

**NORTHRIDGE MALL EXPANSION
TRAFFIC IMPACT ANALYSIS**

FINAL DRAFT REPORT

SALINAS, CALIFORNIA

Prepared for

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1 INTRODUCTION

This traffic study was prepared to assess the potential traffic impacts associated with the buildout of phased improvements including renovations, expansions and additional development at the Northridge Mall shopping center in Salinas, California. **Exhibit 1** shows the location of the proposed project.

1.1 Project Description

The project is expected to be constructed in phases. A brief description of the phases is described below:

Phase 1 includes an expansion of the existing Rite-Aid pharmacy, which will include a drive-through, and an interior reconfiguration of the stores in the north building. The existing Rite-Aid pharmacy will increase from 50,858 square feet to 58,333 square feet (for an increase of 7,475 square feet).

Phases 2 through 6 include the construction of five new buildings on pads along the perimeter of the shopping center, four of which are located along North Main Street and one that is located along the western edge of the site. The existing 20,969 square foot Firestone tire store located on the southwest corner of the North Main Street / San Juan Grade Road intersection will be demolished and replaced by the new building (approximately 10,000 square feet in size) at the western edge of the project site.

Tenants for the other four buildings have not been finalized, but may include restaurants, retail, or service businesses typically found within large shopping centers. The four new buildings along North Main Street are also estimated to be approximately 10,000 square feet each. For the purposes of this analysis, it was assumed that the four new buildings along North Main Street would include three restaurants and one retail business.

Phase 7 includes the expansion of the JCPenney store from 75,856 square feet to 124,193 square feet, for an increase of 48,337 square feet. Phase 7 also includes the renovation and reconfiguration of retail space within the mall, and parking improvements.

The shopping center's existing site plan is shown in **Exhibit 2**. The conceptual proposed project site plan is shown in **Exhibit 3**.

1.2 Scope of Work

Intersection analyses were performed for the following study intersections during the weekday PM and Saturday midday peak hours:

1. US 101 SB Ramps / Boronda Road

2. US 101 NB Ramps / Boronda Road
3. North Main Street / Boronda Road
4. San Juan Grade Road / Boronda Road
5. North Main Street / Bank of America Driveway
6. North Main Street / Northridge Mall Driveway
7. North Main Street / San Juan Grade Road
8. North Main Street / Madrid Street-Harden Parkway
9. North Main Street / Alvin Drive
10. Sala Road / Harrison Road
11. North Main Street / Russell Road-Espinosa Road
12. North Main Street / Bolivar Street

The location of each study intersection is shown in **Exhibit 4**. Beyond the limits of the study area, the project trips disperse onto numerous local streets or onto regional facilities. The impact of trips that disperse on the local road network lessens as they move away from the project site. The local intersections included in the analysis were identified as potentially having the greatest impact from the project.

In addition to the analysis of 12 study intersections, weekday PM and Saturday midday peak hour traffic counts were conducted at all driveways that provide access to the mall. The driveways are identified below:

- A. Boronda Road Driveway A (between Hometown Buffet and Wells Fargo Bank)
- B. North Main Street / Wells Fargo Bank Driveway B
- C. North Main Street / Firestone Driveway C (north of Firestone)
- D. North Main Street / Firestone Driveway D (south of Firestone)
- E. North Main Street / Big 5 Sporting Goods Driveway E
- F. Madrid Driveway F (East)
- G. Madrid Driveway G (West)

The location of each driveway is shown in **Exhibit 5**.

Weekday PM peak hour and Saturday midday peak hour traffic operations were analyzed for the 12 study intersections under the following development scenarios:

1. Existing Conditions
2. Existing Plus Project Buildout Conditions
3. Background Conditions
4. Background Plus Project Buildout Conditions
5. Cumulative Conditions
6. Cumulative Plus Project Buildout Conditions

1.3 Traffic Operation Evaluation Methodologies and Level of Service Standards

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept, and the LOS standard adopted by the jurisdiction within which the intersection is located. LOS is a quantitative description of an intersection's operation, ranging from LOS A to LOS F. Level of service "A" represents free flow un-congested traffic conditions. Level of service "F" represents highly congested traffic conditions with what is commonly considered unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. LOS descriptions for signalized and unsignalized intersections are included as **Appendix A**.

Intersection traffic operations were evaluated using the Synchro analysis software (Version 8) which is based on the *Highway Capacity Manual 2010* methodologies for signalized intersections. Intersection operations are based upon the average vehicular delay at the intersection. The average delay is then correlated to a level of service. When using the HCM 2010 method for the analysis of signalized intersections, the overall intersection delay is used to determine LOS.

The study area covers the jurisdiction of multiple public agencies. Level of service standards and impact significance criteria adopted by each jurisdiction/agency have been used as appropriate.

For this study, the following level of service thresholds have been used:

1. The City of Salinas LOS "D" standard has been applied to intersections under the jurisdiction of the City of Salinas.
2. The County of Monterey LOS "D" standard has been applied to intersections under the jurisdiction of the County of Monterey.
3. The Caltrans level of service standard is the LOS C/D threshold. The Caltrans LOS C/D standard has been applied to state-controlled intersections.

1.4 Criteria for Significant Project Impacts

According to the California Environmental Quality Act (CEQA) guidelines, a project may have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. In accordance with CEQA, specific impact criteria have been applied to the study intersections to determine if the project-specific increase in traffic is substantial in relation to the existing traffic load and capacity of the street system.

The study area falls within multiple jurisdictions as described in Section 1.3. The significance criteria for the relevant jurisdictions are listed below and have been applied to the analysis results.

City of Salinas Significance Criteria

A significant impact at a study intersection is defined to occur under the following conditions:

- The addition of project traffic causes operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or LOS F), or
- The addition of project traffic adds one vehicle trip to intersections already operating at LOS E or LOS F.

County of Monterey

A significant impact at a signalized study intersection is defined to occur under the following conditions:

- A significant impact would occur if an intersection operating at LOS A, B, C or D degrades to E or F. For intersections already operating at unacceptable level E, a significant impact would occur if a project adds 0.01 or more during peak hours to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.

Caltrans

Caltrans seeks to maintain LOS C operations on State facilities. Caltrans does not have defined significance criteria for evaluating the significance of impacts to State facilities. For this study, the LOS C threshold for acceptable operations was utilized for State facilities. For State facilities located in the City of Salinas, the Salinas significance criteria was applied, except LOS C was considered the worst level of service that would be acceptable. For State facilities located in the County, the County significance criteria were applied, except again that LOS C was considered the worst level of service that would be acceptable.

1.5 Funding for Transportation Improvements

City of Salinas Traffic Impact Fee

The City of Salinas adopted the first Salinas Traffic Fee Ordinance (TFO) program in August 1987. The fee program links increases in traffic generated by new development to the cost of transportation improvements that would be required to mitigate the traffic impacts caused by the new development.

The program included rules and regulations for the collection of fees and a list of transportation improvement projects to fund. The TFO was updated in 2005 and again in 2010 to adjust the fee based on completed projects, revised development projections, and revised project descriptions and cost estimates.

Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts within the

City if the required improvements are identified in the TFO. If required improvements are not identified in the TFO, then it is recommended that the improvements and corresponding costs be added to the TFO so that project impacts can be mitigated by payment of an adjusted fee.

The fee program does not cover the cost to correct existing deficiencies, or deficiencies that would be caused or exacerbated by traffic generated by projects that have already been approved but not yet constructed at the time the updated TFO was adopted. As a result, the improvement projects listed in the TFO may not be sufficient to improve levels of service (LOS) to the LOS standard prescribed by the City's General Plan (LOS D).

TAMC Fee

The Transportation Agency for Monterey County (TAMC) and its member jurisdictions have adopted a county-wide, regional impact fee to cover the costs for studies and construction of many improvements throughout Monterey County. This impact fee, which went into effect on August 27, 2008, is applied to all new development within Monterey County. The governing document for the fee is the *Regional Impact Fee Nexus Study Update* (March 26, 2008) prepared by Kimley-Horn Associates, Inc. *The Regional Impact Fee Nexus Study Update* was updated again in 2013.

Monterey County Traffic Impact Fee

In August, 2006 the City of Salinas and the County of Monterey entered into an agreement known as the Greater Salinas Area Memorandum of Understanding (MOU). As stated in a report dated August 29, 2006 to the Salinas City Council and the Monterey County Board of Supervisors, "The MOU establishes a broad policy framework to govern and facilitate land use decisions in the Greater Salinas Area. The MOU must be viewed in its entirety as it is intended to aid the community, the City, and the County in the mutual goal of achieving orderly, consistent, and reasoned land use determinations in the Greater Salinas Area recognizing the responsibilities of both the County and City to assure orderly development in their respective jurisdictions."

Item #9 in the MOU states "City and County agree to support fees and taxes needed to mitigate the collective impact of new and existing development on the regional transportation system to the extent that the fees and taxes reflect the overall financing program adopted by TAMC".

Item #10 in the MOU states that "City and County agree that the County will develop a County-wide Traffic Impact fee program for the improvement of major County roads in accordance with the County adopted General Plan." The County will consult with TAMC and Monterey County cities in the development of the County fee program. In order to prevent the need for an ad hoc traffic impact fee on developments within the City of Salinas, the County's traffic impact fee program will make the Greater Salinas Area a priority, and the County will attempt to complete a nexus study and hearing process within 18 months of adoption of the County General Plan. To date, a County traffic fee program has yet to be adopted.

The 2010 Monterey County General Plan, which was adopted October 26, 2010, provides policies to enact the policy framework provided by the MOU. Specifically, the General Plan includes the following policies:

- Policy C-1.8 Development proposed in cities and adjacent counties shall be carefully reviewed to assess the proposed development's impact on the County's circulation system. The County, in consultation with TAMC and Monterey County cities shall, within 18 months of adoption of the General Plan, develop a County Traffic Impact fee that addresses Tier 2 impacts of development in cities and unincorporated areas. From the time of adoption of the General Plan until the time of adoption of a County Traffic Impact Fee, the County shall impose an ad hoc fee on its applicants based upon a fair share traffic impact fee study.
- Policy C-1.9 All available public and private sources shall be used for the funding of road and highway development, improvement and maintenance.
- Policy C-1.10 The County, in coordination with TAMC and other affected agencies, shall continue efforts to improve traffic congestion at critical locations.
- Policy C-1.11 In addition to the County Traffic Impact Fee established in Policy C-1.8, the County shall require new development to pay a Regional Traffic Impact Fee developed collaboratively between TAMC, the County, and other local and state agencies to ensure a funding mechanism for regional transportation improvements mitigating Traffic Tier 3 impacts.

2 EXISTING TRAFFIC CONDITIONS

This section describes the existing street network relevant to the proposed project and the existing operational traffic conditions.

2.1 Existing Roadway Network

The key roadways in the vicinity of the proposed project include North Main Street, US 101, Boronda Road, Madrid Street-Harden Parkway and San Juan Grade Road. These facilities are described below:

- **North Main Street** is a primary north-south arterial adjacent to the project site. It has a raised median and left-turn channelization at key locations. Access is controlled at other locations by median breaks and/or right-in right-out movements only. South of Madrid Street-Harden Parkway, it is a six-lane arterial. Just south of San Juan Grade Road, it transitions to two through lanes in the northbound direction while maintaining three southbound through lanes. It again has six lanes between the Northridge Mall main driveway and the Bank of America driveway. North of the Bank of America driveway it transitions to a four-lane arterial and north of Russell Road-Espinosa Road it becomes the two-lane Harrison Road (County road).
- **Highway 101** is a regional north-south facility through the City of Salinas. It is currently a four lane state highway with interchanges through the City. The speed limit through the City is 65 miles per hour. The Boronda Road interchange provides the nearest regional access to the project from US 101.
- **Boronda Road** provides primary access to the project site from US 101. It is a six-lane east-west arterial from the US 101 southbound ramps to east of North Main Street, where it transitions to provide two eastbound lanes and three westbound lanes. East of San Juan Grade Road it transitions from six lanes to two lanes. Left-turn channelization is provided at key locations.
- **San Juan Grade Road** is a four-lane arterial that runs in a northeasterly direction from North Main Street. It narrows to two lanes north of Boronda Road to the city limits, where it becomes a 2-lane county road.
- **Madrid Street** is an east-west four-lane collector that runs between Cherokee Drive and North Main Street and provides access to the southern side of Northridge Mall and residential neighborhoods primarily to the south. East of North Main Street, Madrid Street becomes Harden Parkway.
- **Harden Parkway** is an east-west four-lane collector that runs between North Main Street and El Dorado Drive and provides access to the Harden Ranch Shopping Center, Harden Middle

School, and residential neighborhoods. West of North Main Street, Harden Parkway becomes Madrid Street.

2.2 Existing Transit Service

The primary public transit service in the County of Monterey and City of Salinas is the bus service provided by Monterey-Salinas Transit (MST). MST focuses on improving operational conditions through established bus routes and schedules that efficiently meet travel demands, reduce travel times, improve service reliability, and encourage bike-and-ride initiatives. All MST buses are wheelchair accessible and equipped with bike racks. In the vicinity of the project, bus routes are provided along North Main Street, Boronda Road, Harden Parkway, and Alvin Drive. The following MST routes serve Northridge Mall:

Route 23 – Salinas to King City

Route 29 – Salinas to Watsonville via Pajaro

Route 41 – Northridge Mall to Salinas Transit Center via East Alisal Street

Route 44 – Northridge Mall to Salinas Transit Center via Westridge Parkway

Route 45 – Northridge Mall to Salinas Transit Center via East Market Street

Route 48 – Northridge Mall to Salinas Airport (special service for selected events)

Route 49 – Salinas Transit Center to Santa Rita via Northridge Mall

Route 95 – Northridge Mall to Williams Ranch

Appendix B illustrates the existing transit routes in the vicinity of the project site.

Bus stops in the vicinity of the project include three on southbound and two along northbound North Main Street along the mall frontage and southbound alongside the main mall building. At all locations, the bus stops are located on the street curb and buses stop adjacent to a moving traffic lane.

2.3 Existing Bicycle Facilities

The County of Monterey and City of Salinas have adopted Bikeway Plans that designate routes along roadways that can be used by bicycling commuters and recreational riders for safe access to major employers, shopping centers and schools. Consistent with State and Federal designations, there are three basic types of bicycle facilities in Salinas. Each type is described below:

1. Bike path (Class I) - A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.
2. Bike lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.

3. Bike route (Class III) - Provides shared use of the roadway with motorists, designated by signs or permanent markings.

Most bicycle routes in the study area are part of the existing and proposed street and highway system, being either lanes on roadway shoulders or designated routes that mix with the traffic. In the vicinity of the project site, Class II bicycle lanes are currently provided on North Main Street between Alvin Drive and San Juan Grade Road, Boronda Road between North Main Street and Williams Road, and Harden Parkway between North Main Street and El Dorado Drive. Madrid Street between North Main Street and Seville Street is designated as a Class III bike route.

Appendix C illustrates the City of Salinas / Monterey County Bikeways Maps.

2.4 Existing Conditions Intersection Operations

New weekday PM and Saturday midday peak hour turning movement counts were collected in September and October, 2014 at the study intersections and Northridge Mall shopping center driveways. Existing conditions peak hour traffic volumes are presented in **Exhibit 6**.

Synchro 8 was utilized to evaluate existing conditions operational levels of service at the study intersections. The analysis was performed for the weekday AM and Saturday midday peak hours using *2010 Highway Capacity Manual* (HCM) methodologies, with one exception. The US 101 Northbound Ramps / Boronda Road intersection (study intersection #2) has custom phasing that is not supported by the HCM 2010 methodology. Therefore this intersection was analyzed using HCM 2000 methodologies.

Based on the analysis, all of the study intersections operate at acceptable levels of service under existing conditions and no improvements are recommended. Intersection levels of service are summarized in **Exhibit 7**. LOS calculation worksheets are included as **Appendix D**.

2.5 Existing Conditions Field Observations

A site visit was conducted to observe traffic operations in the field. As described in the Section 2.4, all of the study intersections operate at acceptable levels of service based on Highway Capacity Manual methodologies and the level of service standards for each applicable jurisdiction. However, based on the observation of traffic operations in the field, a number of deficiencies were identified. These deficiencies are described below:

Intersection #3 – North Main Street / Boronda Road

The northbound left-turn lanes were observed to overflow and spill back into the upstream intersection at the Bank of America driveway. The eastbound left-turn lanes were also observed to overflow.

In addition, the leftmost and center through lanes on northbound North Main Street become left-

turn only lanes at Boronda Road. The existing pavement legend indicating this is very faded and should be repainted. Advanced lane assignment signing should also be considered, as queued vehicles can block drivers from seeing the pavement legend.

North Main Street / Driveway B

The driveway designated as “Driveway B” for the purposes of this study provides right-turn-in and right-turn-out access to the Wells Fargo and Bank of America banks located southwest of the North Main Street / Boronda Road intersection. Vehicles using this driveway can also navigate through the bank parking lot to access the rest of the Northridge Mall shopping center. Due to its close proximity to the North Main Street / Boronda Road intersection (which is approximately 100 feet north of the driveway), City of Salinas public works department staff have expressed concerns regarding the effects this driveway has on traffic operations and safety.

During a field visit, conflicts between vehicles were observed at this driveway during a typical weekday PM peak hour. Several instances were observed where southbound vehicles attempting to turn right into the driveway had to wait for eastbound vehicles that were turning right out of the driveway. As the southbound vehicles were waiting to turn right into the driveway, they blocked southbound through traffic. In addition, eastbound vehicles turning right out of the driveway and attempting to enter the southbound #1 lane on North Main Street were also observed blocking southbound through vehicles.

Based on a review of the collision history (between October 1, 2009 and September 30, 2014) at this driveway, the collision rate is 0.23 collisions per million vehicle miles. The statewide average collision rate for this type of intersection is 0.30 collisions per million vehicle miles. A summary of the collision data is provided in **Appendix E**.

Intersection #4 – San Juan Grade Road / Boronda Road

The two southbound left-turn lanes on the San Juan Grade Road approach are only about 75 feet long and were observed to overflow during the peak hour. Vehicles attempting to get into the left-turn lanes were observed blocking southbound through vehicles.

Intersection #11 – North Main Street-Harrison Road / Russell Road-Espinosa Road

The eastbound right-turn lane is only about 40 feet long. Although this lane did not appear to overflow during the field observations, based on the high volume of eastbound right turns, the adequacy of this lane’s storage length should be monitored.

3 PROJECT TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

3.1 Project Trip Generation, Distribution and Assignment

The procedures for generating and assigning project trips to the local road network are described in this section.

Project Trip Generation

Trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012) were used to estimate the trips that will be generated by the proposed project. The project trip generation estimate is presented in **Exhibit 8**.

Trips generated by the expansion of the existing Rite-Aid pharmacy (Phase 1), the expansion of the existing JCPenney store (Phase 7), and the reconfiguration of the retail space within the mall (Phase 7) were estimated using trip generation rates for ITE land use code 820 (Shopping Center).

Due to the reduction in square footage (from 20,969 SF to 10,000 SF) of the relocated Firestone tire store (Phase 6), the building on the western edge of the project site is expected to generate fewer trips than under existing conditions, as shown in **Exhibit 8**. However, to be conservative, the trip reduction for this land use was not included in the analysis (i.e., the building was assumed to generate the same number of trips as the existing site).

Trips generated by the four new buildings along North Main Street (Phases 2 through 5), were estimated using trip generation rates for ITE land use codes 931 (three Quality Restaurants) and 826 (one Specialty Retail).

Trips generated by the proposed project have been categorized as primary, diverted and pass-by trips. Primary trips are new trips generated by the project that would not otherwise be traveling on the road network. Diverted trips are trips that are already using the road network but are diverted from the path they would normally travel to reach the project site. Pass-by trips are trips already on the road adjacent to the project site that stop at the project site before continuing on their original path.

Based on percentages published by the Institute of Transportation Engineers (ITE) *Trip Generation Handbook 2nd Edition* (2004), reductions were applied to account for diverted and pass-by trips. The diverted and pass-by trip percentages are summarized in **Appendix F**, which includes excerpts from the ITE Trip Generation Handbook.

An internal trip reduction of 25%, consistent with internal capture rates published by ITE, was applied to the restaurant and specialty retail uses to account for trips destined for these land uses as well other commercial sites within the shopping center. A 1% transit trip reduction was applied to each component of the project to account for employees and shoppers that would use public

transportation to reach the site.

The project is estimated to generate 871 primary weekday daily trips, with 68 trips occurring during the PM peak hour (35 in, 33 out). The project is estimated to generate 834 primary Saturday daily trips, with 77 occurring during the Saturday midday peak hour (41 in, 36 out).

The project is estimated to generate 1,281 daily weekday diverted trips, with 103 occurring during the PM peak hour (62 in, 42 out). The project is estimated to generate 1,727 daily Saturday diverted trips, with 170 occurring during the Saturday midday peak hour (96 in, 73 out).

The project is estimated to generate 1,555 daily weekday pass-by trips, with 127 occurring during the PM peak hour (79 in, 46 out). The project is estimated to generate 1,596 daily Saturday pass-by trips, with 172 occurring during the Saturday midday peak hour (100 in, 72 out).

Project Trip Distribution

The project trip distribution is based on existing traffic patterns, land uses in the study area and engineering judgment. The project trip distribution percentages are shown graphically in **Exhibit 9**.

Project Trip Assignment

The project-generated trips were assigned to the road network using the trip distribution percentages shown in **Exhibit 9**. The project trip assignment for pass-by trips is shown in **Exhibit 10**. The primary, diverted and pass-by trips generated by the project were combined to obtain the project trip assignment which is shown in **Exhibit 11**.

4 EXISTING PLUS PROJECT TRAFFIC CONDITIONS

This section describes existing plus project conditions. Traffic related impacts associated with project development are discussed in this section.

4.1 Existing Plus Project Traffic Volumes

Trips generated by the project were combined with the existing traffic volumes to obtain existing plus project traffic volumes. Existing plus project traffic volumes for the weekday PM and Saturday midday peak hours are presented in **Exhibit 12**.

4.2 Existing Plus Project Conditions Intersection Operations

All of the study intersections are projected to operate at acceptable levels of service under existing plus project traffic conditions and no improvements are recommended. Intersection levels of service are summarized in **Exhibit 7**. LOS calculation worksheets are included as **Appendix G**.

5 BACKGROUND TRAFFIC CONDITIONS

This section of the report describes the analysis of the study road network under the background traffic conditions. Background conditions models traffic conditions with traffic from approved but not yet constructed developments added to the study intersections.

5.1 Background Conditions Traffic Volumes

A number of other projects have been approved within the study area that have not yet been constructed. The list of approved projects relevant to this traffic study was developed in consultation with City of Salinas Public Works Department staff. **Appendix H** includes a trip generation estimate for the approved projects that will most likely be implemented within the next 5 years. It is anticipated that the trips generated by the approved projects will impact the study street network prior to impacts being experienced by the proposed project.

The trips generated by background traffic growth from approved but not yet constructed projects were assigned to the road network and combined with the existing volumes to obtain background conditions traffic volumes. Background conditions weekday PM and Saturday midday peak hour traffic volumes are shown in **Exhibit 13**.

5.2 Background Conditions Intersection Operations

All of the study intersections are projected to operate at acceptable levels of service under background traffic conditions and no improvements are recommended. Intersection levels of service are summarized in **Exhibit 7**. LOS calculation worksheets are included as **Appendix I**.

6 BACKGROUND PLUS PROJECT TRAFFIC CONDITIONS

This section of the report describes the analyses of the study road network under the background plus project traffic conditions. Background plus project conditions includes traffic from approved but not yet constructed developments and traffic generated by the proposed project added to the study intersections.

6.1 Background Plus Project Conditions Traffic Volumes

The trips generated by the proposed project were assigned to the road network and combined with the background peak hour volumes to obtain background plus project conditions traffic volumes. Background plus project weekday PM and Saturday midday peak hour traffic volumes are shown in **Exhibit 14**.

6.2 Background Plus Project Conditions Intersection Operations

All of the study intersections are projected to operate at acceptable levels of service under background plus project traffic conditions and no improvements are recommended. Intersection levels of service are summarized in **Exhibit 7**. LOS calculation worksheets are included as **Appendix J**.

7 CUMULATIVE TRAFFIC CONDITIONS

This section describes the analysis and results for cumulative conditions. The cumulative conditions analysis is based upon the General Plan buildout traffic volume forecasts. The road network includes the Western Bypass.

7.1 Cumulative Traffic Volume Forecasts

Traffic forecasts for the cumulative analysis condition are based upon traffic forecasts documented in the *City of Salinas General Plan Circulation Element and Environmental Impact Report Traffic Study* (June 11, 2002). The increase in traffic volumes from existing conditions to General Plan Buildout conditions was estimated based on the traffic volume projections documented in the Salinas General Plan Circulation Study. The traffic forecasts documented in the Circulation Study include traffic generated by the City's future growth area and were supplemented by traffic forecasts prepared for the Butterfly Village component of the *Rancho San Juan Revised Specific Plan Addendum Traffic Impact Analysis*¹ and the *Salinas Sphere of Influence Amendment and Annexation Supplemental TIA*².

The cumulative condition road network includes the Western Bypass. The Western Bypass would extend between Boronda Road at Highway 101 in the north and Blanco Road at Davis Road in the south. The cumulative condition road network also includes the Alvin Drive extension, which would extend Alvin Drive to the west over Highway 101.

Cumulative conditions weekday PM and Saturday midday peak hour traffic volumes are included in **Exhibit 15**.

7.2 Cumulative Conditions Intersection Operations

All of the study intersections are projected to operate at acceptable levels of service under cumulative traffic conditions except the North Main Street / Boronda Road intersection, which is projected to operate at LOS E during the Saturday midday peak hour. Intersection levels of service are summarized in **Exhibit 7**. LOS calculation worksheets are included as **Appendix K**.

To improve the cumulative condition traffic operations to acceptable levels, the addition of a third left-turn lane on the northbound North Main Street approach to Boronda Road is recommended. Three left-turn lanes can be provided on the northbound North Main Street approach by converting the existing northbound exclusive right-turn lane to a shared through/right-turn lane.

The right turn volume from northbound North Main Street to eastbound Boronda Road is approximately 100 vehicles or less in both the weekday PM and Saturday midday peak hours

1 Kimley-Horn and Associates, Inc., October 2005

2 Fehr & Peers, July 2007

and converting the right-turn lane to a shared through/right-turn lane would not materially impact intersection traffic operations. Three westbound through lanes are currently provided on westbound Boronda Road immediately west of North Main Street to accept the three left-turn movements from northbound North Main Street. The three left-turn lanes should be marked with pavement markings that instruct drivers to use the outside turn lane for access to northbound Highway 101 and the middle turn lane for access to southbound Highway 101. Traffic signal modifications would also be required.

8 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

This section describes the analysis and results for cumulative conditions with the proposed project. The road network includes the Western Bypass.

Trips generated by the proposed project were added to the cumulative volumes to obtain cumulative plus project traffic volumes. Cumulative plus project traffic volumes are presented in **Exhibit 16**.

8.1 Cumulative Plus Project Intersection Operations

All of the study intersections are projected to operate at acceptable levels of service under cumulative plus project traffic conditions except the North Main Street / Boronda Road and North Main Street / Alvin Drive intersections. The North Main Street / Boronda Road intersection is projected to operate at LOS E during the Saturday midday peak hour and the North Main Street / Alvin Drive intersection is projected to operate at LOS E during the weekday PM peak hour. Intersection levels of service are summarized in **Exhibit 7**. LOS calculation worksheets are included as **Appendix L**.

To improve the cumulative plus project condition traffic operations to acceptable levels at the North Main Street / Boronda Road intersection, the addition of a third left-turn lane on the northbound North Main Street approach to Boronda Road is recommended, as previously described for cumulative conditions. With this improvement, the intersection would operate at LOS D.

The North Main Street / Alvin Drive intersection is projected to operate at LOS E during the weekday PM peak hour, with 55.5 seconds of delay per vehicle. Providing a second left-turn lane on the eastbound Alvin Drive approach to North Main Street would improve operations to LOS D during the weekday PM peak hour. This improvement should be constructed in conjunction with the Alvin Drive extension, which would increase traffic volumes on Alvin Drive.

9 LEFT-TURN LANE STORAGE EVALUATION

The adequacy of the left-turn lane storage at each signalized study intersection was evaluated to identify potential deficiencies. The required left-turn lane storage length (in feet) for each left-turn movement with one or more dedicated left-turn lanes was estimated based on methods published in chapter 400 of the Caltrans Highway Design Manual (HDM) 6th Edition (March 2014). Per the Caltrans HDM, the storage length at signalized intersections may be based on one and one half to two times the average number of vehicles that would store per signal cycle depending on cycle length, signal phasing, and arrival and departure rates.

The method described above, as well as field observations and video recordings at the study intersections indicate left-turn lane storage deficiencies at the following key locations:

Intersection #3 – North Main Street / Boronda Road Intersection

Northbound Left-Turn Lanes

Currently there are two northbound left-turn lanes at this intersection. Both left-turn lanes extend for the entire length of the block from Boronda Road at the north to the Bank of America driveway at the south for a distance of approximately 465 feet. The existing northbound left-turn volume at this intersection is 529 during the weekday PM peak hour and 731 during the Saturday midday peak hour.

Although this intersection operates acceptably from a level of service standpoint under existing conditions, the left-turn lane overflows at times, contributing to the congestion on northbound North Main Street. Under cumulative conditions, this intersection is projected to operate at an unacceptable LOS E during the Saturday midday peak hour. Cumulative plus project northbound left-turn volumes at this intersection are projected to be 620 during the weekday PM peak hour and 855 during the Saturday midday peak hour, which will exacerbate conditions. The recommended addition of a third northbound left-turn lane at this intersection will improve intersection operations to LOS D under cumulative conditions and reduce congestion on North Main Street.

Intersection #4 – San Juan Grade Road / Boronda Road

Southbound Left-Turn Lanes

Currently there are two southbound San Juan Grade Road left-turn lanes at this intersection. Each left-turn lane is approximately 80 feet in length. The existing southbound left-turn volume at this intersection is 394 during the weekday PM peak hour and 226 during the Saturday midday peak hour.

Although this intersection operates acceptably from a level of service standpoint under existing and future conditions, the southbound left-turn lane overflows at times, creating congestion on southbound San Juan Grade Road. Improvements related to the development of the City of Salinas future growth area are planned at this location which will include the widening of this leg of the intersection as well as the lengthening of the left-turn lanes.

Intersection #5 – North Main Street / Bank of America Driveway

Eastbound Left-Turn Lanes

The eastbound approach of this intersection is located within the Northridge Mall shopping center site. The eastbound approach currently has one dedicated left-turn lane and one shared left-through-right lane. The eastbound lanes extend approximately 900 feet into the parking lot and are intersected at various locations by parking aisles within the site. The existing eastbound left-turn volume at this intersection is 204 during the weekday PM peak hour and 313 during the Saturday midday peak hour.

Although this intersection operates acceptably from a level of service standpoint under existing and future conditions, the queuing of vehicles in these lanes block other vehicles from circulating within the site. The proposed expansion of the shopping center will exacerbate these conditions.

The recommended addition of a third northbound left-turn lane at the North Main Street / Boronda Road intersection would reduce the queues at this location and improve circulation within the shopping center site at Intersection #5.

Intersection #9 – North Main Street / Alvin Drive

Eastbound Left-Turn Lane

Currently there is one eastbound left-turn lane providing approximately 120 feet of storage at this intersection. The existing eastbound left-turn volume at this intersection is 197 during the weekday PM peak hour and 213 during the Saturday midday peak hour.

Although this intersection operates acceptably from a level of service standpoint under existing conditions, the left-turn lane overflows at times. Under cumulative plus project conditions, this intersection is projected to operate at an unacceptable LOS E during the weekday PM peak hour. Cumulative plus project eastbound left-turn volumes at this intersection are projected to be 374 during the weekday PM peak hour and 304 during the Saturday midday peak hour, which will exacerbate conditions. The recommended addition of a second eastbound left-turn lane at this intersection will improve intersection operations to LOS D under cumulative plus project conditions.

InSync Adaptive Signal Timing

In order to improve traffic flow, the City of Salinas has implemented the InSync adaptive signal timing system along portions of North Main Street and Boronda Road with positive results. Study intersections #3, #4 and #9 are equipped with the InSync system.

In addition to the recommended improvements at intersections #3 and #9, queues at the other study intersections along North Main Street (i.e., intersections #5, #6, #7 and #8) may be improved with better signal coordination using InSync adaptive technology.

The left-turn movements that have estimated required storage lengths that exceed the available storage lengths are highlighted in **Appendix M**.

10 PROJECT ACCESS AND ON-SITE CIRCULATION

This section describes project access and on-site circulation for pedestrians, bicycles and vehicles.

10.1 Pedestrian Access and On-Site Circulation

Sidewalks are present along all access roadways that front the project, i.e., along Madrid Street, North Main Street, and Boronda Road. Of the four separate outbuildings that currently front North Main Street, the Bank of America and Big 5 Sporting Goods buildings are the only two that provide direct pedestrian access from the adjacent street. Direct pedestrian access to the Wells Fargo Bank building could be provided through the partial removal of a small screening wall at the southwest corner of the North Main Street / Boronda Road intersection, which would allow pedestrians to access the existing on-site ADA (Americans with Disabilities Act) loading area and crosswalk to the building. The Firestone Tires building will be torn down as part of the project and replaced with a new building. Direct pedestrian access to this building and to each of the other new buildings along North Main Street should be considered to encourage pedestrian trips to the project site.

There are crosswalks connecting the primary mall entrances to adjacent ADA parking areas; however, there is currently no ADA or pedestrian access to the primary mall building from the street. The proposed site plan shows the addition of two new ADA access routes into the site – one at the north part of the site from Boronda Road (to access the outbuildings along that roadway) and one from the south part of the site via North Main Street (to access the main mall building at the Sears store). These routes will provide both ADA and pedestrian access to much of the project site.

There is a sidewalk that continues around the entire main mall building. The only breaks in this sidewalk are at various inventory loading areas for the mall tenants.

All of the main mall building entrances, including the ones connecting to pedestrian crosswalks, currently provide ADA curb ramps. The entrances to the major individual mall tenants, such as Macy's, Sears, JCPenney and Forever 21, also have ADA curb ramps. Some of the existing curb ramps appear to meet current ADA standards and some do not. New curb ramps constructed as part of the proposed project should be designed to meet current ADA standards.

Not all of the unsignalized driveways on North Main Street have stop signs; their addition should be considered so that vehicles exiting the site will stop, thus increasing safety for bicyclists and pedestrians.

In summary, while pedestrian access and on-site circulation appears to be satisfactory for the anticipated use, the following additional pedestrian improvements should be considered:

- A. Provide direct pedestrian access to each of the buildings along North Main Street
- B. Add stop signs at each unsignalized driveway for vehicles exiting the site

- C. All new pedestrian curb ramps should be designed per current ADA standards

10.2 Bicycle Access and On-Site Circulation

In the project vicinity, Class II bike lanes are currently provided on North Main Street south of San Juan Grade Road and on Boronda Road east of San Juan Grade Road. Bicycle facilities are not currently provided on North Main Street north of San Juan Grade Road or on Boronda Road west of San Juan Grade Road. Madrid Street is designated a Class III bicycle route, and thus also does not have Class II bike lanes.

The Transportation Agency for Monterey County (TAMC) 2011 *Bicycle and Pedestrian Master Plan* identifies a number of bikeway projects intended to fill in network gaps and improve bicycle connections in the vicinity of the project. These include Class II bike lanes along Boronda Road between San Juan Grade Road and North Main Street and along San Juan Grade Road north of Boronda Road.

There are several bicycle racks adjacent to the primary mall building and some of the outbuildings along US 101. Their locations are depicted as blue circles in **Exhibit 17**. Most of the bicycle racks are the standard loop version and are compatible with the modern “U”-style bicycle locks. However, those surrounding the entrances to the Macy’s department store (i.e., at the northern end of the primary mall building) appear much older, utilizing bracings for only the front tire. These types of racks are considered less secure than the loop-style as they do not allow securing of the bike frame. Upgrading the bicycle racks near Macy’s to the loop-style racks should be considered. New loop-style bicycle racks should also be installed in three areas that are currently lacking bicycle racks. These locations are depicted as red circles in Exhibit 17.

In summary, while bicycle access and on-site circulation appears to be satisfactory for the anticipated use, the following additional bicycle improvements should be considered:

- A. Upgrade the bike racks near the entrance to Macy’s to the standard loop version
- B. Add three new loop-style bike racks in the areas shown in Exhibit 17

10.3 Vehicular Access and On-Site Circulation

Vehicular Access

There are currently 10 locations providing access into and out of the Northridge Mall shopping center. Three of these locations (North Main Street / Bank of America Driveway, North Main Street / Northridge Mall Driveway and North Main Street / San Juan Grade Road) are controlled by traffic signals. The remaining 7 locations are unsignalized driveways, some of which provide full access and some of which provide limited access (e.g., right-turn in only, right-in-right-out, etc.).

The project’s conceptual site plan shows all access points into the shopping center remaining as is

with the exception of the elimination of the driveways (one entrance-only and one exit-only) at the Firestone Tires building, which will be replaced by a new building with no driveways.

All of the locations providing access to the shopping center appear to operate acceptably with one exception; the driveway that provides access to the Wells Fargo bank (designated as “Driveway B” for the purposes of this analysis).

As discussed in Section 2.5, Driveway B provides right-turn-in and right-turn-out access to the Wells Fargo and Bank of America banks located southwest of the North Main Street / Boronda Road intersection.

Although the collision rate at this location (0.23 collisions per million vehicle miles) is lower than the statewide average (0.30 collisions per million vehicle miles), vehicular conflicts were observed in the field.

This driveway is in close proximity (approximately 100 feet south) of the North Main Street / Boronda Road intersection. Several instances were observed where southbound vehicles attempting to turn right into the driveway had to wait for eastbound vehicles that were turning right out of the driveway. As the southbound vehicles were waiting to turn right into the driveway, they blocked southbound through traffic. In addition, eastbound vehicles turning right out of the driveway and attempting to enter the southbound #1 lane on North Main Street were also observed blocking southbound through vehicles.

The following options may be considered for improving traffic operations at this location. Pros and cons for each option are also discussed.

1. Close Driveway B and redirect traffic to the North Main Street / Bank of America Driveway.

Closing Driveway B would eliminate the conflicts at that location. The traffic that is currently entering at Driveway B would simply enter at the North Main Street / Bank of America Driveway intersection and then need to make two more right turns to reach the bank parking lots. However, the traffic that is currently exiting at Driveway B would have to take a circuitous route through the mall parking lot to reach the North Main Street / Bank of America Driveway intersection because southbound left turns are not allowed from the parking lot aisle behind the Bank of America building.

2. Relocate Driveway B approximately 140 feet south of its existing location so that it lines up with the parking lot aisle in front of the stores in the north building (i.e., Rite-Aid, DSW, etc.)

Relocating Driveway B approximately 140 feet south of its existing location would provide more room for southbound vehicles on North Main Street to maneuver around southbound vehicles waiting to turn right into the driveway and eastbound vehicles waiting to turn right out of the driveway, however, it would shorten the weave distance for eastbound vehicles

turning right out of the driveway that are attempting to enter the #1 southbound lane on North Main Street. Relocating Driveway B to line up with the parking lot aisle in front of the stores in the north building may also encourage more traffic to use the driveway because it would provide more direct access to the north building, which may in turn exacerbate the vehicular conflicts at this location.

3. Convert Driveway B to exit-only.

Converting Driveway B to exit-only would reduce the number of conflicts at this location because southbound vehicles would no longer be able to turn right into the driveway and in the process get blocked by eastbound vehicles attempting to exit the driveway. The traffic that is currently entering at Driveway B would simply enter at the North Main Street / Bank of America Driveway intersection and then need to make two more right turns to reach the bank parking lots. However, eastbound vehicles attempting to turn right out of the driveway and get into the #1 southbound lane on North Main Street would still have the potential of blocking southbound through vehicles on North Main Street.

4. Convert Driveway B to enter-only.

Converting Driveway B to enter-only would essentially eliminate the conflicts at this location because southbound vehicles turning right into the driveway would no longer block southbound through traffic while waiting for eastbound vehicles to turn right out of the driveway. However, the traffic that is currently exiting at Driveway B would have to take a circuitous route through the mall parking lot to reach the North Main Street / Bank of America Driveway intersection because southbound left turns are not allowed from the parking lot aisle behind the Bank of America building.

5. Widen Driveway B.

Widening Driveway B would improve operations at this location because, for typical passenger vehicles, southbound vehicles turning right into the driveway would be able to do so without having to wait for eastbound vehicles to turn right out of the driveway, as these movements could occur simultaneously. This improvement may require the relocation of the street light on the south side of the driveway. It may also require the relocation or removal of one or two trees in the landscape strip and the elimination of one or two parking spaces on the Wells Fargo site.

Of the five options described above, option #5 appears to provide the most benefit to traffic operations on the local street system with the least amount of impacts to traffic circulation within the shopping center.

10.4 Vehicular On-Site Circulation

Based on existing conditions and the project's conceptual site plan, on-site vehicular circulation appears to be satisfactory for the anticipated use. However, improvements should be considered at one location.

As one proceeds southbound from the driveway off of Boronda Road (i.e., Driveway A), the roadway widens to two lanes in advance of the first internal all-way stop (near the Wells Fargo bank building). However, when continuing southbound from the all-way stop, both lanes narrow down to a single southbound lane without any advance signing or striping. If vehicles proceeded southbound in both lanes at the same time, the narrowing of the roadway could cause the leftmost vehicle to suddenly veer right towards the rightmost vehicle, possibly causing a collision.

The following options may be considered for improving traffic operations at this location. Pros and cons for each option are also discussed.

1. Provide signing and striping to give drivers advance warning about the upcoming lane drop.

Advance warning about the upcoming lane drop would reduce the potential for collisions of the type described above. There are no cons associated with this improvement.

2. Restripe the leftmost southbound through lane to allow only left turns (and not through traffic) at the internal all-way stop.

Restriping the leftmost southbound through lane to allow only left turns would eliminate the potential for collisions of the type described above because there would only be one lane of traffic proceeding southbound from the all-way stop. However, the reduced capacity of the through movement proceeding southbound from the all-way stop could result in traffic backing up towards Driveway A at Boronda Road.

Of the two options described above, option #1 appears to provide the most benefit with the least amount of impacts.

10.5 Drive-Through Pharmacy On-Site Circulation

The existing Rite-Aid near Boronda Road is proposing to add a drive-through pharmacy window. This drive-through will only be used to provide prescription medication, and thus it is not anticipated to attract many users. The drive-through will be one-way from north to south, accessed via the loop roadway that rings the mall campus.

Based on the conceptual site plan layout, the drive-through aisle can accommodate up to four cars (i.e., the vehicle being serviced and three queued cars). Due to the low-intensity use of this drive-through, it is not anticipated that the queue at this drive-through would block the ring roadway.

The location of the drive-through will limit who uses it, as it is most accessible via the driveway off of Boronda Road (i.e., Driveway A). Access via other driveways will be somewhat circuitous and could require making two sharp right turns to reach the entrance of the drive-through lane.

The approach to the drive-through lane should be designed to ensure vehicles arriving from the southern portion of the site can complete the right-turn movements into the drive-through lane without encroaching into opposing lanes of traffic.

11 CONCLUSIONS AND RECOMMENDATIONS

11.1 Concluding Comments

This traffic impact analysis evaluated the impacts from the traffic that would be generated by the expansion of the Northridge Mall shopping center on the surrounding road network. Six traffic scenarios were assessed in the traffic analysis, namely, existing, existing plus project, background, background plus project, cumulative and cumulative plus project traffic conditions.

The results have been thoroughly discussed in the preceding chapters of this report and the conclusion is that improvements would be required to achieve acceptable traffic operations at two of the study intersections. Recommendations have also been made regarding project access and vehicle, pedestrian and bicycle on-site circulation.

11.2 Recommended Intersection Improvements

- A. Add a third northbound left-turn lane at the North Main Street / Boronda Road intersection and convert the northbound right-turn lane to a shared through-right lane. The three left-turn lanes should be marked with pavement markings that instruct drivers to use the outside turn lane for access to northbound Highway 101 and the middle turn lane for access to southbound Highway 101. Traffic signal modifications would also be required.
- B. Add a second eastbound left-turn lane at the North Main Street / Alvin Drive intersection. This improvement should be constructed in conjunction with the Alvin Drive extension, which would increase traffic volumes on Alvin Drive.
- C. Monitor the adequacy of the eastbound right-turn lane at the North Main Street-Harrison Road / Russell Road-Espinosa road intersection.

It is proposed that the City add improvements A and B above to the City of Salinas TFO. If the City adds these improvements to the TFO, the payment of the City's traffic impact fee would mitigate project impacts at these intersections. If the City does not add these improvements to the TFO, then the project would be responsible for its pro-rata fair-share of these improvements.

11.3 Other Recommended Roadway Improvements

- A. The existing pavement legend in the leftmost and center through lanes on northbound North Main Street that warn drivers of the left-turn lanes becoming left-turn only lanes at Boronda Road should be repainted. Advanced lane assignment signing should also be considered, as queued vehicles can block drivers from seeing the pavement legend.
- B. The InSync adaptive signal timing system should be considered for four of the study intersections along North Main Street (i.e., intersections #5, #6, #7 and #8).

The proposed project could pay their fair-share contribution towards improvements A and B listed above as each phase of the project is implemented. Alternatively, the proposed project could pay for the implementation of the InSync adaptive signal timing system in lieu of paying the City of Salinas traffic impact fee or receive a credit towards the traffic impact fee depending on the cost of the InSync implementation.

11.4 Project Access and On-Site Circulation Recommendations

Pedestrian Access and On-Site Circulation

The following pedestrian improvements should be considered:

- A. Provide direct pedestrian access to each of the buildings along North Main Street
- B. Add stop signs at each unsignalized driveway for vehicles exiting the site
- C. All new pedestrian curb ramps should be designed per current ADA standards

The proposed project would be responsible for the pedestrian and on-site circulation improvements listed above.

Bicycle Access and On-Site Circulation

The following bicycle improvements should be considered:

- A. Upgrade the bike racks near the entrance to Macy's to the standard loop version
- B. Add three new loop-style bike racks in the areas shown in Exhibit 17

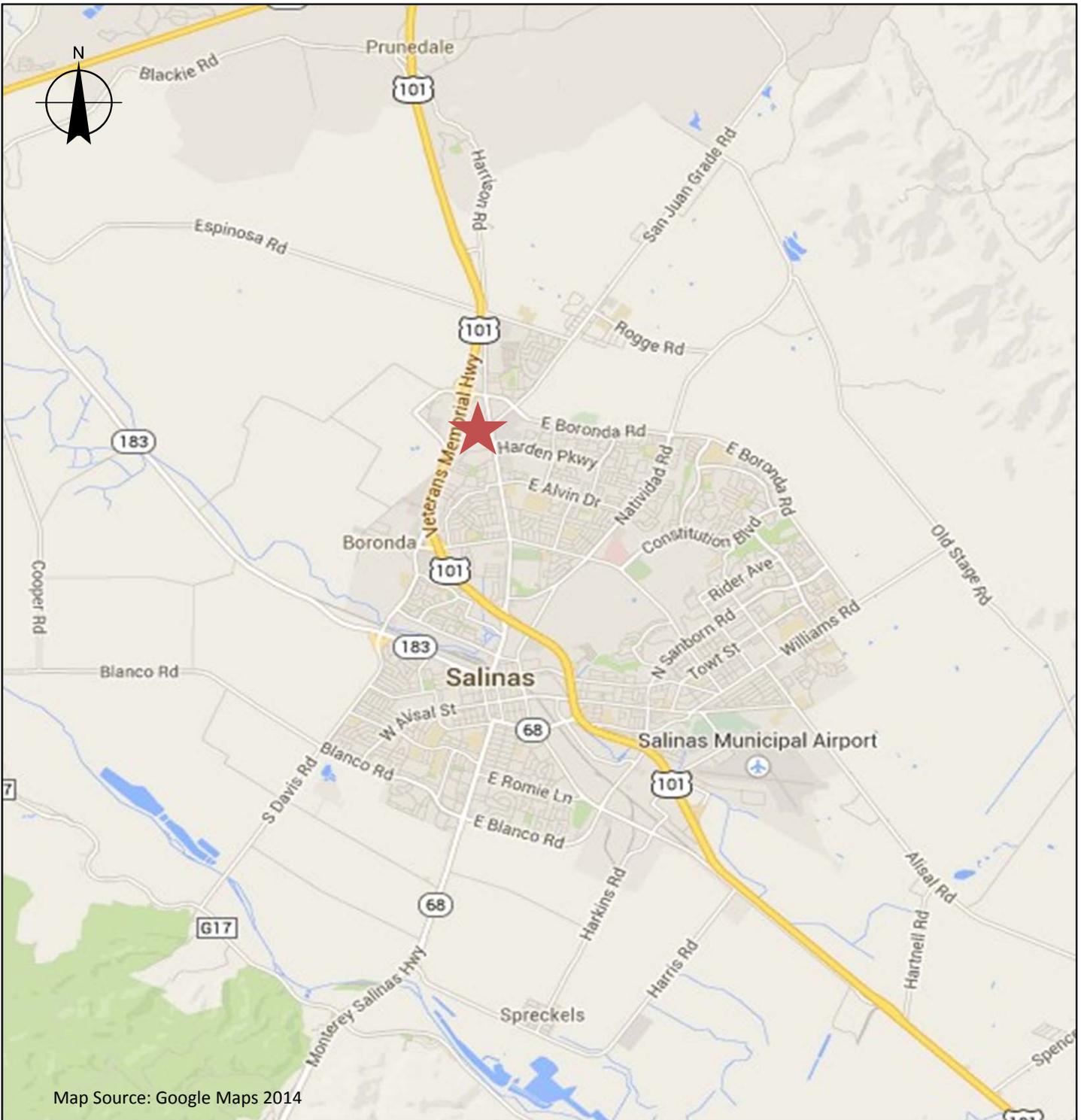
The proposed project would be responsible for the bicycle improvements listed above.

Vehicular Access and On-Site Circulation

The following access and on-site circulation improvements should be considered.

- A. Widen Driveway B
- B. Provide signing and striping to give southbound drivers advance warning about the upcoming lane drop behind the Bank of America building
- C. Design the approach to the pharmacy drive-through lane to ensure vehicles arriving from the southern portion of the site can complete the right-turn movements into the drive-through lane without encroaching into opposing lanes of traffic

The proposed project would be responsible for the vehicular access and on-site circulation improvements listed above.



LEGEND

 Project Site



EXISTING PROJECT AREA SUMMARY
 TOTAL PROJECT AREA 4,083,410 SF (93.74 AC)
 TOTAL PRE-PROJECT IMPERVIOUS AREA 3,838,790 SF (88.13 AC)
 TOTAL PRE-PROJECT PERVIOUS AREA 244,620 SF (5.62 AC)

NOTES:
 1. EXACT STORM WATER PLANTER SIZES AND TRIBUTARY AREAS WILL BE DETERMINED AS PART OF THE FINAL STORMWATER CONTROL PLAN.

LEGEND
 EXISTING PERVIOUS AREA

NOTE: THIS SHEET IS FOR REFERENCE ONLY. NOT FOR CONSTRUCTION

DRAFT

**PUD APPLICATION EXHIBIT
 EXISTING SITE PLAN-NORTHRIDGE MALL
 SALINAS, CALIFORNIA**



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 CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT | www.whitsonengineers.com
 Project No. 3214.00



WE
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 Sheet 1 of 2



LEGEND

- EXISTING BUILDING
- PROPOSED BUILDING
- INTERIOR UNIT RECONFIGURATION
- EXISTING PARKING STALLS
- NEW PARKING STALLS
- EXISTING LANDSCAPE AREA
- NEW LANDSCAPE AREA
- BIO RETENTION AREA
- ADA ACCESS FROM PUBLIC RIGHT OF WAY
- PHASE NUMBER. SEE NOTE 2.

NOTE:

1. PARKING AND LANDSCAPE IMPROVEMENTS WILL BE CUT INTO EXISTING PAVEMENT. EXISTING LANDSCAPE AREAS WILL BE FILLED IN. PARKING LOT IMPROVEMENTS MAY BE DONE TO OTHER AREAS ON MALL SITE IN LIEU OF WHAT IS SHOWN ON THIS MAP. REGARDLESS OF LOCATION FINAL PARKING IMPROVEMENTS SHALL BE DESIGNED IN ACCORDANCE WITH CITY STANDARDS FOR STALL SIZE AND LANDSCAPE AREA.
2. PHASES MAY OCCUR IN ANY ORDER.
3. STORMWATER CONTROL IMPROVEMENTS SHOWN ON THIS MAP ARE FOR CONCEPTUAL PURPOSES ONLY AND REPRESENT FULL PROJECT BUILD OUT. EXACT SIZE AND LOCATION OF EACH BIO-RETENTION FACILITIES WILL BE DETERMINED AS PART OF EACH PHASE'S FINAL STORMWATER CONTROL PLAN.

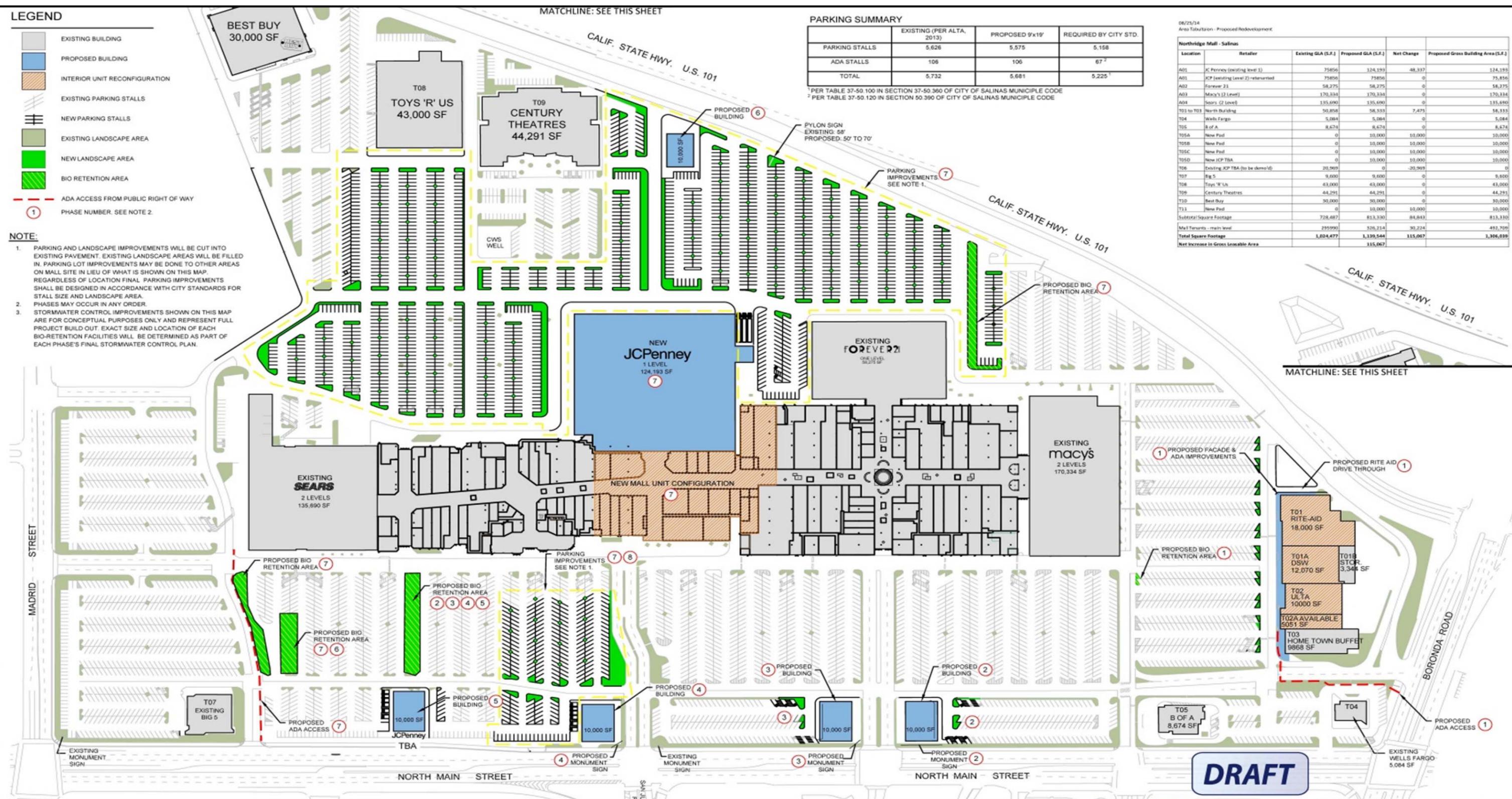
PARKING SUMMARY

| PARKING STALLS | EXISTING (PER ALTA, 2013) | PROPOSED 9'x19' | REQUIRED BY CITY STD. |
|----------------|---------------------------|-----------------|--------------------------|
| PARKING STALLS | 5,626 | 5,575 | 5,158 |
| ADA STALLS | 106 | 106 | 67 ² |
| TOTAL | 5,732 | 5,681 | 5,225¹ |

¹ PER TABLE 37-50.100 IN SECTION 37-50.360 OF CITY OF SALINAS MUNICIPAL CODE
² PER TABLE 37-50.120 IN SECTION 50.390 OF CITY OF SALINAS MUNICIPAL CODE

06/23/14
 Area Tabulation - Proposed Redevelopment

| Location | Retailer | Existing GLA (S.F.) | Proposed GLA (S.F.) | Net Change | Proposed Gross Building Area (S.F.) |
|-------------------------------------|----------------------------------|---------------------|---------------------|----------------|-------------------------------------|
| A01 | K. Penney (existing level 1) | 73,856 | 124,193 | 48,337 | 124,193 |
| A01 | K.P. (existing Level 2) retenant | 73,856 | 73,856 | 0 | 73,856 |
| A02 | Forever 21 | 58,275 | 58,275 | 0 | 58,275 |
| A03 | Macy's (2 Level) | 170,334 | 170,334 | 0 | 170,334 |
| A04 | Sears (2 Level) | 135,690 | 135,690 | 0 | 135,690 |
| T01 to T03 | North Building | 50,858 | 58,333 | 7,475 | 58,333 |
| T04 | Wells Fargo | 5,084 | 5,084 | 0 | 5,084 |
| T05 | B of A | 8,674 | 8,674 | 0 | 8,674 |
| T05A | New Post | 0 | 10,000 | 10,000 | 10,000 |
| T05B | New Post | 0 | 10,000 | 10,000 | 10,000 |
| T05C | New Post | 0 | 10,000 | 10,000 | 10,000 |
| T05D | New JCP TSA | 0 | 10,000 | 10,000 | 10,000 |
| T06 | Existing JCP TSA (to be demo'd) | 20,969 | 0 | -20,969 | 0 |
| T07 | Big 5 | 9,600 | 9,600 | 0 | 9,600 |
| T08 | Toys 'R' Us | 43,000 | 43,000 | 0 | 43,000 |
| T09 | Century Theatres | 44,291 | 44,291 | 0 | 44,291 |
| T10 | Best Buy | 30,000 | 30,000 | 0 | 30,000 |
| T11 | New Post | 0 | 10,000 | 10,000 | 10,000 |
| Subtotal Square Footage | | 728,487 | 813,330 | 84,843 | 813,330 |
| Max Tenants - main level | | 299,990 | 326,214 | 26,224 | 493,709 |
| Total Square Footage | | 1,024,477 | 1,139,544 | 115,067 | 1,306,039 |
| Net Increase in Gross Leasable Area | | | 115,067 | | |



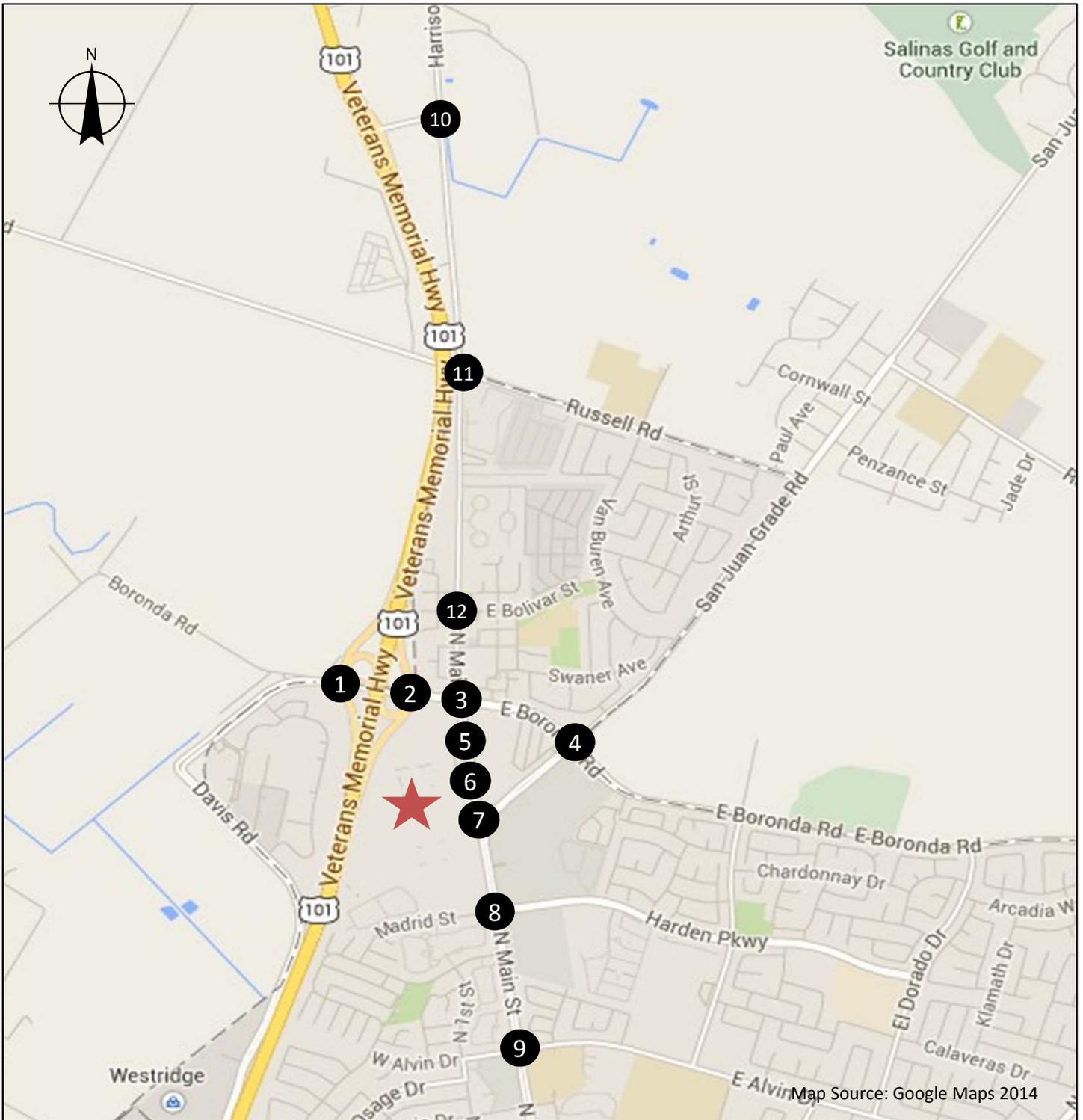
PUD APPLICATION EXHIBIT
CONCEPTUAL SITE PLAN-NORTHRIDGE MALL
 SALINAS, CALIFORNIA



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 Project No.: 3214.00

9 / 30 / 14
 Sheet 2 of 2

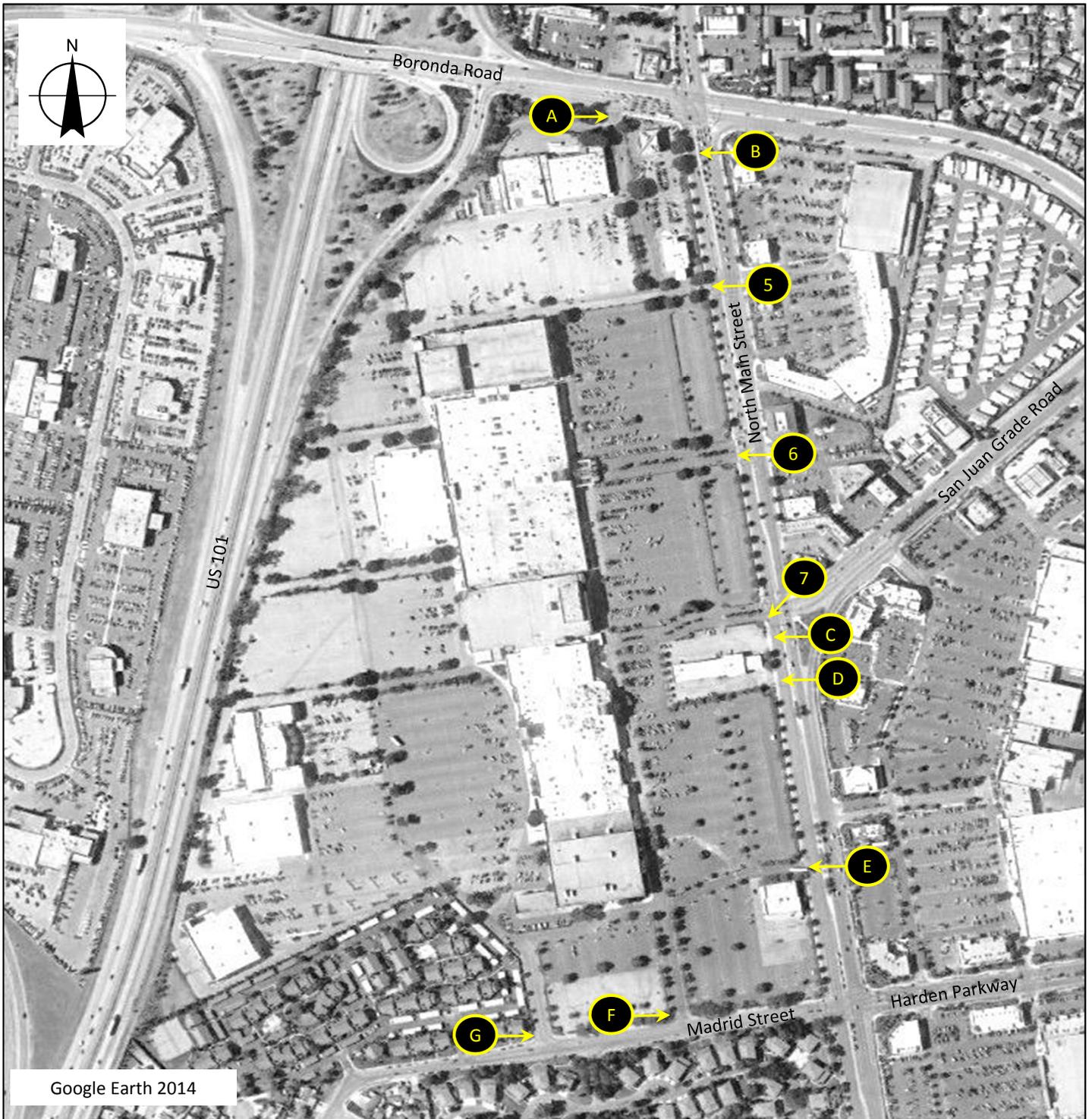
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LEGEND

 Project Site

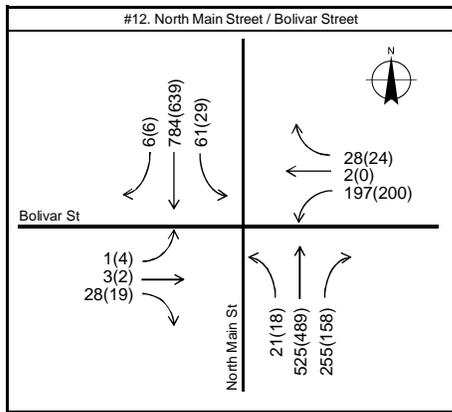
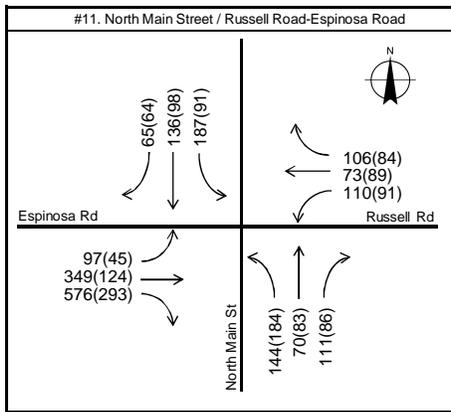
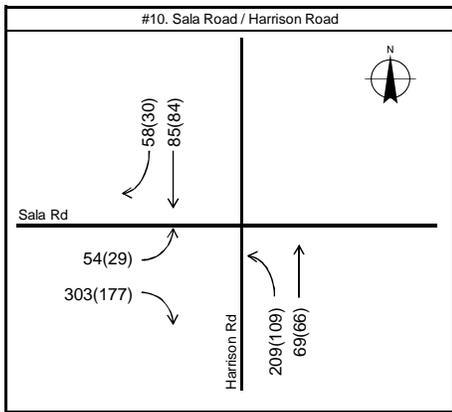
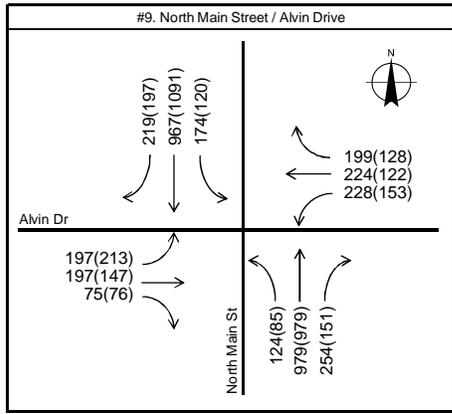
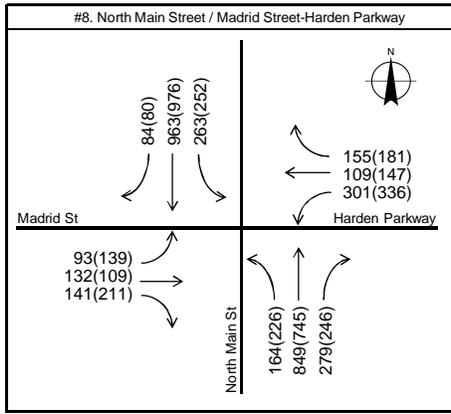
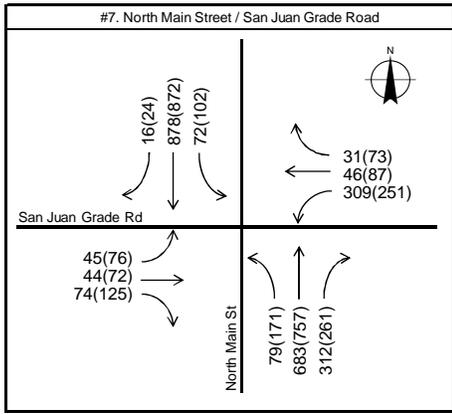
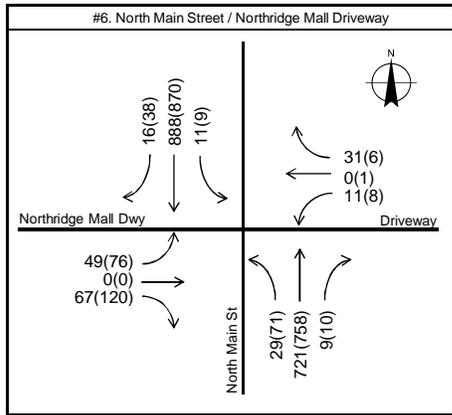
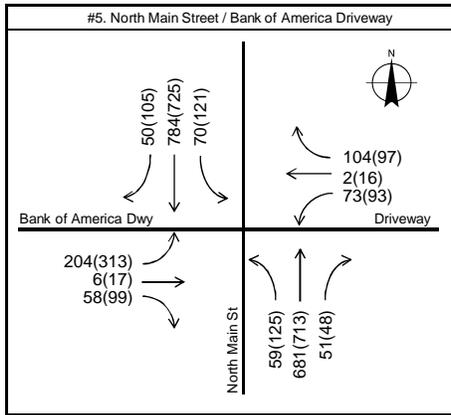
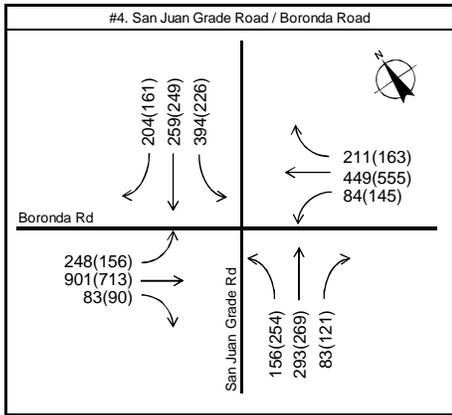
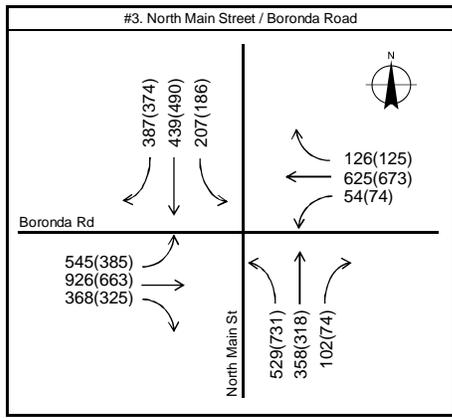
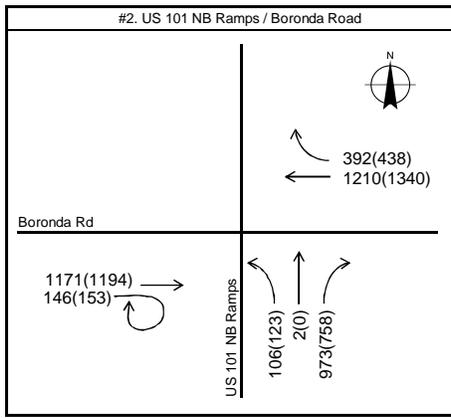
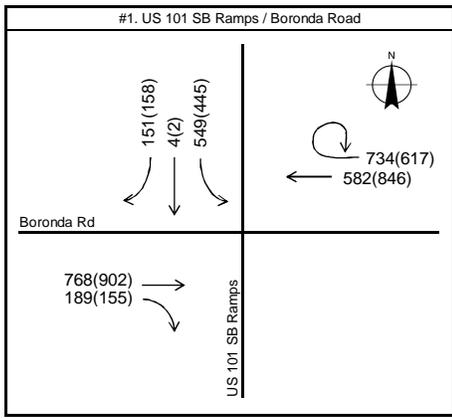
 Study Intersection ID



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Driveway/Intersection ID



Counts Conducted September and October, 2014

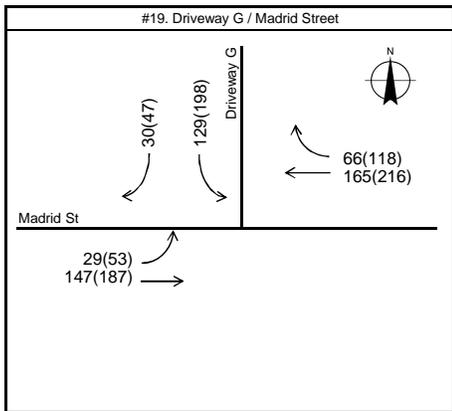
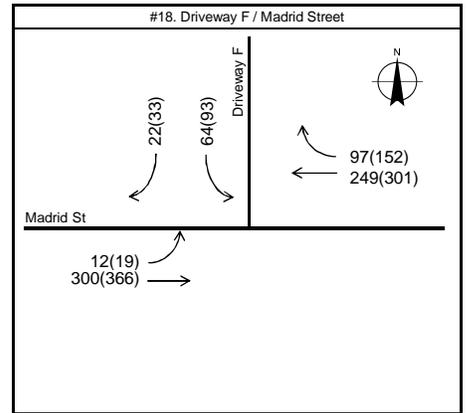
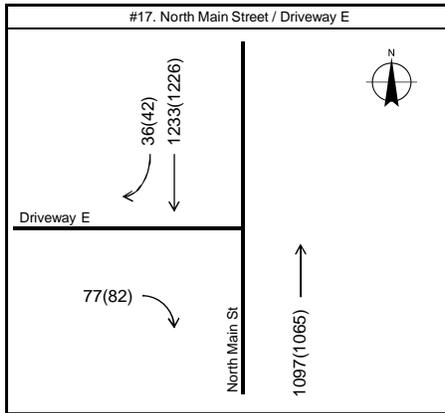
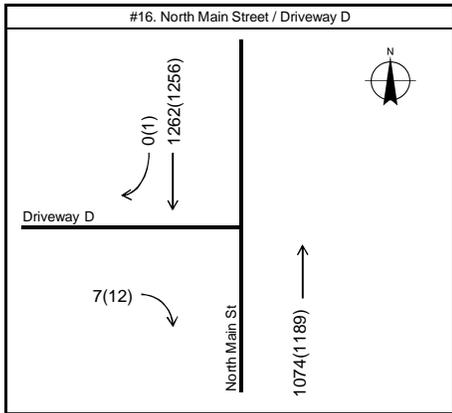
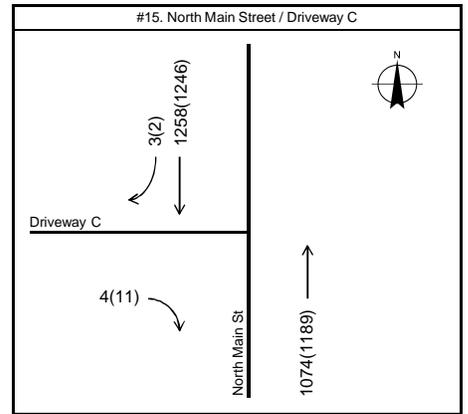
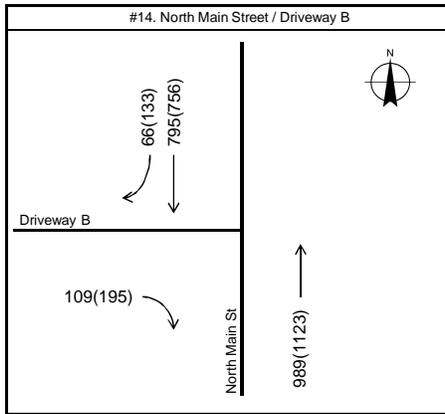
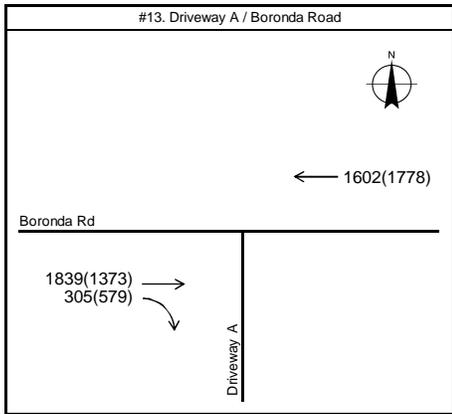
XX(YY) = PM (Sat)

Exhibit 6

Existing Conditions

Weekday PM & Saturday Midday Peak Hour Volumes





Counted Conducted September and October, 2014

XX(YY) = PM (Sat)

Exhibit 6

Existing Conditions

Weekday PM & Saturday Midday Peak Hour Volumes

Page 2 of 2

| N-S Street | E-W Street | Existing Lane Configuration | Existing Intersection Control | LOS Standard | Existing Conditions | | Existing Plus Project Conditions | | Background Conditions | | Background Plus Project Conditions | | Cumulative Conditions | | Cumulative Plus Project Conditions | | | | | | | | | | | | | | |
|------------|-------------------|-----------------------------|--|-----------------------------------|---------------------|--------------|----------------------------------|--------------|-----------------------|--------------|------------------------------------|--------------|-----------------------|--------------|------------------------------------|--------------|-------------|------|-------------|------|---|------|---|------|---|------|---|------|---|
| | | | | | PM Peak Hr. | Sat Peak Hr. | PM Peak Hr. | Sat Peak Hr. | PM Peak Hr. | Sat Peak Hr. | PM Peak Hr. | Sat Peak Hr. | PM Peak Hr. | Sat Peak Hr. | PM Peak Hr. | Sat Peak Hr. | | | | | | | | | | | | | |
| | | | | | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | Delay (sec) | LOS | | | | | | | | | |
| 1 | US 101 SB Ramps | Boronda Road | SB 1-L, 1-L/T, 1-R EB 3-T, 1-R WB 2-T, 1-R | Signal | Caltrans C | 9.1 | A | 8.0 | A | 9.2 | A | 8.1 | A | 9.1 | A | 8.0 | A | 9.2 | A | 8.1 | A | 10.8 | B | 11.1 | B | 11.4 | B | 11.3 | B |
| 2 | US 101 NB Ramps | Boronda Road | NB 1-L/T, 2-R EB 3-T, 1-R WB 3-T, 1-R | Signal | Caltrans C | 10.9 | B | 8.7 | A | 11.1 | B | 8.9 | A | 10.9 | B | 8.7 | A | 11.1 | B | 8.9 | A | 13.6 | B | 12.2 | B | 14.1 | B | 12.7 | B |
| 3 | North Main Street | Boronda Road | NB 2-L, 2-T, 1-R SB 1-L, 2-T, 1-R EB 2-L, 2-T, 1-R WB 1-L, 2-T, 1-T/R | Signal <i>With Improvement</i> | City D | 44.4 | D | 46.5 | D | 45.0 | D | 48.1 | D | 44.5 | D | 46.5 | D | 45.0 | D | 48.2 | D | 49.6 | D | 62.8 | E | 50.3 | D | 65.1 | E |
| 4 | San Juan Gr Road | Boronda Road | NB 2-L, 2-T, 1-R SB 2-L, 2-T, 1-R EB 2-L, 1-T, 1-T/R WB 2-L, 3-T, 1-R | Signal | City D | 27.1 | C | 24.1 | C | 27.2 | C | 24.2 | C | 29.4 | C | 24.3 | C | 29.6 | C | 24.5 | C | 40.7 | D | 46.4 | D | 40.0 | D | 47.1 | D |
| 5 | North Main Street | B of A Driveway | NB 1-L, 3-T, 1-R SB 1-L, 2-T, 1-T/R EB 1-L, 1-L/T/R WB 1-L/T, 1-R | Signal | City D | 13.3 | B | 17.2 | B | 13.4 | B | 18.2 | B | 13.3 | B | 17.2 | B | 13.4 | B | 18.1 | B | 11.2 | B | 15.6 | B | 12.0 | B | 16.6 | B |
| 6 | North Main Street | Northridge Mall Driveway | NB 1-L, 1-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 1-L/T, 1-R WB 1-L/T/R | Signal | City D | 8.9 | A | 7.7 | A | 9.0 | A | 8.7 | A | 9.0 | A | 7.8 | A | 9.0 | A | 8.7 | A | 9.0 | A | 9.2 | A | 9.0 | A | 9.7 | A |
| 7 | North Main Street | San Juan Gr Road | NB 1-L, 2-T, 1-R SB 1-L, 2-T, 1-T/R EB 1-L/T, 1-R WB 1-L, 1-L/T, 1-R | Signal | City D | 11.9 | B | 14.2 | B | 12.3 | B | 14.8 | B | 12.0 | B | 14.2 | B | 12.4 | B | 14.8 | B | 15.0 | B | 22.6 | C | 15.4 | B | 24.5 | C |
| 8 | North Main Street | Madrid St-Harden Pkwy | NB 1-L, 3-T, 1-R SB 1-L, 3-T, 1-R EB 1-L, 1-T, 1-R WB 1-L, 1-L/T, 1-R | Signal | City D | 18.1 | B | 20.7 | C | 18.6 | B | 21.6 | C | 18.3 | B | 20.8 | C | 18.7 | B | 21.7 | C | 21.6 | C | 23.8 | C | 22.2 | C | 24.7 | C |
| 9 | North Main Street | Alvin Drive | NB 1-L, 2-T, 1-T/R SB 2-L, 3-T, 1-R EB 1-L, 2-T, 1-R WB 1-L, 1-T, 1-R | Signal <i>With Improvement</i> | City D | 28.3 | C | 35.8 | D | 29.0 | C | 37.1 | D | 28.7 | C | 35.8 | D | 29.3 | C | 37.1 | D | 53.4 | D | 29.9 | C | 55.5 | E | 30.4 | C |
| 10 | Harrison Road | Sala Road | NB 1-L, 1-T SB 1-T, 1-R EB 1-L, 1-R | Signal | County D | 9.2 | A | 7.8 | A | 9.2 | A | 7.8 | A | 9.3 | A | 7.8 | A | 9.3 | A | 7.8 | A | 30.9 | C | 12.7 | B | 31.1 | C | 12.8 | B |
| 11 | North Main Street | Russell Rd-Espinosa Rd | NB 2-L, 1-T, 1-T/R SB 2-L, 2-T, 1-R EB 2-L, 2-T, 1-R WB 2-L, 2-T, 1-R | Signal | County D | 29.2 | C | 19.5 | B | 29.6 | C | 19.8 | B | 29.3 | C | 19.6 | B | 29.6 | C | 19.9 | B | 44.0 | D | 27.0 | C | 42.9 | D | 27.4 | C |
| 12 | North Main Street | Bolivar Street | NB 1-L, 1-T, 1-T/R SB 1-L, 1-T, 1-T/R EB 1-L/T, 1-R WB 1-L, 1-T/R | Signal | City D | 8.7 | A | 9.2 | A | 8.9 | A | 9.6 | A | 8.7 | A | 9.2 | A | 8.9 | A | 9.6 | A | 9.1 | A | 9.7 | A | 9.3 | A | 10.1 | B |

Notes:

- 1 L, T, R = Left, Through, Right
- 2 NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
- 3 Highlighted levels of service exceed jurisdiction's LOS standard.

**Northridge Mall Expansion, Salinas, CA
Project Trip Generation**

| SHOPPING CENTER TRIP GENERATION RATES | ITE LAND USE CODE | DAILY TRIP RATE | PM PEAK HOUR | | | | DAILY TRIP RATE | SATURDAY PEAK HOUR | | | |
|---|----------------------|-----------------|-----------------|----------|------------|------------|-----------------|--------------------|----------|------------|------------|
| | | | PEAK HOUR RATE | % OF ADT | % IN | % OUT | | PEAK HOUR RATE | % OF ADT | % IN | % OUT |
| Existing Shopping Center (per 1,000 SF) ^{1,2} | 820 | 30.30 | 2.80 | 9% | 48% | 52% | 39.36 | 3.87 | 10% | 52% | 48% |
| Expanded Shopping Center (per 1,000 SF) ^{1,2} | 820 | 29.44 | 2.72 | 9% | 48% | 52% | 38.18 | 3.73 | 10% | 52% | 48% |
| SHOPPING CENTER GENERATED TRIPS | PROJECT SIZE | DAILY TRIPS | PM PEAK HOUR | | | | DAILY TRIPS | SATURDAY PEAK HOUR | | | |
| | | | PEAK HOUR TRIPS | % OF ADT | TRIPS IN | TRIPS OUT | | PEAK HOUR TRIPS | % OF ADT | TRIPS IN | TRIPS OUT |
| Existing Shopping Center | 1,003,508 SF GLA | 30,404 | 2,809 | 9% | 1,348 | 1,461 | 39,501 | 3,914 | 10% | 2,035 | 1,879 |
| Expanded Shopping Center | 1,089,544 SF GLA | 32,073 | 2,968 | 9% | 1,425 | 1,543 | 41,602 | 4,129 | 10% | 2,147 | 1,982 |
| Total Gross Shopping Center Trips Generated | 86,036 SF GLA | 1,669 | 159 | | 77 | 82 | 2,101 | 215 | | 112 | 103 |
| Minus 20% Weekday & 16% Saturday Pass-By Trip Reduction | | -334 | -32 | | -15 | -16 | -336 | -34 | | -18 | -16 |
| Minus 30% Weekday & 44% Saturday Diverted Trip Reduction | | -501 | -48 | | -23 | -25 | -924 | -95 | | -49 | -45 |
| Minus 1% Transit Trip Reduction | | -17 | -2 | | -1 | -1 | -21 | -2 | | -1 | -1 |
| Total Net New Shopping Center Trips Generated | 86,036 SF GLA | 817 | 77 | | 38 | 40 | 820 | 84 | | 44 | 41 |

| TIRE STORE TRIP GENERATION RATES | ITE LAND USE CODE | DAILY TRIP RATE | PM PEAK HOUR | | | | DAILY TRIP RATE | SATURDAY PEAK HOUR | | | |
|---|-----------------------|-----------------|-----------------|----------|------------|------------|-----------------|--------------------|----------|------------|------------|
| | | | PEAK HOUR RATE | % OF ADT | % IN | % OUT | | PEAK HOUR RATE | % OF ADT | % IN | % OUT |
| Tire Store (per 1,000 SF) ^{1,2} | 848 | 24.87 | 4.15 | 17% | 43% | 57% | 30.26 | 5.05 | 17% | 47% | 53% |
| TIRE STORE GENERATED TRIPS | PROJECT SIZE | DAILY TRIPS | PM PEAK HOUR | | | | DAILY TRIPS | SATURDAY PEAK HOUR | | | |
| | | | PEAK HOUR TRIPS | % OF ADT | TRIPS IN | TRIPS OUT | | PEAK HOUR TRIPS | % OF ADT | TRIPS IN | TRIPS OUT |
| Existing Tire Store | 20,969 SF GLA | 521 | 87 | 17% | 37 | 50 | 635 | 106 | 17% | 50 | 56 |
| Reduced Tire Store | 10,000 SF GLA | 249 | 42 | 17% | 18 | 24 | 303 | 51 | 17% | 24 | 27 |
| Total Gross Tire Store Trips Generated | -10,969 SF GLA | -273 | -46 | | -19 | -26 | -332 | -55 | | -26 | -29 |
| Minus 20% Weekday & 16% Saturday Pass-By Trip Reduction | | 55 | 9 | | 4 | 5 | 53 | 9 | | 4 | 5 |
| Minus 30% Weekday & 44% Saturday Diverted Trip Reduction | | 82 | 14 | | 6 | 8 | 146 | 24 | | 11 | 13 |
| Minus 1% Transit Trip Reduction | | 3 | 0 | | 0 | 0 | 3 | 1 | | 0 | 0 |
| Total Net New Tire Store Trips Generated | -10,969 SF GLA | -133 | -23 | | -9 | -13 | -130 | -21 | | -11 | -11 |

| QUALITY RESTAURANT TRIP GENERATION RATES | ITE LAND USE CODE | DAILY TRIP RATE | PM PEAK HOUR | | | | DAILY TRIP RATE | SATURDAY PEAK HOUR | | | |
|---|----------------------|-----------------|-----------------|-----------|------------|------------|-----------------|--------------------|------------|------------|------------|
| | | | PEAK HOUR RATE | % OF ADT | % IN | % OUT | | PEAK HOUR RATE | % OF ADT | % IN | % OUT |
| Quality Restaurant (per 1,000 SF) ^{1,2} | 931 | 89.95 | 7.49 | 8% | 67% | 33% | 94.36 | 10.82 | 11% | 59% | 41% |
| QUALITY RESTAURANTS GENERATED TRIPS | PROJECT SIZE | DAILY TRIPS | PM PEAK HOUR | | | | DAILY TRIPS | SATURDAY PEAK HOUR | | | |
| | | | PEAK HOUR TRIPS | % OF ADT | TRIPS IN | TRIPS OUT | | PEAK HOUR TRIPS | % OF ADT | TRIPS IN | TRIPS OUT |
| Quality Restaurants | 30,000 SF GLA | 2,699 | 225 | 8% | 151 | 74 | 2,831 | 325 | 11% | 192 | 133 |
| Total Gross Quality Restaurant Trips Generated | 30,000 SF GLA | 2,699 | 225 | 8% | 151 | 74 | 2,831 | 325 | 11% | 192 | 133 |
| Minus 25% Internal Trip Reduction | | -675 | -56 | | -38 | -18 | -708 | -81 | | -48 | -33 |
| Minus 44% Pass-By Trip Reduction | | -1,187 | -99 | | -66 | -32 | -1,246 | -143 | | -84 | -59 |
| Minus 27% Diverted Trip Reduction | | -729 | -61 | | -41 | -20 | -764 | -88 | | -52 | -36 |
| Minus 1% Transit Trip Reduction | | -27 | -2 | | -2 | -1 | -28 | -3 | | -2 | -1 |
| Total Net New Quality Restaurant Trips Generated | 30,000 SF GLA | 81 | 7 | | 4 | 3 | 85 | 10 | | 6 | 4 |

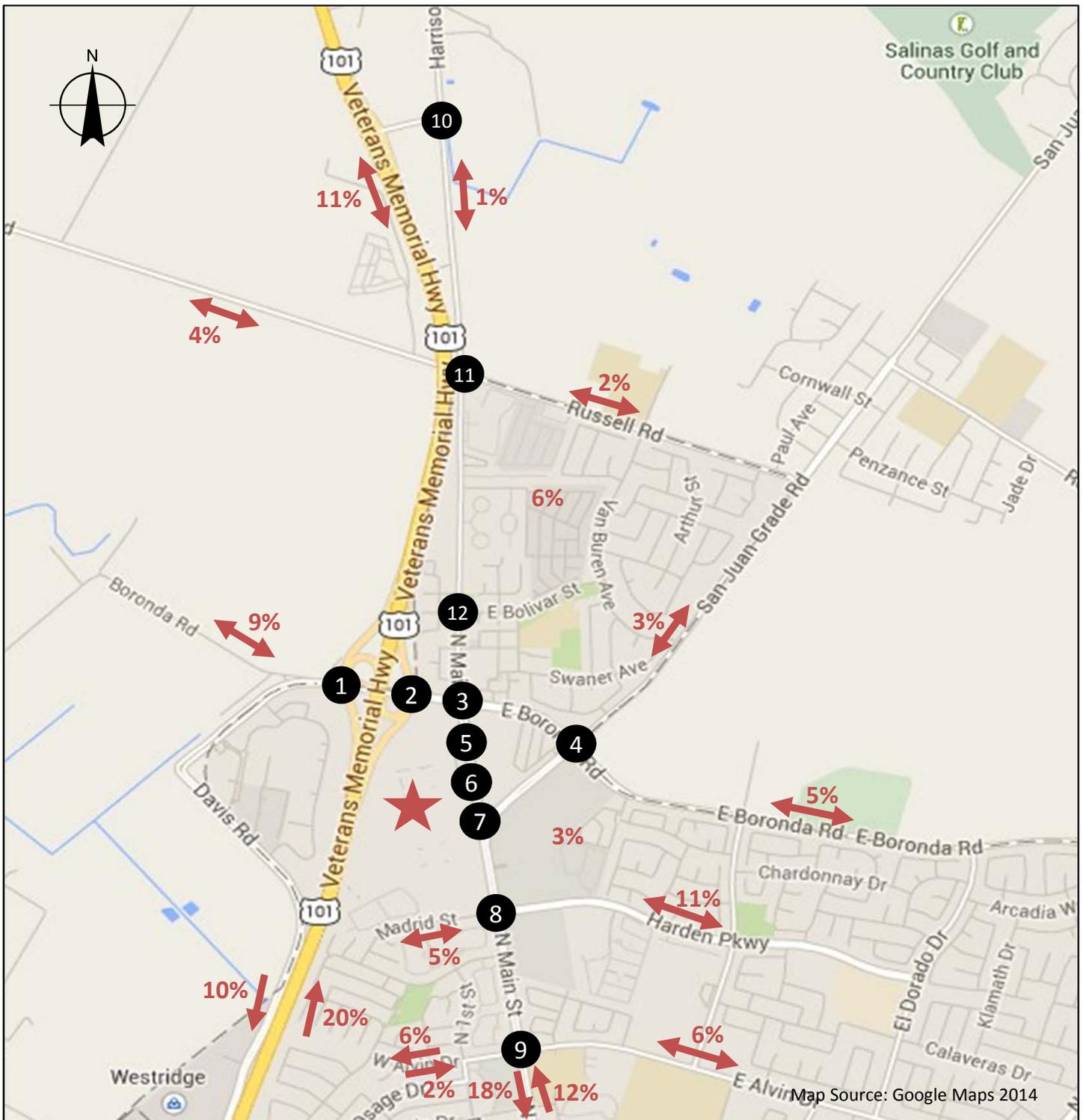
| SPECIALTY RETAIL TRIP GENERATION RATES | ITE LAND USE CODE | DAILY TRIP RATE | PM PEAK HOUR | | | | DAILY TRIP RATE | SATURDAY PEAK HOUR | | | |
|---|----------------------|-----------------|-----------------|-----------|-----------|-----------|-----------------|--------------------|-----------|-----------|-----------|
| | | | PEAK HOUR RATE | % OF ADT | % IN | % OUT | | PEAK HOUR RATE | % OF ADT | % IN | % OUT |
| Specialty Retail (per 1,000 SF) ^{1,2} | 826 | 44.32 | 2.71 | 6% | 44% | 56% | 42.04 | 2.57 | 6% | 52% | 48% |
| SPECIALTY RETAIL GENERATED TRIPS | PROJECT SIZE | DAILY TRIPS | PM PEAK HOUR | | | | DAILY TRIPS | SATURDAY PEAK HOUR | | | |
| | | | PEAK HOUR TRIPS | % OF ADT | TRIPS IN | TRIPS OUT | | PEAK HOUR TRIPS | % OF ADT | TRIPS IN | TRIPS OUT |
| Specialty Retail | 10,000 SF GLA | 443 | 27 | 6% | 12 | 15 | 420 | 26 | 6% | 13 | 12 |
| Total Gross Specialty Retail Trips Generated | 10,000 SF GLA | 443 | 27 | 6% | 12 | 15 | 420 | 26 | 6% | 13 | 12 |
| Minus 25% Internal Trip Reduction | | -111 | -7 | | -3 | -4 | -105 | -6 | | -3 | -3 |
| Minus 20% Weekday & 16% Saturday Pass-By Trip Reduction | | -89 | -5 | | -2 | -3 | -67 | -4 | | -2 | -2 |
| Minus 30% Weekday & 44% Saturday Diverted Trip Reduction | | -133 | -8 | | -4 | -5 | -185 | -11 | | -6 | -5 |
| Minus 1% Transit Trip Reduction | | -4 | 0 | | 0 | 0 | -4 | 0 | | 0 | 0 |
| Total Net New Specialty Retail Trips Generated | 10,000 SF GLA | 106 | 7 | | 3 | 3 | 59 | 5 | | 2 | 2 |

| | | | | | | | | | | |
|--|--------------|------------|--|-----------|-----------|--------------|------------|--|------------|-----------|
| Primary Trips (Net New Trips on Road Network) | 871 | 68 | | 35 | 33 | 834 | 77 | | 41 | 36 |
| Diverted Trips | 1,281 | 103 | | 62 | 42 | 1,727 | 170 | | 96 | 73 |
| Pass-By Trips | 1,555 | 127 | | 79 | 46 | 1,596 | 172 | | 100 | 72 |
| Internal Trip Reduction | 786 | 63 | | 41 | 22 | 813 | 87 | | 51 | 36 |
| Transit Reduction | 45 | 4 | | 3 | 2 | 50 | 4 | | 3 | 2 |

| | | | | | | | | | | |
|--|--------------|------------|--|------------|------------|--------------|------------|--|------------|------------|
| Grand Total Gross Trips Generated | 4,538 | 365 | | 220 | 145 | 5,020 | 510 | | 291 | 219 |
| Primary Trips + Diverted Trips | 2,152 | 171 | | 97 | 75 | 2,561 | 247 | | 137 | 109 |

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE) "Trip Generation Manual," 9th Edition, 2012.
2. Using fitted curve equations, ITE shopping center trip generation rates decrease as shopping center size increases.
3. Pass-By and Diverted trip percentages based on rates published by ITE "Trip Generation Manual," 9th Edition, 2012.



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Project Site



Study Intersection

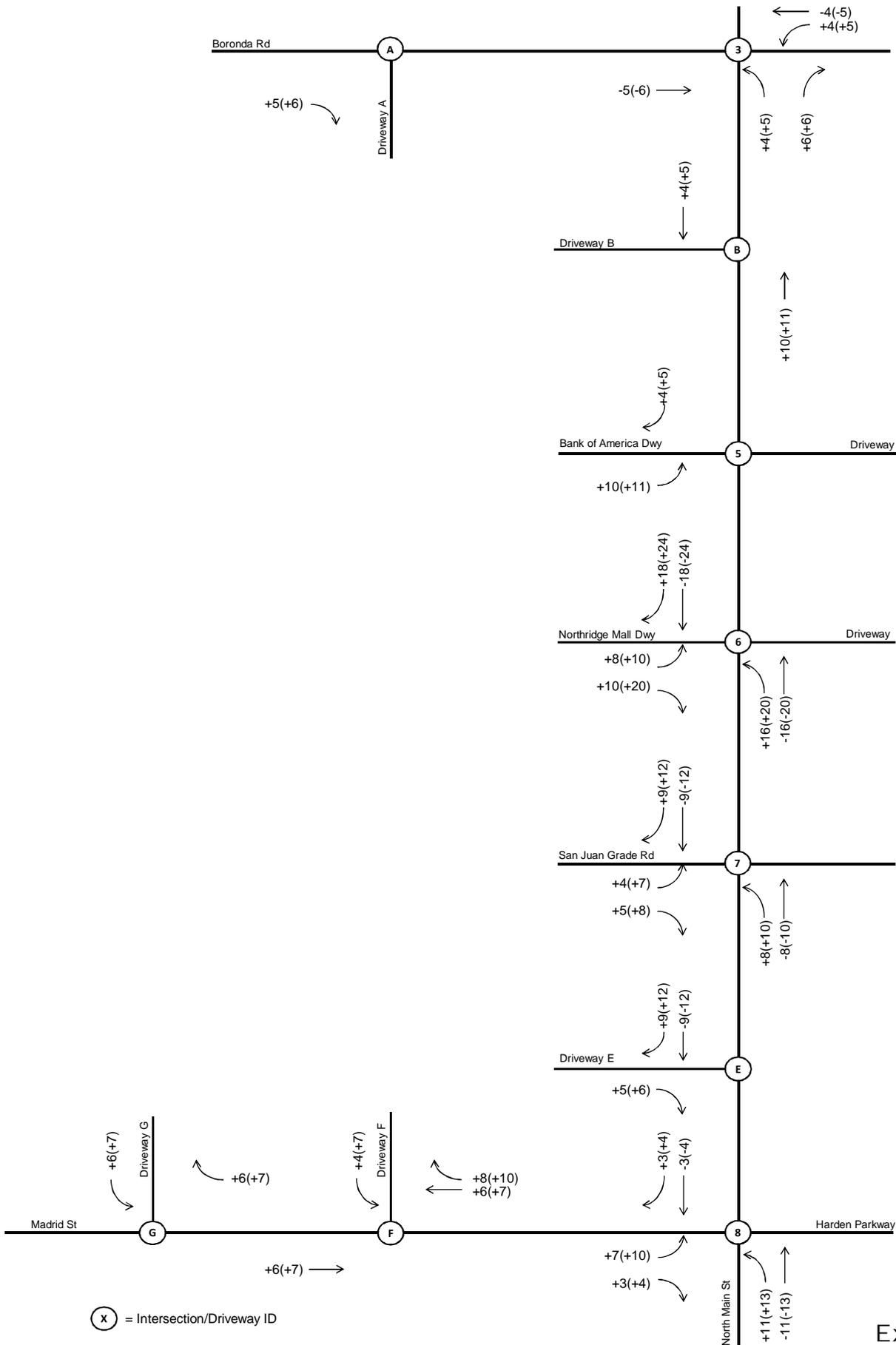
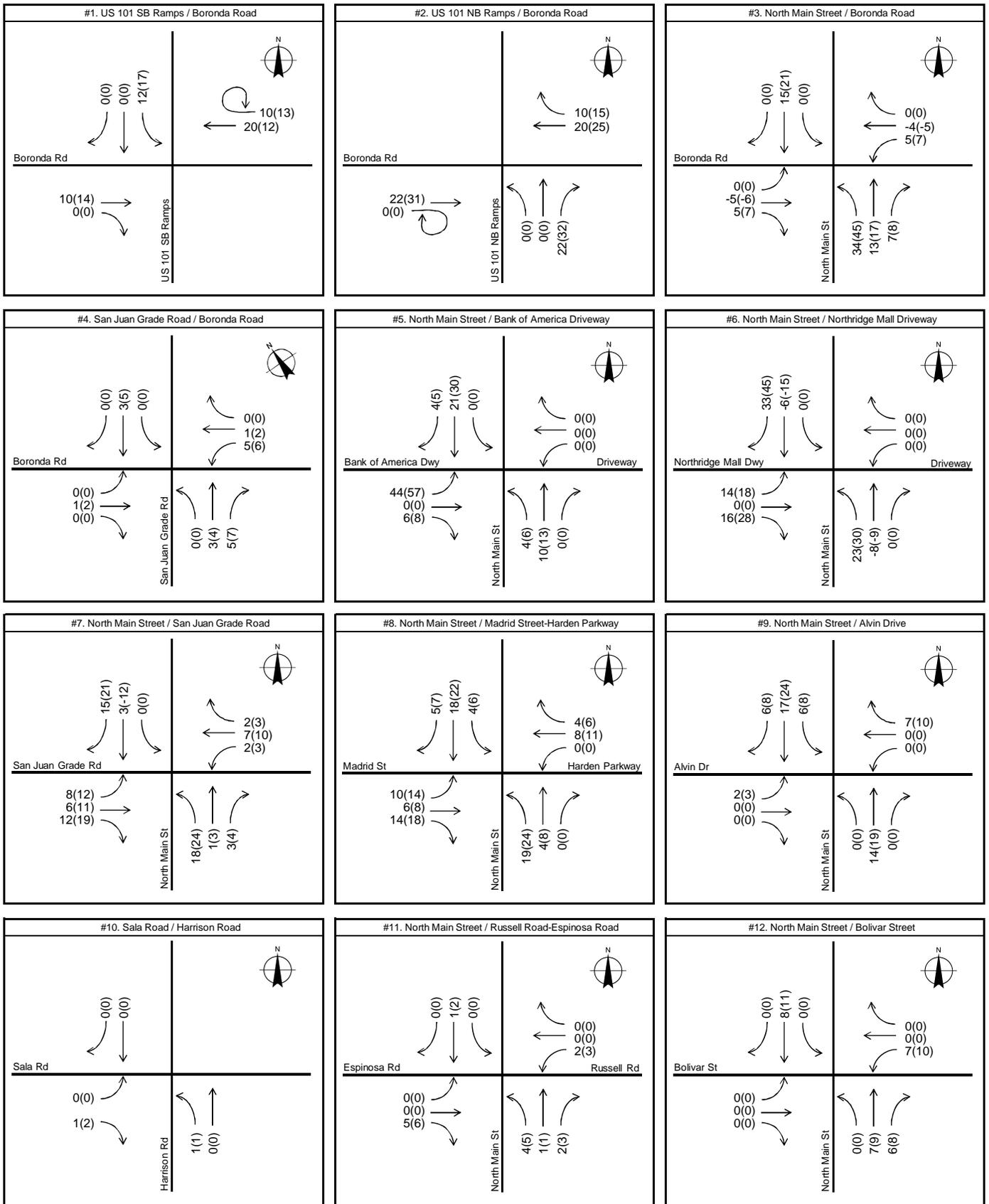


Exhibit 10
 Pass-By Trips
 Weekday PM & Saturday Midday
 Peak Hour Volumes



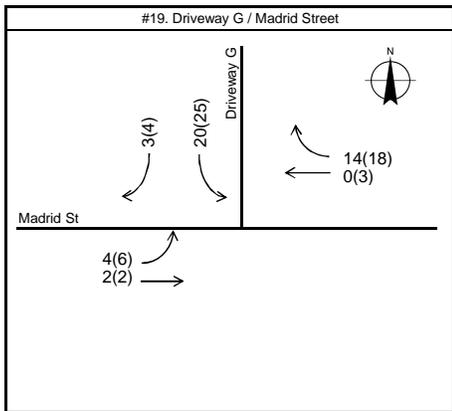
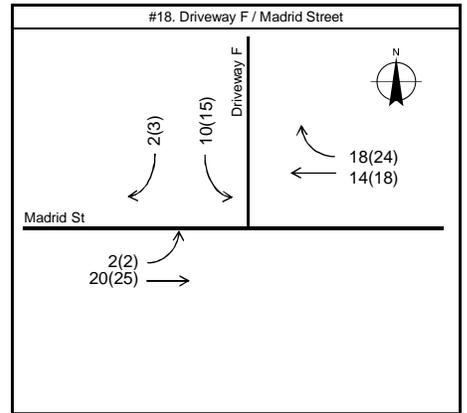
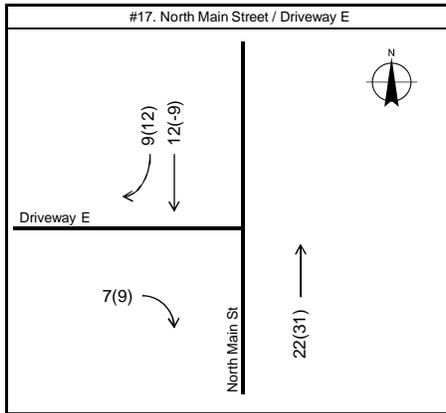
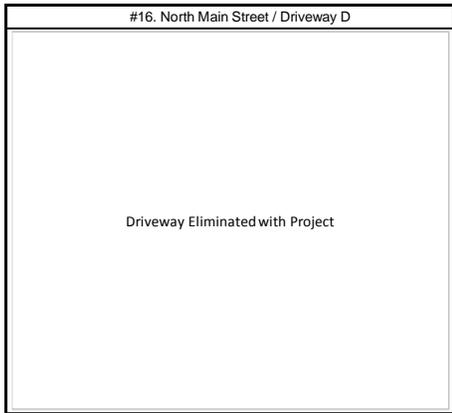
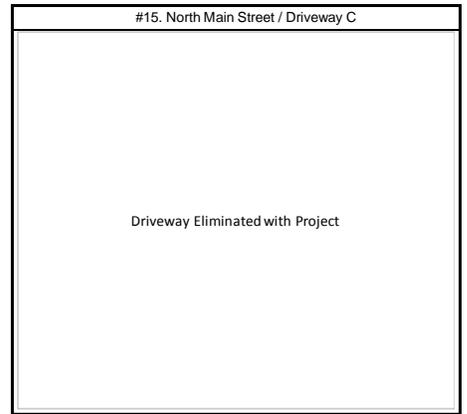
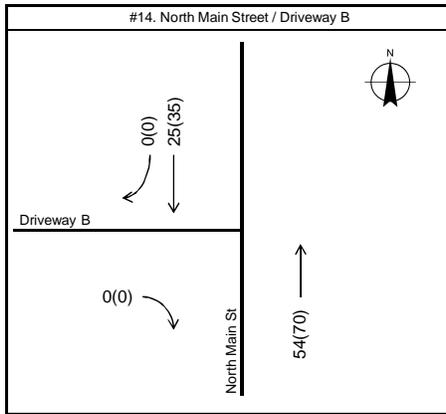
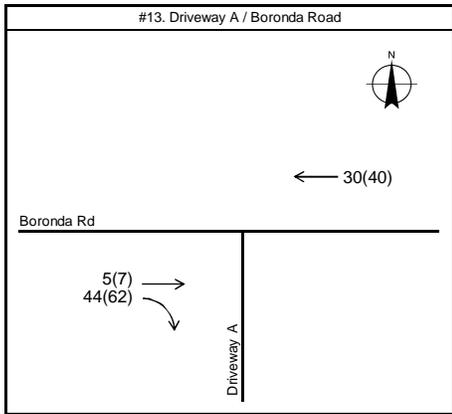
COUNTS CONDUCTED SEPTEMBER AND OCTOBER, 2014

XX(YY) = PM (Sat)

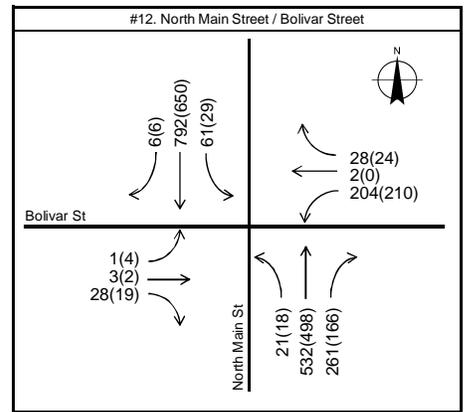
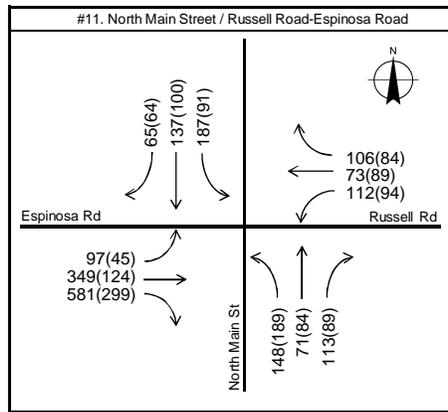
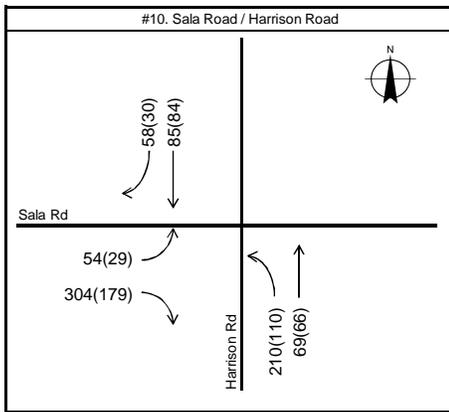
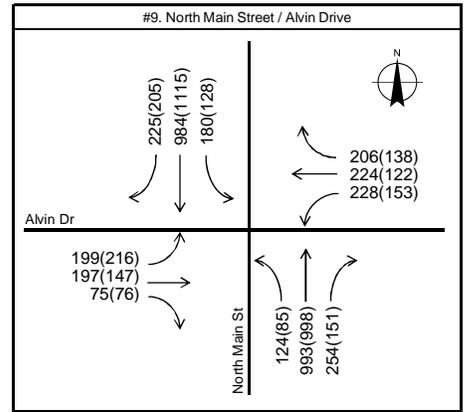
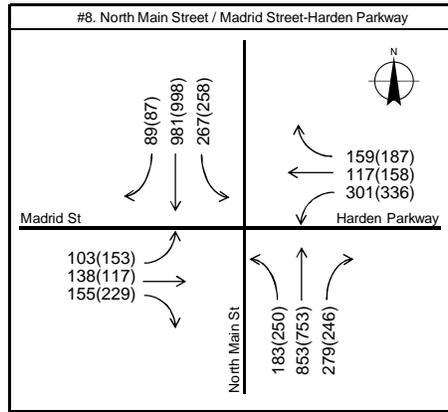
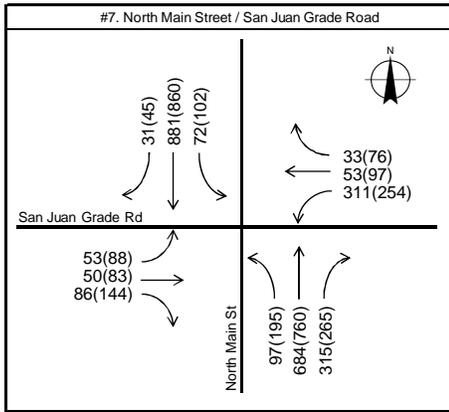
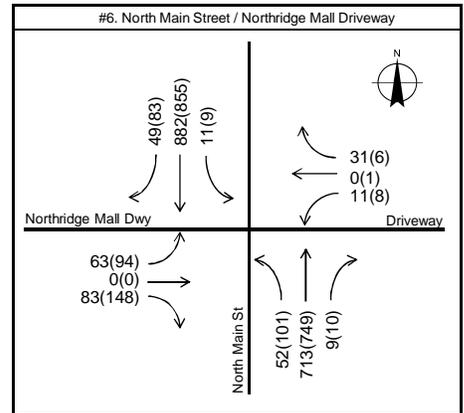
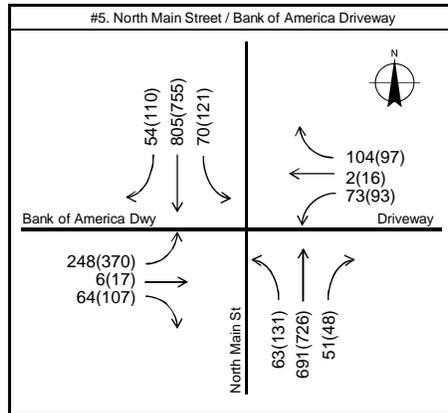
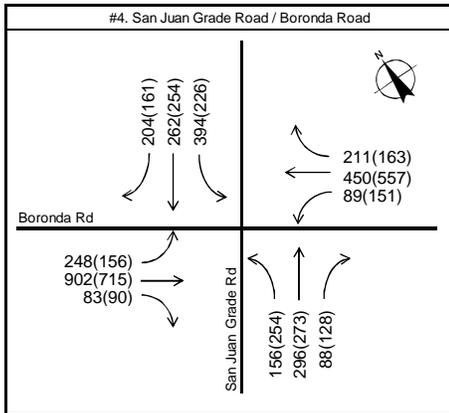
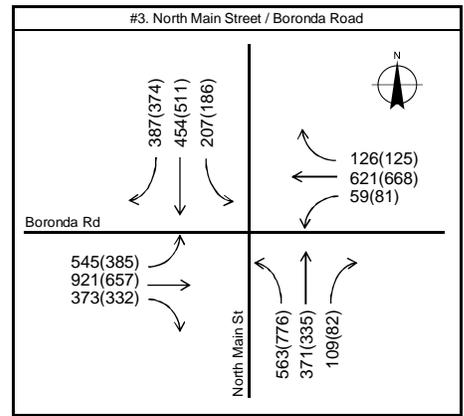
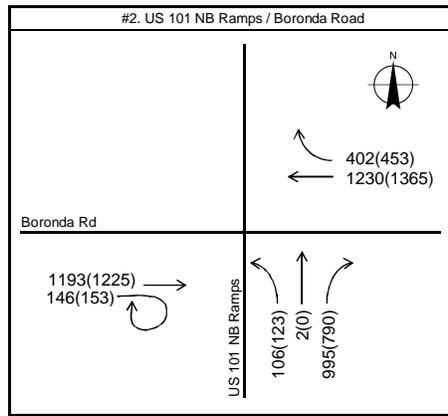
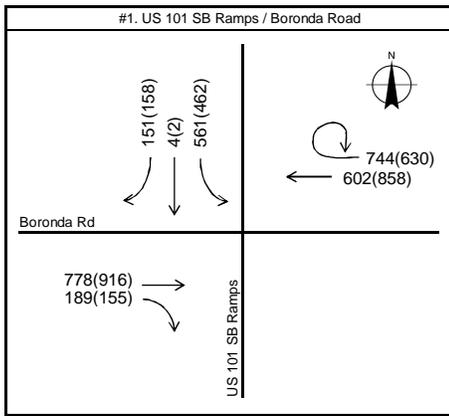
Exhibit 11

Project Trip Assignment

Weekday PM & Saturday Midday Peak Hour Volumes



XX(YY) = PM (Sat)



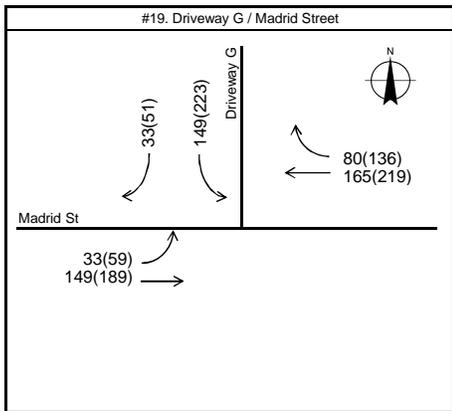
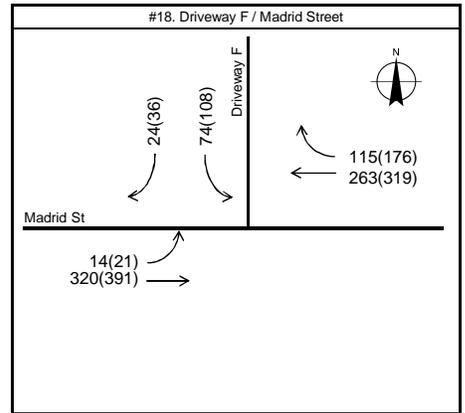
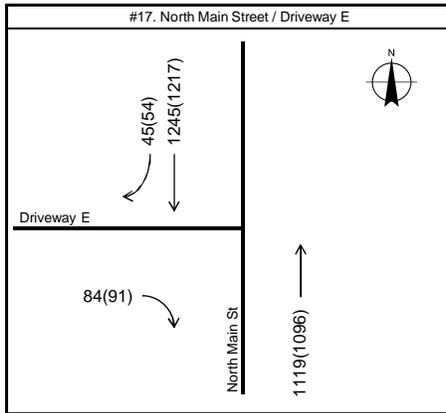
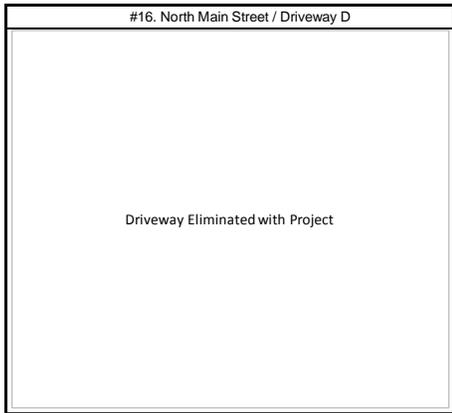
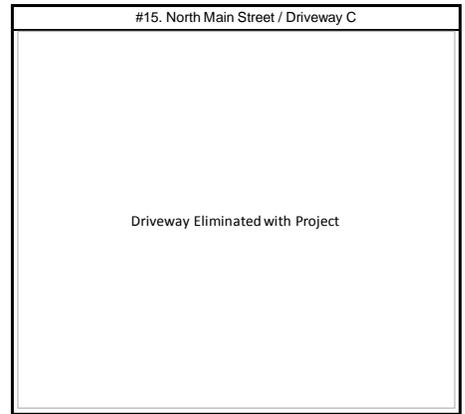
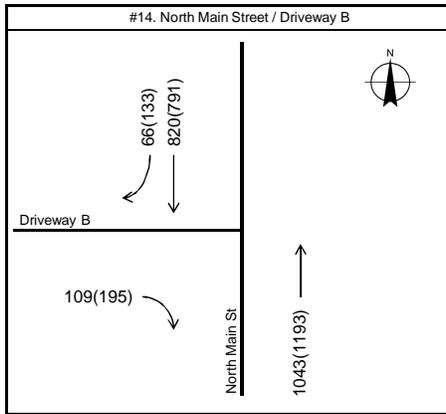
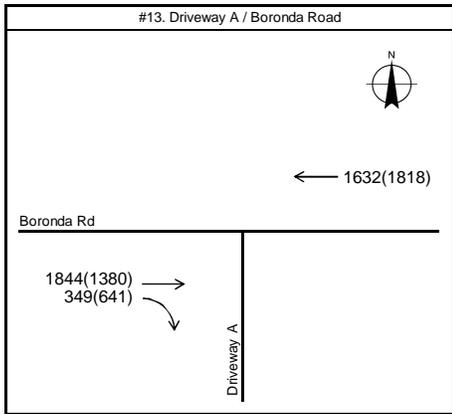
XX(YY) = PM (Sat)

Exhibit 12

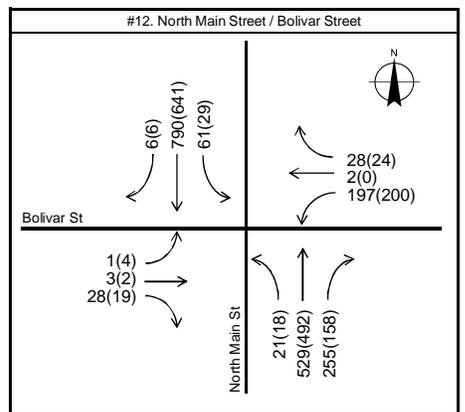
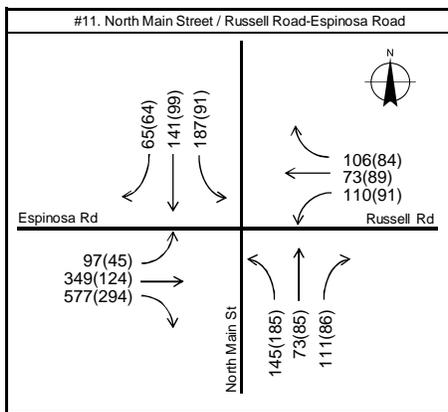
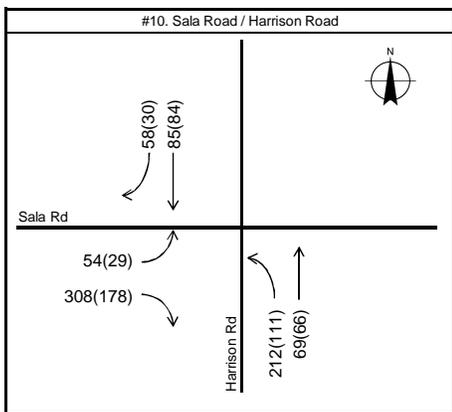
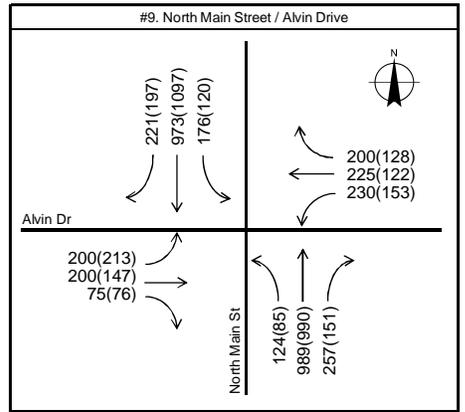
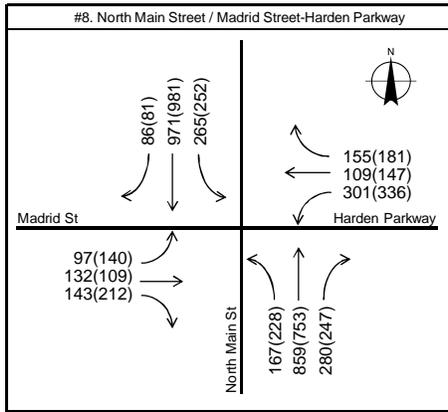
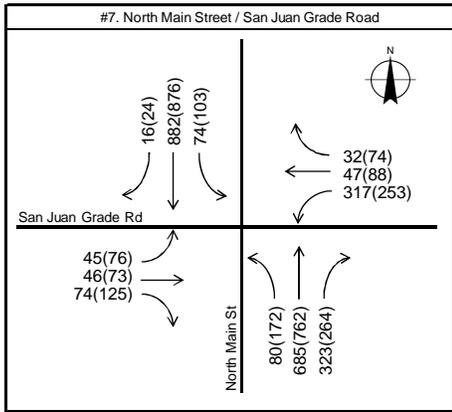
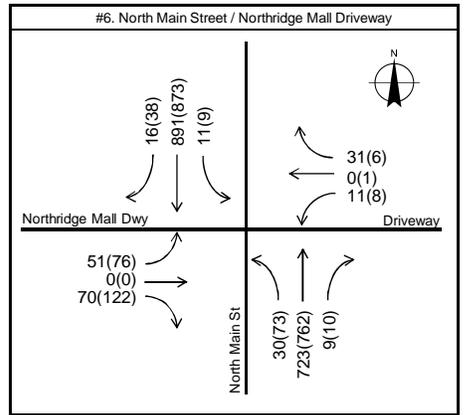
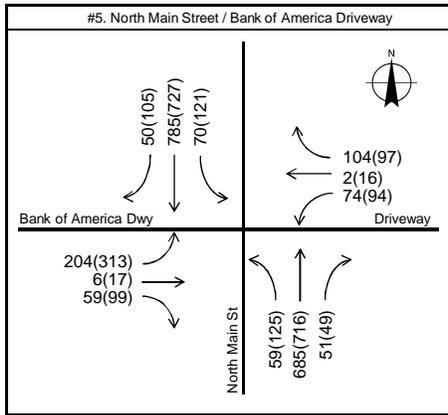
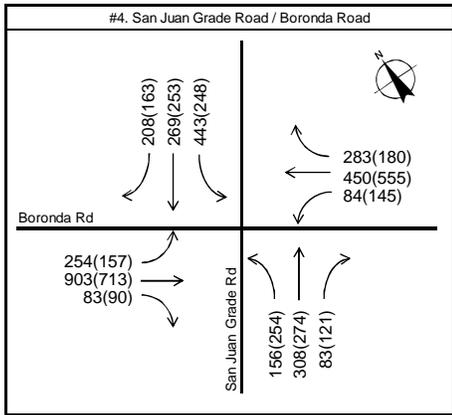
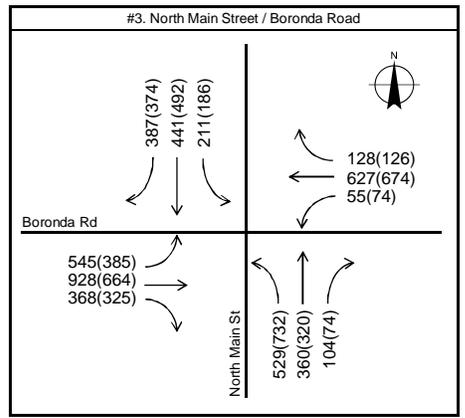
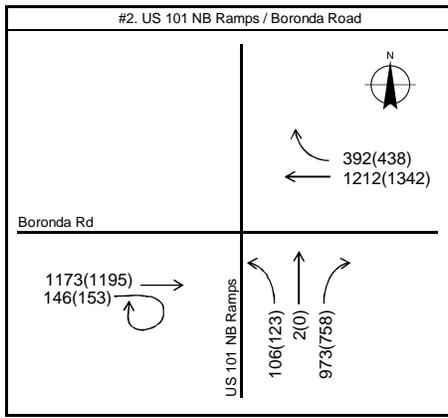
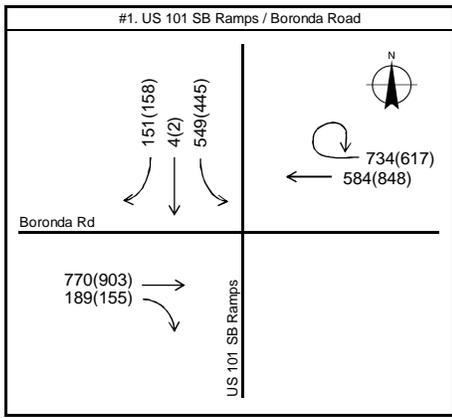
Existing Plus Project Conditions

Weekday PM & Saturday Midday Peak Hour Volumes





XX(YY) = PM (Sat)



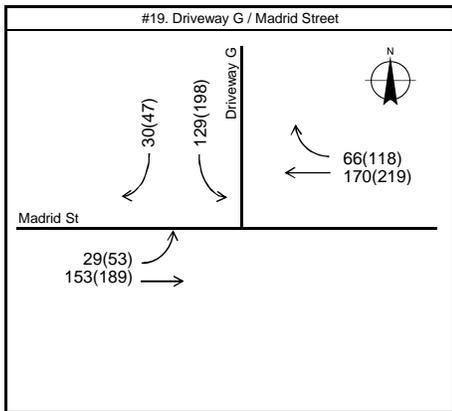
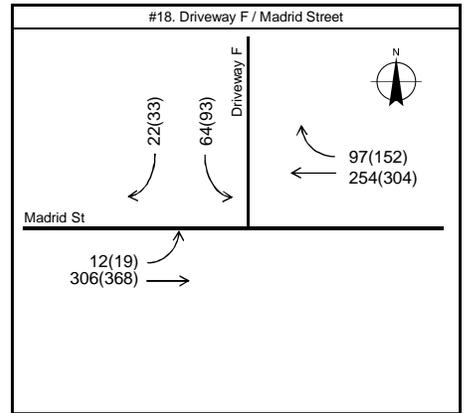
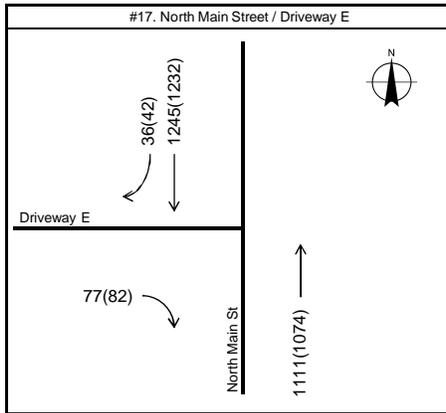
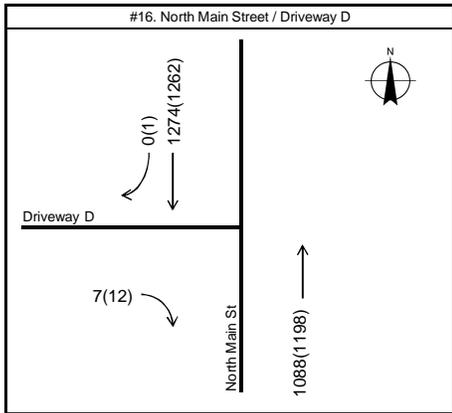
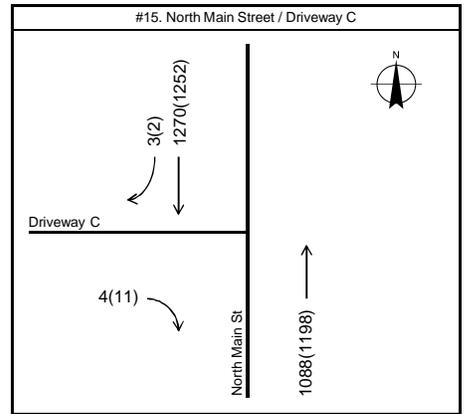
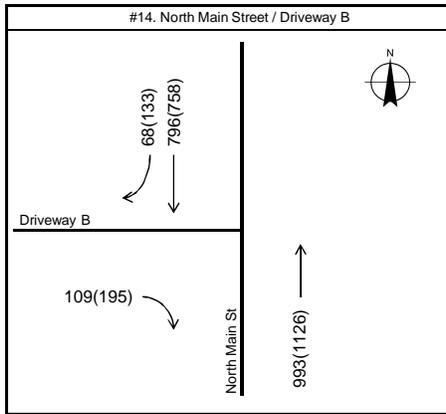
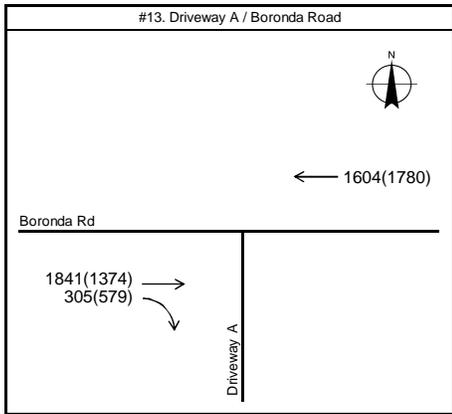
XX(YY) = PM (Sat)

Exhibit 13

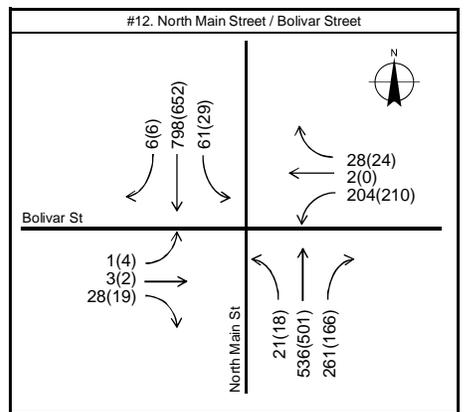
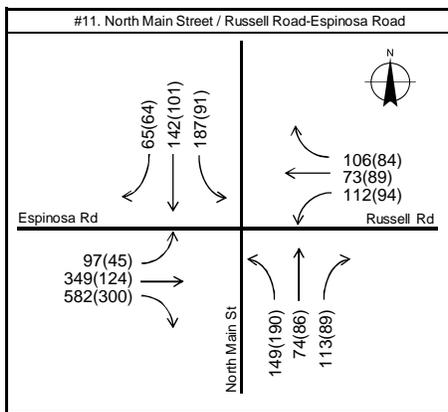
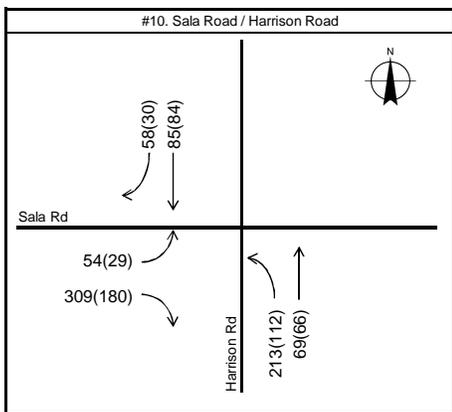
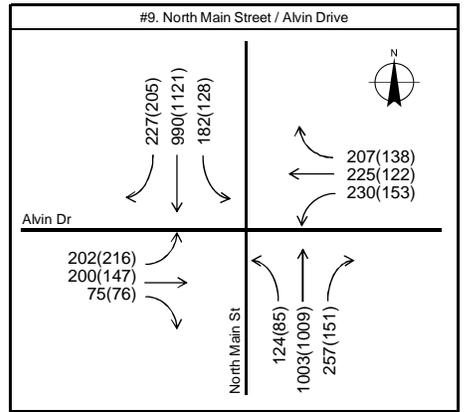
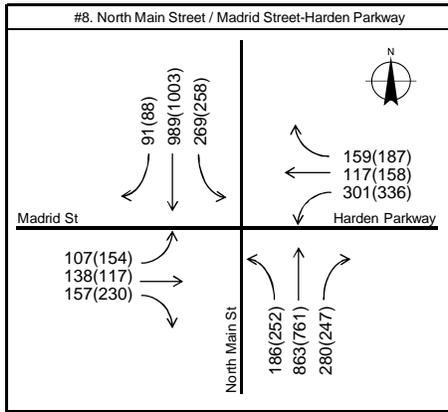
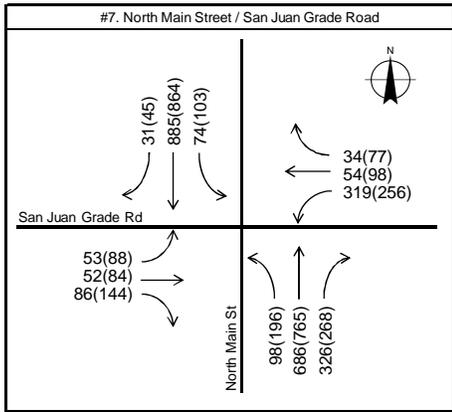
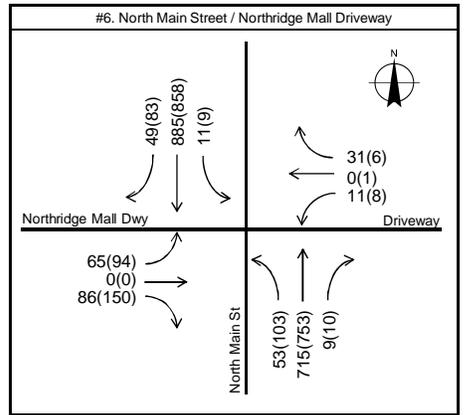
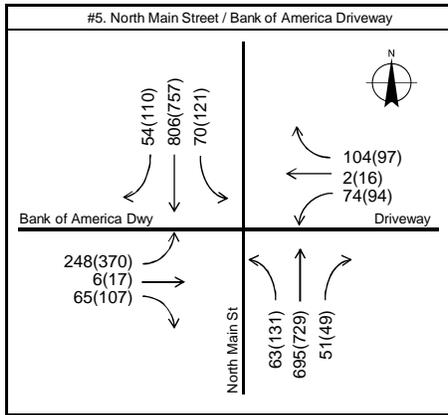
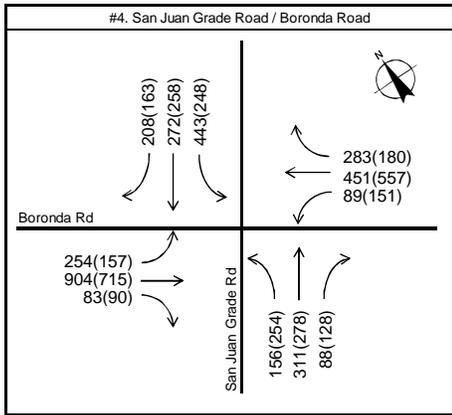
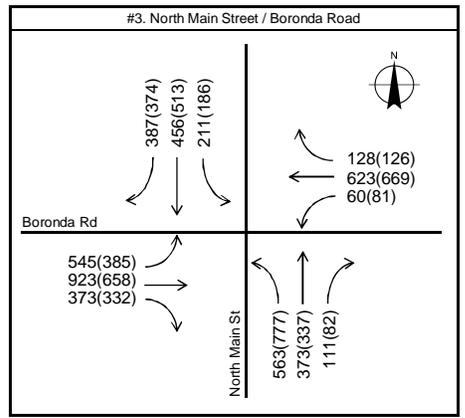
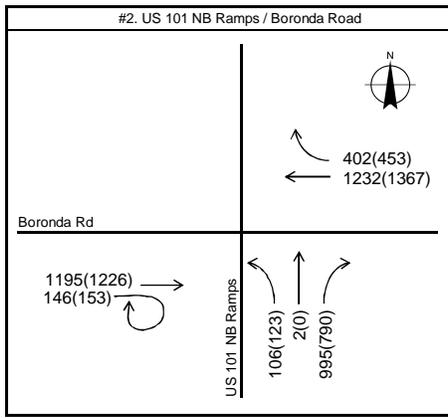
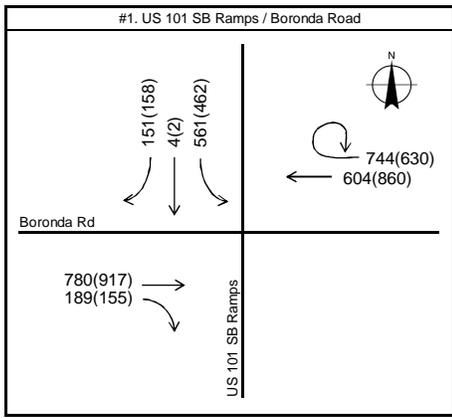
Background Conditions

Weekday PM & Saturday Midday Peak Hour Volumes

Page 1 of 2



XX(YY) = PM (Sat)



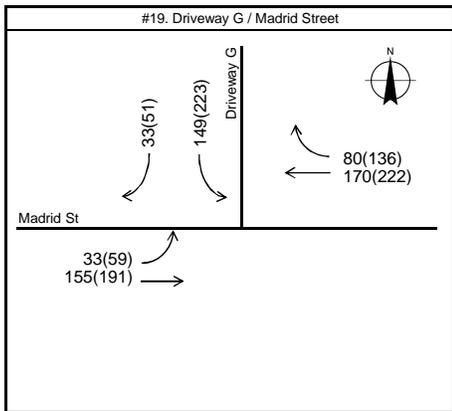
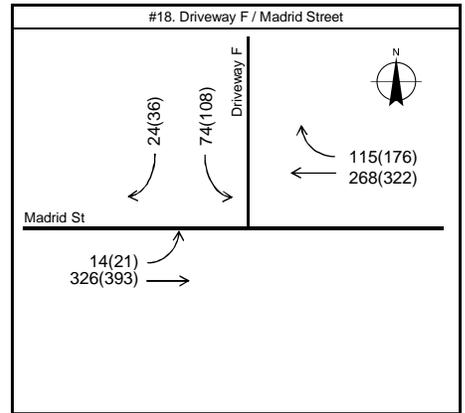
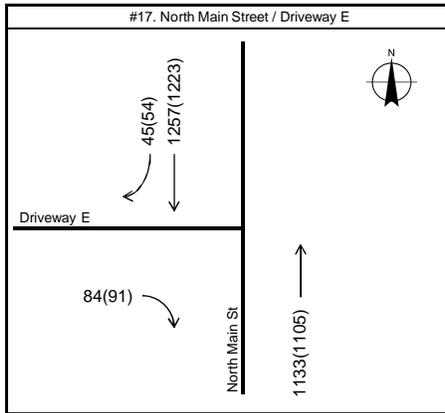
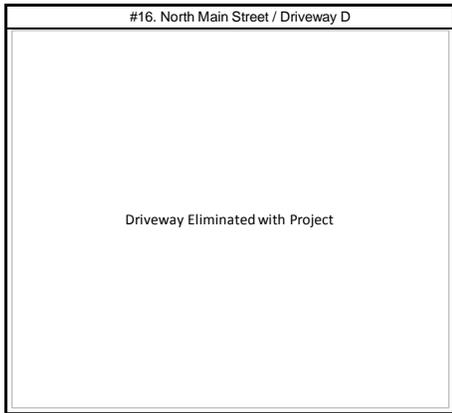
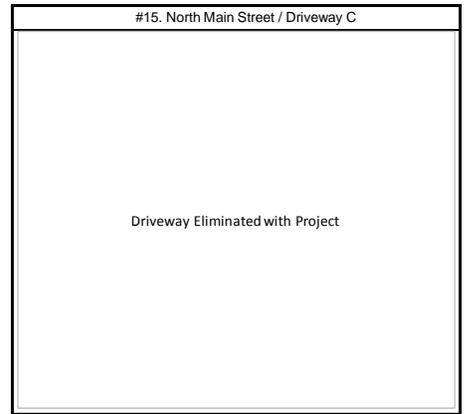
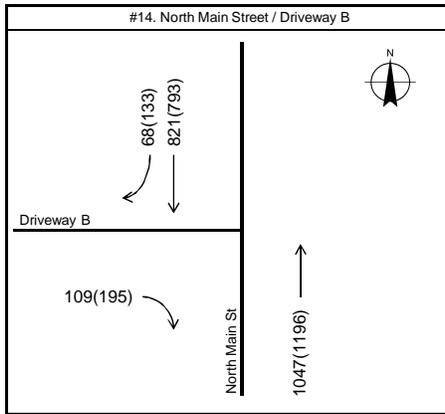
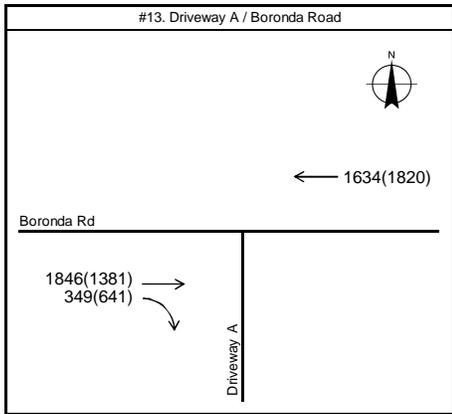
XX(YY) = PM (Sat)

Exhibit 14

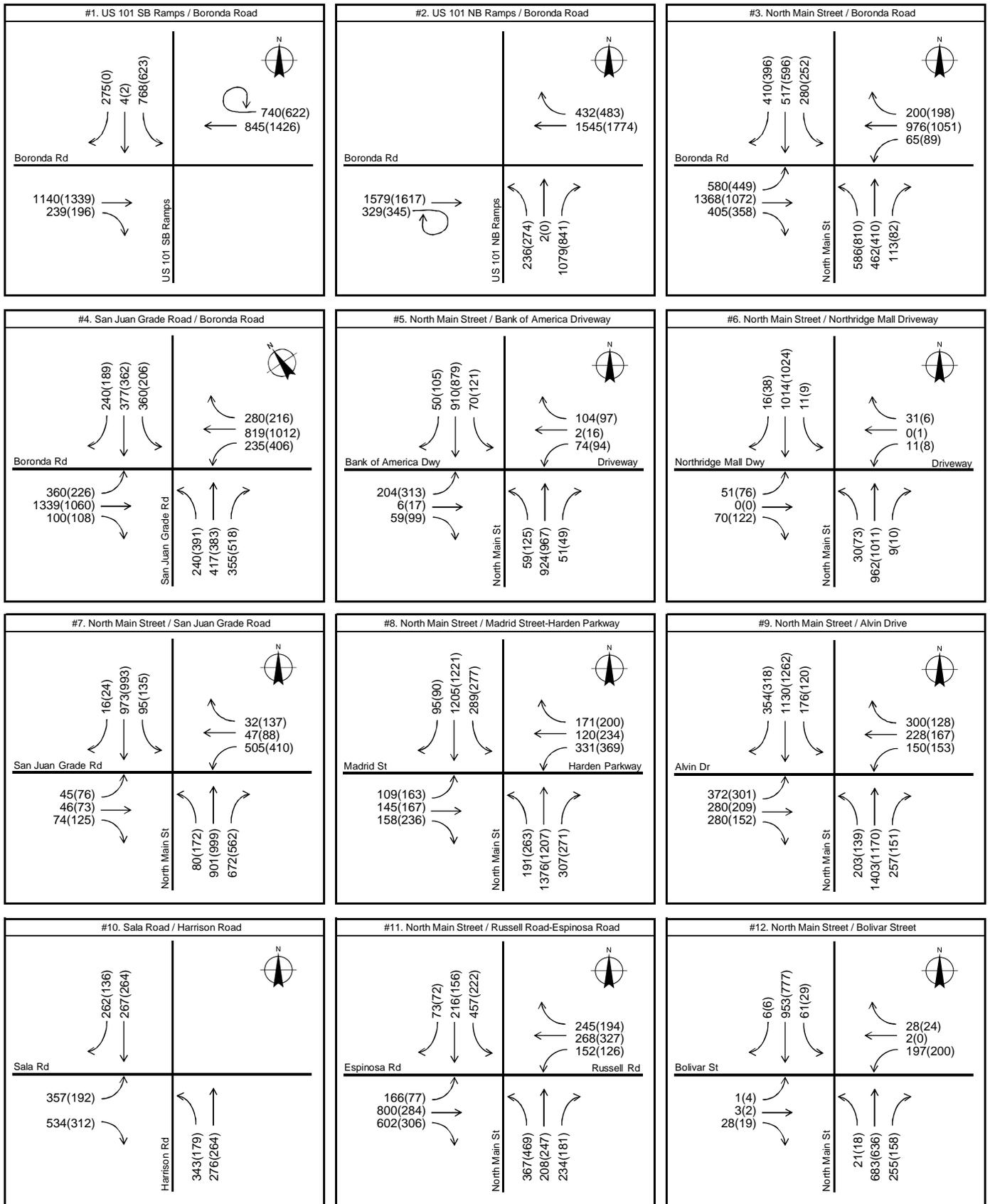
Background Plus Project Conditions

Weekday PM & Saturday Midday Peak Hour Volumes

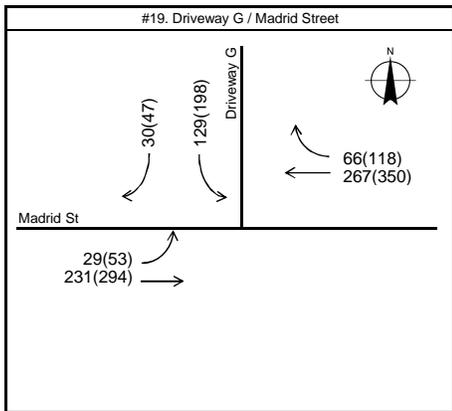
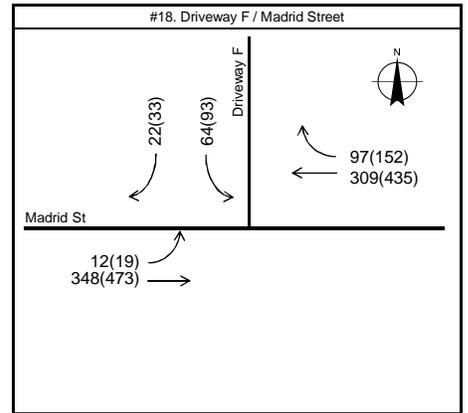
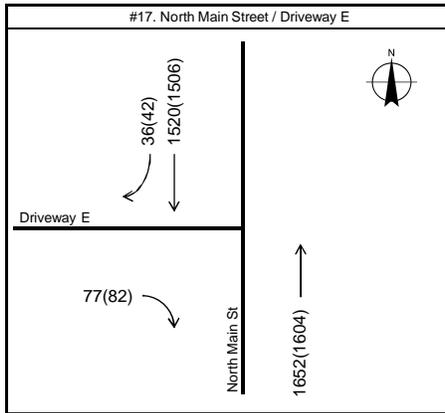
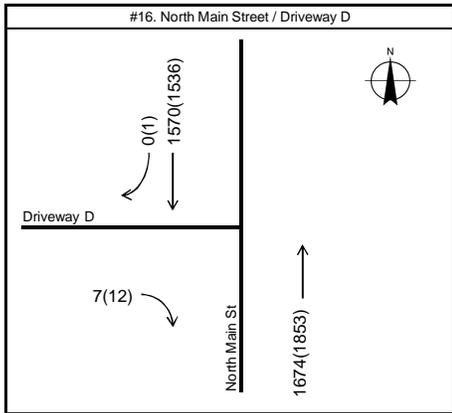
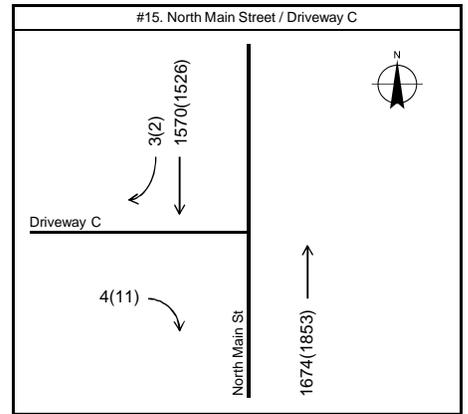
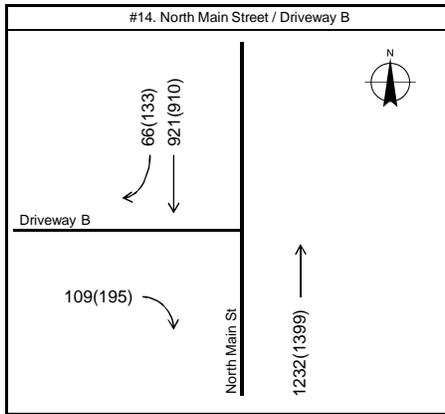
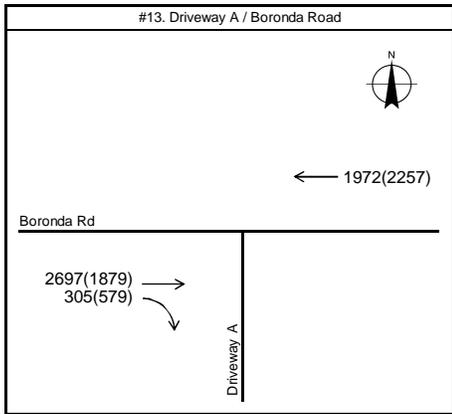




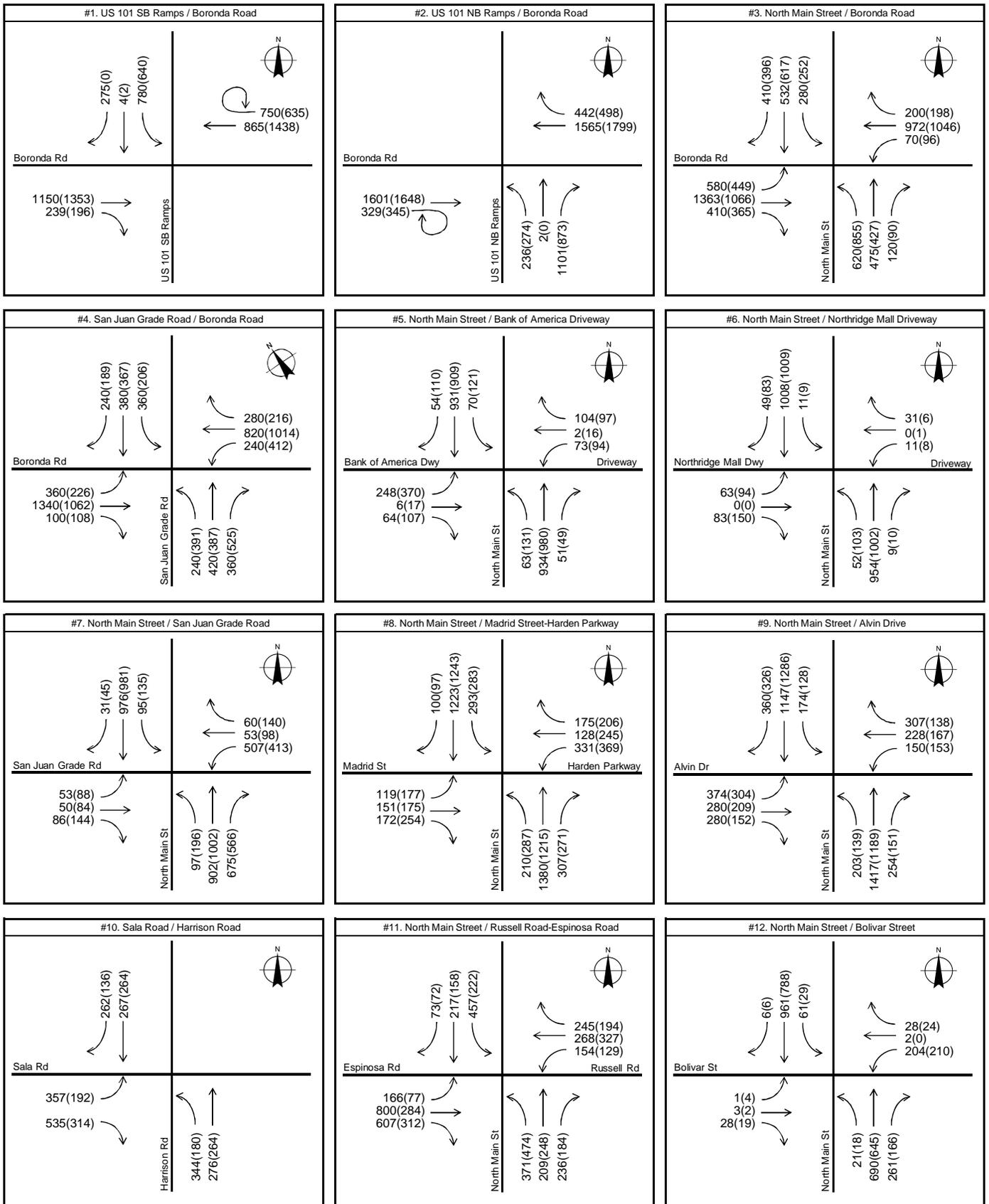
XX(YY) = PM (Sat)



XX(YY) = PM (Sat)



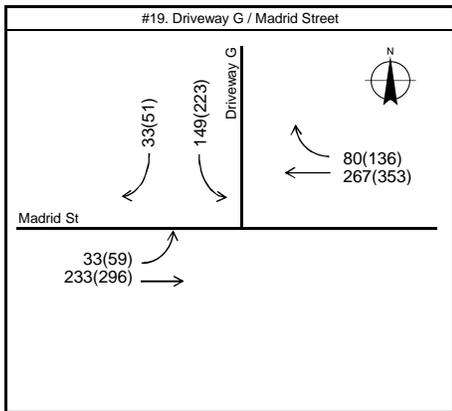
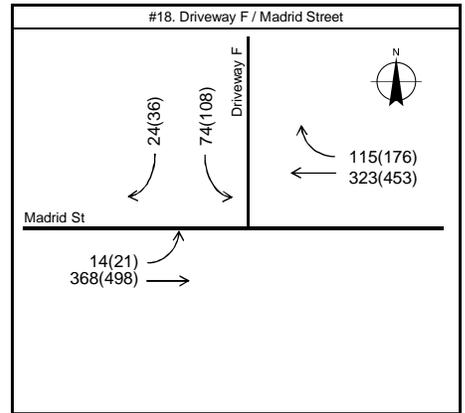
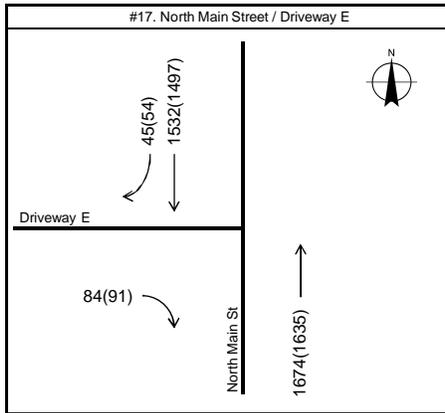
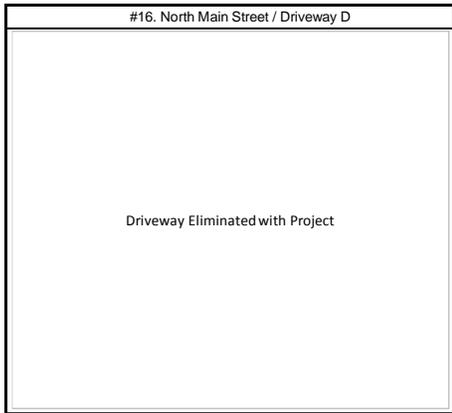
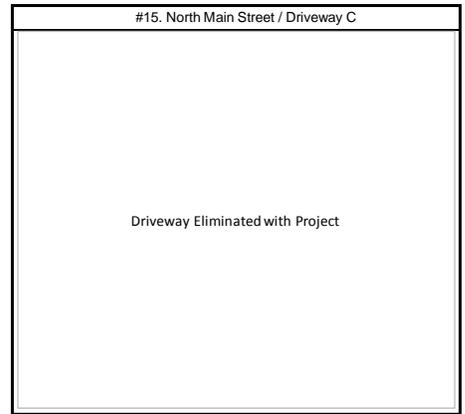
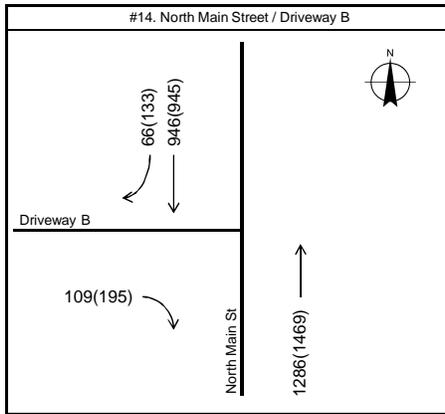
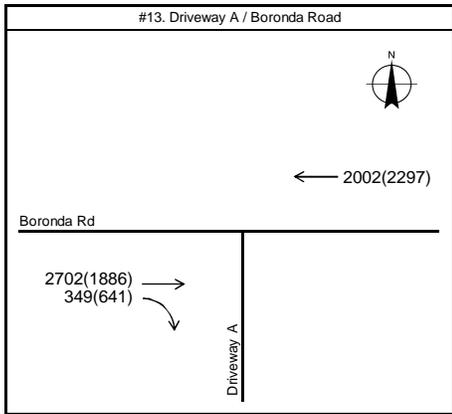
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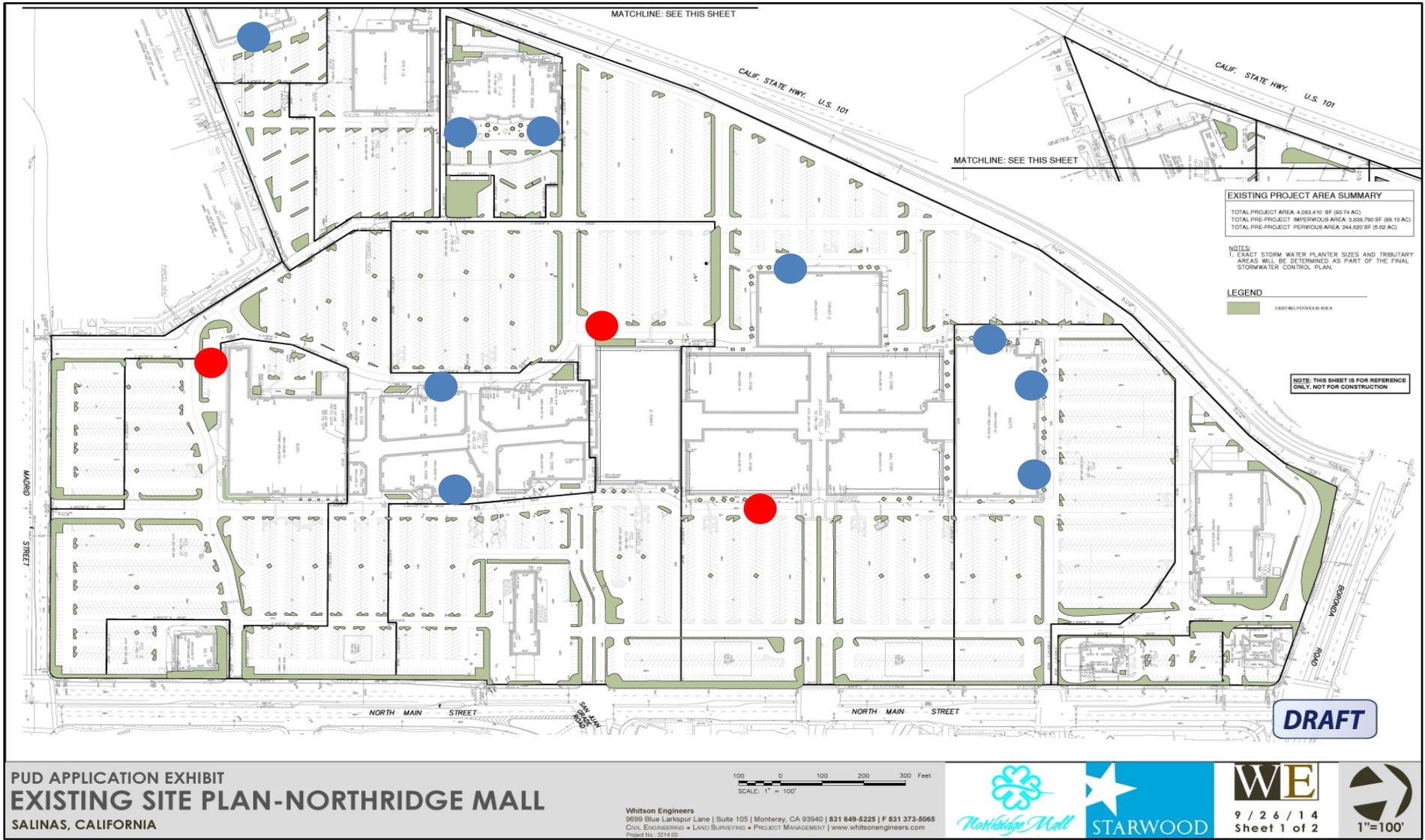
XX(YY) = PM (Sat)

Exhibit 16

Cumulative Plus Project Conditions
Weekday PM & Saturday Midday Peak Hour Volumes



XX(YY) = PM (Sat)



Existing Bike Racks ●

New Bike Racks ●