MEMORANDUM

TO: Félix Aponte-González, PhD, County of San Diego
FROM: Andrew Prescott, AICP, Stephen Cook, PE, Phuong Nguyen, PE, Chen Ryan Associates
DATE: August, 2020
RE: Camp Lockett Master Plan/Overlay Zone - Transportation Impact Study

1.0 Background
The Camp Lockett Master Plan/Overlay Zone (Proposed Project) is located approximately 39 miles southeast of Downtown San Diego in the Campo/Lake Morena Planning Area of the Mountain Empire Subregional Plan, within unincorporated San Diego County. Camp Lockett was historically used as a U.S. military encampment and was home of the 10th, 11th, and 28th Calvary during World War II, including the famous “Buffalo Soldiers.” The Proposed Project area includes a development boundary of approximately 194 acres within the approximately 400-acre Master Plan and Overlay Zone area. Figure 1 displays the project’s regional location.

The County of San Diego (County), in coordination with Camp Lockett Interest Group (CLIG), which is composed of the Camp Lockett Event Equestrian Facility (CLEEF), the Pacific Southwest Railway Museum (PSRM), the Mountain Health and Community Services (MHCS), the Motor Transport Museum (MTM), the Mountain Empire Unified School District (MEUSD), and the Mountain Empire Historical Society (MEHS), desire to support and pursue the continued renovation and reuse of Camp Lockett as a historic campus with additional amenities and services intended to support the immediate local community.

2.0 Analysis Methodology
The San Diego County Board of Supervisors adopted the County of San Diego Transportation Study Guidelines (County TSG) on June 24, 2020. The recently adopted County TSG, is consistent with the California Environmental Quality Act (CEQA) guidelines and utilizes Vehicle Miles Traveled (VMT) as a metric for evaluating transportation-related impacts. Per the County TSG, all projects within the Unincorporated portions of San Diego County are required to go through a screening process to determine the level of transportation analysis that is required. An excerpt of the screening process is provided in Attachment A.

Based on Section 3.3 of the County TSG, when conducting a screening analysis, projects that can be classified as any of the following screening criteria would have a less than significant VMT impact due to project’s characteristic and/or location and are therefore exempt from additional VMT CEQA analysis:

- **Projects Located in VMT Efficient Area** – A VMT efficient area is any area with an average VMT per Resident, VMT per Employee, or VMT per Service Population 15% below the baseline average for the San Diego region.
- **Small Residential and Employment Projects** – Projects generating less than 110 daily trips.
- **Projects Located in a Transit Accessible Area** – Projects located within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor.
- **Locally Serving Retail/Service Projects** – Local serving retail/service projects less than 50,000 square feet.
• **Locally Serving Public Facilities and Other Uses** – Public facilities that serve the surrounding community or public facilities that are passive use.

• **Redevelopment Projects with Greater VMT Efficiency** – Total project VMT is less than the existing land use’s total VMT.

• **Affordable Housing** – Housing project where 100% of units are affordable.

Projects that do not meet the screening criteria are required to conduct a VMT analysis using either the County’s screening map or the SANDAG Regional Transportation Model to determine whether the project is below the threshold established in the County TSG.

### 3.0 Transportation Impact Analysis

A screening analysis was conducted for the Proposed Project using the County TSG screening criteria. The results are presented within this section, organized by each entity individually and addressing all features presented in the Camp Lockett Master Plan/Overlay Zone Overlay Zone Exhibits, included as Attachment B. The results indicate the criterion qualifying each feature as resulting in a less than significant VMT impact, where relevant. Additional discussions are provided for some features following the table, including cumulative analysis considerations. The Proposed Project screening analysis results are also summarized in **Table 1**.

Some proposed features identified on the exhibits are existing, while others are non-trip generating. These are not applicable to the VMT analysis; however, they are included within this section to provide comprehensive and consistent documentation.

#### 3.1 Camp Lockett Event & Equestrian Facility

The CLEEF property is an existing equestrian park open to the public. It is operated as a local community asset and non-profit. Proposed improvements are intended to enhance the existing offerings through additional recreational, educational, and maintenance improvements.

Several features depicted on the Camp Lockett Master Plan/Overlay Zone Overlay Zone Exhibit for CLEEF are existing, intended to be retained as is and therefore, would have a less than significant VMT impact. Existing facilities to be retained include:

1. Existing Historic Ferguson House
2. Existing Caretaker Accommodations
3. Existing Warm Up Arena
4. Existing Horse Trailer Parking
5. Existing Gymkhana Events Arena
6. Existing Broadcast Booth
7. Existing Roping and Rodeo Arena
8. Existing Vendor Display Area
9. Existing Well and Pump House
10. Existing Electrical Panel
11. Existing Well and Pump House
12. Proposed Food Preparation/Kitchen
13. Existing Automobile Parking
14. Existing Water Storage Tank
15. Existing Bleachers
16. Existing Tent Camping for Pacific Crest Trail
17. Existing Obstacle Course
18. Existing Arena
19. Existing Outhouse
20. Existing Horseshoe Pits
21. Existing Equipment Yard
22. Existing Dry Camping

Multiple park-related enhancements are proposed within the existing park property. These are considered features of an existing park site and are not anticipated to induce trips individually and therefore, would have a less than significant VMT impact, as noted in the screening criteria outlined in Section 2.0. Some improvements, such as 12. *Proposed Food Preparation/Kitchen* and 23. *Proposed Barn*,
will require permits for use and are not anticipated to be a part of regular, daily operations. The additional park amenities include:

12. Proposed Food Preparation/Kitchen (Permits Required)
14. Proposed Cultural Exhibit Stalls
18. Proposed Replica Obstacle Course
19. Proposed Perimeter Hiking Trail (Accessory Use with Private Improvement Plan or Grading Permit)
23. Proposed Barn to Host Weddings (Permits Required)
26. Proposed Picnic Area with Tables
28. Proposed Fenced Dog Run (DEH Permits May Be Required)

Five proposed CLEEF improvements consist of non-trip generating uses, intended to support the on-going operations and therefore, would have a less than significant VMT impact. Non-trip generating improvements include:

16. Proposed Barracks/Restrooms (Accessory Use)
25. Proposed Parking
29. Proposed Septic
30. Proposed Electric/Water – No Sewer
32. Proposed Fencing

The proposed trip generating land uses include at the CLEEF site consist of the following two uses:

11. Proposed Additional Caretaker Accommodations
24. Proposed Dry Camping.

The caretaker accommodations are solely for use of maintenance staff and other staff members, which will result in a reduction of employee VMT by having them housed onsite, effectively eliminating commute trips. The dry campsites supplement the existing campsites offered at the property and are intended to support users of the Pacific Crest Trail (PCT). The southern terminus of the PCT is located approximately 0.5-mile south of the CLEEF property, making CLEEF an ideal point for hikers beginning or completing the trail. The additional campsites are intended to support these hikers, who generally arrive by foot, bus, or are dropped off.

The screening analysis determined the proposed CLEEF improvements, that are anticipated to generate trips, fall under the “locally serving public facilities and other uses” category due to the site’s use as a local, publicly serving park. Consistent with Section 3.3 of the County TSG, locally serving public facilities and other uses would have a less than significant VMT impact.

3.2 Mountain Health and Community Services
Mountain Health is a private, non-profit community health center organization responsible for operating the Mountain Health Community Center in Campo. MHCS provides a variety of services to the local community. MHCS proposes to adaptively reuse several existing structures within the Camp Lockett site to further support the local community with services, park space, and affordable housing.

The proposed MHCS retail/service components are intended to serve the local populations, improving access, and reducing vehicle travel distances. Many of the features are anticipated to primarily serve the
immediate populations within the Camp Lockett site, which would not result in any vehicle trips. Consistent with Section 3.3 of the County TSG, locally serving retail/service projects would have a less than significant VMT impact. Locally serving MHCS retail/service facilities include:

1. Proposed Reuse Central Administration and Purchasing Area – 2,175 SF
2. Proposed Reuse Central Administration and Purchasing Area – 2,175 SF
3. Proposed Reuse Homemaker Thrift Store – 4,510 SF
4. Proposed Reuse Homemaker Thrift Store – 4,510 SF
5. Proposed Reuse Laundromat – 1,295 SF
6. Proposed Reuse Laundromat – 1,295 SF
7. Proposed Reuse Theater – 3,780 SF
8. Proposed Reuse Theater – 3,780 SF
9. Proposed Mixed Use Residential (1,180 SF of Community Commercial Retail)

Five proposed MHCS facilities are intended serve as local health/medical facilities, support those facilities, or provide alternative recreational options for the surrounding populations. These uses are consistent with the locally serving public facilities and other uses definition. Consistent with Section 3.3 of the County TSG, locally serving public facilities and other uses would have a less than significant VMT impact. Locally serving MHCS public facilities and other uses include:

1. Proposed Reuse MHCS Facility Maintenance Center
2. Proposed Reuse MHCS Facility Maintenance Center
3. Proposed Reuse Drug/Alcohol Services
4. Proposed Reuse Drug/Alcohol Services
5. Proposed Reuse Wellness Center
6. Proposed Reuse Wellness Center
7. Proposed Reuse Pool
8. Proposed Reuse Pool
9. Proposed Senior Services Area
10. Proposed Senior Services Area

Four MHCS proposed improvements are residential developments comprised of 100% affordable housing. Consistent with Section 3.3 of the County TSG, affordable housing projects with 100% affordable units would have a less than significant VMT impact. Affordable housing components of the MHCS include:

9. Proposed Mixed Use Residential (2 affordable housing units)
10. Proposed Mixed Use Residential (2 affordable housing units)
11. Proposed Senior and Veteran Housing (5 homes)
12. Proposed Senior and Veteran Housing (5 homes)
13. Proposed Duplex, Triplex Affordable Housing (30 – 35 units)
14. Proposed Duplex, Triplex Affordable Housing (30 – 35 units)
15. Proposed Veteran Legacy Village (100 – 125 beds)
16. Proposed Veteran Legacy Village (100 – 125 beds)

The MHCS proposed improvement identified as 3. Proposed Reuse Joint-Use Dinning Hall, Special Events, Food, and Nutrition Center is relocating from an existing 5,635 SF building to a smaller 2,493 SF building. This relocated use can be conservatively assumed to generate equal or fewer trips than existing and can be excluded from analysis as it would have a less than significant VMT impact.

The MHCS proposed improvement identified as 10. Proposed Reuse Staff Cottages/Rental Housing are currently being used as housing and will undergo renovation to maintain sufficient safe use of the spaces. No additional units are proposed; therefore, this use can be assumed to generate equal or fewer trips than existing and can be excluded from analysis as it would have a less than significant VMT impact.

The MHCS feature identified as 11. Existing Daycare is currently operating as a daycare and is not anticipated to expand beyond current operations or current permitting. The proposed improvement identified as 15. Proposed Reuse Children’s Activity Center is intended to provide space for programmatic offerings to support 11. Existing Daycare use. These activities are not anticipated to result in additional
trips beyond current operations; therefore, this use can be assumed to generate equal or fewer trips than existing and can be excluded from analysis as it would have a less than significant VMT impact.

Three proposed MHCS improvements consist of non-trip generating uses, intended to support the ongoing operations and therefore, would have a less than significant VMT impact. Non-trip generating improvements include:

17. Proposed Open Space
18. Proposed Parking
19. Proposed Well and Pump House
20. Proposed Solar

3.3 Motor Transport Museum
The MTM serves to educate the public by creating a positive awareness and appreciation for old trucks and the development of the motor transport industry. The proposed MTM improvements are intended to further support the existing educational offerings and enhance the visitor experience.

The MTM proposed improvement identified as 1. Proposed Exhibit consists of 30,360 SF of space to be used for future museum exhibits. The rehabilitation of existing buildings will be used to house the future exhibits and is intended to support the ongoing educational uses of the MTM and is considered a locally serving public facility. Consistent with Section 3.3 of the County TSG, locally serving public facilities and other uses would have a less than significant VMT impact.

The MTM feature identified as 2. Existing Parking would be retained as is and therefore, would have a less than significant VMT impact.

Two proposed MTM improvements consist of non-trip generating uses, intended to support the on-going operations and therefore, would have a less than significant VMT impact. Non-trip generating improvements include:

3. Proposed Realignment of Fences to Property Line
4. Proposed Joint Use Parking with MHCS and Pedestrian Access to MTM

3.4 Pacific Southwest Railway Museum
The PSRM is a non-profit educational organization dedicated to the preservation and interpretation of railroads as they existed in the Pacific Southwest. The proposed PSRM improvements are intended to further support the existing educational offerings and enhance the visitor experience.

The Camp Lockett Master Plan/Overlay Zone Overlay Zone Exhibit for the PSRM identifies the following existing features that would be retained as is and therefore, would have a less than significant VMT impact:

1. Existing Storage
2. Existing Library/Theater
4. Existing Covered Train
5. Existing Shops
6. Existing Campo Depot
The proposed PSRM improvements consist of educational opportunities in the form of museum exhibit expansions as well as recreational camping opportunities open to the public. Consistent with Section 3.3 of the County TSG, locally serving public facilities and other uses would have a less than significant VMT impact. Locally serving PSRM public facilities and other uses include:

1. Proposed Campgrounds
7. Proposed Mine Exhibit
10. Proposed Mini Depot
11. Proposed Exhibit

The proposed PSRM retail/service components are intended to serve the local populations and those visiting the museum exhibits, improving access, and reducing vehicle travel distances. Consistent with Section 3.3 of the County TSG, locally serving retail/service projects would have a less than significant VMT impact. Locally serving PSRM retail/service facilities include:

8. Proposed Retail – 0.5 acres

Note: The Proposed Retail on the PSRM site is proposed to be developed on a portion of the land that is 0.5-acres in size, however, the building footprint size is undetermined at this time. The 0.5-acre size was conservatively used for analysis purposes.

Multiple proposed PSRM improvements consist of non-trip generating uses, intended to support the ongoing operations and therefore, would have a less than significant VMT impact. Non-trip generating improvements include:

9. Proposed Caboose
12. Proposed Parking
13. Proposed Interpretive Signage Along Sheridan Road
14. Proposed Small Railroad or Shuttle to Connect PSRM to Chafee Park
15. Proposed Entry Signage
16. Proposed MEHS Parking

3.5 Locally Serving Retail/Service Projects

The County TSG states, “Local serving retail/service projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail/service generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.”

Considering the Proposed Project consists of multiple entities each with individual proposed improvements, the square footage of all uses categorized as Locally Serving Retail/Service Projects were added together to ensure the Proposed Project as a whole qualifies as a less than significant impact in accordance with the County TSG. The following is a list of the uses and respective size designated as Local Serving Retail/Service Projects:

MHCS 1. Proposed Reuse Central Administration and Purchasing Area – 2,175 SF
MHCS 4. Proposed Reuse Homemaker Thrift Store – 4,510 SF
MHCS 5. Proposed Reuse Laundromat – 1,295 SF
MHCS 8. Proposed Reuse Theater – 3,780 SF
MHCS 9. Proposed Mixed Use Residential (1,180 SF of Community Commercial Retail)
PSRM 8. Proposed Retail – 0.5 acres

Note: The Proposed Retail on the PSRM site is proposed to be developed on a portion of the land that is 0.5-acres in size, however, the building footprint size is undetermined at this time. The 0.5-acre size was conservatively used for analysis purposes.

Combined, the proposed improvements identified as Locally Serving Retail/Service Projects conservatively accumulate to 34,720 square feet. The total square footage is less than the 50,000 square feet qualifying a project as Locally Serving Retail/Service Projects. Consistent with Section 3.3 of the County TSG, the locally serving retail/service projects would have a less than significant VMT impact.

4.0 Conclusion
Based on the documented analysis results, pursuant to Section 3.3 of the County TSG, the Proposed Project may be presumed to have a less than significant VMT impact and no additional transportation analysis is required.
Camp Lockett Master Plan and Overlay Zone

Regional Location

Figure 1
<table>
<thead>
<tr>
<th>Feature</th>
<th>Screening Results</th>
<th>Quantity</th>
<th>Trip Rate</th>
<th>ADT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Camp Lockett Event &amp; Equestrian Facility</strong></td>
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<tr>
<td>1. Existing Historic Ferguson House</td>
<td>N/A - Existing Use</td>
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<td>2. Existing Caretaker Accommodations</td>
<td>N/A - Existing Use</td>
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<td>3. Existing Warm Up Arena</td>
<td>N/A - Existing Use</td>
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<td>4. Existing Horse Trailer Parking</td>
<td>N/A - Existing Use</td>
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<td>5. Existing Gymkhana Events Arena</td>
<td>N/A - Existing Use</td>
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<td>6. Existing Broadcast Booth</td>
<td>N/A - Existing Use</td>
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<td>7. Existing Roping and Rodeo Arena</td>
<td>N/A - Existing Use</td>
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<td>8. Existing Vendor Display Area</td>
<td>N/A - Existing Use</td>
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<td>9. Existing Well and Pump House</td>
<td>N/A - Existing Use</td>
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<td>10. Existing Electrical Panel</td>
<td>N/A - Existing Use</td>
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<tr>
<td>11. Proposed Additional Caretaker Accommodations</td>
<td>Locally serving public facilities and other uses</td>
<td>4 dwelling units</td>
<td>8 trips / dwelling unit</td>
<td>32</td>
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<tr>
<td>12. Proposed Food Preparation/Kitchen (Permits Required)</td>
<td>N/A – Additional Feature of Existing Park</td>
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<td>13. Existing Automobile Parking</td>
<td>N/A - Existing Use</td>
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<td>14. Proposed Cultural Exhibit Stalls</td>
<td>N/A – Additional Feature of Existing Park</td>
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<td>15. Existing Water Storage Tank</td>
<td>N/A - Existing Use</td>
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<td>16. Proposed Barracks/Restrooms (Accessory Use)</td>
<td>N/A – Non-Trip Generating</td>
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<td>17. Existing Bleachers</td>
<td>N/A - Existing Use</td>
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<td>18. Proposed Replica Obstacle Course</td>
<td>N/A – Additional Feature of Existing Park</td>
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<td>19. Proposed Perimeter Hiking Trail (Accessory Use with Private Improvement Plan or Grading Permit)</td>
<td>N/A – Additional Feature of Existing Park</td>
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<td>20. Existing Tent Camping for Pacific Crest Trail</td>
<td>N/A - Existing Use</td>
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<td>21. Existing Obstacle Course</td>
<td>N/A - Existing Use</td>
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<td>22. Existing Arena</td>
<td>N/A - Existing Use</td>
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<td>23. Proposed Barn to Host Weddings (Permits Required)</td>
<td>N/A – Additional Feature of Existing Park</td>
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<td>24. Proposed Dry Camping</td>
<td>Locally serving public facilities and other uses</td>
<td>8 campsites</td>
<td>4 trips / campsite</td>
<td>32</td>
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<tr>
<td>25. Proposed Parking</td>
<td>N/A – Non-Trip Generating</td>
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<tr>
<td>26. Proposed Picnic Area with Tables</td>
<td>N/A – Additional Feature of Existing Park</td>
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<td>27. Existing Outhouse</td>
<td>N/A – Existing Use</td>
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<td>Feature</td>
<td>Screening Results</td>
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<td>Trip Rate</td>
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<tr>
<td>28. Proposed Fenced Dog Run (DEH Permits May Be Required)</td>
<td>N/A – Additional Feature of Existing Park</td>
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<td>29. Proposed Septic</td>
<td>N/A – Non-Trip Generating</td>
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<td>30. Proposed Electric/Water – No Sewer</td>
<td>N/A – Non-Trip Generating</td>
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<td>31. Existing Horseshoe Pits</td>
<td>N/A - Existing Use</td>
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<td>32. Proposed Fencing</td>
<td>N/A – Non-Trip Generating</td>
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<td>33. Existing Equipment Yard</td>
<td>N/A - Existing Use</td>
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<td>34. Existing Dry Camping</td>
<td>N/A - Existing Use</td>
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<tr>
<td><strong>Mountain Health and Community Services</strong></td>
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<tr>
<td>1. Proposed Reuse Central Administration and Purchasing Area</td>
<td>Locally serving retail/service projects</td>
<td>2,175 SF</td>
<td>14 trips / KSF</td>
<td>31</td>
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<td>2. Proposed Reuse MHCS Facility Maintenance Center</td>
<td>Locally serving public facilities and other uses</td>
<td>2,372 SF</td>
<td>5 trips / KSF</td>
<td>12</td>
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<td>3. Proposed Reuse Proposed Reuse Joint-Use Dining Hall, Special Events, Food, and Nutrition Center</td>
<td>N/A – Existing service moving to a smaller facility</td>
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<td>4. Proposed Reuse Homemaker Thrift Store</td>
<td>Locally serving retail/service projects</td>
<td>4,510 SF</td>
<td>40 trips / KSF</td>
<td>181</td>
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<td>5. Proposed Reuse Laundromat</td>
<td>Locally serving retail/service projects</td>
<td>1,295 SF</td>
<td>40 trips / KSF</td>
<td>52</td>
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<td>6. Proposed Reuse Drug/Alcohol Services</td>
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<td>8,142 SF</td>
<td>14 trips / KSF</td>
<td>114</td>
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<td>7. Proposed Reuse Wellness Center</td>
<td>Locally serving public facilities and other uses</td>
<td>8,267 SF</td>
<td>30 trips / KSF</td>
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<td>8. Proposed Reuse Theater</td>
<td>Locally serving retail/service projects</td>
<td>3,780 SF</td>
<td>80 trips / KSF</td>
<td>303</td>
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<tr>
<td>9. Proposed Mixed Use Residential (2 Units and 1,180 S.F. of Community Commercial Retail)</td>
<td>Affordable housing</td>
<td>2 dwelling units</td>
<td>8 trips / dwelling unit</td>
<td>16</td>
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<td></td>
<td>Locally serving retail/service projects</td>
<td>1,180 SF</td>
<td>40 trips / KSF</td>
<td>48</td>
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<td>10. Proposed Reuse Staff Cottages/Rental Housing</td>
<td>N/A – Existing Use; buildings to be renovated</td>
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<td>11. Existing Daycare</td>
<td>N/A - Existing Use</td>
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<tr>
<td>12. Proposed Reuse Pool</td>
<td>Locally serving public facilities and other uses</td>
<td>12,000 SF</td>
<td>50 trips / acre</td>
<td>14</td>
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<td>13. Proposed Senior and Veteran Housing (5 Homes)</td>
<td>Affordable housing</td>
<td>5 dwelling units</td>
<td>10 trips / dwelling unit</td>
<td>100²</td>
</tr>
<tr>
<td>14. Proposed Duplex, Triplex Affordable Housing (30 – 35 Units)</td>
<td>Affordable housing</td>
<td>35 dwelling units</td>
<td>2.5 trips / dwelling unit</td>
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<td>15. Proposed Reuse Children's Activity Center</td>
<td>N/A – Programmatic offerings to support existing daycare space (11. Existing Daycare)</td>
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<td>16. Proposed Senior Services Area</td>
<td>Locally serving public facilities and other uses</td>
<td>36 beds³</td>
<td>2.5 trips / dwelling unit</td>
<td>90</td>
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<td>17. Proposed Open Space</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
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<tr>
<td>Feature</td>
<td>Screening Results</td>
<td>Quantity</td>
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<td>------------------------------------------------------------------------</td>
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<td>----------</td>
<td>--------------------</td>
<td>------</td>
</tr>
<tr>
<td>18. Proposed Parking</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19. Proposed Well and Pump House</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20. Proposed Solar</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21. Veteran Legacy Village (110 – 125 beds)</td>
<td>Affordable housing</td>
<td>125 beds</td>
<td>2.5 trips / dwelling unit</td>
<td>313</td>
</tr>
<tr>
<td><strong>Motor Transport Museum</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Proposed Exhibit</td>
<td>Locally serving public facilities and other uses</td>
<td>30,360 SF</td>
<td>3.5 trips / SF</td>
<td>107</td>
</tr>
<tr>
<td>2. Existing Parking</td>
<td>N/A - Existing Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Proposed Realignment of Fences to Property Line</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Proposed Joint Use Parking with MHCS and Pedestrian Access to MTM</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pacific Southwest Railroad Museum</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Existing Storage</td>
<td>N/A - Existing Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Existing Library/Theater</td>
<td>N/A - Existing Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Proposed Campgrounds</td>
<td>Locally serving public facilities and other uses</td>
<td>20 campsites</td>
<td>4 trips / campsite</td>
<td>80</td>
</tr>
<tr>
<td>4. Existing Covered Train</td>
<td>N/A - Existing Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Existing Shops</td>
<td>N/A - Existing Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Existing Campo Depot</td>
<td>N/A - Existing Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Proposed Mine Exhibit</td>
<td>Locally serving public facilities and other uses</td>
<td>1 exhibit</td>
<td>52 trips / exhibit</td>
<td>52</td>
</tr>
<tr>
<td>8. Proposed Retail</td>
<td>Locally serving retail/service projects</td>
<td>0.5 acres</td>
<td>250 trips / acre</td>
<td>125</td>
</tr>
<tr>
<td>9. Proposed Caboose</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Proposed Mini Depot</td>
<td>Locally serving public facilities and other uses</td>
<td>1 exhibit</td>
<td>52 trips / exhibit</td>
<td>52</td>
</tr>
<tr>
<td>11. Proposed Exhibit</td>
<td>Locally serving public facilities and other uses</td>
<td>3 exhibits</td>
<td>52 trips / exhibit</td>
<td>156</td>
</tr>
<tr>
<td>12. Proposed Parking</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Proposed Interpretive Signage Along Sheridan Road</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Proposed Small Railroad or Shuttle to Connect PSRM to Chafee Park</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Proposed Entry Signage</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Proposed MEHS Parking</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pacific Southwest Railroad Museum / Mountain Empire Historical Society</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Proposed Mitigation Land</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Table 1: Screening Results Summary

<table>
<thead>
<tr>
<th>Feature</th>
<th>Screening Results</th>
<th>Quantity</th>
<th>Trip Rate</th>
<th>ADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Proposed Fence Along Railroad</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Proposed Approach Sign ¼ Mile</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Proposed Traffic Calming Warning Signs</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Proposed Entrance Signarch</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Proposed Secondary Direction Sign</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Proposed MEHS Parking</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Proposed Advanced Railroad Crossing</td>
<td>N/A – Non-Trip Generating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Existing Gaskill Stone Brothers Store</td>
<td>N/A - Existing Use</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:**

1. A trip generation rate for the PSRM was developed based on existing annual attendance estimates. Existing annual attendance is estimated at 15,000 guests. Two (2) exhibits are existing. The PSRM is currently open only two (2) days per week (Saturday and Sunday). A carpool factor of 1.5 attendees/vehicle was assumed. A weekend rate of 1.88 was applied to develop weekday estimates per the ITE Trip Generation Manual (10th Edition) for Land Use Code: 580 Museum. The weekday rate of 52 trips/exhibit was calculated with the following:

- 72 daily attendees per exhibit = 15,000 attendees / 52 weeks / 2 exhibits / 2 days open to the public
- 96 vehicle trips per exhibit = (72 / 1.5 carpool factor) * 2 trips per vehicle
- 52 weekday trips per exhibit = 96 / 1.88 weekday trip rate

2. The previous analysis accounted for 40 units that would result in an estimated 100 trips per day by applying the Congregate Care trip generation rate of 2.5 trips/unit (40 X 2.5 = 100). The Final Land Use Exhibits proposes 5 Senior Housing Homes. The detached residential unit trip generation rate of 10 trips/unit was conservatively applied to this land use due to the unknown number of maximum allowable beds within the 5 Senior Housing Homes. Using the 10 trips/unit rate, the 5 Senior Housing Homes are anticipated generate 50 trips (5 X 10 = 50). The 50 trips are less than the 100 trips previously analyzed. Therefore, it can be assumed that no additional impacts would result from substituting the 5 Senior Housing Homes in place of the 40 units.

3. The Senior Services Area will not contain actual “beds” for overnight use. The term “beds” was used to demonstrate the anticipated maximum capacity or number of people using the facility.
3.3. VMT Analysis for Land Use Projects

3.3.1. Screening Criteria for CEQA VMT Analysis

The requirements to prepare a detailed transportation VMT analysis apply to all land development projects, except those that meet at least one of the screening criteria. A project that meets at least one of the screening criteria below would have a less than significant VMT impact due to project characteristics and/or location.

1. Projects Located in a VMT Efficient Area

A VMT efficient area is any area with an average VMT per Resident, VMT per Employee, or VMT per Service Population 15 percent below the baseline average for the Unincorporated County. Land use projects may qualify for the use of VMT efficient area screening if the project can be reasonably expected to generate VMT per Resident, per Employee, or per Service Population, respectively, that is similar to the existing land uses in the VMT efficient area. Screening maps for each metric can be found in Appendix C.

Residential projects located within a VMT efficient area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A VMT efficient area for residential projects is any area with an average VMT per Resident 15 percent below the baseline average for the Unincorporated County.

Employment projects located within a VMT efficient area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A VMT efficient area for employment projects is any area with an average VMT per Employee 15 percent below the baseline average for the Unincorporated County.

Mixed-Use projects located within a VMT efficient area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A VMT efficient area for mixed-use projects is any area with an average VMT per Service Population 15 percent below the baseline average for the Unincorporated County. Alternatively (or if a project is not screened out using the VMT per Service Population map), a project can screen each component of the mixed-use using the appropriate screening criteria for each land use.

Retail/Service projects located within a VMT efficient area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A VMT efficient area for retail/service is any area with an average VMT per Service Population 15 percent below the baseline average for the Unincorporated County.


2. **Small Residential and Employment Projects**

Projects generating less than 110 daily vehicle trips (trips are based on the number of vehicle trips calculated using national ITE trip generation rates with any alternative modes/location-based adjustments are applied) may be presumed to have a less than significant impact absent substantial evidence to the contrary.

3. **Projects Located in a Transit Accessible Area**

Projects located within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less than significant impact absent substantial evidence to the contrary. Note that Sprinter stations are considered major transit stops. This presumption may not apply if the project:

- Has a Floor Area Ratio of less than 0.75.
- Includes more parking for use by residents, customers, or employees of the project than required by the County.
- Is inconsistent with SANDAG’s most recent Sustainable Communities Strategy (SCS).
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

4. **Locally Serving Retail/Service Projects**

Local serving retail/service projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail/service generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

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2 For projects with varying trip generation on different days of the week it is appropriate to determine the average trip generation for purposes of determining if a project meets the small project screening criteria. Typically, land uses have consistent trip generation throughout the week or the majority of the week (for example, residential uses have similar levels of trip generation on weekdays and even on weekends, offices have consistent trip generation on weekdays, the majority of the days in a week). There are some project types that have varying trip generation throughout the week. The procedure for determining ADT would be to produce average daily trip generation accounting for the variance of trip generation throughout the week or month.

3 Major transit stop: A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (PRC § 21064.3). High quality transit corridor: A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute periods (PRC § 21155).
5. Locally Serving Public Facilities and Other Uses
Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less than significant impact absent substantial evidence to the contrary. These do not include facilities or uses that would attract users from outside the vicinity of the use. The following are examples of locally serving facilities and uses:

- Transit centers
- Schools
- Libraries
- Post offices
- Park-and-ride lots
- Local health/medical clinics
- Law enforcement and fire facilities
- Local parks and trailheads
- Government offices
- Communication and utility buildings
- Water sanitation buildings
- Waste management buildings

6. Redevelopment Projects with Greater VMT Efficiency
Where a project replaces existing VMT-generating land uses, the project may be presumed to have a less than significant impact if the total project VMT is less than the existing land use’s total VMT, absent substantial evidence to the contrary.

7. Affordable Housing
An affordable housing project may be presumed to have a less than significant impact absent substantial evidence to the contrary if 100 percent of units are affordable.

3.3.2. VMT Thresholds of Significance
Projects that do not meet the above screening criteria must include a detailed evaluation of the VMT produced by the project. The significance thresholds and specific VMT metric used to measure VMT are described by land use type below.

- **Residential**: 15 percent below the Unincorporated County average VMT per Resident.
- **Employment (Office/Commercial/Industrial)**: 15 percent below the Unincorporated County average VMT per Employee or 15 percent below the Unincorporated County average VMT per Service Population.
- **Retail/Service**: A net increase in total area VMT or 15 percent below the Unincorporated County average VMT per Service Population.
- **Mixed-Use**: 15 percent below the Unincorporated County average VMT per Service Population or each project component evaluated per the appropriate metric based on land use type (i.e. residential, office/commercial, and retail).
- **Regional Recreational**: A net increase in total regional VMT or 15 percent below the Unincorporated County average VMT per Service Population.
Camp Lockett Master Plan/Overlay Zone Exhibits
Camp Lockett

NOTE: PROJECT BOUNDARIES ARE BASED ON AVAILABLE AERIAL PHOTOGRAPHY AND GIS DATA AND MAY NEED FIELD VERIFICATION.

FIGURE 11 - PSRM OVERLAY ZONES

Overlay Legend

- CHAPMAN & ABGATION AREA
- PSRM STORAGE & EXHIBIT HALL
- MAIN STREET RETAIL & DEPOT
- CAMP LOCKETT STUDY AREA - 195 ACRE BOUNDARY
- PROJECT BOUNDARY

OWNER: PACIFIC SOUTHWEST RAILWAY MUSEUM (PSRM) IN PROCESS FOR BOARD DECISION APPROVED ON MARCH 1, 2016
LAND USE: PUBLIC/SEMIPUBLIC FACILITIES
ZONING: GENERAL RURAL (S92)

NOTE: PROJECT BOUNDARIES ARE BASED ON AVAILABLE AERIAL PHOTOGRAPHY AND GIS DATA AND MAY NEED FIELD VERIFICATION.
PSRM, MEHS

**Camp Lockett**

OWNER: COUNTY OWNED - TRANSFER TO PSRM IN PROCESS PER BOARD DECISION APPROVED ON MARCH 1, 2016

LAND USE: PUBLIC SEMI-PUBLIC FACILITIES / VILLAGE RESIDENTIAL (VR-7.3) / RURAL COMMERCIAL (RC) / OPEN SPACE (O)

ZONING: OPEN SPACE (OS) / MOBILEHOME RESIDENTIAL (MR) / LIMITED INDUSTRIAL (LI) / VARIABLE FAMILY RESIDENTIAL (RV)

**NOTE:** PROJECT BOUNDARIES ARE BASED ON AVAILABLE AERIAL PHOTOGRAPHY AND GIS DATA AND MAY NEED FIELD VERIFICATION.

**Overlay Legend**
- **Open Space**
- **PSRM Storage & Exhibit Hall**
- **Main Street Retail & Depot**
- **Open Space**
- **Camp Lockett Study Area - 100 ACRE BOUNDARY**

**FIGURE 12 - PSRM AND MEHS OVERLAY ZONES**
Camp Lockett

NOTE: PROJECT BOUNDARIES ARE BASED ON AVAILABLE AERIAL PHOTOGRAPHY AND GIS DATA AND MAY NEED FIELD VERIFICATION.

FIGURE 16 - MTM OVERLAY ZONES

Overlay Legend
- MOTOR TRANSPORT MUSEUM
- CAMP LOCKETT STUDY AREA - 195 ACRE BOUNDARY
- PROJECT BOUNDARY

<table>
<thead>
<tr>
<th>NO.</th>
<th>CIVIC USE TYPES</th>
<th>DESCRIPTION ON MAP</th>
<th>ZONING ORDINANCE USE TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>PROPOSED REUSE MTM MUSEUM SPACE</td>
<td>CULTURAL EXHIBITS AND LIBRARY SERVICES</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>PROPOSED REALIGNMENT OF FENCE</td>
<td>ACCESSORY USE</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>PROPOSED JOINT USE PARKING WITH MHCS AND PEDESTRIAN ACCESS TO MTM</td>
<td>ACCESSORY USE</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: PROPOSED LOCATIONS ARE FLEXIBLE TO PERMIT MOVEMENT WITHIN SUBAREA.

OWNER: MOTOR TRANSPORT MUSEUM
LAND USE: PUBLIC/SEMI-PUBLIC FACILITIES
ZONING: OPEN SPACE (S80)

Date: 10/23/2020
Name: 4151 District_MTM-OVERLAY
Path: P:\4151.07\GIS\Mxd\Land_Use Алternatives\Overlay Zones\4151 District_MTM-OVERLAY.mxd

Camp Lockett

NOTE: PROJECT BOUNDARIES ARE BASED ON AVAILABLE AERIAL PHOTOGRAPHY AND GIS DATA AND MAY NEED FIELD VERIFICATION.

Overlay Legend
- MOUNTAIN EMPIRE UNIFIED SCHOOL DISTRICT
- CAMP LOCKETT STUDY AREA - 195 ACRE BOUNDARY
- PROJECT BOUNDARY

NOTE: USES ARE NOT PROPOSED AT THIS TIME. FUTURE ALTERATIONS OR RENOVATIONS TO EXISTING USES OR DEVELOPMENT WILL NEED TO CONFORM TO THE EXISTING CIVIC USE PERMITTED AS PART OF THIS MASTER PLAN/OVERLAY ZONE

COUNTY OWNED - TRANSFER TO MEUSD IN PROCESS PER BOARD DECISION APPROVED ON MARCH 1, 2016

FIGURE 18 - MEUSD OVERLAY ZONES