

# Najars Engineering

January 10, 2024

Ms. Laura Traffenstedt  
City of La Mesa  
8130 Allison Ave  
La Mesa, CA 91941

**Subject: Traffic and Parking Assessment Letter for a Commercial Addition Project at 8923 La Mesa Blvd, La Mesa, California**

Dear Ms. Traffenstedt,

Najars Engineering has prepared a parking assessment for the proposed project located at 8923 La Mesa Blvd in the City of La Mesa (Referred to as "Site A" hereon). The project site is currently an existing 2 story commercial building (approximately 2,745 in total sf) with twelve (12) on-site parking stalls. The proposed project includes an expansion of the existing 2<sup>nd</sup> floor and an addition of a 3<sup>rd</sup> floor of a commercial building (approximately 5,369 in total sf) with fifteen (15) on-site parking stalls and an additional seven (7) parking stalls on a neighboring property (5264 Wood Street, referred to as "Site B" hereon) to be dedicated specifically for this project site. The proposed commercial building will consist of a dental office on the 1<sup>st</sup> floor, a hair salon on the 2<sup>nd</sup> floor and a café/restaurant on the 3<sup>rd</sup> floor on an approximately 0.30-acre site. Reference **Figure 1** for a project vicinity map. Conceptual site/building floor plan details are included in **Attachment A**.



**Figure 1: Vicinity Map (Source: Google Earth)**

## TRAFFIC ANALYSIS

### Existing Project Conditions

The project site is approximately 13,070sf with a zoning designation of CD-M-U (General Commercial/Urban Design Overlay/Mixed Use Overlay) for APN 490-472-31 and R3-P-MU (Multiple Unit Residential/Scenic Preservation Overlay/Mixed Use Overlay) for APNs 490-472-11 and 490-472-07.

The City of La Mesa *Circulation Plan* (Reference **Attachment B**) identifies La Mesa Blvd as an *Arterial*, and identifies Grossmont Blvd as *Major Collector* and identifies Wood Street as a *Local Street*. La Mesa Blvd along the western project frontage is constructed as a 2-lane (in each direction) divided by a center turn lane with parallel on-street parking and a contiguous sidewalk on the east and west side of the roadway. Grossmont Blvd does not front the project site but is south of the project by approximately 200' also consists of 2-lane (in each direction) divided by a center turn lane with parallel on-street parking and a contiguous sidewalk on the north and south side of the roadway. Wood Street along the east project frontage is constructed as a 1-lane (in each direction) un-divided roadway with parallel on-street parking and a contiguous sidewalk on the east and west side of the roadway.

### Project Traffic Generation

Traffic generation for the proposed project was calculated using the San Diego Association of Governments (SANDAG) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. A copy of the SANDAG traffic rate sheet is included in **Attachment C**.

The existing project site consisted of approximately 1,675sf of dental and 1,070sf of commercial retail which generated approximately 212 ADT with 10 AM peak hour trips and 23 PM peak hour trips.

The trip generations for the existing building is shown below in **Table 1**.

**Table 1: Existing Site Traffic Generation**

Existing Land Use	Rate	Size &		AM				PM			
		Units	ADT	%	Split	IN	OUT	%	Split	IN	OUT
Medical-Dental	50/KSF	1,675SF	84	6%	(8:2)	4	1	11%	(3:7)	3	6
Neighborhood											
Shopping Center	120/KSF	1,070SF	128	4%	(6:4)	3	2	10%	(5:5)	7	7
<b>Project Total:</b>			<b>212</b>			<b>10</b>				<b>23</b>	

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

The proposed project proposes 1,675sf of dental office, 2,105sf of commercial retail and 1,589sf of restaurant and would generate 464 ADT with 20 AM peak hour trips and 47 PM peak hour trips.

The trip generations for the proposed building is shown below in **Table 2**.

**Table 2: Proposed Site Traffic Generation**

Proposed Land Use	Rate	Size &		ADT	%	Split	AM			PM		
		Units					IN	OUT	%	Split	IN	OUT
Medical-Dental	50/KSF	1,675SF		84	6%	(8:2)	4	1	11%	(3:7)	3	6
Neighborhood												
Shopping Center	120/KSF	2,105SF		253	4%	(6:4)	6	4	10%	(5:5)	13	13
Restaurant												
Sit-Down	160KSF	1,589SF		254	8%	(5:5)	10	10	8%	(6:4)	12	8
<b>Project Total:</b>				<b>591</b>			<b>35</b>				<b>55</b>	

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

This level of additional traffic generation would not overburden the existing roadway infrastructure.

Employees and office visitors will have a choice of using surrounding on-site parking, on-street un-metered parking, public transit (bus and light rail trolley), phone app services (Lyft/Uber) and bicycle.

### VMT Analysis

CEQA allows the local agency to make the determination of the VMT analysis methodology and thresholds, and the OPR Technical Advisory provides suggested methodologies to analyze VMT associated with a project. In discussion with City of La Mesa staff, the cities threshold limits to an increase of 100 ADTs which this specific project exceeds, however per CEQA Guideline Section 15064.3, subdivision (b)(1), states that local agencies can determine a project exempt if that certain project (including residential, retail, and office projects, as well as projects that are a mix of these uses) is proposed within ½ mile of an existing or planned Major Transit Stop. A Major Transit Stop is defined as an existing or proposed rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

This project site qualifies under these conditions in that there is an existing trolley station ½ mile of the project site. Refer to **Figures 2 and 3** below.

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### **Project Driveway and Access**

The project site (Site A) is approximately 265 feet in length (east/west) and 50 feet in width (north/south) and has a shared drive aisle to the south of the site with access to La Mesa Blvd and Wood Street. The project site proposes 15 on-site parking spaces. The parking lot site (Site B) is approximately 110 feet in length (east/west) and 50 feet in width (north/south) and has a driveway access to Wood Street. The project site proposes 7 on-site parking spaces. The on-site parking spaces available between Site A and Site B total to 22 on-site parking to support the commercial building addition/expansion. Site A has a total of two (2) access points; an ingress only off of La Mesa Blvd and an ingress/egress off of Wood St. Site B has a total of one (1) access point; an ingress/egress off of Wood St. Refer to **Attachment A** and specifically architectural site plan for compliance with sight distance requirements.

### **Project Traffic as Related to Adjacent Schools**

The project site is not immediately adjacent to public schools. Therefore, project traffic is not anticipated to add a significant amount of traffic to roadways serving near-by public schools.

### **Active Transportation – Transit**

The project site is located within walking distance of the Metropolitan Transit System Bus Route 852 along La Mesa Blvd.

The La Mesa Blvd bus stop on the east side of the street for Route 852 is approximately 200 feet away from the project site. The La Mesa Blvd bus stop on the west side of the street for Route 852 is approximately 530 feet away from the project site.

The bus schedules are included in **Attachment D**. The nearest bus stop locations and distances are shown per **Figure 2** below.

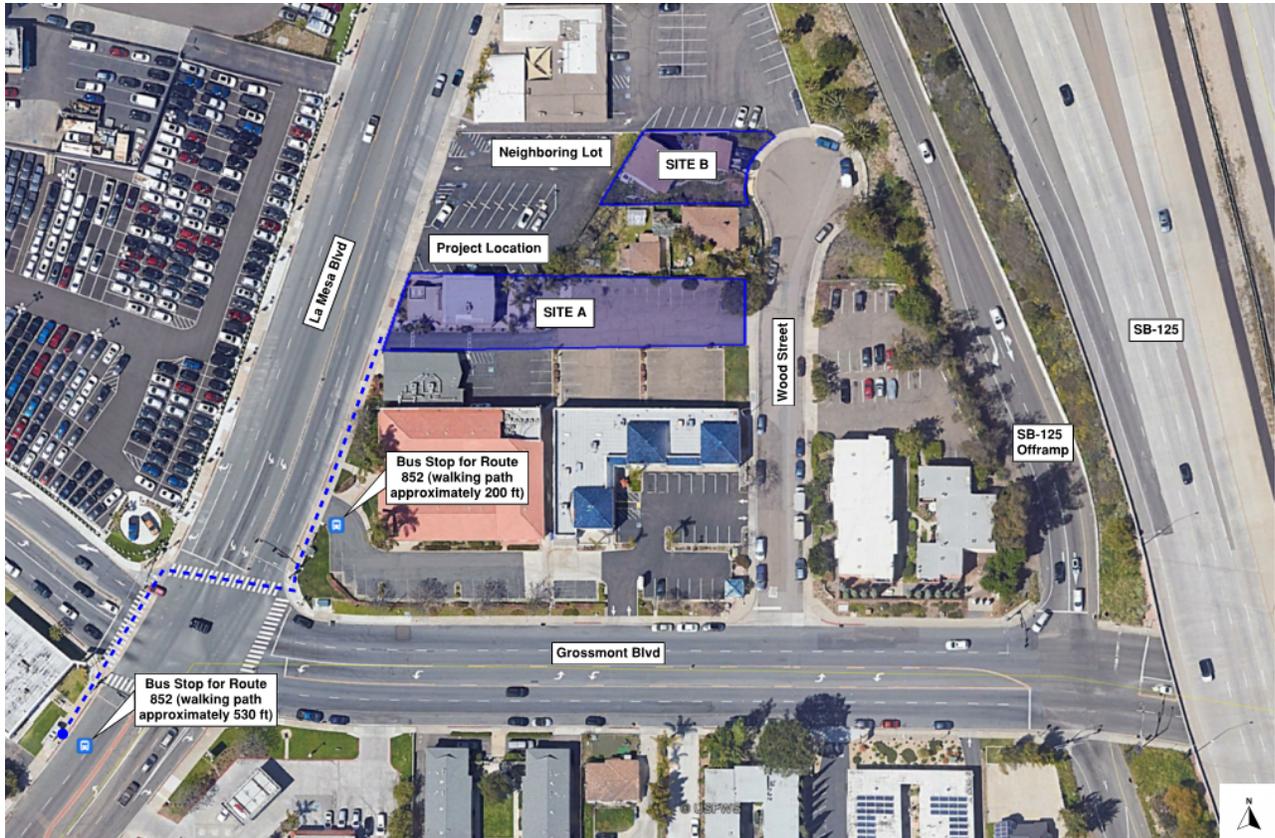


Figure 2: Nearby Transit Bus Stop (Source: Google Earth)

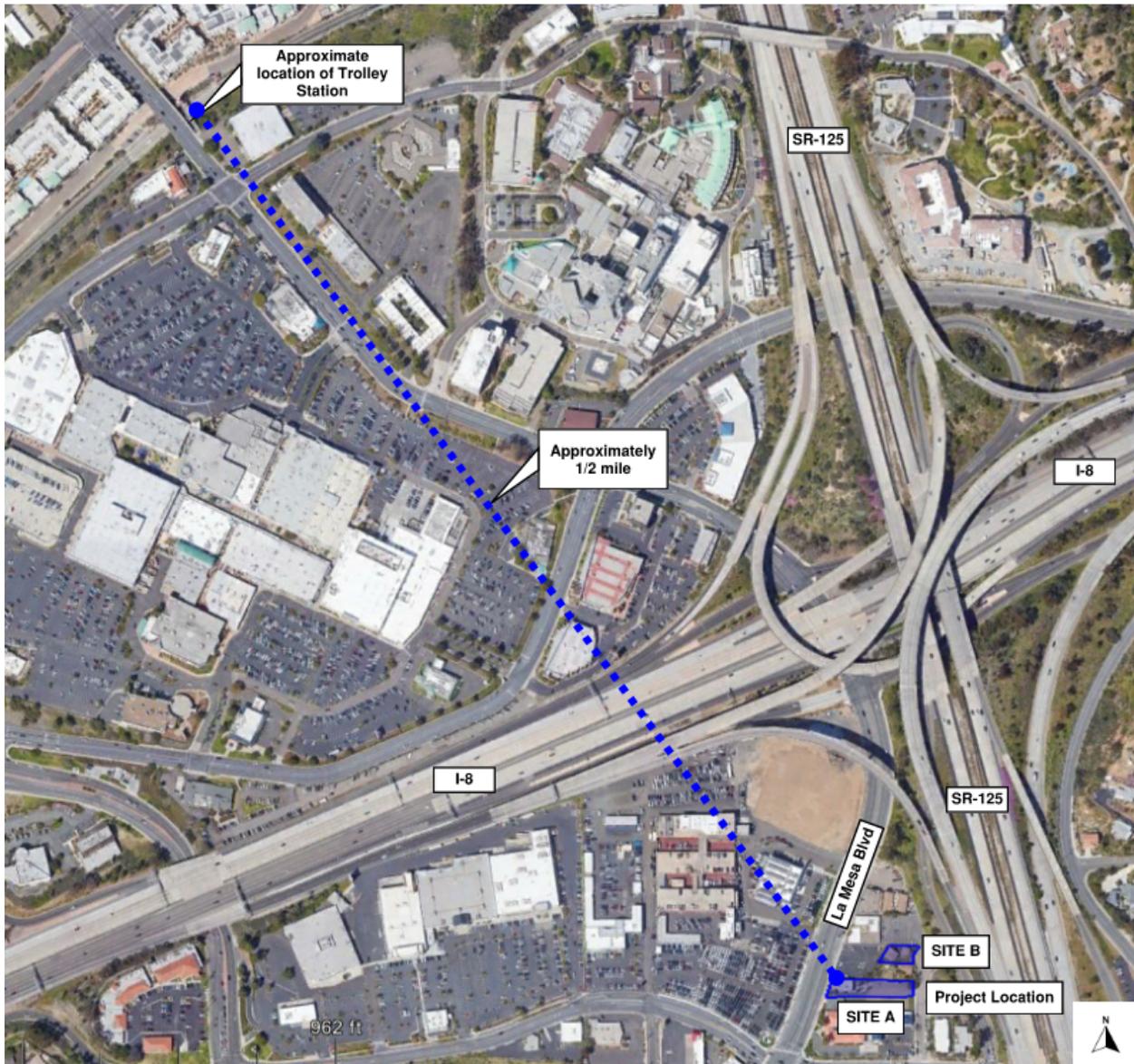


Figure 3: Nearby Transit Trolley Stop (Source: Google Earth)

### Active Transportation – Pedestrians

It is not possible to reasonably quantify the number of employees and patrons that may choose to walk vs. driving; however, the project is located close to a bus route. Additionally, the project is within an existing commercial area of other retail businesses and residential homes that could be reached by walking.

### Active Transportation – Cyclists

Cyclists are anticipated to use bicycles as an alternative means of transportation. Bike maps and other mobility details are included in **Attachment E**.

## PARKING ANALYSIS

### Existing Parking

The existing commercial building consists of eleven (11) on-site parking spaces with one (1) accessible stall for a total of twelve (12) parking spaces to support the existing 2,745sf building.

### Proposed Parking

The proposed addition and expansion will consist of fourteen (14) on-site parking spaces with one (1) accessible stalls for a total of fifteen (15) parking spaces at Site A and an addition six (6) on-site parking spaces with one (1) accessible stall for a total of seven (7) parking spaces at Site B for a combined total (Site A & Site B) of twenty-two (22) parking spaces.

### Required Parking

The City of La Mesa parking requirements per Municipal Code Section 24.04.050 for non-residential parking is the following for the different use types:

- Shopping Centers (Salon): 1 per each 250 s.f. (2,105/250 spaces per sf = **8.4 spaces**)
- Restaurants (Café): 1 per each 250 s.f. + 1 for each 3 persons seating capacity in the dining room (1,589/250 spaces per sf + 36 seating capacity / 3 = **18.4 spaces**)
- Medical (Dental): 1 per 200 s.f. (1,675/200 spaces per sf = **8.4 spaces**)

The project site will require a total of **36 parking spaces** (8.4 salon + 18.4 restaurant + 8.4 dental = 35.2 spaces; rounded up to 36 spaces).

### Available Parking/Analysis

Proposed project Site A has a total of 15 parking spaces and project Site B has a total of 7 parking spaces for a total of 22 parking spaces.

The City of La Mesa Municipal Code Section 24.04.020 paragraph G states the following:

*G. Modifications. The planning commission shall review and approve, disapprove, or approve with conditions site development plans, which include modifications of the following provisions of this chapter:*

- 1. The requirement that collective parking shall not be less than the sum of the requirements for the various individual uses. The commission may grant this modification only when it is demonstrated that all uses can be sufficiently served because of varying hours of operation and for varying peak parking demand times.*

The proposed businesses serving this property has varying hours which qualifies the above mentioned City of La Mesa Municipal Code Section and as demonstrated in the tables listed below.

It is worth noting that the Mexican Restaurant located at 8949 La Mesa Blvd has its own and independent parking and it is not part of this project

**Table 3: Operating Business Hours for the Dental Office**

Dental Office							
Parking Spaces Required Per Day Per Hour Distribution							
Time	Sun	Mon	Tue	Wed	Thur	Fri	Sat
5AM - 6AM	0	0	2.8	0	0	0	0
6AM - 7AM	0	2.8	8.4	2.8	2.8	2.8	0
7AM - 8AM	0	8.4	8.4	8.4	8.4	8.4	0
8AM - 9AM	0	8.4	8.4	8.4	8.4	8.4	0
9AM-10AM	0	8.4	8.4	8.4	8.4	8.4	0
10AM - 11AM	0	8.4	8.4	8.4	8.4	8.4	0
11AM - 12PM	0	8.4	8.4	8.4	8.4	8.4	0
12PM - 1PM	0	8.4	8.4	8.4	8.4	8.4	0
1PM - 2PM	0	8.4	8.4	8.4	8.4	8.4	0
2PM - 3PM	0	8.4	2.8	8.4	8.4	8.4	0
3PM - 4PM	0	8.4	0	8.4	8.4	8.4	0
4PM - 5PM	0	8.4	0	8.4	8.4	2.8	0
5PM - 6PM	0	2.8	0	2.8	2.8	0	0
6PM - 7PM	0	0	0	0	0	0	0
7PM - 8PM	0	0	0	0	0	0	0
8PM - 9PM	0	0	0	0	0	0	0
9PM - 10PM	0	0	0	0	0	0	0
10PM - 11PM	0	0	0	0	0	0	0
11PM - 12AM	0	0	0	0	0	0	0
12AM - 1AM	0	0	0	0	0	0	0
1AM - 2AM	0	0	0	0	0	0	0
2AM - 3AM	0	0	0	0	0	0	0
3AM - 4AM	0	0	0	0	0	0	0
4AM - 5AM	0	0	0	0	0	0	0

*Operating Business Hours are:  
M, W, TH from 7am to 5pm  
Tu from 6am to 2pm  
Fr from 7am to 4pm  
It is anticipated the 1/3 of the parking space requirements will be present 1 hour before and 1 hour after each operating business day.*

**Table 4: Operating Business Hours for the Hair Salon**

Salon							
Parking Spaces Required Per Day Per Hour Distribution							
Time	Sun	Mon	Tue	Wed	Thur	Fri	Sat
5AM - 6AM	0	0	0	0	0	0	0
6AM - 7AM	0	0	0	0	0	0	0
7AM - 8AM	2.8	0	2.8	2.8	2.8	2.8	2.8
8AM - 9AM	8.4	0	8.4	8.4	8.4	8.4	8.4
9AM-10AM	8.4	0	8.4	8.4	8.4	8.4	8.4
10AM - 11AM	8.4	0	8.4	8.4	8.4	8.4	8.4
11AM - 12PM	8.4	0	8.4	8.4	8.4	8.4	8.4
12PM - 1PM	2.8	0	8.4	8.4	8.4	8.4	8.4
1PM - 2PM	0	0	8.4	8.4	8.4	8.4	8.4
2PM - 3PM	0	0	8.4	8.4	8.4	8.4	8.4
3PM - 4PM	0	0	8.4	8.4	8.4	8.4	8.4
4PM - 5PM	0	0	8.4	2.8	2.8	8.4	8.4
5PM - 6PM	0	0	2.8	0	0	2.8	2.8
6PM - 7PM	0	0	0	0	0	0	0
7PM - 8PM	0	0	0	0	0	0	0
8PM - 9PM	0	0	0	0	0	0	0
9PM - 10PM	0	0	0	0	0	0	0
10PM - 11PM	0	0	0	0	0	0	0
11PM - 12AM	0	0	0	0	0	0	0
12AM - 1AM	0	0	0	0	0	0	0
1AM - 2AM	0	0	0	0	0	0	0
2AM - 3AM	0	0	0	0	0	0	0
3AM - 4AM	0	0	0	0	0	0	0
4AM - 5AM	0	0	0	0	0	0	0

*Operating Business Hours are:  
 Tu, Fri, Sat, from 8am to 5pm  
 Wed, Thur from 8am to 4pm  
 Sun from 8am to 12pm  
 It is anticipated the 1/3 of the parking space requirements will be present 1 hour before and 1 hour after each operating business day.*

**Table 5: Operating Business Hours for the Café/Restaurant**

Café/Restaurant							
Parking Spaces Required Per Day Per Hour Distribution							
Time	Sun	Mon	Tue	Wed	Thur	Fri	Sat
5AM - 6AM	0	0	0	0	0	0	0
6AM - 7AM	0	0	0	0	0	0	0
7AM - 8AM	0	0	0	0	0	0	0
8AM - 9AM	0	0	0	0	0	0	0
9AM-10AM	0	0	0	0	0	0	0
10AM - 11AM	6.2	0	0	0	0	0	0
11AM - 12PM	6.2	0	0	0	0	0	0
12PM - 1PM	18.4	0	0	0	0	0	0
1PM - 2PM	18.4	0	0	0	0	0	0
2PM - 3PM	18.4	0	0	0	0	0	0
3PM - 4PM	18.4	0	0	0	0	0	0
4PM - 5PM	18.4	6.2	6.2	6.2	6.2	6.2	6.2
5PM - 6PM	18.4	6.2	6.2	6.2	6.2	6.2	6.2
6PM - 7PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
7PM - 8PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
8PM - 9PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
9PM - 10PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
10PM - 11PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
11PM - 12AM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
12AM - 1AM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
1AM - 2AM	6.2	6.2	6.2	6.2	6.2	6.2	6.2
2AM - 3AM	6.2	6.2	6.2	6.2	6.2	6.2	6.2
3AM - 4AM	0	0	0	0	0	0	0
4AM - 5AM	0	0	0	0	0	0	0

*Operating Business Hours are:  
 Mon, Tue, Wed, Thur, Fri, Sat from 6pm to 1am  
 Sun from 12pm to 1am  
 It is anticipated that 1/3 of the parking space requirements will be present 2 hours before and 2 hours after each operating business day for preparation and clean up.*

**Table 6: Operating Business Hours for the Commercial Building**

Commercial Building							
Parking Spaces Required Per Day Per Hour Distribution							
Time	Sun	Mon	Tue	Wed	Thur	Fri	Sat
5AM - 6AM	0	0	2.8	0	0	0	0
6AM - 7AM	0	2.8	8.4	2.8	2.8	2.8	0
7AM - 8AM	2.8	8.4	11.2	11.2	11.2	11.2	2.8
8AM - 9AM	8.4	8.4	16.8	16.8	16.8	16.8	8.4
9AM-10AM	8.4	8.4	16.8	16.8	16.8	16.8	8.4
10AM - 11AM	14.6	8.4	16.8	16.8	16.8	16.8	8.4
11AM - 12PM	14.6	8.4	16.8	16.8	16.8	16.8	8.4
12PM - 1PM	21.2	8.4	16.8	16.8	16.8	16.8	8.4
1PM - 2PM	18.4	8.4	16.8	16.8	16.8	16.8	8.4
2PM - 3PM	18.4	8.4	11.2	16.8	16.8	16.8	8.4
3PM - 4PM	18.4	8.4	8.4	16.8	16.8	16.8	8.4
4PM - 5PM	18.4	14.6	14.6	17.4	17.4	17.4	14.6
5PM - 6PM	18.4	9	9	9	9	9	9
6PM - 7PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
7PM - 8PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
8PM - 9PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
9PM - 10PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
10PM - 11PM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
11PM - 12AM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
12AM - 1AM	18.4	18.4	18.4	18.4	18.4	18.4	18.4
1AM - 2AM	6.2	6.2	6.2	6.2	6.2	6.2	6.2
2AM - 3AM	6.2	6.2	6.2	6.2	6.2	6.2	6.2
3AM - 4AM	0	0	0	0	0	0	0
4AM - 5AM	0	0	0	0	0	0	0
<b>Legend:</b>							
0% up to 50%	Parking Capacity Usage (22 available spaces x 50% = 11.0 or less)						
50% up to 80%	Parking Capacity Usage (22 available spaces x 80% = 11.0 up to 17.6)						
80% up to 100%	Parking Capacity Usage (22 available spaces x 100% = 17.6 up to 22)						

As shown in Table 6, the distribution of parking throughout the days and hours varies with majority of the AM parking demand being between 50% to 80% capacity of available parking spaces with the peak in demand at +80% capacity during the PM hours. The PM hours are primarily due to the parking demand of the café/restaurant. Even with this peak, there is a surplus of +/-4 parking spaces between the peak parking demand compared to the parking spaces available.

This study demonstrates that there are adequate on-site parking spaces proposed between Site A and neighboring Site B to accommodate the varying business hours of the different businesses.

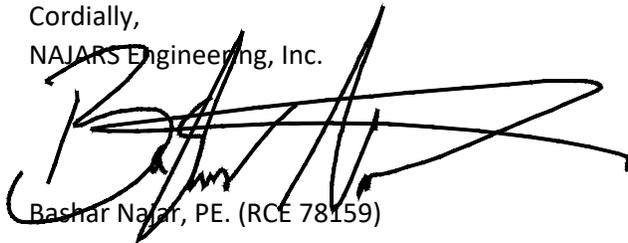
## CONCLUSION

This parking assessment letter was completed to assist City of La Mesa Staff in making a determination that the proposed addition and expansion of the property located at 8923 La Mesa Blvd in the City of La Mesa California, has adequate on-site parking spaces when considering the varying business hours and as allowable by City of La Mesa Municipal Code.

This study did not analyze nor consider the added benefit of public transportation, bicycling, alternative method of transportation (Uber/Lyft), by-foot transportation and/or potential off-site parking, specifically along Wood Street. This study simply drew attention that public transportation is at a very close proximity to the site and will only be a benefit to the project site in relation to reducing number of vehicles traveling to the site. It is worth noting that even without the consideration of public transportation and off-site parking, and as concluded above, the proposed parking spaces are adequate to serve the proposed project use.

Should there be any questions, please feel free to contact us.

Cordially,  
NAIARS Engineering, Inc.

A handwritten signature in black ink, appearing to read 'B. Najar', is written over the typed name. The signature is stylized and somewhat illegible.

Bashar Najar, PE. (RCE 78159)

### Attachments:

- A: Project Conceptual Drawings
- B: City of La Mesa Circulation Plan
- C: SANDAG Trip Generation Rates
- D: Transit Schedules
- E: City Mobility Elements

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**ATTACHMENT A**

Project Conceptual Drawings

**KEYNOTES**

1. PROPERTY LINE
2. NEW ASPHALT
3. NEW PARKING
4. EXISTING SIDEWALK
5. NEW LANDSCAPE
6. NEW ADA DRIVEWAY
7. CURB LINE
8. SIGHT DISTANCE TRIANGLE

**SCOPE OF WORK**

- EXISTING 2 STORY BUILDING
- DEMO 2ND STORY (NO CHANGES TO FIRST STORY)
- BUILD NEW 2ND AND 3RD STORY
- 2ND STORY TO BE NEW SALON
- 3RD STORY TO BE NEW RESTAURANT

**PARKING**

-NEW COMMERCIAL BUILDING TOTAL:  
 Dental 1/ 200 sf 1,675 ÷ 200 = 8.3 spaces  
 Salon 1/ 250 sf 2,217 ÷ 250 = 8.8 spaces  
 Café 1/ 250 sf 1,589 ÷ 250 = 6 spaces  
 Café dine = 12 spaces

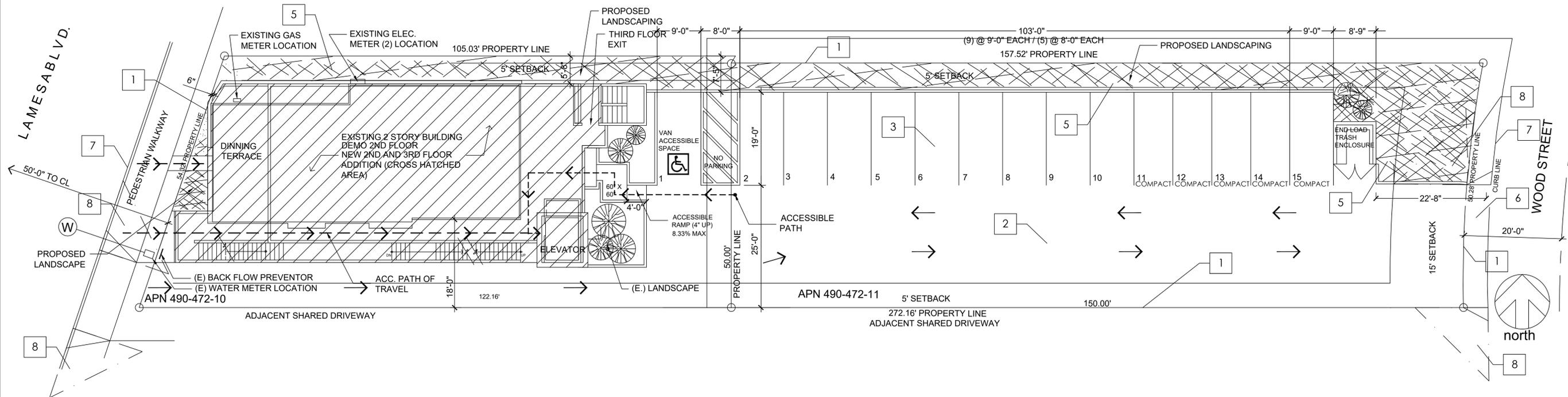
STAGGED PARKING HOURS UTILIZED.  
 15 SPACES PROVIDED BY 8923 LA MESA BLVD  
 7 SPACES PROVIDED BY WOOD  
 22 PARKING SPACES PROVIDED

PARKING STALL ANGLE: 90 DEGREES  
 STANDARD SIZE 9'-0" X 19'-0"  
 MIN. COMPACT SIZE: 8'-0" X 16'-0"

REQUIRED AISLE WIDTH  
 STANDARD TWO WAY: 25'-0"  
 MIN. COMPACT TWO WAY: 23'-0"

**LANDSCAPE**

LANDSCAPE REQUIREMENT: 10% OF PARKING AREA  
 LANDSCAPE REQUIRED: 615 SQFT  
 LANDSCAPE PROVIDED: 1,715 SQFT (877 SQFT PERIMETER LANDSCAPE)



**SITE PLAN**

SCALE 1" = 10'

**GAZALLO ENGINEERING GROUP**  
 ARCHITECTURAL/ENGINEERING/CONSTRUCTION  
 363 N SECOND STREET STE 5  
 EL CAJON, CA 92021  
 (619) 922-5093

**SITE PLAN 1**

**THIRD STORY ADDITION**  
 8923 LA MESA BLVD.  
 LA MESA, CA 91942

DATE: 4/4/2023  
 DRAWN BY: GAZALLO

**SP1**



## SCOPE OF WORK

- EXISTING 2 STORY BUILDING
- DEMO 2ND STORY (NO CHANGES TO FIRST STORY)
- BUILD NEW 2ND AND 3RD STORY
- 2ND STORY TO BE NEW SALON
- 3RD STORY TO BE NEW RESTAURANT

## PARKING

- NEW COMMERCIAL BUILDING TOTAL:
  - Dental 1/ 200 sf 1,675 ÷ 200 = 8.3 spaces
  - Salon 1/ 250 sf 2,217 ÷ 250 = 8.8 spaces
  - Café 1/ 250 sf 1,589 ÷ 250 = 6 spaces
  - Café dine = 12 spaces

STAGGED PARKING HOURS UTILIZED.  
 15 SPACES PROVIDED BY 8923 LA MESA BLVD  
 7 SPACES PROVIDED BY WOOD  
 22 PARKING SPACES PROVIDED

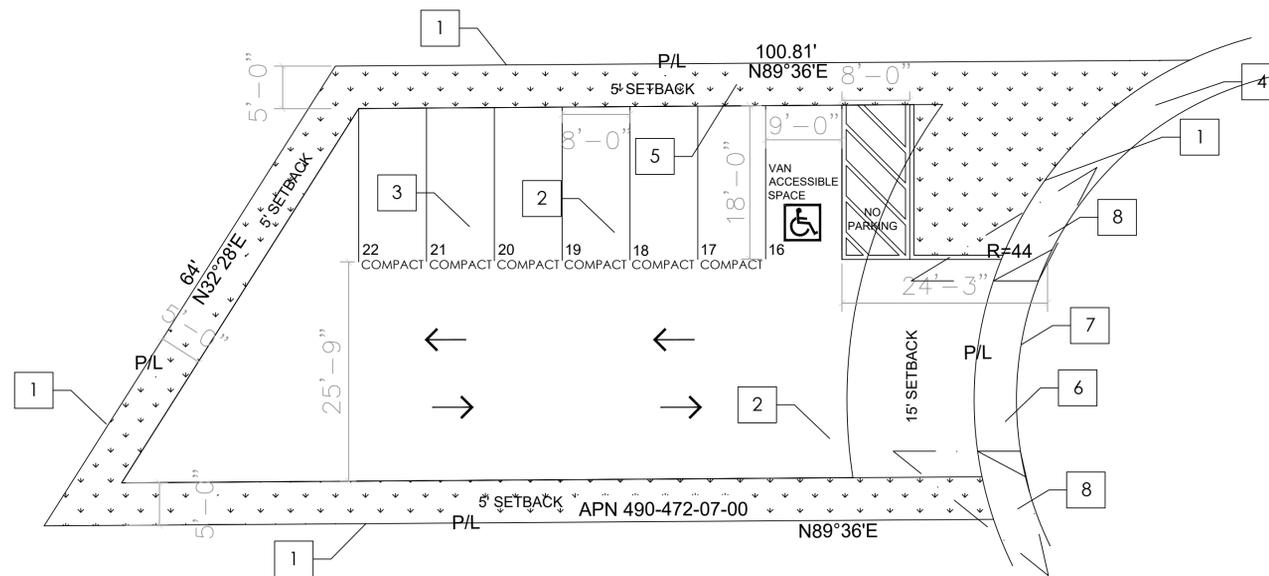
PARKING STALL ANGLE: 90 DEGREES  
 STANDARD SIZE 9'-0" X 19'-0"  
 MIN. COMPACT SIZE: 8'-0" X 16'-0"

REQUIRED AISLE WIDTH  
 STANDARD TWO WAY: 25'-0"  
 MIN. COMPACT TWO WAY: 23'-0"

## LANDSCAPE

LANDSCAPE REQUIREMENT: 10% OF PARKING AREA  
 LANDSCAPE REQUIRED: 282 SQFT  
 LANDSCAPE PROVIDED: 1,585 SQFT (435 SQFT PERIMETER LANDSCAPE)

KEYNOTES	
1.	PROPERTY LINE
2.	NEW ASPHALT
3.	NEW PARKING
4.	EXISTING SIDEWALK
5.	NEW LANDSCAPE
6.	NEW ADA DRIVEWAY
7.	CURB LINE
8.	SIGHT DISTANCE TRIANGLE



SITE PLAN

SCALE 1"=10'

**GAZALLO ENGINEERING GROUP**  
 ARCHITECTURAL/ENGINEERING/CONSTRUCTION  
 363 N SECOND STREET STE 5  
 EL CAJON, CA 92021  
 (619) 922-5083

SITE LAYOUT 2

BUILDING ADDITION  
 5264 WOOD ST  
 LA MESA CA 91941

DRAWN: GAZALLO

DATE: 08/30/2022

SL2

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**ATTACHMENT B**

City of La Mesa Circulation Plan

# GENERAL PLAN

## CIRCULATION PLAN

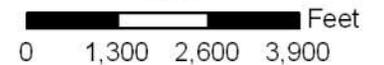
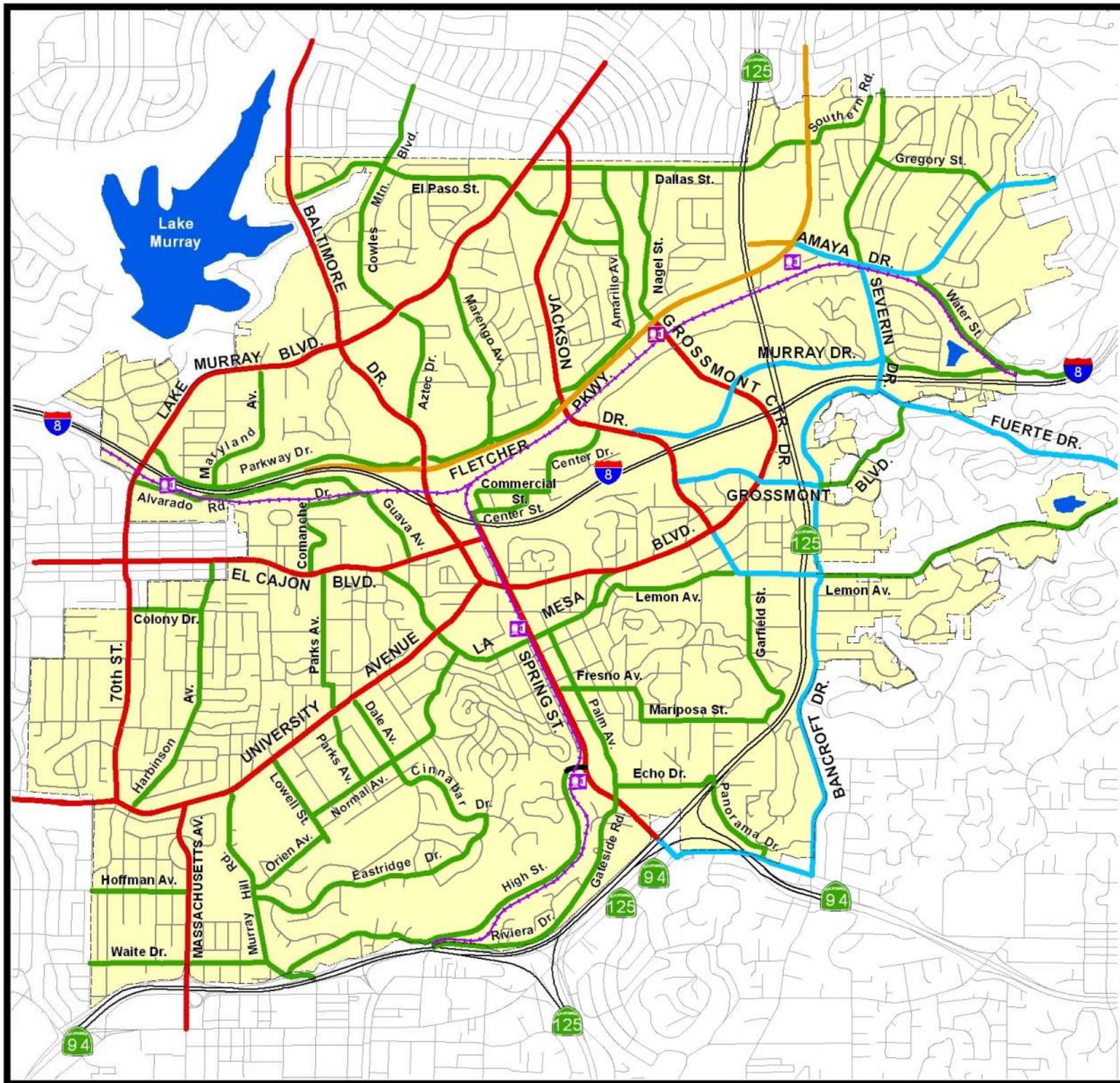
### Legend

#### Street Designator

- Freeway
- Parkway Arterial
- Arterial
- Major Collector
- Local Collector
- Local Collector (Planned)
- Local Street

#### Other

- Light Rail
- Light Rail Station
- City of La Mesa
- Lakes



Data Sources:  
SanGIS  
City of La Mesa

Figure CE-1

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**ATTACHMENT C**

SANDAG Trip Generation Rates

(NOT SO)  
**BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES  
 FOR THE SAN DIEGO REGION**



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

APRIL 2002

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

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

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.

ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

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

\* Primary source: San Diego Traffic Generators.

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

<sup>P</sup> Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG Analysis of Trip Diversion, revised November, 1990):

PRIMARY - one trip directly between origin and primary destination.

DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance  $\geq 1$  mile.

PASS-BY - undiverted or diverted < 1 mile.

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

<sup>c</sup> Fitted curve equation:  $\ln(T) = 0.502 \ln(x) + 6.945$  } T = total trips, x = 1,000 sq. ft.

<sup>o</sup> Fitted curve equation:  $\ln(T) = 0.756 \ln(x) + 3.950$  }

<sup>R</sup> Fitted curve equation:  $t = -2.169 \ln(d) + 12.85$  t = trips/DU, d = density (DU/acre), DU = dwelling unit

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

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

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

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

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

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**ATTACHMENT D**  
Transit Schedules



Exact fare, please Favor de pagar la cantidad exacta

Fares Tarifas	Adult Adulto	Senior/Disabled/ Medicare/Youth* Personas Mayores/con Discapacidades/Medicare/Jóvenes*
ONE-WAY FARES Tarifas Sencillas	\$2.50	\$1.25
EARNED DAY PASS Pase del Día Ganado	\$6.00	\$3.00
MONTH PASS Pase mensual	\$72.00	\$23.00

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card (\$2) or scan your PRONTO mobile app (free) to ride. Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO (\$2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.

• One-ways with PRONTO receive free transfers for two hours. No free transfers for cash. Los viajes de ida con PRONTO reciben transbordos gratuitos por dos horas. No se permiten transbordos gratuitos con pagos en efectivo.

• Day Passes not sold in advance. Earned with PRONTO. Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.

• A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month. El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.

\*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18. \*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / Para más información, visite: [sdmts.com/fares](http://sdmts.com/fares)

**DIRECTORY / Directorio**

MTS Information & Trip Planning MTS Información y planeo de viaje	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (vía teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
MTS Security MTS Seguridad	(619) 595-4960
Lost & Found Objetos extraviados	(619) 233-3004
Transit Store	(619) 234-1060 12th & Imperial Transit Center M-F 8am-5pm

For MTS online trip planning  
Planificación de viajes por Internet [sdmts.com](http://sdmts.com)

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit [sdmts.com](http://sdmts.com).

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a [sdmts.com](http://sdmts.com).

Thank you for riding MTS! ¡Gracias por viajar con MTS!

Effective SEPTEMBER 1, 2021

**852**

University Avenue / 54th St. –  
Grossmont Transit Center  
via University Avenue

**DESTINATIONS**

- Colina Del Sol Park
- Downtown La Mesa
- Grossmont Center
- Joan Kroc Center
- Sharp Grossmont Hospital

**TROLLEY CONNECTIONS**

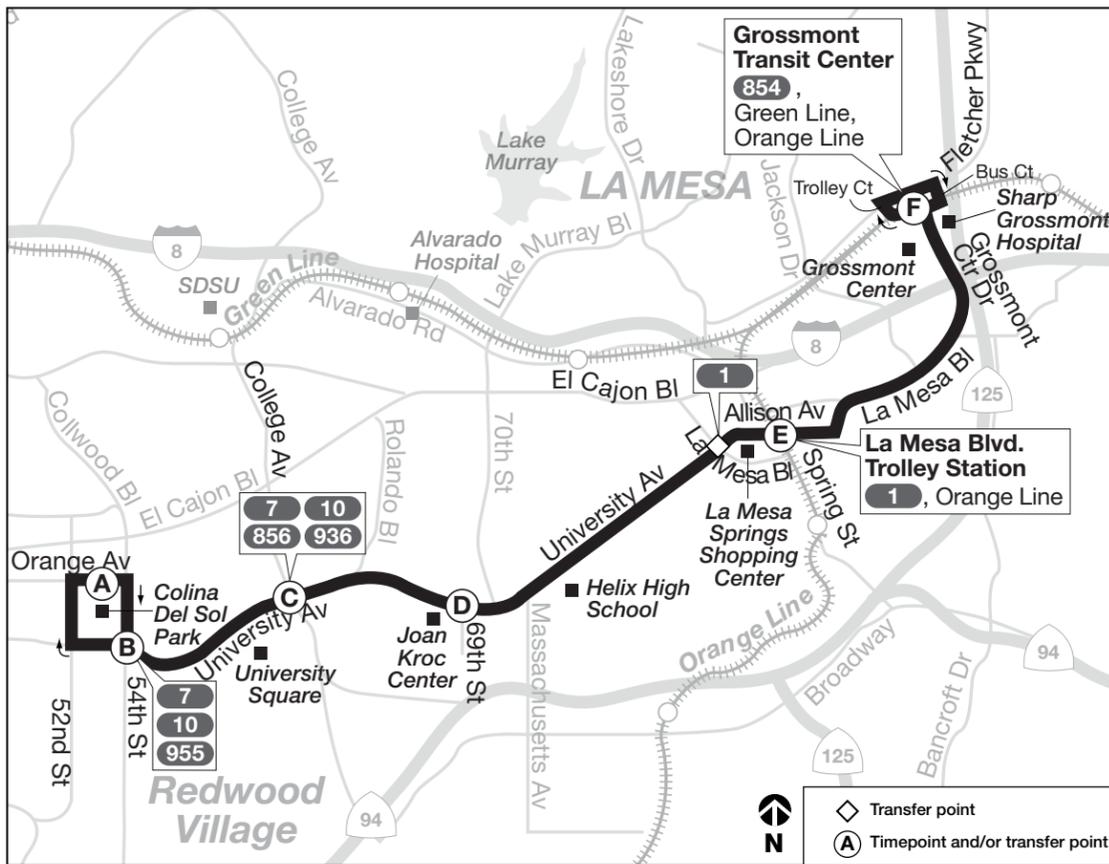
- La Mesa Boulevard
- Grossmont



[sdmts.com](http://sdmts.com)  
Route Alerts, Updated Schedules,  
Connections & More



Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555



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**Route 852 – Sunday / domingo**

**Redwood Village → La Mesa → Grossmont**

(A) Orange Av. & 54th St. DEPART	(B) University Av. & 54th St.	(C) University Av. & College Av.	(D) University Av. & 69th St.	(E) La Mesa Bl. Trolley Station	(F) Grossmont Transit Ctr. ARRIVE
6:33a	6:35a	6:38a	6:41a	6:50a	7:00a
7:01	7:03	7:07	7:10	7:20	7:31
7:31	7:33	7:37	7:40	7:50	8:01
8:01	8:03	8:07	8:10	8:20	8:31
8:30	8:32	8:37	8:40	8:50	9:02
9:00	9:02	9:07	9:10	9:20	9:32
9:29	9:31	9:36	9:39	9:50	10:03
9:59	10:01	10:06	10:09	10:20	10:33
10:29	10:31	10:36	10:39	10:50	11:03
11:01	11:03	11:08	11:11	11:22	11:35
11:31	11:33	11:38	11:41	11:52	12:05p
12:01p	12:03p	12:08p	12:11p	12:22p	12:35
12:31	12:33	12:38	12:41	12:52	1:05
1:01	1:03	1:08	1:11	1:22	1:35
1:31	1:33	1:38	1:41	1:52	2:05
2:01	2:03	2:08	2:11	2:22	2:35
2:31	2:33	2:38	2:41	2:52	3:05
3:01	3:03	3:08	3:11	3:22	3:35
3:31	3:33	3:38	3:41	3:52	4:05
4:01	4:03	4:08	4:11	4:22	4:35
4:31	4:33	4:38	4:41	4:52	5:05
5:01	5:03	5:08	5:11	5:22	5:35
5:31	5:33	5:38	5:41	5:52	6:05
6:01	6:03	6:08	6:11	6:21	6:33
6:31	6:33	6:37	6:40	6:50	7:00
7:01	7:03	7:07	7:10	7:20	7:30
7:31	7:33	7:37	7:40	7:50	8:00
8:01	8:03	8:07	8:10	8:20	8:30
8:31	8:33	8:37	8:40	8:50	9:00
9:01	9:03	9:07	9:10	9:20	9:30

**Grossmont → La Mesa → Redwood Village**

(F) Grossmont Transit Ctr. DEPART	(E) La Mesa Bl. Trolley Station	(D) University Av. & 69th St.	(C) University Av. & College Av.	(B) University Av. & 54th St.	(A) Orange Av. & 54th St. ARRIVE
6:23a	6:33a	6:40a	6:43a	6:47a	6:50a
6:53	7:03	7:10	7:13	7:17	7:20
7:22	7:33	7:40	7:44	7:48	7:52
7:52	8:03	8:10	8:14	8:18	8:22
8:20	8:31	8:38	8:42	8:46	8:50
8:49	9:01	9:08	9:12	9:17	9:21
9:19	9:31	9:38	9:42	9:47	9:51
9:49	10:01	10:08	10:12	10:17	10:21
10:17	10:30	10:38	10:43	10:48	10:52
10:47	11:00	11:08	11:13	11:18	11:22
11:17	11:30	11:38	11:43	11:48	11:52
11:47	12:00p	12:08p	12:13p	12:18p	12:22p
12:17p	12:30	12:38	12:43	12:48	12:52
12:46	1:00	1:08	1:13	1:18	1:22
1:16	1:30	1:38	1:43	1:48	1:52
1:46	2:00	2:08	2:13	2:18	2:22
2:16	2:30	2:38	2:43	2:48	2:52
2:46	3:00	3:08	3:13	3:18	3:22
3:16	3:30	3:38	3:43	3:48	3:52
3:46	4:00	4:08	4:13	4:18	4:22
4:16	4:30	4:38	4:43	4:48	4:52
4:46	5:00	5:08	5:13	5:18	5:22
5:16	5:30	5:38	5:43	5:48	5:52
5:48	6:00	6:08	6:13	6:18	6:22
6:18	6:30	6:38	6:43	6:48	6:52
6:48	7:00	7:08	7:13	7:18	7:22
7:19	7:30	7:37	7:42	7:46	7:49
7:49	8:00	8:07	8:12	8:16	8:19
8:20	8:30	8:37	8:41	8:45	8:48
8:48	8:58	9:05	9:09	9:13	9:16

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays. Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

>>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

**Route 852 – Monday through Friday / lunes a viernes**

**Redwood Village → La Mesa → Grossmont**

(A) Orange Av. & 54th St. DEPART	(B) University Av. & 54th St.	(C) University Av. & College Av.	(D) University Av. & 69th St.	(E) La Mesa Bl. Trolley Station	(F) Grossmont Transit Ctr. ARRIVE
5:02a	5:04a	5:08a	5:11a	5:21a	5:31a
5:34	5:36	5:40	5:43	5:53	6:03
6:03	6:05	6:09	6:12	6:23	6:34
6:31	6:33	6:38	6:41	6:52	7:04
6:57	6:59	7:04	7:07	7:18	7:30
7:25	7:27	7:32	7:35	7:47	8:00
7:55	7:57	8:02	8:05	8:17	8:30
8:25	8:27	8:32	8:35	8:47	9:00
8:55	8:57	9:02	9:05	9:17	9:30
9:25	9:27	9:32	9:35	9:47	10:00
9:55	9:57	10:02	10:05	10:17	10:30
10:25	10:27	10:33	10:36	10:48	11:01
10:55	10:57	11:03	11:06	11:18	11:31
11:25	11:27	11:33	11:36	11:48	12:01p
11:55	11:57	12:03p	12:06p	12:18p	12:31
12:25p	12:27p	12:33	12:36	12:48	1:01
12:55	12:57	1:03	1:06	1:18	1:31
1:25	1:27	1:33	1:36	1:48	2:01
1:55	1:57	2:03	2:06	2:18	2:31
2:25	2:27	2:33	2:36	2:48	3:01
2:55	2:57	3:03	3:06	3:18	3:31
3:25	3:27	3:33	3:36	3:48	4:01
3:55	3:57	4:03	4:06	4:18	4:31
4:25	4:27	4:33	4:36	4:48	5:01
4:55	4:57	5:03	5:06	5:18	5:31
5:25	5:27	5:33	5:36	5:48	6:01
6:00	6:02	6:07	6:10	6:21	6:33
6:30	6:32	6:37	6:40	6:51	7:03
7:00	7:02	7:07	7:10	7:21	7:33
7:30	7:32	7:36	7:39	7:50	8:01
8:00	8:02	8:06	8:09	8:20	8:31
8:30	8:32	8:36	8:39	8:50	9:01
9:00	9:02	9:06	9:09	9:19	9:29
9:30	9:32	9:36	9:39	9:49	9:59
10:01	10:03	10:07	10:10	10:20	10:30
10:33	10:35	10:38	10:41	10:51	11:00

**Grossmont → La Mesa → Redwood Village**

(F) Grossmont Transit Ctr. DEPART	(E) La Mesa Bl. Trolley Station	(D) University Av. & 69th St.	(C) University Av. & College Av.	(B) University Av. & 54th St.	(A) Orange Av. & 54th St. ARRIVE
5:08a	5:17a	5:24a	5:28a	5:32a	5:35a
5:41	5:51	5:58	6:03	6:07	6:10
6:12	6:22	6:29	6:34	6:38	6:41
6:42	6:54	7:02	7:07	7:12	7:15
7:12	7:25	7:34	7:39	7:44	7:48
7:42	7:55	8:04	8:09	8:14	8:18
8:09	8:22	8:31	8:36	8:41	8:45
8:39	8:52	9:01	9:06	9:11	9:15
9:09	9:22	9:31	9:36	9:41	9:45
9:39	9:52	10:01	10:06	10:11	10:15
10:09	10:22	10:31	10:36	10:41	10:45
10:39	10:52	11:01	11:06	11:11	11:15
11:09	11:24	11:33	11:38	11:43	11:47
11:39	11:54	12:03p	12:08p	12:13p	12:17p
12:09p	12:24p	12:33	12:38	12:43	12:47
12:39	12:54p	1:03	1:08	1:13	1:17
1:09	1:24	1:33	1:38	1:43	1:47
1:39	1:54	2:03	2:08	2:13	2:17
2:09	2:24	2:33	2:38	2:43	2:47
2:39	2:54	3:04	3:09	3:14	3:18
3:09	3:24	3:34	3:39	3:44	3:48
3:39	3:54	4:04	4:09	4:14	4:18
4:09	4:24	4:34	4:39	4:44	4:48
4:39	4:54	5:04	5:09	5:14	5:18
5:09	5:24	5:34	5:39	5:44	5:48
5:40	5:54	6:03	6:08	6:13	6:17
6:10	6:24	6:32	6:37	6:42	6:46
6:42	6:54	7:02	7:07	7:12	7:15
7:16	7:28	7:36	7:41	7:46	7:49
7:47	7:58	8:05	8:10	8:14	8:17
8:19	8:29	8:36	8:40	8:44	8:47
8:49	8:59	9:06	9:10	9:14	9:17
9:19	9:29	9:36	9:40	9:44	9:47
9:49	9:59	10:06	10:10	10:14	10:17
10:19	10:29	10:36	10:40	10:44	10:47
10:49	10:59	11:06	11:10	11:14	11:17

**Route 852 – Saturday / sábado**

**Redwood Village → La Mesa → Grossmont**

(A) Orange Av. & 54th St. DEPART	(B) University Av. & 54th St.	(C) University Av. & College Av.	(D) University Av. & 69th St.	(E) La Mesa Bl. Trolley Station	(F) Grossmont Transit Ctr. ARRIVE
6:33a	6:35a	6:38a	6:41a	6:50a	7:00a
7:01	7:03	7:07	7:10	7:20	7:31
7:31	7:33	7:37	7:40	7:50	8:01
8:01	8:03	8:07	8:10	8:20	8:31
8:30	8:32	8:37	8:40	8:50	9:02
9:00	9:02	9:07	9:10	9:20	9:32
9:29	9:31	9:36	9:39	9:50	10:03
9:59	10:01	10:06	10:09	10:20	10:33
10:29	10:31	10:36	10:39	10:50	11:03
11:01	11:03	11:08	11:11	11:22	11:35
11:31	11:33	11:38	11:41	11:52	12:05p
12:01p	12:03p	12:08p	12:11p	12:22p	12:35
12:31	12:33	12:38	12:41	12:52	1:05
1:01	1:03	1:08	1:11	1:22	1:35
1:31	1:33	1:38	1:41	1:52	2:05
2:01	2:03	2:08	2:11	2:22	2:35
2:31	2:33	2:38	2:41	2:52	3:05
3:01	3:03	3:08	3:11	3:22	3:35
3:31	3:33	3:38	3:41	3:52	4:05
4:01	4:03	4:08	4:11	4:22	4:35
4:31	4:33	4:38	4:41	4:52	5:05
5:01	5:03	5:08	5:11	5:22	5:35
5:31	5:33	5:38	5:41	5:52	6:05
6:01	6:03	6:08	6:11	6:21	6:33
6:31	6:33	6:37	6:40	6:50	7:00
7:01	7:03	7:07	7:10	7:20	7:30
7:31	7:33	7:37	7:40	7:50	8:00
8:01	8:03	8:07	8:10	8:20	8:30
8:31	8:33	8:37	8:40	8:50	9:00
9:01	9:03	9:07	9:10	9:20	9:30
9:31	9:33	9:36	9:39	9:48	9:57
10:01	10:03	10:06	10:09	10:18	10:27

**Grossmont → La Mesa → Redwood Village**

(F) Grossmont Transit Ctr. DEPART	(E) La Mesa Bl. Trolley Station	(D) University Av. & 69th St.	(C) University Av. & College Av.	(B) University Av. & 54th St.	(A) Orange Av. & 54th St. ARRIVE
6:23a	6:33a	6:40a	6:43a	6:47a	6:50a
6:53	7:03	7:10	7:13	7:17	7:20
7:22	7:33	7:40	7:44	7:48	7:52
7:52	8:03	8:10	8:14	8:18	8:22
8:20	8:31	8:38	8:42	8:46	8:50
8:49	9:01	9:08	9:12	9:17	9:21
9:19	9:31	9:38	9:42	9:47	9:51
9:49	10:01	10:08	10:12	10:17	10:21
10:17	10:30	10:38	10:43	10:48	10:52
10:47	11:00	11:08	11:13	11:18	11:22
11:17	11:30	11:38	11:43	11:48	11:52
11:47	12:00p	12:08p	12:13p	12:18p	12:22p
12:17p	12:30	12:38	12:43	12:48	12:52
12:46	1:00	1:08	1:13	1:18	1:22
1:16	1:30	1:38	1:43	1:48	1:52
1:46	2:00	2:08	2:13	2:18	2:22
2:16	2:30	2:38	2:43	2:48	2:52
2:46	3:00	3:08	3:13	3:18	3:22
3:16	3:30	3:38	3:43	3:48	3:52
3:46	4:00	4:08	4:13	4:18	4:22
4:16	4:30	4:38	4:43	4:48	4:52
4:46	5:00	5:08	5:13	5:18	5:22
5:16	5:30	5:38	5:43	5:48	5:52
5:48	6:00	6:08	6:13	6:18	6:22
6:18	6:30	6:38	6:43	6:48	6:52
6:48	7:00	7:08	7:13	7:18	7:22
7:19	7:30	7:37	7:42	7:46	7:49
7:49	8:00	8:07	8:12	8:16	8:19
8:20	8:30	8:37	8:41	8:45	8:48
8:48	8:58	9:05	9:09	9:13	9:16
9:18	9:28	9:35	9:39	9:43	9:46
9:48	9:58	10:05	10:09	10:13	10:16



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---

**ATTACHMENT E**  
City Mobility Elements

# GENERAL PLAN

## BICYCLE FACILITIES PLAN

### Legend

#### Bicycle Facility Class

-  Class 1
-  Class 2
-  Class 2 (Proposed)
-  Class 3
-  Class 3 (Proposed)
-  Public Facilities
-  Public Parks
-  Open Space
-  Lakes
-  Public Schools
-  Roads
-  City of La Mesa

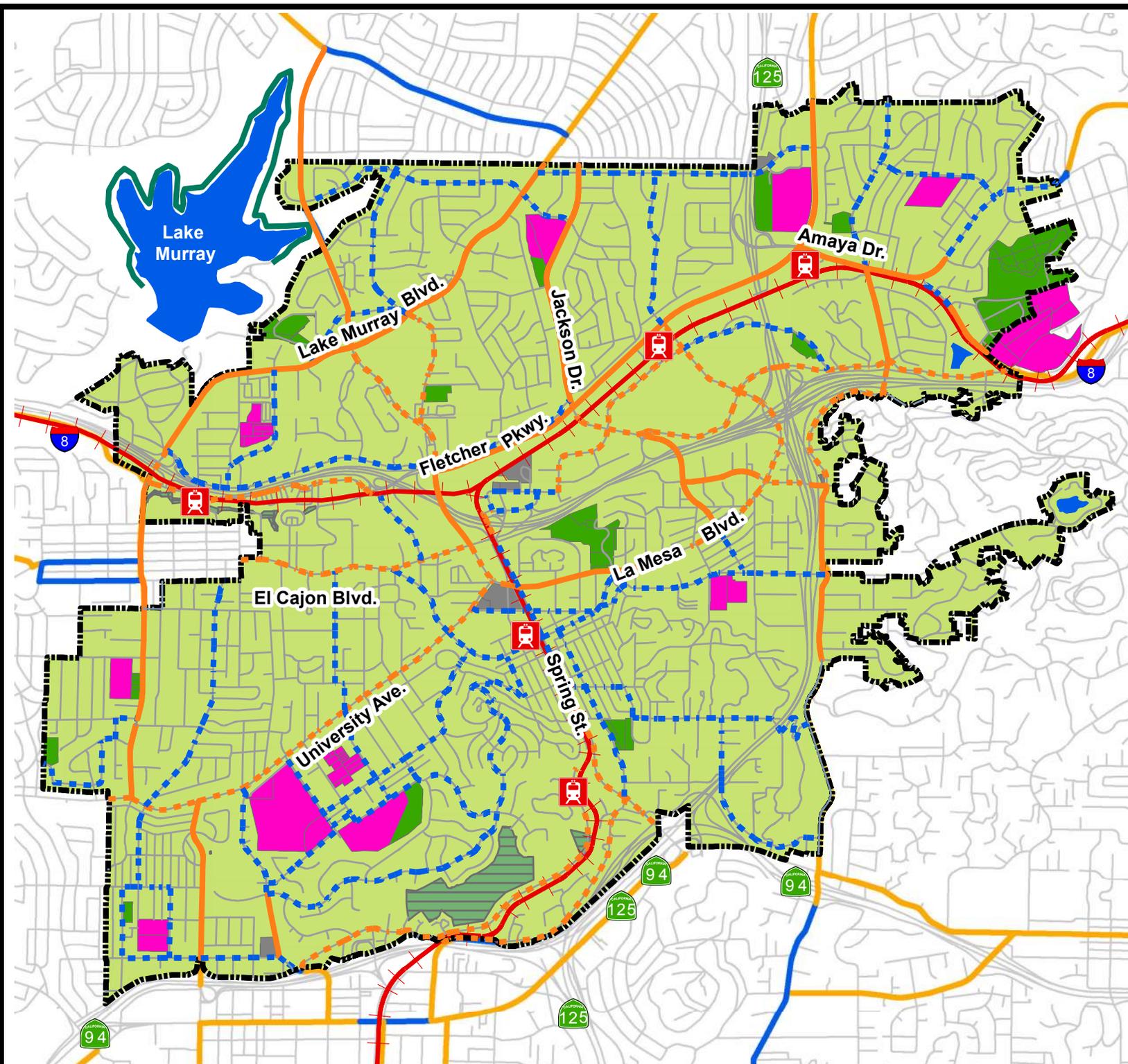


0 1,400 2,800 4,200 Feet



Data Sources:  
SanGIS  
City of La Mesa

Figure CE-4



# GENERAL PLAN

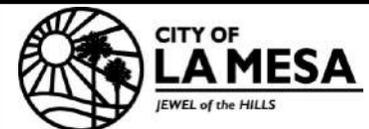
## SIDEWALK MASTER PLAN

### Legend

- Existing Sidewalk
- Proposed Sidewalk
- No Sidewalk
- Proposed Pedestrian Bridge
- City Boundary
- Light Rail Transit
- Roads / Alleys
- Lakes

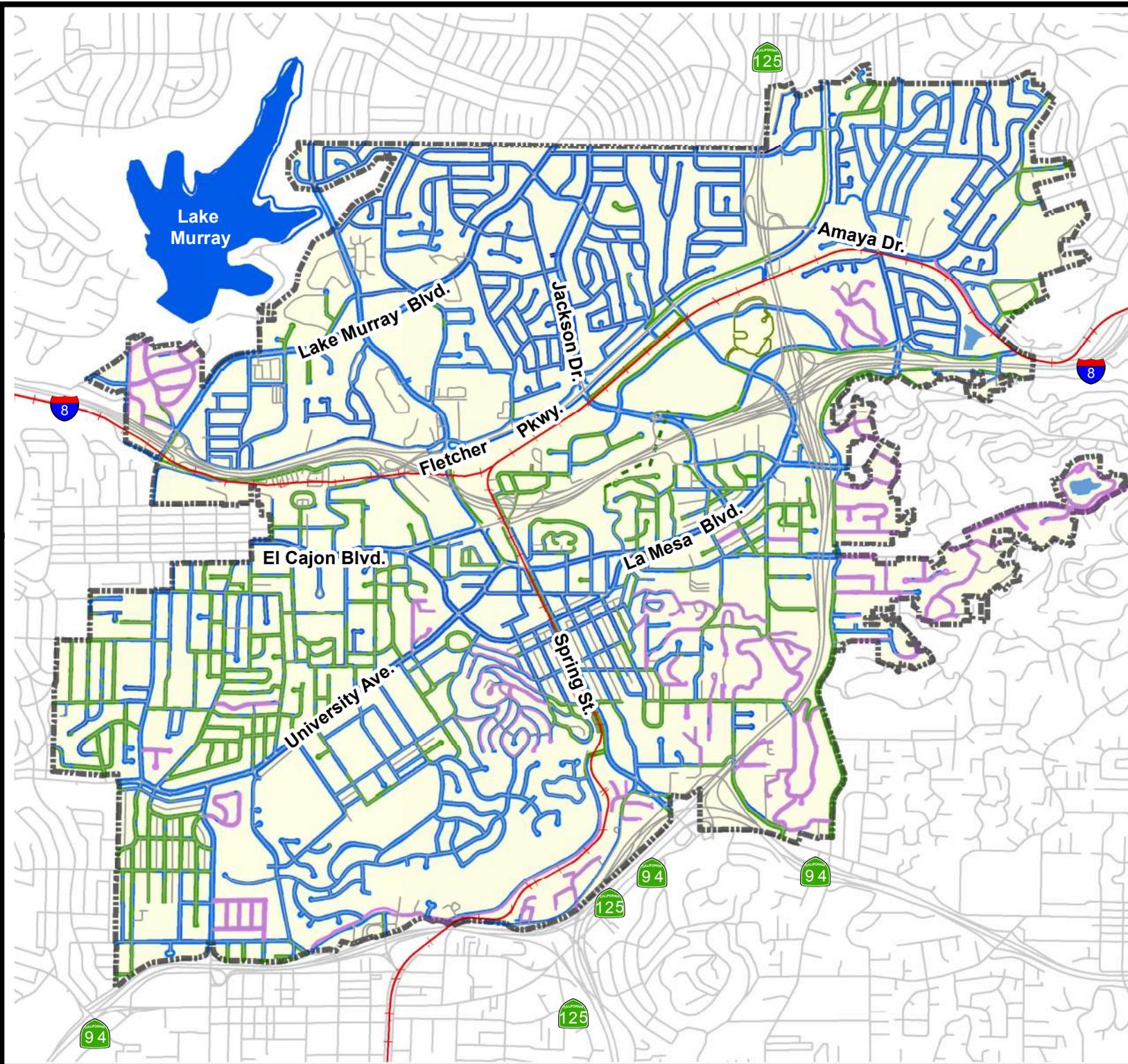


0 1,400 2,800 4,200 Feet



Data Sources:  
SanGIS  
City of La Mesa

Figure CE-3



# GENERAL PLAN

## TRANSIT SERVICE

### Legend

- SD Trolley System
- Trolley Stations
- Bus Routes
- Mixed Use Overlay Zone
- Public Schools
- Public Facilities
- Public Parks
- Open Space
- Lakes
- Roads
- City of La Mesa



0 1,400 2,800 4,200  
Feet



Data Sources:  
SanGIS  
City of La Mesa

Figure CE-2

