			

I-805 SB			16.9	13.9	9.1	18.1			
Spine Road			10.7	7.7	2.9	11.9			
SR-905 EB			24.2	21.2	16.4	25.4			
SR-905 WB			23.1	20.1	15.3	24.3			
Street A			45.1	42.1	37.3	46.3			
Street B			31.4	28.4	23.6	32.6			
Street C			27.2	24.2	19.4	28.4			
Street D			11.9	8.9	4.1	13.1			
West Avenue			41.8	38.8	34.1	43.0			
27	3.Fl	73.1	70.1	65.3	74.3	0.0	0.0	0.0	0.0
1st Avenue			4.5	1.5	-3.3	5.7			
Beyer Boulevard			73.0	70.0	65.2	74.2			
Caliente Avenue			47.0	44.0	39.3	48.3			
Central Avenue			55.1	52.0	47.3	56.3			
East Avenue			24.4	21.4	16.6	25.6			
I-805 NB			20.0	17.0	12.2	21.2			
I-805 SB			20.2	17.2	12.4	21.4			
Spine Road			15.5	12.5	7.7	16.7			
SR-905 EB			28.7	25.7	20.9	29.9			
SR-905 WB			27.6	24.6	19.8	28.8			
Street A			44.8	41.7	37.0	46.0			
Street B			32.8	29.8	25.0	34.0			
Street C			30.1	27.1	22.3	31.3			
Street D			21.2	18.3	13.4	22.4			
West Avenue			42.5	39.5	34.8	43.7			
28	1.Fl	69.8	66.8	62.0	71.0	0.0	0.0	0.0	0.0
1st Avenue			-3.7	-6.8	-11.6	-2.6			
Beyer Boulevard			69.7	66.7	61.9	70.9			
Caliente Avenue			46.5	43.5	38.7	47.7			
Central Avenue			48.5	45.4	40.6	49.7			
East Avenue			18.2	15.2	10.4	19.4			
I-805 NB			20.4	17.4	12.6	21.6			
I-805 SB			20.0	17.0	12.2	21.2			
Spine Road			4.3	1.3	-3.5	5.5			
SR-905 EB			27.6	24.6	19.8	28.8			
SR-905 WB			27.6	24.5	19.8	28.8			
Street A			42.3	39.3	34.5	43.5			
Street B			28.0	25.0	20.2	29.2			
Street C			23.0	20.0	15.2	24.2			
Street D			9.8	6.8	1.9	11.0			
West Avenue			42.4	39.4	34.6	43.6			
28	2.Fl	71.8	68.8	64.0	73.0	0.0	0.0	0.0	0.0
1st Avenue			-2.1	-5.1	-9.9	-0.9			
Beyer Boulevard			71.7	68.7	63.9	72.9			
Caliente Avenue			46.6	43.6	38.8	47.8			
Central Avenue			49.4	46.3	41.5	50.6			
East Avenue			19.9	16.9	12.1	21.1			
I-805 NB			21.0	18.0	13.2	22.2			
I-805 SB			20.8	17.8	13.0	22.0			

Spine Road			7.2	4.2	-0.6	8.4			
SR-905 EB			29.1	26.1	21.3	30.3			
SR-905 WB			29.1	26.1	21.3	30.3			
Street A			42.7	39.7	34.9	43.9			
Street B			29.6	26.6	21.8	30.8			
Street C			24.1	21.0	16.2	25.3			
Street D			11.8	8.8	3.9	13.0			
West Avenue			44.2	41.2	36.4	45.4			
28	3.Fl	72.0	69.0	64.3	73.3	0.0	0.0	0.0	0.0
1st Avenue			1.1	-2.0	-6.8	2.2			
Beyer Boulevard			72.0	69.0	64.2	73.2			
Caliente Avenue			45.7	42.7	37.9	46.9			
Central Avenue			49.4	46.4	41.6	50.6			
East Avenue			21.3	18.3	13.5	22.5			
I-805 NB			23.6	20.6	15.8	24.8			
I-805 SB			23.6	20.6	15.8	24.8			
Spine Road			9.9	6.9	2.1	11.1			
SR-905 EB			34.0	30.9	26.2	35.2			
SR-905 WB			33.2	30.2	25.4	34.4			
Street A			42.5	39.5	34.8	43.8			
Street B			30.9	27.9	23.1	32.1			
Street C			25.9	22.9	18.1	27.1			
Street D			19.2	16.2	11.4	20.4			
West Avenue			45.9	42.9	38.1	47.1			
29	1.Fl	55.9	52.9	48.1	57.1	0.0	0.0	0.0	0.0
1st Avenue			0.6	-2.4	-7.2	1.8			
Beyer Boulevard			52.5	49.5	44.7	53.7			
Caliente Avenue			29.3	26.3	21.5	30.5			
Central Avenue			24.5	21.5	16.7	25.7			
East Avenue			-1.9	-4.9	-9.7	-0.7			
I-805 NB			34.8	31.8	27.0	36.0			
I-805 SB			36.1	33.1	28.4	37.3			
Spine Road			12.7	9.7	4.9	13.9			
SR-905 EB			50.4	47.4	42.6	51.6			
SR-905 WB			49.7	46.7	41.9	50.9			
Street A			11.3	8.3	3.5	12.5			
Street B			1.3	-1.7	-6.5	2.5			
Street C			1.9	-1.1	-5.9	3.1			
Street D			-6.8	-9.8	-14.6	-5.6			
West Avenue			21.5	18.5	13.8	22.8			
29	2.Fl	59.9	56.9	52.1	61.1	0.0	0.0	0.0	0.0
1st Avenue			1.6	-1.4	-6.2	2.8			
Beyer Boulevard			58.4	55.4	50.6	59.6			
Caliente Avenue			31.3	28.3	23.5	32.5			
Central Avenue			28.0	25.0	20.2	29.2			
East Avenue			-0.6	-3.6	-8.3	0.7			
I-805 NB			41.6	38.6	33.8	42.8			
I-805 SB			42.7	39.7	34.9	43.9			
Spine Road			13.6	10.6	5.8	14.8			

SR-905 EB			51.2	48.1	43.4	52.4			
SR-905 WB			50.5	47.5	42.7	51.7			
Street A			13.0	10.0	5.2	14.2			
Street B			2.7	-0.3	-5.0	3.9			
Street C			5.0	2.0	-2.8	6.2			
Street D			-3.8	-6.8	-11.6	-2.6			
West Avenue			25.4	22.4	17.6	26.6			
29	3.Fl	63.2	60.2	55.4	64.4	0.0	0.0	0.0	0.0
1st Avenue			1.7	-1.3	-6.1	2.9			
Beyer Boulevard			62.5	59.5	54.7	63.7			
Caliente Avenue			32.4	29.4	24.6	33.6			
Central Avenue			29.6	26.6	21.8	30.9			
East Avenue			3.8	0.8	-4.0	5.0			
I-805 NB			43.6	40.6	35.8	44.8			
I-805 SB			44.5	41.5	36.8	45.8			
Spine Road			13.2	10.2	5.4	14.4			
SR-905 EB			51.6	48.6	43.8	52.8			
SR-905 WB			51.0	48.0	43.2	52.2			
Street A			17.2	14.2	9.4	18.4			
Street B			7.3	4.3	-0.5	8.5			
Street C			8.9	5.9	1.1	10.1			
Street D			-0.1	-3.1	-7.9	1.1			
West Avenue			27.7	24.7	19.9	28.9			
30	1.Fl	58.5	55.5	50.7	59.7	0.0	0.0	0.0	0.0
1st Avenue			3.2	0.2	-4.6	4.4			
Beyer Boulevard			56.3	53.3	48.5	57.5			
Caliente Avenue			30.8	27.8	23.0	32.0			
Central Avenue			26.5	23.5	18.7	27.7			
East Avenue			2.3	-0.7	-5.5	3.5			
I-805 NB			35.9	32.8	28.1	37.1			
I-805 SB			36.3	33.3	28.5	37.5			
Spine Road			12.2	9.2	4.4	13.4			
SR-905 EB			51.6	48.6	43.8	52.8			
SR-905 WB			51.0	48.0	43.2	52.2			
Street A			14.2	11.1	6.3	15.4			
Street B			6.4	3.4	-1.4	7.6			
Street C			3.6	0.5	-4.3	4.8			
Street D			-2.5	-5.5	-10.3	-1.3			
West Avenue			24.5	21.5	16.8	25.8			
30	2.Fl	64.3	61.2	56.5	65.5	0.0	0.0	0.0	0.0
1st Avenue			4.2	1.1	-3.7	5.3			
Beyer Boulevard			63.7	60.6	55.9	64.9			
Caliente Avenue			32.5	29.5	24.8	33.8			
Central Avenue			29.4	26.4	21.6	30.6			
East Avenue			4.2	1.2	-3.6	5.4			
I-805 NB			39.6	36.5	31.8	40.8			
I-805 SB			40.7	37.6	32.9	41.9			
Spine Road			13.0	10.0	5.2	14.2			
SR-905 EB			52.4	49.4	44.6	53.6			

SR-905 WB			51.8	48.7	44.0	53.0			
Street A			16.4	13.4	8.6	17.6			
Street B			8.3	5.3	0.5	9.5			
Street C			6.7	3.7	-1.1	7.9			
Street D			0.2	-2.8	-7.6	1.4			
West Avenue			27.9	24.9	20.1	29.1			
30	3.Fl	65.5	62.5	57.7	66.7	0.0	0.0	0.0	0.0
1st Avenue			4.4	1.3	-3.5	5.5			
Beyer Boulevard			65.0	62.0	57.2	66.2			
Caliente Avenue			33.6	30.6	25.8	34.8			
Central Avenue			30.8	27.8	23.0	32.0			
East Avenue			8.5	5.5	0.7	9.7			
I-805 NB			41.4	38.4	33.7	42.7			
I-805 SB			42.4	39.4	34.7	43.6			
Spine Road			12.9	9.9	5.1	14.1			
SR-905 EB			52.9	49.9	45.1	54.1			
SR-905 WB			52.3	49.3	44.5	53.5			
Street A			20.9	17.9	13.1	22.1			
Street B			12.8	9.8	5.0	14.0			
Street C			10.4	7.3	2.5	11.6			
Street D			4.0	1.0	-3.8	5.2			
West Avenue			29.8	26.7	22.0	31.0			
31	1.Fl	61.7	58.7	53.9	62.9	0.0	0.0	0.0	0.0
1st Avenue			2.9	-0.2	-5.0	4.0			
Beyer Boulevard			61.3	58.2	53.5	62.5			
Caliente Avenue			31.0	28.0	23.2	32.2			
Central Avenue			27.9	24.9	20.1	29.1			
East Avenue			2.0	-1.0	-5.8	3.3			
I-805 NB			31.7	28.7	23.9	32.9			
I-805 SB			32.5	29.5	24.7	33.7			
Spine Road			13.8	10.8	6.1	15.1			
SR-905 EB			48.2	45.2	40.4	49.4			
SR-905 WB			47.7	44.7	39.9	48.9			
Street A			15.2	12.2	7.4	16.4			
Street B			5.6	2.6	-2.2	6.8			
Street C			5.2	2.1	-2.7	6.3			
Street D			-4.2	-7.2	-12.0	-3.0			
West Avenue			28.5	25.5	20.7	29.7			
31	2.Fl	64.4	61.4	56.6	65.6	0.0	0.0	0.0	0.0
1st Avenue			3.9	0.9	-3.9	5.1			
Beyer Boulevard			64.1	61.1	56.3	65.3			
Caliente Avenue			32.7	29.7	25.0	34.0			
Central Avenue			30.5	27.5	22.7	31.8			
East Avenue			4.9	1.9	-2.9	6.1			
I-805 NB			35.1	32.1	27.3	36.3			
I-805 SB			35.9	32.9	28.1	37.1			
Spine Road			14.5	11.5	6.7	15.7			
SR-905 EB			49.7	46.7	41.9	50.9			
SR-905 WB			49.2	46.1	41.4	50.4			

Street A			16.9	13.9	9.1	18.1			
Street B			8.1	5.1	0.3	9.3			
Street C			7.1	4.1	-0.7	8.3			
Street D			-1.3	-4.3	-9.1	-0.1			
West Avenue			31.1	28.1	23.3	32.3			
31	3.Fl	64.8	61.8	57.0	66.0	0.0	0.0	0.0	0.0
1st Avenue			4.3	1.3	-3.6	5.5			
Beyer Boulevard			64.5	61.5	56.7	65.7			
Caliente Avenue			34.1	31.1	26.3	35.3			
Central Avenue			31.7	28.7	23.9	32.9			
East Avenue			9.3	6.3	1.5	10.5			
I-805 NB			37.5	34.5	29.7	38.7			
I-805 SB			38.6	35.6	30.9	39.9			
Spine Road			15.1	12.1	7.3	16.3			
SR-905 EB			50.3	47.3	42.5	51.5			
SR-905 WB			49.8	46.8	42.0	51.0			
Street A			21.4	18.4	13.6	22.6			
Street B			12.6	9.6	4.9	13.9			
Street C			10.8	7.8	3.0	12.0			
Street D			2.7	-0.3	-5.1	3.9			
West Avenue			32.3	29.3	24.5	33.5			
32	1.Fl	61.2	58.2	53.4	62.4	0.0	0.0	0.0	0.0
1st Avenue			3.9	0.9	-3.9	5.1			
Beyer Boulevard			60.6	57.6	52.8	61.8			
Caliente Avenue			31.4	28.4	23.6	32.6			
Central Avenue			27.2	24.2	19.4	28.4			
East Avenue			3.4	0.4	-4.4	4.6			
I-805 NB			26.4	23.4	18.6	27.6			
I-805 SB			27.8	24.8	20.0	29.0			
Spine Road			14.4	11.4	6.6	15.6			
SR-905 EB			49.3	46.2	41.5	50.5			
SR-905 WB			49.5	46.5	41.7	50.7			
Street A			15.0	12.0	7.2	16.2			
Street B			6.2	3.2	-1.6	7.4			
Street C			1.9	-1.1	-5.9	3.1			
Street D			-5.4	-8.4	-13.2	-4.2			
West Avenue			29.0	26.0	21.3	30.3			
32	2.Fl	65.8	62.8	58.0	67.0	0.0	0.0	0.0	0.0
1st Avenue			4.6	1.6	-3.2	5.8			
Beyer Boulevard			65.5	62.5	57.7	66.7			
Caliente Avenue			34.1	31.1	26.4	35.4			
Central Avenue			30.6	27.6	22.8	31.8			
East Avenue			5.4	2.5	-2.3	6.7			
I-805 NB			30.7	27.7	22.9	31.9			
I-805 SB			32.6	29.6	24.8	33.8			
Spine Road			14.9	11.9	7.2	16.2			
SR-905 EB			50.8	47.8	43.1	52.1			
SR-905 WB			50.6	47.6	42.8	51.8			
Street A			17.4	14.4	9.6	18.6			

Street B			8.8	5.8	1.0	10.0			
Street C			5.6	2.6	-2.2	6.8			
Street D			-2.5	-5.5	-10.3	-1.3			
West Avenue			31.7	28.7	23.9	32.9			
32	3.Fl	66.7	63.7	58.9	67.9	0.0	0.0	0.0	0.0
1st Avenue			5.8	2.8	-2.0	7.0			
Beyer Boulevard			66.4	63.4	58.6	67.6			
Caliente Avenue			35.8	32.8	28.1	37.1			
Central Avenue			32.4	29.4	24.6	33.6			
East Avenue			9.2	6.3	1.5	10.5			
I-805 NB			34.7	31.7	26.9	35.9			
I-805 SB			35.8	32.8	28.1	37.1			
Spine Road			15.7	12.7	8.0	17.0			
SR-905 EB			51.9	48.9	44.1	53.1			
SR-905 WB			51.5	48.5	43.7	52.7			
Street A			21.2	18.2	13.4	22.4			
Street B			12.7	9.7	4.9	13.9			
Street C			9.0	5.9	1.1	10.1			
Street D			1.3	-1.7	-6.5	2.5			
West Avenue			33.3	30.3	25.5	34.5			
33	1.Fl	64.8	61.8	57.0	66.0	0.0	0.0	0.0	0.0
1st Avenue			3.4	0.4	-4.4	4.6			
Beyer Boulevard			64.5	61.5	56.7	65.7			
Caliente Avenue			30.0	27.0	22.2	31.2			
Central Avenue			25.3	22.3	17.5	26.5			
East Avenue			2.6	-0.3	-5.1	3.9			
I-805 NB			22.6	19.6	14.8	23.8			
I-805 SB			23.6	20.6	15.8	24.8			
Spine Road			14.0	11.0	6.2	15.2			
SR-905 EB			50.0	47.0	42.2	51.2			
SR-905 WB			48.9	45.9	41.1	50.1			
Street A			15.7	12.7	7.9	16.9			
Street B			6.3	3.3	-1.4	7.6			
Street C			1.9	-1.1	-6.0	3.1			
Street D			-6.6	-9.6	-14.5	-5.4			
West Avenue			27.9	24.9	20.1	29.1			
33	2.Fl	66.7	63.7	59.0	68.0	0.0	0.0	0.0	0.0
1st Avenue			4.3	1.3	-3.5	5.5			
Beyer Boulevard			66.5	63.5	58.8	67.8			
Caliente Avenue			32.8	29.8	25.1	34.1			
Central Avenue			30.3	27.3	22.5	31.5			
East Avenue			3.8	0.8	-4.0	5.0			
I-805 NB			27.3	24.2	19.5	28.5			
I-805 SB			27.9	24.9	20.1	29.1			
Spine Road			15.0	12.0	7.2	16.2			
SR-905 EB			50.7	47.7	43.0	52.0			
SR-905 WB			49.7	46.7	41.9	50.9			
Street A			16.7	13.7	8.9	17.9			
Street B			7.3	4.3	-0.4	8.6			

Street C			3.1	0.1	-4.7	4.3			
Street D			-5.6	-8.6	-13.4	-4.4			
West Avenue			32.5	29.5	24.7	33.7			
33	3.Fl	67.3	64.3	59.5	68.5	0.0	0.0	0.0	0.0
1st Avenue			5.1	2.1	-2.7	6.3			
Beyer Boulevard			67.1	64.1	59.3	68.3			
Caliente Avenue			35.0	32.0	27.2	36.2			
Central Avenue			32.7	29.6	24.9	33.9			
East Avenue			6.1	3.1	-1.7	7.3			
I-805 NB			29.8	26.8	22.0	31.0			
I-805 SB			30.5	27.5	22.7	31.7			
Spine Road			15.7	12.7	7.9	17.0			
SR-905 EB			51.3	48.3	43.5	52.5			
SR-905 WB			50.4	47.4	42.6	51.6			
Street A			19.2	16.2	11.4	20.4			
Street B			9.5	6.5	1.8	10.8			
Street C			5.3	2.3	-2.5	6.5			
Street D			-2.7	-5.7	-10.6	-1.5			
West Avenue			34.3	31.3	26.6	35.6			
34	1.Fl	58.5	55.5	50.7	59.7	0.0	0.0	0.0	0.0
1st Avenue			1.8	-1.2	-6.0	3.0			
Beyer Boulevard			57.4	54.4	49.6	58.6			
Caliente Avenue			32.8	29.8	25.0	34.0			
Central Avenue			32.9	29.9	25.1	34.1			
East Avenue			5.1	2.1	-2.7	6.3			
I-805 NB			19.1	16.1	11.3	20.3			
I-805 SB			19.1	16.1	11.3	20.3			
Spine Road			13.1	10.1	5.3	14.3			
SR-905 EB			49.6	46.6	41.8	50.8			
SR-905 WB			48.1	45.1	40.3	49.3			
Street A			20.4	17.3	12.6	21.6			
Street B			8.3	5.3	0.6	9.6			
Street C			2.1	-0.9	-5.7	3.3			
Street D			-6.9	-9.9	-14.7	-5.7			
West Avenue			28.1	25.1	20.3	29.3			
34	2.Fl	61.6	58.6	53.8	62.8	0.0	0.0	0.0	0.0
1st Avenue			2.3	-0.7	-5.5	3.5			
Beyer Boulevard			60.9	57.9	53.2	62.2			
Caliente Avenue			34.0	31.0	26.3	35.2			
Central Avenue			34.0	30.9	26.2	35.2			
East Avenue			6.3	3.3	-1.5	7.5			
I-805 NB			21.3	18.3	13.5	22.5			
I-805 SB			21.3	18.3	13.5	22.5			
Spine Road			14.2	11.2	6.4	15.4			
SR-905 EB			50.3	47.3	42.5	51.5			
SR-905 WB			48.9	45.9	41.1	50.1			
Street A			21.3	18.3	13.5	22.5			
Street B			10.0	7.0	2.2	11.2			
Street C			4.0	1.0	-3.8	5.2			

Street D			-5.5	-8.5	-13.3	-4.3			
West Avenue			30.1	27.1	22.4	31.3			
34	3.Fl	62.9	59.9	55.1	64.1	0.0	0.0	0.0	0.0
1st Avenue			6.0	3.0	-1.8	7.2			
Beyer Boulevard			62.4	59.4	54.6	63.6			
Caliente Avenue			35.3	32.3	27.5	36.5			
Central Avenue			32.1	29.1	24.3	33.3			
East Avenue			9.4	6.4	1.6	10.6			
I-805 NB			24.2	21.2	16.4	25.4			
I-805 SB			24.4	21.4	16.6	25.6			
Spine Road			16.8	13.8	9.0	18.0			
SR-905 EB			50.9	47.9	43.1	52.1			
SR-905 WB			49.5	46.5	41.7	50.7			
Street A			24.6	21.6	16.8	25.8			
Street B			12.9	9.9	5.2	14.1			
Street C			6.8	3.8	-1.0	8.0			
Street D			-1.9	-4.9	-9.7	-0.7			
West Avenue			31.6	28.6	23.8	32.8			
35	1.Fl	64.6	61.6	56.9	65.9	0.0	0.0	0.0	0.0
1st Avenue			1.6	-1.5	-6.3	2.7			
Beyer Boulevard			64.4	61.4	56.6	65.6			
Caliente Avenue			29.6	26.6	21.8	30.8			
Central Avenue			27.9	24.9	20.1	29.1			
East Avenue			5.8	2.8	-2.0	7.0			
I-805 NB			29.3	26.3	21.6	30.6			
I-805 SB			29.3	26.3	21.5	30.5			
Spine Road			13.7	10.7	5.9	14.9			
SR-905 EB			49.7	46.7	41.9	50.9			
SR-905 WB			47.8	44.8	40.1	49.1			
Street A			18.1	15.1	10.3	19.3			
Street B			8.8	5.8	1.1	10.1			
Street C			2.2	-0.8	-5.6	3.4			
Street D			-6.2	-9.2	-14.0	-5.0			
West Avenue			38.0	35.0	30.3	39.3			
35	2.Fl	66.8	63.8	59.0	68.0	0.0	0.0	0.0	0.0
1st Avenue			2.5	-0.5	-5.3	3.7			
Beyer Boulevard			66.6	63.6	58.9	67.9			
Caliente Avenue			32.1	29.1	24.3	33.3			
Central Avenue			30.6	27.6	22.8	31.8			
East Avenue			7.2	4.2	-0.6	8.4			
I-805 NB			30.9	27.8	23.1	32.1			
I-805 SB			30.9	27.9	23.1	32.1			
Spine Road			15.2	12.2	7.4	16.4			
SR-905 EB			50.3	47.3	42.5	51.5			
SR-905 WB			48.6	45.6	40.8	49.8			
Street A			19.0	16.0	11.2	20.2			
Street B			9.8	6.8	2.1	11.1			
Street C			2.6	-0.5	-5.3	3.8			
Street D			-4.4	-7.4	-12.2	-3.2			

West Avenue			40.7	37.7	32.9	41.9			
35	3.Fl	67.5	64.5	59.7	68.7	0.0	0.0	0.0	0.0
1st Avenue			3.9	0.8	-4.0	5.0			
Beyer Boulevard			67.3	64.3	59.5	68.5			
Caliente Avenue			33.9	30.9	26.1	35.1			
Central Avenue			32.3	29.3	24.5	33.5			
East Avenue			10.0	7.0	2.2	11.2			
I-805 NB			31.9	28.9	24.2	33.1			
I-805 SB			32.2	29.2	24.4	33.4			
Spine Road			16.9	13.9	9.1	18.1			
SR-905 EB			50.7	47.7	42.9	51.9			
SR-905 WB			49.2	46.2	41.4	50.4			
Street A			22.1	19.1	14.3	23.3			
Street B			12.5	9.5	4.7	13.7			
Street C			6.2	3.1	-1.7	7.4			
Street D			-1.3	-4.3	-9.1	-0.1			
West Avenue			41.6	38.6	33.9	42.9			
36	1.Fl	65.9	62.9	58.1	67.1	0.0	0.0	0.0	0.0
1st Avenue			3.2	0.2	-4.6	4.4			
Beyer Boulevard			65.6	62.6	57.8	66.8			
Caliente Avenue			34.6	31.6	26.8	35.8			
Central Avenue			34.7	31.7	26.9	35.9			
East Avenue			8.7	5.8	1.0	10.0			
I-805 NB			25.4	22.4	17.6	26.6			
I-805 SB			29.9	26.9	22.1	31.1			
Spine Road			12.4	9.4	4.6	13.6			
SR-905 EB			50.0	47.0	42.2	51.2			
SR-905 WB			48.5	45.4	40.7	49.7			
Street A			19.2	16.2	11.4	20.4			
Street B			9.2	6.2	1.4	10.4			
Street C			2.9	-0.1	-4.9	4.1			
Street D			1.0	-1.9	-6.8	2.3			
West Avenue			49.5	46.5	41.7	50.7			
36	2.Fl	67.6	64.6	59.8	68.8	0.0	0.0	0.0	0.0
1st Avenue			4.0	1.0	-3.8	5.2			
Beyer Boulevard			67.4	64.4	59.6	68.6			
Caliente Avenue			36.5	33.5	28.7	37.7			
Central Avenue			38.0	35.0	30.2	39.2			
East Avenue			10.3	7.3	2.6	11.6			
I-805 NB			27.0	24.0	19.2	28.2			
I-805 SB			31.1	28.1	23.3	32.3			
Spine Road			13.9	10.9	6.1	15.1			
SR-905 EB			50.4	47.4	42.6	51.6			
SR-905 WB			49.2	46.2	41.4	50.4			
Street A			21.2	18.2	13.4	22.4			
Street B			10.7	7.7	2.9	11.9			
Street C			4.9	1.9	-2.9	6.1			
Street D			1.9	-1.1	-6.0	3.1			
West Avenue			50.5	47.5	42.7	51.7			

36	3.Fl	67.9	64.9	60.1	69.1	0.0	0.0	0.0	0.0
1st Avenue			5.2	2.2		-2.6	6.4		
Beyer Boulevard			67.6	64.6		59.9	68.9		
Caliente Avenue			37.7	34.7		29.9	38.9		
Central Avenue			38.4	35.4		30.6	39.6		
East Avenue			10.8	7.8		3.0	12.0		
I-805 NB			28.4	25.4		20.6	29.6		
I-805 SB			32.2	29.2		24.4	33.4		
Spine Road			16.1	13.1		8.4	17.4		
SR-905 EB			50.7	47.7		42.9	51.9		
SR-905 WB			49.8	46.8		42.0	51.0		
Street A			24.1	21.1		16.3	25.3		
Street B			13.8	10.8		6.1	15.0		
Street C			8.3	5.2		0.4	9.4		
Street D			4.4	1.4		-3.4	5.6		
West Avenue			50.4	47.4		42.6	51.6		
37	1.Fl	64.5	61.5	56.7	65.7	0.0	0.0	0.0	0.0
1st Avenue			4.6	1.5		-3.3	5.7		
Beyer Boulevard			62.9	59.9		55.1	64.1		
Caliente Avenue			44.4	41.4		36.6	45.6		
Central Avenue			46.0	43.0		38.2	47.2		
East Avenue			22.3	19.3		14.5	23.5		
I-805 NB			19.5	16.5		11.7	20.7		
I-805 SB			22.3	19.3		14.5	23.5		
Spine Road			15.1	12.1		7.3	16.3		
SR-905 EB			44.4	41.4		36.6	45.6		
SR-905 WB			42.3	39.3		34.5	43.5		
Street A			42.5	39.5		34.7	43.7		
Street B			24.6	21.6		16.8	25.8		
Street C			13.4	10.4		5.6	14.6		
Street D			16.6	13.6		8.8	17.8		
West Avenue			58.6	55.6		50.8	59.8		
37	2.Fl	66.0	63.0	58.2	67.2	0.0	0.0	0.0	0.0
1st Avenue			11.0	8.0		3.2	12.2		
Beyer Boulevard			64.7	61.7		56.9	65.9		
Caliente Avenue			45.6	42.5		37.8	46.8		
Central Avenue			46.9	43.9		39.1	48.1		
East Avenue			21.4	18.4		13.6	22.6		
I-805 NB			20.0	17.0		12.3	21.3		
I-805 SB			23.4	20.4		15.6	24.6		
Spine Road			17.0	14.0		9.2	18.2		
SR-905 EB			44.9	41.8		37.1	46.1		
SR-905 WB			43.1	40.1		35.3	44.3		
Street A			44.3	41.3		36.5	45.5		
Street B			29.8	26.8		22.1	31.0		
Street C			21.0	17.9		13.1	22.1		
Street D			13.8	10.8		6.0	15.0		
West Avenue			59.3	56.3		51.5	60.5		
37	3.Fl	66.3	63.3	58.5	67.5	0.0	0.0	0.0	0.0

1st Avenue			11.9	8.8	4.0	13.0			
Beyer Boulevard			65.1	62.1	57.4	66.4			
Caliente Avenue			46.1	43.1	38.3	47.3			
Central Avenue			47.0	43.9	39.2	48.2			
East Avenue			21.2	18.2	13.5	22.5			
I-805 NB			22.7	19.7	14.9	23.9			
I-805 SB			25.7	22.7	17.9	26.9			
Spine Road			18.6	15.6	10.8	19.8			
SR-905 EB			45.4	42.4	37.6	46.6			
SR-905 WB			44.2	41.1	36.4	45.4			
Street A			44.5	41.5	36.7	45.7			
Street B			32.3	29.3	24.5	33.5			
Street C			26.5	23.5	18.7	27.7			
Street D			18.4	15.4	10.6	19.6			
West Avenue			59.2	56.2	51.5	60.5			
38	1.Fl	62.8	59.8	55.0	64.0	0.0	0.0	0.0	0.0
1st Avenue			4.5	1.5	-3.4	5.7			
Beyer Boulevard			60.0	57.0	52.2	61.2			
Caliente Avenue			48.3	45.3	40.5	49.5			
Central Avenue			46.0	43.0	38.2	47.2			
East Avenue			21.3	18.3	13.5	22.5			
I-805 NB			17.1	14.1	9.4	18.4			
I-805 SB			16.8	13.8	9.1	18.1			
Spine Road			15.7	12.7	7.9	16.9			
SR-905 EB			42.2	39.2	34.4	43.4			
SR-905 WB			40.6	37.6	32.8	41.8			
Street A			43.9	40.9	36.1	45.1			
Street B			23.9	20.9	16.1	25.1			
Street C			14.1	11.1	6.3	15.3			
Street D			16.4	13.4	8.6	17.6			
West Avenue			58.7	55.7	50.9	59.9			
38	2.Fl	64.5	61.5	56.7	65.7	0.0	0.0	0.0	0.0
1st Avenue			15.1	12.1	7.3	16.3			
Beyer Boulevard			62.4	59.4	54.6	63.6			
Caliente Avenue			47.6	44.6	39.8	48.8			
Central Avenue			47.1	44.0	39.3	48.3			
East Avenue			18.4	15.4	10.6	19.6			
I-805 NB			18.5	15.5	10.7	19.7			
I-805 SB			18.5	15.5	10.7	19.7			
Spine Road			18.8	15.8	11.0	20.0			
SR-905 EB			43.0	40.0	35.2	44.2			
SR-905 WB			41.6	38.5	33.8	42.8			
Street A			45.6	42.6	37.9	46.9			
Street B			29.8	26.7	22.0	31.0			
Street C			22.4	19.4	14.6	23.6			
Street D			13.8	10.8	6.0	15.0			
West Avenue			59.6	56.5	51.8	60.8			
38	3.Fl	64.9	61.9	57.2	66.2	0.0	0.0	0.0	0.0
1st Avenue			15.8	12.8	8.0	17.0			

Beyer Boulevard			63.1	60.1	55.3	64.3			
Caliente Avenue			46.2	43.2	38.4	47.4			
Central Avenue			47.2	44.2	39.4	48.4			
East Avenue			21.4	18.4	13.6	22.6			
I-805 NB			20.8	17.8	13.0	22.0			
I-805 SB			20.9	17.9	13.1	22.1			
Spine Road			19.7	16.7	11.9	20.9			
SR-905 EB			43.8	40.8	36.0	45.0			
SR-905 WB			42.7	39.7	34.9	43.9			
Street A			45.5	42.5	37.7	46.7			
Street B			32.3	29.3	24.5	33.5			
Street C			26.4	23.4	18.6	27.6			
Street D			18.5	15.5	10.7	19.7			
West Avenue			59.5	56.5	51.8	60.7			
39	1.Fl	61.7	58.6	53.9	62.9	0.0	0.0	0.0	0.0
1st Avenue			4.4	1.3	-3.5	5.5			
Beyer Boulevard			57.2	54.2	49.4	58.4			
Caliente Avenue			47.8	44.8	40.0	49.0			
Central Avenue			44.8	41.8	37.0	46.0			
East Avenue			20.9	17.9	13.1	22.1			
I-805 NB			15.8	12.7	8.0	17.0			
I-805 SB			16.4	13.4	8.6	17.6			
Spine Road			16.0	13.0	8.2	17.2			
SR-905 EB			41.7	38.7	33.9	42.9			
SR-905 WB			40.0	37.0	32.2	41.2			
Street A			45.1	42.1	37.3	46.3			
Street B			29.2	26.1	21.4	30.4			
Street C			18.5	15.5	10.7	19.7			
Street D			12.6	9.6	4.8	13.8			
West Avenue			59.0	56.0	51.2	60.2			
39	2.Fl	64.0	61.0	56.3	65.2	0.0	0.0	0.0	0.0
1st Avenue			10.2	7.1	2.3	11.3			
Beyer Boulevard			61.2	58.2	53.4	62.4			
Caliente Avenue			48.4	45.4	40.6	49.6			
Central Avenue			47.0	43.9	39.2	48.2			
East Avenue			18.5	15.5	10.7	19.7			
I-805 NB			16.3	13.3	8.5	17.5			
I-805 SB			17.0	14.0	9.2	18.2			
Spine Road			19.8	16.8	12.0	21.0			
SR-905 EB			42.7	39.7	34.9	43.9			
SR-905 WB			40.9	37.9	33.2	42.1			
Street A			47.1	44.1	39.3	48.3			
Street B			30.0	27.0	22.3	31.2			
Street C			21.2	18.1	13.3	22.4			
Street D			18.1	15.1	10.3	19.3			
West Avenue			60.0	57.0	52.3	61.2			
39	3.Fl	64.4	61.4	56.6	65.6	0.0	0.0	0.0	0.0
1st Avenue			12.3	9.3	4.5	13.5			
Beyer Boulevard			61.9	58.8	54.1	63.1			

Caliente Avenue			46.3	43.3	38.5	47.5			
Central Avenue			47.1	44.1	39.3	48.3			
East Avenue			21.2	18.2	13.4	22.4			
I-805 NB			19.2	16.2	11.4	20.4			
I-805 SB			20.2	17.2	12.4	21.4			
Spine Road			20.7	17.7	12.9	21.9			
SR-905 EB			43.6	40.6	35.8	44.8			
SR-905 WB			42.0	39.0	34.2	43.2			
Street A			47.2	44.2	39.4	48.4			
Street B			32.5	29.5	24.8	33.8			
Street C			27.7	24.7	19.9	28.9			
Street D			18.6	15.6	10.8	19.8			
West Avenue			60.1	57.1	52.3	61.3			
40	1.Fl	61.1	58.1	53.3	62.3	0.0	0.0	0.0	0.0
1st Avenue			7.6	4.6	-0.2	8.8			
Beyer Boulevard			56.2	53.2	48.4	57.4			
Caliente Avenue			47.8	44.8	40.0	49.0			
Central Avenue			45.9	42.9	38.1	47.1			
East Avenue			23.6	20.6	15.8	24.8			
I-805 NB			12.6	9.6	4.9	13.9			
I-805 SB			13.9	10.9	6.1	15.1			
Spine Road			17.1	14.1	9.3	18.3			
SR-905 EB			40.9	37.9	33.1	42.1			
SR-905 WB			39.9	36.9	32.1	41.1			
Street A			50.2	47.2	42.4	51.4			
Street B			28.4	25.4	20.6	29.6			
Street C			18.2	15.2	10.4	19.4			
Street D			18.1	15.1	10.3	19.3			
West Avenue			58.1	55.1	50.3	59.3			
40	2.Fl	62.8	59.8	55.1	64.1	0.0	0.0	0.0	0.0
1st Avenue			14.3	11.3	6.5	15.5			
Beyer Boulevard			58.8	55.8	51.1	60.1			
Caliente Avenue			47.1	44.1	39.3	48.3			
Central Avenue			46.9	43.9	39.1	48.1			
East Avenue			19.8	16.8	12.0	21.0			
I-805 NB			14.1	11.1	6.3	15.3			
I-805 SB			15.4	12.4	7.6	16.6			
Spine Road			18.9	15.9	11.1	20.1			
SR-905 EB			42.0	39.0	34.2	43.2			
SR-905 WB			40.8	37.8	33.0	42.0			
Street A			51.5	48.5	43.7	52.7			
Street B			32.0	29.0	24.2	33.2			
Street C			24.9	21.8	17.0	26.1			
Street D			16.1	13.1	8.3	17.3			
West Avenue			59.5	56.5	51.7	60.7			
40	3.Fl	63.1	60.1	55.3	64.3	0.0	0.0	0.0	0.0
1st Avenue			15.4	12.4	7.6	16.6			
Beyer Boulevard			59.4	56.3	51.6	60.6			
Caliente Avenue			46.3	43.2	38.5	47.5			

Central Avenue			46.9	43.9	39.1	48.1			
East Avenue			20.7	17.7	12.9	21.9			
I-805 NB			18.4	15.4	10.6	19.6			
I-805 SB			20.1	17.1	12.3	21.3			
Spine Road			20.0	17.0	12.2	21.2			
SR-905 EB			43.1	40.1	35.3	44.3			
SR-905 WB			43.5	40.5	35.7	44.7			
Street A			51.6	48.6	43.8	52.8			
Street B			33.3	30.2	25.5	34.5			
Street C			27.4	24.3	19.5	28.6			
Street D			17.3	14.3	9.5	18.5			
West Avenue			59.6	56.6	51.8	60.8			
41	1.Fl	60.3	57.3	52.5	61.5	0.0	0.0	0.0	0.0
1st Avenue			16.8	13.8	9.0	18.0			
Beyer Boulevard			50.5	47.5	42.8	51.8			
Caliente Avenue			41.0	38.0	33.2	42.2			
Central Avenue			40.6	37.6	32.8	41.8			
East Avenue			11.0	8.1	3.3	12.3			
I-805 NB			16.1	13.1	8.3	17.3			
I-805 SB			16.1	13.1	8.3	17.3			
Spine Road			19.5	16.5	11.7	20.7			
SR-905 EB			38.2	35.2	30.4	39.4			
SR-905 WB			38.0	35.0	30.2	39.2			
Street A			58.6	55.6	50.8	59.8			
Street B			13.8	10.8	6.0	15.0			
Street C			9.5	6.5	1.7	10.7			
Street D			0.8	-2.2	-7.0	2.0			
West Avenue			52.7	49.7	45.0	54.0			
41	2.Fl	62.1	59.1	54.3	63.3	0.0	0.0	0.0	0.0
1st Avenue			14.0	10.9	6.1	15.1			
Beyer Boulevard			56.5	53.5	48.7	57.7			
Caliente Avenue			41.3	38.3	33.5	42.5			
Central Avenue			45.0	42.0	37.2	46.2			
East Avenue			12.2	9.2	4.5	13.4			
I-805 NB			16.0	13.0	8.2	17.2			
I-805 SB			16.1	13.1	8.3	17.3			
Spine Road			19.5	16.5	11.7	20.7			
SR-905 EB			39.4	36.4	31.6	40.6			
SR-905 WB			39.3	36.3	31.5	40.5			
Street A			59.3	56.3	51.5	60.5			
Street B			14.8	11.8	7.0	16.0			
Street C			10.6	7.6	2.8	11.8			
Street D			2.8	-0.1	-5.0	4.0			
West Avenue			54.5	51.5	46.7	55.7			
41	3.Fl	62.6	59.5	54.8	63.8	0.0	0.0	0.0	0.0
1st Avenue			14.6	11.6	6.8	15.8			
Beyer Boulevard			57.2	54.2	49.4	58.4			
Caliente Avenue			43.0	40.0	35.3	44.3			
Central Avenue			45.0	42.0	37.2	46.2			

East Avenue			12.8	9.8	5.0	14.0			
I-805 NB			18.9	15.9	11.1	20.1			
I-805 SB			19.2	16.2	11.4	20.4			
Spine Road			21.1	18.1	13.3	22.3			
SR-905 EB			41.8	38.7	34.0	43.0			
SR-905 WB			42.0	39.0	34.3	43.2			
Street A			59.4	56.4	51.6	60.6			
Street B			16.4	13.4	8.6	17.6			
Street C			13.5	10.5	5.7	14.7			
Street D			5.1	2.1	-2.7	6.3			
West Avenue			55.1	52.1	47.4	56.4			
42	1.Fl	58.2	55.2	50.4	59.4	0.0	0.0	0.0	0.0
1st Avenue			15.5	12.4	7.6	16.7			
Beyer Boulevard			51.8	48.8	44.0	53.0			
Caliente Avenue			41.8	38.8	34.1	43.1			
Central Avenue			43.0	40.0	35.2	44.2			
East Avenue			18.7	15.7	10.9	20.0			
I-805 NB			10.3	7.3	2.5	11.5			
I-805 SB			11.3	8.3	3.5	12.5			
Spine Road			19.3	16.3	11.6	20.6			
SR-905 EB			41.0	37.9	33.2	42.2			
SR-905 WB			38.9	35.9	31.2	40.2			
Street A			50.5	47.4	42.7	51.7			
Street B			32.5	29.5	24.7	33.7			
Street C			26.9	23.9	19.1	28.1			
Street D			16.5	13.5	8.7	17.7			
West Avenue			55.3	52.3	47.5	56.5			
42	2.Fl	60.3	57.3	52.6	61.6	0.0	0.0	0.0	0.0
1st Avenue			14.1	11.1	6.3	15.3			
Beyer Boulevard			55.8	52.8	48.0	57.0			
Caliente Avenue			42.4	39.4	34.7	43.7			
Central Avenue			45.9	42.9	38.1	47.1			
East Avenue			19.0	16.0	11.3	20.3			
I-805 NB			10.6	7.6	2.9	11.9			
I-805 SB			11.8	8.8	4.1	13.1			
Spine Road			20.7	17.7	12.9	21.9			
SR-905 EB			41.8	38.8	34.1	43.1			
SR-905 WB			40.3	37.3	32.6	41.5			
Street A			52.1	49.1	44.3	53.3			
Street B			34.0	31.0	26.2	35.2			
Street C			28.4	25.4	20.6	29.6			
Street D			16.0	13.0	8.2	17.2			
West Avenue			56.5	53.5	48.8	57.7			
42	3.Fl	60.7	57.7	53.0	61.9	0.0	0.0	0.0	0.0
1st Avenue			15.4	12.3	7.5	16.6			
Beyer Boulevard			56.4	53.4	48.6	57.6			
Caliente Avenue			43.9	40.9	36.1	45.1			
Central Avenue			46.2	43.1	38.4	47.4			
East Avenue			20.5	17.5	12.7	21.7			

I-805 NB			15.2	12.2	7.4	16.4			
I-805 SB			16.4	13.4	8.6	17.6			
Spine Road			21.8	18.8	14.0	23.0			
SR-905 EB			42.5	39.5	34.7	43.7			
SR-905 WB			42.1	39.1	34.3	43.3			
Street A			52.3	49.2	44.5	53.5			
Street B			35.1	32.1	27.4	36.4			
Street C			29.3	26.3	21.5	30.5			
Street D			17.6	14.6	9.8	18.8			
West Avenue			56.8	53.8	49.0	58.0			
43	1.Fl	56.9	53.9	49.1	58.1	0.0	0.0	0.0	0.0
1st Avenue			14.6	11.5	6.7	15.7			
Beyer Boulevard			48.6	45.6	40.8	49.8			
Caliente Avenue			38.3	35.3	30.5	39.5			
Central Avenue			42.3	39.3	34.5	43.5			
East Avenue			20.3	17.3	12.5	21.5			
I-805 NB			8.8	5.8	1.0	10.0			
I-805 SB			10.2	7.1	2.4	11.4			
Spine Road			19.1	16.1	11.3	20.3			
SR-905 EB			40.2	37.2	32.4	41.4			
SR-905 WB			38.8	35.8	31.1	40.1			
Street A			44.1	41.1	36.4	45.4			
Street B			34.8	31.7	27.0	36.0			
Street C			29.3	26.3	21.5	30.5			
Street D			24.0	21.0	16.2	25.2			
West Avenue			55.4	52.4	47.6	56.6			
43	2.Fl	59.1	56.0	51.3	60.3	0.0	0.0	0.0	0.0
1st Avenue			11.1	8.1	3.3	12.3			
Beyer Boulevard			53.7	50.7	45.9	54.9			
Caliente Avenue			40.8	37.8	33.0	42.0			
Central Avenue			44.7	41.7	36.9	45.9			
East Avenue			18.7	15.7	10.9	19.9			
I-805 NB			9.4	6.4	1.6	10.6			
I-805 SB			11.1	8.1	3.3	12.3			
Spine Road			22.2	19.2	14.5	23.5			
SR-905 EB			41.0	38.0	33.3	42.3			
SR-905 WB			40.7	37.7	32.9	41.9			
Street A			46.5	43.5	38.8	47.8			
Street B			36.8	33.8	29.1	38.1			
Street C			31.2	28.1	23.3	32.4			
Street D			17.5	14.5	9.7	18.7			
West Avenue			56.6	53.6	48.8	57.8			
43	3.Fl	59.6	56.6	51.8	60.8	0.0	0.0	0.0	0.0
1st Avenue			13.8	10.8	6.0	15.0			
Beyer Boulevard			54.8	51.8	47.0	56.0			
Caliente Avenue			42.2	39.2	34.4	43.4			
Central Avenue			45.3	42.3	37.5	46.5			
East Avenue			21.5	18.5	13.7	22.7			
I-805 NB			14.1	11.1	6.3	15.3			

I-805 SB			16.1	13.1	8.3	17.3			
Spine Road			23.6	20.6	15.8	24.8			
SR-905 EB			41.8	38.8	34.0	43.0			
SR-905 WB			42.9	39.9	35.1	44.1			
Street A			46.9	43.9	39.1	48.1			
Street B			38.0	35.0	30.2	39.2			
Street C			32.3	29.2	24.4	33.5			
Street D			19.2	16.2	11.3	20.4			
West Avenue			56.7	53.7	48.9	57.9			
44	1.Fl	55.4	52.4	47.7	56.7	0.0	0.0	0.0	0.0
1st Avenue			11.0	8.0	3.2	12.2			
Beyer Boulevard			44.9	41.9	37.1	46.1			
Caliente Avenue			36.4	33.4	28.6	37.6			
Central Avenue			37.1	34.1	29.3	38.3			
East Avenue			15.7	12.7	7.9	16.9			
I-805 NB			13.0	9.9	5.2	14.2			
I-805 SB			13.6	10.6	5.8	14.8			
Spine Road			17.2	14.2	9.4	18.4			
SR-905 EB			39.9	36.9	32.1	41.1			
SR-905 WB			39.6	36.6	31.8	40.8			
Street A			37.9	34.9	30.1	39.1			
Street B			39.6	36.6	31.8	40.8			
Street C			33.0	29.9	25.1	34.1			
Street D			15.6	12.6	7.8	16.8			
West Avenue			54.4	51.4	46.6	55.6			
44	2.Fl	57.5	54.5	49.7	58.7	0.0	0.0	0.0	0.0
1st Avenue			10.7	7.7	2.9	11.9			
Beyer Boulevard			50.1	47.1	42.4	51.4			
Caliente Avenue			37.7	34.6	29.9	38.9			
Central Avenue			40.4	37.3	32.6	41.6			
East Avenue			17.7	14.7	10.0	19.0			
I-805 NB			13.6	10.6	5.8	14.8			
I-805 SB			15.3	12.2	7.5	16.5			
Spine Road			20.3	17.3	12.5	21.5			
SR-905 EB			40.5	37.5	32.7	41.7			
SR-905 WB			42.2	39.2	34.4	43.4			
Street A			41.1	38.1	33.3	42.3			
Street B			40.7	37.7	33.0	42.0			
Street C			34.6	31.5	26.7	35.7			
Street D			16.6	13.6	8.8	17.8			
West Avenue			55.8	52.8	48.1	57.0			
44	3.Fl	58.0	55.0	50.3	59.3	0.0	0.0	0.0	0.0
1st Avenue			10.9	7.9	3.1	12.1			
Beyer Boulevard			51.5	48.5	43.8	52.8			
Caliente Avenue			39.2	36.2	31.4	40.4			
Central Avenue			41.1	38.1	33.3	42.3			
East Avenue			21.6	18.6	13.9	22.9			
I-805 NB			17.9	14.9	10.2	19.2			
I-805 SB			19.4	16.4	11.6	20.6			

Spine Road			22.5	19.5	14.7	23.7			
SR-905 EB			41.8	38.8	34.0	43.0			
SR-905 WB			43.5	40.5	35.7	44.7			
Street A			41.9	38.8	34.1	43.1			
Street B			41.7	38.7	34.0	43.0			
Street C			35.7	32.7	27.9	36.9			
Street D			18.6	15.7	10.8	19.9			
West Avenue			56.0	53.0	48.3	57.3			
45	1.Fl	56.8	53.8	49.0	58.0	0.0	0.0	0.0	0.0
1st Avenue			11.1	8.1	3.3	12.3			
Beyer Boulevard			42.2	39.2	34.4	43.4			
Caliente Avenue			36.3	33.3	28.5	37.5			
Central Avenue			35.2	32.2	27.4	36.4			
East Avenue			17.1	14.1	9.4	18.4			
I-805 NB			15.7	12.7	8.0	17.0			
I-805 SB			16.4	13.4	8.6	17.6			
Spine Road			19.6	16.6	11.8	20.8			
SR-905 EB			38.7	35.7	30.9	39.9			
SR-905 WB			37.3	34.3	29.5	38.5			
Street A			33.3	30.3	25.5	34.5			
Street B			45.4	42.4	37.7	46.6			
Street C			41.4	38.3	33.5	42.5			
Street D			16.8	13.8	9.0	18.0			
West Avenue			55.9	52.9	48.2	57.1			
45	2.Fl	58.2	55.2	50.5	59.5	0.0	0.0	0.0	0.0
1st Avenue			10.7	7.7	2.9	11.9			
Beyer Boulevard			45.9	42.9	38.1	47.1			
Caliente Avenue			37.8	34.8	30.0	39.0			
Central Avenue			37.0	34.0	29.2	38.2			
East Avenue			20.8	17.8	13.0	22.0			
I-805 NB			16.6	13.6	8.9	17.8			
I-805 SB			17.5	14.4	9.7	18.7			
Spine Road			20.9	17.9	13.1	22.1			
SR-905 EB			39.9	36.9	32.1	41.1			
SR-905 WB			39.2	36.2	31.5	40.5			
Street A			36.2	33.2	28.4	37.4			
Street B			47.1	44.1	39.4	48.3			
Street C			43.4	40.4	35.6	44.6			
Street D			18.2	15.3	10.4	19.5			
West Avenue			57.1	54.2	49.4	58.4			
45	3.Fl	58.6	55.6	50.9	59.9	0.0	0.0	0.0	0.0
1st Avenue			10.7	7.7	2.9	11.9			
Beyer Boulevard			48.3	45.3	40.5	49.5			
Caliente Avenue			39.3	36.3	31.5	40.5			
Central Avenue			39.3	36.3	31.5	40.5			
East Avenue			23.1	20.1	15.3	24.3			
I-805 NB			18.8	15.8	11.0	20.0			
I-805 SB			20.1	17.1	12.3	21.3			
Spine Road			23.5	20.5	15.7	24.7			

SR-905 EB	41.4	38.4	33.6	42.6
SR-905 WB	41.9	38.9	34.1	43.1
Street A	37.5	34.5	29.7	38.7
Street B	47.6	44.5	39.8	48.8
Street C	44.2	41.2	36.4	45.4
Street D	20.2	17.2	12.4	21.4
West Avenue	57.2	54.2	49.5	58.5

8868 Southwest Village
SoundPLAN Data - Traffic

No.	Coordinates X	Coordinates Y	Height	Noise Level without Barrier Day	Noise Level without Barrier Evening	Noise Level without Barrier Night	Noise Level without Barrier Lden	Noise Level with Barrier Day	Noise Level with Barrier Evening	Noise Level with Barrier Night	Noise Level with Barrier Lden	Difference Day	Difference Evening	Difference Night	Difference Lden
	(meters)		(meters)	dB(A)				dB(A)				dB			
1	498043.51	3602328.92	145.50	62.8	59.8	55.0	64.0	54.3	51.3	46.5	55.5	-8.5	-8.5	-8.5	-8.5
2	**498030.44**	**3602309.30**	**145.44**	**68.1**	**65.1**	**60.4**	**69.4**	**60.2**	**57.2**	**52.5**	**61.5**	**-7.9**	**-7.9**	**-7.9**	**-7.9**
3	**498004.90**	**3602303.71**	**145.15**	**70.6**	**67.6**	**62.8**	**71.8**	**61.8**	**58.8**	**54.0**	**63.0**	**-8.9**	**-8.9**	**-8.9**	**-8.9**
4	**497954.72**	**3602304.58**	**144.82**	**71.1**	**68.1**	**63.3**	**72.3**	**63.0**	**60.0**	**55.2**	**64.2**	**-8.1**	**-8.1**	**-8.1**	**-8.1**
5	497504.90	3602268.62	150.26	55.1	52.1	47.3	56.3	48.7	45.7	40.9	49.9	-6.4	-6.4	-6.4	-6.4
6	497549.24	3602264.81	150.00	58.7	55.7	50.9	59.9	51.1	48.1	43.3	52.3	-7.6	-7.6	-7.6	-7.6

8868 Southwest Village
SoundPLAN Data - Traffic

No.	Coordinates X	Coordinates Y	Height	Noise Level without Barrier Day	Noise Level without Barrier Evening	Noise Level without Barrier Night	Noise Level without Barrier Lden	Noise Level with Barrier Day	Noise Level with Barrier Evening	Noise Level with Barrier Night	Noise Level with Barrier Lden	Difference Day	Difference Evening	Difference Night	Difference Lden
	(meters)		(meters)	dB(A)				dB(A)				dB			
1	498232.81	3602424.80	151.76	65.1	62.1	57.3	66.3	59.8	56.8	52.0	61.0	-5.3	-5.3	-5.3	-5.3
2	498220.21	3602399.45	151.17	65.6	62.5	57.8	66.8	60.1	57.1	52.3	61.3	-5.4	-5.4	-5.4	-5.4
3	498220.14	3602379.90	150.62	66.1	63.1	58.3	67.3	59.3	56.3	51.5	60.5	-6.8	-6.8	-6.8	-6.8
4	498219.42	3602355.97	151.03	66.5	63.5	58.7	67.7	60.8	57.8	53.1	62.1	-5.6	-5.6	-5.6	-5.6
5	498217.12	3602340.75	151.22	64.0	60.9	56.2	65.2	58.9	55.9	51.2	60.2	-5.0	-5.0	-5.0	-5.0
6	498206.45	3602298.24	150.06	68.0	65.0	60.2	69.2	61.7	58.7	53.9	62.9	-6.3	-6.3	-6.3	-6.3
7	498149.87	3602301.26	149.49	67.6	64.6	59.8	68.8	62.2	59.2	54.4	63.4	-5.4	-5.4	-5.4	-5.4
8	498142.16	3602301.54	149.49	66.8	63.8	59.1	68.1	61.0	57.9	53.2	62.2	-5.9	-5.9	-5.9	-5.9
9	498075.96	3602301.21	148.06	72.5	69.5	64.7	73.7	62.4	59.4	54.6	63.6	-10.1	-10.1	-10.1	-10.1
10	497596.02	3602256.24	150.54	65.1	62.1	57.3	66.3	58.6	55.6	50.8	59.8	-6.5	-6.5	-6.5	-6.5
11	497643.54	3602256.03	148.27	66.4	63.3	58.6	67.6	54.1	51.1	46.3	55.3	-12.2	-12.2	-12.2	-12.2
12	497768.74	3602255.50	147.80	66.4	63.4	58.6	67.6	56.4	53.4	48.6	57.6	-10.0	-10.0	-10.0	-10.0
13	497820.81	3602256.24	148.84	67.3	64.3	59.5	68.5	61.2	58.2	53.4	62.4	-6.1	-6.1	-6.1	-6.1
14	497833.19	3602249.57	148.95	65.9	62.9	58.1	67.1	60.1	57.1	52.3	61.3	-5.8	-5.8	-5.8	-5.8
15	497833.62	3602230.63	149.08	64.3	61.3	56.5	65.5	57.7	54.6	49.9	58.9	-6.7	-6.7	-6.7	-6.7
16	497836.26	3602209.57	149.20	63.7	60.7	55.9	64.9	57.1	54.1	49.4	58.4	-6.5	-6.5	-6.5	-6.5

8868 Southwest Village
SoundPLAN Data - Traffic

No.	Coordinates X	Coordinates Y	Height	Noise Level without Barrier Day	Noise Level without Barrier Evening	Noise Level without Barrier Night	Noise Level without Barrier Lden	Noise Level with Barrier Day	Noise Level with Barrier Evening	Noise Level with Barrier Night	Noise Level with Barrier Lden	Difference Day	Difference Evening	Difference Night	Difference Lden
	(meters)		(meters)	dB(A)				dB(A)				dB			
1	498232.81	3602424.80	151.76	66.3	63.3	58.5	67.5	59.6	56.6	51.8	60.8	-6.6	-6.6	-6.6	-6.6
2	498220.21	3602399.45	151.17	66.5	63.5	58.7	67.7	60.2	57.1	52.4	61.4	-6.3	-6.3	-6.3	-6.3
3	498220.14	3602379.90	150.62	67.0	64.0	59.2	68.2	59.4	56.4	51.6	60.6	-7.6	-7.6	-7.6	-7.6
4	498219.42	3602355.97	151.03	67.5	64.4	59.7	68.7	60.3	57.3	52.5	61.5	-7.2	-7.2	-7.2	-7.2
5	498217.12	3602340.75	151.22	65.1	62.1	57.4	66.4	58.8	55.8	51.0	60.0	-6.4	-6.4	-6.4	-6.4
6	498206.45	3602298.24	150.06	68.5	65.5	60.7	69.7	60.6	57.6	52.8	61.8	-7.9	-7.9	-7.9	-7.9
7	498149.87	3602301.26	149.49	67.9	64.9	60.1	69.1	61.7	58.7	53.9	62.9	-6.2	-6.2	-6.2	-6.2
8	498142.16	3602301.54	149.49	67.0	64.0	59.2	68.2	60.0	57.0	52.2	61.2	-7.0	-7.0	-7.0	-7.0
9	498075.96	3602301.21	148.06	73.2	70.2	65.4	74.4	63.3	60.3	55.5	64.5	-9.8	-9.8	-9.8	-9.8
10	497596.02	3602256.24	150.54	66.2	63.2	58.4	67.4	58.3	55.3	50.5	59.5	-7.9	-7.9	-7.9	-7.9
11	497643.54	3602256.03	148.27	67.0	64.0	59.2	68.2	54.1	51.1	46.3	55.3	-12.9	-12.9	-12.9	-12.9
12	497768.74	3602255.50	147.80	67.2	64.2	59.5	68.5	55.9	52.9	48.2	57.2	-11.3	-11.3	-11.3	-11.3
13	497820.81	3602256.24	148.84	67.8	64.8	60.0	69.0	60.6	57.6	52.8	61.8	-7.2	-7.2	-7.2	-7.2
14	497833.19	3602249.57	148.95	66.3	63.3	58.5	67.5	60.0	57.0	52.2	61.2	-6.3	-6.3	-6.3	-6.3
15	497833.62	3602230.63	149.08	64.7	61.7	56.9	65.9	57.3	54.3	49.6	58.5	-7.4	-7.4	-7.4	-7.4
16	497836.26	3602209.57	149.20	64.0	61.0	56.3	65.3	56.8	53.8	49.0	58.0	-7.3	-7.3	-7.3	-7.3

ATTACHMENT 5

FHWA RD-77-108 – Specific Plan Off-Site Traffic Noise

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : Existing Traffic Counts

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	Airway Road	(Old) Otay Mesa Road to Driveway	2,558	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
2	Airway Road	Driveway to Caliente Avenue	2,558	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
3	Airway Road	Caliente Avenue to Santa Road	1,986	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
4	Beyer Boulevard	SR-905 WB Ramp to Centerline of SR-905	17,570	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
5	Beyer Boulevard	Centerline of SR-905 to SR-905 EB Ramp/Dairy Mary	17,570	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
6	Beyer Boulevard	SR-905 EB Ramp/Dairy Mary to Precision Park Lane	7,536	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
7	Beyer Boulevard	Precision Park Ln to Del Sur Boulevard	7,536	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
8	Beyer Boulevard	Del Sur Boulevard to Driveway	7,530	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
9	Beyer Boulevard	Driveway to Midpoint of South Vista Avenue	7,530	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
10	Beyer Boulevard	Midpoint of South Vista Avenue to Smythe Crossing	7,530	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
11	Beyer Boulevard	Smythe Crossing to Smythe Avenue	7,530	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
12	Beyer Boulevard	Smythe Avenue to Cottonwood Road	8,836	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
13	Beyer Boulevard	Cottonwood Road to Camino de Los Ninos	8,836	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
14	Beyer Boulevard	Camino de Los Ninos to Alaquinas Drive/Park Avenue	8,836	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
15	Beyer Boulevard	Alaquinas Drive/Park Avenue to (Old) Otay Mesa Road	6,563	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
16	Beyer Boulevard	(Old) Otay Mesa Road to Delany Drive	695	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
17	Beyer Boulevard	Delany Drive to Enright Drive	695	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
18	Beyer Boulevard	Enright Drive to Caliente Avenue	0	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
19	Caliente Avenue	Otay Mesa Road to SR-905 WB Ramp	20,951	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
20	Caliente Avenue	SR-905 WB Ramp to SR-905 EB Ramp	14,288	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
21	Caliente Avenue	SR-905 EB Ramp to Airway Road	7,947	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
22	Caliente Avenue	Airway Road to Southern Terminus	1,617	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
23	Caliente Avenue	Southern Terminus to Central Avenue	1,617	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
24	Caliente Avenue	Central Avenue to Beyer Boulevard	1,617	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
25	Center Street	East Beyer Boulevard to San Ysidro Boulevard	4,308	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
26	Corporate Center Drive	Progressive Avenue to Otay Valley Road	4,223	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
27	Datsun Street	Innovative Drive to Otay Valley Road	3,852	35	50	95.00	3.00	2.00	80.00	10.00	10.00	
28	East Beyer Boulevard	Beyer Boulevard to Filoi Avenue	5,599	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
29	East Beyer Boulevard	Filoi Avenue to Center Street/Hill Street	5,599	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
30	Innovative Drive	Datsun Street to Progressive Avenue	1,864	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
31	Innovative Drive	Progressive Avenue to Otay Mesa Road	1,365	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
32	Ocean View Hills Parkway	Starfish Way/Westport to Sea Drift Way	12,963	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
33	Ocean View Hills Parkway	Sea Drift Way to Del Sol Boulevard	10,919	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
34	Ocean View Hills Parkway	Del Sol Boulevard to Sea Fire Point	10,048	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
35	Ocean View Hills Parkway	Sea Fire Point to Hidden Trails Road	9,591	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
36	Ocean View Hills Parkway	Hidden Trails Road to Otay Mesa Road	11,405	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
37	Otay Mesa Road	Ocean View Hills Parkway to Emerald Crest Court	16,330	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
38	Otay Mesa Road	Emerald Crest Court to Corporate Center Drive	15,855	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
39	Otay Mesa Road	Corporate Center Drive to Innovative Drive	10,499	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
40	Otay Mesa Road	Innovative Drive to Heritage Road	11,864	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
41	Otay Valley Road	Avenida De Las Vistas to Datsun Street	5,911	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
42	Progressive Avenue	Corporate Center Drive to Innovative Drive	1,016	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
43	San Ysidro Boulevard	I-805 SB Ramp to I-805 NB Ramp	24,074	25	50	95.00	3.00	2.00	80.00	10.00	10.00	

FHWA RD-77-108

Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : Existing Traffic Counts
Assessment Metric: Hard

			Noise Levels, dBA Hard					Distance to Traffic Noise Level Contours, Feet				
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	Airway Road	(Old) Otay Mesa Road to Driveway	53.8	50.4	56.2	58.8	1	4	12	38	120	379
2	Airway Road	Driveway to Caliente Avenue	53.8	50.4	56.2	58.8	1	4	12	38	120	379
3	Airway Road	Caliente Avenue to Santa Road	52.7	49.3	55.1	57.7	1	3	9	29	93	294
4	Beyer Boulevard	SR-905 WB Ramp to Centerline of SR-905	72.0	64.1	66.3	73.5	35	112	354	1,119	3,540	11,194
5	Beyer Boulevard	Centerline of SR-905 to SR-905 EB Ramp/Dairy Mary	72.0	64.1	66.3	73.5	35	112	354	1,119	3,540	11,194
6	Beyer Boulevard	SR-905 EB Ramp/Dairy Mary to Precision Park Lane	68.3	60.4	62.6	69.9	15	49	155	489	1,545	4,886
7	Beyer Boulevard	Precision Park Ln to Del Sur Boulevard	68.3	60.4	62.6	69.9	15	49	155	489	1,545	4,886
8	Beyer Boulevard	Del Sur Boulevard to Driveway	68.3	60.4	62.6	69.9	15	49	155	489	1,545	4,886
9	Beyer Boulevard	Driveway to Midpoint of South Vista Avenue	68.3	60.4	62.6	69.9	15	49	155	489	1,545	4,886
10	Beyer Boulevard	Midpoint of South Vista Avenue to Smythe Crossing	68.3	60.4	62.6	69.9	15	49	155	489	1,545	4,886
11	Beyer Boulevard	Smythe Crossing to Smythe Avenue	68.3	60.4	62.6	69.9	15	49	155	489	1,545	4,886
12	Beyer Boulevard	Smythe Avenue to Cottonwood Road	69.0	61.1	63.3	70.6	18	57	182	574	1,815	5,741
13	Beyer Boulevard	Cottonwood Road to Camino de Los Ninos	69.0	61.1	63.3	70.6	18	57	182	574	1,815	5,741
14	Beyer Boulevard	Camino de Los Ninos to Alaquinas Drive/Park Avenue	69.0	61.1	63.3	70.6	18	57	182	574	1,815	5,741
15	Beyer Boulevard	Alaquinas Drive/Park Avenue to (Old) Otay Mesa Road	67.7	59.8	62.0	69.3	13	43	135	426	1,346	4,256
16	Beyer Boulevard	(Old) Otay Mesa Road to Delany Drive	58.0	50.0	52.2	59.5	1	4	14	45	141	446
17	Beyer Boulevard	Delany Drive to Enright Drive	58.0	50.0	52.2	59.5	1	4	14	45	141	446
18	Beyer Boulevard	Enright Drive to Caliente Avenue				#VALUE!						
19	Caliente Avenue	Otay Mesa Road to SR-905 WB Ramp	72.7	64.8	67.0	74.3	43	135	426	1,346	4,256	13,458
20	Caliente Avenue	SR-905 WB Ramp to SR-905 EB Ramp	71.1	63.2	65.4	72.6	29	91	288	910	2,877	9,099
21	Caliente Avenue	SR-905 EB Ramp to Airway Road	68.5	60.6	62.8	70.1	16	51	162	512	1,618	5,116
22	Caliente Avenue	Airway Road to Southern Terminus	61.6	53.7	55.9	63.2	3	10	33	104	330	1,045
23	Caliente Avenue	Southern Terminus to Central Avenue	61.6	53.7	55.9	63.2	3	10	33	104	330	1,045
24	Caliente Avenue	Central Avenue to Beyer Boulevard	61.6	53.7	55.9	63.2	3	10	33	104	330	1,045
25	Center Street	East Beyer Boulevard to San Ysidro Boulevard	56.0	52.6	58.5	61.1	2	6	20	64	204	644
26	Corporate Center Drive	Progressive Avenue to Otay Valley Road	58.2	53.8	59.1	62.4	3	9	27	87	275	869
27	Datsun Street	Innovative Drive to Otay Valley Road	59.7	54.4	57.9	62.6	3	9	29	91	288	910
28	East Beyer Boulevard	Beyer Boulevard to Filoi Avenue	59.4	55.0	60.4	63.6	4	11	36	115	362	1,145
29	East Beyer Boulevard	Filoi Avenue to Center Street/Hill Street	59.4	55.0	60.4	63.6	4	11	36	115	362	1,145
30	Innovative Drive	Datsun Street to Progressive Avenue	54.7	50.2	55.6	58.8	1	4	12	38	120	379
31	Innovative Drive	Progressive Avenue to Otay Mesa Road	53.3	48.9	54.2	57.5	1	3	9	28	89	281
32	Ocean View Hills Parkway	Starfish Way/Westport to Sea Drift Way	68.2	61.4	64.1	70.2	17	52	166	524	1,656	5,236
33	Ocean View Hills Parkway	Sea Drift Way to Del Sol Boulevard	67.4	60.7	63.4	69.5	14	45	141	446	1,409	4,456
34	Ocean View Hills Parkway	Del Sol Boulevard to Sea Fire Point	67.0	60.3	63.0	69.1	13	41	129	406	1,285	4,064
35	Ocean View Hills Parkway	Sea Fire Point to Hidden Trails Road	66.8	60.1	62.8	68.9	12	39	123	388	1,227	3,881
36	Ocean View Hills Parkway	Hidden Trails Road to Otay Mesa Road	67.6	60.8	63.6	69.7	15	47	148	467	1,476	4,666
37	Otay Mesa Road	Ocean View Hills Parkway to Emerald Crest Court	70.5	63.1	65.6	72.3	27	85	269	849	2,685	8,491
38	Otay Mesa Road	Emerald Crest Court to Corporate Center Drive	70.3	63.0	65.4	72.1	26	81	256	811	2,564	8,109
39	Otay Mesa Road	Corporate Center Drive to Innovative Drive	68.6	61.2	63.6	70.3	17	54	169	536	1,694	5,358
40	Otay Mesa Road	Innovative Drive to Heritage Road	69.1	61.7	64.2	70.9	19	62	195	615	1,945	6,151
41	Otay Valley Road	Avenida De Las Vistas to Datsun Street	66.1	58.7	61.1	67.8	10	30	95	301	953	3,013
42	Progressive Avenue	Corporate Center Drive to Innovative Drive	52.0	47.6	53.0	56.2	1	2	7	21	66	208
43	San Ysidro Boulevard	I-805 SB Ramp to I-805 NB Ramp	63.5	60.1	66.0	68.6	11	36	115	362	1,145	3,622

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : Existing - Freeway

Surface Refelction: CNEL
Assessment Metric: Soft
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	I-805	Palm Avenue to SR-905	139,556	65	50	95.00	2.60	2.40	80.00	10.00	10.00	
2	I-805	SR-905 to San Ysidro Boulevard	70,689	65	50	95.00	2.60	2.40	80.00	10.00	10.00	
3	SR-905	Smythe Avenue to I-805	61,889	65	50	89.50	5.50	5.00	80.00	10.00	10.00	
4	SR-905	I-805 to Caliente Avenue	99,322	65	50	89.50	5.50	5.00	80.00	10.00	10.00	
5	SR-905	Caliente Avenue to Britannia	87,956	65	50	89.50	5.50	5.00	80.00	10.00	10.00	

FHWA RD-77-108

Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : Existing - Freeway
Assessment Metric: Soft

Segment	Roadway	Segment	Noise Levels, dBA Soft				Distance to Traffic Noise Level Contours, Feet					
			Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	I-805	Palm Avenue to SR-905	83.1	73.6	76.7	84.4	212	456	982	2,117	4,560	9,824
2	I-805	SR-905 to San Ysidro Boulevard	80.1	70.6	73.8	81.4	134	288	620	1,335	2,877	6,199
3	SR-905	Smythe Avenue to I-805	79.3	73.3	76.4	81.7	140	301	649	1,398	3,013	6,491
4	SR-905	I-805 to Caliente Avenue	81.3	75.4	78.4	83.8	193	416	896	1,930	4,159	8,960
5	SR-905	Caliente Avenue to Britannia	80.8	74.8	77.9	83.3	179	385	830	1,788	3,852	8,298

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : 2035

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	Airway Road	(Old) Otay Mesa Road to Driveway	8,500	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
2	Airway Road	Driveway to Caliente Avenue	10,500	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
3	Airway Road	Caliente Avenue to Santa Road	13,200	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
4	Beyer Boulevard	SR-905 WB Ramp to Centerline of SR-905	16,000	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
5	Beyer Boulevard	Centerline of SR-905 to SR-905 EB Ramp/Dairy Mary	16,000	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
6	Beyer Boulevard	SR-905 EB Ramp/Dairy Mary to Precision Park Lane	11,200	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
7	Beyer Boulevard	Precision Park Ln to Del Sur Boulevard	8,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
8	Beyer Boulevard	Del Sur Boulevard to Driveway	10,000	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
9	Beyer Boulevard	Driveway to Midpoint of South Vista Avenue	11,000	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
10	Beyer Boulevard	Midpoint of South Vista Avenue to Smythe Crossing	11,000	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
11	Beyer Boulevard	Smythe Crossing to Smythe Avenue	10,800	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
12	Beyer Boulevard	Smythe Avenue to Cottonwood Road	14,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
13	Beyer Boulevard	Cottonwood Road to Camino de Los Ninos	14,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
14	Beyer Boulevard	Camino de Los Ninos to Alaquinas Drive/Park Avenue	14,300	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
15	Beyer Boulevard	Alaquinas Drive/Park Avenue to (Old) Otay Mesa Road	19,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
16	Beyer Boulevard	(Old) Otay Mesa Road to Delany Drive	26,200	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
17	Beyer Boulevard	Delany Drive to Enright Drive	25,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
18	Beyer Boulevard	Enright Drive to Caliente Avenue	25,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
19	Caliente Avenue	Otay Mesa Road to SR-905 WB Ramp	17,200	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
20	Caliente Avenue	SR-905 WB Ramp to SR-905 EB Ramp	21,300	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
21	Caliente Avenue	SR-905 EB Ramp to Airway Road	24,100	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
22	Caliente Avenue	Airway Road to Southern Terminus	28,800	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
23	Caliente Avenue	Southern Terminus to Central Avenue	10,100	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
24	Caliente Avenue	Central Avenue to Beyer Boulevard	21,300	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
25	Center Street	East Beyer Boulevard to San Ysidro Boulevard	9,100	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
26	Corporate Center Drive	Progressive Avenue to Otay Valley Road	6,500	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
27	Datsun Street	Innovative Drive to Otay Valley Road	7,300	35	50	95.00	3.00	2.00	80.00	10.00	10.00	
28	East Beyer Boulevard	Beyer Boulevard to Filoi Avenue	16,100	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
29	East Beyer Boulevard	Filoi Avenue to Center Street/Hill Street	18,000	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
30	Innovative Drive	Datsun Street to Progressive Avenue	4,200	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
31	Innovative Drive	Progressive Avenue to Otay Mesa Road	11,500	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
32	Ocean View Hills Parkway	Starfish Way/Westport to Sea Drift Way	13,600	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
33	Ocean View Hills Parkway	Sea Drift Way to Del Sol Boulevard	13,200	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
34	Ocean View Hills Parkway	Del Sol Boulevard to Sea Fire Point	11,600	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
35	Ocean View Hills Parkway	Sea Fire Point to Hidden Trails Road	8,200	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
36	Ocean View Hills Parkway	Hidden Trails Road to Otay Mesa Road	10,500	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
37	Otay Mesa Road	Ocean View Hills Parkway to Emerald Crest Court	20,500	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
38	Otay Mesa Road	Emerald Crest Court to Corporate Center Drive	21,100	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
39	Otay Mesa Road	Corporate Center Drive to Innovative Drive	14,700	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
40	Otay Mesa Road	Innovative Drive to Heritage Road	8,800	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
41	Otay Valley Road	Avenida De Las Vistas to Datsun Street	29,200	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
42	Progressive Avenue	Corporate Center Drive to Innovative Drive	0	30	50		3.00	2.00	80.00	10.00		
43	San Ysidro Boulevard	I-805 SB Ramp to I-805 NB Ramp	20,200	25	50	95.00	3.00	2.00	80.00	10.00	10.00	

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Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : 2035
Assessment Metric: Hard

			Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	Airway Road	(Old) Otay Mesa Road to Driveway	59.0	55.6	61.5	64.1	4	13	41	129	406	1,285
2	Airway Road	Driveway to Caliente Avenue	59.9	56.5	62.4	65.0	5	16	50	158	500	1,581
3	Airway Road	Caliente Avenue to Santa Road	60.9	57.5	63.4	66.0	6	20	63	199	629	1,991
4	Beyer Boulevard	SR-905 WB Ramp to Centerline of SR-905	71.6	63.7	65.8	73.1	32	102	323	1,021	3,228	10,209
5	Beyer Boulevard	Centerline of SR-905 to SR-905 EB Ramp/Dairy Mary	71.6	63.7	65.8	73.1	32	102	323	1,021	3,228	10,209
6	Beyer Boulevard	SR-905 EB Ramp/Dairy Mary to Precision Park Lane	70.0	62.1	64.3	71.6	23	72	229	723	2,285	7,227
7	Beyer Boulevard	Precision Park Ln to Del Sur Boulevard	68.8	60.9	63.1	70.4	17	55	173	548	1,734	5,482
8	Beyer Boulevard	Del Sur Boulevard to Driveway	69.5	61.6	63.8	71.1	20	64	204	644	2,037	6,441
9	Beyer Boulevard	Driveway to Midpoint of South Vista Avenue	70.0	62.0	64.2	71.5	22	71	223	706	2,233	7,063
10	Beyer Boulevard	Midpoint of South Vista Avenue to Smythe Crossing	70.0	62.0	64.2	71.5	22	71	223	706	2,233	7,063
11	Beyer Boulevard	Smythe Crossing to Smythe Avenue	69.9	62.0	64.1	71.4	22	69	218	690	2,183	6,902
12	Beyer Boulevard	Smythe Avenue to Cottonwood Road	71.1	63.2	65.4	72.7	29	93	294	931	2,944	9,310
13	Beyer Boulevard	Cottonwood Road to Camino de Los Ninos	71.1	63.2	65.4	72.7	29	93	294	931	2,944	9,310
14	Beyer Boulevard	Camino de Los Ninos to Alaquinas Drive/Park Avenue	71.1	63.2	65.4	72.6	29	91	288	910	2,877	9,099
15	Beyer Boulevard	Alaquinas Drive/Park Avenue to (Old) Otay Mesa Road	72.4	64.5	66.7	74.0	40	126	397	1,256	3,972	12,559
16	Beyer Boulevard	(Old) Otay Mesa Road to Delany Drive	73.7	65.8	68.0	75.3	54	169	536	1,694	5,358	16,942
17	Beyer Boulevard	Delany Drive to Enright Drive	73.6	65.7	67.9	75.2	52	166	524	1,656	5,236	16,557
18	Beyer Boulevard	Enright Drive to Caliente Avenue	73.6	65.7	67.9	75.2	52	166	524	1,656	5,236	16,557
19	Caliente Avenue	Otay Mesa Road to SR-905 WB Ramp	71.9	64.0	66.2	73.4	35	109	346	1,094	3,459	10,939
20	Caliente Avenue	SR-905 WB Ramp to SR-905 EB Ramp	72.8	64.9	67.1	74.4	44	138	435	1,377	4,355	13,771
21	Caliente Avenue	SR-905 EB Ramp to Airway Road	73.4	65.4	67.6	74.9	49	155	489	1,545	4,886	15,451
22	Caliente Avenue	Airway Road to Southern Terminus	74.1	66.2	68.4	75.7	59	186	587	1,858	5,874	18,577
23	Caliente Avenue	Southern Terminus to Central Avenue	69.6	61.7	63.9	71.1	20	64	204	644	2,037	6,441
24	Caliente Avenue	Central Avenue to Beyer Boulevard	72.8	64.9	67.1	74.4	44	138	435	1,377	4,355	13,771
25	Center Street	East Beyer Boulevard to San Ysidro Boulevard	59.3	55.9	61.7	64.4	4	14	44	138	435	1,377
26	Corporate Center Drive	Progressive Avenue to Otay Valley Road	60.1	55.7	61.0	64.2	4	13	42	132	416	1,315
27	Datsun Street	Innovative Drive to Otay Valley Road	62.5	57.2	60.6	65.4	5	17	55	173	548	1,734
28	East Beyer Boulevard	Beyer Boulevard to Filoi Avenue	64.0	59.6	65.0	68.2	10	33	104	330	1,045	3,303
29	East Beyer Boulevard	Filoi Avenue to Center Street/Hill Street	64.5	60.1	65.4	68.7	12	37	117	371	1,172	3,707
30	Innovative Drive	Datsun Street to Progressive Avenue	58.2	53.8	59.1	62.3	3	8	27	85	269	849
31	Innovative Drive	Progressive Avenue to Otay Mesa Road	62.6	58.1	63.5	66.7	7	23	74	234	740	2,339
32	Ocean View Hills Parkway	Starfish Way/Westport to Sea Drift Way	68.4	61.6	64.3	70.4	17	55	173	548	1,734	5,482
33	Ocean View Hills Parkway	Sea Drift Way to Del Sol Boulevard	68.2	61.5	64.2	70.3	17	54	169	536	1,694	5,358
34	Ocean View Hills Parkway	Del Sol Boulevard to Sea Fire Point	67.7	60.9	63.7	69.7	15	47	148	467	1,476	4,666
35	Ocean View Hills Parkway	Sea Fire Point to Hidden Trails Road	66.2	59.4	62.1	68.2	10	33	104	330	1,045	3,303
36	Ocean View Hills Parkway	Hidden Trails Road to Otay Mesa Road	67.2	60.5	63.2	69.3	13	43	135	426	1,346	4,256
37	Otay Mesa Road	Ocean View Hills Parkway to Emerald Crest Court	71.5	64.1	66.5	73.2	33	104	330	1,045	3,303	10,446
38	Otay Mesa Road	Emerald Crest Court to Corporate Center Drive	71.6	64.2	66.7	73.4	35	109	346	1,094	3,459	10,939
39	Otay Mesa Road	Corporate Center Drive to Innovative Drive	70.0	62.7	65.1	71.8	24	76	239	757	2,393	7,568
40	Otay Mesa Road	Innovative Drive to Heritage Road	67.8	60.4	62.9	69.6	14	46	144	456	1,442	4,560
41	Otay Valley Road	Avenida De Las Vistas to Datsun Street	73.0	65.6	68.1	74.8	48	151	477	1,510	4,775	15,100
42	Progressive Avenue	Corporate Center Drive to Innovative Drive				#VALUE!						
43	San Ysidro Boulevard	I-805 SB Ramp to I-805 NB Ramp	62.7	59.3	65.2	67.8	10	30	95	301	953	3,013

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Traffic Noise Prediction Model

Data Input Sheet

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : 2035 - Freeway

Surface Refelction: CNEL
Assessment Metric: Soft
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	I-805	Palm Avenue to SR-905	154,000	65	50	95.00	2.60	2.40	80.00	10.00	10.00	
2	I-805	SR-905 to San Ysidro Boulevard	76,500	65	50	95.00	2.60	2.40	80.00	10.00	10.00	
3	SR-905	Smythe Avenue to I-805	91,500	65	50	89.50	5.50	5.00	80.00	10.00	10.00	
4	SR-905	I-805 to Caliente Avenue	140,200	65	50	89.50	5.50	5.00	80.00	10.00	10.00	
5	SR-905	Caliente Avenue to Britannia	126,200	65	50	89.50	5.50	5.00	80.00	10.00	10.00	

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Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : 2035 - Freeway
Assessment Metric: Soft

			Noise Levels, dBA Soft				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	I-805	Palm Avenue to SR-905	83.5	74.0	77.1	84.8	225	485	1,045	2,251	4,849	10,446
2	I-805	SR-905 to San Ysidro Boulevard	80.5	71.0	74.1	81.7	140	301	649	1,398	3,013	6,491
3	SR-905	Smythe Avenue to I-805	81.0	75.0	78.1	83.4	182	391	843	1,815	3,911	8,426
4	SR-905	I-805 to Caliente Avenue	82.8	76.9	79.9	85.3	243	524	1,128	2,430	5,236	11,280
5	SR-905	Caliente Avenue to Britannia	82.4	76.4	79.5	84.8	225	485	1,045	2,251	4,849	10,446

FHWA RD-77-108

Traffic Noise Prediction Model

Data Input Sheet

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : 2050

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	Airway Road	(Old) Otay Mesa Road to Driveway	9,200	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
2	Airway Road	Driveway to Caliente Avenue	11,000	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
3	Airway Road	Caliente Avenue to Santa Road	13,900	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
4	Beyer Boulevard	SR-905 WB Ramp to Centerline of SR-905	16,400	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
5	Beyer Boulevard	Centerline of SR-905 to SR-905 EB Ramp/Dairy Mary	16,400	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
6	Beyer Boulevard	SR-905 EB Ramp/Dairy Mary to Precision Park Lane	11,800	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
7	Beyer Boulevard	Precision Park Ln to Del Sur Boulevard	9,200	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
8	Beyer Boulevard	Del Sur Boulevard to Driveway	10,700	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
9	Beyer Boulevard	Driveway to Midpoint of South Vista Avenue	11,700	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
10	Beyer Boulevard	Midpoint of South Vista Avenue to Smythe Crossing	11,700	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
11	Beyer Boulevard	Smythe Crossing to Smythe Avenue	11,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
12	Beyer Boulevard	Smythe Avenue to Cottonwood Road	15,100	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
13	Beyer Boulevard	Cottonwood Road to Camino de Los Ninos	15,100	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
14	Beyer Boulevard	Camino de Los Ninos to Alaquinas Drive/Park Avenue	14,900	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
15	Beyer Boulevard	Alaquinas Drive/Park Avenue to (Old) Otay Mesa Road	20,600	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
16	Beyer Boulevard	(Old) Otay Mesa Road to Delany Drive	27,700	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
17	Beyer Boulevard	Delany Drive to Enright Drive	27,000	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
18	Beyer Boulevard	Enright Drive to Caliente Avenue	27,000	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
19	Caliente Avenue	Otay Mesa Road to SR-905 WB Ramp	17,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
20	Caliente Avenue	SR-905 WB Ramp to SR-905 EB Ramp	23,100	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
21	Caliente Avenue	SR-905 EB Ramp to Airway Road	26,700	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
22	Caliente Avenue	Airway Road to Southern Terminus	32,500	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
23	Caliente Avenue	Southern Terminus to Central Avenue	14,600	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
24	Caliente Avenue	Central Avenue to Beyer Boulevard	23,100	55	50	95.00	3.00	2.00	80.00	10.00	10.00	
25	Center Street	East Beyer Boulevard to San Ysidro Boulevard	9,700	25	50	95.00	3.00	2.00	80.00	10.00	10.00	
26	Corporate Center Drive	Progressive Avenue to Otay Valley Road	4,900	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
27	Datsun Street	Innovative Drive to Otay Valley Road	6,900	35	50	95.00	3.00	2.00	80.00	10.00	10.00	
28	East Beyer Boulevard	Beyer Boulevard to Filoi Avenue	17,000	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
29	East Beyer Boulevard	Filoi Avenue to Center Street/Hill Street	19,000	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
30	Innovative Drive	Datsun Street to Progressive Avenue	3,900	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
31	Innovative Drive	Progressive Avenue to Otay Mesa Road	10,700	30	50	95.00	3.00	2.00	80.00	10.00	10.00	
32	Ocean View Hills Parkway	Starfish Way/Westport to Sea Drift Way	13,800	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
33	Ocean View Hills Parkway	Sea Drift Way to Del Sol Boulevard	13,600	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
34	Ocean View Hills Parkway	Del Sol Boulevard to Sea Fire Point	12,500	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
35	Ocean View Hills Parkway	Sea Fire Point to Hidden Trails Road	8,400	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
36	Ocean View Hills Parkway	Hidden Trails Road to Otay Mesa Road	11,100	45	50	95.00	3.00	2.00	80.00	10.00	10.00	
37	Otay Mesa Road	Ocean View Hills Parkway to Emerald Crest Court	21,400	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
38	Otay Mesa Road	Emerald Crest Court to Corporate Center Drive	21,600	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
39	Otay Mesa Road	Corporate Center Drive to Innovative Drive	16,700	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
40	Otay Mesa Road	Innovative Drive to Heritage Road	9,200	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
41	Otay Valley Road	Avenida De Las Vistas to Datsun Street	20,200	50	50	95.00	3.00	2.00	80.00	10.00	10.00	
42	Progressive Avenue	Corporate Center Drive to Innovative Drive	0	30	50		3.00	2.00	80.00	10.00		
43	San Ysidro Boulevard	I-805 SB Ramp to I-805 NB Ramp	21,400	25	50	95.00	3.00	2.00	80.00	10.00	10.00	

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Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : 2050
Assessment Metric: Hard

Segment	Roadway	Segment	Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
			Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	Airway Road	(Old) Otay Mesa Road to Driveway	59.3	55.9	61.8	64.4	4	14	44	138	435	1,377
2	Airway Road	Driveway to Caliente Avenue	60.1	56.7	62.6	65.2	5	17	52	166	524	1,656
3	Airway Road	Caliente Avenue to Santa Road	61.1	57.7	63.6	66.2	7	21	66	208	659	2,084
4	Beyer Boulevard	SR-905 WB Ramp to Centerline of SR-905	71.7	63.8	66.0	73.2	33	104	330	1,045	3,303	10,446
5	Beyer Boulevard	Centerline of SR-905 to SR-905 EB Ramp/Dairy Mary	71.7	63.8	66.0	73.2	33	104	330	1,045	3,303	10,446
6	Beyer Boulevard	SR-905 EB Ramp/Dairy Mary to Precision Park Lane	70.3	62.3	64.5	71.8	24	76	239	757	2,393	7,568
7	Beyer Boulevard	Precision Park Ln to Del Sur Boulevard	69.2	61.3	63.4	70.7	19	59	186	587	1,858	5,874
8	Beyer Boulevard	Del Sur Boulevard to Driveway	69.8	61.9	64.1	71.4	22	69	218	690	2,183	6,902
9	Beyer Boulevard	Driveway to Midpoint of South Vista Avenue	70.2	62.3	64.5	71.8	24	76	239	757	2,393	7,568
10	Beyer Boulevard	Midpoint of South Vista Avenue to Smythe Crossing	70.2	62.3	64.5	71.8	24	76	239	757	2,393	7,568
11	Beyer Boulevard	Smythe Crossing to Smythe Avenue	70.1	62.2	64.4	71.7	23	74	234	740	2,339	7,396
12	Beyer Boulevard	Smythe Avenue to Cottonwood Road	71.3	63.4	65.6	72.9	31	97	308	975	3,083	9,749
13	Beyer Boulevard	Cottonwood Road to Camino de Los Ninos	71.3	63.4	65.6	72.9	31	97	308	975	3,083	9,749
14	Beyer Boulevard	Camino de Los Ninos to Alaquinas Drive/Park Avenue	71.3	63.4	65.5	72.8	30	95	301	953	3,013	9,527
15	Beyer Boulevard	Alaquinas Drive/Park Avenue to (Old) Otay Mesa Road	72.7	64.8	66.9	74.2	42	132	416	1,315	4,159	13,151
16	Beyer Boulevard	(Old) Otay Mesa Road to Delany Drive	74.0	66.1	68.2	75.5	56	177	561	1,774	5,610	17,741
17	Beyer Boulevard	Delany Drive to Enright Drive	73.8	65.9	68.1	75.4	55	173	548	1,734	5,482	17,337
18	Beyer Boulevard	Enright Drive to Caliente Avenue	73.8	65.9	68.1	75.4	55	173	548	1,734	5,482	17,337
19	Caliente Avenue	Otay Mesa Road to SR-905 WB Ramp	72.0	64.1	66.2	73.5	35	112	354	1,119	3,540	11,194
20	Caliente Avenue	SR-905 WB Ramp to SR-905 EB Ramp	73.2	65.3	67.4	74.7	47	148	467	1,476	4,666	14,756
21	Caliente Avenue	SR-905 EB Ramp to Airway Road	73.8	65.9	68.1	75.4	55	173	548	1,734	5,482	17,337
22	Caliente Avenue	Airway Road to Southern Terminus	74.7	66.7	68.9	76.2	66	208	659	2,084	6,591	20,843
23	Caliente Avenue	Southern Terminus to Central Avenue	71.2	63.3	65.5	72.7	29	93	294	931	2,944	9,310
24	Caliente Avenue	Central Avenue to Beyer Boulevard	73.2	65.3	67.4	74.7	47	148	467	1,476	4,666	14,756
25	Center Street	East Beyer Boulevard to San Ysidro Boulevard	59.5	56.2	62.0	64.6	5	14	46	144	456	1,442
26	Corporate Center Drive	Progressive Avenue to Otay Valley Road	58.9	54.4	59.8	63.0	3	10	32	100	315	998
27	Datsun Street	Innovative Drive to Otay Valley Road	62.3	57.0	60.4	65.2	5	17	52	166	524	1,656
28	East Beyer Boulevard	Beyer Boulevard to Filoi Avenue	64.3	59.8	65.2	68.4	11	35	109	346	1,094	3,459
29	East Beyer Boulevard	Filoi Avenue to Center Street/Hill Street	64.7	60.3	65.7	68.9	12	39	123	388	1,227	3,881
30	Innovative Drive	Datsun Street to Progressive Avenue	57.9	53.4	58.8	62.0	3	8	25	79	251	792
31	Innovative Drive	Progressive Avenue to Otay Mesa Road	62.2	57.8	63.2	66.4	7	22	69	218	690	2,183
32	Ocean View Hills Parkway	Starfish Way/Westport to Sea Drift Way	68.4	61.7	64.4	70.5	18	56	177	561	1,774	5,610
33	Ocean View Hills Parkway	Sea Drift Way to Del Sol Boulevard	68.4	61.6	64.3	70.4	17	55	173	548	1,734	5,482
34	Ocean View Hills Parkway	Del Sol Boulevard to Sea Fire Point	68.0	61.2	64.0	70.1	16	51	162	512	1,618	5,116
35	Ocean View Hills Parkway	Sea Fire Point to Hidden Trails Road	66.3	59.5	62.2	68.3	11	34	107	338	1,069	3,380
36	Ocean View Hills Parkway	Hidden Trails Road to Otay Mesa Road	67.5	60.7	63.5	69.5	14	45	141	446	1,409	4,456
37	Otay Mesa Road	Ocean View Hills Parkway to Emerald Crest Court	71.6	64.3	66.7	73.4	35	109	346	1,094	3,459	10,939
38	Otay Mesa Road	Emerald Crest Court to Corporate Center Drive	71.7	64.3	66.8	73.5	35	112	354	1,119	3,540	11,194
39	Otay Mesa Road	Corporate Center Drive to Innovative Drive	70.6	63.2	65.7	72.3	27	85	269	849	2,685	8,491
40	Otay Mesa Road	Innovative Drive to Heritage Road	68.0	60.6	63.1	69.8	15	48	151	477	1,510	4,775
41	Otay Valley Road	Avenida De Las Vistas to Datsun Street	71.4	64.0	66.5	73.2	33	104	330	1,045	3,303	10,446
42	Progressive Avenue	Corporate Center Drive to Innovative Drive				#VALUE!						
43	San Ysidro Boulevard	I-805 SB Ramp to I-805 NB Ramp	63.0	59.6	65.5	68.1	10	32	102	323	1,021	3,228

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Traffic Noise Prediction Model

Data Input Sheet

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : 2050 - Freeway

Surface Refelction: CNEL
Assessment Metric: Soft
Peak ratio to ADT: 10.00
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	I-805	Palm Avenue to SR-905	147,200	65	50	95.00	2.60	2.40	80.00	10.00	10.00	
2	I-805	SR-905 to San Ysidro Boulevard	83,000	65	50	95.00	2.60	2.40	80.00	10.00	10.00	
3	SR-905	Smythe Avenue to I-805	94,200	65	50	89.50	5.50	5.00	80.00	10.00	10.00	
4	SR-905	I-805 to Caliente Avenue	139,400	65	50	89.50	5.50	5.00	80.00	10.00	10.00	
5	SR-905	Caliente Avenue to Britannia	126,900	65	50	89.50	5.50	5.00	80.00	10.00	10.00	

FHWA RD-77-108

Traffic Noise Prediction Model

Predicted Noise Levels

Project Name : Southwest Village Specific Plan
Project Number : 8868
Modeled Condition : 2050 - Freeway
Assessment Metric: Soft

			Noise Levels, dBA Soft				Distance to Traffic Noise Level Contours, Feet					
Segment	Roadway	Segment	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
1	I-805	Palm Avenue to SR-905	83.3	73.8	76.9	84.6	218	470	1,013	2,183	4,702	10,131
2	I-805	SR-905 to San Ysidro Boulevard	80.8	71.3	74.5	82.1	149	320	690	1,487	3,204	6,902
3	SR-905	Smythe Avenue to I-805	81.1	75.1	78.2	83.6	187	403	869	1,872	4,033	8,689
4	SR-905	I-805 to Caliente Avenue	82.8	76.8	79.9	85.3	243	524	1,128	2,430	5,236	11,280
5	SR-905	Caliente Avenue to Britannia	82.4	76.4	79.5	84.9	229	492	1,061	2,285	4,924	10,608

ATTACHMENT 6

SoundPLAN Data – HVAC

Source name	Reference	Noise Level Day dB(A)	Night dB(A)	Corrections Cwall dB(A)	CI dB(A)	CT dB(A)
HVAC1	Lw/unit	72	69	-	-	-
HVAC2	Lw/unit	72	69	-	-	-
HVAC3	Lw/unit	72	69	-	-	-
HVAC4	Lw/unit	72	69	-	-	-
HVAC5	Lw/unit	72	69	-	-	-
HVAC6	Lw/unit	72	69	-	-	-
HVAC7	Lw/unit	72	69	-	-	-
HVAC8	Lw/unit	72	69	-	-	-
HVAC9	Lw/unit	72	69	-	-	-
HVAC10	Lw/unit	72	69	-	-	-
HVAC11	Lw/unit	72	69	-	-	-
HVAC12	Lw/unit	72	69	-	-	-
HVAC13	Lw/unit	72	69	-	-	-
HVAC14	Lw/unit	72	69	-	-	-
HVAC15	Lw/unit	72	69	-	-	-
HVAC16	Lw/unit	72	69	-	-	-
HVAC17	Lw/unit	72	69	-	-	-
HVAC18	Lw/unit	72	69	-	-	-
HVAC19	Lw/unit	72	69	-	-	-
HVAC20	Lw/unit	72	69	-	-	-
HVAC21	Lw/unit	72	69	-	-	-
HVAC22	Lw/unit	72	69	-	-	-
HVAC23	Lw/unit	72	69	-	-	-
HVAC24	Lw/unit	72	69	-	-	-
HVAC25	Lw/unit	72	69	-	-	-
HVAC26	Lw/unit	72	69	-	-	-
HVAC27	Lw/unit	72	69	-	-	-
HVAC28	Lw/unit	72	69	-	-	-
HVAC29	Lw/unit	72	69	-	-	-
HVAC30	Lw/unit	72	69	-	-	-
HVAC31	Lw/unit	72	69	-	-	-
HVAC32	Lw/unit	72	69	-	-	-
HVAC33	Lw/unit	72	69	-	-	-
HVAC34	Lw/unit	72	69	-	-	-
HVAC35	Lw/unit	72	69	-	-	-
HVAC36	Lw/unit	72	69	-	-	-
HVAC37	Lw/unit	72	69	-	-	-
HVAC38	Lw/unit	72	69	-	-	-
HVAC39	Lw/unit	72	69	-	-	-
HVAC40	Lw/unit	72	69	-	-	-
HVAC41	Lw/unit	72	69	-	-	-
HVAC42	Lw/unit	72	69	-	-	-
HVAC43	Lw/unit	72	69	-	-	-
HVAC44	Lw/unit	72	69	-	-	-
HVAC45	Lw/unit	72	69	-	-	-
HVAC46	Lw/unit	72	69	-	-	-
HVAC47	Lw/unit	72	69	-	-	-
HVAC48	Lw/unit	72	69	-	-	-
HVAC49	Lw/unit	72	69	-	-	-
HVAC50	Lw/unit	72	69	-	-	-
HVAC51	Lw/unit	72	69	-	-	-
HVAC52	Lw/unit	72	69	-	-	-
HVAC53	Lw/unit	72	69	-	-	-
HVAC54	Lw/unit	72	69	-	-	-
HVAC55	Lw/unit	72	69	-	-	-
HVAC56	Lw/unit	72	69	-	-	-
HVAC57	Lw/unit	72	69	-	-	-
HVAC58	Lw/unit	72	69	-	-	-
HVAC59	Lw/unit	72	69	-	-	-
HVAC60	Lw/unit	72	69	-	-	-
HVAC61	Lw/unit	72	69	-	-	-
HVAC62	Lw/unit	72	69	-	-	-
HVAC63	Lw/unit	72	69	-	-	-
HVAC64	Lw/unit	72	69	-	-	-
HVAC65	Lw/unit	72	69	-	-	-
HVAC66	Lw/unit	72	69	-	-	-
HVAC67	Lw/unit	72	69	-	-	-
HVAC68	Lw/unit	72	69	-	-	-
HVAC69	Lw/unit	72	69	-	-	-
HVAC70	Lw/unit	72	69	-	-	-
HVAC71	Lw/unit	72	69	-	-	-
HVAC72	Lw/unit	72	69	-	-	-
HVAC73	Lw/unit	72	69	-	-	-
HVAC74	Lw/unit	72	69	-	-	-
HVAC75	Lw/unit	72	69	-	-	-
HVAC76	Lw/unit	72	69	-	-	-
HVAC77	Lw/unit	72	69	-	-	-
HVAC78	Lw/unit	72	69	-	-	-
HVAC79	Lw/unit	72	69	-	-	-
HVAC80	Lw/unit	72	69	-	-	-
HVAC81	Lw/unit	72	69	-	-	-
HVAC82	Lw/unit	72	69	-	-	-
HVAC83	Lw/unit	72	69	-	-	-
HVAC84	Lw/unit	72	69	-	-	-
HVAC85	Lw/unit	72	69	-	-	-
HVAC86	Lw/unit	72	69	-	-	-
HVAC87	Lw/unit	72	69	-	-	-
HVAC88	Lw/unit	72	69	-	-	-
HVAC89	Lw/unit	72	69	-	-	-
HVAC90	Lw/unit	72	69	-	-	-
HVAC91	Lw/unit	72	69	-	-	-
HVAC92	Lw/unit	72	69	-	-	-
HVAC93	Lw/unit	72	69	-	-	-
HVAC94	Lw/unit	72	69	-	-	-
HVAC95	Lw/unit	72	69	-	-	-
HVAC96	Lw/unit	72	69	-	-	-
HVAC97	Lw/unit	72	69	-	-	-
HVAC98	Lw/unit	72	69	-	-	-
HVAC99	Lw/unit	72	69	-	-	-
HVAC100	Lw/unit	72	69	-	-	-

HVAC101	Lw/unit	72	69	-	-	-
HVAC102	Lw/unit	72	69	-	-	-
HVAC103	Lw/unit	72	69	-	-	-
HVAC104	Lw/unit	72	69	-	-	-
HVAC105	Lw/unit	72	69	-	-	-
HVAC106	Lw/unit	72	69	-	-	-
HVAC107	Lw/unit	72	69	-	-	-
HVAC108	Lw/unit	72	69	-	-	-
HVAC109	Lw/unit	72	69	-	-	-
HVAC110	Lw/unit	72	69	-	-	-
HVAC111	Lw/unit	72	69	-	-	-
HVAC112	Lw/unit	72	69	-	-	-
HVAC113	Lw/unit	72	69	-	-	-
HVAC114	Lw/unit	72	69	-	-	-
HVAC115	Lw/unit	72	69	-	-	-
HVAC116	Lw/unit	72	69	-	-	-
HVAC117	Lw/unit	72	69	-	-	-
HVAC118	Lw/unit	72	69	-	-	-
HVAC119	Lw/unit	72	69	-	-	-
HVAC120	Lw/unit	72	69	-	-	-
HVAC121	Lw/unit	72	69	-	-	-
HVAC122	Lw/unit	72	69	-	-	-
HVAC123	Lw/unit	72	69	-	-	-
HVAC124	Lw/unit	72	69	-	-	-
HVAC125	Lw/unit	72	69	-	-	-
HVAC126	Lw/unit	72	69	-	-	-
HVAC127	Lw/unit	72	69	-	-	-
HVAC128	Lw/unit	72	69	-	-	-
HVAC129	Lw/unit	72	69	-	-	-
HVAC130	Lw/unit	72	69	-	-	-
HVAC131	Lw/unit	72	69	-	-	-
HVAC132	Lw/unit	72	69	-	-	-
HVAC133	Lw/unit	72	69	-	-	-
HVAC134	Lw/unit	72	69	-	-	-
HVAC135	Lw/unit	72	69	-	-	-
HVAC136	Lw/unit	72	69	-	-	-
HVAC137	Lw/unit	72	69	-	-	-
HVAC138	Lw/unit	72	69	-	-	-
HVAC139	Lw/unit	72	69	-	-	-
HVAC140	Lw/unit	72	69	-	-	-
HVAC141	Lw/unit	72	69	-	-	-
HVAC142	Lw/unit	72	69	-	-	-
HVAC143	Lw/unit	72	69	-	-	-
HVAC144	Lw/unit	72	69	-	-	-
HVAC145	Lw/unit	72	69	-	-	-
HVAC146	Lw/unit	72	69	-	-	-
HVAC147	Lw/unit	72	69	-	-	-
HVAC148	Lw/unit	72	69	-	-	-
HVAC149	Lw/unit	72	69	-	-	-
HVAC150	Lw/unit	72	69	-	-	-
HVAC151	Lw/unit	72	69	-	-	-
HVAC152	Lw/unit	72	69	-	-	-
HVAC153	Lw/unit	72	69	-	-	-
HVAC154	Lw/unit	72	69	-	-	-
HVAC155	Lw/unit	72	69	-	-	-
HVAC156	Lw/unit	72	69	-	-	-
HVAC157	Lw/unit	72	69	-	-	-
HVAC158	Lw/unit	72	69	-	-	-
HVAC159	Lw/unit	72	69	-	-	-
HVAC160	Lw/unit	72	69	-	-	-
HVAC161	Lw/unit	72	69	-	-	-
HVAC162	Lw/unit	72	69	-	-	-
HVAC163	Lw/unit	72	69	-	-	-
HVAC164	Lw/unit	72	69	-	-	-
HVAC165	Lw/unit	72	69	-	-	-
HVAC166	Lw/unit	72	69	-	-	-
HVAC167	Lw/unit	72	69	-	-	-
HVAC168	Lw/unit	72	69	-	-	-
HVAC169	Lw/unit	72	69	-	-	-
HVAC170	Lw/unit	72	69	-	-	-
HVAC171	Lw/unit	72	69	-	-	-
HVAC172	Lw/unit	72	69	-	-	-
HVAC173	Lw/unit	72	69	-	-	-
HVAC174	Lw/unit	72	69	-	-	-
HVAC175	Lw/unit	72	69	-	-	-
HVAC176	Lw/unit	72	69	-	-	-
HVAC177	Lw/unit	72	69	-	-	-
HVAC178	Lw/unit	72	69	-	-	-
HVAC179	Lw/unit	72	69	-	-	-
HVAC180	Lw/unit	72	69	-	-	-
HVAC181	Lw/unit	72	69	-	-	-
HVAC182	Lw/unit	72	69	-	-	-
HVAC183	Lw/unit	72	69	-	-	-
HVAC184	Lw/unit	72	69	-	-	-
HVAC185	Lw/unit	72	69	-	-	-
HVAC186	Lw/unit	72	69	-	-	-
HVAC187	Lw/unit	72	69	-	-	-
HVAC188	Lw/unit	72	69	-	-	-
HVAC189	Lw/unit	72	69	-	-	-
HVAC190	Lw/unit	72	69	-	-	-
HVAC191	Lw/unit	72	69	-	-	-
HVAC192	Lw/unit	72	69	-	-	-
HVAC193	Lw/unit	72	69	-	-	-
HVAC194	Lw/unit	72	69	-	-	-
HVAC195	Lw/unit	72	69	-	-	-
HVAC196	Lw/unit	72	69	-	-	-
HVAC197	Lw/unit	72	69	-	-	-
HVAC198	Lw/unit	72	69	-	-	-
HVAC199	Lw/unit	72	69	-	-	-
HVAC200	Lw/unit	72	69	-	-	-
HVAC201	Lw/unit	72	69	-	-	-
HVAC202	Lw/unit	72	69	-	-	-
HVAC203	Lw/unit	72	69	-	-	-

HVAC204	Lw/unit	72	69	-	-	-
HVAC205	Lw/unit	72	69	-	-	-
HVAC206	Lw/unit	72	69	-	-	-
HVAC207	Lw/unit	72	69	-	-	-
HVAC208	Lw/unit	72	69	-	-	-
HVAC209	Lw/unit	72	69	-	-	-
HVAC210	Lw/unit	72	69	-	-	-
HVAC211	Lw/unit	72	69	-	-	-
HVAC212	Lw/unit	72	69	-	-	-
HVAC213	Lw/unit	72	69	-	-	-
HVAC214	Lw/unit	72	69	-	-	-
HVAC215	Lw/unit	72	69	-	-	-
HVAC216	Lw/unit	72	69	-	-	-
HVAC217	Lw/unit	72	69	-	-	-
HVAC218	Lw/unit	72	69	-	-	-
HVAC219	Lw/unit	72	69	-	-	-
HVAC220	Lw/unit	72	69	-	-	-
HVAC221	Lw/unit	72	69	-	-	-
HVAC222	Lw/unit	72	69	-	-	-
HVAC223	Lw/unit	72	69	-	-	-
HVAC224	Lw/unit	72	69	-	-	-
HVAC225	Lw/unit	72	69	-	-	-
HVAC226	Lw/unit	72	69	-	-	-
HVAC227	Lw/unit	72	69	-	-	-
HVAC228	Lw/unit	72	69	-	-	-
HVAC229	Lw/unit	72	69	-	-	-
HVAC230	Lw/unit	72	69	-	-	-
HVAC231	Lw/unit	72	69	-	-	-
HVAC232	Lw/unit	72	69	-	-	-
HVAC233	Lw/unit	72	69	-	-	-
HVAC234	Lw/unit	72	69	-	-	-
HVAC235	Lw/unit	72	69	-	-	-
HVAC236	Lw/unit	72	69	-	-	-
HVAC237	Lw/unit	72	69	-	-	-
HVAC238	Lw/unit	72	69	-	-	-
HVAC239	Lw/unit	72	69	-	-	-
HVAC240	Lw/unit	72	69	-	-	-
HVAC241	Lw/unit	72	69	-	-	-
HVAC242	Lw/unit	72	69	-	-	-
HVAC243	Lw/unit	72	69	-	-	-
HVAC244	Lw/unit	72	69	-	-	-
HVAC245	Lw/unit	72	69	-	-	-
HVAC246	Lw/unit	72	69	-	-	-
HVAC247	Lw/unit	72	69	-	-	-
HVAC248	Lw/unit	72	69	-	-	-
HVAC249	Lw/unit	72	69	-	-	-
HVAC250	Lw/unit	72	69	-	-	-
HVAC251	Lw/unit	72	69	-	-	-
HVAC252	Lw/unit	72	69	-	-	-
HVAC253	Lw/unit	72	69	-	-	-
HVAC254	Lw/unit	72	69	-	-	-
HVAC255	Lw/unit	72	69	-	-	-
HVAC256	Lw/unit	72	69	-	-	-
HVAC257	Lw/unit	72	69	-	-	-
HVAC258	Lw/unit	72	69	-	-	-
HVAC259	Lw/unit	72	69	-	-	-
HVAC260	Lw/unit	72	69	-	-	-
HVAC261	Lw/unit	72	69	-	-	-
HVAC262	Lw/unit	72	69	-	-	-
HVAC263	Lw/unit	72	69	-	-	-
HVAC264	Lw/unit	72	69	-	-	-
HVAC265	Lw/unit	72	69	-	-	-
HVAC266	Lw/unit	72	69	-	-	-
HVAC267	Lw/unit	72	69	-	-	-
HVAC268	Lw/unit	72	69	-	-	-
HVAC269	Lw/unit	72	69	-	-	-
HVAC270	Lw/unit	72	69	-	-	-
HVAC271	Lw/unit	72	69	-	-	-
HVAC272	Lw/unit	72	69	-	-	-
HVAC273	Lw/unit	72	69	-	-	-
HVAC274	Lw/unit	72	69	-	-	-
HVAC275	Lw/unit	72	69	-	-	-
HVAC276	Lw/unit	72	69	-	-	-
HVAC277	Lw/unit	72	69	-	-	-
HVAC278	Lw/unit	72	69	-	-	-
HVAC279	Lw/unit	72	69	-	-	-
HVAC280	Lw/unit	72	69	-	-	-
HVAC281	Lw/unit	72	69	-	-	-
HVAC282	Lw/unit	72	69	-	-	-
HVAC283	Lw/unit	72	69	-	-	-
HVAC284	Lw/unit	72	69	-	-	-
HVAC285	Lw/unit	72	69	-	-	-
HVAC286	Lw/unit	72	69	-	-	-
HVAC287	Lw/unit	72	69	-	-	-
HVAC288	Lw/unit	72	69	-	-	-
HVAC289	Lw/unit	72	69	-	-	-
HVAC290	Lw/unit	72	69	-	-	-
HVAC291	Lw/unit	72	69	-	-	-
HVAC292	Lw/unit	72	69	-	-	-
HVAC293	Lw/unit	72	69	-	-	-
HVAC294	Lw/unit	72	69	-	-	-
HVAC295	Lw/unit	72	69	-	-	-
HVAC296	Lw/unit	72	69	-	-	-
HVAC297	Lw/unit	72	69	-	-	-
HVAC298	Lw/unit	72	69	-	-	-
HVAC299	Lw/unit	72	69	-	-	-
HVAC300	Lw/unit	72	69	-	-	-
HVAC301	Lw/unit	72	69	-	-	-
HVAC302	Lw/unit	72	69	-	-	-
HVAC303	Lw/unit	72	69	-	-	-
HVAC304	Lw/unit	72	69	-	-	-
HVAC305	Lw/unit	72	69	-	-	-
HVAC306	Lw/unit	72	69	-	-	-

HVAC307	Lw/unit	72	69	-	-	-
HVAC308	Lw/unit	72	69	-	-	-
HVAC309	Lw/unit	72	69	-	-	-
HVAC310	Lw/unit	72	69	-	-	-
HVAC311	Lw/unit	72	69	-	-	-
HVAC312	Lw/unit	72	69	-	-	-
HVAC313	Lw/unit	72	69	-	-	-
HVAC314	Lw/unit	72	69	-	-	-
HVAC315	Lw/unit	72	69	-	-	-
HVAC316	Lw/unit	72	69	-	-	-
HVAC317	Lw/unit	72	69	-	-	-
HVAC318	Lw/unit	72	69	-	-	-
HVAC319	Lw/unit	72	69	-	-	-
HVAC320	Lw/unit	72	69	-	-	-
HVAC321	Lw/unit	72	69	-	-	-
HVAC322	Lw/unit	72	69	-	-	-
HVAC323	Lw/unit	72	69	-	-	-
HVAC324	Lw/unit	72	69	-	-	-
HVAC325	Lw/unit	72	69	-	-	-
HVAC326	Lw/unit	72	69	-	-	-
HVAC327	Lw/unit	72	69	-	-	-
HVAC328	Lw/unit	72	69	-	-	-
HVAC329	Lw/unit	72	69	-	-	-
HVAC330	Lw/unit	72	69	-	-	-
HVAC331	Lw/unit	72	69	-	-	-
HVAC332	Lw/unit	72	69	-	-	-
HVAC333	Lw/unit	72	69	-	-	-
HVAC334	Lw/unit	72	69	-	-	-
HVAC335	Lw/unit	72	69	-	-	-
HVAC336	Lw/unit	72	69	-	-	-
HVAC337	Lw/unit	72	69	-	-	-
HVAC338	Lw/unit	72	69	-	-	-
HVAC339	Lw/unit	72	69	-	-	-
HVAC340	Lw/unit	72	69	-	-	-
HVAC341	Lw/unit	72	69	-	-	-
HVAC342	Lw/unit	72	69	-	-	-
HVAC343	Lw/unit	72	69	-	-	-
HVAC344	Lw/unit	72	69	-	-	-
HVAC345	Lw/unit	72	69	-	-	-
HVAC346	Lw/unit	72	69	-	-	-
HVAC347	Lw/unit	72	69	-	-	-
HVAC348	Lw/unit	72	69	-	-	-
HVAC349	Lw/unit	72	69	-	-	-
HVAC350	Lw/unit	72	69	-	-	-
HVAC351	Lw/unit	72	69	-	-	-
HVAC352	Lw/unit	72	69	-	-	-
HVAC353	Lw/unit	72	69	-	-	-
HVAC354	Lw/unit	72	69	-	-	-
HVAC355	Lw/unit	72	69	-	-	-
HVAC356	Lw/unit	72	69	-	-	-
HVAC357	Lw/unit	72	69	-	-	-
HVAC358	Lw/unit	72	69	-	-	-
HVAC359	Lw/unit	72	69	-	-	-
HVAC360	Lw/unit	72	69	-	-	-
HVAC361	Lw/unit	72	69	-	-	-
HVAC362	Lw/unit	72	69	-	-	-
HVAC363	Lw/unit	72	69	-	-	-
HVAC364	Lw/unit	72	69	-	-	-
HVAC365	Lw/unit	72	69	-	-	-
HVAC366	Lw/unit	72	69	-	-	-
HVAC367	Lw/unit	72	69	-	-	-
HVAC368	Lw/unit	72	69	-	-	-
HVAC369	Lw/unit	72	69	-	-	-
HVAC370	Lw/unit	72	69	-	-	-
HVAC371	Lw/unit	72	69	-	-	-
HVAC372	Lw/unit	72	69	-	-	-
HVAC373	Lw/unit	72	69	-	-	-
HVAC374	Lw/unit	72	69	-	-	-
HVAC375	Lw/unit	72	69	-	-	-
HVAC376	Lw/unit	72	69	-	-	-
HVAC377	Lw/unit	72	69	-	-	-
HVAC378	Lw/unit	72	69	-	-	-
HVAC379	Lw/unit	72	69	-	-	-
HVAC380	Lw/unit	72	69	-	-	-
HVAC381	Lw/unit	72	69	-	-	-
HVAC382	Lw/unit	72	69	-	-	-
HVAC383	Lw/unit	72	69	-	-	-
HVAC384	Lw/unit	72	69	-	-	-
HVAC385	Lw/unit	72	69	-	-	-
HVAC386	Lw/unit	72	69	-	-	-
HVAC387	Lw/unit	72	69	-	-	-
HVAC388	Lw/unit	72	69	-	-	-
HVAC389	Lw/unit	72	69	-	-	-
HVAC390	Lw/unit	72	69	-	-	-
HVAC391	Lw/unit	72	69	-	-	-
HVAC392	Lw/unit	72	69	-	-	-
HVAC393	Lw/unit	72	69	-	-	-
HVAC394	Lw/unit	72	69	-	-	-
HVAC395	Lw/unit	72	69	-	-	-
HVAC396	Lw/unit	72	69	-	-	-
HVAC397	Lw/unit	72	69	-	-	-
HVAC398	Lw/unit	72	69	-	-	-
HVAC399	Lw/unit	72	69	-	-	-
HVAC400	Lw/unit	72	69	-	-	-
HVAC401	Lw/unit	72	69	-	-	-
HVAC402	Lw/unit	72	69	-	-	-
HVAC403	Lw/unit	72	69	-	-	-
HVAC404	Lw/unit	72	69	-	-	-
HVAC405	Lw/unit	72	69	-	-	-
HVAC406	Lw/unit	72	69	-	-	-
HVAC407	Lw/unit	72	69	-	-	-
HVAC408	Lw/unit	72	69	-	-	-
HVAC409	Lw/unit	72	69	-	-	-

HVAC410	Lw/unit	72	69	-	-	-
HVAC411	Lw/unit	72	69	-	-	-
HVAC412	Lw/unit	72	69	-	-	-
HVAC413	Lw/unit	72	69	-	-	-
HVAC414	Lw/unit	72	69	-	-	-
HVAC415	Lw/unit	72	69	-	-	-
HVAC416	Lw/unit	72	69	-	-	-
HVAC417	Lw/unit	72	69	-	-	-
HVAC418	Lw/unit	72	69	-	-	-
HVAC419	Lw/unit	72	69	-	-	-
HVAC420	Lw/unit	72	69	-	-	-
HVAC421	Lw/unit	72	69	-	-	-
HVAC422	Lw/unit	72	69	-	-	-
HVAC423	Lw/unit	72	69	-	-	-
HVAC424	Lw/unit	72	69	-	-	-
HVAC425	Lw/unit	72	69	-	-	-
HVAC426	Lw/unit	72	69	-	-	-
HVAC427	Lw/unit	72	69	-	-	-
HVAC428	Lw/unit	72	69	-	-	-
HVAC429	Lw/unit	72	69	-	-	-
HVAC430	Lw/unit	72	69	-	-	-
HVAC431	Lw/unit	72	69	-	-	-
HVAC432	Lw/unit	72	69	-	-	-
HVAC433	Lw/unit	72	69	-	-	-
HVAC434	Lw/unit	72	69	-	-	-
HVAC435	Lw/unit	72	69	-	-	-
HVAC436	Lw/unit	72	69	-	-	-
HVAC437	Lw/unit	72	69	-	-	-
HVAC438	Lw/unit	72	69	-	-	-
HVAC439	Lw/unit	72	69	-	-	-
HVAC440	Lw/unit	72	69	-	-	-
HVAC441	Lw/unit	72	69	-	-	-
HVAC442	Lw/unit	72	69	-	-	-
HVAC443	Lw/unit	72	69	-	-	-
HVAC444	Lw/unit	72	69	-	-	-
HVAC445	Lw/unit	72	69	-	-	-
HVAC446	Lw/unit	72	69	-	-	-
HVAC447	Lw/unit	72	69	-	-	-
HVAC448	Lw/unit	72	69	-	-	-
HVAC449	Lw/unit	72	69	-	-	-
HVAC450	Lw/unit	72	69	-	-	-
HVAC451	Lw/unit	72	69	-	-	-
HVAC452	Lw/unit	72	69	-	-	-
HVAC453	Lw/unit	72	69	-	-	-
HVAC454	Lw/unit	72	69	-	-	-
HVAC455	Lw/unit	72	69	-	-	-
HVAC456	Lw/unit	72	69	-	-	-
HVAC457	Lw/unit	72	69	-	-	-
HVAC458	Lw/unit	72	69	-	-	-
HVAC459	Lw/unit	72	69	-	-	-
HVAC460	Lw/unit	72	69	-	-	-
HVAC461	Lw/unit	72	69	-	-	-
HVAC462	Lw/unit	72	69	-	-	-
HVAC463	Lw/unit	72	69	-	-	-
HVAC464	Lw/unit	72	69	-	-	-
HVAC465	Lw/unit	72	69	-	-	-
HVAC466	Lw/unit	72	69	-	-	-
HVAC467	Lw/unit	72	69	-	-	-
HVAC468	Lw/unit	72	69	-	-	-
HVAC469	Lw/unit	72	69	-	-	-
HVAC470	Lw/unit	72	69	-	-	-
HVAC471	Lw/unit	72	69	-	-	-
HVAC472	Lw/unit	72	69	-	-	-
HVAC473	Lw/unit	72	69	-	-	-
HVAC474	Lw/unit	72	69	-	-	-
HVAC475	Lw/unit	72	69	-	-	-
HVAC476	Lw/unit	72	69	-	-	-
HVAC477	Lw/unit	72	69	-	-	-
HVAC478	Lw/unit	72	69	-	-	-
HVAC479	Lw/unit	72	69	-	-	-
HVAC480	Lw/unit	72	69	-	-	-
HVAC481	Lw/unit	72	69	-	-	-
HVAC482	Lw/unit	72	69	-	-	-
HVAC483	Lw/unit	72	69	-	-	-
HVAC484	Lw/unit	72	69	-	-	-
HVAC485	Lw/unit	72	69	-	-	-
HVAC486	Lw/unit	72	69	-	-	-
HVAC487	Lw/unit	72	69	-	-	-
HVAC488	Lw/unit	72	69	-	-	-
HVAC489	Lw/unit	72	69	-	-	-
HVAC490	Lw/unit	72	69	-	-	-
HVAC491	Lw/unit	72	69	-	-	-
HVAC492	Lw/unit	72	69	-	-	-
HVAC493	Lw/unit	72	69	-	-	-
HVAC494	Lw/unit	72	69	-	-	-
HVAC495	Lw/unit	72	69	-	-	-
HVAC496	Lw/unit	72	69	-	-	-
HVAC497	Lw/unit	72	69	-	-	-
HVAC498	Lw/unit	72	69	-	-	-
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HVAC500	Lw/unit	72	69	-	-	-
HVAC501	Lw/unit	72	69	-	-	-
HVAC502	Lw/unit	72	69	-	-	-
HVAC503	Lw/unit	72	69	-	-	-
HVAC504	Lw/unit	72	69	-	-	-
HVAC505	Lw/unit	72	69	-	-	-
HVAC506	Lw/unit	72	69	-	-	-
HVAC507	Lw/unit	72	69	-	-	-
HVAC508	Lw/unit	72	69	-	-	-
HVAC509	Lw/unit	72	69	-	-	-
HVAC510	Lw/unit	72	69	-	-	-
HVAC511	Lw/unit	72	69	-	-	-
HVAC512	Lw/unit	72	69	-	-	-

HVAC513	Lw/unit	72	69	-	-	-
HVAC514	Lw/unit	72	69	-	-	-
HVAC515	Lw/unit	72	69	-	-	-
HVAC516	Lw/unit	72	69	-	-	-
HVAC517	Lw/unit	72	69	-	-	-
HVAC518	Lw/unit	72	69	-	-	-
HVAC519	Lw/unit	72	69	-	-	-
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HVAC524	Lw/unit	72	69	-	-	-
HVAC525	Lw/unit	72	69	-	-	-
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HVAC528	Lw/unit	72	69	-	-	-
HVAC529	Lw/unit	72	69	-	-	-
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HVAC540	Lw/unit	72	69	-	-	-
HVAC541	Lw/unit	72	69	-	-	-
HVAC542	Lw/unit	72	69	-	-	-
HVAC543	Lw/unit	72	69	-	-	-
HVAC544	Lw/unit	72	69	-	-	-
HVAC545	Lw/unit	72	69	-	-	-
HVAC546	Lw/unit	72	69	-	-	-
HVAC547	Lw/unit	72	69	-	-	-
HVAC548	Lw/unit	72	69	-	-	-
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HVAC551	Lw/unit	72	69	-	-	-
HVAC552	Lw/unit	72	69	-	-	-
HVAC553	Lw/unit	72	69	-	-	-
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HVAC555	Lw/unit	72	69	-	-	-
HVAC556	Lw/unit	72	69	-	-	-
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HVAC560	Lw/unit	72	69	-	-	-
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HVAC562	Lw/unit	72	69	-	-	-
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HVAC565	Lw/unit	72	69	-	-	-
HVAC566	Lw/unit	72	69	-	-	-
HVAC567	Lw/unit	72	69	-	-	-
HVAC568	Lw/unit	72	69	-	-	-
HVAC569	Lw/unit	72	69	-	-	-
HVAC570	Lw/unit	72	69	-	-	-
HVAC571	Lw/unit	72	69	-	-	-
HVAC572	Lw/unit	72	69	-	-	-
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HVAC574	Lw/unit	72	69	-	-	-
HVAC575	Lw/unit	72	69	-	-	-
HVAC576	Lw/unit	72	69	-	-	-
HVAC577	Lw/unit	72	69	-	-	-
HVAC578	Lw/unit	72	69	-	-	-
HVAC579	Lw/unit	72	69	-	-	-
HVAC580	Lw/unit	72	69	-	-	-
HVAC581	Lw/unit	72	69	-	-	-
HVAC582	Lw/unit	72	69	-	-	-
HVAC583	Lw/unit	72	69	-	-	-
HVAC584	Lw/unit	72	69	-	-	-
HVAC585	Lw/unit	72	69	-	-	-
HVAC586	Lw/unit	72	69	-	-	-
HVAC587	Lw/unit	72	69	-	-	-
HVAC588	Lw/unit	72	69	-	-	-
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HVAC590	Lw/unit	72	69	-	-	-
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HVAC599	Lw/unit	72	69	-	-	-
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HVAC601	Lw/unit	72	69	-	-	-
HVAC602	Lw/unit	72	69	-	-	-
HVAC603	Lw/unit	72	69	-	-	-
HVAC604	Lw/unit	72	69	-	-	-
HVAC605	Lw/unit	72	69	-	-	-
HVAC606	Lw/unit	72	69	-	-	-
HVAC607	Lw/unit	72	69	-	-	-
HVAC608	Lw/unit	72	69	-	-	-
HVAC609	Lw/unit	72	69	-	-	-
HVAC610	Lw/unit	72	69	-	-	-
HVAC611	Lw/unit	72	69	-	-	-
HVAC612	Lw/unit	72	69	-	-	-
HVAC613	Lw/unit	72	69	-	-	-
HVAC614	Lw/unit	72	69	-	-	-
HVAC615	Lw/unit	72	69	-	-	-

HVAC616	Lw/unit	72	69	-	-	-
HVAC617	Lw/unit	72	69	-	-	-
HVAC618	Lw/unit	72	69	-	-	-
HVAC619	Lw/unit	72	69	-	-	-
HVAC620	Lw/unit	72	69	-	-	-
HVAC621	Lw/unit	72	69	-	-	-
HVAC622	Lw/unit	72	69	-	-	-
HVAC623	Lw/unit	72	69	-	-	-
HVAC624	Lw/unit	72	69	-	-	-
HVAC625	Lw/unit	72	69	-	-	-
HVAC626	Lw/unit	72	69	-	-	-
HVAC627	Lw/unit	72	69	-	-	-
HVAC628	Lw/unit	72	69	-	-	-
HVAC629	Lw/unit	72	69	-	-	-
HVAC630	Lw/unit	72	69	-	-	-
HVAC631	Lw/unit	72	69	-	-	-
HVAC632	Lw/unit	72	69	-	-	-
HVAC633	Lw/unit	72	69	-	-	-
HVAC634	Lw/unit	72	69	-	-	-
HVAC635	Lw/unit	72	69	-	-	-
HVAC636	Lw/unit	72	69	-	-	-
HVAC637	Lw/unit	72	69	-	-	-
HVAC638	Lw/unit	72	69	-	-	-
HVAC639	Lw/unit	72	69	-	-	-
HVAC640	Lw/unit	72	69	-	-	-
HVAC641	Lw/unit	72	69	-	-	-
HVAC642	Lw/unit	72	69	-	-	-
HVAC643	Lw/unit	72	69	-	-	-
HVAC644	Lw/unit	72	69	-	-	-
HVAC645	Lw/unit	72	69	-	-	-
HVAC646	Lw/unit	72	69	-	-	-
HVAC647	Lw/unit	72	69	-	-	-
HVAC648	Lw/unit	72	69	-	-	-
HVAC649	Lw/unit	72	69	-	-	-
HVAC650	Lw/unit	72	69	-	-	-
HVAC651	Lw/unit	72	69	-	-	-
HVAC652	Lw/unit	72	69	-	-	-
HVAC653	Lw/unit	72	69	-	-	-
HVAC654	Lw/unit	72	69	-	-	-
HVAC655	Lw/unit	72	69	-	-	-
HVAC656	Lw/unit	72	69	-	-	-
HVAC657	Lw/unit	72	69	-	-	-
HVAC658	Lw/unit	72	69	-	-	-
HVAC659	Lw/unit	72	69	-	-	-
HVAC660	Lw/unit	72	69	-	-	-
HVAC661	Lw/unit	72	69	-	-	-
HVAC662	Lw/unit	72	69	-	-	-
HVAC663	Lw/unit	72	69	-	-	-
HVAC664	Lw/unit	72	69	-	-	-
HVAC665	Lw/unit	72	69	-	-	-
HVAC666	Lw/unit	72	69	-	-	-
HVAC667	Lw/unit	72	69	-	-	-
HVAC668	Lw/unit	72	69	-	-	-
HVAC669	Lw/unit	72	69	-	-	-
HVAC670	Lw/unit	72	69	-	-	-
HVAC671	Lw/unit	72	69	-	-	-
HVAC672	Lw/unit	72	69	-	-	-
HVAC673	Lw/unit	72	69	-	-	-
HVAC674	Lw/unit	72	69	-	-	-
HVAC675	Lw/unit	72	69	-	-	-
HVAC676	Lw/unit	72	69	-	-	-
HVAC677	Lw/unit	72	69	-	-	-
HVAC678	Lw/unit	72	69	-	-	-
HVAC679	Lw/unit	72	69	-	-	-
HVAC680	Lw/unit	72	69	-	-	-
HVAC681	Lw/unit	72	69	-	-	-
HVAC682	Lw/unit	72	69	-	-	-
HVAC683	Lw/unit	72	69	-	-	-
HVAC684	Lw/unit	72	69	-	-	-
HVAC685	Lw/unit	72	69	-	-	-
HVAC686	Lw/unit	72	69	-	-	-
HVAC687	Lw/unit	72	69	-	-	-
HVAC688	Lw/unit	72	69	-	-	-
HVAC689	Lw/unit	72	69	-	-	-
HVAC690	Lw/unit	72	69	-	-	-
HVAC691	Lw/unit	72	69	-	-	-
HVAC692	Lw/unit	72	69	-	-	-
HVAC693	Lw/unit	72	69	-	-	-
HVAC694	Lw/unit	72	69	-	-	-
HVAC695	Lw/unit	72	69	-	-	-
HVAC696	Lw/unit	72	69	-	-	-
HVAC697	Lw/unit	72	69	-	-	-
HVAC698	Lw/unit	72	69	-	-	-
HVAC699	Lw/unit	72	69	-	-	-
HVAC700	Lw/unit	72	69	-	-	-
HVAC701	Lw/unit	72	69	-	-	-
HVAC702	Lw/unit	72	69	-	-	-
HVAC703	Lw/unit	72	69	-	-	-
HVAC704	Lw/unit	72	69	-	-	-
HVAC705	Lw/unit	72	69	-	-	-
HVAC706	Lw/unit	72	69	-	-	-
HVAC707	Lw/unit	72	69	-	-	-
HVAC708	Lw/unit	72	69	-	-	-
HVAC709	Lw/unit	72	69	-	-	-
HVAC710	Lw/unit	72	69	-	-	-
HVAC711	Lw/unit	72	69	-	-	-
HVAC712	Lw/unit	72	69	-	-	-
HVAC713	Lw/unit	72	69	-	-	-
HVAC714	Lw/unit	72	69	-	-	-
HVAC715	Lw/unit	72	69	-	-	-
HVAC716	Lw/unit	72	69	-	-	-
HVAC717	Lw/unit	72	69	-	-	-
HVAC718	Lw/unit	72	69	-	-	-

HVAC719	Lw/unit	72	69	-	-	-
HVAC720	Lw/unit	72	69	-	-	-
HVAC721	Lw/unit	72	69	-	-	-
HVAC722	Lw/unit	72	69	-	-	-
HVAC723	Lw/unit	72	69	-	-	-
HVAC724	Lw/unit	72	69	-	-	-
HVAC725	Lw/unit	72	69	-	-	-
HVAC726	Lw/unit	72	69	-	-	-
HVAC727	Lw/unit	72	69	-	-	-
HVAC728	Lw/unit	72	69	-	-	-
HVAC729	Lw/unit	72	69	-	-	-
HVAC730	Lw/unit	72	69	-	-	-
HVAC731	Lw/unit	72	69	-	-	-
HVAC732	Lw/unit	72	69	-	-	-
HVAC733	Lw/unit	72	69	-	-	-
HVAC734	Lw/unit	72	69	-	-	-
HVAC735	Lw/unit	72	69	-	-	-
HVAC736	Lw/unit	72	69	-	-	-
HVAC737	Lw/unit	72	69	-	-	-
HVAC738	Lw/unit	72	69	-	-	-
HVAC739	Lw/unit	72	69	-	-	-
HVAC740	Lw/unit	72	69	-	-	-
HVAC741	Lw/unit	72	69	-	-	-
HVAC742	Lw/unit	72	69	-	-	-
HVAC743	Lw/unit	72	69	-	-	-
HVAC744	Lw/unit	72	69	-	-	-
HVAC745	Lw/unit	72	69	-	-	-
HVAC746	Lw/unit	72	69	-	-	-
HVAC747	Lw/unit	72	69	-	-	-
HVAC748	Lw/unit	72	69	-	-	-
HVAC749	Lw/unit	72	69	-	-	-
HVAC750	Lw/unit	72	69	-	-	-
HVAC751	Lw/unit	72	69	-	-	-
HVAC752	Lw/unit	72	69	-	-	-
HVAC753	Lw/unit	72	69	-	-	-
HVAC754	Lw/unit	72	69	-	-	-
HVAC755	Lw/unit	72	69	-	-	-
HVAC756	Lw/unit	72	69	-	-	-
HVAC757	Lw/unit	72	69	-	-	-
HVAC758	Lw/unit	72	69	-	-	-
HVAC759	Lw/unit	72	69	-	-	-
HVAC760	Lw/unit	72	69	-	-	-
HVAC761	Lw/unit	72	69	-	-	-
HVAC762	Lw/unit	72	69	-	-	-
HVAC763	Lw/unit	72	69	-	-	-
HVAC764	Lw/unit	72	69	-	-	-
HVAC765	Lw/unit	72	69	-	-	-
HVAC766	Lw/unit	72	69	-	-	-
HVAC767	Lw/unit	72	69	-	-	-
HVAC768	Lw/unit	72	69	-	-	-
HVAC769	Lw/unit	72	69	-	-	-
HVAC770	Lw/unit	72	69	-	-	-
HVAC771	Lw/unit	72	69	-	-	-
HVAC772	Lw/unit	72	69	-	-	-
HVAC773	Lw/unit	72	69	-	-	-
HVAC774	Lw/unit	72	69	-	-	-
HVAC775	Lw/unit	72	69	-	-	-
HVAC776	Lw/unit	72	69	-	-	-
HVAC777	Lw/unit	72	69	-	-	-
HVAC778	Lw/unit	72	69	-	-	-
HVAC779	Lw/unit	72	69	-	-	-
HVAC780	Lw/unit	72	69	-	-	-
HVAC781	Lw/unit	72	69	-	-	-
HVAC782	Lw/unit	72	69	-	-	-
HVAC783	Lw/unit	72	69	-	-	-
HVAC784	Lw/unit	72	69	-	-	-
HVAC785	Lw/unit	72	69	-	-	-
HVAC786	Lw/unit	72	69	-	-	-
HVAC787	Lw/unit	72	69	-	-	-
HVAC788	Lw/unit	72	69	-	-	-
HVAC789	Lw/unit	72	69	-	-	-
HVAC790	Lw/unit	72	69	-	-	-
HVAC791	Lw/unit	72	69	-	-	-
HVAC792	Lw/unit	72	69	-	-	-
HVAC793	Lw/unit	72	69	-	-	-
HVAC794	Lw/unit	72	69	-	-	-
HVAC795	Lw/unit	72	69	-	-	-
HVAC796	Lw/unit	72	69	-	-	-
HVAC797	Lw/unit	72	69	-	-	-
HVAC798	Lw/unit	72	69	-	-	-
HVAC799	Lw/unit	72	69	-	-	-
HVAC800	Lw/unit	72	69	-	-	-
HVAC801	Lw/unit	72	69	-	-	-
HVAC802	Lw/unit	72	69	-	-	-
HVAC803	Lw/unit	72	69	-	-	-
HVAC804	Lw/unit	72	69	-	-	-
HVAC805	Lw/unit	72	69	-	-	-
HVAC806	Lw/unit	72	69	-	-	-
HVAC807	Lw/unit	72	69	-	-	-
HVAC808	Lw/unit	72	69	-	-	-
HVAC809	Lw/unit	72	69	-	-	-
HVAC810	Lw/unit	72	69	-	-	-
HVAC811	Lw/unit	72	69	-	-	-
HVAC812	Lw/unit	72	69	-	-	-
HVAC813	Lw/unit	72	69	-	-	-
HVAC814	Lw/unit	72	69	-	-	-
HVAC815	Lw/unit	72	69	-	-	-
HVAC816	Lw/unit	72	69	-	-	-
HVAC817	Lw/unit	72	69	-	-	-
HVAC818	Lw/unit	72	69	-	-	-
HVAC819	Lw/unit	72	69	-	-	-
HVAC820	Lw/unit	72	69	-	-	-
HVAC821	Lw/unit	72	69	-	-	-

HVAC822	Lw/unit	72	69	-	-	-
HVAC823	Lw/unit	72	69	-	-	-
HVAC824	Lw/unit	72	69	-	-	-
HVAC825	Lw/unit	72	69	-	-	-
HVAC826	Lw/unit	72	69	-	-	-
HVAC827	Lw/unit	72	69	-	-	-
HVAC828	Lw/unit	72	69	-	-	-
HVAC829	Lw/unit	72	69	-	-	-
HVAC830	Lw/unit	72	69	-	-	-
HVAC831	Lw/unit	72	69	-	-	-
HVAC832	Lw/unit	72	69	-	-	-
HVAC833	Lw/unit	72	69	-	-	-
HVAC834	Lw/unit	72	69	-	-	-
HVAC835	Lw/unit	72	69	-	-	-
HVAC836	Lw/unit	72	69	-	-	-
HVAC837	Lw/unit	72	69	-	-	-
HVAC838	Lw/unit	72	69	-	-	-
HVAC839	Lw/unit	72	69	-	-	-
HVAC840	Lw/unit	72	69	-	-	-
HVAC841	Lw/unit	72	69	-	-	-
HVAC842	Lw/unit	72	69	-	-	-
HVAC843	Lw/unit	72	69	-	-	-
HVAC844	Lw/unit	72	69	-	-	-
HVAC845	Lw/unit	72	69	-	-	-
HVAC846	Lw/unit	72	69	-	-	-
HVAC847	Lw/unit	72	69	-	-	-
HVAC848	Lw/unit	72	69	-	-	-
HVAC849	Lw/unit	72	69	-	-	-
HVAC850	Lw/unit	72	69	-	-	-
HVAC851	Lw/unit	72	69	-	-	-
HVAC852	Lw/unit	72	69	-	-	-
HVAC853	Lw/unit	72	69	-	-	-
HVAC854	Lw/unit	72	69	-	-	-
HVAC855	Lw/unit	72	69	-	-	-
HVAC856	Lw/unit	72	69	-	-	-
HVAC857	Lw/unit	72	69	-	-	-
HVAC858	Lw/unit	72	69	-	-	-
HVAC859	Lw/unit	72	69	-	-	-
HVAC860	Lw/unit	72	69	-	-	-
HVAC861	Lw/unit	72	69	-	-	-
HVAC862	Lw/unit	72	69	-	-	-
HVAC863	Lw/unit	72	69	-	-	-
HVAC864	Lw/unit	72	69	-	-	-
HVAC865	Lw/unit	72	69	-	-	-
HVAC866	Lw/unit	72	69	-	-	-
HVAC867	Lw/unit	72	69	-	-	-
HVAC868	Lw/unit	72	69	-	-	-
HVAC869	Lw/unit	72	69	-	-	-
HVAC870	Lw/unit	72	69	-	-	-
HVAC871	Lw/unit	72	69	-	-	-
HVAC872	Lw/unit	72	69	-	-	-
HVAC873	Lw/unit	72	69	-	-	-
HVAC874	Lw/unit	72	69	-	-	-
HVAC875	Lw/unit	72	69	-	-	-
HVAC876	Lw/unit	72	69	-	-	-
HVAC877	Lw/unit	72	69	-	-	-
HVAC878	Lw/unit	72	69	-	-	-
HVAC879	Lw/unit	72	69	-	-	-
HVAC880	Lw/unit	72	69	-	-	-
HVAC881	Lw/unit	72	69	-	-	-
HVAC882	Lw/unit	72	69	-	-	-
HVAC883	Lw/unit	72	69	-	-	-
HVAC884	Lw/unit	72	69	-	-	-
HVAC885	Lw/unit	72	69	-	-	-
HVAC886	Lw/unit	72	69	-	-	-
HVAC887	Lw/unit	72	69	-	-	-
HVAC888	Lw/unit	72	69	-	-	-
HVAC889	Lw/unit	72	69	-	-	-
HVAC890	Lw/unit	72	69	-	-	-
HVAC891	Lw/unit	72	69	-	-	-
HVAC892	Lw/unit	72	69	-	-	-
HVAC893	Lw/unit	72	69	-	-	-
HVAC894	Lw/unit	72	69	-	-	-
HVAC895	Lw/unit	72	69	-	-	-
HVAC896	Lw/unit	72	69	-	-	-
HVAC897	Lw/unit	72	69	-	-	-
HVAC898	Lw/unit	72	69	-	-	-
HVAC899	Lw/unit	72	69	-	-	-
HVAC900	Lw/unit	72	69	-	-	-
HVAC901	Lw/unit	72	69	-	-	-
HVAC902	Lw/unit	72	69	-	-	-
HVAC903	Lw/unit	72	69	-	-	-
HVAC904	Lw/unit	72	69	-	-	-
HVAC905	Lw/unit	72	69	-	-	-
HVAC906	Lw/unit	72	69	-	-	-
HVAC907	Lw/unit	72	69	-	-	-
HVAC908	Lw/unit	72	69	-	-	-
HVAC909	Lw/unit	72	69	-	-	-
HVAC910	Lw/unit	72	69	-	-	-
HVAC911	Lw/unit	72	69	-	-	-
HVAC912	Lw/unit	72	69	-	-	-
HVAC913	Lw/unit	72	69	-	-	-
HVAC914	Lw/unit	72	69	-	-	-
HVAC915	Lw/unit	72	69	-	-	-
HVAC916	Lw/unit	72	69	-	-	-
HVAC917	Lw/unit	72	69	-	-	-
HVAC918	Lw/unit	72	69	-	-	-
HVAC919	Lw/unit	72	69	-	-	-
HVAC920	Lw/unit	72	69	-	-	-

8868 Southwest Village
SoundPLAN Data - HVAC

No.	Coordinates X	Y	Height	Noise Level Day	Night
	(meters)		(meters)	dB(A)	
1	498268.27	3602688.98	147.73	25.3	22.3
2	498219.18	3602696.48	154.90	29.2	26.2
3	498173.16	3602657.41	156.35	44.3	41.3
4	498173.69	3602621.96	154.09	35.6	32.6
5	498172.64	3602575.39	152.47	44.5	41.5
6	498172.64	3602542.05	152.15	46.9	43.9
7	498172.11	3602506.60	151.41	46.8	43.8
8	498194.33	3602476.12	151.19	43.1	40.1
9	498246.76	3602477.34	148.55	38.4	35.4
10	498311.01	3602445.25	143.90	29.9	26.9
11	498286.76	3602406.55	149.37	37.8	34.8
12	498275.21	3602341.28	150.23	37.7	34.7
13	498272.32	3602289.30	150.85	36.1	33.1
14	498203.59	3602262.74	143.67	30.8	27.8
15	498146.99	3602261.58	140.73	31.6	28.6
16	498099.05	3602263.31	139.58	31.6	28.6
17	498026.28	3602256.38	133.84	28.0	25.0
18	497967.94	3602256.96	136.80	29.7	26.7
19	497905.57	3602255.81	144.99	34.6	31.6
20	497884.70	3602214.31	147.27	37.0	34.0
21	497883.84	3602145.27	149.84	38.2	35.2
22	497886.61	3602084.57	150.90	39.2	36.2
23	497884.02	3601995.89	152.40	39.1	36.1
24	497886.51	3601919.67	152.68	38.6	35.6
25	497860.52	3601852.67	152.49	38.0	35.0
26	497834.53	3601811.08	151.30	36.7	33.7
27	497776.77	3601749.86	150.67	30.7	27.7

ATTACHMENT 7

SoundPLAN Data – Sewer Lift Station

8868 Southwest Village
SoundPLAN Data - Pump Stations

Source name	Reference	Noise Level		Corrections		
		HVAC and Generator	HVAC Only	Cwall	CI	CT
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Temporary Pump Station 1 HVAC	Lw/unit	72	72	-	-	-
Temporary Pump Station 1 Generator	Lw/unit	93.9	-	-	-	-
Temporary Pump Station 2 HVAC	Lw/unit	72	72	-	-	-
Temporary Pump Station 2 Generator	Lw/unit	93.9	-	-	-	-