



April 21, 2008

Mr. Khalid Jamil  
Rehman Care Corporation  
9637 Vervain Street  
San Diego, CA 92129

**Re: Traffic Impact Assessment for the Ramona Senior Manor Project**

Dear Mr. Jamil:

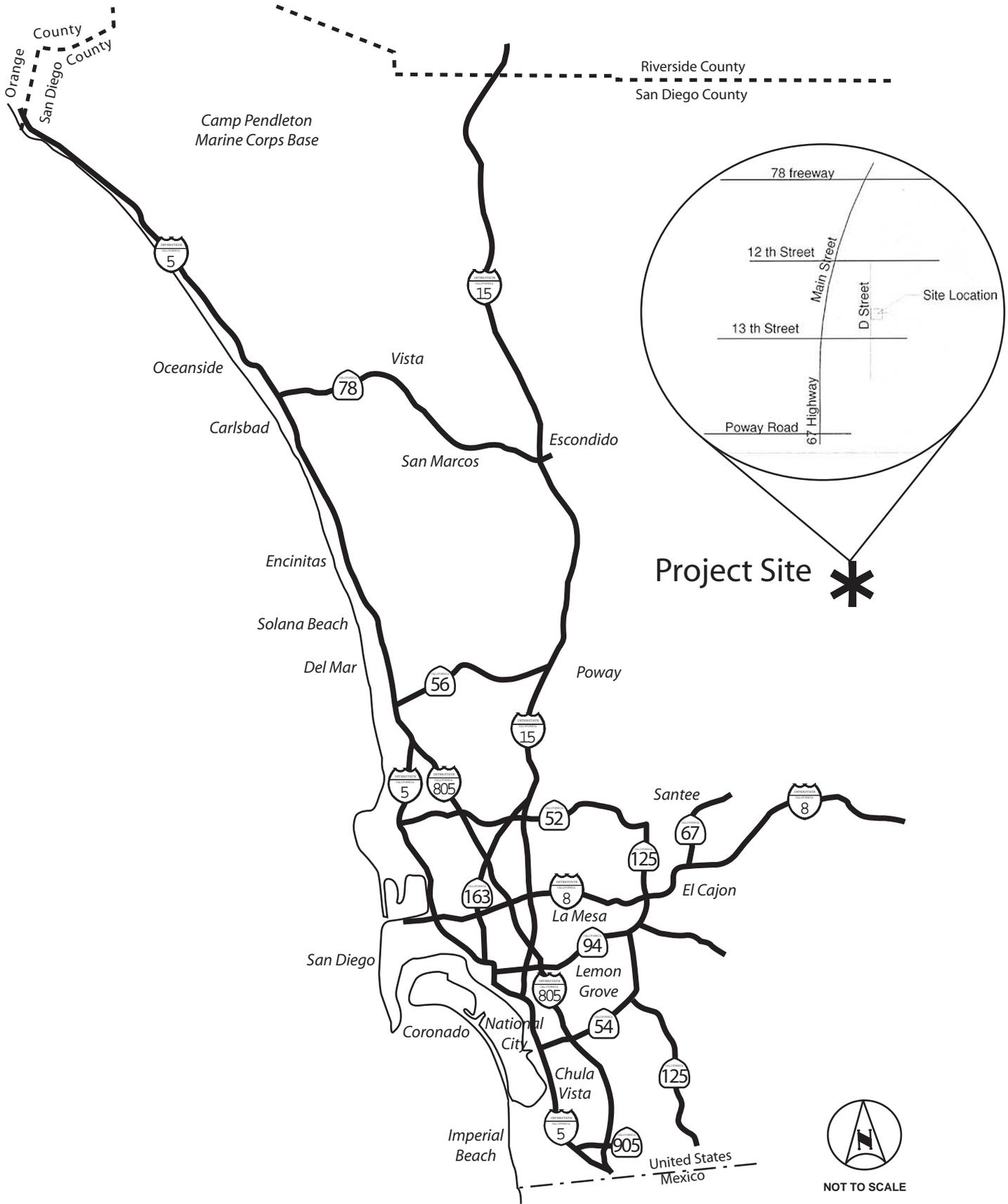
In accordance with the County of San Diego's request for a focused traffic impact analysis, Kimley-Horn and Associates has evaluated the potential traffic impacts associated with your project. The proposed project would redevelop an existing 0.37 acre lot (APN 281-210-03-00) located in community of Ramona, San Diego County. The site is currently occupied by a single family unit which will be demolished and replaced with a 30-unit congregate care facility. **Figure 1** depicts the project location in a regional context. **Figures 2 and 3** show the site plans for the proposed project. The following paragraphs summarize the key findings of the traffic impact assessment for your project.

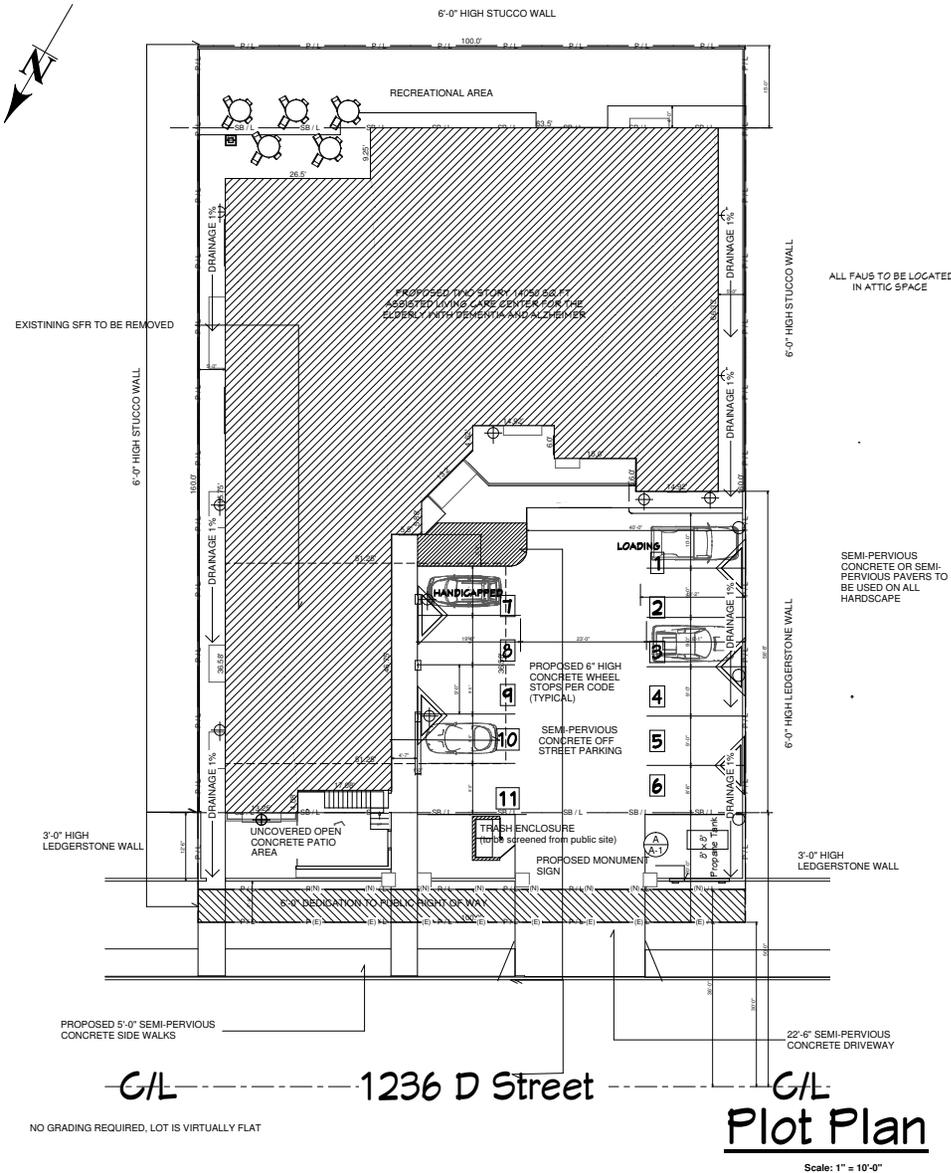
**Methodology**

In order to determine the project impacts to intersections and roadway segments, Tables 1 thru 3 have been developed by the County of San Diego and are used as reference. **Table 1** shows the LOS criteria at unsignalized intersections and **Table 2** shows the LOS criteria for roadway segments.

In order to determine project significance, the County of San Diego Guidelines for Determining Significance, Part XV-A (Transportation/Traffic) was used as a reference. It should be noted that this guideline has been revised/updated effective December 5, 2007. At intersections, the measurement of effectiveness (MOE) is based on seconds of delay or the addition of peak-hour trips to a critical movement. On roadway segments, the MOE is based on allowable increases in the ADT for a circulation element road.

Ramona Senior Manor





**Design Team**

Design Company: LightHouse Design  
 Designer: Joseph Henderson Jr  
 Address: 4095 Bonita Road #103  
 Bonita, Ca. 91902  
 Phone: (619) 240-5077  
 Email: Lighthouse6@cox.net

Engineer of Record: Landtech Engineering  
 Engineer: Mike Contreras  
 Project Engineer: Alek Amabalada  
 Address: 1787 Glidden Ct.  
 San Diego, Ca. 92111  
 Phone: (619) 840-5077  
 Email: Alek\_Amabalada@yahoo.com

**Owner Information**

Client: H. Khalid Jamil  
 Address: 9367 Veram Street  
 San Diego, Ca., 92129  
 Phone: (658) 863-9200  
 Email: mjamil@san.r.com

**Property Information:**

Project Address: 1236 D Street, Ramona, California, 92065.  
 Thomas Brother's Map Coord: 28 E6; 1152-C6  
 Legal Description: Lot 77, Ramona, block 77, Map #9917.Co. of S.D. T.C.T. 3571  
 A.P.N. 281-210-03-00  
 Lot Size: 100' x 161.17' = 16,117 sq.ft. (.37 Acres)  
 General Plan Designation (current): 13  
 Community Plan: Ramona  
 Land Use Designation: General Commercial  
 Density: N/A  
 General Plan Designation (GP2020): 25  
 Land Use Designation: General Commercial  
 Use Regulation: C34  
 Density: 7.28 du/Acre  
 Minimum Lot Size: 6000 sq.ft.  
 Building type: C  
 Height: G (35'-0")  
 Setbacks: O (Front: 50'-0" to Center line of street, Side: 0'-0", Rear: 15'-0")  
 Special Area Regulation: B

**Project Description:**

A proposed 14,050 sq. ft. two story, 28 bedroom assisted care living facility for the memory impaired Senior Citizen Community (Ranch Style)  
 Parking requirements: 1 space per 4 bedrooms = 7 + 3 visitor = 10, Provided: 11 - 8' x 18'-0" spaces w/ db'l line strips  
 Common Open Area Requirements:

**Sheet Index**

Number	Description
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**Fire Notes**

1. An Automatic Sprinkler System will be required throughout in accordance with NFPA 13. Sprinkler Plans will be submitted to the Ramona Fire Prevention Bureau for review.
2. A Manual Fire Alarm System and Smoke Detection System will be required in accordance with NFPA 72 and reviewed by the Ramona Fire Prevention Bureau.
3. A Knox Box will be required for Fire Department Access. Key(s) to be provided at Final Inspection.
4. The sprinkler system Fire Department Connection (FDC) will be fully accessible from the street and bollard protected as needed.
5. Unimpeded Fire Department Access shall be provided and maintained, prior to any combustible materials being brought to the site.

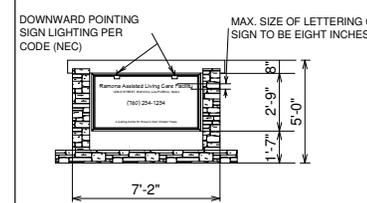
**Zoning Requirements:**

Zone Designation: C34      Occupancy:

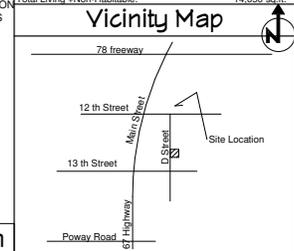
Zoning Information:

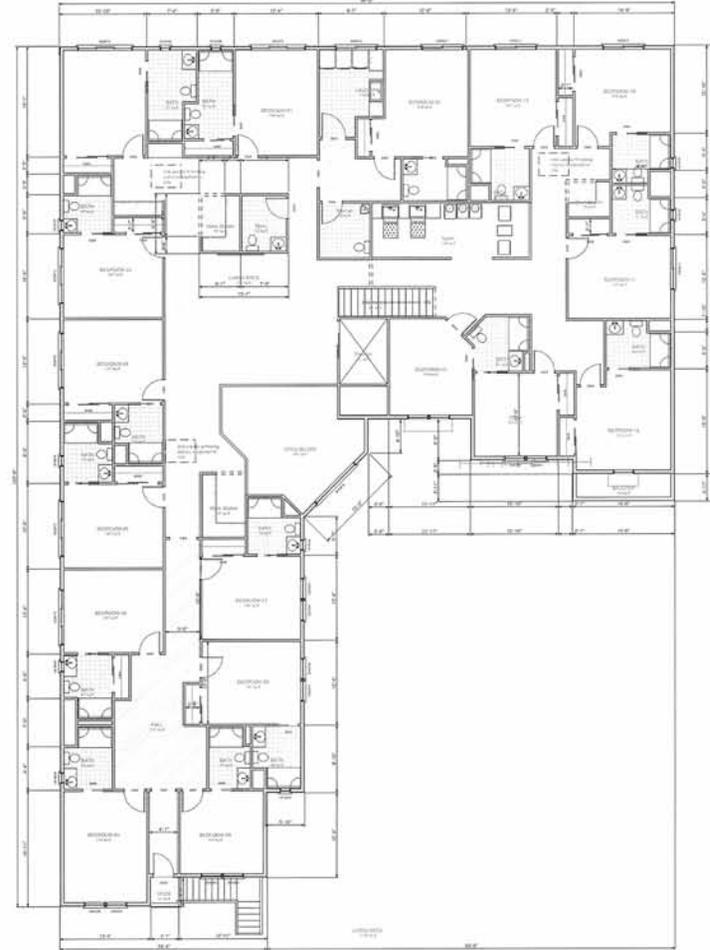
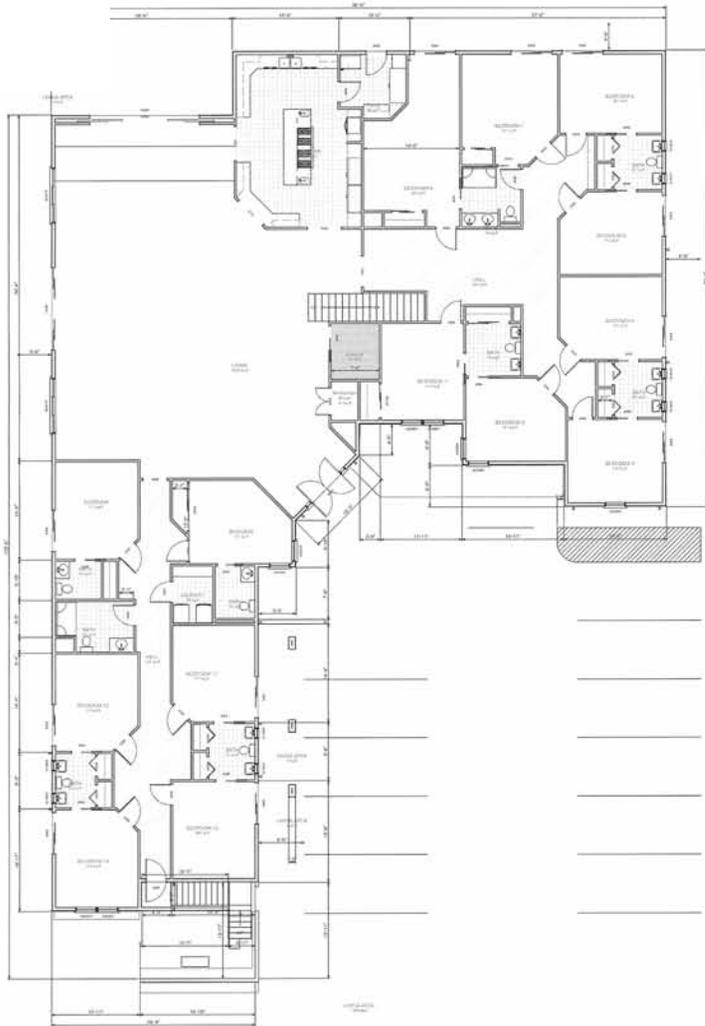
Minimum Setback:	Actual Setback:	Or
Front: 50'-0" From Center Line	50'-0" From Center Line	S
Rear: 15'-0" From Property Line	16'-2" From Property Line	N
Side: 0'-0" From Property Line	5'-0" From Property Line	E
Side: 0'-0" From Property Line	5'-0" From Property Line	W
Maximum Height: 35'-0"	Actual Height:	
Proposition D Height Restriction:	Yes	No
Maximum Lot Coverage:	100% x sq. ft. = 16,117 sq. ft.	

Lower Level Living:	7,005 sq. ft.
Upper Level Living:	7,045 sq. ft.
Total Living:	14,050 sq. ft.
Non-Habitable:	0 sq. ft.
Total Living + Non-Habitable:	14,050 sq. ft.



**A Proposed Monument Sign**





### Floor Plans

Scale: 1/8" = 1'-0"



NOT TO SCALE

**TABLE 1**  
**LEVEL OF SERVICE (LOS) CRITERIA FOR UNSIGNALIZED INTERSECTIONS**

LOS	Average Control Delay (sec/veh) (a)	Description
A	$\leq 10.0$	Operations with very low delay and most vehicles do not stop.
B	$< 10.0$ and $< 15.0$	Operations with good progression but with some restricted movement.
C	$> 15.0$ and $< 25.0$	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	$> 25.0$ and $< 35.0$	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	$> 35.0$ and $< 50.0$	Operations where there is significant delay, extensive queuing, and poor progression.
F	$> 50.0$	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Notes:

(a) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

**TABLE 2  
COUNTY OF SAN DIEGO ROADWAY SEGMENT CAPACITY AND LEVEL OF SERVICE**

Road			Level of Service (LOS)				
Class	Lanes	X-Section <sup>(a)</sup>	A	B	C	D	E
Expressway	6	126/146	36,000	54,000	70,000	86,000	108,000
Prime Arterial	6	102/122	22,200	37,000	44,600	50,000	57,000
Major Road	4	78/98	14,800	24,700	29,600	33,400	37,000
Collector	4	64/84	13,700	22,800	27,400	30,800	34,200
Town Collector	2	54/74	3,000	6,000	9,500	13,500	19,000
Light Collector	2	40/60	1,900	4,100	7,100	10,900	16,200
Rural Collector	2	40/84	1,900	4,100	7,100	10,900	16,200
Rural Light Collector	2	40/60	1,900	4,100	7,100	10,900	16,200
Recreational Highway	2	40/100	1,900	4,100	7,100	10,900	16,200
Rural Mountain Road	2	40/100	1,900	4,100	7,100	10,900	16,200
Residential Collector	2	40/60	--	--	4,500	--	--
Residential Road	2	36/56	--	--	1,500	--	--
Residential Cul-de-sac or Loop road	2	32/52	--	--	200	--	--

**Notes:**

The volumes and the average daily level of service listed above are only intended as a general planning guideline.  
Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic.  
Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.  
(a) XXX/XXX=Curb-to-curb width (feet)/right-of-way width (feet): based on the County of San Diego Public Road Standards.

Source: County of San Diego Public Road Standards, Table 1 (page 9)

At unsignalized intersections that are expected to operate at LOS E with the project, the allowable increase is up to 20 directional peak-hour trips on a critical movement. For intersections that are expected to operate at LOS F with the project, the allowable increase is up to five direction peak-hour trips on a critical movement. For roadway segments that are forecasted to operate at LOS E or F, the allowable increase in ADT depends on the classification of the roadway (i.e., two-lane, four-lane, or six-lane).

The criteria for intersections and roadway segments are summarized in further detail in Table 1 of the *County of San Diego Guidelines for Determining Significance, Part XV-A (Transportation/Traffic)*. **Table 3** shows the significance criteria for intersections and roadway segments.

The *County of San Diego Guidelines for Determining Significance, (Transportation and Traffic)* states the following with regards to the Public Facilities Element of the San Diego County General Plan:

“One of the goals of the Public Facilities Element (PFE) is to provide “A safe, convenient, and economical integrated transportation system including a wide range of transportation modes (PFE, page XII-4-18).” The PFE also identifies an objective in the Transportation Section to provide a “Level of Service C or better on County Circulation Element roads. (PFE, page XII-4-18).” The PFE, however, establishes LOS D as an off-site mitigation threshold for discretionary projects. When an existing Level of Service is already D, “a LOS of D may be allowed (PFE, page XII-4-18).” According to the PFE, projects that significantly increase congestion on roads operating at LOS E or LOS F must provide mitigation. According to the PFE, this mitigation can consist of a fair share contribution to an established program or project to mitigate the project’s impacts.”

The analysis conducted as part of the Ramona Senior Manor Project and detailed in this focused traffic assessment letter is consistent with the standards set forth in the PFE and the *County of San Diego Guidelines for Determining Significance, (Transportation and Traffic)*.

**TABLE 3**  
**SIGNIFICANCE CRITERIA FOR INTERSECTIONS AND ROADWAY SEGMENTS**

Facility	Measurement of Effectiveness (MOE)	Significance Threshold (a)
Unsignalized Intersection	Peak-hour trips	At LOS E, 20 peak-hour trips on a critical movement At LOS F, 5 peak-hour trips on a critical movement
Roadway Segment	ADT	At LOS E, >200 ADT for a 2-lane road, >400 ADT for a 4-lane road, and >600 ADT for a 6-lane road At LOS F, >100 ADT for a 2-lane road, >200 ADT for a 4-lane road, and >300 ADT for a 6-lane road

Notes:

Source: County of San Diego Guidelines for Determining Significance, Part XV-A (Transportation/Traffic)

(a) Significance threshold applies only when the type of facility operates at LOS E or F.

## **Project Traffic**

### *Ramona Senior Manor Trip Generation*

Trip generation rates published by the SANDAG *Brief Guide of Vehicular Traffic Generation Rates* for the San Diego Region, April 2002 were applied to the proposed project. The trip generation rates for a congregate care facility were used for this project. A congregate care facility is described as independent living developments that provided centralized amenities such as dining, housekeeping, transportation and social/recreational activities. For this type of land use, vehicle ownership level is very low, the facilities' employees or services provided to the residents generated the majority of the trips to the site. In addition, the peak-hour trip generation of the site does not coincide with the peak-hour of traffic along the adjacent street network.

**Table 4** shows the trip generation for the proposed project. As shown in the table, the new 30-unit facility would generate 75 daily trips, including 3 (2 in, 1 out) a.m. peak-hour trips and 6 (3 in, 3 out) p.m. peak-hour trips. Since the proposed site is currently occupied by a single family dwelling unit, the trip associated with the existing use were used as trip credits for the proposed project. Currently, the single family dwelling unit generates 10 daily trips, including 1 (0 in, 1 out) a.m. peak-hour trips and 1 (1 in, 0 out) p.m. peak-hour trips. The net trip generation of the proposed project (proposed – existing) would be 65 daily trips, including 2 (2 in, 0 out) a.m. peak-hour trips and 5 (2 in, 3 out) p.m. peak-hour trips.

### *Project's Traffic Impacts*

Since the proposed project's net trip generation would be less than the minimum threshold established by the County of San Diego to determine project significance for intersections and roadway segments operating at LOS F, the proposed project would not be considered to have a direct or cumulative significant transportation impact to intersection or roadway segments surrounding the site. Mitigations due to the proposed project additional traffic are not required or warranted.

**TABLE 4  
TRIP GENERATION SUMMARY**

Land Use	Land Use as listed in SANDAG	Units <sup>1</sup>	Trip Rate <sup>2</sup>	Daily Trips	AM Peak-Hour					PM Peak-Hour				
					% of ADT <sup>2</sup>	In:Out Ratio <sup>2</sup>	In	Out	Total	% of ADT <sup>2</sup>	In:Out Ratio <sup>2</sup>	In	Out	Total
<b>Driveway Trips<sup>3</sup></b>														
<b>Proposed</b>														
	Congregate Care Facility	30 du	2.5 / du	75	4%	6.00 : 4.00	2	1	3	8%	5.00 : 5.00	3	3	6
<b>Proposed Total</b>				<b>75</b>			<b>2</b>	<b>1</b>	<b>3</b>			<b>3</b>	<b>3</b>	<b>6</b>
<b>Existing</b>														
	Single Family Detached	1 du	10 / du	10	8%	3.00 : 7.00	0	1	1	10%	7.00 : 3.00	1	0	1
<b>Existing Total</b>				<b>10</b>			<b>0</b>	<b>1</b>	<b>1</b>			<b>1</b>	<b>0</b>	<b>1</b>
<b>NET TRIP GENERATION =</b>				<b>65</b>			<b>2</b>	<b>0</b>	<b>2</b>			<b>2</b>	<b>3</b>	<b>5</b>

Note:

1. DU = Dwelling Unit
2. Trip rates referenced from the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG, April 2002
3. Driveway trips are the total number of trips generated by a site.

### **Cumulative Project Impact**

The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build-out (year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

The proposed project generates 65 ADT. Some of these trips will be distributed on circulation element roadways in the County that were analyzed by the TIF program, some of which currently or are projected to operate at inadequate levels of service. These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF program is based. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program described above, will mitigate potential cumulative traffic impacts to less than significant. The TIF fees would be collected as a condition of approval prior to issuance of a development permit. The amount of the TIF fee is subject to change as the TIF is updated annually and the fees are adjusted to reflect the engineering cost index. It should be noted that on January 30, 2008 the County's Board of Supervisors approved an update to the original TIF Ordinance (approved June 2005).

## Findings

- The proposed project will construct a 30-unit congregate care facility. The Site Plan describes the proposed project as an assisted living care center for elderly patients. It should be noted that any future changes in the proposed/planned use of the project site buildings would require a new discretionary permit and new traffic analysis.
- The proposed project was found to result in no direct or cumulative significant impacts at the intersections and roadway segments surrounding the site.
- The proposed project would pay toward the TIF program to mitigate its cumulative impacts. No additional mitigation is warranted or recommended. The applicant should coordinate with County Staff to document that the applicant agrees to participate in the TIF program. The TIF fees would be collected as a condition of approval prior to issuance of a development permit. The amount of the TIF fee is subject to change as the TIF is updated annually and the fees are adjusted to reflect the engineering cost index.
- The proposed project will make a 6-foot public right-of-way dedication along the project frontage.

Please call me if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

  
Marc Mizuta, P.E., PTOE.  
Project Manager, RCE #67801

  
Leo Espelet, P.E.  
Project Analyst, RCE#71532