

---

# **Appendix J**

## Traffic Assessment Letter





TO: Louisa Feletto - Forward Planning Manager; Meritage Homes

FROM: Jonathan Sanchez, PE, TE, PTOE; CR Associates  
Cristian Belmudez; CR Associates

DATE: 9/15/2023

RE: Jericho Road Multi-Family Housing Project – Traffic Assessment Letter

---

The purpose of this Traffic Assessment Letter (TAL) is to assess the potential transportation related impacts that may be associated with the Jericho Road Multi-Family Housing Project (the “Project”) and to identify any effects to existing levels of service (LOS) or traffic operations that may result in the need for off-site improvements.

## Project Description

The Project proposes to construct 73 three-story townhomes on the old Calvary Church site (approximately 3.48 acres), located at 9407 Jericho Road in the City of La Mesa. The City of La Mesa has not yet adopted City of La Mesa-specific guidelines for local transportation analyses (LOS-based). Therefore, the analyses presented below are based on the Institute of Transportation Engineers (ITE) Guidelines for Transportation Impact Studies in the San Diego Region, May 2019 (ITE Guidelines) for LOS-based analysis. This approach is consistent with other previously approved transportation impact studies prepared for developments within the City of La Mesa, such as the Alvarado Specific Plan. **Figure 1** displays the Project’s regional location. **Figure 2** displays the project site plan.

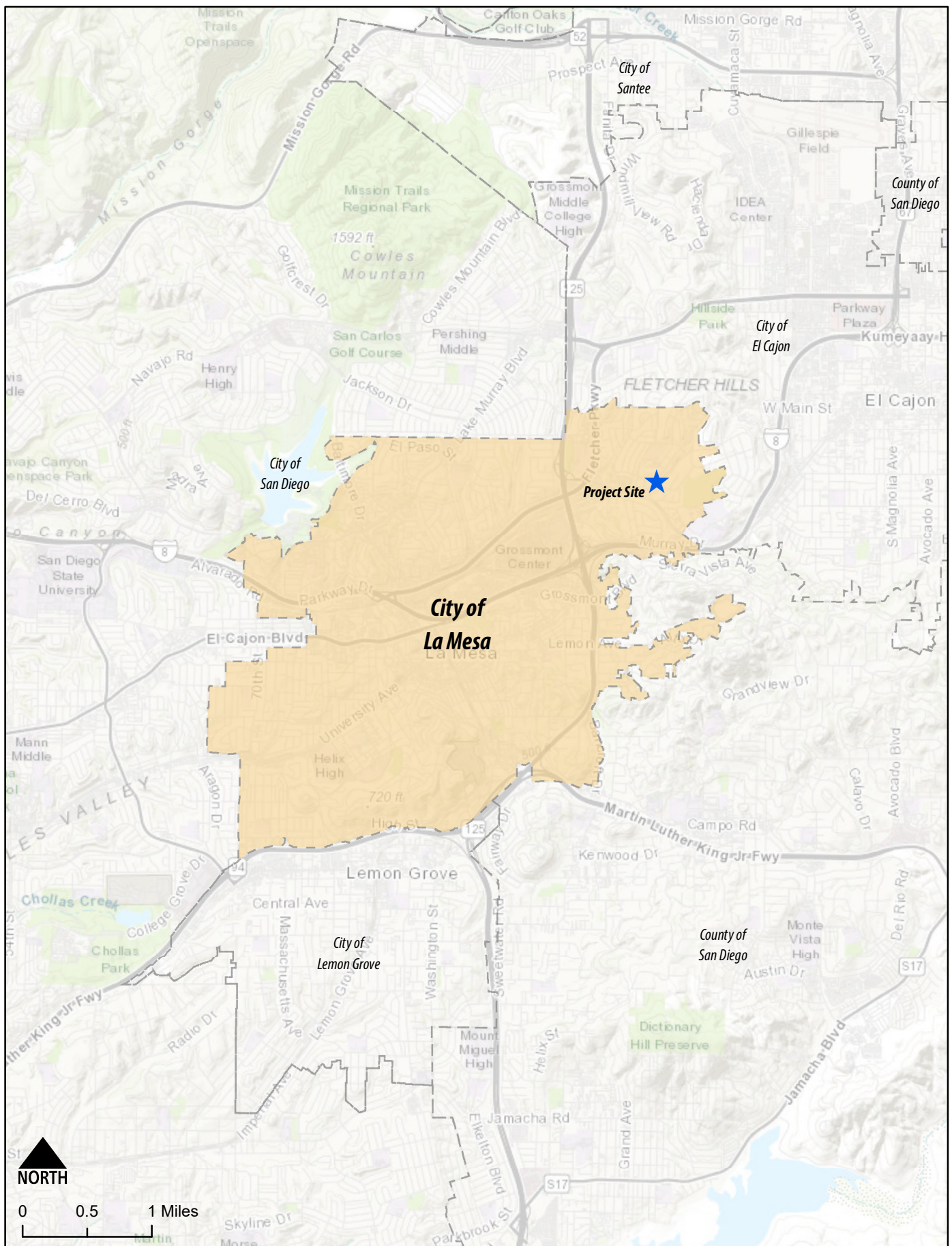
Based on the City of La Mesa’s Development Review Process for Traffic (February 2016) and Traffic Development Review – Applicability Sheet, a residential development that generates more than 100 ADT or 20 peak hour trips but less than 500 ADT or 50 peak hour trips must prepare a TAL. The TAL includes the analysis of roadway and intersections immediately adjacent to the project site under two scenarios: Existing and Existing with Project conditions. Near-Term Conditions are not required to be analyzed for a TAL. The City of La Mesa’s Development Review Process for Traffic and Traffic Development Review – Applicability Sheet are included in **Attachment A**.

## Project Trip Generation, Distribution and Assignment

This section outlines the analysis assumptions relating to the Project’s trip generation, assumed trip distribution pattern, and trip assignment.

### Trip Generation

Trip generation for the Project was developed utilizing the SANDAG’s (*not so*) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. Although the Calvary Church continues to operate under Existing conditions, for a conservative analysis, no trip credits were applied to the Project at the moment. **Table 1** displays daily, as well as AM and PM peak hour project trip generation.

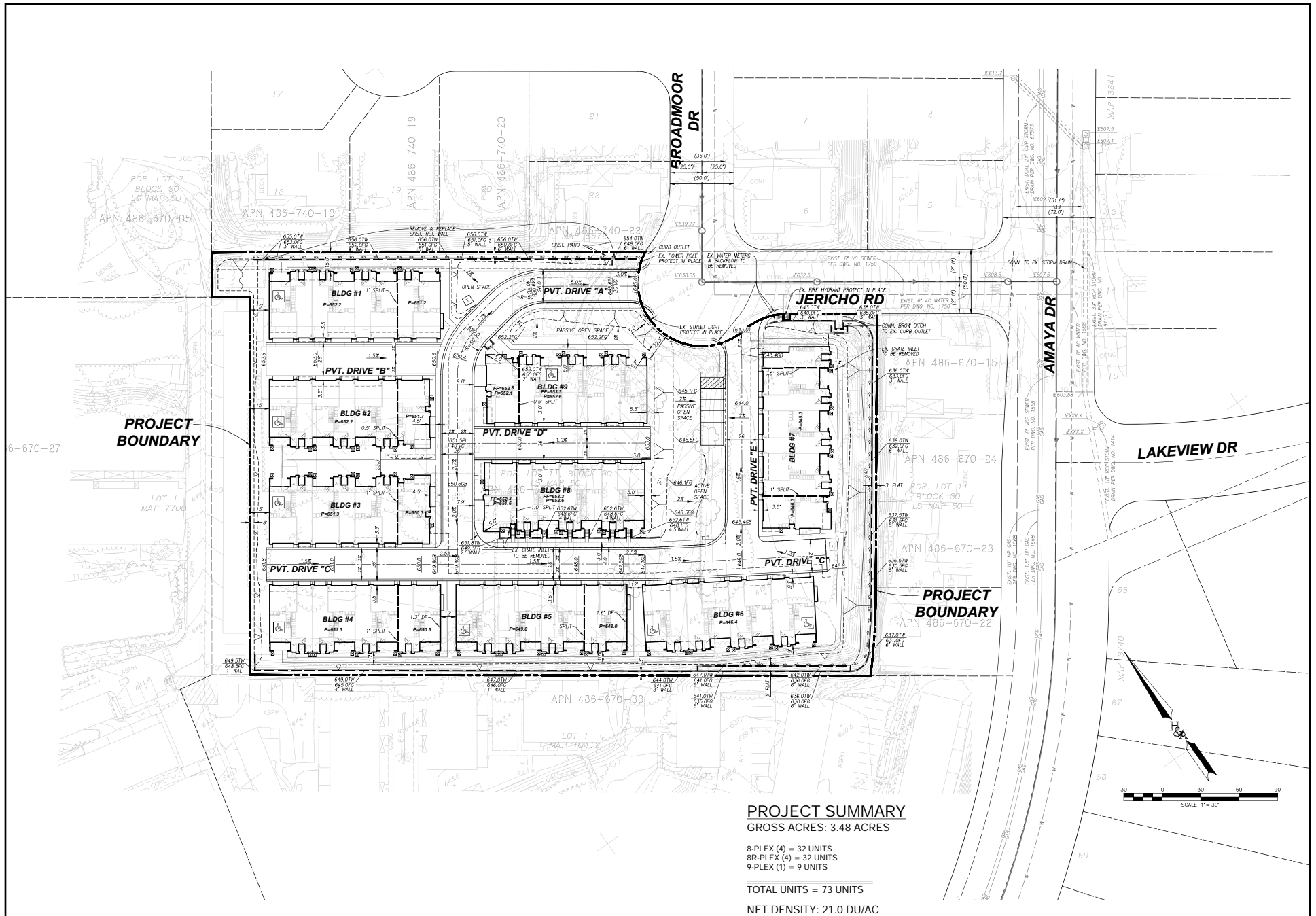


# **Jericho Road Multi-Family Housing Project** **Traffic Assessment Letter**



*Figure 1*  
*Project Regional Location*





Jericho Road Multi-Family Housing Project  
 Traffic Assessment Letter



Figure 2  
 Project Site Plan

**Table 1 – Project Trip Generation**

Land Use	Units	Trip Rate	ADT	AM Peak Hour				PM Peak Hour					
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Multi-Family Units (More than 20 DU/Acre)	73 DU	6/DU	438	8%	36	2:8	8	28	9%	40	7:3	28	12

Source: SANDAG (not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002

As shown in the table, the Project is anticipated to generate a total of 438 daily trips, including 36 (8-in/28-out) trips during the AM peak hour and 40 (28-in/12-out) trips during the PM peak hour.

## Site Access

The Project will provide access via the following two (2) project driveways:

- Project Driveway #1: This driveway will replace the existing Calvary Church driveway. The driveway will be aligned with Jericho Road and serve as the north leg of the Jericho Road & Broadmoor Drive intersection. This driveway will be stop-controlled.
- Project Driveway #2: This new driveway will be aligned with Broadmoor Drive and serve as the west leg of the Jericho Road & Broadmoor Drive intersection. This driveway will be stop-controlled.

It should be noted that traffic traveling along Broadmoor Drive and Jericho Road will continue to be uncontrolled.

## Project Trip Distribution

The trip distribution for the Project was developed based on the geographical location of the project, the characteristics of the proposed land uses, and location of nearest freeway facilities. The trip distribution was supported by big data from Replica<sup>1</sup>. **Figure 3** displays the project trip distribution.

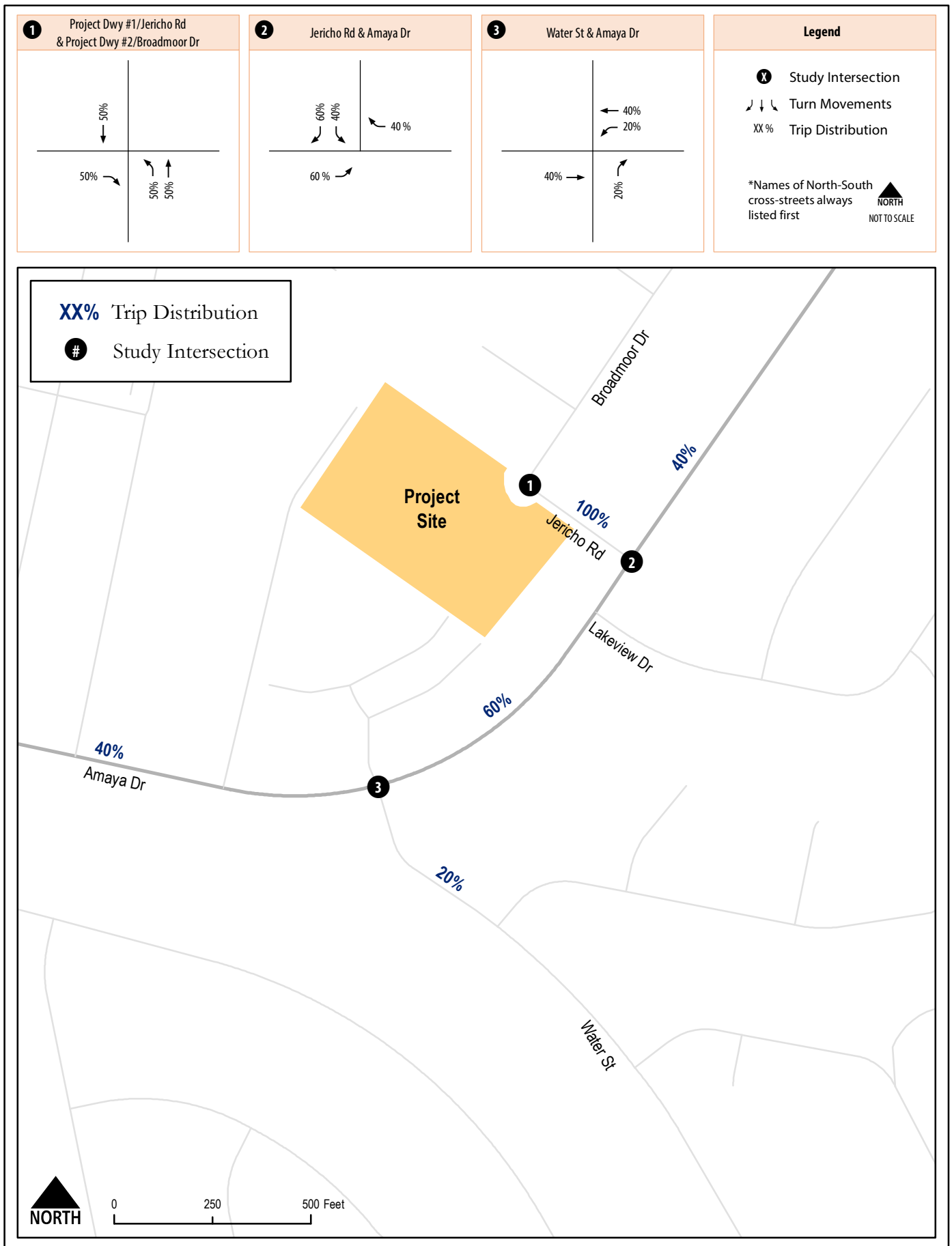
## Project Trip Assignment

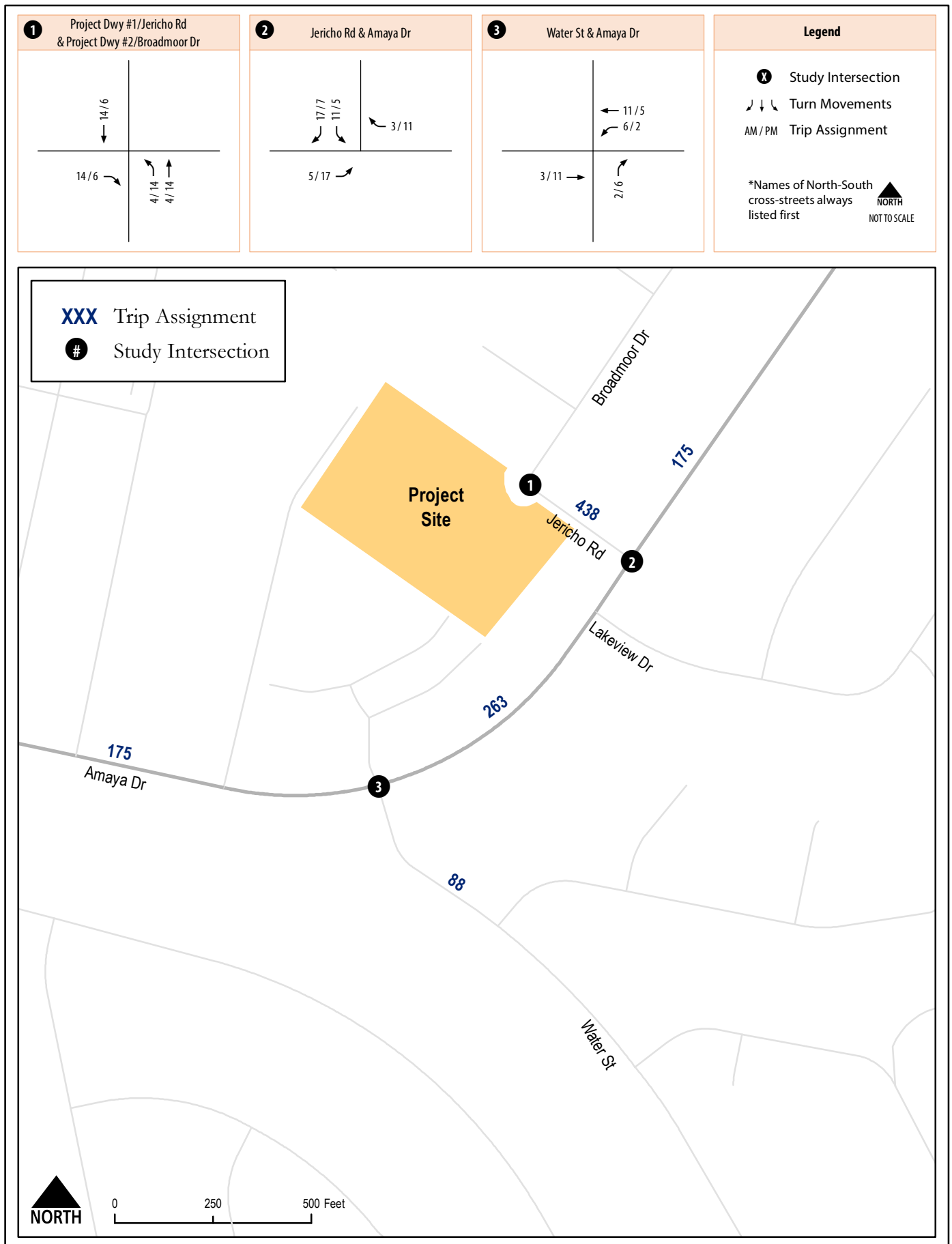
The project trip assignment was developed by applying the project trip generation, displayed previously in Table 1, and distributing it to the study area roadway network based on the project trip distribution. **Figure 4** displays the assumed project trip assignment.

## Project Study Area

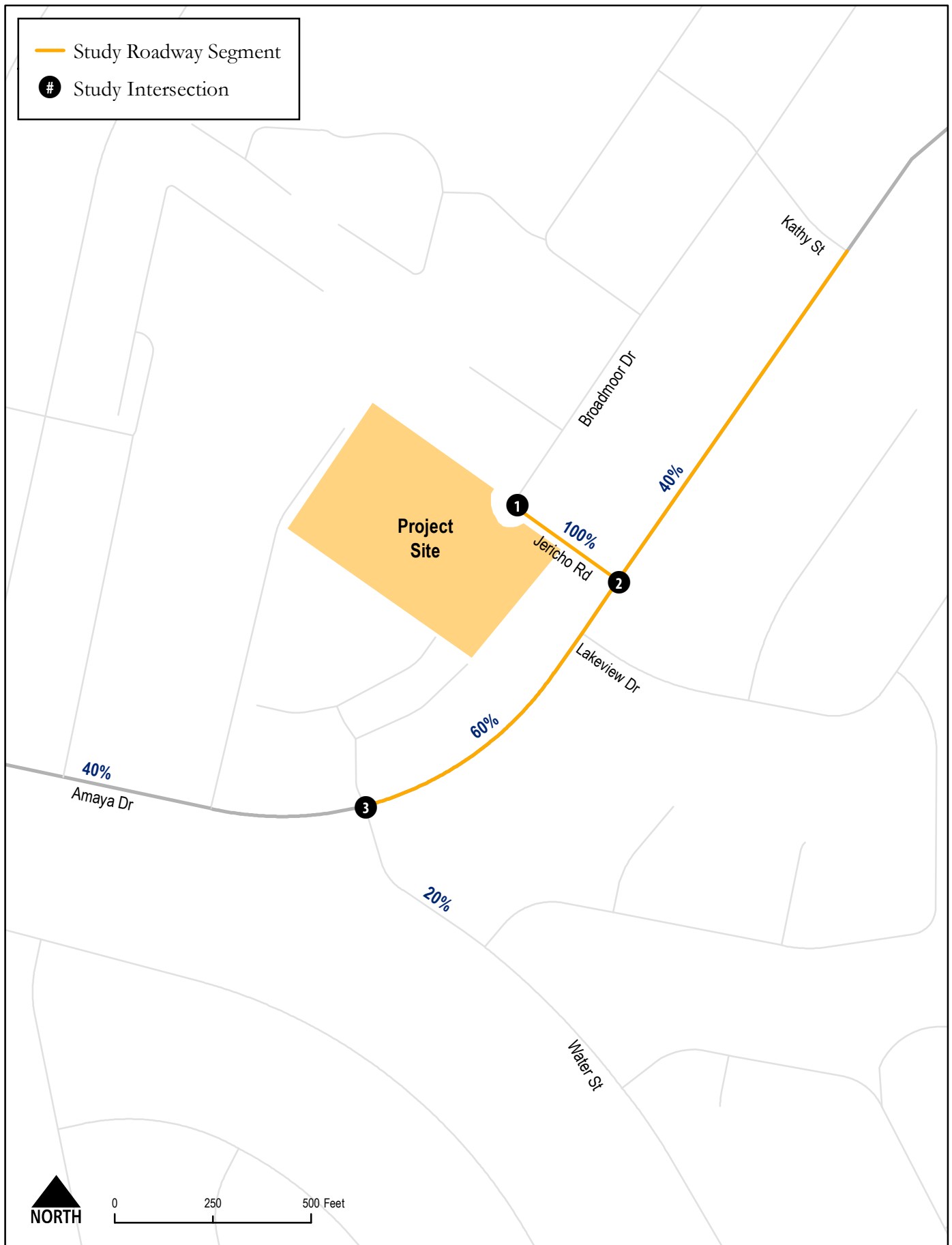
The ITE Guidelines recommend that the study area be determined by where the Project adds 50 peak hour trips in either direction to existing roadway traffic. However, as shown previously in Table 1, the Project is not anticipated to generate 50 peak hour trips during the AM or PM peak hours. Therefore, the project study area includes roadway segments and intersections fronting the Project.

<sup>1</sup> Replica is a data provider that produces large-scale models to represent mobility throughout the United States. For more information, please visit the following: <https://replicahq.com/>.









**Jericho Road Multi-Family Housing Project  
Traffic Assessment Letter**

*Figure 5  
Project Study Area*

### Roadway Segments

- Jericho Road, between Broadmoor Drive/Project Driveway and Amaya Drive
- Amaya Drive, between Water Street and Jericho Road
- Amaya Drive, between Jericho Road and Kathy Street

### Intersections

1. Jericho Road & Broadmoor Drive/Project Driveway
2. Jericho Road & Amaya Drive
3. Water Street & Amaya Drive

**Figure 5** displays the project study area.

## Existing Conditions

This section documents the existing study area roadway and intersection configurations, traffic volumes and traffic operations.

### Roadway Facilities

*Jericho Road* – Within the study area, Jericho Road is a two-way, two-lane undivided roadway that runs between Broadmoor Drive and Amaya Drive. There are no posted speed limits along Jericho Road. Sidewalks are present and parking is permitted along both sides. Bicycle facilities are not present along Jericho Road.

*Amaya Drive* – Within the study area, Amaya Drive is a two-way, two-lane roadway with a two-way left turn lane west of Jericho Road. Amaya Drive has a posted speed limit of 30 mph. Sidewalks are present, and parking is permitted along both sides of the road. There are Class II bike lanes present on both sides of Amaya Drive, west of Jericho Road.

**Figure 6** shows study roadway and intersection configurations within the project study area.

### Traffic Volumes

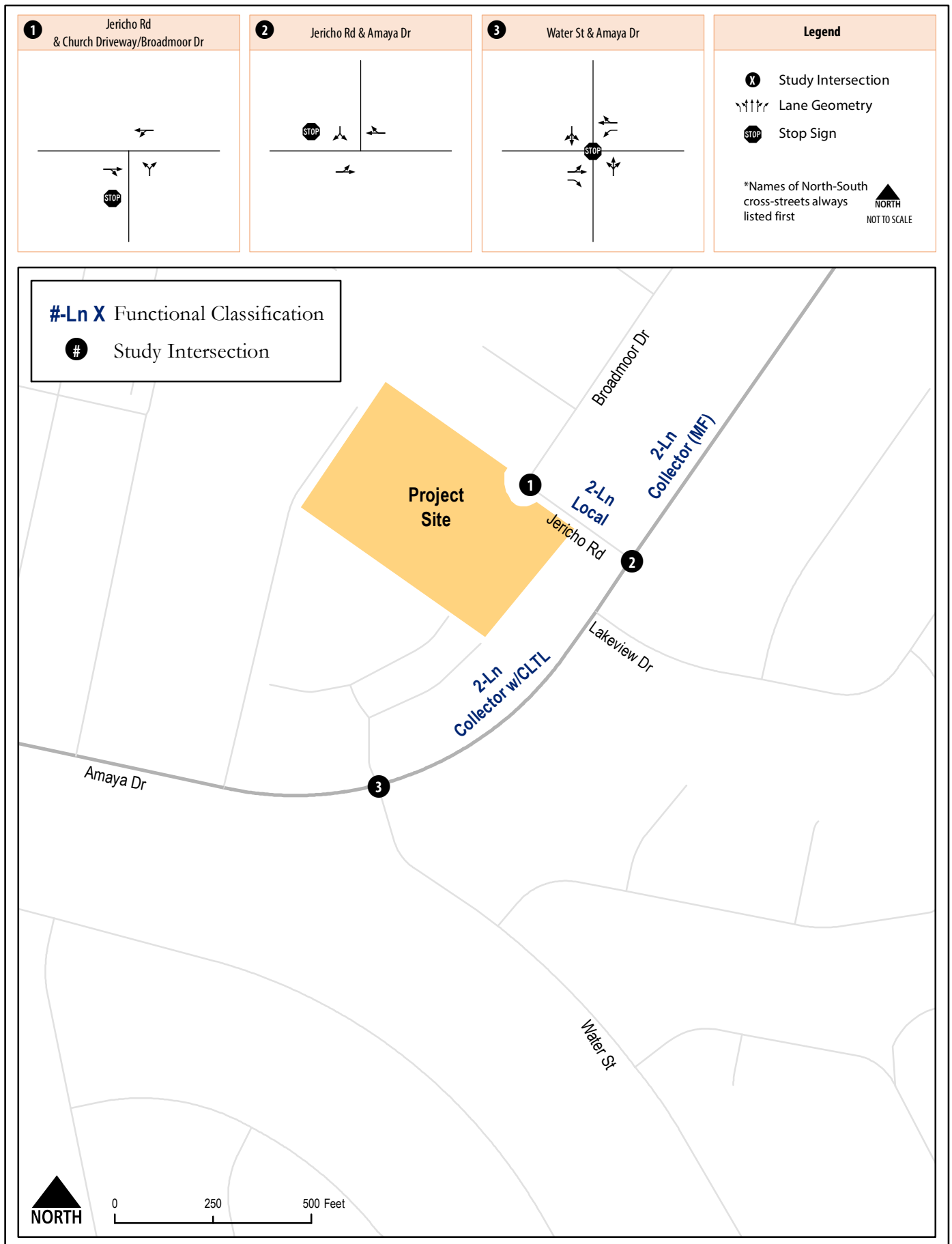
Traffic counts were conducted on Tuesday April 18, 2023 while schools were in session. **Figure 7** displays the existing average daily traffic (ADT) volumes on the study area roadways, as well as the peak hour intersection turning movement counts for the study area intersections. Traffic counts are included in **Attachment B**.

## Traffic Operations

This section documents the existing traffic operations at the study area roadway facilities. Roadway and intersection operations are discussed separately below.

### Roadway Segment Analysis

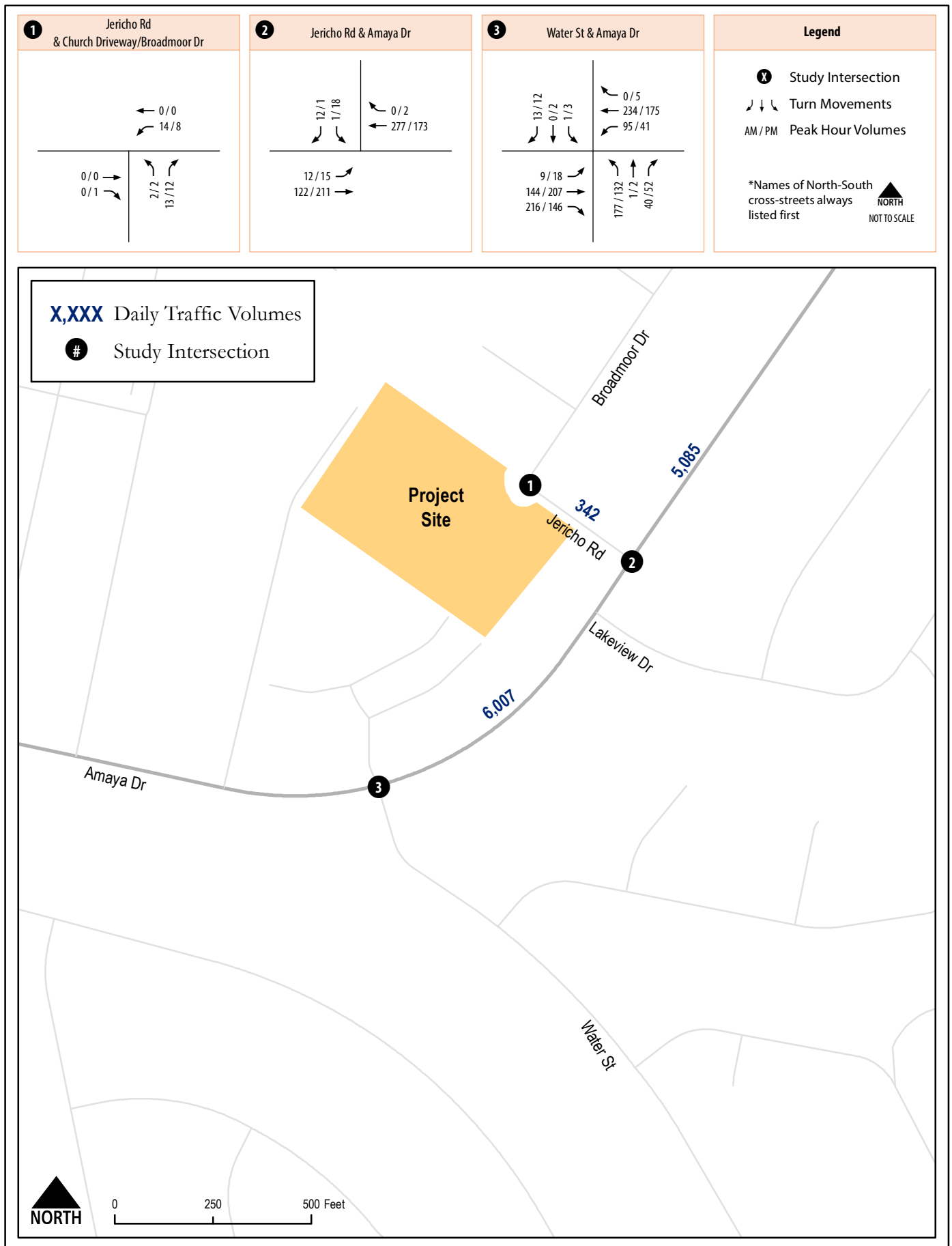
The City of La Mesa utilizes the roadway capacities and level of service (LOS) standards outlined in Table 7-2 of the ITE Guidelines, this table is provided in **Attachment C. Table 2** below displays the daily roadway level of service for the study area roadways under Existing conditions.



# Jericho Road Multi-Family Housing Project Traffic Assessment Letter



Figure 6  
Functional Classifications and Intersection Geometrics  
Existing Conditions



# Jericho Road Multi-Family Housing Project Traffic Assessment Letter



Figure 7  
Traffic Volumes  
Existing Conditions

**Table 2 - Roadway Segment Level of Service Results – Existing Conditions**

Roadway	Segment	Functional Classification	LOS Threshold (LOS E)	ADT	V/C	LOS
Jericho Road	Broadmoor Drive to Amaya Drive	2-Lane Local Street	8,000	342	0.043	A
Amaya Drive	Water Street to Jericho Road	2-Lane Collector (w/CLTL)	15,000	6,007	0.400	B
Amaya Drive	Jericho Road to Kathy Street	2-Lane Collector (Multi-Family)	8,000	5,085	0.636	D

Source: CR Associates (2023)

Notes:  
V/C = Volume / Capacity

As shown in Table 2, all study roadway segments currently operate at LOS D or better under Existing conditions.

## Intersection Analysis

The overall average intersection delay and LOS methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM)* were utilized to analyze the study intersections. Synchro 11 Traffic Analysis Software was utilized to perform the analysis. **Table 3** displays the overall average intersection delay and LOS for the study area intersections under Existing conditions. LOS calculation worksheets are provided in **Attachment D**.

**Table 3 – Peak Hour Intersection LOS Results – Existing Conditions**

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1	Jericho Road & Broadmoor Drive/Cavalry Church Driveway	SSSC	1.0	A	8.4	A
2	Jericho Road & Amaya Drive	SSSC	10.7	B	12.5	B
3	Water Street & Amaya Drive	AWSC	12.9	B	11.8	B

Source: CR Associates (2023)

Notes:  
SSSC = Side Street Stop Control. For SSSC intersections, the delay shown is the worst delay experienced by any of the approaches.  
AWSC = All-Way Stop-Controlled. For AWSC, the delay shown is the average delay experienced at all of the approaches.

As shown in Table 3, all study intersections currently operate at LOS B or better during the AM and PM peak hours under Existing conditions.

## Existing With Project Conditions

This section documents the anticipated traffic operations under Existing with Project conditions and identifies traffic related impacts that may be associated with the Project.

### Functional Classifications and Intersection Geometrics

The Project does not propose any off-site improvements or modifications. Thus, it is assumed that all study area roadway facilities and intersections would remain the same with the implementation of the Project.

## Traffic Volumes

Existing with Project traffic volumes were derived by adding the Existing traffic volumes, displayed in Figure 7, and the anticipated Project volumes, displayed in Figure 4. **Figure 8** displays the traffic volumes under Existing with Project conditions.

## Traffic Operations

This section documents the anticipated traffic operations under Existing with Project conditions within the study area roadway facilities. Roadway and intersection operations are discussed separately below.

### Roadway Segment Analysis

**Table 4** displays average daily traffic volumes and LOS results for the study roadways under Existing with Project conditions.

**Table 4 - Roadway Segment Level of Service Results – Existing with Project Conditions**

Roadway	Segment	Functional Classification	LOS Threshold (LOS E)	ADT	V/C	LOS	LOS w/o Project	ΔV/C
Jericho Road	Broadmoor Drive to Amaya Drive	Local Street	8,000	780	0.098	A	A	0.055
Amaya Drive	Water Street to Jericho Road	Collector (w/CLTL)	15,000	6,270	0.418	B	B	0.018
Amaya Drive	Jericho Road to Kathy Street	Collector (Multi-Family)	8,000	5,260	0.658	D	D	0.022

Source: CR Associates (2023)

Notes:

V/C = Volume / Capacity

As shown in Table 4, the study roadway segments are projected to continue to operate at LOS D or better under Existing with Project conditions.

### Intersection Analysis

**Table 5** displays the overall average intersection delay and LOS for the study area intersections under Existing with Project conditions. LOS calculation worksheets are provided in **Attachment E**.

**Table 5 - Intersection Level of Service Results – Existing with Project Conditions**

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour		Delay w/o Project (AM/PM)	LOS w/o Project (AM/PM)
			Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS		
1	Project Dwy #1/Jericho Road & Project Dwy #2/Broadmoor Drive <sup>1</sup>	SSSC	8.5	A	8.4	A	1.0/8.4	A / A
2	Jericho Road & Amaya Drive	SSSC	11.9	B	12.7	B	10.7/12.5	B / B
3	Water Street & Amaya Drive	AWSC	13.1	B	12.1	B	12.9/11.8	B / B

Source: CR Associates (2023)

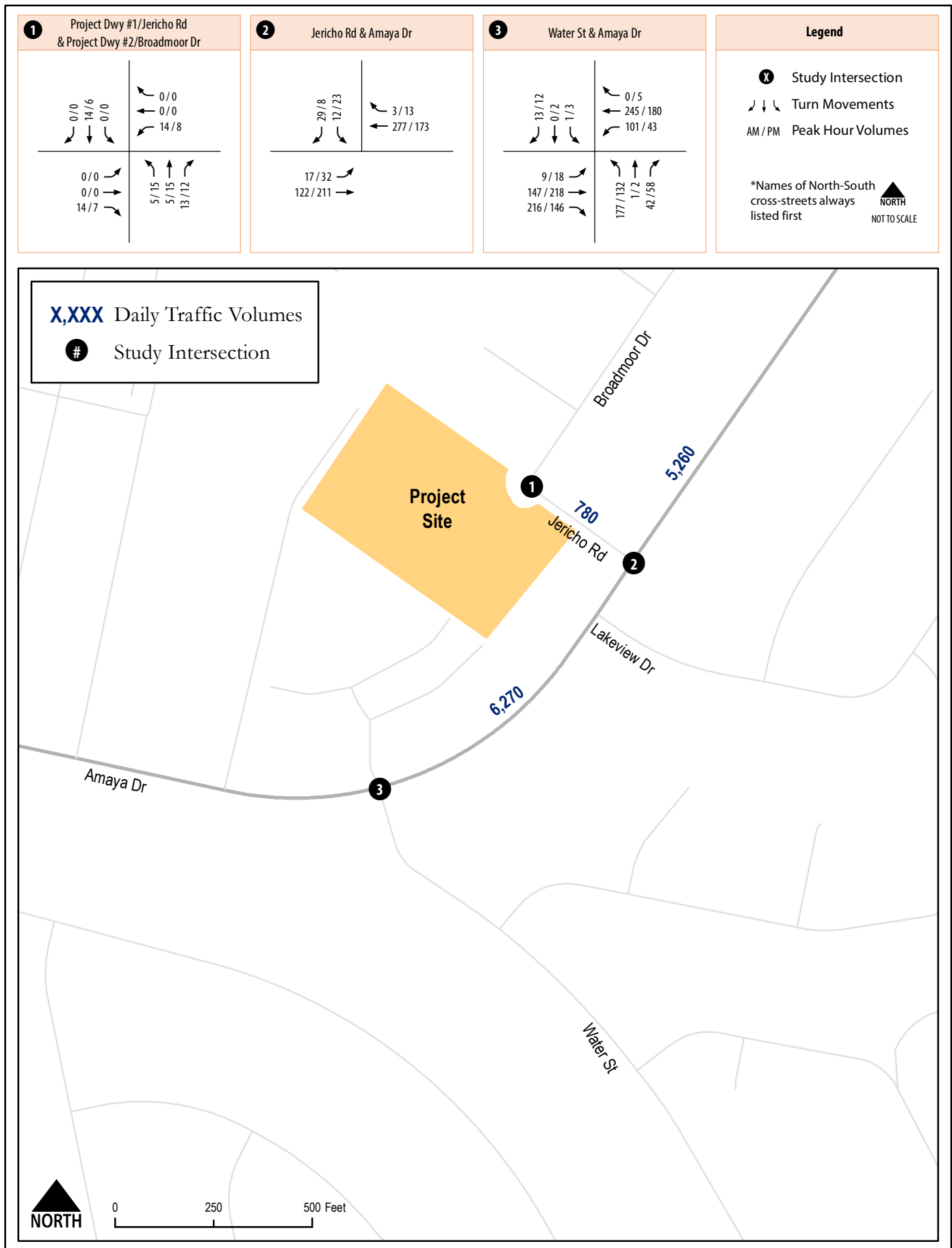
Notes:

SSSC = Side Street Stop Control. For SSSC intersections, the delay shown is the worst delay experienced by any of the approaches.

AWSC = All-Way Stop-Controlled. For AWSC, the delay shown is the average delay experienced at all of the approaches.

<sup>1</sup> The proposed configuration of this intersection is not compliant with HCM 6. For the purposes of this analysis, the intersection was a three-legged intersection, with all project traffic entering/exiting from the west approach. The LOS reported is the worst delay experienced by any of the approaches.





# Jericho Road Multi-Family Housing Project Traffic Assessment Letter



Figure 8  
Traffic Volumes  
Existing with Project Conditions

As shown in Table 5, all study intersections are projected to continue to operate at LOS B or better during the AM and PM peak hours under Existing with Project conditions.

## Determination of the Need for Improvements

Table 7-1 of the ITE Guidelines defines when a project's effect on the roadway system is considered to justify need for roadway improvements.

### Roadway Segments

For roadway segments, the need for roadway segment improvements is justified when a project's traffic results in the addition of more than 0.02 V/C to a roadway segment that is operating at LOS E or F under Existing conditions. Additionally, roadway improvements are justified if project traffic causes a roadway segment to degrade from LOS A through D to either LOS E or LOS F.

Since all study roadway segments are anticipated to continue to operate at LOS D or better under Existing with Project conditions, the Project does not require roadway segment improvements.

### Study Intersections

For study intersections, the need for intersection improvements is justified when a project's traffic results in the addition of more than 2 seconds of overall intersection peak hour delay to an intersection operating at LOS E or F. Additionally, intersection improvements are justified if project traffic causes an intersection to degrade from LOS A through D to either LOS E or LOS F.

Since all study intersections are anticipated to continue to operate at LOS B or better under Existing with Project conditions, the Project does not require intersection improvements.

## Project Driveway Sight Distance Analysis

As part of the design process, a corner sight distance and stopping sight distance analysis was performed on the Project's driveway. Based on the sight distance criteria outlined in the *American Association of State Highway and Transportation Officials (AASHTO) – and Policy on Geometric Design of Highways and Street*, an intersection where the minor roadway is stop controlled, allows left-turn movements, and has a design speed of 30 mph (Design Speed = 25 mph speed limit on Jericho Road + 5 mph) would require a clear stopping sight distance of 200 feet and/or a clear corner sight distance of 335. **Table 6** and **Table 7** display the standards for stopping sight distance and corner sight distance.

**Table 6 - Minimum Stopping Sight Distances**

Design Speed (mph)	Minimum Stopping Sight Distance (ft)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570

Source: AASHTO, 7<sup>th</sup> Edition

**Table 7 - Minimum Recommended Corner Sight Distance (CSD)**

Design Speed (mph)	Minimum Corner Intersection Sight Distance (ft)
25	280
30	335
35	390
40	445
45	500
50	555
55	610
60	665
65	720
70	775

Source: AASHTO, 7<sup>th</sup> Edition

For determining corner sight distance, a setback distance for the vehicle waiting on the minor road must be assumed as measured from the edge of traveled way of the major road. Setback for the driver of the vehicle on the minor road should be a minimum of 10 feet plus the shoulder width of the major road but not less than 15 feet. In this case, the west Project driveway would be moved 10 feet in from the current right of way. Therefore, corner sight distance was measured at a setback of 15 feet from the edge of assumed travel way.

**Table 8** displays the measured stopping sight distance, the design speed, as well as the minimum stopping sight distance requirements.

**Table 8 - Stopping Sight Distance Analysis Results**

Location	Design Speed	Stopping Sight Distance		
		Measured (ft)	Required (ft)	Adequate?
Traveling Westbound Along Broadmoor Drive				
Project Driveway #1	30	395	200	Yes
Project Driveway #2	30	394	200	Yes
Traveling Northbound Along Jericho Road				
Project Driveway #1	30	115	200	No
Project Driveway #2	30	113	200	No

Source: CR Associates (2023)

As shown, the project driveways do not currently meet the required stopping sight distances. Project Driveway #1 needs an additional 85 feet of clear stopping sight distance from the south approach. Project Driveway #2 needs an additional 87 feet of clear stopping sight distance from the south approach. This is due to the vertical curve along Jericho Road. As shown below, the approximately 15% slope along Jericho limits the line of sight for vehicles traveling towards the project driveways.



*Jericho Road – Point of view when traveling northbound towards Broadmoor Drive*

**Table 9** displays the measured corner sight distance, the design speed, as well as the minimum corner sight distance requirements.

**Table 9 - Corner Sight Distance Analysis Results**

Location	Design Speed	Corner Sight Distance		
		Measured (ft)	Required (ft)	Adequate?
Looking East Along Broadmoor Drive				
Project Driveway #1	30	101	335	No
Project Driveway #2	30	466	335	Yes
Looking South Along Jericho Road				
Project Driveway #1	30	109	335	No
Project Driveway #2	30	116	335	No

*Source: CR Associates (2023)*

As shown, the project driveways do not currently meet the required corner sight distances. Project Driveway #1 needs an additional 234 feet of clear corner sight distance to the east along Broadmoor Drive and 226 feet to the south along Jericho Road. Project Driveway #2 meets the required corner sight distance to the east but needs an additional 219 feet of clear corner sight distance to the south along Jericho Road. Similar to the stopping sight distance analysis, the corner sight distances at the project driveways are limited along Jericho Road due to the approximately 15% vertical curve. Project Driveway #1 also has a limited corner sight distance looking east towards Broadmoor due to the wide curve at the intersection of Broadmoor Drive & Jericho Road.

**Figures 9 - 16** display the stopping sight distance and corner sight distances observed at each project driveway.



**Figure 9** - Stopping Sight Distance Traveling Westbound Towards Project Driveway #1 = 395'



**Figure 10** - Stopping Sight Distance Traveling Northbound Towards Project Driveway #1 = 115'





**Figure 11** - Corner Sight Distance Looking East from Project Driveway #1 = 101'



**Figure 12** - Corner Sight Distance Looking South from Project Driveway #1 = 109'





**Figure 13** - Stopping Sight Distance Traveling Westbound Towards Project Driveway #2 = 394'



**Figure 14** - Stopping Sight Distance Traveling Northbound Towards Project Driveway #2 = 113'





**Figure 15 - Corner Sight Distance Looking East from Project Driveway #2 = 466'**



**Figure 16 - Corner Sight Distance Looking South from Project Driveway #2 = 116'**



As shown, the project driveways do not currently meet the required corner sight distances. Project Driveway #1 needs an additional 234 feet of clear corner sight distance to the east along Broadmoor Drive and 226 feet to the south along Jericho Road. Project Driveway #2 meets the required corner sight distance to the east but needs an additional 219 feet of clear corner sight distance to the south along Jericho Road. Similar to the stopping sight distance analysis, the corner sight distances at the project driveways are limited along Jericho Road due to the approximately 15% vertical curve. Project Driveway #1 also has a limited corner sight distance looking east towards Broadmoor due to the wide curve at the intersection of Broadmoor Drive & Jericho Road.

### Mitigation Requirements

The project driveways do not meet the minimum stopping sight and/or corner sight distance requirements. Therefore, it is recommended that the project applicant trims bushes and shrubs as well as limit/clear any objects in the line of sight at the project driveways in order to increase and meet sight distance requirements. Additionally, it is also recommended that W2-1 signs, as seen in the figure to the right, are installed at the northbound approach along Jericho Road to indicate the presence of a driveway and the possibility of turning or entering traffic.



**W2-1: Cross Road Sign**

The installation of the sign shall be in accordance with the California MUTCD (version 2014 revision 7), as well as coordinated with City of La Mesa staff and to the satisfaction of the City Traffic Engineer.

## Impacts to On-Street Parking

On-street parking is permitted along both sides of Jericho Road. It is not anticipated that implementation of the Project will impact on-street parking within the study area as the Project will provide enough on-site parking to accommodate its future residents.

## Impacts to Adjacent Schools, Transit & Other Public Facilities

This section reviews and documents potential transportation related impacts that the Project may have on adjacent schools, transit, and other public facilities.

### Schools

Northmont Elementary is the closest public school to the Project. It is located northwest of the Project, along Gregory St. The Project does not include any features or elements that would change or impede the travel patterns to/from the school or change access to the school. Therefore, the Project would not impact any schools within the area.

### Transit

The Amaya Trolley Station is located within 1/2-mile walking distance of the Project. Thus, the Project is within a Transit Priority Area. The Project does not include any features or elements that would impede access to Amaya Trolley Station or other transit stops. Therefore, the Project would not impact any transit facilities within the area.

## Other Public Facilities

There are currently no other transportation related public facilities adjacent to the Project site.

## On-Site Circulation and Parking

This section reviews the Project's on-site circulation and documents the off-street parking which the Project will provide.

### On-Site Circulation

The Project will have two driveways located at the intersection of Broadmoor Drive & Jericho Road. Project Driveway #1 will be aligned with Jericho Road and Project Driveway will be aligned with Broadmoor Drive. The internal roadways are generally lined with perpendicular parking or enclosed garage spaces.

### On-Site Parking

The Project will apply the City of La Mesa Municipal Code 24.04.030 – Off-Street parking requirements to determine the number of parking spaces required by the Project. Per the Municipal Code, dwelling units in apartments, condominium or community apartment projects require 2 parking spaces per unit. Based on this standard, the Project is required to provide 146 parking spaces for residents (2 per each of the 73 units); thus, the Project will provide 146 parking spaces for residents.

The City of La Mesa Municipal Code also states that guest or visitor parking be provided at a rate of 0.4 spaces per dwelling unit. However, California Assembly Bill 2097 prohibits public agencies from imposing or enforcing a minimum automobile parking requirement for residential, commercial, and other developments if the parcel is located within a 1/2-mile walking distance of a major transit stop. The Project will provide 5 parking spaces for guests (reduced based on AB 2097). Transcript of AB 2097 can be found in **Attachment F**.

## VMT Analysis

The City of La Mesa has not yet adopted City of La Mesa-specific guidelines for VMT-based or LOS-based analyses. Therefore, consistent with other approved developments within the City of La Mesa, such as the Alvarado Specific Plan, the scope for the VMT analysis is based on the Governor's Office of Planning and Research (OPR) Technical Advisory. The OPR Technical Advisory provides recommendations and screening thresholds, VMT analysis methodologies, project VMT thresholds, and mitigation strategies.

Per the OPR Technical Advisory, certain projects (including residential, retail, and office projects) proposed within 1/2-mile of an existing major transit stop or an existing stop along a high-quality transit corridor is presumed to have a less-than-significant VMT impact. The Project is located within a 1/2-mile walking distance from the Amaya Trolley Station, and the walking route to the station is without discontinuity of sidewalk or obstructions. Therefore, in accordance with the OPR Technical Advisory, the Project is presumed to have a less-than-significant VMT impact and exempt from further VMT analysis.



## Conclusions and Key Findings

This section summarizes the conclusions and key findings of the previous sections in this letter. The following points summarize the findings of this letter:

- The Project is not projected to have an adverse effect on traffic operations within the study area and off-site improvements are not required.
- The Project is presumed to have a less-than-significant VMT impact.
- The project driveways do not meet the required stopping sight and corner sight distances. It is recommended that the project applicant install a W2-1 sign to indicate the presence of the project driveways.
- The Project does not include any features or elements that would change or impede access to nearby schools or transit facilities.
- The Project will meet parking requirements by providing 146 on-site parking spaces for residents and 5 on-site parking spaces for guests.
- The Project will have adequate internal circulation.

## Attachment A

### City of La Mesa Traffic Assessment Letter Requirements





## TRAFFIC DEVELOPMENT REVIEW - APPLICABILITY SHEET

PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION  
8130 Allison Avenue, La Mesa, CA 91942  
Phone: 619.667.1166 • Fax: 619.667.1380

### PROJECT DATA:

Owner's Name & Phone No: \_\_\_\_\_

Address: \_\_\_\_\_ Permit No: \_\_\_\_\_

Project: \_\_\_\_\_ Date Applied: \_\_\_\_\_

### PROJECT SITE (BRIEF DESCRIPTION OF WORK):

### TRAFFIC DEVELOPMENT REVIEW APPLICABILITY CHECKLIST

Complete Section 1 of the checklist to determine if your development meets the minimum requirement for a Traffic Development Review. *This form must be completed and submitted with your development project.*

#### **SECTION 1. MINIMUM REQUIREMENT FOR A TRAFFIC ASSESSMENT LETTER AND TRAFFIC DEVELOPMENT REVIEW:**

1. Is your project a single family residential development? YES ☐ NO ☐

If the answer to Section 1, Item 1 is "Yes", **STOP!** Do not continue to Section 2. Your project does not require a Traffic Assessment Letter or any further Traffic Development Review. If Section 1, item 1 answer is "No", go to Section 2.

#### **SECTION 2: DETERMINING THE REQUIREMENTS FOR TRAFFIC DEVELOPMENT REVIEW.**

Is or does your development;

2. Generates more than 500 ADT or 50 peak-hour trips? YES ☐ NO ☐  
3. Generates more than 100 ADT or 20 peak hour trips? YES ☐ NO ☐

If Section 2, item 2 answer is "Yes" a Traffic Impact Study will be required. Please contact the Public Works Department at 619-667-1166 to schedule a Traffic Development Scoping Meeting to discuss additional requirements and fees. If the answer is "No", proceed to item 3.

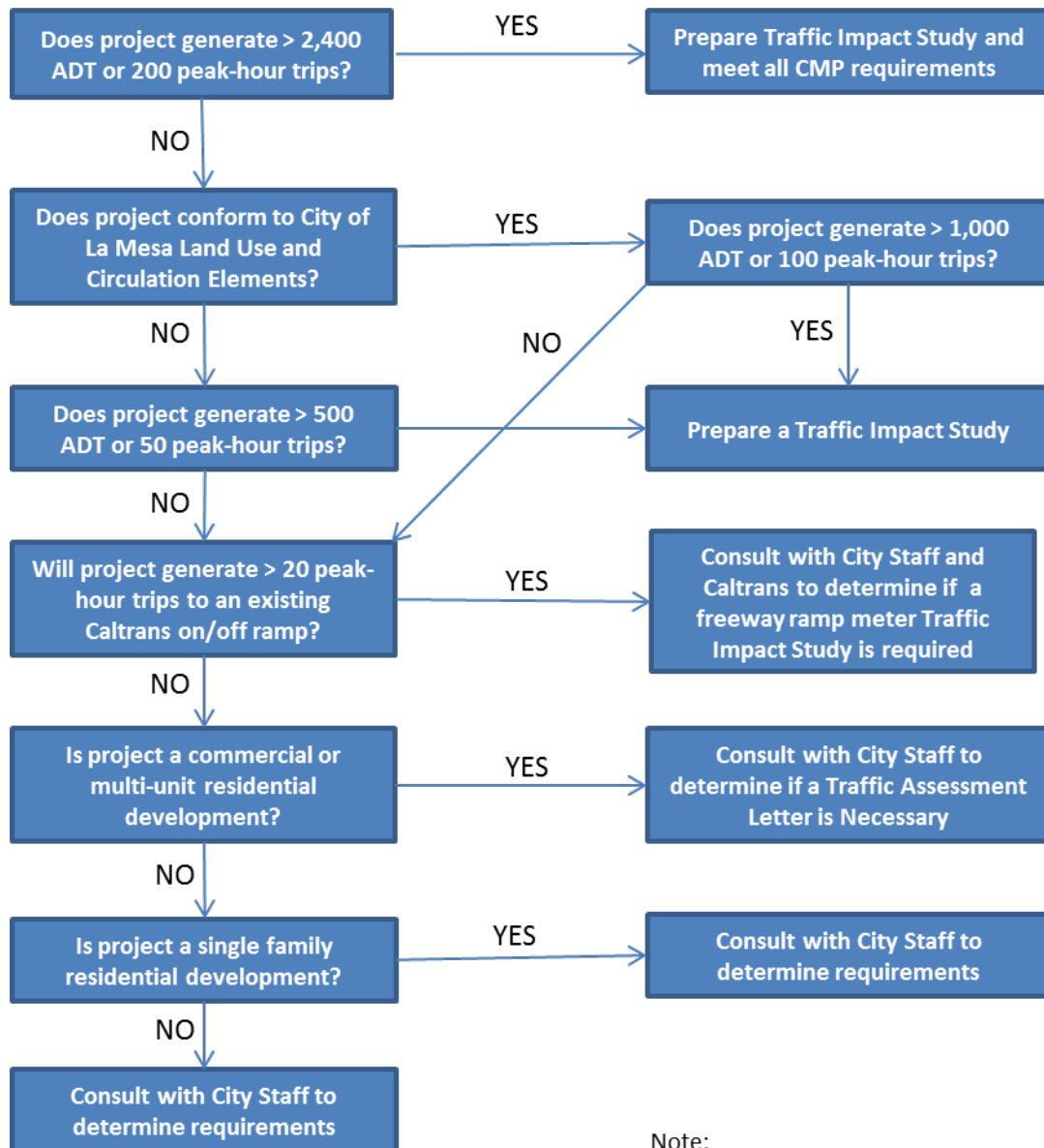
If Section 2, item 3 answer is "Yes" a Traffic Assessment Letter (TAL) will be required. Please contact the Public Works Department at 619-667-1166 to schedule a Traffic Development Scoping Meeting to discuss additional requirements and fees. If the answer is "No", **STOP!** Your project does not require a Traffic Assessment Letter or any further Traffic Development Review. Or Please contact the Public Works Department at 619-667-1166 to discuss your project?

Completed By: \_\_\_\_\_

\_\_\_\_\_  
Name, Address & Phone Number



**Department of Public Works  
Development Review Process for Traffic**



Note:  
Traffic Impact Studies shall be prepared in conformance with current SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region

## Purpose of a Traffic Assessment Letter

A Traffic Assessment Letter (TAL) is intended to provide an evaluation process of the impacts of small developments for City staff review. It allows developers to submit a streamlined analysis, prepared by a licensed Traffic Engineer, in lieu of a full Traffic Impact Study (TIS). The developer's authorized Traffic Engineer should always coordinate with City staff from the Department of Public Works Engineering Division prior to preparation of a TAL to determine if this document is acceptable or if a complete TIS is necessary. Upon review of the TAL by City staff, a TIS may still be required to address traffic impact issues.

## Objectives of TAL Requirements

When a traffic analysis indicates that the Level of Service (LOS) for a street reaches "D" or below, the City will determine if improvements or changes in operations are needed to maintain or improve the Level of Service. These guidelines are intended to supplement TIS manuals such as SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region, Caltrans' Draft Guide for the Preparation of Traffic Impact Studies, the City of San Diego's Traffic Impact Study Manual and other industry accepted traffic impact study guidelines. Special situations may call for variation from these requirements.

## Components of a TAL

1. Determine and document the existing traffic volumes and peak hour level-of-service with current site development for immediately adjacent intersection(s) and fronting roadway segment.
2. Determine projected trips generated by the proposed development based on SANDAG's Traffic Generators manual or, if no applicable rates are available, ITE's latest Trip Generation manual.
3. Determine and document the existing plus proposed traffic volumes and peak hour level-of-service for immediately adjacent intersection(s) and fronting roadway segment.
4. Evaluate the adequacy of visibility and access at all driveway access locations with public roadways based on sight distance criteria contained in the current edition of the American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets. This evaluation should include a review of applicable turning radii for the largest design vehicle expected to access the development on a regular basis.
5. Evaluate the impacts of the proposed development to on-street parking.
6. Evaluate the traffic impacts of the proposed development to adjacent school, transit or other public facilities.
7. Evaluate on-site circulation and parking adequacy, including a review of applicable turning radii for the largest design vehicle expected to access the development on a regular basis.

### Submittal of TAL

Each TAL submittal shall include the following:

1. A figure identifying the project location and a site plan if available.
2. Photographs of pertinent project locations, including study intersections and roadway segments, driveways and other evaluation items.
3. A cover letter containing the signature and professional stamp of the Licensed Traffic or Civil Engineer who prepared the TAL.
4. Two (2) copies of all necessary components of the TAL on 8<sup>1</sup>/<sub>2</sub>" x 11" sheets.

E:\0760 TraffEng\Dev. Traffic Review\Traffic Impact Requirements for Development 20160202.doc

## Attachment B

### Traffic Counts

City of La Mesa  
N/S: Driveway/Broadmoor Drive  
E/W: Jericho Road  
Weather: Clear

File Name : 01\_LMA\_DW\_Jer AM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 1

Groups Printed- Total Volume

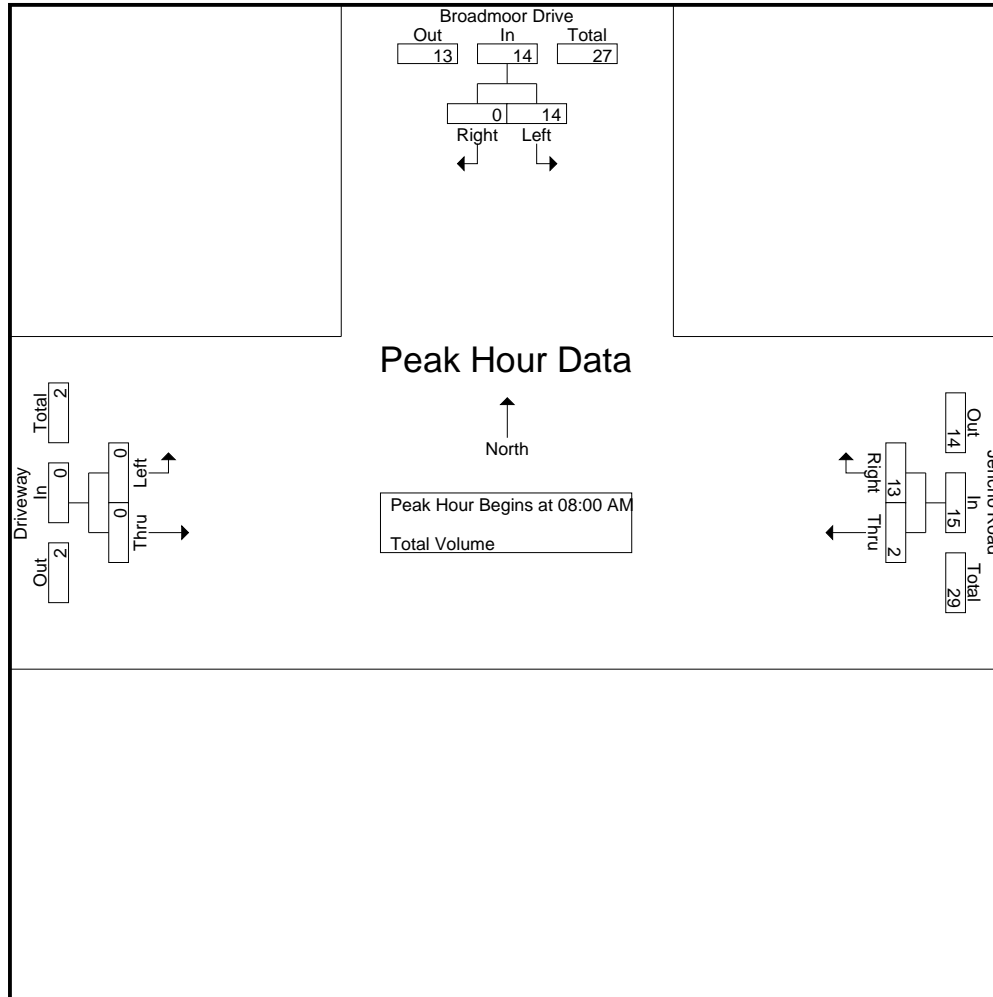
	Broadmoor Drive Southbound			Jericho Road Westbound			Driveway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	0	4	0	0	0	0	0	0	4
07:15 AM	1	0	1	0	2	2	0	0	0	3
07:30 AM	4	0	4	0	2	2	0	0	0	6
07:45 AM	4	0	4	0	1	1	0	0	0	5
Total	13	0	13	0	5	5	0	0	0	18
08:00 AM	1	0	1	0	6	6	0	0	0	7
08:15 AM	3	0	3	0	3	3	0	0	0	6
08:30 AM	4	0	4	0	3	3	0	0	0	7
08:45 AM	6	0	6	2	1	3	0	0	0	9
Total	14	0	14	2	13	15	0	0	0	29
Grand Total	27	0	27	2	18	20	0	0	0	47
Apprch %	100	0		10	90		0	0		
Total %	57.4	0	57.4	4.3	38.3	42.6	0	0	0	

	Broadmoor Drive Southbound			Jericho Road Westbound			Driveway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	1	0	1	0	6	6	0	0	0	7
08:15 AM	3	0	3	0	3	3	0	0	0	6
08:30 AM	4	0	4	0	3	3	0	0	0	7
08:45 AM	6	0	6	2	1	3	0	0	0	9
Total Volume	14	0	14	2	13	15	0	0	0	29
% App. Total	100	0		13.3	86.7		0	0		
PHF	.583	.000	.583	.250	.542	.625	.000	.000	.000	.806



City of La Mesa  
N/S: Driveway/Broadmoor Drive  
E/W: Jericho Road  
Weather: Clear

File Name : 01\_LMA\_DW\_Jer AM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			07:00 AM		
+0 mins.	1	0	1	0	<b>6</b>	<b>6</b>	0	0	0
+15 mins.	3	0	3	0	3	3	0	0	0
+30 mins.	4	0	4	0	3	3	0	0	0
+45 mins.	<b>6</b>	0	<b>6</b>	<b>2</b>	1	3	0	0	0
Total Volume	14	0	14	2	13	15	0	0	0
% App. Total	100	0		13.3	86.7		0	0	
PHF	.583	.000	.583	.250	.542	.625	.000	.000	.000

City of La Mesa  
N/S: Driveway/Broadmoor Drive  
E/W: Jericho Road  
Weather: Clear

File Name : 01\_LMA\_DW\_Jer PM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 1

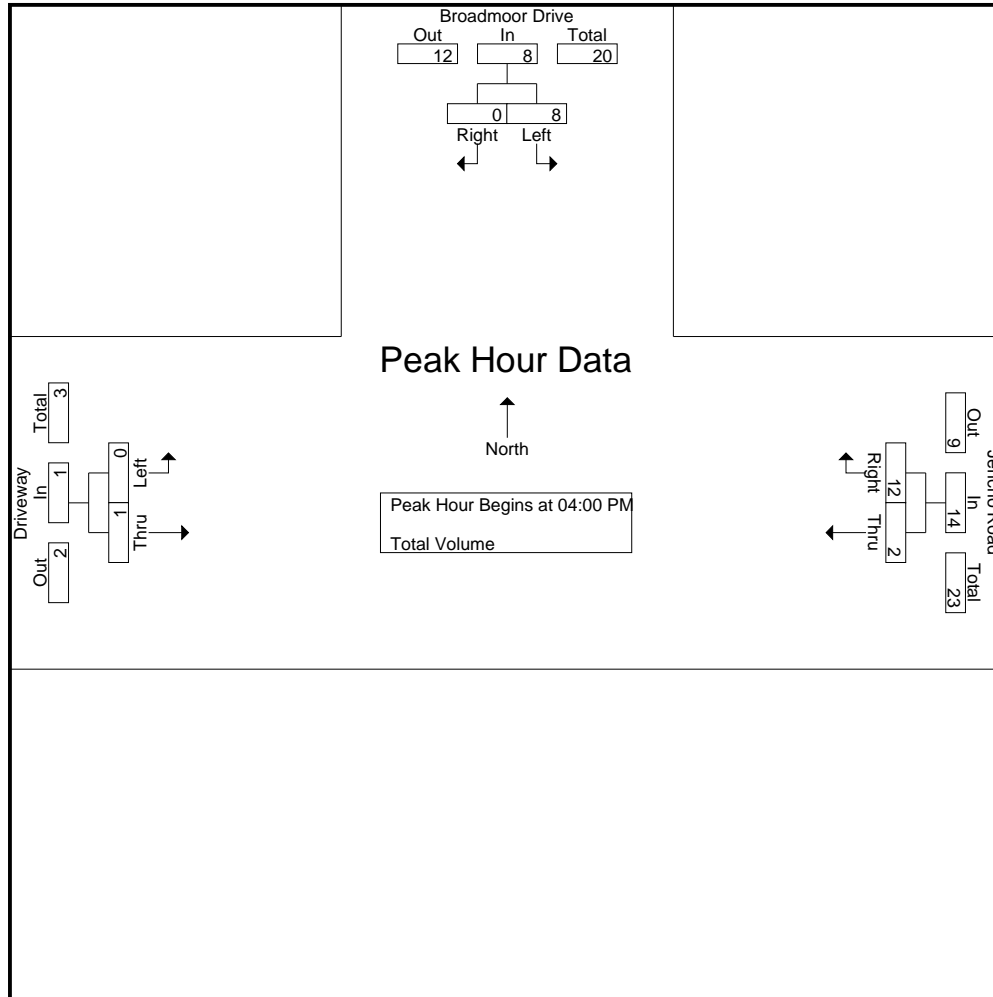
Groups Printed- Total Volume

	Broadmoor Drive Southbound			Jericho Road Westbound			Driveway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	3	0	3	1	1	2	0	0	0	5
04:15 PM	3	0	3	0	4	4	0	0	0	7
04:30 PM	1	0	1	1	2	3	0	1	1	5
04:45 PM	1	0	1	0	5	5	0	0	0	6
Total	8	0	8	2	12	14	0	1	1	23
05:00 PM	1	0	1	0	2	2	0	0	0	3
05:15 PM	4	0	4	0	1	1	0	0	0	5
05:30 PM	4	0	4	0	2	2	0	0	0	6
05:45 PM	5	0	5	0	3	3	0	0	0	8
Total	14	0	14	0	8	8	0	0	0	22
Grand Total	22	0	22	2	20	22	0	1	1	45
Apprch %	100	0		9.1	90.9		0	100		
Total %	48.9	0	48.9	4.4	44.4	48.9	0	2.2	2.2	

	Broadmoor Drive Southbound			Jericho Road Westbound			Driveway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	0	3	1	1	2	0	0	0	5
04:15 PM	3	0	3	0	4	4	0	0	0	7
04:30 PM	1	0	1	1	2	3	0	1	1	5
04:45 PM	1	0	1	0	5	5	0	0	0	6
Total Volume	8	0	8	2	12	14	0	1	1	23
% App. Total	100	0		14.3	85.7		0	100		
PHF	.667	.000	.667	.500	.600	.700	.000	.250	.250	.821

City of La Mesa  
N/S: Driveway/Broadmoor Drive  
E/W: Jericho Road  
Weather: Clear

File Name : 01\_LMA\_DW\_Jer PM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	0	1	1	1	2	0	0	0
+15 mins.	4	0	4	0	4	4	0	0	0
+30 mins.	4	0	4	1	2	3	0	1	1
+45 mins.	5	0	5	0	5	5	0	0	0
Total Volume	14	0	14	2	12	14	0	1	1
% App. Total	100	0		14.3	85.7		0	100	
PHF	.700	.000	.700	.500	.600	.700	.000	.250	.250

Location: La Mesa  
 N/S: Jericho Road  
 E/W: Driveway/Broadmoor Drive



Date: 4/18/2023  
 Day: Tuesday

PEDESTRIANS

	North Leg Jericho Road	East Leg Broadmoor Drive	South Leg Dead End	West Leg Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	1	1	2	4
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	1	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	2	3	7

	North Leg Jericho Road	East Leg Broadmoor Drive	South Leg Dead End	West Leg Driveway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	1	1	3
4:15 PM	0	0	1	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	1	1	1	3
5:00 PM	0	0	1	2	3
5:15 PM	0	0	1	1	2
5:30 PM	1	0	1	0	2
5:45 PM	0	0	1	1	2
TOTAL VOLUMES:	1	2	7	7	17

Location: La Mesa  
 N/S: Jericho Road  
 E/W: Driveway/Broadmoor Drive



Date: 4/18/2023  
 Day: Tuesday

# BICYCLES

	Southbound Jericho Road			Westbound Broadmoor Drive			Northbound Dead End			Eastbound Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

	Southbound Jericho Road			Westbound Broadmoor Drive			Northbound Dead End			Eastbound Driveway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of La Mesa  
N/S: Amaya Drive  
E/W: Jericho Road  
Weather: Clear

File Name : 02\_LMA\_Ama\_Jeri AM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 1

Groups Printed- Total Volume

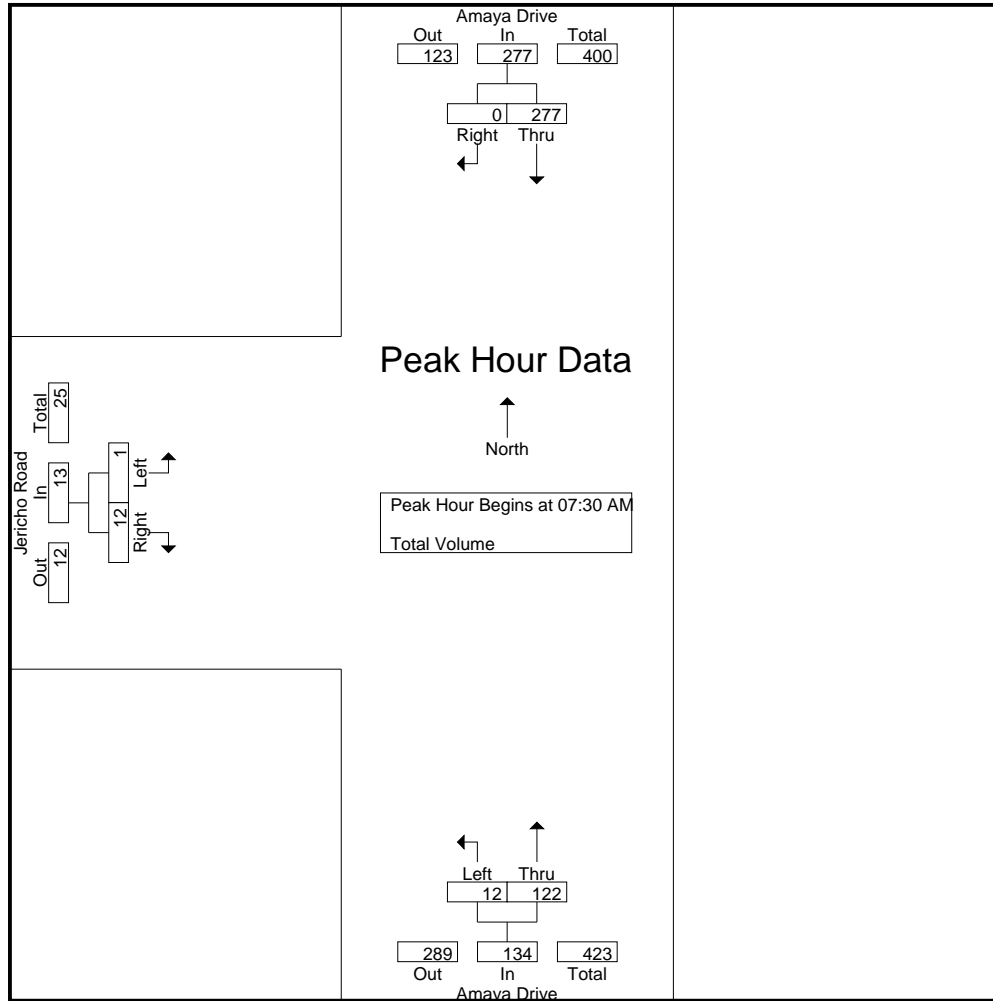
	Amaya Drive Southbound			Amaya Drive Northbound			Jericho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	48	1	49	0	17	17	0	4	4	70
07:15 AM	48	0	48	1	15	16	0	1	1	65
07:30 AM	75	0	75	2	26	28	0	4	4	107
07:45 AM	94	0	94	1	48	49	1	4	5	148
Total	265	1	266	4	106	110	1	13	14	390
08:00 AM	63	0	63	6	26	32	0	1	1	96
08:15 AM	45	0	45	3	22	25	0	3	3	73
08:30 AM	49	1	50	2	33	35	1	4	5	90
08:45 AM	41	1	42	4	30	34	0	5	5	81
Total	198	2	200	15	111	126	1	13	14	340
Grand Total	463	3	466	19	217	236	2	26	28	730
Apprch %	99.4	0.6		8.1	91.9		7.1	92.9		
Total %	63.4	0.4	63.8	2.6	29.7	32.3	0.3	3.6	3.8	

	Amaya Drive Southbound			Amaya Drive Northbound			Jericho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	75	0	75	2	26	28	0	4	4	107
07:45 AM	<b>94</b>	0	<b>94</b>	1	<b>48</b>	<b>49</b>	<b>1</b>	4	<b>5</b>	<b>148</b>
08:00 AM	63	0	63	6	26	32	0	1	1	96
08:15 AM	45	0	45	3	22	25	0	3	3	73
Total Volume	277	0	277	12	122	134	1	12	13	424
% App. Total	100	0		9	91		7.7	92.3		
PHF	.737	.000	.737	.500	.635	.684	.250	.750	.650	.716



City of La Mesa  
N/S: Amaya Drive  
E/W: Jericho Road  
Weather: Clear

File Name : 02\_LMA\_Ama\_Jeri AM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:00 AM		
+0 mins.	48	0	48	1	48	49	0	4	4
+15 mins.	75	0	75	6	26	32	0	1	1
+30 mins.	94	0	94	3	22	25	0	4	4
+45 mins.	63	0	63	2	33	35	1	4	5
Total Volume	280	0	280	12	129	141	1	13	14
% App. Total	100	0		8.5	91.5		7.1	92.9	
PHF	.745	.000	.745	.500	.672	.719	.250	.813	.700

City of La Mesa  
N/S: Amaya Drive  
E/W: Jericho Road  
Weather: Clear

File Name : 02\_LMA\_Ama\_Jeri PM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 1

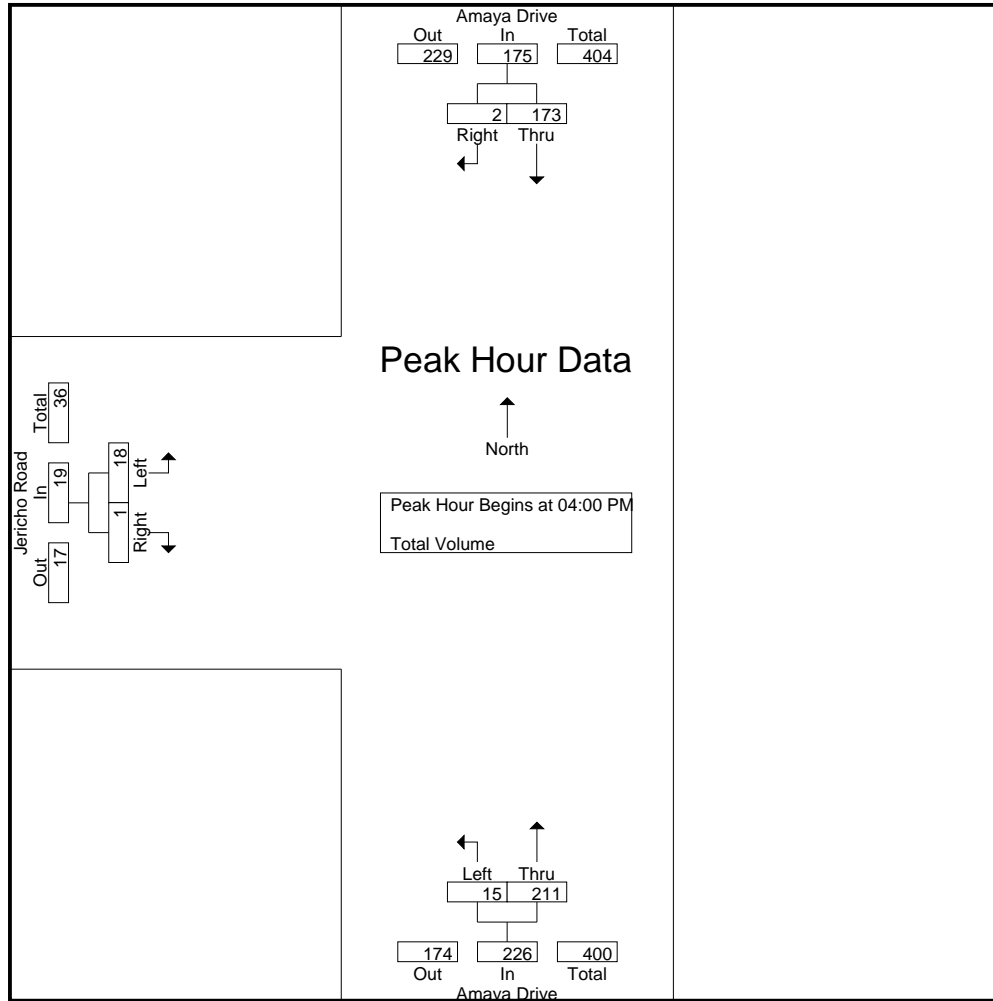
Groups Printed- Total Volume

	Amaya Drive Southbound			Amaya Drive Northbound			Jericho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	40	1	41	4	75	79	7	1	8	128
04:15 PM	47	0	47	3	48	51	3	0	3	101
04:30 PM	43	0	43	4	50	54	3	0	3	100
04:45 PM	43	1	44	4	38	42	5	0	5	91
Total	173	2	175	15	211	226	18	1	19	420
05:00 PM	59	0	59	3	45	48	2	0	2	109
05:15 PM	41	1	42	2	52	54	4	0	4	100
05:30 PM	40	0	40	5	52	57	2	0	2	99
05:45 PM	29	0	29	2	48	50	4	0	4	83
Total	169	1	170	12	197	209	12	0	12	391
Grand Total	342	3	345	27	408	435	30	1	31	811
Apprch %	99.1	0.9		6.2	93.8		96.8	3.2		
Total %	42.2	0.4	42.5	3.3	50.3	53.6	3.7	0.1	3.8	

	Amaya Drive Southbound			Amaya Drive Northbound			Jericho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	40	1	41	4	75	79	7	1	8	128
04:15 PM	47	0	47	3	48	51	3	0	3	101
04:30 PM	43	0	43	4	50	54	3	0	3	100
04:45 PM	43	1	44	4	38	42	5	0	5	91
Total Volume	173	2	175	15	211	226	18	1	19	420
% App. Total	98.9	1.1		6.6	93.4		94.7	5.3		
PHF	.920	.500	.931	.938	.703	.715	.643	.250	.594	.820

City of La Mesa  
N/S: Amaya Drive  
E/W: Jericho Road  
Weather: Clear

File Name : 02\_LMA\_Ama\_Jeri PM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:00 PM		
+0 mins.	47	0	47	4	75	79	7	1	8
+15 mins.	43	0	43	3	48	51	3	0	3
+30 mins.	43	1	44	4	50	54	3	0	3
+45 mins.	59	0	59	4	38	42	5	0	5
Total Volume	192	1	193	15	211	226	18	1	19
% App. Total	99.5	0.5		6.6	93.4		94.7	5.3	
PHF	.814	.250	.818	.938	.703	.715	.643	.250	.594

Location: La Mesa  
 N/S: Amaya Drive  
 E/W: Jericho Road



Date: 4/18/2023  
 Day: Tuesday

**PEDESTRIANS**

	North Leg Amaya Drive	East Leg Dead End	South Leg Amaya Drive	West Leg Jericho Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	2	1	3
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	1	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	3	6

	North Leg Amaya Drive	East Leg Dead End	South Leg Amaya Drive	West Leg Jericho Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	3	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	4	4
5:45 PM	0	0	1	2	3
TOTAL VOLUMES:	0	0	2	13	15

Location: La Mesa  
 N/S: Amaya Drive  
 E/W: Jericho Road



Date: 4/18/2023  
 Day: Tuesday

BICYCLES

	Southbound Amaya Drive			Westbound Dead End			Northbound Amaya Drive			Eastbound Jericho Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	1	3

	Southbound Amaya Drive			Westbound Dead End			Northbound Amaya Drive			Eastbound Jericho Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
TOTAL VOLUMES:	0	2	0	0	0	0	0	3	0	0	0	0	5



City of La Mesa  
N/S: Water Street  
E/W: Amaya Drive  
Weather: Clear

File Name : 03\_LMA\_Wat\_Ama AM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 1

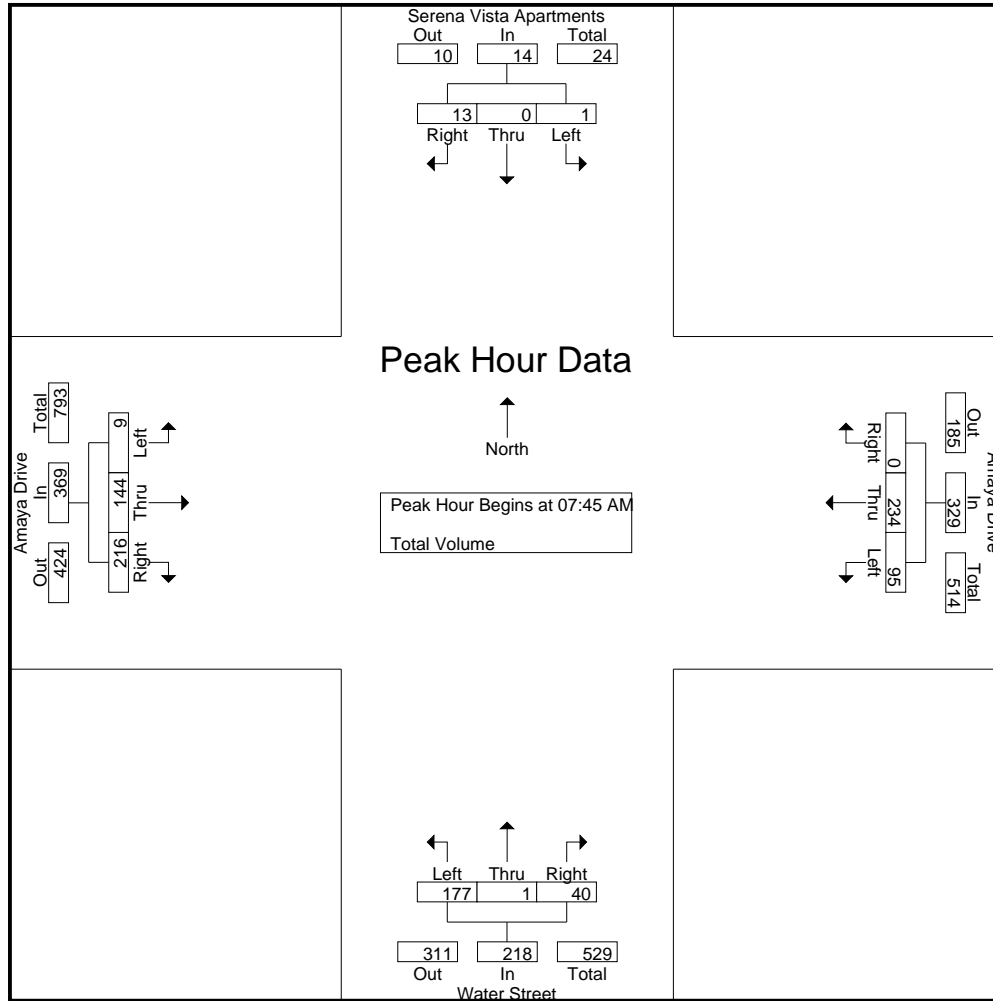
Groups Printed- Total Volume

	Serena Vista Apartments Southbound				Amaya Drive Westbound				Water Street Northbound				Amaya Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	7	8	5	43	1	49	21	0	1	22	0	23	8	31	110
07:15 AM	0	3	10	13	14	48	0	62	19	0	3	22	0	18	16	34	131
07:30 AM	0	0	1	1	13	55	0	68	34	0	6	40	0	23	20	43	152
07:45 AM	0	0	3	3	20	75	0	95	46	0	10	56	3	48	36	87	241
Total	1	3	21	25	52	221	1	274	120	0	20	140	3	112	80	195	634
08:00 AM	0	0	2	2	31	59	0	90	28	1	6	35	1	41	64	106	233
08:15 AM	1	0	4	5	25	50	0	75	56	0	16	72	4	23	88	115	267
08:30 AM	0	0	4	4	19	50	0	69	47	0	8	55	1	32	28	61	189
08:45 AM	0	0	3	3	19	30	0	49	45	0	10	55	2	22	44	68	175
Total	1	0	13	14	94	189	0	283	176	1	40	217	8	118	224	350	864
Grand Total	2	3	34	39	146	410	1	557	296	1	60	357	11	230	304	545	1498
Apprch %	5.1	7.7	87.2		26.2	73.6	0.2		82.9	0.3	16.8		2	42.2	55.8		
Total %	0.1	0.2	2.3	2.6	9.7	27.4	0.1	37.2	19.8	0.1	4	23.8	0.7	15.4	20.3	36.4	

	Serena Vista Apartments Southbound				Amaya Drive Westbound				Water Street Northbound				Amaya Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	3	3	20	<b>75</b>	0	<b>95</b>	46	0	10	56	3	<b>48</b>	36	87	241
08:00 AM	0	0	2	2	<b>31</b>	59	0	90	28	<b>1</b>	6	35	1	41	64	106	233
08:15 AM	<b>1</b>	0	<b>4</b>	<b>5</b>	25	50	0	75	<b>56</b>	0	<b>16</b>	<b>72</b>	<b>4</b>	23	<b>88</b>	<b>115</b>	<b>267</b>
08:30 AM	0	0	4	4	19	50	0	69	47	0	8	55	1	32	28	61	189
Total Volume	1	0	13	14	95	234	0	329	177	1	40	218	9	144	216	369	930
% App. Total	7.1	0	92.9		28.9	71.1	0		81.2	0.5	18.3		2.4	39	58.5		
PHF	.250	.000	.813	.700	.766	.780	.000	.866	.790	.250	.625	.757	.563	.750	.614	.802	.871

City of La Mesa  
N/S: Water Street  
E/W: Amaya Drive  
Weather: Clear

File Name : 03\_LMA\_Wat\_Ama AM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	0	7	8	20	<b>75</b>	0	<b>95</b>	46	0	10	56	3	<b>48</b>	36	87
+15 mins.	0	<b>3</b>	<b>10</b>	<b>13</b>	<b>31</b>	59	0	90	28	<b>1</b>	6	35	1	41	64	106
+30 mins.	0	0	1	1	25	50	0	75	<b>56</b>	0	<b>16</b>	<b>72</b>	<b>4</b>	23	<b>88</b>	<b>115</b>
+45 mins.	0	0	3	3	19	50	0	69	47	0	8	55	1	32	28	61
Total Volume	1	3	21	25	95	234	0	329	177	1	40	218	9	144	216	369
% App. Total	4	12	84		28.9	71.1	0		81.2	0.5	18.3		2.4	39	58.5	
PHF	.250	.250	.525	.481	.766	.780	.000	.866	.790	.250	.625	.757	.563	.750	.614	.802

City of La Mesa  
N/S: Water Street  
E/W: Amaya Drive  
Weather: Clear

File Name : 03\_LMA\_Wat\_Ama PM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 1

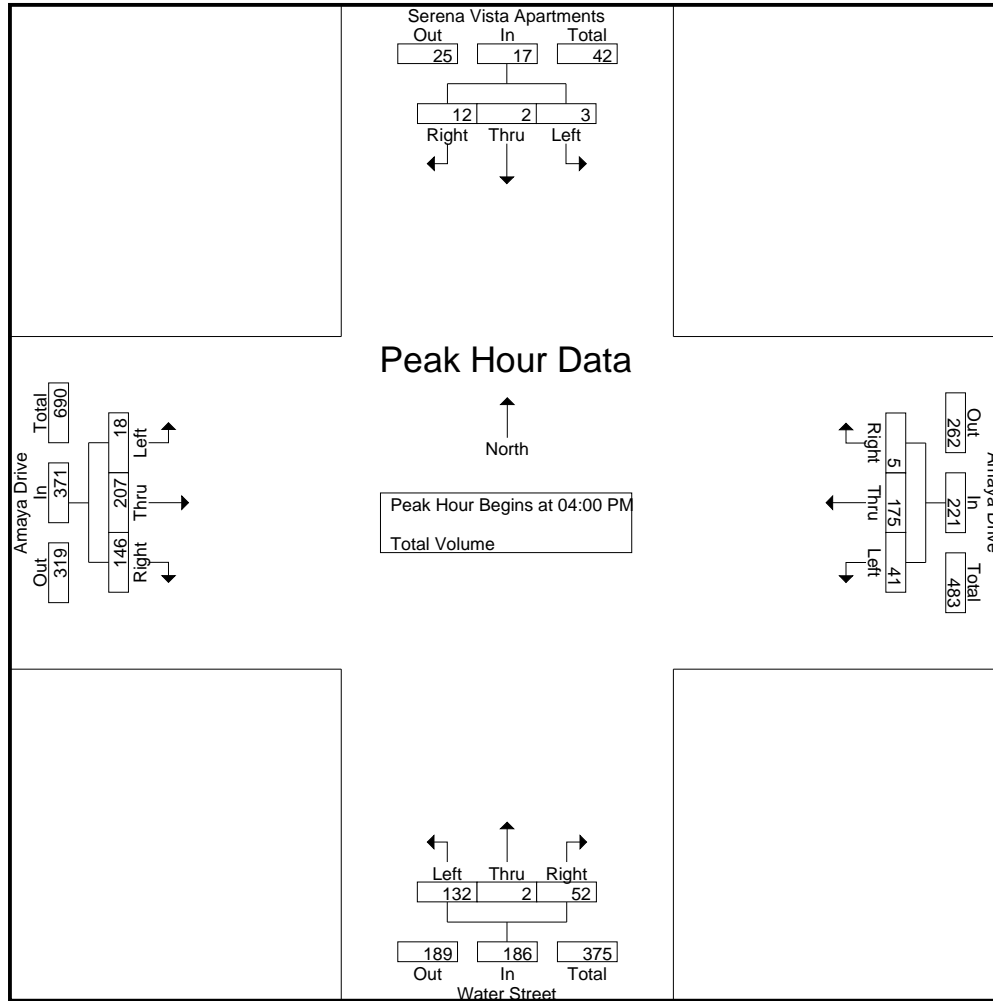
Groups Printed- Total Volume

	Serena Vista Apartments Southbound				Amaya Drive Westbound				Water Street Northbound				Amaya Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	2	3	8	45	0	53	46	2	22	70	2	64	43	109	235
04:15 PM	1	1	3	5	12	41	1	54	20	0	8	28	7	52	36	95	182
04:30 PM	1	0	3	4	12	45	1	58	25	0	9	34	4	54	31	89	185
04:45 PM	1	0	4	5	9	44	3	56	41	0	13	54	5	37	36	78	193
Total	3	2	12	17	41	175	5	221	132	2	52	186	18	207	146	371	795
05:00 PM	0	0	1	1	14	54	1	69	31	0	3	34	5	54	40	99	203
05:15 PM	0	1	4	5	13	39	0	52	31	1	15	47	5	47	37	89	193
05:30 PM	0	0	3	3	14	32	1	47	33	1	15	49	1	54	45	100	199
05:45 PM	0	0	3	3	8	33	1	42	22	1	12	35	3	51	38	92	172
Total	0	1	11	12	49	158	3	210	117	3	45	165	14	206	160	380	767
Grand Total	3	3	23	29	90	333	8	431	249	5	97	351	32	413	306	751	1562
Apprch %	10.3	10.3	79.3		20.9	77.3	1.9		70.9	1.4	27.6		4.3	55	40.7		
Total %	0.2	0.2	1.5	1.9	5.8	21.3	0.5	27.6	15.9	0.3	6.2	22.5	2	26.4	19.6	48.1	

	Serena Vista Apartments Southbound				Amaya Drive Westbound				Water Street Northbound				Amaya Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	2	3	8	45	0	53	46	2	22	70	2	64	43	109	235
04:15 PM	1	1	3	5	12	41	1	54	20	0	8	28	7	52	36	95	182
04:30 PM	1	0	3	4	12	45	1	58	25	0	9	34	4	54	31	89	185
04:45 PM	1	0	4	5	9	44	3	56	41	0	13	54	5	37	36	78	193
Total Volume	3	2	12	17	41	175	5	221	132	2	52	186	18	207	146	371	795
% App. Total	17.6	11.8	70.6		18.6	79.2	2.3		71	1.1	28		4.9	55.8	39.4		
PHF	.750	.500	.750	.850	.854	.972	.417	.953	.717	.250	.591	.664	.643	.809	.849	.851	.846

City of La Mesa  
N/S: Water Street  
E/W: Amaya Drive  
Weather: Clear

File Name : 03\_LMA\_Wat\_Ama PM  
Site Code : 22923314  
Start Date : 4/18/2023  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	0	1	2	3	12	41	1	54	<b>46</b>	<b>2</b>	<b>22</b>	<b>70</b>	<b>5</b>	<b>54</b>	40	99
+15 mins.	<b>1</b>	1	3	<b>5</b>	12	45	1	58	20	0	8	28	5	47	37	89
+30 mins.	1	0	3	4	9	44	<b>3</b>	56	25	0	9	34	1	54	<b>45</b>	<b>100</b>
+45 mins.	1	0	<b>4</b>	5	<b>14</b>	<b>54</b>	1	<b>69</b>	41	0	13	54	3	51	38	92
Total Volume	3	2	12	17	47	184	6	237	132	2	52	186	14	206	160	380
% App. Total	17.6	11.8	70.6		19.8	77.6	2.5		71	1.1	28		3.7	54.2	42.1	
PHF	.750	.500	.750	.850	.839	.852	.500	.859	.717	.250	.591	.664	.700	.954	.889	.950

Location: La Mesa  
 N/S: Water Street  
 E/W: Amaya Drive



Date: 4/18/2023  
 Day: Tuesday

PEDESTRIANS

	North Leg Serena Vista Apts DW Pedestrians	East Leg Broadmoor Drive Pedestrians	South Leg Water Street Pedestrians	West Leg Amaya Drive Pedestrians	
7:00 AM	6	1	4	0	11
7:15 AM	3	2	2	0	7
7:30 AM	4	0	3	2	9
7:45 AM	4	3	1	0	8
8:00 AM	4	4	2	0	10
8:15 AM	4	0	2	0	6
8:30 AM	4	0	0	0	4
8:45 AM	1	1	3	2	7
TOTAL VOLUMES:	30	11	17	4	62

	North Leg Serena Vista Apts DW Pedestrians	East Leg Broadmoor Drive Pedestrians	South Leg Water Street Pedestrians	West Leg Amaya Drive Pedestrians	
4:00 PM	2	2	1	0	5
4:15 PM	5	2	4	0	11
4:30 PM	3	4	2	2	11
4:45 PM	2	3	3	0	8
5:00 PM	4	5	1	0	10
5:15 PM	1	0	2	0	3
5:30 PM	1	2	0	0	3
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	19	19	13	2	53



Location: La Mesa  
 N/S: Water Street  
 E/W: Amaya Drive



Date: 4/18/2023  
 Day: Tuesday

BICYCLES

	Southbound Serena Vista Apts DW			Westbound Broadmoor Drive			Northbound Water Street			Eastbound Amaya Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	3
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	2	3	0	2	0	0	0	4	0	11

	Southbound Serena Vista Apts DW			Westbound Broadmoor Drive			Northbound Water Street			Eastbound Amaya Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	2	0	2	0	2	0	0	3	9

# Counts Unlimited, Inc.

City of La Mesa  
Amaya Drive  
B/ Jericho Road - Kathy Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LMA003  
Site Code: 229-23314

Start Time	4/18/23 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	22			4	38				
12:15		7	29			3	33				
12:30		2	34			2	40				
12:45		3	44	15	129	5	42	14	153	29	282
01:00		2	53			1	36				
01:15		1	53			1	43				
01:30		3	33			0	35				
01:45		2	31	8	170	1	48	3	162	11	332
02:00		3	34			0	38				
02:15		1	43			1	46				
02:30		4	39			2	47				
02:45		3	45	11	161	0	76	3	207	14	368
03:00		1	48			0	43				
03:15		5	46			0	39				
03:30		3	60			0	58				
03:45		0	50	9	204	1	65	1	205	10	409
04:00		4	41			1	79				
04:15		7	47			1	51				
04:30		6	43			1	54				
04:45		4	43	21	174	1	42	4	226	25	400
05:00		13	59			1	48				
05:15		10	41			2	54				
05:30		20	40			7	57				
05:45		27	29	70	169	2	50	12	209	82	378
06:00		15	26			14	41				
06:15		25	24			9	50				
06:30		23	30			17	37				
06:45		45	35	108	115	15	39	55	167	163	282
07:00		52	35			17	49				
07:15		49	32			16	31				
07:30		79	42			28	32				
07:45		98	39	278	148	49	31	110	143	388	291
08:00		64	40			32	34				
08:15		48	25			25	22				
08:30		53	15			35	25				
08:45		46	24	211	104	34	13	126	94	337	198
09:00		35	16			20	25				
09:15		42	23			23	19				
09:30		50	9			34	14				
09:45		44	13	171	61	32	18	109	76	280	137
10:00		45	11			26	9				
10:15		35	10			27	9				
10:30		39	13			31	7				
10:45		38	10	157	44	40	12	124	37	281	81
11:00		39	8			23	10				
11:15		31	5			29	5				
11:30		31	8			40	8				
11:45		22	6	123	27	36	6	128	29	251	56
Total		1182	1506	1182	1506	689	1708	689	1708	1871	3214
Combined Total		2688		2688		2397		2397		5085	
AM Peak	-	07:15	-	-	-	07:45	-	-	-	-	-
Vol.	-	290	-	-	-	141	-	-	-	-	-
P.H.F.		0.740				0.719					
PM Peak	-	-	03:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	204	-	-	-	253	-	-	-	-
P.H.F.			0.850				0.801				
Percentage		44.0%	56.0%			28.7%	71.3%				
ADT/AADT		ADT 5,085	AADT 5,085								

# Counts Unlimited, Inc.

City of La Mesa  
Amaya Drive  
B/ Water Street - Jericho Road  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LMA002  
Site Code: 229-23314

Start Time	4/18/23 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	44			2	38				
12:15		3	38			7	31				
12:30		3	51			3	47				
12:45		6	50	15	183	3	52	15	168	30	351
01:00		1	46			2	60				
01:15		1	46			1	58				
01:30		0	37			3	44				
01:45		1	57	3	186	2	35	8	197	11	383
02:00		0	43			3	40				
02:15		1	56			2	44				
02:30		2	57			4	46				
02:45		0	83	3	239	3	54	12	184	15	423
03:00		0	51			1	62				
03:15		0	48			6	53				
03:30		0	69			4	73				
03:45		1	76	1	244	0	59	11	247	12	491
04:00		1	86			4	53				
04:15		2	61			8	54				
04:30		1	64			7	58				
04:45		1	51	5	262	5	56	24	221	29	483
05:00		1	57			14	69				
05:15		2	62			15	52				
05:30		7	69			26	47				
05:45		3	63	13	251	29	42	84	210	97	461
06:00		16	47			18	32				
06:15		8	59			28	28				
06:30		19	46			26	36				
06:45		18	45	61	197	53	35	125	131	186	328
07:00		25	56			49	48				
07:15		21	34			62	35				
07:30		29	51			68	44				
07:45		58	28	133	169	95	38	274	165	407	334
08:00		47	42			90	44				
08:15		40	22			75	25				
08:30		40	25			69	17				
08:45		32	20	159	109	49	30	283	116	442	225
09:00		40	29			59	20				
09:15		38	25			61	27				
09:30		26	19			40	14				
09:45		28	22	132	95	47	14	207	75	339	170
10:00		44	10			44	13				
10:15		33	13			35	12				
10:30		37	6			44	14				
10:45		36	13	150	42	40	10	163	49	313	91
11:00		36	10			34	8				
11:15		38	5			47	5				
11:30		36	10			45	9				
11:45		46	9	156	34	41	7	167	29	323	63
Total		831	2011	831	2011	1373	1792	1373	1792	2204	3803
Combined Total		2842		2842		3165		3165		6007	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	185	-	-	-	329	-	-	-	-	-
P.H.F.		0.797				0.866					
PM Peak	-	-	03:30	-	-	-	03:00	-	-	-	-
Vol.	-	-	292	-	-	-	247	-	-	-	-
P.H.F.			0.849				0.846				
Percentage		29.2%	70.8%			43.4%	56.6%				
ADT/AADT		ADT 6,007	AADT 6,007								

# Counts Unlimited, Inc.

City of La Mesa  
Jericho Road  
B/ Broadmoor Drive - Amaya Drive  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LMA001  
Site Code: 229-23314

Start Time	4/18/23 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	3			0	1				
12:15		0	4			0	2				
12:30		0	5			0	3				
12:45		0	1	1	13	0	3	0	9	1	22
01:00		0	4			1	4				
01:15		0	3			0	2				
01:30		0	2			0	4				
01:45		0	4	0	13	0	3	1	13	1	26
02:00		0	1			1	3				
02:15		0	4			0	3				
02:30		1	2			0	1				
02:45		0	5	1	12	0	1	1	8	2	20
03:00		0	2			0	1				
03:15		0	1			1	4				
03:30		0	2			1	4				
03:45		0	3	0	8	0	5	2	14	2	22
04:00		0	3			0	7				
04:15		1	2			1	2				
04:30		0	4			1	3				
04:45		0	4	1	13	0	5	2	17	3	30
05:00		0	3			1	1				
05:15		0	3			1	4				
05:30		0	5			3	2				
05:45		0	3	0	14	0	4	5	11	5	25
06:00		0	3			2	3				
06:15		0	3			6	3				
06:30		0	4			1	2				
06:45		0	8	0	18	3	3	12	11	12	29
07:00		0	4			4	3				
07:15		2	3			1	0				
07:30		2	2			4	0				
07:45		1	4	5	13	4	0	13	3	18	16
08:00		6	2			1	2				
08:15		3	0			3	1				
08:30		3	1			4	0				
08:45		1	0	13	3	6	1	14	4	27	7
09:00		2	1			0	1				
09:15		4	2			5	0				
09:30		2	1			4	2				
09:45		3	1	11	5	1	0	10	3	21	8
10:00		4	2			3	0				
10:15		0	0			2	0				
10:30		0	0			5	0				
10:45		3	1	7	3	2	0	12	0	19	3
11:00		1	1			2	0				
11:15		2	1			1	0				
11:30		5	1			5	0				
11:45		2	0	10	3	2	0	10	0	20	3
Total		49	118	49	118	82	93	82	93	131	211
Combined Total		167		167		175		175		342	
AM Peak	-	07:45	-	-	-	08:30	-	-	-	-	-
Vol.	-	13	-	-	-	15	-	-	-	-	-
P.H.F.		0.542				0.625					
PM Peak	-	-	06:15	-	-	-	03:15	-	-	-	-
Vol.	-	-	19	-	-	-	20	-	-	-	-
P.H.F.			0.594				0.714				
Percentage		29.3%	70.7%			46.9%	53.1%				
ADT/AADT		ADT 342		AADT 342							

## Attachment C

### Excerpt of ITE Guidelines



## 7.0 ROADWAY

It is recommended that consideration be given to preparation of a local transportation analysis (LTA) for all land development and transportation projects. This section describes the recommended methodology for analysis of local roadway conditions.

The purpose of the roadway analysis portion of an LTA is to forecast, describe, and analyze how a development will affect existing and future circulation infrastructure for users of the roadway system, including vehicles, bicycles, pedestrians, and transit. The LTA assists transportation engineers and planners in both the development community and public agencies when making land use, mobility infrastructure, and other development decisions. An LTA quantifies the expected changes in transportation conditions and translates these changes into transportation system effects in the vicinity of a project.

The roadway transportation analysis included in an LTA is separate from the transportation impact analysis conducted as part of the environmental (CEQA) project review process, as described in Part I. The purpose of the roadway transportation analysis is to ensure that all projects provide a fair share of roadway infrastructure improvements in order to accommodate their multimodal transportation demands.

The following guidelines were prepared to assist local agencies throughout the San Diego Region in promoting consistency and uniformity in local transportation studies. These guidelines do not establish a legal standard for these functions but are intended to supplement any individual manuals or level of service objectives for the various jurisdictions. These guidelines attempt to consolidate regional efforts to identify when an LTA is needed, what professional procedures should be followed, and what constitutes a significant traffic effect that should be dealt with.

The instructions outlined in these guidelines are subject to update as future conditions and experience become available. Special situations may call for variation from these guidelines. It is recommended that consultants who prepare an LTA submit a scoping letter (methodology memo) for review by the lead agency to verify the application of these guidelines and to identify any analysis needed to address special circumstances. The scoping letter in this context is used for transportation analysis only and is not related to a formal scoping process that occurs with preparation of a CEQA study. Caltrans and lead agencies should agree on the specific methods used in local transportation analysis studies involving any State Route facilities, including metered and unmetered freeway ramps.

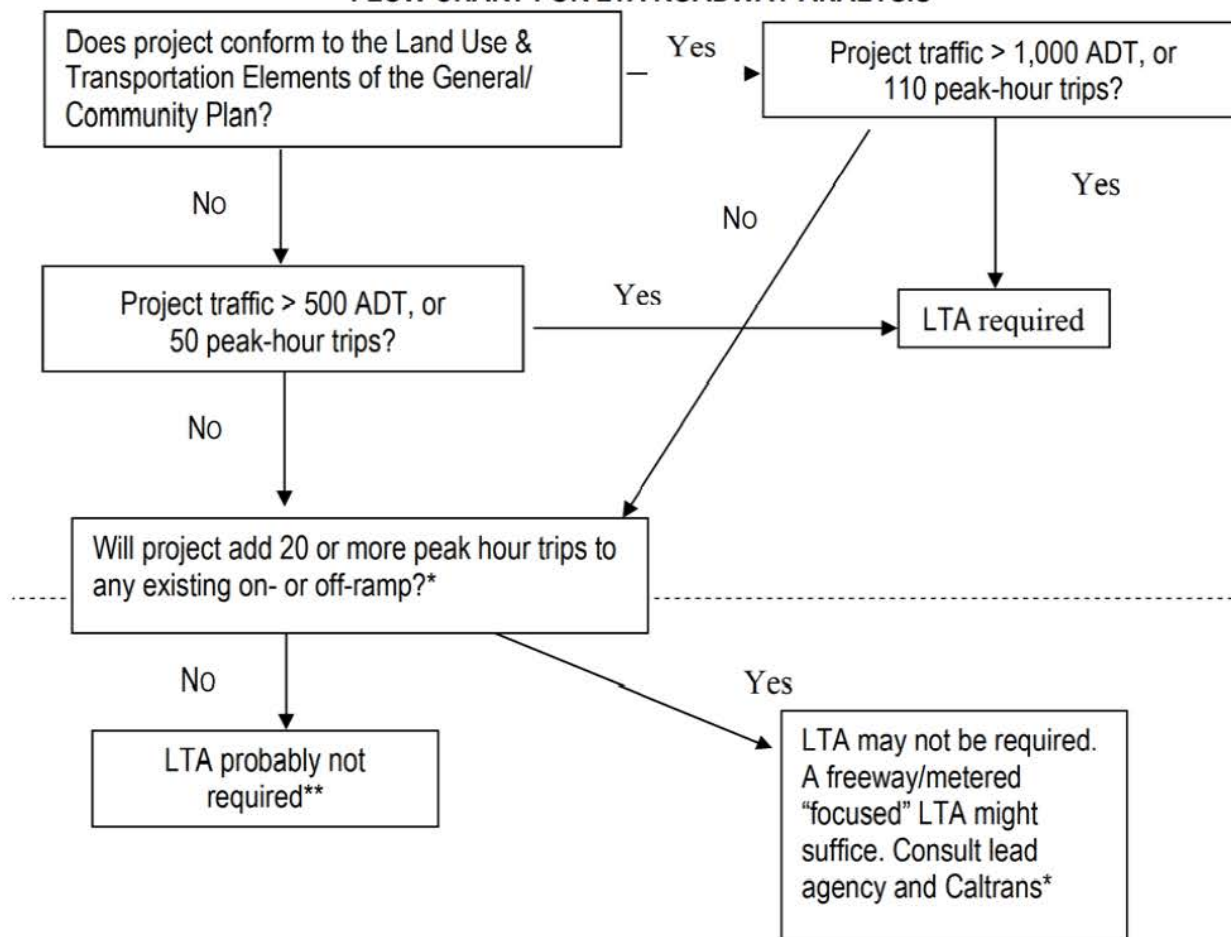
### NEED FOR A STUDY

Figure 7-1 shows the flow chart for determination of when a roadway analysis should be conducted. A roadway analysis should be prepared for all projects which generate traffic greater than 1,000 total average daily driveway trips (ADT) or 100 peak-hour trips. If a proposed project is not in conformance with the land use and/or transportation element of the general or community plan, use threshold rates of 500 ADT or 50 peak-hour trips.

Early consultation with any affected jurisdictions is strongly encouraged since a “focused” or “abbreviated” roadway analysis may still be required – even if the above threshold rates are not met. An understanding of the level of detail and the assumptions required for the analysis should be reached. A pre-submittal in-person conference may not be required. However, the applicant should prepare a scoping letter for the agency’s review and approval prior to preparation of the analysis.

Figure 7-1

**FLOW CHART FOR LTA ROADWAY ANALYSIS**



\* Check with Caltrans for current ramp metering rates. (See Attachment B – Ramp Metering Analysis)

\*\* However, for health and safety reasons, and/or local and residential street issues, an “abbreviated” or “focused” LTA may still be requested by a local agency. (For example, this may include traffic backed up beyond an off-ramp’s storage capacity or may include diverted traffic through an existing neighborhood.)




## Attachment D

### Existing Conditions

### LOS Calculation Worksheets




HCM 6th TWSC  
1: Jericho Road/Broadmoor Drive & Project Driveway

Existing Conditions  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	13	14	0
Future Vol, veh/h	0	0	2	13	14	0
Conflicting Peds, #/hr	0	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	63	63	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3	21	24	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	51	25	24	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	958	1051	1591	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1050	1591	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1591	-	-	-	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	7.3	0	0	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC  
2: Amaya Drive & Jericho Road

Existing Conditions  
AM Peak Hour







Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	122	277	0	1	12
Future Vol, veh/h	12	122	277	0	1	12
Conflicting Peds, #/hr	1	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	74	74	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	179	374	0	2	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	375	0	-	0	591	376
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1183	-	-	-	470	670
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1182	-	-	-	461	669
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	819	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		10.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1182	-	-	-	647	
HCM Lane V/C Ratio	0.015	-	-	-	0.031	
HCM Control Delay (s)	8.1	0	-	-	10.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	



HCM 6th AWSC  
3: Water Street & Amaya Drive

Existing Conditions  
AM Peak Hour

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	144	216	95	234	0	177	1	40	1	0	13
Future Vol, veh/h	9	144	216	95	234	0	177	1	40	1	0	13
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.76	0.76	0.76	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	180	270	109	269	0	233	1	53	1	0	19
Number of Lanes	0	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11.7	13.2	14.5	9.4
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	81%	6%	0%	100%	0%	7%
Vol Thru, %	0%	94%	0%	0%	100%	0%
Vol Right, %	18%	0%	100%	0%	0%	93%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	218	153	216	95	234	14
LT Vol	177	9	0	95	0	1
Through Vol	1	144	0	0	234	0
RT Vol	40	0	216	0	0	13
Lane Flow Rate	287	191	270	109	269	20
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.479	0.324	0.402	0.201	0.458	0.034
Departure Headway (Hd)	6.015	6.106	5.365	6.637	6.128	6.127
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	599	587	670	541	586	581
Service Time	4.061	3.855	3.113	4.386	3.878	4.204
HCM Lane V/C Ratio	0.479	0.325	0.403	0.201	0.459	0.034
HCM Control Delay	14.5	11.8	11.7	11.1	14	9.4
HCM Lane LOS	B	B	B	B	B	A
HCM 95th-tile Q	2.6	1.4	1.9	0.7	2.4	0.1

HCM 6th TWSC  
1: Jericho Road/Broadmoor Drive & Project Driveway




Existing Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	2	12	8	0
Future Vol, veh/h	0	1	2	12	8	0
Conflicting Peds, #/hr	3	3	2	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	70	70	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	3	17	12	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	40	17	14	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	26	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	972	1062	1604	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	966	1057	1601	-	-	-
Mov Cap-2 Maneuver	966	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1601	-	1057	-	-	
HCM Lane V/C Ratio	0.002	-	0.001	-	-	
HCM Control Delay (s)	7.3	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	



HCM 6th TWSC  
2: Amaya Drive & Jericho Road







Existing Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	211	173	2	18	1
Future Vol, veh/h	15	211	173	2	18	1
Conflicting Peds, #/hr	0	0	0	0	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	93	93	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	293	186	2	31	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	188	0	-	0	526	191
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1386	-	-	-	512	851
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1386	-	-	-	503	848
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	722	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		12.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1386	-	-	-	514	
HCM Lane V/C Ratio	0.015	-	-	-	0.063	
HCM Control Delay (s)	7.6	0	-	-	12.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th AWSC  
3: Water Street & Amaya Drive

Existing Conditions  
PM Peak Hour

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	207	146	41	175	5	132	2	52	3	2	12
Future Vol, veh/h	18	207	146	41	175	5	132	2	52	3	2	12
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.66	0.66	0.66	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	244	172	43	184	5	200	3	79	4	2	14
Number of Lanes	0	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11.5	11.1	12.9	9
HCM LOS	B	B	B	A




Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	71%	8%	0%	100%	0%	18%
Vol Thru, %	1%	92%	0%	0%	97%	12%
Vol Right, %	28%	0%	100%	0%	3%	71%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	225	146	41	180	17
LT Vol	132	18	0	41	0	3
Through Vol	2	207	0	0	175	2
RT Vol	52	0	146	0	5	12
Lane Flow Rate	282	265	172	43	189	20
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.437	0.427	0.241	0.078	0.314	0.032
Departure Headway (Hd)	5.579	5.809	5.059	6.502	5.975	5.784
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	645	619	709	551	603	617
Service Time	3.61	3.538	2.788	4.238	3.71	3.833
HCM Lane V/C Ratio	0.437	0.428	0.243	0.078	0.313	0.032
HCM Control Delay	12.9	12.8	9.4	9.8	11.4	9
HCM Lane LOS	B	B	A	A	B	A
HCM 95th-tile Q	2.2	2.1	0.9	0.3	1.3	0.1

## Attachment E

### Existing with Project Conditions LOS Calculation Worksheets




HCM 6th TWSC  
1: Jericho Road/Broadmoor Drive

Existing with Project Conditions  
AM Peak Hour

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	10	13	14	0
Future Vol, veh/h	0	28	10	13	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	63	58	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	11	21	24	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	67	24	24	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	938	1052	1591	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	931	1052	1591	-	-	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	2.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1591	-	1052	-	-	
HCM Lane V/C Ratio	0.007	-	0.029	-	-	
HCM Control Delay (s)	7.3	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC  
2: Amaya Drive & Jericho Road







Existing with Project Conditions  
AM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	122	277	3	12	29
Future Vol, veh/h	17	122	277	3	12	29
Conflicting Peds, #/hr	1	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	68	68	74	74	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	179	374	4	18	45
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	379	0	-	0	607	378
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1179	-	-	-	460	669
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1178	-	-	-	448	668
Mov Cap-2 Maneuver	-	-	-	-	448	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	807	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		11.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1178	-	-	-	584	
HCM Lane V/C Ratio	0.021	-	-	-	0.108	
HCM Control Delay (s)	8.1	0	-	-	11.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

HCM 6th AWSC  
3: Water Street & Amaya Drive

Existing with Project Conditions  
AM Peak Hour

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	147	216	101	245	0	177	1	42	1	0	13
Future Vol, veh/h	9	147	216	101	245	0	177	1	42	1	0	13
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.76	0.76	0.76	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	184	270	116	282	0	233	1	55	1	0	19
Number of Lanes	0	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11.9	13.5	14.8	9.5
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	80%	6%	0%	100%	0%	7%
Vol Thru, %	0%	94%	0%	0%	100%	0%
Vol Right, %	19%	0%	100%	0%	0%	93%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	156	216	101	245	14
LT Vol	177	9	0	101	0	1
Through Vol	1	147	0	0	245	0
RT Vol	42	0	216	0	0	13
Lane Flow Rate	289	195	270	116	282	20
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.487	0.333	0.406	0.215	0.481	0.034
Departure Headway (Hd)	6.059	6.155	5.414	6.663	6.155	6.204
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	593	583	664	538	583	573
Service Time	4.108	3.904	3.163	4.416	3.907	4.286
HCM Lane V/C Ratio	0.487	0.334	0.407	0.216	0.484	0.035
HCM Control Delay	14.8	12	11.8	11.2	14.5	9.5
HCM Lane LOS	B	B	B	B	B	A
HCM 95th-tile Q	2.7	1.5	2	0.8	2.6	0.1




HCM 6th TWSC  
1: Jericho Road/Broadmoor Drive

Existing with Project Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	28	12	8	0
Future Vol, veh/h	0	13	28	12	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	70	67	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	30	17	12	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	89	12	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	912	1069	1607	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	895	1069	1607	-	-	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	4.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1607	-	1069	-	-	
HCM Lane V/C Ratio	0.019	-	0.013	-	-	
HCM Control Delay (s)	7.3	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	

HCM 6th TWSC  
2: Amaya Drive & Jericho Road

Existing with Project Conditions  
PM Peak Hour







Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	211	173	13	23	8
Future Vol, veh/h	32	211	173	13	23	8
Conflicting Peds, #/hr	0	0	0	0	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	93	93	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	293	186	14	39	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	200	0	-	0	578	197
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1372	-	-	-	478	844
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1372	-	-	-	460	841
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	688	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		12.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1372	-	-	-	521	
HCM Lane V/C Ratio	0.032	-	-	-	0.101	
HCM Control Delay (s)	7.7	0	-	-	12.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	



HCM 6th AWSC  
3: Water Street & Amaya Drive

Existing with Project Conditions  
PM Peak Hour

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	218	146	43	180	5	132	2	58	3	2	12
Future Vol, veh/h	18	218	146	43	180	5	132	2	58	3	2	12
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95	0.66	0.66	0.66	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	256	172	45	189	5	200	3	88	4	2	14
Number of Lanes	0	1	1	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11.9	11.4	13.3	9.1
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	69%	8%	0%	100%	0%	18%
Vol Thru, %	1%	92%	0%	0%	97%	12%
Vol Right, %	30%	0%	100%	0%	3%	71%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	236	146	43	185	17
LT Vol	132	18	0	43	0	3
Through Vol	2	218	0	0	180	2
RT Vol	58	0	146	0	5	12
Lane Flow Rate	291	278	172	45	195	20
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.454	0.452	0.244	0.083	0.327	0.033
Departure Headway (Hd)	5.616	5.858	5.11	6.563	6.036	5.872
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	640	616	703	546	596	607
Service Time	3.653	3.592	2.843	4.303	3.776	3.931
HCM Lane V/C Ratio	0.455	0.451	0.245	0.082	0.327	0.033
HCM Control Delay	13.3	13.4	9.5	9.9	11.7	9.1
HCM Lane LOS	B	B	A	A	B	A
HCM 95th-tile Q	2.4	2.3	1	0.3	1.4	0.1

## Attachment F

### Transcript of California AB 2097



## AB-2097 Residential, commercial, or other development types: parking requirements. (2021-2022)

SHARE THIS:



Date Published: 09/23/2022 02:00 PM

### Assembly Bill No. 2097

#### CHAPTER 459

An act to amend Section 65585 of, and to add Section 65863.2 to, the Government Code, relating to land use.

[ Approved by Governor September 22, 2022. Filed with Secretary of State September 22, 2022. ]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 2097, Friedman. Residential, commercial, or other development types: parking requirements.

The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element, and a conservation element. Existing law also authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking, and permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities.

This bill would prohibit a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within  $\frac{1}{2}$  mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the public agency's ability to meet its share of specified housing needs or existing residential or commercial parking within  $\frac{1}{2}$  mile of the housing development. The bill would create an exception from the above-described provision if the housing development project (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is subject to parking reductions based on any other applicable law. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within  $\frac{1}{2}$  mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. By changing the duties of local planning officials, this bill would impose a state-mandated local program.

Existing law also requires the Department of Housing and Community Development to notify a city, county, or city and county, and authorizes the department to notify the office of the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to the housing element does not substantially comply with specified provisions of the Planning and Zoning Law, or that the local government has taken action or failed to act in violation of specified provisions of law. Existing law authorizes the Attorney General to bring suit for a violation of those provisions.

This bill would add a violation of the minimum automobile parking requirements of residential, commercial, or other development projects, as described above, to the list of laws that, when violated, require the department to notify the jurisdiction and authorize the Attorney General to bring an action to enforce state law.

The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

This bill would incorporate additional changes to Section 65585 of the Government Code proposed by AB 2011 and AB 2653 to be operative only if this bill and AB 2011 or AB 2653, or all 3 bills, are enacted and this bill is enacted last.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

#### THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 65585 of the Government Code is amended to read:

**65585.** (a) In the preparation of its housing element, each city and county shall consider the guidelines adopted by the department pursuant to Section 50459 of the Health and Safety Code. Those guidelines shall be advisory to each city or county in the preparation of its housing element.