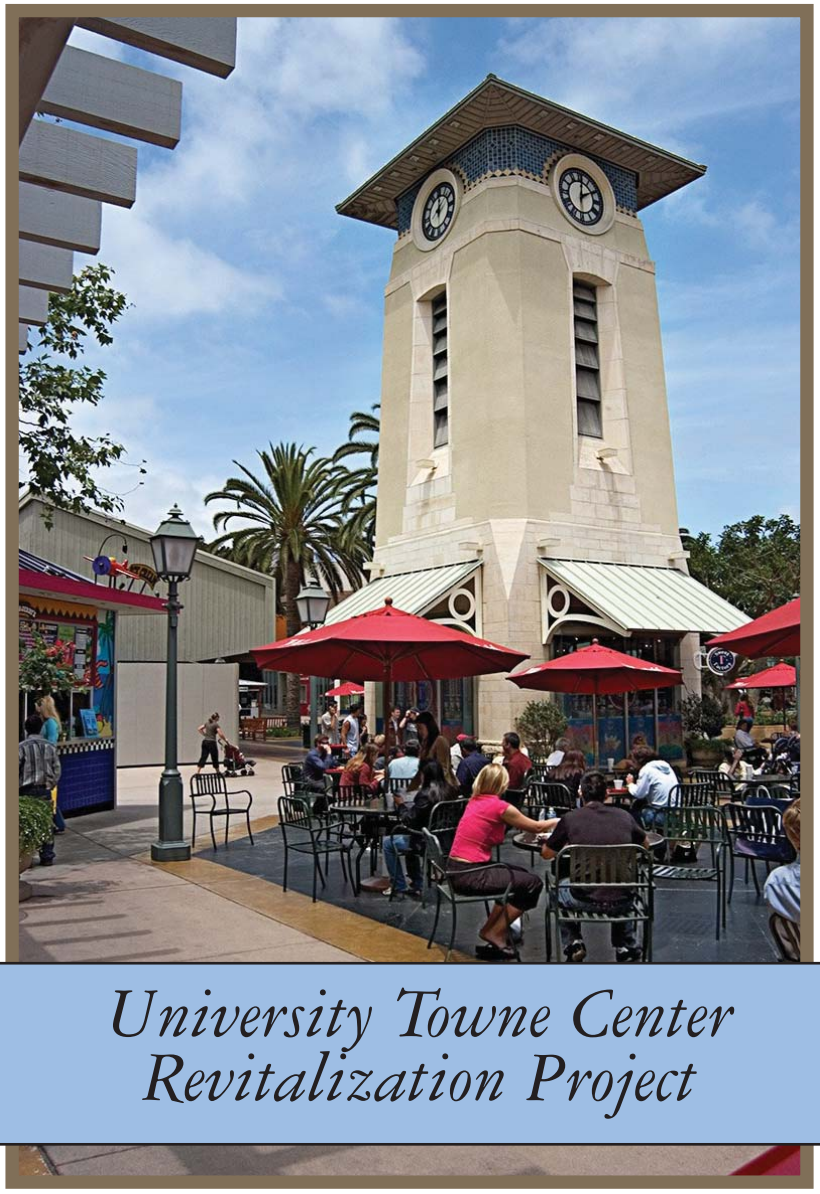
Technical Appendix J:
Regents Road Bridge Traffic Analysis

to the

Final Environmental Impact Report



University Towne Center Revitalization Project

SCH No. 2002071071 LDR No. 41-0159/PTS No. 2214

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March 2008

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REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT

San Diego, California
January 17, 2008

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UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT

San Diego, California

January 17, 2008

1.0 INTRODUCTION

Linscott, Law and Greenspan, Engineers (LLG) has conducted the following supplemental analysis for University Towne Centre (UTC) Revitalization Project. This work product represents a good faith effort at full disclosure of potential traffic impacts. The supplemental analysis was based on the same analysis methodologies and original project description as outlined in the approved Traffic Impact Study (dated July 20th, 2007) conducted by LLG Engineers.

The purpose of the supplemental analysis was to review traffic implications of the project for all facilities assuming the deletion of FBA projects NUC-18 (Regents Road bridge) and NUC-A (Genesee Avenue widening) under Near-Term and Horizon Year conditions.

The supplemental analysis was based on a reduced, yet comprehensive, study area as shown in ***Figure 1–1***. Forecast volumes for Near-Term and Horizon Year conditions were developed assuming the deletion of the Regents Road bridge and Genesee Avenue widening projects. Such transportation network changes are expected to affect the distribution of project traffic and ambient background traffic. Accordingly, project trips were reassigned per ***Figure 1–2*** and ambient background traffic adjusted to best reflect expected conditions.

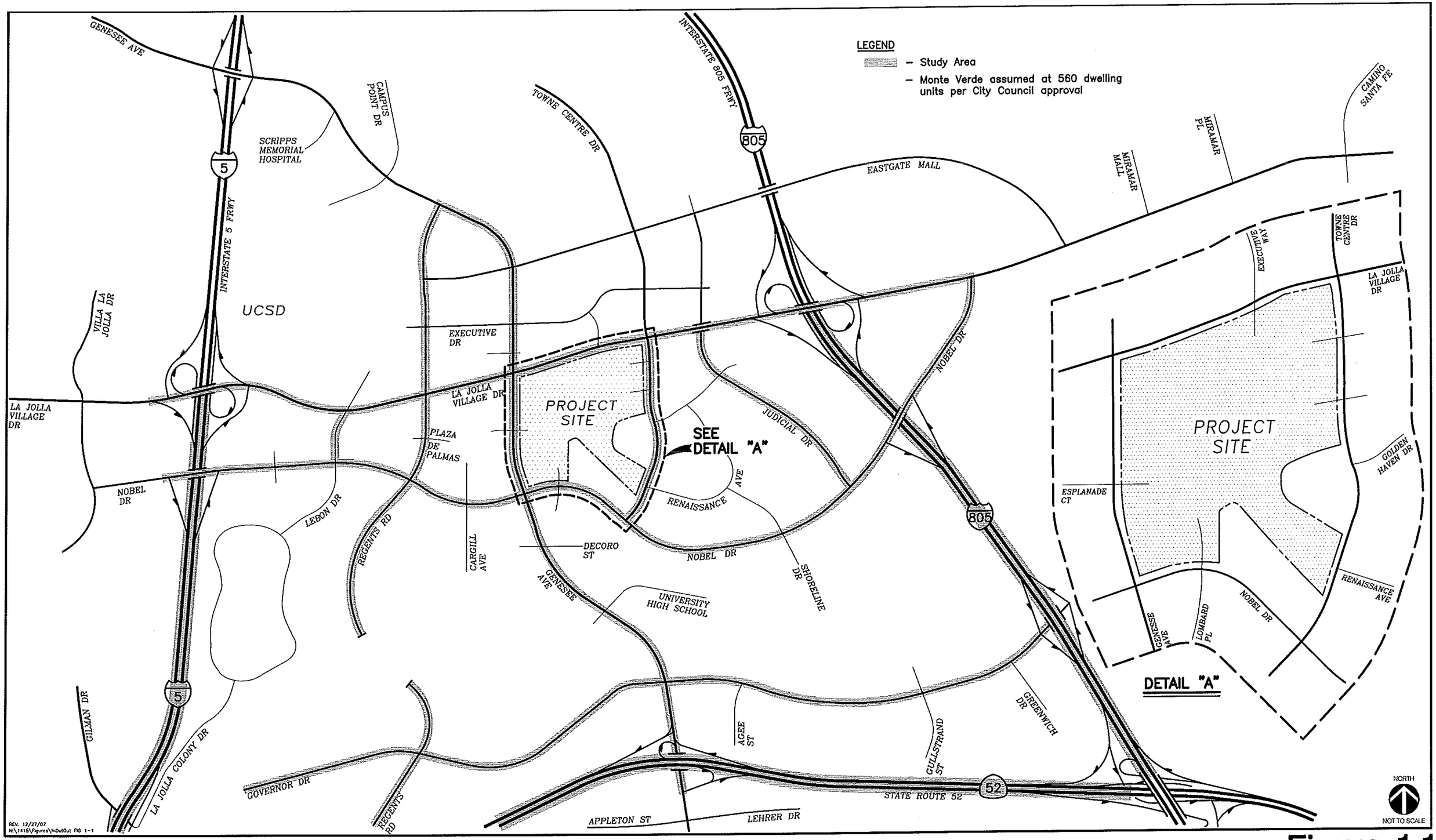

Figure 1-1

STUDY AREA

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT
REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

LINSCOTT LAW & GREENSPAN
engineers

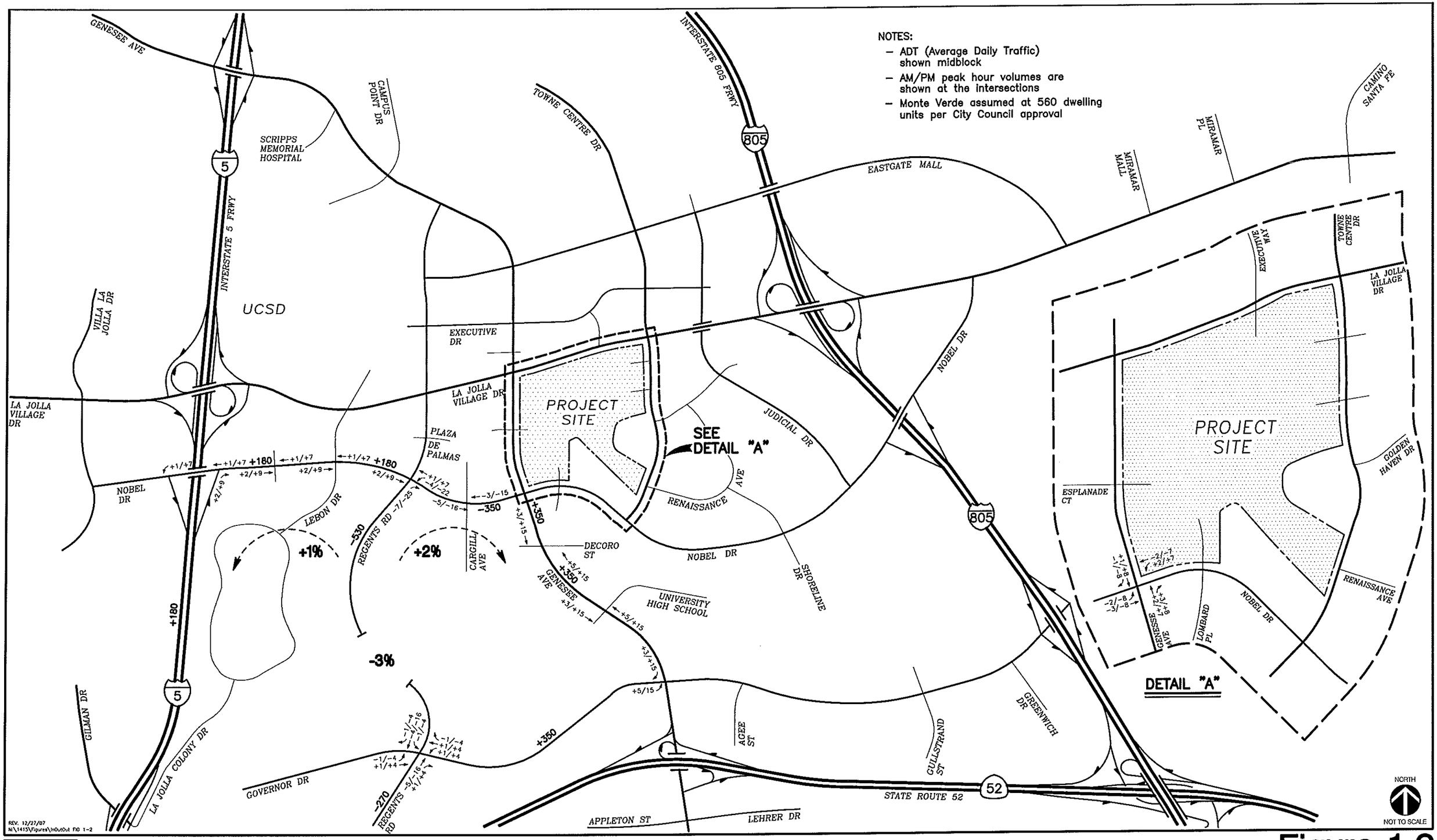

Figure 1-2

PROJECT TRIPS (DELTA) DAILY & PEAK HOUR VOLUMES

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT
REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

LINSCOTT LAW & GREENSPAN engineers

2.0 NEAR-TERM "OUT/OUT" ANALYSIS

2.1 Near-Term "Out/Out" Traffic Volumes

Figures 2–1 through 2–3 illustrate Near-Term "Without Project" traffic volumes on a peak hour and daily basis.

2.2 Near-Term "Out/Out" Intersection Operations

Intersection capacity analyses were conducted for the study intersections under the Near-Term and Near-Term "With Project" conditions. ***Table 2–1*** reports intersection operations during the peak hours. ***Appendix A*** contains the calculation sheets.

The following intersections are calculated to operate below LOS D in Near-Term "Without Project". This analysis includes the traffic from the cumulative projects, but not their mitigation measures.

- La Jolla Village Drive / Regents Road, LOS E–PM peak period
- La Jolla Village Drive / Genesee Avenue, LOS F–AM and LOS E–PM peak periods
- La Jolla Village Drive / Towne Centre Drive, LOS F–AM and LOS E–PM peak periods
- Miramar Road / Nobel Drive, LOS E–AM peak period
- Towne Centre Drive / N. UTC Driveway *(unsignalized)*, LOS F–AM and PM peak periods
- Towne Centre Drive / S. UTC Driveway *(unsignalized)*, LOS F–AM and LOS E–PM peak periods
- Decoro Street / Genesee Avenue, LOS E–PM peak period
- Governor Drive / Genesee Avenue, LOS F–AM and PM peak periods
- SR 52 EB Ramps / Genesee Avenue, LOS E–AM and PM peak periods

The addition of project related traffic is calculated to increase intersection delays for both the AM and PM peak periods. The Level of Service is degraded at certain intersections. ***Significant "direct" impacts are calculated at seven intersections.***

- La Jolla Village Drive / Regents Road, PM peak period
- La Jolla Village Drive / Genesee Avenue, PM peak period
- La Jolla Village Drive / Towne Centre Drive, AM and PM peak periods
- Nobel Drive / Lombard Place *(unsignalized)*, PM peak period
- Towne Centre Drive / North UTC driveway *(unsignalized)*, AM and PM peak periods
- Towne Centre Drive / South UTC driveway *(unsignalized)*, AM and PM peak periods
- Governor Drive / Genesee Avenue, PM peak period

TABLE 2–1
NEAR-TERM "OUT/OUT" INTERSECTION OPERATIONS

Intersection	Peak Hour	Near-Term Without Project		Near-Term With Project		Delay Increase	Sig?[c]
		Delay[a]	LOS[b]	Delay	LOS		
Genesee Avenue							
Genesee Avenue / Regents Road	AM	17.5	B	17.6	B	0.1	No
	PM	10.6	B	10.7	B	0.1	No
Eastgate Mall							
Eastgate Mall / Regents Road	AM	5.5	A	5.5	A	0.0	No
	PM	6.8	A	6.8	A	0.0	No
Eastgate Mall / Genesee Avenue	AM	36.6	D	36.8	D	0.2	No
	PM	25.2	C	25.2	C	0.0	No
Executive Drive							
Executive Drive / Genesee Avenue	AM	26.3	C	26.5	C	0.2	No
	PM	45.5	D	45.7	D	0.2	No
Executive Square							
Executive Square / Genesee Avenue	AM	40.0	D	40.2	D	0.2	No
	PM	21.6	C	22.9	C	1.3	No
La Jolla Village Drive							
La Jolla Village Drive / I–5 SB Ramps	AM	20.6	C	20.9	C	0.3	No
	PM	29.4	C	29.8	C	0.4	No
La Jolla Village Drive / I–5 NB Ramps	AM	15.9	B	16.1	B	0.2	No
	PM	7.6	A	7.8	A	0.2	No
La Jolla Village Drive / Lebon Drive	AM	36.5	D	37.0	D	0.5	No
	PM	24.1	C	24.5	C	0.4	No
La Jolla Village Drive / Regents Road	AM	51.4	D	51.5	D	0.1	No
	PM	76.0	E	**80.0**	**F**	4.0	**YES**
La Jolla Village Drive / Genesee Avenue	AM	97.5	F	97.7	F	0.2	No
	PM	66.1	E	**68.3**	**E**	2.2	**YES**
La Jolla Village Drive / Town Centre Drive	AM	81.8	F	**85.4**	**F**	3.6	**YES**
	PM	75.9	E	**80.3**	**F**	4.4	**YES**
La Jolla Village Drive / I–805 SB Ramps	AM	21.9	C	24.7	C	2.8	No
	PM	7.8	A	9.4	A	1.6	No
Miramar Road							
Miramar Road / I–805 NB Ramps	AM	9.6	A	10.1	B	0.5	No
	PM	5.5	A	6.6	A	1.1	No
Miramar Road / Nobel Drive	AM	56.3	E	56.4	E	0.1	No
	PM	38.7	D	39.1	D	0.4	No
Project Driveways							
La Jolla Village Drive / Executive Way	AM	30.2	C	31.3	C	1.1	No
	PM	46.9	D	52.0	D	5.1	No
Genesee Avenue / Esplanade Court	AM	29.9	C	31.8	C	1.9	No
	PM	27.3	C	32.3	C	5.0	No
Nobel Drive / Lombard Place *(unsignalized)*	AM	1.9	A	3.6	A	1.7	No
	PM	7.9	A	**>50.1**	**F**	**>2.0**	**YES**
Towne Centre Dr. / North UTC dwy *(unsignalized)*	AM	>50.1	F	**>50.1**	**F**	**>2.0**	**YES**
	PM	>50.1	F	**>50.1**	**F**	**>2.0**	**YES**

TABLE 2–1
NEAR-TERM "OUT/OUT" INTERSECTION OPERATIONS

Intersection	Peak Hour	Near-Term Without Project		Near-Term With Project		Delay Increase	Sig?[c]
		Delay[a]	LOS[b]	Delay	LOS		
Towne Centre Dr. / South UTC dwy *(unsignalized)*	AM	>50.1	F	**>50.1**	F	**>2.0**	**YES**
	PM	44.4	E	**>50.1**	F	**>2.0**	**YES**
Plaza de Palmas							
Plaza de Palmas / Mahaila Avenue / Regents Road	AM	27.9	C	29.3	C	1.4	No
	PM	17.7	B	26.1	C	8.4	No
Golden Haven Drive							
Golden Haven Drive / Towne Centre Drive	AM	7.6	A	8.6	A	1.0	No
	PM	13.9	B	18.9	B	5.0	No
Golden Haven Drive / Judicial Drive	AM	14.7	B	14.7	B	0.0	No
	PM	8.9	A	9.5	A	0.6	No
Renaissance Avenue							
Renaissance Avenue / Towne Centre Drive	AM	10.2	B	10.5	B	0.3	No
	PM	8.7	A	9.2	A	0.5	No
Nobel Drive							
Nobel Drive / I–5 SB Ramp	AM	4.4	A	4.5	A	0.1	No
	PM	17.1	B	19.4	B	2.3	No
Nobel Drive / I–5 NB Ramp	AM	10.9	B	10.9	B	0.0	No
	PM	18.2	B	18.5	B	0.3	No
Nobel Drive / Caminito Plaza Centro	AM	10.2	B	10.2	B	0.0	No
	PM	10.2	B	10.2	B	0.0	No
Nobel Drive / Lebon Drive	AM	34.8	C	34.9	C	0.1	No
	PM	41.4	D	41.4	D	0.0	No
Nobel Drive / Regents Road	AM	43.9	D	44.9	D	1.0	No
	PM	44.8	D	49.2	D	4.4	No
Nobel Drive / Costa Verde Blvd. / Cargill Ave.	AM	43.9	D	44.4	D	0.5	No
	PM	44.6	D	45.5	D	0.9	No
Nobel Drive / Genesee Avenue	AM	51.6	D	54.9	D	3.3	No
	PM	47.5	D	54.8	D	7.3	No
Nobel Drive / Towne Centre Drive	AM	22.1	C	22.3	C	0.2	No
	PM	29.1	C	29.2	C	0.1	No
Nobel Drive / Shoreline Drive	AM	16.4	B	16.4	B	0.0	No
	PM	13.1	B	13.1	B	0.0	No
Nobel Drive / Judicial Drive	AM	11.0	B	11.0	B	0.0	No
	PM	11.1	B	11.9	B	0.8	No
Nobel Drive / I–805 SB Ramp	AM	2.3	A	2.3	A	0.0	No
	PM	8.9	A	9.3	A	0.4	No
Nobel Drive / I–805 NB Ramp	AM	14.3	B	14.4	B	0.1	No
	PM	13.1	B	13.8	B	0.7	No
Decoro Street							
Decoro Street / Genesee Avenue	AM	48.0	D	50.8	D	2.8	No
	PM	67.6	E	69.4	E	1.8	No
University City High School							
University City High School / Genesee Avenue	AM	42.5	C	43.7	D	1.2	No
	PM	10.3	B	12.8	B	2.5	No

TABLE 2–1
NEAR-TERM "OUT/OUT" INTERSECTION OPERATIONS

Intersection	Peak Hour	Near-Term Without Project		Near-Term With Project		Delay Increase	Sig?[c]
		Delay[a]	LOS[b]	Delay	LOS		
Governor Drive							
Governor Drive / Regents Road	AM	17.9	B	18.1	B	0.2	No
	PM	20.6	C	20.9	C	0.3	No
Governor Drive / Genesee Avenue	AM	91.8	F	93.5	F	1.7	No
	PM	104.7	F	**109.6**	**F**	**4.9**	**YES**
Governor Drive / Agee Street	AM	9.5	A	9.5	A	0.0	No
	PM	10.4	B	10.4	B	0.0	No
Governor Drive / Gullstrand Street	AM	9.6	A	9.7	A	0.1	No
	PM	12.2	B	12.3	B	0.1	No
Governor Drive / Greenwich Street	AM	19.0	B	19.0	B	0.0	No
	PM	6.1	A	6.1	A	0.0	No
SR 52							
SR 52 WB Ramps / Genesee Avenue	AM	6.5	A	6.8	A	0.3	No
	PM	30.1	D	30.8	D	0.7	No
SR 52 EB Ramps / Genesee Avenue	AM	62.7	E	64.3	E	1.6	No
	PM	67.2	E	68.8	E	1.6	No

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Sig = Significant project impacts based on Significance Criteria.

General Notes:

1. BOLD represents a significant impact.

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

2.3 Near-Term "Out/Out" Street Segment Operations

Near-Term street segment analyses were conducted for roadways in the study area. ***Table 2–2*** reports Near-Term street segment operations. The following street segments are calculated to operate below LOS D without project traffic:

- Genesee Avenue, Nobel to Decoro Street, LOS E
- Genesee Avenue, Governor Drive to SR 52, LOS F
- La Jolla Village Drive, Genesee Avenue to Executive Way, LOS E
- La Jolla Village Drive, Towne Centre Drive to I-805, LOS E
- Miramar Road, I-805 to Nobel Drive, LOS E
- Eastgate Mall, Regents Road to Genesee Avenue, LOS E

The addition of project traffic is calculated to increase the volume to capacity (V/C) ratio on most segments. A degradation in Level of Service is calculated on some street segments. Per the City's significance criteria and analysis methodology, ***a significant "direct" project impact is calculated at four street segments.***

- Genesee Avenue, Nobel to Decoro Street, LOS E
- Genesee Avenue, Governor Drive to SR 52, LOS F
- La Jolla Village Drive, I-5 to Lebon Drive, LOS E
- La Jolla Village Drive, Towne Centre Drive to I-805, LOS F

TABLE 2–2
NEAR-TERM "OUT/OUT" STREET SEGMENT OPERATIONS

Roadway Segment	Lanes	Classification	Capacity (LOS E)[a]	Near-Term			Near-Term With Project			V/C Increase	Sig[e]
				ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS		
Genesee Avenue											
Regents Rd. to Eastgate Mall	6	Major Arterial	50,000	35,190	0.704	C	35,900	0.718	C	0.014	No
Eastgate Mall to Executive Dr.	6	Major Arterial	50,000	32,540	0.651	C	33,430	0.669	C	0.018	No
Executive Dr. to Executive Sq.	6	Major Arterial	50,000	36,570	0.731	C	36,930	0.739	C	0.008	No
Executive Sq. to La Jolla Village Dr.	6	Major Arterial	50,000	37,230	0.745	C	37,760	0.755	C	0.010	No
La Jolla Village Dr. to Esplanade Ct.	6	Major Arterial	50,000	30,880	0.618	C	32,840	0.657	C	0.039	No
Esplanade Ct. to Nobel Dr.	6	Major Arterial	50,000	29,610	0.592	C	31,390	0.628	C	0.036	No
Nobel Dr. to Decoro St.	4	Major Arterial	40,000	37,390	0.935	E	39,700	0.993	E	0.058	**YES**
Decoro St. to Governor Dr.[f]	4	Prime Arterial	45,000	31,540	0.701	C	33,760	0.750	C	0.049	No
Governor Dr. to SR 52	4	Major Arterial	40,000	40,800	1.020	F	42,220	1.056	F	0.036	**YES**
La Jolla Village Drive											
I-5 to Lebon Dr.	6	Prime Arterial	60,000	53,270	0.888	D	55,050	0.918	E	0.030	**YES**
Lebon Dr. to Regents Rd.	6	Prime Arterial	60,000	49,740	0.829	D	51,520	0.859	D	0.030	No
Regents Rd. to Genesee Ave.	6	Prime Arterial	60,000	38,580	0.643	C	41,070	0.685	C	0.042	No
Genesee Ave. to Executive Way	6	Prime Arterial	60,000	56,100	0.935	E	57,170	0.953	E	0.018	No
Executive Way to Towne Centre Dr.	6	Prime Arterial	60,000	42,090	0.702	C	44,400	0.740	C	0.038	No
Towne Centre Dr. to I-805	8	Prime Arterial	70,000	65,710	0.939	E	70,690	1.010	F	0.071	**YES**
Miramar Road											
I-805 to Nobel Dr.	8	Prime Arterial	70,000	66,150	0.945	E	67,040	0.958	E	0.013	No
Regents Road											
Genesee Ave. to Eastgate Mall	4	Collector	30,000	12,100	0.403	B	12,100	0.403	B	0.000	No
Eastgate Mall to Executive Dr.	4	Collector	30,000	11,060	0.369	B	11,060	0.369	B	0.000	No
Executive Dr. to La Jolla Village Drive	4	Collector	30,000	17,150	0.572	C	17,150	0.572	C	0.000	No
La Jolla Village Dr. to Nobel Dr.	5	Major Arterial	45,000	17,170	0.382	A	17,880	0.397	B	0.015	No
Nobel Dr. to Governor Dr.	4	Major Arterial	40,000	13,100	0.328	A	13,280	0.332	A	0.004	No
Towne Centre Drive											
La Jolla Village Dr. to UTC N. Dwy	4	Collector	30,000	14,120	0.471	C	17,150	0.572	C	0.101	No
UTC N. Dwy to UTC S. Dwy	4	Collector	30,000	14,410	0.480	C	17,440	0.581	C	0.101	No
UTC S. Dwy to Golden Haven Dr.	4	Collector	30,000	13,260	0.442	B	14,860	0.495	C	0.053	No
Golden Haven Dr. to Renaissance Dr.	4	Collector	30,000	12,530	0.418	B	13,420	0.447	B	0.029	No
Renaissance Dr. to Nobel Dr.	4	Collector	30,000	12,370	0.412	B	12,900	0.430	B	0.018	No

TABLE 2–2 *continued*
NEAR-TERM "OUT/OUT" STREET SEGMENT OPERATIONS

Roadway Segment	Lanes	Classification	Capacity (LOS E)[a]	Near-Term			Near-Term With Project			V/C Increase	Sig[e]
				ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS		
Judicial Drive											
Executive Dr. to Golden Haven Dr.	4	Major Arterial	40,000	11,110	0.278	A	11,110	0.278	A	0.000	No
Golden Haven Dr. to Nobel Dr.	4	Major Arterial	40,000	14,110	0.353	A	14,470	0.362	A	0.009	No
Eastgate Mall											
Regents Rd. to Genesee Ave.	2	Collector	15,000	14,640	0.976	E	14,730	0.982	E	0.006	No
Executive Drive											
Regents Rd. to Genesee Ave.	4	Collector	30,000	6,070	0.202	A	6,250	0.208	A	0.006	No
Nobel Drive											
I–5 to Lebon Dr.	6	Major Arterial	50,000	23,950	0.479	B	25,730	0.515	B	0.036	No
Lebon Dr. to Regents Rd.	6	Major Arterial	50,000	26,620	0.532	B	28,580	0.572	C	0.040	No
Regents Rd. to Genesee Ave.	6	Major Arterial	50,000	29,150	0.583	C	32,360	0.647	C	0.064	No
Genesee Ave. to Lombard Pl.	6	Prime Arterial	60,000	23,050	0.384	A	26,790	0.447	B	0.063	No
Lombard Pl. to Towne Centre Dr.	6	Prime Arterial	60,000	19,430	0.324	A	20,140	0.336	A	0.012	No
Towne Centre Dr. to Judicial Dr.	6	Prime Arterial	60,000	14,900	0.248	A	16,150	0.269	A	0.021	No
Judicial Dr. to I-805	6	Prime Arterial	60,000	23,550	0.393	A	24,970	0.416	A	0.023	No
I-805 to Miramar Rd.	4	Major Arterial	40,000	22,620	0.566	C	22,800	0.570	C	0.004	No
Golden Haven											
Renaissance Ave. to Judicial Dr.	4	Major Arterial	40,000	5,980	0.150	A	6,510	0.163	A	0.013	No
Lebon Dr.											
La Jolla Village Dr. to Nobel Dr.	5	Collector	35,000	14,510	0.415	B	14,510	0.415	B	0.000	No
Governor Dr.											
West of Regents Rd.	4	Collector	30,000	8,100	0.270	A	8,190	0.273	A	0.003	No
Regents Rd. to Genesee Ave.	4	Major Arterial	40,000	19,090	0.477	B	19,620	0.491	B	0.014	No
Genesee Ave. to Gullstrand St.	4	Collector	30,000	23,220	0.774	D	23,490	0.783	D	0.009	No
Gullstrand St. to I–805	4	Collector	30,000	21,960	0.732	D	22,050	0.735	D	0.003	No

Footnotes:

a. Capacity based on roadway classification operating at LOS E.
b. Average Daily Traffic.
c. Volume to Capacity.
d. Level of Service.
e. Sig = Significant project impact based on Significance Criteria.
f. As part of the deletion of FBA projects NUC–18 (Regents Road Bridge) and NUC–A (Genesee Avenue widening), Genesee Avenue is assumed to be reclassified to a four-lane Prime Arterial as it best reflects the roadway character and function under such a scenario.

2.4 Near-Term "Out/Out" Freeway Ramp Meter Operations

Ramp meter analyses were conducted at the I-805/La Jolla Village Drive/Miramar Road, I-805/Nobel Drive, and I-5/La Jolla Village Drive for Near-Term conditions. ***Table 2–3A*** presents the results using the fixed rate approach. ***Table 2–3B presents the results using the maximum delay method.***

According to the "Fixed-Rate" method, the project is calculated to have a significant "direct" project impact at five locations.

- Eastbound La Jolla Village Drive to southbound I–805 on-ramp, PM peak period
- Eastbound La Jolla Village Drive to northbound I–805 on-ramp, AM and PM peak periods
- Eastbound and Westbound Nobel Drive to southbound I–805 on-ramp, PM peak period
- Westbound La Jolla Village Drive to northbound I–5 on-ramp, PM peak period
- Eastbound and Westbound Nobel Drive to southbound I–5 on-ramp, PM peak period

TABLE 2–3A
NEAR-TERM "OUT/OUT" RAMP METER OPERATIONS—FIXED RATE

Location	Peak Hour	Near-Term without Project		Near-Term with Project		Delay Increase	Sig?
		Delay (min.)	Queue (ft.)	Delay (min.)	Queue (ft.)		
I-805/La Jolla Village Dr./Miramar Rd. Interchange							
WB Miramar Rd. to SB I-805 (2 SOV)	AM	27	4,550	27	4,550	0	No
	PM	27	4,550	27	4,550	0	No
WB Miramar Rd. to NB I-805 (1 SOV+ 1 HOV)	AM	46	4,575	46	4,575	0	No
	PM	154	15,375	154	15,375	0	No
EB La Jolla Village Dr. to SB I-805 (1 SOV + 1 HOV)	AM	1	128	3	622	2	No
	PM	18	3,683	29	5,775	**11**	**YES**
EB La Jolla Village Dr. to NB I-805 (1 SOV + 1 HOV)	AM	32	4,770	35	5,220	**3**	**YES**
	PM	96	14,333	108	16,268	**12**	**YES**
I-805/Nobel Dr. Interchange							
EB & WB Nobel Dr. to SB I-805 (2 SOV + 1 HOV)	AM	154	18,450	155	18,653	1	No
	PM	313	37,575	320	38,453	**7**	**YES**
I-5/La Jolla Village Dr. Interchange							
WB La Jolla Village Dr. to SB I-5 (1 SOV + 1 HOV)	AM	0	0	0	0	0	No
	PM	43	10,088	44	10,268	1	No
WB La Jolla Village Dr. to NB I-5 (1 SOV)	AM	78	7,628	80	7,785	2	No
	PM	147	14,355	154	15,053	7	**YES**
EB La Jolla Village Dr. to SB I-5 (1 SOV + 1 HOV)	AM	274	23,250	274	23,250	0	No
	PM	379	32,250	379	32,250	0	No
EB La Jolla Village Dr. to NB I-5 (1 SOV + 1 HOV)	AM	88	8,550	88	8,550	0	No
	PM	106	10,350	106	10,350	0	No
I-5/Nobel Drive Interchange							
EB & WB Nobel Dr. to SB I-5 (2 SOV + 1 HOV)	AM	12	3,525	13	3,840	1	No
	PM	88	25,575	93	26,948	**5**	**YES**

Notes:
1. Results based on Caltrans' rate code F (most restrictive).
2. SOV = Single-Occupancy Vehicle; HOV = High-Occupancy Vehicle
3. Sig = Significant project impacts based on Significance Criteria.
4. See Appendix B for the calculation sheets.

According to the "Maximum Delay" method, the project is calculated to have a significant "direct" project impact at three locations.

- Eastbound La Jolla Village Drive to southbound I–805 on-ramp, PM peak period
- Eastbound La Jolla Village Drive to northbound I–805 on-ramp, PM peak period
- Westbound La Jolla Village Drive to northbound I–5 on-ramp, PM peak period

TABLE 2–3B
NEAR-TERM "OUT/OUT" RAMP METER OPERATIONS—MAXIMUM DELAY

Location	Peak Hour	Near-Term without Project		Near-Term with Project		Delay Increase	Sig?
		Delay (min.)	Queue (ft.)	Delay (min.)	Queue (ft.)		
I-805/La Jolla Village Dr./Miramar Rd. Interchange							
WB Miramar Rd. to SB I-805 (2 SOV)	AM	15	2,950	15	2,950	0	No
	PM	15	2,950	15	2,950	0	No
WB Miramar Rd. to NB I-805 (1 SOV+ 1 HOV)	AM	15	2,115	15	2,115	0	No
	PM	15	4,275	15	4,275	0	No
EB La Jolla Village Dr. to SB I-805 (1 SOV + 1 HOV)	AM	1	128	3	622	2	No
	PM	15	3,137	25	5229	**10**	**YES**
EB La Jolla Village Dr. to NB I-805 (1 SOV + 1 HOV)	AM	15	2,754	17	3,204	2	No
	PM	15	4,667	21	6,602	**6**	**YES**
I-805/Nobel Dr. Interchange							
EB & WB Nobel Dr. to SB I-805 (2 SOV + 1 HOV)	AM	15	5,130	16	5,333	1	No
	PM	15	8,955	16	9,832	1	No
I-5/La Jolla Village Dr. Interchange							
WB La Jolla Village Dr. to SB I-5 (1 SOV + 1 HOV)	AM	0	0	0	0	0	No
	PM	15	4,838	16	5,018	1	No
WB La Jolla Village Dr. to NB I-5 (1 SOV)	AM	15	2,696	16	2,853	1	No
	PM	15	4,041	18	4,739	**3**	**YES**
EB La Jolla Village Dr. to SB I-5 (1 SOV + 1 HOV)	AM	15	5,670	15	5,670	0	No
	PM	15	7,470	15	7,470	0	No
EB La Jolla Village Dr. to NB I-5 (1 SOV + 1 HOV)	AM	15	2,880	15	2,880	0	No
	PM	15	3,240	15	3,240	0	No
I-5/Nobel Drive Interchange							
EB & WB Nobel Dr. to SB I-5 (2 SOV + 1 HOV)	AM	15	5,130	16	5,333	1	No
	PM	15	8,955	16	9,832	1	No

Notes:
1. SOV = Single-Occupancy Vehicle; HOV = High-Occupancy Vehicle
2. Sig = Significant project impacts based on Significance Criteria.
3. See Appendix B for the calculation sheets.

2.5 Near-Term "Out/Out" Freeway Segment Operations

Freeway segments were analyzed under Near-Term conditions. As shown in ***Table 2–4***, the following segments were calculated to operate below LOS D without the project:

- I-5 between La Jolla Village Drive and Gilman Drive, LOS F(1)–AM and LOS E, LOS F(1)–PM peak periods
- I-805 between La Jolla Village Drive and Nobel Drive, LOS F(0)–AM and LOS E–PM peak periods
- I-805 between Nobel Drive and Governor Drive, F(0)–AM and PM peak period
- I-805 between Governor Drive and SR 52, LOS F(0)–AM and PM peak periods
- SR 52 between I-5 and Genesee Avenue, LOS F(0)–AM and LOS F(2)–PM peak periods
- SR 52 between Genesee Avenue and I-805, LOS E, LOS F(1)–AM and LOS F(3)–PM peak periods

A significant "direct" project impact was calculated at two freeway segments:

- I-805 between Nobel Drive and Governor Drive, Southbound–PM peak period
- I-805 between Governor Drive and SR 52, Southbound–PM peak period

TABLE 2–4
NEAR-TERM "OUT/OUT" FREEWAY SEGMENT OPERATIONS

Freeway and Segment	Direction & Number of Lanes[1]		ADT	Near-Term Without Project				Near-Term With Project				V/C Delta		Significant	
				AM		PM		AM		PM					
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM	AM	PM
I–5															
La Jolla Village Dr. to Gilman Dr.	NB Mainlines	4M	204,500	1.287	F(1)	0.945	E	1.289	F(1)	0.954	E	0.002	0.009	No	No
	SB Mainlines	4M	204,500	0.742	C	1.339	F(1)	0.743	C	1.346	F(1)	0.001	0.007	No	No
I–805															
La Jolla Village Dr. to Nobel Dr.	NB Mainlines	4M+1A	193,500	1.061	F(0)	0.647	C	1.064	F(0)	0.657	C	0.003	0.010	No	No
	SB Mainlines	4M+1A	193,500	0.473	B	0.977	E	0.476	B	0.987	E	0.003	0.010	No	No
Nobel Dr. to Governor Dr.	NB Mainlines	4M+1A	220,770	1.211	F(0)	0.738	C	1.216	F(0)	0.755	C	0.005	0.017	No	No
	SB Mainlines	4M+1A	220,770	0.540	B	1.115	F(0)	0.544	B	1.131	F(0)	0.004	0.016	No	**Yes**
Governor Dr. to SR 52	NB Mainlines	4M+1A	217,120	1.191	F(0)	0.725	C	1.196	F(0)	0.742	C	0.005	0.017	No	No
	SB Mainlines	4M+1A	217,120	0.531	B	1.096	F(0)	0.535	B	1.113	F(0)	0.004	0.017	No	**Yes**
SR 52															
I–5 to Genesee Ave.	EB Mainlines	2M	101,640	0.843	D	1.401	F(2)	0.843	D	1.403	F(2)	0.000	0.002	No	No
	WB Mainlines	2M	101,640	1.191	F(0)	0.812	D	1.192	F(0)	0.814	D	0.001	0.002	No	No
Genesee Ave. to I–805	EB Mainlines	2M	111,370	0.923	E	1.535	F(3)	0.924	E	1.539	F(3)	0.001	0.004	No	No
	WB Mainlines	2M	111,370	1.305	F(1)	0.890	D	1.307	F(1)	0.894	D	0.001	0.004	No	No

Notes:

1. M: Mainline, A: Auxiliary Lane. Ex. 4M+2A=4 Mainlines + 2 Auxiliary Lanes
2. See Appendix C for calculation sheets.

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

2.6 Near-Term "Out/Out" CMP Arterial Operations

The Congestion Management Program (CMP), adopted on November 22, 1991, is intended to link land use, transportation and air quality through level of service performance. The CMP requires an Enhanced CEQA Review for projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. As the project trip generation exceeds the CMP thresholds a CMP analysis is triggered.

The *SANDAG 2004 Congestion Management Program Update, July 2005* report contains a list of "CMP Arterials" that are to be analyzed if the project exceeds the above mentioned trip generation thresholds. La Jolla Village Drive and Miramar Road arterials are listed in the report and are contained within the project study area. The *City of San Diego Traffic Impact Study Manual* contains criteria which establishes that a project impact is considered significant if the travel speed along an arterial segment, operating at LOS E or lower (with project), decreases by more than one mile per hour. The study area CMP arterials were analyzed under all future scenarios. The results of the analysis are shown in ***Table 2–5***. The capacity analysis worksheets are contained in the ***Appendix D***.

No significant project impact is calculated for the CMP Arterials under Near-Term conditions.

TABLE 2–5
NEAR-TERM "OUT/OUT" CMP ARTERIAL ANALYSIS

Arterial Segment	Period	Direction	Near-Term Without Project		Near-Term With Project		Speed Decrease	Sig?
			Speed[1]	LOS[2]	Speed	LOS		
La Jolla Village Dr. I-5 to I-805	AM	EB	14.7	E	14.6	E	0.1	No
		WB	11.8	F	11.6	F	0.2	No
	PM	EB	15.2	E	14.5	E	0.7	No
		WB	11.2	F	10.5	F	0.7	No
Miramar Rd. I-805 to Nobel Drive	AM	EB	28.2	B	28.0	B	0.2	No
		WB	21.3	D	21.1	D	0.2	No
	PM	EB	28.0	B	27.7	C	0.3	No
		WB	21.3	D	20.8	D	0.5	No

Notes:

1. Speed in miles per hour.
2. Level of Service.

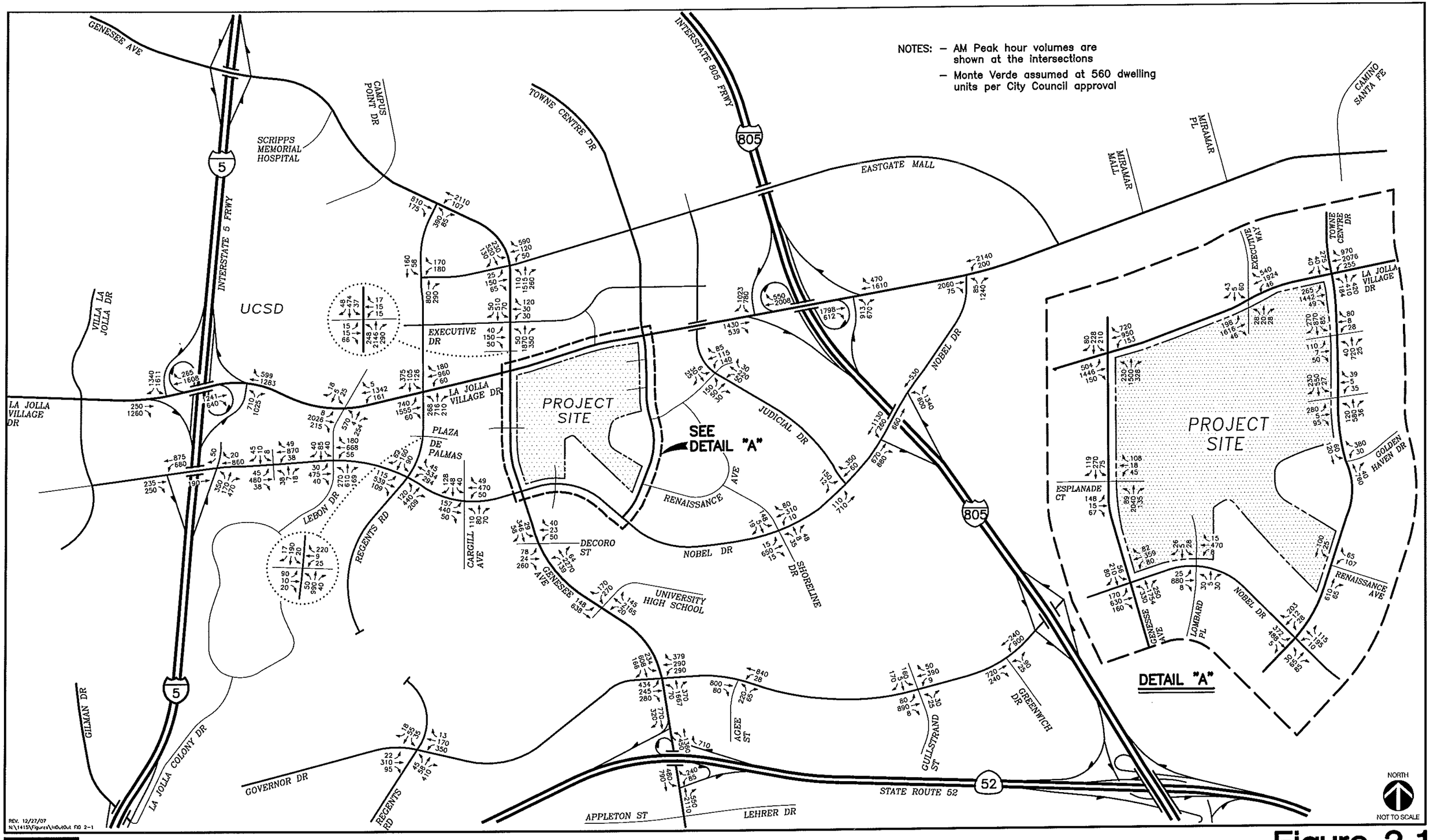

Figure 2-1

NEAR-TERM "WITHOUT PROJECT" AM PEAK HOUR VOLUMES

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT
REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

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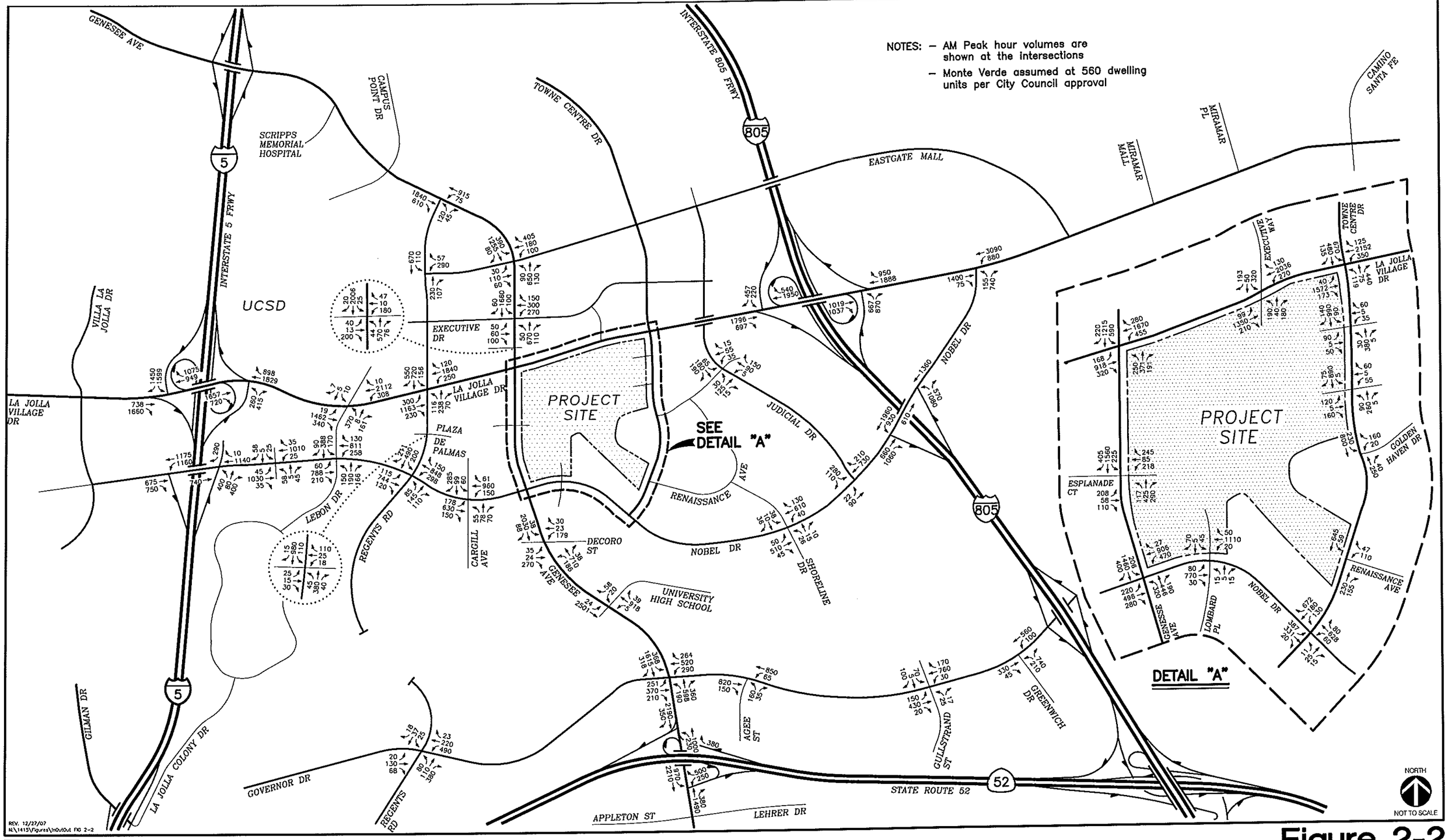

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engineers

Figure 2-2

NEAR-TERM "WITHOUT PROJECT" PM PEAK HOUR VOLUMES

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT
REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

NOTES: – ADT shown midblock

– Monte Verde assumed at 560 dwelling units per City Council approval

GENESEE AVE
SCRIPPS MEMORIAL HOSPITAL
CAMPUS POINT DR
INTERSTATE 5 FRWY
5
VILLA LA JOLLA DR
UCSD
LA JOLLA VILLAGE DR
NOBEL DR
LEBON DR
REGENTS RD
GILMAN DR
LA JOLLA COLONY DR
TOWNE CENTRE DR
INTERSTATE 805 FRWY
805
EASTGATE MALL
MIRAMAR MALL
MIRAMAR PL
CAMINO SANTA FE
EXECUTIVE DR
PROJECT SITE
PLAZA DE PALMAS
SEE DETAIL "A"
JUDICIAL DR
RENAISSANCE AVE
CARGILL AVE
DECORO ST
GENESEE AVE
UNIVERSITY HIGH SCHOOL
SHORELINE DR
NOBEL DR
AGEE ST
GULLSTRAND ST
GREENWICH DR
GOVERNOR DR
REGENTS RD
APPLETON ST
LEHRER DR
STATE ROUTE 52
52
ESPLANADE CT
EXECUTIVE WAY
GOLDEN HAVEN DR
GENESEE AVE
LOMBARD PL
DETAIL "A"

35,190 · 12,100 · 14,640 · 11,060 · 6070 · 32,540 · 36,570 · 8100 · 65,710 · 11,110 · 66,150 · 42,090 · 56,100 · 14,120 · 14,410 · 13,260 · 12,530 · 30,880 · 29,610 · 23,050 · 19,430 · 12,370 · 37,230 · 38,580 · 17,150 · 17,170 · 53,270 · 49,740 · 14,510 · 23,950 · 26,620 · 29,150 · 37,390 · 5980 · 14,110 · 193,500 · 22,620 · 23,550 · 13,100 · 14,900 · 31,540 · 204,500 · 220,770 · 217,120 · 21,960 · 23,220 · 40,800 · 8100 · 19,090 · 111,370 · 101,640

NORTH
NOT TO SCALE

REV. 12/27/07
N:\1415\Figures\InOutOut FIG 2-3

LINSCOTT LAW & GREENSPAN
engineers

Figure 2-3

NEAR-TERM "WITHOUT PROJECT" DAILY TRAFFIC VOLUMES

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT
REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

3.0 HORIZON YEAR "OUT/OUT" ANALYSIS

3.1 Horizon Year "Out/Out" Traffic Volumes

Figures 3–1 through ***3–3*** illustrate Horizon Year "Without Project" traffic volumes on a peak hour and daily basis.

3.2 Horizon Year "Out/Out" Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Horizon Year and Horizon Year "With Project" conditions. The Horizon Year "Without Project" condition assumes that the Near-Term mitigation measures have been completed. ***Table 3–1*** reports intersection operations during the peak hours. ***Appendix A*** contains the calculation sheets.

As traffic volumes are forecasted to increase in the horizon rear, intersections that were over saturated in the near-term continue to operate as such in the horizon year. The following intersections are calculated below LOS D in Horizon Year "Without Project":

- Executive Drive / Genesee Avenue, LOS E–PM peak period
- La Jolla Village Drive / I–5 southbound ramps, LOS E–PM peak period
- La Jolla Village Drive / Lebon Drive, LOS E–AM peak period
- La Jolla Village Drive / Regents Road, LOS E–AM and LOS F–PM peak periods
- La Jolla Village Drive / Genesee Avenue, LOS F–AM and PM peak periods
- La Jolla Village Drive / Executive Way, LOS E–AM and PM peak periods
- La Jolla Village Drive / Towne Centre Drive, LOS F–AM and PM peak periods
- La Jolla Village Drive / I–805 southbound ramps, LOS E–AM peak period
- Miramar Road / Nobel Drive, LOS E–AM peak period
- Nobel Drive / Lebon Drive, LOS E–PM peak period
- Nobel Drive / Genesee Avenue, LOS E–AM and PM peak periods
- Decoro Street / Genesee Avenue, LOS F–AM and PM peak periods
- University City High School / Genesee Avenue, LOS F–AM peak period
- Governor Drive / Genesee Avenue, LOS F–AM and PM peak periods
- SR 52 WB Ramps / Genesee Avenue, LOS F–PM peak period
- SR 52 EB Ramps / Genesee Avenue, LOS F–AM and PM peak periods

The addition of project related traffic is calculated to increase intersection delays for both the AM and PM peak periods. The Level of Service is degraded at certain intersections. ***Significant "cumulative" impacts are calculated at four intersections.***

- La Jolla Village Drive / I-805 southbound ramps, AM peak period
- La Jolla Village Drive / Executive Way, AM and PM peak periods
- Nobel Drive / Genesee Avenue, PM peak period
- Decoro Street / Genesee Avenue, PM peak period

TABLE 3–1
HORIZON YEAR "OUT/OUT" INTERSECTION OPERATIONS

Intersection	Peak Hour	Near-Term Without Project		Near-Term With Project		Delay Increase	Sig?[c]
		Delay[a]	LOS[b]	Delay	LOS		
Genesee Avenue							
Genesee Avenue / Regents Road	AM	20.0	B	20.0	C	0.0	No
	PM	15.3	B	15.5	B	0.2	No
Eastgate Mall							
Eastgate Mall / Regents Road	AM	5.6	A	5.6	A	0.0	No
	PM	6.9	A	6.9	A	0.0	No
Eastgate Mall / Genesee Avenue	AM	44.3	D	44.3	D	0.0	No
	PM	26.7	C	26.8	C	0.1	No
Executive Drive							
Executive Drive / Genesee Avenue	AM	33.6	C	33.9	C	0.3	No
	PM	60.3	E	60.7	E	0.4	No
Executive Square							
Executive Square / Genesee Avenue	AM	47.2	D	48.9	D	1.7	No
	PM	24.8	C	26.3	C	1.5	No
La Jolla Village Drive							
La Jolla Village Drive / I–5 SB Ramps	AM	35.4	D	36.1	D	0.7	No
	PM	56.3	E	56.9	E	0.6	No
La Jolla Village Drive / I–5 NB Ramps	AM	22.1	C	22.9	C	0.8	No
	PM	10.2	B	11.6	B	1.4	No
La Jolla Village Drive / Lebon Drive	AM	60.1	E	61.4	E	1.3	No
	PM	28.2	C	29.2	C	1.0	No
La Jolla Village Drive / Regents Road	AM	57.7	E	58.8	E	1.1	No
	PM	92.2	F	92.4	F	0.2	No
La Jolla Village Drive / Genesee Avenue	AM	101.4	F	102.5	F	1.1	No
	PM	82.3	F	82.7	F	0.4	No
La Jolla Village Drive / Town Centre Drive	AM	158.1	F	159.6	F	1.5	No
	PM	144.7	F	146.0	F	1.3	No
La Jolla Village Drive / I–805 SB Ramps	AM	71.5	E	**74.5**	**E**	**3.0**	**YES**
	PM	39.7	D	47.2	D	7.5	No
Miramar Road							
Miramar Road / I–805 NB Ramps	AM	20.3	C	20.9	C	0.6	No
	PM	10.0	B	12.5	B	2.5	No
Miramar Road / Nobel Drive	AM	67.1	E	67.1	E	0.0	No
	PM	42.6	D	43.0	D	0.4	No
Project Driveways							
La Jolla Village Drive / Executive Way	AM	65.5	E	**67.7**	**E**	**2.2**	**YES**
	PM	75.4	E	**83.1**	**F**	**7.7**	**YES**
Genesee Avenue / Esplanade Court	AM	30.7	C	32.7	C	2.0	No
	PM	31.1	C	34.2	C	3.1	No
Nobel Drive / Lombard Place *(unsignalized)*	AM	10.5	B	11.5	B	1.0	No
	PM	14.1	B	21.6	C	7.5	No
Towne Centre Dr. / North UTC dwy *(unsignalized)*	AM	26.5	D	31.1	D	4.6	No
	PM	4.0	A	10.4	B	6.4	No

TABLE 3–1
HORIZON YEAR "OUT/OUT" INTERSECTION OPERATIONS

Intersection	Peak Hour	Near-Term Without Project		Near-Term With Project		Delay Increase	Sig?[c]
		Delay[a]	LOS[b]	Delay	LOS		
Towne Centre Dr. / South UTC dwy *(unsignalized)*	AM	38.1	D	40.7	D	2.6	No
	PM	24.8	C	33.5	C	8.7	No
Plaza de Palmas							
Plaza de Palmas / Mahaila Avenue / Regents Road	AM	35.5	D	37.5	D	2.0	No
	PM	28.3	C	35.5	D	7.2	No
Golden Haven Drive							
Golden Haven Drive / Towne Centre Drive	AM	20.3	C	22.3	C	2.0	No
	PM	21.8	C	26.9	C	5.1	No
Golden Haven Drive / Judicial Drive	AM	17.7	B	17.7	B	0.0	No
	PM	9.7	A	10.0	B	0.3	No
Renaissance Avenue							
Renaissance Avenue / Towne Centre Drive	AM	10.8	B	11.2	B	0.4	No
	PM	8.8	A	9.3	A	0.5	No
Nobel Drive							
Nobel Drive / I–5 SB Ramp	AM	6.2	A	6.4	A	0.2	No
	PM	44.1	D	50.3	D	6.2	No
Nobel Drive / I–5 NB Ramp	AM	12.7	B	12.7	B	0.0	No
	PM	23.0	C	24.3	C	1.3	No
Nobel Drive / Caminito Plaza Centro	AM	11.5	B	11.5	B	0.0	No
	PM	11.2	B	11.2	B	0.0	No
Nobel Drive / Lebon Drive	AM	43.3	D	43.4	D	0.1	No
	PM	58.4	E	58.5	E	0.1	No
Nobel Drive / Regents Road	AM	46.1	D	47.7	D	1.6	No
	PM	50.9	D	54.3	D	3.4	No
Nobel Drive / Costa Verde Blvd. / Cargill Ave.	AM	47.3	D	47.3	D	0.0	No
	PM	45.9	D	48.1	D	2.2	No
Nobel Drive / Genesee Avenue	AM	55.4	E	57.4	E	2.0	No
	PM	65.8	E	**74.5**	**E**	**8.7**	**YES**
Nobel Drive / Towne Centre Drive	AM	25.8	C	25.8	C	0.0	No
	PM	39.0	D	39.2	D	0.2	No
Nobel Drive / Shoreline Drive	AM	16.4	B	16.4	B	0.0	No
	PM	13.4	B	13.5	B	0.1	No
Nobel Drive / Judicial Drive	AM	11.5	B	11.6	B	0.1	No
	PM	12.4	B	12.9	B	0.5	No
Nobel Drive / I–805 SB Ramp	AM	3.6	A	3.6	A	0.0	No
	PM	33.9	C	36.0	D	2.1	No
Nobel Drive / I–805 NB Ramp	AM	31.7	C	31.8	C	0.1	No
	PM	23.2	C	25.2	C	2.0	No
Decoro Street							
Decoro Street / Genesee Avenue	AM	83.1	F	85.1	F	2.0	No
	PM	98.1	F	**104.2**	**F**	**6.1**	**YES**
University City High School							
University City High School / Genesee Avenue	AM	87.1	F	88.5	F	1.4	No
	PM	24.1	C	30.8	C	6.7	No

TABLE 3-1
HORIZON YEAR "OUT/OUT" INTERSECTION OPERATIONS

Intersection	Peak Hour	Near-Term Without Project		Near-Term With Project		Delay Increase	Sig?[c]
		Delay[a]	LOS[b]	Delay	LOS		
Governor Drive							
Governor Drive / Regents Road	AM	18.6	B	18.7	B	0.1	No
	PM	44.3	D	45.4	D	1.1	No
Governor Drive / Genesee Avenue	AM	136.8	F	138.3	F	1.5	No
	PM	114.8	F	115.8	F	1.0	No
Governor Drive / Agee Street	AM	10.0	B	10.0	B	0.0	No
	PM	11.1	B	11.3	B	0.2	No
Governor Drive / Gullstrand Street	AM	13.1	B	13.1	B	0.0	No
	PM	17.5	B	17.8	B	0.3	No
Governor Drive / Greenwich Street	AM	25.9	C	25.9	C	0.0	No
	PM	6.5	A	6.5	A	0.0	No
SR 52							
SR 52 WB Ramps / Genesee Avenue	AM	3.5	A	3.5	A	0.0	No
	PM	91.8	F	93.5	F	1.7	No
SR 52 EB Ramps / Genesee Avenue	AM	115.8	F	117.5	F	1.7	No
	PM	131.5	F	132.3	F	0.8	No

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Sig = Significant project impacts based on Significance Criteria.

General Notes:

1. BOLD represents a significant impact.

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

3.3 Horizon Year "Out/Out" Street Segment Operations

Horizon year street segment analyses were conducted for roadways in the study area. ***Table 3–2*** reports horizon year street segment operations. The following street segments are calculated to operate below LOS D without project traffic:

- Genesee Avenue, Nobel Street to Decoro Street, LOS F
- Genesee Avenue, Governor Drive to SR 52, LOS F
- La Jolla Village Drive, I-5 to Lebon Drive, LOS E
- La Jolla Village Drive, Lebon Drive to Regents Road, LOS E
- La Jolla Village Drive, Genesee Avenue to Executive Way, LOS F
- La Jolla Village Drive, Towne Centre Drive to I-805, LOS E
- Miramar Road, I-805 to Nobel Drive, LOS F
- Eastgate Mall, Regents Road to Genesee Avenue, LOS F
- Nobel Drive, I-805 to Miramar Road, LOS E
- Governor Drive, Genesee Avenue to Gullstrand, LOS E

The addition of project traffic is calculated to increase the volume to capacity (V/C) ratio on most segments. A degradation in Level of Service is calculated on some street segments. Per the City's significance criteria and analysis methodology, ***a significant "cumulative" project impact is calculated at six street segments.***

- Genesee Avenue, Nobel Street to Decoro Street, LOS F
- Genesee Avenue, Governor Drive to SR 52, LOS F
- La Jolla Village Drive, I–5 to Lebon Drive, LOS E
- La Jolla Village Drive, Lebon Drive to Regents Road, LOS E
- La Jolla Village Drive, Executive Way to Towne Centre Drive, LOS E
- La Jolla Village Drive, Towne Centre Drive to I-805, LOS E

TABLE 3–2
HORIZON YEAR "OUT/OUT" STREET SEGMENT OPERATIONS

Roadway Segment	Lanes	Classification	Capacity (LOS E)[a]	Horizon Year			Horizon Year With Project			V/C Increase	Sig[e]
				ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS		
Genesee Avenue											
Regents Rd. to Eastgate Mall	6	Major Arterial	50,000	38,070	0.761	C	38,780	0.776	C	0.015	No
Eastgate Mall to Executive Dr.	6	Major Arterial	50,000	35,870	0.717	C	36,760	0.735	C	0.018	No
Executive Dr. to Executive Sq.	6	Major Arterial	50,000	37,590	0.752	C	37,950	0.759	C	0.007	No
Executive Sq. to La Jolla Village Dr.	6	Major Arterial	50,000	39,140	0.783	C	39,670	0.793	C	0.010	No
La Jolla Village Dr. to Esplanade Ct.	6	Major Arterial	50,000	35,400	0.708	C	37,360	0.747	C	0.039	No
Esplanade Ct. to Nobel Dr.	6	Major Arterial	50,000	34,020	0.680	C	35,800	0.716	C	0.036	No
Nobel Dr. to Decoro St.	4	Major Arterial	40,000	42,860	1.072	F	45,170	1.129	F	0.057	**YES**
Decoro St. to Governor Dr.[f]	4	Prime Arterial	45,000	36,590	0.813	D	38,810	0.862	D	0.049	No
Governor Dr. to SR 52	4	Major Arterial	40,000	44,310	1.108	F	45,730	1.143	F	0.035	**YES**
La Jolla Village Drive											
I-5 to Lebon Dr.	7	Prime Arterial	65,000	61,680	0.949	E	63,460	0.976	E	0.027	**YES**
Lebon Dr. to Regents Rd.	6	Prime Arterial	60,000	56,800	0.947	E	58,580	0.976	E	0.029	**YES**
Regents Rd. to Genesee Ave.	6	Prime Arterial	60,000	46,750	0.779	C	49,240	0.821	C	0.042	No
Genesee Ave. to Executive Way	6	Prime Arterial	60,000	63,480	1.058	F	64,550	1.076	F	0.018	No
Executive Way to Towne Centre Dr.	6	Prime Arterial	60,000	54,350	0.906	D	56,660	0.944	E	0.038	**YES**
Towne Centre Dr. to I-805	9	Prime Arterial	75,000	69,250	0.923	E	74,230	0.990	E	0.067	**YES**
Miramar Road											
I-805 to Nobel Dr.	8	Prime Arterial	70,000	73,560	1.051	F	74,450	1.064	F	0.013	No
Regents Road											
Genesee Ave. to Eastgate Mall	4	Collector	30,000	12,770	0.426	B	12,770	0.426	B	0.000	No
Eastgate Mall to Executive Dr.	4	Collector	30,000	11,700	0.390	B	11,700	0.390	B	0.000	No
Executive Dr. to La Jolla Village Drive	4	Collector	30,000	17,890	0.596	C	17,890	0.596	C	0.000	No
La Jolla Village Dr. to Nobel Dr.	5	Major Arterial	45,000	19,410	0.431	B	20,120	0.447	B	0.016	No
Nobel Dr. to Governor Dr.	4	Major Arterial	40,000	13,700	0.343	A	13,880	0.347	A	0.004	No
Towne Centre Drive											
La Jolla Village Dr. to UTC N. Dwy	4	Collector	30,000	17,030	0.426	B	20,060	0.502	B	0.076	No
UTC N. Dwy to UTC S. Dwy	4	Collector	30,000	17,930	0.448	B	20,960	0.524	B	0.076	No
UTC S. Dwy to Golden Haven Dr.	4	Collector	30,000	14,630	0.366	A	16,230	0.406	B	0.040	No
Golden Haven Dr. to Renaissance Dr.	4	Collector	30,000	14,240	0.475	C	15,130	0.504	C	0.029	No
Renaissance Dr. to Nobel Dr.	4	Collector	30,000	16,140	0.538	C	16,670	0.556	C	0.018	No

TABLE 3–2 *continued*

HORIZON YEAR "OUT/OUT" STREET SEGMENT OPERATIONS

Roadway Segment	Lanes	Classification	Capacity (LOS E)[a]	Horizon Year			Horizon Year With Project			V/C Increase	Sig[e]
				ADT[b]	V/C[c]	LOS[d]	ADT	V/C	LOS		
Judicial Drive											
Executive Dr. to Golden Haven Dr.	4	Major Arterial	40,000	12,970	0.324	A	12,970	0.324	A	0.000	No
Golden Haven Dr. to Nobel Dr.	4	Major Arterial	40,000	16,740	0.419	B	17,100	0.428	B	0.009	No
Eastgate Mall											
Regents Rd. to Genesee Ave.	2	Collector	15,000	16,000	1.067	F	16,090	1.073	F	0.006	No
Executive Drive											
Regents Rd. to Genesee Ave.	4	Collector	30,000	8,490	0.283	A	8,670	0.289	A	0.006	No
Nobel Drive											
I–5 to Lebon Dr.	6	Major Arterial	50,000	26,650	0.533	B	28,430	0.569	C	0.036	No
Lebon Dr. to Regents Rd.	6	Major Arterial	50,000	30,390	0.608	C	32,350	0.647	C	0.039	No
Regents Rd. to Genesee Ave.	6	Major Arterial	50,000	33,710	0.674	C	36,920	0.738	C	0.064	No
Genesee Ave. to Lombard Pl.	6	Prime Arterial	60,000	29,450	0.491	B	33,190	0.553	B	0.062	No
Lombard Pl. to Towne Centre Dr.	6	Prime Arterial	60,000	23,050	0.384	A	23,760	0.396	A	0.012	No
Towne Centre Dr. to Judicial Dr.	6	Prime Arterial	60,000	16,790	0.280	A	18,040	0.301	A	0.021	No
Judicial Dr. to I-805	6	Prime Arterial	60,000	36,550	0.609	C	37,970	0.633	C	0.024	No
I-805 to Miramar Rd.	4	Major Arterial	40,000	39,940	0.999	E	40,120	1.003	F	0.004	No
Golden Haven											
Renaissance Ave. to Judicial Dr.	4	Major Arterial	40,000	7,610	0.190	A	8,410	0.204	A	0.014	No
Lebon Dr.											
La Jolla Village Dr. to Nobel Dr.	5	Collector	35,000	17,610	0.503	C	17,610	0.503	C	0.000	No
Governor Dr.											
West of Regents Rd.	4	Collector	30,000	8,540	0.285	A	8,630	0.288	A	0.003	No
Regents Rd. to Genesee Ave.	4	Major Arterial	40,000	21,980	0.550	C	22,510	0.563	C	0.013	No
Genesee Ave. to Gullstrand St.	4	Collector	30,000	27,110	0.904	E	27,380	0.913	E	0.009	No
Gullstrand St. to I–805	4	Collector	30,000	23,620	0.787	D	23,710	0.790	D	0.003	No

Footnotes:

a) Capacity based on roadway classification operating at LOS E.
b) Average Daily Traffic.
c) Volume to Capacity.
d) Level of Service.
e) Sig = Significant project impact based on Significance Criteria.
f) As part of the deletion of FBA projects NUC–18 (Regents Road Bridge) and NUC–A (Genesee Avenue widening), Genesee Avenue is assumed to be reclassified to a four-lane Prime Arterial as it best reflects the roadway character and function under such a scenario.

3.4 Horizon Year "Out/Out" Freeway Ramp Meter Operations

Ramp meter analyses were conducted at the I-805/La Jolla Village Drive/Miramar Road, I-805/Nobel Drive, and I-5/La Jolla Village Drive for Horizon Year conditions. ***Table 3–3A*** presents the results using the fixed rate approach. ***Table 3–3B presents the results using the maximum delay method.***

According to the Fixed-Rate method, the project is calculated to have a significant "cumulative" impact at five locations.

- Eastbound La Jolla Village Drive to southbound I–805 on-ramp, PM peak period
- Eastbound La Jolla Village Drive to northbound I–805 on-ramp, PM peak period
- Eastbound and Westbound Nobel Drive to southbound I–805 on-ramp, PM peak period
- Westbound La Jolla Village Drive to northbound I–5 on-ramp, PM peak period
- Eastbound and Westbound Nobel Drive to southbound I–5 on-ramp, PM peak period

TABLE 3–3A
HORIZON YEAR "OUT/OUT" RAMP METER OPERATIONS—FIXED RATE

Location	Peak Hour	Horizon Year without Project		Horizon Year with Project		Delay Increase	Sig?
		Delay (min.)	Queue (ft.)	Delay (min.)	Queue (ft.)		
I-805/La Jolla Village Dr./Miramar Rd. Interchange							
WB Miramar Rd. to SB I-805 (2 SOV)	AM	34	5,800	34	5,800	0	No
	PM	34	5,800	34	5,800	0	No
WB Miramar Rd. to NB I-805 (1 SOV+ 1 HOV)	AM	55	5,475	55	5,475	0	No
	PM	182	18,225	182	18,225	0	No
EB La Jolla Village Dr. to SB I-805 (1 SOV + 1 HOV)	AM	29	5,723	31	6,190	2	No
	PM	49	9,718	58	11,694	**9**	**YES**
EB La Jolla Village Dr. to NB I-805 (1 SOV + 1 HOV)	AM	51	7,596	53	8,021	2	No
	PM	138	20,686	150	22,514	**12**	**YES**
I-805/Nobel Dr. Interchange							
EB & WB Nobel Dr. to SB I-805 (2 SOV + 1 HOV)	AM	202	24,250	204	24,441	2	No
	PM	406	48,688	413	49,516	**7**	**YES**
I-5/La Jolla Village Dr. Interchange							
WB La Jolla Village Dr. to SB I-5 (1 SOV + 1 HOV)	AM	0	0	0	0	0	No
	PM	62	14,525	63	14,725	1	No
WB La Jolla Village Dr. to NB I-5 (1 SOV)	AM	168	16,375	170	16,550	2	No
	PM	287	27,975	295	28,750	**8**	**YES**
EB La Jolla Village Dr. to SB I-5 (1 SOV + 1 HOV)	AM	303	25,713	303	25,713	0	No
	PM	448	38,038	448	38,038	0	No
EB La Jolla Village Dr. to NB I-5 (1 SOV + 1 HOV)	AM	82	7,963	82	7,963	0	No
	PM	99	9,663	99	9,663	0	No
I-5/Nobel Drive Interchange							
EB & WB Nobel Dr. to SB I-5 (2 SOV + 1 HOV)	AM	40	11,738	42	12,053	2	No
	PM	123	35,813	128	37,185	**5**	**YES**

Notes:
1. Results based on Caltrans' rate code F (most restrictive).
2. SOV = Single-Occupancy Vehicle; HOV = High-Occupancy Vehicle
3. Sig = Significant project impacts based on Significance Criteria.
4. See Appendix B for the calculation sheets.

According to the "Maximum Delay" method, the project is calculated to have a significant "direct" project impact at two locations.

- Eastbound La Jolla Village Drive to southbound I–805 on-ramp, PM peak period
- Eastbound La Jolla Village Drive to northbound I–805 on-ramp, PM peak period

TABLE 3–3B
HORIZON YEAR "OUT/OUT" RAMP METER OPERATIONS—MAXIMUM DELAY

Location	Peak Hour	Near-Term without Project		Near-Term with Project		Delay Increase	Sig?
		Delay (min.)	Queue (ft.)	Delay (min.)	Queue (ft.)		
I-805/La Jolla Village Dr./Miramar Rd. Interchange							
WB Miramar Rd. to SB I-805 (2 SOV)	AM	15	3,200	15	3,200	0	No
	PM	15	3,200	15	3,200	0	No
WB Miramar Rd. to NB I-805 (1 SOV+ 1 HOV)	AM	15	2,295	15	2,295	0	No
	PM	15	4,845	15	4,845	0	No
EB La Jolla Village Dr. to SB I-805 (1 SOV + 1 HOV)	AM	15	3,545	17	4,012	2	No
	PM	15	4,344	22	6,320	7	**Yes**
EB La Jolla Village Dr. to NB I-805 (1 SOV + 1 HOV)	AM	15	3,319	17	3,744	2	No
	PM	15	5,937	20	7,765	**5**	**Yes**
I-805/Nobel Dr. Interchange							
EB & WB Nobel Dr. to SB I-805 (2 SOV + 1 HOV)	AM	15	6,290	15	6,481	0	No
	PM	15	11,178	16	12,006	1	No
I-5/La Jolla Village Dr. Interchange							
WB La Jolla Village Dr. to SB I-5 (1 SOV + 1 HOV)	AM	0	0	0	0	0	No
	PM	15	5,725	16	5,925	1	No
WB La Jolla Village Dr. to NB I-5 (1 SOV)	AM	15	4,445	16	4,620	1	No
	PM	15	6,765	17	7,540	2	No
EB La Jolla Village Dr. to SB I-5 (1 SOV + 1 HOV)	AM	15	6,163	15	6,163	0	No
	PM	15	8,628	15	8,628	0	No
EB La Jolla Village Dr. to NB I-5 (1 SOV + 1 HOV)	AM	15	2,763	15	2,763	0	No
	PM	15	3,103	15	3,103	0	No
I-5/Nobel Drive Interchange							
EB & WB Nobel Dr. to SB I-5 (2 SOV + 1 HOV)	AM	15	5,828	16	6,143	1	No
	PM	15	10,643	17	12,015	2	No

Notes:
1. SOV = Single-Occupancy Vehicle; HOV = High-Occupancy Vehicle
2. Sig = Significant project impacts based on Significance Criteria.
3. See Appendix B for the calculation sheets.

3.5 Horizon Year "Out/Out" Freeway Segment Operations

Freeway segments were analyzed under Horizon Year conditions. As shown in ***Table 3--4***, the following segments were calculated to operate below LOS D without the project:

- I-5 between La Jolla Village Drive and Gilman Drive, LOS F(2)–AM and LOS F(0), LOS F(3)–PM peak periods
- I-805 between La Jolla Village Drive and Nobel Drive, LOS F(0)–AM and LOS E–PM peak periods
- I-805 between Nobel Drive and Governor Drive, LOS F(1)–AM and LOS F(0)–PM peak periods
- I-805 between Governor Drive and SR 52, LOS F(2)–AM and LOS F(0)–PM peak periods
- SR 52 between I-5 and Genesee Avenue, LOS E, LOS F(1)–AM and LOS F(3)–PM peak periods
- SR 52 between Genesee Avenue and I-805, LOS F(0), LOS F(2)–AM and LOS F(3), LOS E–PM peak periods

A significant "cumulative" project impact was calculated at two freeway segments:

- I-805 between Nobel Drive and Governor Drive, Southbound–PM peak period
- I-805 between Governor Drive and SR 52, Southbound–PM peak period

TABLE 3–4
HORIZON YEAR "OUT/OUT" FREEWAY SEGMENT OPERATIONS

Freeway and Segment	Direction & Number of Lanes[1]		ADT	Horizon Year Without Project				Horizon Year With Project				V/C Delta		Significant	
				AM		PM		AM		PM					
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM	AM	PM
I–5															
La Jolla Village Dr. to Gilman Dr.	NB Mainlines	4M	221,650	1.395	F(2)	1.025	F(0)	1.397	F(2)	1.033	F(0)	0.002	0.008	No	No
	SB Mainlines	4M	221,650	0.804	D	1.451	F(3)	0.806	D	1.459	F(3)	0.002	0.008	No	No
I–805															
La Jolla Village Dr. to Nobel Dr.	NB Mainlines	4M+1A	196,980	1.080	F(0)	0.658	C	1.084	F(0)	0.669	C	0.004	0.011	No	No
	SB Mainlines	4M+1A	196,980	0.482	B	0.995	E	0.484	B	1.005	F(0)	0.002	0.010	No	No
Nobel Dr. to Governor Dr.	NB Mainlines	4M+1A	237,980	1.305	F(1)	0.795	C	1.310	F(1)	0.812	D	0.005	0.017	No	No
	SB Mainlines	4M+1A	237,980	0.582	B	1.202	F(0)	0.586	B	1.218	F(0)	0.004	0.016	No	Yes
Governor Dr. to SR 52	NB Mainlines	4M+1A	246,880	1.354	F(2)	0.825	D	1.359	F(2)	0.842	D	0.005	0.017	No	No
	SB Mainlines	4M+1A	246,880	0.604	B	1.247	F(0)	0.608	B	1.263	F(1)	0.004	0.016	No	Yes
SR 52															
I–5 to Genesee Ave.	EB Mainlines	2M	111,670	0.926	E	1.539	F(3)	0.927	E	1.541	F(3)	0.001	0.002	No	No
	WB Mainlines	2M	111,670	1.309	F(1)	0.892	D	1.309	F(1)	0.894	D	0.000	0.002	No	No
Genesee Ave. to I–805	EB Mainlines	2M	122,470	1.015	F(0)	1.688	F(3)	1.016	F(0)	1.692	F(3)	0.001	0.004	No	No
	WB Mainlines	2M	122,470	1.435	F(2)	0.978	E	1.437	F(2)	0.982	E	0.002	0.004	No	No

Notes:

1. M: Mainline, A: Auxiliary Lane. Ex. 4M+2A=4 Mainlines + 2 Auxiliary Lanes
2. See Appendix C for calculation sheets.

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

3.6 Horizon Year "Out/Out" CMP Arterial Operations

The results of the analysis are shown in ***Table 3–5***. The capacity analysis worksheets are contained in the ***Appendix D***.

No significant project impact is calculated for the CMP Arterials under Horizon Year conditions.

TABLE 3–5
HORIZON YEAR "OUT/OUT" CMP ARTERIAL ANALYSIS

Arterial Segment	Period	Direction	Horizon Year		Horizon Year With Project		Speed Decrease	Sig?
			Speed[1]	LOS[2]	Speed	LOS		
La Jolla Village Dr. I-5 to I-805	AM	EB	10.9	F	10.4	F	0.5	No
		WB	7.8	F	7.7	F	0.1	No
	PM	EB	11.8	F	10.9	F	0.9	No
		WB	6.7	F	6.6	F	0.1	No
Miramar Rd. I-805 to Nobel Drive	AM	EB	20.1	D	20.1	D	0.0	No
		WB	12.4	F	12.4	F	0.0	No
	PM	EB	24.6	C	24.4	C	0.2	No
		WB	11.0	F	10.8	F	0.2	No

Notes:

1. Speed in miles per hour.
2. Level of Service.

NOTES: – AM Peak hour volumes are shown at the intersections
– Monte Verde assumed at 560 dwelling units per City Council approval

GENESEE AVE
INTERSTATE 5 FRWY
SCRIPPS MEMORIAL HOSPITAL
CAMPUS POINT DR
TOWNE CENTRE DR
INTERSTATE 805 FRWY
EASTGATE MALL
MIRAMAR MALL
MIRAMAR PL
CAMINO SANTA FE
VILLA LA JOLLA DR
UCSD
EXECUTIVE DR
LA JOLLA VILLAGE DR
PROJECT SITE
SEE DETAIL "A"
JUDICIAL DR
NOBEL DR
PLAZA DE PALMAS
LEBON DR
REGENTS RD
CARGILL AVE
DECORO ST
RENAISSANCE AVE
SHORELINE DR
GENESSEE AVE
UNIVERSITY HIGH SCHOOL
GILMAN DR
LA JOLLA COLONY DR
GOVERNOR DR
AGEE ST
GUILLSTRAND ST
GREENWICH DR
STATE ROUTE 52
APPLETON ST
LEHRER DR
EXECUTIVE WAY
ESPLANADE CT
GOLDEN HAVEN DR
LOMBARD PL

DETAIL "A"

NORTH
NOT TO SCALE

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Figure 3-1

HORIZON YEAR "WITHOUT PROJECT" AM PEAK HOUR VOLUMES

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT
REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

LINSCOTT LAW & GREENSPAN engineers

NOTES: – AM Peak hour volumes are shown at the intersections

– Monte Verde assumed at 560 dwelling units per City Council approval

GENESEE AVE
INTERSTATE 5 FRWY
INTERSTATE 805 FRWY
SCRIPPS MEMORIAL HOSPITAL
CAMPUS POINT DR
TOWNE CENTRE DR
EASTGATE MALL
MIRAMAR MALL
MIRAMAR PL
CAMINO SANTA FE
UCSD
VILLA LA JOLLA DR
EXECUTIVE DR
EXECUTIVE WAY
LA JOLLA VILLAGE DR
PROJECT SITE
PLAZA DE PALMAS
NOBEL DR
LEBON DR
REGENTS RD
CARGILL AVE
DECORO ST
GENESEE AVE
UNIVERSITY HIGH SCHOOL
SEE DETAIL "A"
JUDICIAL DR
RENAISSANCE AVE
SHORELINE DR
GILMAN DR
LA JOLLA COLONY DR
GOVERNOR DR
APPLETON ST
LEHRER DR
AGEE ST
GULLSTRAND ST
GREENWICH DR
GOLDEN HAVEN DR
ESPLANADE CT
GENESSE AVE
LOMBARD PL
STATE ROUTE 52
DETAIL "A"
NORTH
NOT TO SCALE

REV. 12/27/07
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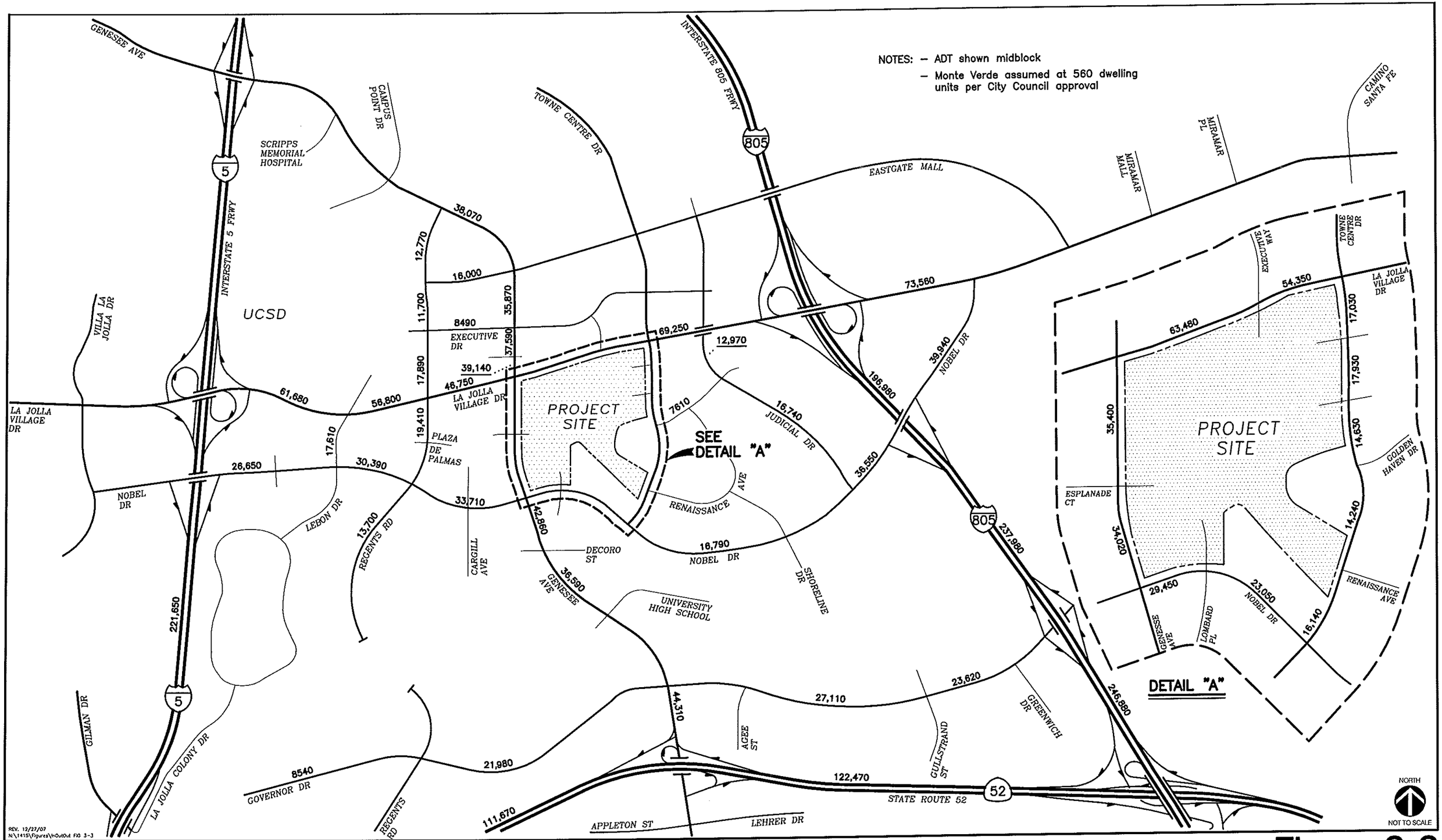
Figure 3-2

HORIZON YEAR "WITHOUT PROJECT" PM PEAK HOUR VOLUMES

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT
REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

LINSCOTT LAW & GREENSPAN engineers



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LINSCOTT LAW & GREENSPAN engineers

Figure 3-3

HORIZON YEAR "WITHOUT PROJECT" DAILY TRAFFIC VOLUMES

UNIVERSITY TOWNE CENTRE REVITALIZATION PROJECT
REGENTS/GENESEE SUPPLEMENTAL ANALYSIS

4.0 CONCLUSIONS

LLG Engineers conducted the following supplemental analysis to review traffic implications of the UTC Revitalization Project assuming the deletion of FBA projects NUC-18 (Regents Road bridge) and NUC-A (Genesee Avenue widening) under Near-Term and Horizon Year conditions.

Significant impacts were calculated on certain facilities, however ***no*** new impacts were calculated as compared to results presented in the approved Traffic Impact Study (dated July 20th, 2007).