

**LAKE JENNINGS MARKETPLACE
TRAFFIC IMPACT STUDY**

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Table of Contents

GLOSSARY OF TERMS AND ACRONYMS	VI
EXECUTIVE SUMMARY	ES-1
CHAPTER 1 THE PROJECT.....	1
1.1 PROJECT LOCATION AND DESCRIPTION	1
1.2 PROJECT ACCESS.....	2
1.3 STUDY AREA.....	3
1.3.1 Roadway Segments	3
1.3.2 Intersections.....	3
1.3.3 Freeway Mainlines	6
1.4 PROJECT TRIP GENERATION.....	6
1.5 TRIP DISTRIBUTION AND ASSIGNMENT	7
1.6 PARKING	12
CHAPTER 2 METHODOLOGIES	13
2.1 STUDY SCENARIOS	13
2.2 ANALYSIS METHODOLOGIES	13
2.2.1 Roadway Segment Capacity Analysis	13
2.2.2 Regionally Significant Arterial Analysis.....	13
2.2.3 Intersection Capacity Analysis	14
2.2.3.1 Signalized Intersections.....	14
2.2.3.2 All-way Stop-controlled (AWSC) Intersections.....	14
2.2.3.3 Two-way Stop-controlled (TWSC) Intersections	14
2.2.4 Freeway Mainline Level of Service	14
2.2.5 Ramp Meter Analysis.....	15
2.2.6 Analysis of Significance.....	15
CHAPTER 3 EXISTING CONDITIONS	16
3.1 EXISTING TRAFFIC VOLUMES.....	16
3.2 EXISTING WITH PROJECT TRAFFIC VOLUMES	16
3.3 ROADWAY NETWORK	16
3.4 EXISTING WITH PROJECT CONDITIONS ROADWAY SEGMENT ANALYSIS	25
3.5 EXISTING WITH PROJECT CONDITIONS INTERSECTION ANALYSIS.....	25
3.6 EXISTING WITH PROJECT CONDITIONS FREEWAY MAINLINE ANALYSIS.....	25
3.7 EXISTING WITH PROJECT CONDITIONS RAMP METER ANALYSIS	29
CHAPTER 4 CUMULATIVE CONDITIONS.....	31
4.1 CUMULATIVE BASELINE TRAFFIC VOLUMES.....	31
4.2 CUMULATIVE WITH PROJECT CONDITIONS TRAFFIC VOLUMES	31
4.3 CUMULATIVE WITH PROJECT CONDITIONS ROADWAY SEGMENT ANALYSIS	31
4.4 CUMULATIVE WITH PROJECT CONDITIONS INTERSECTION ANALYSIS	39
4.5 CUMULATIVE WITH PROJECT CONDITIONS FREEWAY MAINLINE ANALYSIS	39
4.6 CUMULATIVE WITH PROJECT CONDITIONS RAMP METER ANALYSIS	39
CHAPTER 5 GENERAL PLAN BUILDOUT CONDITIONS.....	43
5.1 GENERAL PLAN BUILDOUT BASELINE TRAFFIC VOLUMES.....	43
5.2 GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS TRAFFIC VOLUMES	43
5.3 GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS ROADWAY SEGMENT ANALYSIS	43
CHAPTER 6 TRANSIT ON-SITE CIRCULATION	47
6.1 ON-SITE CIRCULATION	47
6.2 PEDESTRIAN	47
6.3 TRANSIT.....	47

6.4 BICYCLE.....	48
6.5 PARKING	48
6.6 DESIGN EXCEPTIONS	48
6.7 INTERSECTION CONTROL EVALUATION (ICE).....	48
CHAPTER 7 CONSTRUCTION TRAFFIC MANAGEMENT.....	49
7.1 CONSTRUCTION.....	49
7.2 PEDESTRIAN.....	49
7.3 TRANSIT	49
7.4 BICYCLE.....	49
7.5 PARKING	50
CHAPTER 8 IMPACTS AND MITIGATION.....	51
8.1 SIGNIFICANT IMPACTS.....	51
8.1.1 <i>Direct Impacts</i>	51
8.1.1.1 Roadway Segment Direct Impacts	51
8.1.1.2 Intersections Direct Impacts	51
8.2.2 <i>Cumulative Impacts</i>	51
8.2.2.1 Roadway Segment Cumulative Impacts.....	51
8.2.2.2 Intersection Cumulative Impacts	52
8.3 MITIGATION	52
8.4 TIF UPDATE	53
CHAPTER 9 RECOMMENDATIONS.....	54

List of Figures

FIGURE 1-1 – PROJECT STUDY AREA.....	4
FIGURE 1-2 – PROJECT SITE PLAN	5
FIGURE 1-3 – PROJECT TRIP DISTRIBUTION.....	8
FIGURE 1-4 – PROJECT DAILY ROADWAY SEGMENT VOLUMES	9
FIGURE 1-5 – PROJECT AM PEAK HOUR INTERSECTION VOLUMES	10
FIGURE 1-6 – PROJECT PM PEAK HOUR INTERSECTION VOLUMES	11
FIGURE 3-1 – EXISTING CIRCULATION NETWORK	17
FIGURE 3-2 – EXISTING GEOMETRIC CONFIGURATION	18
FIGURE 3-3 – EXISTING DAILY ROADWAY SEGMENT VOLUMES	19
FIGURE 3-4 – EXISTING AM PEAK HOUR INTERSECTION VOLUMES.....	20
FIGURE 3-5 – EXISTING PM PEAK HOUR INTERSECTION VOLUMES	21
FIGURE 3-6 – EXISTING WITH PROJECT DAILY ROADWAY SEGMENT VOLUMES.....	22
FIGURE 3-7 – EXISTING WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES	23
FIGURE 3-8 – EXISTING WITH PROJECT PM PEAK HOUR INTERSECTION VOLUMES.....	24
FIGURE 4-1 – CUMULATIVE WITHOUT PROJECT DAILY ROADWAY SEGMENT VOLUMES.....	32
FIGURE 4-2 – CUMULATIVE WITHOUT PROJECT AM PEAK HOUR INTERSECTION VOLUMES	33
FIGURE 4-3 – CUMULATIVE WITHOUT PROJECT PM PEAK HOUR INTERSECTION VOLUMES	34
FIGURE 4-4 – CUMULATIVE WITH PROJECT DAILY ROADWAY SEGMENT VOLUMES	35
FIGURE 4-5 – CUMULATIVE WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES.....	36
FIGURE 4-6 – CUMULATIVE WITH PROJECT PM PEAK HOUR INTERSECTION VOLUMES	37
FIGURE 5-1 – GENERAL PLAN BUILDOUT WITHOUT PROJECT DAILY ROADWAY SEGMENT VOLUMES.....	44
FIGURE 5-2 – GENERAL PLAN BUILDOUT WITH PROJECT DAILY ROADWAY SEGMENT VOLUMES	45

List of Tables

TABLE 1-1 PROJECT TRIP GENERATION	6
TABLE 3-1 EXISTING WITH PROJECT CONDITIONS ROADWAY SEGMENT ANALYSIS SUMMARY	26
TABLE 3-2 EXISTING WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS SUMMARY	27
TABLE 3-3 EXISTING WITH PROJECT CONDITIONS FREEWAY MAINLINE ANALYSIS SUMMARY	28
TABLE 3-4 EXISTING WITH PROJECT CONDITIONS RAMP METER ANALYSIS SUMMARY	30
TABLE 4-1 CUMULATIVE WITH PROJECT CONDITIONS ROADWAY SEGMENT ANALYSIS SUMMARY	38
TABLE 4-2 CUMULATIVE WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS SUMMARY	40
TABLE 4-3 CUMULATIVE WITH PROJECT CONDITIONS FREEWAY MAINLINE ANALYSIS SUMMARY	41
TABLE 4-4 CUMULATIVE WITH PROJECT CONDITIONS RAMP METER ANALYSIS SUMMARY	42
TABLE 5-1 PROPOSED VS APPROVED	43
TABLE 5-2 GENERAL PLAN BUILDOUT WITH PROJECT CONDITIONS ROADWAY SEGMENT ANALYSIS SUMMARY	46
TABLE 8-1 IMPACTS AND MITIGATION MEASURES	52

Appendices

APPENDIX A LEVEL OF SERVICE CONCEPTS, ANALYSIS METHODOLOGIES, STANDARDS OF SIGNIFICANCE

APPENDIX B MODELING INFORMATION / TRIP GENERATION

APPENDIX C TRAFFIC COUNT DATA

APPENDIX D PROPOSED ROADWAY IMPROVEMENTS & SIGHT DISTANCE ANALYSIS

APPENDIX E EXISTING CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

APPENDIX F EXISTING WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

APPENDIX G CUMULATIVE WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

APPENDIX H CUMULATIVE WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

APPENDIX I TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

APPENDIX J TRIP DIVERSION & PASSER BY AREAS

APPENDIX K MITIGATIONS MEASURES & RESULTS

APPENDIX L TRAFFIC CONTROL PLAN

APPENDIX M DESIGN EXCEPTIONS

GLOSSARY OF TERMS AND ACRONYMS

Acronyms	Definitions
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APE	Area of Potential Effect
AWSC	All-way Stop-Controlled
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
GIS	Geographic Information Systems
HCM	2000 Highway Capacity Manual
HUD	U.S. Department of Housing and Urban Development
ILV	Intersecting Lane Volume
ITS	Intelligent Transportation Systems
LOS	Level of Service
MHPA	Multi-Habitat Planning Area
MOA	Memorandum of Agreement
MOE	Measure of Effectiveness
MOU	Memorandum of Understanding
mph	miles per hour
MTDB	Metropolitan Transit Development Board
NOC	Notice of Completion
NOP	Notice of Preparation
PCE	Passenger Car Equivalent
pcphgpl	passenger cars per hour of green per lane
PeMS	Performance Measurement Systems
RTP	Regional Transportation Plan
SANDAG	San Diego Association of Governments
SANTEC	San Diego Traffic Engineers' Council
sf	Square feet
SR	State Route
TIF	Transportation Impact Fee
TIS	Traffic Impact Study
TWSC	Two-way Stop Controlled
V/C	Volume-to-Capacity ratio

EXECUTIVE SUMMARY

This traffic impact analysis has been prepared for the proposed Lake Jennings Marketplace project, and it consists of 76,100 square feet of neighborhood commercial use including an auto fueling facility of 12 fueling positions. The proposed development is located in the Lakeside Community of the unincorporated County of San Diego on the south side of Interstate 8 near the Lake Jennings Park Road Interchange. The project site is located south of Olde Highway 80 between Lake Jennings Park Road and the future northerly extension of Rios Canyon Road. Interstate 8 provides regional access to the project site at the Lake Jennings Park Road.

The traffic study is prepared in accordance with the *County of San Diego Report Format and Content Requirements (Transportation and Traffic)* and the *County of San Diego Guidelines for Determining Significance (Transportation and Traffic, August, 2011)*.

Traffic counts for the project were taken in January of 2014. The project is anticipated to generate an overall 10,992 daily trips with 514 AM peak hour trips and 1,080 PM peak hour trips. For a commercial project, “passer-by” and “diverted” trips are considered in addition to the “primary” amount of trips. In essence, there are an overall 10,992 daily trips at the project’s driveways and lesser amount further away at the off-site locations with the reduction of the passer-by and diverted trips. The project’s primary trips at the off-site analysis locations include 4,683 daily trips with 203 AM peak hour trips and 464 PM peak hour trips, based on the adjustments of the passer-by and diverted trip reduction. The trip generation rates used in this analysis are determined based on rates contained in the *(SANDAG) (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (2002)*. This manual provides standards and recommendations for the probable traffic generation of various land uses based upon local, regional and nationwide studies of existing developments in comparable settings.

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will likely affect. The trip distribution and assignment for this project is based on SANDAG’s computerized travel forecast model (Series 12 Select Zone analysis).

The project is evaluated for potential direct and cumulative impacts as well as conformance with the adopted General Plan. The traffic study indicates that the project will cause several direct impacts to Olde Highway 80 and Lake Jennings Park Road, and there are cumulative impacts as well. The project would make the fronting improvements along Olde Highway 80 and the off-site improvements proposed for Lake Jennings Park Road between Olde Highway 80 and Harritt Road. The recommended roadway improvements are shown in Appendix D. All of the impacted roadway segments and intersections would be mitigated to avoid direct impacts with the recommended roadway improvements. The segment of Lake Jennings Park Road from Jack Oak Road to Harritt Road, segment will experience LOS E for Cumulative With Project conditions, however, we would observe that this portion of roadway does not really conform to the normal list of facilities given the availability of a climbing lane southbound and southerly from El Monte Road, and the practical capacity is indeed something greater than the values used in the tables for making our assessment of adequacy. Therefore, the improvements being proposed by the applicant to that portion of Lake Jennings Park Road between Harritt Road and Olde Highway 80 are a reasonable and proportional contribution to the project’s effects throughout this area.

CHAPTER 1

THE PROJECT

This traffic impact analysis has been prepared for the proposed Lake Jennings Marketplace project. The proposed development is located in the Lakeside Community of the unincorporated County of San Diego on the south side of Interstate 8 near the Lake Jennings Park Road Interchange. The project site is located south of Olde Highway 80 between Lake Jennings Park Road and the future northerly extension of Rios Canyon Road. Interstate 8 provides regional access to the project site at the Lake Jennings Park Road. Figure 1-1 shows the project vicinity and study area.

This property has been the subject of earlier studies both as a neighborhood commercial center and as a residential project for which it was approved previously by the County. At this time the proposal is to return to a commercial center project. Since the last time the project was analyzed there have been changes in existing background traffic conditions on County roadways, procedures and guidelines for the preparation of studies, SANDAG's modeling system upon which the distribution is based, and the project itself has reduced in its size from 93,000 square feet to 76,100 square feet since last studied as a commercial center.

1.1 PROJECT LOCATION AND DESCRIPTION

Project Location

The project is located in east San Diego County near the community of Lakeside in East San Diego County, south of Olde Highway 80, and east of Lake Jennings Park Road (Figures 1-1 and 1-2).

Project Description

The proposed project is a commercial shopping center located on an existing vacated site. Work to be done includes supporting infrastructure such as sewer, road improvements and utilities, the vacation of an existing paved road, and dedication of a biological open space easement on an approximately 13.10 acre site.

Commercial Shopping Center

The project proposes to construct a commercial shopping center with 76,100 square feet (sf) of building area. The project would include six structures, all of which will be located on individual lots. The development will include the following:

1. Market Building (Building A – 43,000 sf) located along the east side of the project site.
2. Financial Building with drive through (Building B – 4,500 sf) located on the northeast intersection of Olde Highway 80 and the proposed signalized project entrance on Olde Highway 80.
3. Restaurant with drive through (Building C – 3,500 sf) located on the northwest intersection of Olde Highway 80 and the proposed signalized project entrance on Olde Highway 80.
4. Restaurant-Retail Building (Building D – 9,600 sf) located along the southern boundary of the project's developed area. (Site plan includes a 500 sf outdoor dining area for a total of 10,100 sf)
5. Gas Station with convenience store and car wash (43,000 sf pad) at the intersection of Olde Highway 80 and Ridge Hill Road, and Commercial Building (Building E – 3,000 sf) located directly south of the gas station.

6. Restaurant-Retail Building (Building F – 12,500 sf) located along the southern boundary of the project’s developed area. Building F shares a common wall with Building D.

Trail Component

The project will construct a multi-use trail suitable for pedestrians and equestrian users. The trail will be 10 feet wide and constructed of decomposed granite material. The trail segments adjacent to the two public streets are proposed as standard trail pathways per the County’s Community Trails Master Plan (CTMP). The trail segment within the open space lot will run along the southern edge of the development area (immediately north of the proposed open space area) within a 20 foot wide trail easement and will include a 10 foot wide treadway.

Access

The project requires four access points; one from Ridge Hill Road located on the west side of the project, and three others located along Olde Highway 80; a right-in (only) approximately 200 feet east of the intersection of Olde Highway 80 and Lake Jennings Park Road, a full signalized project entry half way along the project frontage, and a second non-signalized project entry (right in – right out only) near the northeast corner of the property.

Walls and Signage

There will be a comprehensive coordinated sign program designed for the project. It includes a Freeway Pylon Display, Monument Center ID Displays, Monument Signage at the signalized entrance on Olde Highway 80, and a state required Gas Pricing Sign for the gas station, convenience store and car wash Pad.

Parking

The project proposes 389 parking spaces. The project parking is almost entirely located within the central portion of the site and will largely be out of the casual view of traffic on Lake Jennings Park Road and Olde Highway 80. The County of San Diego Zoning Ordinance requires a total of 389 parking spaces to be provided by the proposed project based on the size and uses proposed in the buildings. Therefore, the project meets the parking requirements of the County of San Diego Zoning Ordinance.

Landscaping Plan

A landscape plan has been prepared for the project. The landscape plan incorporates a variety of species that are intended to provide a visual buffer from Interstate 8 and be compatible with the riparian zone associated with Los Coches Creek. The plant palette reflects a selection of native plant material which can naturally be found in riparian zones of Southern California.

1.2 PROJECT ACCESS

The project will have three access points on Olde Highway 80 and one access point on Lake Jennings Park Road. The main access to the project site is provided at Project Driveway 2, which is a future traffic signal, located on Olde Highway 80 approximately 550 feet east of Lake Jennings Park Road. Project Driveway 1 is a right-in only access located on Olde Highway 80 approximately 200 feet east of Lake Jennings Park Road. Project Driveway 3 is another right-in/right-out only access located on Olde Highway 80 approximately 750 feet east of Lake Jennings Park Road. Project Driveway 4 is a stop-controlled full access driveway located on Ridge Hill Road approximately 200 feet south of Olde Highway 80.

1.3 STUDY AREA

The study area includes locations that are expected to be affected by the proposed project. The scope of the study area is based on the County of San Diego guidelines which specify that an intersection or roadway segment should be analyzed if it will carry 25 project peak hour directional trips. The study area is shown in Figure 1-1. The specific study area includes sixteen (16) roadway segments, fifteen (15) intersections and two freeway mainline links.

1.3.1 Roadway Segments

- Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1
- Olde Highway 80 from Project Driveway 1 to Project Driveway 2
- Olde Highway 80 from Project Driveway 2 to Project Driveway 3
- Olde Highway 80 from Project Driveway 3 to Rios Canyon Road
- Olde Highway 80 from Rios Canyon Road to Pecan Park Lane
- Olde Highway 80 from Pecan Park Lane to Chimney Rock Lane
- Mapleview Street from Ashwood Street to Pino Drive
- Lake Jennings Park Road from Pino Drive to El Monte Road
- Lake Jennings Park Road from El Monte Road to Jack Oak Road
- Lake Jennings Park Road from Jack Oak Road to Harritt Road
- Lake Jennings Park Road from Harritt Road to Blossom Valley Road
- Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp
- Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80
- Lake Jennings Park Road from Olde Highway 80 to Project Driveway 4
- Ridge Hill Road from Lake Jennings Park Road to Cordial Road
- Rios Canyon Road south of Olde Highway 80

1.3.2 Intersections

- Mapleview Street and Ashwood Street
- Mapleview Street and Pino Drive
- Lake Jennings Park Road and El Monte Road
- Lake Jennings Park Road and Harritt Road
- Lake Jennings Park Road and Blossom Valley Road
- Lake Jennings Park Road and I-8 Westbound Off-Ramp
- Lake Jennings Park Road and I-8 Eastbound Off-Ramp
- Olde Highway 80 and Project Driveway 1
- Olde Highway 80 and Project Driveway 2
- Olde Highway 80 and Project Driveway 3
- Olde Highway 80 and Rios Canyon Road
- Olde Highway 80 and Pecan Park Lane West
- Olde Highway 80 and Pecan Park Lane East
- Ridge Hill Drive and Project Driveway 4
- Rios Canyon Road and Pecan Park Lane

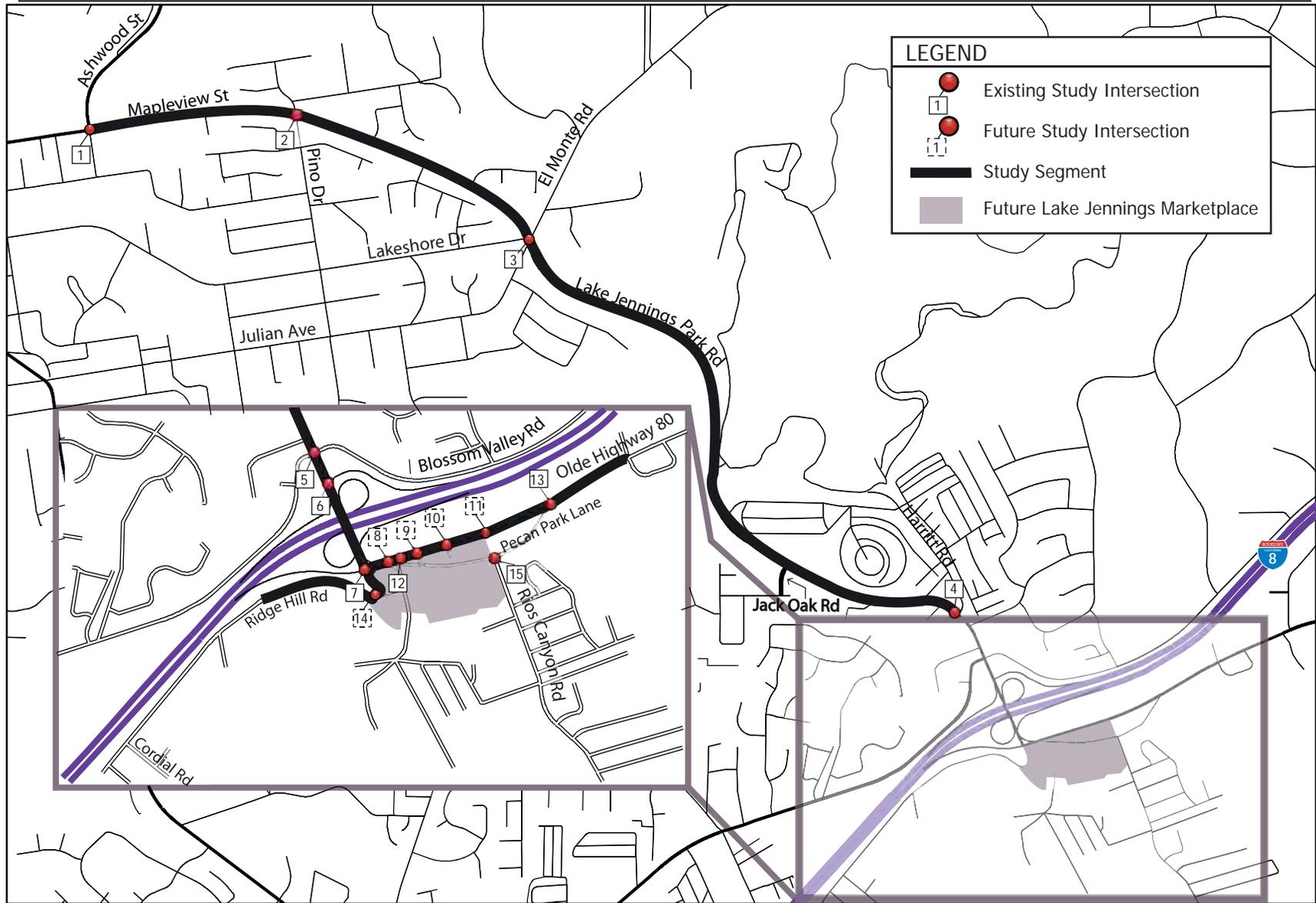


Figure 1-1
Project Study Area

