

Addendum to Traffic Impact Analysis

Barrio Logan Community Plan Update

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TABLE OF CONTENTS

1.0	INTRODUCTION	1-2
	BACKGROUND:.....	1-2
	ASSUMPTIONS:.....	1-2
2.0	HORIZON YEAR (2030) REVISED ALTERNATIVE 2	2-1
	TRAFFIC GENERATION.....	2-1
	INTERSECTION ANALYSIS	2-3
	ROADWAY SEGMENT ANALYSIS	2-3
	FREEWAY SEGMENT ANALYSIS.....	2-3
	CONCLUSION	2-3

List of Figures

Figure 1-1	Revised Alternative 2 Land Use Map	1-4
Figure 1-2	TAZ affected by Revised Alternative 2 Land Use Changes.....	1-5
Figure 2-1	Horizon Year (2030) ADT Volumes (Revised Alternative 2).....	2-2

List of Tables

Table 2-1	Traffic Generation Comparison Between Alternative 2 and Revised Alternative 2.....	2-1
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List of Appendices

Appendix A.....	Trip Generation Summary – Alternative 2 and Revised Alternative 2
Appendix B.....	Revised Roadway Segment Analysis (Tables 6-3 and 6-6)
Appendix C.....	Revised Freeway Segment Analysis (Table 6-4)

1.0 INTRODUCTION

Background:

Based on feedback from the San Diego Planning Commission workshop that was held in May 2011, City staff created a new General Plan Land Use – Maritime-Oriented Commercial- and a new Land Development Code zone- CC-6-4- to provide maritime-related retail and wholesale services that cater to the growth and development of water-dependent industries in the Transition Zone. This new land use designation was incorporated into Alternative 2 which is now known as Revised Alternative 2. **Figure 1-1** illustrates the revised Alternative 2 land use scenario. The TAZ's that were affected by this change include 3957, 3982 and 3976. **Figure 1-2** illustrates the TAZ's affected by the Revised Alternative 2 Land Use changes. The following changes were made to the Alternative 2 land use map:

- Replace Light Industrial with Maritime-Oriented Commercial (residential restricted; NEW zone: CC-6-4) along Main Street between Sampson and 27th.
- Replace Light Industrial with Commercial Office (residential restricted; zone: CO-2-1) along Main Street between Evans and Sampson.
- Replace Heavy Commercial with Maritime-Oriented Commercial (Residential restricted; NEW Zone CC-6-4) between Newton Avenue and Main Street from Sampson to 26th Street and Boston Avenue and Main Street from 26th Street to 27th Street.
- Replace Light Industrial and Neighborhood Commercial between 27th Street and just West of 28th Street between Main Street and Boston Avenue with Heavy Commercial (CC-5-4).
- Replace Neighborhood Commercial (Residential Permitted and Prohibited) with Heavy Commercial (CC-5-4) between Boston Avenue and Interstate-5 and 27th Street and 28th Street.

In order to assess the potential future “worst case scenario” from a transportation perspective, the areas that are proposed as maritime-oriented commercial were modeled with an arterial commercial trip generation rate (40 daily trips per thousand square feet) since there was not a standard trip generation rate that would completely capture the proposed land use type. The arterial commercial rate provides for the highest trip generation expected under CC-6-4 and therefore takes into account all vehicular traffic trips that could potentially be generated by the new maritime-oriented commercial land use classification.

Assumptions:

The following land use assumptions that are based on SANDAG's land use codes were made for the following areas.

- Main Street between Sampson to 27th:
 - Alternative 2: Light Industrial (2.0 FAR)
 - Revised Alternative 2: Arterial Commercial (.5 FAR)
- Main Street between Evans and Sampson:
 - Alternative 2: Light Industrial (2.0 FAR)
 - Revised Alternative 2: Office (Low-Rise) (.5 FAR)
- Newton Avenue/Boston Avenue and Main Street from Sampson to 27th Street.
 - Alternative 2: Arterial Commercial (.5 FAR)

- Revised Alternative 2: Arterial Commercial (.5 FAR)
- 27th and just north of 28th between Main Street and I-5
 - Alternative 2: Arterial Commercial (.5 FAR)
 - Revised Alternative 2: Arterial Commercial (.5 FAR)

Barrio Logan Draft REVISED Alternative 2 Land Use

Legend

- Community Commercial
- Community Village
- Neighborhood Commercial (Residential Permitted)
- Neighborhood Commercial (Residential Prohibited)
- Heavy Commercial
- Maritime Oriented Commercial
- Office Commercial (Transition Zone)
- Office Commercial
- Heavy Industrial
- Residential Low
- Residential Medium
- School/Institutional
- Open Space
- Park
- Military Use
- Transit Center
- Railroad Right of Way
- Caltrans Right of Way
- Port Tidelands

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Figure 1-1: Revised Alternative 2 Land Use Map

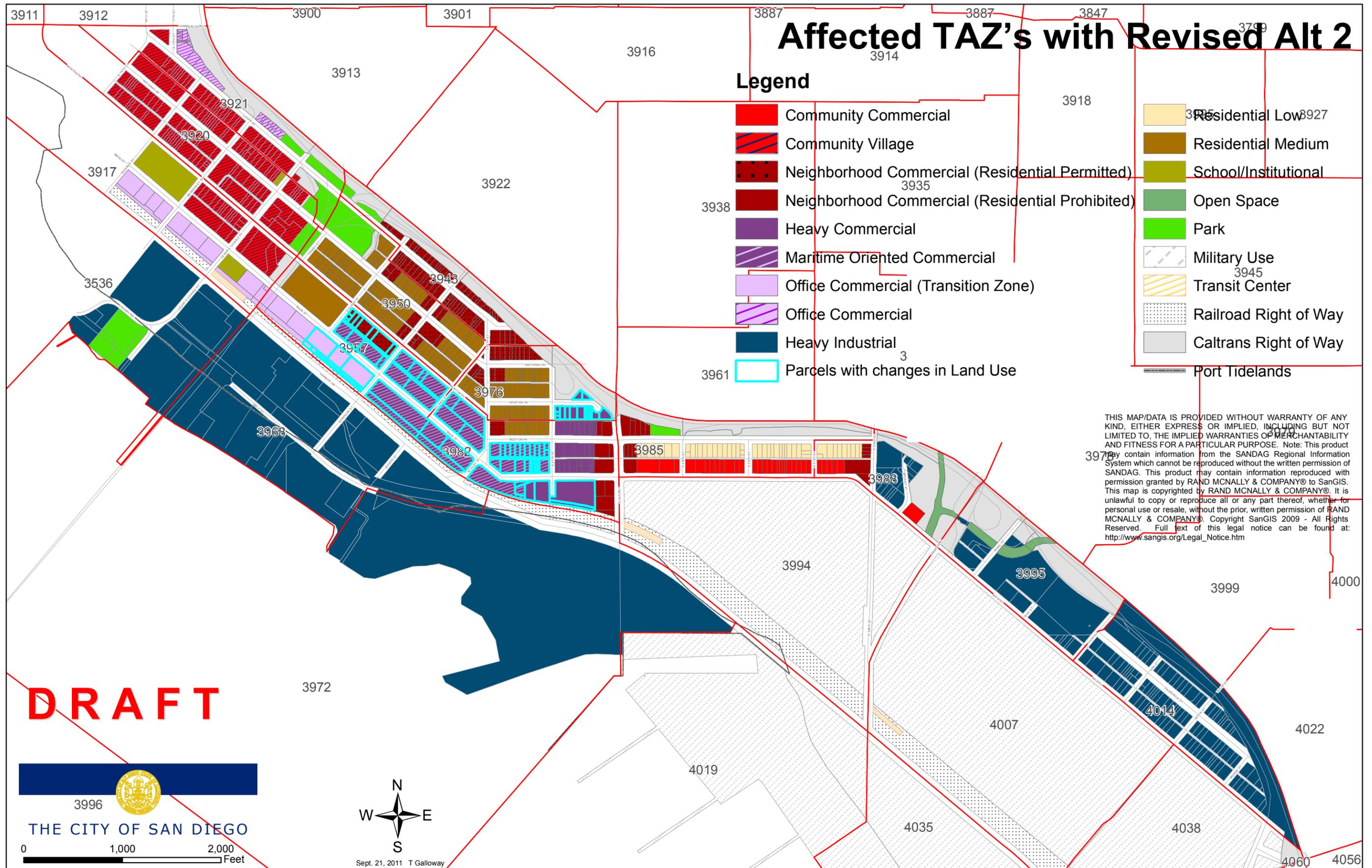


Figure 1-2: TAZ's affected by Revised Alternative 2 Land Use Changes

2.0 HORIZON YEAR (2030) REVISED ALTERNATIVE 2

The following section describes the traffic analysis results with the changes to the land use assumptions for the Revised Alternative 2.

Traffic Generation

In order to determine whether the analysis provided in the Barrio Logan Community Plan Update Draft Traffic Impact Analysis (TIA) dated March 2011 for the original Alternative 2 was adequate to represent and disclose potential traffic impacts of the Revised Alternative 2, the buildout trip generation and traffic volumes for the Revised Alternative 2 and the original Alternative 2 were compared.

Table 2-1 shows the traffic generation comparison between the previously analyzed Alternative 2 and the newly Revised Alternative 2. **Appendix A** includes the trip generation summary for the two Alternatives. As shown in Table 1, Alternative 2 is projected to have a total of 152,430 daily trips. During the AM peak hour, it is projected to generate a total of 11,131 trips (7,828 inbound and 3,303 outbound). During the PM peak hour it is projected to generate a total of 15,939 trips (6,270 inbound and 9,669 outbound). Revised Alternative 2 is projected to generate a total of 140,140 daily trips. During the AM peak hour, it is projected to generate a total of 9,075 trips (5,892 inbound and 3,182 outbound). During the PM peak hour it is projected to generate a total of 14,281 trips (6,214 inbound and 8,067 outbound).

Overall, Revised Alternative 2 would generate 12,290 fewer daily trips, 2,056 fewer morning peak hour trips (1,936 fewer inbound and 121 fewer outbound), and 1,658 fewer evening peak hour trips (56 fewer inbound and 1,602 fewer outbound).

Table 2-1 Traffic Generation Comparison Between Alternative 2 and Revised Alternative 2

	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	Inbound	Outbound	Total	Inbound	Outbound
Alt 2	152,430	11,131	7,828	3,303	15,939	6,270	9,669
Revised Alt 2	140,140	9,075	5,892	3,182	14,281	6,214	8,067
Difference	12,290	2,056	1,936	121	1,658	56	1,602

To determine the projected buildout traffic volumes throughout the community for Revised Alternative 2 and how these compare to the buildout traffic volumes for the original Alternative 2, a traffic forecast was produced. The forecasted traffic volumes for the Revised Alternative 2 are generally very similar to, and slightly lower than those for the original Alternative 2. **Figure 2-1** shows the Revised Alternative 2 Average Daily Traffic (ADT) volumes within the study area.



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- LEGEND**
- Barrio Logan Community Plan Area
 - Freeway/Ramp
 - Park/Open Space
 - City Boundary
 - SDMTS Trolley and Station
 - School
 - Port District
 - Naval Station San Diego

- ① ADT volumes along Cesar Chavez Parkway between Newton Avenue and Main Street were reduced by 4,300 ADT to account for Newton Avenue not being in the model. This adjustment was based on existing traffic patterns.
- ② ADT volumes along 28th Street between Boston Avenue and Harbor Drive were increased by 4,000 ADT as recommended during the traffic model calibration process.
- ③ ADT volumes along 32nd Street between Main Street and Harbor Drive were increased by 600 ADT as recommended during the traffic model calibration process.



Figure 2-1: Horizon Year (2030) ADT Volumes (Revised Alternative 2)

Intersection Analysis

Based on the nominal changes in the ADT volumes for each segment between the original Alternative 2 and the Revised Alternative 2 Land Use scenarios, the peak-hour volumes for the study area intersections would not be significantly different; therefore, the peak-hour intersection analysis does not need to be revised.

Roadway Segment Analysis

The roadway segment analysis was updated with the Revised Alternative 2 ADT volumes. The revised Tables 6-3 and 6-6 are included in **Appendix B**. As shown in the revised roadway segment analysis, the Revised Alternative 2 Land Use scenario will not have additional roadway segment impacts to those identified in the Draft TIA dated March 2011. The following roadway segments would operate at better LOS with the Revised Alternative 2 Land Use scenario than with the original Alternative 2 scenario:

- Cesar Chavez Parkway north of Logan Avenue (LOS D with Original Alternative 2, LOS C with Revised Alternative 2);
- Sampson Street between National Avenue and Harbor Drive (LOS F with Original Alternative 2, LOS E with Revised Alternative 2);
- 26th Street between National Avenue and Main Street (LOS F with Original Alternative 2, LOS E with Revised Alternative 2);
- National Avenue between 16th Street and Beardsley Street (LOS E with Original Alternative 2, LOS D with Revised Alternative 2);
- Main Street between Cesar Chavez Parkway and Evans Street (LOS F with Original Alternative 2, LOS E with Revised Alternative 2);
- Main Street between Evans Street and 26th Street (LOS F with Original Alternative 2, LOS D with revised Alternative 2); and
- Main Street between 28th Street and 29th Street (LOS E with Original Alternative 2, LOS D with revised Alternative 2)

Freeway Segment Analysis

An updated freeway segment analysis (Table 6-4) for the Revised Alternative 2 Land Use scenario is included in **Appendix C**. As shown in the revised Table 6-4, the Revised Alternative 2 Land Use scenario will have the same LOS results and freeway segment impacts as the original Alternative 2 Land Use scenario.

Conclusion

Based on the trip generation, traffic volume comparisons, and the updated roadway and freeway segment analysis, no additional impacts beyond those identified by the analysis of the Original Alternative 2 would be expected to result from the Revised Alternative 2; therefore, the extensive detailed analysis done to date and provided in the Draft Traffic Impact Analysis for Alternative 2 adequately describes the traffic impacts of the Revised Alternative 2.

APPENDICES

APPENDIX A

- Trip Generation Summary – Alternative 2 and Revised Alternative 2

**ORIGINAL ALTERNATIVE 2 TABLE WITH SUBTOTALS
TRIP GENERATION SUMMARY**

TAZ	Land Use	Land Use as listed in SanDiego	Units1	Daily Trips	AM Peak-Hour					PM Peak-Hour				
					% of ADT2	In:Out Ratio2	In	Out	Total	% of ADT2	In:Out Ratio2	In	Out	Total
3536	PARKING	Park & Ride Lots			14%	7.00 : 3.00	0	0	0	15%	3.00 : 7.00	0	0	0
3536	OTHER TRANSPORTATION	Park & Ride Lots			14%	7.00 : 3.00	0	0	0	15%	3.00 : 7.00	0	0	0
3536	WHOLESALE TRADE	Discount Store/Discount Club			2%	6.00 : 4.00	0	0	0	10%	5.00 : 5.00	0	0	0
3536	ACTIVE PARK	Park - Developed			4%	0.00 : 0.00	0	0	0	8%	0.00 : 0.00	0	0	0
3536	HEAVY INDUSTRY (ksf)	Large Industrial Park *			11%	9.00 : 1.00	0	0	0	12%	2.00 : 8.00	0	0	0
3536	WAREHOUSING (ksf)	Warehousing			15%	7.00 : 3.00	0	0	0	16%	4.00 : 6.00	0	0	0
3536	MARINA (CCDC)	Marina			3%	3.00 : 7.00	0	0	0	7%	6.00 : 4.00	0	0	0
3536	MARINE TERMINAL	Marina			3%	3.00 : 7.00	0	0	0	7%	6.00 : 4.00	0	0	0
3917	OTHER TRANSPORTATION	Park & Ride Lots	5.10 acre	433	14%	7.00 : 3.00	42	19	61	15%	3.00 : 7.00	19	46	65
3917	WAREHOUSING (ksf)	Warehousing	90.60 ksf	459	15%	7.00 : 3.00	48	21	69	16%	4.00 : 6.00	29	44	73
3917	ELEMENTARY SCHOOL (stu)	Elementary School	529.00 Stu	1,539	31%	6.00 : 4.00	286	191	477	19%	4.00 : 6.00	117	175	292
3917	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	56.70 ksf	6,740	4%	6.00 : 4.00	162	108	270	11%	5.00 : 5.00	371	370	741
3917	RAIL STATION (BL)	Transit Station (rail)	0.60 acre	181	14%	7.00 : 3.00	18	7	25	15%	3.00 : 7.00	8	19	27
3917	JUNIOR COLLEGE (ksf)	Community College (2 Years)	70.00 ksf	1,295	12%	9.00 : 1.00	140	15	155	8%	3.00 : 7.00	31	73	104
3917	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	4.80 ksf	192	3%	6.00 : 4.00	3	3	6	9%	5.00 : 5.00	9	8	17
3917	LIGHT INDUSTRY (ksf)	Large Industrial Park *	79.50 ksf	1,272	11%	9.00 : 1.00	126	14	140	12%	2.00 : 8.00	31	122	153
3917	LOW RISE OFFICE(FT3917)(ksf)	Commercial Office	258.50 ksf	3,467	13%	9.00 : 1.00	406	45	451	14%	2.00 : 8.00	97	388	485
3917	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	629.00 du	3,798	8%	2.00 : 8.00	61	243	304	9%	7.00 : 3.00	239	103	342
3920	FIRE OR POLICE STATION	Corprate Headquarters/Single Tenant Office	1.00 site	229	15%	9.00 : 1.00	31	3	34	15%	1.00 : 9.00	3	31	34
3920	ACTIVE PARK	Park - Developed	1.60 acre	70	4%	0.00 : 0.00	0	3	3	8%	0.00 : 0.00	0	6	6
3920	OTHER HEALTH CARE (ksf)	Medical Office:	100.60 ksf	5,008	6%	8.00 : 2.00	240	60	300	10%	3.00 : 7.00	150	351	501
3920	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	69.30 ksf	8,237	4%	6.00 : 4.00	198	131	329	11%	5.00 : 5.00	453	453	906
3920	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	56.70 ksf	2,272	3%	6.00 : 4.00	41	27	68	9%	5.00 : 5.00	102	102	204
3920	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	1,034.00 du	6,243	8%	2.00 : 8.00	100	399	499	9%	7.00 : 3.00	393	169	562
3921	ACTIVE PARK	Park - Developed	1.40 acre	61	4%	0.00 : 0.00	0	2	2	8%	0.00 : 0.00	0	5	5
3921	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	2.10 ksf	250	4%	6.00 : 4.00	6	4	10	11%	5.00 : 5.00	14	14	28
3921	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	28.20 ksf	1,130	3%	6.00 : 4.00	20	14	34	9%	5.00 : 5.00	51	51	102
3921	LOW RISE OFFICE(FT3921)(ksf)	Commercial Office	162.90 ksf	2,435	13%	9.00 : 1.00	285	32	317	14%	2.00 : 8.00	68	273	341
3921	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	505.00 du	3,049	8%	2.00 : 8.00	49	195	244	9%	7.00 : 3.00	192	82	274
3943	ACTIVE PARK	Park - Developed	0.60 acre	26	4%	0.00 : 0.00	0	1	1	8%	0.00 : 0.00	0	2	2
3943	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	2.00 du	18	8%	2.00 : 8.00	0	1	1	10%	7.00 : 3.00	1	1	2
3943	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	70.90 ksf	2,841	3%	6.00 : 4.00	51	34	85	9%	5.00 : 5.00	128	128	256
3943	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	323.00 du	1,950	8%	2.00 : 8.00	31	125	156	9%	7.00 : 3.00	123	53	176
3950	PARKING	Park & Ride Lots	0.50 acre	0	14%	7.00 : 3.00	0	0	0	15%	3.00 : 7.00	0	0	0
3950	OTHER PUBLIC SERVICE	Government Office (Civic Center):	0.20 acre	58	9%	9.00 : 1.00	5	0	5	12%	3.00 : 7.00	2	5	7
3950	ACTIVE PARK	Park - Developed	4.90 acre	215	4%	0.00 : 0.00	0	9	9	8%	0.00 : 0.00	0	17	17
3950	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	12.00 du	106	8%	2.00 : 8.00	2	6	8	10%	7.00 : 3.00	7	4	11
3950	OTHER HEALTH CARE (ksf)	Medical Office:	12.10 ksf	602	6%	8.00 : 2.00	29	7	36	10%	3.00 : 7.00	18	42	60
3950	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	23.10 ksf	926	3%	6.00 : 4.00	17	11	28	9%	5.00 : 5.00	42	41	83
3950	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	480.00 du	2,898	8%	2.00 : 8.00	46	186	232	9%	7.00 : 3.00	183	78	261

TAZ	Land Use	Land Use as listed in San Diego	Units1	Daily Trips	AM Peak-Hour					PM Peak-Hour				
					% of ADT2	In:Out Ratio2	In	Out	Total	% of ADT2	In:Out Ratio2	In	Out	Total
3957	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	167.60 ksf	6,716	3%	6.00 : 4.00	121	80	201	9%	5.00 : 5.00	302	302	604
3957	LIGHT INDUSTRY (ksf)	Large Industrial Park *	620.90 ksf	9,936	11%	9.00 : 1.00	984	109	1,093	12%	2.00 : 8.00	238	954	1,192
3957	LOW RISE OFFICE(3957)(ksf)	Large Industrial Park *	249.50 ksf	3,347	11%	9.00 : 1.00	331	37	368	12%	2.00 : 8.00	80	322	402
3957	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	144.00 du	869	8%	2.00 : 8.00	14	56	70	9%	7.00 : 3.00	55	23	78
3957	SUBTOTAL	SUBTOTAL	144.00 du 1,038.00 ksf	20,868			1,450	282	1,732			675	1,601	2,276
3968	PARKING	Park & Ride Lots			14%	7.00 : 3.00	0	0	0	15%	3.00 : 7.00	0	0	0
3968	HEAVY INDUSTRY (ksf)	Large Industrial Park *			11%	9.00 : 1.00	0	0	0	12%	2.00 : 8.00	0	0	0
3968	WAREHOUSING (ksf)	Warehousing			15%	7.00 : 3.00	0	0	0	16%	4.00 : 6.00	0	0	0
3972	HEAVY INDUSTRY (ksf)	Large Industrial Park *			11%	9.00 : 1.00	0	0	0	12%	2.00 : 8.00	0	0	0
3976	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	6.00 du	53	8%	2.00 : 8.00	1	3	4	10%	7.00 : 3.00	4	1	5
3976	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	45.90 ksf	1,839	3%	6.00 : 4.00	33	22	55	9%	5.00 : 5.00	83	83	166
3976	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	374.00 du	2,258	8%	2.00 : 8.00	36	145	181	9%	7.00 : 3.00	142	61	203
3976	SUBTOTAL	SUBTOTAL	380.00 du 45.90 ksf	4,150			70	170	240			229	145	374
3982	MULTI-FAMILY (BL)	Marina	61.00 du	373	3%	3.00 : 7.00	3	8	11	7%	6.00 : 4.00	16	10	26
3982	FAST FOOD REST. (ksf)	Restaurant - Fast Food (with or without drive-through)	13.90 ksf	9,748	4%	6.00 : 4.00	234	156	390	8%	5.00 : 5.00	390	390	780
3982	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	288.90 ksf	11,577	3%	6.00 : 4.00	208	139	347	9%	5.00 : 5.00	521	521	1,042
3982	LIGHT INDUSTRY (ksf)	Large Industrial Park *	761.30 ksf	12,182	11%	9.00 : 1.00	1,206	134	1,340	12%	2.00 : 8.00	292	1,170	1,462
3982	LOW RISE OFFICE(3982)(ksf)	Large Industrial Park *	246.60 ksf	3,327	11%	9.00 : 1.00	329	37	366	12%	2.00 : 8.00	80	319	399
3982	SUBTOTAL	SUBTOTAL	61.00 du 1,310.70 ksf	37,207			1,980	474	2,454			1,299	2,410	3,709
3985	ACTIVE PARK	Park - Developed	0.60 acre	26	4%	0.00 : 0.00	0	1	1	8%	0.00 : 0.00	0	2	2
3985	INACTIVE USE		0 3.00 acre	0										
3985	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	27.00 du	237	8%	2.00 : 8.00	4	15	19	10%	7.00 : 3.00	17	7	24
3985	FAST FOOD REST. (ksf)	Restaurant - Fast Food (with or without drive-through)	3.70 ksf	2,595	4%	6.00 : 4.00	62	42	104	8%	5.00 : 5.00	104	104	208
3985	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	15.70 ksf	1,866	4%	6.00 : 4.00	45	30	75	11%	5.00 : 5.00	103	102	205
3985	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	131.80 ksf	5,282	3%	6.00 : 4.00	95	63	158	9%	5.00 : 5.00	238	237	475
3985	LOW RISE OFFICE(FT3985)(ksf)	Commercial Office	15.70 ksf	414	13%	9.00 : 1.00	48	6	54	14%	2.00 : 8.00	12	46	58
3985	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	90.00 du	543	8%	2.00 : 8.00	9	34	43	9%	7.00 : 3.00	34	15	49
3988	INACTIVE USE		0 5.60 acre	0										
3988	HEAVY INDUSTRY (ksf)	Large Industrial Park *	359.90 ksf	1,458	11%	9.00 : 1.00	144	16	160	12%	2.00 : 8.00	35	140	175
3988	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	9.00 du	79	8%	2.00 : 8.00	1	5	6	10%	7.00 : 3.00	6	2	8
3988	FAST FOOD REST. (ksf)	Restaurant - Fast Food (with or without drive-through)	1.90 ksf	1,332	4%	6.00 : 4.00	32	21	53	8%	5.00 : 5.00	53	54	107
3988	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	31.30 ksf	3,720	4%	6.00 : 4.00	89	60	149	11%	5.00 : 5.00	205	204	409
3988	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	25.90 ksf	1,038	3%	6.00 : 4.00	19	12	31	9%	5.00 : 5.00	47	46	93
3988	LOW RISE OFFICE(3988)(ksf)	Large Industrial Park *	31.30 ksf	794	11%	9.00 : 1.00	79	8	87	12%	2.00 : 8.00	19	76	95
3988	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	23.00 du	139	8%	2.00 : 8.00	2	9	11	9%	7.00 : 3.00	9	4	13
3995	INACTIVE USE		0 1.90 acre	0										
3995	HEAVY INDUSTRY (ksf)	Large Industrial Park *	1,440.10 ksf	5,834	11%	9.00 : 1.00	578	64	642	12%	2.00 : 8.00	140	560	700
4014	HEAVY INDUSTRY (ksf)	Large Industrial Park *	1,690.30 ksf	6,848	11%	9.00 : 1.00	678	75	753	12%	2.00 : 8.00	164	658	822
4069	MILITARY USE (Gate 9 - site)	Marina			3%	3.00 : 7.00	0	0	0	7%	6.00 : 4.00	0	0	0
4606	REGIONAL COMM.(Mtro)(ksf)	Shopping Center - Regional (300,000 sq. ft. or more GLA) (6)												
4606	SPECIALTY COMM.(metro)(ksf)	Specialty Retail Center/Strip Commercial			3%	6.00 : 4.00	0	0	0	9%	5.00 : 5.00	0	0	0
4606	LUMBER STORE (metro)(ksf)	Lumber/Home Improvement Store			7%	6.00 : 4.00	0	0	0	9%	5.00 : 5.00	0	0	0
	ALT 2 SUBTOTALS of TAZ's that are different than Revised ALT 2		585.00 du 2,394.60 ksf	62,225			3,500	926	4,426			2,203	4,156	6,359
	Alternative 2 Total			152,430			7,828	3,303	11,131			6,270	9,669	15,939

Note:

1. DU = Dwelling Unit
2. Trip rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2003.
3. Driveway trips are the total number of trips generated by a site.

**REVISED ALTERNATIVE 2 TABLE WITH SUBTOTALS AND COMPARISON TO ORIGINAL ALTERNATIVE 2
TRIP GENERATION SUMMARY**

TAZ	Land Use	Land Use as listed in SanDiego	Units1	Daily Trips	AM Peak-Hour					PM Peak-Hour				
					% of ADT2	In:Out Ratio2	In	Out	Total	% of ADT2	In:Out Ratio2	In	Out	Total
3536	PARKING	Park & Ride Lots			14%	7.00 : 3.00	0	0	0	15%	3.00 : 7.00	0	0	0
3536	OTHER TRANSPORTATION	Park & Ride Lots			14%	7.00 : 3.00	0	0	0	15%	3.00 : 7.00	0	0	0
3536	WHOLESALE TRADE	Discount Store/Discount Club			2%	6.00 : 4.00	0	0	0	10%	5.00 : 5.00	0	0	0
3536	ACTIVE PARK	Park - Developed			4%	0.00 : 0.00	0	0	0	8%	0.00 : 0.00	0	0	0
3536	HEAVY INDUSTRY (ksf)	Large Industrial Park *			11%	9.00 : 1.00	0	0	0	12%	2.00 : 8.00	0	0	0
3536	WAREHOUSING (ksf)	Warehousing			15%	7.00 : 3.00	0	0	0	16%	4.00 : 6.00	0	0	0
3536	MARINA (CCDC)	Marina			3%	3.00 : 7.00	0	0	0	7%	6.00 : 4.00	0	0	0
3536	MARINE TERMINAL	Marina			3%	3.00 : 7.00	0	0	0	7%	6.00 : 4.00	0	0	0
3917	OTHER TRANSPORTATION	Park & Ride Lots	5.10 acre	433	14%	7.00 : 3.00	42	19	61	15%	3.00 : 7.00	19	46	65
3917	WAREHOUSING (ksf)	Warehousing	90.60 ksf	459	15%	7.00 : 3.00	48	21	69	16%	4.00 : 6.00	29	44	73
3917	ELEMENTARY SCHOOL (stu)	Elementary School	529.00 Stu	1,539	31%	6.00 : 4.00	286	191	477	19%	4.00 : 6.00	117	175	292
3917	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	56.70 ksf	6,740	4%	6.00 : 4.00	162	108	270	11%	5.00 : 5.00	371	370	741
3917	RAIL STATION (BL)	Transit Station (rail)	0.60 acre	181	14%	7.00 : 3.00	18	7	25	15%	3.00 : 7.00	8	19	27
3917	JUNIOR COLLEGE (ksf)	Community College (2 Years)	70.00 ksf	1,295	12%	9.00 : 1.00	140	15	155	8%	3.00 : 7.00	31	73	104
3917	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	4.80 ksf	192	3%	6.00 : 4.00	3	3	6	9%	5.00 : 5.00	9	8	17
3917	LIGHT INDUSTRY (ksf)	Large Industrial Park *	79.50 ksf	1,272	11%	9.00 : 1.00	126	14	140	12%	2.00 : 8.00	31	122	153
3917	LOW RISE OFFICE(FT3917)(ksf)	Commercial Office	258.50 ksf	3,467	13%	9.00 : 1.00	406	45	451	14%	2.00 : 8.00	97	388	485
3917	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	629.00 du	3,798	8%	2.00 : 8.00	61	243	304	9%	7.00 : 3.00	239	103	342
3920	FIRE OR POLICE STATION	Corprate Headquarters/Single Tenant Office	1.00 site	229	15%	9.00 : 1.00	31	3	34	15%	1.00 : 9.00	3	31	34
3920	ACTIVE PARK	Park - Developed	1.60 acre	70	4%	0.00 : 0.00	0	3	3	8%	0.00 : 0.00	0	6	6
3920	OTHER HEALTH CARE (ksf)	Medical Office:	100.60 ksf	5,008	6%	8.00 : 2.00	240	60	300	10%	3.00 : 7.00	150	351	501
3920	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	69.30 ksf	8,237	4%	6.00 : 4.00	198	131	329	11%	5.00 : 5.00	453	453	906
3920	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	56.70 ksf	2,272	3%	6.00 : 4.00	41	27	68	9%	5.00 : 5.00	102	102	204
3920	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	1,034.00 du	6,243	8%	2.00 : 8.00	100	399	499	9%	7.00 : 3.00	393	169	562
3921	ACTIVE PARK	Park - Developed	1.40 acre	61	4%	0.00 : 0.00	0	2	2	8%	0.00 : 0.00	0	5	5
3921	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	2.10 ksf	250	4%	6.00 : 4.00	6	4	10	11%	5.00 : 5.00	14	14	28
3921	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	28.20 ksf	1,130	3%	6.00 : 4.00	20	14	34	9%	5.00 : 5.00	51	51	102
3921	LOW RISE OFFICE(FT3921)(ksf)	Commercial Office	162.90 ksf	2,435	13%	9.00 : 1.00	285	32	317	14%	2.00 : 8.00	68	273	341
3921	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	505.00 du	3,049	8%	2.00 : 8.00	49	195	244	9%	7.00 : 3.00	192	82	274
3943	ACTIVE PARK	Park - Developed	0.60 acre	26	4%	0.00 : 0.00	0	1	1	8%	0.00 : 0.00	0	2	2
3943	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	2.00 du	18	8%	2.00 : 8.00	0	1	1	10%	7.00 : 3.00	1	1	2
3943	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	70.90 ksf	2,841	3%	6.00 : 4.00	51	34	85	9%	5.00 : 5.00	128	128	256
3943	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	323.00 du	1,950	8%	2.00 : 8.00	31	125	156	9%	7.00 : 3.00	123	53	176
3950	PARKING	Park & Ride Lots	0.50 acre	0	14%	7.00 : 3.00	0	0	0	15%	3.00 : 7.00	0	0	0
3950	OTHER PUBLIC SERVICE	Government Office (Civic Center):	0.20 acre	58	9%	9.00 : 1.00	5	0	5	12%	3.00 : 7.00	2	5	7
3950	ACTIVE PARK	Park - Developed	4.90 acre	215	4%	0.00 : 0.00	0	9	9	8%	0.00 : 0.00	0	17	17
3950	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	12.00 du	106	8%	2.00 : 8.00	2	6	8	10%	7.00 : 3.00	7	4	11
3950	OTHER HEALTH CARE (ksf)	Medical Office:	12.10 ksf	602	6%	8.00 : 2.00	29	7	36	10%	3.00 : 7.00	18	42	60
3950	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	23.10 ksf	926	3%	6.00 : 4.00	17	11	28	9%	5.00 : 5.00	42	41	83
3950	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	480.00 du	2,898	8%	2.00 : 8.00	46	186	232	9%	7.00 : 3.00	183	78	261

TAZ	Land Use	Land Use as listed in San Diego	Units1		Daily Trips	AM Peak-Hour					PM Peak-Hour				
						% of ADT2	In:Out Ratio2	In	Out	Total	% of ADT2	In:Out Ratio2	In	Out	Total
3957	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	219.20	ksf	8,768	3%	6.00 : 4.00	158	105	263	9%	5.00 : 5.00	395	395	789
3957	LIGHT INDUSTRY (ksf)	Large Industrial Park *	0.00	ksf	0	11%	9.00 : 1.00	0	0	0	12%	2.00 : 8.00	0	0	0
3957	LOW RISE OFFICE(3957)(ksf)	Large Industrial Park *	205.80	ksf	2,914	13%	9.00 : 1.00	341	38	379	14%	2.00 : 8.00	82	326	408
3957	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	202.00	du	1,212	8%	2.00 : 8.00	19	78	97	9%	7.00 : 3.00	76	33	109
3957	SUBTOTAL	SUBTOTAL	202.00	du	12,894			518	221	739			553	754	1,306
			425.00	ksf											
3968	PARKING	Park & Ride Lots				14%	7.00 : 3.00	0	0	0	15%	3.00 : 7.00	0	0	0
3968	HEAVY INDUSTRY (ksf)	Large Industrial Park *				11%	9.00 : 1.00	0	0	0	12%	2.00 : 8.00	0	0	0
3968	WAREHOUSING (ksf)	Warehousing				15%	7.00 : 3.00	0	0	0	16%	4.00 : 6.00	0	0	0
3972	HEAVY INDUSTRY (ksf)	Large Industrial Park *				11%	9.00 : 1.00	0	0	0	12%	2.00 : 8.00	0	0	0
3976	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	6.00	du	53	8%	2.00 : 8.00	1	3	4	10%	7.00 : 3.00	4	1	5
3976	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	65.40	ksf	2,616	3%	6.00 : 4.00	47	31	78	9%	5.00 : 5.00	118	118	235
3976	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	295.00	du	1,770	8%	2.00 : 8.00	28	113	142	9%	7.00 : 3.00	112	48	159
3976	LOW RISE OFFICE (3976) (ksf)		38.90	ksf	827	13%	9.00 : 1.00	97	11	108	14%	2.00 : 8.00	23	93	116
3976	SUBTOTAL	SUBTOTAL	301.00	du	5,266			173	158	332			256	259	516
			104.30	ksf											
3982	MULTI-FAMILY (BL)	Marina	61.00	du	373	3%	3.00 : 7.00	3	8	11	7%	6.00 : 4.00	16	10	26
3982	FAST FOOD REST. (ksf)	Restaurant - Fast Food (with or without drive-through)	13.90	ksf	9,748	4%	6.00 : 4.00	234	156	390	8%	5.00 : 5.00	390	390	780
3982	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	479.20	ksf	19,168	3%	6.00 : 4.00	345	230	575	9%	5.00 : 5.00	863	863	1,725
3982	LIGHT INDUSTRY (ksf)	Large Industrial Park *	0.00	ksf	0	11%	9.00 : 1.00	0	0	0	12%	2.00 : 8.00	0	0	0
3982	LOW RISE OFFICE(3982)(ksf)	Large Industrial Park *	166.80	ksf	2,486	13%	9.00 : 1.00	291	32	323	14%	2.00 : 8.00	70	278	348
3982	SUBTOTAL	SUBTOTAL	61.00	du	31,775			873	426	1,299			1,338	1,541	2,879
			659.90	ksf											
3985	ACTIVE PARK	Park - Developed	0.60	acre	26	4%	0.00 : 0.00	0	1	1	8%	0.00 : 0.00	0	2	2
3985	INACTIVE USE		0	3.00	acre	0									
3985	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	27.00	du	237	8%	2.00 : 8.00	4	15	19	10%	7.00 : 3.00	17	7	24
3985	FAST FOOD REST. (ksf)	Restaurant - Fast Food (with or without drive-through)	3.70	ksf	2,595	4%	6.00 : 4.00	62	42	104	8%	5.00 : 5.00	104	104	208
3985	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	15.70	ksf	1,866	4%	6.00 : 4.00	45	30	75	11%	5.00 : 5.00	103	102	205
3985	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	131.80	ksf	5,282	3%	6.00 : 4.00	95	63	158	9%	5.00 : 5.00	238	237	475
3985	LOW RISE OFFICE(FT3985)(ksf)	Commercial Office	15.70	ksf	414	13%	9.00 : 1.00	48	6	54	14%	2.00 : 8.00	12	46	58
3985	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	90.00	du	543	8%	2.00 : 8.00	9	34	43	9%	7.00 : 3.00	34	15	49
3988	INACTIVE USE		0	5.60	acre	0									
3988	HEAVY INDUSTRY (ksf)	Large Industrial Park *	359.90	ksf	1,458	11%	9.00 : 1.00	144	16	160	12%	2.00 : 8.00	35	140	175
3988	SINGLE FAMILY (BL)	Single Family Detached - Urbanized Area	9.00	du	79	8%	2.00 : 8.00	1	5	6	10%	7.00 : 3.00	6	2	8
3988	FAST FOOD REST. (ksf)	Restaurant - Fast Food (with or without drive-through)	1.90	ksf	1,332	4%	6.00 : 4.00	32	21	53	8%	5.00 : 5.00	53	54	107
3988	NEIGHBORHOOD SHOP CNT (ksf)	Shopping Center - Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	31.30	ksf	3,720	4%	6.00 : 4.00	89	60	149	11%	5.00 : 5.00	205	204	409
3988	STREETFRONT COMMERCIAL (ksf)	Specialty Retail Center/Strip Commercial	25.90	ksf	1,038	3%	6.00 : 4.00	19	12	31	9%	5.00 : 5.00	47	46	93
3988	LOW RISE OFFICE(3988)(ksf)	Large Industrial Park *	31.30	ksf	794	11%	9.00 : 1.00	79	8	87	12%	2.00 : 8.00	19	76	95
3988	MULTI-FAMILY(BL)(over 20DU)	Multiple Dwelling Unit - Over 20 dwelling units/acre	23.00	du	139	8%	2.00 : 8.00	2	9	11	9%	7.00 : 3.00	9	4	13
3995	INACTIVE USE		0	1.90	acre	0									
3995	HEAVY INDUSTRY (ksf)	Large Industrial Park *	1,440.10	ksf	5,834	11%	9.00 : 1.00	578	64	642	12%	2.00 : 8.00	140	560	700
4014	HEAVY INDUSTRY (ksf)	Large Industrial Park *	1,690.30	ksf	6,848	11%	9.00 : 1.00	678	75	753	12%	2.00 : 8.00	164	658	822
4069	MILITARY USE (Gate 9 - site)	Marina				3%	3.00 : 7.00	0	0	0	7%	6.00 : 4.00	0	0	0
4606	REGIONAL COMM.(Mtro)(ksf)	Shopping Center - Regional (300,000 sq. ft. or more GLA) (6)													
4606	SPECIALTY COMM.(mtr)(ksf)	Specialty Retail Center/Strip Commercial				3%	6.00 : 4.00	0	0	0	9%	5.00 : 5.00	0	0	0
4606	LUMBER STORE (mtr)(ksf)	Lumber/Home Improvement Store				7%	6.00 : 4.00	0	0	0	9%	5.00 : 5.00	0	0	0
REVISED ALT 2 SUBTOTALS of TAZ's that are different from ALT 2			564.00	du	49,935			1,564	805	2,370			2,147	2,554	4,701
			1,189.20	ksf											
Revised Alternative 2 Total					140,140			5,892	3,182	9,075			6,214	8,067	14,281
ALT 2 SUBTOTALS of TAZ's that are different from Revised ALT 2			585.00	du	62,225			3,500	926	4,426			2,203	4,156	6,359
			2,394.60	ksf											
Alternative 2 Total					152,430			7,828	3,303	11,131			6,270	9,669	15,939
DIFFERENCE IN SUBTOTALS of TAZs that are different between ALT 2 and Revised ALT 2			(21.00)	du	-12290			-1935.79	-120.6	-2056.37			-55.94	-1602.2	-1658.2
			(1,205.40)	ksf											
DIFFERENCE IN TOTALS (REVISED ALT 2 - ALT 2)					-12290			-1936	-121	-2056			-56	-1602	-1658

Note: 1. DU = Dwelling Unit
2. Trip rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2003.
3. Driveway trips are the total number of trips generated by a site.

**REVISED TABLE 6-1
TRIP GENERATION SUMMARY (REVISED ALTERNATIVE 2 - TOTAL)**

Land Use	Units ¹		Daily Trips	AM Peak-Hour			PM Peak-Hour		
				In	Out	Total	In	Out	Total
ACTIVE PARK	9.10	acre	398	0	16	16	0	32	32
ELEMENTARY SCHOOL (stu)	529.00	stu	1,539	286	191	477	117	175	292
FAST FOOD REST. (ksf)	19.50	ksf	13,675	328	219	547	547	548	1,095
FIRE OR POLICE STATION	1.00	site	229	31	3	34	3	31	34
HEAVY INDUSTRY (ksf)	3,490.30	ksf	14,140	1,400	155	1,555	339	1,358	1,697
INACTIVE USE	10.50	acre	0	0	0	0	0	0	0
JUNIOR COLLEGE (ksf)	70.00	ksf	1,295	140	15	155	31	73	104
LIGHT INDUSTRY (ksf)	79.50	ksf	1,272	126	14	140	31	122	153
LOW RISE OFFICE(3957)(ksf)	205.80	ksf	2,914	341	38	379	82	326	408
LOW RISE OFFICE(3982)(ksf)	166.80	ksf	2,486	291	32	323	70	278	348
LOW RISE OFFICE(3988)(ksf)	31.30	ksf	794	79	8	87	19	76	95
LOW RISE OFFICE(FT3917)(ksf)	258.50	ksf	3,467	406	45	451	97	388	485
LOW RISE OFFICE(FT3921)(ksf)	162.90	ksf	2,435	285	32	317	68	273	341
LOW RISE OFFICE (3976)(ksf)	38.90	ksf	827	97	11	108	23	93	116
LOW RISE OFFICE(FT3985)(ksf)	15.70	ksf	414	48	6	54	12	46	58
LUMBER STORE (mtro)(ksf)	0.00	ksf	0	0	0	0	0	0	0
MARINA (CCDC)	0.00	acre	0	0	0	0	0	0	0
MARINE TERMINAL	0.00	acre	0	0	0	0	0	0	0
MILITARY USE (Gate 9 - site)	0.00	site	0	0	0	0	0	0	0
MULTI-FAMILY (BL)	61.00	du	373	3	8	11	16	10	26
MULTI-FAMILY(BL)(over 20DU)	3,581	du	21,602	345	1,382	1,728	1,361	585	1,945
NEIGHBORHOOD SHOP CNT (ksf)	175.10	ksf	20,813	500	333	833	1,146	1,143	2,289
OTHER HEALTH CARE (ksf)	112.70	ksf	5,610	269	67	336	168	393	561
OTHER PUBLIC SERVICE	0.20	acre	58	5	0	5	2	5	7
OTHER TRANSPORTATION	5.10	acre	433	42	19	61	19	46	65
PARKING	0.50	cre	0	0	0	0	0	0	0
RAIL STATION (BL)	0.60	acre	181	18	7	25	8	19	27
REGIONAL COMM.(Mtro)(ksf)	0.00	ksf	0	0	0	0	0	0	0
SINGLE FAMILY (BL)	56	du	493	8	30	38	35	15	50
SPECIALTY COMM.(mtro)(ksf)	0.00	ksf	0	0	0	0	0	0	0
STREETFRONT COMMERCIAL (ksf)	1,105.20	ksf	44,233	796	530	1,326	1,993	1,988	3,979
WAREHOUSING (ksf)	90.60	ksf	459	48	21	69	29	44	73
WHOLESALE TRADE	0.00	acre	0	0	0	0	0	0	0
Total			140,140	5,892	3,182	9,075	6,216	8,067	14,280

Note:
1. du = Dwelling Unit; stu = Students; ksf = Thousand square feet

APPENDIX B

- Revised Roadway Segment Analysis (Tables 6-3 and 6-6)

**REVISED TABLE 6-3
HORIZON YEAR (2030) CONDITIONS REVISED ALTERNATIVE 2
ROADWAY SEGMENT LOS SUMMARY**

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	HIGHEST ACCEPTABLE LOS D VOLUME	LOS E CAPACITY	EXISTING CONDITIONS			YEAR 2030 (REVISED ALTERNATIVE 2)			Δ in V/C	SIGNIFICANT?
				ADT	V/C RATIO (b)	LOS	ADT	V/C RATIO (b)	LOS		
Cesar Chavez Pkwy											
north of Logan Ave	3 Lane Collector (with TWLT)	18,750	22,500	14,170	0.630	C	14,800	0.658	C	0.028	NO
between Logan Ave and National Ave	4 Lane Collector (with TWLT)	25,000	30,000	15,300	0.510	C	25,300	0.843	E	0.333	YES
between National Ave and Newton Ave	3 Lane Collector (with TWLT)	18,750	22,500	12,494	0.555	C	24,400	1.084	F	0.529	YES
between Newton Ave and Main St	3 Lane Collector (with TWLT)	18,750	22,500	11,812	0.525	C	20,100	0.893	E	0.368	YES
between Main St and Harbor Dr	4 Lane Collector (with TWLT)	25,000	30,000	10,381	0.346	B	12,800	0.427	B	0.081	NO
Sampson St											
between I-5 and National Ave	2 Lane Collector (No TWLT)	6,500	8,000	3,086	0.386	B	5,100	0.638	D	0.252	NO
between National Ave and Harbor Dr	2 Lane Collector (No TWLT)	6,500	8,000	2,561	0.320	B	7,700	0.963	E	0.643	YES
26th St											
between National Ave and Main St	2 Lane Collector (No TWLT)	6,500	8,000	2,380	0.298	A	7,600	0.950	E	0.652	YES
28th St											
between I-5 and Boston Ave	3 Lane Collector (with TWLT)	18,750	22,500	22,000	0.978	E	36,500	1.622	F	0.644	YES
between Boston Ave and Main St	4 Lane Collector (with TWLT)	25,000	30,000	18,856	0.629	C	24,300	0.810	D	0.181	NO
between Main St and Harbor Dr	4 Lane Major Arterial	35,000	40,000	16,658	0.416	B	23,700	0.593	C	0.177	NO
29th St											
between Boston Ave and Main St	2 Lane Collector (No TWLT)	6,500	8,000	1,500	0.188	A	5,800	0.725	D	0.538	NO
32nd St											
between Main St and Wabash Blvd	2 Lane Collector (with TWLT)	13,000	15,000	13,172	0.878	E	14,300	0.953	E	0.075	YES
between Wabash Blvd and Harbor Drive	4 Lane Major Arterial	35,000	40,000	19,785	0.495	B	26,300	0.658	C	0.163	NO
Rigel St											
between Main St and I-5	2 Lane Collector (No TWLT)	6,500	8,000	1,723	0.215	A	1,400	0.175	A	-0.040	NO
Vesta St											
between Main St and I-5	2 Lane Collector (No TWLT)	6,500	8,000	4,900	0.613	C	6,500	0.813	E	0.200	YES
Logan Ave											
between 17th St and Sigsbee St	2 Lane Collector (with TWLT)	13,000	15,000	3,659	0.244	A	10,600	0.707	D	0.463	NO
between Sigsbee St and Cesar Chavez Pkwy	2 Lane Collector (with TWLT)	13,000	15,000	7,478	0.499	C	16,600	1.107	F	0.608	YES
between Cesar Chavez Pkwy and 26th St	2 Lane Collector (with TWLT)	13,000	15,000	2,954	0.197	A	5,800	0.387	B	0.190	NO
National Ave											
between 16th St and Sigsbee St	2 Lane Collector (with TWLT)	13,000	15,000	2,603	0.174	A	12,500	0.833	D	0.659	NO
between Sigsbee St and Beardsley St	2 Lane Collector (with TWLT)	13,000	15,000	4,500	0.300	A	12,500	0.833	D	0.533	NO
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	6,500	8,000	3,511	0.439	C	17,000	2.125	F	1.686	YES
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (No TWLT)	6,500	8,000	4,643	0.580	C	9,300	1.163	F	0.583	YES
between Evans St and Sicard St	2 Lane Collector (with TWLT)	13,000	15,000	3,677	0.245	A	8,700	0.580	C	0.335	NO
between Sicard St and 27th St	2 Lane Collector (No TWLT)	6,500	8,000	8,445	1.056	F	9,650	1.206	F	0.150	YES
Boston Ave											
between 28th and 29th St	2 Lane Collector (No TWLT)	6,500	8,000	2,420	0.303	A	15,500	1.938	F	1.635	YES
between 29th St and 32nd St	2 Lane Collector (No TWLT)	6,500	8,000	2,420	0.303	A	8,400	1.050	F	0.747	YES
Main St											
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	6,500	8,000	3,566	0.446	C	5,700	0.713	D	0.267	NO
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (No TWLT)	6,500	8,000	2,598	0.325	B	7,800	0.975	E	0.650	YES
between Evans St and 26th St	2 Lane Collector (No TWLT)	6,500	8,000	2,598	0.325	B	11,900	1.488	F	1.163	YES
between 26th St and 28th St	3 Lane Collector (No TWLT)	9,750	11,250	7,435	0.661	C	12,600	1.120	F	0.459	YES
between 28th and 29th St	4 Lane Collector (No TWLT)	13,000	15,000	11,266	0.751	F	12,100	0.807	F	0.056	YES
between 29th St and 32nd St	3 Lane Collector (No TWLT)	9,750	11,250	11,266	1.001	F	18,600	1.653	F	0.652	YES
between 32nd St and Rigel St	4 Lane Collector (No TWLT)	13,000	15,000	21,100	1.407	F	25,200	1.680	F	0.273	YES
between Rigel St and Una St	2 Lane Collector (with TWLT)	13,000	15,000	15,944	1.063	F	20,100	1.340	F	0.277	YES
between Una St and I-5 SB Off Ramp	2 Lane Collector (with TWLT)	13,000	15,000	15,177	1.012	F	17,600	1.173	F	0.161	YES
Harbor Dr											
between Beardsley St and Cesar Chavez Pkwy	4 Lane Major Arterial	35,000	40,000	12,094	0.302	A	30,200	0.755	D	0.453	NO
between Cesar Chavez Pkwy and Sampson St	4 Lane Major Arterial	35,000	40,000	13,778	0.344	A	25,300	0.633	C	0.289	NO
between Sampson St and Schley St	4 Lane Major Arterial	35,000	40,000	9,080	0.227	A	23,300	0.583	C	0.356	NO
between Schley St and 28th St	4 Lane Major Arterial	35,000	40,000	8,816	0.220	A	18,800	0.470	B	0.250	NO
between 28th St and 32nd St	4 Lane Major Arterial	35,000	40,000	18,900	0.473	B	27,200	0.680	C	0.207	NO
between 32nd St and Vesta St	4 Lane Major Arterial	35,000	40,000	16,320	0.408	B	31,300	0.783	D	0.375	NO

Notes:
Bold values indicate roadway segments operating at LOS E or F.
(a) Roadway Functional Classifications are based on field observations.
(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

**REVISED TABLE 6-6
HORIZON YEAR (2030) REVISED ALTERNATIVE 2 WITH IMPROVEMENTS
ROADWAY SEGMENT LOS SUMMARY**

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	HIGHEST ACCEPTABLE LOS D VOLUME	LOS E CAPACITY	YEAR 2030 (ALTERNATIVE 2) WITH IMPROVEMENTS			YEAR 2030 (REVISED ALTERNATIVE 2) WITH IMPROVEMENTS		
				ADT	V/C RATIO (b)	LOS	ADT	V/C RATIO (b)	LOS
Cesar Chavez Pkwy									
north of Logan Ave	3 Lane Collector (with TWLT)	18,750	22,500	15,800	0.702	D	14,800	0.658	C
between Logan Ave and National Ave	3 Lane Urban Major	26,250	30,000	26,200	0.873	D	25,300	0.843	D
between National Ave and Newton Ave	3 Lane Urban Major	26,250	30,000	26,100	0.870	D	24,400	0.813	D
between Newton Ave and Main St	3 Lane Urban Major	26,250	30,000	21,800	0.727	C	20,100	0.670	C
between Main St and Harbor Dr	3 Lane Major	26,250	30,000	12,700	0.423	B	12,800	0.427	B
Sampson St									
between I-5 and National Ave	2 Lane Collector (No TWLT)	6,500	8,000	5,700	0.713	D	5,100	0.638	D
between National Ave and Harbor Dr	2 Lane Collector (No TWLT)	6,500	8,000	8,700	1.088	F	7,700	0.963	E
26th St									
between National Ave and Main St	2 Lane Collector (No TWLT)	6,500	8,000	8,300	1.038	F	7,600	0.950	E
28th St									
between I-5 and Boston Ave	4 Lane Major Arterial	35,000	40,000	36,600	0.915	E	36,500	0.913	E
between Boston Ave and Main St	4 Lane Major Arterial	35,000	40,000	24,300	0.608	C	24,300	0.608	C
between Main St and Harbor Dr	4 Lane Major Arterial	35,000	40,000	23,700	0.593	C	23,700	0.593	C
29th St									
between Boston Ave and Main St (c)	2 Lane Collector (No TWLT)	6,500	8,000	6,800	0.850	E	6,800	0.850	E
32nd St									
between Main St and Wabash Blvd	2 Lane Collector (with TWLT)	13,000	15,000	14,100	0.940	E	14,300	0.953	E
between Wabash Blvd and Harbor Drive	4 Lane Major Arterial	35,000	40,000	26,700	0.668	C	26,300	0.658	C
Rigel St									
between Main St and I-5	2 Lane Collector (No TWLT)	6,500	8,000	1,400	0.175	A	1,400	0.175	A
Vesta St									
between Main St and I-5	2 Lane Collector (No TWLT)	6,500	8,000	6,600	0.825	E	6,500	0.813	E
Logan Ave									
between 17th St and Sigsbee St	2 Lane Collector (with TWLT)	13,000	15,000	10,800	0.720	D	10,600	0.707	D
between Sigsbee St and Cesar Chavez Pkwy	2 Lane Collector (with TWLT)	13,000	15,000	17,000	1.133	F	16,600	1.107	F
between Cesar Chavez Pkwy and 26th St	2 Lane Collector (with TWLT)	13,000	15,000	6,000	0.400	B	5,800	0.387	B
National Ave									
between 16th St and Sigsbee St	2 Lane Collector (with TWLT)	13,000	15,000	13,200	0.880	E	12,500	0.833	D
between Sigsbee St and Beardsley St	2 Lane Collector (with TWLT)	13,000	15,000	13,200	0.880	E	12,500	0.833	D
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (with TWLT)	13,000	15,000	17,100	1.140	F	17,000	1.133	F
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (with TWLT)	13,000	15,000	9,200	0.613	C	9,300	0.620	C
between Evans St and Sicard St	2 Lane Collector (with TWLT)	13,000	15,000	8,900	0.593	C	8,700	0.580	C
between Sicard St and 27th St	2 Lane Collector (with TWLT)	13,000	15,000	10,200	0.680	D	9,650	0.643	C
Boston Ave									
between 28th and 29th St (c)	2 Lane Collector (No TWLT)	6,500	8,000	16,400	2.050	F	15,500	1.938	F
between 29th St and 32nd St	2 Lane Collector (No TWLT)	6,500	8,000	8,900	1.113	F	8,400	1.050	F
Main St									
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	6,500	8,000	5,700	0.713	D	5,700	0.713	D
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (No TWLT)	6,500	8,000	9,400	1.175	F	7,800	0.975	E
between Evans St and 26th St	2 Lane Collector (with TWLT)	13,000	15,000	15,400	1.027	F	11,900	0.793	D
between 26th St and 28th St	3 Lane Collector (No TWLT)	9,750	11,250	13,600	1.209	F	12,600	1.120	F
between 28th and 29th St	4 Lane Collector (No TWLT)	13,000	15,000	13,000	0.933	E	12,100	0.807	D
between 29th St and 32nd St	3 Lane Collector (No TWLT)	9,750	11,250	19,300	1.716	F	18,600	1.653	F
between 32nd St and Rigel St	4 Lane Collector (No TWLT)	13,000	15,000	25,800	1.720	F	25,200	1.680	F
between Rigel St and Una St	2 Lane Collector (with TWLT)	13,000	15,000	20,300	1.353	F	20,100	1.340	F
between Una St and I-5 SB Off Ramp	2 Lane Collector (with TWLT)	13,000	15,000	17,800	1.187	F	17,600	1.173	F
Harbor Dr									
between Beardsley St and Cesar Chavez Pkwy	4 Lane Major Arterial	35,000	40,000	30,400	0.760	D	30,200	0.755	D
between Cesar Chavez Pkwy and Sampson St	4 Lane Major Arterial	35,000	40,000	26,000	0.650	C	25,300	0.633	C
between Sampson St and Schley St	4 Lane Major Arterial	35,000	40,000	24,800	0.620	C	23,300	0.583	C
between Schley St and 28th St	4 Lane Major Arterial	35,000	40,000	20,200	0.505	B	18,800	0.470	B
between 28th St and 32nd St	4 Lane Major Arterial	35,000	40,000	28,100	0.703	C	27,200	0.680	C
between 32nd St and Vesta St	4 Lane Major Arterial	35,000	40,000	32,200	0.805	D	31,300	0.783	D

Notes:

Bold values indicate roadway segments operating at LOS E or F.

(a) Roadway Classification are proposed under the Mobility Element.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) This segment was analyzed assuming a rerouting of traffic produced by the improvements along 28th Street and Main Street. A total of 1000 ADT were moved from Boston Avenue between 28th St and 29th St to Main St and 29th St.

APPENDIX C

- Revised Freeway Segment Analysis (Table 6-4)

**REVISED TABLE 6-4
HORIZON YEAR (2030) CONDITIONS REVISED ALTERNATIVE 2
FREEWAY SEGMENT LOS SUMMARY**

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	EXISTING				NUMBER OF LANES	CAPACITY (a)	REVISED ALTERNATIVE 2				V/C RATIO Δ	SIGNIFICANT?
				ADT (b)	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS			ADT (b)	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS		
AM PEAK															
I-5															
J Street to SR-75 Junction	NB	4 M	9,400	164,000	7,793	0.829	D	4 M + 1 H	11,000	241,900	11,494	1.045	F0	0.22	YES
	SB	4 M	9,400												4 M + 1 H
SR-75 Junction to 28th Street	NB	4 M	9,400	160,000	7,603	0.809	D	4 M + 1 H	11,000	240,600	11,432	1.039	F0	0.23	YES
	SB	4 M	9,400												4 M + 1 H
28th Street to I-15 Interchange	NB	4 M	9,400	154,000	7,317	0.778	C	4 M + 1 H	11,000	221,000	10,501	0.955	E	0.18	YES
	SB	4 M	9,400												4 M + 1 H
I-15 Interchange to Division St	NB	4 M	9,400	188,000	8,933	0.950	E	4 M + 1 H	11,000	261,000	12,402	1.127	F0	0.18	YES
	SB	4 M	9,400												4 M + 1 H
I-15															
I-5 Interchange to Ocean View Blvd	NB	3 M	7,050	95,000	4,722	0.670	C	3 M	7,050	129,000	6,412	0.910	D	0.24	--
	SB	3 M	7,050												3 M
SR-75 (d)															
I-5 Interchange to Glorietta Blvd	WB	2 M	4,700	94,700	4,629	0.657	C	2 M	4,700	93,100	5,904	0.837	D	0.18	--
	EB	3 M	7,050												3 M
PM PEAK															
I-5															
J Street to SR-75 Junction	NB	4 M	9,400	164,000	7,036	0.749	C	4 M + 1 H	11,000	241,900	10,379	0.944	E	0.19	YES
	SB	4 M	9,400												4 M + 1 H
SR-75 Junction to 28th Street	NB	4 M	9,400	160,000	6,865	0.730	C	4 M + 1 H	11,000	240,600	10,323	0.938	E	0.21	YES
	SB	4 M	9,400												4 M + 1 H
28th Street to I-15 Interchange	NB	4 M	9,400	154,000	6,607	0.703	C	4 M + 1 H	11,000	221,000	9,482	0.862	D	0.16	--
	SB	4 M	9,400												4 M + 1 H
I-15 Interchange to Division St	NB	4 M	9,400	188,000	8,066	0.858	D	4 M + 1 H	11,000	261,000	11,198	1.018	F0	0.16	YES
	SB	4 M	9,400												4 M + 1 H
I-15															
I-5 Interchange to Ocean View Blvd	NB	3 M	7,050	95,000	5,216	0.740	C	3 M	7,050	129,000	7,083	1.005	F0	0.26	YES
	SB	3 M	7,050												3 M
SR-75 (d)															
I-5 Interchange to Glorietta Blvd	WB	3 M	7,050	73,000	4,585	0.650	C	3 M	7,050	93,100	5,847	0.829	D	0.18	--
	EB	2 M	4,700												2 M

Notes:
Bold values indicate freeway segments operating at LOS E or F.
M=Main Lane; A= Auxiliary Lane; H= HOV Lane.
This analysis evaluates the higher peak-hour direction of traffic
(a) The capacity is calculated as 2,350 ADT per main lane and 1,200 ADT per auxiliary lane
(b) Traffic volumes provided by Caltrans
(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor
(d) SR-75 has reversible lanes.