RECORD ID: PDS2012-3500-12-020; ENVIRONMENTAL LOG NO.: PDS2012-3910-1209003

RAMONA RETAIL FEED AND PET SUPPLY STORE
ISSUE SPECIFIC TRAFFIC IMPACT STUDY

Prepared for:

Ramona Highway 67 LLC

947 Main Street, Ramona, CA 92065

Prepared by:

5050 Avenida Encinas, Suite 260, Carlsbad, CA 92008
CONTACT: DAWN WILSON 760.603.6246 dwilson@rbf.com; or
DAVID MIZELL 760.603.6247 dmizell@rbf.com.

Final: May 21, 2013

JN 131155

TABLE OF CONTENTS

APPENDICES

Appendix A: County of San Diego Roadway Classifications and Level of Service Thresholds for Roadway Segments

Appendix B: Excerpts from County of San Diego *Guidelines for Determining Significance – Transportation and Traffic* (August 2011)

Appendix C: Traffic Count Data Sheets

Appendix D: Existing Conditions HCM Worksheets

Appendix E: Existing Plus Project Conditions HCM Worksheets

LIST OF EXHIBITS

LIST OF TABLES

EXECUTIVE SUMMARY

This issue specific traffic impact study analyzes the potential traffic impact of the proposed Ramona Retail Feed and Pet Supply Store project in the unincorporated community of Ramona in the County of San Diego. The proposed project site is located on the southwest corner of Main Street (SR-67) and Letton Street.

The project will take primary access from a driveway on Letton Street that will provide full access for customers and ingress for large delivery trucks. A second driveway will be provided on Kelly Avenue that will provide employee access and egress for large delivery trucks. The proposed project is forecast to generate approximately 255 trips per day, with 13 trips in the a.m. peak hour and 25 trips in the p.m. peak hour.

The results of the analysis under existing conditions show that the intersection of Main Street (SR-67) / Letton Street currently operates at deficient levels of service (LOS E or F) during both the a.m. and p.m. peak hours. This intersection is controlled by stop signs at the northbound and southbound approaches. The HCM methodology for two-way stop-controlled intersections reports the worst-case delay at the stop-controlled approaches of the intersection.

The existing conditions roadway segment analysis shows that the segments of SR-67 from Julian Street to Letton Street, and from Letton Street to Pala Street, are currently operating at LOS E.

The results of the analysis under existing plus project conditions show that the addition of project-generated traffic to the intersection of Main Street (SR-67) / Letton Street will result in a decrease in the reported HCM delay due to the increase in right-turning traffic at the northbound stop-controlled approach during both the a.m. and p.m. peak hours. The overall delay at the northbound approach is then more influenced by the number of right-turning trips than left-turning trips, and a decrease in delay is reported based on the HCM methodology. Therefore, the addition of traffic generated by the proposed project will not result in a direct significant impact at the intersection of Main Street (SR-67) / Letton Street.

The results of the roadway segment analysis under existing plus project conditions show that the segments of SR-67 from Julian Street to Letton Street, and from Letton Street to Pala Street, will continue operating at LOS E. The increase in ADT associated with project-generated trips is less than the significant impact trip threshold of 200 ADT for LOS E; therefore, the project does not result in direct impacts to the deficient segments of SR-67. However, the addition of project trips does result in cumulative impacts to the deficient SR-67 segments. Therefore, it is required that the project contribute to the County of San Diego Traffic Impact Fee (TIF) program.

Based on the findings of the analysis, the following measure is recommended for the proposed project:

- It is recommended that the project contribute to the TIF Program to mitigate the project's cumulative impacts on SR-67 and to address any potential cumulative impacts outside of the project study area.

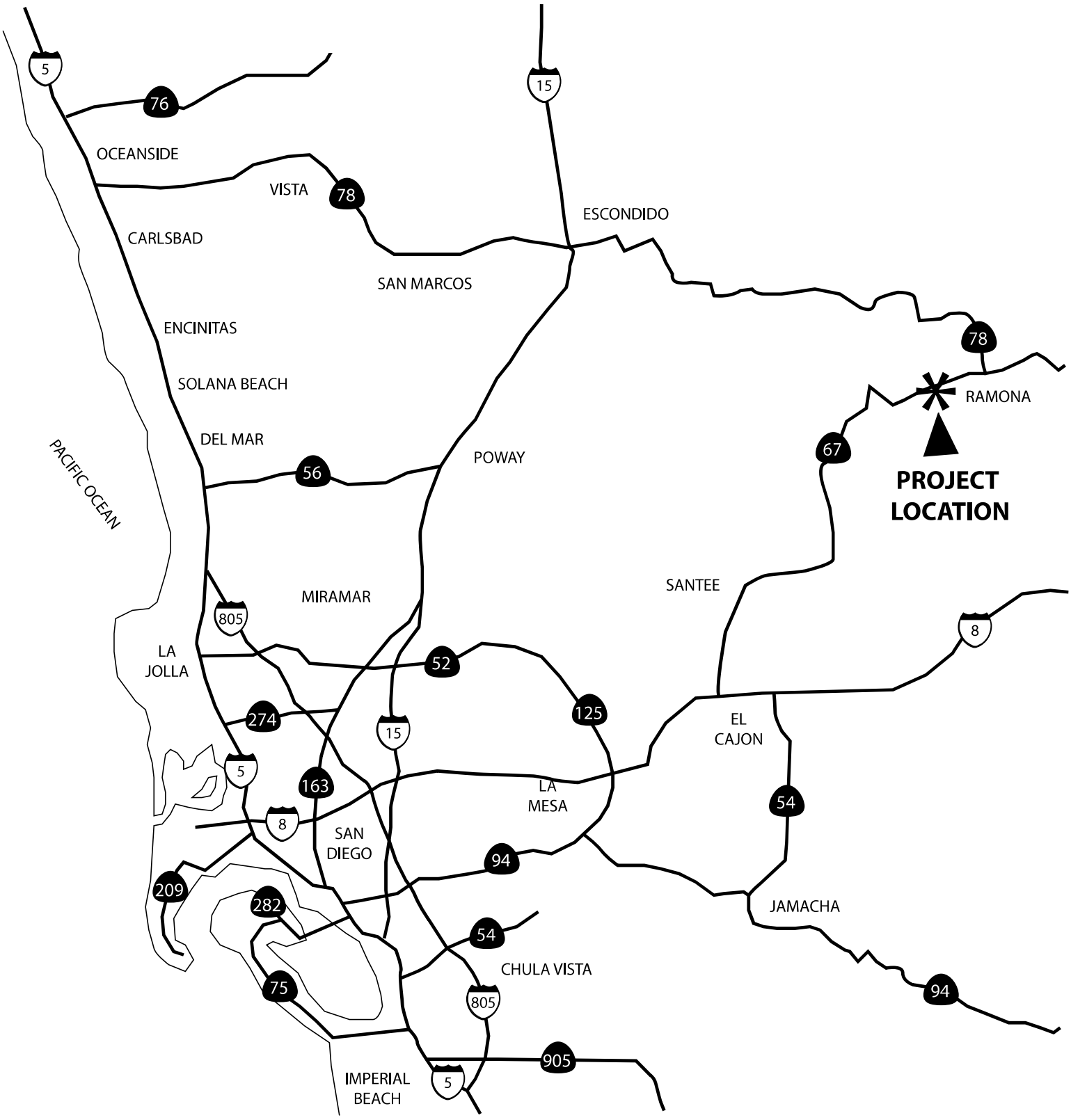
INTRODUCTION

This issue specific traffic impact study analyzes the potential traffic impact of the proposed Ramona Retail Feed and Pet Supply Store project in the unincorporated community of Ramona in the County of San Diego. The proposed project site is located on the southwest corner of Main Street (SR-67) and Letton Street. **Exhibit 1** shows the regional project location.

This issue specific traffic impact study has been prepared in accordance with the County of San Diego *Guidelines for Determining Significance and Report Format and Content Requirements – Transportation and Traffic* (August 2011). The County of San Diego *Guidelines for Determining Significance and Report Format and Content Requirements* states that a full traffic impact study (TIS) should be prepared for all projects that generate more than 1,000 daily trips, or at least 100 peak hour trips. A full TIS assesses the potential impacts of the regional roadway network, including freeway facilities. A focused TIS should be prepared for all projects that generate between 500 and 1,000 daily trips, or between 50 and 100 peak hour trips. A focused TIS assesses the potential impacts of roadways and intersections in closer proximity to the project site. An issue specific TIS is required for all projects that generate between 200 and 500 trips per day, or between 20 and 50 peak hour trips. An issue specific TIS may focus on a particular traffic issues such as driveway access, sight distance, parking capacity, or signal timing.

The County of San Diego has requested that an issue specific TIS be prepared to address potential impacts to which the proposed project may contribute. The following was identified for inclusion in this report:

- **Existing Conditions** – Analysis of existing traffic count volumes, intersection geometry and existing roadway network.
- **Existing Plus Project Conditions** – Analysis of existing traffic volumes overlaid with trips generated by the proposed project.



NOT TO SCALE

RBF

REGIONAL PROJECT VICINITY

JN 131155 February 2013

EXHIBIT 1

Project Description

The proposed Ramona Retail Feed and Pet Supply Store project is located on a site on the southwest corner of Main Street (SR-67) and Letton Street, in the unincorporated community of Ramona. As shown in **Exhibit 2**, the proposed site plan includes 5,330 square-feet of specialty retail space and 2,090 square-feet of office space. At present, the site is vacant, and is zoned for General Commercial (C-1).

Two access points will be provided for the project. The project will take primary access from a driveway on Letton Street that will provide full access for customers and ingress for large delivery trucks. A second driveway will be provided on Kelly Avenue that will provide employee access and egress for large delivery trucks.

Project Study Area

At the direction of County of San Diego staff, the following intersections and roadway segments have been included in the analysis to determine the impact to the intersections and roadway segments in the vicinity of the project site:

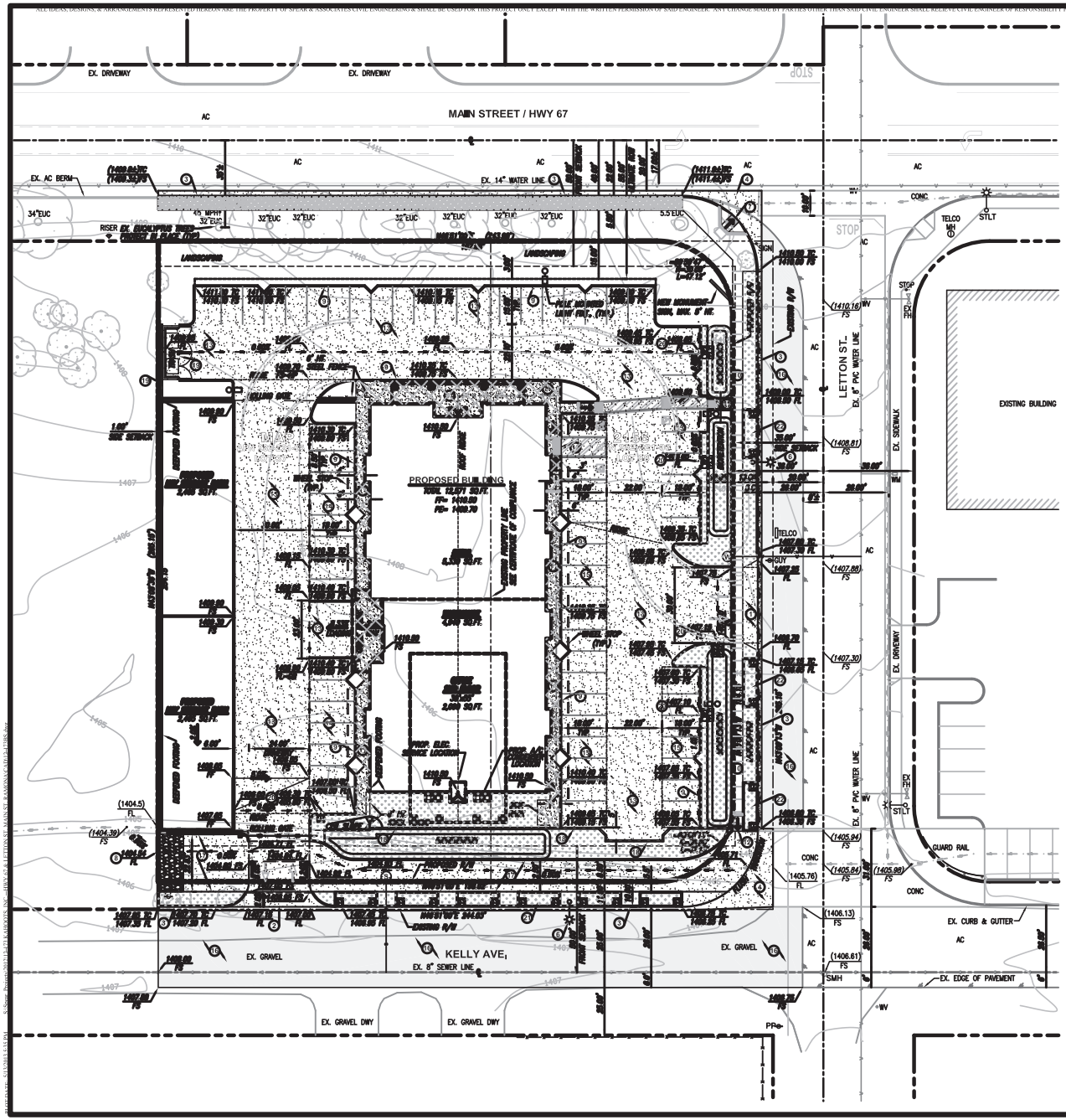
Study Area Intersections:

- Main Street (SR-67) / Day Street-Ramona Street (Signalized)
- Main Street (SR-67) / Letton Street (Two-Way Stop Control)

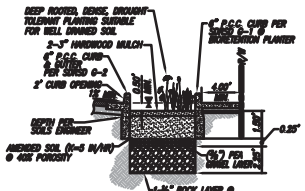
Study Area Roadway Segments:

- Main Street (SR-67), from Julian Street to Letton Street
- Main Street (SR-67), from Letton Street to Pala Street
- Main Street (SR-67), from Pala Street to Day Street-Ramona Street

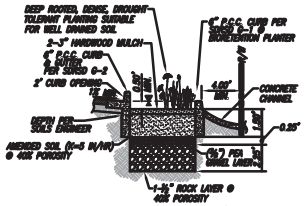
Level of service analysis was not applied to the driveway intersections on Letton Street and on Kelly Avenue due to very low traffic volumes on these streets, and both streets are local roadways that are not included in the County's Mobility Element. The project study area is illustrated in **Exhibit 3**.



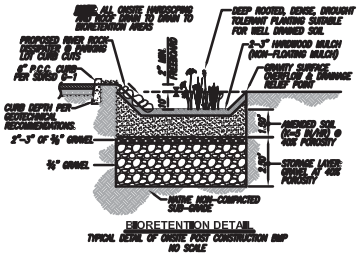
BIOrRETENTION PLANTER BOX DETAIL
TYPICAL DETAIL OF PUBLIC RIGHT OF WAY POST CONSTRUCTION BMP
NO SCALE



LETTON ST. BIOrRETENTION AREA
IN PUBLIC RIGHT-OF-WAY
TYPICAL DETAIL
NO SCALE



KELLY AVE. BIOrRETENTION AREA
IN PUBLIC RIGHT-OF-WAY
TYPICAL DETAIL
NO SCALE



BIORETENTION DETAIL
TYPICAL DETAIL OF ONSITE POST CONSTRUCTION BMP
NO SCALE

STRUCTURAL SECTION OF A.C. OR P.C.C. PAVEMENT SHALL BE PER THE SOILS ENGINEERS RECOMMENDATION.
3" A.C. OVER 11" CL-2 A.B. MIN. (MINOR)
6" P.C.C. OVER 12" MIMIMUM COMPACTED SUB (PARKING SPACES).
7" P.C.C. OVER 12" MIMIMUM COMPACTED SUB (PARKING SPACES)
8" P.C.C. OVER 12" MIMIMUM COMPACTED SUB (DRIVEWAYS).

UTILITY NOTES:

- CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION. ENGINEER IS NOT RESPONSIBLE FOR PRECISE LOCATION OF EXISTING UNDERGROUND UTILITIES.
- A MINIMUM OF 10' FEET FOR TREE SEPARATION IS REQUIRED FOR ALL SEWER & WATER LATERALS.
- A MINIMUM OF 5' FEET FOR TREE SEPARATION IS REQUIRED FOR ALL UNDERGROUND UTILITIES.

CONSTRUCTION NOTES

1. CONSTRUCT CONCRETE ALTERNATE CONCRETE DRIVEWAY PER SDRSD D-30.
2. CONSTRUCT ALLEY APRON TYPE CONCRETE DRIVEWAY PER SDRSD D-17.
3. CONSTRUCT 6" CURB & GUTTER PER SDRSD D-2.
4. CONSTRUCT CONCRETE CROSS GUTTER PER SDRSD D-12.
5. CONSTRUCT 3.0" WIDE ACCESSIBLE D.G. TRAIL.
6. INSTALL 100W L.P.S. STREET LIGHT PER SDRSD E-1 & E-2.
7. CONSTRUCT ADA ACCESS RAMP W/TRUNCATED DOMES PER SDRSD D-37.
8. 10'x10' ½ TON RIP-RAP OVER FILTER FABRIC PER SDRSD D-40
9. CONSTRUCT 6" CURB PER SDRSD D-1.
10. CONSTRUCT 4.0' WIDE CONCRETE SIDEWALK PER SDRSD D-7.
11. CONSTRUCT 4.0' WIDE (MIN) CONCRETE SIDEWALK PER SDRSD D-7.
12. CONSTRUCT ADA ACCESS RAMP W/TRUNCATED DOMES PER SDRSD D-29 & D-29 SEE DETAIL SHEET 1.
13. CONSTRUCT 6" PCC OVER 12" MIMIMUM COMPACTED TO 95% RELATIVE COMPACTION.
14. CONSTRUCT 7" PCC OVER 12" MIMIMUM COMPACTED TO 95% RELATIVE COMPACTION.
15. CONSTRUCT 6" PCC OVER 12" MIMIMUM COMPACTED TO 95% RELATIVE COMPACTION.
16. CONSTRUCT 6" AC PAVEMENT OVER 11" CL-2 A.B. ON 12" MIMIMUM COMPACTED TO 95% RELATIVE COMPACTION.
17. CONSTRUCT 12.00' WIDE MIN. X 0.70' DEEP CONCRETE DRAINAGE CHANNEL @ 0.50% MIN. SLOPE.
18. 4.0' (MIN) PLANTER LANDSCAPE RETAINING WALL.
19. COVERED TRASH ENCLOSURE PER ARCHITECTURAL DETAILS.
20. 2.0' WIDE CURB OPENING WITH 3"x3" STEEL ROCK DISSIPATER (TYP).
21. 8.0'x10.00' BIORETENTION PLANTER BOX (PER DETAIL HEREON).
22. 8.0'x10.00' BIORETENTION PLANTER BOX (PER DETAIL HEREON).

SCALE: 1" = 20'

PRIVATE CONTRACT

SHEET 2	COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS	SHEET 2

CONCEPTUAL GRADING PLAN FOR:
KAHOOTS, RETAIL FEED & PET SUPPLIES
CALIFORNIA COORDINATE INDEX

APPROVED
DIRECTOR OF PUBLIC WORKS
BY

DATE OF ISSUE
DATE
SHEET NO.

PLANS PREPARED BY:
SPEAR & ASSOCIATES, INC.
478 PRODUCTION STREET, SAN MARCOS, CA 92078
PHONE (760) 736-2040 FAX (760) 736-4886

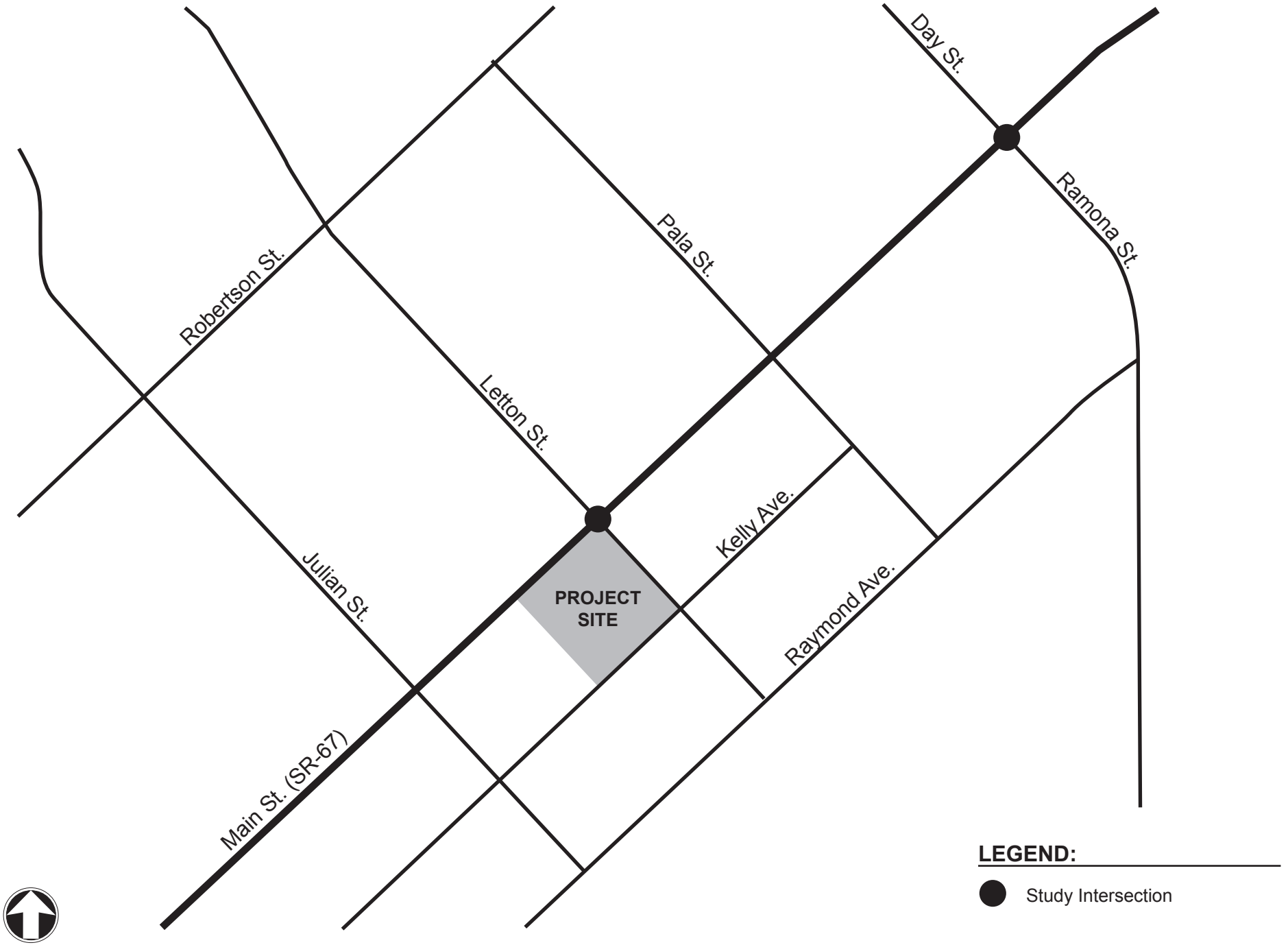
3500 12■020 (STP)

RBF

JN 131155 MAY 2013

PROJECT SITE PLAN

EXHIBIT 2



NOT TO SCALE

RBF

JN 131155 - MAY 2013

PROJECT STUDY AREA

EXHIBIT 3

Analysis Methodology

As stated previously, the County has requested an issue specific traffic study to evaluate the potential impacts to the intersections and roadway segments in the immediate vicinity of the project site. To assess the potential impacts, this study analyzes the followings scenarios:

- Existing Conditions
- Existing Plus Project Conditions

The 2000 Highway Capacity Manual (HCM) operation methodology for *Signalized Intersections and Unsignalized Intersections* was used to determine the operating Levels of Service (LOS) of the study intersections. The TRAFFIX software package was used to evaluate the study intersections using the HCM methodology. The HCM methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding delay per vehicle thresholds for signalized and unsignalized intersections shown in Table 1. The County of San Diego's goal for acceptable service standards during peak hour intersection operations is LOS D or better.

Table 1
Level of Service (LOS) & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	**Unsignalized Intersections**
A	$\leq$ 10.0	$\leq$ 10.0
B	> 10.0 to $\leq$ 20.0	> 10.0 to $\leq$ 15.0
C	> 20.0 to $\leq$ 35.0	> 15.0 to $\leq$ 25.0
D	> 35.0 to $\leq$ 55.0	> 25.0 to $\leq$ 35.0
E	> 55.0 to $\leq$ 80.0	> 35.0 to $\leq$ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

Table 2 below shows the roadway segment classifications and daily level of service thresholds based on the County of San Diego General Plan Update Mobility Element and State Highway classifications for SR-67. The County of San Diego General Plan Mobility Element roadway classifications and level of service thresholds for roadway segments (page 9 from the County of San Diego 2012 *Public Road Standards*) is provided in Appendix A.

Caltrans classifies SR-67 as a "Conventional Highway", and this classification is also used for SR-67 through the Ramona area in the SANDAG 2050 RTP. The Conventional Highway classification for a State Highway facility was previously used in the traffic analysis that had been conducted for the SR-67 corridor in the *Willow Road Traffic Study* (RBF Consulting, 2006), in which an existing two-lane and future four-lane section of SR-67 was evaluated as a two-lane or four-lane Conventional Highway. Daily capacity was derived based on the overall per lane capacity for a typical expressway (13,300 vehicles per lane for a 6-lane facility based on SANTEC/ITE Roadway Classifications). A reduction in capacity due to side friction associated with less than ideal number of lanes was applied to derive the two-lane capacity of 25,000 vehicles and four-lane capacity of 50,000 for SR-67.

Table 2
County of San Diego Mobility Element
Roadway Classifications and Capacities

No.	Travel Lanes	Road Classification	Level of Service (in ADT)				
			A	B	C	D	E
6.1	6	Expressway	36,000	54,000	70,000	86,000	108,000
6.2	6	Prime Arterial	22,200	37,000	44,600	50,000	57,000
4.1A	4	Major Road with Raised Median	14,800	24,700	29,600	33,400	37,000
4.1B		Major Road with Intermittent Turn Lanes	13,700	22,800	27,400	30,800	34,200
4.2A	4	Boulevard with Raised Median	18,000	21,000	24,000	27,000	30,000
4.2B		Boulevard with Intermittent Turn Lanes	16,800	19,600	22,500	25,000	28,000
2.1A	2	Community Collector with Raised Median	10,000	11,700	13,400	15,000	19,000
2.1B		Community Collector with Continuous Turn Lane	3,000	6,000	9,500	13,500	19,000
2.1C		Community Collector with Intermittent Turn Lanes	3,000	6,000	9,500	13,500	19,000
2.1D		Community Collector with Improvement Options	3,000	6,000	9,500	13,500	19,000
2.1E		Community Collector	1,900	4,100	7,100	10,900	16,200
2.2A	2	Light Collector with Raised Median	3,000	6,000	9,500	13,500	19,000
2.2B		Light Collector with Continuous Turn Lane	3,000	6,000	9,500	13,500	19,000
2.2C		Light Collector with Intermittent Turn Lanes	3,000	6,000	9,500	13,500	19,000
2.2D		Light Collector with Improvement Options	3,000	6,000	9,500	13,500	19,000
2.2E		Light Collector	1,900	4,100	7,100	10,900	16,200
2.2F		Light Collector with Reduced Shoulder	5,800	6,800	7,800	8,700	9,700
2.3A	2	Minor Collector with Raised Median	3,000	6,000	7,000	8,000	9,000
2.3B		Minor Collector with Intermittent Turn Lanes	3,000	6,000	7,000	8,000	9,000
2.3C		Minor Collector	1,900	4,100	6,000	7,000	8,000
State Highway Classification for SR-67							
Conventional Highway / 2 [(1)]			10,000	15,000	20,000	22,500	25,000
Conventional Highway / 4 [(1)]			20,000	30,000	40,000	45,000	50,000

Source: County of San Diego Public Road Standards (March 2012).

[(1)] Classification not included in County General Plan Mobility Element. Caltrans classifies SR-67as a “Conventional Highway”, and this classification is also used for SR-67 in the SANDAG 2050 RTP.

County of San Diego Project Significance Criteria

Table 3 summarizes the County of San Diego's project traffic significance standards for roadway segments and intersections, as defined in the *Guidelines for Determining Significance and Report Format and Content Requirements – Transportation and Traffic* (August 2011). The significance criteria shown in Table 3 is used in this traffic impact analysis to determine the proposed project's traffic impact on the study intersections and roadway segments. Excerpts from the August 2011 *Guidelines for Determining Significance – Transportation and Traffic* (Table 1, page 13, and Table 2, page 15) summarizing the County's significance criteria are provided in Appendix B.

Table 3
County of San Diego Project Traffic Significance Criteria

Roadway Segments			
Level of Service	**2-Lane Road**	**4-Lane Road**	**6-Lane Road**
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT
Intersections			
Level of Service	**Signalized**	**Unsignalized**	
LOS E	Delay of 2 seconds or less	20 or less peak hour trips on a critical movement.	
LOS F	Delay of 1 second, or 5 peak hour trips or less on critical movement.	5 or less peak hour trips on a critical movement.	

Source: County of San Diego *Guidelines for Determining Significance – Transportation and Traffic* (August 2011).

The County of San Diego identifies traffic impacts as either direct impacts or cumulative impacts. A *direct impact* is caused individually by the increase in traffic generated by a proposed project that results in one of the following:

1. The addition of project-generated traffic results in a change from an acceptable (LOS D or better) to a deficient (LOS E or worse) level of service at an intersection or along a roadway segment; OR

2. At a location operating at a deficient level of service (LOS E or worse) without the project, the addition of project traffic results in an increase in delay at an intersection or increase in ADT on a roadway segment that exceeds the project significance thresholds shown in Table 3.

A project that results in a direct impact is fully responsible for mitigating the impact to restore the deficient intersection or roadway segment to an acceptable level of service.

A *cumulative impact* is caused by the increase in traffic generated by a proposed project and all other potential developments that result in a deficient level of service. On roadway segments or at intersections operating at a deficient LOS without a proposed project, any incremental increase in traffic is considered to be a cumulative impact. Cumulative impacts are typically mitigated through contributions to the County Traffic Impact Fee (TIF) program. Even if no cumulative impacts are identified within the project study area, contribution to the TIF program is typically required to mitigate any potential regional cumulative impacts outside of the immediate study area.

EXISTING CONDITIONS

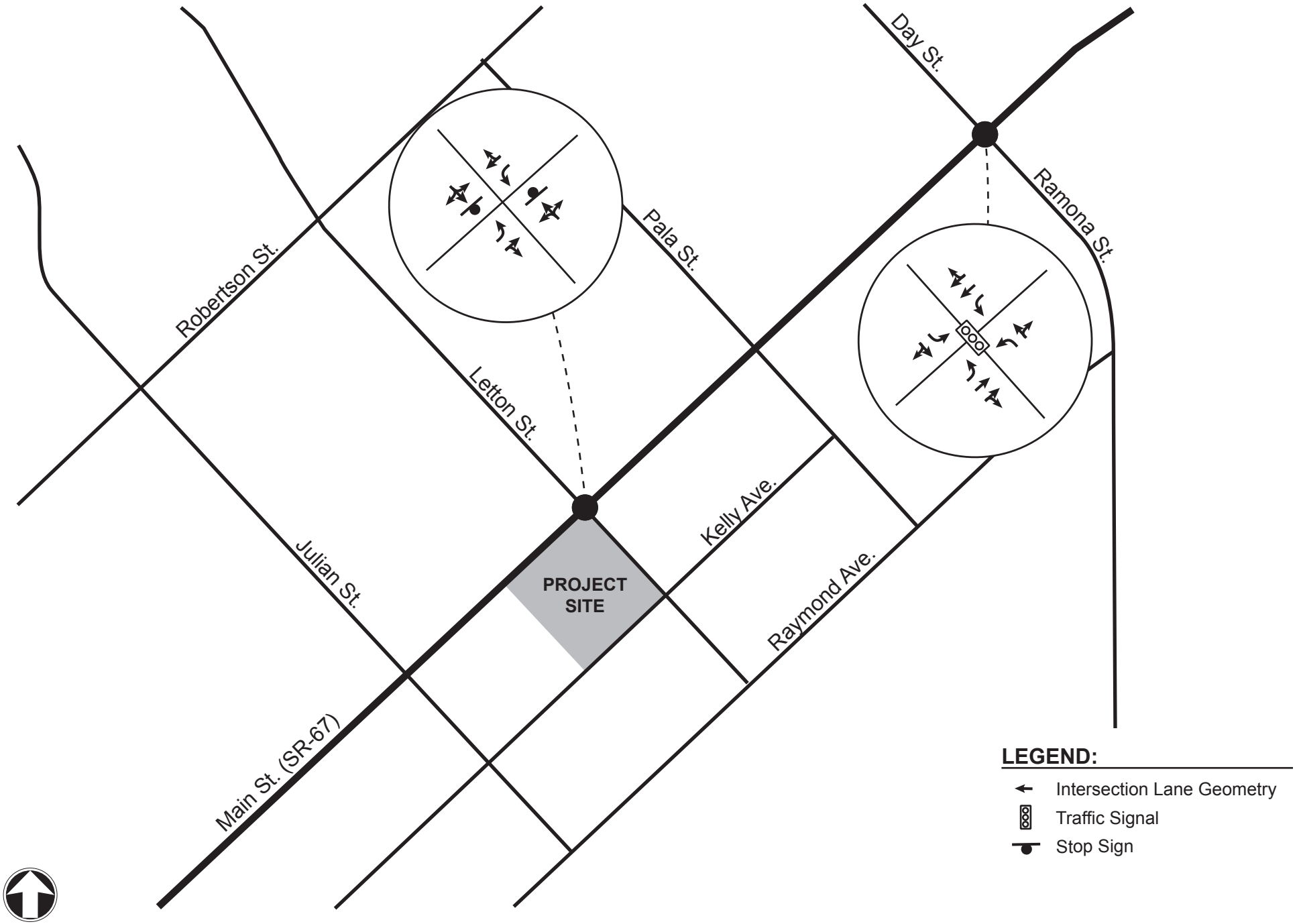
Existing Roadway Circulation System

A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing and other factors, which may affect intersection or roadway segment capacity. The existing intersection geometry is illustrated in **Exhibit 4**. The following is a detailed description of roadways in the study area:

SR-67 is currently built as a two-lane to four-lane State Highway facility, generally oriented in a northeast-southwest direction. SR-67 extends from I-8 in the City of El Cajon to the intersection with SR-78 in downtown Ramona. Within the project study area and the community of Ramona, SR-67 is labeled as Main Street, and is built with one lane in each direction with a continuous two-way left-turn lane through the project study area to Pala Street, one block east of Letton Street. From Pala Street to SR-78, SR-67/Main Street is constructed with four travel lanes with a continuous two-way left-turn lane. The General Plan Update Mobility Element classifies SR-67 as a four-lane Major Road with Intermittent Turn Lanes (4.1B) through the project study area. The posted speed limit on SR-67 through the project study area is 45 mph west of Pala Street. East of Pala Street the posted speed limit on SR-67 is 35 mph.

Letton Street is currently constructed as a two-lane roadway generally oriented in a north-south direction. Letton Street extends south from Hunter Street and terminates at Raymond Avenue, two blocks south of SR-67. Letton Street is built as a local street and is not classified as part of the County's Mobility Element roadway network.

Kelly Avenue is currently constructed as a two-lane roadway generally oriented in an east-west direction. Kelly Avenue extends east from Etcheverry Street and terminates at Pala Street, one block east of Letton Street. Kelly Avenue is built as a local street and is not classified as part of the County's Mobility Element roadway network. The segment of Kelly Avenue between Julian Street and Letton Street along the project frontage is currently unpaved.



NOT TO SCALE

RBF

JN 131155 - MAY 2013

EXISTING INTERSECTION LANE GEOMETRY

EXHIBIT 4

Existing Levels of Service

Traffic counts were collected at the study intersections and roadway segments in December 2012 on a typical weekday. Peak period (7-9 AM and 4-6 PM) turning movement counts were collected at the study intersections, and 24-hour counts were collected on the study roadway segments along SR-67.

Exhibit 5 shows existing daily and peak hour volumes at each of the study roadway segments and intersections based on the traffic count data that was collected for this project. Detailed traffic count data is contained in Appendix C.

Table 4 summarizes the existing a.m. and p.m. peak hour LOS of the study intersections based on the existing peak hour intersection volumes and existing intersection geometry. Detailed HCM calculation sheets are contained in Appendix D.

Table 4
Existing Peak Hour Intersection LOS

Study Intersection	Control	AM Peak Hour Delay [(1)] – LOS	PM Peak Hour Delay [(1)] – LOS
Main Street (SR-67) / Day Street-Ramona Street	Traffic Signal	29.8 – C	31.0 – C
Main Street (SR-67) / Letton Street	Two-Way Stop [(2)]	**36.3 – E**	**56.1 – F**

Note: Deficient intersection operation indicated in **bold**.
[(1)] Seconds of delay.
[(2)] HCM reports the worst minor-street delay for unsignalized two-way stop controlled intersections.

As shown in Table 4, the intersection of Main Street (SR-67) / Letton Street currently operates at deficient levels of service (LOS E or F) during both the a.m. and p.m. peak hours.

Roadway segment levels of service were calculated based on the capacity of the roadway determined based on classification and ADT volumes. Table 5 presents the results of the existing conditions roadway segment level of service analysis.

Table 5
Existing Daily Roadway Segment LOS

Street	Location	Class / Lanes	LOS E Capacity	Existing ADT	LOS
Main Street (SR-67)	Julian Street to Letton Street	Conventional Highway / 2	25,000	**24,242**	**E**
	Letton Street to Pala Street	Conventional Highway / 2	25,000	**24,118**	**E**
	Pala Street to Day Street – Ramona Street	Conventional Highway / 4	50,000	24,118	B

Note: Deficient roadway segment operations indicated in **bold**.

As shown in Table 5, the segments of SR-67 from Julian Street to Letton Street, and from Letton Street to Pala Street, are currently operate at a deficient LOS E based on the existing ADT.

LEGEND:

XX/XX AM/PM Peak Hour Volumes
X,XXX Daily Volumes

NOT TO SCALE

RBF

JN 131155 - MAY 2013

EXISTING TRAFFIC VOLUMES

EXHIBIT 5

Existing Parking and Transit Conditions

Currently on-street parking is not provided along Main Street (SR-67) within the project study area. On-street parking is currently provided along the east side of Letton Street across from the project site.

Bus transit stops are currently located on both sides of SR-67 immediately east of Letton Street within walking distance of the proposed project. The transit stops serve MTS Routes 891 and 892. Route 891 provides service only on Fridays, with one westbound bus traveling from Borrego Springs to El Cajon during the morning peak period, and one eastbound bus traveling from El Cajon to Borrego Springs during the afternoon peak period. Route 892 provides service only on Thursdays, with one westbound bus traveling from Borrego Springs to El Cajon during the morning peak period, and one eastbound bus traveling from El Cajon to Borrego Springs during the afternoon peak period.

Existing Pedestrian and Bicycle Facilities

Currently there are no sidewalks along the project frontage on Main Street (SR-67), Letton Street or Kelly Avenue. Sidewalks are currently constructed across from the project site along the east side of Letton Street from Main Street to Kelly Avenue. Sidewalks are also provided along the south side of SR-67 east of Letton Street for approximately 200 feet along the Denny's Restaurant property. Sidewalks are provided along the north side of SR-67 from Day Street to mid-way between Pala Street and Letton Street.

A striped shoulder ranging from four to six feet in width is provided along both sides of Main Street (SR-67) through the project study area. These shoulder lanes function as bike lanes, although there is no signing or striping indicating these lanes as bike lanes.

PROJECT IMPACT ANALYSIS

Project Trip Generation

The proposed Retail Feed and Pet Supply Store project will consist of the following uses:

- 5,330 square-feet of retail commercial space (first floor)
- 2,090 square-feet of office space (administration on second floor)

Project trips were calculated using the SANDAG trip generation rates for the proposed land uses as shown above. The proposed project trip generation is summarized below in Table 6.

Table 6
Project Trip Generation

Land Use	Unit	Daily Trip Rate	AM Peak Rate	AM In	AM Out	PM Peak Rate	PM In	PM Out
Specialty Retail (Feed and Pet Supply)	TSF	40	3%	60%	40%	9%	50%	50%
Standard Office	TSF	20	14%	90%	10%	13%	20%	80%

Project Trip Generation

Land Use	Intensity	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Specialty Retail (Feed and Pet Supply)	5.230	TSF	213	7	4	3	20	10	10
Standard Office	2.090	TSF	42	6	5	1	5	1	4
Total Project Trips			**255**	**13**	**9**	**4**	**25**	**11**	**14**

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

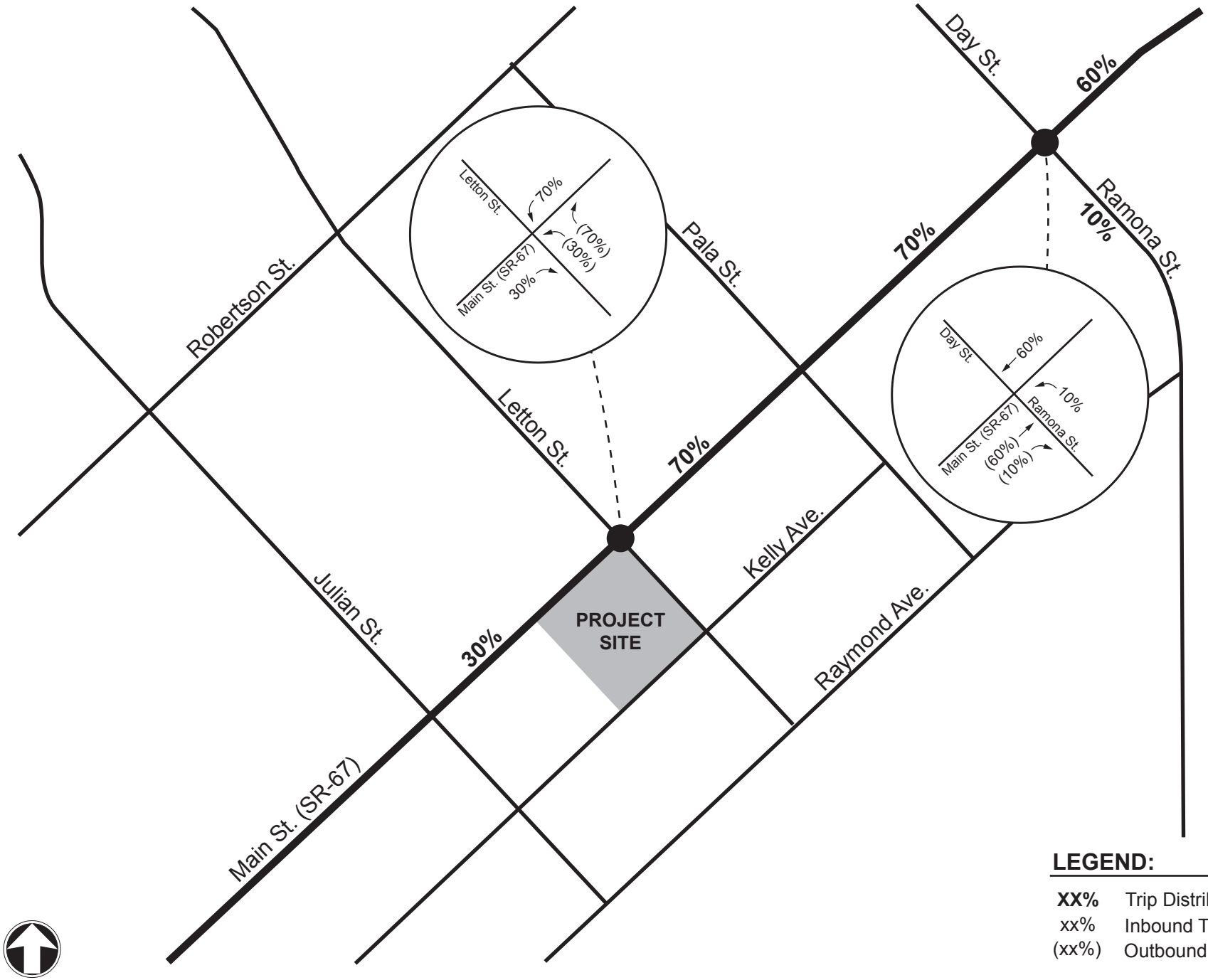
As summarized in Table 6, the proposed project is forecast to generate approximately 255 trips per day, with 13 trips in the a.m. peak hour and 25 trips in the p.m. peak hour. Only two delivery trucks per day are expected to enter the project site; therefore, the impact of heavy vehicle trips is minimal and do not require any adjustment factors (PCE) in the trip generation calculation.

Project Trip Distribution

The project trip distribution was manually developed, and is based on knowledge of the existing traffic patterns in the project study area. **Exhibit 6** shows the forecast project trip distribution.

Project Trip Assignment

Utilizing the project trip distribution shown in Exhibit 6, the forecast project-generated trips were assigned to the roadway network. **Exhibit 7** illustrates the forecast assignment of project-generated daily and peak hour volumes at the study roadway segments and intersections.



LEGEND:

XX%	Trip Distribution Percentage
xx%	Inbound Trip %
(xx%)	Outbound Trip %

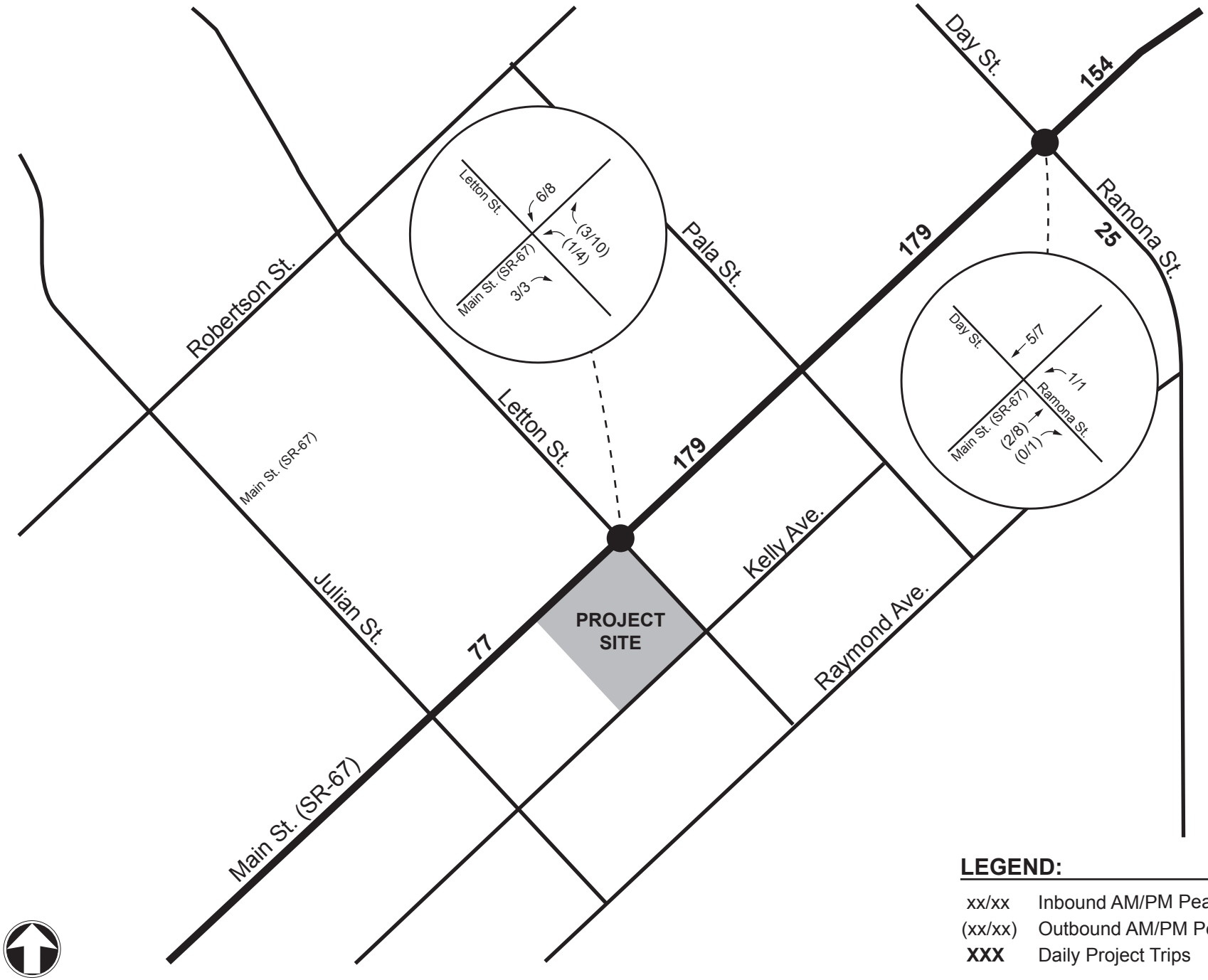
NOT TO SCALE

RBF

JN 131155 - MAY 2013

PROJECT TRIP DISTRIBUTION

EXHIBIT 6



LEGEND:

xx/xx	Inbound AM/PM Peak Hour Project Trips
(xx/xx)	Outbound AM/PM Peak Hour Project Trips
XXX	Daily Project Trips

NOT TO SCALE

RBF

JN 131155 - MAY 2013

PROJECT TRIP ASSIGNMENT

EXHIBIT 7

Existing Plus Project Levels of Service

To determine the existing plus project operating conditions at the study intersections and roadway segments, the forecast project-generated trips were added to the existing traffic volumes. **Exhibit 8** shows the existing plus project daily and peak hour volumes.

Table 7 summarizes the existing plus project a.m. and p.m. peak hour intersection conditions. Detailed HCM calculation sheets are contained in Appendix E.

As shown in Table 7, the addition of project-generated traffic to the intersection of Main Street (SR-67) / Letton Street will result in a decrease in the average side-street delay to the intersection due to the increase in right-turning traffic at the northbound stop-controlled approach. The existing traffic at the northbound approach is very low and is equally split between left-turns and right-turns during both the a.m. and p.m. peak hours (2 left-turns and 2 right-turns during both peak hours). The addition of project-generated traffic will result in a higher number of right-turns than left-turns at the northbound approach. The average delay at the northbound approach then becomes more influenced by the number of right-turning traffic than left-turning traffic, which results in a decrease in the reported delay with the addition of project-related traffic based on the HCM methodology.

Table 7
Existing Plus Project Conditions
Peak Hour Intersection LOS

Intersection	Control	Existing Conditions		Existing Plus Project		Change in Delay [1]	
		AM Peak Hour Delay [1] – LOS	PM Peak Hour Delay [1] – LOS	AM Peak Hour Delay [1] – LOS	PM Peak Hour Delay [1] – LOS	AM	PM
Main Street (SR-67) / Day Street-Ramona Street	Traffic Signal	29.8 – C	31.0 – C	29.8 – C	31.0 – C	0.0	0.0
Main Street (SR-67) / Letton Street	Two-Way Stop [2]	**36.3 – E**	**56.1 – F**	31.6 – D	**52.7 – F**	-4.7	-3.4

Note: Deficient intersection LOS indicated in **bold**.
[1] Seconds of delay.
[2] HCM reports the worst minor-street delay for unsignalized two-way stop controlled intersections.

Table 8 presents the results of the existing plus project conditions roadway segment analysis. As shown in Table 8, the segments of SR-67 from Julian Street to Letton Street, and from Letton Street to Pala Street, will continue operate at LOS E. The increase in ADT associated with project-generated trips is less than the significant impact trip threshold of 200 ADT for LOS E; therefore, the project does not result in direct impacts to the deficient segments of SR-67. However, the addition of project trips does result in cumulative impacts to the deficient SR-67 segments.

EXISTING PLUS PROJECT TRAFFIC VOLUMES

JN 131155 - MAY 2013

EXHIBIT 8

Table 8
Existing Plus Project Conditions
Daily Roadway Segment LOS

Street	Location	Class/ Lanes	LOS E Capacity	Existing		Existing Plus Project		Increase in ADT	Cumulative Impacts	Direct Impacts
				ADT	LOS	ADT	LOS			
Main Street (SR-67)	Julian Street to Letton Street	Conventional Highway / 2	25,000	**24,242**	**E**	**24,319**	**E**	77	Yes	No
	Letton Street to Pala Street	Conventional Highway / 2	25,000	**24,118**	**E**	**24,297**	**E**	179	Yes	No
	Pala Street to Day Street – Ramona Street	Conventional Highway / 4	50,000	24,118	B	24,297	B	179	No	No

Note: Deficient roadway segment operations indicated in **bold**.

SUMMARY OF IMPACTS

Traffic Operational Impacts

The results of the analysis under existing plus project conditions show that the addition of project-generated traffic to the deficient intersection of Main Street (SR-67) / Letton Street will not result in a direct significant impact. Therefore, no mitigation measures are required.

The results of the roadway segment analysis under existing plus project conditions show that the segments of SR-67 from Julian Street to Letton Street, and from Letton Street to Pala Street, will continue operating at LOS E. The increase in ADT associated with project-generated trips is less than the significant impact trip threshold of 200 ADT for LOS E; therefore, the project does not result in direct impacts to the deficient segments of SR-67. However, the addition of project trips does result in cumulative impacts to the deficient SR-67 segments. Therefore, it is required that the project contribute to the County of San Diego Traffic Impact Fee (TIF) program.

Based on the findings of the analysis, the following measure is recommended for the proposed project:

- It is recommended that the project contribute to the TIF Program to mitigate the project's cumulative impacts on SR-67 and to address any potential cumulative impacts outside of the project study area.

Hazards Due to an Existing Design Feature

The proposed project would not result in any hazards due to an existing design feature for the following reasons:

- SR-67 in the immediate vicinity of the proposed project site is not constructed with any horizontal or vertical curvatures in the roadway that would potentially result in sight distance obstructions or other safety hazards for vehicles at the proposed project access road location.
- The increase in traffic as a result of the proposed project is not significant enough to affect the safety of the existing roadways.
- The proposed project would conform to the requirements of the private and/or public road standards.

Hazards to Pedestrians or Bicyclists

There are currently no sidewalks or bicycle lanes on SR-67 along the project frontage. The proposed project would not result in hazards to pedestrians or bicyclists for the following reasons:

- The proposed project would not generate increased pedestrian activity at the project access point.
- There are currently no sidewalks or bicycle lanes on SR-67 that would be potentially hindered by the proposed project.
- The increase in traffic as a result of the proposed project is not significant enough to create hazards to pedestrians and/or bicyclists where such facilities exist in the project study area.

Parking Capacity Impacts

The proposed project would not result in parking capacity impacts for the following reason:

- On-street parking is currently not permitted along SR-67 and the proposed project would not displace any existing parking. The project will provide curb parking along the project frontage on Letton Street.

Alternative Transportation (Transit) Conflicts

Bus transit stops are currently located on both sides of SR-67 immediately east of Letton Street within walking distance of the proposed project. The transit stops serve MTS Routes 891 and 892.

The proposed project would not result in alternative transportation (transit) conflicts for the following reason:

- No transit stops would be affected or relocated with this project.
- The increase in traffic as a result of the proposed project is not significant enough to create conflicts with the existing transit along SR-67.
- The project is not anticipated to increase transit ridership or affect the existing demand for transit.

CONCLUSIONS

This issue specific traffic impact study analyzes the potential traffic impact of the proposed Ramona Retail Feed and Pet Supply Store project in the unincorporated community of Ramona in the County of San Diego. The proposed project site is located on the southwest corner of Main Street (SR-67) and Letton Street.

The project will take primary access from a driveway on Letton Street that will provide full access for customers and ingress for large delivery trucks. A second driveway will be provided on Kelly Avenue that will provide employee access and egress for large delivery trucks. The proposed project is forecast to generate approximately 255 trips per day, with 13 trips in the a.m. peak hour and 25 trips in the p.m. peak hour.

The results of the analysis under existing conditions show that the intersection of Main Street (SR-67) / Letton Street currently operates at deficient levels of service (LOS E or F) during both the a.m. and p.m. peak hours. This intersection is controlled by stop signs at the northbound and southbound approaches. The HCM methodology for two-way stop-controlled intersections reports the worst-case delay at the stop-controlled approaches of the intersection.

The existing conditions roadway segment analysis shows that the segments of SR-67 from Julian Street to Letton Street, and from Letton Street to Pala Street, are currently operating at LOS E.

The results of the analysis under existing plus project conditions show that the addition of project-generated traffic to the intersection of Main Street (SR-67) / Letton Street will result in a decrease in the reported HCM delay due to the increase in right-turning traffic at the northbound stop-controlled approach during both the a.m. and p.m. peak hours. The overall delay at the northbound approach is then more influenced by the number of right-turning trips than left-turning trips, and a decrease in delay is reported based on the HCM methodology. Therefore, the addition of traffic generated by the proposed project will not result in a direct significant impact at the intersection of Main Street (SR-67) / Letton Street.

The results of the roadway segment analysis under existing plus project conditions show that the segments of SR-67 from Julian Street to Letton Street, and from Letton Street to Pala Street, will continue operating at LOS E. The increase in ADT associated with project-generated trips is less than the significant impact trip threshold of 200 ADT for LOS E; therefore, the project does not result in direct impacts to the deficient segments of SR-67. However, the addition of project trips does result in cumulative impacts to the deficient SR-67 segments. Therefore, it is required that the project contribute to the County of San Diego Traffic Impact Fee (TIF) program.

Based on the findings of the analysis, the following measure is recommended for the proposed project:

- It is recommended that the project contribute to the TIF Program to mitigate the project's cumulative impacts on SR-67 and to address any potential cumulative impacts outside of the project study area.

Response to CEQA Guidelines Questions

In response to the California Environmental Quality Act (CEQA) Guidelines, Appendix G, XV, Transportation/Traffic, the findings of this issue specific traffic impact analysis have been used to address the following questions:

a. Would the project cause an increase that is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? **Result: No**

b. Would the project exceed, either individually or cumulatively, a level of service standard established by the County Management Agency for designated roads and highways? **Result: No**

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **Result: No**

d. Would the project substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? **Result: No**

e. Would the project result in inadequate emergency access? **Result: No**

f. Would the project result in inadequate parking capacity? **Result: No**

g. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? **Result: No**

h. Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? **Result: Yes**