LOS Engineering, Inc.
Traffic and Transportation

DRAFT

11622 El Camino Real, Suite 100, San Diego, CA 92130
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April 26, 2018

Mr. Everett Hauser
County of San Diego, Planning & Development Services
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Subject: Focused Traffic Analysis for MUP 03-035 at the Mountain Valley Ranch located at 842 SR-78 in Ramona, California

Dear Mr. Hauser:

LOS Engineering, Inc. is pleased to present this focused traffic analysis for a proposed Major Use Permit 03-035 (MUP) to include special events at the Mountain Valley Ranch located at 842 SR-78 in Ramona, California as shown in **Figure 1**.

Figure 1: Project Location and Access

Source: USGS

This analysis includes the following sections:

1.0 Project Description and Trip Generation

2.0 Focused Traffic Analysis

3.0 Conclusion

1.0 PROJECT DESCRIPTION AND TRIP GENERATION

The Mountain Valley Ranch special events historically included weddings, Pumpkin Patch, Christmas Tree Farm, and various other smaller events. The project applicant does not propose any new building or facilities that would generate more or different traffic than historical events that have taken place at the project site.

Trip generation is typically calculated using the San Diego Association of Governments (SANDAG) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002; or the Institute of Transportation Engineers' *9th Edition Trip Generation,* 2012. However, neither of the noted sources have trip generation rates for the aforementioned special events. Traffic data (project volumes) were collected during a Saturday wedding and a Christmas Tree Farm event on a Thursday and a Saturday.

Project traffic during a wedding event was collected on Saturday November 14, 2015 (data included in **Attachment A**). The 11/14/15 event had approximately 250 people; however, according to the applicant, typical weddings will have approximately 120 people. The wedding event with approximately 250 people had a traffic count of 280 Average Daily Trips (ADT) with a 2:30-3:30pm peak hour count of 77 inbound and 7 outbound vehicles.

The Christmas Tree Farm had two days of project traffic data collected that included a Thursday, 12/14/2017 and a Saturday, 12/16/2017 (data included in **Attachment B**). The Thursday event had a traffic count of 93 ADT with a 4:15-5:15pm peak hour count of 8 inbound and 10 outbound vehicles. The Saturday event had a traffic count of 128 ADT with a 12:00-1:00pm peak hour count of 10 inbound and 12 outbound vehicles.

Another event that occurs regularly is the annual Pumpkin Patch from late September through end of October. Since the Pumpkin Patch event has already occurred, it was not possible to collect traffic data. There are similarities between the Pumpkin Patch and Christmas Tree Farm. According to the applicant, the Pumpkin Patch typically generates around three times the attendance of the Christmas Tree Farm. The applicant also noted that there have been other events that are substantially less than the Pumpkin Patch and/or weddings. Applicant details about the events are included in **Attachment C**. For this analysis, the Pumpkin Patch traffic generation is based on three times the Christmas Tree Farm traffic data.

The historical events with collected traffic data (wedding and Christmas Tree Farm) and the forecasted event traffic data (Pumpkin Patch) are summarized in **Table 1**.

Table 1: Historical and Forecasted Traffic for MUP Events

MUP Uses	ADT	Peak Period	Peak Hour IN	Peak Hour OUT
Historical events with traffic data collected during event				
Histocial Wedding Event (Saturday, 11/14/15)	280	2:30-3:30 PM	77	7
Historical Christmas Tree Farm (Thursday, 12/14/17)	93	4:15-5:15 PM	8	10
Historical Christmas Tree Farm (Saturday, 12/16/17)	128	12:00-1:00 PM	10	12
Historical events with forecasted traffic at 3 times Christmas Tree Farm events				
Forecasted Pumpkin Patch (Weekday)	279	Afternoon	24	30
Forecasted Pumpkin Patch (Saturday)	384	Afternoon	30	36

Notes: ADT Average Daily Traffic. Historical data from client operations and data collection. Forecasted traffic based on applicants experience of Pumpkin Patch having about 3 times the attendance as the Christmas Tree Farm.

As shown above, the busiest weekday event (forecasted Pumpkin Patch) generates 279 ADT with 24 inbound and 30 outbound trips during the afternoon peak hour. On Saturday, the busiest event generates 384 ADT (forecasted Pumpkin Patch) with 77 inbound and 7 outbound trips during the afternoon peak hour (historical wedding). The Saturday traffic peaks were divided between two different events because the Pumpkin Patch has visitors spread-out throughout the day (i.e. higher ADT) while the wedding has a peak arrival shortly before the scheduled event (i.e. higher peak hour).

Based on the historical and forecasted MUP event traffic, a focused traffic analysis is required based on the criteria documented in the County of San Diego *Report Format & Content Requirements* dated August 24, 2011 as shown in **Exhibit 1**.

Exhibit 1: County Traffic Impact Study Criteria

Table 1 - County Criteria for the Need to Prepare a Traffic Impact Study (TIS)

PROJECT GENERATED TRAFFIC*	ISSUE SPECIFIC TIS	FOCUSED TIS	FULL TIS NEEDED	CONGESTION MANAGEMENT ANALYSIS NEEDED
Less than 200 Average Daily Trips OR Less than 20 Peak Hour Trips	No*	No*	No	No
200-500 Average Daily Trips OR 20-50 Peak Hour Trips	Yes	No	No	No
500 Average Daily Trips OR 50 Peak Hour Trips	No	Yes	No	No
1,000 Average Daily Trips OR 100 Peak Hour Trips	No	No	Yes	No
2,400 Average Daily Trips OR 200 Peak Hour Trips	No	No	Yes	Yes

* Other situations could result in a request for an Issue Specific or Focused Traffic Impact Study. These include, but are not limited to, those issues addressed in this report.
NOTE: Analysis of cumulative traffic impacts may require a Traffic Impact Study, even when project generated traffic volumes alone do not. See Attachment C.

2.0 FOCUSED TRAFFIC ANALYSIS

The focused traffic analysis included an ADT segment analysis along the project frontage (SR-78) and a peak hour driveway analysis on SR-78. The analysis included weekday and Saturday conditions. The weekday plus project conditions were based on the higher forecasted event ADT of 279 with 24 inbound and 30 outbound peak hour trips. The Saturday plus project conditions were based on the higher forecasted ADT of 384 and based on actual historical counts of 77 inbound and 7 outbound peak hour trips.

The weekday traffic counts on SR-78 along the project frontage were collected between Magnolia Avenue (just west of the project) and Rancho Allen Lane (just east of the project) with data included in **Attachment D**. The Thursday 12/14/2017 count had an ADT of 7,501 and an afternoon peak hour between 4:00-5:00pm of 626 vehicles (336 eastbound and 290 westbound). The Saturday 12/16/2017 count resulted in an ADT of 8,131 with an afternoon peak hour between 3:00-4:00pm of 682 vehicles (298 eastbound and 384 westbound).

The segment analysis is based on the County's mobility designation of 2.1D for this segment of SR-78 (**Attachment E**). The weekday and Saturday segment operations are calculated to operate at Level of Service C (LOS C) without and with the proposed MUP events resulting in no project impacts as shown in **Table 2**.

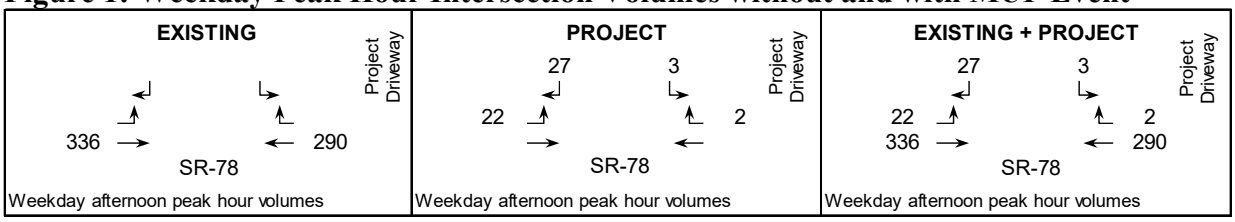
Table 2: SR-78 Weekday and Saturday LOS without and with MUP Events

Analysis Period and Segment	Mobility Element	Existing				Project	Existing + Project				
		Daily Volume	LOS E Capacity	V/C	LOS	Daily Volume	Daily Volume	LOS E Capacity	V/C	LOS	Direct Impact?
Weekday											
SR-78 (Magnolia Ave to Rancho Allen Ln)	2.1 D	7,501	19,000	0.395	C	279	7,780	19,000	0.409	C	No
Saturday											
SR-78 (Magnolia Ave to Rancho Allen Ln)	2.1 D	8,131	19,000	0.428	C	384	8,515	19,000	0.448	C	No

Notes: 2.1 D: 2 Lane Community Collector. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.

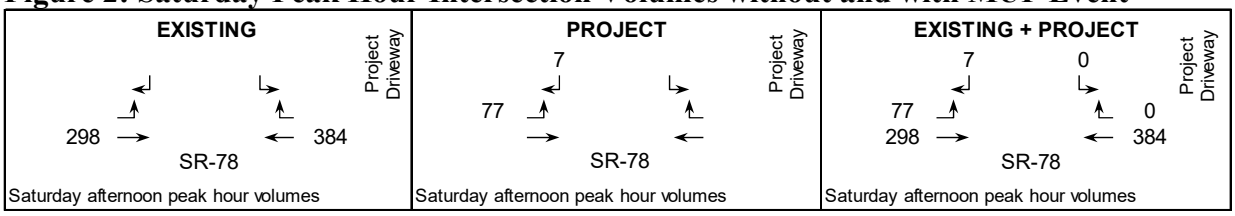
The weekday intersection analysis was based on a peak hour of 24 inbound and 30 outbound trips that were assigned 90% to/from the west and 10% to/from the east due to the retail nature and type of events (i.e. attracting patrons mostly from the west but also some from the east). The weekday existing and existing plus project peak hour volumes are shown in **Figure 1**.

Figure 1: Weekday Peak Hour Intersection Volumes without and with MUP Event



The Saturday intersection analysis was based on a peak hour with 77 inbound and 7 outbound trips that were assigned with 100% to/from the west based on the highest population areas being located west of the project site. The Saturday existing and existing plus project peak hour volumes are shown in **Figure 2**.

Figure 2: Saturday Peak Hour Intersection Volumes without and with MUP Event



The study intersection was analyzed based on the operational analysis outlined in the 2010 HCM. This process defines LOS in terms of average control delay per vehicle, which is measured in seconds. LOS at the intersections were calculated using the computer software program Synchro 10 (Trafficware Corporation). The HCM LOS for the range of delay by seconds for an un-signalized intersection is described in **Table 3**.

Table 3: Intersection Level of Service Definitions (HCM 2010)

Level of Service	Un-Signalized (TWSC and AWSC) Control Delay (seconds/vehicle)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

TWSC: Two Way Stop Control. AWSC: All Way Stop Control. Source: Highway Capacity Manual 2010 (exhibit 19-1 for two way stop control).

The weekday and Saturday intersection operations are calculated to operate at acceptable LOS B or better without and with the proposed MUP events resulting in no project impacts as shown in **Table 4**. LOS calculations are included in **Attachment F**.

Table 4: Intersection Weekday and Saturday LOS without and with MUP Events

Intersection & (Analysis)[1]	Move-ment	Peak Hour by Day	Existing Delay[2]	Existing LOS[3]	Existing + Project Delay[2]	Existing + Project LOS[3]	Existing + Project Delta[4]	Existing + Project Sig[5]
1) SR-78 at	EB L	Weekday Afternoon	0.0	A	0.5	A	0.5	No
Project Dwy (U)	SB LR	Weekday Afternoon	0.0	A	10.5	B	10.5	No
	EB L	Saturday Afternoon	0.0	A	1.7	A	1.7	No
	SB LR	Saturday Afternoon	0.0	A	10.7	B	10.7	No

Notes: 1) Analysis (U) Unsignalized, 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service.
4) Delta is the increase in delay from project. 5) Significant Impact? (yes or no).

The acceptable project driveway LOS was calculated without requiring any additional approach lanes to existing conditions. The current driveway operates with an egress (southbound) single approach lane (shared left-through) while the eastbound approach on SR-78 is a single eastbound travel lane and the westbound approach on SR-78 is also a single westbound travel lane. Based on acceptable LOS with the existing project driveway intersection configuration,

no intersection improvements are proposed as part of the project. Notwithstanding and further to Project Issue Checklist Attachment A, Items Nos. 17-1 through 17-4 (included in **Attachment G**), the applicant will consider such types of ROW driveway improvements should considered support be provided by Caltrans; however, land dedications (beyond what the applicant has previously provided to the County and/or Caltrans) and/or additional signal improvements shall not be considered.

3.0 CONCLUSION

This focused traffic analysis described the historical events as part of an MUP for the Mountain Valley Ranch located at 842 SR-78 in Ramona, California. The MUP events typically include weddings, a Pumpkin Patch, Christmas Tree Farm, and sometimes other smaller events. The project applicant does not propose any new building or facilities that would generate more or different traffic than historical events that have taken place at the project site.

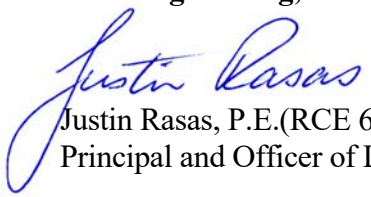
The MUP trip generation included historical and forecasted traffic for weekday and Saturday events. The busiest weekday event (forecasted Pumpkin Patch) generates 279 ADT with 24 inbound and 30 outbound trips during the afternoon peak hour. On Saturday, the busiest event generates 384 ADT (forecasted Pumpkin Patch) with 77 inbound and 7 outbound trips during the afternoon peak hour (historical wedding).

The weekday and Saturday segment operations are calculated to operate at LOS C without and with the proposed MUP events resulting in no project impacts.

The weekday and Saturday intersection operations are calculated to operate at acceptable LOS B or better without and with the proposed MUP events resulting in no project impacts. Based on acceptable LOS with the existing project driveway intersection configuration, no intersection improvements are proposed as part of the project. Notwithstanding and further to Project Issue Checklist Attachment A, Items Nos. 17-1 through 17-4, the applicant will consider such types of ROW driveway improvements should considered support be provided by Caltrans; however, land dedications (beyond what the applicant has previously provided to the County and/or Caltrans) and/or additional signal improvements shall not be considered.

If other uses are to be proposed in the future, then the applicant should revise this focused analysis to determine if a TIS would be required. Please call me at 619-890-1253 if you have any questions.

Sincerely,
LOS Engineering, Inc.



Justin Rasas, P.E.(RCE 60690), PTOE
Principal and Officer of LOS Engineering, Inc.

Attachments

ATTACHMENT A

Wedding Event Data

Wedding Special Event Traffic Data and Average Vehicle Trips (11/14/2015)

Special Event Date: 11/14/15				
		Attendance:	250	
		Daily Trips (ADT)	280	
		Daily ADT Rate Per Attendee	*1.12*	
Time	15 Minute Inbound	15 Minute Outbound	Running Hourly Total	
12:00 PM	0	0		
12:15 PM	1	3		
12:30 PM	2	3		
12:45 PM	5	0	14	
1:00 PM	2	1	17	
1:15 PM	6	1	20	
1:30 PM	2	5	22	
1:45 PM	2	1	20	
2:00 PM	4	0	21	
2:15 PM	6	0	20	
2:30 PM	**11**	**4**	28	
2:45 PM	**9**	**2**	36	
3:00 PM	**26**	**0**	58	
3:15 PM	**31**	**1**	**84**	<= Highest Hr
3:30 PM	14	0	83	on a Saturday
3:45 PM	4	2	78	
4:00 PM	1	2	55	
4:15 PM	1	1	25	
4:30 PM	3	1	15	
4:45 PM	2	4	15	
5:00 PM	3	1	16	
5:15 PM	0	1	15	
5:30 PM	0	2	13	
5:45 PM	0	7	14	
6:00 PM	1	7	18	
6:15 PM	1	10	28	
6:30 PM	1	19	46	
6:45 PM	2	3	44	
7:00 PM	0	12	48	
7:15 PM	0	11	48	
7:30 PM	0	12	40	
7:45 PM	0	8	43	
8:00 PM	0	5	36	
8:15 PM	0	4	29	
8:30 PM	0	2	19	
8:45 PM	0	1	12	
9:00 PM	0	2	9	
9:15 PM	0	1	6	
9:30 PM	0	1	5	
9:45 PM	0	0	4	
10:00 PM	0	0	2	
10:15 PM	0	0	1	
		Highest Hourly Rate Per Attendee	*0.34*	
			Saturday Daily Trip Rate:	1.12
			Average Special Event Attendance:	175
			Average Saturday Daily Trips (ADT):	**196**
			Saturday Hourly Trip Rate:	0.34
			Average Special Event Attendance:	175
			Average Saturday Hourly Trips (Peak Hour):	**59**

Actual ADT (250 attendees) = 280 with 2:30-3:30 PM peak hour of 84 vehicles

Typical ADT (average 175 attendees) = 196 with 2:30-3:30 PM peak hour of 59 vehicles

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

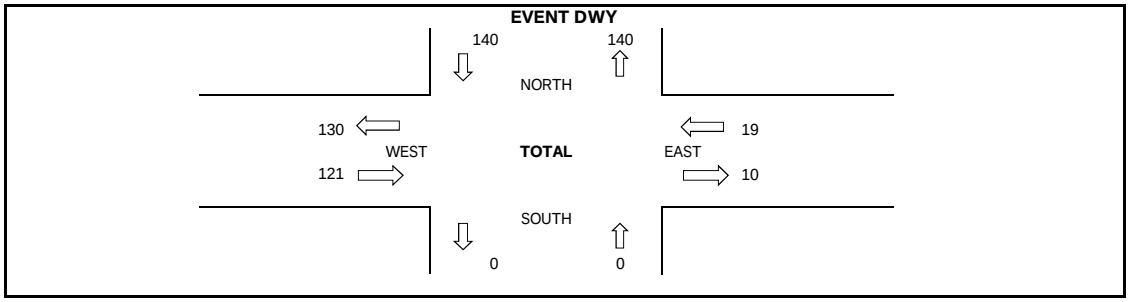
DATE:	LOCATION:	RAMONA	PROJECT #:	PTD15-1120-03
11/14/15	NORTH/SOUTH:	EVENT DWY	LOCATION #:	1
SATURDAY	EAST/WEST:	SR-78	CONTROL:	2-WAY STOP (NS)

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

INTERSECTION TURNING MOVEMENT

	NORTHBOUND (EVENT DWY)			SOUTHBOUND (EVENT DWY)			EASTBOUND (SR-78)			WESTBOUND (SR-78)			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
12:00 PM				0		0	0					0	0
12:15 PM				1		2	1					0	4
12:30 PM				0		3	2					0	5
12:45 PM				0		0	4					1	5
1:00 PM				0		1	2					0	3
1:15 PM				0		1	6					0	7
1:30 PM				1		4	1					1	7
1:45 PM				1		0	1					1	3
2:00 PM				0		0	2					2	4
2:15 PM				0		0	5					1	6
2:30 PM				1		3	8					3	15
2:45 PM				0		2	9					0	11
3:00 PM				0		0	25					1	26
3:15 PM				0		1	30					1	32
3:30 PM				0		0	14					0	14
3:45 PM				0		2	3					1	6
4:00 PM				0		2	0					1	3
4:15 PM				0		1	1					0	2
4:30 PM				0		1	3					0	4
4:45 PM				0		4	1					1	6
5:00 PM				0		1	2					1	4
5:15 PM				1		0	0					0	1
5:30 PM				0		2	0					0	2
5:45 PM				0		7	0					0	7
6:00 PM				1		6	0					1	8
6:15 PM				1		9	0					1	11
6:30 PM				1		18	0					1	20
6:45 PM				0		3	1					1	5
7:00 PM				1		11	0					0	12
7:15 PM				0		11	0					0	11
7:30 PM				0		12	0					0	12
7:45 PM				1		7	0					0	8
8:00 PM				0		5	0					0	5
8:15 PM				0		4	0					0	4
8:30 PM				0		2	0					0	2
8:45 PM				0		1	0					0	1
9:00 PM				0		2	0					0	2
9:15 PM				0		1	0					0	1
9:30 PM				0		1	0					0	1
9:45 PM				0		0	0					0	0
10:00 PM													0
10:15 PM													0
VOLUMES	0	0	0	10	0	130	121	0	0	0	0	19	280
APPROACH %	0%	0%	0%	7%	0%	93%	100%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	140	140	/	0	121	/	10	19	/	130	0
BEGIN PEAK HR		2:30 PM											
VOLUMES	0	0	0	1	0	6	72	0	0	0	0	5	84
APPROACH %	0%	0%	0%	14%	0%	86%	100%	0%	0%	0%	0%	100%	
PEAK HR FACTOR		0.000			0.583			#DIV/0!			#DIV/0!		0.656
APP/DEPART	0	/	77	7	/	0	72	/	1	5	/	6	0



MVR Special Event on 11/14/15 (1:30PM - 3:30PM)

TIME OF ARRIVAL	OCCUPANCY	TIME OF ARRIVAL	OCCUPANCY
1:30	1	3:15	2
1:38	1	3:15	2
1:40	2	3:15	2
1:45	2	3:15	3
1:58	3	3:15	2
1:58	1	3:15	2
2:08	2	3:15	2
2:14	1	3:17	1
2:16	2	3:17	2
2:18	2	3:17	3
2:18	1	3:17	2
2:22	2	3:17	3
2:22	4	3:17	1
2:30	2	3:19	2
2:36	2	3:19	2
2:36	2	3:21	2
2:36	2	3:21	2
2:36	2	3:21	3
2:36	1	3:24	1
2:36	2	3:24	2
2:38	2	3:24	2
2:40	2	3:26	2
2:40	1	3:26	4
2:40	1	3:26	1
2:43	4	3:26	2
2:45	3	3:28	4
2:47	1	3:28	2
2:47	2	3:28	3
2:50	3	3:28	2
2:50	2	3:28	1
2:55	2	3:28	2
2:57	1	3:28	1
2:57	2	3:28	2
2:57	2	3:28	3
2:59	2	3:28	2
2:59	2	3:28	2
3:02	1	3:28	3
3:02	1	3:30	2
3:06	2	3:30	4
3:06	2	3:30	2
3:06	2	3:30	2
3:06	2	3:30	2
3:06	2	3:30	2
3:06	3	3:30	1
3:08	2	3:30	1
3:08	2	**Total Occupants**	**199**
3:08	2	**Total Vehicles**	**99**
3:10	2	**Vehicle Occupancy (occ/veh)**	**2.01**
3:10	2		
3:12	2		
3:12	2		
3:12	2		
3:12	2		
3:12	2		

ATTACHMENT B

Christmas Tree Farm Event Data

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

County of San Diego
842 State Route 78 Driveway
N/ State Route 78

File Name 002
Site Code: 143-17859
24 Hour Directional Volume Count

Date:	Northbound (IN)				Southbound (OUT)					
12/14/2017	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			0	0				
12:15	0	2			0	1				
12:30	0	1			0	3				
12:45	0	1	0	4	0	1	0	5	0	9
1:00	0	0			0	0				
1:15	0	0			0	0				
1:30	0	0			0	1				
1:45	0	2	0	2	0	0	0	1	0	3
2:00	0	1			0	2				
2:15	0	1			0	1				
2:30	0	1			0	1				
2:45	0	3	0	6	0	0	0	4	0	10
3:00	0	1			0	0				
3:15	0	0			0	3				
3:30	0	1			0	1				
3:45	0	0	0	2	0	1	0	5	0	7
4:00	0	0			0	0				
4:15	0	3			0	1				
4:30	0	4			0	2				
4:45	0	0	0	7	0	5	0	8	0	15
5:00	0	1			0	2				
5:15	0	2			0	1				
5:30	0	3			0	1				
5:45	0	1	0	7	0	1	0	5	0	12
6:00	0	1			0	0				
6:15	0	1			0	2				
6:30	0	0			0	0				
6:45	7	0	7	2	5	0	5	2	12	4
7:00	0	0			0	0				
7:15	0	0			0	0				
7:30	0	0			2	0				
7:45	0	0	0	0	0	0	2	0	2	0
8:00	0	0			0	0				
8:15	0	0			0	0				
8:30	1	0			0	0				
8:45	0	0	1	0	0	0	0	0	1	0
9:00	0	0			0	0				
9:15	2	0			2	0				
9:30	0	0			1	0				
9:45	0	0	2	0	0	0	3	0	5	0
10:00	1	0			0	0				
10:15	0	0			1	0				
10:30	0	0			1	0				
10:45	1	0	2	0	0	0	2	0	4	0
11:00	0	0			0	0				
11:15	2	0			2	0				
11:30	2	0			1	0				
11:45	1	0	5	0	1	0	4	0	9	0
Totals	17	30			16	30				
Combined Totals		47				46				
ADT										93
AM Peak Hour	600	AM			645	AM				
Volume	7				7					
P.H.F.	0.250				0.350					
PM Peak Hour		415	PM			415	PM			
Volume		8				10				
P.H.F.		0.500				0.500				
Percentage	36.2%	63.8%			34.8%	65.2%				

Phone: 951-268-6268
counts@countsunlimited.com
Phone: 951-268-6268

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

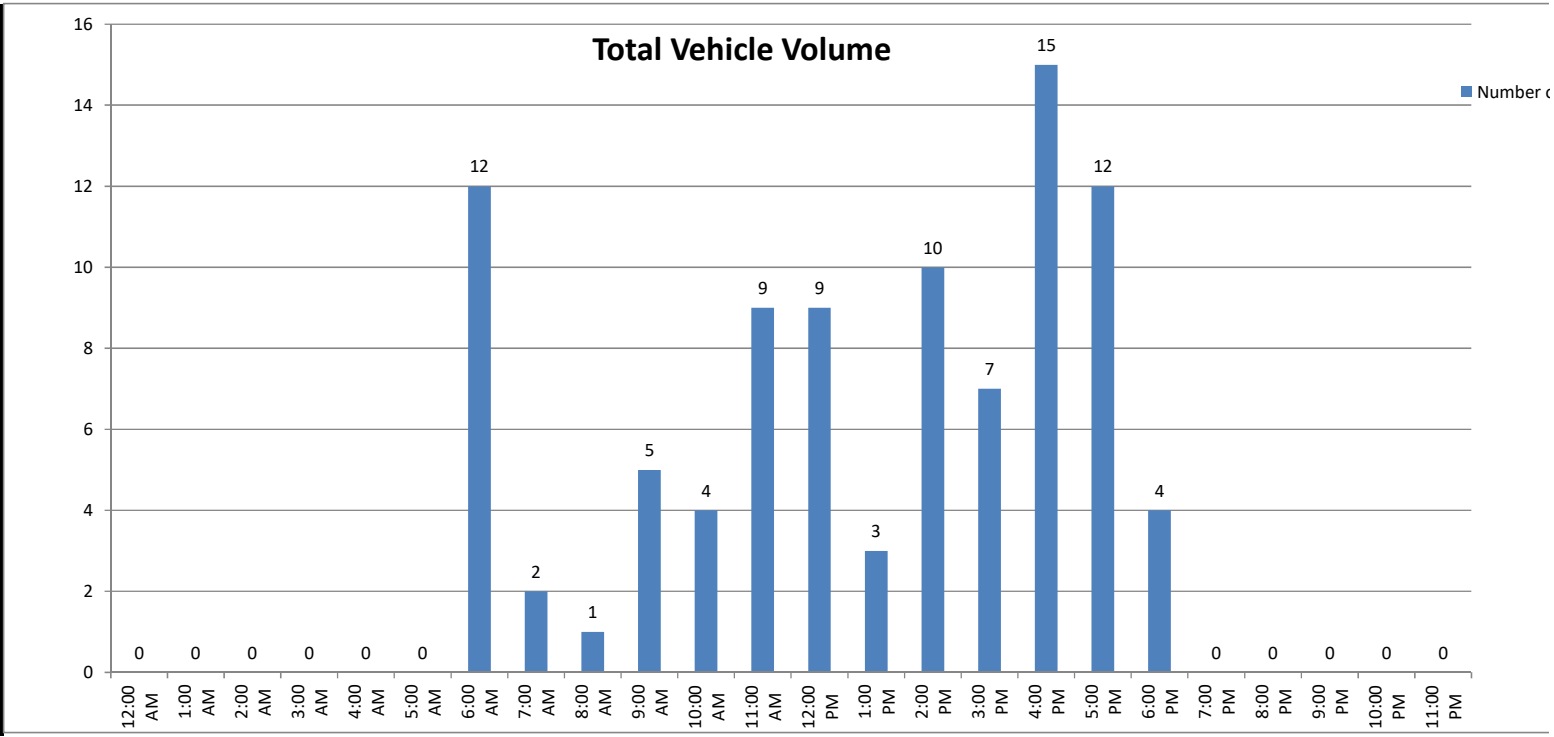
24 Hour Volume Plot

842 State Route 78 Driveway

N/ State Route 78

12/14/2017

Start Time	12/14/2017
12:00 AM	0
1:00 AM	0
2:00 AM	0
3:00 AM	0
4:00 AM	0
5:00 AM	0
6:00 AM	12
7:00 AM	2
8:00 AM	1
9:00 AM	5
10:00 AM	4
11:00 AM	9
12:00 PM	9
1:00 PM	3
2:00 PM	10
3:00 PM	7
4:00 PM	15
5:00 PM	12
6:00 PM	4
7:00 PM	0
8:00 PM	0
9:00 PM	0
10:00 PM	0
11:00 PM	0
Total	93



Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

County of San Diego
842 State Route 78 Driveway
N/ State Route 78

File Name 002
Site Code: 143-17859
24 Hour Directional Volume Count

Date:	Northbound (IN)				Southbound (OUT)					
12/16/2017	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	2			0	6				
12:15	0	3			0	2				
12:30	0	4			0	2				
12:45	0	0	0	9	0	2	0	12	0	21
1:00	0	2			0	0				
1:15	0	4			0	4				
1:30	0	2			0	2				
1:45	0	2	0	10	0	2	0	8	0	18
2:00	0	2			0	4				
2:15	0	4			0	2				
2:30	0	2			0	3				
2:45	0	0	0	8	0	1	0	10	0	18
3:00	0	3			0	5				
3:15	0	2			0	0				
3:30	0	0			0	2				
3:45	0	1	0	6	0	1	0	8	0	14
4:00	0	2			0	2				
4:15	0	1			0	0				
4:30	0	2			0	1				
4:45	0	4	0	9	0	1	0	4	0	13
5:00	0	1			0	4				
5:15	0	2			0	3				
5:30	0	0			0	0				
5:45	0	0	0	3	0	0	0	7	0	10
6:00	0	0			0	0				
6:15	0	0			0	0				
6:30	0	1			0	1				
6:45	0	1	0	2	0	0	0	1	0	3
7:00	0	0			0	0				
7:15	0	0			0	0				
7:30	0	0			0	1				
7:45	0	0	0	0	0	1	0	2	0	2
8:00	0	0			0	0				
8:15	0	0			0	0				
8:30	0	0			0	0				
8:45	0	0	0	0	0	0	0	0	0	0
9:00	1	0			0	0				
9:15	1	0			0	0				
9:30	1	0			1	0				
9:45	0	0	3	0	0	0	1	0	4	0
10:00	2	0			0	0				
10:15	2	0			5	0				
10:30	1	0			0	0				
10:45	1	0	6	0	0	0	5	0	11	0
11:00	1	0			2	0				
11:15	1	0			1	0				
11:30	1	0			2	0				
11:45	5	0	8	0	1	0	6	0	14	0
Totals	17	47			12	52				
Combined Totals		64				64				
ADT										128
AM Peak Hour	1100	AM			1015	AM				
Volume	8				7					
P.H.F.	0.400				0.350					
PM Peak Hour		1230	PM			1200	PM			
Volume		10				12				
P.H.F.		0.625				0.750				
Percentage	26.6%	73.4%			18.8%	81.3%				

Phone: 951-268-6268 counts@countsunlimited.com Fax: 951-268-6267

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

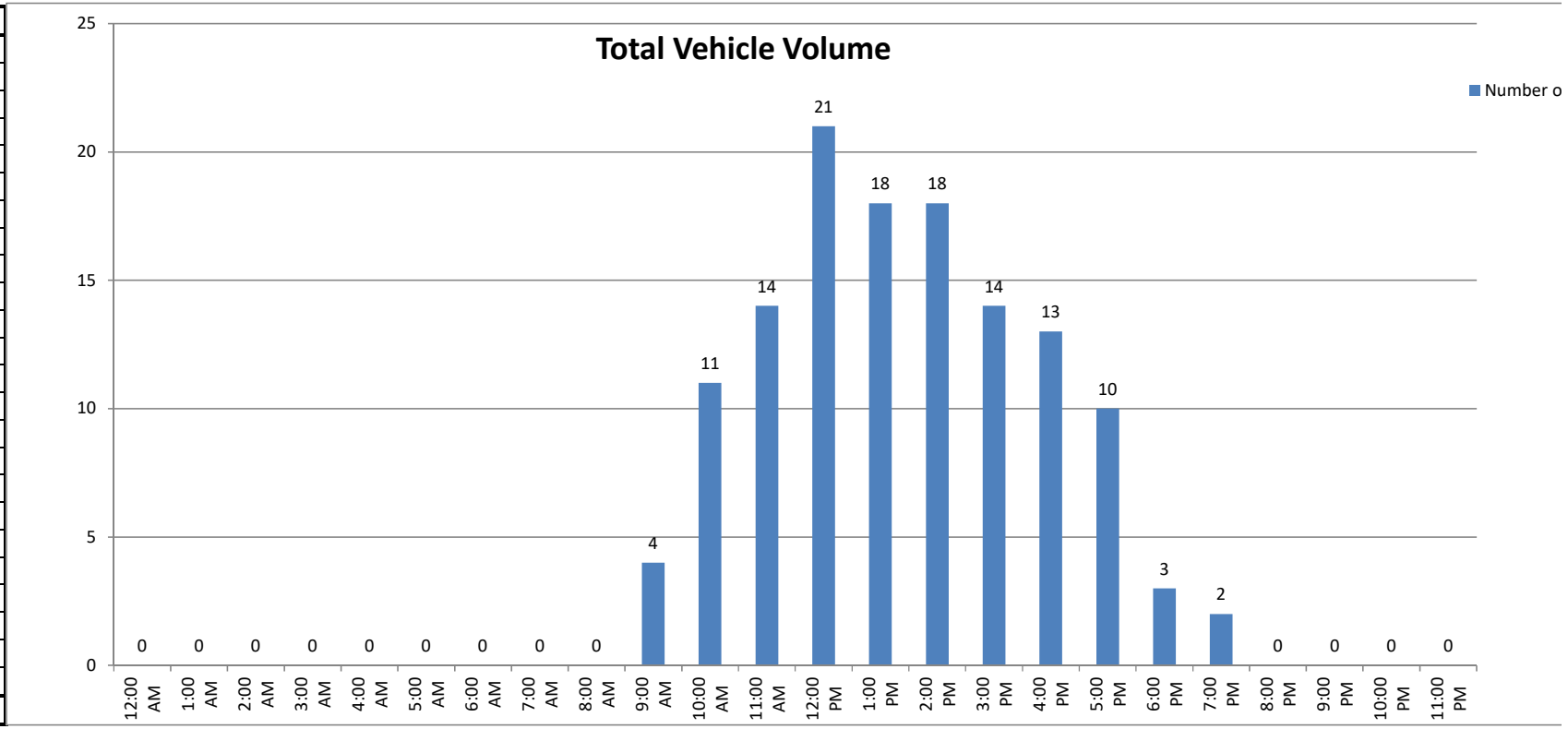
24 Hour Volume Plot

842 State Route 78 Driveway

N/ State Route 78

12/16/2017

Start Time	12/16/2017
12:00 AM	0
1:00 AM	0
2:00 AM	0
3:00 AM	0
4:00 AM	0
5:00 AM	0
6:00 AM	0
7:00 AM	0
8:00 AM	0
9:00 AM	4
10:00 AM	11
11:00 AM	14
12:00 PM	21
1:00 PM	18
2:00 PM	18
3:00 PM	14
4:00 PM	13
5:00 PM	10
6:00 PM	3
7:00 PM	2
8:00 PM	0
9:00 PM	0
10:00 PM	0
11:00 PM	0
Total	128



Volumes represent the combined totals for both directions

ATTACHMENT C

Client Event Details

MJJM, LLC
1446 Front Street, Suite 300
San Diego, CA 92101

February 20, 2018

County of San Diego
Planning & Development Services

Re: Project Description
APN # 281-484-43
842 Highway 78, Ramona, CA 92065

Project Description:

Expand the coverage area of Major Use Permit 03-035 to include existing barn and surrounding parking and park areas (see diagrams and renderings). The permitted use will be expanded to include Pumpkin Patch, Christmas Tree Farm and other Public Events (e.g. weddings, birthdays, anniversaries, family reunions, christening, quinceaneras and similar parities and celebrations) subject to the following limitations:

- No new structures proposed;
- Interior remodel of the event barn to include men's and women's restrooms (ADA accessible).
- Pumpkin Patch to take place annually, beginning the last week of September through October 31st; hours of operation 9:00 AM – 6:00 PM.
    - Average daily visitors: approximately 250 individuals; parking area is sufficient to accommodate the 250 visitors (with peak being approximately 100 visitors at a given time).
    - Typically, not more than 25% of visitors present are inside barn at any given time. Visitors are spread amongst various areas in the vicinity (Corn Maze, Corn Cannon, Animal Exhibit, Pumpkin Field, and Picnic Area).
- Christmas Tree Farm to take place annually, beginning the day after Thanksgiving through December 22nd; hours of operation are 10:00 AM – 7:00 PM.
    - Average daily visitors: approximately 80 individuals; parking area is sufficient to accommodate the approximately 80 individuals (with peak being approximately 20 visitors at a given time).
- Other Public Events (weddings, birthdays, anniversaries, family reunions, christening, quinceaneras and similar parties and celebrations). Activities will take place inside and be contained within the proposed MUP boundary expansion. Ceremonies will be held inside the barn structure or in the open/picnic area directly east of the barn;
    - These Events will take place primarily on weekends, January through June, limited events taking place July through December. Anticipate approximately 2-8 events per month (dependent upon bookings);
    - Maximum attendance of 120 guests plus support personnel; Support personnel might include event planner/coordinator, catering staff, security, DJ, entertainment, etc. (Approximately 5-10 individuals).
    - Event equipment including but not limited to: DJ/PA equipment (not outside the barn structure), typical catering and event equipment (tables, chairs, lights, decorations, etc…)
    - Hours limited to 10:00AM – 10:00PM (e.g. no music, live or recorded, after 10:00PM);
    - Catered and off-site prepared food service only; and

- Compliance with all County noise, parking and health requirements.
- Men and women's restroom facilities (on septic) will be located within the barn structure (achieved by a remodel of the interior of the event barn) and will include ADA accessibility. Additional portable restrooms (to be located on the north side of the event barn) will be provided during Pumpkin Patch and Christmas Tree Farm.
- Paved fire access/turn around to be provided.
- Paved ADA accessible parking will be provided.
- Parking sufficient to accommodate 200 guests (over 100 spaces) at a time, primarily for Pumpkin Patch and Other Public Events, less for Christmas Tree Farm, to be provided on existing dirt surface adjacent to barn; spaces to be marked in white paint/chalk (onsite staff will provide parking direction, as needed).

From: Drew Jones <Djoneslaw@jtbadvisors.com>
Date: February 22, 2018 at 3:10:08 PM PST
To: 'John Norum' <john@jhnmgmt.com>
Cc: 'JTPB' <jtbattaglia@jtbadvisors.com>, 'Markie Marie Battaglia' <markiebattaglia@jtbadvisors.com>

Subject: RE: MJJM-MUP Mod-Barn Use Expansion-Traffic Density
On Feb 22, 2018, at 2:51 PM, Drew Jones <Djoneslaw@jtbadvisors.com> wrote:

John:

Joyce has asked that I type the following (verbatim):

- The following is based exclusively from my experience in owning, managing & personally operating Mountain Valley Ranch (i.e. any reference or use of "I" means Joyce T. Battaglia and/or "we" means Joyce and her adult children), including the October Pumpkin Patch and December Christmas Tree sales operations, for the preceding 20 years.

- I have been personally present for practically every weekend Pumpkin Patch event and, of course, I resided at Mountain Valley Ranch continuously from the date I acquired this ranch in 1997 until I changed my residency to New Mexico in 2013 (and, even thereafter, I have been physically present practically each October weekend).

- I have been physically present and have had direct oversight of the Mountain Valley Ranch pumpkin patch and Christmas Tree programs.

- Based on my past experience and observations, the amount of visitor traffic during Pumpkin Patch is about 3x's that of the Christmas Tree sales operations (noting that Christmas Tree sale are confined exclusively to the event barn, which Pumpkin Patch is spread through approximately 20 acres of this 30 acre ranch, but noting that pumpkin sales are held exclusively in the event barn.

If there are any questions, please contact me (Joyce)…regards…Joyce
Drew Jones, Esq.
Counselor
(949)275-4560
djoneslaw@jtbadvisors.com

ATTACHMENT D

SR-78 Count Data

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

County of San Diego
State Route 78
B/ Magnolia Avenue - Rancho Allen Lane

File Name 001
Site Code: 143-17859
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
12/14/2017	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	61			5	58				
12:15	6	72			2	90				
12:30	6	62			4	75				
12:45	5	68	24	263	3	66	14	289	38	552
1:00	1	57			3	86				
1:15	0	64			3	47				
1:30	5	59			9	71				
1:45	1	61	7	241	4	65	19	269	26	510
2:00	2	67			6	54				
2:15	2	71			4	61				
2:30	4	90			1	57				
2:45	3	85	11	313	1	63	12	235	23	548
3:00	8	81			1	58				
3:15	4	83			4	59				
3:30	4	71			6	85				
3:45	4	100	20	335	3	57	14	259	34	594
4:00	4	78			7	70				
4:15	3	92			7	72				
4:30	8	87			15	63				
4:45	10	79	25	336	20	85	49	290	74	626
5:00	12	83			23	58				
5:15	17	77			42	68				
5:30	31	77			45	59				
5:45	28	71	88	308	42	50	152	235	240	543
6:00	29	80			51	37				
6:15	37	56			46	23				
6:30	44	35			52	24				
6:45	32	45	142	216	92	29	241	113	383	329
7:00	31	54			76	23				
7:15	44	38			70	12				
7:30	41	44			55	13				
7:45	38	44	154	180	80	11	281	59	435	239
8:00	37	31			65	13				
8:15	41	31			78	15				
8:30	41	30			72	9				
8:45	44	31	163	123	64	5	279	42	442	165
9:00	49	34			67	11				
9:15	30	33			62	8				
9:30	41	25			74	4				
9:45	58	32	178	124	73	6	276	29	454	153
10:00	43	29			67	9				
10:15	45	15			55	3				
10:30	62	16			58	3				
10:45	45	14	195	74	60	4	240	19	435	93
11:00	51	11			76	3				
11:15	56	13			71	2				
11:30	49	10			86	6				
11:45	56	6	212	40	64	5	297	16	509	56
Totals	1219	2553			1874	1855				
Combined Totals		3772				3729				
ADT										7501
AM Peak Hour	1030	AM			1100	AM				
Volume	214				297					
P.H.F.	0.863				0.863					
PM Peak Hour		345	PM			2415	PM			
Volume		357				317				
P.H.F.		0.893				0.881				
Percentage	32.3%	67.7%			50.3%	49.7%				

Phone: 951-268-6268
counts@countsunlimited.com
Phone: 951-268-6268

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

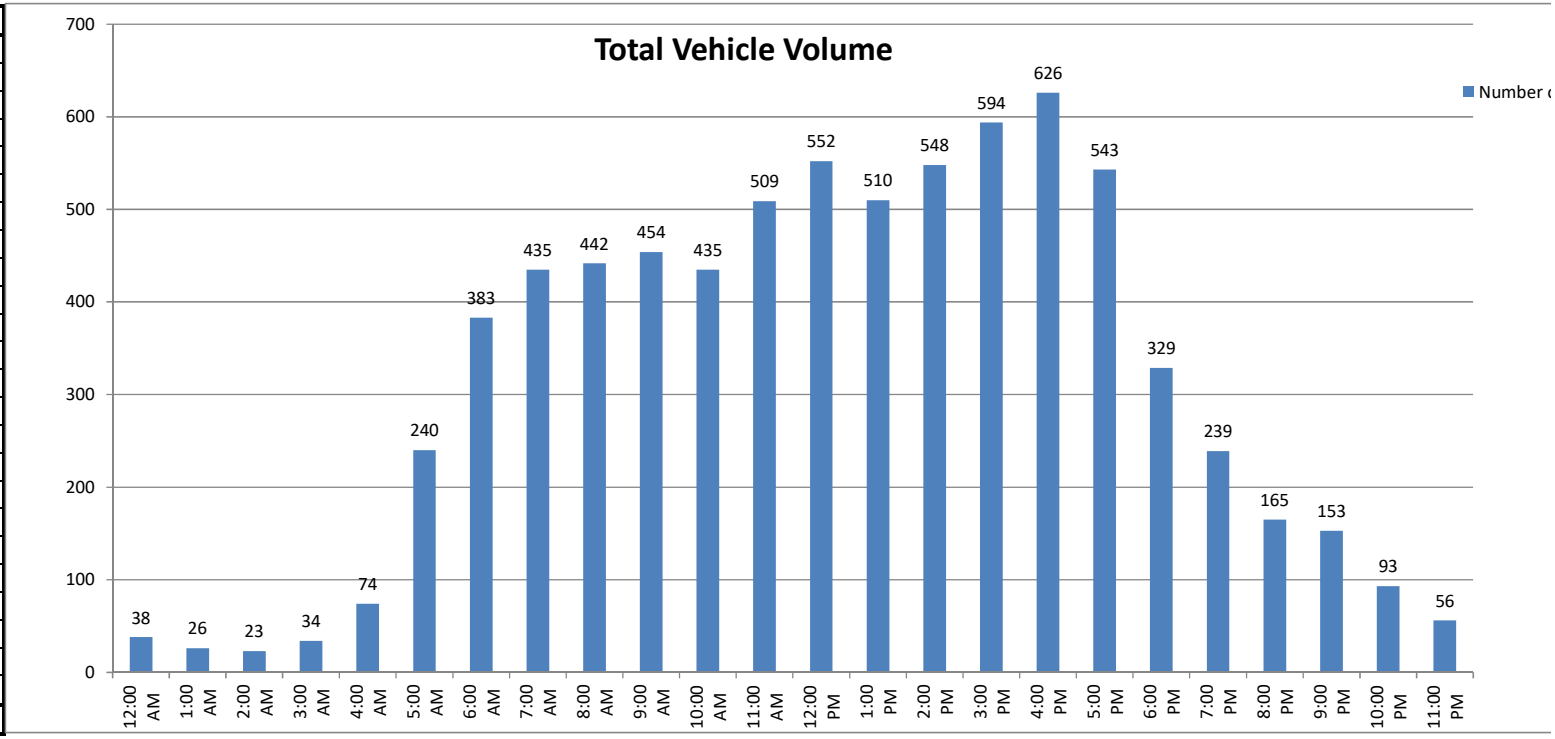
24 Hour Volume Plot

State Route 78

B/ Magnolia Avenue - Rancho Allen Lane

12/14/2017

Start Time	12/14/2017
12:00 AM	38
1:00 AM	26
2:00 AM	23
3:00 AM	34
4:00 AM	74
5:00 AM	240
6:00 AM	383
7:00 AM	435
8:00 AM	442
9:00 AM	454
10:00 AM	435
11:00 AM	509
12:00 PM	552
1:00 PM	510
2:00 PM	548
3:00 PM	594
4:00 PM	626
5:00 PM	543
6:00 PM	329
7:00 PM	239
8:00 PM	165
9:00 PM	153
10:00 PM	93
11:00 PM	56
Total	7501



Volumes represent the combined totals for both directions

Phone: 951-268-6268
counts@countsunlimited.com
Phone: 951-268-6268

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

County of San Diego
State Route 78
B/ Magnolia Avenue - Rancho Allen Lane

File Name 001
Site Code: 143-17859
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
12/16/2017	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	77			5	74				
12:15	9	108			6	65				
12:30	5	100			7	78				
12:45	8	94	31	379	2	54	20	271	51	650
1:00	3	86			3	77				
1:15	6	92			8	63				
1:30	4	93			0	79				
1:45	5	73	18	344	4	74	15	293	33	637
2:00	3	71			1	93				
2:15	5	82			2	73				
2:30	7	79			5	89				
2:45	7	78	22	310	3	83	11	338	33	648
3:00	3	73			1	100				
3:15	2	83			3	93				
3:30	4	83			2	90				
3:45	5	59	14	298	0	101	6	384	20	682
4:00	5	71			3	102				
4:15	7	66			5	94				
4:30	3	62			6	101				
4:45	10	63	25	262	10	98	24	395	49	657
5:00	13	73			10	122				
5:15	15	58			11	96				
5:30	27	52			13	99				
5:45	28	57	83	240	16	76	50	393	133	633
6:00	20	55			14	45				
6:15	35	41			26	60				
6:30	30	47			28	52				
6:45	28	35	113	178	28	36	96	193	209	371
7:00	27	32			32	26				
7:15	25	31			28	32				
7:30	34	33			33	34				
7:45	54	31	140	127	48	26	141	118	281	245
8:00	45	22			34	24				
8:15	50	38			39	16				
8:30	54	38			59	22				
8:45	75	33	224	131	55	21	187	83	411	214
9:00	75	24			49	22				
9:15	77	31			52	21				
9:30	67	28			62	15				
9:45	65	32	284	115	74	15	237	73	521	188
10:00	80	21			69	16				
10:15	65	25			100	9				
10:30	91	22			56	13				
10:45	100	26	336	94	78	10	303	48	639	142
11:00	78	17			78	8				
11:15	87	11			74	6				
11:30	88	11			69	8				
11:45	64	11	317	50	70	4	291	26	608	76
Totals	1607	2528			1381	2615				
Combined Totals		4135				3996				
ADT										8131
AM Peak Hour	1030	AM			1015	AM				
Volume	356				312					
P.H.F.	0.890				0.780					
PM Peak Hour		1215	PM			430	PM			
Volume		388				417				
P.H.F.		0.898				0.855				
Percentage	38.9%	61.1%			34.6%	65.4%				

Phone: 951-268-6268
counts@countsunlimited.com
Fax: 951-268-6267

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

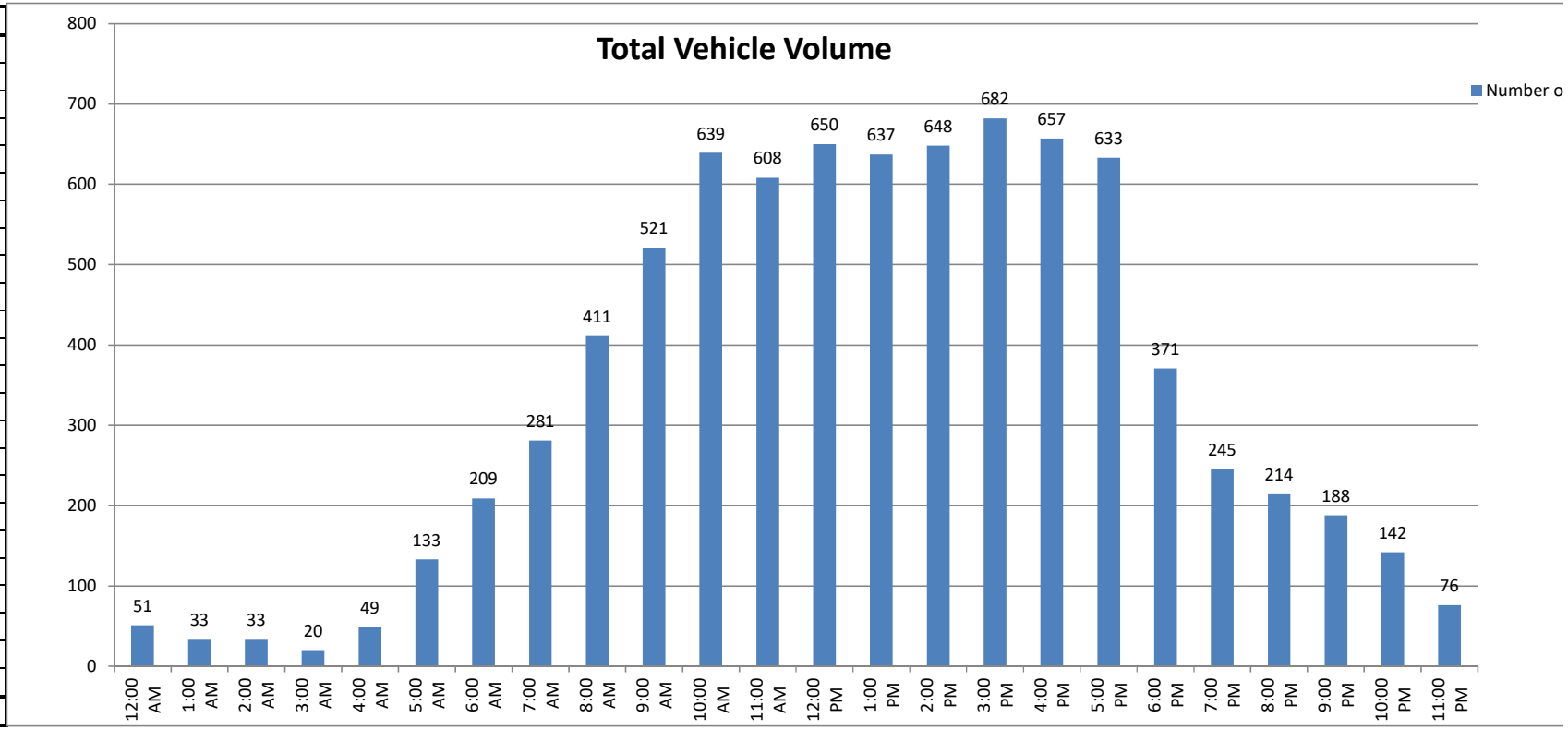
24 Hour Volume Plot

State Route 78

B/ Magnolia Avenue - Rancho Allen Lane

12/16/2017

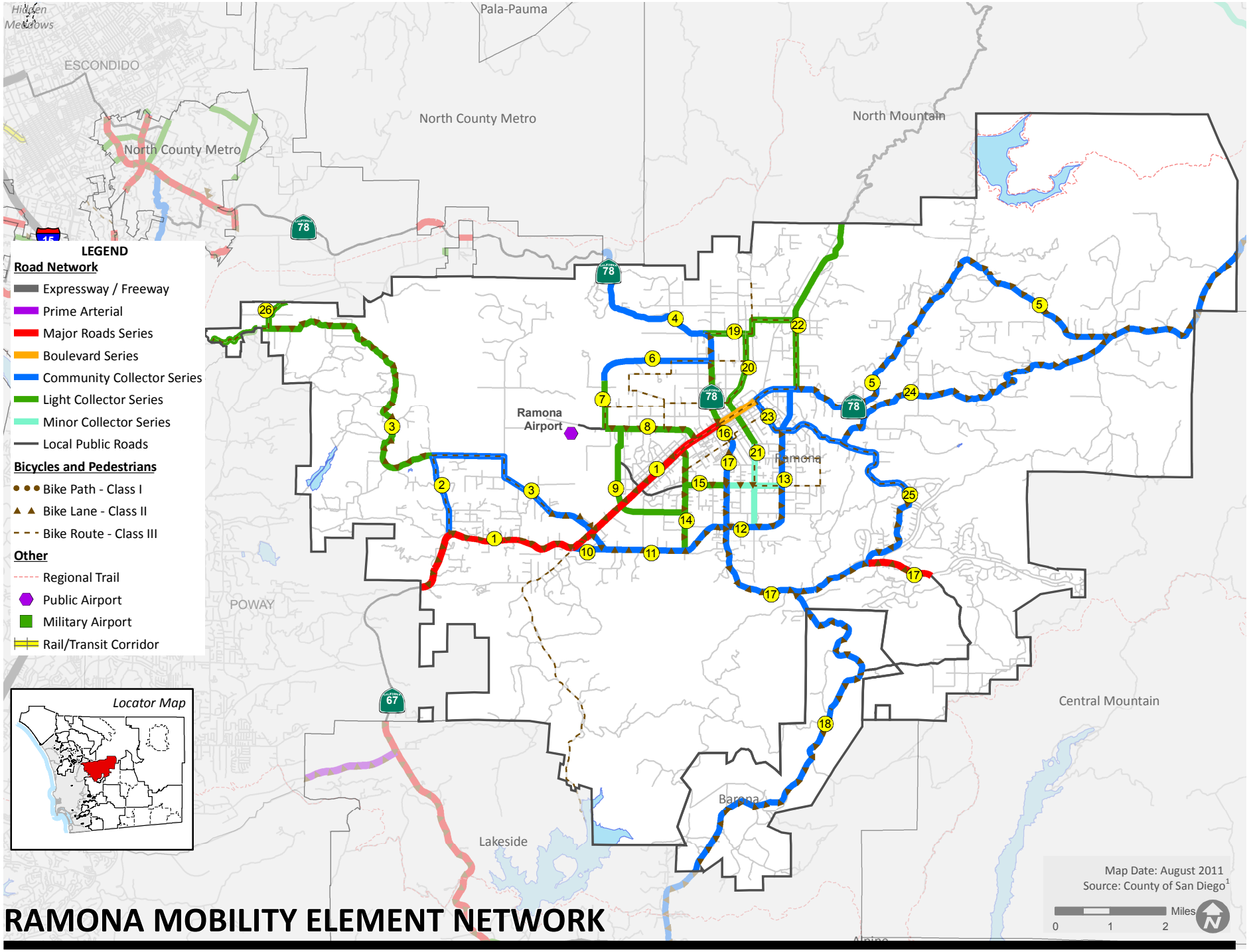
Start Time	12/16/2017
12:00 AM	51
1:00 AM	33
2:00 AM	33
3:00 AM	20
4:00 AM	49
5:00 AM	133
6:00 AM	209
7:00 AM	281
8:00 AM	411
9:00 AM	521
10:00 AM	639
11:00 AM	608
12:00 PM	650
1:00 PM	637
2:00 PM	648
3:00 PM	682
4:00 PM	657
5:00 PM	633
6:00 PM	371
7:00 PM	245
8:00 PM	214
9:00 PM	188
10:00 PM	142
11:00 PM	76
Total	8131



Volumes represent the combined totals for both directions

ATTACHMENT E

County Mobility Element Information



RAMONA MOBILITY ELEMENT NETWORK

Mobility Element Network—Ramona Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	State Route 67/Main Street Segment: Poway city limits to SR-78/Pine Street	4.1A Major Road Raised Median—Poway city limits to Etcheverry Street 4.1B Major Road Intermittent Turn Lanes—Etcheverry Street to SR-78/Pine Street	Accepted at LOS E Segment: 11th Street to Pine Street
2	Archie Moore Road (SC 324) Segment: Highland Valley Road to SR-67	2.1C Community Collector Intermittent Turn Lanes	None
3	Highland Valley Road (SC 959) Segment: San Diego city limits to SR-67	2.2A Light Collector Raised Median—San Diego city limits to Archie Moore Road 2.1E Community Collector Archie Moore Road to SR-67	None
4	Pine Street [State Route 78] Segment: North Mountain Subregion boundary to SR-67/Main Street	2.1D Community Collector Improvement Options [Passing Lanes]—North Mountain Subregion boundary to Ash Street 2.2D Light Collector Improvement Options [Left/Right Turn Lanes]—Ash Street to SR-67/Main Street	None
5	Main Street [State Route 78] Segment: Pine Street to North Mountain Subregion boundary	4.2B Boulevard Intermittent Turn Lanes—Pine Street to 3rd Street 2.1D Community Collector Improvement Options [Passing Lanes]—3rd Street to Central Mountain Subregion boundary	Accepted at LOS E Segment: Pine Street to Ninth Street Shoulder as Parking Lane Separate Bike Lane required—10th Street to 4th Street
6	SA 330 Segment: Montecito Way to SR-78/Pine Street	2.1E Community Collector	None
7	Montecito Way Segment: Montecito Road to SA 330	2.2E Light Collector	None

ATTACHMENT F

Intersection LOS Calculations

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	336	290	0	0	0
Future Vol, veh/h	0	336	290	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	365	315	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	315	0	-	0	680	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1245	-	-	-	417	725
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1245	-	-	-	417	725
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1245	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	298	384	0	0	0
Future Vol, veh/h	0	298	384	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	324	417	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	417	0	-	0	741	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1142	-	-	-	384	636
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1142	-	-	-	384	636
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1142	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	336	290	2	3	27
Future Vol, veh/h	22	336	290	2	3	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	365	315	2	3	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	317	0	-	0	729	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1243	-	-	-	390	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	381	724
Mov Cap-2 Maneuver	-	-	-	-	483	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1243	-	-	-	690
HCM Lane V/C Ratio	0.019	-	-	-	0.047
HCM Control Delay (s)	8	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	77	298	384	0	0	7
Future Vol, veh/h	77	298	384	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	324	417	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	417	0	-	0	909	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1142	-	-	-	305	636
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1142	-	-	-	278	636
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1142	-	-	-	636
HCM Lane V/C Ratio	0.073	-	-	-	0.012
HCM Control Delay (s)	8.4	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0

ATTACHMENT G

County of San Diego Project Issue Checklist Items 17-1 through 17-4

PROJECT NAME: Mountain Valley Ranch Event Barn					PDS2017-MUP-03-035W1	
Planning & Development Services (PDS) Planning and CEQA Comments						
Item	**No.**	**Subject Area**	**Issue, Revision or Information Required**	**Issue Resolution Summary (Include Conditions)**	**Date Identified**	**Date Resolved**
17 -	1	Caltrans	Per Highway Design Manual 205.4; on frontage roads and in rural areas where the maximum legal vehicle must be accommodated, **standard truck-turn templates** should be used to determine driveway widths where the curb or edge of traveled way is so close to the right of way line that a usable connection cannot be provided within the standard limits.		4/3/2017	
17 -	2	Caltrans	Driveways connecting to State highways **shall be paved a minimum of 20 feet from the edge of shoulder or to the edge of State right of way**, whichever is less to minimize or eliminate gravel from being scattered on the highway and to provide a paved surface for vehicles and bicycles to accelerate and merge. Please refer to HDM 205.4 for more information.		4/3/2017	
17 -	3	Caltrans	Please submit a truck turn template and a layout sheet plan showing the proposed paved driveway for review. All other current Caltrans standards apply.		4/3/2017	
17 -	4	Caltrans	An encroachment permit will be required for any work within Caltrans right-of-way.		4/3/2017	
DEH (Department of Environmental Health) Comments						
18 -	1	DEH	Please provide wastewater flow estimates for a typical event in the barn.			
Planning & Development Services (PDS) Land Development Comments						
1 -	1	Plot Plan	The applicant should consult with Caltrans regarding any required improvements or possible access retrictions on State Route 78 (SR78). Specifically consult with the Caltrans to determine if it is acceptable to use the current residential driveway on SR78 as an entrance for the events hosted in the barn. The previous project limited the access for the events to the driveway on Magnolia Avenue.	Comments for information only	3/28/17	3/28/17