



4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
www.ligengineers.com

Pasadena
Irvine
San Diego

LOCAL MOBILITY ANALYSIS
NEWMAN BUILDING MIXED-USE PROJECT
San Diego, California
October 2025
PRJ-1105210

LLG Ref. 3-24-3906

Prepared by:
Narasimha Prasad
Senior Transportation Engineer

Under the Supervision of:
John A. Boarman, RTE
Principal

Revised by:
Amelia Giacalone
Senior Transportation Planner
&
Zahira Chayeb
Transportation Engineer II

**Linscott, Law &
Greenspan, Engineers**
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.ligengineers.com

EXECUTIVE SUMMARY

This Local Mobility Analysis (LMA) has been prepared to evaluate the effects of the Newman Building Mixed-Use Project, on mobility, access, circulation, and related safety elements in the vicinity of the Project site and to identify what improvements the Project may trigger per the City of San Diego's Transportation Study Manual (TSM) (September 19, 2022).

Project Description

The Project proposes to develop the site with 92 multi-family dwelling units (53 studio, 27 1-bedroom, 12 2-bedroom) inclusive of 16 affordable units (6 very low, 4 low, and 6 moderate income units), approximately 4,900 SF of Commercial land use (assumed to be a high-turn-over sit-down restaurant), and parking for 28 vehicles in a sub-grade parking garage. The Project site is located at 2906-2920 University Avenue in a Transit Priority Area, Transit Area Overlay Zone, and Mobility Zone 2 in the CC-3-9 within the North Park Community Planning Area of the City of San Diego. Regional access to the site is provided via Interstate 805 (I-805), State Route 163 (SR-163). Local access to the site is provided via University Avenue and 30th Street and the parking garage is accessed via a driveway from the adjacent alley. The Project requires a Site Development Permit due to historic structures within the Project site. The Project does not require or propose a Community Plan Amendment or a rezone. The anticipated Opening Year is 2028 and the Project will be constructed in one phase.

Trip Generation

The Project is expected to generate approximately 1,189 average daily trips with 95 trips during the AM peak hour (35 inbound/60 outbound trips) and 101 trips during PM peak hour (66 inbound/35 outbound trips). No trip credit for existing onsite uses was applied to the trip generation as the existing building is currently unoccupied.

Analysis Scenarios

An evaluation of the Project's potential transportation effects and operations at seven (7) street intersections and two (2) street segments within the immediate vicinity of the Project site are analyzed in the following scenarios:

- Existing
- Opening Year (2028) without Project
- Opening Year (2028) with Project

Intersection Operations Capacity Analysis Findings

Based on the results of the intersection capacity analysis, the Project is not anticipated to have transportation effects requiring improvements at any of the analyzed intersections. **Table A** summarizes the results of the Opening Year 2028 intersection operations.

Street Segment Operations Capacity Analysis Findings

Based on the results of the street segment capacity analysis, the Project is not anticipated to result in effects requiring transportation improvements at any of the analyzed street segments. **Table B** summarizes the results of the Opening Year 2028 segment operations.

**TABLE A
OPENING YEAR (2028) INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Opening Year (2028)		Opening Year (2028) + Project		Δ ^c
			Delay ^a	LOS ^b	Delay ^a	LOS ^b	
1. Lincoln Ave / Kansas St	AWSC ^d	AM	7.7	A	7.8	A	0.1
		PM	9.6	A	9.8	A	0.2
2. Lincoln Ave / Alleyway	TWSC ^e	AM	9.0	A	10.2	B	1.2
		PM	12.8	B	13.5	B	0.7
3. Lincoln Ave / 30 th St	Signal	AM	12.6	B	13.8	B	1.2
		PM	16.5	B	16.8	B	0.3
4. University Ave / Kansas St	OWSC ^f	AM	10.6	B	10.8	B	0.2
		PM	11.2	B	11.3	B	0.1
5. University Ave / Alleyway	OWSC ^f	AM	10.8	B	11.5	B	0.7
		PM	11.1	B	11.8	B	0.7
6. University Ave / 30 th St	Signal	AM	35.4	D	36.4	D	1.0
		PM	25.2	C	25.0	C	(0.2) ^g
7. Project Driveway / Alleyway	OWSC ^f	AM	DNE	DNE	9.0	A	NA
		PM	DNE	DNE	9.1	A	NA

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes the project-induced increase in delay.
- d. All-Way Stop Control. Overall intersection delay and LOS reported.
- e. Two-Way Stop Control. Minor Street delay and LOS is reported.
- f. One-Way Stop Control. Minor Street delay and LOS is reported.
- g. () = Decrease in delay. **Appendix J** includes an Explanation of Intersection Delay Decrease with the Addition of Project Traffic

SIGNAL		UNSIGNAL	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

General Notes:

- DNE – Project access does not currently exist.
- NA – Not applicable.

TABLE B
OPENING YEAR (2028) SEGMENT OPERATIONS

Segment	Functional Classification ^a	LOS E ^b Capacity	Opening Year 2028 Without Project			Opening Year 2028 With Project			Improvement Required?
			Volume ^c	LOS ^d	V/C ^e	Volume	LOS	V/C	
Kansas Avenue University Ave to Lincoln Avenue	Sub Collector (2 lanes) ^f	2,200	2,670	<C	1.214	2,760	<C	1.255	No
University Avenue Kansas Avenue to 30th Street	4-Ln Major Road	40,000	13,080	A	0.327	13,850	A	0.346	No

Footnotes:

- a. The City of San Diego roadway classification at which the roadway currently functions.
- b. The capacity of the roadway at Level of Service E.
- c. Existing daily segment volumes from *Table 3-1*.
- d. Level of Service.
- e. The Volume to Capacity ratio.
- f. The capacity of the roadway at Level of Service C.

Queuing Analysis Results

Based on *SimTraffic 11*, vehicular queuing was evaluated for intersection turning movements where queue storage is provided within a turn pocket or a dedicated turn lane. Select 95th percentile queues at some intersections are expected to exceed the storage capacity under both without and with (Opening Year 2028) Project scenarios. Where storage capacity is exceeded under “without Project” conditions, the Project will contribute a maximum of 6 feet to the queue length.

- **Lincoln Avenue / 30th Street**
EBL in the PM peak hour, WBL in the AM and PM peak hours and NBL in the PM peak hour.
- **University Avenue / 30th Street**
EBL in the PM peak hour and WBL in the AM and PM peak hours.

Table B summarizes the results of the Opening Year 2028 segment operations.

TABLE C
OPENING YEAR (2028) INTERSECTION 95TH PERCENTILE QUEUE ANALYSIS

Intersection	Movement	Peak Hour	Storage (feet)	Queue Length in feet ^a		
				Without Project	With Project	Δ
3. Lincoln Ave / 30 th St	Eastbound Left	PM	50	52	57	5
		PM		52	57	5
	Westbound Left	AM	60	88	89	1
		PM		84	85	1
	Northbound Left	PM	30	59	64	5
6. University Ave / 30 th St	Eastbound Left	PM	100	101	107	6
	Westbound Left	AM	100	119	120	1
		PM		116	117	1

Footnote:

- a. 95th percentile queues exceeding available storage only, shown.

Parking Requirements

The Project will provide 28 vehicle spaces, including 2 van accessible spaces, 9 motorcycle spaces, 8 standard spaces, 8 standard EV spaces, and 1 USPS space. In addition, 44 long-term bicycle storage spaces and 4 short-term bicycle parking spaces will also be provided. The proposed development is

located in Base Zone CC-3-9, and a Transit Priority Area (TPA) per the City of San Diego. Per the San Diego Municipal Code (SDMC) Section 142.0528, as the project is located in a TPA, the proposed development has no minimum vehicular parking requirement for residential land use. However, the Project is still required to provide motorcycle and bicycle parking. The Project is required to provide 9 motorcycle spaces, 38 long-term bicycle storage spaces, and 2 short-term bicycle storage spaces.

To use the zero minimum parking requirement, the Project is required to provide Transportation Amenities and proposes a co-working space located on the Mezzanine level of the building available for resident use to satisfy the Transportation Amenities requirement.

Per Section 142.0530 of the SDMC and Tables 142-05E, 142-05F, 142-05G and the project's location in a TPA, the proposed development also has no minimum parking requirement for non-residential land use. The applicant does not propose vehicular parking spaces for the proposed non-residential land use. The Project is also required to provide a minimum of 5 points of VMT reduction measures if it chooses to utilize this section of the SDMC. These measures may also be counted towards the project's requirements for the Complete Communities: Mobility Choices regulations, as discussed in the next section.

Complete Communities: Mobility Choices Regulations

The Project is located in a TPA and is required to provide a minimum of five points of VMT reduction measures for each non-residential land use per SDMC Section 142.0530, Table 145-05F, Footnote 6.

The applicant will provide the following appropriate transportation amenities to satisfy this requirement selected from *Appendix T: Mobility Choices Regulations: Implementation Guidelines*:

- Bicycle Repair Station – 1.5 Points
- On-Site Multi-Modal Information Kiosks located within residential lobby entry – 2.5 Points
- Short-Term Bicycle Parking Spaces that are available to the public, at least 10% beyond minimum requirements – 1.5 Points

Multimodal Improvements

Pedestrian Improvements

A pedestrian network inventory was conducted along the analyzed street segments, which included documenting missing sidewalks, if any, pedestrian barriers, and pedestrian pathways within a half mile walking distance of the Project. There are no missing sidewalks in the Project vicinity. Therefore, no off-site pedestrian improvements are required. The project will be installing three Brisbane Box street trees along Kansas Street and replacing two existing Pear street trees with two Chinese Pistache street trees on University Avenue to improve the existing parkway along the project frontage.

Bicycle Improvements

A bicycle network inventory was conducted along street segments within the immediate vicinity of the Project site. **Table E** summarizes the existing bicycle facilities in the Project vicinity. **Table F** summarizes the planned bicycle facilities in the Project vicinity.

**TABLE E
EXISTING BICYCLE FACILITIES**

Roadway	Bicycle Facilities
University Avenue	Class III Bicycle Routes (marked with Sharrows) on both north and south side of University Avenue.
Lincoln Avenue	A Class II Buffered Bike Lane is provided on both sides of the roadway between Idaho Street and Kansas Street. No bicycle facilities are provided between Kansas Street and 30 th Street. A Class II Buffered Bike Lane is provided on the north side of the roadway between 30 th Street and Boundary Street. A Class III Bicycle Route marked with sharrow is provided on the south side of the roadway between 30 th Street and Boundary Street.
Kansas Street	No bicycle lane currently exists.
30 th Street	A Class IV Cycle Track is provided on both sides of the roadway from Adams Avenue to Monroe Avenue and from Meade Avenue to Juniper Street. The segment between Monroe Avenue and Meade Avenue does not include any marked bicycle facilities.

Footnotes:

1. Source: *.Nearmap Aerial Imagery*, August 2025.

**TABLE F
PLANNED BICYCLE FACILITIES**

Roadway	Planned Bicycle Facilities
University Avenue	Class II bicycle lanes are proposed from Florida Street to the City of La Mesa city limits. ¹ Sharrow markings for a Class III bicycle route is planned on University Avenue between Park Boulevard and I-805. ²
Lincoln Avenue	Sharrow markings for a Class III bicycle route are planned for the entire length of Lincoln Avenue between Park Boulevard and I-805. ²
Kansas Street	None

Footnotes:

Source:

- 1) *City of San Diego Bicycle Master Plan*, December 2013
- 2) *North Park Community Plan Update*, July 2020

Transit Improvements

The San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan (RTP) includes the following planned transit improvements for North Park:

- Local bus services in key corridors would increase to 10-minute headways in 2030.
- Rapid bus services on route 2 from North Park to downtown San Diego with 10-minute headways in 2030.
- Streetcar services on route 555 from 30th Street to downtown San Diego with 10-minute headways in 2035.

TABLE OF CONTENTS

SECTION	PAGE
1.0 Introduction.....	13
2.0 Project Description	14
2.1 Project Location	14
2.2 Project Description.....	14
3.0 Study Objectives, Analysis Approach and Methodology	18
3.1 Analysis Scenarios	18
3.2 Analysis Methodology	18
3.2.1 Unsignalized Intersections	18
3.2.2 Signalized Intersections	19
3.2.3 Vehicular Queuing	20
3.3 Identifying Improvements.....	20
3.3.1 Pedestrian Facilities	20
3.3.2 Bicycle Facilities.....	20
3.3.3 Transit Facilities.....	21
4.0 Mobility.....	22
4.1 Study Area	22
4.2 Existing Roadway Network	23
4.3 Existing Traffic Volumes.....	24
4.4 Pedestrian Mobility.....	24
4.5 Bicycle Mobility	25
4.6 Transit Mobility	26
5.0 Trip Generation/Distribution/Assignment	31
5.1 Project Trip Generation.....	31
5.1.1 Project Trip Generation.....	31
5.2 Project Trip Distribution	31
5.3 Project Trip Assignment	31
6.0 Analysis of Existing Vehicular Conditions	37
6.1 Intersection Levels of Service.....	37
6.2 Segment Levels of Service.....	37
6.3 Queuing Analysis.....	37
7.0 Opening Year (2028) Volumes.....	41
8.0 Opening Year (2028) Analysis	44
8.1 Opening Year (2028) Without Project.....	44

8.1.1	Intersection Analysis.....	44
8.1.2	Segment Levels of Service.....	44
8.1.3	Queuing Analysis.....	44
8.2	Opening Year (2028) With Project.....	44
8.2.1	Intersection Analysis.....	44
8.2.2	Segment Levels of Service.....	45
8.2.3	Queuing Analysis.....	45
9.0	Planned Bike / Transit Facilities.....	49
9.1	Future Bicycle Facilities	49
9.2	Future Transit Facilities	49
10.0	Systemic Safety Review	50
11.0	Parking, Complete Communities, and Mobility Choices.....	51
11.1	Parking	51
11.2	Complete Communities Housing Solutions.....	51
11.3	Complete Communities: Mobility Choice Regulations.....	51
12.0	Project Transportation Improvements.....	54

APPENDICES

APPENDIX

- A. Signal Timing Plans
- B. Intersection and Segment Manual Count Sheets
- C. Bus Route Schedules
- D. Peak Hour Intersection and Queuing Analysis Worksheets – Existing
- E. Growth Factor Calculations
- F. Peak Hour Intersection Analysis Worksheets –Opening Year (2028) Without Project
- G. Peak Hour Intersection Analysis Worksheets –Opening Year (2028) With Project
- H. Queuing Analysis Worksheets – Opening Year (2028)
- I. Excerpt from Site Development Permit (SDP) Plans
- J. Explanation of Intersection Delay Decrease with the Addition of Project Traffic
- K. *MUTCD Figure 4D-12*

LIST OF FIGURES

SECTION—FIGURE #	PAGE
Figure 2–1 Vicinity Map	15
Figure 2–2 Project Area Map	16
Figure 2–3 Site Plan	17
Figure 4–1 Existing Conditions Diagram.....	28
Figure 4–2 Existing Traffic Volumes.....	29
Figure 4–3 Walking Distance to Transit and Trolley Stops.....	30
Figure 5–1 Regional Project Traffic Distribution	34
Figure 5–2 Project Traffic Distribution.....	35
Figure 5–3 Project Traffic Volumes.....	36
Figure 7–1 Opening Year (2028) Without Project Traffic Volumes	42
Figure 7–2 Opening Year (2028) + Project Traffic Volumes	43
Figure 11–1 Mezzanine Level Floor Plan	53

LIST OF TABLES

SECTION—TABLE #	PAGE
Table E Existing Bicycle Facilities.....	vii
Table F Planned Bicycle Facilities	vii
Table 3–1 Intersection Level of Service Descriptions.....	19
Table 3–2 Intersection Level of Service (LOS) & Delay Ranges	20
Table 4-1 Existing Pedestrian Conditions – Roadway Segments.....	24
Table 4-2 Existing Pedestrian Conditions – Intersections	25
Table 4-3 Existing Bicycle Facilities.....	26
Table 5–1 Trip Generation Summary	33
Table 6–1 Existing Intersection Operations.....	38
Table 6–2 Existing Segment Operations.....	39
Table 6–3 Existing Intersection 95 th Percentile Queue Analysis.....	40
Table 8–1 Opening Year (2028) Intersection Operations.....	46
Table 8–2 Opening Year (2028) Segment Operations.....	47
Table 8–3 Opening Year (2028) Intersection 95 th Percentile Queue Analysis.....	48
Table 9-3 Planned Bicycle Facilities	49

LOCAL MOBILITY ANALYSIS
NEWMAN BUILDING MIXED-USE PROJECT
San Diego, California
October 2025

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Local Mobility Analysis (LMA) for the Newman Building Project (hereby referred to as the “Project”), consistent with the City of San Diego Transportation Study Manual (TSM, 09/19/2022). The Project site is located at the northeast corner of the University Avenue / Kansas Street intersection in the North Park Community Planning Area of the City of San Diego.

The Project requires a Site Development Permit (SDP) with an anticipated Opening Year of 2028. The Project requires a Site Development Permit due to historic structures within the Project site. The Project does not require or propose a Community Plan Amendment or a rezone.

In addition to the vehicular analyses, the multi-modal network in the Project vicinity was also reviewed. This included Pedestrian, Bicycle, and Transit mobility. The transportation analysis presented in this report encompasses the following key areas:

<i>Section 1.0</i>	Introduction
<i>Section 2.0</i>	Project Description
<i>Section 3.0</i>	Study Objectives, Analysis Approach and Methodology
<i>Section 4.0</i>	Mobility
<i>Section 5.0</i>	Trip Generation/Distribution/Assignment
<i>Section 6.0</i>	Analysis of Existing Vehicular Conditions
<i>Section 7.0</i>	Opening Year (2028) Volumes
<i>Section 8.0</i>	Analysis of Opening Year (2028) Conditions
<i>Section 9.0</i>	Future Bike & Transit Facilities
<i>Section 10.0</i>	Systemic Safety Review
<i>Section 11.0</i>	Parking, Complete Communities, and Mobility Choices
<i>Section 12.0</i>	Project Transportation Improvements

2.0 PROJECT DESCRIPTION

2.1 Project Location

The Project site is located at 2906-2920 University Avenue in a Transit Priority Area, Transit Overlay Zone, and Mobility Zone 2 in the CC-3-9 zone within the North Park Community Planning Area of the City of San Diego.

Regional access to the site is provided via Interstate 805 (I-805), State Route 163 (SR-163). Local access to the site is provided via University Avenue and 30th Street and via an entrance to the parking garage from the adjacent alley. The project proposes access to the site via the alleyway between Kansas Street and 30th Street.

2.2 Project Description

The Project consists of 92 multi-family dwelling units (53 studio, 27 1-bedroom, 12 2-bedroom), inclusive of 16 affordable units (6 very low, 4 low, and 6 moderate income units), approximately 4,900 SF of Commercial / Restaurant space, and parking for 28 vehicles on a 0.335-acre site. Currently, a commercial retail building occupies this site, but is unoccupied. The development of the Project will require a Site Development Permit due to the proposed modification of a locally-eligible historic resource. The anticipated Opening Year is 2028.

Figure 2–1 depicts the Vicinity Map and *Figure 2–2* depicts the Project Area Map. *Figure 2–3* depicts the Site Plan.

Figure 2-1 Vicinity Map

Figure 2-2 Project Area Map

Figure 2-3 Site Plan

3.0 STUDY OBJECTIVES, ANALYSIS APPROACH AND METHODOLOGY

3.1 Analysis Scenarios

The Project is consistent with the Community Plan and does not propose a Community Plan Amendment (CPA) nor a Rezone. Therefore, this LMA assesses the above-mentioned key locations in the Project area in the following scenarios to determine the potential Project effects on the circulation network:

- Existing
- Opening Year (2028) Without Project
- Opening Year (2028) With Project

3.2 Analysis Methodology

Peak hour intersection and segment analyses were performed in each of the above scenarios to determine the potential effects of the Project on the roadway network. There are various methodologies used to analyze signalized intersections, unsignalized intersections and street segments.

The measure of effectiveness for intersection and segment operations is level of service (LOS) which denotes the operating conditions which occur at a given intersection or on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

In the Highway Capacity Manual (HCM 6th Edition), LOS for signalized intersections is defined in terms of delay. The LOS analysis provides results in seconds of delay expressed in terms of letters A through F. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

Table 3–1 summarizes the signalized intersection LOS descriptions.

3.2.1 Unsignalized Intersections

For unsignalized intersections, level of service is determined by the computed or measured control delay and is defined for each minor movement: level of service is not defined for the intersection as a whole. Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which

are more difficult to observe in the field than queuing.

3.2.2 Signalized Intersections

Peak hour counts were conducted from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, the typical commute hours. **Table 3–2** depicts the criteria, which are based on the average control delay for any particular minor movement (unsignalized intersections) and overall intersection (signalized intersections).

For signalized intersections, LOS criteria is stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delays include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Signal Timing plans were obtained from the City of San Diego and used in the intersection analysis. Copies of the signal timing plans are included in **Appendix A**.

**TABLE 3–1
INTERSECTION LEVEL OF SERVICE DESCRIPTIONS**

LOS	Description
A	Occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Generally, occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Generally, results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Generally, results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.
F	Considered to be unacceptable to most drivers. This condition often occurs with over saturation i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume-to-capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels

**TABLE 3-2
INTERSECTION LEVEL OF SERVICE (LOS) & DELAY RANGES**

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥ 80.1	≥ 50.1

Source: Highway Capacity Manual 6.

3.2.3 Vehicular Queuing

Vehicular queuing was also evaluated using SimTraffic 11 based on 60-minute recording time, 15-minute seed, and average of 10 simulations for analysis intersection turning movements where queue storage is provided for within a turn pocket or a dedicated turn lane. The 95th percentile queues are reported.

3.3 Identifying Improvements

Based on the TSM, improvements to accommodate Project traffic that address access, circulation and safety for all modes should be determined using the following analysis methods for each type of improvement:

3.3.1 Pedestrian Facilities

Per the City’ TSM, the Project’s pedestrian network connectivity was evaluated by reviewing the existing pedestrian network, which included documenting missing sidewalks, curb ramps, pedestrian barriers and pedestrian pathways within a ½ mile walking distance of the Project. In addition to documenting existing pedestrian facilities and activity, a walkshed analysis was performed to evaluate the pedestrian connectivity and activity levels in the vicinity of the Project site and to ensure the Project provides the appropriate pedestrian facilities.

3.3.2 Bicycle Facilities

Per the City’s TSM, the Project’s bicycle network connectivity was evaluated by reviewing the existing bicycle network, documenting bicycle facility gaps, obstructions and bicycle facilities within ½ mile bicycling distance from the Project. The existing and planned bicycle activity are documented in the vicinity of the Project site.

3.3.3 *Transit Facilities*

Per the City's TSM, the Transit mobility review included the existing transit network, existing routes and headways of the MTS buses with stops in the vicinity of the Project site. Existing transit stop amenities within a ½ mile distance of the Project were also reviewed.

4.0 MOBILITY

4.1 Study Area

INTERSECTIONS

Per the TSM, the following is a description of the study intersections criteria for projects that are expected to generate less than 2,400 daily final driveway trips:

- *Signalized Intersections* located within half mile path of travel distance measured from the center of the intersection formed by each project driveway AND where the project will add 50 or more peak hour cumulative trips to any turning movement at the intersection.
- *Unsignalized Intersections* (side street stop controlled, all-way stop controlled, or roundabouts) located within half mile path of travel distance measured from the center of the intersection formed by each project driveway AND where the project will add 50 or more peak hour cumulative trips on any approach.
- *Freeway ramp terminal intersections* where the project adds 50 or more peak hour cumulative trips in either direction regardless of distance from the project site.

Based on the proposed trip distribution, none of the intersections within the immediate vicinity of the Project site would meet any of the criteria listed above, as shown in *Figure 5-3*. However, in order to provide an operational assessment of the surrounding roadways, the following intersections are included in the analysis:

1. Lincoln Avenue / Kansas Street (Unsignalized)
2. Lincoln Avenue / Alleyway (Unsignalized)
3. Lincoln Avenue / 30th Street (Signalized)
4. University Avenue / Kansas Street (Unsignalized)
5. University Avenue / Alleyway (Unsignalized)
6. University Avenue / 30th Street (Signalized)
7. Project Driveway / Alleyway (Unsignalized)

STREET SEGMENTS

Per the TSM guidelines, since the Project is consistent with the Community Plan, the study area should include any roadway segments where the project adds 1,000 or more daily final primary trips (cumulative trips) AND:

- Have improvements identified in the community plan, OR
- Not built to the community plan ultimate classification (including planned new circulation element roadways).

Based on the above criteria and the proposed trip distribution, the Project does not require a segment analysis. However, the Project analyzes the following fronting street segments:

- Kansas Street: Lincoln Avenue to University Avenue

- University Avenue: Kansas Street to 30th Street

4.2 Existing Roadway Network

The following is a description of the existing roadway network in the vicinity of the Project site as shown in *Figure 4-1*.

30th Street is a north-south roadway and currently operates as a 2-lane Collector between Lincoln Avenue and University Avenue. The curb-to-curb width is approximately 50-55 ft along the roadway. On-street parallel parking is permitted intermittently on both sides of the roadway. Approximately 12-13 ft wide contiguous sidewalks are provided on the east side of the roadway and approximately 8-9 ft wide noncontiguous sidewalks are provided on the west side of the roadway. The posted speed limit is 25 mph. Class IV Cycle Track is provided on both sides of the roadway from Adams Avenue to Monroe Avenue and from Meade Avenue to Juniper Street. It has a planned classification of a 2-Lane Collector with a Class IV (one-way) cycle track between Adams Avenue and Upas Street per the North Park Community Plan.

Lincoln Avenue is an east-west roadway and currently operates as a 2-lane Collector with Two-Way-Left-Turn-Lane (TWLTL) between Kansas Street and 30th Street. The curb-to-curb width is approximately 50-55 ft along the roadway. On-street parallel parking is permitted intermittently on both sides of the roadway. Approximately 10-12 ft wide contiguous sidewalks are provided on both sides of the roadway from 30th Street to the alleyway. Approximately 4-5 ft wide noncontiguous sidewalks are provided on both sides of the roadway from the alleyway to Kansas Street. The posted speed limit is 25 mph. Class II bike lanes are provided on both sides of the roadway between Kansas Street to Idaho Street. Class II bike lanes are provided on the north side of the roadway between 30th Street and Boundary Street. A Class III Bicycle Route (marked with Sharrows) is provided on the south side of the roadway between 30th Street and Boundary Street. A Class III bicycle route with sharrow markings is proposed between Park Boulevard and Interstate 805 (I-805). It has a planned classification of a 2-Lane Collector with no center lane between Utah Street and Florida Street and a 2-Lane Collector from Utah Street to 32nd Street per the North Park Community Plan.

Kansas Street is an unclassified north-south 2-lane local road and currently operates as a 2-lane roadway between Lincoln Avenue and University Avenue. The curb-to-curb width is approximately 55-60 ft along the roadway. On-street angled parking is permitted intermittently on both sides of the roadway. Approximately 4-5 ft wide noncontiguous sidewalks are provided on both sides. There is no posted speed limit or bike facilities provided.

University Avenue is an east-west roadway and currently operates as a divided 4-lane major with a raised median roadway between Kansas Street and 30th Street. The curb-to-curb width is approximately 65-75 ft along the roadway. The approximate curb-to-curb distance is 50-55 ft along the roadway. On-street parallel parking is permitted intermittently on the south side of the roadway. Approximately 6-8 ft wide noncontiguous sidewalks are provided on both sides of the roadway. The posted speed limit is 25 mph. A Class III bicycle route (marked with Sharrows) on both the north and south sides of University Ave is provided. A Class II bicycle lane is proposed from Florida Street to

the City of La Mesa city limits. It has a planned classification of a 4-Lane Collector between 30th Street and Park Boulevard and between 32nd Street and I-805 and as a 3-Lane Collector with no center lane between 30th Street and 32nd Street in the North Park Community Plan.

4.3 Existing Traffic Volumes

Peak hour traffic (7:00-9:00 AM and 4:00-6:00 PM) intersection turning movement counts were conducted on Tuesday, April 23, 2024, when area schools were in session. Average Daily Traffic (ADT) counts were conducted on Wednesday, May 14, 2025.

Figure 4-1 shows an existing conditions diagram, including signalized/unsignalized intersections and lane configurations. *Figure 4-2* shows the Existing Traffic Volumes. *Appendix B* contains the manual count sheets.

4.4 Pedestrian Mobility

This section presents the pedestrian conditions in the vicinity of the Project site. A pedestrian network inventory was conducted including documenting missing sidewalks, if any, pedestrian barriers, and pedestrian pathways within a half mile walking distance of the Project. There are no missing sidewalks in the Project vicinity.

Table 4-1 summarizes the existing pedestrian facilities in the Project’ area. *Table 4-2* summarizes the existing traffic control, curb ramps and pedestrian count buttons in the Project vicinity.

**TABLE 4-1
EXISTING PEDESTRIAN CONDITIONS – ROADWAY SEGMENTS**

Roadway	Limits	Existing Pedestrian Facilities
University Avenue	Kansas Street to 30 th Street	Approximately 6-8 ft wide noncontiguous sidewalks are provided on both sides of the roadway.
Lincoln Avenue	Kansas Street to 30 th Street	Approximately 10-12 ft wide contiguous sidewalks are provided on both sides of the roadway from 30 th Street to the alleyway. Approximately 4-5 ft wide noncontiguous sidewalks are provided on both sides of the roadway from the alleyway to Kansas Street
Kansas Street	Lincoln Avenue to University Avenue	Approximately 4-5 ft wide noncontiguous sidewalks are provided on both sides.
30 th Street	Lincoln Avenue to University Avenue	Approximately 12-13 ft wide contiguous sidewalks are provided on the east side of the roadway. Approximately 8-9 ft wide noncontiguous sidewalks are provided on the west side of the roadway

**TABLE 4-2
EXISTING PEDESTRIAN CONDITIONS – INTERSECTIONS**

Intersection	Traffic Control	Control Type	Pedestrian Crossings		Countdown Ped Heads Provided?
			Crosswalk Type	Single/Dual	
1. Lincoln Ave / Kansas St	Unsignalized	AWSC ^a	Standard	Single	Yes
2. Lincoln Ave / Alleyway	Unsignalized	TWSC ^b	Standard	Single	Yes
3. Lincoln Ave / 30 th St	Signalized	Signalized	HVC ^c	Single	Yes
4. University Ave / Kansas St	Unsignalized	OWSC ^c	Standard	Single	Yes
5. University Ave / Alleyway	Unsignalized	OWSC	Standard	Single	Yes
6. University Ave / 30 th St	Signalized	Signalized	HVC	Single/Dual ^d	Yes

Footnotes:

- a. AWSC - All-Way-Stop-Controlled
- b. TWSC – Two-Way-Stop-Controlled
- c. OWSC - One-Way-Stop-Controlled
- d. HVC – High Visibility Crosswalk
- e. Dual ramps on southeast corner

General Note:

Please see *Figure 4-3* for further details.

4.5 Bicycle Mobility

This section presents the bicycle network in the Project vicinity. A bicycle network inventory was conducted along street segments in the Project vicinity. **Table 4-3** summarizes the existing bicycle facilities in the Project vicinity.

**TABLE 4-3
EXISTING BICYCLE FACILITIES**

Roadway	Bicycle Facilities
University Avenue	Class III Bicycle Routes (marked with Sharrows) on both north and south side of University Avenue.
Lincoln Avenue	A Class II Buffered Bike Lane is provided on both sides of the roadway between Idaho Street and Kansas Street. No bicycle facilities are provided between Kansas Street and 30 th Street. A Class II Buffered Bike Lane is provided on the north side of the roadway between 30 th Street and Boundary Street. A Class III Bicycle Route marked with sharrow is provided on the south side of the roadway between 30 th Street and Boundary Street.
Kansas Street	No bicycle lane currently exists.
30 th Street	A Class IV Cycle Track is provided on both sides of the roadway from Adams Avenue to Monroe Avenue, and from Meade Avenue to Juniper Street. The segment between Monroe Avenue and Meade Avenue does not include any marked bicycle facilities.

Footnotes:

1. Source: *Nearmap Aerial Imagery*, August 2025.

4.6 Transit Mobility

Bus routes in the vicinity of the Project site include routes 2, 6, and 7. Brief descriptions of the routes are provided below:

Route 2

Route 2 begins at Front Street / B Street and ends at 30th Street / Adams Avenue. This route runs along Downtown San Diego and North Park via Golden Hill / 30th Street. A total of twenty-eight (28) stops are provided along this route. Weekday service begins at 5:02 AM with 30-minute headway between 5:02 AM and 8:59 AM, and 15-minute until 8: PM and ends at 1:10 AM. Saturday service begins at 5:02 AM with 30-minute headways and ends at 1:10 AM. Sunday service begins at 6:31 AM with 30-minute headways between 7:31 AM and 9:01 PM and ends at 10:32 PM. The nearest bus stop to the Project site for this route is located at a walking distance of approximately 200 feet from the Project site east on University Avenue and 30th Street intersection on the west side of the roadway.

Route 6

Route 6 begins at Fashion Valley Transit Center and ends at 30th Street and University Avenue. This route runs along Fashion Valley Transit Center and North Park. A total of twenty-three (23) stops are provided along this route. Weekday service begins at 6:01 AM with 30-minute headway between 6:32 AM and 11:49 PM. Saturday service begins at 6:39 AM with 30-minute headways and ends at 10:30 PM. Sunday service begins at 9:37 AM with 30-minute headways between 10:07 AM and 6:07 PM

and ends at 8:31 PM. The nearest bus stop to the Project site for this route is located at a walking distance of approximately 90 feet from the Project site west on University Avenue and 30th Street intersection on the north side of the roadway.

Route 7

Route 7 begins at University Avenue / College Avenue and ends at Broadway / 1st Avenue. This route runs along Downtown San Diego and University Avenue. A total of thirty-seven (37) stops are provided along this route. Weekday service begins at 4:25 AM with 30-minute headway between 4:57 AM and 2:16 AM. Saturday service begins at 5:39 AM with 30-minute headways and ends at 10:30 PM and with 60-minute headways from 10:59 PM and ends at 12:59. Sunday service begins at 6:06 AM with 30-minute headways between 6:30 AM and 11:49 PM. The nearest bus stop to the Project site for this route is located at a walking distance of approximately 90 feet from the Project site west on University Avenue and 30th Street intersection on the north side of the roadway.

Figure 4-3 depicts the nearest bus stops and the walking distances to the bus stops.

Figure 4–1 Existing Conditions Diagram

Figure 4-2 Existing Traffic Volumes

Figure 4–3 Walking Distance to Transit and Trolley Stops

5.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

5.1 Project Trip Generation

Trip generation rates were obtained from the *City of San Diego Trip Generation Manual*, 2003. The Project consists of 92 multi-family dwelling units and approximately 4,900 SF of commercial land use. The type of ground-floor commercial land use is not known at this time. Therefore, the land use with the highest trip generation contemplated for this project (High Turnover Restaurant (sit-down)) was assumed. The following land use designations were used for this Project:

- **Dwelling Units:** Trip rate of 6 daily trips for the “Multiple Dwelling Units: Over 20 Dwelling Units per Acre”.
- **Restaurant:** Trip rate of 130 daily trips for the “High Turnover Restaurant (sit-down)” was used.

Trip generation calculations are summarized in *Table 5-1*.

5.1.1 Project Trip Generation

The Project is expected to generate approximately 1,189 average daily trips with 95 trips during the AM peak hour (35 inbound/60 outbound trips) and 101 trips during PM peak hour (66 inbound/35 outbound trips). No trip credit for existing onsite uses was applied to the trip generation as the building is currently unoccupied.

5.2 Project Trip Distribution

Since the Project is estimated to generate less than 2,400 daily unadjusted driveway trips, the Project trip distribution was developed based on the site’s proximity to freeways and arterials and the locations of retail opportunities, and schools and existing traffic patterns.

Figure 5-1 depicts the Regional Project trip distribution. As seen in *Figure 5-1*, 25% of the Project traffic is oriented north and 15% south on I-805, 10% to the east and 30% to the west on University Avenue. The remaining is local traffic.

5.3 Project Trip Assignment

Figure 5-2 depicts the Project trip distribution in the vicinity of the Project site. Because left-turn movements are not permitted at the University Avenue / Kansas Street and the University Avenue / Alley intersections due to the raised median, inbound and outbound traffic were assigned differently. For instance, of the 25% Project traffic oriented to the north on I-805 (*Figure 5-1*), 15% of the outbound traffic was assigned to travel via the alley, Lincoln Avenue, and 30th Street to access I-805 at the El Cajon interchange. While the remaining 10% outbound accessed the I-805 north via the University Avenue interchange. However, the inbound traffic from the north on I-805 was assigned to University Avenue to enter the site via the alley at University Avenue.

Similarly, 30% of the Project traffic is oriented to the west. In the outbound direction, it is routed via the southbound right turn at the University Avenue/Alley intersection. However, in the inbound direction, this traffic cannot turn left at the alley due to the raised median on University Avenue. Therefore, this traffic was assigned to the eastbound left-turn movement at 30th Street. This traffic would then turn left at Lincoln Avenue on northbound 30th Street and westbound left at the alley from Lincoln Avenue to enter the Project site.

Figure 5–3 depicts the Project trip assignment.

**TABLE 5-1
TRIP GENERATION SUMMARY**

Land Use	Size	Daily Trip Ends (ADT ^a)		AM Peak Hour					PM Peak Hour				
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
Multi-Family Dwelling Units ^d	92 DU	6 / DU	552	8%	20:80	9	35	44	9%	70:30	35	15	50
Restaurant ^c	4.9 KSF	130 / KSF	637	8%	50:50	26	25	51	8%	60:40	31	20	51
Total			1,189			35	60	95			66	35	101

Footnotes:

- a. Average Daily Trips
- b. Trip Generation Rate from the *City of San Diego Trip Generation Manual*, May 2003.
- c. Trip rate for High Turnover Restaurant (sit-down).
- d. Trip rate for Multiple Dwelling Unit (DU) Over 20 units per acre is used.

General Notes:

KSF – 1,000 Square Feet
DU – Dwelling Units

Figure 5-1 Regional Project Traffic Distribution

Figure 5-2 Project Traffic Distribution

Figure 5–3 Project Traffic Volumes

6.0 ANALYSIS OF EXISTING VEHICULAR CONDITIONS

The analysis of existing conditions includes the assessment of intersections and street segments within the Project vicinity using the methodologies described in *Section 3.0*.

6.1 Intersection Levels of Service

Table 6-1 summarizes the Existing peak hour intersection analysis results. As shown in *Table 6-1*, all signalized and unsignalized intersections are shown to currently operate at LOS D or better.

Appendix D includes the Existing peak hour intersection analysis worksheets.

6.2 Segment Levels of Service

Table 6-2 summarizes the Existing segment analysis results. Kansas Street is an unclassified 2-lane street serving mostly residential properties. Hence, it currently functions as a sub-collector street, with an LOS C capacity of 2,200 ADT. The segment of University Avenue along the Project frontage is a 4-lane major road with a raised median and no on-street parking.

As shown in *Table 6-2*, the two segments fronting the Project site currently operate better than LOS C.

6.3 Queuing Analysis

Based on *SimTraffic 11*, vehicular queuing was evaluated for intersection turning movements where queue storage is provided within a turn pocket or a dedicated turn lane. Vehicular queuing was based on 60-minute recording time, 15-minute seed, and average of 10 simulations.

Table 6-3 summarizes the existing peak hour queuing for the intersection turning movements. The queues at the following intersections were calculated to exceed the existing storage capacity:

- Lincoln Avenue / 30th Street (WBL–AM and PM peak; NBL – PM peak hour)
- University Avenue / 30th Street (WBL–AM and PM peak)

**TABLE 6-1
EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Delay ^a	LOS ^b
1. Lincoln Ave / Kansas St	AWSC ^c	AM	7.7	A
		PM	9.4	A
2. Lincoln Ave / Alleyway	TWSC ^d	AM	9	A
		PM	12.4	B
3. Lincoln Ave / 30 th St	Signal	AM	12.4	B
		PM	16.1	B
4. University Ave / Kansas St	OWSC ^e	AM	10.5	B
		PM	11	B
5. University Ave / Alleyway	OWSC ^e	AM	10.6	B
		PM	11	B
6. University Ave / 30 th St	Signal	AM	34.2	C
		PM	24.7	C
7. Project Driveway/ Alleyway	OWSC ^e	AM	DNE	DNE
		PM	DNE	DNE

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. AWSC = All-Way Stop Control. Overall intersection delay and LOS reported.
- d. TWSC = Two-Way Stop Control. Minor Street delay and LOS reported.
- e. OWSC = One-Way Stop Control. Minor Street delay and LOS reported.

General Note:

DNE – Does not exist

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 6-2
EXISTING SEGMENT OPERATIONS**

Segment	Functional Classification^a	LOS E^b Capacity	Volume	LOS^d	V/C^e
Kansas Street Lincoln Ave to University Ave	Sub Collector (2 lanes) ^f	2,200	1,280	<C	0.582
University Avenue Kansas St 30 th St	4-Ln Major Road	40,000	12,080	A	0.302

Footnotes:

- a. The City of San Diego roadway classification at which the roadway currently functions.
- b. The capacity of the roadway at Level of Service E.
- d. Level of Service.
- e. The Volume to Capacity ratio.
- f. The capacity of the roadway at Level of Service C.

**TABLE 6-3
EXISTING INTERSECTION 95TH PERCENTILE QUEUE ANALYSIS**

Intersection	Movement	Peak Hour	Storage	Queue
1. Lincoln Ave / Kansas St	EBL	AM	55	46
		PM		34
	WBL	AM	50	0
		PM		42
3. Lincoln Ave / 30 th St	EBL	AM	50	3
		PM		45
	WBL	AM	60	86
		PM		85
	NBL	AM	30	12
		PM		55
	SBL	AM	70	47
		PM		61
4. University Ave / 30 th St	EBL	AM	100	91
		PM		99
	WBL	AM	100	119
		PM		110
	NBL	AM	>100	99
		PM		104
	SBL	AM	75	58
		PM		69

General Notes:

Bolded indicates that the 95th percentile queue exceeds the available storage length.

7.0 OPENING YEAR (2028) VOLUMES

LLG conducted a search of planned projects on the City of San Diego *Open DSD* website and no cumulative projects were identified. Therefore, a growth of 2% per year for four (4) years was applied to the existing traffic to account for future traffic growth in the Project vicinity.

To forecast future traffic volumes for the Opening Year 2028 condition, a growth rate of 2% per year for 4 years (8% total) was developed and applied to the existing Year 2024 traffic volumes to calculate Opening Year 2028 (without Project) traffic volumes. This growth rate was determined based on a comparison of Year 2016 and Year 2025 traffic volumes from the SANDAG Series 14 ABM2+ traffic models, as shown in *Appendix E*. The annual average growth was calculated to be 1.13% a year. To be conservative, a 2% annual growth factor was applied.

Figure 7-1 depicts the Opening Year (2028) Without Project Traffic Volumes. *Figure 7-2* depicts the Opening Year (2028) + Project Traffic Volumes.

Figure 7-1 Opening Year (2028) Without Project Traffic Volumes

Figure 7-2 Opening Year (2028) + Project Traffic Volumes

8.0 OPENING YEAR (2028) ANALYSIS

8.1 Opening Year (2028) Without Project

8.1.1 Intersection Analysis

Table 8-1 summarizes the Opening Year (2028) without Project peak hour intersection analysis results. As shown in *Table 8-1*, all analyzed intersections are expected to operate at LOS D or better.

Appendix F includes the Opening Year (2028) without Project peak hour intersection analysis worksheets.

8.1.2 Segment Levels of Service

Table 8-2 summarizes the Opening Year without Project segment analysis results. As shown in *Table 8-2*, the two segments fronting the Project site are expected to operate better than LOS C.

8.1.3 Queuing Analysis

Based on *SimTraffic 11*, vehicular queuing was evaluated for intersection turning movements where queue storage is provided within a turn pocket or a dedicated turn lane. Vehicular queuing was based on 60-minute recording time, 15-minute seed, and average of 10 simulations. *Table 8-3* summarizes the peak hour queuing for the intersection turning movements under the Opening Year (2028) condition. The queues at the following intersections are expected to exceed the provided storage capacity without the Project traffic:

- **Lincoln Avenue / 30th Street**

EBL in the PM peak hour, WBL in the AM and PM peak hours and NBL in the PM peak hour.

- EBL: Project trips added - 5 in the PM peak hour.
- WBL: Project trips added - 0 in the AM and PM peak hours.
- NBL: Project trips added - 20 in the PM peak hour.

- **University Avenue / 30th Street**

EBL in the PM peak hour and WBL in the AM and PM peak hours

- EBL: Project trips added - 5 in the PM peak hour.
- WBL: Project trips added - 0 in the AM and PM peak hours.

8.2 Opening Year (2028) With Project

8.2.1 Intersection Analysis

Table 8-1 summarizes the Opening Year (2028) with Project peak hour intersection operations. As shown in *Table 8-1*, with the addition of Project traffic, all analyzed intersections are expected to continue to operate at LOS D or better, and therefore no improvements are required.

Appendix G includes the Opening Year (2028) with Project peak hour intersection analysis worksheets.

8.2.2 Segment Levels of Service

Table 6-2 summarizes the Opening Year (2028) peak hour segment analysis results. As shown in *Table 6-2*, the two segments fronting the Project site are expected to continue to operate better than LOS C.

8.2.3 Queuing Analysis

Table 8-3 summarizes the peak hour queuing for the intersection turning movements under the Opening Year (2028) + Project scenario. The queues at the following intersections are expected to exceed the provided storage capacity. However, the increase in queue lengths due to Project traffic is less than 10 feet in any turning movement.

- Lincoln Avenue / 30th Street (EBL–PM peak; WBL – AM and PM peak; and NBL–PM peak)
- University Avenue / 30th Street (EBL – PM peak; WBL–AM and PM peak)

As seen in *Table 8-3*, where storage capacity is exceeded under “without Project” conditions, the Project will contribute a maximum of 6 feet to the queue length. *Appendix H* includes the Opening Year (2028) queuing analysis worksheets.

**TABLE 8-1
OPENING YEAR (2028) INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Opening Year (2028)		Opening Year (2028) + Project		Improvement Required?
			Delay ^a	LOS ^b	Delay ^a	LOS ^b	
1. Lincoln Ave / Kansas St	AWSC ^c	AM	7.7	A	7.8	A	No
		PM	9.6	A	9.8	A	No
2. Lincoln Ave / Alleyway	TWSC ^d	AM	9.0	A	10.2	B	No
		PM	12.8	B	13.5	B	No
3. Lincoln Ave / 30 th St	Signal	AM	12.6	B	13.8	B	No
		PM	16.5	B	16.8	B	No
4. University Ave / Kansas St	OWSC ^e	AM	10.6	B	10.8	B	No
		PM	11.2	B	11.3	B	No
5. University Ave / Alleyway	OWSC ^e	AM	10.8	B	11.5	B	No
		PM	11.1	B	11.8	B	No
6. University Ave / 30 th St	Signal	AM	35.4	D	36.4	D	No
		PM	25.2	C	25.0	C	No
7. Project Driveway/ Alleyway	OWSC ^e	AM	DNE	DNE	9.0	A	No
		PM	DNE	DNE	9.1	A	No

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. All-Way Stop Control. Overall intersection delay and LOS reported.
- d. Two-Way Stop Control. Minor Street delay and LOS is reported.
- e. One-Way Stop Control. Minor Street delay and LOS is reported.

General Notes:

- DNE – Does not exist.
- NA – Not applicable.

SIGNAL		UNSIGNAL	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 8-2
OPENING YEAR (2028) SEGMENT OPERATIONS**

Segment	Functional Classification ^a	LOS E ^b Capacity	Opening Year 2028 Without Project			Opening Year 2028 With Project			Improvement Required?
			Volume	LOS ^c	V/C ^d	Volume	LOS	V/C	
Kansas Street Lincoln Ave to University Ave	Sub Collector (2 lanes) ^e	2,200	2,670	<C	1.214	2,760	<C	1.255	None
University Avenue Kansas St 30 th St	4-Ln Major Road	40,000	13,080	A	0.327	13,850	A	0.346	None

Footnotes:

- a. The City of San Diego roadway classification at which the roadway currently functions.
- b. The capacity of the roadway at Level of Service E.
- c. Level of Service.
- d. The Volume to Capacity ratio.
- e. The capacity of the roadway at Level of Service C.

TABLE 8-3
OPENING YEAR (2028) INTERSECTION 95TH PERCENTILE QUEUE ANALYSIS

Intersection	Movement	Peak Hour	Storage	Queue Length		Delta
				Without Project	With Project	
1. Lincoln Ave / Kansas St	EBL	AM	55	49	50	1
		PM		37	38	1
	WBL	AM	50	0	0	0
		PM		40	41	1
4. Lincoln Ave / 30 th St	EBL	AM	50	8	31	23
		PM		52	57	5
	WBL	AM	60	88	89	1
		PM		84	85	1
	NBL	AM	30	11	35	24
		PM		59	64	5
	SBL	AM	75	52	54	2
		PM		64	63	-1
7. University Ave / 30 th St	EBL	AM	100	100	104	4
		PM		101	107	6
	WBL	AM	100	119	120	1
		PM		116	117	1
	NBL	AM	>100	102	108	6
		PM		110	112	2
	SBL	AM	75	72	68	-4
		PM		69	71	2

General Notes:

Bold indicates that the 95th percentile queue exceeds the available storage length.

9.0 PLANNED BIKE / TRANSIT FACILITIES

9.1 Future Bicycle Facilities

A Class III bicycle route marked by sharrows is planned on University Avenue between Park Boulevard and I-805, on Lincoln Avenue between Park Boulevard and I-805 and 30th Street between University Avenue and Adams Avenue per the City of San Diego Bicycle Master Plan (December 2013) and the North Park Community Plan Update (July 2020).

**TABLE 9-3
PLANNED BICYCLE FACILITIES**

Roadway	Planned Bicycle Facilities
University Avenue	A Class II bicycle lane is proposed from Florida Street to the City of La Mesa city limits. ¹ A Class III bicycle route marked with sharrows is planned on University Avenue between Park Boulevard and I-805. ²
Lincoln Avenue	A Class III bicycle route marked with sharrows is planned for the entire length of Lincoln Avenue between Park Boulevard and I-805. ²
Kansas Street	None

Source:

- 1) *City of San Diego Bicycle Master Plan*, December 2013
- 2) *North Park Community Plan Update*, July 2020

9.2 Future Transit Facilities

The San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan (RTP) includes the following planned transit improvements for North Park:

- Local bus services in key corridors would increase to 10-minute headways in 2030.
- Rapid bus services on route 2 from North Park to downtown San Diego with 10-minute headways in 2030.
- Streetcar services on route 555 from 30th Street to downtown San Diego with 10-minute headways in 2035.

10.0 SYSTEMIC SAFETY REVIEW

Per page 40 of the City’s TSM, “Study intersections should be compared to the City of San Diego Systemic Safety: The Data-Driven Path to Vision Zero report to determine if a study intersection meets any hot spot criteria identifies in Appendix C: Identification of Systemic Hotspots of the report. If a study intersection meets any of the criteria, the applicant should evaluate any potential countermeasures and coordinate with the Development Services Department Transportation Development Section staff to determine appropriate intersection improvements.

Per page 34 of the City’s TSM, “study intersections” are defined as follows:

- *Signalized Intersections* located within half mile path of travel distance measured from the center of the intersection formed by each project driveway AND where the project will add 50 or more peak hour cumulative trips to any turning movement at the intersection.
- *Unsignalized Intersections* (side street stop controlled, all-way stop controlled, or roundabouts) located within half mile path of travel distance measured from the center of the intersection formed by each project driveway AND where the project will add 50 or more peak hour cumulative trips on any approach.
- *Freeway ramp terminal intersections* where the project adds 50 or more peak hour cumulative trips in either direction regardless of distance from the project site.

Based on the proposed trip distribution, none of the intersections within the vicinity of the Project site would meet the criteria listed above, as shown in *Figure 5-3* (i.e., the Project will add fewer than the noted 50 peak hour trips). Therefore, it can be concluded that the intersections within the vicinity of the Project site are not considered “study intersections” based on the TSM, and therefore a Systemic Safety review is not applicable to the Project.

11.0 PARKING, COMPLETE COMMUNITIES, AND MOBILITY CHOICES

11.1 Parking

The proposed development is located in Base Zone CC-3-9, and a Transit Priority Area (TPA) per the City of San Diego. Per the San Diego Municipal Code (SDMC) Section 142.0528, as the project is located in a TPA, the proposed development has no minimum vehicular parking requirement for residential land use. However, the Project is still required to provide motorcycle and bicycle spaces.

The Project is required to provide 9 motorcycle spaces, 38 long-term bicycle storage spaces, and 2 short-term bicycle storage spaces. The Project will provide 28 vehicle spaces, including 2 van accessible spaces, 9 motorcycle spaces, 8 standard spaces, 8 standard EV spaces, and 1 USPS space. In addition, 44 long-term bicycle storage spaces and 4 short-term bicycle parking spaces will also be provided. All parking spaces will be unbundled.

To use the zero minimum parking requirement, the Project is required to provide two points worth of Transportation Amenities (TA). The applicant has selected transportation amenities to satisfy this requirement from the list of available TA in *Appendix Q: Determining Transportation Amenities by the Parking Standards Transit Priority Area Regulations*.

To satisfy the two-point requirement, the project proposes a 500-square-foot co-working space on the Mezzanine level (see *Figure 11-1*) within the Project premises available for residents' use (2 points), including private or semi-private work spaces.

Since the proposed development is located in Base Zone CC-3-9 and a TPA, according to San Diego Municipal Code (SDMC) Table 142-05E, 142-05F, 142-05G, the proposed development has no minimum parking requirement for non-residential and residential uses. The applicant does not propose vehicular parking spaces for the non-residential land uses.

The Project is also required to provide a minimum of 5 points of VMT reduction measures if it chooses to utilize this section of the SDMC. These measures may also be counted towards the project's requirements for the Complete Communities: Mobility Choices regulations, as discussed in the next section.

11.2 Complete Communities Housing Solutions

Per SDMC 143.1025(A)(1), as the site has an area of less than 25,000 square feet, the applicant may elect to provide a bicycle repair station in lieu of a sidewalk widening. Therefore, as shown on the site plan, a bicycle repair station will be provided along University Avenue on the project frontage.

11.3 Complete Communities: Mobility Choice Regulations

The Project is located in the TPA and is required to provide a minimum of five points of VMT reduction measures for each non-residential land use per SDMC Table 145-05F Footnote 6.

The applicant proposes the following appropriate transportation amenities to satisfy this requirement as indicated in *Appendix T: Mobility Choices Regulations: Implementation Guidelines*:

- Bicycle Repair Station – 1.5 Points
- On-Site Multi-Modal Information Kiosks located within residential lobby entry – 2.5 Points
- Short-Term Bicycle Parking Spaces that are available to the public, at least 10% beyond minimum requirements – 1.5 Points

Appendix I contains an excerpt from the Site Development Permit (SDP) Plans, which provides additional details regarding parking, complete communities, and mobility choices.

Figure 11-1 Mezzanine Level Floor Plan

12.0 PROJECT TRANSPORTATION IMPROVEMENTS

The following summarizes the transportation improvements that the Project shall construct/provide:

1. Prior to issuance of the first building permit, the Owner/Permittee shall establish a formal ride-sharing program that matches individuals and encourages carpooling. This program shall be completed and operational prior to first occupancy.
2. Prior to issuance of the first building permit, the Owner/Permittee shall display Bus Schedules and maps prominently in the Building Lobbies to inform residents and employees of the available transit routes, transit schedules, and the nearest transit stop. These improvements shall be completed and operational prior to first occupancy.
3. The Project is located in the TPA and is required to provide a minimum of five points of VMT reduction measures for each non-residential land use per SDMC Table 145-05F Footnote 6. The applicant proposes the following appropriate transportation amenities to satisfy this requirement as indicated in *Appendix T: Mobility Choices Regulations: Implementation Guidelines*:
 - Bicycle Repair Station – 1.5 Points
 - On-Site Multi-Modal Information Kiosks located within residential lobby entry – 2.5 Points
 - Short-Term Bicycle Parking Spaces that are available to the public, at least 10% beyond minimum requirements – 1.5 Points
4. To use the zero minimum parking requirement, the Project is required to provide two points worth of Transportation Amenities (TA). To satisfy the two-point requirement, the project proposes a 500-square-foot co-working space on the Mezzanine level within the Project premises available for residents' use (2 points), including private or semi-private work spaces.
5. The Project will be plant three Brisbane Box street trees along Kansas Street and replace two existing Pear street trees with two Chinese Pistache street trees on University Avenue to improve the existing parkway along the Project frontage.