Lincoln Acres Library and Community Center
San Diego County (South of Ridgeway Dr and East of Granger Ave)
September 29, 2008

Draft Traffic Impact Study

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Glossary of Terms and Acronyms

ADT ..... Average Daily Traffic
CEQA..... California Environmental Quality Act
CMP ..... Congestion Management Program
LOS .....Level of Service
MPH .....Miles per Hour
SANDAG..... San Diego Association of Governments
TIF..... Transportation Impact Fee
TIS..... Traffic Impact Study

Executive Summary
Lincoln Acres Library and Community Center

The proposed project will replace an existing library, an existing community center, an existing residence and an inactive fire station with a new library, a new community center, an office for the County Sheriff, and an office for the Lower Sweetwater Fire Protection District. An existing playground, actively used by the community, is located east of the fire station and will remain. The project is located at 2711, 2717, and 2729 Granger Avenue within the City of National City. The site is currently occupied and operating with the aforementioned uses.

Parking is proposed as 90 degree parking extending onto the project site along Granger Avenue. Project driveways are not proposed. Currently the site has parallel parking along the project frontage and two curb cuts. One curb cut serves the existing residence and the other serves the inactive fire station. Both curb cuts and the existing parallel parking along the project frontage will be replaced by the proposed 90 degree parking.

The trip generation for the proposed project was calculated using SANDAG trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002, ITE 7th Edition Trip Generation 2003, and using site specific information. The project is calculated to generate 124 ADT, 3 AM peak hour trips, and 12 PM peak hour trips.

The project is calculated to have no direct impacts and no cumulative impacts. The project is calculated to have a parking shortage of 2 spaces that will require a variance. A summary of project impacts and mitigation is shown in **Table E-1**.

TABLE E-1: SUMMARY OF PROJECT IMPACTS AND MITIGATION

Roadway Facility	Near-Term Direct Impacts	Near-Term Cumulative Impacts
Intersections	0 (no mitigation required)	0 (no mitigation required)
Segments	0 (no mitigation required)	0 (no mitigation required)
Freeways	NA (no mitigation required)	NA (no mitigation required)
Ramps	NA (no mitigation required)	NA (no mitigation required)
Parking	2 spaces short (Variance for parking shortage)	2 spaces short (Variance for parking shortage)

NA: Not Applicable because project traffic is below threshold required for analysis. Note: The project trips do not contribute to a cumulative impact; however, project trips will be distributed on circulation element roadways in the County that were analyzed by the Traffic Impact Fee (TIF) program. At the time building permits are issued, the project would be required to participate in the TIF program.

1.0 Introduction

This report describes the existing roadway network in the vicinity of the project site and includes a review of the existing and proposed activities for weekday peak AM and PM periods, and daily traffic conditions when the project is completed. The format of this study includes the following chapters:

1.0 Introduction
2.0 Existing Conditions
3.0 Project Impact Analysis
4.0 Impact Summary
5.0 Summary of Project Impacts and Mitigation
6.0 References
7.0 List of Preparers and Persons and Organizations Contacted

1.1 Purpose of the Report

The purpose of this traffic impact study is to determine and analyze potential traffic impacts for the proposed Lincoln Acres Library and Community Center project.

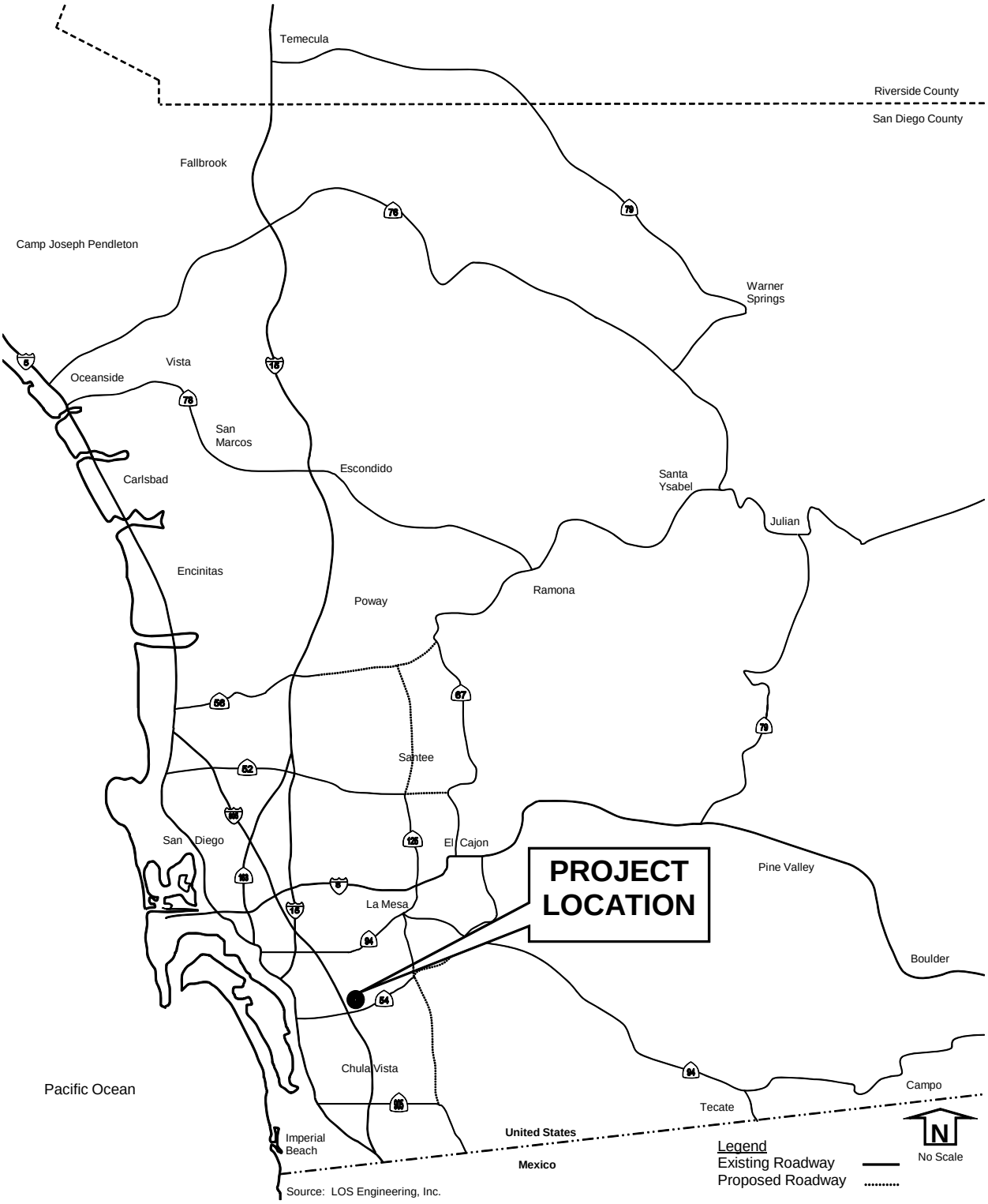
1.2 Project Location and Description

The project is located at 2711, 2717, and 2729 Granger Avenue within the City of National City. As part of the project, the County intends to purchase the residential parcel at 2729 Granger Avenue. The entire project (with the intended residential purchase) is approximately 0.83 acres. This traffic analysis includes the incorporation of the residential parcel at 2729 Granger Avenue.

The proposed project will replace an existing library, an existing community center, an existing residence (comprised of up to 5 units) and an inactive fire station with a new library, a new community center, an office for the County Sheriff, and an office for the Lower Sweetwater Fire Protection District. An existing playground, actively used by the community, is located east of the fire station and will remain. The site is currently occupied and operating with the aforementioned uses.

The location of the project is shown in **Figure 1.** The map of the Traffic Impact Study (TIS) area is shown in **Figure 2.** A preliminary site plan is shown in **Figure 3**.

Figure 1: Project Location



Source: LOS Engineering, Inc.

Figure 2: TIS Study Area

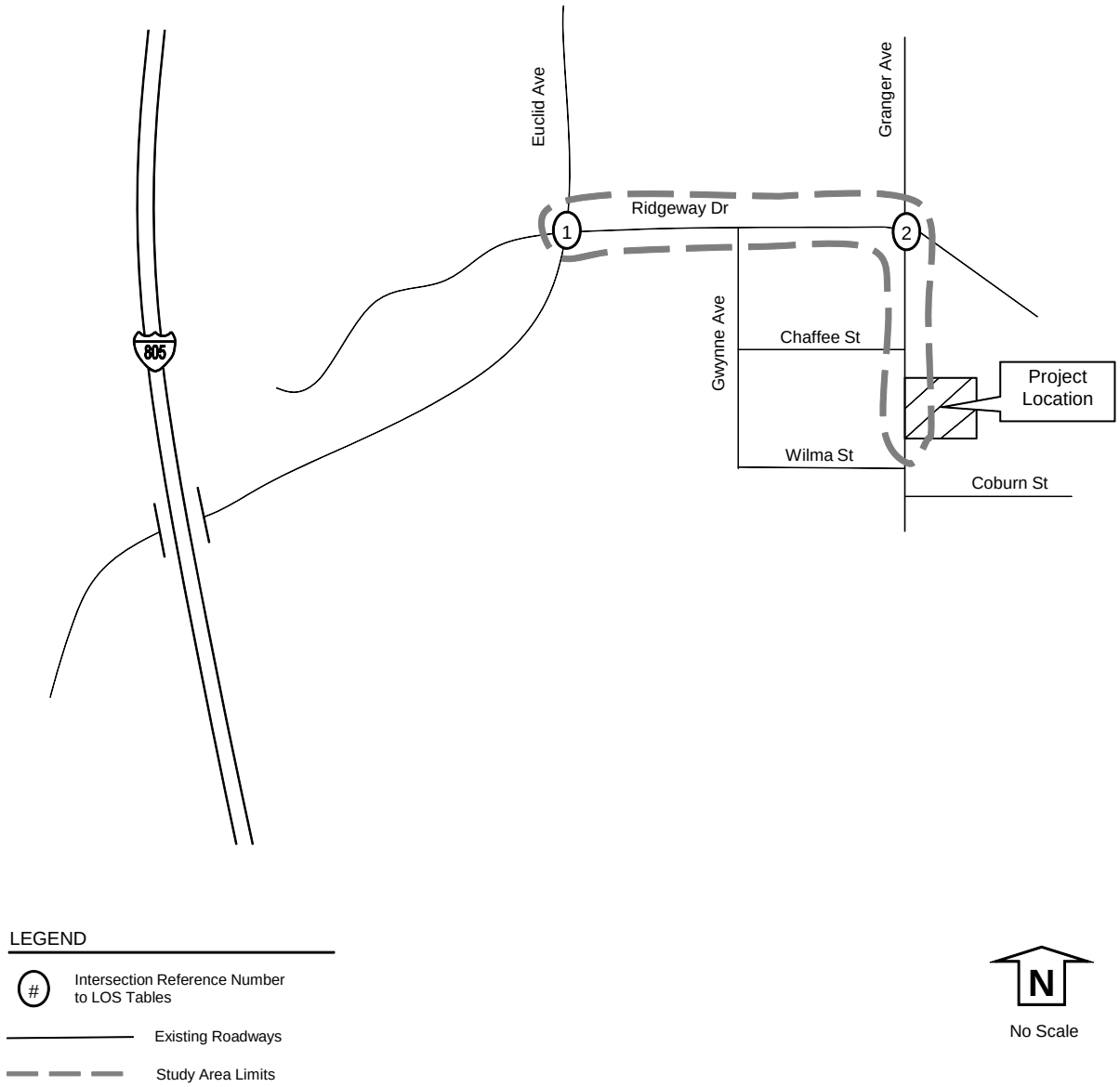
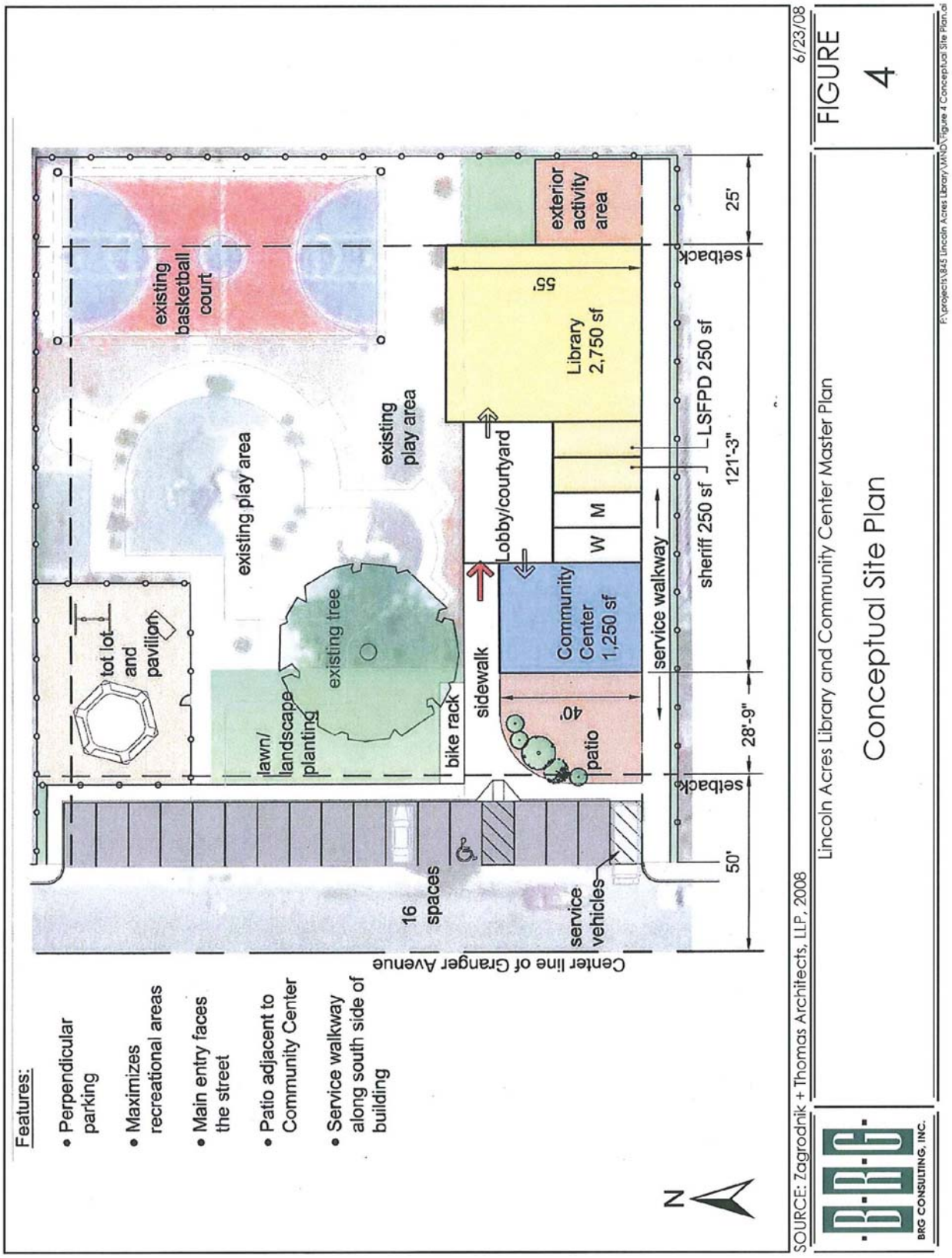


Figure 3: Site Plan



Source: BRG Consulting, Inc.

1.3 Summary of Significance Criteria

This section describes traffic impact significance criteria applied to this project (based on the location of the project) and the SANDAG congestion management program requirements. The significance criteria applied to this project includes:

1) County of San Diego *Guidelines for Determining Significance and Report Format & Content Requirements Transportation and Traffic*, December 5, 2007,

2) County of San Diego General Plan Public Facilities Element (Part XII), and

3) City of National City Significance Criteria.

1.3.1 County of San Diego Guidelines for Determining Significance

Based on the County of San Diego *Guidelines for Determining Significance and Report Format & Content Requirements Transportation and Traffic*, December 5, 2007, a project may have a direct and/or cumulative impact if the significance criteria are exceeded, as shown in **Table 1**.

TABLE 1: COUNTY OF SAN DIEGO SIGNIFICANT TRAFFIC IMPACT THRESHOLDS

Measures of Significant Project Impacts to Congestion Allowable Increases on Congested Roads and Intersections					
	Road Segments			Intersections	
Operations	2-Lane Road	4-Lane Road	6-Lane Road	Signalized	Un-signalized
LOS E	200 ADT	400 ADT	600 ADT	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	100 ADT	200 ADT	300 ADT	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Source: County of San Diego *Guidelines for Determining Significance* Tables 1 & 2. Note: A critical movement is one that is experiencing excessive queues. By adding proposed project trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate it's share of the cumulative impacts. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity. On-site roadways are required to be at LOS C or better.

A direct impact would occur when the significance criteria are exceeded. If the proposed project exceeds the values provided in the above table, then the individually proposed project would result in a direct traffic impact. Specific improvements to mitigate direct impacts must be identified.

A cumulative impact would occur when two conditions are met: 1) build-out of all near-term projects results in a cumulative traffic impact and 2) the amount of traffic generated by the individual proposed project contributes (even in a small part) to that cumulative impact. Both conditions must be met for an individual project to result in a cumulative traffic impact. If the traffic generated from all the near-term projects (cumulative projects) would result in a cumulative traffic impact then condition one is met. If the total amount of traffic generated exceeds the values provided in the above table, then condition one is met and the individually proposed project would result in a cumulative traffic impact. Fair-share contributions toward cumulative impacts may only

be provided when a specific transportation improvement project is identified and the schedule for completion of the improvement project has been identified.

Potential mitigation measures may include traffic signal improvements, physical road improvements, street re-striping and parking prohibitions, fair-share contributions, and transportation demand management programs.

1.3.2 County of San Diego General Plan Public Facilities Element (Part XII)

The County of San Diego *Guidelines for Determining Significance and Report Format and Content Requirements Transportation and Traffic* dated December 5, 2007 includes a summary of the Public Facilities Element of the San Diego County General Plan as follows:

> "The County of San Diego General Plan Public Facilities Element establishes policies and implementation measures regarding the assessment and mitigation of traffic impacts of new development. One of the goals of the Public Facilities Element (PFE) is to provide "A safe, convenient, and economical integrated transportation system including a wide range of transportation modes (PFE, page XII-4-18)." The PFE also identifies an objective in the Transportation Section to provide a "Level of Service C or better on County Circulation Element roads (PFE, page XII-4-18)." The PFE, however, establishes LOS D as an off-site mitigation threshold for discretionary projects. When an existing Level of Service is already D, "a LOS of D may be allowed (PFE, page XII-4-18)." According to the PFE, projects that significantly increase congestion on roads operating at LOS E or LOS F must provide mitigation. According to the PFE, this mitigation can consist of a fair-share contribution to an established program or project to mitigate the project's impacts. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Sections 15091 and 15093 of the State CEQA Guidelines to approve the project as proposed."

The County of San Diego significance criteria is consistent with the aforementioned summary of PFE Policy 1.1, which requires mitigation for projects that significantly increase congestion on roads operating at LOS E or LOS F.

PFE Policy 1.2 states "General Plan Amendments and Rezones shall be reviewed to ensure that any proposed increases in density or intensity of use will not prevent the planned Circulation Element road system from operating at its planned Level of Service at build out."

In summary, the County of San Diego traffic impact significance criteria covers the significance criteria identified in PFE policies 1.1 and 1.2.

1.3.3 City of National City Significance Criteria

A project is considered to cause a significant impact if the new project traffic decreases the operations on the surrounding roadways by the City of National City defined thresholds as shown in **Table 2**.

TABLE 2: CITY OF NATIONAL CITY IMPACT SIGNIFICANT THRESHOLDS (BASED ON SANTEC GUIDELINES)

Level of Service with Project	Allowable Increase Due to Project Impacts	
	Roadway Segments	Intersections
	V/C	Delay (sec.)
E & F	0.02	2.0

Source: SANTEC. Notes: Segment analyses are for planning purposes and not used for determination of impacts based on SANDAG footnote 1 on Table D-2 that states "The volumes and average daily level of service listed above are only intended as a general planning guideline." Thus, impact determination is based on peak hour intersection conditions. * The impact is only considered significant if the total delay exceeds 15 minutes; Delay = Average stopped delay per vehicle measured in seconds; V/C = Volume to Capacity Ratio

If a significant impact is calculated due to the addition of project traffic, then a feasible mitigation is required to return the impact to LOS D. Otherwise the impact may be considered significant and unmitigated.

1.4 SANDAG Congestion Management Program Requirements

The Congestion Management Program (CMP), adopted in January 2003 by the SANDAG Board, is intended to determine if a large project (greater than 2,400 ADT or more than 200 peak hour trips) will adversely impact the CMP transportation system. A CMP analysis is NOT included because this project is calculated to generate less than 2,400 ADT and less than 200 peak hour trips.

2.0 Existing Conditions

This section describes the study area street system, peak hour intersection volumes and daily roadway volumes.

2.1 Existing Transportation Conditions

In the vicinity of the project, only the study area roadways where project traffic is anticipated to travel were analyzed as part of this study, which included:

Granger Avenue in the vicinity of the project site is not classified on the San Diego County Circulation Element map (A copy from the San Diego County Circulation Element Map is included in **Appendix A**). This two-lane roadway is generally constructed within approximately 40 feet of pavement with one twelve foot travel lane in each direction and an eight foot parking lane on each side of the roadway. A posted speed limit was not observed on this segment. The 85th percentile speed on Granger Avenue (between Ridgeway Drive and Chaffee Street) in the northbound direction was measured at 22 MPH and 23 MPH in the southbound direction.

Ridgeway Drive in the vicinity of the project site is not classified on the San Diego County Circulation Element map. This two-lane roadway is generally constructed within approximately 40 feet of pavement with one twelve foot travel lane in each direction and an eight foot parking lane on each side of the roadway. The posted speed limit is 25 Miles Per Hour (MPH). The 85th percentile speed on Ridgeway Drive (between Euclid Avenue and Granger Avenue) in the eastbound direction was measured at 28 MPH and 34 MPH in the westbound direction.

The 85th percentile speed data are included in **Appendix B**. The existing roadway conditions are shown in **Figure 4**.

2.1.1 Existing Traffic Volumes and LOS Analyses

Existing AM and PM peak hour intersection volumes (with count dates) for the following intersections were collected for this study:

1) Euclid Avenue at Ridgeway Drive (Tuesday, 7/1/2008)
2) Granger Avenue at Ridgeway Drive (Tuesday, 7/1/2008)

Additionally, the following street segment volumes (with count dates) were analyzed as part of this study:

1) Granger Avenue from Ridgeway Drive to Chaffee Street (Tuesday, 7/1/08)
2) Ridgeway Drive from Euclid Avenue to Granger Avenue (Tuesday, 7/1/08)

The existing AM, PM, and ADT volumes are shown on **Figure 5**, with count data included in **Appendix C**. The LOS calculated for the intersections and street segments are shown in **Tables 3 and 4**, respectively.

Figure 4: Existing Roadway Conditions

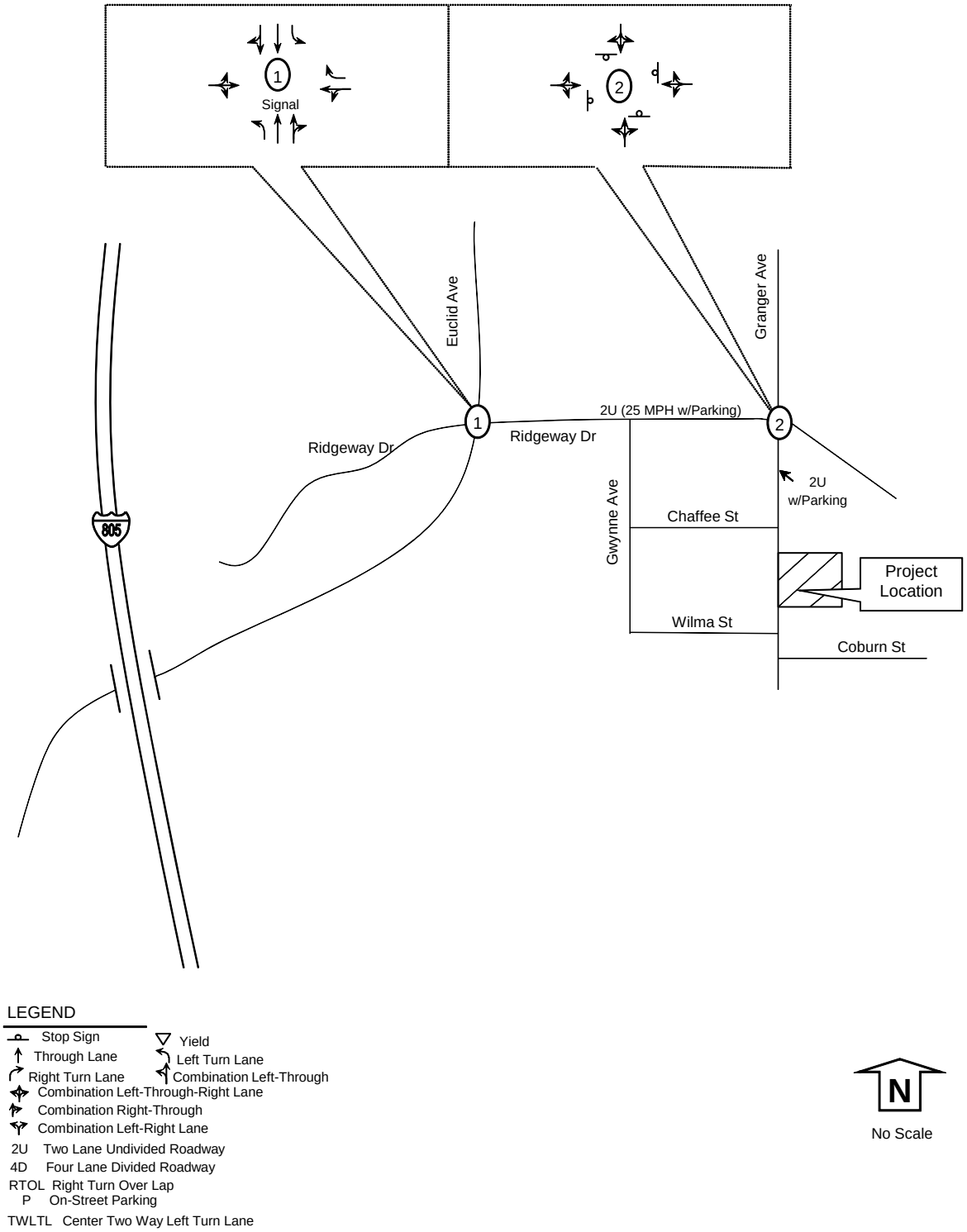
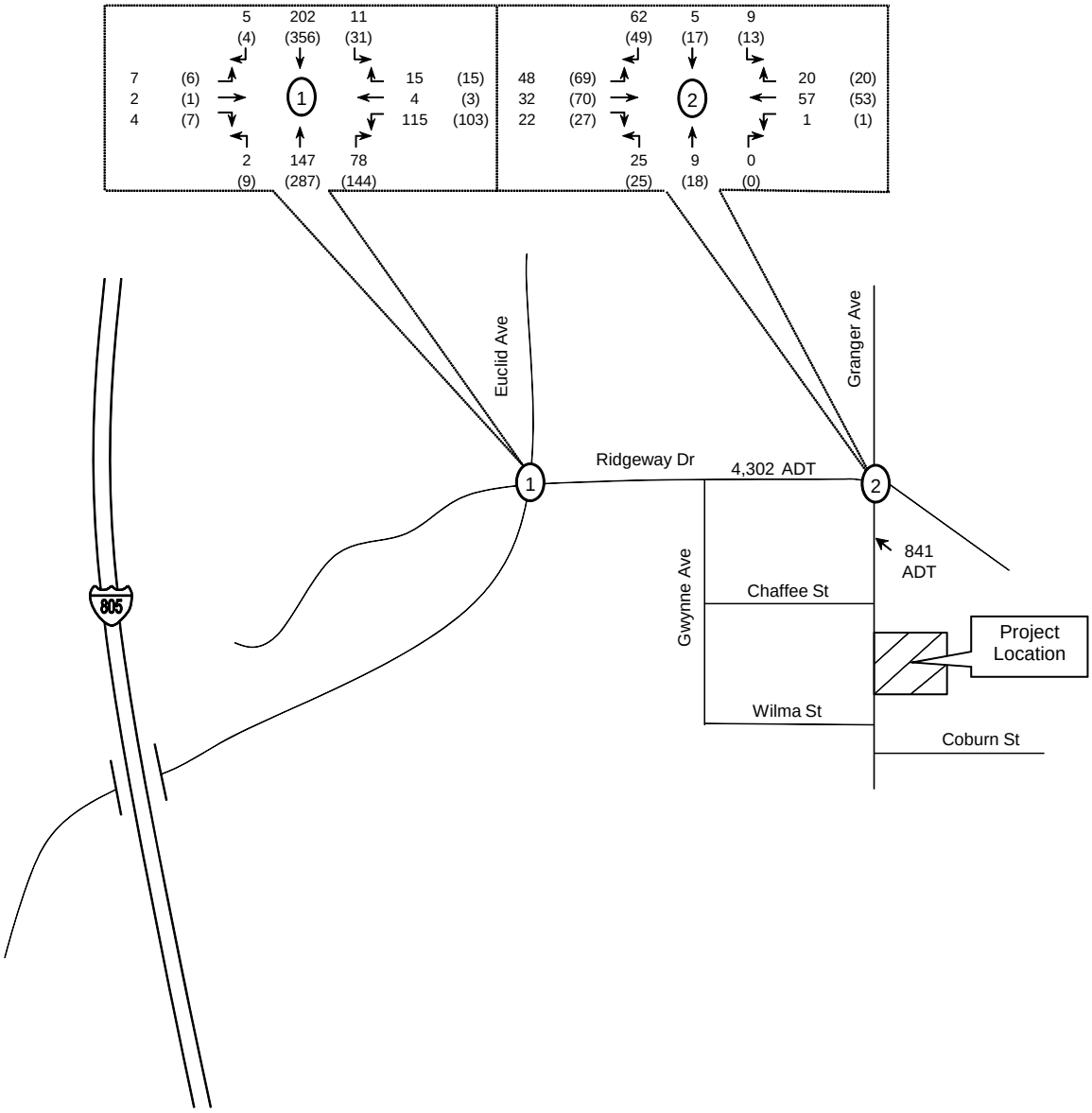


Figure 5: Existing Volumes



LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
#	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

TABLE 3: EXISTING INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis)[1]	Movement	Peak Hour	Existing Delay[2]	Existing LOS[3]
1) Euclid Ave at	All	AM	9.6	A
Ridgeway Dr (S)	All	PM	9.5	A
2) Granger Ave at	All	AM	7.6	A
Ridgeway Dr (U)	All	PM	8.1	A

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service.

TABLE 4: EXISTING SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Sept 2005 Circ. Element Classification	Existing Daily Volume	Existing # of lanes	Existing LOS C Capacity	Existing V/C	Existing LOS
Granger Avenue						
From Ridgeway Drive to Chaffee Street	Not Classified	841	2	4,500	0.19	C
Ridgeway Drive						
From Euclid Avenue to Granger Avenue	Not Classified	4,302	2	4,500	0.96	C

Notes: Classification per September 2005 Circulation Element Maps. Daily volume is a 24 hour volume.
LOS: Level of Service. V/C: Volume to Capacity ratio.

Under existing conditions, all study intersections and roadways were calculated to operate at LOS C or better. Intersection LOS calculations are included in **Appendix D**.

2.2 Existing Parking, Transit and On-site Circulation

The existing site currently has on-street parallel parking, off-street parking for the inactive fire station (two garage spaces), and off-street parking for the existing residential dwelling units.

Metropolitan Transit System (MTS) bus route 963 passes through the intersection of E 24th Street and Granger Avenue (located approximately 1/4 mile north of the proposed Lincoln Acres Library and Community Center). A transit map is included in **Appendix E**.

3.0 Project Impact Analysis

3.1 Analysis Methodology

The project study area for this size of a project is generally determined by the limits or extent of where 25 or more peak hour trips would travel from the proposed project, which is documented in the San Diego County *Guidelines for Determining Significance and Report Format & Content Requirements Transportation and Traffic*, December 5, 2007.

The traffic analyses prepared for this study were based on the *2000 Highway Capacity Manual* (HCM) operations analysis using Level of Service (LOS) evaluation criteria. The operating conditions of the study intersections, roadway segments, and highway segments are measured using the HCM LOS designations, which range from A through F. LOS A represents the best operating condition and LOS F denotes the worst operating condition. The individual LOS criteria for each roadway component are described below.

3.1.1 Intersections

The study intersections were analyzed based on the **operational analysis** outlined in the 2000 HCM. This process defines LOS in terms of **average control delay** per vehicle, which is measured in seconds. LOS at the intersections were calculated using the computer software program Synchro 6.0 (Trafficware Corporation, 2003). The HCM LOS for the range of delay by seconds for un-signalized and signalized intersections is described in **Table 5**.

TABLE 5: UN-SIGNALIZED AND SIGNALIZED INTERSECTION LEVEL OF SERVICE (HCM 2000)

Level of Service	Un-Signalized Average Control Delay (seconds/vehicle)	Signalized Average Control Delay (seconds/vehicle)
A	0-10	0-10
B	> 10-15	> 10-20
C	> 15-25	> 20-35
D	> 25-35	> 35-55
E	> 35-50	> 55-80
F	> 50	> 80

Source: Highway Capacity Manual 2000.

3.1.2 Street Segments

The street segments were analyzed based on the functional classification of the roadway using the County of San Diego *Average Daily Vehicle Trips* capacity lookup table. The roadway segment capacity and LOS standards used to analyze street segments are summarized in **Table 6**.

TABLE 6: STREET SEGMENT DAILY CAPACITY AND LOS (COUNTY OF SAN DIEGO)

Circulation Element Road Classification	CROSS SECTION	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	126/146	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial	102/122	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road	78/98	<14,800	<24,700	<29,600	<33,400	<37,000
Collector	64/84	<13,700	<22,800	<27,400	<30,800	<34,200
Town Collector	54/74	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Collector	40/84	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Recreational Parkway	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Mountain	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Non-Circulation Roads						
Residential Collector	40/60	NA	NA	<4,500	NA	NA
Residential Road	36/56	NA	NA	<1,500	NA	NA

Source: County of San Diego Department of Public Works *Public Road Standards* July 14, 1999.

3.2 Project Trip Generation

The project will replace existing land uses with some identical and some new uses. The change in traffic is determined by calculating the traffic generation for the new uses and taking traffic credit for the existing uses. The traffic generation is calculated using the following sources:

1) SANDAG traffic rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002,
2) ITE 7th Edition Trip Generation 2003, and
3) Site specific trip generation rates for uses not available in the aforementioned sources.

The proposed project includes a library, a community center with kitchen, a sheriff's office, an office for the Lower Sweetwater Fire Protection District, an outdoor recreation area, and restrooms. New traffic volumes are calculated for all the new uses except for the existing outdoor recreation area because this area retains the existing play area and existing basketball court. The replacement buildings are all larger in size. The summary provided by the County identified separate restroom and circulation areas. Trip generation rates are not available for restrooms and circulation areas; therefore, this ancillary area was proportioned and added to the individual buildings proposed for this project (i.e. the Library is proposed with 2,750 SF without restroom and ancillary area, with the proportional share, the Library becomes 3,193 SF – proportioning calculations and the County listing of individual building sizes are included in **Appendix F**).

For the proposed project, SANDAG rates were used for the library and Lower Sweetwater Fire Protection District office (office rate). The ITE rate for land use 495 "Recreational Community Center" was used for the community center. ITE documents that this land use often includes a restaurant or snack bar. A standard trip rate was not available for a sheriff's office; therefore, a site specific rate was calculated from two local Sheriff Stations. The ITE Recreational Community Center rates and calculations for the Sheriff rates are included in **Appendix G**.

The existing uses to be replaced include an active library, an active community center, an active residential parcel, and an inactive fire station. County staff have indicated that the residential parcel may include 4 or 5 units; however, for traffic generation purposes, a conservative approach was taken were only a credit for a single family dwelling unit was applied because it could not be determined if all the residential units were occupied during the time the count data was collected. The net traffic increase by the project with credit taken for the active uses is illustrated in **Table 7**.

TABLE 7: PROJECT TRAFFIC GENERATION

Land Use Descriptions								AM					PM	
	Rate	Size & Units		ADT	%	Split		IN	OUT	%	Split		IN	OUT
Proposed Project														
Library	50 /KSF	3,194	SF	**160**	2%	0.7	0.3	**2**	**1**	10%	0.5	0.5	**8**	**8**
Community Center	ITE Rate[1]	1,451	SF	**33**	ITE Rate[1]			**1**	**1**	ITE Rate[1]			**1**	**2**
Sheriff Office	40 /KSF[2]	290	SF	**12**	6%	0.6	0.4	**0**	**0**	8%	0.5	0.5	**0**	**0**
Fire Protection District Office	20 /KSF	290	SF	**6**	14%	0.9	0.1	**1**	**0**	13%	0.2	0.8	**0**	**1**
	Subtotal	*5,225*		*211*				*4*	*2*				*9*	*11*
Credit for Existing Uses														
Library	50 /KSF	-1,209	SF	**-60**	2%	0.7	0.3	**-1**	**0**	10%	0.5	0.5	**-3**	**-3**
Community Center	ITE Rate[1]	-761	SF	**-17**	ITE Rate[1]			**-1**	**0**	ITE Rate[1]			**0**	**-1**
Residential Parcel[3]	10 /DU	-1	DU	**-10**	8%	0.3	0.7	**0**	**-1**	10%	0.7	0.3	**-1**	**0**
Traffic Increase				**124**				**2**	**1**				**5**	**7**

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002 and ITE 7th Edition Trip Generation. KSF - 1,000 Square Feet. ADT-Average Daily Traffic. Split-percent inbound and outbound. [1]ITE Rate used for land use not reported in the SANDAG guide. [2]Sheriff Office rate calculated based on local historical data included in the appendix. [3]A conservative approach was taken were only a credit for a single family dwelling units was applied because it could not be determined if all the units were occupied when count data was collected.

3.3 Project Distribution and Assignment

Project trips were distributed based on a review of the surrounding roadway network and the anticipated trip productions from the local neighborhoods. The distribution and assignment are shown in **Figures 6 and 7**.

Figure 6: Distribution

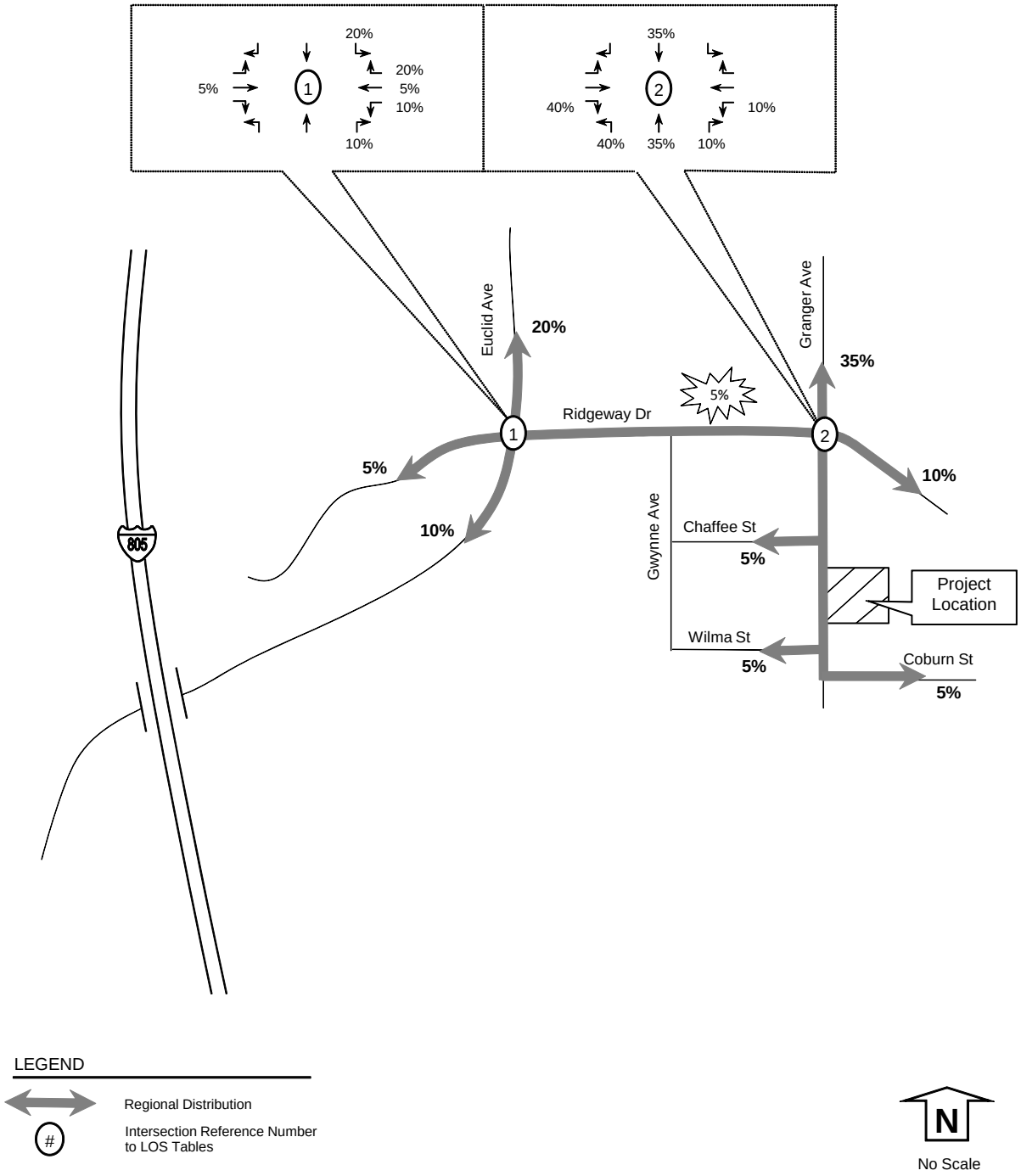
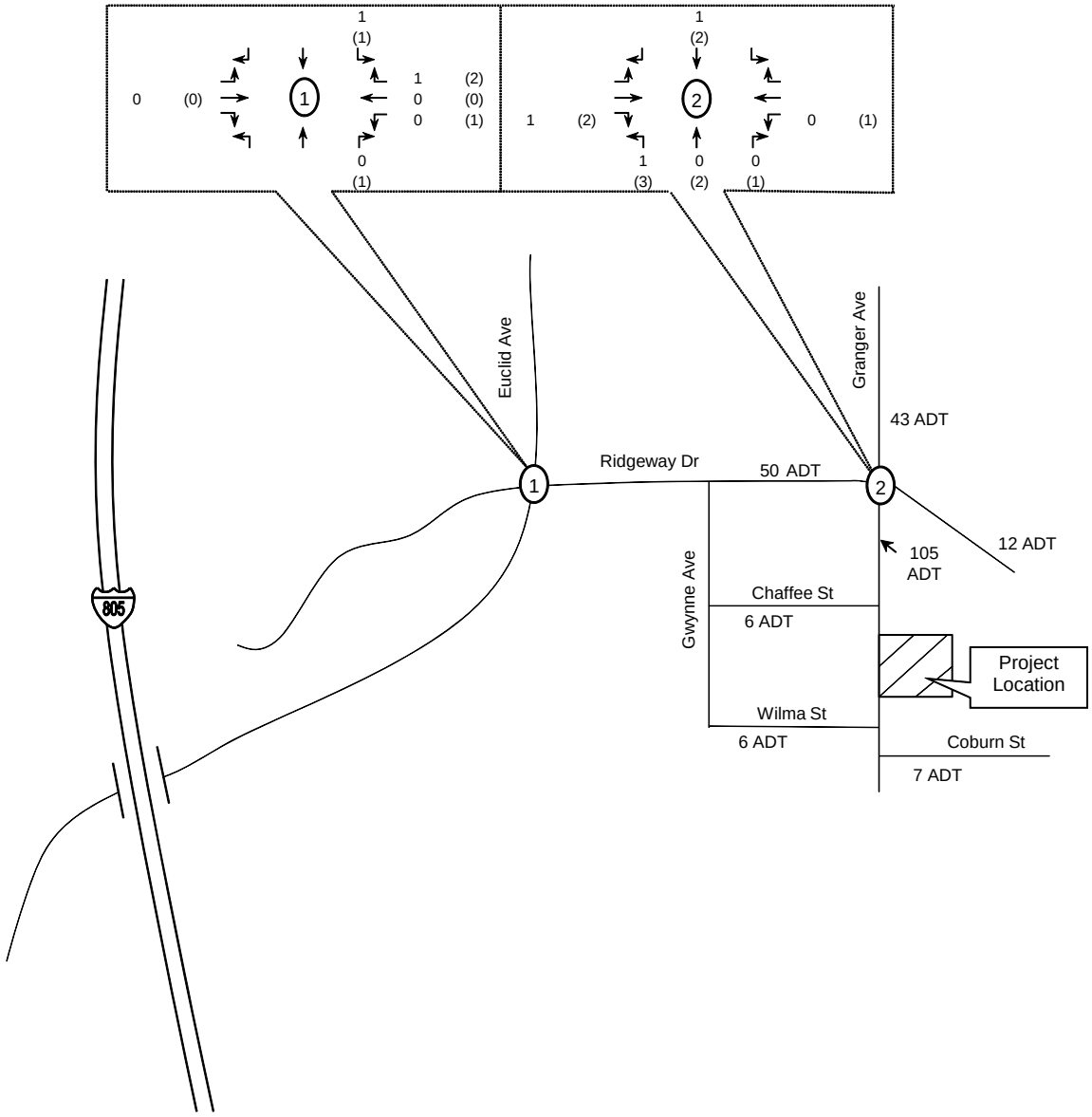


Figure 7: Assignment



LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
#	Intersection Reference Number to LOS Tables
	Existing Roadways

N

No Scale

3.4 Existing + Project Conditions

This section will summarize the analysis for the addition of project traffic onto the existing background traffic for AM, PM and ADT conditions. The traffic analysis criteria are the same as outline in section 2.1.

The peak hour intersection volumes and daily traffic volumes for this scenario of existing + project are shown in **Figure 8**. The LOS calculated for the intersections and street segments are shown in **Tables 8 and 9**, respectively.

TABLE 8: EXISTING + PROJECT INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis)[1]	Movement	Peak Hour	Existing Delay[2]	Existing LOS[3]	Existing + Project Delay[2]	Existing + Project LOS[3]	Delta[4]	Significant[5]
1) Euclid Ave at	All	AM	9.6	A	9.8	A	0.2	No
Ridgeway Dr (S)	All	PM	9.5	A	9.6	A	0.1	No
2) Granger Ave at	All	AM	7.6	A	7.6	A	0.0	No
Ridgeway Dr (U)	All	PM	8.1	A	8.1	A	0.0	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service. 4) Delta is the increase in delay from project. 5) Significant Impact? (yes or no).

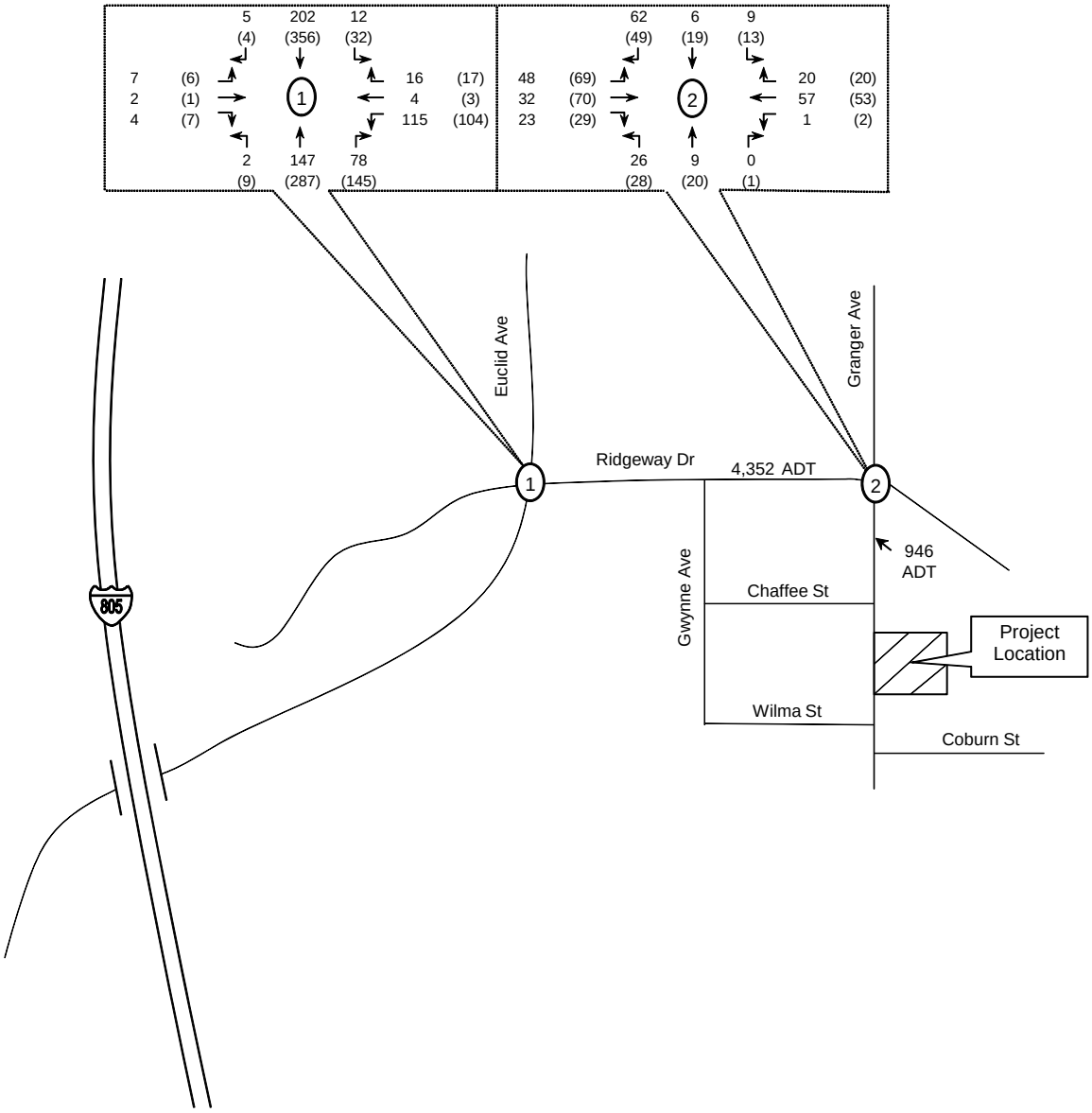
TABLE 9: EXISTING + PROJECT SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Sept 2005 Circ. Element Classification	Existing Daily Volume	Existing LOS C Capacity	Existing V/C	Existing LOS	Project Daily Volume	Existing + Project Daily Volume	Existing + Project LOS C Capacity	Existing + Project V/C	Existing + Project LOS	Change in V/C	Direct Impact?
Granger Avenue												
From Ridgeway Drive to Chaffee Street	Not Classified	841	4,500	0.187	C	105	946	4,500	0.210	C	0.023	No
Ridgeway Drive												
From Euclid Avenue to Granger Avenue	Not Classified	4,302	4,500	0.956	C	50	4,352	4,500	0.967	C	0.011	No

Notes: Classification per September 2005 Circulation Element Maps. Daily volume is a 24 hour volume.
LOS: Level of Service. V/C: Volume to Capacity ratio.

Under existing + project conditions, all study intersections and roadways were calculated to operate at LOS C or better. Direct impacts were not calculated based on either the County of San Diego significance criteria or the City of National City significance criteria. Intersection LOS calculations are included in **Appendix H.**

Figure 8: Existing + Project Volumes



LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
#	Intersection Reference Number to LOS Tables
	Existing Roadways

N

No Scale

3.5 Existing + Near-Term Cumulative Conditions

This section will analyze the near-term conditions (consisting of existing + known cumulative projects). Cumulative projects in the vicinity of the project were researched. Cumulative projects were found in the County of San Diego and in the City of National City that would add traffic to the same roadways and intersections as the Lincoln Acres Library and Community Center project.

The discretionary projects map for the County Islands Community Planning Area (dated June 2008) illustrated approximately 11 projects within the County Island in National City. Several of these projects are not daily generators of traffic (ex. cell towers, boundary adjustments) and thus were not included in the cumulative analysis. A total of five (5) projects within the County of San Diego Island were included in the analysis. These include:

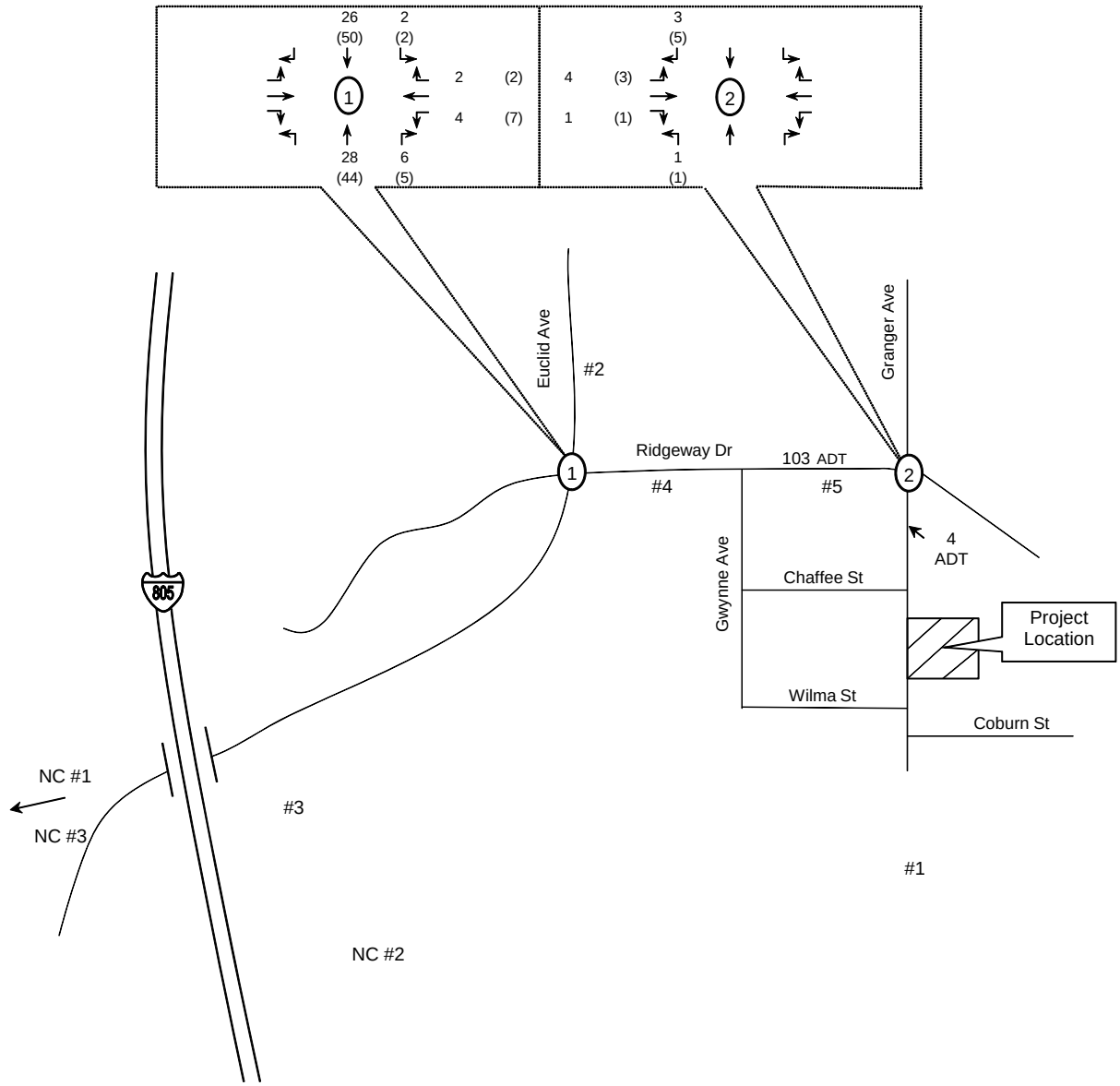
1) *02-009 Accessory Apartment on Alta Drive.* This residential project is expected to generate 6 ADT and 0 AM and 0 PM peak hour trips.
2) *02-011 Accessory Apartment on Euclid Avenue.* This residential project is expected to generate 6 ADT and 0 AM and 0 PM peak hour trips.
3) *04-043 Family Day Care on Shelby Drive.* This project is expected to generate 70 ADT and 12 AM and 12 PM peak hour trips.
4) *05-041 Accessory Apartment on Ridgeway Drive.* This residential project is expected to generate 6 ADT and 0 AM and 0 PM peak hour trips.
5) *01-019 La Flor de Michoacan Tortilla Bakery on Ridgeway Drive.* This commercial project is calculated to generate 24 ADT and 12 AM and 12 PM peak hour trips.

Three (3) projects within National City were found to contribute cumulative traffic to the study roadways and intersections. These were:

1) *Swap Meet Redevelopment.* This commercial mixed use project is calculated to generate 9,807 ADT and 616 AM and 795 PM peak hour trips. The project is proposed to be located at the north east corner of National City Boulevard and SR-54.
2) *National City Costco.* This commercial project is calculated to generate 5,740 ADT and 285 AM and 285 PM peak hour trips and is proposed to be located in the southwest quadrant of the Sweetwater Road/Plaza Bonita Road intersection.
3) *Riverview Gateway.* This mixed use project consisting of commercial retail and residential uses is expected to generate 6,684 ADT and 421 AM and 631 PM peak hour trips. The proposed project site is south of Sweetwater Road, north of SR-54, east of North 2nd Avenue and west of I-805

The cumulative project volumes are shown on **Figure 9** with support data included in **Appendix I**.

Figure 9: Cumulative Project Locations and Volumes



LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

Cumulative Projects

#1 02-009 - Alta Dr. Apartment
#2 02-011 - Euclid Ave. Apartment
#3 04-043 - Family Day Care
#4 05-041 - Ridgeway Dr. Apartment
#5 01-019 - Tortilleria
NC #1 Swap Meet Redevelopment
NC #2 National City Costco
NC #3 Riverview Gateway

N
No Scale

The Near-Term traffic conditions were determined by adding known cumulative project traffic onto the existing traffic. The peak hour intersection volumes and daily traffic volumes for this scenario of near-term (existing + cumulative projects) are shown in **Figure 10**.

The LOS calculated for the intersections and street segments are shown in **Tables 10 and 11**, respectively.

TABLE 10: EXISTING + NEAR-TERM CUMULATIVE INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis)[1]	Movement	Peak Hour	Existing Delay[2]	Existing LOS[3]	Existing + Cumulative Delay[2]	Existing + Cumulative LOS[3]
1) Euclid Ave at	All	AM	9.6	A	9.7	A
Ridgeway Dr (S)	All	PM	9.5	A	9.9	A
2) Granger Ave at	All	AM	7.6	A	7.7	A
Ridgeway Dr (U)	All	PM	8.1	A	8.1	A

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service.

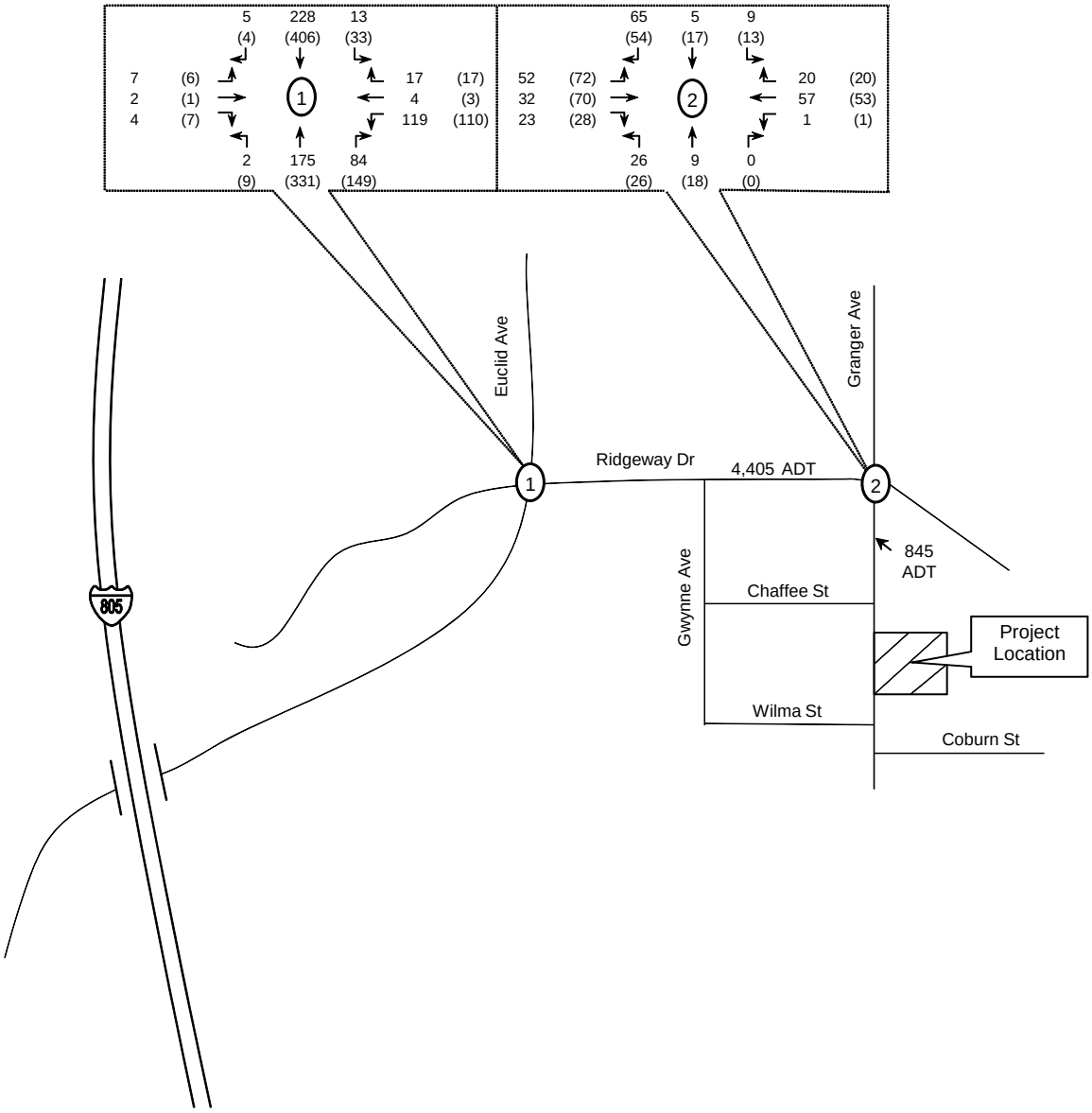
TABLE 11: EXISTING + NEAR-TERM CUMULATIVE SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Sept 2005 Circ. Element Classification	Existing Daily Volume	Existing LOS C Capacity	Existing V/C	Existing LOS	Cumulative Daily Volume	Existing + Cumulative Daily Volume	Existing + Cumulative LOS C Capacity	Existing + Cumulative V/C	Existing + Cumulative LOS
Granger Avenue										
From Ridgeway Drive to Chaffee Street	Not Classified	841	4,500	0.187	C	4	845	4,500	0.188	C
Ridgeway Drive										
From Euclid Avenue to Granger Avenue	Not Classified	4,302	4,500	0.956	C	103	4,405	4,500	0.979	C

Notes: Classification per September 2005 Circulation Element Maps. Daily volume is a 24 hour volume.
LOS: Level of Service. V/C: Volume to Capacity ratio.

Under existing + near-term cumulative conditions, the study area roadways are calculated to operate at LOS C or better. Intersection LOS calculations are included in **Appendix J.**

Figure 10: Existing + Near-Term Cumulative Volumes



LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
#	Intersection Reference Number to LOS Tables
	Existing Roadways

N

No Scale

3.6 Existing + Near-Term Cumulative + Project Conditions

This scenario accounts for the addition of project traffic onto the existing + near-term cumulative traffic for AM, PM and ADT conditions. The peak hour intersection volumes and daily traffic volumes are shown in **Figure 11**.

The LOS calculated for the intersections and street segments are shown in **Tables 12 and 13**, respectively.

TABLE 12: EXISTING + NEAR-TERM CUMULATIVE + PROJECT INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis)[1]	Movement	Peak Hour	Existing		Existing + Cumulative + Project			
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delta[4]	Cumulative?[5]
1) Euclid Ave at	All	AM	9.6	A	9.7	A	0.2	No
Ridgeway Dr (S)	All	PM	9.5	A	10.1	B	0.3	No
2) Granger Ave at	All	AM	7.6	A	7.7	A	0.0	No
Ridgeway Dr (U)	All	PM	8.1	A	8.1	A	0.0	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service. 4) Delta is the increase in delay from project and cumulative projects. 5) Cumulative Impact? (yes or no).

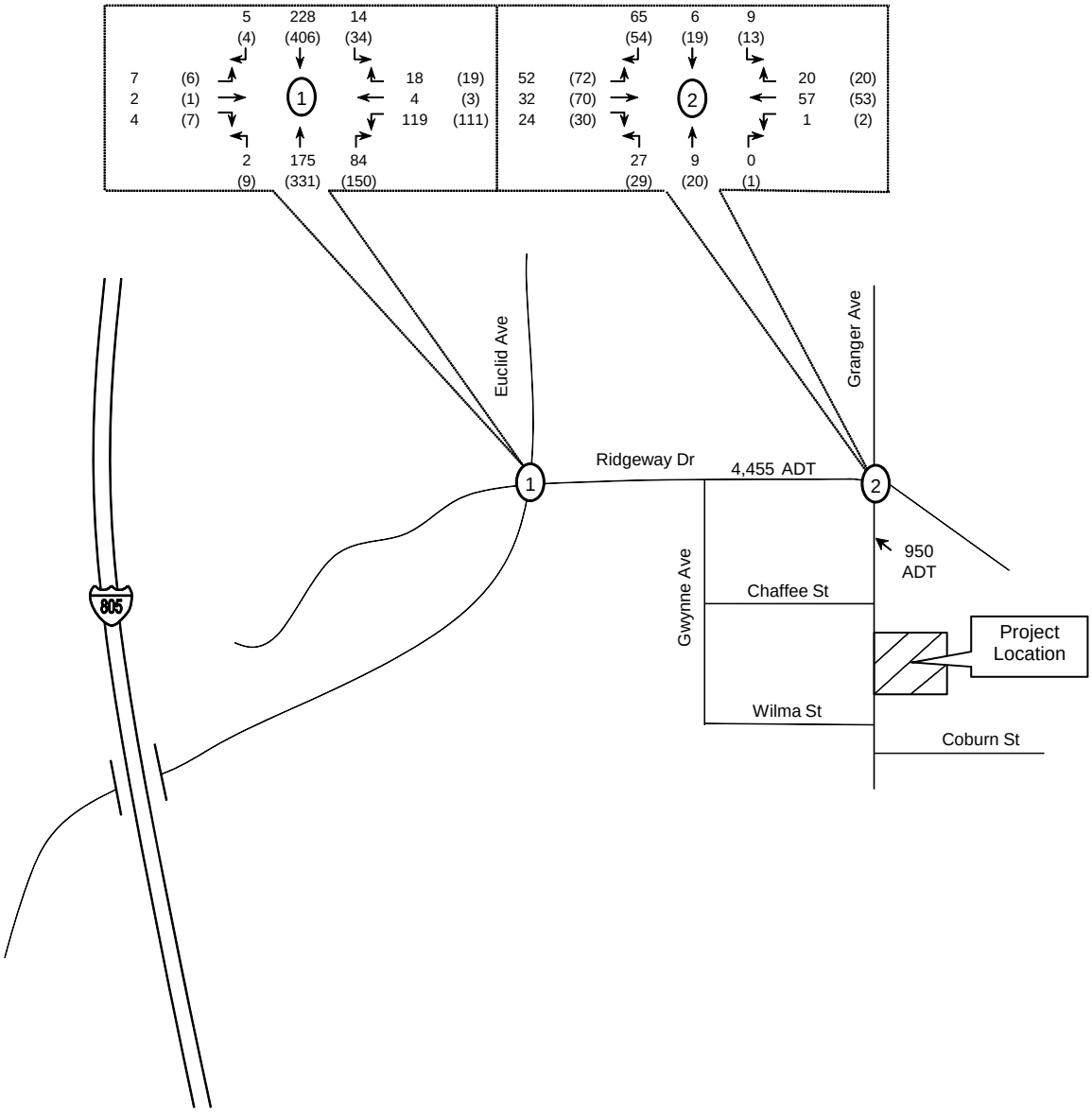
TABLE 13: EXISTING + NEAR-TERM CUMULATIVE + PROJECT SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Sept 2005 Circ. Element Classification	Existing				Cumualtive + Project Volumes	Existing + Cumulative + Project				
		Daily Volume	LOS C Capacity	V/C	LOS		Daily Volume	LOS C Capacity	V/C	LOS	Cumulative Impact?
Granger Avenue											
From Ridgeway Drive to Chaffee Street	Not Classified	841	4,500	0.187	C	109	950	4,500	0.211	C	No
Ridgeway Drive											
From Euclid Avenue to Granger Avenue	Not Classified	4,302	4,500	0.956	C	153	4,455	4,500	0.990	C	No

Notes: Classification per September 2005 Circulation Element Maps. Daily volume is a 24 hour volume.
LOS: Level of Service. V/C: Volume to Capacity ratio.

Under existing + near-term cumulative + project conditions, all study intersections and roadways were calculated to operate at LOS C or better. Cumulative impacts were not calculated based on either the County of San Diego significance criteria or the City of National City significance criteria. Intersection LOS calculations are included in **Appendix K.**

Figure 11: Existing + Near-Term Cumulative + Project Volumes



LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

3.7 Horizon Year (2030) Conditions

A horizon year analysis is not required because the project is calculated to generate less than 500 ADT.

3.8 Horizon Year (2030) + Project Conditions

A horizon year analysis is not required because the project is calculated to generate less than 500 ADT.

3.9 Ramps

A ramp analysis is not required because the project is calculated to add less than 20 peak hour trips to the surrounding Caltrans freeway on-ramps.

3.10 Congestion Management Program

A CMP analysis is not required because the project is calculated to generate less than 2,400 ADT and less than 200 peak hour trips.

3.11 Hazards Due to an Existing Transportation Design Feature

This section documents how the project will interface with the exiting roadway network.

3.11.1 Project Driveway Corner Sight Distance Analysis

A corner sight distance analysis is typically conducted at project driveways. The project has no driveway proposed. The project is proposed with 90 degree parking extending onto the project site along Granger Avenue. The standard corner sight distance criteria do not appear to be applicable for the proposed project.

The proposed parking arrangement is consistent with other parking conditions along Granger Avenue as follows:

1) Existing 90 degree parking exists on Granger Avenue just north of the proposed project (picture included in **Appendix L**),

2) The proposed 90 degree parking requires the same kind of entry and exit maneuvers as required of the other residential driveways on Granger Avenue,

3) Granger Avenue is not classified on the circulation element, thus the primary purpose of Granger Avenue is to serve abutting lots, not carry through traffic, and

4) The proposed 90 degree parking would equate to a driveway width of approximately 160 feet. The maximum width for a driveway according to the San Diego Regional Standards is 30 feet; therefore, the parking area is not a driveway and thus a driveway corner sight distance does not appear to be applicable. A copy of the San Diego Regional Standard Drawing for Driveway Location and Width Requirements is included in **Appendix M**.

3.11.2 Project Driveway Spacing Analysis

A driveway is not proposed with this project; therefore, a project driveway spacing analysis was not prepared.

3.12 Hazards to Pedestrians or Bicyclists

The project is located on Granger Avenue, which does not have bicycle lanes identified on the circulation element.

3.13 Parking Capacity

San Diego County staff has indicated a preliminary parking requirement of approximately 18 spaces (CEQA Initial Study Checklist excerpt included in **Appendix N**). Parking is proposed as 90 degree parking extending onto the project site along Granger Avenue with a total capacity of 16 parking spaces. The project would have a shortage of 2 parking spaces. County staff has indicated that a parking variance will be required.

3.14 Alternative Transportation

Metropolitan Transit System (MTS) bus route 963 passes through the intersection of E 24th Street and Granger Avenue (located approximately 1/4 mile north of the proposed Lincoln Acres Library and Community Center).

4.0 Impact Summary

4.1 Impact Summary Table

No direct impacts and no cumulative impacts were calculated as shown in **Table 14**.

TABLE 14: IMPACT SUMMARY TABLE

Roadway Facility	Near-Term Direct Impacts	Near-Term Cumulative Impacts
Intersections	0	0
Segments	0	0
Freeways	NA	NA
Ramps	NA	NA
Parking	2 spaces short	2 spaces short

NA: Not Applicable because project traffic is below threshold required for analysis.

4.2 Road Segments

4.2.1 Guidelines for the Determination of Significance

Based on the County of San Diego *Guidelines for Determining Significance and Report Format & Content Requirements Transportation and Traffic*, December 5, 2007, a project may have a direct and or cumulative impact if the significance criteria are exceeded as shown in **Table 15**.

TABLE 15: COUNTY OF SAN DIEGO SIGNIFICANT TRAFFIC IMPACT THRESHOLDS – ROAD SEGMENTS

Measures of Significant Project Impacts to Congestion Allowable Increases on Congested Roads			
	Road Segments		
Operations	2-Lane Road	4-Lane Road	6-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Source: County of San Diego *Guidelines for Determining Significance* Table 1 from page 9.

A direct impact would occur when the significance criteria is exceeded. If the proposed project exceeds the values provided in the above table, then the individually proposed project would result in a direct traffic impact. Specific improvements to mitigate direct impacts must be identified.

A cumulative impact would occur when two conditions are met: 1) will build-out of all near term projects result in a cumulative traffic impact and 2) does the amount of traffic generated by the individual proposed project contribute (even in a small part) to that cumulative impact. Both conditions must be met for an individual project to result in a cumulative traffic impact. If the traffic generated from all the near term projects (cumulative projects) would result in a cumulative traffic impact then condition one is met. If the total amount of traffic generated exceeds the values provided in the above table, then condition 2 is met and the individually proposed project would result in a cumulative traffic impact. Fair share contributions toward cumulative impacts may only be provided when a specific project and schedule for completion of the project has been identified.

4.2.2 Significance of Impacts Prior to Mitigation

No direct project impacts and no cumulative project impacts were calculated.

4.2.3 Mitigation Measures and Design Considerations

Mitigation measures are not proposed as no direct project and no cumulative project impacts have been calculated.

4.2.4 Conclusions

No direct project impacts and no cumulative project impacts were calculated.

4.3 Intersections (Signalized & Un-signalized)

4.3.1 Guidelines for the Determination of Significance

Based on the County of San Diego *Guidelines for Determining Significance and Report Format & Content Requirements Transportation and Traffic*, December 5, 2007, a project may have a direct and or cumulative impact if the significance criteria are exceeded as shown in **Table 16**.

TABLE 16: COUNTY OF SAN DIEGO SIGNIFICANT TRAFFIC IMPACT THRESHOLDS - INTERSECTIONS

Measures of Significant Project Impacts to Congestion Allowable Increases on Congested Intersections		
	Intersections	
Operations	Signalized	Un-signalized
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Source: County of San Diego *Guidelines for Determining Significance* Table 1 from page 9. Note: A critical movement is one that is experiencing excessive queues.

A direct impact would occur when the significance criteria is exceeded. If the proposed project exceeds the values provided in the above table, then the individually proposed project would result in a direct traffic impact. Specific improvements to mitigate direct impacts must be identified.

A cumulative impact would occur when two conditions are met: 1) will build-out of all near term projects result in a cumulative traffic impact and 2) does the amount of traffic generated by the individual proposed project contribute (even in a small part) to that cumulative impact. Both conditions must be met for an individual project to result in a cumulative traffic impact. If the traffic generated from all the near term projects (cumulative projects) would result in a cumulative traffic impact then condition one is met. If the total amount of traffic generated exceeds the values provided in the above table, then condition 2 is met and the individually proposed project would result in a cumulative traffic impact. Fair share contributions toward cumulative impacts may only be provided when a specific project and schedule for completion of the project has been identified.

4.3.2 Significance of Impacts Prior to Mitigation

No direct project impacts and no cumulative project impacts were calculated.

4.3.3 Mitigation Measures and Design Considerations

Mitigation measures are not required as no direct or cumulative project impacts have been identified.

4.3.4 Conclusions

No direct project impacts and no cumulative project impacts were calculated.

4.4 Ramps

Not applicable because the project adds less than 20 peak hour trips to the surrounding freeway on-ramps

4.5 Congestion Management Program

Not applicable because the project is calculated to generate less than 2,400 ADT and less than 200 peak hour trips.

4.6 Hazards Due to an Existing Transportation Design Feature

Any required improvements will be constructed to maintain existing conditions.

4.7 Hazards to Pedestrians or Bicyclists

Any required improvements will be constructed to maintain existing conditions as it relates to pedestrian and bicyclists.

4.8 Parking Capacity

San Diego County staff has indicated a preliminary parking requirement of approximately 18 spaces; however, a total of 16 parking spaces are proposed. County staff has indicated that a parking variance will be required for the shortage of 2 parking spaces.

4.9 Alternative Transportation

Metropolitan Transit System (MTS) bus route 963 passes through the intersection of E 24th Street and Granger Avenue (located approximately 1/4 mile north of the proposed Lincoln Acres Library and Community Center).

5.0 Summary of Project Impacts and Mitigation

The project is calculated to have no direct impacts and no cumulative impacts. The project is calculated to have a parking shortage of 2 spaces that will require a variance. A summary of project impacts and mitigation is shown in **Table 17**.

TABLE 17: SUMMARY OF PROJECT IMPACTS AND MITIGATION

Roadway Facility	Near-Term Direct Impacts	Near-Term Cumulative Impacts
Intersections	0 (no mitigation required)	0 (no mitigation required)
Segments	0 (no mitigation required)	0 (no mitigation required)
Freeways	NA (no mitigation required)	NA (no mitigation required)
Ramps	NA (no mitigation required)	NA (no mitigation required)
Parking	2 spaces short (Variance for parking shortage)	2 spaces short (Variance for parking shortage)

NA: Not Applicable because project traffic is below threshold required for analysis. Note: The project trips do not contribute to a cumulative impact; however, project trips will be distributed on circulation element roadways in the County that were analyzed by the TIF program. At the time building permits are issued, it is anticipated that the project will be required to participate in the TIF program.

6.0 References

County of San Diego. December 5, 2007. *Guidelines for Determining Significance and Report Format and Content Requirements Traffic and Transportation.*

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San Diego Association of Governments (SANDAG). April 2002. *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*.

Trafficware Corporation, 2003. Synchro 6.0 computer software (build 612).

Transportation Research Board National Research Council Washington, D.C. 2000. *Highway Capacity Manual 2000*. CD ROM.

7.0 List of Preparers and Persons and Organizations Contacted

7.1 List of Preparers

Justin Rasas, P.E. (RCE 60690), LOS Engineering, Inc. Primary Author

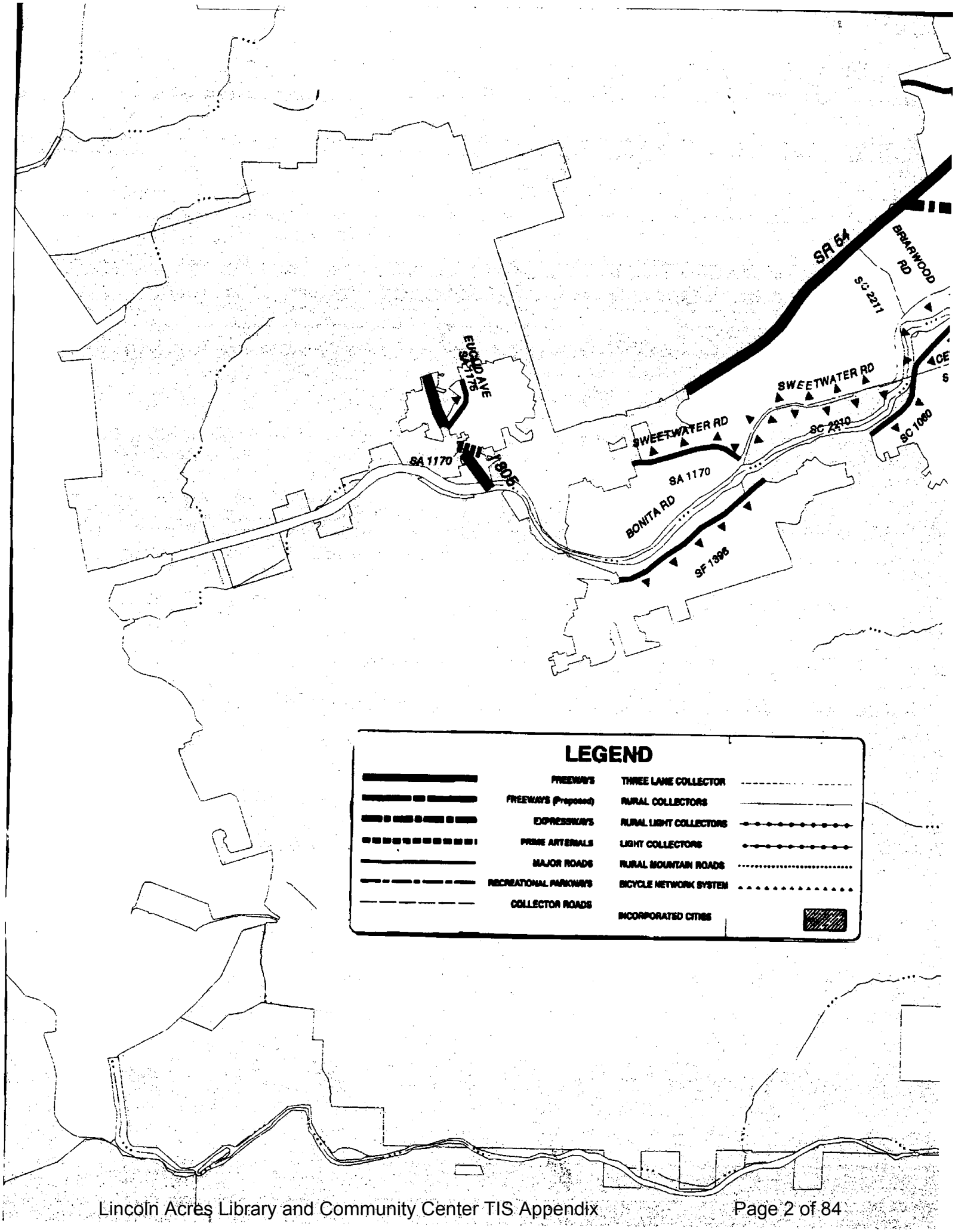
7.2 Organizations Contacted

BRG Consulting, Inc. – Mr. Patrick O'Neill

Turning Point Traffic Service (data collection) – Mike Stutz

Appendix A

County of San Diego Circulation Element Classification


SR 54
BRIARWOOD RD
SC 2211
EUCLID AVE
SC 1175
SWEETWATER RD
SWEETWATER RD
SC 2210
SC 1060
SA 1170
I 805
SA 1170
BONITA RD
SF 1398
LEGEND
FREEWAYS
FREEWAYS (Proposed)
EXPRESSWAYS
PRIME ARTERIALS
MAJOR ROADS
RECREATIONAL PARKWAYS
COLLECTOR ROADS
THREE LANE COLLECTOR
RURAL COLLECTORS
RURAL LIGHT COLLECTORS
LIGHT COLLECTORS
RURAL MOUNTAIN ROADS
BICYCLE NETWORK SYSTEM
INCORPORATED CITIES

Appendix B

85th Percentile Speed Data

Speed Report

Date: 7/1/08 Site: [88304-2] Granger Avenue btwn Ridgeway Dr & Chaffee St

NORTHBOUND

		5	10	15	20	25	30	35	40	45	50	55	60	65	70	
Time		**9**	**14**	**19**	**24**	**29**	**34**	**39**	**44**	**49**	**54**	**59**	**64**	**69**	**74+**	**Total**
00:00	AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00		0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
02:00		0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00		0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00		1	1	4	6	1	0	0	0	0	0	0	0	0	0	13
06:00		1	6	11	1	0	0	0	0	0	0	0	0	0	0	19
07:00		1	3	5	6	0	0	0	0	0	0	0	0	0	0	15
08:00		1	6	11	6	4	0	0	0	0	0	0	0	0	0	28
09:00		4	2	7	3	0	0	0	0	0	0	0	0	0	0	16
10:00		5	5	10	1	0	0	0	0	0	0	0	0	0	0	21
11:00		9	4	10	6	1	0	0	0	0	0	0	0	0	0	30
12:00	PM	4	4	10	3	2	0	0	0	0	0	0	0	0	0	23
13:00		4	6	11	2	0	0	0	0	0	0	0	0	0	0	23
14:00		1	8	5	3	0	0	0	0	0	0	0	0	0	0	17
15:00		4	4	8	3	3	0	0	0	0	0	0	0	0	0	22
16:00		1	1	13	8	0	0	0	0	0	0	0	0	0	0	23
17:00		5	7	17	7	2	0	0	0	0	0	0	0	0	0	38
18:00		5	9	8	9	1	0	0	0	0	0	0	0	0	0	32
19:00		5	5	11	4	2	0	0	0	0	0	0	0	0	0	27
20:00		3	7	17	3	1	0	0	0	0	0	0	0	0	0	31
21:00		0	4	6	1	1	0	0	0	0	0	0	0	0	0	12
22:00		0	3	8	0	0	0	0	0	0	0	0	0	0	0	11
23:00		1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
Totals		**57**	**91**	**177**	**75**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**418**
	% of Totals	14%	22%	42%	18%	4%										100%
	% AM	6%	8%	15%	7%	1%										37%
	AM Peak Hour		06:00	06:00	05:00	08:00										11:00
	Volume		6	11	6	4										30
	% PM	8%	14%	28%	11%	3%										63%
	PM Peak Hour		18:00	17:00	18:00	15:00										17:00
	Volume		9	17	9	3										38

Average Speed	50th Percentile	85th Percentile
15.5	17	22

Report Generated by "Turning Point Traffic Service" all rights reserved

Speed Report

Date: 7/1/08 Site: [88304-1] Granger Avenue btwn Ridgeway Dr & Chaffee St

SOUTHBOUND

		5	10	15	20	25	30	35	40	45	50	55	60	65	70	
Time		**9**	**14**	**19**	**24**	**29**	**34**	**39**	**44**	**49**	**54**	**59**	**64**	**69**	**74+**	**Total**
00:00	AM	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
01:00		0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00		0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00		0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00		1	0	3	2	0	0	0	0	0	0	0	0	0	0	6
07:00		1	1	7	1	0	0	0	0	0	0	0	0	0	0	10
08:00		1	2	12	7	2	0	0	0	0	0	0	0	0	0	24
09:00		1	2	5	6	0	0	0	0	0	0	0	0	0	0	14
10:00		2	6	14	5	1	0	0	0	0	0	0	0	0	0	28
11:00		3	7	6	0	0	0	0	0	0	0	0	0	0	0	16
12:00	PM	2	8	9	6	2	0	0	0	0	0	0	0	0	0	27
13:00		2	2	8	6	0	0	0	0	0	0	0	0	0	0	18
14:00		2	3	8	6	1	0	0	0	0	0	0	0	0	0	20
15:00		1	5	14	14	3	0	0	0	0	0	0	0	0	0	37
16:00		1	4	17	15	1	0	0	0	0	0	0	0	0	0	38
17:00		2	10	19	10	1	0	0	0	0	0	0	0	0	0	42
18:00		6	10	16	9	2	0	0	0	0	0	0	0	0	0	43
19:00		2	6	14	2	0	0	0	0	0	0	0	0	0	0	24
20:00		0	4	9	7	1	0	0	0	0	0	0	0	0	0	21
21:00		0	5	7	4	0	0	0	0	0	0	0	0	0	0	16
22:00		1	3	12	1	0	0	0	0	0	0	0	0	0	0	17
23:00		0	3	7	0	0	0	0	0	0	0	0	0	0	0	10
Totals		**28**	**86**	**193**	**102**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**423**
	% of Totals	7%	20%	46%	24%	3%										100%
	% AM	2%	5%	13%	5%	1%										26%
	AM Peak Hour		11:00	10:00	08:00	08:00										10:00
	Volume		7	14	7	2										28
	% PM	4%	15%	33%	19%	3%										74%
	PM Peak Hour		17:00	17:00	16:00	15:00										18:00
	Volume		10	19	15	3										43

Average Speed	50th Percentile	85th Percentile
16.7	18	23

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Speed Report

Date: 7/1/08 Site: [88303-2] Ridgeway Drive btwn Euclid Ave & Granger Ave

EASTBOUND

		5	10	15	20	25	30	35	40	45	50	55	60	65	70	
Time		**9**	**14**	**19**	**24**	**29**	**34**	**39**	**44**	**49**	**54**	**59**	**64**	**69**	**74+**	**Total**
00:00	AM	0	1	7	11	3	1	0	0	0	0	0	0	0	0	23
01:00		0	1	5	3	3	0	0	0	0	0	0	0	0	0	12
02:00		0	0	2	6	1	0	0	0	0	0	0	0	0	0	9
03:00		0	1	1	2	1	1	0	0	0	0	0	0	0	0	6
04:00		0	0	1	3	4	0	0	0	0	0	0	0	0	0	8
05:00		1	1	2	7	5	0	0	0	0	0	0	0	0	0	16
06:00		1	3	11	11	8	4	0	0	0	0	0	0	0	0	38
07:00		1	6	28	43	20	1	0	0	0	0	0	0	0	0	99
08:00		1	1	29	41	30	4	0	0	0	0	0	0	0	0	106
09:00		1	4	10	39	26	3	0	0	0	0	0	0	0	0	83
10:00		3	6	23	52	25	2	0	0	0	0	0	0	0	0	111
11:00		0	1	13	54	32	3	0	0	0	0	0	0	0	0	103
12:00	PM	1	3	27	52	44	10	0	0	0	0	0	0	0	0	137
13:00		3	4	26	65	26	5	0	0	0	0	0	0	0	0	129
14:00		4	2	38	71	31	2	0	0	0	0	0	0	0	0	148
15:00		6	6	28	90	40	2	0	0	0	0	0	0	0	0	172
16:00		1	1	18	91	42	4	1	0	0	0	0	0	0	0	158
17:00		2	4	22	97	49	8	0	0	0	0	0	0	0	0	182
18:00		0	4	26	72	39	3	0	0	0	0	0	0	0	0	144
19:00		1	4	27	47	32	4	0	0	0	0	0	0	0	0	115
20:00		3	6	41	66	18	2	0	0	0	0	0	0	0	0	136
21:00		0	0	24	61	27	4	0	0	0	0	0	0	0	0	116
22:00		2	3	17	28	15	0	1	0	0	0	0	0	0	0	66
23:00		1	1	9	24	6	1	0	0	0	0	0	0	0	0	42
Totals		**32**	**63**	**435**	**1036**	**527**	**64**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2159**
% of Totals		1%	3%	20%	48%	24%	3%	0%								100%
% AM		0%	1%	6%	13%	7%	1%									28%
AM Peak Hour			07:00	08:00	11:00	11:00	06:00									10:00
Volume			6	29	54	32	4									111
% PM		1%	2%	14%	35%	17%	2%	0%								72%
PM Peak Hour			15:00	20:00	17:00	17:00	12:00	16:00								17:00
Volume			6	41	97	49	10	1								182

Average Speed	50th Percentile	85th Percentile
22.4	23	28

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Speed Report

Date: 7/1/08 Site: [88303-1] Ridgeway Drive btwn Euclid Ave & Granger Ave

WESTBOUND

		5	10	15	20	25	30	35	40	45	50	55	60	65	70	
Time		**9**	**14**	**19**	**24**	**29**	**34**	**39**	**44**	**49**	**54**	**59**	**64**	**69**	**74+**	**Total**
00:00	AM	0	0	1	7	5	3	0	0	0	0	0	0	0	0	16
01:00		1	0	0	0	2	3	2	0	0	0	0	0	0	0	8
02:00		0	0	0	4	2	2	2	0	0	0	0	0	0	0	10
03:00		0	0	0	2	4	2	2	0	0	0	0	0	0	0	10
04:00		0	0	1	6	8	10	3	1	1	0	0	0	0	0	30
05:00		0	4	2	15	24	13	11	2	1	0	0	0	0	0	72
06:00		1	1	6	11	43	35	13	3	2	1	0	0	0	0	116
07:00		1	3	21	43	32	17	11	3	0	0	0	0	0	0	131
08:00		7	1	5	30	56	36	15	4	0	0	0	0	0	0	154
09:00		1	3	7	31	40	21	6	2	0	0	0	0	0	0	111
10:00		4	3	8	21	42	35	8	0	0	0	0	0	0	0	121
11:00		2	4	5	23	45	24	10	1	0	0	0	0	0	0	114
12:00	PM	3	2	10	23	50	36	11	3	0	0	0	0	0	0	138
13:00		2	1	8	22	45	28	4	0	0	0	1	0	0	0	111
14:00		0	3	10	24	49	21	4	2	0	0	0	0	0	0	113
15:00		6	9	13	28	45	35	8	0	0	0	0	0	0	0	144
16:00		2	3	9	18	49	30	9	2	0	0	0	0	0	0	122
17:00		2	1	5	16	49	33	13	2	2	0	0	0	0	0	123
18:00		4	1	4	26	44	41	15	1	0	0	0	0	0	0	136
19:00		2	2	5	29	50	30	7	4	0	0	0	0	0	0	129
20:00		1	2	12	36	31	9	4	3	0	0	0	0	0	0	98
21:00		1	0	1	11	22	20	3	1	0	0	0	0	0	0	59
22:00		1	3	2	10	29	9	5	0	0	0	0	0	0	0	59
23:00		0	0	0	3	6	5	4	0	0	0	0	0	0	0	18
Totals		**41**	**46**	**135**	**439**	**772**	**498**	**170**	**34**	**6**	**1**	**1**	**0**	**0**	**0**	**2143**
% of Totals		2%	2%	6%	20%	36%	23%	8%	2%	0%	0%	0%				100%
% AM		1%	1%	3%	9%	14%	9%	4%	1%	0%	0%					42%
AM Peak Hour			05:00	07:00	07:00	08:00	08:00	08:00	08:00	06:00	06:00					08:00
Volume			4	21	43	56	36	15	4	2	1					154
% PM		1%	1%	4%	11%	22%	14%	4%	1%	0%		0%				58%
PM Peak Hour			15:00	15:00	20:00	12:00	18:00	18:00	19:00	17:00		13:00				15:00
Volume			9	13	36	50	41	15	4	2		1				144

Average Speed	50th Percentile	85th Percentile
27.3	28	34

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Appendix C

Count Data

LOS Engineering, Inc.

5114 Sea Mist Court, San Diego, CA 92121

Counted By: Emp. # 06 | Start Date: 07/01/2008

Location: Euclid Avenue & Ridgeway Drive | File Name: 883-01-1

	Euclid Avenue Northbound				Euclid Avenue Southbound				Ridgeway Drive Eastbound				Ridgeway Drive Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	1	36	18	0	4	39	1	0	0	0	3	0	28	0	6	1	136
7:15	1	42	21	0	3	44	0	0	0	0	1	1	27	1	4	0	144
7:30	0	22	21	0	2	41	0	0	0	2	4	1	25	2	2	1	121
7:45	1	43	22	0	1	57	1	0	3	0	1	0	32	1	2	0	164
Total	3	143	82	0	10	181	2	0	3	2	9	2	112	4	14	2	565
8:00	0	38	23	0	4	52	4	0	3	2	2	0	20	2	2	0	152
8:15	0	39	18	0	3	46	0	0	0	0	0	0	19	1	5	1	131
8:30	1	27	15	1	3	47	0	0	1	0	1	0	44	0	6	1	145
8:45	0	36	23	1	4	51	0	0	1	0	1	0	30	0	5	0	151
Total	1	140	79	2	14	196	4	0	5	2	4	0	113	3	18	2	579
Grand Total	4	283	161	2	24	377	6	0	8	4	13	2	225	7	32	4	1144
Approach%	0.9	62.9	35.8	0.4	5.9	92.6	1.5	-	29.6	14.8	48.1	7.4	84.0	2.6	11.9	1.5	
Total%	0.3	24.7	14.1	0.2	2.1	33.0	0.5	-	0.7	0.3	1.1	0.2	19.7	0.6	2.8	0.3	

Peak hour analysis for the period 07:45 to 08:30

Volume	2	147	78	1	11	202	5	-	7	2	4	-	115	4	15	2	592
Approach%	0.9	64.5	34.2	0.4	5.0	92.7	2.3	-	53.8	15.4	30.8	-	84.6	2.9	11.0	1.5	
Total%	0.3	24.8	13.2	0.2	1.9	34.1	0.8	-	1.2	0.3	0.7	-	19.4	0.7	2.5	0.3	
PHF				0.86				0.91				0.46				0.67	

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LOS Engineering, Inc.

5114 Sea Mist Court, San Diego, CA 92121

Counted By: Emp. # 06 | Start Date: 07/01/2008

Location: Euclid Avenue & Ridgeway Drive | File Name: 883-01-2

	Euclid Avenue Northbound				Euclid Avenue Southbound				Ridgeway Drive Eastbound				Ridgeway Drive Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	5	53	25	1	4	68	0	0	0	0	2	0	34	1	3	0	195
16:15	1	64	32	0	9	61	1	0	1	0	4	0	23	2	5	0	203
16:30	0	79	38	0	8	83	6	0	0	0	1	0	43	0	2	0	260
16:45	2	82	40	0	12	99	0	0	1	0	3	0	25	2	2	1	268
Total	8	278	135	1	33	311	7	0	2	0	10	0	125	5	12	1	926
17:00	3	68	28	1	3	84	0	0	0	0	2	0	22	0	5	0	215
17:15	0	62	45	0	6	74	3	0	3	1	0	0	20	1	2	0	217
17:30	4	75	31	0	10	99	1	0	2	0	2	0	36	0	6	0	266
17:45	4	54	43	1	6	84	4	0	2	1	3	0	33	1	5	0	240
Total	11	259	147	2	25	341	8	0	7	2	7	0	111	2	18	0	938
Grand Total	19	537	282	3	58	652	15	0	9	2	17	0	236	7	30	1	1864
Approach%	2.3	63.9	33.5	0.4	8.0	89.9	2.1	-	32.1	7.1	60.7	-	86.1	2.6	10.9	0.4	
Total%	1.0	28.8	15.1	0.2	3.1	35.0	0.8	-	0.5	0.1	0.9	-	12.7	0.4	1.6	0.1	

Peak hour analysis for the period 16:45 to 17:30

Volume	9	287	144	1	31	356	4	-	6	1	7	-	103	3	15	1	966
Approach%	2.0	65.1	32.7	0.2	7.9	91.0	1.0	-	42.9	7.1	50.0	-	84.4	2.5	12.3	0.8	
Total%	0.9	29.7	14.9	0.1	3.2	36.9	0.4	-	0.6	0.1	0.7	-	10.7	0.3	1.6	0.1	
PHF				0.89				0.88				0.88				0.73	

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LOS Engineering, Inc.

5114 Sea Mist Court, San Diego, CA 92121

Counted By: Emp. # 06 | Start Date: 07/01/2008

Location: Granger Avenue & Ridgeway Drive | File Name: 883-02-1

	Granger Avenue Northbound				Granger Avenue Southbound				Ridgeway Drive Eastbound				Ridgeway Drive Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	3	0	0	0	0	1	9	4	10	7	1	0	0	19	1	1	51
7:15	3	0	0	0	2	0	8	0	16	4	1	0	0	9	4	1	47
7:30	4	2	0	0	0	0	15	0	12	5	6	0	0	15	2	2	61
7:45	3	4	0	2	3	2	14	0	16	7	1	2	1	8	9	6	68
Total	13	6	0	2	5	3	46	4	54	23	9	2	1	51	16	10	227
8:00	4	1	0	2	3	1	13	2	19	10	5	1	0	9	5	1	70
8:15	6	4	0	3	3	1	16	0	14	4	8	0	1	16	1	2	74
8:30	10	1	0	1	2	1	21	0	7	5	3	2	0	12	6	3	68
8:45	5	3	0	0	1	2	12	4	8	13	6	1	0	20	8	2	78
Total	25	9	0	6	9	5	62	6	48	32	22	4	1	57	20	8	290
Grand Total	38	15	0	8	14	8	108	10	102	55	31	6	2	108	36	18	517
Approach%	62.3	24.6	-	13.1	10.0	5.7	77.1	7.1	52.6	28.4	16.0	3.1	1.2	65.9	22.0	11.0	
Total%	7.4	2.9	-	1.5	2.7	1.5	20.9	1.9	19.7	10.6	6.0	1.2	0.4	20.9	7.0	3.5	

Peak hour analysis for the period 08:00 to 08:45

Volume	25	9	-	6	9	5	62	6	48	32	22	4	1	57	20	8	290
Approach%	62.5	22.5	-	15.0	11.0	6.1	75.6	7.3	45.3	30.2	20.8	3.8	1.2	66.3	23.3	9.3	
Total%	8.6	3.1	-	2.1	3.1	1.7	21.4	2.1	16.6	11.0	7.6	1.4	0.3	19.7	6.9	2.8	
PHF				0.77				0.85				0.76				0.72	

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LOS Engineering, Inc.

5114 Sea Mist Court, San Diego, CA 92121

Counted By: Emp. # 01 | Start Date: 07/01/2008

Location: Granger Avenue & Ridgeway Drive | File Name: 883-02-2

	Granger Avenue Northbound				Granger Avenue Southbound				Ridgeway Drive Eastbound				Ridgeway Drive Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	5	3	0	1	6	2	15	0	7	10	8	0	1	10	3	1	70
16:15	1	3	1	3	5	3	9	0	10	13	4	4	1	17	1	5	68
16:30	6	2	0	2	1	4	11	2	15	14	10	4	0	11	6	1	80
16:45	4	4	0	4	5	3	12	1	19	13	9	0	0	11	4	8	84
Total	16	12	1	10	17	12	47	3	51	50	31	8	2	49	14	15	302
17:00	3	4	0	1	5	2	12	3	12	13	2	0	0	12	6	10	71
17:15	5	6	0	9	4	6	8	0	16	20	12	0	0	17	4	8	98
17:30	8	6	0	5	1	6	16	0	24	21	5	0	0	15	3	12	105
17:45	9	2	0	8	3	3	13	0	17	16	8	0	1	9	7	10	88
Total	25	18	0	23	13	17	49	3	69	70	27	0	1	53	20	40	362
Grand Total	41	30	1	33	30	29	96	6	120	120	58	8	3	102	34	55	664
Approach%	39.0	28.6	1.0	31.4	18.6	18.0	59.6	3.7	39.2	39.2	19.0	2.6	1.5	52.6	17.5	28.4	
Total%	6.2	4.5	0.2	5.0	4.5	4.4	14.5	0.9	18.1	18.1	8.7	1.2	0.5	15.4	5.1	8.3	

Peak hour analysis for the period 17:00 to 17:45

Volume	25	18	-	23	13	17	49	3	69	70	27	-	1	53	20	40	362
Approach%	37.9	27.3	-	34.8	15.9	20.7	59.8	3.7	41.6	42.2	16.3	-	0.9	46.5	17.5	35.1	
Total%	6.9	5.0	-	6.4	3.6	4.7	13.5	0.8	19.1	19.3	7.5	-	0.3	14.6	5.5	11.0	
PHF				0.83				0.89				0.83				0.95	

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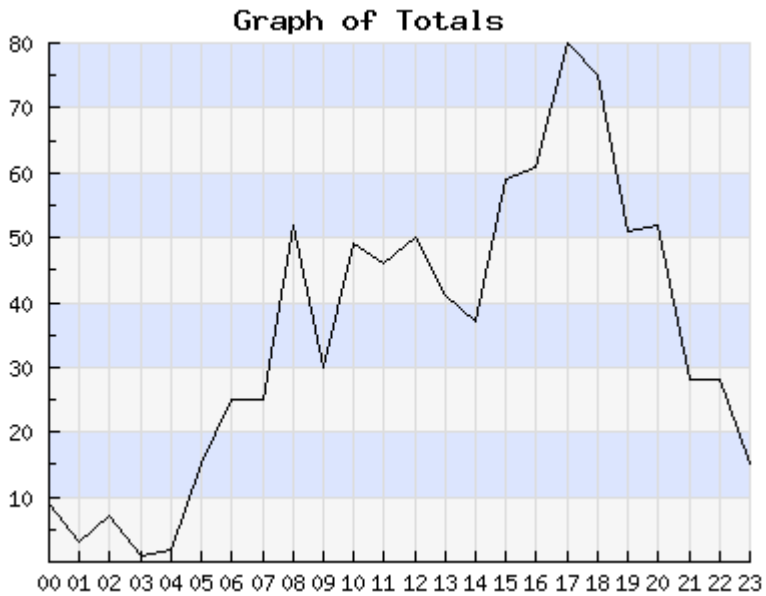
Daily Vehicle Volume Report

Location:
Granger Avenue btwn Ridgeway Dr & Chaffee St
File Number: 88304
Counter ID: 110
Report Duration:
Tuesday Jul 01, 2008 - 00:00 to
Tuesday Jul 01, 2008 - 23:59
Other Notes:
None at this time.



Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	6	3	9
01:00 - 01:59	1	2	3
02:00 - 02:59	3	4	7
03:00 - 03:59	0	1	1
04:00 - 04:59	0	2	2
05:00 - 05:59	2	13	15
06:00 - 06:59	6	19	25
07:00 - 07:59	10	15	25
08:00 - 08:59	24	28	52
09:00 - 09:59	14	16	30
10:00 - 10:59	28	21	49
11:00 - 11:59	16	30	46
12:00 - 12:59	27	23	50
13:00 - 13:59	18	23	41
14:00 - 14:59	20	17	37
15:00 - 15:59	37	22	59
16:00 - 16:59	38	23	61
17:00 - 17:59	42	38	80
18:00 - 18:59	43	32	75
19:00 - 19:59	24	27	51
20:00 - 20:59	21	31	52
21:00 - 21:59	16	12	28
22:00 - 22:59	17	11	28
23:00 - 23:59	10	5	15
Total	**423**	**418**	**841**
AM Peak Hour	10:00 10:59	10:45 11:44	8:00 8:59
Volume	28	30	52
PM Peak Hour	17:45 18:44	17:00 17:59	17:15 18:14
Volume	52	38	87

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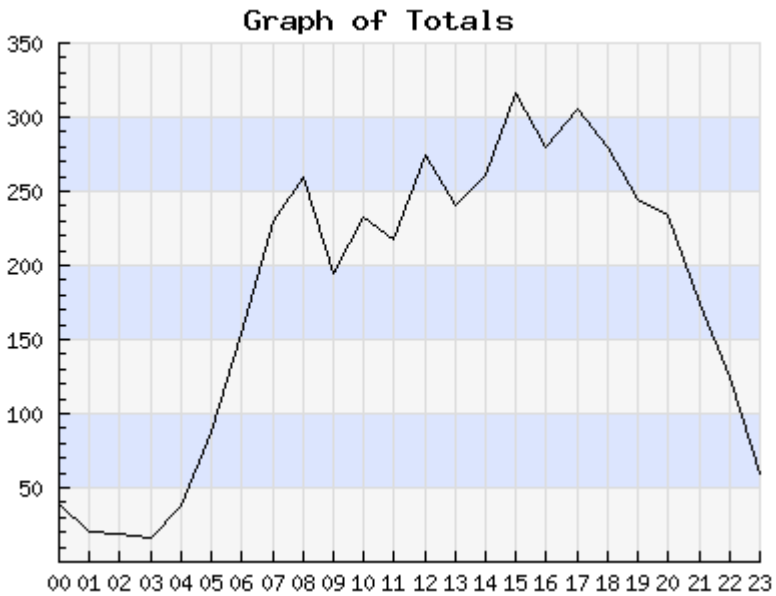
Daily Vehicle Volume Report

Location:
Ridgeway Drive btwn Euclid Ave & Granger Ave
File Number: 88303
Counter ID: 111
Report Duration:
Tuesday Jul 01, 2008 - 00:00 to
Tuesday Jul 01, 2008 - 23:59
Other Notes:
None at this time.



Time	West Bound Volume	East Bound Volume	Total Volume
00:00 - 00:59	16	23	39
01:00 - 01:59	8	12	20
02:00 - 02:59	10	9	19
03:00 - 03:59	10	6	16
04:00 - 04:59	30	8	38
05:00 - 05:59	72	16	88
06:00 - 06:59	116	38	154
07:00 - 07:59	131	99	230
08:00 - 08:59	154	106	260
09:00 - 09:59	111	83	194
10:00 - 10:59	121	111	232
11:00 - 11:59	114	103	217
12:00 - 12:59	138	137	275
13:00 - 13:59	111	129	240
14:00 - 14:59	113	148	261
15:00 - 15:59	144	172	316
16:00 - 16:59	122	158	280
17:00 - 17:59	123	182	305
18:00 - 18:59	136	144	280
19:00 - 19:59	129	115	244
20:00 - 20:59	98	136	234
21:00 - 21:59	59	116	175
22:00 - 22:59	59	66	125
23:00 - 23:59	18	42	60
Total	**2143**	**2159**	**4302**
AM Peak Hour	8:00 8:59	10:15 11:14	8:00 8:59
Volume	154	120	260
PM Peak Hour	15:15 16:14	17:00 17:59	15:15 16:14
Volume	152	182	322

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Appendix D

Existing Intersection LOS Calculations

AM Existing
1: Ridgeway Dr & Euclid Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		606			1295			345			467	
Travel Time (s)		13.8			29.4			7.8			10.6	
Act Effct Green (s)		12.1			12.2	12.2	6.4	27.4		6.4	27.4	
Actuated g/C Ratio		0.23			0.23	0.23	0.11	0.53		0.11	0.53	
v/c Ratio		0.03			0.39	0.05	0.01	0.13		0.07	0.12	
Control Delay		6.8			11.1	5.1	13.5	5.3		14.4	6.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		6.8			11.1	5.1	13.5	5.3		14.4	6.9	
LOS		A			B	A	B	A		B	A	
Approach Delay		6.8			10.5			5.3			7.3	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 51.4			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

LOS Engineering

AM Existing
1: Ridgeway Dr & Euclid Av

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.96			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1739			1777	1417	1583	3356		1583	3527	
Flt Permitted		0.87			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1560			1348	1417	1583	3356		1583	3527	
Volume (vph)	7	2	4	115	4	15	2	147	78	11	202	5
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	2	4	121	4	16	2	155	82	12	213	5
RTOR Reduction (vph)	0	3	0	0	0	13	0	39	0	0	2	0
Lane Group Flow (vph)	0	10	0	0	125	3	2	198	0	12	216	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		11.3			11.3	11.3	1.3	27.1		1.3	27.1	
Effective Green, g (s)		11.3			11.3	11.3	1.3	27.1		1.3	27.1	
Actuated g/C Ratio		0.22			0.22	0.22	0.03	0.52		0.03	0.52	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		341			295	310	40	1759		40	1849	
v/s Ratio Prot							0.00	0.06		c0.01	c0.06	
v/s Ratio Perm		0.01			c0.09	0.00						
v/c Ratio		0.03			0.42	0.01	0.05	0.11		0.30	0.12	
Uniform Delay, d1		15.9			17.4	15.8	24.6	6.2		24.8	6.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.0	0.0	0.5	0.0		4.2	0.0	
Delay (s)		15.9			18.4	15.8	25.1	6.2		28.9	6.3	
Level of Service		B			B	B	C	A		C	A	
Approach Delay (s)		15.9			18.1			6.4			7.4	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	27.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

LOS Engineering

AM Existing
2: Ridgeway Dr & Granger Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1295			547			821			509	
Travel Time (s)		29.4			12.4			18.7			11.6	
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

AM Existing
2: Ridgeway Dr & Granger Av

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	48	32	22	1	57	20	25	9	0	9	5	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	51	34	23	1	60	21	26	9	0	9	5	65

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	107	82	36	80
Volume Left (vph)	51	1	26	9
Volume Right (vph)	23	21	0	65
Hadj (s)	0.00	-0.12	0.18	-0.43
Departure Headway (s)	4.2	4.1	4.6	3.9
Degree Utilization, x	0.13	0.09	0.05	0.09
Capacity (veh/h)	822	827	743	871
Control Delay (s)	7.8	7.6	7.8	7.3
Approach Delay (s)	7.8	7.6	7.8	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.6		
HCM Level of Service	A		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

PM Existing
1: Ridgeway Dr & Euclid Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		606			1295			345			467	
Travel Time (s)		13.8			29.4			7.8			10.6	
Act Effct Green (s)		11.8			11.8	11.8	7.3	29.8		8.0	30.2	
Actuated g/C Ratio		0.21			0.21	0.21	0.12	0.55		0.13	0.56	
v/c Ratio		0.04			0.38	0.05	0.05	0.23		0.16	0.19	
Control Delay		8.0			12.8	6.3	15.4	5.3		15.9	6.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		8.0			12.8	6.3	15.4	5.3		15.9	6.7	
LOS		A			B	A	B	A		B	A	
Approach Delay		8.0			12.0			5.5			7.5	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

LOS Engineering

PM Existing
1: Ridgeway Dr & Euclid Av

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.93			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.98			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1701			1776	1417	1583	3361		1583	3534	
Flt Permitted		0.90			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1559			1345	1417	1583	3361		1583	3534	
Volume (vph)	6	1	7	103	3	15	9	287	144	31	356	4
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	1	7	108	3	16	9	302	152	33	375	4
RTOR Reduction (vph)	0	6	0	0	0	13	0	69	0	0	1	0
Lane Group Flow (vph)	0	8	0	0	111	3	9	385	0	33	378	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		10.9			10.9	10.9	1.5	29.5		1.9	29.9	
Effective Green, g (s)		10.9			10.9	10.9	1.5	29.5		1.9	29.9	
Actuated g/C Ratio		0.20			0.20	0.20	0.03	0.54		0.03	0.55	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		313			270	284	44	1826		55	1946	
v/s Ratio Prot							0.01	c0.11		c0.02	0.11	
v/s Ratio Perm		0.01			c0.08	0.00						
v/c Ratio		0.03			0.41	0.01	0.20	0.21		0.60	0.19	
Uniform Delay, d1		17.4			18.9	17.4	25.8	6.4		25.8	6.1	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.0	0.0	2.3	0.1		16.4	0.0	
Delay (s)		17.5			19.9	17.4	28.1	6.5		42.2	6.2	
Level of Service		B			B	B	C	A		D	A	
Approach Delay (s)		17.5			19.6			6.9			9.1	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	54.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

LOS Engineering

PM Existing
2: Ridgeway Dr & Granger Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1295			547			821			509	
Travel Time (s)		29.4			12.4			18.7			11.6	
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

LOS Engineering

PM Existing
2: Ridgeway Dr & Granger Av

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	69	70	27	1	53	20	25	18	0	13	17	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	73	74	28	1	56	21	26	19	0	14	18	52

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	175	78	45	83
Volume Left (vph)	73	1	26	14
Volume Right (vph)	28	21	0	52
Hadj (s)	0.02	-0.13	0.15	-0.31
Departure Headway (s)	4.3	4.3	4.7	4.2
Degree Utilization, x	0.21	0.09	0.06	0.10
Capacity (veh/h)	810	801	715	793
Control Delay (s)	8.4	7.7	8.0	7.7
Approach Delay (s)	8.4	7.7	8.0	7.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

LOS Engineering

Appendix E

Transit Service Near Project

Monthly Pass Sales Locations
Locales de venta de pase mensual

The Transit Store sells all MTS passes, tickets, and tokens.

All San Diego County Ralphs, Vons, Longs Drugs, select Food 4 Less, and other locations offer selected regional monthly passes. For the pass sales outlet nearest you, call Regional Transit Information at: (619)233-3004 or (800)266-6883. Contact the outlet in advance to ensure they have a supply of the pass type you wish to purchase.

The Transit Store vende todo tipo de boletos y pases para uso en autobuses y Trolley de transporte público.

Almacenes Ralphs, Vons, Longs Drugs, y seleccionados Food 4 Less del condado de San Diego venden algunos pases mensuales de transporte regional. Para las tiendas mas cercanas ó para mas información contacte a información Regional de Tránsito a (619) 233-3004 ó (800) 266-6883. Es recomendado contactar el almacén adecuado en avance para segurarse de la cantidad y disponabilidad de los pases que uno busca comprar.

For more transit information, please visit:

Para mas información sobre tránsito por favor visite la página de Internet:

www.sdmts.com

PHONE DIRECTORY DIRECTORIO TELEFONICO

Customer Service/Suggestions
Servicio al cliente/Sugerencias **(619) 557-4555**

SafeWatch
(619) 557-4500

Regional Transit Information
Información de transporte publico regional

- Regional Transit Information: / Información de transporte público regional: **5-1-1**
- TTY/TDD (teletype for hearing impaired): / Teletipo para sordos: **(619) 234-5005** or/o **(888) 722-4889**
- InfoExpress (24-hour info via Touch-Tone phone): / Información las 24-horas (via teléfono de teclas): **(619) 685-4900**
- For MTS on-line trip planning: / Planificación de viajes por Internet: **www.sdmts.com**

Lost & Found
Objetos extraviados **(619) 427-6438** or/o **(800) 409-3310**

LOCAL SERVICE
National City

963

8th Street Trolley Station ~ Westfield Plaza Bonita

Points of Interest:

- **Plaza Boulevard**
- **Euclid Plaza**
- **Social Security Building**
- **Granger Jr. High School**

Metropolitan Transit System

January 1, 2008

Accessible

Cash Fares – *Exact fare, please*
Tarifas en efectivo – *Favor de pagar la cantidad exacta*

Day Pass (Regional)* Pase diario (Regional)*	**$5.00**
Local Fare Tarifa Local	**$2.00**
Senior (60+ years) / Disabled / Medicare Mayores de 60 años / Discapacitados / Medicare	**$1.00**
Children 5 and under Niños de 5 años o menores	**FREE GRATIS**

Prepaid Fares
Fichas y Pases

Monthly Pass Pase mensual	**$64.00**
Monthly Pass for Senior (60+ years) / Disabled/ Medicare** Pase mensual para mayores de 60 años, Discapacitados e Medicare**	**$16.00**
Monthly Pass for Youths (18 and under)** Pase mensual para jóvenes** (18 años o menores)	**$32.00**
$2.25 Tokens (20-Token Pack) Fichas de $2.25 (Paquete de 20 fichas)	**$45.00**

Half-month passes are also available beginning the 15th of each month at The Transit Store and "Pass-by-Mail" (call **(619) 233-3004** to request envelopes).

A partir del 15 de cada mes, The Transit Store dispondrá de pases de medio mes y contaremos también con un servicio de "Pass-by-Mail" (Pases por Correo). Para solicitar los sobres, marque el número telefónico **(619) 233-3004**.

** Discounted passes made possible by TransNet, your local transportation sales tax.

** Los pases con descuento son productos de TransNet, el impuesto mercantil para mejoras viales.

The Transit Store (619) 234-1060

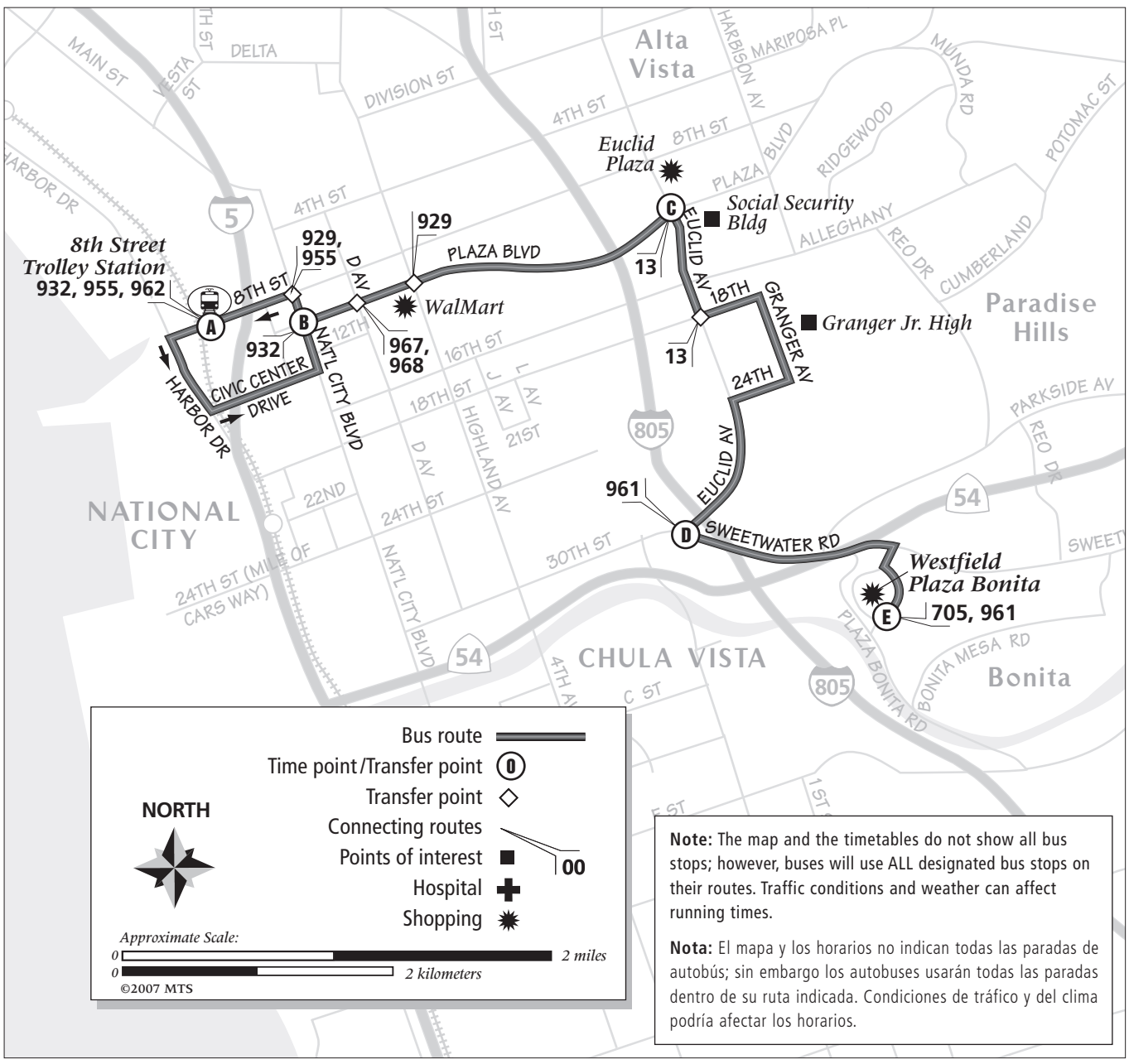
102 Broadway (at First Avenue), San Diego

Monday through Friday 9:00 a.m. to 5:00 p.m.
Saturday and Sunday closed

- Passes, tokens, ID cards, lost & found.

102 Broadway (esquina de avenida 1st), San Diego
lunes a viernes: 9:00 a.m a 5:00 p.m.
sábado a domingo cerrado

- Pases, tarjetas de identificación, artículos extraviados y devueltos.



Note: The map and the timetables do not show all bus stops; however, buses will use ALL designated bus stops on their routes. Traffic conditions and weather can affect running times.

Nota: El mapa y los horarios no indican todas las paradas de autobús; sin embargo los autobuses usarán todas las paradas dentro de su ruta indicada. Condiciones de tráfico y del clima podría afectar los horarios.

*Day Passes
***Pases diarios**

If your travel during a single day involves multiple routes, trips or transfers, a Day Pass can save you money! Day Passes are sold on all MTS Buses and at Trolley ticket machines.

A basic Regional Day Pass ($5.00) is valid for unlimited riding for one person, on the date shown, on the following services: MTS Trolley; most MTS buses; NCTD BREEZE, SPRINTER, and FAST. Basic Regional Day Passes are also valid for a discount on NCTD COASTER fares, but are not valid on MTS Premium Express routes, MTS Rural Bus, special service buses, or ADA complementary paratransit. A cash upgrade of $0.50 is required to ride DART. A Premium Regional Day Pass ($11.00) provides the same conveniences as a Regional Day Pass, and is also valid on MTS Premium Express routes. NCTD-only BREEZE Day Passes are not valid on MTS services.

Prepaid Multiple Day Passes

For multiple, consecutive days of travel, the following passes are also available for sale at Trolley ticket machines and The Transit Store: 2-Day Pass ($9.00), 3-Day Pass ($12.00) or 4-Day Pass ($15.00). These multiple-Day Passes are not available for purchase on MTS buses, but can be used on the same services as the basic Regional 1-Day Pass (non-Premium).

Si en un mismo día debe recorrer distintas rutas o realizar varios viajes o transbordos, puede ahorrar dinero con un Pase diario. Los Pases diarios se pueden adquirir en todos los autobuses de MTS y en las máquinas expendedoras de los trolleys.

Los Pases diarios regionales básicos ($5) son válidos para viajes ilimitados de una sola persona, en la fecha indicada, para los siguientes servicios: el Trolley de MTS, la mayoría de los autobuses de MTS, y los servicios del NCTD de BREEZE, SPRINTER y FAST. Los Pases diarios regionales básicos también son válidos para acceder a descuentos en las tarifas del COASTER del NCTD, pero no para las rutas Premium Express de MTS, el servicio de autobús rural de MTS, los autobuses de servicios especiales ni los servicios complementarios de transporte para personas discapacitadas de ADA. Es necesario agregar un aumento de $0.50 para viajar en DART. Los Pases diarios Regionales Premium ($11) brindan las mismas comodidades que los Pases diarios regionales, pero, además, son válidos para las rutas Premium Express de MTS. Los Pases diarios de BREEZE exclusivos para NCTD no son válidos para los servicios de MTS.

Pase prepagado de múltiple días

Si necesita viajar durante varios días consecutivos, también puede adquirir los siguientes pases en las máquinas expendedoras de los trolleys y en The Transit Store: Pase de 2 días ($9), Pase de 3 días ($12) y Pase de 4 días ($15). Estos Pases diarios para varios días no se pueden adquirir en los autobuses de MTS, pero pueden utilizarse para los mismos servicios disponibles para el Pase diario regional de 1 día (no Premium).

Please Note
Tome nota

- Senior (60+ years) / Disabled / Medicare fare requires valid drivers license, DMV Senior/Disabled ID card, Medicare card, MTS or NCTD ID card.

  Tarifa de mayores de 60 años, discapacitados ó Medicare únicamente dada con licencia de manejo vigente, tarjeta de identificación del DMV, tarjeta de Medicare, ó tarjeta de identificación del MTS ó NCTD.

- Youth Pass available for ages 6-18. Driver may request ID.

  Los niños y jóvenes de 6 a 18 años pueden viajar con pases para jóvenes al comprobar su edad a petición del chofer.

- "Priority seating" are seats that are designated for the convenience of persons with special needs. Please make these seats available for seniors and disabled persons as needed.

  Los asientos de prioridad son facilitados para la conveniencia de personas con necesidades especiales. Por favor haga disponibles estos asientos para personas mayores y discapacitados.

- Fareboxes accept paper bills, coins, and dollar coins (except silver dollars), but do not give change.

  Máquinas de cobro en los autobuses aceptan billetes, monedas, y monedas de dólar (excepto dólares de plata). Las máquinas no dan cambio.

- The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.

  Los horarios y información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Bike Racks
Estantes para bicicletas

Bicycles are welcome at no additional charge. Let the bus driver know before you load or unload your bike! When using the bike rack, stand the bike in the rack and secure your bike in place with the retaining bar. Bikes may be loaded/unloaded at any stop where it is feasible and safe.

MTS and Veolia Transportation are not responsible for loss or damage to bicycles.

No es necesario pagar cargos adicionales por las bicicletas. ¡Avise al conductor antes de cargar o descargar la bicicleta! Cuando use los estantes para bicicleta, coloque ambas ruedas hacia arriba en el estante y mantenga fija su bicicleta con la barra de retención. Las bicicletas pueden cargarse y descargarse en cualquier parada, siempre que sea seguro y factible.

MTS y Veolia Transportation no son responsables por bicicletas dañadas o perdidas.

Lincoln Acres Library and Community Center TIS Appendix

ALTERNATIVE FORMATS ARE AVAILABLE UPON REQUEST. PLEASE CALL:
FORMATO ALTERNATIVO DISPONIBLE AL PREGUNTAR. FAVOR DE LLAMAR: **(619) 231-1466**

ROUTE 963

Monday through Friday lunes a viernes

8th St. Trolley Station ➡ Plaza Blvd. ➡ Westfield Plaza Bonita

(A) 8th St. Trolley Station **DEPART**	(B) National City Blvd. & Plaza Blvd.	(C) Plaza Blvd. & Euclid Ave.	(D) Euclid Ave. & Sweetwater Rd.	(E) Westfield Plaza Bonita **ARRIVE**
5:52a	5:57a	6:04a	6:12a	6:17a
6:22	6:29	6:36	6:45	6:50
6:52	6:59	7:06	7:15	7:20
7:22	7:29	7:36	7:45	7:50
7:52	7:59	8:06	8:15	8:20
8:22	8:29	8:36	8:45	8:50
8:52	8:58	9:06	9:14	9:19
9:24	9:30	9:38	9:46	9:51
9:54	10:00	10:08	10:16	10:21
10:24	10:30	10:38	10:46	10:51
10:54	11:00	11:08	11:16	11:21
11:24	11:30	11:38	11:46	11:51
11:54	**12:00p**	**12:08p**	**12:16p**	**12:21p**
12:24p	**12:30**	**12:38**	**12:46**	**12:51**
12:54	**1:00**	**1:08**	**1:16**	**1:21**
1:24	**1:30**	**1:38**	**1:46**	**1:51**
1:54	**2:00**	**2:08**	**2:16**	**2:21**
2:24	**2:30**	**2:38**	**2:46**	**2:51**
2:54	**3:00**	**3:09**	**3:18**	**3:24**
3:24	**3:30**	**3:39**	**3:48**	**3:54**
3:54	**4:00**	**4:09**	**4:18**	**4:24**
4:24	**4:30**	**4:39**	**4:48**	**4:54**
4:54	**5:00**	**5:09**	**5:18**	**5:24**
5:24	**5:30**	**5:39**	**5:48**	**5:54**
5:54	**6:00**	**6:09**	**6:18**	**6:24**
6:24	**6:30**	**6:38**	**6:46**	**6:51**
6:54	**7:00**	**7:08**	**7:16**	**7:21**
7:54	**8:00**	**8:08**	**8:16**	**8:21**
8:54	**8:59**	**9:06**	**9:13**	**9:18**
9:54	**9:59**	**10:06**	**10:13**	**10:18**

Westfield Plaza Bonita ➡ Plaza Blvd. ➡ 8th St. Trolley Station

(E) Westfield Plaza Bonita **DEPART**	(D) Euclid Ave. & Sweetwater Rd.	(C) Plaza Blvd. & Euclid Ave.	(B) National City Blvd. & Plaza Blvd.	(A) 8th St. Trolley Station **ARRIVE**
—	5:23a	5:31a	5:38a	5:41a
—	5:53	6:01	6:08	6:11
6:20a	6:24	6:33	6:41	6:45
6:50	6:54	7:03	7:11	7:15
7:20	7:24	7:33	7:41	7:45
7:50	7:54	8:03	8:11	8:15
8:20	8:24	8:33	8:41	8:45
8:50	8:54	9:02	9:10	9:13
9:19	9:23	9:31	9:39	9:42
9:49	9:53	10:01	10:09	10:12
10:19	10:23	10:31	10:39	10:42
10:49	10:53	11:01	11:09	11:12
11:19	11:23	11:31	11:39	11:42
11:49	11:53	**12:01p**	**12:09p**	**12:12p**
12:19p	**12:23p**	**12:31**	**12:39**	**12:42**
12:49	**12:53**	**1:01**	**1:09**	**1:12**
1:19	**1:23**	**1:31**	**1:39**	**1:42**
1:49	**1:53**	**2:01**	**2:09**	**2:12**
2:19	**2:23**	**2:31**	**2:39**	**2:42**
2:49	**2:53**	**3:02**	**3:10**	**3:14**
3:19	**3:23**	**3:32**	**3:40**	**3:44**
3:50	**3:54**	**4:03**	**4:11**	**4:15**
4:20	**4:24**	**4:33**	**4:41**	**4:45**
4:50	**4:54**	**5:03**	**5:11**	**5:15**
5:20	**5:24**	**5:33**	**5:41**	**5:45**
5:50	**5:54**	**6:03**	**6:11**	**6:15**
6:23	**6:27**	**6:35**	**6:42**	**6:45**
6:53	**6:57**	**7:05**	**7:12**	**7:15**
7:47	**7:51**	**7:59**	**8:06**	**8:09**
8:48	**8:52**	**8:59**	**9:06**	**9:09**
9:48	**9:52**	**9:59**	**10:06**	**10:09**

PM times are in bold

NOTE: This route does not operate on weekends or on the observation of the following holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day.

NOTA: Esta ruta no ofrece servicio durante el fín de semana ó durante los siguientes días festivos: Año Nuevo, Presidents' Day, Memorial Day, Día de la Independencia (E.E.U.U.) Labor Day, Día de Acción de Gracias y Navidad.

Animals
Animales

Trained service animals may accompany persons with disabilities. Other animals must be in an enclosed carrier and transported without assistance by the driver or operator. The carrier must be placed on the passenger's lap or under a seat.

Los animales especialmente entrenados para ayudar a personas con discapacidades podrán acompañar al pasajero. Cualquier otro animal deberá ser colocado dentro de una jaula para portar animales cerrada y deberá ser transportada sin la ayuda del conductor u operador. La jaula para portar animales deberá ponerse sobre las piernas del pasajero o debajo del asiento

While on board, remember:
Estando a bordo, recuerde:

All Route 963 buses provide wheelchair lift or ramp service and are equipped with bicycle racks.

Todos los autobúses dentro de la ruta 963 están equipados con elevador de silla de ruedas o rampas y equipados con estante de bicicletas.

Take Advantage of Two Special Offers for Friends and Family!
¡Aproveche las dos ofertas especiales para los amigos y la familia!

Family Weekends - Two children (12 years old and under) ride free with all adult (18+) fare paying passengers every weekend on MTS Shuttle, Local, Urban, and Express bus routes and the San Diego Trolley.

Fines de Semana Familiares - Todos los fines de semana, dos niños (12 años y menores) viajan gratis con todo pasajero que pague tarifa de adulto (18+) en las rutas de autobuses MTS de tipos Shuttle, Locales, Urbanas, y Express, y en el San Diego Trolley.

Friends Ride Free - On selected holidays, when one person pays by cash, ticket, token, or uses a Regional Day Pass or Monthly Pass, a friend gets the same full ride free. Valid on MTS Shuttle, Local, Urban, and Express bus routes and the San Diego Trolley. Look for Friends Ride Free on New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas.

Los Amigos Viajan Gratis - En días festivos selectos, cuando una persona paga en efectivo, con boleto, o con ficha, o utiliza un pase regional diario o mensual, un amigo obtiene gratis el mismo viaje completo. Válido en las rutas de autobuses MTS de tipos Shuttle, Locales, Urbanas, y Express, y en el San Diego Trolley. Busque la oferta de 'Los amigos viajan gratis' en el Día de Año Nuevo, Presidents' Day, Memorial Day, Día de la Independencia, Día del Trabajo, Día de Acción de Gracias (Thanksgiving), y Navidad.

Appendix F

Project Building Sizes and Proportioning Calculations

Currently, the only available parking for the site is parallel street parking. There is one ADA accessible parallel parking spot in front of the community room.

The County has an option to purchase the property at 2729 Granger Avenue, which is adjacent to and located directly south of the library/community center. This property is 0.28 acres in size. The County's intent in purchasing this property is to utilize the land to build the new Lincoln Acres Library and Community Center. The combined acreage for the project site is approximately 0.83 acres. Figure 3 depicts the existing site plan for the project site.

The County has developed a master plan for the proposed project, which was established by gathering community input and consensus at public workshops that were held in the community. The following describes the proposed project that was developed from this process.

Characteristics of the Proposed Project

As discussed above, the proposed project will be located on an approximately 0.83-acre site on an unincorporated portion of the County of San Diego in the community of Lincoln Acres. The proposed project will replace the existing Lincoln Acres Library/Community Center and former firehouse with expanded versions of the library/community center. In addition, the building will include public restrooms and offices for the County Sheriff and the LSFPD. Figure 4 depicts the proposed conceptual site plan for the proposed project. Table 1 provides a development summary of the proposed project.

TABLE 1
Summary of Proposed Development

Room	Square Feet
Library	2,750
Community Center with kitchen	1,250
Sheriff's Office	250
LSFPD	250
Men's Restroom	125
Women's Restroom	125
Total of Proposed Development	**4,725**
Circulation and Support Spaces (10%)	475
TOTAL Gross Floor Area	**5,225**

Source: Zagrodnik + Thomas Architects, LLP, 2008.

The project site is zoned S87 "Limited Control Use Regulations". The allowed structure height for this zone is 35 feet. The proposed library/community center will be a single story building. The library is anticipated to have a two-story volume; however, the height of the building will not exceed the allowed height of 35-feet.

Proportioning Ancillary Uses To Individual Building Uses

Use	Square Feet	Percent of total	Assignment of Ancillary SF	Equivalent Gross Floor Area
Library	2,750	61%	443	3,193
Community Center	1,250	28%	201	1,451
Sheriff Office	250	6%	40	290
LSFPD	250	6%	40	290
Totals	**4,500**	**100%**	**725**	**5,225**

Appendix G

SANDAG, ITE, & Sheriff Trip Generation Rates

(NOT SO)

BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION

APRIL 2002

SANDAG
401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

NOTE: This listing only represents a ***guide*** of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. ***Always check with local jurisdictions for their preferred or applicable rates.***

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
AGRICULTURE (Open Space)	[80:18:2]	2/acre**					10.8
AIRPORT	[78:20:2]						12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft.* **	5%	(6:4)	6%	(5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft* **	9%	(7:3)	15%	(5:5)	
Heliports		100/acre**					
AUTOMOBILE[S]							
Car Wash							
Automatic		900/site, 600/acre**	4%	(5:5)	9%	(5:5)	
Self-serve		100/wash stall**	4%	(5:5)	8%	(5:5)	
Gasoline	[21:51:28]						2.8
with/Food Mart		160/vehicle fueling space**	7%	(5:5)	8%	(5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8%	(5:5)	9%	(5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7%	(5:5)	9%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8%	(7:3)	11%	(4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%		10%		
Quick Lube		40/service stall**	7%	(6:4)	10%	(5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7%	(6:4)	11%	(5:5)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5%	(6:4)	8%	(5:5)	5.1
COMMERCIAL/RETAIL[S]							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3 + major stores)		35/1000 sq. ft.,[C] 400/acre*	4%	(7:3)	10%	(5:5)	
Regional Shopping Center (40-80acres, 400,000-800,000 sq. ft., w/usually 2 + major stores)	[54:35:11]	50/1000 sq. ft.,[C] 500/acre*	4%	(7:3)	9%	(5:5)	5.2
Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)	[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)	
Commercial Shops	[45:40:15]						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3
Electronics Superstore		50/1000 sq. ft**			10%	(5:5)	
Factory Outlet		40/1000 sq. ft.**	3%	(7:3)	9%	(5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)	
Drugstore		90/1000 sq. ft.**	4%	(6:4)	10%	(5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6%	(5:5)	7%	(5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1%	(7:3)	9%	(5.5)	
Discount Store		60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5%	(6:4)	8%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3%	(6:4)	10%	(5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only)	3%	(6:4)	9%	(5:5)	
		5/dwelling unit, 200/acre* (residential only)	9%	(3:7)	13%	(6:4)	
EDUCATION							
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10%	(8:2)	9%	(3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12%	(8:2)	9%	(6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20%	(7:3)	10%	(4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32%	(6:4)	9%	(4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17%	(5:5)	18%	(5:5)	3.7
FINANCIAL[S]	[35:42:23]						3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4%	(7:3)	8%	(4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through only		250 (125 one-way)/lane*	3%	(5:5)	13%	(5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	[73:25:2]						8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8%	(7:3)	10%	(4:6)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16%	(9:1)	14%	(1:9)	
Landfill & Recycling Center		6/acre	11%	(5:5)	10%	(4:6)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office (less than 100,000 sq. ft.)	[77:19:4]	20/1000 sq. ft.,[O] 300/acre*	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6 + stories)	[82:15:3]	17/1000 sq. ft.,[O] 600/acre*	13%	(9:1)	14%	(2:8)	10.0
Office Park (400,000 + sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit *[R]	8%	(3:7)	10%	(7:3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit *[R]	8%	(3:7)	10%	(7:3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit *[R]	8%	(2:8)	10%	(7:3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit *[R]	8%	(2:8)	9%	(7:3)	
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT[S]	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, $2^{1/2}$/parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators.*

** Other sources: *ITE Trip Generation Report [6th Edition]*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

[P] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

[L] Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

[C] Fitted curve equation: $Ln(T) = 0.502\ Ln(x) + 6.945$
[O] Fitted curve equation: $Ln(T) = 0.756\ Ln(x) + 3.950$
T = total trips, x = 1,000 sq. ft.

[R] Fitted curve equation: $t = -2.169\ Ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

[S] Suggested PASS-BY [undiverted or diverted < 1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

[T] Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

Summary of Trip Generation Calculation
For 1.451 Th.Gr.Sq.Ft. of Recreation Community Center
June 26, 2008

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	22.88	0.00	1.00	33
7-9 AM Peak Hour Enter	0.99	0.00	1.00	1
7-9 AM Peak Hour Exit	0.63	0.00	1.00	1
7-9 AM Peak Hour Total	1.62	1.45	1.00	2
4-6 PM Peak Hour Enter	0.48	0.00	1.00	1
4-6 PM Peak Hour Exit	1.16	0.00	1.00	2
4-6 PM Peak Hour Total	1.64	1.35	1.00	2
Saturday 2-Way Volume	9.10	0.00	1.00	13
Saturday Peak Hour Enter	0.63	0.00	1.00	1
Saturday Peak Hour Exit	0.65	0.00	1.00	1
Saturday Peak Hour Total	1.28	1.21	1.00	2

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
For .761 Th.Gr.Sq.Ft. of Recreation Community Center
June 26, 2008

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	22.88	0.00	1.00	17
7-9 AM Peak Hour Enter	0.99	0.00	1.00	1
7-9 AM Peak Hour Exit	0.63	0.00	1.00	0
7-9 AM Peak Hour Total	1.62	1.45	1.00	1
4-6 PM Peak Hour Enter	0.48	0.00	1.00	0
4-6 PM Peak Hour Exit	1.16	0.00	1.00	1
4-6 PM Peak Hour Total	1.64	1.35	1.00	1
Saturday 2-Way Volume	9.10	0.00	1.00	7
Saturday Peak Hour Enter	0.63	0.00	1.00	0
Saturday Peak Hour Exit	0.65	0.00	1.00	0
Saturday Peak Hour Total	1.28	1.21	1.00	1

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Sheriff Station Traffic Generation Rate Based On 2 Existing Locations

		DAILY					AM Peak Hour					PM Peak Hour				
		Dwy 1		Dwy 2		Total	Dwy 1		Dwy 2		Total	Dwy 1		Dwy 2		Total
		IN	OUT	IN	OUT		IN	OUT	IN	OUT		IN	OUT	IN	OUT	
Fallbrook	Wed (8/23/06)	141	121	38	66	366	9	9	1	2	21	9	13	6	5	33
	Thurs (8/24/06)	169	117	57	83	426	11	6	5	5	27	13	11	3	4	31
Total		*310*	*238*	*95*	*149*	*792*	*20*	*15*	*6*	*7*	*48*	*22*	*24*	*9*	*9*	*64*
Average		*155*	*119*	*48*	*75*	*396*	*10*	*7.5*	*3*	*3.5*	*24*	*11*	*12*	*5*	*4.5*	*32*
Square Feet	*10,000*						0.5		0.5		6.1%	0.5		0.5		8.1%
Rate per 1,000 Square Feet						**39.6**	IN		OUT		**2.4**	IN		OUT		**3.2**
Encinitas	Wed (8/23/06)	213	202	48	49	512	14	12	4	4	34	13	16	8	7	44
	Thurs (8/24/06)	216	209	58	60	543	13	8	6	4	31	17	15	3	8	43
Total		*429*	*411*	*106*	*109*	*1055*	*27*	*20*	*10*	*8*	*65*	*30*	*31*	*11*	*15*	*87*
Average		*215*	*206*	*53*	*55*	*528*	*14*	*10*	*5*	*4*	*32.5*	*15*	*16*	*6*	*7.5*	*43.5*
Square Feet	*13,190*						0.6		0.4		6.2%	0.5		0.5		8.2%
Rate per 1,000 Square Feet						**39.99**	IN		OUT		**2.46**	IN		OUT		**3.3**

Averge of both locations:		Split			Split		
Rounded average of both locations:	**40**	**0.6**	**0.4**	**6.1%**	**0.5**	**0.5**	**8.2%**
	ADT/KSF	**IN**	**OUT**	**AM**	**IN**	**OUT**	**PM**

2000 Baseline Staffing and 2020 Projections for Major LE Facilities

FACILITY	Building Size	Sq. Ft. proposed in Master Plan		2000		CURRENT (10/2006)		2020						
				Baseline Staffing	Service Area Est. Population**	Authorized Staffing	Authorized SWORN Staffing	Projected Staffing	Projected SWORN Staffing	Projected Staffing w/ 30% discretionary time	Projected SWORN Staffing w/ 30% discretionary time	Service Area Pop. Projection**	S.F. per staff in Existing Building in 2020	S.F. per staff in Proposed Building in 2020 (w/o discretionary factor)
Rancho San Diego (LG Unincorporated)	*30,000 (proposed)*	*33,600*	STAFFING	78	117,000	**87**	**83**	91	83	134	127	129,000		330
Fallbrook	10,000	*10,000*		41	47,000	**40**	**36**	65	59	54	48	64,000	154	154
Encinitas (all)	13,190	*37,500*		117	94,000	**108**	**94**	135	114	203	171	104,000	98	278

Staffing figures from Law Enforcement Facilities Master Plan - October 2003 and Position Reports (2006); Total staffing numbers include deputies, supervisors, and professional staff; reserves/volunteers not included

** ROUNDED TO NEAREST 1,000; Source of data cited within LEFMP as "Sheriff's Dept. Service Population spreadsheet"

Traffic Data Service Southwest
Vehicle Counts

22903-07 VehicleCount-1898 -- English (ENU)

Datasets:

Site:	**[22903] Fallbrook Substation 388 East Alvarado Street**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	13:21 Tuesday, August 22, 2006 => 16:20 Friday, August 25, 2006
File:	Z:\mcdata\SD Sheriff\2006\229\2290325Aug2006.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**14:00 Tuesday, August 22, 2006 => 14:00 Friday, August 25, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 406 / 723 (56.15%)

IN

*** Tuesday, August 22, 2006 - Total=42 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	**8**	**11**	**5**	**10**	**0**	**2**	**4**	**1**	**1**	**0**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	1	1	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3	0	2	0	1	2	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	3	3	0	0	2	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	1	4	0	1	0	1	1	0	1

*** Wednesday, August 23, 2006 - Total=141, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**4**	**0**	**1**	**1**	**8**	**3**	**6**	[illegible]	**17**	**8**	**8**	**13**	**10**	**4**	**11**	**9**	**10**	**5**	**2**	**4**	**3**	**3**	**1**	
0	0	0	1	0	0	1	1	2	**6**	2	0	2	**4**	1	3	5	0	1	0	2	0	0	0	0
0	0	0	0	0	3	2	2	6	**4**	5	4	1	**3**	1	4	0	3	2	0	0	3	0	1	0
0	2	0	0	0	2	0	1	1	**5**	0	2	**8**	2	1	2	1	6	2	1	1	0	2	0	4
1	2	0	0	1	3	0	2	0	**2**	1	2	**2**	1	1	2	3	1	0	1	1	0	1	0	0

AM Peak 0900 - 1000 (17), AM PHF=0.71 PM Peak 1230 - 1330 (17), PM PHF=0.53

*** Thursday, August 24, 2006 - Total=169, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**3**	**2**	**2**	**1**	**8**	**4**	**9**	[illegible]	**15**	**6**	**16**	**14**	**10**	**7**	**11**	**13**	**15**	**3**	**4**	**3**	**2**	**3**	**3**	
0	0	1	2	0	1	0	3	3	3	0	3	**4**	1	1	2	4	1	0	1	0	1	2	1	0
0	1	1	0	0	1	3	0	6	4	3	**5**	3	5	2	3	3	1	1	0	0	0	0	1	2
4	1	0	0	0	6	1	3	1	4	1	**3**	4	1	2	2	3	**10**	2	2	1	0	1	1	0
0	1	0	0	1	0	0	3	1	4	2	**5**	3	3	2	4	**3**	3	0	1	2	1	0	0	1

AM Peak 1115 - 1215 (17), AM PHF=0.85 PM Peak 1645 - 1745 (15), PM PHF=0.38

*** Friday, August 25, 2006 - Total=54 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**4**	**2**	**1**	**1**	**12**	**3**	**10**	**11**	**7**	**0**	**0**	**0**	**0**	-	-	-	-	-	-	-	-	-	-	
0	1	0	0	1	0	0	5	**5**	4	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
2	1	1	0	0	3	2	0	**2**	3	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	2	1	1	0	5	1	0	**3**	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	0	4	0	**5**	1	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0745 - 0845 (15), AM PHF=0.75

Traffic Data Service Southwest
Vehicle Counts

22903-07 VehicleCount-1899 -- English (ENU)

Datasets:

Site:	**[22903] Fallbrook Substation 388 East Alvarado Street**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	13:21 Tuesday, August 22, 2006 => 16:20 Friday, August 25, 2006
File:	Z:\mcdata\SD Sheriff\2006\229\2290325Aug2006.EC0 (Plus)
Identifier:	M355ARX4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**14:00 Tuesday, August 22, 2006 => 14:00 Friday, August 25, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 302 / 723 (41.77%)

OUT

*** Tuesday, August 22, 2006 - Total=33 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	**7**	**6**	**2**	**10**	**3**	**0**	**3**	**1**	**1**	**0**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	1	4	1	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0	0	1	0	0	3	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	1	4	0	0	0	0	1	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	0	1	2	0	0	1	0	0	0

*** Wednesday, August 23, 2006 - Total=121, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	[redacted]	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**2**	**0**	**2**	**0**	**8**	**2**	**2**	[redacted]	**14**	**4**	**2**	**17**	**14**	**2**	**4**	**13**	**7**	**10**	**1**	**4**	**1**	**3**	**0**	
0	0	0	1	0	1	0	0	2	4	2	0	**4**	**5**	1	0	4	1	2	0	2	0	0	0	0
0	0	0	0	0	2	2	0	4	4	2	1	**2**	**5**	1	2	1	2	2	0	0	1	0	0	0
0	1	0	0	0	1	0	1	3	3	0	0	**8**	2	0	1	2	3	1	0	1	0	2	0	1
0	1	0	1	0	4	0	1	0	3	0	1	**3**	2	0	1	6	1	5	1	1	0	1	0	0

AM Peak 1145 - 1245 (15), AM PHF=0.47 PM Peak 1230 - 1330 (21), PM PHF=0.66

*** Thursday, August 24, 2006 - Total=117, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	[redacted]	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**3**	**1**	**0**	**0**	**8**	**3**	**5**	[redacted]	**8**	**3**	**9**	**8**	**9**	**5**	**11**	**11**	**11**	**5**	**5**	**2**	**0**	**2**	**1**	
0	0	0	0	0	0	0	1	1	1	0	2	**2**	2	0	2	3	3	0	2	0	0	1	0	0
0	1	1	0	0	2	2	0	3	1	2	1	**3**	4	1	4	3	**3**	1	0	0	0	0	0	1
1	1	0	0	0	5	0	3	1	3	0	**3**	1	0	1	2	1	**3**	2	2	0	0	1	1	0
0	1	0	0	0	1	1	1	1	3	1	**3**	2	3	3	3	**4**	2	2	1	2	0	0	0	0

AM Peak 1130 - 1230 (11), AM PHF=0.92 PM Peak 1645 - 1745 (13), PM PHF=0.81

*** Friday, August 25, 2006 - Total=31 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**0**	**0**	**8**	**3**	**7**	**7**	**4**	**0**	**0**	**0**	**0**	-	-	-	-	-	-	-	-	-	-	
0	0	0	0	0	0	0	2	1	**1**	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	0	2	2	1	1	**3**	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	1	0	0	0	3	1	1	**1**	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	3	0	3	**4**	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0830 - 0930 (9), AM PHF=0.56

Traffic Data Service Southwest
Vehicle Counts

22904-07 VehicleCount-1906 -- English (ENU)

Datasets:

Site:	**[22904] Fallbrook Station 388 East Alvarado Street**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	13:30 Tuesday, August 22, 2006 => 15:33 Friday, August 25, 2006
File:	Z:\mcdata\SD Sheriff\2006\229\2290425Aug2006.EC0 (Plus)
Identifier:	M504J6JA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**14:00 Tuesday, August 22, 2006 => 14:00 Friday, August 25, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 119 / 324 (36.73%)

IN

*** Tuesday, August 22, 2006 - Total=14 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	1	1	1	1	0	2	0	3	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	0	1	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1	0	0	0	0	0	0	2	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	0	0	0	0	0	1	0	1	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	1	1	0	1	0	0	0

*** Wednesday, August 23, 2006 - Total=38, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	2	1	0	0	3	0	2	7	1	1	2	2	2	3	5	6	2	2	1	0	1	0	1	
0	0	0	0	0	1	0	1	0	0	0	0	1	2	1	1	0	0	2	0	0	0	0	0	1
0	0	1	0	0	0	0	1	1	1	1	1	1	0	1	2	0	1	0	1	0	1	0	1	0
0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	1	0	0	0	0	0	0	0

AM Peak 0130 - 0230 (3), AM PHF=0.75 PM Peak 1630 - 1730 (7), PM PHF=0.44

*** Thursday, August 24, 2006 - Total=57, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	3	2	1	0	0	0	1	7	6	1	2	3	1	7	0	3	5	4	7	2	1	0	2	
1	1	1	0	0	0	0	0	0	1	1	0	1	0	2	0	0	2	1	0	1	0	0	0	0
0	0	1	0	0	0	0	1	1	2	0	1	1	1	5	0	2	1	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	6	0	1	0	1	0
0	1	0	0	0	0	0	0	2	3	0	0	1	0	0	0	0	2	3	1	1	0	0	1	0

AM Peak 0830 - 0930 (7), AM PHF=0.88 PM Peak 1845 - 1945 (9), PM PHF=0.38

*** Friday, August 25, 2006 - Total=10 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	1	0	0	2	1	0	3	2	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
0	1	1	0	0	0	0	0	3	2	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0545 - 0645 (3), AM PHF=0.38

Traffic Data Service Southwest
Vehicle Counts

22904-07 VehicleCount-1907 -- English (ENU)

Datasets:

Site:	**[22904] Fallbrook Station 388 East Alvarado Street**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	13:30 Tuesday, August 22, 2006 => 15:33 Friday, August 25, 2006
File:	Z:\mcdata\SD Sheriff\2006\229\2290425Aug2006.EC0 (Plus)
Identifier:	M504J6JA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**14:00 Tuesday, August 22, 2006 => 14:00 Friday, August 25, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 202 / 324 (62.35%)

OUT

*** Tuesday, August 22, 2006 - Total=26 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	2	3	7	1	0	2	0	3	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	1	3	2	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1	0	0	0	0	0	0	2	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4	0	0	3	1	0	1	0	1	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	0	0	2	0	0	1	0	0	0

*** Wednesday, August 23, 2006 - Total=66, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	2	1	1	0	3	0	3	7	6	5	3	1	5	4	2	5	4	9	2	0	4	1	3	
0	0	0	0	0	1	0	1	0	1	0	0	0	3	2	1	0	2	2	0	0	1	0	0	1
0	0	1	0	0	0	0	1	1	2	1	0	1	2	0	1	0	1	1	1	0	2	0	2	0
0	2	0	0	0	2	0	1	1	1	2	2	0	0	0	0	1	0	5	0	0	0	0	1	0
0	0	0	1	0	0	0	0	0	2	2	1	0	0	2	0	4	1	1	1	0	1	1	0	1

AM Peak 0900 - 1000 (6), AM PHF=0.75 PM Peak 1745 - 1845 (9), PM PHF=0.45

*** Thursday, August 24, 2006 - Total=83, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	3	2	3	0	1	3	1	7	10	2	2	5	4	6	1	4	4	7	11	2	1	1	3	
1	1	1	1	0	0	0	0	0	2	1	1	1	1	2	0	0	2	1	0	2	0	0	1	1
0	0	1	0	0	0	0	1	0	2	1	1	1	0	4	1	2	1	0	1	0	0	1	0	0
0	1	0	1	0	0	3	0	2	1	0	0	0	2	0	0	2	0	5	9	0	1	0	1	0
1	1	0	1	0	1	0	0	3	5	0	0	3	1	0	0	0	1	1	1	0	0	0	1	0

AM Peak 0900 - 1000 (10), AM PHF=0.50 PM Peak 1915 - 2015 (13), PM PHF=0.36

*** Friday, August 25, 2006 - Total=27 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	2	1	1	6	3	4	5	2	0	0	0	0	-	-	-	-	-	-	-	-	-	-	
1	2	1	0	0	0	1	0	2	2	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	1	1	0	1	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	1	2	0	3	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	1	4	0	4	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0745 - 0845 (9), AM PHF=0.56

Traffic Data Service Southwest
Vehicle Counts

22901-07 VehicleCount-1902 -- English (ENU)

Datasets:

Site:	**[22901] Encinitas Sheriff Station 175 North El Camino Real**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	11:41 Tuesday, August 22, 2006 => 15:52 Friday, August 25, 2006
File:	Z:\mcdata\SD Sheriff\2006\229\2290125Aug2006.EC0 (Plus)
Identifier:	M264XG37 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**12:00 Tuesday, August 22, 2006 => 12:00 Friday, August 25, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 607 / 1208 (50.25%)

IN

*** Tuesday, August 22, 2006 - Total=83 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	10	7	8	10	10	10	5	7	3	3	6	4	
-	-	-	-	-	-	-	-	-	-	-	-	0	2	1	3	0	1	3	2	0	0	1	1	4
-	-	-	-	-	-	-	-	-	-	-	-	4	4	3	4	3	2	1	2	2	1	2	1	0
-	-	-	-	-	-	-	-	-	-	-	-	3	0	0	2	1	2	1	0	1	2	0	0	1
-	-	-	-	-	-	-	-	-	-	-	-	3	1	4	1	6	5	0	3	0	0	3	2	0

PM Peak 1445 - 1545 (13), PM PHF=0.81

*** Wednesday, August 23, 2006 - Total=213, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	[redacted]	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	3	4	6	2	24	13	11	[redacted]	7	12	12	17	12	16	6	11	13	4	6	7	3	2	3	
4	0	0	2	0	2	3	5	2	1	1	1	5	5	4	3	1	3	2	3	3	2	0	2	0
0	0	0	0	0	4	2	3	1	3	3	2	3	1	4	2	3	2	2	1	2	0	0	0	1
1	1	0	1	0	11	1	3	7	1	3	3	5	1	1	0	2	5	0	2	1	1	2	1	1
0	2	4	3	2	7	7	0	4	2	5	6	4	5	7	1	5	3	0	0	1	0	0	0	4

AM Peak 0515 - 0615 (25), AM PHF=0.57 PM Peak 1200 - 1300 (17), PM PHF=0.85

*** Thursday, August 24, 2006 - Total=216, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	[redacted]	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	2	4	1	2	24	11	12	[redacted]	7	16	12	16	17	11	9	10	17	3	8	8	6	1	0	
0	0	2	0	1	0	0	3	2	3	1	3	5	5	1	4	1	3	0	2	1	2	0	0	2
1	2	2	1	0	5	1	6	4	3	1	2	2	4	5	1	2	4	2	2	3	1	0	0	0
1	0	0	0	0	11	2	2	5	0	7	3	6	3	1	2	4	6	0	0	1	1	1	0	0
4	0	0	0	1	8	8	1	2	1	7	4	3	5	4	2	3	4	1	4	3	2	0	0	0

AM Peak 0500 - 0600 (24), AM PHF=0.55 PM Peak 1230 - 1330 (18), PM PHF=0.75

*** Friday, August 25, 2006 - Total=95 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	6	4	4	18	9	7	8	11	15	9	-	-	-	-	-	-	-	-	-	-	-	-	
2	1	1	1	0	2	1	1	2	3	3	2	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	1	2	2	3	0	3	1	2	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	3	1	1	3	2	2	3	4	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	1	0	1	10	6	1	2	2	4	0	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Vehicle Counts

22901-07 VehicleCount-1903 -- English (ENU)

Datasets:

Site:	**[22901] Encinitas Sheriff Station 175 North El Camino Real**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	11:41 Tuesday, August 22, 2006 => 15:52 Friday, August 25, 2006
File:	Z:\mcdata\SD Sheriff\2006\229\2290125Aug2006.EC0 (Plus)
Identifier:	M264XG37 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**12:00 Tuesday, August 22, 2006 => 12:00 Friday, August 25, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 594 / 1208 (49.17%)

OUT

*** Tuesday, August 22, 2006 - Total=113 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	12	6	8	18	12	12	17	6	7	4	3	8	
-	-	-	-	-	-	-	-	-	-	-	-	5	1	2	3	6	2	5	3	2	1	1	2	2
-	-	-	-	-	-	-	-	-	-	-	-	5	1	1	2	1	2	5	1	2	1	1	2	1
-	-	-	-	-	-	-	-	-	-	-	-	2	2	1	7	4	6	6	0	1	2	1	1	0
-	-	-	-	-	-	-	-	-	-	-	-	0	2	4	6	1	2	1	2	2	0	0	3	2

PM Peak 1515 - 1615 (21), PM PHF=0.75

*** Wednesday, August 23, 2006 - Total=202, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	[redacted]	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	2	3	4	3	2	16	5	[redacted]	7	9	12	11	12	12	20	12	16	12	8	5	3	6	5	
2	0	1	1	1	2	3	0	1	4	3	0	3	1	3	3	3	3	1	0	1	0	0	0	0
1	0	0	2	1	0	7	0	0	1	2	2	2	1	6	9	1	5	7	3	2	1	0	3	1
0	2	1	1	1	0	2	3	9	2	4	6	4	5	1	8	0	6	1	1	2	1	1	2	0
2	0	1	0	0	0	4	2	2	0	0	4	2	5	2	0	8	2	3	4	0	1	5	0	0

AM Peak 0600 - 0700 (16), AM PHF=0.57 PM Peak 1445 - 1545 (22), PM PHF=0.61

*** Thursday, August 24, 2006 - Total=209, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	[redacted]	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	5	3	4	1	3	14	11	[redacted]	9	8	14	15	14	9	15	13	15	19	6	9	7	4	2	
0	2	0	0	0	0	1	3	3	3	2	2	5	2	0	3	4	4	7	2	3	0	1	0	0
1	0	2	2	0	0	8	4	2	4	2	5	3	2	2	6	3	5	6	0	1	0	0	0	1
0	2	0	1	0	1	0	1	3	1	2	4	4	7	5	4	1	3	2	3	3	1	1	1	1
0	1	1	1	1	2	5	3	0	1	2	3	3	3	2	2	5	3	4	1	2	6	2	1	0

AM Peak 1115 - 1215 (17), AM PHF=0.85 PM Peak 1730 - 1830 (19), PM PHF=0.68

*** Friday, August 25, 2006 - Total=70 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	3	4	3	6	10	4	4	15	8	10	-	-	-	-	-	-	-	-	-	-	-	-	
0	0	1	1	0	1	3	2	2	5	5	2	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	1	0	0	0	1	1	0	3	0	6	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	2	2	2	1	1	1	2	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	1	1	1	3	5	0	1	5	2	0	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Vehicle Counts

22902-07 VehicleCount-1901 -- English (ENU)

Datasets:

Site:	**[22902] Encinitas Sheriff Station 175 North El Camino Real**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	11:48 Tuesday, August 22, 2006 => 16:07 Friday, August 25, 2006
File:	Z:\mcdata\SD Sheriff\2006\229\2290225Aug2006.EC0 (Plus)
Identifier:	M2820C6H MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**12:00 Tuesday, August 22, 2006 => 14:00 Friday, August 25, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 180 / 365 (49.32%)

12

*** Tuesday, August 22, 2006 - Total=44 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	4	13	8	6	7	5	1	0	0	0	0	0	
-	-	-	-	-	-	-	-	-	-	-	-	1	3	4	1	3	1	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	1	7	2	3	2	0	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	2	1	2	1	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	0	1	0	0	1	2	0	0	0	0	0	0	0

PM Peak 1315 - 1415 (14), PM PHF=0.50

*** Wednesday, August 23, 2006 - Total=48, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	[redacted]	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	1	0	0	0	0	1		7	3	3	6	3	4	5	8	0	1	1	1	0	0	0	
0	0	0	0	0	0	0	0	1	3	1	1	1	1	0	0	2	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	2	0	0	1	4	0	0	5	1	0	0	0	1	0	0	0	0
0	0	1	0	0	0	0	0	1	1	1	1	0	1	1	0	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	3	1	0	1	1	3	0	3	0	1	0	0	0	0	0	0

AM Peak 0900 - 1000 (7), AM PHF=0.58 PM Peak 1430 - 1530 (9), PM PHF=0.45

*** Thursday, August 24, 2006 - Total=58, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	[redacted]	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	1	0	0	0	0	2		2	9	9	2	10	3	5	3	1	1	0	2	2	0	0	
0	0	0	0	0	0	0	1	1	1	1	2	1	4	1	0	1	0	0	0	0	1	0	0	0
0	0	1	0	0	0	0	0	1	1	3	4	0	2	0	1	2	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	1	2	0	2	3	1	2	1	1	0	1	1	0	1	0	0	0	0
0	0	0	0	0	0	0	0	2	0	3	0	0	2	1	3	0	0	0	0	1	0	0	0	0

AM Peak 1045 - 1145 (12), AM PHF=0.75 PM Peak 1300 - 1400 (10), PM PHF=0.63

*** Friday, August 25, 2006 - Total=30 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	3	1	0	2	1	7	5	7	4	0	0	-	-	-	-	-	-	-	-	-	-	
0	0	0	2	0	0	0	0	1	1	3	1	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	1	0	0	0	0	1	2	0	2	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	2	0	2	1	2	1	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	1	0	0	1	3	1	2	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0830 - 0930 (8), AM PHF=0.67

Traffic Data Service Southwest
Vehicle Counts

22902-07 VehicleCount-1900 -- English (ENU)

Datasets:

Site:	**[22902] Encinitas Sheriff Station 175 North El Camino Real**
Direction:	7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration:	11:48 Tuesday, August 22, 2006 => 16:07 Friday, August 25, 2006
File:	Z:\mcdata\SD Sheriff\2006\229\2290225Aug2006.EC0 (Plus)
Identifier:	M2820C6H MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**12:00 Tuesday, August 22, 2006 => 14:00 Friday, August 25, 2006**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 185 / 365 (50.68%)

OUT

*** Tuesday, August 22, 2006 - Total=49 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	4	11	9	6	10	6	3	0	0	0	0	0	
-	-	-	-	-	-	-	-	-	-	-	-	1	1	3	1	4	0	1	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	1	6	4	2	1	1	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	0	4	1	1	2	4	2	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	2	0	1	2	3	1	0	0	0	0	0	0	0

PM Peak 1245 - 1345 (13), PM PHF=0.54

*** Wednesday, August 23, 2006 - Total=49, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	1	0	0	0	0	1	[redacted]	2	7	3	5	3	3	7	7	2	0	2	1	0	1	0	
0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	2	1	0	2	0	0	1	0	0
0	0	0	0	0	0	0	0	1	2	2	1	3	0	0	5	0	1	0	0	1	0	0	0	0
0	0	1	0	0	0	0	0	3	0	0	2	1	1	2	1	3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0	2	0	1	2	1	0	2	0	0	0	0	0	0	0	0

AM Peak 1000 - 1100 (7), AM PHF=0.58 PM Peak 1430 - 1530 (9), PM PHF=0.45

*** Thursday, August 24, 2006 - Total=60, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	1	0	0	0	0	1	[redacted]	3	6	10	1	10	3	3	8	4	2	0	1	3	0	0	
0	0	0	0	0	0	0	0	0	1	0	3	0	3	2	0	4	2	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	1	1	2	3	0	3	0	0	3	0	0	0	0	1	0	0	0
0	0	1	0	0	0	0	0	2	1	1	4	1	2	0	2	0	2	2	0	1	1	0	0	0
0	0	0	0	0	0	0	1	1	0	3	0	0	2	1	1	1	0	0	0	0	0	0	0	0

AM Peak 1045 - 1145 (13), AM PHF=0.81 PM Peak 1300 - 1400 (10), PM PHF=0.83

*** Friday, August 25, 2006 - Total=27 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	2	1	0	2	0	7	4	6	5	0	0	-	-	-	-	-	-	-	-	-	-	
0	0	0	1	0	0	0	0	0	0	1	2	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	1	0	0	0	0	1	0	2	1	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	2	0	3	3	1	2	0	0	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	1	0	0	0	3	1	2	0	0	0	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0800 - 0900 (7), AM PHF=0.58

Appendix H

Existing + Project Intersection LOS Calculations

AM Existing + Project
1: Ridgeway Dr & Euclid Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		606			1295			345			467	
Travel Time (s)		13.8			29.4			7.8			10.6	
Act Effct Green (s)		12.3			12.3	12.3	7.1	27.3		7.6	27.6	
Actuated g/C Ratio		0.23			0.23	0.23	0.12	0.53		0.13	0.53	
v/c Ratio		0.03			0.39	0.05	0.01	0.13		0.06	0.12	
Control Delay		7.2			11.5	5.2	14.0	5.6		13.8	7.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		7.2			11.5	5.2	14.0	5.6		13.8	7.1	
LOS		A			B	A	B	A		B	A	
Approach Delay		7.2			10.7			5.7			7.5	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 51.8			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

LOS Engineering

AM Existing + Project
1: Ridgeway Dr & Euclid Av

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.96			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1739			1777	1417	1583	3356		1583	3527	
Flt Permitted		0.87			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1561			1348	1417	1583	3356		1583	3527	
Volume (vph)	7	2	4	115	4	16	2	147	78	12	202	5
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	2	4	121	4	17	2	155	82	13	213	5
RTOR Reduction (vph)	0	3	0	0	0	13	0	40	0	0	2	0
Lane Group Flow (vph)	0	10	0	0	125	4	2	197	0	13	216	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		11.4			11.4	11.4	1.5	27.0		1.7	27.2	
Effective Green, g (s)		11.4			11.4	11.4	1.5	27.0		1.7	27.2	
Actuated g/C Ratio		0.22			0.22	0.22	0.03	0.52		0.03	0.52	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		342			295	310	46	1739		52	1841	
v/s Ratio Prot							0.00	0.06		c0.01	c0.06	
v/s Ratio Perm		0.01			c0.09	0.00						
v/c Ratio		0.03			0.42	0.01	0.04	0.11		0.25	0.12	
Uniform Delay, d1		16.0			17.5	15.9	24.6	6.4		24.6	6.3	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.0	0.0	0.4	0.0		2.5	0.0	
Delay (s)		16.0			18.5	16.0	25.0	6.5		27.1	6.4	
Level of Service		B			B	B	C	A		C	A	
Approach Delay (s)		16.0			18.2			6.6			7.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	52.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

LOS Engineering

AM Existing + Project
2: Ridgeway Dr & Granger Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1295			547			821			509	
Travel Time (s)		29.4			12.4			18.7			11.6	
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

AM Existing + Project
2: Ridgeway Dr & Granger Av

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	48	32	23	1	57	20	26	9	0	9	6	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	51	34	24	1	60	21	27	9	0	9	6	65

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	108	82	37	81
Volume Left (vph)	51	1	27	9
Volume Right (vph)	24	21	0	65
Hadj (s)	-0.01	-0.12	0.18	-0.43
Departure Headway (s)	4.2	4.2	4.6	3.9
Degree Utilization, x	0.13	0.09	0.05	0.09
Capacity (veh/h)	822	826	742	868
Control Delay (s)	7.9	7.6	7.8	7.3
Approach Delay (s)	7.9	7.6	7.8	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.6		
HCM Level of Service	A		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

PM Existing + Project
1: Ridgeway Dr & Euclid Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		606			1295			345			467	
Travel Time (s)		13.8			29.4			7.8			10.6	
Act Effct Green (s)		11.8			11.8	11.8	7.3	29.6		8.0	30.0	
Actuated g/C Ratio		0.21			0.21	0.21	0.12	0.55		0.13	0.56	
v/c Ratio		0.04			0.38	0.06	0.05	0.24		0.17	0.19	
Control Delay		7.9			12.8	6.2	15.4	5.3		15.9	6.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		7.9			12.8	6.2	15.4	5.3		15.9	6.8	
LOS		A			B	A	B	A		B	A	
Approach Delay		7.9			11.9			5.5			7.5	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

LOS Engineering

PM Existing + Project
1: Ridgeway Dr & Euclid Av

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.93			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.98			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1701			1776	1417	1583	3361		1583	3534	
Flt Permitted		0.90			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1558			1345	1417	1583	3361		1583	3534	
Volume (vph)	6	1	7	104	3	17	9	287	145	32	356	4
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	1	7	109	3	18	9	302	153	34	375	4
RTOR Reduction (vph)	0	6	0	0	0	14	0	70	0	0	1	0
Lane Group Flow (vph)	0	8	0	0	112	4	9	385	0	34	378	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		10.9			10.9	10.9	1.5	29.3		1.9	29.7	
Effective Green, g (s)		10.9			10.9	10.9	1.5	29.3		1.9	29.7	
Actuated g/C Ratio		0.20			0.20	0.20	0.03	0.54		0.04	0.55	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		314			271	285	44	1820		56	1940	
v/s Ratio Prot							0.01	c0.11		c0.02	0.11	
v/s Ratio Perm		0.01			c0.08	0.00						
v/c Ratio		0.03			0.41	0.01	0.20	0.21		0.61	0.19	
Uniform Delay, d1		17.3			18.8	17.3	25.7	6.4		25.7	6.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.0	0.0	2.3	0.1		17.2	0.0	
Delay (s)		17.4			19.8	17.3	28.0	6.5		42.9	6.2	
Level of Service		B			B	B	C	A		D	A	
Approach Delay (s)		17.4			19.5			6.9			9.2	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	54.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

LOS Engineering

PM Existing + Project
2: Ridgeway Dr & Granger Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1295			547			821			509	
Travel Time (s)		29.4			12.4			18.7			11.6	
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	29.9%	ICU Level of Service A	
Analysis Period (min)	15		

PM Existing + Project
2: Ridgeway Dr & Granger Av

HCM Unsignalized Intersection Capacity Analysis

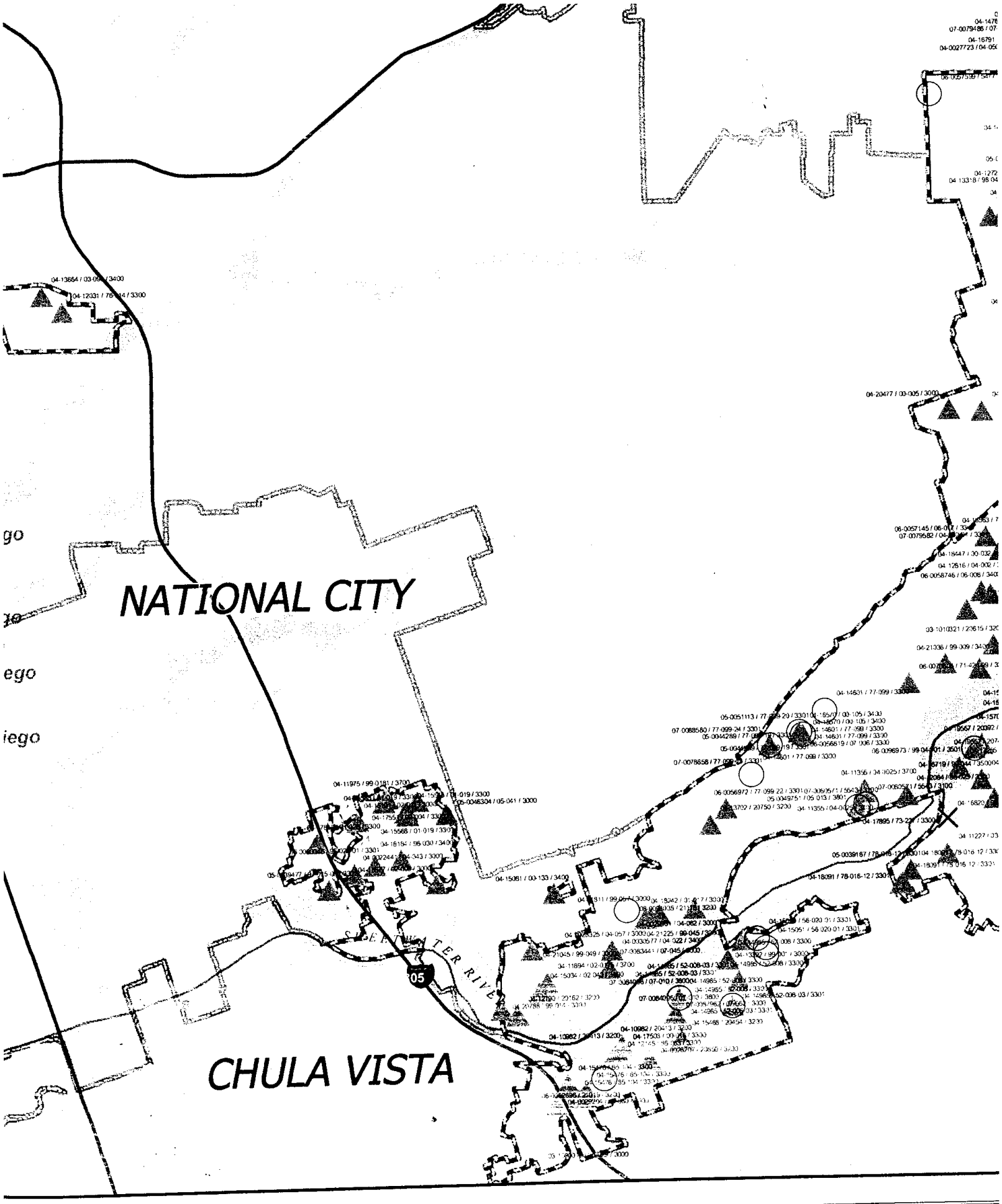
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	69	70	29	2	53	20	28	20	1	13	19	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	73	74	31	2	56	21	29	21	1	14	20	52

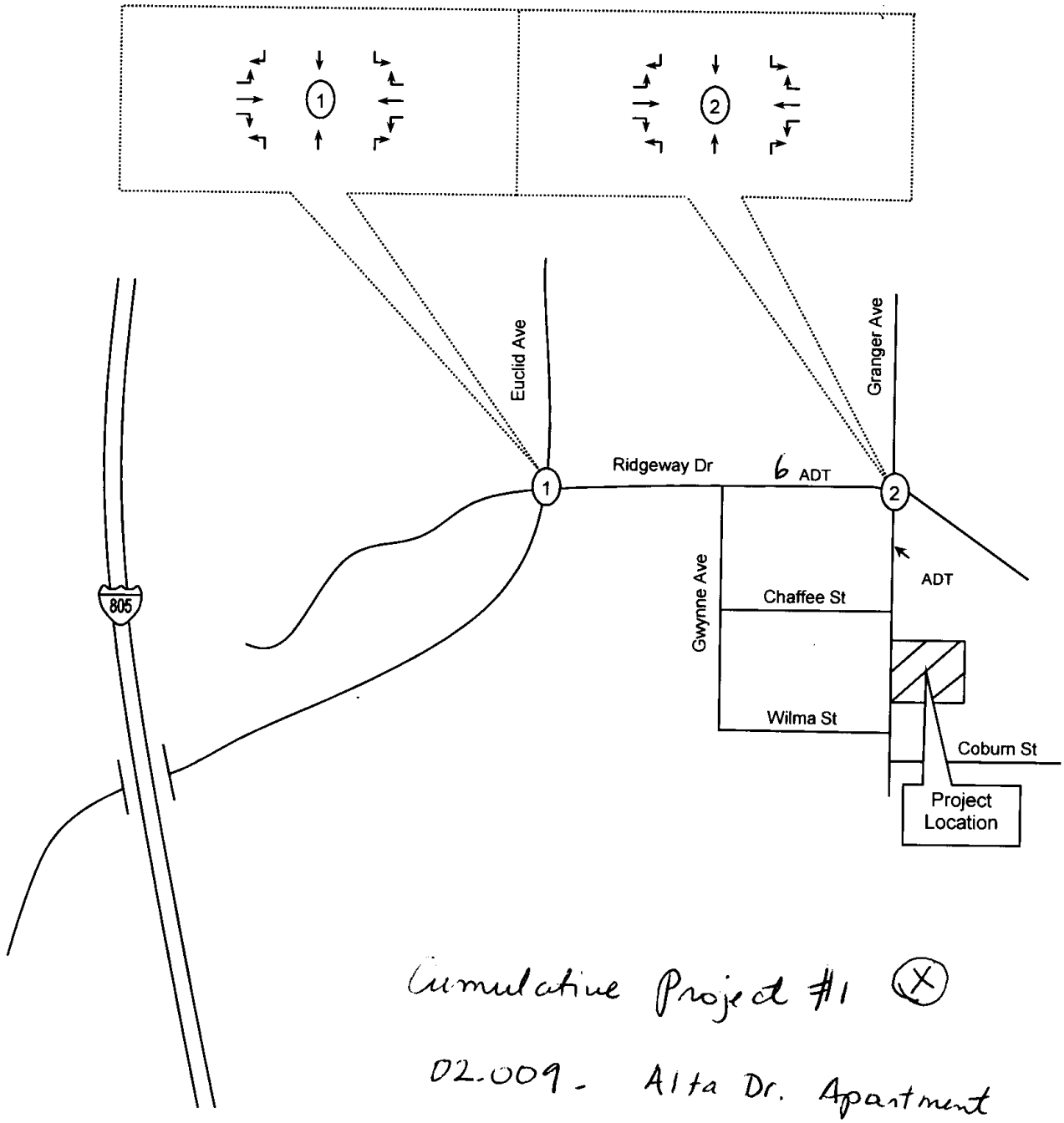
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	177	79	52	85
Volume Left (vph)	73	2	29	14
Volume Right (vph)	31	21	1	52
Hadj (s)	0.01	-0.12	0.14	-0.30
Departure Headway (s)	4.3	4.3	4.7	4.2
Degree Utilization, x	0.21	0.09	0.07	0.10
Capacity (veh/h)	806	794	715	788
Control Delay (s)	8.5	7.7	8.1	7.7
Approach Delay (s)	8.5	7.7	8.1	7.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix I

Cumulative Project Information


NATIONAL CITY
CHULA VISTA
SWEETWATER RIVER
05



Cumulative Project #1 (X)

02.009 - Alta Dr. Apartment

ADT	AM IN	AM OUT	PM IN	PM OUT
6	0	0	0	0

LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

Cumulative Project #1

Help Home Look Up Summary

Permit Summary

Permit:	3000 02-009		
Description:	ADMINISTRATIVE PERMIT		
Project:	accessory apartment		
Status:	DONE	Entered:	04-Feb-2002
Issued:	04-Feb-2002	Completed:	20-Mar-2002
Decision:	LEGACY		
Expiration:		Next Renewal:	
Location Desc.:			

Permit Manager			
Permit Name:			
Lead Person:	DBUNNEPL - BUNNEMEYER,DAG		
Default Inspector:			
Status:	DONE-PERMIT TYPE CHANGED		
Issued Date:	04-Feb-2002	Expiration Date:	
Desc. Status:	DONE		
Renew Eff. Date:		CEQA Status:	
Difficulty:		Renewable:	

Parcel Information		
Address	**APN**	
3232 ALTA DR	564-261-13-00	GIS Parcel

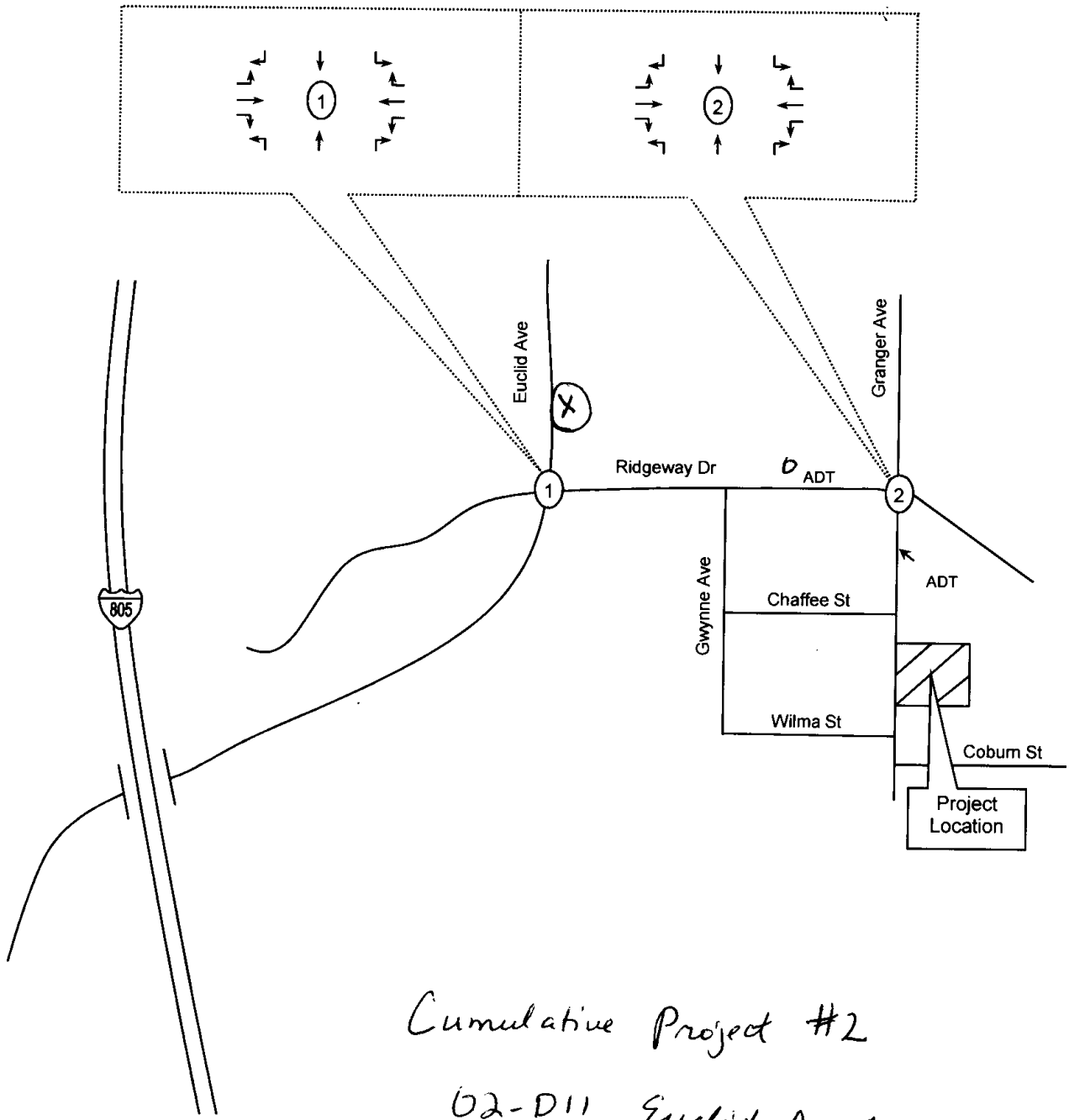
Scope of Work

accessory apartment DPLU Regional Analyst: JPETERPL DPLU Analyst: ANA DPLU Regional Planner: PLAYBOPL DPLU Planner: DBUNNEPL Trust Account Numbers: DPLU:WN6645 DEH:en2037

Applicant Information

There is currently no applicant.

Contact Information	
Company:	benavidez, harriet
Name:	benavidez, harriet
Representative:	
Title:	OWNER
Address:	3232 alta dr
City / State / ZIP:	national city, ca, 91950



Cumulative Project #2

02-D11 Euclid Av. Apartment

ADT	AM IN	AM OUT	PM IN	PM OUT
6	0	0	0	0

LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

Cumulative Project #2

Help Home Look Up Summary

Permit Summary

Permit:	3000 02-011		
Description:	ADMINISTRATIVE PERMIT		
Project:	Ortega Granny Flat		
Status:	DONE	Entered:	07-Feb-2002
Issued:	07-Feb-2002	Completed:	25-Mar-2002
Decision:	LEGACY		
Expiration:		Next Renewal:	
Location Desc.:			

Permit Manager			
Permit Name:			
Lead Person:	DBUNNEPL - BUNNEMEYER,DAG		
Default Inspector:			
Status:	DONE-PERMIT TYPE CHANGED		
Issued Date:	07-Feb-2002	Expiration Date:	
Desc. Status:	DONE		
Renew Eff. Date:		CEQA Status:	
Difficulty:		Renewable:	

Parcel Information		
Address	**APN**	
2524 EUCLID AV	563-070-24-00	GIS Parcel

Scope of Work

Ortega Granny Flat DPLU Regional Analyst: JPETERPL DPLU Analyst: ANA DPLU Regional Planner: PLAYBOPL DPLU Planner: DBUNNEPL Trust Account Numbers: DPLU:wn6652

Applicant Information			
Company:	Nabring, Thomas		
Applicant:	Nabring, Thomas		
Representative:			
Title:			
Address:	638 1/2 Fergus St		
City / State / ZIP:	San Diego, Ca, 93114		
Work Phone:	(619)266-2081	Extension:	
Home Phone:		FAX:	
E-Mail:			

Cumulative Project #2

Contact Information			
Company:	Nabring, Thomas		
Name:	Nabring, Thomas		
Representative:			
Title:	APPLICNT		
Address:	638 1/2 Fergus St		
City / State / ZIP:	San Diego, Ca, 93114		
Work Phone:	(619)266-2081	Extension:	
Home Phone:		FAX:	
E-Mail:			

Permit Owner			
Name:	Ortega, Juanita		
Address:	2524 Euclid Ave		
City / State / ZIP:	National City, Ca 91950		
Country:			
Phone:		FAX:	
E-Mail:			

Professionals / Contractors
There are no professionals for this application.

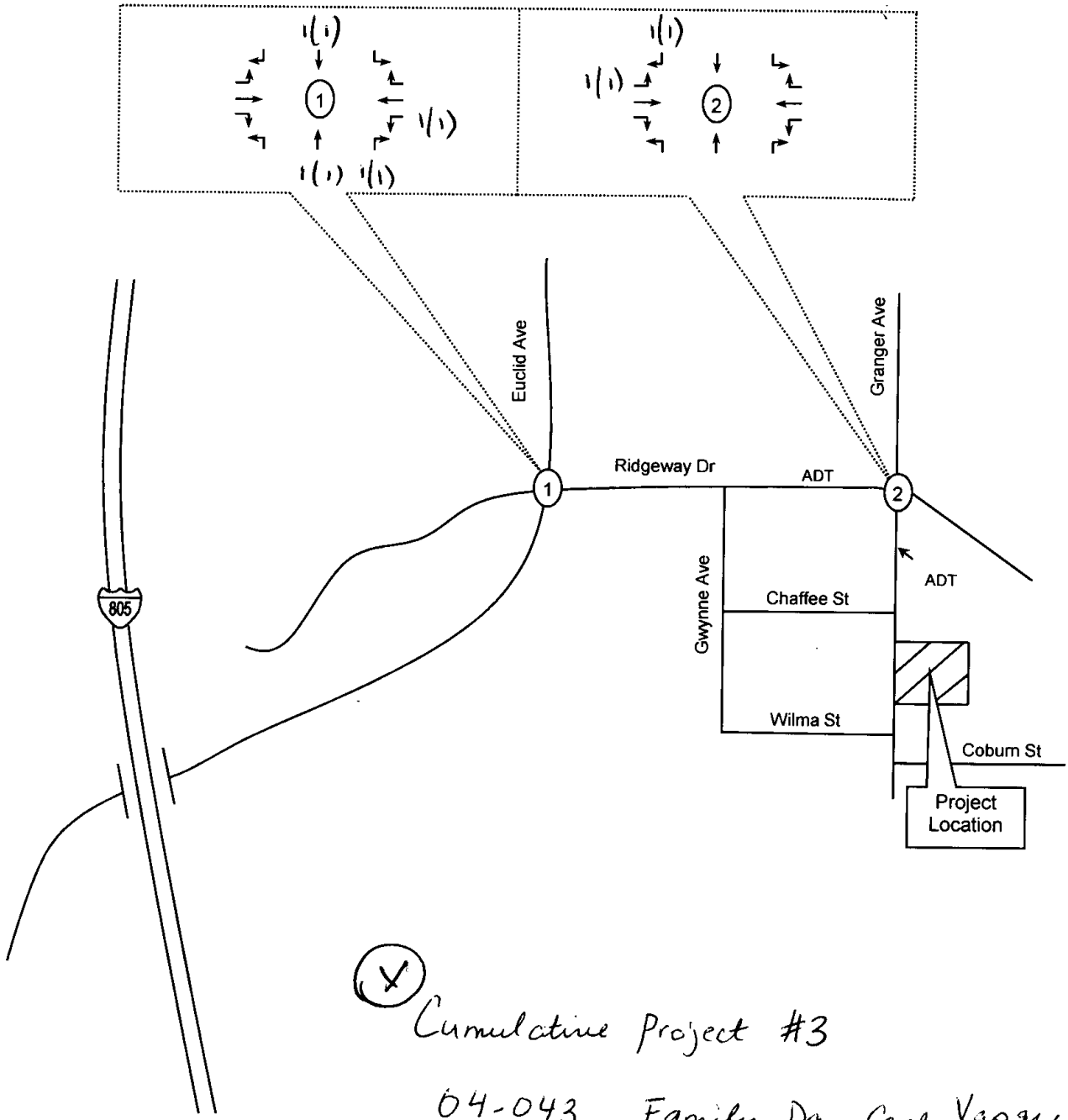
Structure Classification			
Initial Value:	$0.00	Calculated Value:	$0.00
Standard Plan:		Public Project:	NO
# of Structures:		# of Res. Units:	
Total Floor Area:	0		
Model:			

Occupancy Group	Construction Type	Structure Class
None attached.	None attached.	None attached.

Fees			
Fee Code	**Description**	**Fee Amount**	**Amount Due**
There is no fee information available for this application.			

Conditions of Approval			
Seq.	**Condition**	**Description**	**Status**
There are no conditions for this application.			

Inspections					
					CORR



Cumulative Project #3

04-043 Family Day Care Vasquez

ADT	AM IN	AM OUT	PM IN	PM OUT
70	6	6	6	6

LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

Cumulative Project #3

Help Home Look Up Summary

Permit Summary

Permit:	3000 04-043		
Description:	ADMINISTRATIVE PERMIT		
Project:	VASQUEZ AD PERMIT		
Status:	DONE	Entered:	15-Jun-2004
Issued:	15-Jun-2004	Completed:	07-Oct-2004
Decision:	APPROVED		
Expiration:		Next Renewal:	15-Jun-2004
Location Desc.:			

Permit Manager			
Permit Name:	VASQUEZ AD PERMIT		
Lead Person:	MWRIGHPL - WRIGHT,MATTHEW		
Default Inspector:			
Status:	DONE-PERMIT TYPE CHANGED		
Issued Date:	15-Jun-2004	Expiration Date:	
Desc. Status:			
Renew Eff. Date:		CEQA Status:	
Difficulty:		Renewable:	

Parcel Information		
Address	**APN**	
3038 SHELBY DR	563-184-39-00	GIS Parcel

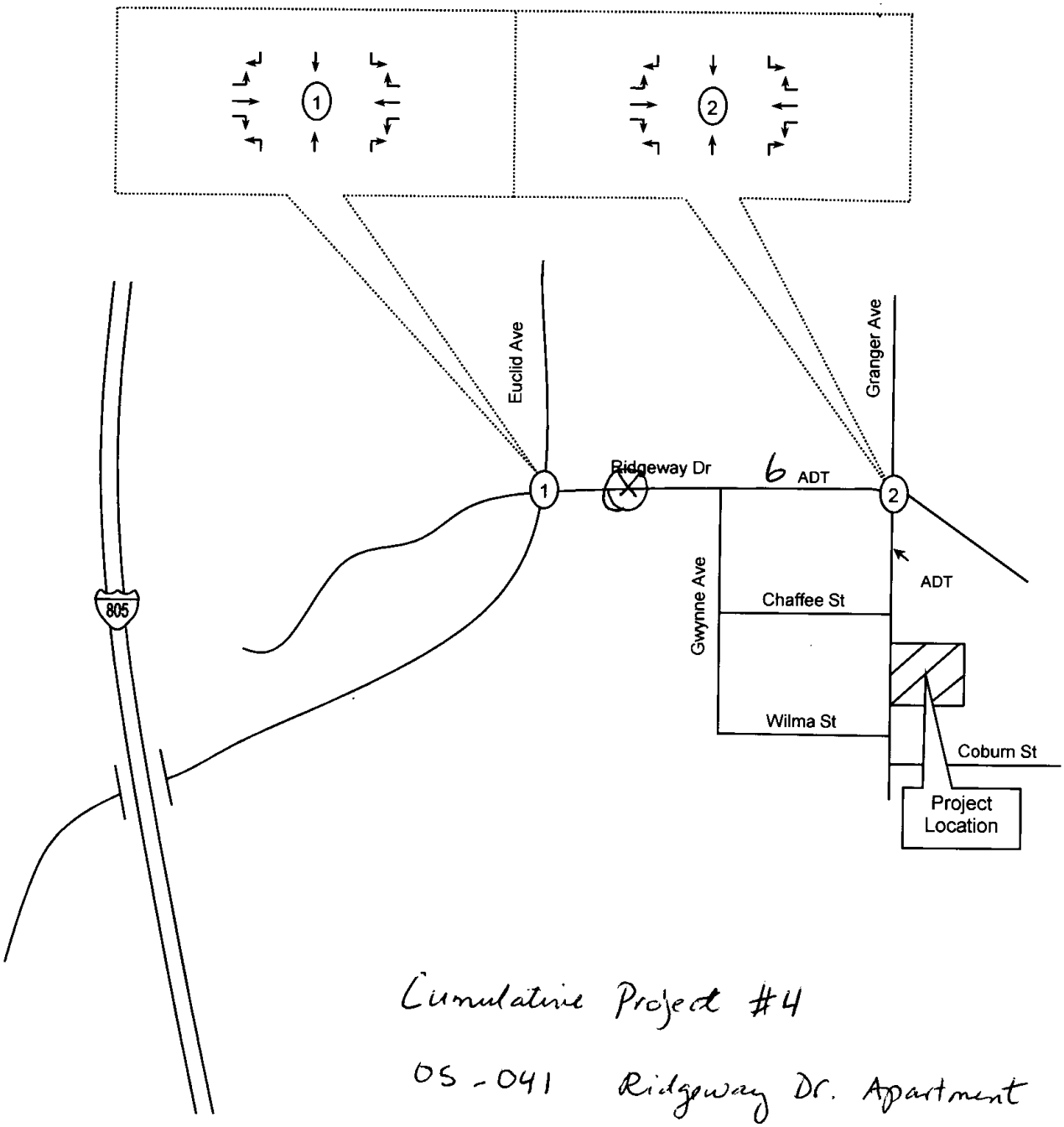
Scope of Work

Administrative Permit: Family Day Care Home for Children

DPW Manager: DPLU Manager: DPLU Analyst:

DPW Trust: DPLU Trust:

Applicant Information			
Company:			
Applicant:	VAZQUEZ ISIDORO H&EUNICE		
Representative:			
Title:			
Address:	3038 SHELBY DR		
City / State / ZIP:	NATIONAL CITY, CA, 91950		
Work Phone:		Extension:	
Home Phone:	619-267-5264	FAX:	



Cumulative Project #4

05-041 Ridgeway Dr. Apartment

ADT	AM IN	AM OUT	PM IN	PM OUT
6	0	0	0	0

LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

Cumulative Project #4

Help Home Look Up Summary

Permit Summary

Permit:	3000 05-041		
Description:	ADMINISTRATIVE PERMIT		
Project:	ACCESSORY APARTMENT FOR MRS. LUGO		
Status:	DONE	Entered:	12-Jul-2005
Issued:	12-Jul-2005	Completed:	16-Sep-2005
Decision:	APPROVED		
Expiration:		Next Renewal:	12-Jul-2005
Location Desc.:			

Permit Manager			
Permit Name:	ACCESSORY APARTMENT FOR MRS. LUGO		
Lead Person:	CSLOANPL - SLOAN,CHRISTINE		
Default Inspector:			
Status:	DONE-PERMIT TYPE CHANGED		
Issued Date:	12-Jul-2005	Expiration Date:	
Desc. Status:			
Renew Eff. Date:		CEQA Status:	EXEMPT
Difficulty:		Renewable:	

Parcel Information		
Address	**APN**	
2935 RIDGEWAY DR	564-062-28-00	GIS Parcel

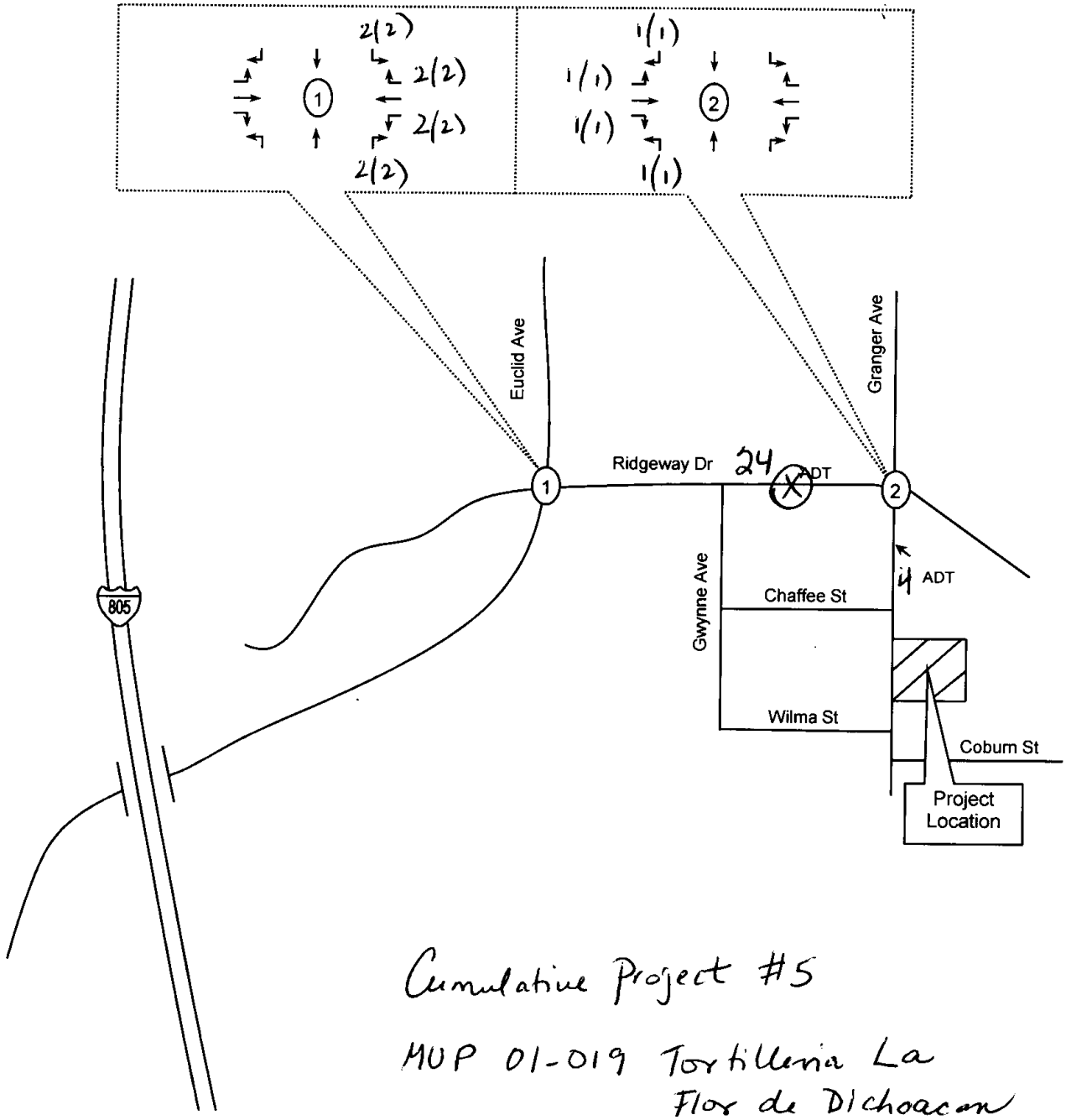
Scope of Work

Administrative Permit: Accessory Apartment Linked cases: Description: Accessory Apartment for Mrs. Lugo

The project is for an accessory apartment attached to the primary home for Mrs. Lugo and her live-in nurse. Mrs. Lugo's son, Mauricio Lugo, will live in the primary residence. The accessory apartment will have two bedrooms, one bathroom, a kitchen, a living/dinning room and a 213 square feet enclosed garage. The total square footage of the living area will be 625 square feet. The property is located on Ridgeway Drive in National City, a County Island (Thomas Bro. 1310 C2). The site is designated R5 of the General Plan and is has a Regional Category of CUDA. It is zoned S87 "limited control" and has no special designators. D setback designator allows this lot of 0.26-acre to have an interior side yard setbacks of 10 feet.

DPW Manager: DPLU Manager: SLOAN, CHRISTINE DPW Trust: DPLU Trust:WN8202

Applicant Information	
Company:	
Applicant:	IGNACIA Z. LUGO/LUGO FAMILY TRUST
Representative:	
Title:	
Address:	2935 RIDGEWAY DR



Cumulative Project #5

MUP 01-019 Tortilleria La Flor de Dichoacan

	AM		PM	
ADT	IN	OUT	IN	OUT
24	6	6	6	6

LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

NOTICE OF DETERMINATION

Cumulative Proj #5

TO: ☐ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812

☒ Recorder/County Clerk
Attn: Karen Hernandez
1600 Pacific Highway, M.S. A33
San Diego, CA 92101

FROM: County of San Diego
Department of Planning and Land Use, M.S. O650
Attn: Regulatory Planning Section Secretary
5201 Ruffin Road, Suite B
San Diego, CA 92123

FILED
Gregory J. Smith, Recorder/County Clerk
JUL 12 2004
BY _____ DEPUTY

SUBJECT: FILING OF NOTICE OF DETERMINATION IN COMPLIANCE WITH PUBLIC RESOURCES CODE SECTION 21108 OR 21152

Project Name and Number(s): Tortilleria La Flor de Michoacan; MUP 01-019; Log No. 01-18-009

Project Location: The project is located at 2762 Ridgeway Drive in the community of National City in the County of San Diego. APN 564-051-09, 10,11.

Project Applicant: Francisco Diaz, 509 9th Avenue, San Diego, CA 92112

Project Description: The proposed project is a Major Use Permit for a tortilla bakery, La Flor de Michoacan. The site currently exists as disturbed land that contains one concrete block structure having an area of 5,040 square-feet and a second conventional stud and plaster structure having an area of 1,725 square feet. The concrete structure will be used for the new tortilla bakery and the other building will be used as passive office space. No structural changes or alterations to the facility will be made.

Agency Approving Project: County of San Diego

County Contact Person: Daniella Rosenberg Telephone: (858) 694-3016

Date Form Completed: July 6, 2004

This is to advise that the County of San Diego Planning and Environmental Review Board has approved the above described project on June 17, 2004/item #1 and has made the following determinations:

1. The project ☐ will ☒ will not have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of the CEQA.
   ☒ A Negative Declaration or Mitigated Negative Declaration was prepared for this project pursuant to the provisions of the CEQA.
3. Mitigation measures ☒ were ☐ were not made a condition of the approval of the project.

The following determinations are only required for projects with Environmental Impact Reports:

4. A Statement of Overriding Considerations ☐ was ☐ was not adopted for this project.
5. Findings ☐ were ☐ were not made pursuant to the provisions of State CEQA Guidelines Section 15091.

Project status under Fish and Game Code Section 711.4 (Department of Fish and Game Fees):
☒ Certificate of Fee Exemption (attached)
☐ Proof of Payment of Fees (attached)

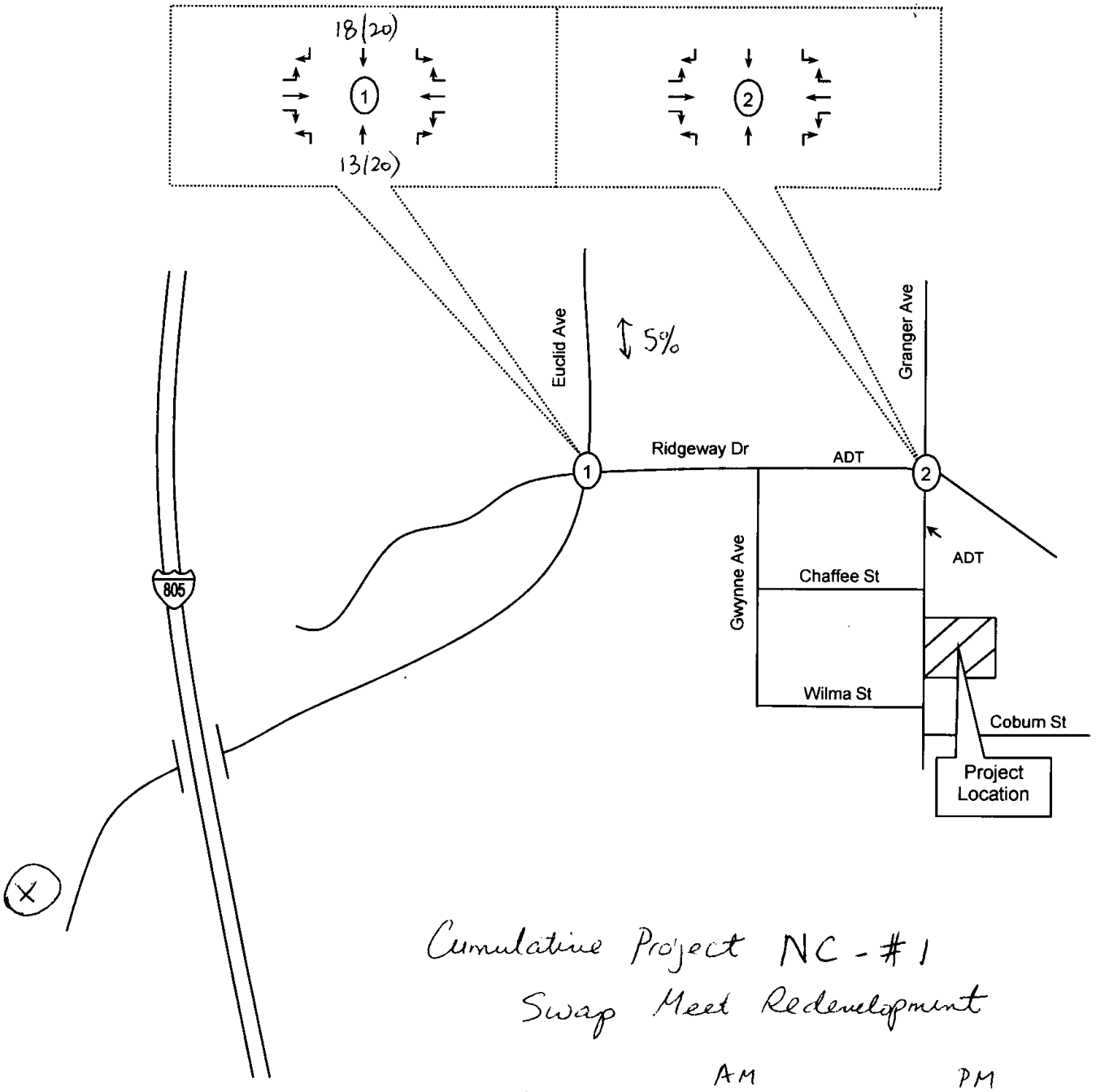
The Environmental Impact Report or Negative Declaration with any comments and responses and record of project approval may be examined at the County of San Diego, Department of Planning and Land Use, Project Processing Counter, 5201 Ruffin Road, Suite B, San Diego, California.

Date received for filing and posting at OPR: _____

Signature: Daniella Rosenberg Telephone: (858) 694-3016

Name (Print): Daniella Rosenberg Title: Land Use/Environmental Planner

This notice must be filed with the Recorder/County Clerk within five working days after project approval by the decision-making body. The Recorder/County Clerk must post this notice within 24 hours of receipt and for a period of not less than 30 days. At the termination of the posting period, the Recorder/County Clerk must return this notice to the Department address listed above along with evidence of the posting period. The originating Department must then retain the returned notice for a period of not less than nine months. Reference: CEQA Guidelines Section 15075 or 15094.



Cumulative Project NC - #1
Swap Meet Redevelopment

	AM		PM	
ADT	IN	OUT	IN	OUT
9,807	357	259	393	402

LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

4.0 Project Description

The proposed project is the redevelopment of an outdoor swap meet area and retail truck sales center into a new shopping center with a home improvement store of 177,485 sf (main store of 135,197sf + garden center of 42,288 sf), an auto dealership of 25,600 sf, and three retail pads totaling 12,000 sf.

The project will replace the swap meet and retail truck sales center. The swap meet was observed to only operate on weekends. The swap meet weekend traffic generation was recorded at 2,873 ADT on Saturday (9/22/07) with clouds and rain, and 4,540 ADT on Sunday (9/23/07) with clear skies. The retail truck center weekday traffic was recorded at 149 ADT (3 day average). Count data documenting the existing use traffic volumes are included in **Appendix D**.

4.1 Project Traffic Generation

The project traffic generation was calculated from the SANDAG traffic rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. Two traffic generations were applied: a driveway rate for access points to the site and a net increase rate (less pass-by and existing use credit) was applied for all other intersections and segments analyzed.

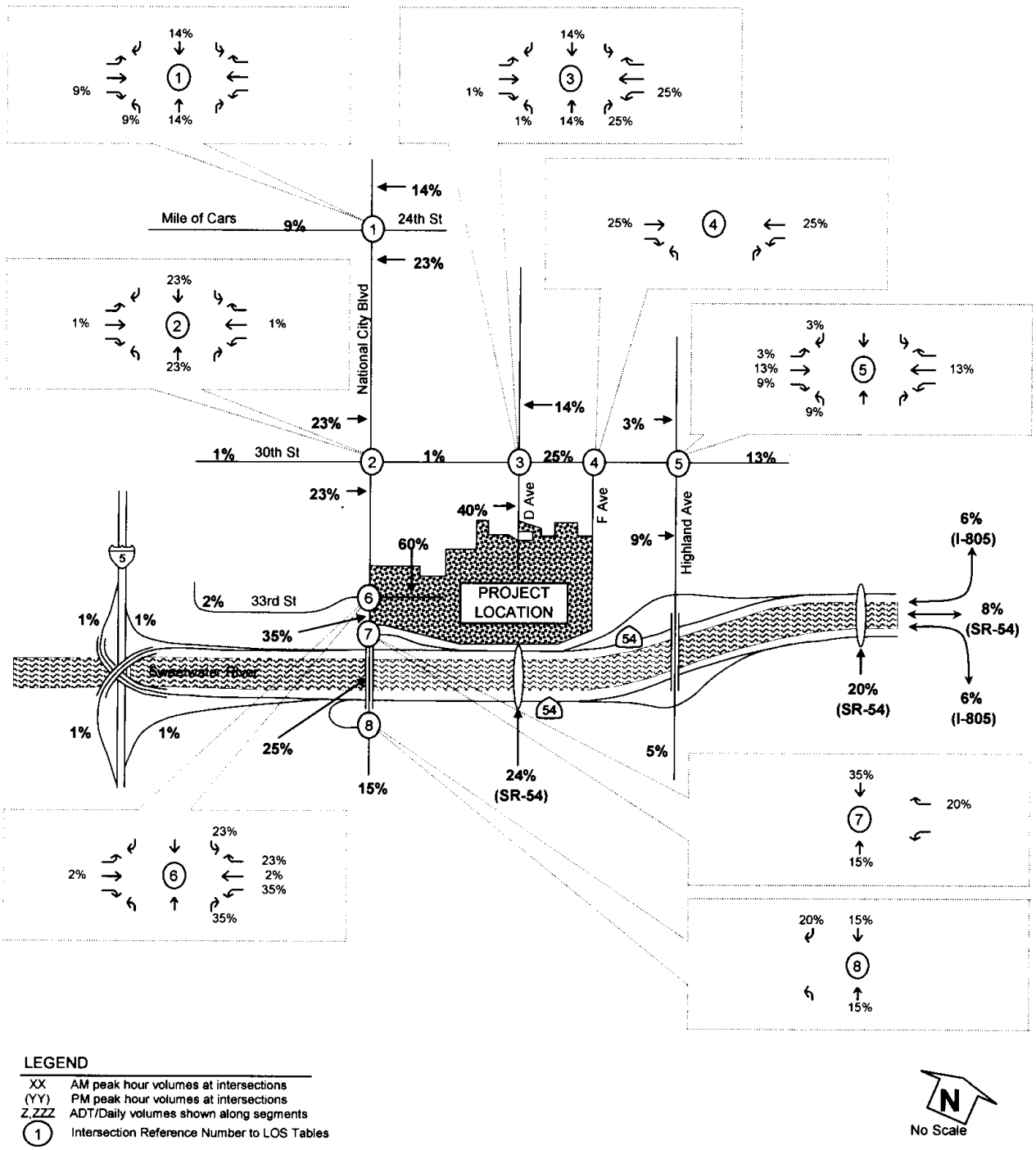
The driveway traffic was calculated at 11,387 ADT with 632 AM peak hour trips (365 inbound and 267 outbound) and 892 PM peak hour trips (442 inbound and 450 outbound). The net increase in traffic (less pass-by and credit for an existing use) was calculated at 9,807 ADT with 616 AM peak hour trips (357 inbound and 259 outbound) and 795 PM peak hour trips (393 inbound and 402 outbound). Traffic volume data used for calculating the existing use credit is included in Appendix D. Both rates and trips are summarized in **Table 10**.

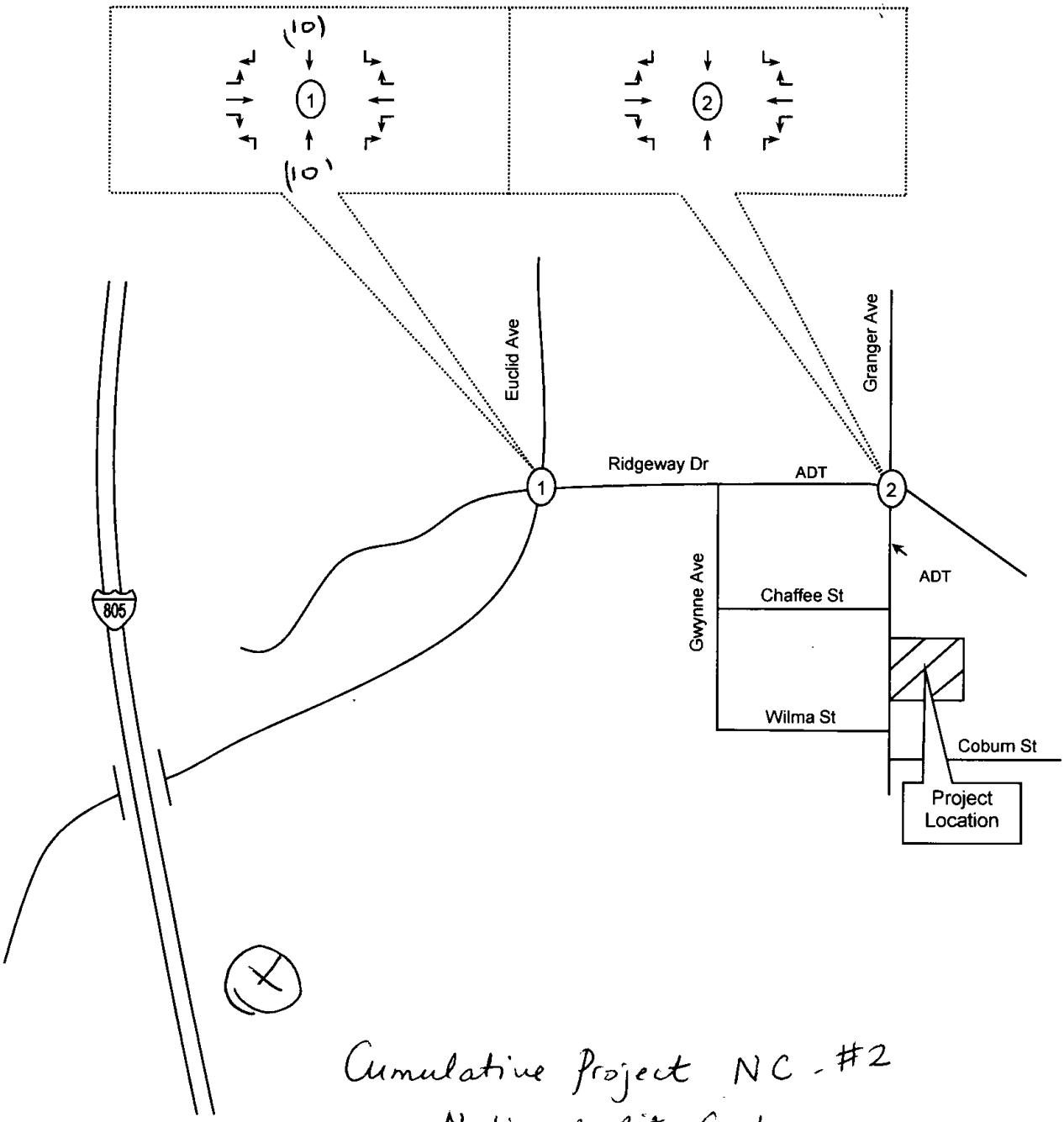
TABLE 10: PROJECT TRAFFIC GENERATION

Proposed								AM					PM	
Land Use	Rate	Size & Units		ADT	%	Split		IN	OUT	%	Split		IN	OUT
Automobile Sales (Dealer & Repair)	50 /KSF	25,600	KSF	1,280	5%	0.7	0.3	45	19	8%	0.4	0.6	41	61
Retail	40 /KSF	4,000	SF	160	3%	0.6	0.4	3	2	9%	0.5	0.5	7	7
Home Improvement Superstore	40 /KSF	177,485	SF	7,099	5%	0.6	0.4	213	142	8%	0.5	0.5	284	284
Fast Food (with drive-through)	650 /KSF	3,200	KSF	2,080	7%	0.5	0.5	73	73	7%	0.5	0.5	73	73
Restaurant (sit down high turnover)	160 /KSF	4,800	KSF	768	8%	0.5	0.5	31	31	8%	0.6	0.4	37	25
Driveway Volumes				***11,387***				***365***	***267***				***442***	***450***
Pass-By Reductions (SANDAG Rates)														
Retail (Daily 15%, AM <1%, PM 10%)				-24				0	0				-1	-1
Home Improvement (Daily 15%, AM 1%, PM 1%)				-1,065				-2	-1				-3	-3
Fast Food with drive-thru (Daily 12%, AM 1%, PM 40%)				-250				-1	-1				-29	-29
Restaurant sit down high turnover (Daily 12%, AM 1%, PM 20%)				-92				0	0				-7	-5
Credit for Existing Use														
Truck Sales				-149				-5	-6				-9	-10
Net Traffic Increase				***9,807***				***357***	***259***				***393***	***402***

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. SF - Square Feet; KSF - 1,000 SF.
ADT-Average Daily Traffic; Split-percent inbound and outbound.

Figure 6: Project Distribution





Cumulative Project NC - #2
National City Costco

ADT	PM IN	PM OUT
5,740	285	285

LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N

No Scale

Table 28
Costco Estimated Weekday Trip Type

Land Use	Size (sq. ft.)	Daily Trips	Weekday PM Peak Hour Trips		
			Total	In	Out
Costco w/Fuel Station	152,691	12,215	1,220	610	610
Pass-by Trips (22%)		*(2,690)*	*(270)*	*(135)*	*(135)*
Diverted Trips (31%)		*(3,785)*	*(380)*	*(190)*	*(190)*
Net New Primary Trips		**5,740**	**570**	**285**	**285**

TRIP DISTRIBUTION

The distribution and assignment of site-generated trips onto the study area roadway system was estimated based on a review of existing turning movement patterns in the vicinity of the site and market data provided by Costco. In addition, SANDAG was commissioned to develop a Select Zone Analysis (SZA) to determine the estimated trip distribution pattern based on the regional transportation model data. In follow-up conversations with SANDAG staff, it was determined that the Costco specific market data provided a more refined analysis for the trip distribution than the data provided in the transportation model. The estimated trip distribution of the primary trips is illustrated in Figure 7. The distribution of the pass-by and diverted trips is discussed above.

As shown in Figure 7, approximately one-half (52 percent) of the site-generated traffic is estimated to be oriented to and from the freeways in the area. Interstate 805 can be accessed via Sweetwater Road and Bonita Road, and Highway 54 is accessed via Plaza Bonita Center Way. Figure 8 shows the site-generated traffic volumes that are forecast to occur with the proposed Costco Wholesale development, including primary, pass-by, and diverted-linked trips during the weekday p.m. peak hour.

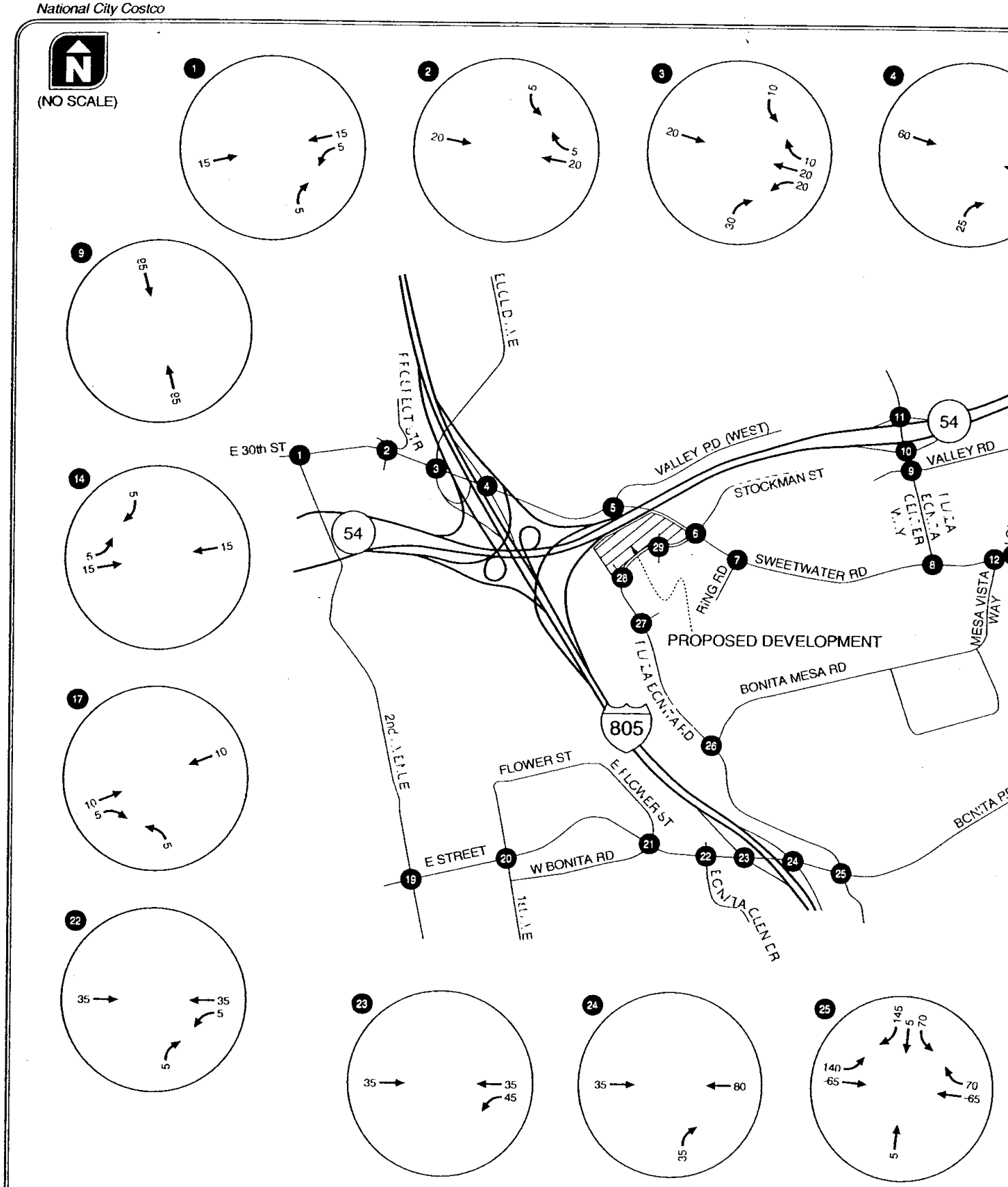
YEAR 2008 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the inclusion of traffic from the proposed retail project. The 2008 background traffic volumes for the weekday p.m. peak hour shown in Figure 6 were added to the site-generated traffic shown in Figure 8 to arrive at the total traffic volumes shown in Figure 9. A summary of the intersection analysis is provided in Table 29.

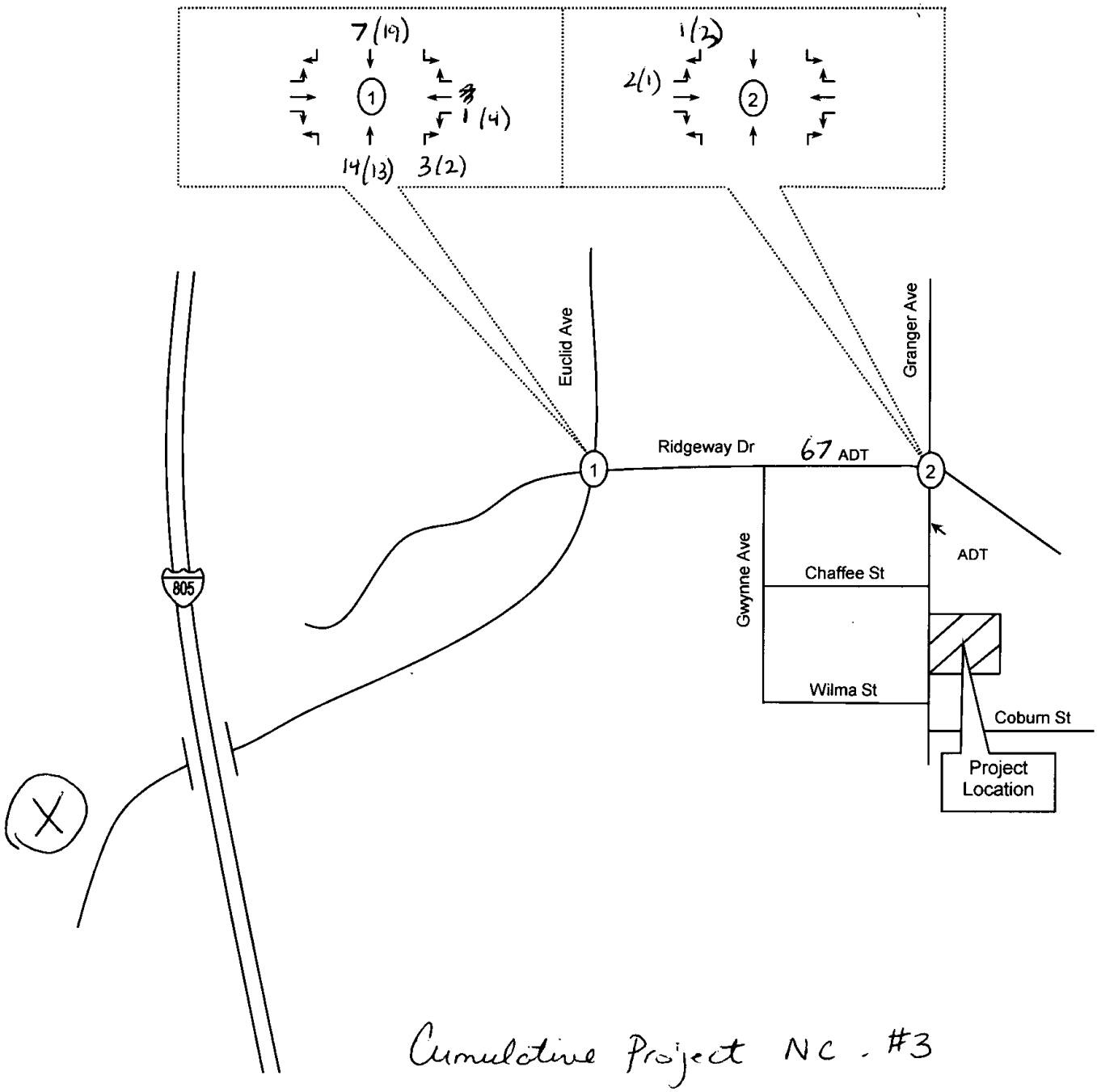
Intersection Levels of Service

Figure 9 provides a summary of the forecast total traffic levels of service and volume-to-capacity analyses associated with full build-out of the proposed development. Based on the information provided by the City of National City and SANDAG, a project is considered to have a significant impact when an intersection operates, or is projected to operate, at Level of Service A, B, C, or D without the proposed project, and is projected to operate at LOS E, or F with the project. A significant impact also occurs when an intersection operates, or is projected to operate, at a LOS E, or F without the project and the average delay is projected to increase to greater than 2.0 seconds with the project. *Appendix "E" contains the 2008 total traffic level-of-service worksheets.*

Based on these criteria, traffic associated with the proposed retail development creates a significant impact at one signalized intersection, Sweetwater Road/Plaza Bonita Center Way and one unsignalized intersection, Sweetwater Road/Mesa Vista Way in 2008.



NOTE: NEGATIVE VOLUMES REPRESENT DIVERTED AND PASS-BY VOLUMES



Cumulative Project NC - #3
Riverview Gateway

ADT	AM IN	AM OUT	PM IN	PM OUT
6,684	131	291	385	247

LEGEND

XX	AM peak hour volumes at intersections
(YY)	PM peak hour volumes at intersections
Z,ZZZ	ADT volumes shown along segments
(#)	Intersection Reference Number to LOS Tables
——	Existing Roadways

N
No Scale

RIVERVIEW GATEWAY
TRAFFIC IMPACT STUDY

December 2007

KOA CORPORATION
PLANNING & ENGINEERING
www.koacorporation.com

- 30th Street/Sweetwater Road and 2nd Avenue
- 30th Street/Sweetwater Road and Prospect Street
- 30th Street/Sweetwater Road and Euclid Avenue/I-805 SB Ramps
- 30th Street/Sweetwater Road and I-805 NB Ramps
- 30th Street/Sweetwater Road and Valley Road
- SR-54 WB Ramp and Highland Avenue/4th Avenue
- SR-54 EB Ramp and Highland Avenue/4th Avenue
- 30th Street/Sweetwater Road and Project Driveway 1
- 30th Street/Sweetwater Road and Project Driveway 2
- 2nd Avenue and Project Driveway 3

Freeway Mainlines

- I-805: Bonita Road / 30th Street/Sweetwater Road
- I-805: 30th Street/Sweetwater Road / Plaza Boulevard

Arterial Segments

- 30th Street/Sweetwater Road: Highland Avenue/4th Avenue / Valley Road

PROJECT TRIP GENERATION

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Vehicular traffic generation characteristics for projects are estimated based on established rates. These rates identify the probable traffic generation of various land uses based studies of developments in comparable settings. The rates used in this analysis were determined based on rates contained in the (SANDAG) (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (2002). This manual provides standards and recommendations for the probable traffic generation of various land uses based upon local, regional and nationwide studies of existing developments in comparable settings. Appendix C contains excerpts from this manual.

Table 1-1
Project Trip Generation

Land Use	Intensity	Unit	Rate/Trips	Daily Trips per Unit	AM Peak Hour			PM Peak Hour		
					Total**	In	Out	Total**	In	Out
Commercial Retail - Neighborhood Shopping	24.00	ksf*	Rate	120	0.04	60%	40%	0.1	50%	50%
			Trips	2,880	116	70	47	288	144	144
Residential - Density >20 units/Acre	634	unit	Rate	6	0.08	20%	80%	0.09	70%	30%
			Trips	3,804	305	61	244	343	241	103
Totals				**6,684**	**421**	**131**	**291**	**631**	**385**	**247**

* 1,000 square feet

** Numbers may not total due to rounding

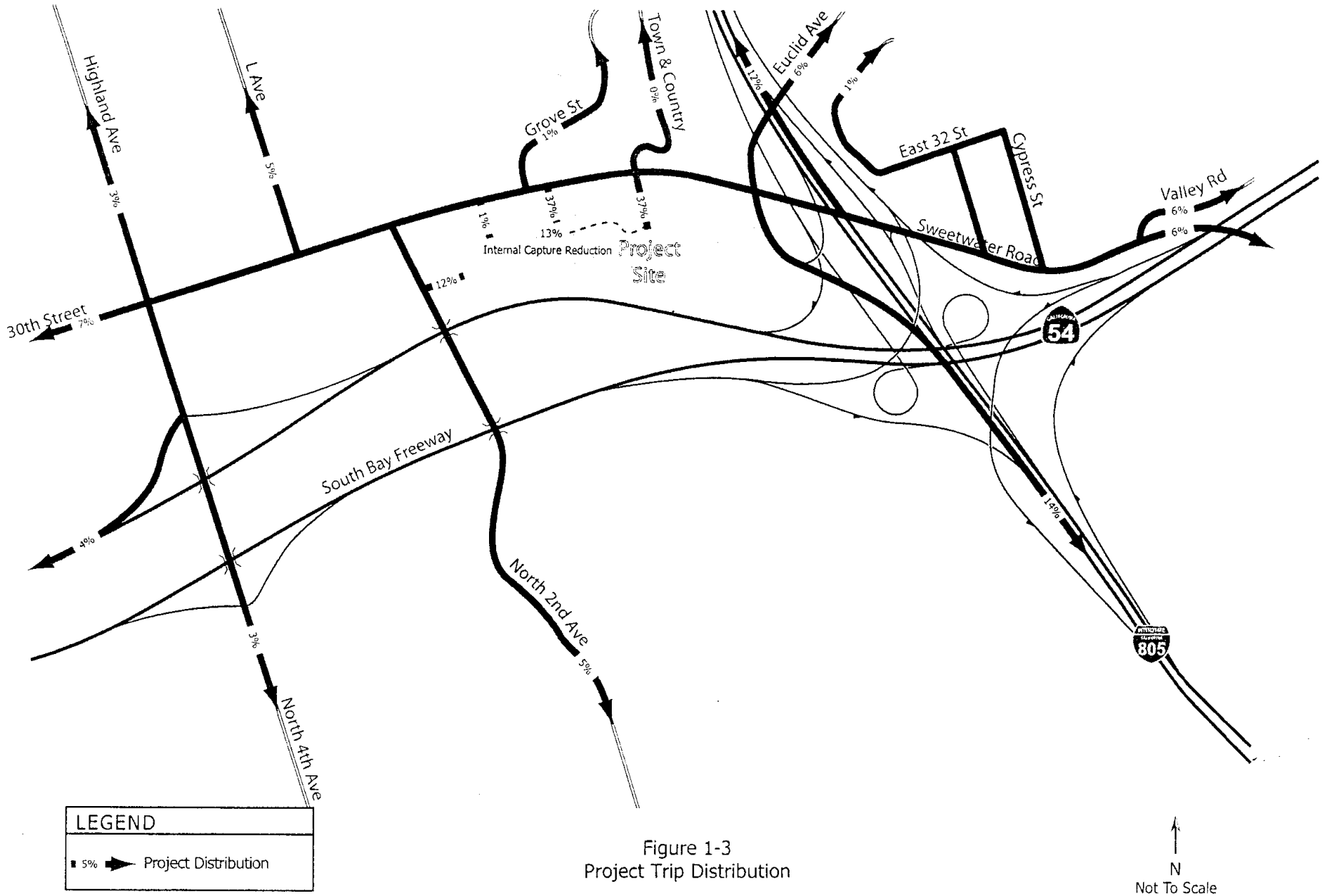


Figure 1-3
Project Trip Distribution

Appendix J

Existing + Cumulative Intersection LOS Calculations

AM Existing + Cumulative
1: Ridgeway Dr & Euclid Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		606			1295			345			467	
Travel Time (s)		13.8			29.4			7.8			10.6	
Act Effct Green (s)		12.5			12.5	12.5	7.1	27.4		7.6	27.7	
Actuated g/C Ratio		0.23			0.23	0.23	0.12	0.53		0.13	0.53	
v/c Ratio		0.03			0.41	0.05	0.01	0.15		0.07	0.13	
Control Delay		7.2			12.0	5.2	14.0	5.7		14.2	7.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		7.2			12.0	5.2	14.0	5.7		14.2	7.2	
LOS		A			B	A	B	A		B	A	
Approach Delay		7.3			11.1			5.8			7.5	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 52			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 29.8%		ICU Level of Service A	
Analysis Period (min) 15			

LOS Engineering

AM Existing + Cumulative
1: Ridgeway Dr & Euclid Av

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.96			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1739			1777	1417	1583	3367		1583	3528	
Flt Permitted		0.87			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1561			1348	1417	1583	3367		1583	3528	
Volume (vph)	7	2	4	119	4	17	2	175	84	13	228	5
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	2	4	125	4	18	2	184	88	14	240	5
RTOR Reduction (vph)	0	3	0	0	0	14	0	42	0	0	2	0
Lane Group Flow (vph)	0	10	0	0	129	4	2	230	0	14	243	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		11.6			11.6	11.6	1.5	27.1		1.7	27.3	
Effective Green, g (s)		11.6			11.6	11.6	1.5	27.1		1.7	27.3	
Actuated g/C Ratio		0.22			0.22	0.22	0.03	0.52		0.03	0.52	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		346			298	314	45	1741		51	1838	
v/s Ratio Prot							0.00	0.07		c0.01	c0.07	
v/s Ratio Perm		0.01			c0.10	0.00						
v/c Ratio		0.03			0.43	0.01	0.04	0.13		0.27	0.13	
Uniform Delay, d1		16.0			17.6	15.9	24.8	6.6		24.7	6.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.0	0.0	0.4	0.0		2.9	0.0	
Delay (s)		16.0			18.6	15.9	25.2	6.6		27.7	6.5	
Level of Service		B			B	B	C	A		C	A	
Approach Delay (s)		16.0			18.3			6.7			7.6	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	52.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

LOS Engineering

AM Existing + Cumulative
2: Ridgeway Dr & Granger Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1295			547			821			509	
Travel Time (s)		29.4			12.4			18.7			11.6	
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

AM Existing + Cumulative
2: Ridgeway Dr & Granger Av

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	52	32	23	1	57	20	26	9	0	9	5	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	55	34	24	1	60	21	27	9	0	9	5	68

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	113	82	37	83
Volume Left (vph)	55	1	27	9
Volume Right (vph)	24	21	0	68
Hadj (s)	0.00	-0.12	0.18	-0.44
Departure Headway (s)	4.3	4.2	4.6	3.9
Degree Utilization, x	0.13	0.09	0.05	0.09
Capacity (veh/h)	819	833	740	868
Control Delay (s)	7.9	7.6	7.8	7.3
Approach Delay (s)	7.9	7.6	7.8	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.7		
HCM Level of Service	A		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

PM Existing + Cumulative
1: Ridgeway Dr & Euclid Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		606			1295			345			467	
Travel Time (s)		13.8			29.4			7.8			10.6	
Act Effct Green (s)		11.9			12.0	12.0	7.2	30.3		7.9	30.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.12	0.56		0.13	0.56	
v/c Ratio		0.04			0.40	0.06	0.05	0.26		0.17	0.22	
Control Delay		8.3			13.7	6.4	16.2	5.8		16.9	6.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		8.3			13.7	6.4	16.2	5.8		16.9	6.9	
LOS		A			B	A	B	A		B	A	
Approach Delay		8.3			12.7			6.0			7.6	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 54			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 39.7%		ICU Level of Service A	
Analysis Period (min) 15			

LOS Engineering

PM Existing + Cumulative
1: Ridgeway Dr & Euclid Av

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.93			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.98			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1701			1776	1417	1583	3374		1583	3534	
Flt Permitted		0.90			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1557			1344	1417	1583	3374		1583	3534	
Volume (vph)	6	1	7	110	3	17	9	331	149	33	406	4
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	1	7	116	3	18	9	348	157	35	427	4
RTOR Reduction (vph)	0	6	0	0	0	14	0	59	0	0	1	0
Lane Group Flow (vph)	0	8	0	0	119	4	9	446	0	35	430	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		11.1			11.1	11.1	1.5	29.9		1.8	30.2	
Effective Green, g (s)		11.1			11.1	11.1	1.5	29.9		1.8	30.2	
Actuated g/C Ratio		0.20			0.20	0.20	0.03	0.55		0.03	0.55	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		315			272	287	43	1841		52	1948	
v/s Ratio Prot							0.01	c0.13		c0.02	0.12	
v/s Ratio Perm		0.01			c0.09	0.00						
v/c Ratio		0.03			0.44	0.01	0.21	0.24		0.67	0.22	
Uniform Delay, d1		17.5			19.1	17.5	26.1	6.5		26.2	6.3	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.1	0.0	2.4	0.1		29.2	0.1	
Delay (s)		17.6			20.2	17.5	28.5	6.6		55.5	6.3	
Level of Service		B			C	B	C	A		E	A	
Approach Delay (s)		17.6			19.9			7.0			10.0	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	9.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

LOS Engineering

PM Existing + Cumulative
2: Ridgeway Dr & Granger Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1295			547			821			509	
Travel Time (s)		29.4			12.4			18.7			11.6	
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	29.6%	ICU Level of Service A	
Analysis Period (min)	15		

PM Existing + Cumulative
2: Ridgeway Dr & Granger Av

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	72	70	28	1	53	20	26	18	0	13	17	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	76	74	29	1	56	21	27	19	0	14	18	57

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	179	78	46	88
Volume Left (vph)	76	1	27	14
Volume Right (vph)	29	21	0	57
Hadj (s)	0.02	-0.13	0.15	-0.32
Departure Headway (s)	4.3	4.3	4.7	4.2
Degree Utilization, x	0.21	0.09	0.06	0.10
Capacity (veh/h)	806	796	711	793
Control Delay (s)	8.5	7.7	8.0	7.7
Approach Delay (s)	8.5	7.7	8.0	7.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix K

Existing + Cumulative + Project Intersection LOS Calculations

AM Existing + Cumulative + Project
1: Ridgeway Dr & Euclid Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		606			1295			345			467	
Travel Time (s)		13.8			29.4			7.8			10.6	
Act Effct Green (s)		12.4			12.4	12.4	7.1	27.4		7.6	27.7	
Actuated g/C Ratio		0.23			0.23	0.23	0.12	0.53		0.13	0.53	
v/c Ratio		0.03			0.41	0.06	0.01	0.15		0.07	0.13	
Control Delay		7.3			11.9	5.3	14.0	5.7		14.2	7.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		7.3			11.9	5.3	14.0	5.7		14.2	7.1	
LOS		A			B	A	B	A		B	A	
Approach Delay		7.3			11.0			5.8			7.5	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 51.9			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 30.7%		ICU Level of Service A	
Analysis Period (min) 15			

LOS Engineering

AM Existing + Cumulative + Project
1: Ridgeway Dr & Euclid Av

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.96			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1739			1777	1417	1583	3367		1583	3528	
Flt Permitted		0.87			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1560			1348	1417	1583	3367		1583	3528	
Volume (vph)	7	2	4	119	4	18	2	175	84	14	228	5
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	2	4	125	4	19	2	184	88	15	240	5
RTOR Reduction (vph)	0	3	0	0	0	15	0	42	0	0	1	0
Lane Group Flow (vph)	0	10	0	0	129	4	2	230	0	15	244	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		11.5			11.5	11.5	1.5	27.2		1.7	27.4	
Effective Green, g (s)		11.5			11.5	11.5	1.5	27.2		1.7	27.4	
Actuated g/C Ratio		0.22			0.22	0.22	0.03	0.52		0.03	0.52	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		342			296	311	45	1748		51	1845	
v/s Ratio Prot							0.00	0.07		c0.01	c0.07	
v/s Ratio Perm		0.01			c0.10	0.00						
v/c Ratio		0.03			0.44	0.01	0.04	0.13		0.29	0.13	
Uniform Delay, d1		16.1			17.7	16.0	24.8	6.5		24.8	6.4	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.0	0.0	0.4	0.0		3.2	0.0	
Delay (s)		16.1			18.7	16.0	25.2	6.5		28.0	6.4	
Level of Service		B			B	B	C	A		C	A	
Approach Delay (s)		16.1			18.3			6.7			7.7	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	52.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

LOS Engineering

AM Existing + Cumulative + Project
2: Ridgeway Dr & Granger Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1295			547			821			509	
Travel Time (s)		29.4			12.4			18.7			11.6	
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

AM Existing + Cumulative + Project
2: Ridgeway Dr & Granger Av

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	52	32	24	1	57	20	27	9	0	9	6	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	55	34	25	1	60	21	28	9	0	9	6	68

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	114	82	38	84
Volume Left (vph)	55	1	28	9
Volume Right (vph)	25	21	0	68
Hadj (s)	0.00	-0.12	0.18	-0.43
Departure Headway (s)	4.3	4.2	4.6	3.9
Degree Utilization, x	0.13	0.10	0.05	0.09
Capacity (veh/h)	819	831	739	866
Control Delay (s)	7.9	7.6	7.8	7.3
Approach Delay (s)	7.9	7.6	7.8	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.7		
HCM Level of Service	A		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

PM Existing + Cumulative + Project
1: Ridgeway Dr & Euclid Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		606			1295			345			467	
Travel Time (s)		13.8			29.4			7.8			10.6	
Act Effct Green (s)		12.0			12.0	12.0	7.3	30.0		7.9	30.3	
Actuated g/C Ratio		0.22			0.22	0.22	0.12	0.56		0.13	0.56	
v/c Ratio		0.04			0.40	0.06	0.05	0.26		0.18	0.22	
Control Delay		8.3			13.7	6.3	16.3	5.8		16.9	6.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		8.3			13.7	6.3	16.3	5.8		16.9	6.9	
LOS		A			B	A	B	A		B	A	
Approach Delay		8.3			12.6			6.0			7.7	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.8			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

LOS Engineering

PM Existing + Cumulative + Project
1: Ridgeway Dr & Euclid Av

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frt		0.93			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.98			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1701			1776	1417	1583	3373		1583	3534	
Flt Permitted		0.90			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1557			1344	1417	1583	3373		1583	3534	
Volume (vph)	6	1	7	111	3	19	9	331	150	34	406	4
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	1	7	117	3	20	9	348	158	36	427	4
RTOR Reduction (vph)	0	6	0	0	0	16	0	60	0	0	1	0
Lane Group Flow (vph)	0	8	0	0	120	4	9	446	0	36	430	0
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		11.1			11.1	11.1	1.5	29.7		1.8	30.0	
Effective Green, g (s)		11.1			11.1	11.1	1.5	29.7		1.8	30.0	
Actuated g/C Ratio		0.20			0.20	0.20	0.03	0.54		0.03	0.55	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		317			273	288	43	1835		52	1942	
v/s Ratio Prot							0.01	c0.13		c0.02	0.12	
v/s Ratio Perm		0.01			c0.09	0.00						
v/c Ratio		0.03			0.44	0.01	0.21	0.24		0.69	0.22	
Uniform Delay, d1		17.4			19.0	17.4	26.0	6.5		26.1	6.3	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			1.1	0.0	2.4	0.1		33.0	0.1	
Delay (s)		17.5			20.2	17.4	28.4	6.6		59.1	6.4	
Level of Service		B			C	B	C	A		E	A	
Approach Delay (s)		17.5			19.8			7.0			10.4	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	10.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	54.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

LOS Engineering

PM Existing + Cumulative + Project
2: Ridgeway Dr & Granger Av

Lanes and Geometrics

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1295			547			821			509	
Travel Time (s)		29.4			12.4			18.7			11.6	
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	30.6%	ICU Level of Service A	
Analysis Period (min)	15		

PM Existing + Cumulative + Project
2: Ridgeway Dr & Granger Av

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	72	70	30	2	53	20	29	20	1	13	19	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	76	74	32	2	56	21	31	21	1	14	20	57

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	181	79	53	91
Volume Left (vph)	76	2	31	14
Volume Right (vph)	32	21	1	57
Hadj (s)	0.01	-0.12	0.14	-0.31
Departure Headway (s)	4.3	4.3	4.7	4.2
Degree Utilization, x	0.22	0.09	0.07	0.11
Capacity (veh/h)	802	789	711	788
Control Delay (s)	8.5	7.8	8.1	7.7
Approach Delay (s)	8.5	7.8	8.1	7.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

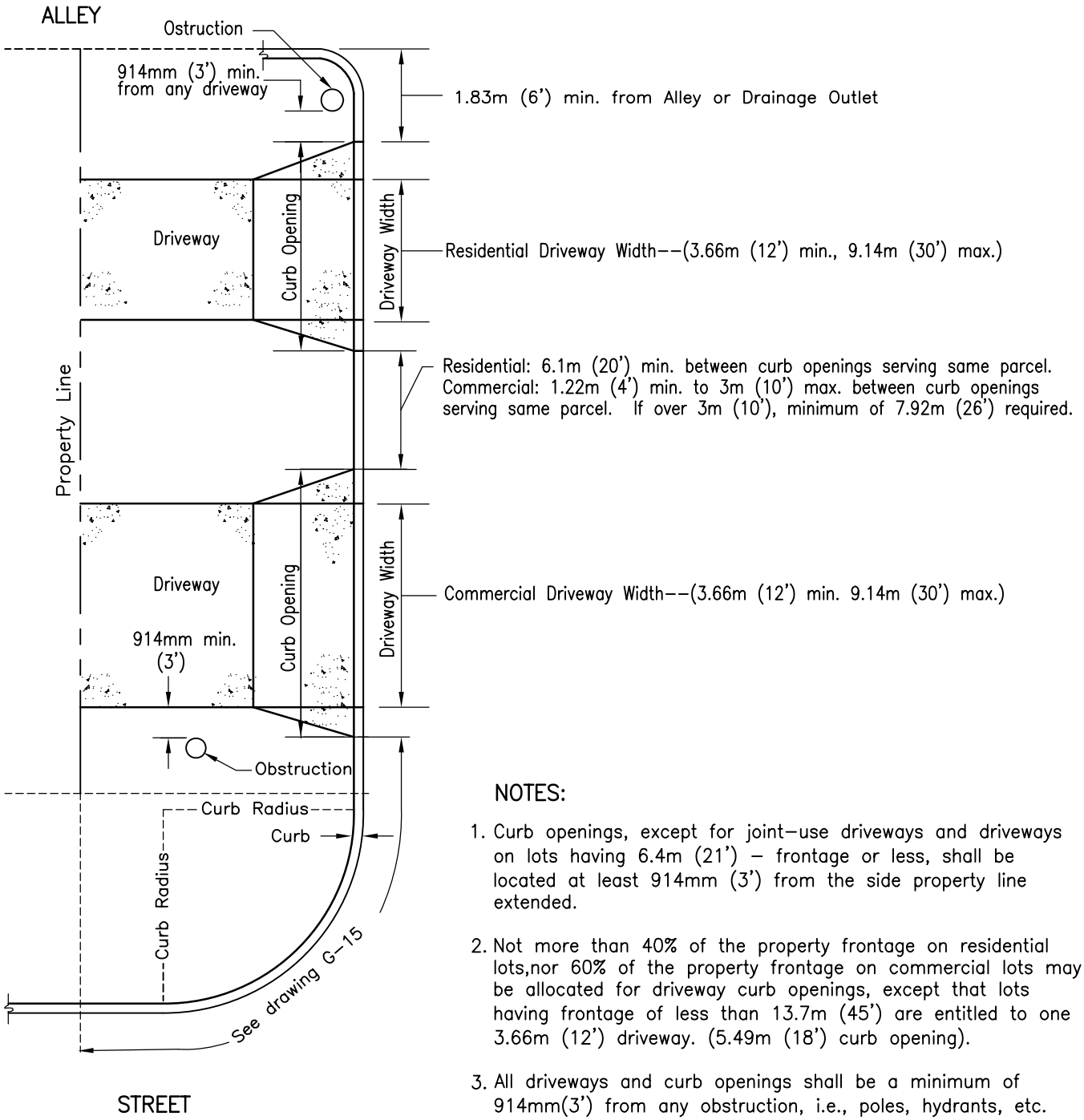
Appendix L

Existing Granger Avenue 90 Degree Parking

Existing 90 degree parking on Granger Avenue just south of Ridgeway

Appendix M

SD Regional Standard Drawing: Driveway Width Requirements



NOTES:

1. Curb openings, except for joint-use driveways and driveways on lots having 6.4m (21') - frontage or less, shall be located at least 914mm (3') from the side property line extended.

2. Not more than 40% of the property frontage on residential lots,nor 60% of the property frontage on commercial lots may be allocated for driveway curb openings, except that lots having frontage of less than 13.7m (45') are entitled to one 3.66m (12') driveway. (5.49m (18') curb opening).

3. All driveways and curb openings shall be a minimum of 914mm(3') from any obstruction, i.e., poles, hydrants, etc.

4. No portion of any driveway shall be allowed across a line extending normal to the roadway from the front corner of the property, except that joint-use driveways may be permitted in special instances where written approval of both property owners is filed with the Agency.

Revision	By	Approved	Date
ORIGINAL		Kercheval	12/75
Add Metric		T. Stanton	03/03
Reviewed		T. Stanton	04/06

SAN DIEGO REGIONAL STANDARD DRAWING

DRIVEWAY LOCATION AND WIDTH REQUIREMENTS

RECOMMENDED BY THE SAN DIEGO REGIONAL STANDARDS COMMITTEE

T. Stanton 3/10/2003

Chairperson R.C.E. 19246 Date

DRAWING NUMBER **G-16**

Appendix N

Excerpt from Lincoln Acres CEQA Initial Study Checklist

Access/Transportation
The project site would be accessible by automobile from Granger Avenue. No automobiles will be allowed on the site.

The main entrance/exit to the Library, Community Center, and Recreation Area would be located on the west side of the project site, along Granger Avenue.

Parking
Parking will be provided on the street adjacent to the front entrance of the site, which is Granger Avenue. The County of San Diego Zoning Ordinance lists parking requirements for specific uses (e.g., public assembly, commercial, residential, etc.). Libraries and community centers are not specifically identified. For all other uses the zoning ordinance allows a ratio of one space for every 300 gross square feet of building area (1/300). Other recently built County libraries have used a parking ratio of 1/300.

As noted earlier, the gross building area for the proposed project is 5,225 square feet. Applying the 1/300 ratio, the site would need approximately 18 parking spaces. Because the County park land does not fall under the zoning ordinance, there is no parking requirement for the outdoor recreational uses.

The proposed project will provide 16 perpendicular parking spaces along Granger Avenue, which would include one handicapped parking space. Due to the size of the area where parking could be provided for the project, the maximum number of spaces that can be provided is 16, two spaces less than the required 18 spaces per County's parking ratio. As such, the obtainment of a Minor Use Permit for a parking variance will be required for development of the proposed project.

There does not appear to be a specific requirement under the S87 zone for bicycle parking; however, based on the neighborhood character of the area, as depicted in Figure 4, the proposed project would include an area for secure bicycle parking.

Hour of Operation
The library would be staffed by __ employees each day and would be open approximately 38 hours per week. Hours of operation would be Mondays closed, Tuesday 12 pm to 8 pm, Wednesday and Thursday 9:30 am to 6 pm, Friday 9:30 am to 5 pm, Saturday 9:30 am to 3:00 pm, and Sunday closed. The community center will be ___. The recreation area would be __.

Building Design and Features
Per the County of San Diego, Board of Supervisors Policy No. ___, the proposed project will be developed to the LEED Silver Level Certification standards, which include incorporating the following features into the design of the project:

•